

## Performance Measure Summary – New York-Newark, NY-NJ-CT

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 York-Newark NY-NJ-CT

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	18,225	18,220	18,000	17,850	17,700	17,400
Rank	1	1	1	1	1	1
Urban Area (square miles)	4,810	4,800	4,790	4,780	4,775	4,600
Population Density (persons/sq mile)	3,789	3,796	3,758	3,734	3,707	3,783
Peak Travelers (1000s)	8,602	8,582	8,424	8,300	8,177	7,969
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	119,240	118,245	117,500	115,500	112,555	105,195
Lane-Miles	7,215	7,205	7,200	7,000	6,850	6,765
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	102,470	99,685	96,500	94,000	90,450	85,850
Lane-Miles	19,760	19,700	19,200	18,800	18,430	17,900
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	21,417	19,832	18,720	18,973	18,444	18,594
Annual Unlinked Psgr Trips (millions)	4,054	3,557	3,478	3,387	3,344	3,392
<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)	69	68	68	68	64	61
<b>Congested System</b> (% of lane-miles)	49	49	48	48	44	44
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.2	7.2	7.2	7.2	6.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	815	806	777	712	660	437
Transit Riders or Carpoolers (millions)	233	227	219	201	184	117
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	238,935	242,747	243,659	224,987	200,361	174,138
Rank	2	2	2	2	2	2
Fuel per Peak Traveler (gallons)	28	28	29	27	25	22
Rank	20	22	22	26	25	33
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	379,328	389,066	392,927	355,548	321,097	274,751
Rank	2	2	2	2	2	2
Delay per Peak Traveler (person-hours)	44	45	47	43	39	34
Rank	14	14	13	17	22	33
Delay due to Incidents (percent)	63	63	64	63	63	63
<b>Travel Time Index</b>	1.37	1.38	1.39	1.37	1.33	1.30
Rank	5	4	4	7	8	10
<b>Congestion Cost</b>						
Total Cost (\$ millions)	8,180	8,123	7,858	6,756	5,813	4,875
Rank	2	2	2	2	2	2
Cost per Peak Traveler (\$)	951	947	933	814	711	612
Rank	15	14	13	20	22	27

