

## Performance Measure Summary – Fresno, CA

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 Fresno CA

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	640	640	615	605	595	585
Rank	63	63	64	65	63	63
Urban Area (square miles)	195	195	195	195	195	190
Population Density (persons/sq mile)	3,282	3,282	3,154	3,103	3,051	3,079
Peak Travelers (1000s)	352	350	334	327	320	311
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	3,740	3,890	3,865	3,645	3,280	3,215
Lane-Miles	295	295	290	290	265	260
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	6,475	6,435	6,470	6,440	6,540	6,510
Lane-Miles	1,430	1,415	1,415	1,400	1,395	1,355
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	36.6	32.9	32.4	32.2	38.1	38.0
Annual Unlinked Psgr Trips (millions)	12.2	11.9	11.4	11.0	11.3	12.0
<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)	3.24	2.88	2.62	2.28	1.78	1.66
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	38	38	37	36	36	36
<b>Congested System</b> (% of lane-miles)	39	38	37	37	38	37
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.4	5.4	5.2	5.2	5.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	17	51	46	60	61	70
Transit Riders or Carpoolers (millions)	4	11	10	13	12	15
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	4,436	4,357	4,150	3,921	3,955	3,989
Rank	61	63	66	64	65	63
<b>Fuel per Peak Traveler</b> (gallons)	13	12	12	12	12	13
Rank	60	64	62	63	59	55
<b>Annual Delay</b>						
<b>Total Delay</b> (1000s of person-hours)	7,032	6,950	6,624	6,305	6,382	6,540
Rank	64	63	65	64	63	63
<b>Delay per Peak Traveler</b> (person-hours)	20	20	20	19	20	21
Rank	61	60	57	60	58	56
Delay due to Incidents (percent)	56	56	55	55	55	55
<b>Travel Time Index</b>	1.13	1.13	1.12	1.12	1.12	1.13
Rank	52	53	57	55	55	53
<b>Congestion Cost</b>						
Total Cost (\$ millions)	151	144	132	119	115	114
Rank	61	61	64	64	62	61
<b>Cost per Peak Traveler</b> (\$)	429	412	396	364	360	367
Rank	60	57	56	57	56	55

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 Fresno CA, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	560	560	550	545	540
Rank	65	62	62	62	62
Urban Area (square miles)	190	185	185	185	180
Population Density (persons/sq mile)	2,947	3,027	2,973	2,946	3,000
Peak Travelers (1000s)	293	290	281	275	269
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	2,520	2,550	2,200	2,025	1,915
Lane-Miles	205	200	180	170	170
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	6,400	6,505	6,250	6,180	5,940
Lane-Miles	1,340	1,325	1,315	1,305	1,285
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	47.0	43.0	42.2	38.2	35.7
Annual Unlinked Psgr Trips (millions)	13.3	12.5	11.1	10.5	9.6
<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)	1.93	1.72	1.59	1.27	1.40
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	37	39	38	38	33
<b>Congested System</b> (% of lane-miles)	37	38	38	38	34
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.6	5.2	5.2	4.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	51	63	48	41	32
Transit Riders or Carpoolers (millions)	10	13	9	8	6
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	3,738	4,256	3,878	3,548	2,916
Rank	64	59	63	62	63
Fuel per Peak Traveler (gallons)	13	15	14	13	11
Rank	57	48	51	52	60
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	6,252	7,045	6,359	5,806	4,776
Rank	63	59	63	62	63
Delay per Peak Traveler (person-hours)	21	24	23	21	18
Rank	55	48	48	53	60
Delay due to Incidents (percent)	54	55	55	54	54
<b>Travel Time Index</b>	1.13	1.15	1.14	1.13	1.11
Rank	52	44	47	45	55
<b>Congestion Cost</b>					
Total Cost (\$ millions)	110	121	104	93	77
Rank	63	55	59	60	62
Cost per Peak Traveler (\$)	373	418	372	338	286
Rank	55	46	47	50	59

