



2010 SIS Strategic Plan Update

Background Information on SIS and Level of Service

Florida Department of Transportation



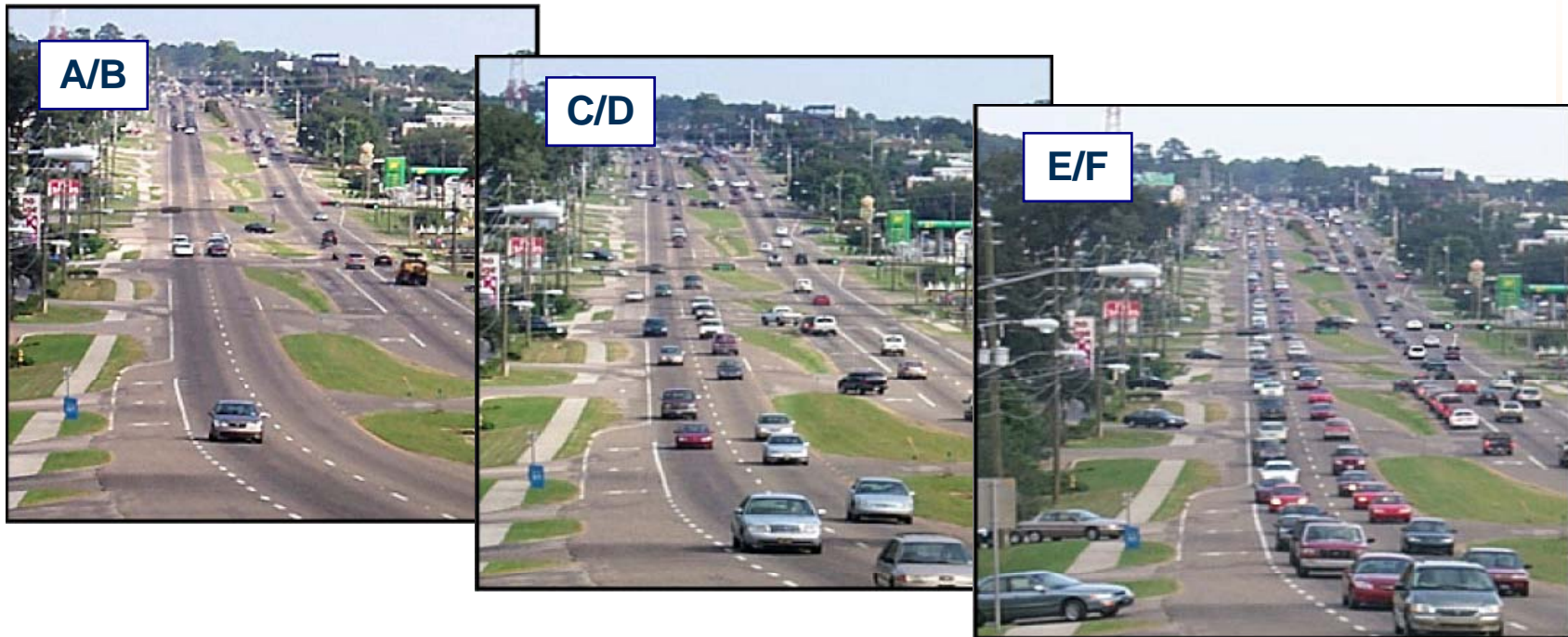
Florida and Level of Service, In Brief

- What is level of service (LOS)?
- How is LOS measured?
- How and why are LOS standards established?
- What are the LOS standards?
- Implications for the 2010 SIS Strategic Plan Update



What Is Level of Service (LOS)?

- **LOS is a qualitative measure that describes operational conditions of a roadway**



Source: Florida DOT Quality of Service Handbook, 2002



How Is LOS Measured?

▪ Freeways

- LOS measured by *ability to maneuver* (density of traffic)
- Worse LOS if more traffic and/or fewer lanes



▪ Arterials

- LOS measured by *average travel speed*
- Worse LOS if more traffic, more signals, more curb cuts, and/or fewer lanes



▪ Signals

- LOS measured by *seconds of delay*
- Worse LOS if more crossing traffic, more traffic, poorly timed, and/or poorly coordinated with upstream signals



▪ Two lane Rural

- LOS measured by *percent time following a vehicle*
- Worse LOS if fewer passing sections and/or more traffic



Why Are LOS Standards Established?

- To accomplish the purpose of the SIS
 - Provide high-speed, high-capacity corridors for interregional and interstate travel
 - Provide efficient access to seaports, airports, and other hubs

- To preserve intended use of facilities
 - Protects state's investment in highway corridors and connectors
 - Promotes safe efficient operation for the facilities
 - Reduces access to abutting lands to a secondary function
 - Identify and set priorities among SIS investment needs