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 York-Newark NY-NJ-CT, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	17,200	17,090	16,650	16,500	16,335
Rank	1	1	1	1	1
Urban Area (square miles)	4,500	4,400	4,300	4,200	4,100
Population Density (persons/sq mile)	3,822	3,884	3,872	3,929	3,984
Peak Travelers (1000s)	7,757	7,588	7,293	7,112	6,942
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	103,675	101,295	100,260	96,808	94,755
Lane-Miles	6,760	6,600	6,590	6,590	6,550
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	84,365	83,835	82,575	81,665	80,255
Lane-Miles	17,700	17,510	17,460	17,425	17,400
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	18,990	18,648	17,640	16,931	16,318
Annual Unlinked Psgr Trips (millions)	3,417	3,224	3,130	2,907	2,885
<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)	60	61	62	57	56
<b>Congested System</b> (% of lane-miles)	44	44	48	46	46
<b>Congested Time</b> (number of "Rush Hours")	6.8	6.8	6.6	6.4	6.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	511	588	708	780	860
Transit Riders or Carpoolers (millions)	136	157	187	201	218
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	164,040	163,855	164,271	145,525	140,270
Rank	2	2	2	2	2
Fuel per Peak Traveler (gallons)	21	22	23	20	20
Rank	32	31	23	32	32
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	259,203	259,616	258,382	231,424	225,489
Rank	2	2	2	2	2
Delay per Peak Traveler (person-hours)	33	34	35	33	32
Rank	30	26	23	26	28
Delay due to Incidents (percent)	62	62	62	61	61
<b>Travel Time Index</b>	1.29	1.29	1.30	1.27	1.26
Rank	11	11	6	9	9
<b>Congestion Cost</b>					
Total Cost (\$ millions)	4,587	4,484	4,198	3,670	3,576
Rank	2	2	2	2	2
Cost per Peak Traveler (\$)	591	591	576	516	515
Rank	28	24	21	27	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 York-Newark NY-NJ-CT, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	16,320	16,270	16,185	16,115	16,015
Rank	1	1	1	1	1
Urban Area (square miles)	4,020	3,980	3,960	3,900	3,800
Population Density (persons/sq mile)	4,060	4,088	4,087	4,132	4,214
Peak Travelers (1000s)	6,822	6,703	6,571	6,446	6,310
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	91,270	88,500	86,600	84,210	82,900
Lane-Miles	6,545	6,495	6,440	6,310	6,285
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	78,300	75,605	71,555	67,905	63,810
Lane-Miles	17,380	17,360	17,355	17,305	17,240
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	16,306	15,362	14,964	13,839	14,910
Annual Unlinked Psgr Trips (millions)	2,660	2,531	2,580	2,419	2,622
<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)	52	50	47	46	45
<b>Congested System</b> (% of lane-miles)	46	46	45	45	45
<b>Congested Time</b> (number of "Rush Hours")	5.8	5.6	5.4	5.2	5.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	854	811	821	789	707
Transit Riders or Carpoolers (millions)	210	194	190	176	153
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	124,684	117,197	105,319	95,389	89,304
Rank	2	2	2	2	2
Fuel per Peak Traveler (gallons)	18	17	16	15	14
Rank	35	36	35	35	34
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	201,503	191,307	173,042	153,077	145,132
Rank	2	2	2	2	2
Delay per Peak Traveler (person-hours)	30	29	26	24	23
Rank	29	29	31	34	33
Delay due to Incidents (percent)	62	62	62	61	62
<b>Travel Time Index</b>	1.24	1.23	1.21	1.20	1.19
Rank	12	14	14	15	14
<b>Congestion Cost</b>					
Total Cost (\$ millions)	3,152	2,904	2,533	2,191	2,029
Rank	2	2	2	2	2
Cost per Peak Traveler (\$)	462	433	385	340	322
Rank	29	28	31	32	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.

## The Mobility Data for New York-Newark NY-NJ-CT, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	15,975	15,925	15,840	15,750	15,580
Rank	1	1	1	1	1
Urban Area (square miles)	3,700	3,600	3,500	3,400	3,350
Population Density (persons/sq mile)	4,318	4,424	4,526	4,632	4,651
Peak Travelers (1000s)	6,198	6,083	6,003	5,906	5,796
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	81,600	81,475	78,675	74,580	72,000
Lane-Miles	6,100	6,020	5,900	5,810	5,790
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	60,695	57,385	54,800	54,490	54,510
Lane-Miles	17,095	16,965	16,900	16,875	16,720
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	14,786	15,481	16,572	16,157	15,000
Annual Unlinked Psgr Trips (millions)	2,591	2,808	3,067	2,815	2,953
<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)	45	45	44	40	33
<b>Congested System</b> (% of lane-miles)	45	45	45	44	42
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.2	5.0	4.6	4.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	665	694	631	613	695
Transit Riders or Carpoolers (millions)	142	145	128	121	136
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	89,033	92,000	85,338	72,480	52,751
Rank	2	2	2	2	3
Fuel per Peak Traveler (gallons)	14	15	14	12	9
Rank	31	26	24	28	38
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	144,749	155,157	144,900	126,151	90,601
Rank	2	2	2	2	2
Delay per Peak Traveler (person-hours)	23	26	24	21	16
Rank	31	20	22	25	35
Delay due to Incidents (percent)	62	63	63	63	60
<b>Travel Time Index</b>	1.20	1.21	1.20	1.18	1.13
Rank	12	12	12	12	17
<b>Congestion Cost</b>					
Total Cost (\$ millions)	1,965	2,020	1,800	1,488	1,026
Rank	2	2	2	2	2
Cost per Peak Traveler (\$)	317	332	300	252	177
Rank	28	21	22	23	36

