

## Performance Measure Summary – Orlando, FL

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 Orlando FL

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	1,405	1,375	1,360	1,320	1,290	1,260
Rank	32	33	33	33	33	33
Urban Area (square miles)	725	720	715	715	680	680
Population Density (persons/sq mile)	1,938	1,910	1,902	1,846	1,897	1,853
Peak Travelers (1000s)	787	765	751	725	704	678
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	13,540	12,980	12,470	11,765	10,570	10,000
Lane-Miles	870	860	850	840	805	775
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	17,000	16,595	16,770	16,530	17,000	17,000
Lane-Miles	2,240	2,140	2,100	2,075	2,060	2,060
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	159	163	160	144	147	144
Annual Unlinked Psgr Trips (millions)	26	25	25	23	23	22
<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)	2.98	2.66	2.34	1.99	1.53	1.41
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	74	72	70	68	69	71
<b>Congested System</b> (% of lane-miles)	69	68	66	65	65	67
<b>Congested Time</b> (number of "Rush Hours")	7.6	7.6	7.6	7.4	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	78	57	87	97	106	112
Transit Riders or Carpoolers (millions)	26	20	30	33	35	37
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	27,842	27,455	26,342	25,754	25,657	26,094
Rank	23	23	23	23	22	21
Fuel per Peak Traveler (gallons)	35	36	35	36	36	38
Rank	9	9	10	7	7	6
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	41,791	41,682	40,990	40,463	40,835	41,038
Rank	22	22	22	22	21	21
Delay per Peak Traveler (person-hours)	53	55	55	56	58	61
Rank	6	6	6	4	4	2
Delay due to Incidents (percent)	53	53	53	53	53	53
<b>Travel Time Index</b>	1.30	1.31	1.30	1.30	1.31	1.32
Rank	17	14	19	14	10	9
<b>Congestion Cost</b>						
Total Cost (\$ millions)	850	818	766	716	688	675
Rank	22	22	22	22	21	21
Cost per Peak Traveler (\$)	1,080	1,070	1,020	988	976	995
Rank	8	8	7	5	4	3

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 Orlando FL, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	1,230	1,185	1,140	1,120	1,105
Rank	33	34	34	34	33
Urban Area (square miles)	670	650	630	600	560
Population Density (persons/sq mile)	1,836	1,823	1,810	1,867	1,973
Peak Travelers (1000s)	651	617	584	564	548
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	9,950	9,400	8,725	8,565	8,205
Lane-Miles	745	730	705	685	680
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	16,970	15,855	15,290	14,440	14,040
Lane-Miles	2,050	2,050	2,040	2,010	1,980
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	131	140	128	118	113
Annual Unlinked Psgr Trips (millions)	22	22	21	19	18
<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)	1.51	1.54	1.14	1.07	1.17
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	71	70	69	68	66
<b>Congested System</b> (% of lane-miles)	67	63	64	60	60
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.2	7.2	7.0	6.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	145	136	128	150	145
Transit Riders or Carpoolers (millions)	48	43	39	44	42
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	26,623	24,255	22,774	21,813	20,260
Rank	20	21	21	21	22
Fuel per Peak Traveler (gallons)	41	39	39	39	37
Rank	3	4	3	3	3
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	42,043	38,693	36,051	34,672	32,396
Rank	20	20	21	21	22
Delay per Peak Traveler (person-hours)	65	63	62	61	59
Rank	2	2	2	2	2
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.33	1.32	1.31	1.31	1.30
Rank	7	7	5	4	5
<b>Congestion Cost</b>					
Total Cost (\$ millions)	688	618	543	513	477
Rank	21	21	22	21	22
Cost per Peak Traveler (\$)	1,057	1,001	930	909	871
Rank	3	3	2	3	4

