

## Performance Measure Summary – Oklahoma City, OK

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 Oklahoma City OK

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	875	860	850	835	830	820
Rank	49	50	50	50	50	50
Urban Area (square miles)	560	555	555	550	545	540
Population Density (persons/sq mile)	1,563	1,550	1,532	1,518	1,523	1,519
Peak Travelers (1000s)	481	470	462	451	446	435
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	9,770	9,435	9,300	9,230	9,200	9,100
Lane-Miles	760	760	750	745	740	740
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	12,180	11,790	11,500	11,110	11,000	11,380
Lane-Miles	2,660	2,520	2,505	2,495	2,475	2,450
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	15.0	15.0	13.8	14.0	21.4	24.0
Annual Unlinked Psgr Trips (millions)	2.8	2.9	2.7	4.0	4.1	6.0
<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)	2.87	2.51	2.19	1.77	1.42	1.27
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	36	34	31	31	31	31
<b>Congested System</b> (% of lane-miles)	35	35	31	31	30	26
<b>Congested Time</b> (number of "Rush Hours")	5.2	5.2	5.0	5.0	5.0	5.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	48	36	38	30	44	65
Transit Riders or Carpoolers (millions)	11	8	8	6	10	14
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	8,262	7,168	6,236	6,311	6,336	6,809
Rank	47	51	54	52	50	49
<b>Fuel per Peak Traveler</b> (gallons)	17	15	14	14	14	16
Rank	46	53	52	51	52	46
<b>Annual Delay</b>						
<b>Total Delay</b> (1000s of person-hours)	12,826	11,234	9,546	9,876	9,826	10,700
Rank	46	50	53	51	50	48
<b>Delay per Peak Traveler</b> (person-hours)	27	24	21	22	22	25
Rank	45	53	56	53	53	48
Delay due to Incidents (percent)	55	55	55	56	56	56
<b>Travel Time Index</b>	1.12	1.10	1.09	1.09	1.09	1.10
Rank	57	63	66	67	66	61
<b>Congestion Cost</b>						
Total Cost (\$ millions)	257	217	178	175	168	178
Rank	48	51	52	51	50	49
<b>Cost per Peak Traveler</b> (\$)	535	460	385	388	377	409
Rank	48	54	57	54	54	48

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 Oklahoma City OK, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	810	800	790	780	770
Rank	49	48	45	45	45
Urban Area (square miles)	535	530	520	515	505
Population Density (persons/sq mile)	1,514	1,509	1,519	1,515	1,525
Peak Travelers (1000s)	424	414	404	394	383
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	9,060	8,930	8,985	8,730	8,665
Lane-Miles	735	735	730	730	730
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	11,020	10,715	10,455	10,145	9,865
Lane-Miles	2,420	2,410	2,380	2,350	2,330
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	19.2	17.5	17.5	16.1	13.7
Annual Unlinked Psgr Trips (millions)	5.7	4.5	4.5	4.0	3.5
<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)	1.31	1.48	1.03	1.00	1.08
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	31	28	30	27	27
<b>Congested System</b> (% of lane-miles)	26	22	24	22	22
<b>Congested Time</b> (number of "Rush Hours")	5.0	4.8	4.8	4.6	4.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	66	69	92	70	118
Transit Riders or Carpoolers (millions)	15	15	20	15	25
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	6,545	5,664	6,182	5,309	5,067
Rank	48	51	49	51	50
Fuel per Peak Traveler (gallons)	15	14	15	13	13
Rank	47	50	46	52	52
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	10,118	8,619	9,453	8,160	7,801
Rank	49	50	50	50	51
Delay per Peak Traveler (person-hours)	24	21	23	21	20
Rank	49	55	48	53	56
Delay due to Incidents (percent)	56	56	57	57	57
<b>Travel Time Index</b>	1.10	1.09	1.10	1.08	1.08
Rank	62	67	63	68	67
<b>Congestion Cost</b>					
Total Cost (\$ millions)	166	140	146	122	116
Rank	49	50	50	50	50
Cost per Peak Traveler (\$)	392	338	362	310	303
Rank	48	58	48	55	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 Oklahoma City OK, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	760	750	740	725	720
Rank	45	45	44	44	44
Urban Area (square miles)	500	495	490	480	475
Population Density (persons/sq mile)	1,520	1,515	1,510	1,510	1,516
Peak Travelers (1000s)	374	365	355	344	337
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	8,500	8,245	7,740	7,725	7,300
Lane-Miles	730	725	725	725	715
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	9,595	9,360	9,065	9,150	8,040
Lane-Miles	2,320	2,300	2,275	2,275	2,250
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	13.7	15.6	17.9	16.6	15.6
Annual Unlinked Psgr Trips (millions)	3.5	3.8	4.2	4.9	4.8
<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	1.06	0.97	1.05	1.03
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	24	22	16	16	15
<b>Congested System</b> (% of lane-miles)	21	20	15	15	15
<b>Congested Time</b> (number of "Rush Hours")	4.2	4.0	3.4	3.4	3.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	117	129	96	114	75
Transit Riders or Carpoolers (millions)	24	26	19	22	14
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	4,375	3,879	2,674	2,706	2,282
Rank	52	53	60	57	60
Fuel per Peak Traveler (gallons)	12	11	8	8	7
Rank	54	54	62	62	64
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	6,732	6,102	4,319	4,379	3,679
Rank	54	53	62	57	61
Delay per Peak Traveler (person-hours)	18	17	12	13	11
Rank	59	58	64	62	65
Delay due to Incidents (percent)	56	56	55	55	55
<b>Travel Time Index</b>	1.07	1.07	1.05	1.05	1.04
Rank	68	66	77	75	77
<b>Congestion Cost</b>					
Total Cost (\$ millions)	99	86	59	58	47
Rank	54	53	62	57	62
Cost per Peak Traveler (\$)	264	236	165	168	140
Rank	60	60	67	64	67