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

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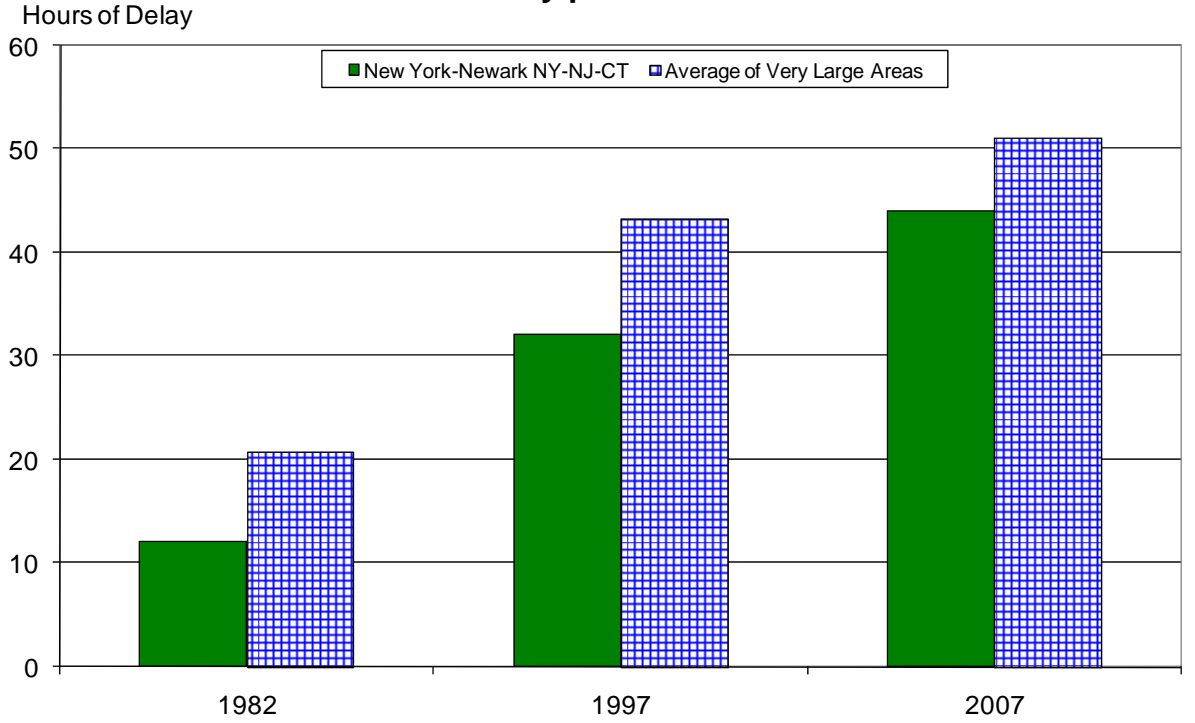
## The Mobility Data for New York-Newark NY-NJ-CT, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	15,500	15,400	15,340	15,375	15,500
Rank	1	1	1	1	1
Urban Area (square miles)	3,300	3,220	3,160	3,150	3,180
Population Density (persons/sq mile)	4,697	4,783	4,854	4,881	4,874
Peak Travelers (1000s)	5,704	5,621	5,553	5,520	5,503
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	69,100	65,860	63,900	60,600	57,560
Lane-Miles	5,650	5,555	5,605	5,485	5,425
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	54,440	53,830	52,540	52,365	51,105
Lane-Miles	16,660	16,550	16,475	16,325	16,285
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	14,924	16,435	16,325	16,325	16,325
Annual Unlinked Psgr Trips (millions)	2,961	3,195	3,504	3,504	3,504
<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)	31	29	27	26	25
<b>Congested System</b> (% of lane-miles)	41	41	41	41	41
<b>Congested Time</b> (number of "Rush Hours")	4.2	3.8	3.4	3.2	3.0
<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)	47,985	46,311	41,198	39,982	36,771
Rank	3	2	2	2	2
Fuel per Peak Traveler (gallons)	8	8	7	7	7
Rank	41	37	37	33	30
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	83,215	81,036	71,287	71,679	66,781
Rank	2	2	2	2	2
Delay per Peak Traveler (person-hours)	15	14	13	13	12
Rank	35	35	35	30	28
Delay due to Incidents (percent)	60	60	60	60	60
<b>Travel Time Index</b>	1.12	1.12	1.11	1.11	1.10
Rank	18	15	16	15	15
<b>Congestion Cost</b>					
Total Cost (\$ millions)	907	903	772	750	684
Rank	2	2	2	2	2
Cost per Peak Traveler (\$)	159	161	139	136	124
Rank	35	34	35	30	29

