

## Performance Measure Summary – New Orleans, LA

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 New Orleans LA

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	1,100	1,100	1,090	1,090	1,090	1,090
Rank	37	37	37	37	37	37
Urban Area (square miles)	320	320	320	320	315	315
Population Density (persons/sq mile)	3,438	3,438	3,406	3,406	3,460	3,460
Peak Travelers (1000s)	579	575	566	562	559	552
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	5,340	5,400	5,700	5,700	5,750	5,700
Lane-Miles	375	375	415	415	425	420
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	8,165	8,165	8,200	8,230	8,290	8,280
Lane-Miles	1,790	1,810	1,810	1,830	1,840	1,850
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	130	130	130	135	156	142
Annual Unlinked Psgr Trips (millions)	54	54	54	55	61	61
<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)	2.92	2.56	2.23	1.87	1.46	1.33
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	45	47	44	42	42	42
<b>Congested System</b> (% of lane-miles)	36	37	36	36	35	35
<b>Congested Time</b> (number of "Rush Hours")	6.0	6.0	5.6	5.6	5.6	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	0	0	3	0	9	17
Transit Riders or Carpoolers (millions)	0	0	1	0	2	4
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	7,147	7,257	6,982	6,706	6,796	6,604
Rank	51	49	49	49	49	50
Fuel per Peak Traveler (gallons)	12	13	12	12	12	12
Rank	65	59	62	63	59	60
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	11,327	11,395	10,926	10,629	10,882	10,565
Rank	50	49	49	49	48	49
Delay per Peak Traveler (person-hours)	20	20	19	19	19	19
Rank	61	60	61	60	61	61
Delay due to Incidents (percent)	54	54	54	54	54	53
<b>Travel Time Index</b>	1.17	1.17	1.16	1.15	1.15	1.15
Rank	43	42	45	48	47	46
<b>Congestion Cost</b>						
Total Cost (\$ millions)	244	237	218	200	196	185
Rank	49	49	49	49	48	48
Cost per Peak Traveler (\$)	422	412	385	355	351	336
Rank	61	57	57	59	59	58

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 New Orleans LA, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	1,095	1,090	1,090	1,090	1,085
Rank	37	37	36	35	34
Urban Area (square miles)	315	315	310	315	300
Population Density (persons/sq mile)	3,476	3,460	3,516	3,460	3,617
Peak Travelers (1000s)	544	534	524	517	506
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,585	5,615	5,750	5,745	5,470
Lane-Miles	415	415	415	410	410
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	8,170	8,190	8,210	8,035	7,980
Lane-Miles	1,850	1,850	1,850	1,850	1,850
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	173	180	196	206	177
Annual Unlinked Psgr Trips (millions)	61	63	67	70	64
<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	1.04	1.17
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	41	41	42	42	42
<b>Congested System</b> (% of lane-miles)	36	36	36	36	37
<b>Congested Time</b> (number of "Rush Hours")	5.4	5.4	5.6	5.6	5.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	17	15	22	33	26
Transit Riders or Carpoolers (millions)	4	3	5	7	5
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,526	6,738	7,193	6,928	6,641
Rank	49	46	45	43	43
Fuel per Peak Traveler (gallons)	12	13	14	13	13
Rank	61	59	51	52	52
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	10,534	10,845	11,459	11,014	10,493
Rank	48	47	45	43	42
Delay per Peak Traveler (person-hours)	19	20	22	21	21
Rank	61	60	53	53	52
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.15	1.15	1.16	1.16	1.15
Rank	45	44	41	41	42
<b>Congestion Cost</b>					
Total Cost (\$ millions)	184	186	186	175	167
Rank	47	47	42	40	41
Cost per Peak Traveler (\$)	339	349	355	339	330
Rank	57	54	51	49	49

