



## **APPENDIX D**

### **Peak Season Adjustment Factors and Historical Traffic Count Data**

2011 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 9000 MONROE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.91 PSCF
1	01/01/2011 - 01/01/2011	1.01	1.10
2	01/02/2011 - 01/08/2011	1.01	1.10
3	01/09/2011 - 01/15/2011	1.00	1.09
4	01/16/2011 - 01/22/2011	0.98	1.07
5	01/23/2011 - 01/29/2011	0.96	1.05
* 6	01/30/2011 - 02/05/2011	0.94	1.03
* 7	02/06/2011 - 02/12/2011	0.93	1.02
* 8	02/13/2011 - 02/19/2011	0.91	0.99
* 9	02/20/2011 - 02/26/2011	0.90	0.98
*10	02/27/2011 - 03/05/2011	0.89	0.97
*11	03/06/2011 - 03/12/2011	0.88	0.96
*12	03/13/2011 - 03/19/2011	0.87	0.95
*13	03/20/2011 - 03/26/2011	0.89	0.97
*14	03/27/2011 - 04/02/2011	0.91	0.99
*15	04/03/2011 - 04/09/2011	0.92	1.01
*16	04/10/2011 - 04/16/2011	0.94	1.03
*17	04/17/2011 - 04/23/2011	0.95	1.04
*18	04/24/2011 - 04/30/2011	0.96	1.05
19	05/01/2011 - 05/07/2011	0.97	1.06
20	05/08/2011 - 05/14/2011	0.98	1.07
21	05/15/2011 - 05/21/2011	0.99	1.08
22	05/22/2011 - 05/28/2011	1.00	1.09
23	05/29/2011 - 06/04/2011	1.00	1.09
24	06/05/2011 - 06/11/2011	1.01	1.10
25	06/12/2011 - 06/18/2011	1.01	1.10
26	06/19/2011 - 06/25/2011	1.00	1.09
27	06/26/2011 - 07/02/2011	0.99	1.08
28	07/03/2011 - 07/09/2011	0.98	1.07
29	07/10/2011 - 07/16/2011	0.96	1.05
30	07/17/2011 - 07/23/2011	0.98	1.07
31	07/24/2011 - 07/30/2011	1.00	1.09
32	07/31/2011 - 08/06/2011	1.01	1.10
33	08/07/2011 - 08/13/2011	1.03	1.13
34	08/14/2011 - 08/20/2011	1.05	1.15
35	08/21/2011 - 08/27/2011	1.07	1.17
36	08/28/2011 - 09/03/2011	1.10	1.20
37	09/04/2011 - 09/10/2011	1.12	1.22
38	09/11/2011 - 09/17/2011	1.15	1.26
39	09/18/2011 - 09/24/2011	1.15	1.26
40	09/25/2011 - 10/01/2011	1.14	1.25
41	10/02/2011 - 10/08/2011	1.14	1.25
42	10/09/2011 - 10/15/2011	1.13	1.24
43	10/16/2011 - 10/22/2011	1.12	1.22
44	10/23/2011 - 10/29/2011	1.10	1.20
45	10/30/2011 - 11/05/2011	1.08	1.18
46	11/06/2011 - 11/12/2011	1.06	1.16
47	11/13/2011 - 11/19/2011	1.05	1.15
48	11/20/2011 - 11/26/2011	1.04	1.14
49	11/27/2011 - 12/03/2011	1.03	1.13
50	12/04/2011 - 12/10/2011	1.02	1.12
51	12/11/2011 - 12/17/2011	1.01	1.10
52	12/18/2011 - 12/24/2011	1.01	1.10
53	12/25/2011 - 12/31/2011	1.00	1.09

\* PEAK SEASON

14-FEB-2012 14:42:38

830UPD [1,0,0,1]

