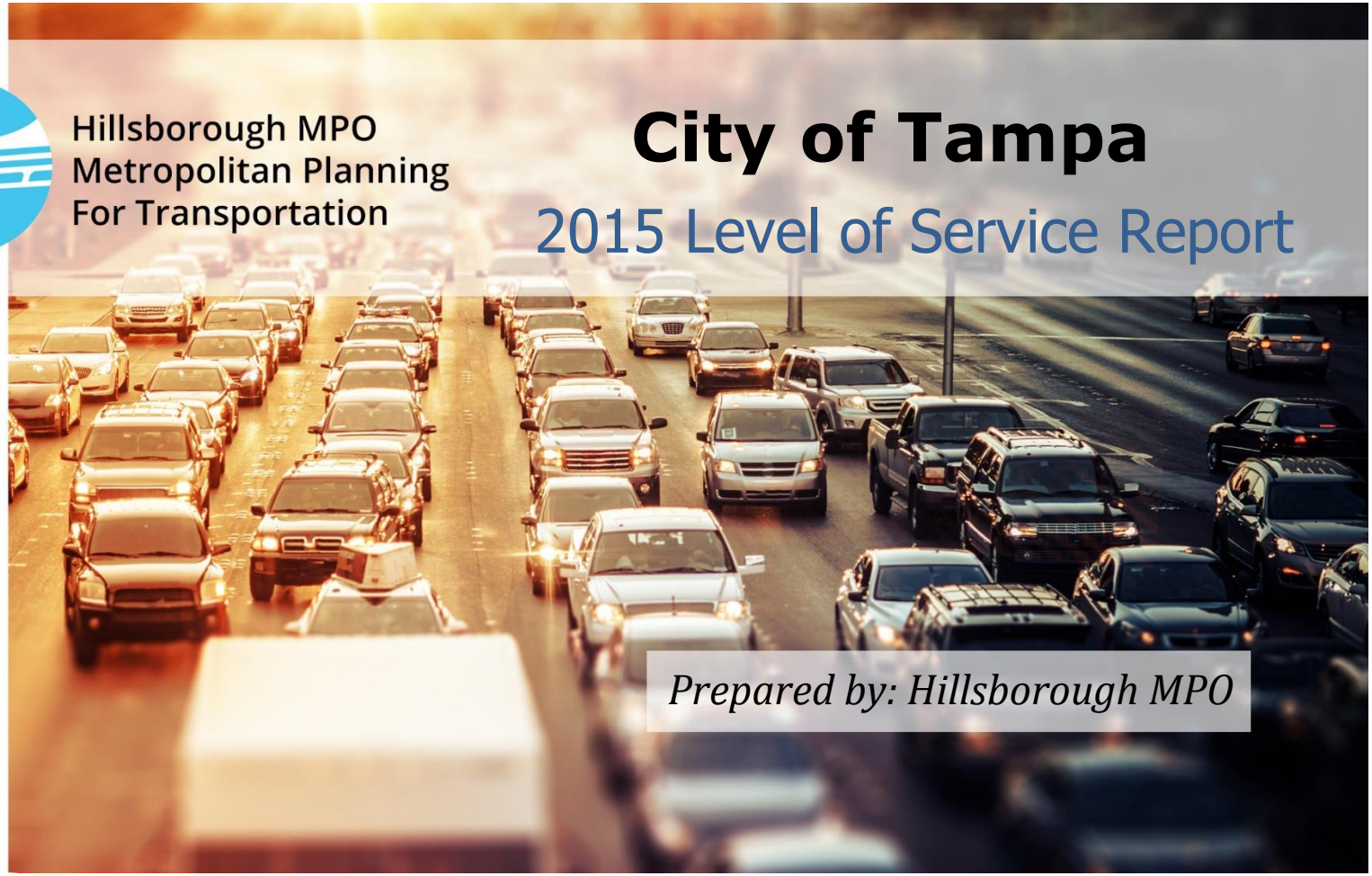
Hillsborough MPO
Metropolitan Planning
For Transportation

# City of Tampa

## 2015 Level of Service Report



*Prepared by: Hillsborough MPO*

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Hillsborough MPO
Metropolitan Planning for Transportation

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# 2015 Roadway Level of Service Report

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Hillsborough MPO
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# DISCLAIMER

The Metropolitan Planning Organization (MPO) makes every effort to ensure the accuracy of the information shown in this document; however, makes no warranty or representation, expressed or implied, as to the use, accuracy or interpretation of the data herein. Traffic count data has been collected by persons or agents other than the MPO and City of Tampa and cannot be guaranteed by the MPO or City of Tampa. This report makes extensive use of statewide default values and is intended for generalized analyses and initial problem identification. It should only be used as a guide and reference, and should be supplemented with a more detailed study, signed and sealed by a professional engineer, to more accurately determine the level of service (LOS) for use in concurrency analyses. As new information becomes available, this report will be updated. Before relying on this data, the user should visit the City of Tampa Construction Services Center located at 1400 North Boulevard, Tampa, Florida 33607, to review the official records of the agency, and confirm that the data is current.

Hillsborough Metropolitan Planning Organization
And
City of Tampa
Transportation and Stormwater Services Department
and
Planning and Development Department

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# INTRODUCTION

The 2017 Roadway Level of Service Report is a comprehensive listing of major roadways and their operating conditions, which provides the current levels of service of roadways based upon recent counts. The MPO conducted limited road counts May 2014 and additional counts May of 2015 and September of 2015. As counts are collected the report will be updated to include the most recent counts. State roads were counted annually and provided by the Florida Department of Transportation (FDOT). This report uses the minimum peak hour, peak direction Level of Service (LOS) standards from the Mobility Section of the adopted City of Tampa Comprehensive Plan; and has been generated using the current guidelines of the 2012 edition of the FDOT Level of Service (LOS) Generalized Tables and Highway Capacity Manual (HCM). Based on City of Tampa's methodology, a 95 percent adjustment factor was applied to all peak hour peak direction volumes and capacities on regulated roads within City limits. The LOS for the State Roads was calculated using average daily volumes and capacities based on FDOT's recommended methodology. Roadways included in this inventory are regulated arterials and collectors as defined in the City of Tampa Imagine 2040 Comprehensive Plan. These are roads located within the City limits of the City of Tampa and are regulated according to the inventory. The regulated roads within City limits are part of the Concurrency Management System and are subject to the requirements for public facilities identified in the City of Tampa Chapter 17.5 – Affordable Housing, Sustainability, and Concurrency Management System and City of Tampa Chapter 27 – Zoning and Land Development Codes.

**In accordance with City of Tampa Code Sec. 17.5-180. - Concurrency Management Procedures Manual adopted., the FDOT Tables of Generalized Daily Level-of-Service Maximum Volumes will be used to determine initial highway capacities. The measurement of capacity may also be determined by substantiation in the form of engineering studies signed by a licensed Professional Engineer. Traffic analysis techniques must be technically sound and justifiable as determined by the City of Tampa, and as described in the City of Tampa Concurrency Management Procedures Manual and Transportation Impact Analysis and Mitigation Plan Procedures Manual.**

This current edition of the City of Tampa LOS Report will provide a basis for Average Annual Daily Traffic (AADT). These counts are to be used in traffic studies for Concurrency Application Review. Any counts, especially those older than two years, can be updated using the above mentioned acceptable traffic analysis techniques, which may include more detailed analysis involving peak hour counts. Alterations to capacity on the State Highway System shall require FDOT review and approval.

**This report makes extensive use of statewide default values and is intended for generalized analysis and initial problem identification. It should only be used as a guide and reference, and should be supplemented with a more detailed study to more accurately determine LOS for use in concurrency analyses, except where indicated that a detailed analysis has been provided. As new information becomes available, this report will be updated.**

**Determining Available Roadway Capacity** - The City's Level of Service strategies can be found under Mobility, Objective 1.3, of the Tampa Comprehensive Plan, which requires that there be established and maintained LOS standards for roads and public transit service and local facility planning guidelines for pedestrian and bicycle facilities consistent with the City's growth projections, land use plan, and urban infill and redevelopment strategy. This City of Tampa Roadway Level of Service Report will be used to determine initial highway volumes and capacities. The

report does not account for all trips from projects that have received certificates of capacities, but have not received their certificates of occupancy. These trips are considered to be reserved on the roadway network. The applicant should meet with Staff to receive up-to- date information on approved development to determine vested trips.

This report consists of City Roads, and County and State Roads within City limits, and Appendices:

**City Roads:** Provides the LOS for all of the major roadways within City of Tampa as well as several major county-maintained roadways located in the City of Tampa.

**State Roads:** Provides LOS for all roadways that are part of the State Highway System within unincorporated Hillsborough County.

**Appendices:**

Appendix A – Legend of Variables Used in the Roadway LOS Report

Appendix B – Definition of Level of Service (LOS)

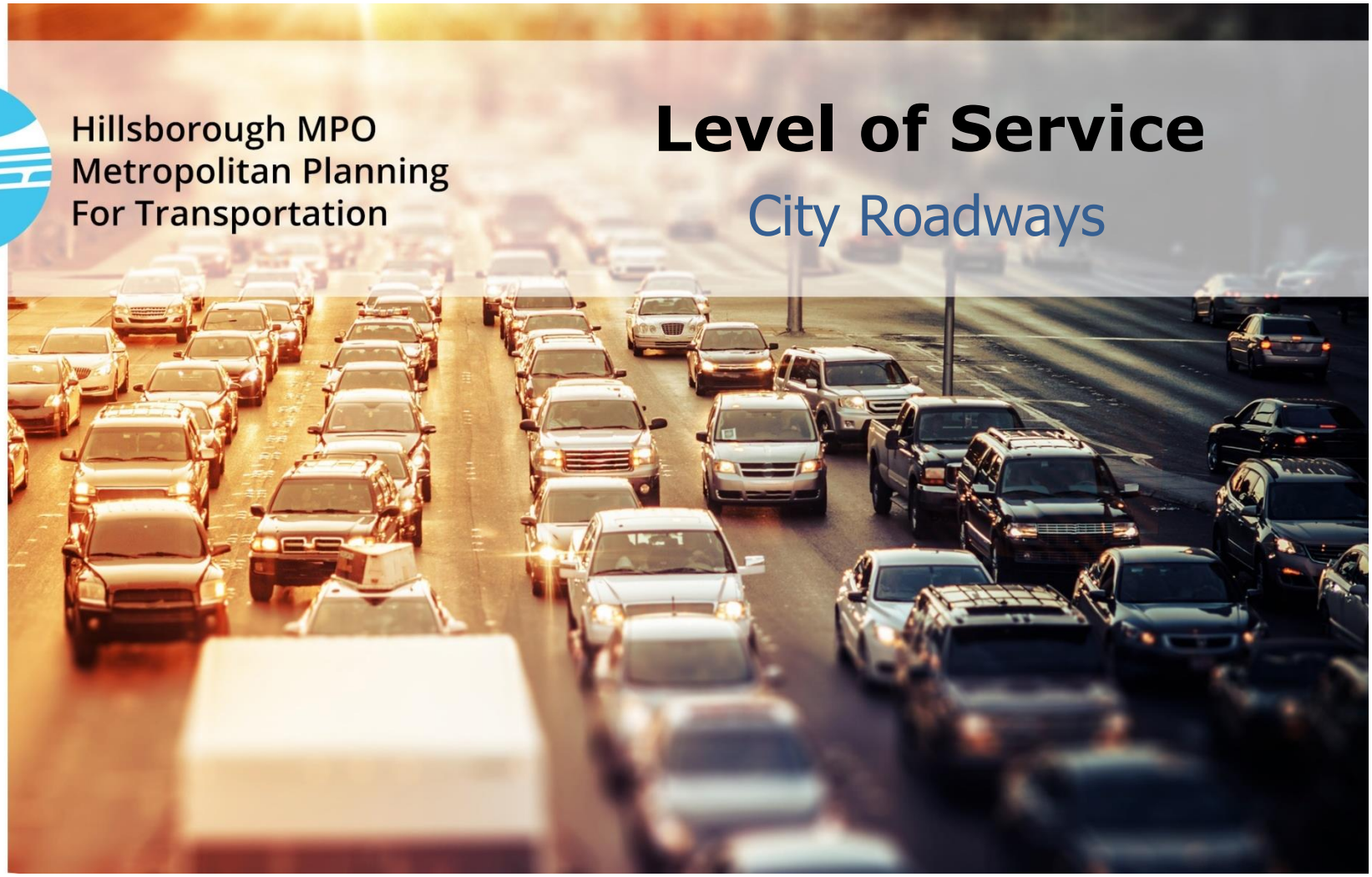
Appendix C – FDOT 2012 Generalized Tables

Any questions regarding this report, generated capacities, LOS or other data as presented should be directed to City of Tampa Transportation and Stormwater Services Department Traffic Management Center. The user is encouraged to obtain and review a detailed printout of the Transportation Technical Memorandum by visiting:

http://www.tampagov.net/sites/default/files/transportation/files/Traffic_Count_Methodology.pdf

It is also recommended that users check the Florida Department of Transportation's (FDOT) Generalized LOS Tables as defined in the

2012 edition of FDOT's LOS Handbook and the Highway Capacity Manual


Hillsborough MPO
Metropolitan Planning
For Transportation
Level of Service
City Roadways

