

## Performance Measure Summary – Buffalo, NY

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 Buffalo NY

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	1,125	1,125	1,125	1,120	1,120	1,115
Rank	36	36	36	36	36	36
Urban Area (square miles)	600	600	595	585	585	580
Population Density (persons/sq mile)	1,875	1,875	1,891	1,915	1,915	1,922
Peak Travelers (1000s)	540	539	534	530	528	517
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	6,760	6,870	6,720	6,725	6,720	6,435
Lane-Miles	650	650	640	640	640	635
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	9,645	9,435	8,700	8,300	8,000	7,850
Lane-Miles	2,380	2,350	2,340	2,325	2,310	2,305
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	84	80	77	71	73	75
Annual Unlinked Psgr Trips (millions)	24	24	24	23	24	25
<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)	3.19	2.82	2.40	2.14	1.62	1.49
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	22	24	23	22	22	20
<b>Congested System</b> (% of lane-miles)	25	25	24	26	26	22
<b>Congested Time</b> (number of "Rush Hours")	3.4	3.4	3.0	3.0	3.0	2.9
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	85	85	47	36	38	47
Transit Riders or Carpoolers (millions)	16	16	8	6	7	8
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	3,929	4,225	3,940	3,783	3,912	3,287
Rank	67	65	67	66	66	67
Fuel per Peak Traveler (gallons)	7	8	7	7	7	6
Rank	77	75	79	78	75	78
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	6,185	6,735	6,291	6,023	6,331	5,269
Rank	66	64	66	65	64	67
Delay per Peak Traveler (person-hours)	11	12	12	11	12	10
Rank	79	78	79	79	77	81
Delay due to Incidents (percent)	57	56	57	57	58	58
<b>Travel Time Index</b>	1.07	1.08	1.08	1.08	1.08	1.07
Rank	80	77	77	75	75	78
<b>Congestion Cost</b>						
Total Cost (\$ millions)	134	139	125	113	115	93
Rank	65	62	66	65	62	67
Cost per Peak Traveler (\$)	248	259	233	214	218	180
Rank	77	77	78	78	74	79

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 Buffalo NY, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	1,115	1,110	1,100	1,090	1,080
Rank	36	35	35	35	35
Urban Area (square miles)	580	575	575	575	570
Population Density (persons/sq mile)	1,922	1,930	1,913	1,896	1,895
Peak Travelers (1000s)	508	498	486	474	462
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	6,380	6,365	6,050	5,850	5,700
Lane-Miles	635	635	635	635	635
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,800	7,890	8,115	7,950	7,500
Lane-Miles	2,305	2,300	2,300	2,300	2,275
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	77	85	81	81	78
Annual Unlinked Psgr Trips (millions)	26	29	27	27	26
<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)	1.72	1.64	1.19	1.15	1.31
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	20	20	17	16	14
<b>Congested System</b> (% of lane-miles)	22	22	21	20	15
<b>Congested Time</b> (number of "Rush Hours")	2.9	2.9	2.8	2.8	2.7
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	69	84	92	94	87
Transit Riders or Carpoolers (millions)	12	14	15	15	14
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	3,173	3,132	2,700	2,321	1,996
Rank	67	67	68	69	68
Fuel per Peak Traveler (gallons)	6	6	6	5	4
Rank	78	80	80	82	85
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	5,069	5,009	4,297	3,768	3,254
Rank	67	67	67	67	68
Delay per Peak Traveler (person-hours)	10	10	9	8	7
Rank	80	81	82	82	84
Delay due to Incidents (percent)	58	58	57	57	56
<b>Travel Time Index</b>	1.07	1.07	1.06	1.05	1.04
Rank	76	75	77	81	84
<b>Congestion Cost</b>					
Total Cost (\$ millions)	89	86	69	59	51
Rank	67	66	66	65	68
Cost per Peak Traveler (\$)	175	172	143	124	110
Rank	79	81	82	83	85