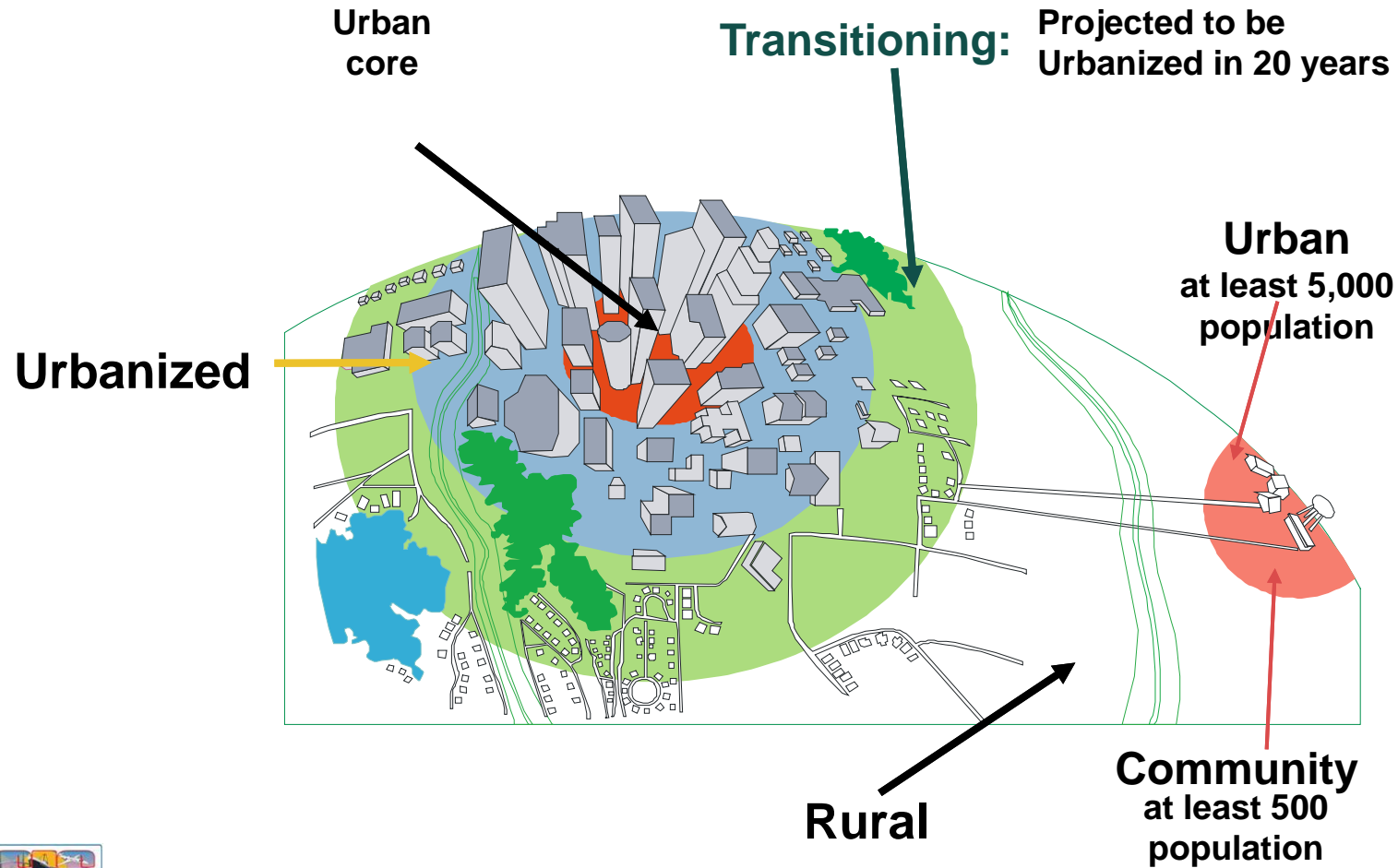
Why Are LOS Standards Established? *(continued)*

- To satisfy concurrency
 - Criteria for development review and approval
 - Encourages desired land uses; intended to support compact development and discourage sprawl
 - Can be used to identify developer investments in infrastructure



Why Are There Different Standards?

Meet Needs of Different Communities



Why Are There Different Standards?

- Better operational standards for
 - SIS highways (corridors and connectors)
 - State Highways in rural areas
- Lower operational standards for
 - Highways in generally developed areas
 - Highways in special exemption and management areas
 - Highways not on SIS



Actual SIS LOS Standards

	SIS AND FIHS FACILITIES		TRIP AND OTHER STATE ROADS	
	Limited Access	Controlled Access	Other Multilane	Two-Lane
Rural Areas	B	B	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMAs	D(E)	E	-	-
Inside TCEAs and MMTDs	-	-	-	-



Implications for the 2010 SIS Strategic Plan Update

- Should SIS designation process give greater consideration to whether facilities can meet LOS standards?
 - Whether highway currently meets or is likely to meet LOS standards is considered in screening process, but failure to meet LOS does not prevent designation

- Should there be greater flexibility in connector designation and LOS standards?
 - Some connectors are local roads not designed for high-speed, high-capacity traffic



Implications for the 2010 SIS Strategic Plan Update

- Should SIS investment decisions give higher priority to supporting particularly types of land uses?
 - Implement 2025 FTP objective of reserving capacity on the SIS for trips associated with Florida's future economic competitiveness

- Should SIS funding be eligible for use off system to improve SIS performance?
 - May be able to maintain LOS standards by shifting local trips to transit or street system; in what conditions can this be accomplished without diluting SIS funding?

