

## Performance Measure Summary – Birmingham, AL

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 Birmingham AL

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	715	710	690	685	680	675
Rank	55	56	56	56	56	55
Urban Area (square miles)	620	620	615	615	610	610
Population Density (persons/sq mile)	1,153	1,145	1,122	1,114	1,115	1,107
Peak Travelers (1000s)	393	388	375	370	365	358
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	9,715	9,580	9,550	9,270	9,020	8,760
Lane-Miles	680	680	680	675	675	675
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	7,630	7,605	7,600	7,435	7,535	7,590
Lane-Miles	1,530	1,525	1,525	1,505	1,505	1,505
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	18.0	19.2	20.0	20.9	18.3	15.0
Annual Unlinked Psgr Trips (millions)	3.9	3.7	3.8	4.2	3.8	3.0
<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)	2.90	2.55	2.24	1.87	1.46	1.32
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	44	44	44	45	42	39
<b>Congested System</b> (% of lane-miles)	37	37	37	37	35	33
<b>Congested Time</b> (number of "Rush Hours")	6.2	6.2	6.2	6.0	5.8	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	26	29	32	26	29	38
Transit Riders or Carpoolers (millions)	7	8	8	7	8	10
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	8,395	8,324	8,287	8,206	7,583	7,022
Rank	46	48	48	48	47	47
Fuel per Peak Traveler (gallons)	21	21	22	22	21	20
Rank	39	37	37	37	37	39
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	12,605	12,635	12,521	12,333	11,615	11,058
Rank	48	48	48	47	47	47
Delay per Peak Traveler (person-hours)	32	33	33	33	32	31
Rank	39	36	36	36	35	39
Delay due to Incidents (percent)	57	57	57	57	56	56
<b>Travel Time Index</b>						
	1.15	1.15	1.15	1.15	1.14	1.13
Rank	48	49	49	48	48	53
<b>Congestion Cost</b>						
Total Cost (\$ millions)	267	258	245	229	206	189
Rank	46	47	47	47	46	47
Cost per Peak Traveler (\$)	679	663	654	619	564	528
Rank	39	39	37	35	35	38

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 Birmingham AL, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	670	670	665	660	660
Rank	55	55	55	54	53
Urban Area (square miles)	605	605	590	585	580
Population Density (persons/sq mile)	1,107	1,107	1,127	1,128	1,138
Peak Travelers (1000s)	351	346	340	333	329
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	8,685	8,685	8,595	8,325	8,025
Lane-Miles	675	675	675	675	675
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,415	7,295	7,140	7,165	6,995
Lane-Miles	1,475	1,455	1,440	1,440	1,435
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	13.5	14.3	14.6	14.0	13.8
Annual Unlinked Psgr Trips (millions)	2.8	2.8	2.7	3.0	3.0
<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)	1.43	1.49	1.08	1.06	1.15
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	36	36	36	35	30
<b>Congested System</b> (% of lane-miles)	32	32	32	32	32
<b>Congested Time</b> (number of "Rush Hours")	5.4	5.4	5.4	5.2	4.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	45	54	56	67	71
Transit Riders or Carpoolers (millions)	12	14	15	17	18
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,634	6,486	6,276	6,048	4,966
Rank	47	48	47	47	51
Fuel per Peak Traveler (gallons)	19	19	18	18	15
Rank	41	37	41	39	44
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	10,567	10,148	9,733	9,485	7,909
Rank	47	48	49	49	49
Delay per Peak Traveler (person-hours)	30	29	29	28	24
Rank	39	41	40	39	44
Delay due to Incidents (percent)	56	56	56	56	56
<b>Travel Time Index</b>	1.13	1.13	1.12	1.12	1.10
Rank	52	52	55	49	57
<b>Congestion Cost</b>					
Total Cost (\$ millions)	180	170	154	147	122
Rank	48	48	49	49	49
Cost per Peak Traveler (\$)	512	492	454	442	372
Rank	39	39	42	37	44