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# City of Tampa

## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| 4TH AVE: (NUCCIO PKWY -to- 17TH ST) | Tampa | N | 2 / U | 0.41 | 30 | D | C | 3,625.00 | 222.00 | 13320 | 711 | 0.27 | C | C | C | E |
| 4TH AVE: (17TH ST -to- 19TH ST) | Tampa | N | 2 / U | 0.15 | 30 | D | C | 2,424.00 | 166.00 | 13320 | 711 | 0.18 | C | A | C | E |
| 4TH AVE: (19TH ST -to- 21ST ST) | Tampa | N | 2 / U | 0.15 | 30 | D | C | 2,770.00 | 155.00 | 13320 | 711 | 0.21 | C | A | C | E |
| 4TH AVE: (21ST ST -to- 22ND ST) | Tampa | N | 2 / U | 0.05 | 30 | D | C | 2,770.00 | 155.00 | 13320 | 711 | 0.21 | C | B | B | E |
| 4TH AVE: (22ND ST -to- 34TH ST) | Tampa | N | 2 / U | 0.76 | 30 | D | C | 1,147.00 | 64.00 | 13320 | 711 | 0.09 | C | B | A | F |
| 4TH AVE: (34TH ST -to- 38TH ST) | Tampa | N | 2 / U | 0.25 | 30 | D | C | 1,147.00 | 64.00 | 13320 | 711 | 0.09 | C | C | B | F |
| 7TH AVE: (NEBRASKA AVE -to- NUCCIO PKWY) | Tampa | N | 2 / U | 0.28 | 35 | D | C | 8,565.00 | 427.00 | 13320 | 711 | 0.64 | D | C | D | C |
| 7TH AVE: (NUCCIO PKWY -to- 15TH ST) | Tampa | N | 2 / U | 0.23 | 30 | D | C | 6,831.00 | 346.00 | 13320 | 711 | 0.51 | D | B | D | D |
| 7TH AVE: (15TH ST -to- 17TH ST) | Tampa | N | 2 / U | 0.15 | 30 | D | C | 6,831.00 | 346.00 | 13320 | 711 | 0.51 | D | A | D | D |
| 7TH AVE: (17TH ST -to- 19TH ST) | Tampa | N | 2 / U | 0.15 | 30 | D | C | 6,831.00 | 346.00 | 13320 | 711 | 0.51 | D | A | D | D |
| 7TH AVE: (19TH ST -to- 21ST ST) | Tampa | N | 2 / U | 0.15 | 30 | D | C | 6,831.00 | 346.00 | 13320 | 711 | 0.51 | D | A | D | D |
| 7TH AVE: (21ST ST -to- 22ND ST) | Tampa | N | 2 / U | 0.05 | 30 | D | A | 6,275.00 | 324.00 | 13320 | 711 | 0.47 | C | A | D | D |
| 7TH AVE: (22ND ST -to- 50TH ST) | Tampa | N | 4 / U | 2.02 | 40 | D | A | 8,292.00 | 436.00 | 27702 | 1478 | 0.3 | C | C | D | D |
| 15TH ST: (LINEBAUGH AVE -to- FOWLER AVE) | Tampa | N | 2 / U | 1.00 | 30 | D | C | 3,713.00 | 190.00 | 13320 | 711 | 0.28 | C | B | C | D |
| 15TH ST: (NUCCIO PKWY -to- LAKE AVE) | Tampa | N | 2 / O | 0.93 | 30 | D | C | 5,712.00 | 508.00 | 17496 | 1697 | 0.33 | C | C | D | D |
| 15TH ST: (LAKE AVE -to- M L KING BLVD) | Tampa | N | 4 / D | 0.25 | 30 | D | C | 9,406.00 | 633.00 | 29160 | 1556 | 0.32 | C | B | C | D |
| 15TH ST: (M L KING BLVD -to- SLIGH AVE) | Tampa | N | 2 / U | 2.01 | 30 | D | C | 7,213.00 | 441.00 | 13320 | 711 | 0.54 | D | C | D | D |
| 17TH/18TH/19TH AVE: (AVENIDA REPUBLICA DE CUBA -to- COLUMBUS DR) | Hillsborough County | N | 2 / O | 2.16 | 30 | D | A | 3,303.00 | 320.00 | 17496 | 1697 | 0.19 | C | C | D | D |
| 19TH ST: (DURHAM RD -to- ADAMO DR) | Tampa | N | 4 / U | 0.35 | 40 | D | C | 4,396.00 | 235.00 | 27702 | 1478 | 0.16 | C | C | A | F |
| 20TH ST: (HARPER ST -to- DURHAM ST) | Tampa | N | 2 / U | 0.20 | 45 | D | C | 4,396.00 | 218.00 | 24200 | 1198 | 0.18 | B | B | A | F |
| 21ST AVE: (NEBRASKA AVE -to- 22ND ST) | Tampa | N | 2 / U | 1.01 | 30 | D | C | 5,985.00 | 314.00 | 13320 | 711 | 0.45 | C | B | C | F |
| 21ST ST: (22ND ST -to- PALM AVE) | Tampa | C | 3 / O | 0.62 | 35 | D | A | 17,754.00 | 1,597.00 | 30000 | 2700 | 0.59 | D | C | D | E |
| 21ST ST: (PALM AVE -to- COLUMBUS DR) | Tampa | N | 3 / O | 0.30 | 30 | D | A | 7,022.00 | 632.00 | 30000 | 2700 | 0.23 | C | C | D | B |
| 21ST ST: (COLUMBUS DR -to- 23RD AVE) | Tampa | N | 3 / O | 0.34 | 30 | D | A | 4,688.00 | 422.00 | 30000 | 2700 | 0.16 | C | B | C | C |
| 22ND ST: (LEE ROY SELMON EXPWY -to- 21ST ST) | Tampa | C | 6 / D | 0.08 | 35 | D | A | 30,500.00 | 1,537.00 | 50000 | 2520 | 0.61 | D | B | A | E |
| 22ND ST: (21ST ST -to- 14TH AVE) | Tampa | C | 3 / O | 0.81 | 35 | D | A | 16,948.00 | 1,524.00 | 30000 | 2700 | 0.57 | D | C | A | E |
| 22ND ST: (14TH AVE -to- 21ST ST) | Tampa | N | 2 / O | 0.42 | 30 | D | A | 6,574.00 | 592.00 | 19440 | 1750 | 0.34 | C | C | D | C |
| 22ND ST: (21ST ST -to- HILLSBOROUGH AVE) | Tampa | N | 2 / U | 1.70 | 30 | D | A | 9,714.00 | 493.00 | 14800 | 753 | 0.66 | D | C | D | C |
| 22ND ST CONNECTOR: (20TH ST -to- 22ND ST) | Tampa | C | 6 / D | 0.26 | 30 | D | C | 30,500.00 | 1,510.00 | 98300 | 4866 | 0.31 | B | | | F |
| 22ND ST: (ROWLETT PARK -to- YUKON ST) | Tampa | N | 2 / U | 0.47 | 30 | D | C | 6,851.00 | 356.00 | 10656 | 568 | 0.64 | D | C | D | D |
| 22ND ST: (YUKON ST -to- FOWLER AVE) | Tampa | N | 2 / U | 1.76 | 30 | D | C | 7,210.00 | 374.00 | 13320 | 711 | 0.54 | D | C | D | F |
| 22ND ST: (HILLSBOROUGH AVE -to- HANNA AVE) | Tampa | N | 2 / U | 0.50 | 30 | D | C | 9,400.00 | 463.00 | 13320 | 711 | 0.71 | D | C | C | C |
| 22ND ST: (HANNA AVE -to- SLIGH AVE) | Tampa | N | 2 / U | 0.50 | 30 | D | C | 9,400.00 | 463.00 | 13320 | 711 | 0.71 | D | C | C | C |
| 30TH ST: (YUKON ST -to- BUSCH BLVD) | Tampa | N | 2 / U | 0.25 | 30 | D | C | 7,322.00 | 366.00 | 10656 | 568 | 0.69 | D | C | C | D |
| 30TH ST: (BUSCH BLVD -to- FOWLER AVE) | Tampa | N | 4 / D | 1.51 | 45 | D | A | 25,894.00 | 1,445.00 | 35820 | 1911 | 0.72 | C | C | D | D |
| 30TH ST: (M L KING BLVD -to- SLIGH AVE) | Tampa | N | 2 / U | 2.01 | 30 | D | C | 5,869.00 | 294.00 | 13320 | 711 | 0.44 | C | C | C | D |
| 34TH ST: (ADAMO DR -to- LAKE AVE) | Tampa | N | 4 / U | 1.60 | 40 | D | C | 6,371.00 | 361.00 | 34029 | 1815 | 0.19 | C | C | D | F |
| 34TH ST: (LAKE AVE -to- HILLSBOROUGH AVE) | Tampa | N | 2 / U | 1.26 | 30 | D | C | 7,478.00 | 435.00 | 13320 | 711 | 0.56 | D | C | D | F |
| 40TH ST: (HILLSBOROUGH AVE -to- BUSCH BLVD) | Hillsborough County | N | 4 / D | 2.57 | 40 | D | A | 17,790.00 | 948.00 | 29160 | 1556 | 0.61 | D | C | C | D |
| 43RD ST: (HANNA AVE -to- SLIGH AVE) | Hillsborough County | N | 2 / U | 0.50 | 35 | D | C | 8,562.00 | 409.00 | 13320 | 711 | 0.64 | D | C | D | D |
| 46TH ST: (RIVERHILLS RD -to- FOWLER AVE) | Tampa | N | 2 / U | 2.23 | 30 | D | C | 4,943.00 | 321.00 | 13320 | 711 | 0.37 | C | B | B | F |
| 109TH AVE: (NEBRASKA AVE -to- 15TH ST) | Tampa | N | 2 / U | 0.51 | 30 | D | C | 2,037.00 | 117.00 | 10656 | 568 | 0.19 | C | B | B | F |
| 109TH AVE: (15TH ST -to- 22ND ST) | Tampa | N | 2 / U | 0.51 | 30 | D | C | 2,037.00 | 117.00 | 10656 | 568 | 0.19 | C | B | B | F |
| 109TH AVE: (22ND ST -to- 30TH ST) | Tampa | N | 2 / U | 0.51 | 30 | D | C | 2,037.00 | 117.00 | 10656 | 568 | 0.19 | C | B | B | F |
| ALUMNI DR: (30TH ST -to- FOWLER AVE) | USF | N | 4 / D | 1.49 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | C | A | F |
| AMBERLY DRIVE: (TAMPA PALMS BLVD W -to- TAMPA PALMS BLVD) | Tampa | N | 2 / U | 2.77 | 35 | D | C | 2,673.00 | 144.00 | 15930 | 850 | 0.17 | C | A | B | F |
| ANDERSON RD: (HILLSBOROUGH AVE -to- HOOVER BLVD) | Hillsborough County | N | 2 / U | 0.06 | 35 | D | | 10,310.00 | 610.00 | 13320 | 711 | 0.77 | D | D | D | F |
| ARMENIA AVE: (SWANN AVE -to- AZEELE ST) | Tampa | N | 2 / U | 0.25 | 40 | D | C | 12,117.00 | 646.00 | 15930 | 850 | 0.76 | C | B | D | D |
| ARMENIA AVE: (AZEELE ST -to- KENNEDY BLVD) | Tampa | N | 2 / O | 0.25 | 40 | D | A | 11,588.00 | 1,096.00 | 21492 | 2085 | 0.54 | C | D | E | F |
| ARMENIA AVE: (KENNEDY BLVD -to- TAMPA BAY BLVD) | Hillsborough County | N | 2 / O | 2.01 | 40 | D | A | 10,889.00 | 1,055.00 | 21492 | 2085 | 0.51 | C | D | D | F |
| ARMENIA AVE: (TAMPA BAY BLVD -to- SLIGH AVE) | Hillsborough County | N | 4 / U | 2.53 | 40 | D | A | 20,080.00 | 1,166.00 | 34029 | 1815 | 0.59 | C | C | D | E |
| ARMENIA AVE: (SLIGH AVE -to- BUSCH BLVD) | Hillsborough County | N | 2 / U | 1.59 | 35 | D | A | 14,205.00 | 723.00 | 13320 | 711 | 1.07 | F | C | D | E |

# City of Tampa

## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| ARMENIA AVE: (BUSCH BLVD -to- FLETCHER AVE) | Hillsborough County | N | 2 / U | 2.61 | 35 | D | A | 7,922.00 | 459.00 | 13320 | 711 | 0.6 | D | C | D | F |
| ASHLEY ST: (CHANNELSIDE DR -to- BROREIN ST) | Tampa | N | 2 / O | 0.13 | 25 | D | C | 2,953.00 | 286.00 | 17496 | 1697 | 0.17 | C | A | C | F |
| ASHLEY ST: (BROREIN ST -to- KENNEDY BLVD) | Tampa | N | 4 / D | 0.28 | 30 | D | A | 9,146.00 | 513.00 | 29160 | 1556 | 0.31 | C | B | C | C |
| ASHLEY ST: (KENNEDY BLVD -to- TYLER ST) | Tampa | C | 6 / D | 0.33 | 30 | D | PA | 31,069.00 | 1,694.00 | 45000 | 2401 | 0.69 | D | B | D | F |
| ASHLEY ST: (TYLER ST -to- I-275) | Tampa | N | 4 / D | 0.67 | 40 | D | | 41,418.00 | 2,203.00 | 65600 | 3247 | 0.63 | C | E | D | F |
| AVENIDA REPUBLICA DE CUBA: (NUCCIO PARKWAY -to- COLUMBUS DR) | Hillsborough County | N | 2 / O | 0.24 | 30 | D | C | 3,707.00 | 360.00 | 17496 | 1697 | 0.21 | C | B | D | C |
| AVENIDA REPUBLICA DE CUBA: (COLUMBUS DR -to- LAKE AVE) | Hillsborough County | N | 2 / O | 0.76 | 30 | D | C | 3,105.00 | 301.00 | 17496 | 1697 | 0.18 | C | B | C | D |
| AZEELE ST: (WESTSHORE BLVD -to- DALE MABRY HWY) | Tampa | N | 2 / U | 1.13 | 25 | D | C | 4,244.00 | 233.00 | 13320 | 711 | 0.32 | C | B | C | F |
| AZEELE ST: (DALE MABRY HWY -to- TAMPANIA AVE) | Tampa | N | 4 / U | 1.20 | 40 | D | A | 13,579.00 | 826.00 | 34029 | 1815 | 0.4 | C | C | D | F |
| AZEELE ST: (TAMPANIA AVE -to- HOWARD AVE) | Tampa | N | 4 / D | 0.19 | 25 | D | C | 3,966.00 | 290.00 | 29160 | 1556 | 0.14 | C | B | C | F |
| BAY TO BAY BLVD: (WESTSHORE BLVD -to- HENDERSON BLVD) | Tampa | N | 2 / U | 0.25 | 30 | D | C | 8,396.00 | 420.00 | 13320 | 711 | 0.63 | D | C | D | F |
| BAY TO BAY BLVD: (HENDERSON BLVD -to- MANHATTAN AVE) | Tampa | N | 2 / U | 0.16 | 30 | D | C | 8,396.00 | 420.00 | 13320 | 711 | 0.63 | D | C | D | F |
| BAY TO BAY BLVD: (MANHATTAN AVE -to- DALE MABRY HWY) | Hillsborough County | N | 4 / U | 0.73 | 35 | D | A | 14,166.00 | 699.00 | 27702 | 1478 | 0.51 | D | C | D | F |
| BAY TO BAY BLVD: (DALE MABRY HWY -to- BAY SHORE BLVD) | Hillsborough County | N | 4 / U | 0.95 | 35 | D | A | 18,419.00 | 908.00 | 27702 | 1478 | 0.67 | D | C | D | E |
| BAYSHORE BLVD: (MACDILL AFB -to- INTERBAY BLVD) | Tampa | N | 2 / U | 1.38 | 30 | D | C | 11,000.00 | 587.00 | 10656 | 568 | 1.03 | E | C | D | F |
| BAYSHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD) | Tampa | N | 2 / U | 0.68 | 35 | D | C | 11,000.00 | 587.00 | 13320 | 711 | 0.83 | D | C | D | F |
| BAYSHORE BLVD: (GANDY BLVD -to- BAY TO BAY BLVD) | Hillsborough County | N | 4 / D | 1.82 | 40 | D | A | 26,000.00 | 1,387.00 | 35820 | 1911 | 0.73 | C | C | C | F |
| BAYSHORE BLVD: (BAY TO BAY BLVD -to- HOWARD AVE) | Hillsborough County | N | 4 / D | 0.64 | 40 | D | A | 32,500.00 | 1,734.00 | 35820 | 1911 | 0.91 | C | C | C | F |
| BAYSHORE BLVD: (HOWARD AVE -to- SWANN AVE) | Hillsborough County | N | 6 / D | 1.39 | 40 | D | A | 32,500.00 | 1,734.00 | 53910 | 2876 | 0.6 | C | C | C | F |
| BAYSHORE BLVD: (SWANN AVE -to- PLATT ST) | Hillsborough County | N | 4 / D | 0.50 | 40 | D | A | 30,702.00 | 1,717.00 | 35820 | 1911 | 0.86 | C | C | C | F |
| BAYSHORE BLVD: (PLATT ST -to- BROREIN ST) | Hillsborough County | N | 2 / O | 0.12 | 30 | D | A | 15,785.00 | 1,531.00 | 17496 | 1697 | 0.9 | D | D | C | F |
| BENEFICIAL DR: (KNIGHTS RUN AVE -to- CHANNELSIDE DR) | Tampa | N | 4 / D | 0.39 | 40 | D | C | 17,057.00 | 981.00 | 35820 | 1911 | 0.48 | C | C | D | C |
| BIRD ST: (FLORIDA AVE -to- NEBRASKA AVE) | Tampa | N | 4 / D | 0.50 | 30 | D | A | 5,700.00 | 290.00 | 29160 | 1556 | 0.2 | C | B | C | F |
| BOUGAINVILLEA AVE: (N BOULEVARD -to- FLORIDA AVE) | Tampa | N | 2 / U | 0.51 | 25 | D | | 5,241.00 | 298.00 | 10656 | 568 | 0.49 | C | B | C | F |
| BOUGAINVILLEA AVE: (FLORIDA AVE -to- NEBRASKA AVE) | Tampa | N | 2 / U | 0.50 | 30 | D | C | 5,241.00 | 298.00 | 10656 | 568 | 0.49 | C | C | C | F |
| BOUGAINVILLEA AVE: (NEBRASKA AVE -to- MCKINLEY DR) | Tampa | N | 2 / U | 2.14 | 40 | D | C | 6,529.00 | 376.00 | 13320 | 711 | 0.49 | C | C | D | F |
| BROADWAY AVE: (50TH ST -to- US HWY 301) | Hillsborough County | N | 2 / U | 2.60 | 40 | D | A | 13,308.00 | 780.00 | 15930 | 850 | 0.84 | C | E | D | F |
| BROREIN ST: (NEBRASKA ST -to- CHANNELSIDE DR) | Tampa | N | 2 / O | 0.12 | 35 | D | PA | 13,505.00 | 1,310.00 | 17496 | 1697 | 0.77 | D | D | D | D |
| BROREIN ST: (PLANT AVE -to- JEFFERSON ST) | Tampa | N | 4 / O | 0.68 | 35 | D | A | 12,774.00 | 1,239.00 | 36342 | 3525 | 0.35 | C | C | D | F |
| BROREIN ST: (JEFFERSON ST -to- NEBRASKA) | Tampa | N | 2 / O | 0.05 | 35 | D | PA | 13,505.00 | 1,310.00 | 17496 | 1697 | 0.77 | D | D | D | D |
| BRUCE B DOWNS BLVD: (AMBERLY DR -to- PALM SPRINGS BLVD) | Hillsborough County | N | 4 / D | 2.04 | 45 | D | PA | 44,218.00 | 2,458.00 | 35820 | 1911 | 1.23 | F | D | A | F |
| BRUCE B DOWNS BLVD: (PALM SPRINGS BLVD -to- I-75 N RAMP) | Hillsborough County | N | 8 / D | 0.98 | 45 | D | PA | 51,867.00 | 2,822.00 | 72090 | 3846 | 0.72 | C | C | A | F |
| BRUCE B DOWNS BLVD: (I-75 N RAMP -to- PEBBLE CREEK DR) | Hillsborough County | N | 8 / D | 2.39 | 45 | D | PA | 58,193.00 | 3,145.00 | 72090 | 3846 | 0.81 | C | C | A | F |
| BRUSH ST: (WHITING ST -to- WASHINGTON ST) | Tampa | N | 2 / U | 0.06 | 35 | D | | 3,186.00 | 149.00 | 24200 | 1198 | 0.13 | B | A | C | F |
| BULL RUN: (ALUMNI DR -to- SUN DOME REAR LOT) | USF | N | 4 / U | 0.24 | 20 | D | | 0.00 | 0.00 | 27702 | 1478 | 0 | A | A | A | F |
| BULL RUN: (SUN DOME REAR LOT -to- 50TH ST) | USF | N | 2 / D | 0.20 | 20 | D | | 0.00 | 0.00 | 13986 | 746 | 0 | A | B | A | F |
| CAESAR ST: (CHANNELSIDE DR -to- CUMBERLAND ST) | Tampa | N | 2 / U | 0.10 | 35 | D | | 818.00 | 57.00 | 24200 | 1198 | 0.03 | B | D | B | F |
| CASS ST: (HOWARD AVE -to- WILLOW AVE) | Tampa | N | 2 / U | 0.63 | 30 | D | C | 3,053.00 | 197.00 | 10656 | 568 | 0.29 | C | B | B | F |
| CASS ST: (WILLOW AVE -to- N BOULEVARD) | Tampa | N | 4 / U | 0.26 | 30 | D | C | 7,802.00 | 423.00 | 27702 | 1478 | 0.28 | C | B | B | F |
| CASS ST: (N BOULEVARD -to- TYLER ST) | Tampa | N | 4 / U | 0.28 | 30 | D | A | 10,041.00 | 557.00 | 27702 | 1478 | 0.36 | C | B | C | C |
| CASS ST: (TYLER ST -to- JEFFERSON ST) | Tampa | N | 3 / O | 0.56 | 30 | D | A | 6,061.00 | 589.00 | 27000 | 2619 | 0.22 | C | A | B | C |
| CASS ST: (JEFFERSON ST -to- NEBRASKA AVE) | Tampa | N | 4 / U | 0.25 | 30 | D | C | 6,134.00 | 485.00 | 21870 | 1167 | 0.28 | C | A | A | A |
| CENTRAL AVE: (LAKE AVE -to- SLIGH AVE) | Tampa | N | 2 / U | 2.26 | 30 | D | C | 4,531.00 | 283.00 | 10656 | 568 | 0.43 | C | B | C | F |
| CHANNELSIDE DR: (FLORIDA AVE -to- JEFFERSON ST) | Hillsborough County | N | 3 / O | 0.19 | 35 | D | A | 8,245.00 | 800.00 | 27000 | 2619 | 0.31 | C | B | D | D |
| CHANNELSIDE DR: (JEFFERSON ST -to- BROREIN ST) | Hillsborough County | N | 2 / O | 0.13 | 35 | D | A | 8,245.00 | 800.00 | 17496 | 1697 | 0.47 | D | C | D | D |
| CHANNELSIDE DR: (BROREIN ST -to- KENNEDY BLVD) | Hillsborough County | C | 4 / D | 0.70 | 35 | D | PA | 14,117.00 | 778.00 | 29160 | 1556 | 0.48 | D | B | D | F |
| CHANNELSIDE DR: (KENNEDY BLVD -to- ADAMO DR) | Tampa | C | 4 / U | 0.37 | 40 | D | PA | 30,500.00 | 1,627.00 | 34029 | 1815 | 0.9 | C | C | D | C |
| CHANNELSIDE DR: (ADAMO DR -to- 4TH AVE) | Tampa | N | 4 / U | 0.16 | 25 | D | PA | 7,445.00 | 369.00 | 49200 | 2435 | 0.15 | B | B | C | C |
| CHURCH AVE: (EUCLID AVE -to- KENNEDY BLVD) | Tampa | N | 2 / U | 2.49 | 25 | D | C | 3,507.00 | 199.00 | 10656 | 568 | 0.33 | C | B | C | F |
| CLEVELAND ST: (ARMENIA AVE -to- N BOULEVARD) | Tampa | N | 3 / O | 1.01 | 35 | D | A | 13,055.00 | 1,266.00 | 32346 | 3138 | 0.4 | C | C | D | D |
| CLEVELAND ST: (N BOULEVARD -to- PLANT AVE) | Tampa | N | 3 / O | 0.36 | 35 | D | A | 14,871.00 | 1,442.00 | 32346 | 3138 | 0.46 | C | C | C | C |
| COLUMBUS DR: (DALE MABRY HWY -to- HIMES AVE) | Hillsborough County | N | 6 / D | 0.24 | 40 | D | A | 25,500.00 | 1,287.00 | 53910 | 2876 | 0.47 | C | C | D | C |
| COLUMBUS DR: (HIMES AVE -to- ARMENIA AVE) | Hillsborough County | N | 4 / D | 1.02 | 40 | D | A | 25,654.00 | 1,304.00 | 35820 | 1911 | 0.72 | C | C | D | D |
| COLUMBUS DR: (ARMENIA AVE -to- N BOULEVARD) | Hillsborough County | N | 4 / D | 1.05 | 40 | D | A | 18,707.00 | 1,043.00 | 35820 | 1911 | 0.52 | C | C | D | D |