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 New Orleans LA, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	1,085	1,085	1,085	1,080	1,075
Rank	33	33	33	33	33
Urban Area (square miles)	295	290	285	280	275
Population Density (persons/sq mile)	3,678	3,741	3,807	3,857	3,909
Peak Travelers (1000s)	498	489	483	472	463
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,400	5,590	5,555	5,105	5,000
Lane-Miles	410	405	405	405	395
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,835	7,780	7,745	7,725	7,710
Lane-Miles	1,850	1,850	1,840	1,810	1,780
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	199	215	220	213	216
Annual Unlinked Psgr Trips (millions)	69	79	77	71	76
<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)	1.22	1.16	1.06	1.12	1.12
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	39	41	40	41	41
<b>Congested System</b> (% of lane-miles)	33	33	33	34	34
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.4	5.4	4.8	5.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	26	38	46	43	41
Transit Riders or Carpoolers (millions)	5	8	10	9	8
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,231	6,626	6,557	5,896	5,980
Rank	42	39	37	38	34
Fuel per Peak Traveler (gallons)	13	14	14	12	13
Rank	52	44	43	46	39
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	9,818	10,435	10,590	9,399	9,403
Rank	42	40	37	37	34
Delay per Peak Traveler (person-hours)	20	21	22	20	20
Rank	53	47	42	45	38
Delay due to Incidents (percent)	54	54	54	53	53
<b>Travel Time Index</b>					
	1.15	1.15	1.15	1.14	1.14
Rank	38	36	32	32	30
<b>Congestion Cost</b>					
Total Cost (\$ millions)	154	159	157	135	131
Rank	41	37	36	36	34
Cost per Peak Traveler (\$)	310	325	324	285	283
Rank	52	44	42	42	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 New Orleans LA, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	1,060	1,050	1,045	1,040	1,035
Rank	34	34	34	34	33
Urban Area (square miles)	270	270	270	270	270
Population Density (persons/sq mile)	3,926	3,889	3,870	3,852	3,833
Peak Travelers (1000s)	448	437	433	426	421
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,900	4,750	4,600	4,450	4,360
Lane-Miles	385	375	365	355	345
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,600	7,545	7,400	7,205	7,215
Lane-Miles	1,750	1,745	1,740	1,730	1,725
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	208	228	205	223	216
Annual Unlinked Psgr Trips (millions)	78	86	79	85	78
<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)	1.12	1.08	1.09	1.01	1.10
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	42	41	37	38	39
<b>Congested System</b> (% of lane-miles)	34	34	33	33	33
<b>Congested Time</b> (number of "Rush Hours")	5.0	5.0	4.8	4.8	4.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	27	18	19	10	30
Transit Riders or Carpoolers (millions)	6	4	4	2	6
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,269	5,925	5,070	5,054	5,109
Rank	32	32	31	29	28
Fuel per Peak Traveler (gallons)	14	14	12	12	12
Rank	31	31	33	28	26
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	9,973	9,433	8,100	8,205	8,291
Rank	30	30	31	30	27
Delay per Peak Traveler (person-hours)	22	22	19	19	20
Rank	34	32	34	29	25
Delay due to Incidents (percent)	53	54	54	54	54
<b>Travel Time Index</b>	1.15	1.15	1.13	1.13	1.14
Rank	23	23	22	21	16
<b>Congestion Cost</b>					
Total Cost (\$ millions)	136	123	101	97	95
Rank	29	29	29	28	27
Cost per Peak Traveler (\$)	302	282	233	227	225
Rank	33	31	33	29	25

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.