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 Buffalo NY, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	1,075	1,070	1,070	1,070	1,070
Rank	34	34	34	34	34
Urban Area (square miles)	570	570	565	560	550
Population Density (persons/sq mile)	1,886	1,877	1,894	1,911	1,945
Peak Travelers (1000s)	453	443	435	429	423
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,530	5,565	5,645	5,580	5,365
Lane-Miles	635	635	630	650	645
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,100	6,800	6,500	6,200	6,025
Lane-Miles	2,260	2,230	2,210	2,170	2,120
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	82	91	89	89	94
Annual Unlinked Psgr Trips (millions)	28	29	31	31	32
<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)	1.37	1.27	1.15	1.21	1.24
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	14	14	14	13	13
<b>Congested System</b> (% of lane-miles)	15	15	15	15	15
<b>Congested Time</b> (number of "Rush Hours")	2.6	2.6	2.6	2.6	2.5
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	76	82	78	72	74
Transit Riders or Carpoolers (millions)	11	12	12	10	11
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,808	1,736	1,689	1,563	1,462
Rank	68	68	67	67	67
Fuel per Peak Traveler (gallons)	4	4	4	4	3
Rank	82	82	81	80	84
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,936	2,830	2,720	2,528	2,368
Rank	68	69	69	66	67
Delay per Peak Traveler (person-hours)	6	6	6	6	6
Rank	87	85	85	83	83
Delay due to Incidents (percent)	56	56	56	56	56
<b>Travel Time Index</b>	1.04	1.04	1.04	1.04	1.04
Rank	82	81	80	78	77
<b>Congestion Cost</b>					
Total Cost (\$ millions)	45	42	40	36	33
Rank	67	66	65	65	65
Cost per Peak Traveler (\$)	100	95	91	83	77
Rank	86	84	82	84	84

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 Buffalo NY, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	1,065	1,065	1,060	1,055	1,045
Rank	33	33	33	32	32
Urban Area (square miles)	530	510	480	455	435
Population Density (persons/sq mile)	2,009	2,088	2,208	2,319	2,402
Peak Travelers (1000s)	413	407	402	396	389
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,265	4,950	5,000	4,890	4,680
Lane-Miles	655	640	635	630	620
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,840	5,790	5,600	5,500	5,300
Lane-Miles	2,080	2,060	2,055	2,055	2,050
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	89	89	85	99	99
Annual Unlinked Psgr Trips (millions)	32	30	30	32	32
<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)	1.21	1.07	1.13	1.04	1.05
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	13	12	11	10	9
<b>Congested System</b> (% of lane-miles)	15	15	14	14	14
<b>Congested Time</b> (number of "Rush Hours")	2.5	2.4	2.4	2.4	2.3
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	79	80	96	108	80
Transit Riders or Carpoolers (millions)	11	11	13	15	10
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,385	1,448	1,255	1,110	979
Rank	64	64	65	65	66
Fuel per Peak Traveler (gallons)	3	4	3	3	3
Rank	84	74	80	75	75
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,222	2,412	2,060	1,811	1,635
Rank	65	64	65	66	65
Delay per Peak Traveler (person-hours)	5	6	5	5	4
Rank	84	78	81	77	79
Delay due to Incidents (percent)	56	57	55	56	55
<b>Travel Time Index</b>	1.04	1.04	1.03	1.03	1.03
Rank	73	72	79	75	72
<b>Congestion Cost</b>					
Total Cost (\$ millions)	30	31	25	21	18
Rank	64	64	64	66	65
Cost per Peak Traveler (\$)	72	77	62	53	47
Rank	84	80	82	81	80