# City of Tampa

## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| COLUMBUS DR: (AVENIDA REPUBLICA DE CUBA -to- 22ND ST) | Hillsborough County | N | 2 / O | 0.58 | 30 | D | A | 3,979.00 | 386.00 | 17496 | 1697 | 0.23 | C | C | D | D |
| COLUMBUS DR: (N BOULEVARD -to- AVENEDA REPUBLICA DE CUBA) | Hillsborough County | N | 2 / U | 1.44 | 40 | D | A | 11,619.00 | 582.00 | 15930 | 850 | 0.73 | C | C | D | D |
| COLUMBUS DR: (22ND ST -to- 19TH AVE) | Hillsborough County | N | 2 / O | 1.50 | 30 | D | A | 3,615.00 | 351.00 | 17496 | 1697 | 0.21 | C | C | D | D |
| COLUMBUS DR: (19TH AVE -to- 50TH ST) | Hillsborough County | N | 4 / D | 0.58 | 40 | D | A | 15,907.00 | 833.00 | 35820 | 1911 | 0.44 | C | C | C | D |
| COLUMBUS DR: (50TH ST -to- BROADWAY AVE) | Tampa | N | 2 / U | 1.13 | 40 | D | A | 8,000.00 | 396.00 | 24200 | 1198 | 0.33 | B | C | D | F |
| COMMERCE PALMS DR: (BRUCE B DOWNS BLVD -to- COMPTON DR) | Tampa | N | 4 / D | 0.18 | 30 | D | C | 9,949.00 | 507.00 | 29160 | 1556 | 0.34 | C | B | D | F |
| COMMERCE PARK BLVD: (TAMPA PALMS BLVD -to- NEW E/W ROAD (NEW TAMPA)) | Tampa | N | 4 / D | 1.44 | 35 | D | C | 8,734.00 | 484.00 | 65600 | 3247 | 0.13 | B | B | B | F |
| COMMERCE PARK BLVD: (NEW E/W ROAD (NEW TAMPA) -to- WEST MEADOWS) | Tampa | N | 2 / U | 0.78 | 40 | D | C | 8,815.00 | 492.00 | 24200 | 1198 | 0.36 | C | C | D | F |
| COMMERCE ST / INTERBAY BLVD: (PICNIC ISLAND -to- DALE MABRY HWY) | Tampa | N | 2 / U | 2.68 | 45 | D | C | 9,018.00 | 549.00 | 13320 | 711 | 0.68 | D | C | D | F |
| COMPTON DR: (TAMPA PALMS BLVD S -to- W TAMPA PALMS BLVD) | Tampa | N | 2 / U | 1.45 | 30 | D | C | 4,477.00 | 230.00 | 24200 | 1198 | 0.19 | B | B | D | F |
| COUNTRY CLUB DR: (ARMENIA AVE -to- FLORIDA AVE) | Tampa | N | 2 / U | 1.30 | 30 | D | C | 3,494.00 | 221.00 | 13320 | 711 | 0.26 | C | C | D | F |
| CROSS CREEK BLVD: (BRUCE B DOWNS BLVD -to- KINNAN ST) | Tampa | N | 4 / D | 1.72 | 35 | D | C | 26,500.00 | 1,523.00 | 29160 | 1556 | 0.91 | D | C | D | F |
| CROSS CREEK BLVD: (KINNAN ST -to- MORRIS BRIDGE RD) | Tampa | N | 2 / U | 2.87 | 45 | D | C | 10,813.00 | 691.00 | 12744 | 680 | 0.85 | C | C | A | F |
| CUMBERLAND ST: (JEFFERSON ST -to- CAESAR ST) | Tampa | N | 2 / U | 0.09 | 35 | D | | 9,785.00 | 484.00 | 24200 | 1198 | 0.4 | C | D | D | F |
| CUMBERLAND ST: (MERIDIAN ST -to- CHANNELSIDE DR) | Tampa | N | 2 / U | 0.18 | 35 | D | C | 2,174.00 | 123.00 | 24200 | 1198 | 0.09 | B | B | B | F |
| CYPRESS ST: (FRONTAGE RD W -to- DALE MABRY HWY) | Tampa | N | 4 / D | 1.81 | 40 | D | C | 15,488.00 | 842.00 | 35820 | 1911 | 0.43 | C | C | C | E |
| CYPRESS ST: (DALE MABRY HWY -to- HIMES AVE) | Tampa | N | 4 / D | 0.25 | 40 | D | C | 11,137.00 | 575.00 | 35820 | 1911 | 0.31 | C | C | C | E |
| CYPRESS ST: (HIMES AVE -to- N BOULEVARD) | Tampa | N | 2 / U | 2.02 | 30 | D | C | 7,848.00 | 428.00 | 13320 | 711 | 0.59 | D | C | D | E |
| DAVIS BLVD: (PLANT / HYDE PARK BRIDGES -to- N ADALIA AVE) | Tampa | N | 4 / U | 0.50 | 35 | D | A | 19,620.00 | 1,086.00 | 49200 | 2435 | 0.4 | B | B | D | C |
| DAVIS BLVD: (N ADALIA AVE -to- HUDSON AVE) | Tampa | N | 4 / U | 0.92 | 35 | D | C | 4,000.00 | 213.00 | 49200 | 2435 | 0.08 | B | A | D | E |
| DAVIS BLVD S: (DAVIS BLVD W -to- HUDSON AVE) | Tampa | N | 2 / U | 0.76 | 35 | D | C | 1,880.00 | 87.00 | 24200 | 1198 | 0.08 | B | B | A | F |
| DAVIS BLVD W: (DAVIS BLVD S -to- RIVIERA DR) | Tampa | N | 2 / U | 0.89 | 35 | D | C | 6,645.00 | 377.00 | 24200 | 1198 | 0.28 | B | B | C | F |
| DAVIS BLVD W: (RIVIERA DR -to- BALTIC AVE) | Tampa | N | 4 / U | 0.57 | 35 | D | C | 6,645.00 | 377.00 | 49200 | 2435 | 0.14 | B | A | C | F |
| EISENHOWER BLVD N: (MEMORIAL HWY -to- COURTNEY CAMPBELL CAUSEWAY) | Hillsborough County | N | 3 / O | 0.47 | 45 | D | PA | 15,000.00 | 1,455.00 | 32346 | 3138 | 0.46 | C | E | E | F |
| EL PRADO BLVD: (WESTSHORE BLVD -to- BAYSHORE BLVD) | Tampa | N | 4 / D | 2.20 | 30 | D | C | 3,208.00 | 172.00 | 29160 | 1556 | 0.11 | C | B | C | F |
| EUCLID AVE: (WESTSHORE BLVD -to- BAYSHORE BLVD) | Tampa | N | 2 / U | 2.25 | 30 | D | C | 7,728.00 | 406.00 | 13320 | 711 | 0.58 | D | B | C | D |
| FLORIBRASKA AVE: (TAMPA ST -to- FLORIDA AVE) | Tampa | N | 4 / D | 0.09 | 30 | D | A | 3,246.00 | 218.00 | 29160 | 1556 | 0.11 | C | B | C | C |
| FLORIBRASKA AVE: (FLORIDA AVE -to- NEBRASKA AVE) | Tampa | N | 4 / D | 0.50 | 30 | D | A | 7,617.00 | 419.00 | 29160 | 1556 | 0.26 | C | B | C | C |
| FLORIDA AVE: (ICE PALACE DR -to- CHANNELSIDE DR) | Tampa | N | 2 / U | 0.11 | 30 | D | A | 2,915.00 | 195.00 | 10656 | 568 | 0.27 | C | B | C | F |
| FLORIDA AVE: (CHANNELSIDE DR -to- LEE ROY SELMON EXPWY) | Tampa | N | 3 / O | 0.04 | 30 | D | A | 13,858.00 | 1,247.00 | 58980 | 5308 | 0.24 | B | C | D | F |
| FLORIDA AVE: (LEE ROY SELMON EXPWY -to- JACKSON ST) | Tampa | N | 4 / O | 0.28 | 30 | D | A | 13,105.00 | 1,271.00 | 36342 | 3525 | 0.36 | C | C | D | F |
| FRANKLIN ST: (ICE PALACE DR -to- HARRISON ST) | Tampa | N | 2 / U | 0.54 | 25 | D | C | 5,252.00 | 453.00 | 13320 | 711 | 0.39 | C | A | E | F |
| FRONTAGE RD: (CYPRESS ST -to- BOY SCOUT BLVD) | Tampa | N | 2 / U | 0.76 | 45 | D | | 1,492.00 | 103.00 | 15930 | 850 | 0.09 | C | D | C | F |
| GANDY BLVD: (DALE MABRY HWY -to- BAYSHORE BLVD) | Hillsborough County | N | 4 / D | 1.18 | 40 | D | A | 23,417.00 | 1,254.00 | 35820 | 1911 | 0.65 | C | C | D | F |
| GEORGE RD: (DANA SHORES DR -to- INDEPENDENCE PKWY) | Tampa | N | 2 / U | 0.18 | 35 | D | C | 5,066.00 | 362.00 | 10656 | 568 | 0.48 | C | D | C | F |
| GEORGE RD: (INDEPENDENCE PKWY -to- MEMORIAL HWY) | Tampa | N | 4 / D | 0.34 | 35 | D | C | 5,066.00 | 362.00 | 29160 | 1556 | 0.17 | C | B | C | F |
| GUNN ST: (ICE PALACE DR -to- CHANNELSIDE DR) | Tampa | N | 4 / U | 0.09 | 30 | D | C | 6,784.00 | 504.00 | 26865 | 1433 | 0.25 | C | B | C | F |
| HABANA AVE: (MAIN ST -to- M L KING BLVD) | Tampa | N | 2 / U | 1.66 | 30 | D | C | 6,156.00 | 330.00 | 13320 | 711 | 0.46 | C | C | D | F |
| HABANA AVE: (M L KING BLVD -to- HILLSBOROUGH AVE) | Tampa | N | 4 / D | 1.02 | 40 | D | C | 21,282.00 | 1,420.00 | 35820 | 1911 | 0.59 | C | C | D | D |
| HANNA AVE: (FLORIDA AVE -to- 43RD ST) | Tampa | N | 2 / U | 3.02 | 30 | D | C | 7,780.00 | 398.00 | 10656 | 568 | 0.73 | D | C | D | D |
| KNIGHTS RUN AVE: (HARBOR ISLAND DR -to- BENEFICIAL DR) | Tampa | N | 4 / D | 0.21 | 30 | D | C | 10,500.00 | 560.00 | 35820 | 1911 | 0.29 | C | | | C |
| HARBOR ISLAND DR S: (HARBOR ISLAND DRIVE -to- ICE PALACE DR) | Tampa | N | 2 / D | 0.29 | 30 | D | C | 10,500.00 | 560.00 | 13986 | 746 | 0.75 | D | B | D | C |
| HARRISON ST: (TAMPA ST -to- ORANGE ST) | Tampa | N | 2 / U | 0.33 | 30 | D | | 2,707.00 | 156.00 | 10656 | 568 | 0.25 | C | C | D | F |
| HENDERSON BLVD: (BAY TO BAY BLVD -to- DALE MABRY HWY) | Hillsborough County | N | 4 / U | 1.34 | 35 | D | A | 12,851.00 | 706.00 | 27702 | 1478 | 0.46 | D | C | D | F |
| HIGHLAND AVE: (VIOLET -to- HILLSBOROUGH AVE) | Tampa | N | 2 / D | 0.32 | 30 | D | C | 6,406.00 | 344.00 | 13986 | 746 | 0.46 | C | B | C | F |
| HIGHWOOD PRESERVE BLVD: (BRUCE B DOWNS BLVD -to- NEW TAMPA BLVD) | Tampa | N | 2 / U | 1.54 | 35 | D | C | 5,805.00 | 376.00 | 13320 | 711 | 0.44 | C | | | F |
| HIMES AVE: (INTERBAY BLVD -to- NEPTUNE ST) | Tampa | N | 2 / U | 3.84 | 30 | D | C | 6,853.00 | 370.00 | 13320 | 711 | 0.51 | D | C | D | F |
| HIMES AVE: (NEPTUNE ST -to- KENNEDY BLVD) | Tampa | N | 2 / U | 1.01 | 25 | D | C | 5,225.00 | 273.00 | 13320 | 711 | 0.39 | C | B | C | F |
| HIMES AVE: (KENNEDY BLVD -to- I-275 N RAMP) | Tampa | N | 4 / D | 0.75 | 40 | D | C | 15,445.00 | 893.00 | 35820 | 1911 | 0.43 | C | C | D | F |
| HIMES AVE: (I-275 N RAMP -to- COLUMBUS DR) | Tampa | N | 4 / D | 0.76 | 40 | D | C | 21,246.00 | 1,145.00 | 35820 | 1911 | 0.59 | C | C | D | F |
| HIMES AVE: (COLUMBUS DR -to- M L KING BLVD) | Tampa | N | 4 / D | 1.01 | 40 | D | A | 22,947.00 | 1,195.00 | 35820 | 1911 | 0.64 | C | C | D | C |
| HIMES AVE: (M L KING BLVD -to- HILLSBOROUGH AVE) | Tampa | N | 4 / D | 1.01 | 40 | D | A | 19,412.00 | 1,167.00 | 35820 | 1911 | 0.54 | C | C | D | D |
| HOLLY DR: (30TH ST -to- MAPLE DR) | USF | N | 4 / D | 1.19 | 15 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | B | A | F |
| HOLLY DR: (MAPLE DR -to- 50TH ST) | USF | N | 2 / U | 0.39 | 25 | D | | 0.00 | 0.00 | 10656 | 568 | 0 | A | B | A | C |