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 Fresno CA, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	530	525	515	500	490
Rank	63	63	64	64	64
Urban Area (square miles)	175	170	170	165	160
Population Density (persons/sq mile)	3,029	3,088	3,029	3,030	3,063
Peak Travelers (1000s)	261	255	247	237	229
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	1,895	1,885	1,740	1,710	1,690
Lane-Miles	165	165	165	160	160
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,700	5,505	5,480	5,440	5,350
Lane-Miles	1,275	1,270	1,245	1,230	1,225
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	31.3	29.6	24.6	27.3	26.5
Annual Unlinked Psgr Trips (millions)	9.3	8.6	8.0	8.3	8.5
<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	1.27	1.16	1.23	1.28
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	32	31	29	30	26
<b>Congested System</b> (% of lane-miles)	34	34	33	33	28
<b>Congested Time</b> (number of "Rush Hours")	4.6	4.4	4.0	4.2	4.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	27	23	20	26	222
Transit Riders or Carpoolers (millions)	5	4	4	5	39
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	2,734	2,537	2,312	2,323	2,061
Rank	63	62	63	63	63
Fuel per Peak Traveler (gallons)	10	10	9	10	9
Rank	61	58	58	52	54
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	4,472	4,139	3,895	3,898	3,552
Rank	63	63	63	62	62
Delay per Peak Traveler (person-hours)	17	16	16	16	15
Rank	61	59	58	57	54
Delay due to Incidents (percent)	54	54	53	53	53
<b>Travel Time Index</b>	1.11	1.10	1.10	1.10	1.09
Rank	50	53	50	48	50
<b>Congestion Cost</b>					
Total Cost (\$ millions)	70	64	58	57	50
Rank	63	61	63	58	59
Cost per Peak Traveler (\$)	270	250	235	239	218
Rank	59	56	57	51	51

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 Fresno CA, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	475	460	450	430	410
Rank	66	66	66	67	68
Urban Area (square miles)	150	145	135	130	130
Population Density (persons/sq mile)	3,167	3,172	3,333	3,308	3,154
Peak Travelers (1000s)	219	210	203	193	182
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	1,625	1,580	1,500	1,395	1,370
Lane-Miles	155	155	155	155	155
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,295	5,250	5,220	5,130	1,980
Lane-Miles	1,225	1,225	1,225	1,205	1,180
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	28.8	27.7	32.7	28.3	28.5
Annual Unlinked Psgr Trips (millions)	9.1	9.1	8.8	8.4	8.8
<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)	1.11	1.14	1.14	1.05	1.05
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	26	25	24	20	11
<b>Congested System</b> (% of lane-miles)	28	28	28	24	19
<b>Congested Time</b> (number of "Rush Hours")	4.0	3.8	3.6	3.2	2.3
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	32	34	41	44	0
Transit Riders or Carpoolers (millions)	5	6	7	7	0
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,971	1,908	1,796	1,505	371
Rank	60	59	57	60	81
Fuel per Peak Traveler (gallons)	9	9	9	8	2
Rank	50	50	46	46	81
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,392	3,322	3,138	2,651	638
Rank	59	58	56	59	81
Delay per Peak Traveler (person-hours)	15	16	15	14	3
Rank	50	49	46	46	83
Delay due to Incidents (percent)	53	53	53	53	54
<b>Travel Time Index</b>	1.08	1.08	1.08	1.07	1.03
Rank	52	52	47	46	72
<b>Congestion Cost</b>					
Total Cost (\$ millions)	46	43	39	31	7
Rank	57	55	54	55	79
Cost per Peak Traveler (\$)	210	207	192	161	40
Rank	48	47	42	46	83

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.

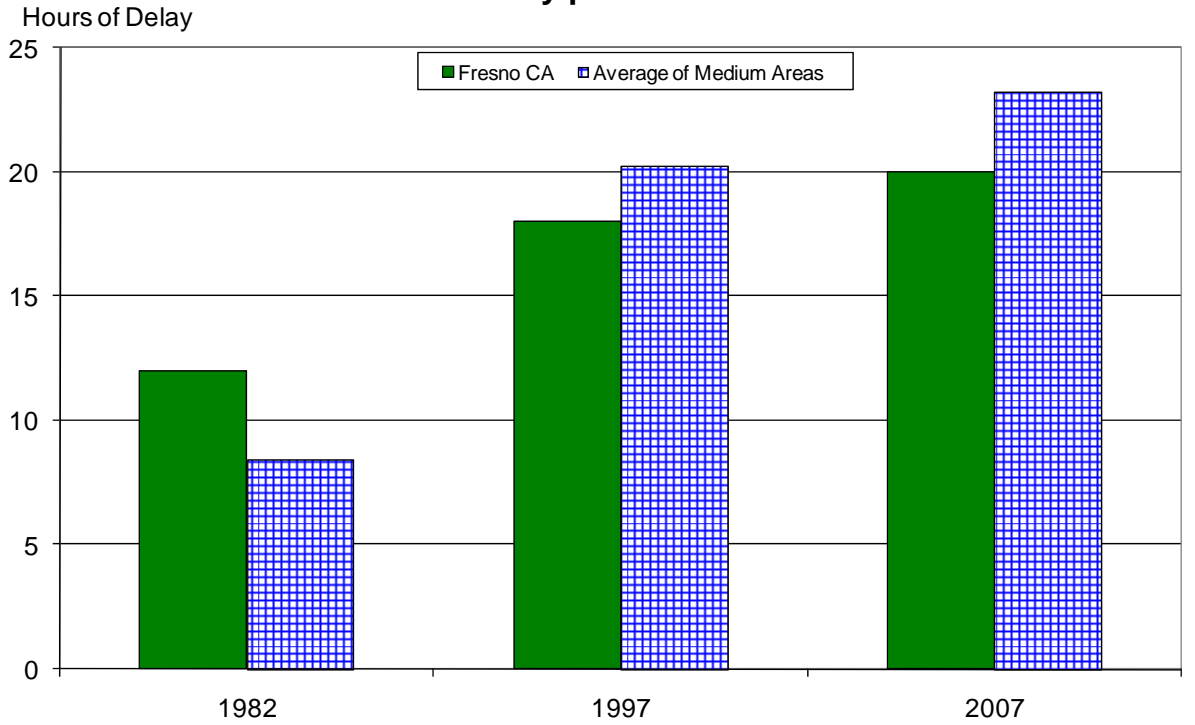
## The Mobility Data for Fresno CA, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	400	385	370	360	345
Rank	68	68	68	68	68
Urban Area (square miles)	125	120	110	105	100
Population Density (persons/sq mile)	3,200	3,208	3,364	3,429	3,450
Peak Travelers (1000s)	177	169	161	156	147
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	1,385	1,335	1,270	1,150	1,100
Lane-Miles	155	155	150	145	140
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	4,800	4,715	4,550	4,410	4,245
Lane-Miles	1,160	1,150	1,145	1,130	1,110
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	28.9	28.1	25.3	25.3	25.3
Annual Unlinked Psgr Trips (millions)	9.0	9.0	8.4	8.4	8.4
<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)	1.03	1.35	1.36	1.39	1.46
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	17	16	16	16	15
<b>Congested System</b> (% of lane-miles)	19	18	18	18	18
<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	--	--	--	--	--
Transit Riders or Carpoolers (millions)	--	--	--	--	--
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,237	1,073	1,085	999	947
Rank	60	59	56	57	53
Fuel per Peak Traveler (gallons)	7	6	7	6	6
Rank	44	49	37	41	36
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,247	1,873	1,973	1,799	1,705
Rank	56	57	53	51	50
Delay per Peak Traveler (person-hours)	13	11	12	12	12
Rank	43	45	37	33	28
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.06	1.05	1.05	1.05	1.05
Rank	49	51	47	44	44
<b>Congestion Cost</b>					
Total Cost (\$ millions)	24	21	21	19	17
Rank	56	55	52	51	49
Cost per Peak Traveler (\$)	138	123	131	119	117
Rank	43	43	36	35	31

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

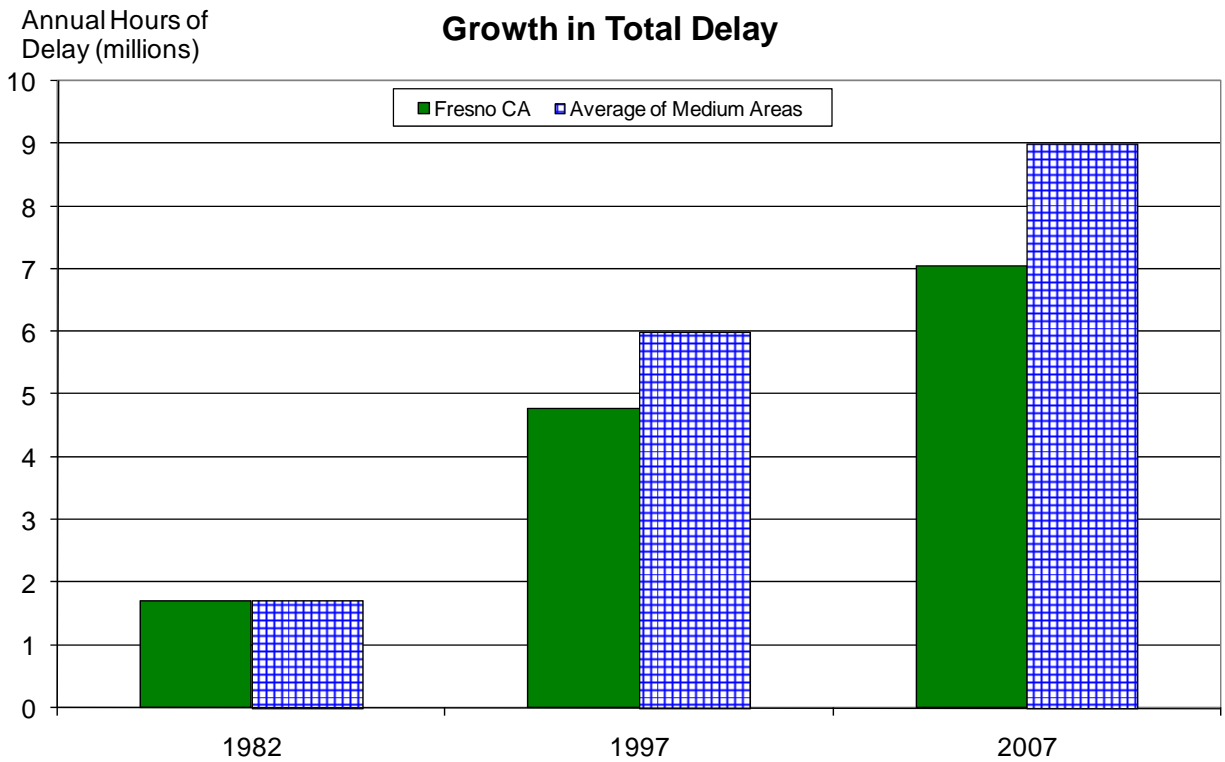
Note: Zeroes in the table reflect values less than 0.5.

### Growth in Delay per Peak Traveler



Note: Medium areas have populations between 0.5 and 1 million

### Growth in Total Delay



Note: Medium areas have populations between 0.5 and 1 million

**Benefits from Public Transportation Service and Operations Strategies in  
Fresno CA**

<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	80	80	81	81
Annual Delay Reduction (1000 hours)	27	18	11	11
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	53	54	54	54
<b>Service Patrols</b>				
Percent of Roadway Miles	36	36	36	36
Annual Delay Reduction (1000 hours)	120	105	59	55
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	71	71	71	71
Annual Delay Reduction (1000 hours)	41	34	32	30
<b>Arterial Access Management</b>				
Percent of Roadway Miles	50	50	45	45
Annual Delay Reduction (1000 hours)	340	394	363	348
<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)	529	552	465	444
Annual Delay Saved per Peak Traveler (hours)	2	2	1	1
Annual Congestion Cost Savings (\$million)	11.3	11.3	9.2	8.3
Travel Time Index with Strategies	1.134	1.130	1.124	1.119
Travel Time Index (Base)	1.142	1.139	1.131	1.126
<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)	36.6	32.9	32.4	32.2
Unlinked Passenger Trips (million)	12.2	11.9	11.4	11.0
Travel Time Index (combined road and transit)	1.141	1.137	1.130	1.125
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.144	1.141	1.134	1.127
Annual Increase				
Delay (1000 hours)	224	259	247	162
Delay per Peak Traveler (hours)	1	1	1	0
Congestion Cost (\$million)	4.7	5.3	4.9	3.0

**Benefits from Public Transportation Service and Operations Strategies in  
Fresno CA, 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	89	90	92	83
Annual Delay Reduction (1000 hours)	5	9	8	11
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	59	57	66	60
<b>Service Patrols</b>				
Percent of Roadway Miles	40	41	45	43
Annual Delay Reduction (1000 hours)	55	56	45	84
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	72	74	75	75
Annual Delay Reduction (1000 hours)	32	42	44	51
<b>Arterial Access Management</b>				
Percent of Roadway Miles	45	47	47	46
Annual Delay Reduction (1000 hours)	393	305	289	437
<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)	486	412	385	584
Annual Delay Saved per Peak Traveler (hours)	2	1	1	2
Annual Congestion Cost Savings (\$million)	8.7	7.2	6.7	9.9
Travel Time Index with Strategies	1.124	1.126	1.129	1.145
Travel Time Index (Base)	1.131	1.133	1.135	1.155
<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)	38.1	38.0	47.0	43.0
Unlinked Passenger Trips (million)	11.3	12.0	13.3	12.5
Travel Time Index (combined road and transit)	1.130	1.131	1.133	1.153
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.135	1.136	1.140	1.159
Annual Increase				
Delay (1000 hours)	278	285	331	361
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	5.0	4.9	5.8	6.2

**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-
Birmingham, AL	H+	0	H+	F+	F+
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
<b>Fresno, CA</b>	<b>L</b>	<b>0</b>	<b>L</b>	<b>S-</b>	<b>S-</b>
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