

## Summary of 2017 and 2019 Arterial Time and Delay Study (ATTDS)

Both the 2017 and 2019 Studies evaluated US1 by Segment and by Overall US1 (Key Largo to/from Key West).

### 2017:

- **Overall US1:** The 2017 study evaluated the time it takes to travel to/from Key Largo - Key West, and rated the Level of Service as a C, with some reserve capacity for additional trips/traffic to be added to overall US1 before degrading the Level of Service below LOS C.
- **Segments:** The 2017 study also evaluated the speed of travel on each segment of US1, compared to the posted speed limit on each segment. All segments in the unincorporated county were rated at a LOS C or better (A or B). There was a specific amount of reserve capacity for additional trips/traffic that could be added to each individual segment before degrading the Level of Service below LOS C for that segment. Staff and the County traffic consultant keep track of the cumulative number of trips being added to each segment by development projects permitted since the time of the 2017 study, to ensure that the added trips do not exceed the reserve capacity identified in the study.

### 2019:

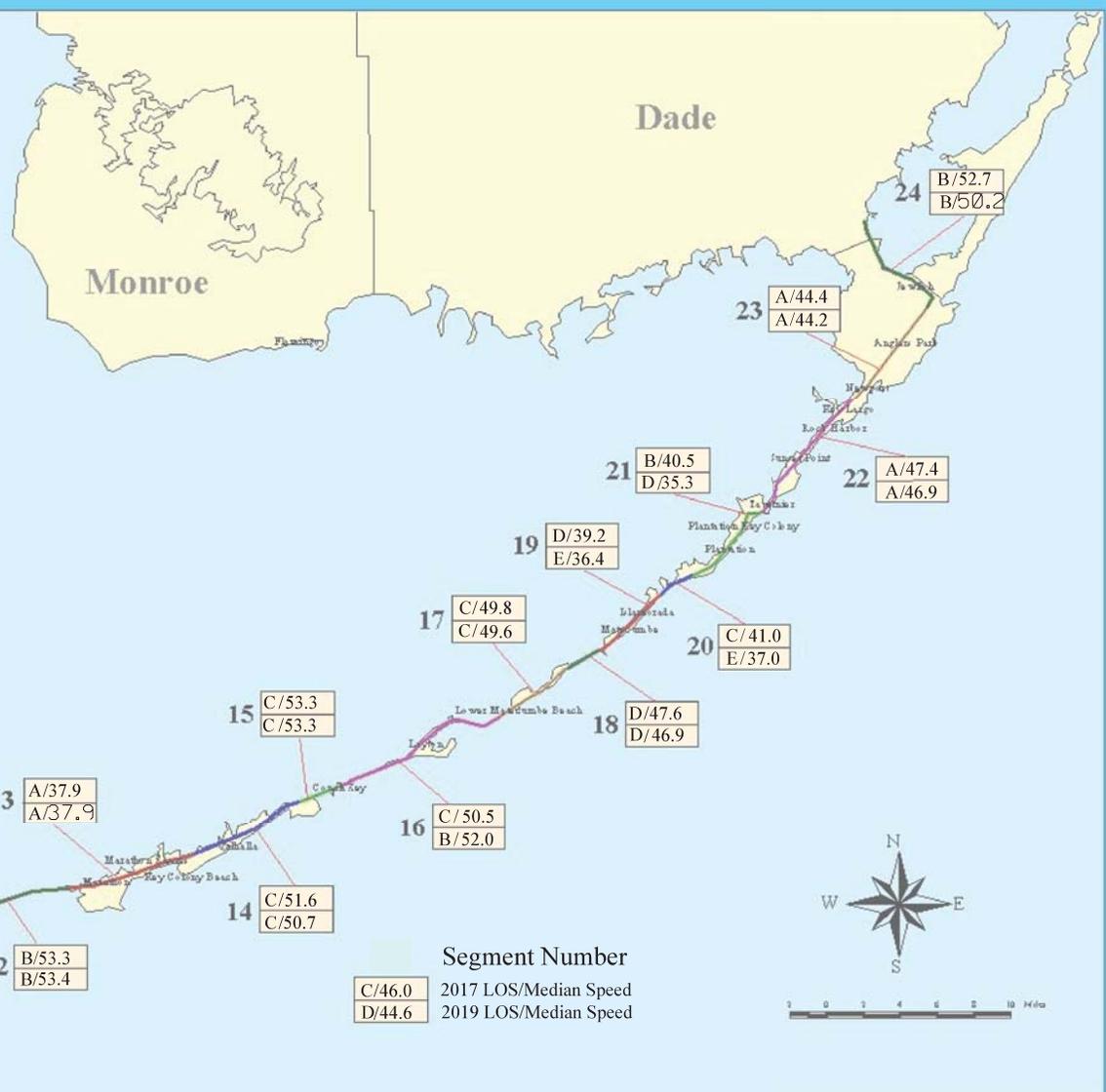
- **Overall US1:** The 2019 study evaluated the time it takes to travel to/from Key Largo - Key West, and rated the overall roadway Level of Service as a D, with ZERO reserve capacity (the study showed negative 7,419 trips) for additional trips/traffic to be added to overall US1. This would require any additional development ANYWHERE along US1 (except single family homes) to mitigate for any potential increase in traffic. Under this study, a development project WOULD be required to mitigate for traffic added to overall US1, and would need to identify mitigation that could bring the overall US1 roadway back up to a LOS C (which is nearly impossible to do without a comprehensive transportation plan identifying ways to improve the overall traffic on US1).
- **Segments:** The 2019 study also evaluated the speed of travel on each segment of US1, compared to the posted speed limit on each segment. All segments in the unincorporated county were rated at a LOS C or better (A or B). There was a specific amount of reserve capacity identified for additional trips/traffic that could be added to each individual segment before degrading the Level of Service below LOS C for that segment.

