

## Performance Measure Summary – Minneapolis-St. Paul, MN

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 Minneapolis-St. Paul MN

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	2,525	2,525	2,520	2,490	2,475	2,440
Rank	16	16	16	16	16	16
Urban Area (square miles)	1,250	1,250	1,250	1,250	1,245	1,240
Population Density (persons/sq mile)	2,020	2,020	2,016	1,992	1,988	1,968
Peak Travelers (1000s)	1,414	1,404	1,391	1,367	1,351	1,313
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	28,385	28,610	28,140	27,400	27,580	27,300
Lane-Miles	1,640	1,640	1,630	1,600	1,590	1,590
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	24,350	24,000	23,830	23,535	23,205	23,105
Lane-Miles	5,220	5,100	5,005	4,850	4,800	4,785
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	445	410	394	319	331	329
Annual Unlinked Psgr Trips (millions)	89	85	81	67	73	75
<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)	2.87	2.59	2.19	1.84	1.51	1.34
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	58	59	61	61	61	61
<b>Congested System</b> (% of lane-miles)	37	37	41	41	41	41
<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	62	52	81	88	121	144
Transit Riders or Carpoolers (millions)	17	14	22	24	33	39
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	38,534	39,585	41,350	38,036	37,984	37,493
Rank	20	18	17	18	17	16
Fuel per Peak Traveler (gallons)	27	28	30	28	28	29
Rank	23	22	20	23	17	14
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	55,287	56,822	59,650	54,467	53,185	52,443
Rank	19	19	17	19	18	17
Delay per Peak Traveler (person-hours)	39	40	43	40	39	40
Rank	24	25	21	26	22	17
Delay due to Incidents (percent)	56	56	56	55	56	56
<b>Travel Time Index</b>	1.24	1.25	1.26	1.24	1.24	1.24
Rank	28	26	26	27	26	26
<b>Congestion Cost</b>						
Total Cost (\$ millions)	1,148	1,135	1,131	985	921	881
Rank	19	19	18	19	18	17
Cost per Peak Traveler (\$)	812	808	813	720	682	671
Rank	26	27	24	28	25	21

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 Minneapolis-St. Paul MN, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	2,430	2,390	2,370	2,320	2,290
Rank	16	16	16	16	16
Urban Area (square miles)	1,240	1,235	1,225	1,220	1,215
Population Density (persons/sq mile)	1,960	1,935	1,935	1,902	1,885
Peak Travelers (1000s)	1,285	1,245	1,213	1,169	1,136
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	28,185	27,095	26,165	25,505	24,485
Lane-Miles	1,600	1,580	1,550	1,540	1,530
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	22,450	21,825	21,445	20,735	20,610
Lane-Miles	4,785	4,780	4,775	4,735	4,670
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	358	360	333	251	266
Annual Unlinked Psgr Trips (millions)	79	80	78	66	62
<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	1.54	1.14	1.09	1.19
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	61	61	58	57	53
<b>Congested System</b> (% of lane-miles)	41	41	40	40	39
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.2	7.2	7.2	7.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	229	216	207	215	246
Transit Riders or Carpoolers (millions)	63	58	54	55	62
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	39,715	36,440	34,333	32,055	29,503
Rank	16	16	16	15	15
Fuel per Peak Traveler (gallons)	31	29	28	27	26
Rank	10	14	13	12	12
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	56,502	50,636	48,862	45,705	43,010
Rank	16	17	16	15	15
Delay per Peak Traveler (person-hours)	44	41	40	39	38
Rank	13	15	14	13	16
Delay due to Incidents (percent)	55	56	57	56	56
<b>Travel Time Index</b>	1.26	1.24	1.23	1.22	1.21
Rank	20	20	19	19	20
<b>Congestion Cost</b>					
Total Cost (\$ millions)	947	835	759	695	650
Rank	16	16	16	16	16
Cost per Peak Traveler (\$)	737	670	626	594	573
Rank	15	17	15	13	15