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

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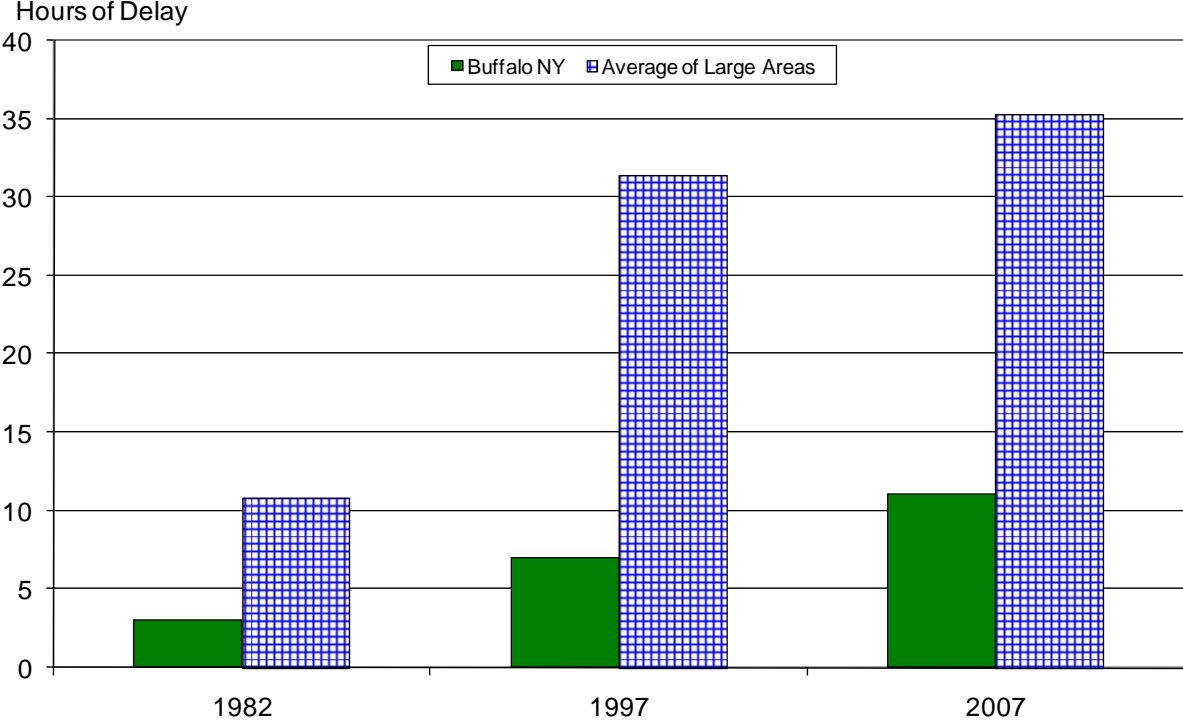
## The Mobility Data for Buffalo NY, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,040	1,030	1,030	1,050	1,075
Rank	30	30	30	30	29
Urban Area (square miles)	415	405	395	385	375
Population Density (persons/sq mile)	2,506	2,543	2,608	2,727	2,867
Peak Travelers (1000s)	383	376	373	377	382
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,475	4,280	4,000	3,775	3,980
Lane-Miles	615	605	590	575	575
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,150	5,000	4,900	4,750	4,630
Lane-Miles	2,050	2,045	2,040	2,040	2,040
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	108	106	106	106	106
Annual Unlinked Psgr Trips (millions)	35	36	35	35	35
<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)	1.02	1.34	1.35	1.38	1.44
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	8	9	8	7	8
<b>Congested System</b> (% of lane-miles)	14	14	14	13	13
<b>Congested Time</b> (number of "Rush Hours")	2.3	2.2	2.2	2.1	2.2
<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)	797	908	827	719	751
Rank	67	63	63	63	60
Fuel per Peak Traveler (gallons)	2	2	2	2	2
Rank	80	78	73	73	72
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	1,304	1,547	1,394	1,251	1,319
Rank	68	62	62	63	60
Delay per Peak Traveler (person-hours)	3	4	4	3	3
Rank	83	76	72	78	76
Delay due to Incidents (percent)	56	56	56	55	55
<b>Travel Time Index</b>	1.02	1.03	1.03	1.02	1.03
Rank	80	69	66	74	62
<b>Congestion Cost</b>					
Total Cost (\$ millions)	14	17	15	13	13
Rank	67	61	62	60	57
Cost per Peak Traveler (\$)	37	45	40	34	34
Rank	82	77	76	77	77

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

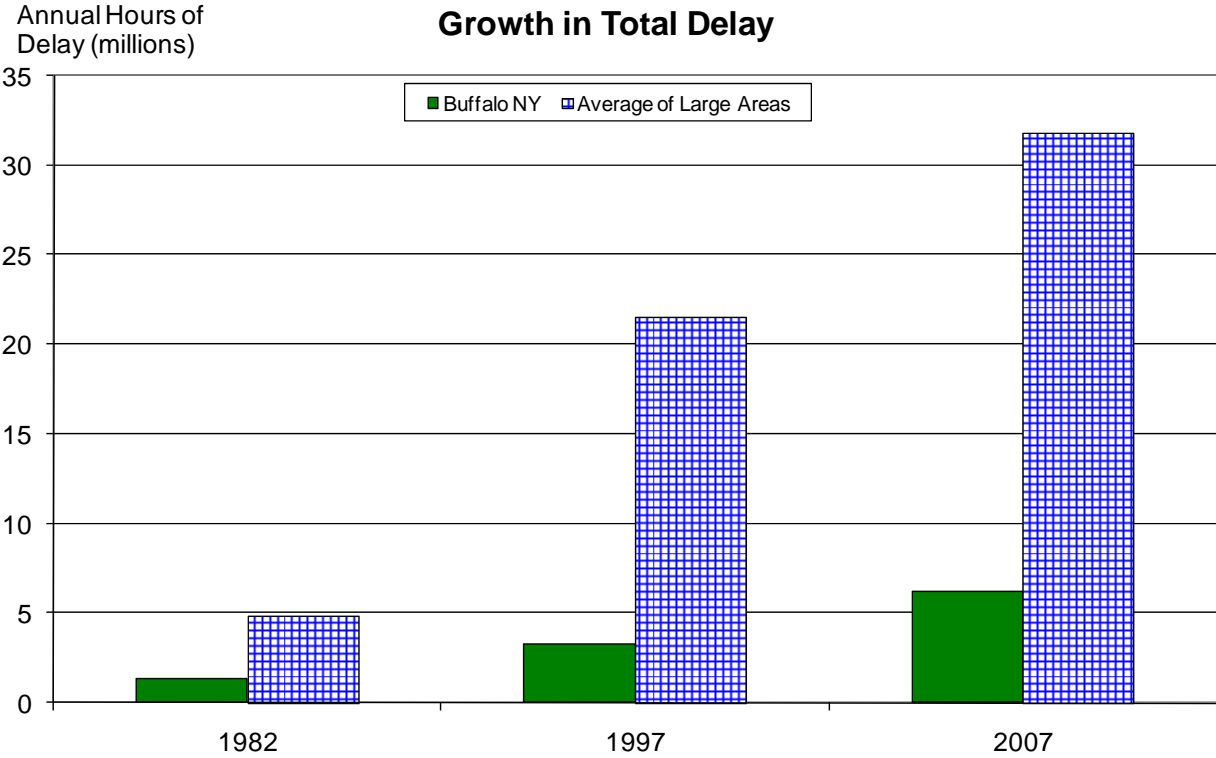
Note: Zeroes in the table reflect values less than 0.5.

### Growth in Delay per Peak Traveler



Note: Large areas have populations between 1 and 3 million

### Growth in Total Delay



Note: Large areas have populations between 1 and 3 million

**Benefits from Public Transportation Service and Operations Strategies in  
Buffalo NY**

<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	88	88	90	90
<b>Service Patrols</b>				
Percent of Roadway Miles	16	16	16	16
Annual Delay Reduction (1000 hours)	85	81	77	76
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	49	50	51	51
Annual Delay Reduction (1000 hours)	30	33	28	27
<b>Arterial Access Management</b>				
Percent of Roadway Miles	16	9	9	9
Annual Delay Reduction (1000 hours)	45	38	94	89
<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)	160	151	199	191
Annual Delay Saved per Peak Traveler (hours)	0	0	0	0
Annual Congestion Cost Savings (\$million)	3.6	3.3	4.0	3.6
Travel Time Index with Strategies	1.072	1.078	1.077	1.076
Travel Time Index (Base)	1.074	1.080	1.079	1.078
<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)	84	80	77	70
Unlinked Passenger Trips (million)	24	24	24	23
Travel Time Index (combined road and transit)	1.072	1.078	1.078	1.077
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.077	1.082	1.082	1.080
Annual Increase				
Delay (1000 hours)	452	403	398	275
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	9.8	8.4	7.9	5.2

**Benefits from Public Transportation Service and Operations Strategies in  
Buffalo NY, 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	10	10	10	10
<b>Service Patrols</b>				
Percent of Roadway Miles	16	16	35	54
Annual Delay Reduction (1000 hours)	65	47	84	117
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	51	51	51	51
Annual Delay Reduction (1000 hours)	24	22	29	28
<b>Arterial Access Management</b>				
Percent of Roadway Miles	8	7	7	7
Annual Delay Reduction (1000 hours)	66	82	66	52
<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)	155	151	178	197
Annual Delay Saved per Peak Traveler (hours)	0	0	0	0
Annual Congestion Cost Savings (\$million)	2.8	2.6	3.2	3.5
Travel Time Index with Strategies	1.080	1.069	1.067	1.066
Travel Time Index (Base)	1.082	1.071	1.069	1.068
<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)	73	75	77	85
Unlinked Passenger Trips (million)	24	25	26	29
Travel Time Index (combined road and transit)	1.081	1.070	1.068	1.067
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.084	1.072	1.071	1.070
Annual Increase				
Delay (1000 hours)	291	263	309	316
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	5.3	4.7	5.5	5.5

**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