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 Oklahoma City OK, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	705	690	680	675	670
Rank	45	45	44	44	43
Urban Area (square miles)	470	460	450	445	440
Population Density (persons/sq mile)	1,500	1,500	1,511	1,517	1,523
Peak Travelers (1000s)	326	315	307	303	298
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,125	6,935	6,830	6,850	6,425
Lane-Miles	700	690	680	650	630
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,860	7,350	7,505	7,155	7,100
Lane-Miles	2,240	2,220	2,205	2,140	2,110
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	13.5	12.9	13.5	13.1	11.8
Annual Unlinked Psgr Trips (millions)	4.2	3.7	3.7	3.8	3.7
<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)	1.05	1.11	1.06	0.98	0.98
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	15	13	13	12	11
<b>Congested System</b> (% of lane-miles)	15	15	15	15	14
<b>Congested Time</b> (number of "Rush Hours")	2.9	2.9	2.9	3.0	2.9
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	80	55	72	109	117
Transit Riders or Carpoolers (millions)	14	9	12	19	20
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	2,163	1,769	1,779	1,677	1,522
Rank	58	61	58	56	58
Fuel per Peak Traveler (gallons)	7	6	6	6	5
Rank	60	63	61	59	63
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,509	2,798	2,830	2,717	2,552
Rank	57	61	60	57	56
Delay per Peak Traveler (person-hours)	11	9	9	9	9
Rank	62	66	65	65	61
Delay due to Incidents (percent)	55	56	55	55	54
<b>Travel Time Index</b>	1.04	1.04	1.04	1.04	1.03
Rank	73	72	71	68	72
<b>Congestion Cost</b>					
Total Cost (\$ millions)	44	34	32	29	27
Rank	58	61	60	57	55
Cost per Peak Traveler (\$)	134	107	105	97	89
Rank	63	67	66	65	65

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.