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 Birmingham AL, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	655	650	645	645	640
Rank	53	52	50	50	50
Urban Area (square miles)	575	570	565	560	555
Population Density (persons/sq mile)	1,139	1,140	1,142	1,152	1,153
Peak Travelers (1000s)	322	316	310	306	300
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,710	7,310	7,095	6,750	6,360
Lane-Miles	675	670	670	670	650
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	6,820	6,805	6,710	6,505	6,375
Lane-Miles	1,425	1,420	1,420	1,410	1,410
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	13.7	29.8	28.7	32.4	34.7
Annual Unlinked Psgr Trips (millions)	3.0	5.9	5.5	6.1	6.5
<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)	1.21	1.14	1.02	1.08	1.20
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	28	25	24	21	19
<b>Congested System</b> (% of lane-miles)	28	27	27	25	25
<b>Congested Time</b> (number of "Rush Hours")	4.4	4.0	3.8	3.4	3.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	75	80	98	92	88
Transit Riders or Carpoolers (millions)	18	19	22	20	19
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	4,506	4,027	3,744	3,051	2,565
Rank	50	50	51	52	55
Fuel per Peak Traveler (gallons)	14	13	12	10	9
Rank	44	48	48	52	54
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	7,179	6,574	6,136	5,056	4,224
Rank	50	51	50	52	56
Delay per Peak Traveler (person-hours)	22	21	20	17	14
Rank	47	47	46	52	57
Delay due to Incidents (percent)	56	56	56	55	55
<b>Travel Time Index</b>	1.09	1.09	1.08	1.07	1.06
Rank	60	58	57	61	66
<b>Congestion Cost</b>					
Total Cost (\$ millions)	110	97	90	70	57
Rank	51	50	48	52	54
Cost per Peak Traveler (\$)	341	307	289	230	192
Rank	45	47	46	53	57

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 Birmingham AL, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	635	630	630	625	620
Rank	50	50	48	47	46
Urban Area (square miles)	550	545	540	535	530
Population Density (persons/sq mile)	1,155	1,156	1,167	1,168	1,170
Peak Travelers (1000s)	293	287	285	281	276
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	6,100	5,900	5,400	5,170	4,950
Lane-Miles	620	600	585	565	550
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	6,095	5,800	5,580	5,505	5,400
Lane-Miles	1,410	1,380	1,375	1,375	1,370
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	33.0	25.5	21.2	29.3	25.3
Annual Unlinked Psgr Trips (millions)	6.2	5.8	4.7	6.3	5.6
<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)	1.07	1.06	1.10	1.02	1.02
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	19	17	15	16	17
<b>Congested System</b> (% of lane-miles)	25	22	21	22	22
<b>Congested Time</b> (number of "Rush Hours")	3.0	3.0	2.9	2.9	2.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	83	83	98	107	116
Transit Riders or Carpoolers (millions)	17	17	19	21	22
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	2,342	2,120	1,910	1,938	2,055
Rank	54	54	56	53	46
Fuel per Peak Traveler (gallons)	8	7	7	7	7
Rank	53	56	55	54	50
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,870	3,594	3,386	3,336	3,538
Rank	54	53	53	53	45
Delay per Peak Traveler (person-hours)	13	13	12	12	13
Rank	57	55	55	52	44
Delay due to Incidents (percent)	55	54	54	55	56
<b>Travel Time Index</b>	1.06	1.05	1.05	1.05	1.06
Rank	56	65	63	59	51
<b>Congestion Cost</b>					
Total Cost (\$ millions)	51	45	40	38	39
Rank	53	53	53	52	44
Cost per Peak Traveler (\$)	173	156	140	134	141
Rank	55	57	55	52	45

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.