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 Minneapolis-St. Paul MN, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	2,250	2,220	2,175	2,115	2,110
Rank	16	15	15	15	15
Urban Area (square miles)	1,210	1,210	1,200	1,195	1,190
Population Density (persons/sq mile)	1,860	1,835	1,813	1,770	1,773
Peak Travelers (1000s)	1,098	1,066	1,029	983	966
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	22,930	22,385	21,785	20,860	19,490
Lane-Miles	1,510	1,500	1,500	1,555	1,530
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	19,520	19,010	18,745	18,235	17,645
Lane-Miles	4,660	4,400	4,330	4,315	4,145
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	250	253	263	287	286
Annual Unlinked Psgr Trips (millions)	62	61	66	67	66
<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)	1.35	1.16	1.12	1.14	1.13
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	48	47	44	38	33
<b>Congested System</b> (% of lane-miles)	37	34	33	33	31
<b>Congested Time</b> (number of "Rush Hours")	6.4	6.2	6.0	5.4	5.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	258	283	316	279	259
Transit Riders or Carpoolers (millions)	62	69	76	65	59
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	23,309	22,419	20,380	16,920	13,946
Rank	19	17	17	19	19
Fuel per Peak Traveler (gallons)	21	21	20	17	14
Rank	26	21	24	26	34
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	34,459	33,397	30,528	26,235	21,774
Rank	20	18	18	19	20
Delay per Peak Traveler (person-hours)	31	31	30	27	23
Rank	27	26	23	27	33
Delay due to Incidents (percent)	56	57	56	56	56
<b>Travel Time Index</b>	1.17	1.17	1.16	1.13	1.11
Rank	32	26	27	34	41
<b>Congestion Cost</b>					
Total Cost (\$ millions)	517	482	429	360	290
Rank	20	19	20	19	20
Cost per Peak Traveler (\$)	471	452	417	366	300
Rank	27	26	26	27	35

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 Minneapolis-St. Paul MN, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	2,055	2,010	1,970	1,925	1,885
Rank	15	15	15	16	16
Urban Area (square miles)	1,100	1,040	1,015	1,015	995
Population Density (persons/sq mile)	1,868	1,933	1,941	1,897	1,894
Peak Travelers (1000s)	925	890	867	839	816
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	18,600	17,790	16,860	16,420	15,620
Lane-Miles	1,495	1,455	1,435	1,420	1,385
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	16,000	14,960	14,265	14,570	14,110
Lane-Miles	4,000	3,920	3,825	3,710	3,605
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	254	263	268	248	263
Annual Unlinked Psgr Trips (millions)	65	70	71	71	71
<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)	1.14	1.12	1.16	1.07	1.07
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	29	30	28	28	27
<b>Congested System</b> (% of lane-miles)	30	34	34	34	34
<b>Congested Time</b> (number of "Rush Hours")	4.6	4.4	4.0	4.0	3.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	231	239	243	283	309
Transit Riders or Carpoolers (millions)	50	51	50	59	64
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	11,452	11,093	9,651	9,762	8,814
Rank	23	21	22	19	19
Fuel per Peak Traveler (gallons)	12	12	11	12	11
Rank	40	38	37	28	33
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	17,864	17,631	15,345	15,639	14,083
Rank	21	21	21	20	19
Delay per Peak Traveler (person-hours)	19	20	18	19	17
Rank	39	37	37	29	32
Delay due to Incidents (percent)	56	56	56	56	56
<b>Travel Time Index</b>	1.10	1.10	1.09	1.10	1.09
Rank	41	40	41	35	35
<b>Congestion Cost</b>					
Total Cost (\$ millions)	232	220	183	177	154
Rank	21	21	21	19	19
Cost per Peak Traveler (\$)	251	247	211	211	189
Rank	39	37	38	31	32

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.