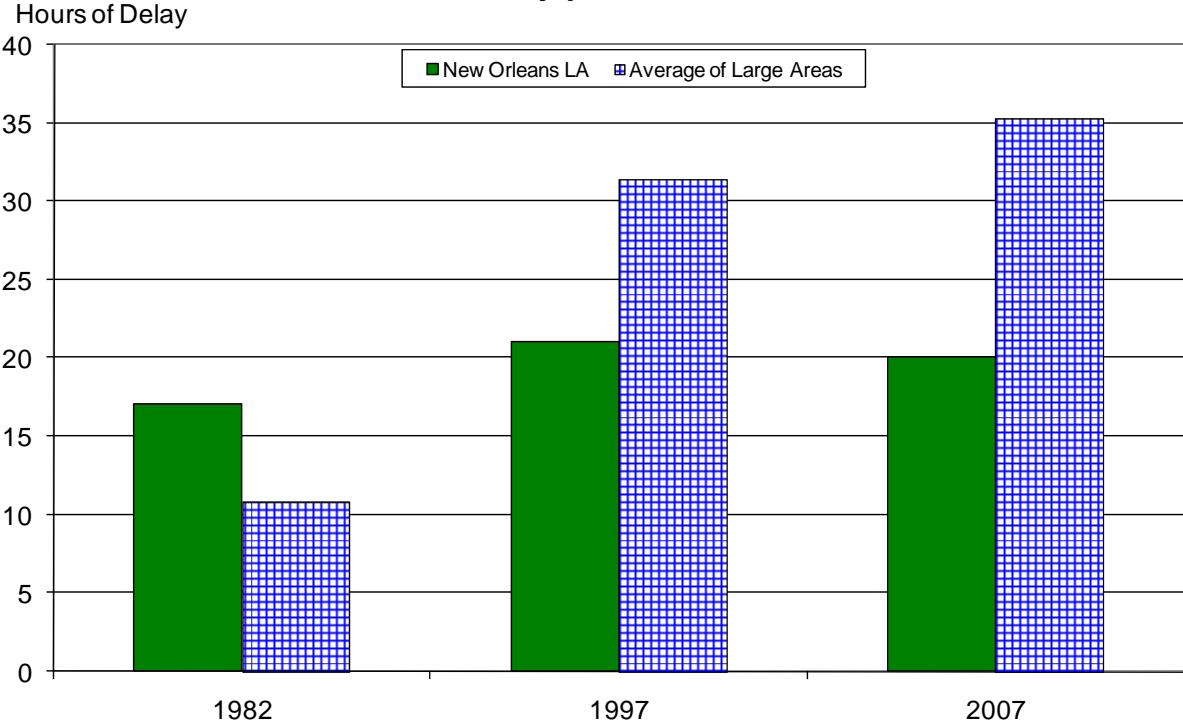
## The Mobility Data for New Orleans LA, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,035	1,030	1,030	1,025	1,020
Rank	31	30	30	31	31
Urban Area (square miles)	270	270	270	270	270
Population Density (persons/sq mile)	3,833	3,815	3,815	3,796	3,778
Peak Travelers (1000s)	417	412	410	405	398
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,435	4,490	4,335	4,125	4,035
Lane-Miles	340	340	340	340	330
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,300	7,305	7,125	7,275	6,730
Lane-Miles	1,720	1,710	1,665	1,635	1,605
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	214	223	226	226	226
Annual Unlinked Psgr Trips (millions)	82	80	90	90	90
<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)	0.98	1.29	1.30	1.33	1.39
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	41	41	41	39	35
<b>Congested System</b> (% of lane-miles)	32	32	36	35	31
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.2	5.0	4.8	4.6
<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)	5,469	5,598	5,338	4,814	4,077
Rank	25	21	21	21	22
Fuel per Peak Traveler (gallons)	13	14	13	12	10
Rank	18	11	12	9	14
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	8,687	9,070	8,744	7,997	6,835
Rank	26	21	21	21	22
Delay per Peak Traveler (person-hours)	21	22	21	20	17
Rank	19	12	13	11	15
Delay due to Incidents (percent)	54	54	53	53	53
<b>Travel Time Index</b>	1.14	1.15	1.14	1.13	1.11
Rank	13	8	9	8	9
<b>Congestion Cost</b>					
Total Cost (\$ millions)	95	101	94	83	69
Rank	25	21	21	21	23
Cost per Peak Traveler (\$)	229	245	230	205	175
Rank	19	12	12	11	14