### Segment Map/Table

The map/table below shows the LOS for each segment in both 2017 and 2019. On the map, for each segment the top LOS rating is from the 2017 study; the bottom LOS rating is from the 2019 study.

Segments 18, 19, 20, 21 are in Islamorada, starting at mm77.5, ending at mm91.5 These segments have LOS D, E, E, D in the 2019 study. All unincorporated segments have LOS A, B, or C.

Segment	Beginning Control Point	Ending Control Point	Beginning Mile Marker	Ending Mile Marker	LOS 17	LOS 19	Median Speed 17	Median Speed 19
1	Cow Key Bridge (N)	Key Haven Boulevard	4.0	5.0	B	B	29.4	33.0
2	Key Haven Boulevard	Rockland Drive	5.0	9.0	A	B	59.6	55.8
3	Rockland Drive	Boca Chica Road	9.0	10.5	B	B	46.6	46.1
4	Boca Chica Road	Harris Channel Bridge (N)	10.5	16.5	B	C	53.3	52.0
5	Harris Channel Bridge (N)	Bow Channel Bridge (N)	16.5	20.5	A	A	48.3	48.1
6	Bow Channel Bridge (N)	Spanish Main Drive	20.5	23.0	A	A	48.2	47.2
7	Spanish Main Drive	East Shore Drive	23.0	25.0	B	B	45.0	45.2
8	East Shore Drive	Torch-Ramrod Bridge (S)	25.0	27.5	B	A	46.1	46.7
9	Torch-Ramrod Bridge (S)	N. Pine Channel Bridge (N)	27.5	29.5	A	A	47.7	48.1
10	N. Pine Channel Bridge (N)	Long Beach Drive	29.5	33.0	C	B	39.4	42.4
11	Long Beach Drive	7-Mile Bridge (S)	33.0	40.0	B	A	53.7	54.2
12	7-Mile Bridge (S)	7-Mile Bridge (N)	40.0	47.0	B	B	53.3	53.4
13	7-Mile Bridge (N)	Coco Plum Drive	47.0	54.0	A	A	37.9	37.9
14	Coco Plum Drive	Toms Harbor Ch Bridge (S)	54.0	60.5	C	C	51.6	50.7
15	Toms Harbor Ch Bridge (S)	Long Key Bridge (S)	60.5	63.0	C	C	53.3	53.3
16	Long Key Bridge (S)	Channel *2 Bridge (N)	63.0	73.0	C	B	50.5	52.0
17	Channel *2 Bridge (N)	Lignum vitae Bridge (S)	73.0	77.5	C	C	49.8	49.6
18	Lignum vitae Bridge (S)	Tea Table Relief Bridge (N)	77.5	79.5	D	D	47.6	46.9
19	Tea Table Relief Bridge (N)	Whale Harbor Bridge (S)	79.5	84.0	D	E	39.2	36.4
20	Whale Harbor Bridge (S)	Snake Creek Bridge (N)	84.0	86.0	C	E	41.0	37.0
21	Snake Creek Bridge (N)	Ocean Boulevard	86.0	91.5	B	D	40.5	35.3
22	Ocean Boulevard	Atlantic Boulevard	91.5	99.5	A	A	47.4	46.9
23	Atlantic Boulevard	C-905	99.5	106.0	A	A	44.4	44.2
24	C-905	County Line Sign	106.0	112.6	B	B	52.7	50.2
Overall			4.0	112.6	C	D	46.0	44.6



## Average Travel Speeds And Levels Of Service 2019 Travel Time Delay Study

Figure 3

SOURCE(S): Florida Department of Transportation Transportation Statistics Office; URS Consultants, Inc.

DATE: TIME: FILE: