

Table 6. Summary of Congestion Measures and Trends

| Urban Area | Congestion Levels in 2007 | | | Congestion Increase 1982 to 2007 | |
|--|----------------------------|-------------------|-------------------------------------|----------------------------------|-------------------------------------|
| | Delay per Traveler (Hours) | Travel Time Index | Total Delay (1000 Hours) | Delay per Traveler (Hours) | Total Delay (1000 Hours) |
| Very Large Average (14 areas) | 51 | 1.37 | 166,900 | 30 | 129,322 |
| New York-Newark NY-NJ-CT | - | 0 | ++ | 0 | F+ |
| Los Angeles-Long Beach-Santa Ana CA | ++ | ++ | ++ | S | F+ |
| Chicago IL-IN | L- | + | + | S | F+ |
| Miami FL | - | 0 | - | 0 | S |
| Philadelphia PA-NJ-DE-MD | -- | -- | -- | S- | S- |
| San Francisco-Oakland CA | + | + | - | 0 | S- |
| Dallas-Fort Worth-Arlington TX | 0 | - | - | F+ | 0 |
| Atlanta GA | + | 0 | - | F+ | S |
| Washington DC-VA-MD | ++ | 0 | - | F+ | S- |
| Boston MA-NH-RI | -- | -- | -- | 0 | S- |
| Detroit MI | 0 | -- | -- | 0 | S- |
| Houston TX | + | - | - | S | S- |
| Phoenix AZ | - | - | -- | S- | S- |
| Seattle WA | -- | -- | -- | 0 | S- |
| Large Average (29 areas) | 35 | 1.23 | 31,778 | 24 | 26,944 |
| San Diego CA | ++ | ++ | ++ | F+ | F+ |
| Minneapolis-St. Paul MN | + | 0 | ++ | F+ | F+ |
| Baltimore MD | ++ | ++ | ++ | F+ | F+ |
| Tampa-St. Petersburg FL | ++ | ++ | ++ | 0 | F+ |
| St. Louis MO-IL | -- | -- | 0 | S- | S |
| Denver-Aurora CO | ++ | ++ | ++ | F | F+ |
| Riverside-San Bernardino CA | ++ | ++ | ++ | F+ | F+ |
| Sacramento CA | + | ++ | + | 0 | F+ |
| Pittsburgh PA | -- | -- | -- | S- | S- |
| Portland OR-WA | 0 | + | 0 | 0 | F |
| Cleveland OH | -- | -- | -- | S- | S- |
| San Jose CA | ++ | ++ | ++ | F | F+ |
| Cincinnati OH-KY-IN | -- | - | - | S | S- |
| Virginia Beach VA | - | - | - | S- | S- |
| Kansas City MO-KS | -- | -- | -- | S- | S- |
| Milwaukee WI | -- | -- | -- | S- | S- |
| San Antonio TX | + | 0 | 0 | F+ | F |
| Las Vegas NV | ++ | + | 0 | F+ | F+ |
| Orlando FL | ++ | + | + | F+ | F+ |
| Providence RI-MA | - | - | - | 0 | S- |
| Columbus OH | - | - | - | 0 | S- |
| Buffalo NY | -- | -- | -- | S- | S- |
| New Orleans LA | -- | - | -- | S- | S- |
| Charlotte NC-SC | + | 0 | - | F | S- |
| Indianapolis IN | + | 0 | - | S | S- |
| Jacksonville FL | + | 0 | - | 0 | S- |
| Austin TX | + | + | - | F | S- |
| Memphis TN-MS-AR | -- | -- | -- | S | S- |
| Raleigh-Durham NC | 0 | - | -- | 0 | S- |
| Interval Values – Very Large and Large | 5 hours | 5 index points | (5 hours x average popn. for group) | 5 hours | (5 hours x average popn. for group) |

0 – Average congestion levels or average congestion growth (within 1 interval)

(Note: Interval – If the difference in values is less than this, it may not indicate a difference in congestion level).

Between 1 and 2 intervals above or below the average

+ Higher congestion; F Faster congestion growth;

- Lower congestion; S Slower congestion growth;

More than 2 intervals above or below the average

++ Much higher congestion; F+ Much faster growth

-- Much lower congestion; S- Much slower growth

Table 6. Summary of Congestion Measures and Trends, Continued

| Urban Area | Congestion Levels in 2007 | | | Congestion Increase 1982 to 2007 | |
|---|----------------------------------|----------------------|--|-------------------------------------|---|
| | Delay per Traveler (Hours) | Travel Time Index | Total Delay (1000 Hours) | Delay per Traveler (Hours) | Total Delay (1000 Hours) |
| Medium Average (31 areas) | 23 | 1.14 | 9,002 | 15 | 7,295 |
| Nashville-Davidson TN | ++ | 0 | ++ | F | F+ |
| Salt Lake City UT | + | ++ | ++ | F | F+ |
| Richmond VA | - | -- | + | 0 | F+ |
| Louisville KY-IN | ++ | ++ | ++ | F+ | F+ |
| Hartford CT | - | - | + | F | F+ |
| Bridgeport-Stamford CT-NY | ++ | ++ | ++ | F+ | F+ |
| Oklahoma City OK | + | - | ++ | F+ | F+ |
| Tulsa OK | 0 | - | 0 | 0 | F |
| Tucson AZ | ++ | ++ | ++ | F | F+ |
| Dayton OH | -- | -- | -- | S- | S- |
| Rochester NY | -- | -- | -- | S- | S- |
| Birmingham AL | ++ | 0 | ++ | F+ | F+ |
| Lancaster-Palmdale CA | -- | - | -- | S- | S- |
| Honolulu HI | + | ++ | + | S | S |
| El Paso TX-NM | - | - | - | 0 | S |
| Oxnard-Ventura CA | ++ | ++ | ++ | F+ | F+ |
| Sarasota-Bradenton FL | + | ++ | 0 | S- | 0 |
| Springfield MA-CT | -- | -- | -- | S- | S- |
| Omaha NE-IA | + | + | 0 | F+ | F |
| Fresno CA | - | 0 | - | S- | S- |
| Allentown-Bethlehem PA-NJ | 0 | 0 | - | S | S- |
| Akron OH | -- | -- | -- | S- | S- |
| Grand Rapids MI | 0 | - | - | 0 | S |
| Albany-Schenectady NY | - | - | - | 0 | S- |
| Albuquerque NM | ++ | + | + | F+ | F+ |
| New Haven CT | - | - | -- | 0 | S- |
| Indio-Cathedral City-Palm Springs CA | -- | 0 | -- | S- | S- |
| Toledo OH-MI | -- | -- | -- | S | S- |
| Poughkeepsie-Newburgh NY | -- | -- | -- | S- | S- |
| Bakersfield CA | -- | -- | -- | S- | S- |
| Colorado Springs CO | 0 | 0 | - | F | S- |
| Small Average (16 areas) | 19 | 1.10 | 3,444 | 13 | 2,881 |
| Knoxville TN | ++ | + | ++ | F | F+ |
| Charleston-North Charleston SC | ++ | ++ | ++ | F+ | F+ |
| Cape Coral FL | ++ | ++ | ++ | F+ | F+ |
| Columbia SC | + | 0 | ++ | F+ | F+ |
| Wichita KS | -- | -- | -- | S- | S- |
| Little Rock AR | + | 0 | + | F+ | F+ |
| Spokane WA | -- | -- | -- | S- | S- |
| Pensacola FL-AL | ++ | + | ++ | F+ | F+ |
| Corpus Christi TX | -- | -- | -- | S- | S- |
| Anchorage AK | -- | - | -- | S- | S- |
| Eugene OR | -- | - | -- | S- | S- |
| Salem OR | - | 0 | - | 0 | S- |
| Beaumont TX | -- | -- | -- | S- | S- |
| Laredo TX | - | + | -- | 0 | S- |
| Brownsville TX | -- | - | -- | S- | S- |
| Boulder CO | -- | 0 | -- | S- | S- |
| Interval Values – Medium and Small | 5 hours | 5 index points | (5 hours x average popn. for group) | 5 hours | (5 hours x average popn. for group) |

0 – Average congestion levels or average congestion growth (within 1 interval)

(Note: Interval – If the difference in values is less than this, it may not indicate a difference in congestion level).

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