6\_9000\_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2011 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 0023 - DUVAL ST, 200' N SR 5/US-1/TRUMAN AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2011	7200 C	N 3600	S 3600	9.00	55.10	8.30
2010	6900 C	N 3500	S 3400	10.26	56.84	10.30
2009	7000 C	N 3400	S 3600	10.23	56.56	8.40
2008	6600 C	N 3300	S 3300	10.45	54.98	8.60
2007	6600 C	N 3200	S 3400	10.00	55.10	9.80
2006	7500 C	N 3900	S 3600	10.08	55.69	12.30
2005	8900 C	N 4200	S 4700	10.40	55.70	2.40
2004	9400 C	N 4800	S 4600	10.00	56.00	3.10
2003	10500 C	N	S	10.10	56.30	4.40
2002	8900 C	N 4600	S 4300	10.00	54.20	5.60
2001	10500 C	N	S	10.00	55.90	6.80
2000	8000 C	N 3100	S 4900	9.90	54.80	6.60
1999	5100 C	N	S	9.50	56.70	4.80
1998	10500 C	N	S	9.50	56.60	2.80
1997	11000 C	N	S	9.60	55.90	3.70
1996	7200 C	N	S	10.00	55.60	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2011 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 5011 - SR 5/US-1/TRUMAN AV, 200' E DUVAL ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2011	9000	C	W 4500		E 4500	9.00	55.10	8.30
2010	9700	C	W 4800		E 4900	10.26	56.84	10.30
2009	9300	C	W 4300		E 5000	10.23	56.56	8.40
2008	8600	C	N 4400		S 4200	10.45	54.98	8.60
2007	8600	C	N 4600		S 4000	10.00	55.10	9.80
2006	7600	C	N 3700		S 3900	10.08	55.69	12.30
2005	8200	C	N 4300		S 3900	10.40	55.70	5.50
2004	10400	C	N 5000		S 5400	10.00	56.00	3.10
2003	9000	C	N		S	10.10	56.30	4.40
2002	8800	C	N 4300		S 4500	10.00	54.20	5.60
2001	12000	C	N		S	10.00	55.90	6.80
2000	9200	C	N 5100		S 4100	9.90	54.80	6.60
1999	9300	C	N		S	9.50	56.70	4.80
1998	12000	C	N		S	9.50	56.60	2.80
1997	11000	C	N		S	9.60	55.90	3.70
1996	5300	C	N		S	10.00	55.60	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2011 HISTORICAL AADT REPORT

COUNTY: 90 - MONROE

SITE: 5013 - SR 5/US-1/WHITEHEAD ST, 100' S OLIVIA ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2011	5900 C	N 3000	S 2900	9.00	55.10	8.30
2010	5900 C	N 2900	S 3000	10.26	56.84	10.30
2009	6700 C	N 3300	S 3400	10.23	56.56	8.40
2008	6400 C	N 3100	S 3300	10.45	54.98	8.60
2007	5300 C	N 2500	S 2800	10.00	55.10	9.80
2006	5900 C	N 2700	S 3200	10.08	55.69	12.30
2005	6700 C	N 3100	S 3600	10.40	55.70	5.50
2004	8300 C	N 4200	S 4100	10.00	56.00	3.10
2003	8800 C	N	S	10.10	56.30	4.40
2002	8100 C	N 3900	S 4200	10.00	54.20	5.60
2001	9600 C	N	S	10.00	55.90	6.80
2000	10100 C	N 6100	S 4000	9.90	54.80	6.60
1999	9100 C	N	S	9.50	56.70	4.80
1998	7400 C	N	S	9.50	56.60	2.80
1997	9800 C	N	S	9.60	55.90	3.70
1996	6100 C	N	S	10.00	55.60	5.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