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 Orlando FL, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	1,065	1,035	995	965	935
Rank	35	35	35	36	37
Urban Area (square miles)	525	480	430	420	415
Population Density (persons/sq mile)	2,029	2,156	2,314	2,298	2,253
Peak Travelers (1000s)	520	497	471	449	428
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,695	7,280	7,360	6,700	6,250
Lane-Miles	680	670	670	620	575
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	13,215	12,625	11,760	10,860	10,790
Lane-Miles	1,900	1,850	1,775	1,700	1,650
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	103	102	75	59	53
Annual Unlinked Psgr Trips (millions)	16	14	13	11	10
<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)	1.30	1.20	1.08	1.13	1.12
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	63	61	59	59	61
<b>Congested System</b> (% of lane-miles)	60	60	60	61	61
<b>Congested Time</b> (number of "Rush Hours")	6.4	6.2	6.0	5.6	5.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	139	152	167	161	201
Transit Riders or Carpoolers (millions)	39	42	45	42	53
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	17,863	16,230	14,892	13,685	13,626
Rank	22	22	23	23	21
Fuel per Peak Traveler (gallons)	34	33	32	30	32
Rank	6	8	7	6	5
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	28,964	26,275	24,375	22,471	22,533
Rank	22	22	22	22	19
Delay per Peak Traveler (person-hours)	56	53	52	50	53
Rank	2	2	2	4	2
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.28	1.26	1.25	1.25	1.26
Rank	6	7	8	8	6
<b>Congestion Cost</b>					
Total Cost (\$ millions)	422	370	334	299	292
Rank	22	23	23	22	19
Cost per Peak Traveler (\$)	812	746	710	667	682
Rank	4	5	4	6	4

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 Orlando FL, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	910	860	805	785	760
Rank	37	37	39	40	41
Urban Area (square miles)	410	410	400	400	395
Population Density (persons/sq mile)	2,220	2,098	2,013	1,963	1,924
Peak Travelers (1000s)	410	381	354	342	329
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,800	5,350	5,000	4,500	4,100
Lane-Miles	520	480	435	395	360
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	10,280	9,500	8,745	8,050	6,955
Lane-Miles	1,600	1,550	1,510	1,480	1,430
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	60	91	84	72	74
Annual Unlinked Psgr Trips (millions)	12	19	18	15	18
<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)	1.10	1.05	1.08	1.00	1.00
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	61	59	58	51	45
<b>Congested System</b> (% of lane-miles)	61	61	62	56	55
<b>Congested Time</b> (number of "Rush Hours")	6.0	5.8	5.6	5.4	4.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	207	180	159	146	120
Transit Riders or Carpoolers (millions)	55	46	39	34	26
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	13,112	11,128	9,903	8,154	6,329
Rank	19	20	21	22	23
Fuel per Peak Traveler (gallons)	32	29	28	24	19
Rank	5	5	5	7	8
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	21,721	18,267	16,164	13,580	10,645
Rank	19	20	20	21	23
Delay per Peak Traveler (person-hours)	53	48	46	40	32
Rank	3	4	4	4	6
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.27	1.24	1.23	1.21	1.18
Rank	5	8	8	9	8
<b>Congestion Cost</b>					
Total Cost (\$ millions)	274	221	187	149	113
Rank	19	20	20	21	23
Cost per Peak Traveler (\$)	668	581	527	436	343
Rank	3	6	4	7	8