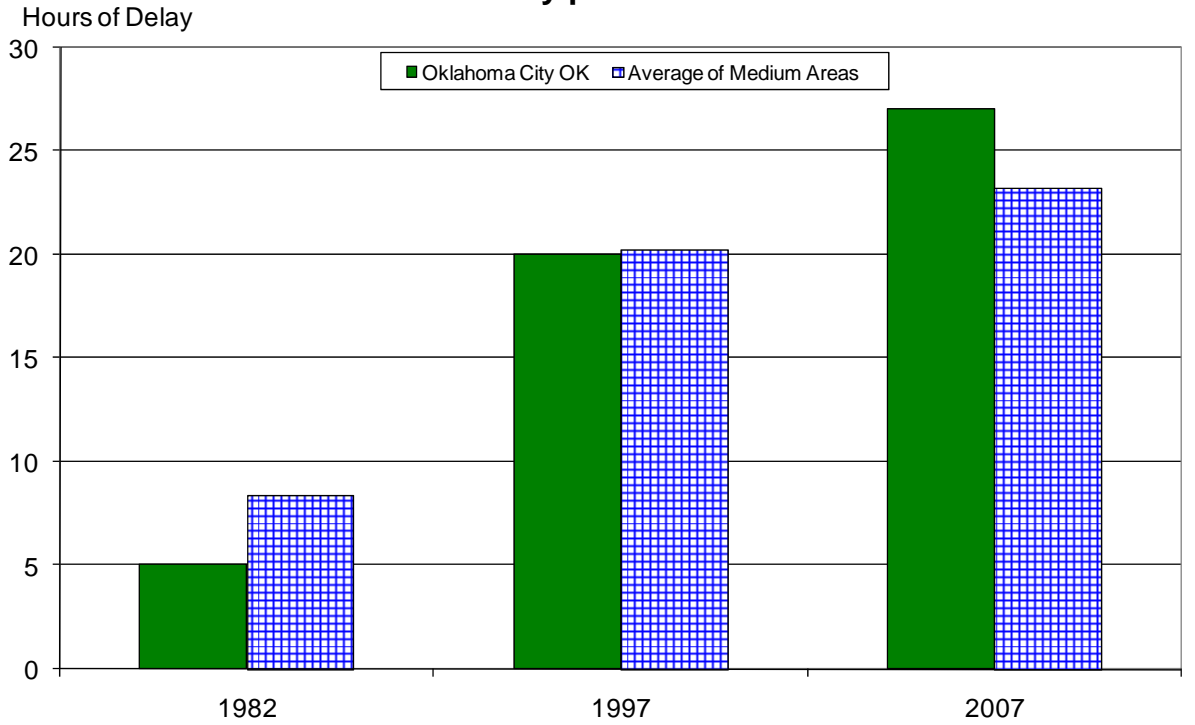
## The Mobility Data for Oklahoma City OK, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	665	655	650	645	640
Rank	43	43	42	42	42
Urban Area (square miles)	435	430	425	415	420
Population Density (persons/sq mile)	1,529	1,523	1,529	1,554	1,524
Peak Travelers (1000s)	294	288	283	279	273
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	6,075	5,975	5,850	5,155	4,885
Lane-Miles	620	615	610	565	550
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,030	7,020	6,820	6,400	6,085
Lane-Miles	2,050	2,050	2,025	1,980	1,950
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	12.8	15.0	13.0	13.0	13.0
Annual Unlinked Psgr Trips (millions)	3.9	4.3	4.0	4.0	4.0
<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)	0.96	1.25	1.27	1.30	1.35
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	9	9	9	9	7
<b>Congested System</b> (% of lane-miles)	14	14	14	14	10
<b>Congested Time</b> (number of "Rush Hours")	2.9	2.9	2.8	2.7	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)	1,242	1,265	1,194	1,030	808
Rank	58	54	53	52	59
Fuel per Peak Traveler (gallons)	4	4	4	4	3
Rank	65	60	58	55	58
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,082	2,147	2,035	1,752	1,355
Rank	60	53	52	53	59
Delay per Peak Traveler (person-hours)	7	7	7	6	5
Rank	64	61	60	59	62
Delay due to Incidents (percent)	54	54	54	54	55
<b>Travel Time Index</b>	1.03	1.03	1.03	1.03	1.02
Rank	71	69	66	63	74
<b>Congestion Cost</b>					
Total Cost (\$ millions)	21	22	20	17	13
Rank	60	53	53	52	57
Cost per Peak Traveler (\$)	71	76	71	60	46
Rank	68	61	61	60	66