## **APPENDIX E**

### **Traffic Counts**

**(Source: Traffic Impact Study for Truman Waterfront ATEC)**

January, 2006

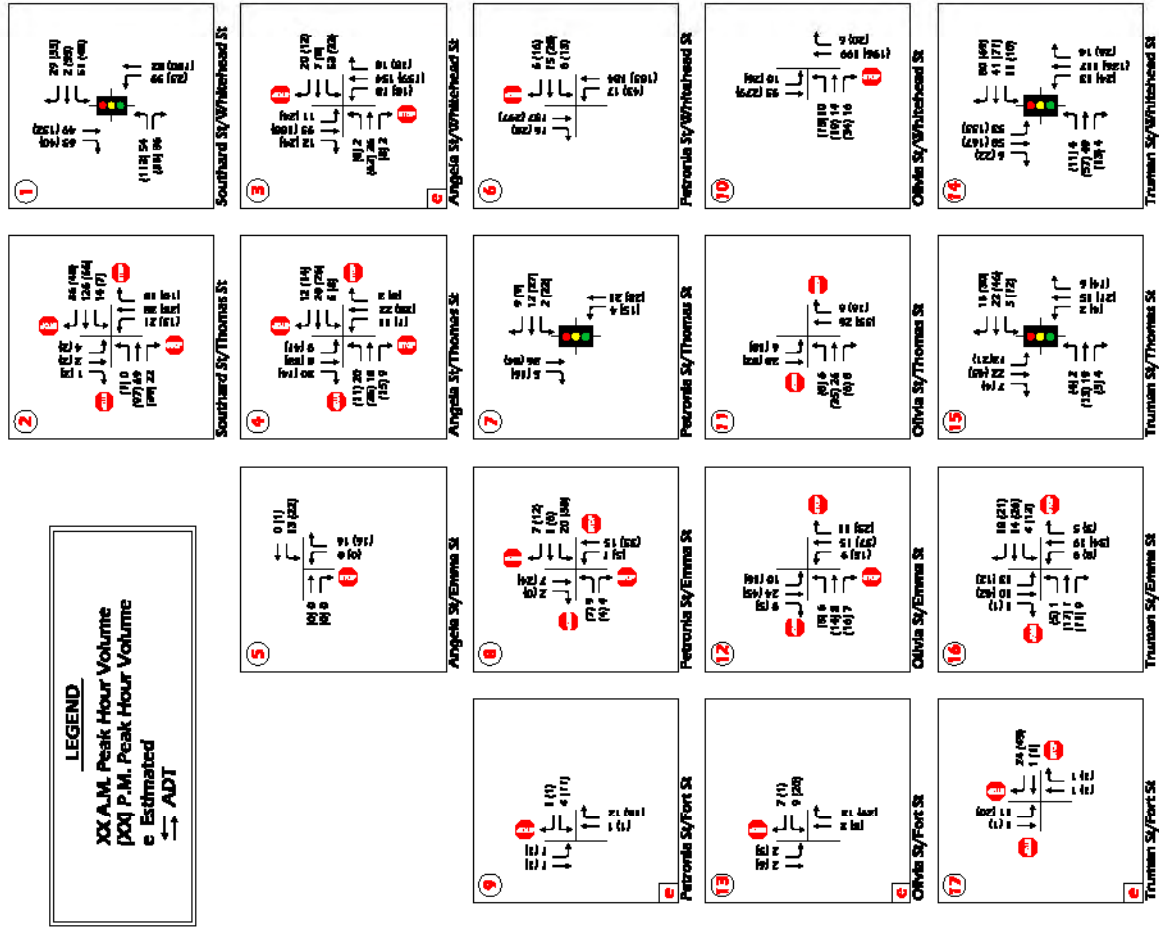
# Traffic Impact Study

Study Location: Truman Waterfront

Prepared for City of Key West



**LEGEND**  
 XX A.M. Peak Hour Volume  
 [XX] P.M. Peak Hour Volume  
 e Estimated  
 ↔ ADT



**Figure 10: Existing Turning Movement Counts**

**Truman Waterfront Evaluation of Project Traffic**

12905 SW 42 St, Suite 205  
 Miami, FL 33175  
 Phone: (305) 480-9938  
 Fax: (305) 480-9964







**APPENDIX F**  
Roadway Capacity  
(Source: FDOT)

**TABLE 1**

**Generalized Annual Average Daily Volumes for Florida's Urbanized Areas<sup>1</sup>**

10/4/10

STATE SIGNALIZED ARTERIALS						FREEWAYS					
<b>Class I</b> (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	43,500	59,800	73,600	79,400	
2	Undivided	9,600	15,400	16,500	***	6	65,300	90,500	110,300	122,700	
4	Divided	29,300	35,500	36,700	***	8	87,000	120,100	146,500	166,000	
6	Divided	45,000	53,700	55,300	***	10	108,700	151,700	184,000	209,200	
8	Divided	60,800	71,800	73,800	***	12	149,300	202,100	238,600	252,500	
<b>Class II</b> (2.00 to 4.50 signalized intersections per mile)						<b>Freeway Adjustments</b>					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
2	Undivided	**	10,500	15,200	16,200	+ 20,000	+ 5%				
4	Divided	**	25,000	33,200	35,100						
6	Divided	**	39,000	50,300	53,100						
8	Divided	**	53,100	67,300	70,900						
<b>Class III/IV</b> (more than 4.5 signalized intersections per mile)						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900	2	Undivided	7,800	15,600	22,200	27,900
4	Divided	**	12,600	28,200	31,900	4	Divided	34,300	49,600	64,300	72,800
6	Divided	**	19,700	43,700	48,200	6	Divided	51,500	74,400	96,400	109,400
8	Divided	**	27,000	59,500	64,700	<b>Uninterrupted Flow Highway Adjustments</b>					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	3,200	12,100	>12,100	
						50-84%	2,400	3,700	>3,700	***	
						85-100%	6,300	>6,300	***	***	
<b>State &amp; Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
<b>Divided/Undivided &amp; Turn Lane Adjustments</b>						Sidewalk Coverage	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	5,000	14,400	
2	Divided	Yes	No	+5%		50-84%	**	**	11,300	18,800	
2	Undivided	No	No	-20%		85-100%	**	11,400	18,800	>18,800	
Multi	Undivided	Yes	No	-5%		<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+ 5%		0-84%	>5	≥4	≥3	≥2	
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6.						85-100%	>4	≥3	≥2	≥1	

<sup>1</sup> 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. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

<sup>2</sup> 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.

<sup>3</sup> 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  
605 Suwannee Street, MS 19  
Tallahassee, FL 32399-0450

**TABLE 4**

**Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas<sup>1</sup>**

10/4/10

<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I</b> (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	4,000	5,500	6,770	7,300	
2	Undivided	930	1,500	1,600	***	6	6,000	8,320	10,150	11,290	
4	Divided	2,840	3,440	3,560	***	8	8,000	11,050	13,480	15,270	
6	Divided	4,370	5,200	5,360	***	10	10,000	13,960	16,930	19,250	
8	Divided	5,900	6,970	7,160	***	12	13,730	18,600	21,950	23,230	
<b>Class II</b> (2.00 to 4.50 signalized intersections per mile)						<b>Freeway Adjustments</b>					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
2	Undivided	**	1,020	1,480	1,570	+ 1,800	+ 5%				
4	Divided	**	2,420	3,220	3,400						
6	Divided	**	3,790	4,880	5,150						
8	Divided	**	5,150	6,530	6,880						
<b>Class III/IV</b> (more than 4.50 signalized intersections per mile)						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
2	Undivided	**	500	1,150	1,440	2	Undivided	730	1,460	2,080	2,620
4	Divided	**	1,220	2,730	3,100	4	Divided	3,220	4,660	6,040	6,840
6	Divided	**	1,910	4,240	4,680	6	Divided	4,840	6,990	9,060	10,280
8	Divided	**	2,620	5,770	6,280	<b>Uninterrupted Flow Highway Adjustments</b>					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	310	1,180	>1,180	
						50-84%	240	360	>360	***	
						85-100%	620	>620	***	***	
<b>State &amp; Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
<b>Divided/Undivided &amp; Turn Lane Adjustments</b>						Sidewalk Coverage	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	480	1,390	
2	Divided	Yes	No	+5%		50-84%	**	**	1,100	1,820	
2	Undivided	No	No	-20%		85-100%	**	1,100	1,820	>1,820	
Multi	Undivided	Yes	No	-5%		<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+ 5%		0-84%	>5	≥4	≥3	≥2	
						85-100%	>4	≥3	≥2	≥1	
<b>One-Way Facility Adjustment</b> Multiply the corresponding two-directional volumes in this table by 0.6.											

<sup>1</sup> Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

<sup>2</sup> 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.

<sup>3</sup> 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  
605 Suwannee Street, MS 19  
Tallahassee, FL 32399-0450

**TABLE 7**

**Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas<sup>1</sup>**

10/4/10

STATE SIGNALIZED ARTERIALS						FREEWAYS					
<b>Class I</b> (>0.00 to 1.99 signalized intersections per mile)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	3,020	3,720	4,020	
1	Undivided	510	820	880	***	3	3,300	4,580	5,580	6,200	
2	Divided	1,560	1,890	1,960	***	4	4,400	6,080	7,420	8,400	
3	Divided	2,400	2,860	2,940	***	5	5,500	7,680	9,320	10,580	
4	Divided	3,240	3,830	3,940	***	6	7,560	10,220	12,080	12,780	
<b>Class II</b> (2.00 to 4.50 signalized intersections per mile)						<b>Freeway Adjustments</b>					
Lanes	Median	B	C	D	E	Auxiliary Lanes	Ramp Metering				
1	Undivided	**	560	810	860	+ 1,000	+ 5%				
2	Divided	**	1,330	1,770	1,870						
3	Divided	**	2,080	2,680	2,830						
4	Divided	**	2,830	3,590	3,780						
<b>Class III/IV</b> (more than 4.50 signalized intersections per mile)						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	B	C	D	E	Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790	1	Undivided	400	800	1,140	1,440
2	Divided	**	670	1,500	1,700	2	Divided	1,770	2,560	3,320	3,760
3	Divided	**	1,050	2,330	2,570	3	Divided	2,660	3,840	4,980	5,650
4	Divided	**	1,440	3,170	3,450	<b>Uninterrupted Flow Highway Adjustments</b>					
						Lanes	Median	Exclusive left lanes	Adjustment factors		
						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>BICYCLE MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Major City/County Roadways - 10%						Paved Shoulder/ Bicycle Lane					
Other Signalized Roadways - 35%						Coverage	B	C	D	E	
						0-49%	**	170	650	>650	
						50-84%	130	200	>200	***	
						85-100%	340	>340	***	***	
<b>State &amp; Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
<b>Divided/Undivided &amp; Turn Lane Adjustments</b>						Sidewalk Coverage					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		0-49%	**	**	270	770	
2	Divided	Yes	No	+5%		50-84%	**	100	600	1000	
2	Undivided	No	No	-20%		85-100%	**	610	1000	>1000	
Multi	Undivided	Yes	No	-5%		<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)					
Multi	Undivided	No	No	-25%		Sidewalk Coverage	B	C	D	E	
-	-	-	Yes	+ 5%		0-84%	>5	≥4	≥3	≥2	
<b>One-Way Facility Adjustment</b> Multiply the corresponding volumes in this table by 1.20.						85-100%	>4	≥3	≥2	≥1	

<sup>1</sup> Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

<sup>2</sup> 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.

<sup>3</sup> 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:

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