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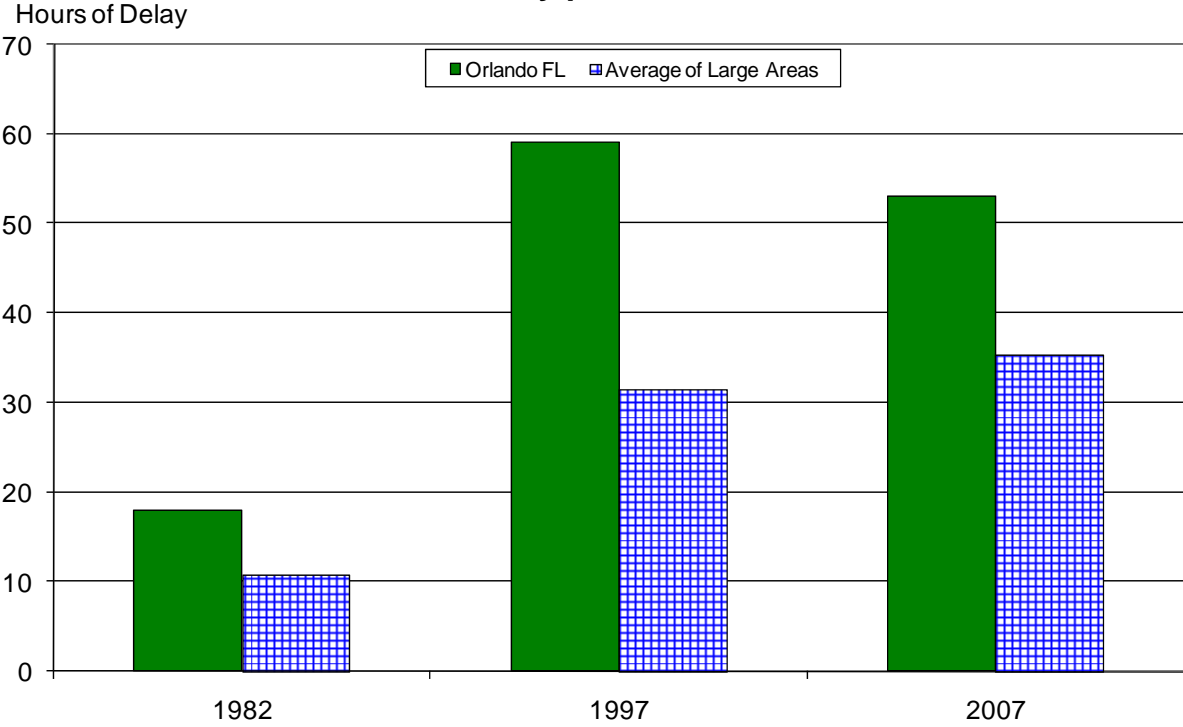
## The Mobility Data for Orlando FL, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	690	675	650	630	610
Rank	42	42	42	43	45
Urban Area (square miles)	395	390	390	380	380
Population Density (persons/sq mile)	1,747	1,731	1,667	1,658	1,605
Peak Travelers (1000s)	296	288	275	265	253
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,815	3,435	3,150	3,010	2,750
Lane-Miles	330	315	315	305	300
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	6,270	6,275	6,130	5,635	5,250
Lane-Miles	1,400	1,380	1,350	1,320	1,300
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	85	73	61	61	61
Annual Unlinked Psgr Trips (millions)	20	17	15	15	15
<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	1.28	1.29	1.32	1.38
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	40	39	36	34	29
<b>Congested System</b> (% of lane-miles)	51	51	51	50	49
<b>Congested Time</b> (number of "Rush Hours")	4.4	4.2	3.6	3.2	2.9
<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)	5,014	4,764	4,018	3,293	2,610
Rank	27	25	26	28	30
Fuel per Peak Traveler (gallons)	17	17	15	12	10
Rank	8	7	7	9	14
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	8,272	8,091	6,809	5,614	4,501
Rank	27	24	26	27	29
Delay per Peak Traveler (person-hours)	28	28	25	21	18
Rank	9	6	8	9	13
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.15	1.15	1.13	1.12	1.10
Rank	10	8	11	11	15
<b>Congestion Cost</b>					
Total Cost (\$ millions)	85	84	69	55	43
Rank	27	26	26	27	29
Cost per Peak Traveler (\$)	287	293	250	207	170
Rank	8	7	10	10	15