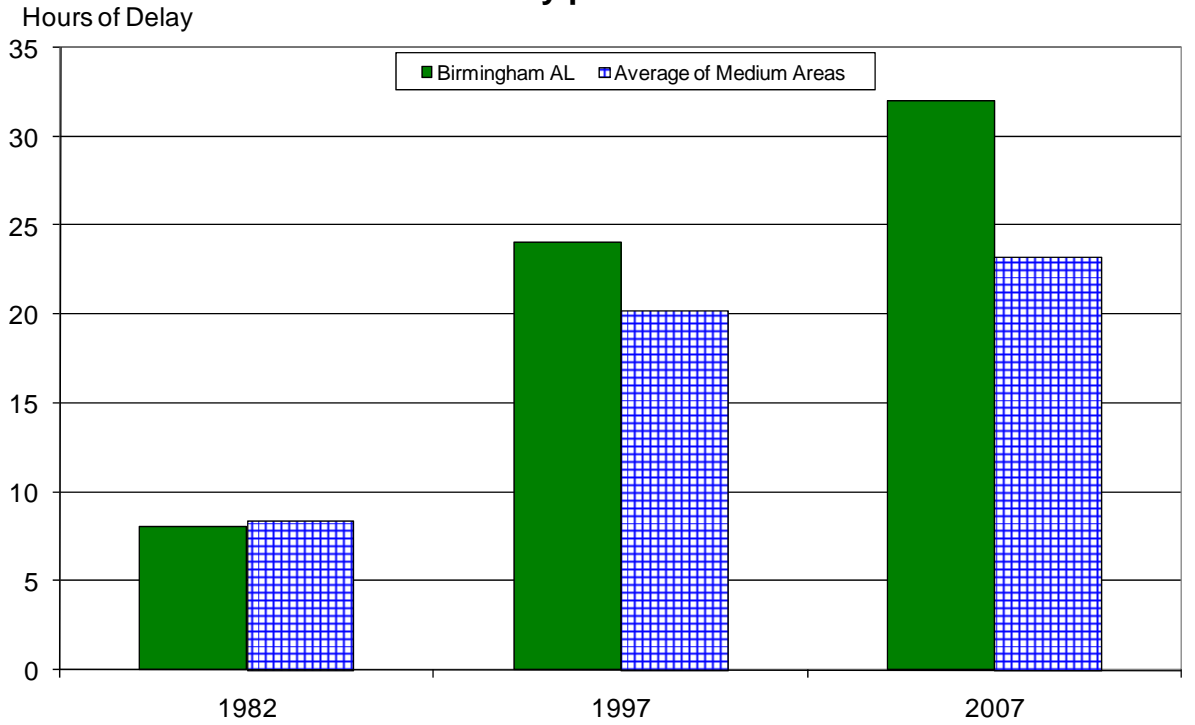
## The Mobility Data for Birmingham AL, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	615	615	610	605	600
Rank	46	46	46	47	46
Urban Area (square miles)	525	525	520	515	510
Population Density (persons/sq mile)	1,171	1,171	1,173	1,175	1,176
Peak Travelers (1000s)	272	270	265	261	256
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,675	4,350	3,750	3,350	3,000
Lane-Miles	530	510	480	440	400
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,295	5,170	4,845	4,805	4,720
Lane-Miles	1,365	1,360	1,355	1,350	1,350
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	28.5	30.7	22.1	22.1	22.1
Annual Unlinked Psgr Trips (millions)	6.5	7.0	4.8	4.8	4.8
<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)	0.99	1.30	1.31	1.34	1.41
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	17	16	14	13	14
<b>Congested System</b> (% of lane-miles)	22	22	21	20	20
<b>Congested Time</b> (number of "Rush Hours")	2.8	2.7	2.6	2.6	2.5
<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)	1,962	1,687	1,280	1,212	1,157
Rank	42	46	51	48	44
Fuel per Peak Traveler (gallons)	7	6	5	5	5
Rank	44	49	52	47	47
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,391	2,913	2,175	2,094	2,002
Rank	41	47	50	48	45
Delay per Peak Traveler (person-hours)	12	11	8	8	8
Rank	46	45	54	52	49
Delay due to Incidents (percent)	56	55	54	53	53
<b>Travel Time Index</b>	1.06	1.05	1.04	1.04	1.04
Rank	49	51	55	53	50
<b>Congestion Cost</b>					
Total Cost (\$ millions)	36	31	23	21	19
Rank	41	46	48	46	43
Cost per Peak Traveler (\$)	133	116	85	79	76
Rank	44	47	54	52	50

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.