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

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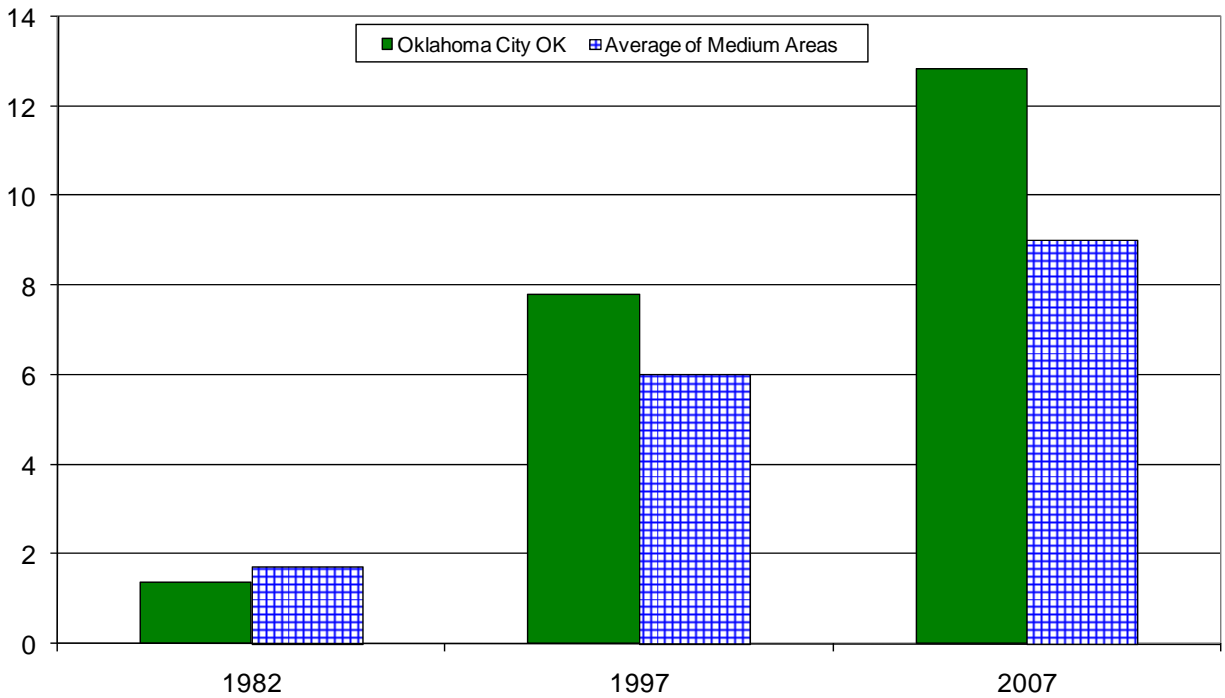
### Growth in Delay per Peak Traveler



Note: Medium areas have populations between 0.5 and 1 million

Annual Hours of Delay (millions)

### Growth in Total Delay



Note: Medium areas have populations between 0.5 and 1 million

**Benefits from Public Transportation Service and Operations Strategies in  
Oklahoma City OK**

<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	35	35	36	29
<b>Service Patrols</b>				
Percent of Roadway Miles	--	--	--	--
Annual Delay Reduction (1000 hours)	13	11	10	10
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	9	8	8	7
Annual Delay Reduction (1000 hours)	18	10	10	7
<b>Arterial Access Management</b>				
Percent of Roadway Miles	9	9	7	7
Annual Delay Reduction (1000 hours)	100	49	35	31
<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)	131	70	55	48
Annual Delay Saved per Peak Traveler (hours)	0	0	0	0
Annual Congestion Cost Savings (\$million)	2.7	1.5	1.1	0.9
Travel Time Index with Strategies	1.115	1.103	1.091	1.094
Travel Time Index (Base)	1.116	1.104	1.091	1.095
<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)	15.0	15.0	13.8	14.0
Unlinked Passenger Trips (million)	2.8	2.9	2.7	4.0
Travel Time Index (combined road and transit)	1.116	1.103	1.091	1.094
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.117	1.103	1.092	1.095
Annual Increase				
Delay (1000 hours)	95	18	120	113
Delay per Peak Traveler (hours)	0	0	0	0
Congestion Cost (\$million)	1.9	0.3	2.2	2.0

**Benefits from Public Transportation Service and Operations Strategies in  
Oklahoma City OK, 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	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	6	7	7	7
Annual Delay Reduction (1000 hours)	10	17	16	14
<b>Arterial Access Management</b>				
Percent of Roadway Miles	7	7	7	8
Annual Delay Reduction (1000 hours)	33	46	56	49
<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)	43	63	71	63
Annual Delay Saved per Peak Traveler (hours)	0	0	0	0
Annual Congestion Cost Savings (\$million)	0.7	1.0	1.2	1.0
Travel Time Index with Strategies	1.095	1.101	1.099	1.087
Travel Time Index (Base)	1.095	1.101	1.100	1.088
<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)	21.4	24.0	19.2	17.5
Unlinked Passenger Trips (million)	4.1	6.0	5.7	4.5
Travel Time Index (combined road and transit)	1.095	1.101	1.099	1.087
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.096	1.103	1.100	1.089
Annual Increase				
Delay (1000 hours)	107	204	70	150
Delay per Peak Traveler (hours)	0	0	0	0
Congestion Cost (\$million)	1.8	3.4	1.2	2.4

**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
Fresno, CA	L	0	L	S-	S-
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