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

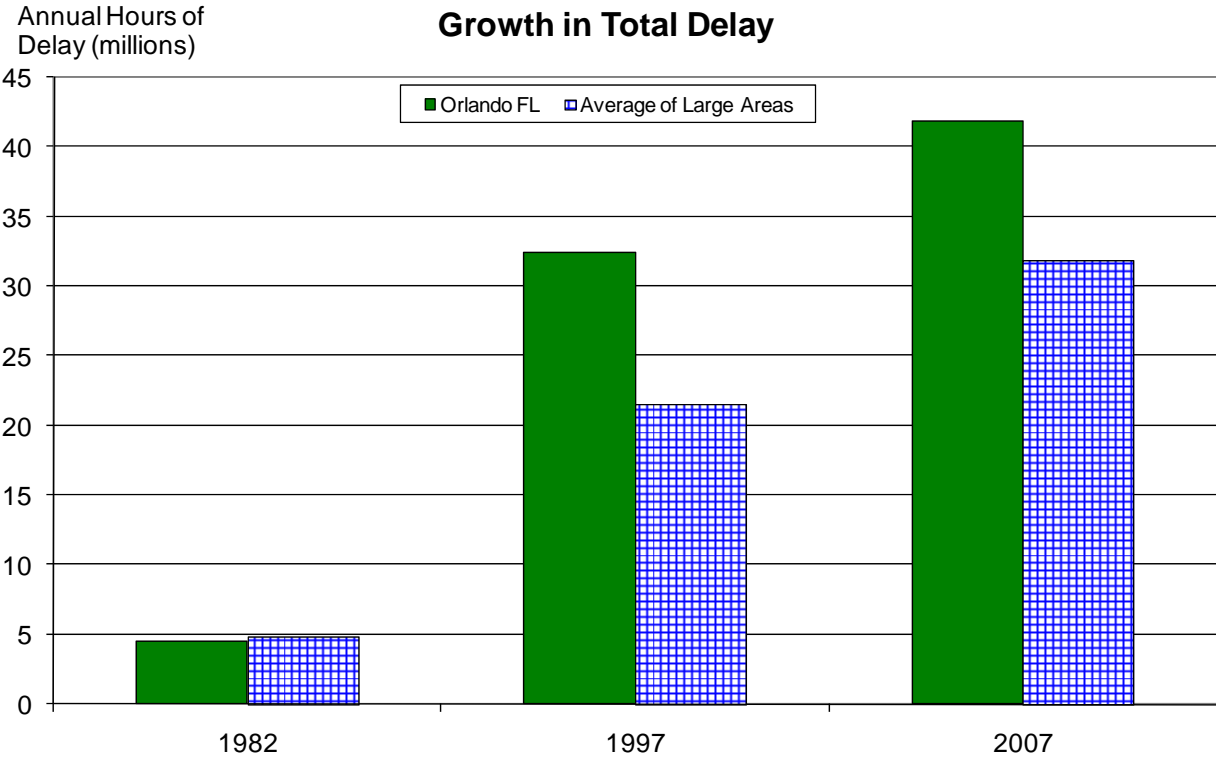
Note: Zeroes in the table reflect values less than 0.5.

### 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  
Orlando FL**

<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	54	41	38	34
<b>Service Patrols</b>				
Percent of Roadway Miles	85	81	57	54
Annual Delay Reduction (1000 hours)	1,100	1,073	627	502
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	78	77	76	77
Annual Delay Reduction (1000 hours)	194	191	191	188
<b>Arterial Access Management</b>				
Percent of Roadway Miles	54	51	48	48
Annual Delay Reduction (1000 hours)	1,319	1,018	1,142	1,061
<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)	2,613	2,282	1,961	1,752
Annual Delay Saved per Peak Traveler (hours)	3	3	3	2
Annual Congestion Cost Savings (\$million)	53.0	44.7	36.5	30.9
Travel Time Index with Strategies	1.303	1.309	1.300	1.303
Travel Time Index (Base)	1.321	1.325	1.313	1.315
<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)	159	163	160	144
Unlinked Passenger Trips (million)	26	25	25	23
Travel Time Index (combined road and transit)	1.316	1.320	1.308	1.311
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.326	1.331	1.318	1.319
Annual Increase				
Delay (1000 hours)	1,572	1,663	1,571	1,350
Delay per Peak Traveler (hours)	2	2	2	2
Congestion Cost (\$million)	31.7	32.3	29.1	23.7

**Benefits from Public Transportation Service and Operations Strategies in  
Orlando FL, 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	34	35	36	36
<b>Service Patrols</b>				
Percent of Roadway Miles	40	39	29	24
Annual Delay Reduction (1000 hours)	356	362	310	257
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	78	78	78	78
Annual Delay Reduction (1000 hours)	199	207	210	203
<b>Arterial Access Management</b>				
Percent of Roadway Miles	46	44	44	37
Annual Delay Reduction (1000 hours)	959	777	964	771
<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)	1,514	1,346	1,483	1,230
Annual Delay Saved per Peak Traveler (hours)	2	2	2	2
Annual Congestion Cost Savings (\$million)	25.5	22.2	24.2	19.6
Travel Time Index with Strategies	1.311	1.323	1.331	1.320
Travel Time Index (Base)	1.321	1.333	1.342	1.330
<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)	147	144	131	140
Unlinked Passenger Trips (million)	23	21	22	22
Travel Time Index (combined road and transit)	1.316	1.328	1.338	1.325
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.326	1.338	1.348	1.335
Annual Increase				
Delay (1000 hours)	1,423	1,423	1,467	1,435
Delay per Peak Traveler (hours)	2	2	2	2
Congestion Cost (\$million)	23.9	23.3	23.9	22.8



**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+
<b>Orlando, FL</b>	<b>H+</b>	<b>H</b>	<b>H</b>	<b>F+</b>	<b>F+</b>
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