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

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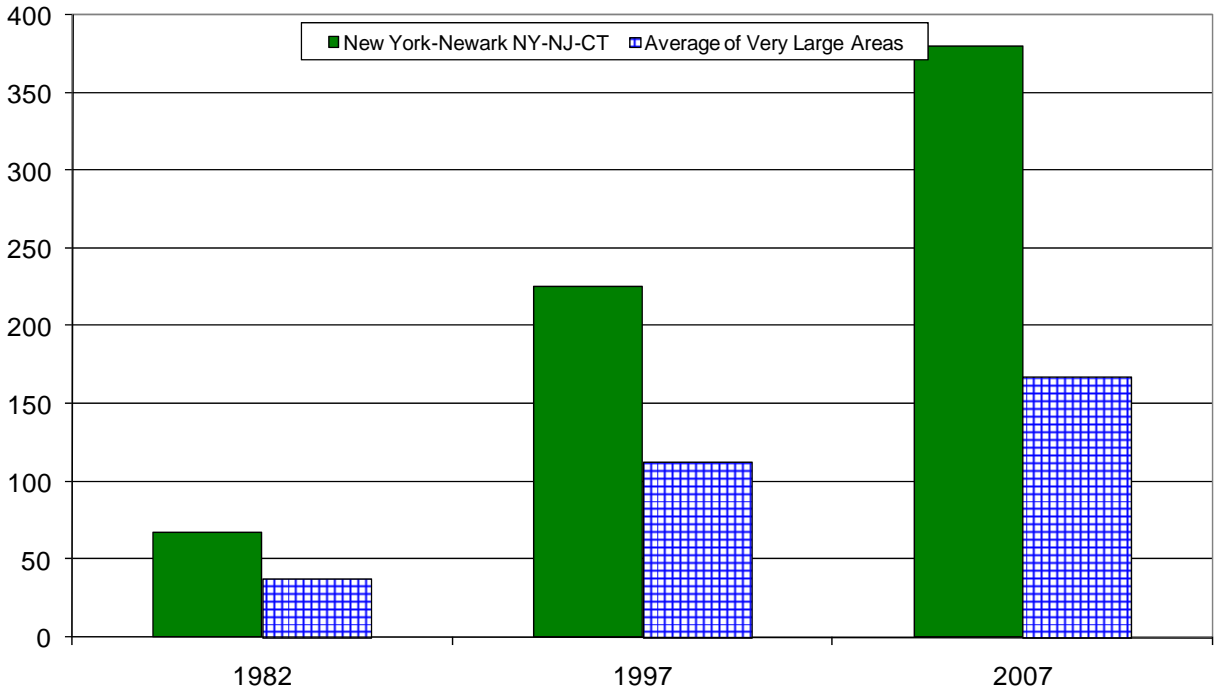
## Growth in Delay per Peak Traveler



Note: Very Large areas have populations over 3 million

Annual Hours of Delay (millions)

