

## Performance Measure Summary – San Diego, CA

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 San Diego CA

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	2,950	2,950	2,925	2,905	2,865	2,825
Rank	15	15	15	15	15	14
Urban Area (square miles)	850	840	800	775	770	765
Population Density (persons/sq mile)	3,471	3,512	3,656	3,748	3,721	3,693
Peak Travelers (1000s)	1,652	1,640	1,615	1,595	1,564	1,520
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	38,400	39,170	39,395	38,805	36,195	35,000
Lane-Miles	1,990	1,985	1,965	1,930	1,860	1,830
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	22,280	22,240	22,155	22,125	21,245	22,605
Lane-Miles	3,380	3,380	3,380	3,375	3,340	3,300
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	591	568	540	513	509	509
Annual Unlinked Psgr Trips (millions)	96	96	90	89	93	97
<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)	3.24	2.88	2.62	2.28	1.78	1.66
System Performance	2007	2006	2005	2004	2003	2002
<b>Congested Travel</b> (% of peak VMT)	84	84	85	85	80	82
<b>Congested System</b> (% of lane-miles)	67	67	67	67	65	64
<b>Congested Time</b> (number of "Rush Hours")	8.0	8.0	8.0	8.0	8.0	8.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	56	98	146	190	168	172
Transit Riders or Carpoolers (millions)	22	39	58	76	65	67
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	65,734	68,345	70,131	68,970	61,754	61,460
Rank	12	12	12	11	12	12
Fuel per Peak Traveler (gallons)	40	42	43	43	39	40
Rank	3	3	3	2	4	3
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	85,392	88,101	89,792	88,036	80,577	80,959
Rank	13	13	13	13	13	12
Delay per Peak Traveler (person-hours)	52	54	56	55	52	53
Rank	9	9	5	5	8	6
Delay due to Incidents (percent)	50	50	49	49	48	48
<b>Travel Time Index</b>	1.37	1.38	1.39	1.39	1.36	1.36
Rank	5	4	4	3	6	6
<b>Congestion Cost</b>						
Total Cost (\$ millions)	1,786	1,774	1,737	1,617	1,411	1,388
Rank	14	14	14	13	13	13
Cost per Peak Traveler (\$)	1,081	1,082	1,076	1,014	902	913
Rank	7	5	5	4	8	5

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 San Diego CA, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	2,780	2,740	2,700	2,660	2,620
Rank	14	14	13	13	13
Urban Area (square miles)	760	755	755	750	750
Population Density (persons/sq mile)	3,658	3,629	3,576	3,547	3,493
Peak Travelers (1000s)	1,471	1,428	1,382	1,341	1,300
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	34,590	33,745	31,775	30,000	29,515
Lane-Miles	1,795	1,795	1,780	1,760	1,760
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	21,520	20,065	19,345	18,985	19,340
Lane-Miles	3,220	3,140	2,990	2,955	2,915
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	560	553	515	500	445
Annual Unlinked Psgr Trips (millions)	103	103	98	95	84
<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)	1.93	1.72	1.59	1.27	1.40
System Performance	2001	2000	1999	1998	1997
<b>Congested Travel</b> (% of peak VMT)	82	79	78	72	72
<b>Congested System</b> (% of lane-miles)	65	62	62	57	58
<b>Congested Time</b> (number of "Rush Hours")	8.0	7.8	7.6	7.6	7.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	141	121	91	72	67
Transit Riders or Carpoolers (millions)	55	46	34	26	24
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	54,556	48,998	44,432	37,081	34,339
Rank	12	12	13	14	14
Fuel per Peak Traveler (gallons)	37	34	32	28	26
Rank	7	7	9	11	12
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	71,769	63,659	58,516	49,923	46,539
Rank	12	14	14	14	14
Delay per Peak Traveler (person-hours)	49	45	42	37	36
Rank	9	11	12	15	18
Delay due to Incidents (percent)	49	47	48	48	48
<b>Travel Time Index</b>	1.33	1.30	1.29	1.25	1.23
Rank	7	9	9	12	15
<b>Congestion Cost</b>					
Total Cost (\$ millions)	1,239	1,067	935	771	719
Rank	13	14	14	14	14
Cost per Peak Traveler (\$)	842	747	676	575	553
Rank	8	11	12	16	19

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 San Diego CA, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	2,565	2,555	2,550	2,530	2,480
Rank	14	13	13	13	13
Urban Area (square miles)	745	745	740	735	730
Population Density (persons/sq mile)	3,443	3,430	3,446	3,442	3,397
Peak Travelers (1000s)	1,252	1,226	1,206	1,176	1,136
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	29,150	28,490	28,000	27,470	27,510
Lane-Miles	1,750	1,710	1,690	1,670	1,630
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	19,695	19,190	18,520	17,965	17,985
Lane-Miles	2,885	2,850	2,825	2,790	2,770
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	415	337	327	376	389
Annual Unlinked Psgr Trips (millions)	78	71	69	73	74
<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	1.27	1.16	1.23	1.28
System Performance	1996	1995	1994	1993	1992
<b>Congested Travel</b> (% of peak VMT)	72	70	69	71	72
<b>Congested System</b> (% of lane-miles)	58	54	54	57	54
<b>Congested Time</b> (number of "Rush Hours")	7.6	7.6	7.4	7.4	7.6
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	88	55	50	74	143
Transit Riders or Carpoolers (millions)	32	20	18	26	52
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	33,441	30,844	29,691	30,432	31,313
Rank	14	14	14	12	11
Fuel per Peak Traveler (gallons)	27	25	25	26	28
Rank	10	10	10	10	8
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	45,181	41,120	39,630	41,099	42,522
Rank	14	14	14	14	14
Delay per Peak Traveler (person-hours)	36	34	33	35	37
Rank	17	16	16	12	9
Delay due to Incidents (percent)	48	48	48	48	48
<b>Travel Time Index</b>	1.22	1.21	1.20	1.21	1.22
Rank	16	16	15	12	11
<b>Congestion Cost</b>					
Total Cost (\$ millions)	681	606	565	572	578
Rank	14	14	14	14	13
Cost per Peak Traveler (\$)	544	494	469	486	509
Rank	19	18	15	12	10

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

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## The Mobility Data for San Diego CA, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	2,445	2,295	2,230	2,150	2,070
Rank	13	13	13	13	14
Urban Area (square miles)	710	710	705	695	680
Population Density (persons/sq mile)	3,444	3,232	3,163	3,094	3,044
Peak Travelers (1000s)	1,100	1,017	981	937	896
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	27,150	27,390	26,760	25,055	23,170
Lane-Miles	1,610	1,610	1,610	1,600	1,570
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	17,290	17,515	17,290	16,805	15,570
Lane-Miles	2,735	2,705	2,665	2,610	2,590
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	398	380	323	270	230
Annual Unlinked Psgr Trips (millions)	73	68	58	49	47
<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)	1.11	1.14	1.14	1.05	1.05
System Performance	1991	1990	1989	1988	1987
<b>Congested Travel</b> (% of peak VMT)	70	68	63	57	52
<b>Congested System</b> (% of lane-miles)	51	48	43	38	36
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.6	7.4	7.2	7.0
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	191	279	323	331	312
Transit Riders or Carpoolers (millions)	68	101	116	114	101
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	28,672	29,492	26,871	21,156	16,520
Rank	11	10	12	14	15
Fuel per Peak Traveler (gallons)	26	29	27	23	18
Rank	8	5	6	8	12
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	38,234	38,709	35,219	28,335	22,869
Rank	14	12	14	15	16
Delay per Peak Traveler (person-hours)	35	38	36	30	26
Rank	10	8	10	15	14
Delay due to Incidents (percent)	48	48	47	48	49
<b>Travel Time Index</b>	1.21	1.21	1.19	1.16	1.13
Rank	11	12	13	16	17
<b>Congestion Cost</b>					
Total Cost (\$ millions)	501	488	421	320	249
Rank	14	12	13	16	16
Cost per Peak Traveler (\$)	456	480	429	342	278
Rank	11	9	10	13	15

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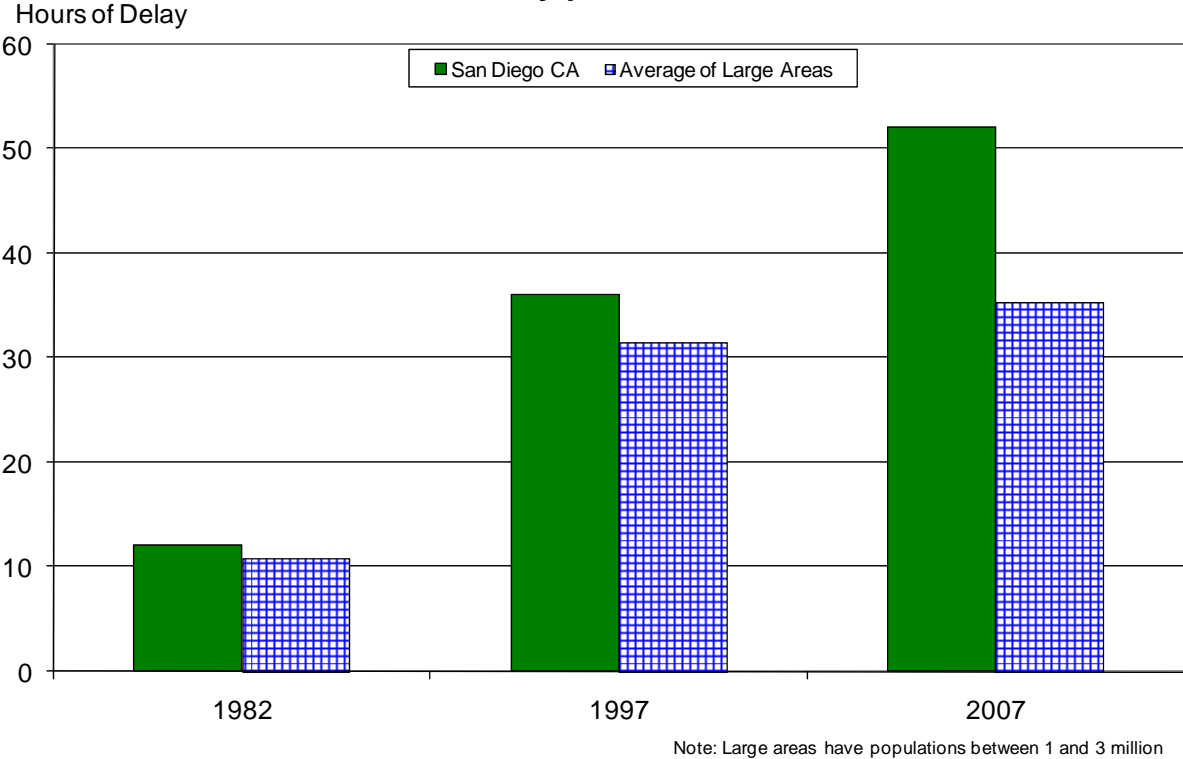
## The Mobility Data for San Diego CA, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	2,000	1,890	1,830	1,800	1,780
Rank	14	15	15	15	16
Urban Area (square miles)	665	650	640	625	610
Population Density (persons/sq mile)	3,008	2,908	2,859	2,880	2,918
Peak Travelers (1000s)	858	805	774	756	739
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	21,500	19,650	18,480	16,675	15,070
Lane-Miles	1,570	1,560	1,540	1,485	1,365
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	14,340	13,200	12,125	11,995	11,905
Lane-Miles	2,550	2,515	2,480	2,440	2,405
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	217	260	247	247	247
Annual Unlinked Psgr Trips (millions)	40	45	43	43	43
<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)	1.03	1.35	1.36	1.39	1.46
System Performance	1986	1985	1984	1983	1982
<b>Congested Travel</b> (% of peak VMT)	45	40	34	30	27
<b>Congested System</b> (% of lane-miles)	35	33	28	28	25
<b>Congested Time</b> (number of "Rush Hours")	6.2	5.4	4.8	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)	12,279	10,370	8,408	6,521	5,983
Rank	16	16	18	17	17
Fuel per Peak Traveler (gallons)	14	13	11	9	8
Rank	13	14	18	23	24
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	17,223	14,917	12,499	9,773	9,090
Rank	17	17	19	18	17
Delay per Peak Traveler (person-hours)	20	19	16	13	12
Rank	22	20	24	30	28
Delay due to Incidents (percent)	49	49	50	51	51
<b>Travel Time Index</b>	1.10	1.10	1.08	1.07	1.07
Rank	24	23	30	32	26
<b>Congestion Cost</b>					
Total Cost (\$ millions)	181	159	129	98	89
Rank	18	17	19	18	18
Cost per Peak Traveler (\$)	211	198	167	129	120
Rank	22	23	25	32	30