# City of Tampa

## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| HOWARD AVE: (BAYSHORE BLVD -to- AZEELE ST) | Tampa | N | 2 / U | 1.09 | 30 | D | C | 10,313.00 | 595.00 | 13320 | 711 | 0.77 | D | C | C | D |
| HOWARD AVE: (AZEELE ST -to- PLATT ST) | Tampa | N | 2 / O | 0.06 | 30 | D | C | 10,786.00 | 1,046.00 | 17496 | 1697 | 0.62 | D | B | D | D |
| HOWARD AVE: (PLATT ST -to- KENNEDY BLVD) | Tampa | N | 2 / O | 0.20 | 30 | D | A | 16,351.00 | 1,586.00 | 17496 | 1697 | 0.94 | D | C | E | F |
| HOWARD AVE: (KENNEDY BLVD -to- LAUREL ST / I-275 RAMP) | Hillsborough County | N | 3 / O | 0.75 | 40 | D | A | 14,567.00 | 1,413.00 | 32346 | 3138 | 0.45 | C | C | D | F |
| HOWARD AVE: (LAUREL ST / I-275 RAMP -to- TAMPA BAY BLVD) | Hillsborough County | N | 2 / O | 1.29 | 25 | D | A | 10,992.00 | 1,067.00 | 17496 | 1697 | 0.63 | D | C | D | F |
| HYDE PARK AVE: (BAYSHORE BLVD -to- KENNEDY BLVD) | Tampa | N | 2 / O | 0.61 | 30 | D | A | 15,116.00 | 1,466.00 | 17496 | 1697 | 0.86 | D | F | E | E |
| HYDE PARK BRIDGE: (HYDE PARK -to- DAVIS ISLAND BRIDGE) | Tampa | N | 2 / O | 0.20 | 35 | D | A | 19,411.00 | 1,747.00 | 39360 | 3542 | 0.49 | B | F | D | C |
| ICE PALACE DR: (FRANKLIN ST -to- GUNN ST) | Tampa | N | 4 / U | 0.29 | 35 | D | C | 6,785.00 | 504.00 | 21870 | 1167 | 0.31 | C | A | C | F |
| INDEPENDENCE PKWY: (MEMORIAL HWY -to- GEORGE RD) | Tampa | N | 4 / D | 0.53 | 45 | D | A | 28,000.00 | 1,484.00 | 35820 | 1911 | 0.78 | C | C | D | F |
| INDEPENDENCE PKWY: (GEORGE RD -to- VETERAN'S FRONTAGE RD) | Tampa | N | 4 / D | 0.14 | 45 | D | A | 28,000.00 | 1,484.00 | 35820 | 1911 | 0.78 | C | E | D | F |
| INDEPENDENCE RAMPS: (VETERAN'S FRONTAGE RD -to- VETERANS EXPRESSWAY) | Tampa | N | 4 / D | 0.11 | 25 | D | A | 28,000.00 | 1,484.00 | 29160 | 1556 | 0.96 | D | D | C | F |
| INTERBAY BLVD: (DALE MABRY HWY -to- BAYSHORE BLVD S) | Tampa | N | 2 / U | 1.49 | 30 | D | C | 4,897.00 | 242.00 | 13320 | 711 | 0.37 | C | B | C | F |
| JEFFERSON ST: (CHANNELSIDE DR -to- BROREIN ST) | Tampa | N | 2 / O | 0.10 | 35 | D | C | 8,803.00 | 854.00 | 17496 | 1697 | 0.5 | D | C | D | F |
| JEFFERSON ST: (BROREIN ST -to- CASS ST) | Tampa | N | 4 / U | 0.58 | 35 | D | C | 6,823.00 | 433.00 | 21870 | 1167 | 0.31 | C | B | D | F |
| JEFFERSON ST: (CASS ST -to- HARRISON ST) | Tampa | N | 3 / O | 0.10 | 45 | D | A | 4,673.00 | 453.00 | 32346 | 3138 | 0.14 | C | B | D | F |
| JEFFERSON ST / ORANGE AVE: (HARRISON ST -to- SCOTT ST) | Tampa | C | 6 / D | 0.16 | 45 | D | A | 11,782.00 | 566.00 | 53910 | 2876 | 0.22 | C | B | D | F |
| KAY ST: (TAMPA ST -to- MORGAN ST) | Tampa | N | 2 / O | 0.18 | 30 | D | A | 4,157.00 | 402.00 | 17496 | 1697 | 0.24 | C | C | D | F |
| KINNAN ST: (CROSS CREEK BLVD -to- PASCO COUNTY) | Tampa | N | 2 / D | 1.11 | 35 | D | C | 9,868.00 | 463.00 | 25410 | 1258 | 0.39 | C | | | F |
| LAKE AVE: (TAMPA ST -to- NEBRASKA AVE) | Tampa | N | 2 / U | 0.61 | 30 | D | C | 2,479.00 | 138.00 | 13320 | 711 | 0.19 | C | B | C | F |
| LAKE AVE: (NEBRASKA AVE -to- HARNEY RD) | Tampa | N | 2 / U | 3.28 | 30 | D | C | 3,785.00 | 208.00 | 13320 | 711 | 0.28 | C | B | C | F |
| LAUREL ST: (NORTH BOULEVARD -to- TAMPA ST) | Tampa | N | 4 / D | 0.49 | 30 | D | | 3,737.00 | 284.00 | 29160 | 2829 | 0.13 | C | A | C | F |
| LEROY COLLINS BLVD: (FOWLER AVE -to- ALUMNI DR) | USF | N | 4 / D | 0.19 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | A | A | D |
| LINEBAUGH AVE: (ARMENIA AVE -to- I-275) | Tampa | N | 2 / U | 1.50 | 30 | D | C | 10,954.00 | 672.00 | 13320 | 711 | 0.82 | D | C | D | E |
| LINEBAUGH AVE: (I-275 -to- 30TH ST) | Tampa | N | 2 / U | 1.81 | 30 | D | C | 4,093.00 | 210.00 | 13320 | 711 | 0.31 | C | C | C | F |
| LOIS AVE: (TAMPA BAY BLVD -to- HILLSBOROUGH AVE) | Tampa | N | 2 / U | 1.52 | 25 | D | C | 5,337.00 | 309.00 | 10656 | 568 | 0.5 | D | B | B | D |
| LOIS AVE: (HENDERSON BLVD -to- KENNEDY BLVD) | Tampa | N | 2 / U | 1.26 | 30 | D | C | 9,984.00 | 577.00 | 13320 | 711 | 0.75 | D | C | D | E |
| LOIS AVE: (KENNEDY BLVD -to- BOY SCOUT BLVD) | Tampa | N | 4 / D | 1.34 | 35 | D | A | 17,604.00 | 951.00 | 29160 | 1556 | 0.6 | D | C | D | F |
| LOIS AVE / MANHATTAN AVE: (HILLSBOROUGH AVE -to- WATERS AVE) | Hillsborough County | N | 2 / U | 0.52 | 30 | D | C | 6,772.00 | 444.00 | 13320 | 711 | 0.51 | D | C | D | F |
| M L KING BLVD: (N/S CARGO RD -to- DALE MABRY HWY) | Tampa | N | 2 / U | 0.90 | 35 | D | C | 10,740.00 | 575.00 | 13320 | 711 | 0.81 | D | C | D | F |
| MACDILL AVE: (MACDILL AFB -to- GANDY BLVD) | Tampa | N | 2 / U | 2.03 | 35 | D | C | 5,664.00 | 374.00 | 13320 | 711 | 0.43 | C | C | D | E |
| MACDILL AVE: (GANDY BLVD -to- EUCLID AVE) | Tampa | N | 2 / U | 1.03 | 35 | D | C | 13,672.00 | 678.00 | 13320 | 711 | 1.03 | E | C | D | E |
| MACDILL AVE: (EUCLID AVE -to- BAY TO BAY BLVD) | Tampa | N | 2 / U | 0.76 | 35 | D | C | 13,672.00 | 678.00 | 13320 | 711 | 1.03 | E | C | D | E |
| MACDILL AVE: (BAY TO BAY BLVD -to- MORRISON ST) | Tampa | N | 4 / U | 0.97 | 35 | D | A | 19,204.00 | 1,013.00 | 27702 | 1478 | 0.69 | D | C | D | E |
| MACDILL AVE: (MORRISON ST -to- KENNEDY BLVD) | Tampa | N | 4 / U | 0.76 | 30 | D | A | 20,616.00 | 1,055.00 | 27702 | 1478 | 0.74 | D | C | D | E |
| MACDILL AVE: (KENNEDY BLVD -to- COLUMBUS DR) | Tampa | N | 4 / U | 1.51 | 35 | D | A | 17,136.00 | 965.00 | 26865 | 1433 | 0.64 | C | C | D | F |
| MACDILL AVE: (COLUMBUS DR -to- M L KING BLVD) | Tampa | N | 2 / U | 1.01 | 30 | D | C | 10,101.00 | 512.00 | 13320 | 711 | 0.76 | D | C | D | F |
| MADISON ST: (ASHLEY ST -to- PIERCE ST) | Tampa | N | 2 / D | 0.34 | 35 | D | C | 2,023.00 | 120.00 | 13320 | 711 | 0.15 | C | A | D | F |
| MAGNOLIA DR: (ALUMNI DR -to- HOLLY DR) | USF | N | 4 / D | 0.56 | 25 | D | | 0.00 | 0.00 | 65600 | 3247 | 0 | A | | | D |
| MAGNOLIA DR: (HOLLY DR -to- FLETCHER AVE) | USF | N | 4 / D | 0.22 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | A | A | D |
| MAIN ST: (MACDILL AVE -to- N BOULEVARD) | Tampa | N | 2 / U | 1.52 | 25 | D | C | 5,794.00 | 351.00 | 13320 | 711 | 0.44 | C | B | C | D |
| MANHATTAN AVE: (INTERBAY BLVD -to- IOWA AVE) | Tampa | N | 2 / U | 1.04 | 35 | D | C | 14,244.00 | 749.00 | 10656 | 568 | 1.34 | F | C | D | D |
| MANHATTAN AVE: (IOWA AVE -to- GANDY BLVD) | Tampa | N | 2 / U | 0.87 | 35 | D | C | 14,244.00 | 749.00 | 10656 | 568 | 1.34 | F | C | D | D |
| MANHATTAN AVE: (GANDY BLVD -to- HENDERSON BLVD) | Hillsborough County | N | 4 / D | 2.04 | 35 | D | A | 19,206.00 | 1,042.00 | 29160 | 1556 | 0.66 | D | C | D | F |
| MAPLE DR: (ALUMNI DR -to- HOLLY DR) | USF | N | 4 / D | 0.60 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | B | A | F |
| MAPLE DR: (HOLLY DR -to- FLETCHER AVE) | USF | N | 2 / D | 0.24 | 25 | D | | 0.00 | 0.00 | 13986 | 746 | 0 | A | A | A | F |
| MARION ST: (WHITING ST -to- SCOTT ST) | Tampa | N | 2 / U | 0.26 | 35 | D | C | 1,416.00 | 114.00 | 10656 | 568 | 0.13 | C | B | B | A |
| MARITIME BLVD: (20TH ST -to- CAUSEWAY BLVD) | Tampa | C | 2 / U | 0.17 | 40 | D | C | 16,000.00 | 854.00 | 15930 | 850 | 1 | F | E | D | F |
| MCKINLEY DR: (BUSCH BLVD -to- FOWLER AVE) | Hillsborough County | N | 4 / D | 1.50 | 45 | D | A | 15,019.00 | 897.00 | 35820 | 1911 | 0.42 | C | C | C | D |
| MORGAN ST: (ICE PALACE DR -to- KENNEDY BLVD) | Tampa | N | 4 / U | 0.51 | 35 | D | C | 3,481.00 | 226.00 | 21870 | 1167 | 0.16 | C | D | D | F |
| MORGAN ST: (KENNEDY BLVD -to- TYLER ST) | Tampa | N | 4 / U | 0.33 | 35 | D | C | 4,087.00 | 232.00 | 21870 | 1167 | 0.19 | C | B | D | F |
| MORGAN ST: (TYLER ST -to- KAY ST) | Tampa | N | 2 / U | 0.30 | 35 | D | | 5,294.00 | 281.00 | 10656 | 568 | 0.5 | D | B | D | F |
| MORRISON AVE: (DALE MABRY HWY -to- STERLING AVE) | Tampa | N | 2 / U | 0.12 | 25 | D | C | 1,504.00 | 103.00 | 10656 | 568 | 0.14 | C | B | A | F |
| MORRISON AVE: (STERLING AVE -to- HIMES AVE) | Tampa | N | 2 / U | 0.12 | 25 | D | C | 1,504.00 | 103.00 | 10656 | 568 | 0.14 | C | A | A | F |
| MORRISON AVE: (HIMES AVE -to- MACDILL AVE) | Tampa | N | 2 / U | 0.51 | 25 | D | C | 1,504.00 | 103.00 | 10656 | 568 | 0.14 | C | A | A | F |

# City of Tampa

## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| MORRISON AVE: (MACDILL AVE -to- HOWARD AVE) | Tampa | N | 2 / U | 0.63 | 25 | D | C | 3,449.00 | 174.00 | 10656 | 568 | 0.32 | C | B | C | F |
| MORRISON AVE: (HOWARD AVE -to- ROME AVE) | Tampa | N | 2 / U | 0.38 | 25 | D | C | 2,675.00 | 140.00 | 10656 | 568 | 0.25 | C | B | B | F |
| N BOULEVARD: (KENNEDY BLVD -to- MAIN ST) | Tampa | N | 4 / D | 0.85 | 35 | D | A | 10,526.00 | 550.00 | 29160 | 1556 | 0.36 | C | B | B | C |
| N BOULEVARD: (MAIN ST -to- COLUMBUS DR) | Tampa | N | 4 / U | 0.69 | 35 | D | A | 10,952.00 | 618.00 | 27702 | 1478 | 0.4 | C | B | B | E |
| N BOULEVARD: (COLUMBUS DR -to- M L KING BLVD) | Tampa | N | 4 / U | 1.00 | 35 | D | A | 9,800.00 | 523.00 | 27702 | 1478 | 0.35 | C | C | C | E |
| N BOULEVARD: (M L KING BLVD -to- OSBORNE AVE) | Tampa | N | 2 / U | 0.50 | 25 | D | C | 2,618.00 | 168.00 | 24200 | 1198 | 0.11 | B | B | B | F |
| N BOULEVARD: (SLIGH AVE -to- BUSCH BLVD) | Tampa | N | 2 / U | 1.55 | 30 | D | C | 13,882.00 | 743.00 | 13320 | 711 | 1.04 | E | C | D | D |
| N BOULEVARD: (BUSCH BLVD -to- COUNTRY CLUB DR) | Tampa | N | 2 / U | 1.48 | 30 | D | C | 7,167.00 | 406.00 | 13320 | 711 | 0.54 | D | C | D | D |
| N BOUNDARY BLVD: (DALE MABRY HWY -to- BAYSHORE BLVD) | Tampa | N | 4 / D | 0.92 | 35 | D | | 22,500.00 | 1,200.00 | 29160 | 1556 | 0.77 | D | | | E |
| N/S CARGO BLVD: (TAMPA BAY BLVD -to- HILLSBOROUGH AVE) | TIA | N | 4 / D | 1.64 | 25 | D | | 17,254.00 | 900.00 | 35820 | 1911 | 0.48 | C | C | A | F |
| NEBRASKA AVE: (CHANNELSIDE DR -to- WHITING ST) | Tampa | N | 2 / U | 0.27 | 35 | D | C | 2,516.00 | 124.00 | 24200 | 1198 | 0.1 | B | B | D | F |
| NEPTUNE ST: (HENDERSON BLVD -to- HIMES AVE) | Tampa | N | 2 / U | 0.50 | 25 | D | C | 6,356.00 | 337.00 | 10656 | 568 | 0.6 | D | D | C | F |
| NEW TAMPA BLVD: (WEST MEADOWS -to- BRUCE B DOWNS BLVD) | Tampa | N | 2 / U | 1.71 | 40 | D | C | 8,980.00 | 505.00 | 24200 | 1198 | 0.37 | C | C | D | F |
| NORTH PALM DR: (HOLLY DR -to- FLETCHER AVE) | USF | N | 4 / D | 0.24 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | A | A | C |
| NUCCIO PKWY: (NEBRASKA AVE -to- PALM AVE) | Tampa | N | 4 / D | 0.73 | 40 | D | C | 4,762.00 | 311.00 | 35820 | 1911 | 0.13 | C | B | C | D |
| NUCCIO PKWY: (PALM AVE -to- 15TH ST) | Tampa | N | 2 / O | 0.29 | 30 | D | C | 8,018.00 | 478.00 | 39360 | 1948 | 0.2 | B | B | C | F |
| O'BRIEN ST: (CYPRESS ST -to- SPRUCE ST) | Tampa | N | 2 / U | 0.53 | 35 | D | | 11,177.00 | 841.00 | 10656 | 568 | 1.05 | E | C | D | F |
| OSBORNE AVE: (N BOULEVARD -to- NEBRASKA AVE) | Tampa | N | 2 / U | 1.01 | 30 | D | C | 3,619.00 | 208.00 | 13320 | 711 | 0.27 | C | B | C | F |
| OSBORNE AVE: (NEBRASKA AVE -to- 40TH ST) | Tampa | N | 2 / U | 2.27 | 30 | D | C | 5,392.00 | 289.00 | 13320 | 711 | 0.41 | C | B | C | F |
| PALM AVE: (N BOULEVARD -to- NEBRASKA AVE) | Tampa | N | 4 / U | 1.01 | 30 | D | C | 10,379.00 | 519.00 | 27702 | 1478 | 0.38 | C | C | D | F |
| PALM AVE: (NEBRASKA AVE -to- 22ND ST) | Tampa | N | 4 / U | 1.01 | 35 | D | C | 10,874.00 | 550.00 | 27702 | 1478 | 0.39 | C | C | C | C |
| PIERCE ST: (WHITING ST -to- JACKSON ST) | Tampa | N | 2 / O | 0.11 | 35 | D | | 2,637.00 | 256.00 | 17496 | 1697 | 0.15 | C | A | D | F |
| PIERCE ST: (JACKSON ST -to- TYLER ST) | Tampa | C | 4 / O | 0.37 | 35 | D | A | 8,759.00 | 850.00 | 36342 | 3525 | 0.24 | C | D | D | F |
| PIERCE ST: (TYLER ST -to- JEFFERSON ST) | Tampa | C | 2 / O | 0.07 | 35 | D | A | 18,000.00 | 1,746.00 | 17496 | 1697 | 1.03 | E | C | E | F |
| PLANT AVE: (BAYSHORE BLVD -to- KENNEDY BLVD) | Tampa | N | 2 / O | 0.61 | 30 | D | A | 9,828.00 | 953.00 | 17496 | 1697 | 0.56 | D | D | F | C |
| PLANT BRIDGE: (DAVIS ISLAND BRIDGE -to- BAYSHORE BLVD) | Tampa | N | 2 / O | 0.06 | 30 | D | A | 20,625.00 | 1,856.00 | 39360 | 3542 | 0.52 | B | | | C |
| PLATT ST: (AZEELE ST -to- ARMENIA AVE) | Tampa | N | 4 / U | 0.08 | 40 | D | A | 11,534.00 | 615.00 | 26865 | 1433 | 0.43 | C | C | C | F |
| PLATT ST: (ARMENIA AVE -to- HYDE PARK AVE) | Tampa | N | 3 / O | 1.29 | 35 | D | A | 11,286.00 | 1,095.00 | 32346 | 3138 | 0.35 | C | B | D | D |
| PLATT ST: (HYDE PARK AVE -to- BAYSHORE BLVD) | Tampa | N | 2 / O | 0.27 | 35 | D | A | 9,703.00 | 941.00 | 21492 | 2085 | 0.45 | C | C | D | E |
| PLATT ST / CHANNELSIDE DR: (BAYSHORE BLVD -to- FLORIDA AVE) | Hillsborough County | N | 4 / O | 0.29 | 35 | D | A | 18,251.00 | 1,770.00 | 36342 | 3525 | 0.5 | D | C | D | C |
| POLK ST: (ASHLEY ST -to- JEFFERSON ST) | Tampa | C | 2 / O | 0.39 | 30 | D | C | 1,516.00 | 120.00 | 17496 | 1697 | 0.09 | C | A | C | F |
| RIVERHILLS DR: (40TH ST -to- 56TH ST) | Tampa | N | 2 / U | 1.39 | 25 | D | C | 5,661.00 | 309.00 | 13320 | 711 | 0.43 | C | D | D | F |
| RIVERHILLS DR: (22ND ST -to- YUKON ST) | Tampa | N | 2 / U | 0.36 | 30 | D | C | 8,723.00 | 417.00 | 24200 | 1198 | 0.36 | C | D | D | D |
| ROME AVE: (M L KING BLVD -to- HILLSBOROUGH AVE) | Tampa | N | 2 / U | 1.01 | 30 | D | C | 5,100.00 | 272.00 | 10656 | 568 | 0.48 | C | B | C | D |
| ROME AVE: (BAYSHORE BLVD -to- SWANN AVE) | Tampa | N | 2 / U | 0.56 | 25 | D | C | 3,902.00 | 182.00 | 24200 | 1198 | 0.16 | B | A | C | F |
| ROME AVE: (HILLSBOROUGH AVE -to- WATERS AVE) | Tampa | N | 2 / U | 2.02 | 30 | D | C | 7,035.00 | 462.00 | 13320 | 711 | 0.53 | D | C | D | F |
| ROME AVE: (CYPRESS ST -to- COLUMBUS DR) | Tampa | N | 2 / U | 1.01 | 30 | D | | 3,680.00 | 207.00 | 13320 | 711 | 0.28 | C | B | C | F |
| ROWLETT PARK DR: (SLIGH AVE -to- WATERS AVE) | Tampa | N | 2 / U | 1.11 | 45 | D | C | 13,139.00 | 681.00 | 15930 | 850 | 0.83 | C | D | D | F |
| S BOULEVARD: (SWANN AVE -to- KENNEDY BLVD) | Tampa | N | 2 / D | 0.51 | 30 | D | C | 8,957.00 | 443.00 | 13320 | 711 | 0.67 | D | C | C | F |
| SCOTT ST: (TAMPA ST -to- ORANGE ST) | Tampa | C | 3 / O | 0.31 | 35 | D | A | 10,307.00 | 1,001.00 | 27000 | 2619 | 0.38 | C | C | D | F |
| SCOTT ST: (ORANGE ST -to- NEBRASKA AVE) | Tampa | N | 2 / U | 0.28 | 35 | D | | 0.00 | 0.00 | 10656 | 568 | 0 | A | B | A | F |
| SERENA DR: (MCKINLEY DR -to- 56TH ST) | Tampa | N | 2 / U | 1.39 | 40 | D | C | 6,126.00 | 323.00 | 10656 | 568 | 0.58 | D | C | D | F |
| SLIGH AVE: (ARMENIA AVE -to- NEBRASKA AVE) | Hillsborough County | N | 4 / U | 2.02 | 35 | D | A | 23,917.00 | 1,277.00 | 27702 | 1478 | 0.86 | D | C | D | D |
| SLIGH AVE: (NEBRASKA AVE -to- 30TH ST) | Tampa | N | 2 / U | 1.52 | 35 | D | C | 9,268.00 | 463.00 | 13320 | 711 | 0.7 | D | C | D | D |
| SNOW AVE: (ROME AVE -to- SWANN AVE) | Tampa | N | 2 / U | 0.15 | 25 | D | C | 3,902.00 | 195.00 | 10656 | 568 | 0.37 | C | B | C | F |
| SPECTRUM BLVD: (ALUMNI DR -to- FOWLER AVE) | USF | N | 4 / D | 0.55 | 25 | D | | 0.00 | 0.00 | 29160 | 1556 | 0 | A | B | A | F |
| SPRUCE ST: (LOIS AVE -to- MACDILL AVE) | Tampa | N | 2 / U | 1.26 | 25 | D | C | 9,577.00 | 542.00 | 13320 | 711 | 0.72 | D | C | D | F |
| STERLING AVE: (NEPTUNE AVE -to- MORRISON AVE) | Tampa | N | 2 / U | 0.25 | 25 | D | C | 3,047.00 | 181.00 | 10656 | 568 | 0.29 | C | B | B | F |
| STERLING AVE: (MORRISON AVE -to- HENDERSON BLVD) | Tampa | N | 2 / U | 0.13 | 25 | D | C | 3,047.00 | 181.00 | 10656 | 568 | 0.29 | C | B | B | F |
| SWANN AVE: (WESTSHORE BLVD -to- DALE MABRY HWY) | Tampa | N | 2 / U | 1.17 | 25 | D | C | 3,445.00 | 206.00 | 13320 | 711 | 0.26 | C | B | C | F |
| SWANN AVE: (DALE MABRY HWY -to- BAYSHORE BLVD) | Tampa | N | 2 / U | 2.46 | 30 | D | C | 7,740.00 | 470.00 | 13320 | 711 | 0.58 | D | C | D | F |
| TAMPA BAY BLVD: (N/S CARGO BLVD -to- DALE MABRY HWY) | Tampa | N | 4 / D | 0.82 | 35 | D | | 8,074.00 | 457.00 | 65600 | 3247 | 0.12 | B | C | D | F |
| TAMPA BAY BLVD: (DALE MABRY HWY -to- HIMES AVE) | Tampa | N | 4 / D | 0.24 | 30 | D | C | 7,428.00 | 431.00 | 29160 | 1556 | 0.26 | C | A | C | D |
| TAMPA BAY BLVD: (HIMES AVE -to- ARMENIA AVE) | Tampa | N | 2 / U | 1.02 | 30 | D | C | 6,444.00 | 355.00 | 10656 | 568 | 0.61 | D | C | C | F |

# City of Tampa

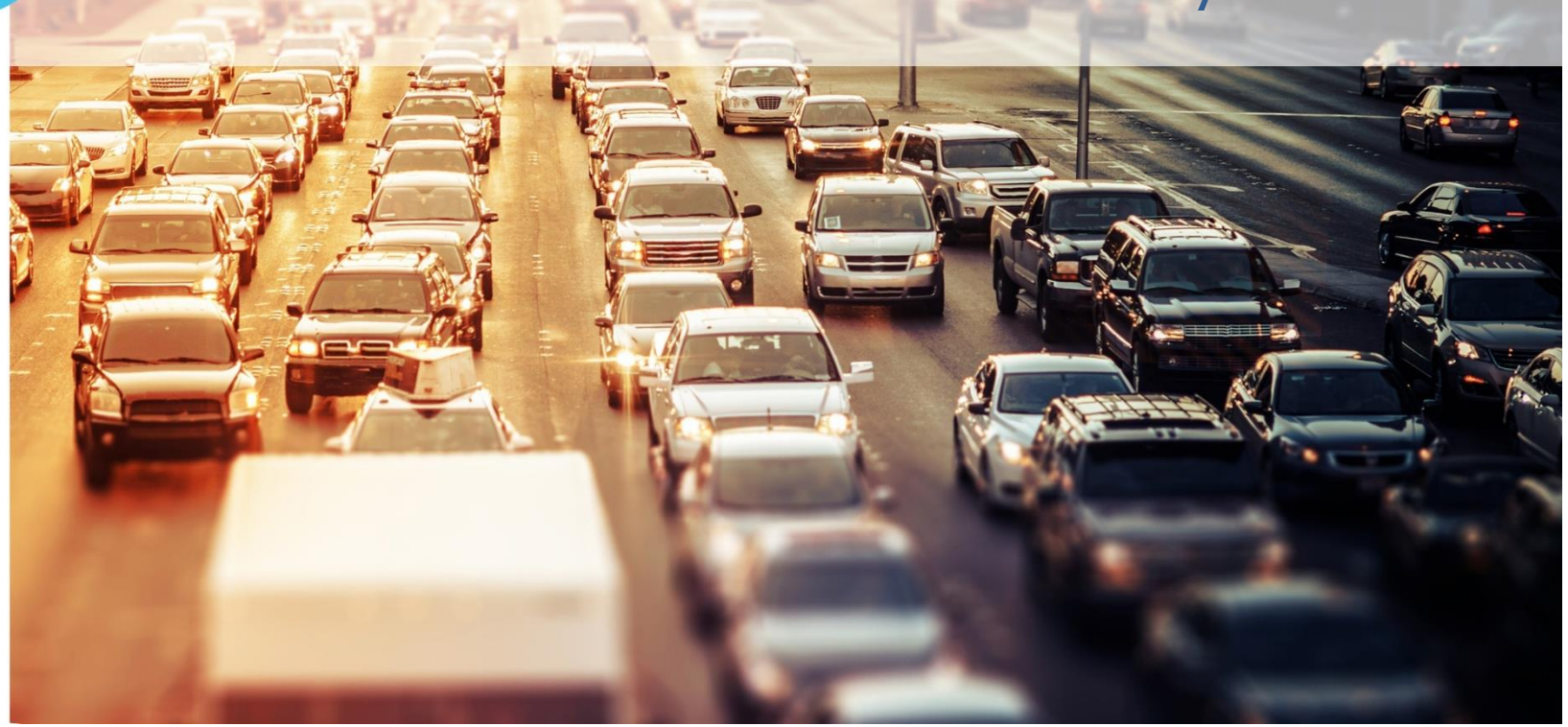
## 2015 Level of Service Report -City Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| TAMPA PALMS BLVD N: (BRUCE B DOWNS BLVD -to- BRUCE B DOWNS BLVD) | Tampa | N | 4 / D | 2.30 | 40 | D | C | 8,904.00 | 453.00 | 35820 | 1911 | 0.25 | C | B | D | F |
| TAMPA PALMS BLVD S: (BRUCE B DOWNS BLVD (S) -to- BRUCE B DOWNS BLVD) | Tampa | N | 4 / D | 3.05 | 35 | D | C | 3,220.00 | 200.00 | 35820 | 1911 | 0.09 | C | B | C | F |
| TAMPA ST: (FRANKLIN ST -to- BROREIN ST) | Tampa | N | 2 / O | 0.08 | 30 | D | A | 11,717.00 | 1,137.00 | 17496 | 1697 | 0.67 | D | B | A | F |
| TAMPA ST: (BROREIN ST -to- JACKSON ST) | Tampa | N | 3 / O | 0.23 | 30 | D | A | 11,717.00 | 1,137.00 | 27000 | 2619 | 0.43 | C | B | D | C |
| TRASK ST: (CYPRESS ST -to- BOY SCOUT BLVD) | Tampa | N | 2 / U | 0.52 | 30 | D | | 5,421.00 | 331.00 | 13320 | 711 | 0.41 | C | B | C | F |
| TRASK ST: (KENNEDY BLVD -to- LEMON ST) | Tampa | N | 2 / U | 0.37 | 25 | D | | 988.00 | 52.00 | 13320 | 711 | 0.07 | C | B | A | F |
| TWIGGS ST: (ASHLEY ST -to- MORGAN ST) | Tampa | N | 2 / U | 0.28 | 30 | D | C | 6,158.00 | 384.00 | 13320 | 711 | 0.46 | C | A | E | F |
| TWIGGS ST: (MORGAN ST -to- CHANNELSIDE DR) | Tampa | N | 4 / D | 0.67 | 30 | D | C | 9,238.00 | 583.00 | 29160 | 1556 | 0.32 | C | A | D | F |
| TYLER ST: (CASS ST -to- JEFFERSON ST) | Tampa | N | 3 / O | 0.58 | 0 | D | C | 3,555.00 | 344.00 | 27000 | 2619 | 0.13 | C | B | D | A |
| WASHINGTON ST: (FLORIDA AVE -to- BRUSH ST) | Tampa | N | 2 / U | 0.39 | 35 | D | C | 1,571.00 | 87.00 | 24200 | 1198 | 0.07 | B | B | D | F |
| WATERS AVE: (ARMENIA AVE -to- NEBRASKA AVE) | Hillsborough County | N | 4 / U | 2.02 | 45 | D | A | 24,613.00 | 1,245.00 | 34029 | 1815 | 0.72 | C | C | D | E |
| WATERS AVE: (NEBRASKA AVE -to- 22ND ST) | Tampa | N | 2 / U | 1.02 | 30 | D | C | 7,029.00 | 347.00 | 13320 | 711 | 0.53 | D | C | C | F |
| WEST SHORE BLVD: (INTERBAY BLVD -to- GANDY BLVD) | Tampa | N | 2 / U | 1.90 | 35 | D | C | 14,699.00 | 724.00 | 15930 | 850 | 0.92 | C | D | D | D |
| WEST SHORE BLVD: (GANDY BLVD -to- SWANN AVE) | Hillsborough County | N | 2 / U | 3.14 | 30 | D | A | 21,122.00 | 1,095.00 | 13320 | 711 | 1.59 | F | D | D | F |
| WES TSHORE BLVD: (SWANN AVE -to- URBAN CENTER) | Hillsborough County | N | 4 / D | 0.37 | 30 | D | A | 27,778.00 | 1,457.00 | 29160 | 1556 | 0.95 | D | D | D | F |
| WES TSHORE BLVD: (URBAN CENTER -to- KENNEDY BLVD) | Hillsborough County | N | 4 / D | 0.13 | 30 | D | A | 28,154.00 | 1,404.00 | 35820 | 1911 | 0.79 | C | C | D | F |
| WEST SHORE BLVD: (KENNEDY BLVD -to- CYPRESS ST) | Hillsborough County | N | 4 / D | 0.51 | 45 | D | C | 33,591.00 | 1,811.00 | 35820 | 1911 | 0.94 | C | D | D | C |
| WEST SHORE BLVD: (CYPRESS ST -to- BOY SCOUT BLVD) | Hillsborough County | N | 4 / D | 0.52 | 45 | D | C | 29,000.00 | 1,547.00 | 35820 | 1911 | 0.81 | C | C | D | C |
| WHITING ST: (ASHLEY ST -to- BRUSH ST) | Tampa | N | 2 / U | 0.53 | 35 | D | C | 3,642.00 | 227.00 | 13320 | 711 | 0.27 | C | A | E | F |
| WILLOW AVE: (PLATT ST -to- MAIN ST) | Tampa | N | 2 / U | 1.05 | 30 | D | C | 5,446.00 | 312.00 | 13320 | 711 | 0.41 | C | B | B | F |
| WISHART BLVD: (ARMENIA AVE -to- HILLSBOROUGH AVE) | Tampa | N | 2 / U | 1.40 | 25 | D | C | 2,052.00 | 120.00 | 10656 | 568 | 0.19 | C | B | B | F |
| YUKON ST: (RIVERHILLS DR -to- 30TH ST) | Tampa | N | 2 / U | 0.19 | 25 | D | C | 8,723.00 | 450.00 | 10656 | 568 | 0.82 | D | C | C | D |
| YUKON ST: (FLORIDA AVE -to- NEBRASKA AVE) | Tampa | N | 2 / U | 0.51 | 30 | D | C | 5,411.00 | 289.00 | 10656 | 568 | 0.51 | D | B | C | F |
| YUKON ST: (30TH ST -to- 40TH ST) | Tampa | N | 2 / U | 0.62 | 30 | D | C | 6,104.00 | 300.00 | 13320 | 711 | 0.46 | C | B | C | F |
| ZACK ST: (ASHLEY ST -to- JEFFERSON ST) | Tampa | N | 3 / O | 0.39 | 30 | D | C | 2,247.00 | 125.00 | 27000 | 2619 | 0.08 | C | A | C | F |
| ZACK ST: (JEFFERSON ST -to- NEBRASKA AVE) | Tampa | N | 2 / O | 0.23 | 30 | D | | 2,270.00 | 178.00 | 17496 | 1697 | 0.13 | C | A | C | F |

Hillsborough MPO
Metropolitan Planning
For Transportation

# Level of Service

## State Roadways



# City of Tampa

## 2015 Level of Service Report -State Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| 20TH ST: (MARITIME BLVD -to- HARPER ST) | Tampa | C | 6 / D | 0.59 | 45 | D | C | 30,500.00 | 1,510.00 | 98300 | 4866 | 0.31 | B | C | A | F |
| 20TH ST: (20TH ST -to- 22ND ST) | Tampa | N | 6 / D | 0.23 | 45 | D | C | 30,500.00 | 1,537.00 | 59900 | 3019 | 0.51 | C | | | F |
| 39TH ST: (LEE ROY SELMON EXPWY -to- I-4 W RAMP) | Tampa | N | 4 / D | 0.81 | 0 | D | PA | 10,943.00 | 553.00 | 39800 | 2006 | 0.28 | C | C | D | F |
| 40TH ST: (I-4 W RAMP -to- HILLSBOROUGH AVE) | Tampa | N | 6 / D | 2.11 | 40 | D | PA | 22,618.00 | 1,140.00 | 59900 | 3019 | 0.38 | C | C | D | F |
| 50TH ST: (ADAMO DR -to- MELBURNE BLVD) | Tampa | N | 6 / D | 1.14 | 40 | D | PA | 35,777.00 | 1,802.00 | 59900 | 3019 | 0.6 | C | C | D | D |
| 50TH ST: (MELBURNE BLVD -to- M L KING BLVD) | Tampa | N | 4 / D | 0.89 | 50 | D | PA | 24,000.00 | 1,210.00 | 39800 | 2006 | 0.6 | C | C | B | C |
| BOY SCOUT BLVD RAMPS: (SR 60 / MEMORIAL HWY -to- MEMORIAL FRONTAGE N) | Tampa | N | 6 / D | 0.66 | 60 | D | PA | 42,500.00 | 2,142.00 | 59900 | 3019 | 0.71 | C | E | D | D |
| BOY SCOUT BLVD: (MEMORIAL HWY - to - DALE MABRY HWY) | Tampa | N | 6 / D | 1.88 | 45 | D | PA | 44,500.00 | 2,243.00 | 59900 | 3019 | 0.74 | C | C | C | D |
| BUSCH BLVD: (ARMENIA AVE -to- FLORIDA AVE) | Tampa | N | 4 / D | 1.51 | 40 | D | PA | 42,000.00 | 2,117.00 | 39800 | 2006 | 1.06 | F | D | D | D |
| BUSCH BLVD: (FLORIDA AVE -to- 30TH ST) | Tampa | N | 6 / E | 2.03 | 40 | D | PA | 46,993.00 | 2,368.00 | 59900 | 3019 | 0.79 | C | D | D | F |
| BUSCH BLVD: (30TH ST -to- 56TH ST) | Tampa | N | 6 / E | 2.00 | 45 | D | PA | 44,640.00 | 2,251.00 | 59900 | 3019 | 0.75 | C | D | D | F |
| CAUSEWAY BLVD / S 22ND ST: (MARITIME BLVD -to- 50TH ST) | Tampa | C | 4 / D | 2.40 | 45 | D | A | 29,500.00 | 1,487.00 | 39800 | 2006 | 0.74 | C | C | C | E |
| COURTNEY CAMPBELL CSWY: (PINELLAS COUNTY -to- BAY HARBOR DR) | Tampa | N | 4 / D | 4.87 | 60 | D | PA | 59,001.00 | 2,974.00 | 39800 | 2006 | 1.48 | F | D | A | F |
| COURTNEY CAMPBELL CSWY: (BAY HARBOR DR -to- ROCKY POINT DR) | Tampa | N | 6 / D | 0.11 | 50 | D | PA | 59,000.00 | 2,974.00 | 59900 | 3019 | 0.99 | D | C | A | F |
| COURTNEY CAMPBELL CSWY: (ROCKY POINT DR -to- EISNEHOWER BLVD) | Tampa | N | 6 / D | 0.99 | 50 | D | PA | 72,500.00 | 3,654.00 | 59900 | 3019 | 1.21 | F | C | A | F |
| COURTNEY CAMPBELL CSWY: (EISNEHOWER BLVD -to- MEMORIAL HWY) | Tampa | N | 6 / D | 0.08 | 50 | D | PA | 72,500.00 | 3,654.00 | 50000 | 2520 | 1.45 | F | C | A | F |
| DALE MABRY HWY: (MACDILL AFB -to- GANDY BLVD) | Tampa | N | 4 / D | 2.09 | 45 | D | A | 30,848.00 | 1,554.00 | 39800 | 2006 | 0.78 | C | D | D | D |
| DALE MABRY HWY: (GANDY BLVD -to- BAY TO BAY BLVD) | Tampa | N | 4 / D | 1.79 | 40 | D | PA | 33,500.00 | 1,688.00 | 39800 | 2006 | 0.84 | C | D | D | D |
| DALE MABRY HWY: (BAY TO BAY BLVD -to- KENNEDY BLVD) | Tampa | N | 4 / U | 1.73 | 40 | D | PA | 38,064.00 | 1,918.00 | 37810 | 1906 | 1.01 | F | D | D | D |
| DALE MABRY HWY: (KENNEDY BLVD -to- COLUMBUS DR) | Tampa | N | 6 / D | 1.51 | 40 | D | PA | 53,349.00 | 2,689.00 | 59900 | 3019 | 0.89 | C | D | D | D |
| DALE MABRY HWY: (COLUMBUS DR -to- HILLSBOROUGH AVE) | Tampa | N | 6 / D | 2.00 | 45 | D | PA | 71,461.00 | 3,602.00 | 59900 | 3019 | 1.19 | F | D | C | F |
| EISENHOWER BLVD N: (COURTNEY CAMPBELL OFF RAMP -to- INDEPENDENCE PKWY) | Tampa | N | 3 / O | 0.32 | 50 | D | PA | 15,000.00 | 1,350.00 | 58980 | 5308 | 0.25 | B | E | D | F |
| FLORIDA AVE: (JACKSON ST -to- TYLER ST) | Tampa | N | 4 / O | 0.39 | 30 | D | A | 20,002.00 | 1,797.00 | 40380 | 3634 | 0.5 | D | C | D | F |
| FLORIDA AVE: (TYLER ST -to- KAY ST) | Tampa | N | 3 / O | 0.34 | 35 | D | A | 17,678.00 | 1,591.00 | 30000 | 2700 | 0.59 | D | C | E | F |
| FLORIDA AVE: (KAY ST -to- VIOLET) | Tampa | N | 3 / O | 2.30 | 40 | D | A | 10,202.00 | 919.00 | 35940 | 3235 | 0.28 | C | C | C | C |
| FLORIDA AVE: (VIOLET -to- SLIGH AVE) | Tampa | N | 4 / U | 1.38 | 40 | D | A | 19,307.00 | 974.00 | 37810 | 1906 | 0.51 | C | C | D | C |
| FLORIDA AVE: (SLIGH AVE -to- WATERS AVE) | Tampa | N | 4 / U | 1.01 | 40 | D | A | 24,135.00 | 1,216.00 | 37810 | 1906 | 0.64 | C | C | D | C |
| FLORIDA AVE: (WATERS AVE -to- LINEBAUGH AVE) | Tampa | N | 6 / D | 1.01 | 45 | D | A | 27,039.00 | 1,363.00 | 59900 | 3019 | 0.45 | C | C | C | B |
| FLORIDA AVE: (LINEBAUGH AVE -to- FOWLER AVE (CITY LIMITS)) | Tampa | N | 4 / D | 1.01 | 45 | D | A | 26,000.00 | 1,310.00 | 39800 | 2006 | 0.65 | C | C | D | C |
| FOWLER AVE: (FLORIDA AVE -to- 30TH ST) | Tampa | N | 8 / D | 2.03 | 45 | D | A | 44,139.00 | 2,225.00 | 80100 | 4037 | 0.55 | C | C | D | D |
| FOWLER AVE: (30TH ST -to- 56TH ST) | Tampa | N | 6 / D | 1.99 | 50 | D | PA | 62,001.00 | 3,125.00 | 59900 | 3019 | 1.04 | F | D | C | F |
| GANDY BLVD: (HILLSBOROUGH CO -to- WESTSHORE BLVD) | Hillsborough County | H | 4 / D | 2.62 | 55 | D | PA | 36,500.00 | 1,697.00 | 77900 | 3622 | 0.47 | B | D | E | F |
| GANDY BLVD: (WESTSHORE BLVD -to- DALE MABRY HWY) | Tampa | H | 4 / D | 1.26 | 45 | D | PA | 43,384.00 | 2,186.00 | 39800 | 2006 | 1.09 | F | D | D | F |
| GEORGE BEAN PKWY: (SPRUCE ST -to- TIA TERMINAL) | Tampa | N | 6 / D | 1.30 | 45 | D | C | 0.00 | 0.00 | 98300 | 4866 | 0 | A | D | A | D |
| HENDERSON BLVD: (DALE MABRY HWY -to- KENNEDY BLVD) | Tampa | N | 4 / U | 0.98 | 40 | D | A | 12,407.00 | 625.00 | 37810 | 1906 | 0.33 | C | C | D | F |
| HILLSBOROUGH AVE: (HOOVER BLVD (CITY LIMITS) -to- FLORIDA AVE) | Tampa | N | 6 / D | 4.55 | 45 | D | PA | 61,294.00 | 3,090.00 | 59900 | 3019 | 1.02 | F | D | C | D |
| HILLSBOROUGH AVE: (FLORIDA AVE -to- CENTRAL AVE) | Tampa | N | 4 / D | 0.25 | 45 | D | PA | 54,000.00 | 2,722.00 | 39800 | 2006 | 1.36 | F | D | C | D |
| HILLSBOROUGH AVE: (CENTRAL AVE -to- I-275 S RAMP) | Tampa | N | 4 / D | 0.09 | 40 | D | PA | 54,000.00 | 2,722.00 | 39800 | 2006 | 1.36 | F | N/A | N/A | D |
| HILLSBOROUGH AVE: (I-275 S RAMP -to- 50TH ST) | Tampa | N | 6 / D | 3.17 | 40 | D | PA | 45,798.00 | 2,308.00 | 59900 | 3019 | 0.77 | C | N/A | N/A | D |
| I-275: (KENNEDY BLVD -to- DALE MABRY HWY) | Tampa | H | 6 / F | 2.49 | 45 | D | PA | 145,620.00 | 6,770.00 | 116600 | 5421 | 1.25 | F | N/A | N/A | F |
| I-275: (DALE MABRY HWY -to- ARMENIA AVE) | Tampa | H | 6 / F | 1.10 | 55 | D | PA | 175,869.00 | 8,177.00 | 116600 | 5421 | 1.51 | F | N/A | N/A | F |
| I-275: (ARMENIA AVE -to- ASHLEY ST) | Tampa | H | 6 / F | 1.34 | 55 | D | PA | 203,000.00 | 9,438.00 | 116600 | 5421 | 1.74 | F | N/A | N/A | F |
| I-275: (ASHLEY ST -to- I-4 INTERCHANGE) | Tampa | H | 8 / F | 1.09 | 50 | D | PA | 154,052.00 | 7,163.00 | 154300 | 7174 | 1 | D | N/A | N/A | F |
| I-275: (I-4 INTERCHANGE -to- M L KING BLVD) | Tampa | H | 8 / F | 1.36 | 50 | D | PA | 148,483.00 | 6,904.00 | 154300 | 7174 | 0.96 | D | N/A | N/A | F |
| I-275: (M L KING BLVD -to- BUSCH BLVD) | Tampa | H | 6 / F | 3.48 | 55 | D | PA | 160,570.00 | 7,466.00 | 116600 | 5421 | 1.38 | F | N/A | N/A | F |
| I-275: (BUSCH BLVD -to- FOWLER AVE) | Tampa | H | 6 / F | 1.47 | 55 | D | PA | 145,000.00 | 6,742.00 | 116600 | 5421 | 1.24 | F | N/A | N/A | F |
| I-4: (I-275 -to- 22ND ST) | Tampa | H | 8 / F | 1.08 | 50 | D | PA | 175,000.00 | 8,137.00 | 154300 | 7174 | 1.13 | E | N/A | N/A | F |
| I-4: (22ND ST -to- 50TH ST) | Tampa | H | 8 / F | 2.09 | 50 | D | PA | 146,000.00 | 6,788.00 | 154300 | 7174 | 0.95 | D | N/A | N/A | F |
| I-4: (50TH ST -to- M L KING BLVD) | Hillsborough County | H | 6 / F | 1.40 | 65 | D | PA | 145,500.00 | 6,765.00 | 116600 | 5421 | 1.25 | F | N/A | N/A | F |
| I-4 ON RAMP: (ORANGE AVE / SCOTT ST -to- I-4) | Tampa | N | 2 / O | 0.22 | 55 | D | | 0.00 | 0.00 | 39360 | 3542 | 0 | A | N/A | N/A | F |
| I-75: (BRUCE B DOWNS BLVD / CR 581 -to- I-275 (PASCO COUNTY LINE)) | Tampa | H | 4 / F | 3.70 | 70 | D | PA | 76,000.00 | 3,534.00 | 77900 | 3622 | 0.98 | D | N/A | N/A | F |
| JACKSON ST: (ASHLEY ST -to- NEBRASKA AVE) | Tampa | N | 3 / O | 0.60 | 35 | D | PA | 10,442.00 | 940.00 | 30000 | 2700 | 0.35 | C | B | D | E |
| JACKSON ST: (NEBRASKA AVE -to- MERIDIAN ST) | Tampa | N | 4 / O | 0.08 | 35 | D | | 8,500.00 | 765.00 | 40380 | 3634 | 0.21 | C | B | D | F |

