

LOS	Headway (min)	Veh/ h	Comment
A	<10	>6	Passengers don't need schedules
B	10-14	5-6	Frequent service, passengers consult schedules
C	15-20	3-4	Maximum desirable time to wait if bus/train missed
D	21-30	2	Service unattractive to choice riders
E	31-60	1	Service available during hour
F	>60	<1	Service unattractive to all riders

LOS	Hours per Day	Comments
A	19-24	Night or owl service provided
B	17-18	Late evening service provided
C	14-16	Early evening service provided
D	12-13	Daytime service provided
E	4-11	Peak hour service/limited midday service
F	0-3	Very limited or no service

LOS	% Transit-Supportive Area Covered (%TSA)	Comments
A	90.0-100.0	Virtually all major origins & destinations served
B	80.0-89.9	Major origins & destinations served
C	70.0-79.9	About ¾ of higher-density served
D	60.0-69.9	About Two-third of higher-density served
E	50.0-59.9	At least 1/2 of higher-density served
F	<50	Less than 1/2 of higher-density served

LOS	Load Factor	Standing Passenger Area		Comments
	(p/seat)	(ft ² /p)	(m ² /p)	
A	0.00-0.50	>10.8‡	>1.00	No passenger need sit next to another
B	0.51-0.75	8.2-10.8‡	0.76-1.00	Passengers can choose where to sit
C	0.76-1.00	5.5-8.1‡	0.51-0.75	All passenger can sit
D	1.01-1.25*	3.9-5.4	0.36-0.50	Comfortable standee load for design
E	1.26-1.50*	2.2-3.8	0.20-0.35	Maximum schedule load
F	>1.5*	<2.2	<0.2	Crush Load

LOS	On-time Percentage	Comments
A	95.0-100.0%	1 Late transit vehicle every 2 weeks (no transfer)
B	90.0-94.9%	1 Late transit vehicle every week (no transfer)
C	85.0-89.9%	3 Late transit vehicle every 2 weeks (no transfer)
D	80.0-84.9%	2 Late transit vehicle every week (no transfer)
E	75.0-79.9%	1 Late transit vehicle every day (with transfer)
F	<75.0%	1 Late transit vehicle at least daily (with transfer)

LOS	C _{vh}	P(abs[h _i -h])	Comments
A	0.00-0.2 1	<=2%	Service Provided like clockwork

B	0.22-0.3 0	<=10%	Vehicles slightly off headway
C	0.31-0.3 9	<=20%	Vehicle often Off Headway
D	0.40-0.5 2	<=33%	Irregular headways, with some bunching
E	0.53-0.7 4	<=50%	Frequent bunching
F	>=0.75	>50	Most vehicles bunched

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