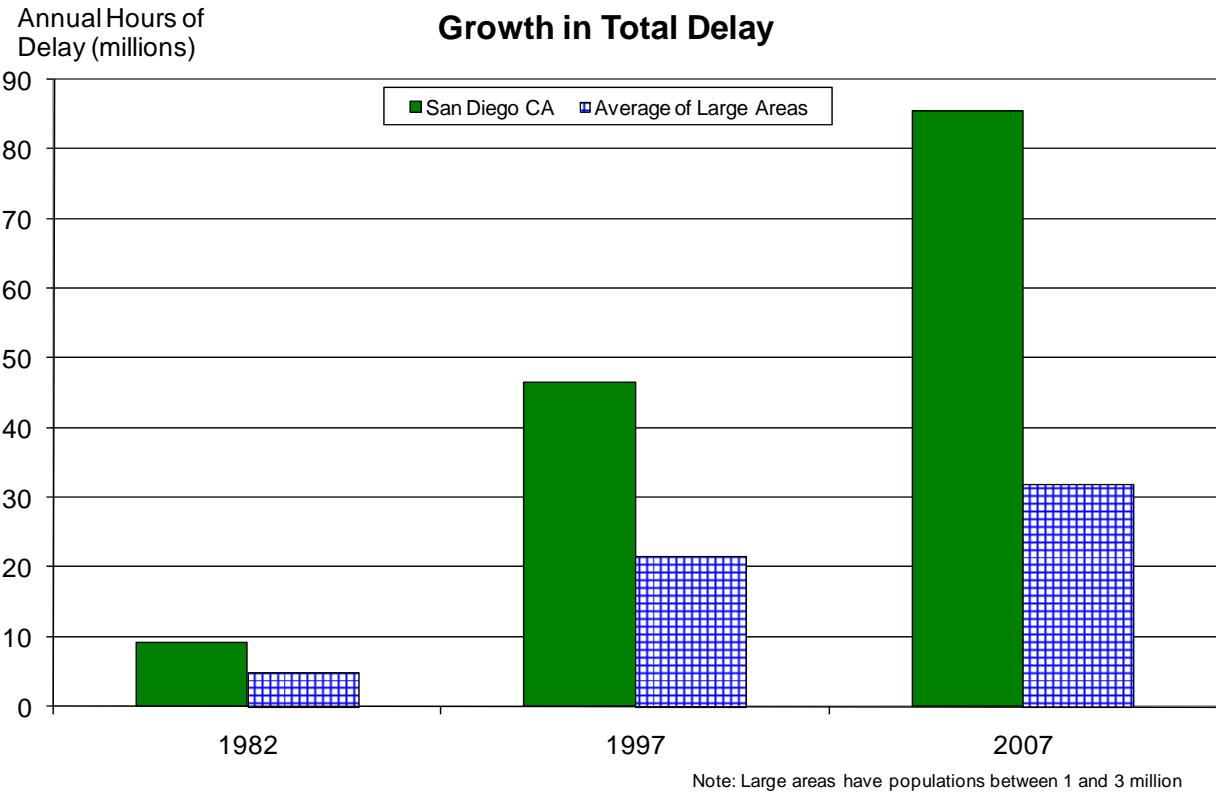
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### Growth in Delay per Peak Traveler



### Growth in Total Delay



**Benefits from Public Transportation Service and Operations Strategies in  
San Diego CA**

<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	84	84	85	87
Annual Delay Reduction (1000 hours)	3,048	3,303	3,657	3,707
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	13	13	13	13
<b>Service Patrols</b>				
Percent of Roadway Miles	80	79	80	82
Annual Delay Reduction (1000 hours)	3,226	3,401	2,841	2,801
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	100	100	90	90
Annual Delay Reduction (1000 hours)	300	313	327	340
<b>Arterial Access Management</b>				
Percent of Roadway Miles	54	54	53	53
Annual Delay Reduction (1000 hours)	1,735	1,635	1,613	1,596
<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)	8,309	8,651	8,439	8,443
Annual Delay Saved per Peak Traveler (hours)	5	5	5	5
Annual Congestion Cost Savings (\$million)	170.0	170.3	159.6	151.6
Travel Time Index with Strategies	1.367	1.379	1.390	1.387
Travel Time Index (Base)	1.402	1.415	1.425	1.423
<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)	591	568	539	513
Unlinked Passenger Trips (million)	96	96	90	89
Travel Time Index (combined road and transit)	1.390	1.404	1.414	1.412
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.425	1.433	1.440	1.437
Annual Increase				
Delay (1000 hours)	7,832	6,823	6,253	5,915
Delay per Peak Traveler (hours)	5	4	4	4
Congestion Cost (\$million)	161.7	135.0	118.7	106.5

**Benefits from Public Transportation Service and Operations Strategies in  
San Diego CA, 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	90	90	87	85
Annual Delay Reduction (1000 hours)	2,410	1,982	1,829	1,731
<b>Freeway Incident Management</b>				
<b>Cameras</b>				
Percent of Roadway Miles	10	10	10	11
<b>Service Patrols</b>				
Percent of Roadway Miles	85	87	87	87
Annual Delay Reduction (1000 hours)	2,226	2,052	1,639	1,210
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	90	91	93	92
Annual Delay Reduction (1000 hours)	371	469	404	356
<b>Arterial Access Management</b>				
Percent of Roadway Miles	54	52	53	50
Annual Delay Reduction (1000 hours)	1,504	1,339	1,256	970
<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)	6,511	5,842	5,128	4,267
Annual Delay Saved per Peak Traveler (hours)	4	4	3	3
Annual Congestion Cost Savings (\$million)	111.9	98.6	87.2	70.6
Travel Time Index with Strategies	1.365	1.361	1.326	1.302
Travel Time Index (Base)	1.392	1.387	1.349	1.323
<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)	509	509	560	553
Unlinked Passenger Trips (million)	93	97	103	103
Travel Time Index (combined road and transit)	1.382	1.377	1.339	1.313
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.411	1.405	1.367	1.342
Annual Increase				
Delay (1000 hours)	6,266	6,137	6,098	5,899
Delay per Peak Traveler (hours)	4	4	4	4
Congestion Cost (\$million)	108.3	104.1	103.8	97.7

**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+
Orlando, FL	H+	H	H	F+	F+
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