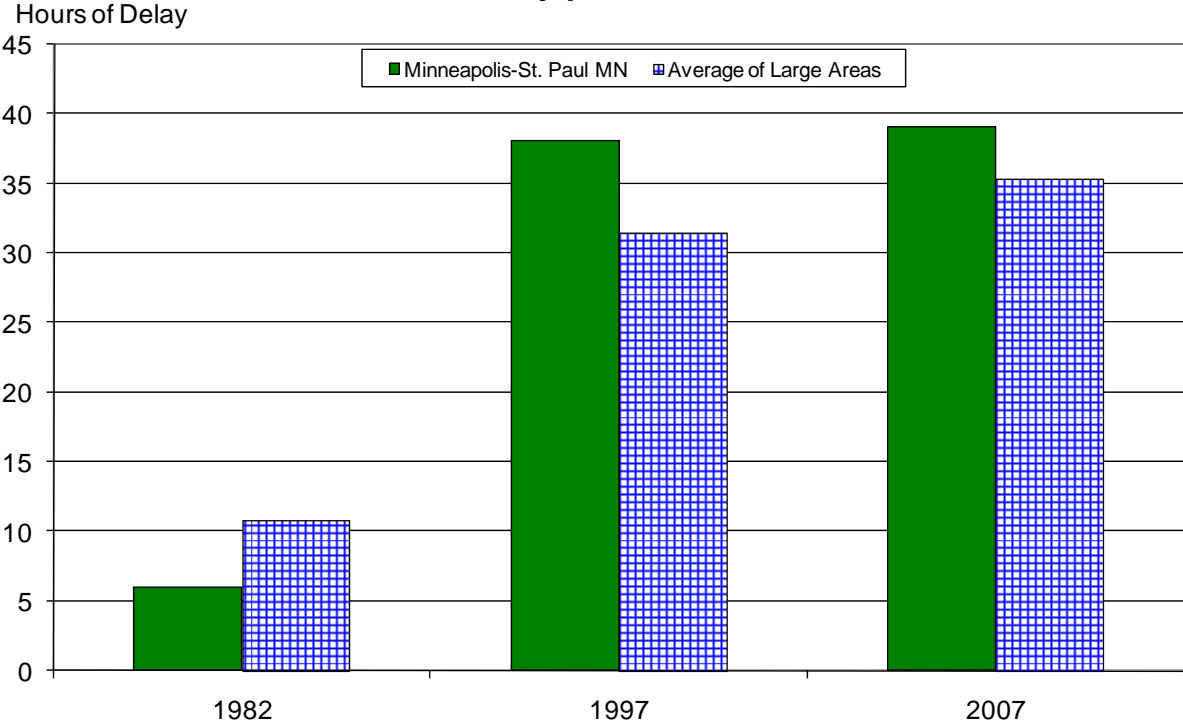
## The Mobility Data for Minneapolis-St. Paul MN, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,845	1,800	1,750	1,750	1,750
Rank	17	17	18	17	17
Urban Area (square miles)	960	930	880	850	830
Population Density (persons/sq mile)	1,922	1,935	1,989	2,059	2,108
Peak Travelers (1000s)	792	767	740	735	726
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	14,560	13,685	13,000	12,165	11,200
Lane-Miles	1,350	1,340	1,290	1,270	1,260
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	13,605	12,670	11,820	11,515	10,830
Lane-Miles	3,535	3,420	3,315	3,205	3,050
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	272	342	288	288	288
Annual Unlinked Psgr Trips (millions)	73	74	75	75	75
<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)	1.05	1.37	1.38	1.42	1.48
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	22	18	18	16	13
<b>Congested System</b> (% of lane-miles)	29	24	24	24	19
<b>Congested Time</b> (number of "Rush Hours")	3.4	3.0	2.9	2.9	2.7
<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)	6,837	5,099	4,629	3,662	2,679
Rank	21	23	23	25	29
Fuel per Peak Traveler (gallons)	9	7	6	5	4
Rank	36	40	44	47	53
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	11,018	8,087	7,359	5,743	4,242
Rank	21	25	24	25	32
Delay per Peak Traveler (person-hours)	14	11	10	8	6
Rank	40	45	48	52	55
Delay due to Incidents (percent)	55	55	55	55	54
<b>Travel Time Index</b>	1.07	1.06	1.06	1.05	1.04
Rank	43	46	42	44	50
<b>Congestion Cost</b>					
Total Cost (\$ millions)	116	86	76	58	42
Rank	21	25	25	25	30
Cost per Peak Traveler (\$)	147	113	103	79	58
Rank	41	49	49	52	57

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

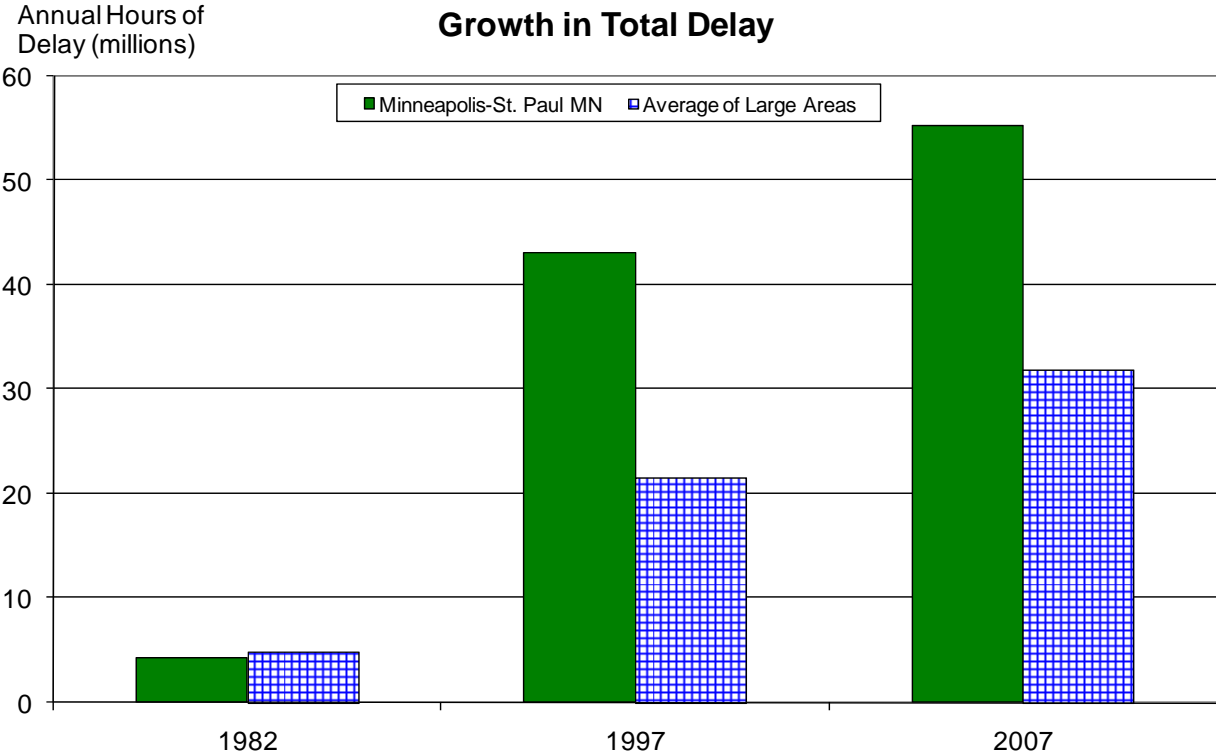
Note: Zeroes in the table reflect values less than 0.5.

### 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  
Minneapolis-St. Paul MN**

<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	91	88	86	84
Annual Delay Reduction (1000 hours)	1,539	1,815	1,499	1,289
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	85	82	80	80
<b>Service Patrols</b>				
Percent of Roadway Miles	85	82	80	80
Annual Delay Reduction (1000 hours)	2,881	2,942	2,939	2,473
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	48	49	50	52
Annual Delay Reduction (1000 hours)	135	118	135	215
<b>Arterial Access Management</b>				
Percent of Roadway Miles	34	34	34	34
Annual Delay Reduction (1000 hours)	595	424	575	592
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	240	233	227	221
HOV User Delay Savings	307	312	315	274
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	5,457	5,610	5,463	4,844
Annual Delay Saved per Peak Traveler (hours)	4	4	4	4
Annual Congestion Cost Savings (\$million)	109.6	107.9	100.1	85.0
Travel Time Index with Strategies	1.238	1.246	1.261	1.243
Travel Time Index (Base)	1.259	1.268	1.282	1.263
<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)	445	410	393	319
Unlinked Passenger Trips (million)	89	85	81	67
Travel Time Index (combined road and transit)	1.253	1.262	1.276	1.258
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.269	1.278	1.292	1.270
Annual Increase				
Delay (1000 hours)	3,900	4,036	3,852	2,862
Delay per Peak Traveler (hours)	3	3	3	2
Congestion Cost (\$million)	79.4	78.7	71.5	50.7

**Benefits from Public Transportation Service and Operations Strategies in  
Minneapolis-St. Paul MN, 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	85	85	86	88
Annual Delay Reduction (1000 hours)	1,581	1,617	1,545	1,600
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	80	80	80	80
<b>Service Patrols</b>				
Percent of Roadway Miles	80	80	80	80
Annual Delay Reduction (1000 hours)	2,450	2,416	2,567	2,392
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	52	52	52	52
Annual Delay Reduction (1000 hours)	275	145	150	165
<b>Arterial Access Management</b>				
Percent of Roadway Miles	33	30	28	25
Annual Delay Reduction (1000 hours)	617	526	547	370
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	215	210	204	199
HOV User Delay Savings	262	256	245	225
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	5,185	4,960	5,054	4,752
Annual Delay Saved per Peak Traveler (hours)	4	4	4	4
Annual Congestion Cost Savings (\$million)	87.2	81.2	82.5	76.1
Travel Time Index with Strategies	1.243	1.242	1.256	1.242
Travel Time Index (Base)	1.265	1.263	1.278	1.264
<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)	331	329	358	360
Unlinked Passenger Trips (million)	73	75	78	79
Travel Time Index (combined road and transit)	1.260	1.258	1.272	1.258
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.274	1.272	1.287	1.273
Annual Increase				
Delay (1000 hours)	3,356	3,288	3,567	3,458
Delay per Peak Traveler (hours)	2	3	3	3
Congestion Cost (\$million)	56.6	54.0	58.3	55.4

**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+
<b>Minneapolis-St. Paul, MN</b>	<b>H</b>	<b>0</b>	<b>H+</b>	<b>F+</b>	<b>F+</b>
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