## Growth in Total Delay



Note: Very Large areas have populations over 3 million

**Benefits from Public Transportation Service and Operations Strategies in  
New York-Newark NY-NJ-CT**

<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	3	3	3	3
Annual Delay Reduction (1000 hours)	1,130	1,456	1,415	1,252
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	39	39	40	40
<b>Service Patrols</b>				
Percent of Roadway Miles	69	67	68	70
Annual Delay Reduction (1000 hours)	29,309	31,444	25,214	22,001
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	56	55	50	51
Annual Delay Reduction (1000 hours)	1,451	1,571	1,406	1,403
<b>Arterial Access Management</b>				
Percent of Roadway Miles	24	24	25	25
Annual Delay Reduction (1000 hours)	6,624	5,516	5,437	5,459
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	1,150	1,025	950	836
HOV User Delay Savings	1,952	1,878	1,755	1,372
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	40,466	41,864	35,228	31,488
Annual Delay Saved per Peak Traveler (hours)	5	5	4	4
Annual Congestion Cost Savings (\$million)	863.7	864.9	698.3	594.5
Travel Time Index with Strategies	1.367	1.382	1.392	1.365
Travel Time Index (Base)	1.398	1.413	1.419	1.391
<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)	21,417	19,832	18,720	18,973
Unlinked Passenger Trips (million)	4,054	3,557	3,478	3,387
Travel Time Index (combined road and transit)	1.296	1.313	1.320	1.296
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.539	1.547	1.556	1.534
Annual Increase				
Delay (1000 hours)	319,247	295,092	287,939	292,984
Delay per Peak Traveler (hours)	37	34	34	35
Congestion Cost (\$million)	6,929.2	6,198.6	5,795.1	5,600.5

**Benefits from Public Transportation Service and Operations Strategies in  
New York-Newark NY-NJ-CT, 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	3	3	3	3
Annual Delay Reduction (1000 hours)	1,227	928	875	851
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	33	34	31	29
<b>Service Patrols</b>				
Percent of Roadway Miles	68	72	66	62
Annual Delay Reduction (1000 hours)	19,841	16,596	14,236	13,267
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	50	52	53	53
Annual Delay Reduction (1000 hours)	1,018	1,073	1,015	1,090
<b>Arterial Access Management</b>				
Percent of Roadway Miles	25	24	22	20
Annual Delay Reduction (1000 hours)	6,072	5,670	5,117	5,041
<b>HOV Lanes</b>				
Daily Passenger-miles of travel (1000s)	735	646	568	500
HOV User Delay Savings	1,110	895	753	699
<b>Total Effect of Operations Treatments</b>				
Annual Delay Reduction (1000 hours)	29,267	25,161	21,996	20,949
Annual Delay Saved per Peak Traveler (hours)	4	3	3	3
Annual Congestion Cost Savings (\$million)	526.4	445.0	386.9	359.8
Travel Time Index with Strategies	1.331	1.303	1.288	1.293
Travel Time Index (Base)	1.355	1.325	1.307	1.312
<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)	18,444	18,594	18,990	18,648
Unlinked Passenger Trips (million)	3,344	3,392	3,417	3,224
Travel Time Index (combined road and transit)	1.268	1.242	1.227	1.231
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.482	1.470	1.457	1.463
Annual Increase				
Delay (1000 hours)	265,341	272,205	274,383	270,431
Delay per Peak Traveler (hours)	32	34	35	36
Congestion Cost (\$million)	4,830.5	4,866.7	4,881.8	4,703.1

**Comparison of Several Key Mobility Performance Measures  
Very Large Group – over 3 million population urban areas**

Urban Area	Delay per Traveler	Travel Time Index	Total Delay	1982 to 2007	
				Delay per Traveler	Total Delay
New York-Newark, NY-NJ-CT	L	0	H+	0	F+
Los Angeles-Long Beach-Santa Ana, CA	H+	H+	H+	S	F+
Chicago, IL-IN	L-	H	H	S	F+
Miami, FL	L	0	L	0	S
Philadelphia, PA-NJ-DE-MD	L-	L-	L-	S-	S-
San Francisco-Oakland, CA	H	H	L	0	S-
Dallas-Fort Worth-Arlington, TX	0	L	L	F+	0
Atlanta, GA	H	0	L	F+	S
Washington, DC-VA-MD	H+	0	L	F+	S-
Boston, MA-NH-RI	L-	L-	L-	0	S-
Detroit, MI	0	L-	L-	0	S-
Houston, TX	H	L	L	S	S-
Phoenix, AZ	L	L	L-	S-	S-
Seattle, WA	L-	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