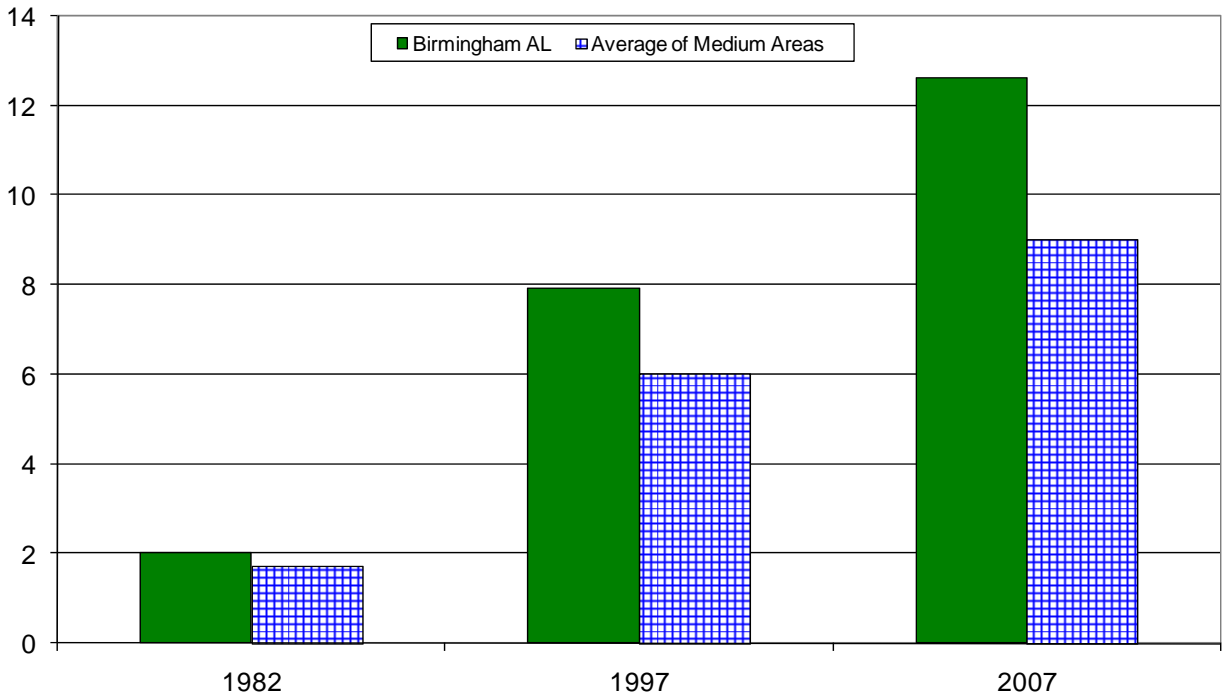
### Growth in Delay per Peak Traveler



Note: Medium areas have populations between 0.5 and 1 million

Annual Hours of Delay (millions)

