

## Performance Measure Summary – Salt Lake City, UT

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 Salt Lake City UT

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	975	975	970	945	930	925
Rank	45	45	45	44	43	42
Urban Area (square miles)	400	400	400	400	400	400
Population Density (persons/sq mile)	2,438	2,438	2,425	2,363	2,325	2,313
Peak Travelers (1000s)	536	533	527	510	499	491
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	7,945	7,815	7,650	7,540	7,300	7,200
Lane-Miles	570	570	550	530	510	505
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	8,240	7,940	7,900	7,850	7,790	7,690
Lane-Miles	1,340	1,320	1,295	1,290	1,285	1,280
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	315.2	299.3	206.4	171.1	184.6	154.7
Annual Unlinked Psgr Trips (millions)	41.4	38.6	38.2	26.6	31.7	28.3
<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)	3.23	2.58	2.32	1.98	1.61	1.41
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	54	53	54	57	61	61
<b>Congested System</b> (% of lane-miles)	49	49	51	52	57	57
<b>Congested Time</b> (number of "Rush Hours")	6.6	6.4	6.6	6.8	6.8	6.8
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	33	26	24	37	31	24
Transit Riders or Carpoolers (millions)	9	8	7	11	9	7
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	9,468	9,062	9,310	10,034	11,362	10,854
Rank	43	45	43	41	38	39
<b>Fuel per Peak Traveler</b> (gallons)	18	17	18	20	23	22
Rank	42	44	44	39	34	33
<b>Annual Delay</b>						
<b>Total Delay</b> (1000s of person-hours)	14,557	14,065	14,205	15,183	16,821	16,240
Rank	44	45	44	43	38	39
<b>Delay per Peak Traveler</b> (person-hours)	27	26	27	30	34	33
Rank	45	48	46	40	34	35
Delay due to Incidents (percent)	53	53	54	54	53	53
<b>Travel Time Index</b>						
<b>Travel Time Index</b>	1.19	1.18	1.19	1.21	1.24	1.24
Rank	37	38	36	34	26	26
<b>Congestion Cost</b>						
Total Cost (\$ millions)	287	263	255	260	277	259
Rank	45	46	46	43	39	40
<b>Cost per Peak Traveler</b> (\$)	535	494	484	509	554	527
Rank	48	50	48	45	37	39

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 Salt Lake City UT, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	920	900	895	890	875
Rank	41	41	40	40	40
Urban Area (square miles)	395	395	390	390	385
Population Density (persons/sq mile)	2,329	2,278	2,295	2,282	2,273
Peak Travelers (1000s)	482	465	457	449	436
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,100	7,000	6,470	6,500	6,630
Lane-Miles	505	500	495	490	485
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,610	7,555	7,460	7,385	7,300
Lane-Miles	1,280	1,275	1,270	1,270	1,235
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	147.5	136.7	107.0	112.7	113.9
Annual Unlinked Psgr Trips (millions)	25.9	24.6	23.7	24.7	24.9
<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)	1.60	1.54	1.26	1.14	1.31
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	60	60	57	53	55
<b>Congested System</b> (% of lane-miles)	57	56	56	56	52
<b>Congested Time</b> (number of "Rush Hours")	6.6	6.6	6.2	6.2	6.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	15	19	14	35	50
Transit Riders or Carpoolers (millions)	5	5	4	10	14
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	10,175	9,371	8,340	7,622	8,042
Rank	37	41	41	41	40
Fuel per Peak Traveler (gallons)	21	20	18	17	18
Rank	32	34	41	44	38
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	15,173	14,235	12,645	11,657	12,092
Rank	38	41	41	40	40
Delay per Peak Traveler (person-hours)	31	31	28	26	28
Rank	38	34	43	44	37
Delay due to Incidents (percent)	54	53	53	53	53
<b>Travel Time Index</b>	1.22	1.21	1.19	1.17	1.18
Rank	27	29	31	35	29
<b>Congestion Cost</b>					
Total Cost (\$ millions)	240	219	184	166	173
Rank	41	41	43	42	40
Cost per Peak Traveler (\$)	498	470	403	370	397
Rank	40	43	45	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.