# City of Tampa

## 2015 Level of Service Report -State Roadways

| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Level of Service | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Highway | Pedestrian | Bike | Transit |
| JEFFERSON OFF RAMP: (I-275 -to- JEFFERSON) | Tampa | N | 2 / O | 0.13 | 40 | D | | 0.00 | 0.00 | 39360 | 3542 | 0 | A | | | F |
| KENNEDY BLVD / SR 60: (MEMORIAL HWY -to- WESTSHORE BLVD) | Tampa | N | 6 / D | 0.36 | 45 | D | PA | 61,000.00 | 3,074.00 | 59900 | 3019 | 1.02 | F | D | D | F |
| KENNEDY BLVD / SR 60: (WESTSHORE BLVD -to- DALE MABRY HWY) | Tampa | N | 6 / D | 1.13 | 45 | D | PA | 46,210.00 | 2,329.00 | 59900 | 3019 | 0.77 | C | D | D | C |
| KENNEDY BLVD / SR 60: (DALE MABRY HWY -to- ARMENIA AVE) | Tampa | N | 4 / D | 1.26 | 40 | D | PA | 39,597.00 | 1,996.00 | 39800 | 2006 | 1 | D | D | D | D |
| KENNEDY BLVD / SR 60: (ARMENIA AVE -to- ASHLEY ST) | Tampa | N | 4 / D | 1.59 | 40 | D | PA | 33,175.00 | 1,672.00 | 39800 | 2006 | 0.83 | C | D | D | D |
| KENNEDY BLVD / SR 60: (ASHLEY ST -to- NEBRASKA AVE) | Tampa | N | 4 / O | 0.61 | 30 | D | A | 20,170.00 | 1,816.00 | 40380 | 3634 | 0.5 | D | B | E | E |
| KENNEDY BLVD / SR 60: (NEBRASKA AVE -to- CHANNELSIDE DR) | Tampa | N | 4 / D | 0.29 | 30 | D | A | 12,946.00 | 816.00 | 32400 | 1633 | 0.4 | C | B | C | D |
| KENNEDY BLVD / WEST: (I-275 -to- MEMORIAL HWY) | Tampa | N | 4 / D | 0.84 | 45 | D | PA | 23,000.00 | 1,159.00 | 39800 | 2006 | 0.58 | C | E | D | F |
| LEE ROY SELMON EXPWY: (GANDY BLVD -to- BAY TO BAY BLVD) | Tampa | H | 4 / F | 2.05 | 55 | D | PA | 33,471.00 | 1,556.00 | 77900 | 3622 | 0.43 | B | N/A | N/A | F |
| LEE ROY SELMON EXPWY: (BAY TO BAY BLVD -to- WILLOW AVE) | Tampa | H | 4 / F | 1.87 | 55 | D | PA | 46,500.00 | 2,162.00 | 77900 | 3622 | 0.6 | B | N/A | N/A | F |
| LEE ROY SELMON EXPWY: (WILLOW AVE -to- MERIDIAN ST) | Tampa | H | 4 / F | 2.31 | 55 | D | PA | 55,208.00 | 2,566.00 | 77900 | 3622 | 0.71 | C | N/A | N/A | F |
| LEE ROY SELMON EXPWY: (MERIDIAN ST -to- 50TH ST) | Tampa | H | 10 / F | 3.03 | 55 | D | PA | 61,791.00 | 2,873.00 | 194500 | 9043 | 0.32 | B | N/A | N/A | F |
| LEE ROY SELMON EXPWY: (50TH ST -to- US HWY 301) | Hillsborough County | H | 10 / F | 3.64 | 65 | D | PA | 65,537.00 | 3,047.00 | 194500 | 9043 | 0.34 | B | N/A | N/A | F |
| LEE ROY SELMON OFF-RAMP: (LEE ROY SELMON EXPRESSWAY -to- MERIDIAN ST) | Tampa | | 6 / F | 0.52 | 40 | D | | 11,500.00 | 535.00 | 116600 | 5421 | 0.1 | B | N/A | N/A | F |
| M L KING BLVD: (NEBRASKA AVE -to- 40TH ST) | Tampa | N | 4 / D | 2.27 | 40 | D | A | 23,161.00 | 1,169.00 | 39800 | 2006 | 0.58 | C | C | D | D |
| M L KING BLVD: (ARMENIA AVE -to- NEBRASKA AVE)FLORIDA AVE) | Tampa | N | 4 / U | 2.05 | 35 | D | A | 34,960.00 | 1,762.00 | 30780 | 1551 | 1.14 | F | C | D | D |
| M L KING BLVD: (DALE MABRY HWY -to- HIMES AVE) | Tampa | N | 6 / D | 0.25 | 35 | D | A | 26,000.00 | 1,310.00 | 50000 | 2520 | 0.52 | D | C | D | D |
| M L KING BLVD: (HIMES AVE -to- ARMENIA AVE) | Tampa | N | 4 / D | 1.02 | 35 | D | A | 36,000.00 | 1,814.00 | 32400 | 1633 | 1.11 | F | C | D | B |
| MELBURNE BLVD: (50TH ST -to- 40TH ST) | Tampa | N | 2 / U | 0.97 | 45 | D | PA | 6,300.00 | 312.00 | 17700 | 876 | 0.36 | C | C | D | C |
| MERIDIAN ST: (CHANNELSIDE DR -to- CUMBERLAND ST) | Tampa | N | 4 / D | 0.10 | 40 | D | C | 18,600.00 | 937.00 | 32400 | 1633 | 0.57 | D | B | A | D |
| MERIDIAN ST: (CUMBERLAND ST -to- TWIGGS ST) | Tampa | N | 6 / D | 0.51 | 40 | D | C | 17,507.00 | 882.00 | 50000 | 2520 | 0.35 | C | A | A | F |
| NEBRASKA AVE: (JACKSON ST -to- KENNEDY BLVD) | Tampa | N | 2 / E | 0.06 | 35 | D | A | 1,700.00 | 153.00 | 14800 | 1332 | 0.12 | C | A | B | B |
| NEBRASKA AVE: (KENNEDY BLVD -to- COLUMBUS DR) | Tampa | N | 2 / E | 1.17 | 35 | D | A | 10,761.00 | 547.00 | 15540 | 790 | 0.69 | D | C | D | C |
| NEBRASKA AVE: (COLUMBUS DR -to- HILLSBOROUGH AVE) | Tampa | N | 2 / E | 2.01 | 35 | D | A | 15,562.00 | 792.00 | 15540 | 790 | 1 | E | C | D | B |
| NEBRASKA AVE: (HILLSBOROUGH AVE -to- BUSCH BLVD) | Tampa | N | 4 / U | 2.53 | 40 | D | PA | 20,811.00 | 1,049.00 | 37810 | 1906 | 0.55 | C | C | D | B |
| NEBRASKA AVE: (BUSCH BLVD -to- FOWLER AVE) | Tampa | N | 4 / D | 1.45 | 45 | D | PA | 22,035.00 | 1,110.00 | 39800 | 2006 | 0.55 | C | C | D | B |
| SR 60 / ADAMO DR: (CHANNELSIDE DR -to- 22ND ST) | Tampa | C | 4 / D | 0.67 | 40 | D | PA | 28,000.00 | 1,411.00 | 39800 | 2006 | 0.7 | C | C | A | F |
| SR 60 / ADAMO DR: (22ND ST -to- US HWY 41) | Tampa | H | 4 / D | 2.09 | 50 | D | PA | 24,575.00 | 1,239.00 | 39800 | 2006 | 0.62 | C | C | C | F |
| SR 60 / ADAMO DR: (US HWY 41 -to- US HWY 301) | Hillsborough County | H | 4 / D | 2.95 | 50 | D | PA | 31,333.00 | 1,580.00 | 39800 | 2006 | 0.79 | C | E | D | F |
| SR 60 / MEMORIAL HWY: (KENNEDY BLVD -to- I-275) | Tampa | N | 6 / D | 0.17 | 50 | D | PA | 47,000.00 | 2,369.00 | 59900 | 3019 | 0.79 | C | D | D | F |
| SR 60 / MEMORIAL HWY: (I-275 -to- BOY SCOUT BLVD) | Tampa | H | 6 / F | 1.19 | 55 | D | PA | 140,000.00 | 6,509.00 | 116600 | 5421 | 1.2 | F | F | F | F |
| SR 60 / MEMORIAL HWY: (BOY SCOUT BLVD -to- COURTNEY CAMPBELL CSWY) | Tampa | H | 6 / F | 0.81 | 50 | D | PA | 140,000.00 | 6,509.00 | 116600 | 5421 | 1.2 | F | F | F | D |
| TAMPA ST: (JACKSON ST -to- KAY ST) | Tampa | N | 3 / O | 0.75 | 30 | D | A | 12,341.00 | 1,109.00 | 30000 | 2700 | 0.41 | C | C | E | C |
| TAMPA ST: (KAY ST -to- COLUMBUS DR) | Tampa | N | 3 / O | 0.68 | 40 | D | A | 11,500.00 | 1,035.00 | 30000 | 2700 | 0.38 | C | C | C | B |
| TAMPA ST: (COLUMBUS DR -to- FLORIBRASKA AVE) | Tampa | N | 4 / O | 0.28 | 40 | D | A | 8,900.00 | 801.00 | 48060 | 4325 | 0.19 | C | C | B | B |
| TAMPA ST: (FLORIBRASKA AVE -to- M L KING BLVD) | Tampa | N | 3 / O | 0.73 | 40 | D | A | 7,500.00 | 675.00 | 35940 | 3235 | 0.21 | C | C | B | C |
| HIGHLAND AVE / VIOLET ST: (M L KING BLVD -to- FLORIDA AVE) | Tampa | N | 3 / O | 0.81 | 40 | D | A | 8,500.00 | 764.00 | 35940 | 3235 | 0.24 | C | C | C | C |
| VETERANS EXPWY: (COURTNEY CAMPBELL CAUSEWAY -to- INDEPENDENCE PKWY) | Hillsborough County | H | 6 / F | 0.40 | 60 | D | PA | 7,126.00 | 331.00 | 116600 | 5421 | 0.06 | B | N/A | N/A | D |

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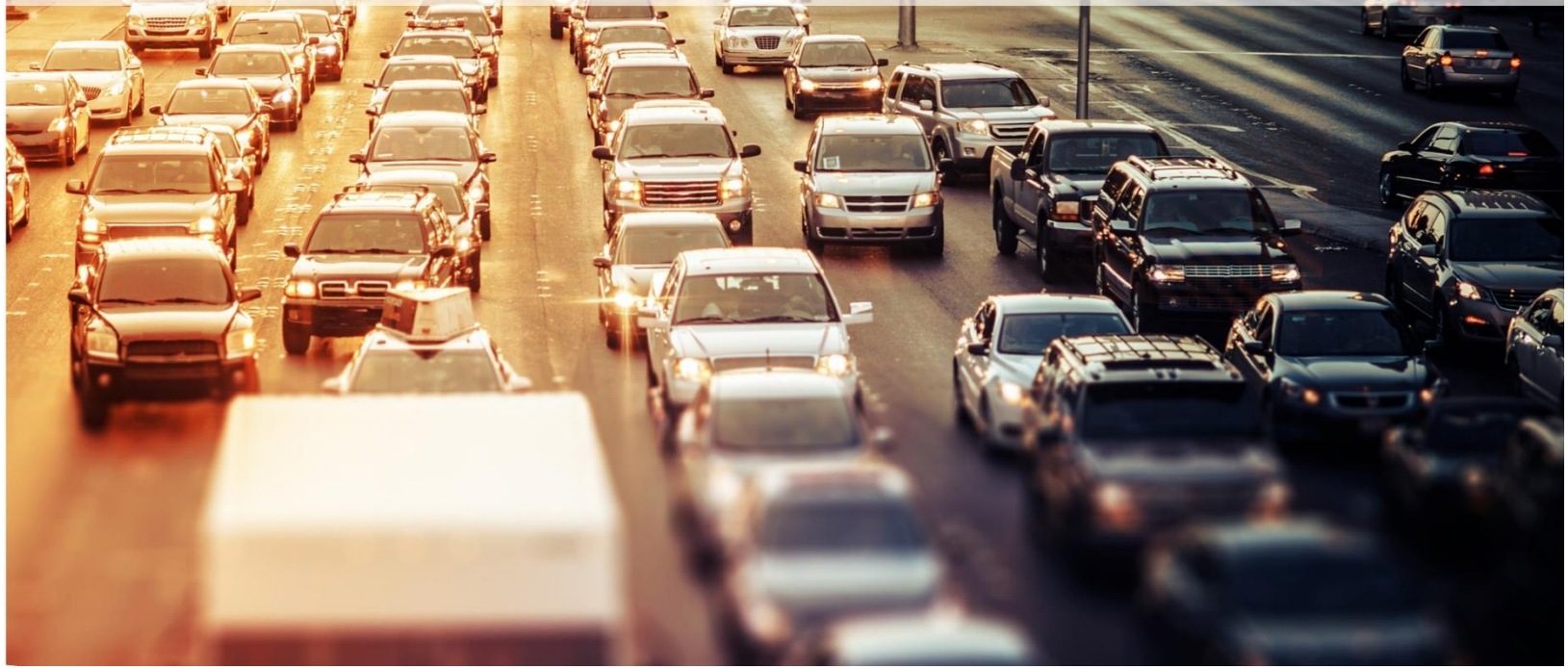
# Appendix A

## Legend of Variables used in the Level of Service Report



# Appendix A

## LEGEND OF VAIRABLES USED IN THE 2015 LEVEL OF SERVICE REPORT

The following legend provides a definition or description for each variable in the 2014 Level of Service Report. In this legend, each variable is give a number

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Level of Service | | | |
| Section Description | Jurisdiction | SIS | Lanes | Length | Posted Speed | Standard LOS | Local Functional Class | AADT | PkHrDir Volume | MSV | PkHrDir MSV | V/C | Highway | Pedestrian | Bike | Transit |

| | | |
|---|---|---|
| 1 | Section Description | The common name assigned to the road segment (street name), the cross street or location at which the segment begins, and the crossing street or location at which the segment ends. |
| 2 | Jurisdiction | Regulating authority of the segment. |
| 3 | SIS | Strategic Intermodal System facility, managed and regulated by Florida Department of Transportation. N = Not SIS, H = SIS, C = SIS Connector |
| 4 | Lanes | Number of lanes per direction. – U – Undivided, D – Divided, O – Oneway, F - Freeway |
| 5 | Length | Length of the segment in miles. |
| 6 | Posted Speed | Current posted speed of the segment. |
| 7 | LOS Standard | Standard Level of Service for the particular roadway as adopted and documented in the Hillsborough County Comprehensive Plan. The LOS for roadways within incorporated areas is governed by the jurisdiction's Comprehensive Plan and may differ from this report. |
| 8 | Local Functional Class | Local Functional Class - The assignment of roads into systems according to the character of service they provide in relation to the road network. The abbreviations are: PA - Principal Arterial, A - Arterial, C - Collector. |
| 9 | AADT | Average Annual Daily Traffic - The AADT is the number of vehicles that travel on a specified segment of a road on an average day. For aggregated segments, traffic counts may be weighted according to the length of each individual link and may not match a specific count. |
| 10 | PkHrDir Volume | Peak Hour Peak Direction Volume - The 100th highest hour traffic volume determined by (AADT x K100 x Directional Factor). |
| 11 | MSV | Maximum Service Volume (Daily Capacity) - The maximum rate of flow at which vehicles can traverse a point or uniform segment roadway and maintain the performance standard as measured by speed for interrupted flow facilities and V/C ratio for uninterrupted flow facilities during the daily (AADT) period. |
| 12 | PkHrDir MSV | Peak Hour Peak Direction Maximum Service Volume (Capacity) - The Peak Hr Dir Cap is the maximum rate of flow at which vehicles can traverse a point or uniform segment roadway and maintain the performance standard as measured by speed for interrupted flow facilities and V/C ratio for uninterrupted flow facilities during the peak hour period for the peak direction. |
| 13 | V/C | Volume over Capacity - PM Peak Hour Directional Volume to capacity of the roadway. V/C greater than 1.0 indicates a roadway exceeds the available capacity. |
| 14 | Level of Service | Current Level of Service for the roadway, bicycle, pedestrian, and transit networks. |

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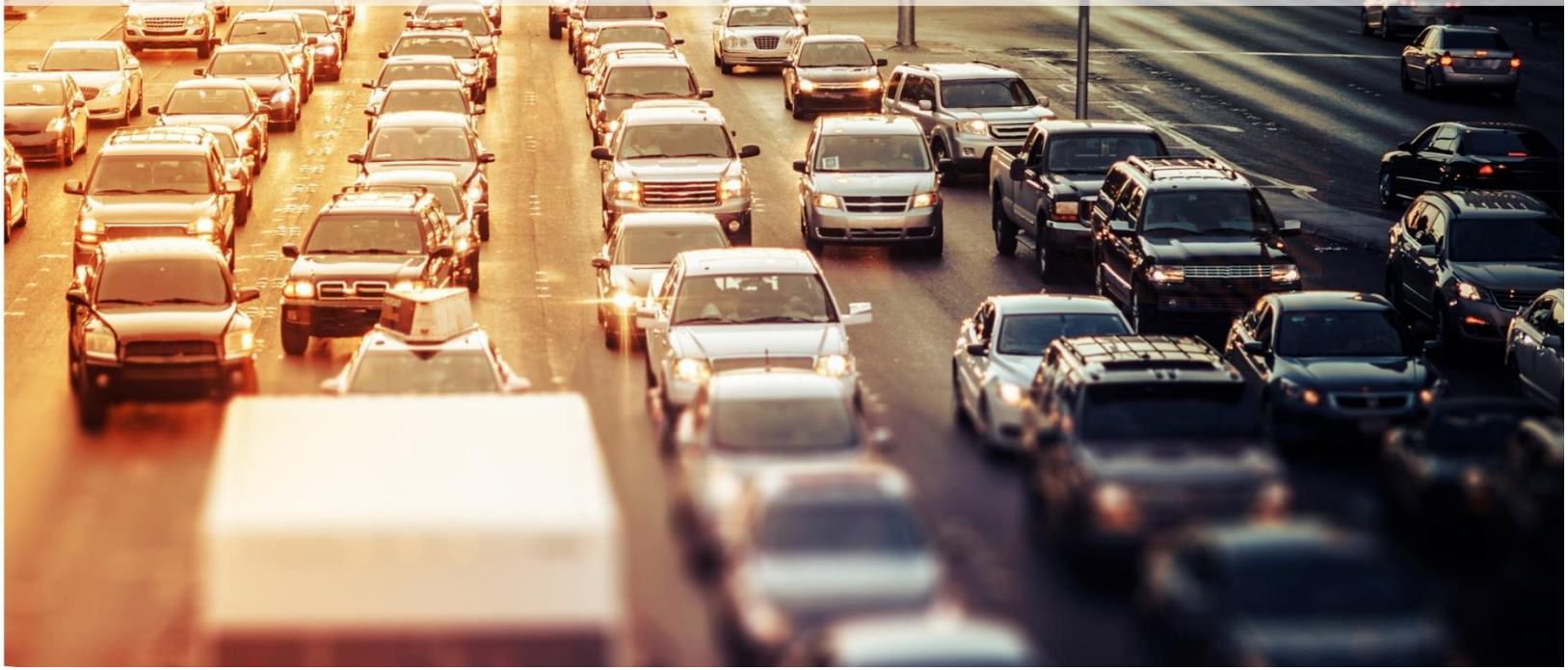
# Appendix B

## Definition of Level of Service



# Appendix B
# Definition of Level of Service (LOS)

Levels of Service (LOS) are qualitative measures describing operational conditions of highways. Six LOS are defined for each facility type and are given designations ranging from "A" (the best) to "F" (the worst). LOS indicates quality of flow measured by a scale of driver satisfaction.