### Growth in Total Delay



Note: Medium areas have populations between 0.5 and 1 million

**Benefits from Public Transportation Service and Operations Strategies in  
Birmingham AL**

<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	18	18	18	18
<b>Service Patrols</b>				
Percent of Roadway Miles	100	100	100	100
Annual Delay Reduction (1000 hours)	547	534	394	408
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	26	24	24	21
Annual Delay Reduction (1000 hours)	61	32	38	39
<b>Arterial Access Management</b>				
Percent of Roadway Miles	7	7	7	7
Annual Delay Reduction (1000 hours)	116	92	78	70
<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)	723	659	510	517
Annual Delay Saved per Peak Traveler (hours)	2	2	1	1
Annual Congestion Cost Savings (\$million)	16.6	14.7	10.9	10.4
Travel Time Index with Strategies	1.152	1.152	1.151	1.154
Travel Time Index (Base)	1.161	1.160	1.158	1.161
<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)	18.0	19.2	20.0	20.9
Unlinked Passenger Trips (million)	3.9	3.7	3.8	4.2
Travel Time Index (combined road and transit)	1.160	1.160	1.157	1.160
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.162	1.162	1.158	1.163
Annual Increase				
Delay (1000 hours)	160	186	65	224
Delay per Peak Traveler (hours)	0	0	0	1
Congestion Cost (\$million)	3.4	3.8	1.3	4.2

**Benefits from Public Transportation Service and Operations Strategies in  
Birmingham AL, 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	18	18	18	18
<b>Service Patrols</b>				
Percent of Roadway Miles	91	91	91	91
Annual Delay Reduction (1000 hours)	306	244	233	241
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	21	17	17	17
Annual Delay Reduction (1000 hours)	28	37	40	23
<b>Arterial Access Management</b>				
Percent of Roadway Miles	7	7	7	7
Annual Delay Reduction (1000 hours)	111	126	116	136
<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)	445	406	389	400
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	8.4	7.4	7.1	7.1
Travel Time Index with Strategies	1.143	1.133	1.128	1.126
Travel Time Index (Base)	1.148	1.138	1.132	1.131
<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)	18.3	15.0	13.5	14.3
Unlinked Passenger Trips (million)	3.8	3.0	2.8	2.8
Travel Time Index (combined road and transit)	1.148	1.138	1.132	1.130
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.150	1.139	1.133	1.131
Annual Increase				
Delay (1000 hours)	158	118	64	83
Delay per Peak Traveler (hours)	0	0	0	0
Congestion Cost (\$million)	2.9	2.1	1.1	1.4

**Comparison of Several Key Mobility Performance Measures  
Medium Group – 500,000 to 1 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
Nashville-Davidson, TN	H+	0	H+	F	F+
Salt Lake City, UT	H	H+	H+	F	F+
Richmond, VA	L	L-	H	0	F+
Louisville, KY-IN	H+	H+	H+	F+	F+
Hartford, CT	L	L	H	F	F+
Bridgeport-Stamford, CT-NY	H+	H+	H+	F+	F+
Oklahoma City, OK	H	L	H+	F+	F+
Tulsa, OK	0	L	0	0	F
Tucson, AZ	H+	H+	H+	F	F+
Dayton, OH	L-	L-	L-	S-	S-
Rochester, NY	L-	L-	L-	S-	S-
<b>Birmingham, AL</b>	<b>H+</b>	<b>0</b>	<b>H+</b>	<b>F+</b>	<b>F+</b>
Lancaster-Palmdale, CA	L-	L	L-	S-	S-
Honolulu, HI	H	H+	H	S	S
El Paso, TX-NM	L	L	L	0	S
Oxnard-Ventura, CA	H+	H+	H+	F+	F+
Sarasota-Bradenton, FL	H	H+	0	S-	0
Springfield, MA-CT	L-	L-	L-	S-	S-
Omaha, NE-IA	H	H	0	F+	F
Fresno, CA	L	0	L	S-	S-
Allentown-Bethlehem, PA-NJ	0	0	L	S	S-
Akron, OH	L-	L-	L-	S-	S-
Grand Rapids, MI	0	L	L	0	S
Albany-Schenectady, NY	L	L	L	0	S-
Albuquerque, NM	H+	H	H	F+	F+
New Haven, CT	L	L	L-	0	S-
Indio-Cathedral City-Palm Springs, CA	L-	0	L-	S-	S-
Toledo, OH-MI	L-	L-	L-	S	S-
Poughkeepsie-Newburgh, NY	L-	L-	L-	S-	S-
Bakersfield, CA	L-	L-	L-	S-	S-
Colorado Springs, CO	0	0	L	F	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