

## Performance Measure Summary – Baltimore, MD

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2007. There is no single performance measure that experts agree “says it all.” The best comparison of congestion levels and trends is done between regions of similar size, over several years, and with a few measures of congestion. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a “spike” in any single year. A few key points should be recognized by users of the Urban Mobility Report data.

**Use the Trends** – The multi-year performance measures are better indicators, in most cases, than any single year. (*5 years is 5 times better than 1 year*).

**Use several measures** – Each performance measure illustrates a different element of congestion. (*The view is more interesting from the top of a few measures*).

**Compare to similar regions** – Congestion analyses that compare areas with similar characteristics (for example population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (*Los Angeles is not Peoria*).

**Compare ranking changes and performance measure values** – In some performance measures a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (*15 hours is only 1 hour more than 14 hours*).

**Consider the scope of improvement options** – Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (*To have an effect on areawide congestion, there must be significant change in the system or service*).

## Performance Measures and Definition of Terms

**Travel Time Index** – A measure of congestion that focuses on each trip and each mile of travel. The ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates a 20-minute free-flow trip takes 26 minutes in the peak.

**Peak Travelers** – Number of travelers (using any travel mode) who begin a trip during the morning or evening peak travel periods (6 to 9 a.m. and 4 to 7 p.m.).

**Annual Delay per Traveler** – A yearly sum of all the per-trip delays. This measure illustrates the effect of the per-mile congestion as well as the length of each trip. The extra time required to travel in the peak period is divided by the number of travelers who begin a trip during the peak period (6 to 9 a.m. and 4 to 7 p.m.).

**Total Delay** – The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

**Free-Flow Speeds** (60 mph on freeways and 35 mph on arterials) – These values are used as the national comparison thresholds. Other speed values may be appropriate for urban areas or sub-regions.

**Excess Fuel Consumed** – Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

**Public Transportation** – Regular route service from all public transportation providers in an urban area.

**Operations Treatments** – Freeway incident management, freeway ramp metering, arterial street signal coordination and arterial street access management.

**Congestion Cost** – Value of travel delay for 2007 (estimated at \$15.47 per hour of person travel and \$102.12 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon).

**Annual Increase Needed to Maintain Constant Congestion Level** – Number of lane-miles that must be added to the road system each year – or – the number of new transit riders or carpoolers that must be added to keep congestion levels the same as the previous year.

**Urban Area** – The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas). The annual change in miles traveled, therefore, includes both new travel due to growth and travel that previously occurred in areas designated as rural.

**Number of Rush Hours** – Time when system might have congestion.

## The Mobility Data for Baltimore MD

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	2,320	2,320	2,315	2,315	2,310	2,295
Rank	17	17	17	17	17	17
Urban Area (square miles)	770	770	770	770	770	765
Population Density (persons/sq mile)	3,013	3,013	3,006	3,006	3,000	3,000
Peak Travelers (1000s)	1,299	1,290	1,278	1,271	1,261	1,235
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	26,670	26,480	26,455	26,335	26,050	25,430
Lane-Miles	1,560	1,560	1,540	1,540	1,530	1,520
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	18,555	18,545	18,720	18,440	18,430	17,830
Lane-Miles	3,255	3,255	3,285	3,275	3,270	3,230
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	698	694	659	659	643	635
Annual Unlinked Psgr Trips (millions)	109	109	105	114	113	117
<b>Cost Components</b>						
Value of Time (\$/hour)	15.47	15.06	14.58	14.10	13.73	13.43
Commercial Cost (\$/hour)	102.12	98.77	94.06	86.24	82.38	79.96
Fuel Cost (\$/gallon)	3.00	2.70	2.32	1.95	1.52	1.42
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	69	69	66	66	66	66
<b>Congested System</b> (% of lane-miles)	55	51	50	50	50	50
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.4	7.4	7.4	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	43	111	140	157	157	149
Transit Riders or Carpoolers (millions)	14	36	46	51	51	47
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	41,777	41,662	40,811	39,948	38,992	36,616
Rank	16	16	18	16	16	17
Fuel per Peak Traveler (gallons)	32	32	32	31	31	30
Rank	13	13	14	13	11	12
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	56,964	56,962	56,763	55,178	54,082	50,821
Rank	18	18	18	18	17	18
Delay per Peak Traveler (person-hours)	44	44	44	43	43	41
Rank	14	18	20	17	15	16
Delay due to Incidents (percent)	55	55	55	55	55	55
<b>Travel Time Index</b>	1.31	1.31	1.30	1.29	1.29	1.28
Rank	14	14	19	18	17	14
<b>Congestion Cost</b>						
Total Cost (\$ millions)	1,276	1,236	1,175	1,076	1,010	928
Rank	16	16	17	16	16	16
Cost per Peak Traveler (\$)	982	958	920	847	800	751
Rank	13	13	17	15	12	13

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

## The Mobility Data for Baltimore MD, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	2,210	2,175	2,160	2,155	2,150
Rank	17	17	17	17	17
Urban Area (square miles)	755	750	745	745	740
Population Density (persons/sq mile)	2,927	2,900	2,899	2,893	2,905
Peak Travelers (1000s)	1,169	1,133	1,106	1,086	1,066
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	23,555	22,660	21,755	21,290	20,775
Lane-Miles	1,480	1,475	1,470	1,460	1,440
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	16,640	16,490	16,370	16,560	16,290
Lane-Miles	3,200	3,170	3,150	3,140	3,135
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	617	606	563	548	532
Annual Unlinked Psgr Trips (millions)	112	115	107	107	104
<b>Cost Components</b>					
Value of Time (\$/hour)	13.22	12.85	12.43	12.17	11.98
Commercial Cost (\$/hour)	80.88	80.75	74.23	72.61	74.32
Fuel Cost (\$/gallon)	1.63	1.57	1.10	1.08	1.19
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	60	56	54	51	50
<b>Congested System</b> (% of lane-miles)	45	43	43	42	42
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.0	6.6	6.6	6.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	83	75	72	88	90
Transit Riders or Carpoolers (millions)	25	22	20	25	25
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	29,703	26,417	23,800	22,829	23,045
Rank	19	20	20	20	20
Fuel per Peak Traveler (gallons)	25	23	22	21	22
Rank	19	25	29	28	24
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	41,310	37,319	33,630	33,078	33,946
Rank	21	22	22	22	20
Delay per Peak Traveler (person-hours)	35	33	30	30	32
Rank	25	31	34	32	28
Delay due to Incidents (percent)	55	55	55	55	56
<b>Travel Time Index</b>	1.24	1.22	1.20	1.19	1.20
Rank	23	25	28	27	23
<b>Congestion Cost</b>					
Total Cost (\$ millions)	749	662	557	533	548
Rank	19	20	20	20	19
Cost per Peak Traveler (\$)	641	584	504	491	514
Rank	19	26	31	29	26

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

## The Mobility Data for Baltimore MD, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	2,145	2,140	2,130	2,110	2,040
Rank	17	17	16	16	16
Urban Area (square miles)	740	735	725	715	650
Population Density (persons/sq mile)	2,899	2,912	2,938	2,951	3,138
Peak Travelers (1000s)	1,047	1,027	1,007	981	934
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	20,435	19,770	18,945	18,030	17,625
Lane-Miles	1,435	1,395	1,385	1,375	1,350
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	16,370	16,380	16,370	16,400	16,000
Lane-Miles	3,130	3,115	3,115	3,115	3,075
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	504	522	531	533	492
Annual Unlinked Psgr Trips (millions)	101	109	107	106	106
<b>Cost Components</b>					
Value of Time (\$/hour)	11.71	11.37	11.06	10.78	10.47
Commercial Cost (\$/hour)	74.17	71.54	69.53	67.77	66.19
Fuel Cost (\$/gallon)	1.29	1.23	1.08	1.14	1.18
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	49	49	46	46	43
<b>Congested System</b> (% of lane-miles)	42	42	40	43	42
<b>Congested Time</b> (number of "Rush Hours")	6.4	6.4	6.0	5.8	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	137	129	152	169	162
Transit Riders or Carpoolers (millions)	38	36	41	45	43
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	22,234	21,867	19,971	19,298	18,038
Rank	20	18	18	17	17
Fuel per Peak Traveler (gallons)	21	21	20	20	19
Rank	26	21	24	17	18
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	32,887	32,409	30,405	29,512	28,049
Rank	21	19	19	18	18
Delay per Peak Traveler (person-hours)	31	32	30	30	30
Rank	27	22	23	20	16
Delay due to Incidents (percent)	57	57	58	58	58
<b>Travel Time Index</b>	1.19	1.19	1.18	1.18	1.17
Rank	24	21	20	19	20
<b>Congestion Cost</b>					
Total Cost (\$ millions)	524	500	453	426	394
Rank	18	18	16	16	17
Cost per Peak Traveler (\$)	501	487	449	434	421
Rank	23	21	19	16	17

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

## The Mobility Data for Baltimore MD, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	2,020	1,990	1,915	1,905	1,875
Rank	16	16	17	17	17
Urban Area (square miles)	600	575	540	530	525
Population Density (persons/sq mile)	3,367	3,461	3,546	3,594	3,571
Peak Travelers (1000s)	909	882	843	831	812
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	16,045	15,800	15,000	13,920	13,735
Lane-Miles	1,250	1,240	1,230	1,205	1,200
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	15,690	15,580	14,930	14,700	14,350
Lane-Miles	2,940	2,920	2,895	2,820	2,770
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	487	386	391	394	386
Annual Unlinked Psgr Trips (millions)	111	113	108	119	112
<b>Cost Components</b>					
Value of Time (\$/hour)	10.17	9.75	9.25	8.83	8.48
Commercial Cost (\$/hour)	64.55	62.47	59.16	56.03	54.62
Fuel Cost (\$/gallon)	1.13	1.08	1.11	1.02	1.03
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	43	43	41	38	35
<b>Congested System</b> (% of lane-miles)	42	39	39	37	35
<b>Congested Time</b> (number of "Rush Hours")	5.6	5.6	5.2	4.8	4.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	139	170	187	227	292
Transit Riders or Carpoolers (millions)	37	44	47	56	72
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	18,125	17,993	16,024	12,864	11,687
Rank	17	16	17	18	18
Fuel per Peak Traveler (gallons)	20	20	19	15	14
Rank	14	13	16	20	19
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	29,081	28,806	25,594	20,463	18,837
Rank	16	16	17	18	18
Delay per Peak Traveler (person-hours)	32	33	30	25	23
Rank	13	12	15	18	19
Delay due to Incidents (percent)	58	59	59	57	56
<b>Travel Time Index</b>	1.18	1.18	1.17	1.14	1.13
Rank	16	16	17	20	17
<b>Congestion Cost</b>					
Total Cost (\$ millions)	398	378	319	240	212
Rank	17	17	17	17	18
Cost per Peak Traveler (\$)	437	429	379	289	262
Rank	13	11	12	18	18

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

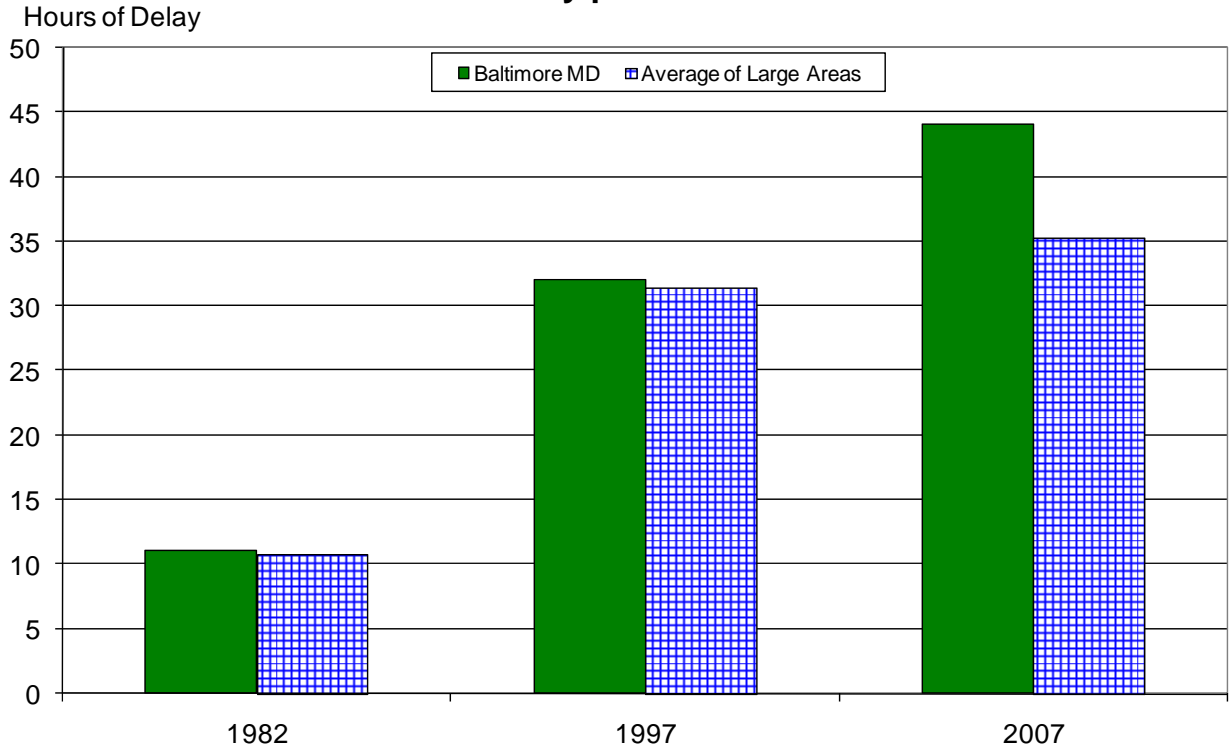
## The Mobility Data for Baltimore MD, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,860	1,840	1,820	1,750	1,700
Rank	16	16	16	17	19
Urban Area (square miles)	520	520	520	490	450
Population Density (persons/sq mile)	3,577	3,538	3,500	3,571	3,778
Peak Travelers (1000s)	798	784	770	735	706
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	13,015	12,225	10,870	9,250	8,520
Lane-Miles	1,180	1,180	1,025	900	885
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	13,940	13,470	13,105	12,500	11,180
Lane-Miles	2,750	2,745	2,740	2,600	2,500
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	361	354	408	408	408
Annual Unlinked Psgr Trips (millions)	113	108	110	110	110
<b>Cost Components</b>					
Value of Time (\$/hour)	8.18	8.03	7.75	7.43	7.20
Commercial Cost (\$/hour)	52.63	55.80	54.65	52.70	52.13
Fuel Cost (\$/gallon)	1.00	1.31	1.33	1.36	1.42
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	34	29	30	27	23
<b>Congested System</b> (% of lane-miles)	35	35	36	31	31
<b>Congested Time</b> (number of "Rush Hours")	4.4	3.8	4.0	3.8	3.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	--	--	--	--	--
Transit Riders or Carpoolers (millions)	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	10,552	8,282	8,024	6,343	4,798
Rank	18	18	19	18	20
Fuel per Peak Traveler (gallons)	13	11	10	9	7
Rank	18	22	23	23	30
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	17,110	13,428	13,059	10,647	7,949
Rank	18	18	18	17	20
Delay per Peak Traveler (person-hours)	21	17	17	14	11
Rank	19	28	21	26	35
Delay due to Incidents (percent)	56	56	56	56	55
<b>Travel Time Index</b>	1.12	1.10	1.10	1.09	1.07
Rank	18	23	20	20	26
<b>Congestion Cost</b>					
Total Cost (\$ millions)	185	147	139	110	80
Rank	17	18	18	17	20
Cost per Peak Traveler (\$)	231	187	180	149	114
Rank	18	27	21	27	34

Note: System Performance statistics for 2000 through 2007 data reflect the effects of operational treatments.

Note: Zeroes in the table reflect values less than 0.5.

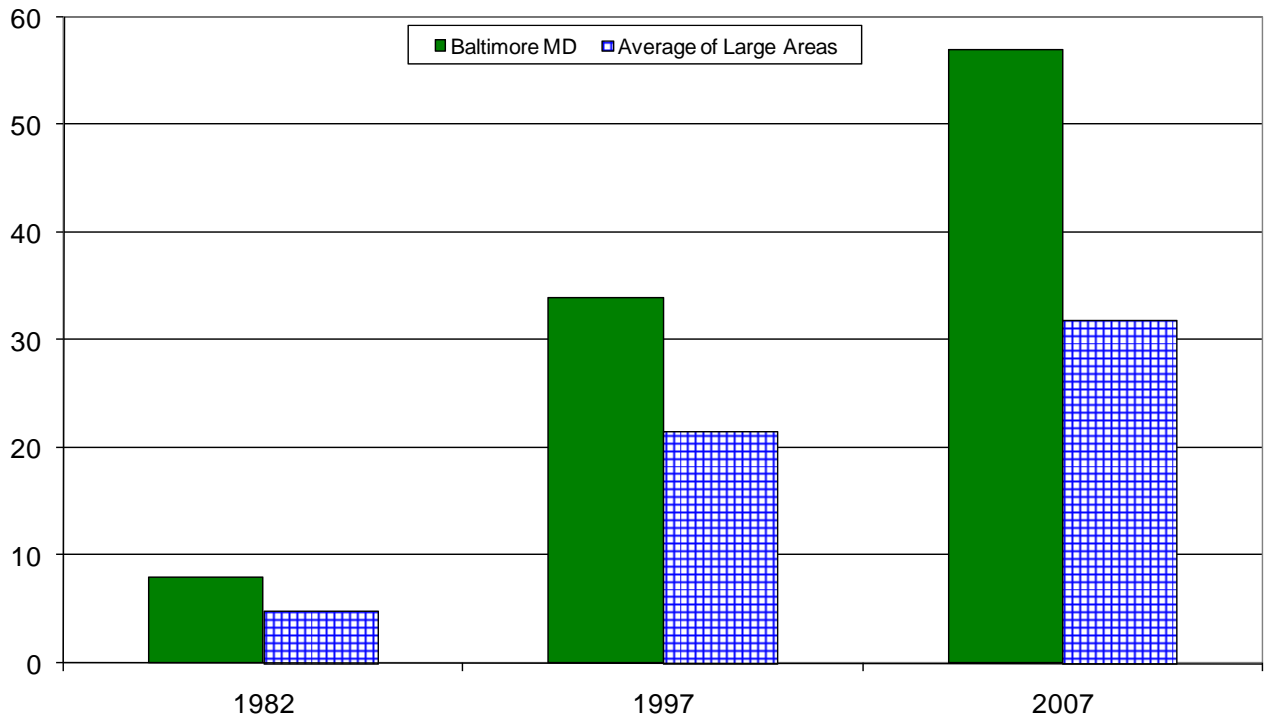
## Growth in Delay per Peak Traveler



Note: Large areas have populations between 1 and 3 million

Annual Hours of Delay (millions)

## Growth in Total Delay



Note: Large areas have populations between 1 and 3 million

**Benefits from Public Transportation Service and Operations Strategies in  
Baltimore MD**

<b>Operations Strategies</b>	<b>2007</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>
<b>Freeway Ramp Metering</b>				
Percent of Roadway Miles	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	27	27	27	27
<b>Service Patrols</b>				
Percent of Roadway Miles	68	68	69	70
Annual Delay Reduction (1000 hours)	2,538	2,522	1,947	1,885
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	37	37	37	37
Annual Delay Reduction (1000 hours)	199	201	210	167
<b>Arterial Access Management</b>				
Percent of Roadway Miles	28	26	25	24
Annual Delay Reduction (1000 hours)	831	766	693	676
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	--	--	--	--
HOV User Delay Savings	--	--	--	--
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	3,568	3,489	2,849	2,728
Annual Delay Saved per Peak Traveler (hours)	3	3	2	2
Annual Congestion Cost Savings (\$million)	79.8	75.9	59.1	53.5
Travel Time Index with Strategies	1.307	1.308	1.299	1.295
Travel Time Index (Base)	1.324	1.324	1.312	1.308
<b>Public Transportation Service</b>	<b>2007</b>	<b>2006</b>	<b>2005</b>	<b>2004</b>
<b>Existing Service</b>				
Annual Passenger-miles of travel (million)	698	694	659	659
Unlinked Passenger Trips (million)	109	109	105	114
Travel Time Index (combined road and transit)	1.308	1.308	1.298	1.293
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.359	1.359	1.342	1.338
Annual Increase				
Delay (1000 hours)	9,474	9,443	8,983	8,966
Delay per Peak Traveler (hours)	7	7	7	7
Congestion Cost (\$million)	216.0	208.8	189.9	178.4

**Benefits from Public Transportation Service and Operations Strategies in  
Baltimore MD, Continued**

<b>Operations Strategies</b>	<b>2003</b>	<b>2002</b>	<b>2001</b>	<b>2000</b>
<b>Freeway Ramp Metering</b>				
Percent of Roadway Miles	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	27	27	28	28
<b>Service Patrols</b>				
Percent of Roadway Miles	69	70	71	97
Annual Delay Reduction (1000 hours)	1,820	1,737	1,455	1,667
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	37	37	38	38
Annual Delay Reduction (1000 hours)	172	191	103	105
<b>Arterial Access Management</b>				
Percent of Roadway Miles	23	20	19	19
Annual Delay Reduction (1000 hours)	636	477	591	488
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	--	--	--	--
HOV User Delay Savings	--	--	--	--
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	2,628	2,405	2,149	2,260
Annual Delay Saved per Peak Traveler (hours)	2	2	2	2
Annual Congestion Cost Savings (\$million)	49.4	44.5	39.3	41.0
Travel Time Index with Strategies	1.289	1.278	1.239	1.216
Travel Time Index (Base)	1.301	1.290	1.250	1.228
<b>Public Transportation Service</b>	<b>2003</b>	<b>2002</b>	<b>2001</b>	<b>2000</b>
<b>Existing Service</b>				
Annual Passenger-miles of travel (million)	643	635	617	606
Unlinked Passenger Trips (million)	113	117	112	115
Travel Time Index (combined road and transit)	1.288	1.276	1.238	1.217
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.331	1.319	1.276	1.253
Annual Increase				
Delay (1000 hours)	8,618	8,363	7,244	7,099
Delay per Peak Traveler (hours)	7	7	6	6
Congestion Cost (\$million)	164.0	156.1	134.4	129.3

**Comparison of Several Key Mobility Performance Measures  
Large Group – 1 million to 3 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
San Diego, CA	H+	H+	H+	F+	F+
Minneapolis-St., Paul MN	H	0	H+	F+	F+
Baltimore, MD	H+	H+	H+	F+	F+
Tampa-St. Petersburg, FL	H+	H+	H+	0	F+
St. Louis, MO-IL	L-	L-	0	S-	S
Denver-Aurora, CO	H+	H+	H+	F	F+
Riverside-San Bernardino, CA	H+	H+	H+	F+	F+
Sacramento, CA	H	H+	H	0	F+
Pittsburgh, PA	L-	L-	L-	S-	S-
Portland, OR-WA	0	H	0	0	F
Cleveland, OH	L-	L-	L-	S-	S-
San Jose, CA	H+	H+	H+	F	F+
Cincinnati, OH-KY-IN	L-	L	L	S	S-
Virginia Beach, VA	L	L	L	S-	S-
Kansas City, MO-KS	L-	L-	L-	S-	S-
Milwaukee, WI	L-	L-	L-	S-	S-
San Antonio, TX	H	0	0	F+	F
Las Vegas, NV	H+	H	0	F+	F+
Orlando, FL	H+	H	H	F+	F+
Providence, RI-MA	L	L	L	0	S-
Columbus, OH	L	L	L	0	S-
Buffalo, NY	L-	L-	L-	S-	S-
New Orleans, LA	L-	L	L-	S-	S-
Charlotte, NC-SC	H	0	L	F	S-
Indianapolis, IN	H	0	L	S	S-
Jacksonville, FL	H	0	L	0	S-
Austin, TX	H	H	L	F	S-
Memphis, TN-MS-AR	L-	L-	L-	S	S-
Raleigh-Durham, NC	0	L	L-	0	S-

0 – Average congestion levels or average congestion growth

H Higher congestion; H+ Much higher congestion; F Faster congestion growth; F+ Much faster growth

L Lower congestion; L- Much lower congestion; S Slower congestion growth; S- Much slower growth

**Key Mobility Performance Measure Labels**

Note: Designation of an urban area congestion problem as “Much higher”, “Much faster growth”, etc. is determined using a general indicator of the accuracy of the congestion estimates. For regions with the same indicator label, there may be no difference in congestion levels. Different values are used for the indicators in regions over 1 million population and below 1 million population.

Measures	Differences Within These Values May Not Indicate a Difference in Congestion Level	
	Above 1M Population	Below 1M Population
<b>2007 Values</b> Delay per Traveler - Travel Time Index - Total Delay -	Above 1M Population 5 Hours 5 Index Points 5 Hours x Average Population	Below 1M Population 3 Hours 3 Index Points 3 Hours x Average Population
<b>1982 to 2007 Trends</b> Delay per Traveler - Total Delay -	5 Hours 5 Hours x Average Population	3 Hours 3 Hours x Average Population