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

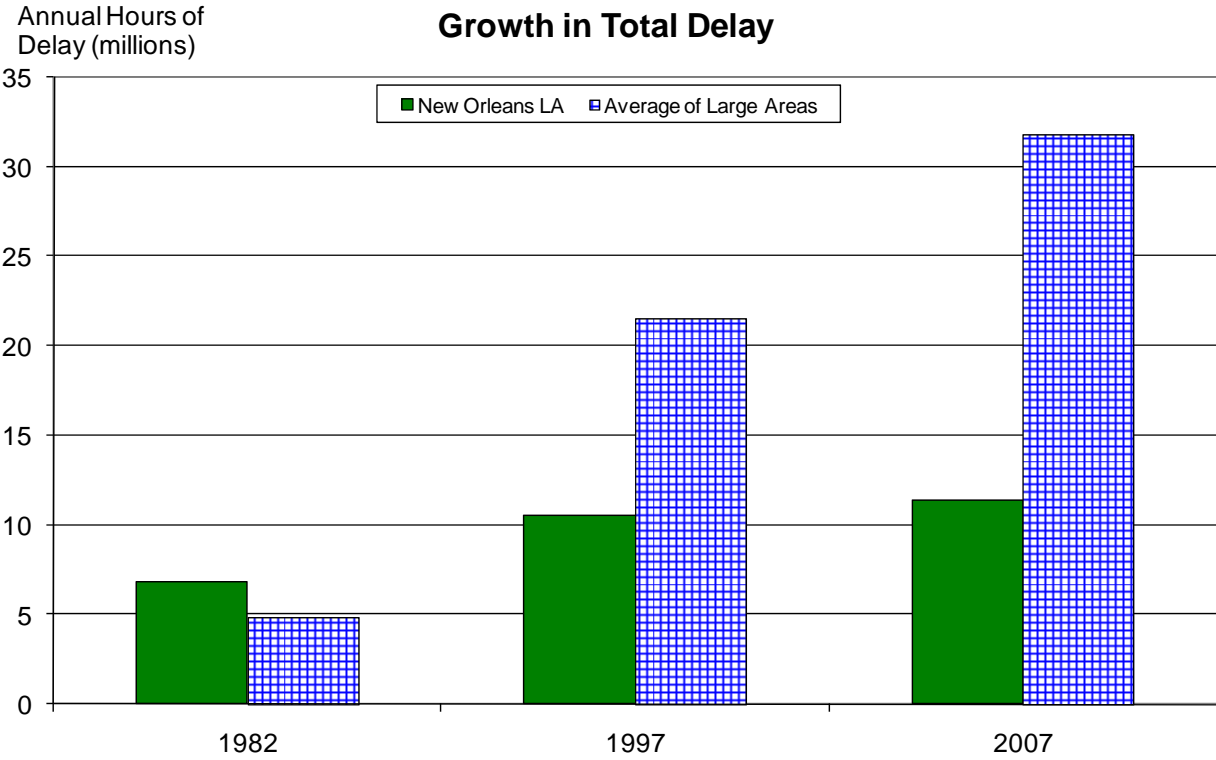
Note: Zeroes in the table reflect values less than 0.5.

### 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  
New Orleans LA**

<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	--	--	--	--
<b>Service Patrols</b>				
Percent of Roadway Miles	85	85	82	84
Annual Delay Reduction (1000 hours)	223	228	156	134
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	31	31	30	30
Annual Delay Reduction (1000 hours)	20	18	18	30
<b>Arterial Access Management</b>				
Percent of Roadway Miles	46	45	45	45
Annual Delay Reduction (1000 hours)	431	426	428	438
<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)	675	671	602	602
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	14.6	14.0	12.0	11.3
Travel Time Index with Strategies	1.165	1.167	1.156	1.149
Travel Time Index (Base)	1.174	1.176	1.163	1.156
<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)	130	130	130	135
Unlinked Passenger Trips (million)	54	54	54	55
Travel Time Index (combined road and transit)	1.169	1.171	1.159	1.152
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.184	1.186	1.172	1.166
Annual Increase				
Delay (1000 hours)	1,075	1,036	949	970
Delay per Peak Traveler (hours)	2	2	2	2
Congestion Cost (\$million)	23.4	21.8	19.1	18.4

**Benefits from Public Transportation Service and Operations Strategies in  
New Orleans LA, 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	--	--	--	--
<b>Service Patrols</b>				
Percent of Roadway Miles	66	67	45	23
Annual Delay Reduction (1000 hours)	135	116	94	57
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	30	30	30	30
Annual Delay Reduction (1000 hours)	19	18	13	12
<b>Arterial Access Management</b>				
Percent of Roadway Miles	42	38	35	32
Annual Delay Reduction (1000 hours)	404	326	386	319
<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)	558	459	494	388
Annual Delay Saved per Peak Traveler (hours)	1	1	1	1
Annual Congestion Cost Savings (\$million)	10.0	8.1	8.5	6.6
Travel Time Index with Strategies	1.150	1.146	1.147	1.152
Travel Time Index (Base)	1.156	1.152	1.152	1.156
<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)	156	142	173	179
Unlinked Passenger Trips (million)	61	61	61	63
Travel Time Index (combined road and transit)	1.151	1.147	1.147	1.150
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.166	1.161	1.165	1.168
Annual Increase				
Delay (1000 hours)	1,092	1,009	1,326	1,284
Delay per Peak Traveler (hours)	2	2	2	2
Congestion Cost (\$million)	19.9	17.8	23.3	22.2

**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