- **Level of Service A** represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience provided to drivers is excellent.

- **Level of Service B** allows speeds at or near free-flow speeds, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream relative to LOS A.

- **Level of Service C** speeds at or near free-flow speeds, but the freedom to maneuver is noticeably restricted (lane changes require careful attention on the part of drivers). The general level of comfort and convenience declines significantly at this level. Disruptions in the traffic stream, such as an incident (for example, vehicular accident or disablement), can result in significant queue formation and vehicular delay. In contrast, the effect of incidents at LOS A or LOS B are minimal, and cause only minor delay in the immediate vicinity of the event.

- **Level of Service D** conditions where speeds begin to decline slightly with increasing flow. The freedom to maneuver becomes more restricted and drivers experience reductions in physical and psychological comfort. Incidents can generate lengthy queues because the higher density associated with this LOS provides little space to absorb disruption in the traffic flow.

- **Level of Service E** represents operating conditions at or near the roadway's capacity. Even minor disruptions to the traffic stream, such as vehicles entering from a ramp or 2 vehicles changing lanes, can cause delays as other vehicles give way to allow such maneuvers. In general, maneuverability is extremely limited and drivers experience considerable physical and psychological discomfort.

- **Level of Service F** describes a breakdown in vehicular flow. Queues form quickly behind points in the roadway where the arrival flow rate temporarily exceeds the departure rate, as determined by the roadway's capacity. Vehicles typically operate at low speeds in these conditions and are often required to come to a complete stop, usually in a cyclic fashion. The cyclic formation and dissipation of queues is a key characterization of LOS F.

Hillsborough MPO
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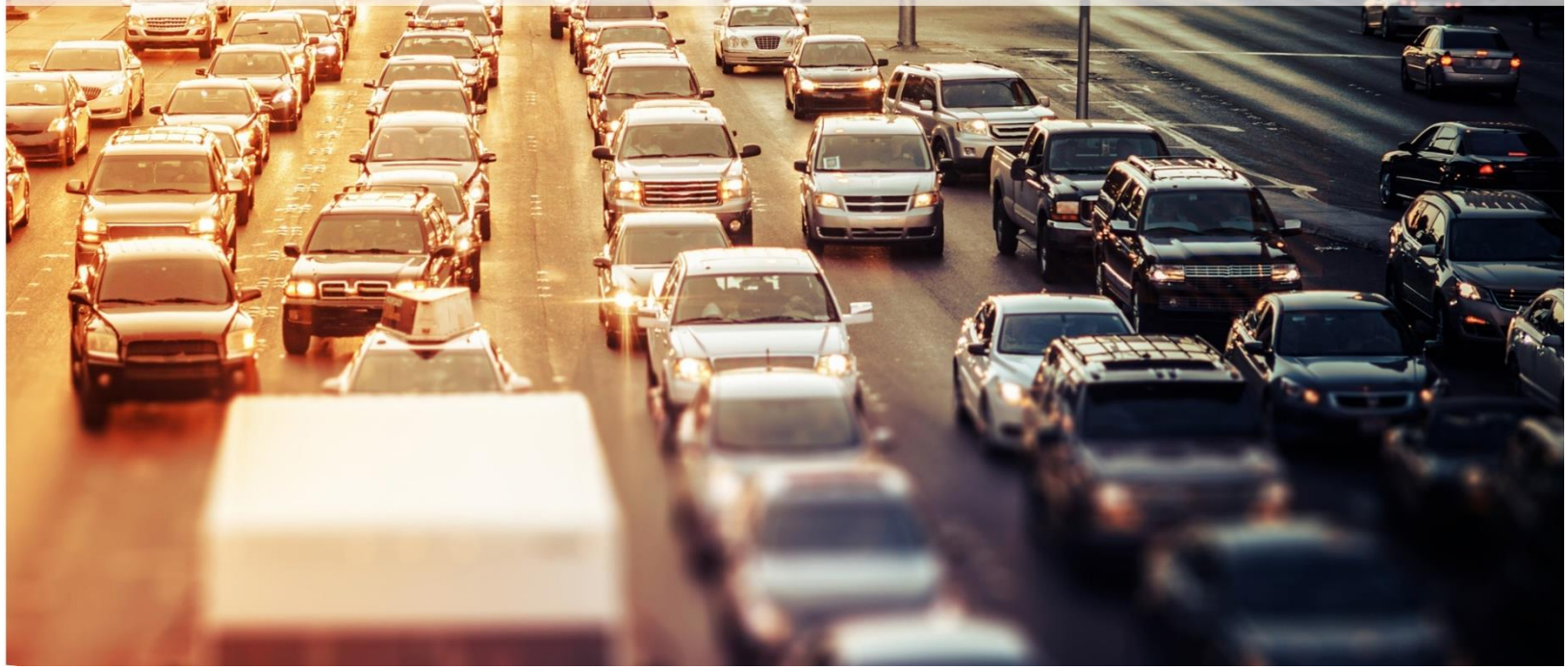
# Appendix C

## FDOT 2012 Generalized Tables



# TABLE 1

## Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 16,800 | 17,700 | ** |
| 4 | Divided | * | 37,900 | 39,800 | ** |
| 6 | Divided | * | 58,400 | 59,900 | ** |
| 8 | Divided | * | 78,800 | 80,100 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,900 | 7,600 | 19,700 |
| 50-84% | 2,100 | 6,700 | 19,700 | >19,700 |
| 85-100% | 9,300 | 19,700 | >19,700 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,500 |
| 50-84% | * | 1,600 | 8,700 | 15,800 |
| 85-100% | 3,800 | 10,700 | 17,400 | >19,700 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 47,400 | 64,000 | 77,900 | 84,600 |
| 6 | 69,900 | 95,200 | 116,600 | 130,600 |
| 8 | 92,500 | 126,400 | 154,300 | 176,600 |
| 10 | 115,100 | 159,700 | 194,500 | 222,700 |
| 12 | 162,400 | 216,700 | 256,600 | 268,900 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 45,800 | 61,500 | 74,400 | 79,900 |
| 6 | 68,100 | 93,000 | 111,800 | 123,300 |
| 8 | 91,500 | 123,500 | 148,700 | 166,800 |
| 10 | 114,800 | 156,000 | 187,100 | 210,300 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,600 | 17,000 | 24,200 | 33,300 |
| 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 |
| 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 2

## Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 14,400 | 16,200 | ** |
| 4 | Divided | * | 34,000 | 35,500 | ** |
| 6 | Divided | * | 52,100 | 53,500 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 6,500 | 13,300 | 14,200 |
| 4 | Divided | * | 9,900 | 28,800 | 31,600 |
| 6 | Divided | * | 16,000 | 44,900 | 47,600 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,600 | 6,100 | 19,500 |
| 50-84% | 1,900 | 5,500 | 18,400 | >19,500 |
| 85-100% | 7,500 | 19,500 | >19,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,400 |
| 50-84% | * | 1,600 | 8,600 | 15,600 |
| 85-100% | 3,800 | 10,500 | 17,100 | >19,500 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 44,100 | 57,600 | 68,900 | 71,700 |
| 6 | 65,100 | 85,600 | 102,200 | 111,000 |
| 8 | 85,100 | 113,700 | 135,200 | 150,000 |
| 10 | 106,200 | 141,700 | 168,800 | 189,000 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 9,200 | 17,300 | 24,400 | 33,300 |
| 4 | Divided | 35,300 | 49,600 | 62,900 | 69,600 |
| 6 | Divided | 52,800 | 74,500 | 94,300 | 104,500 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 3

## Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 12,900 | 14,200 | ** |
| 4 | Divided | * | 29,300 | 30,400 | ** |
| 6 | Divided | * | 45,200 | 45,800 | ** |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

**Rural Undeveloped**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 1,300 | 2,000 | 3,200 |
| 50-84% | 1,000 | 2,100 | 3,200 | 10,600 |
| 85-100% | 2,600 | 3,900 | 18,500 | >18,500 |

**Developed Areas**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,300 | 4,900 | 15,600 |
| 50-84% | 1,700 | 4,500 | 13,300 | 18,500 |
| 85-100% | 5,900 | 18,500 | >18,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,700 | 9,200 |
| 50-84% | * | 1,500 | 8,400 | 14,900 |
| 85-100% | 3,600 | 10,200 | 16,700 | >19,200 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 28,800 | 43,000 | 52,300 | 60,000 |
| 6 | 43,000 | 64,000 | 78,300 | 92,500 |
| 8 | 57,500 | 85,400 | 104,400 | 123,500 |

**Freeway Adjustments**

Auxiliary Lanes Present in Both Directions

+ 20,000

### UNINTERRUPTED FLOW HIGHWAYS

**Rural Undeveloped**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 |
| 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 |
| 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 |

**Developed Areas**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 |
| 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 |
| 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 |

**Passing Lane Adjustments**

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 4

# Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,510 | 1,600 | ** |
| 4 | Divided | * | 3,420 | 3,580 | ** |
| 6 | Divided | * | 5,250 | 5,390 | ** |
| 8 | Divided | * | 7,090 | 7,210 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 660 | 1,330 | 1,410 |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 |
| 8 | Divided | * | 2,880 | 6,060 | 6,130 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 260 | 680 | 1,770 |
| 50-84% | 190 | 600 | 1,770 | >1,770 |
| 85-100% | 830 | 1,770 | >1,770 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 250 | 850 |
| 50-84% | * | 150 | 780 | 1,420 |
| 85-100% | 340 | 960 | 1,560 | >1,770 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 4,120 | 5,540 | 6,700 | 7,190 |
| 6 | 6,130 | 8,370 | 10,060 | 11,100 |
| 8 | 8,230 | 11,100 | 13,390 | 15,010 |
| 10 | 10,330 | 14,040 | 16,840 | 18,930 |
| 12 | 14,450 | 18,880 | 22,030 | 22,860 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 1,800 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 770 | 1,530 | 2,170 | 2,990 |
| 4 | Divided | 3,300 | 4,660 | 5,900 | 6,530 |
| 6 | Divided | 4,950 | 6,990 | 8,840 | 9,790 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 5

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,300 | 1,460 | ** |
| 4 | Divided | * | 3,060 | 3,200 | ** |
| 6 | Divided | * | 4,690 | 4,820 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 580 | 1,200 | 1,280 |
| 4 | Divided | * | 890 | 2,590 | 2,850 |
| 6 | Divided | * | 1,440 | 4,040 | 4,280 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 140 | 550 | 1,760 |
| 50-84% | 170 | 500 | 1,650 | >1,760 |
| 85-100% | 670 | 1,760 | >1,760 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 250 | 850 |
| 50-84% | * | 150 | 780 | 1,410 |
| 85-100% | 340 | 950 | 1,540 | >1,760 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 3,970 | 5,190 | 6,200 | 6,460 |
| 6 | 5,860 | 7,710 | 9,190 | 9,990 |
| 8 | 7,660 | 10,230 | 12,170 | 13,500 |
| 10 | 9,550 | 12,750 | 15,190 | 17,010 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 1,800 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| 4 | Divided | 3,170 | 4,460 | 5,660 | 6,260 |
| 6 | Divided | 4,750 | 6,700 | 8,480 | 9,400 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 6

# Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,220 | 1,350 | ** |
| 4 | Divided | * | 2,790 | 2,890 | ** |
| 6 | Divided | * | 4,300 | 4,350 | ** |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

**Rural Undeveloped**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 120 | 190 | 300 |
| 50-84% | 100 | 200 | 310 | >1,010 |
| 85-100% | 250 | 370 | 1,760 | >1,760 |

**Developed Areas**

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 220 | 460 | 1,480 |
| 50-84% | 170 | 430 | 1,270 | >1,760 |
| 85-100% | 560 | 1,760 | >1,760 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 220 | 840 |
| 50-84% | * | 120 | 780 | 1,390 |
| 85-100% | 320 | 940 | 1,560 | >1,820 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 3,020 | 4,510 | 5,490 | 6,300 |
| 6 | 4,510 | 6,720 | 8,220 | 9,720 |
| 8 | 6,040 | 8,970 | 10,960 | 12,970 |

### Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

### UNINTERRUPTED FLOW HIGHWAYS

**Rural Undeveloped**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 440 | 790 | 1,350 | 2,710 |
| 4 | Divided | 2,440 | 3,820 | 4,840 | 5,500 |
| 6 | Divided | 3,680 | 5,730 | 7,280 | 8,240 |

**Developed Areas**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| 4 | Divided | 2,460 | 3,860 | 4,970 | 5,660 |
| 6 | Divided | 3,680 | 5,790 | 7,440 | 8,500 |

### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 7

## Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 830 | 880 | ** |
| 2 | Divided | * | 1,910 | 2,000 | ** |
| 3 | Divided | * | 2,940 | 3,020 | ** |
| 4 | Divided | * | 3,970 | 4,040 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 370 | 750 | 800 |
| 2 | Divided | * | 730 | 1,630 | 1,700 |
| 3 | Divided | * | 1,170 | 2,520 | 2,560 |
| 4 | Divided | * | 1,610 | 3,390 | 3,420 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 1 | Divided | Yes | No | +5% |
| 1 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,260 | 3,020 | 3,660 | 3,940 |
| 3 | 3,360 | 4,580 | 5,500 | 6,080 |
| 4 | 4,500 | 6,080 | 7,320 | 8,220 |
| 5 | 5,660 | 7,680 | 9,220 | 10,360 |
| 6 | 7,900 | 10,320 | 12,060 | 12,500 |

### Freeway Adjustments

| Auxiliary Lane | Ramp Metering |
|---|---|
| + 1,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 420 | 840 | 1,190 | 1,640 |
| 2 | Divided | 1,810 | 2,560 | 3,240 | 3,590 |
| 3 | Divided | 2,720 | 3,840 | 4,860 | 5,380 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 150 | 390 | 1,000 |
| 50-84% | 110 | 340 | 1,000 | >1,000 |
| 85-100% | 470 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 140 | 480 |
| 50-84% | * | 80 | 440 | 800 |
| 85-100% | 200 | 540 | 880 | >1,000 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 8

# Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 710 | 800 | ** |
| 2 | Divided | * | 1,740 | 1,820 | ** |
| 3 | Divided | * | 2,670 | 2,740 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 330 | 680 | 720 |
| 2 | Divided | * | 500 | 1,460 | 1,600 |
| 3 | Divided | * | 810 | 2,280 | 2,420 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 1 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 2,200 | 2,880 | 3,440 | 3,580 |
| 3 | 3,260 | 4,280 | 5,100 | 5,540 |
| 4 | 4,260 | 5,680 | 6,760 | 7,500 |
| 5 | 5,300 | 7,080 | 8,440 | 9,440 |

### Freeway Adjustments

| Auxiliary Lane | Ramp Metering |
|---|---|
| + 1,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Divided | 1,740 | 2,450 | 3,110 | 3,440 |
| 3 | Divided | 2,610 | 3,680 | 4,660 | 5,170 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 140 | 320 | 1,000 |
| 50-84% | 100 | 280 | 940 | >1,000 |
| 85-100% | 380 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 140 | 480 |
| 50-84% | * | 80 | 440 | 800 |
| 85-100% | 200 | 540 | 880 | >1,000 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# TABLE 9

# Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | * | 670 | 740 | ** |
| 2 | Divided | * | 1,530 | 1,580 | ** |
| 3 | Divided | * | 2,360 | 2,400 | ** |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 1 | Divided | Yes | No | +5% |
| 1 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

#### Rural Undeveloped

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 70 | 110 | 170 |
| 50-84% | 60 | 120 | 180 | 580 |
| 85-100% | 140 | 210 | 1,000 | >1,000 |

#### Developed Areas

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 120 | 260 | 840 |
| 50-84% | 100 | 240 | 720 | 1,000 |
| 85-100% | 320 | 1,000 | >1,000 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 120 | 460 |
| 50-84% | * | 80 | 430 | 770 |
| 85-100% | 180 | 520 | 860 | >1,000 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 2 | 1,680 | 2,500 | 3,040 | 3,500 |
| 3 | 2,500 | 3,720 | 4,560 | 5,400 |
| 4 | 3,360 | 4,980 | 6,080 | 7,200 |

### Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,000

### UNINTERRUPTED FLOW HIGHWAYS

#### Rural Undeveloped

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 240 | 430 | 740 | 1,490 |
| 2 | Divided | 1,340 | 2,100 | 2,660 | 3,020 |
| 3 | Divided | 2,020 | 3,150 | 4,000 | 4,530 |

#### Developed Areas

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| 2 | Divided | 1,350 | 2,120 | 2,730 | 3,110 |
| 3 | Divided | 2,020 | 3,180 | 4,090 | 4,670 |

### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 1 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm