

## Performance Measure Summary – Poughkeepsie-Newburgh, NY

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 Poughkeepsie-Newburgh NY

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	515	515	500	480	460	440
Rank	72	72	72	71	73	73
Urban Area (square miles)	320	320	320	315	315	310
Population Density (persons/sq mile)	1,609	1,609	1,563	1,524	1,460	1,419
Peak Travelers (1000s)	283	282	272	259	247	234
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	5,340	5,480	5,200	5,010	4,750	4,480
Lane-Miles	450	450	430	415	395	380
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	4,715	4,690	4,380	4,160	3,925	3,710
Lane-Miles	925	920	850	810	775	730
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	30.6	31.4	29.6	25.0	25.0	12.0
Annual Unlinked Psgr Trips (millions)	1.8	1.9	1.8	1.6	1.6	1.4
<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)	27	27	27	26	24	24
<b>Congested System</b> (% of lane-miles)	32	34	33	33	31	28
<b>Congested Time</b> (number of "Rush Hours")	5.0	5.2	5.2	5.2	5.0	4.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	58	74	65	56	45	35
Transit Riders or Carpoolers (millions)	15	19	17	14	11	9
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	2,886	3,046	2,783	2,638	2,360	2,174
Rank	73	71	70	71	71	71
<b>Fuel per Peak Traveler</b> (gallons)	10	11	10	10	10	9
Rank	68	67	67	69	67	70
<b>Annual Delay</b>						
<b>Total Delay</b> (1000s of person-hours)	4,739	5,037	4,637	4,394	3,952	3,653
Rank	72	71	71	72	71	72
<b>Delay per Peak Traveler</b> (person-hours)	17	18	17	17	16	16
Rank	68	66	65	66	66	69
Delay due to Incidents (percent)	54	54	54	54	53	53
<b>Travel Time Index</b>	1.09	1.09	1.09	1.09	1.08	1.08
Rank	70	70	66	67	75	72
<b>Congestion Cost</b>						
Total Cost (\$ millions)	95	99	87	78	67	61
Rank	73	71	70	71	72	70
<b>Cost per Peak Traveler</b> (\$)	336	353	319	302	272	261
Rank	68	66	69	69	68	71

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 Poughkeepsie-Newburgh NY, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	425	405	400	395	390
Rank	74	76	75	75	75
Urban Area (square miles)	310	305	300	290	280
Population Density (persons/sq mile)	1,371	1,328	1,333	1,362	1,393
Peak Travelers (1000s)	223	209	204	199	194
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,250	4,060	4,000	3,925	3,830
Lane-Miles	360	345	340	335	335
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	3,570	3,445	3,355	3,270	3,185
Lane-Miles	700	675	655	645	630
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	11.6	11.3	11.4	11.6	9.5
Annual Unlinked Psgr Trips (millions)	1.0	1.0	1.0	1.0	0.9
<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)	22	22	22	20	19
<b>Congested System</b> (% of lane-miles)	28	28	28	28	28
<b>Congested Time</b> (number of "Rush Hours")	4.8	4.8	4.8	4.8	4.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	29	26	24	26	25
Transit Riders or Carpoolers (millions)	8	6	6	6	6
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,931	1,821	1,802	1,668	1,558
Rank	74	73	72	72	74
Fuel per Peak Traveler (gallons)	9	9	9	8	8
Rank	72	70	70	71	71
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,228	3,053	3,002	2,834	2,652
Rank	73	73	73	73	73
Delay per Peak Traveler (person-hours)	14	15	15	14	14
Rank	72	70	69	69	69
Delay due to Incidents (percent)	54	53	53	53	53
<b>Travel Time Index</b>	1.07	1.07	1.07	1.07	1.07
Rank	76	75	75	74	72
<b>Congestion Cost</b>					
Total Cost (\$ millions)	53	49	46	42	39
Rank	74	75	72	72	73
Cost per Peak Traveler (\$)	239	235	223	212	202
Rank	72	71	70	69	71

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 Poughkeepsie-Newburgh NY, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	385	380	370	360	355
Rank	74	73	72	72	72
Urban Area (square miles)	270	260	250	240	235
Population Density (persons/sq mile)	1,426	1,462	1,480	1,500	1,511
Peak Travelers (1000s)	189	185	178	171	166
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,720	3,615	3,570	3,440	3,350
Lane-Miles	330	320	315	305	300
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	3,105	3,030	2,965	2,900	2,835
Lane-Miles	610	595	580	565	560
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	7.9	8.0	8.8	9.2	8.6
Annual Unlinked Psgr Trips (millions)	0.7	0.8	1.1	1.1	1.0
<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)	19	18	18	18	18
<b>Congested System</b> (% of lane-miles)	28	28	28	28	28
<b>Congested Time</b> (number of "Rush Hours")	4.4	4.6	4.6	4.6	4.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	22	20	23	21	23
Transit Riders or Carpoolers (millions)	6	5	6	5	6
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,499	1,351	1,299	1,283	1,252
Rank	71	73	71	70	68
Fuel per Peak Traveler (gallons)	8	7	7	8	8
Rank	66	68	67	62	61
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,567	2,325	2,216	2,200	2,156
Rank	72	71	70	70	68
Delay per Peak Traveler (person-hours)	14	13	12	13	13
Rank	65	65	64	62	60
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.07	1.06	1.06	1.06	1.06
Rank	68	73	70	68	66
<b>Congestion Cost</b>					
Total Cost (\$ millions)	37	33	30	29	28
Rank	72	71	70	70	68
Cost per Peak Traveler (\$)	198	178	171	172	170
Rank	66	66	63	63	60

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 Poughkeepsie-Newburgh NY, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	345	340	330	315	305
Rank	72	72	72	73	74
Urban Area (square miles)	225	220	210	200	190
Population Density (persons/sq mile)	1,533	1,545	1,571	1,575	1,605
Peak Travelers (1000s)	159	155	149	141	136
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,280	3,230	3,120	3,040	2,950
Lane-Miles	295	290	280	270	260
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	2,795	2,720	2,640	2,590	2,450
Lane-Miles	545	530	510	495	475
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	8.6	8.6	8.5	8.3	9.9
Annual Unlinked Psgr Trips (millions)	1.0	1.0	1.0	1.0	1.2
<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)	18	16	16	17	16
<b>Congested System</b> (% of lane-miles)	28	24	24	24	24
<b>Congested Time</b> (number of "Rush Hours")	4.4	4.4	4.4	4.6	4.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	26	31	33	34	31
Transit Riders or Carpoolers (millions)	7	8	8	9	8
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	1,255	1,153	1,079	1,092	1,023
Rank	68	67	67	67	64
Fuel per Peak Traveler (gallons)	8	7	7	8	8
Rank	53	56	55	46	44
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	2,187	2,045	1,875	1,913	1,775
Rank	66	66	67	65	64
Delay per Peak Traveler (person-hours)	14	13	13	14	13
Rank	52	55	52	46	44
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.06	1.06	1.06	1.06	1.06
Rank	56	56	56	55	51
<b>Congestion Cost</b>					
Total Cost (\$ millions)	28	25	22	22	19
Rank	66	66	66	64	64
Cost per Peak Traveler (\$)	176	162	148	152	141
Rank	54	55	54	48	45

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.

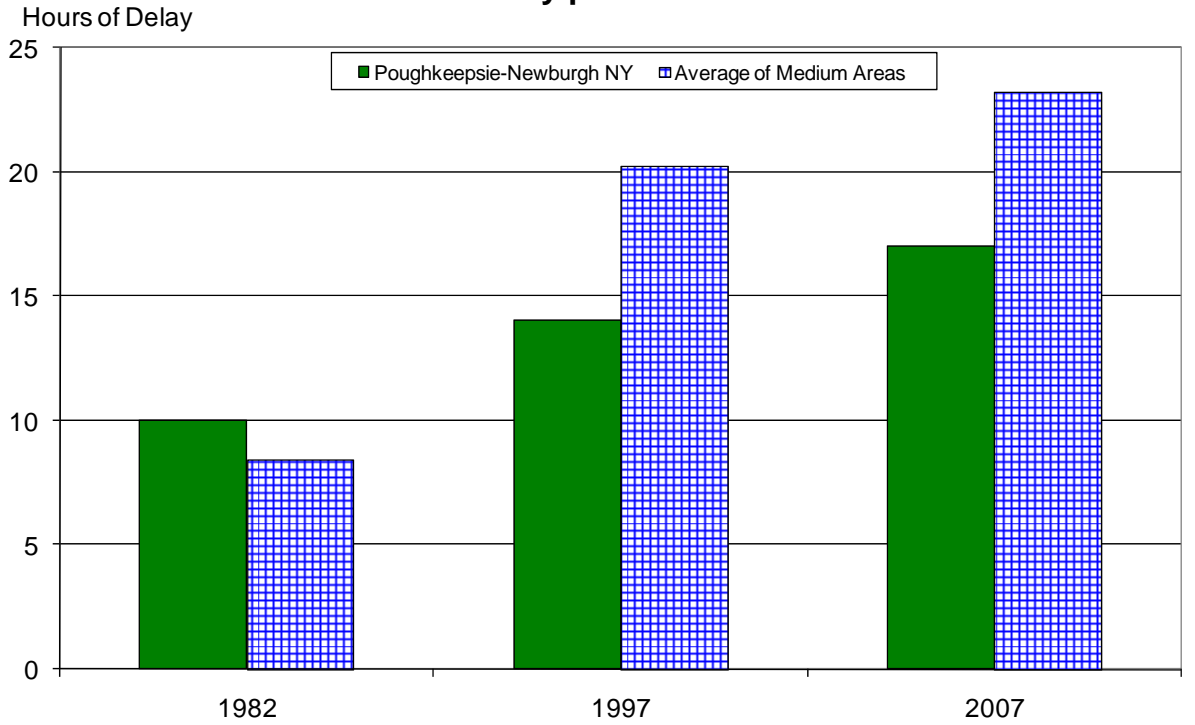
## The Mobility Data for Poughkeepsie-Newburgh NY, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	295	285	280	270	265
Rank	75	76	77	77	77
Urban Area (square miles)	185	175	165	155	150
Population Density (persons/sq mile)	1,595	1,629	1,697	1,742	1,767
Peak Travelers (1000s)	130	125	122	117	113
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	2,815	2,700	2,570	2,450	2,385
Lane-Miles	250	240	235	225	220
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	2,375	2,250	2,130	2,080	2,000
Lane-Miles	460	445	435	420	400
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	11.4	9.4	10.3	10.3	10.3
Annual Unlinked Psgr Trips (millions)	1.3	1.2	1.3	1.3	1.3
<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)	16	15	14	14	14
<b>Congested System</b> (% of lane-miles)	24	21	21	21	21
<b>Congested Time</b> (number of "Rush Hours")	4.6	4.4	4.2	4.2	4.2
<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)	959	818	710	679	665
Rank	64	66	64	65	64
Fuel per Peak Traveler (gallons)	7	7	6	6	6
Rank	44	40	44	41	36
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	1,652	1,422	1,216	1,150	1,140
Rank	64	65	65	64	64
Delay per Peak Traveler (person-hours)	13	11	10	10	10
Rank	43	45	48	43	38
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>					
Travel Time Index	1.05	1.05	1.04	1.04	1.04
Rank	55	51	55	53	50
<b>Congestion Cost</b>					
Total Cost (\$ millions)	17	15	13	12	11
Rank	64	65	63	63	63
Cost per Peak Traveler (\$)	133	121	104	99	99
Rank	44	45	48	45	40

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.

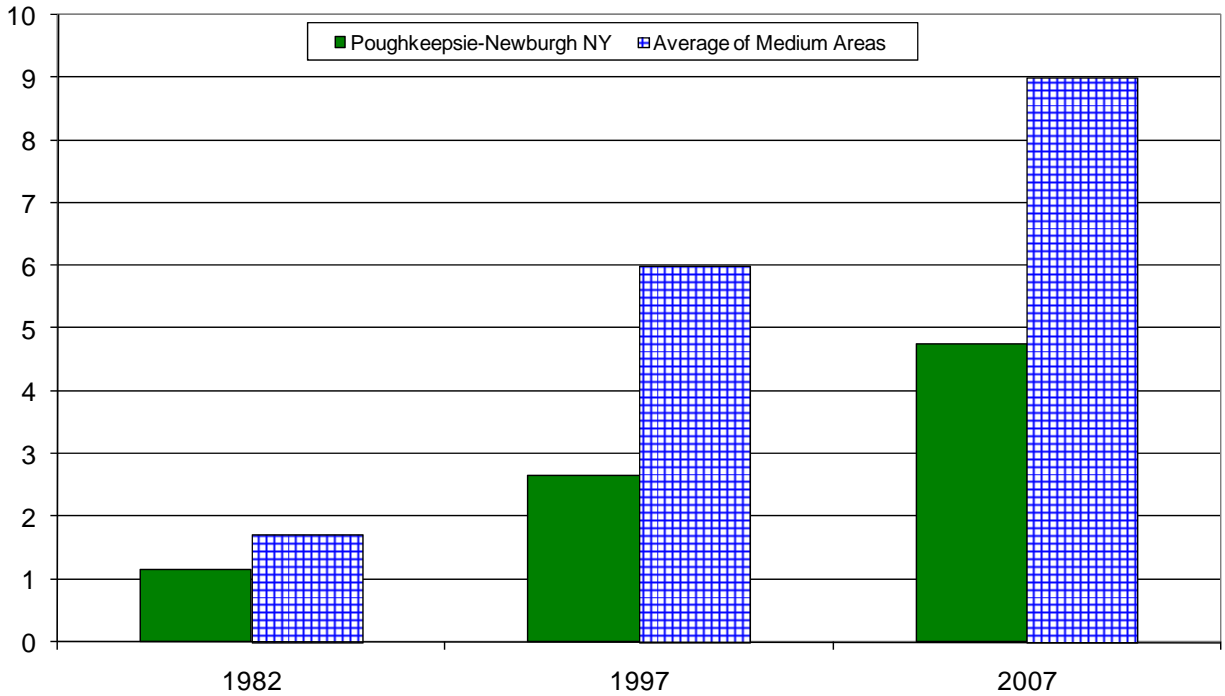
### Growth in Delay per Peak Traveler



Note: 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  
Poughkeepsie-Newburgh NY**

<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	--	--	--	--
Annual Delay Reduction (1000 hours)	--	--	--	--
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	48	48	36	38
Annual Delay Reduction (1000 hours)	31	35	34	32
<b>Arterial Access Management</b>				
Percent of Roadway Miles	18	18	15	14
Annual Delay Reduction (1000 hours)	51	85	84	80
<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)	82	119	118	112
Annual Delay Saved per Peak Traveler (hours)	0	0	0	0
Annual Congestion Cost Savings (\$million)	1.6	2.3	2.2	2.0
Travel Time Index with Strategies	1.087	1.092	1.089	1.088
Travel Time Index (Base)	1.089	1.094	1.091	1.090
<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)	30.6	31.4	29.6	25.0
Unlinked Passenger Trips (million)	1.8	1.9	1.8	1.6
Travel Time Index (combined road and transit)	1.088	1.093	1.090	1.090
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.091	1.095	1.093	1.092
Annual Increase				
Delay (1000 hours)	199	123	151	152
Delay per Peak Traveler (hours)	1	0	1	1
Congestion Cost (\$million)	4.0	2.4	2.9	2.8

**Benefits from Public Transportation Service and Operations Strategies in  
Poughkeepsie-Newburgh NY, 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	36	37	26	26
Annual Delay Reduction (1000 hours)	26	24	21	20
<b>Arterial Access Management</b>				
Percent of Roadway Miles	15	14	11	11
Annual Delay Reduction (1000 hours)	81	58	102	102
<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)	107	82	123	123
Annual Delay Saved per Peak Traveler (hours)	0	0	1	1
Annual Congestion Cost Savings (\$million)	1.8	1.4	2.0	1.9
Travel Time Index with Strategies	1.083	1.081	1.075	1.074
Travel Time Index (Base)	1.085	1.083	1.077	1.076
<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)	25.0	12.0	11.6	11.3
Unlinked Passenger Trips (million)	1.6	1.4	1.0	1.0
Travel Time Index (combined road and transit)	1.085	1.082	1.077	1.076
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.087	1.085	1.079	1.079
Annual Increase				
Delay (1000 hours)	110	102	94	130
Delay per Peak Traveler (hours)	0	0	0	1
Congestion Cost (\$million)	1.9	1.7	1.6	2.2

**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-
<b>Poughkeepsie-Newburgh, NY</b>	<b>L-</b>	<b>L-</b>	<b>L-</b>	<b>S-</b>	<b>S-</b>
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