## The Mobility Data for Salt Lake City UT, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	855	835	825	810	810
Rank	40	41	41	42	41
Urban Area (square miles)	385	385	380	380	380
Population Density (persons/sq mile)	2,221	2,169	2,171	2,132	2,132
Peak Travelers (1000s)	421	406	396	384	379
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	6,900	6,710	6,440	6,010	5,775
Lane-Miles	480	475	475	475	475
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	7,180	7,090	6,980	6,570	6,270
Lane-Miles	1,205	1,150	1,120	1,095	1,085
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	115.0	126.7	118.3	124.8	134.9
Annual Unlinked Psgr Trips (millions)	24.4	25.1	24.8	25.1	27.3
<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)	1.29	1.15	1.11	1.15	1.16
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	55	52	49	44	40
<b>Congested System</b> (% of lane-miles)	52	51	46	44	44
<b>Congested Time</b> (number of "Rush Hours")	6.8	6.8	6.6	6.0	5.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	74	82	87	76	72
Transit Riders or Carpoolers (millions)	21	24	25	21	19
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	8,294	8,335	7,666	6,441	5,505
Rank	37	36	34	35	36
Fuel per Peak Traveler (gallons)	20	21	19	17	15
Rank	29	21	26	26	31
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	12,335	12,771	11,968	10,155	8,649
Rank	37	36	33	35	36
Delay per Peak Traveler (person-hours)	29	31	30	26	23
Rank	32	26	23	29	33
Delay due to Incidents (percent)	53	53	53	53	54
<b>Travel Time Index</b>	1.19	1.19	1.18	1.16	1.14
Rank	24	21	20	26	30
<b>Congestion Cost</b>					
Total Cost (\$ millions)	174	174	158	130	108
Rank	38	36	35	37	36
Cost per Peak Traveler (\$)	413	428	398	338	284
Rank	34	29	29	33	36

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 Salt Lake City UT, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	805	800	785	785	765
Rank	41	41	41	40	40
Urban Area (square miles)	380	380	375	375	375
Population Density (persons/sq mile)	2,118	2,105	2,093	2,093	2,040
Peak Travelers (1000s)	372	365	355	352	340
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,685	5,330	5,080	4,740	4,460
Lane-Miles	475	475	470	470	470
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,675	5,465	5,210	5,205	5,135
Lane-Miles	1,045	1,010	1,005	980	975
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	115.7	151.0	109.7	121.0	102.6
Annual Unlinked Psgr Trips (millions)	24.5	23.9	21.1	21.0	20.0
<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)	1.15	1.05	1.20	1.11	1.11
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	36	34	28	27	24
<b>Congested System</b> (% of lane-miles)	39	39	34	34	32
<b>Congested Time</b> (number of "Rush Hours")	5.2	4.8	4.4	4.0	3.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	68	69	72	70	76
Transit Riders or Carpoolers (millions)	18	18	18	17	17
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	4,561	3,908	3,186	2,956	2,594
Rank	38	40	43	39	39
Fuel per Peak Traveler (gallons)	12	11	9	8	8
Rank	40	43	46	46	44
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	7,216	6,229	5,080	4,746	4,288
Rank	37	38	43	39	38
Delay per Peak Traveler (person-hours)	19	17	14	13	13
Rank	39	44	48	50	44
Delay due to Incidents (percent)	54	54	54	54	54
<b>Travel Time Index</b>	1.12	1.11	1.09	1.09	1.08
Rank	35	36	41	40	41
<b>Congestion Cost</b>					
Total Cost (\$ millions)	87	72	56	50	43
Rank	38	41	43	40	39
Cost per Peak Traveler (\$)	235	197	158	142	127
Rank	42	49	51	50	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.

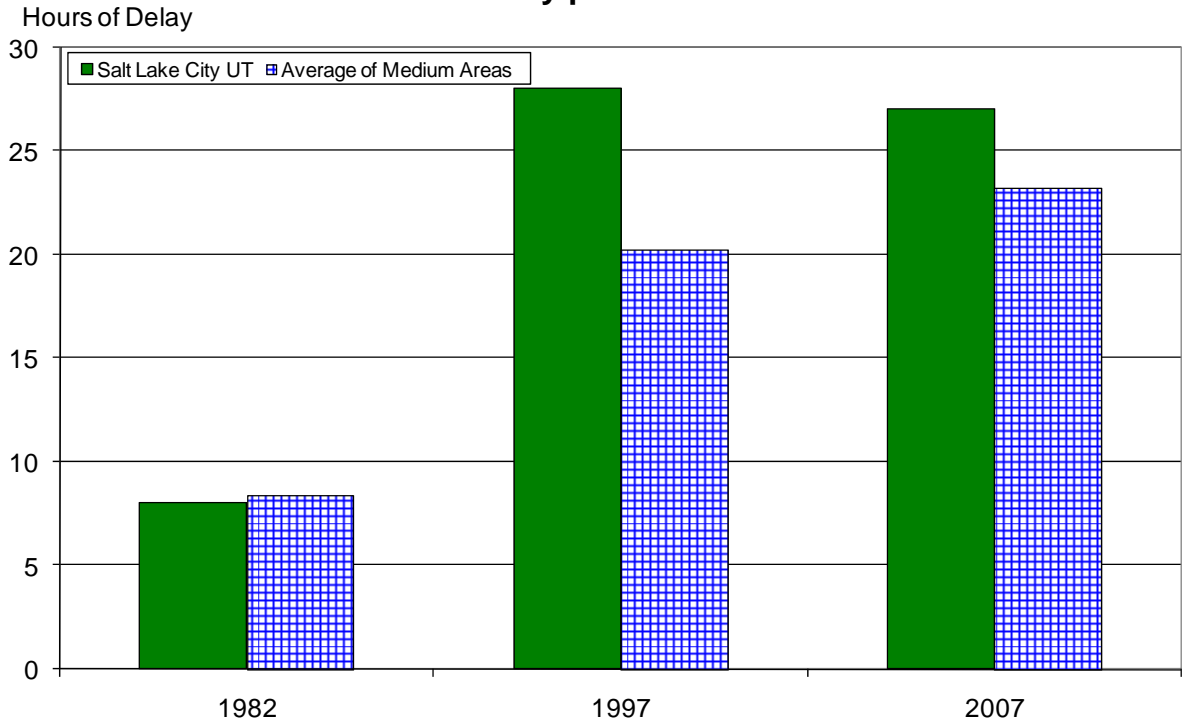
## The Mobility Data for Salt Lake City UT, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	760	750	720	700	680
Rank	40	40	40	41	41
Urban Area (square miles)	370	370	360	360	360
Population Density (persons/sq mile)	2,054	2,027	2,000	1,944	1,889
Peak Travelers (1000s)	336	329	313	302	290
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	4,090	3,890	3,575	3,550	3,390
Lane-Miles	445	425	420	420	400
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	5,035	4,695	4,525	4,300	4,050
Lane-Miles	960	900	885	880	830
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	85.0	86.8	78.4	78.4	78.4
Annual Unlinked Psgr Trips (millions)	17.1	17.1	16.5	16.5	16.5
<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)	1.08	1.42	1.43	1.47	1.53
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	24	23	19	16	16
<b>Congested System</b> (% of lane-miles)	32	32	27	24	23
<b>Congested Time</b> (number of "Rush Hours")	3.4	3.4	3.0	2.9	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)	2,381	2,193	1,708	1,432	1,325
Rank	39	40	41	43	41
Fuel per Peak Traveler (gallons)	7	7	5	5	5
Rank	44	40	52	47	47
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	3,979	3,657	2,910	2,492	2,293
Rank	39	38	42	41	38
Delay per Peak Traveler (person-hours)	12	11	9	8	8
Rank	46	45	51	52	49
Delay due to Incidents (percent)	54	54	53	53	53
<b>Travel Time Index</b>	1.08	1.08	1.06	1.05	1.05
Rank	37	35	42	44	44
<b>Congestion Cost</b>					
Total Cost (\$ millions)	39	36	27	23	20
Rank	40	40	42	41	40
Cost per Peak Traveler (\$)	115	109	88	75	71
Rank	52	52	53	54	52

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.

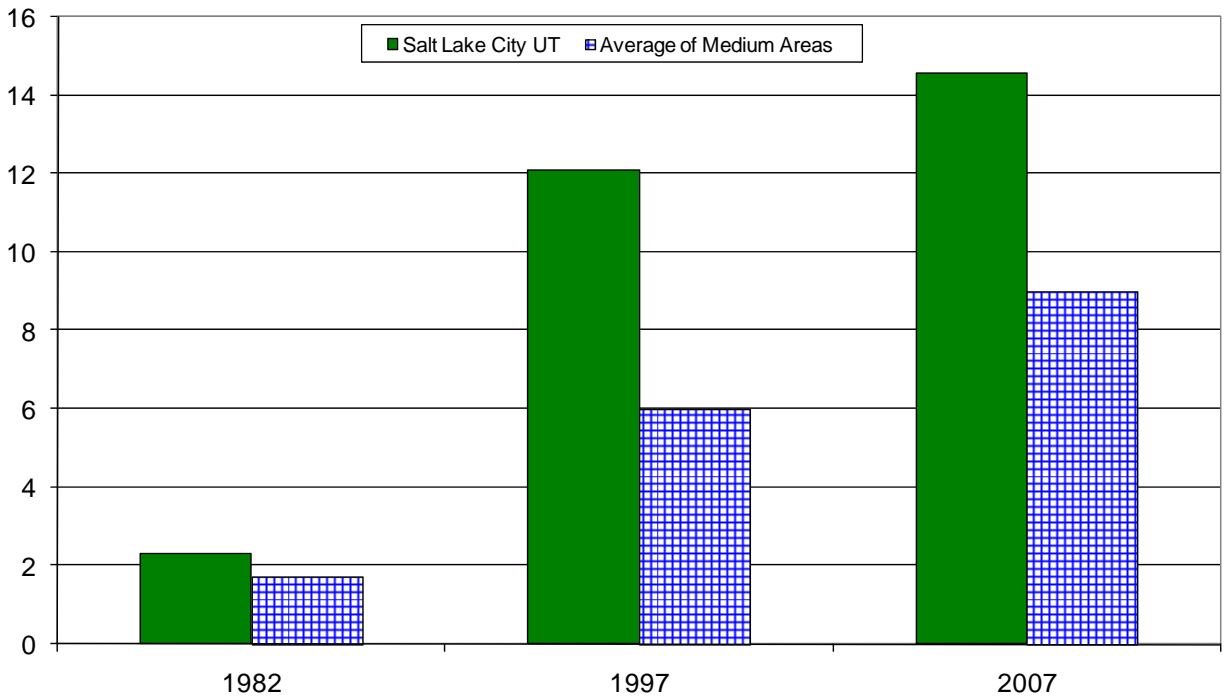
### Growth in Delay per Peak Traveler



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  
Salt Lake City UT**

<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	33	32	34	35
Annual Delay Reduction (1000 hours)	15	13	71	84
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	100	100	100	100
<b>Service Patrols</b>				
Percent of Roadway Miles	100	100	100	100
Annual Delay Reduction (1000 hours)	252	264	382	492
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	41	42	42	43
Annual Delay Reduction (1000 hours)	40	31	30	30
<b>Arterial Access Management</b>				
Percent of Roadway Miles	32	32	32	32
Annual Delay Reduction (1000 hours)	205	173	183	182
<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)	513	481	666	788
Annual Delay Saved per Peak Traveler (hours)	1	1	1	2
Annual Congestion Cost Savings (\$million)	10.5	9.4	12.3	13.8
Travel Time Index with Strategies	1.187	1.184	1.191	1.209
Travel Time Index (Base)	1.194	1.190	1.199	1.219
<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)	315.2	299.3	206.4	171.1
Unlinked Passenger Trips (million)	41.4	38.6	38.2	26.6
Travel Time Index (combined road and transit)	1.184	1.180	1.192	1.212
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.217	1.214	1.216	1.234
Annual Increase				
Delay (1000 hours)	2,672	2,639	1,909	1,641
Delay per Peak Traveler (hours)	5	5	4	3
Congestion Cost (\$million)	52.9	49.7	34.4	28.2

**Benefits from Public Transportation Service and Operations Strategies in  
Salt Lake City UT, 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	28	28	20	10
Annual Delay Reduction (1000 hours)	66	61	56	25
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	100	100	100	100
<b>Service Patrols</b>				
Percent of Roadway Miles	100	100	100	100
Annual Delay Reduction (1000 hours)	520	507	479	294
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	43	43	43	43
Annual Delay Reduction (1000 hours)	34	32	33	55
<b>Arterial Access Management</b>				
Percent of Roadway Miles	32	32	32	27
Annual Delay Reduction (1000 hours)	217	206	170	232
<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)	838	805	738	605
Annual Delay Saved per Peak Traveler (hours)	2	2	2	1
Annual Congestion Cost Savings (\$million)	14.1	13.1	12.0	9.5
Travel Time Index with Strategies	1.244	1.236	1.223	1.208
Travel Time Index (Base)	1.256	1.247	1.233	1.216
<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)	184.6	154.7	147.5	136.7
Unlinked Passenger Trips (million)	31.7	28.3	25.9	24.6
Travel Time Index (combined road and transit)	1.247	1.239	1.226	1.211
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.274	1.265	1.248	1.231
Annual Increase				
Delay (1000 hours)	1,923	1,776	1,528	1,401
Delay per Peak Traveler (hours)	4	4	3	3
Congestion Cost (\$million)	31.8	28.4	24.2	21.6

**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