

## Performance Measure Summary – Tampa-St. Petersburg, 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 Tampa-St. Petersburg FL

Inventory Measures	2007	2006	2005	2004	2003	2002
<b>Urban Area Information</b>						
Population (1000s)	2,320	2,295	2,250	2,215	2,050	2,025
Rank	17	18	18	18	19	20
Urban Area (square miles)	1,355	1,350	1,350	1,350	1,345	1,340
Population Density (persons/sq mile)	1,712	1,700	1,667	1,641	1,524	1,511
Peak Travelers (1000s)	1,299	1,276	1,242	1,216	1,119	1,089
<b>Freeway</b>						
Daily Vehicle-Miles of Travel (1000s)	14,100	13,585	13,050	12,980	12,000	11,100
Lane-Miles	885	875	850	840	810	785
<b>Arterial Streets</b>						
Daily Vehicle-Miles of Travel (1000s)	28,915	29,000	28,000	27,340	24,675	24,200
Lane-Miles	3,845	3,800	3,750	3,700	3,480	3,355
<b>Public Transportation</b>						
Annual Psgr-Miles of Travel (millions)	131	127	113	106	100	94
Annual Unlinked Psgr Trips (millions)	26	25	23	21	20	20
<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)	76	72	69	67	64	63
<b>Congested System</b> (% of lane-miles)	67	66	66	65	64	63
<b>Congested Time</b> (number of "Rush Hours")	7.8	7.8	7.6	7.6	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>						
Lane-miles	191	245	275	321	264	267
Transit Riders or Carpoolers (millions)	60	77	85	99	78	79
<b>Annual Excess Fuel Consumed</b>						
Total Fuel (1000 gallons)	39,612	38,994	35,383	35,394	31,197	29,198
Rank	18	19	20	19	20	20
Fuel per Peak Traveler (gallons)	30	31	28	29	28	27
Rank	15	15	26	21	17	18
<b>Annual Delay</b>						
Total Delay (1000s of person-hours)	61,018	61,184	56,370	56,952	51,439	48,320
Rank	17	17	19	17	19	20
Delay per Peak Traveler (person-hours)	47	48	45	47	46	44
Rank	11	11	18	12	11	12
Delay due to Incidents (percent)	54	54	54	54	54	54
<b>Travel Time Index</b>	1.31	1.30	1.28	1.29	1.28	1.27
Rank	14	17	23	18	19	17
<b>Congestion Cost</b>						
Total Cost (\$ millions)	1,205	1,169	1,033	995	853	777
Rank	18	18	19	18	19	20
Cost per Peak Traveler (\$)	928	916	831	819	762	713
Rank	18	21	22	17	16	17

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 Tampa-St. Petersburg FL, Continued

Inventory Measures	2001	2000	1999	1998	1997
<b>Urban Area Information</b>					
Population (1000s)	2,000	1,945	1,895	1,865	1,845
Rank	20	19	19	19	19
Urban Area (square miles)	1,340	1,335	1,325	1,315	1,305
Population Density (persons/sq mile)	1,493	1,457	1,430	1,418	1,414
Peak Travelers (1000s)	1,058	1,013	970	940	915
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	10,400	9,700	9,100	8,500	8,110
Lane-Miles	750	725	690	650	615
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	22,605	21,000	19,550	18,700	17,730
Lane-Miles	3,225	3,100	2,875	2,700	2,545
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	86	87	85	87	79
Annual Unlinked Psgr Trips (millions)	20	19	19	19	17
<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)	57	57	58	58	58
<b>Congested System</b> (% of lane-miles)	58	58	59	59	59
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.2	7.2	7.2	7.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	238	199	174	158	149
Transit Riders or Carpoolers (millions)	69	56	49	44	42
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	26,552	23,461	22,615	21,437	20,565
Rank	21	22	22	22	21
Fuel per Peak Traveler (gallons)	25	23	23	23	22
Rank	19	25	23	22	24
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	44,104	38,670	37,009	35,072	33,895
Rank	19	21	20	20	21
Delay per Peak Traveler (person-hours)	42	38	38	37	37
Rank	16	20	18	15	17
Delay due to Incidents (percent)	54	54	54	54	54
<b>Travel Time Index</b>	1.26	1.25	1.25	1.25	1.26
Rank	20	18	16	12	9
<b>Congestion Cost</b>					
Total Cost (\$ millions)	704	605	547	506	486
Rank	20	22	21	22	21
Cost per Peak Traveler (\$)	666	597	564	538	531
Rank	17	23	23	20	22

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 Tampa-St. Petersburg FL, Continued

Inventory Measures	1996	1995	1994	1993	1992
<b>Urban Area Information</b>					
Population (1000s)	1,840	1,830	1,780	1,755	1,730
Rank	19	19	19	21	21
Urban Area (square miles)	1,300	1,290	1,270	1,230	1,200
Population Density (persons/sq mile)	1,415	1,419	1,402	1,427	1,442
Peak Travelers (1000s)	898	878	842	816	792
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	7,845	7,615	7,165	6,825	6,300
Lane-Miles	585	545	510	485	460
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	16,840	16,205	15,405	14,785	14,225
Lane-Miles	2,465	2,345	2,200	2,110	2,035
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	82	92	92	92	89
Annual Unlinked Psgr Trips (millions)	17	19	19	19	18
<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)	61	62	62	64	63
<b>Congested System</b> (% of lane-miles)	63	63	63	64	64
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.4	7.4	7.4	7.4
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	137	157	145	130	119
Transit Riders or Carpoolers (millions)	39	45	42	38	34
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	21,018	20,956	19,762	19,136	18,015
Rank	21	21	19	18	18
Fuel per Peak Traveler (gallons)	23	24	23	23	23
Rank	18	13	12	11	10
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	34,598	34,396	32,724	31,095	29,343
Rank	19	17	16	16	17
Delay per Peak Traveler (person-hours)	39	39	39	38	37
Rank	13	11	10	10	9
Delay due to Incidents (percent)	54	54	54	54	54
<b>Travel Time Index</b>	1.28	1.29	1.29	1.29	1.29
Rank	6	5	3	4	4
<b>Congestion Cost</b>					
Total Cost (\$ millions)	490	471	434	405	371
Rank	21	20	18	17	18
Cost per Peak Traveler (\$)	545	536	516	496	468
Rank	18	12	11	11	12

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

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## The Mobility Data for Tampa-St. Petersburg FL, Continued

Inventory Measures	1991	1990	1989	1988	1987
<b>Urban Area Information</b>					
Population (1000s)	1,725	1,720	1,670	1,635	1,610
Rank	21	21	21	21	21
Urban Area (square miles)	1,160	1,130	1,090	1,055	1,020
Population Density (persons/sq mile)	1,487	1,522	1,532	1,550	1,578
Peak Travelers (1000s)	776	762	735	713	697
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	5,850	5,315	5,000	4,885	4,590
Lane-Miles	425	400	365	340	310
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	13,960	12,980	12,390	12,010	11,655
Lane-Miles	1,990	1,945	1,900	1,870	1,855
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	98	47	46	46	42
Annual Unlinked Psgr Trips (millions)	19	9	9	9	9
<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)	64	62	62	61	60
<b>Congested System</b> (% of lane-miles)	61	60	60	60	55
<b>Congested Time</b> (number of "Rush Hours")	7.4	7.2	7.2	7.2	7.2
<b>Annual Increase Needed to Maintain Constant Congestion Level:</b>					
Lane-miles	125	101	87	93	89
Transit Riders or Carpoolers (millions)	35	27	23	25	23
<b>Annual Excess Fuel Consumed</b>					
Total Fuel (1000 gallons)	17,653	15,111	13,723	13,436	12,906
Rank	18	18	18	17	17
Fuel per Peak Traveler (gallons)	23	20	19	19	19
Rank	10	13	16	15	8
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	28,805	24,970	22,699	22,249	21,497
Rank	17	18	18	17	17
Delay per Peak Traveler (person-hours)	37	33	31	31	31
Rank	9	12	13	12	8
Delay due to Incidents (percent)	54	53	53	53	53
<b>Travel Time Index</b>	1.29	1.27	1.25	1.26	1.26
Rank	3	3	6	3	3
<b>Congestion Cost</b>					
Total Cost (\$ millions)	354	295	254	237	222
Rank	18	18	18	18	17
Cost per Peak Traveler (\$)	456	387	346	333	318
Rank	11	15	17	15	11

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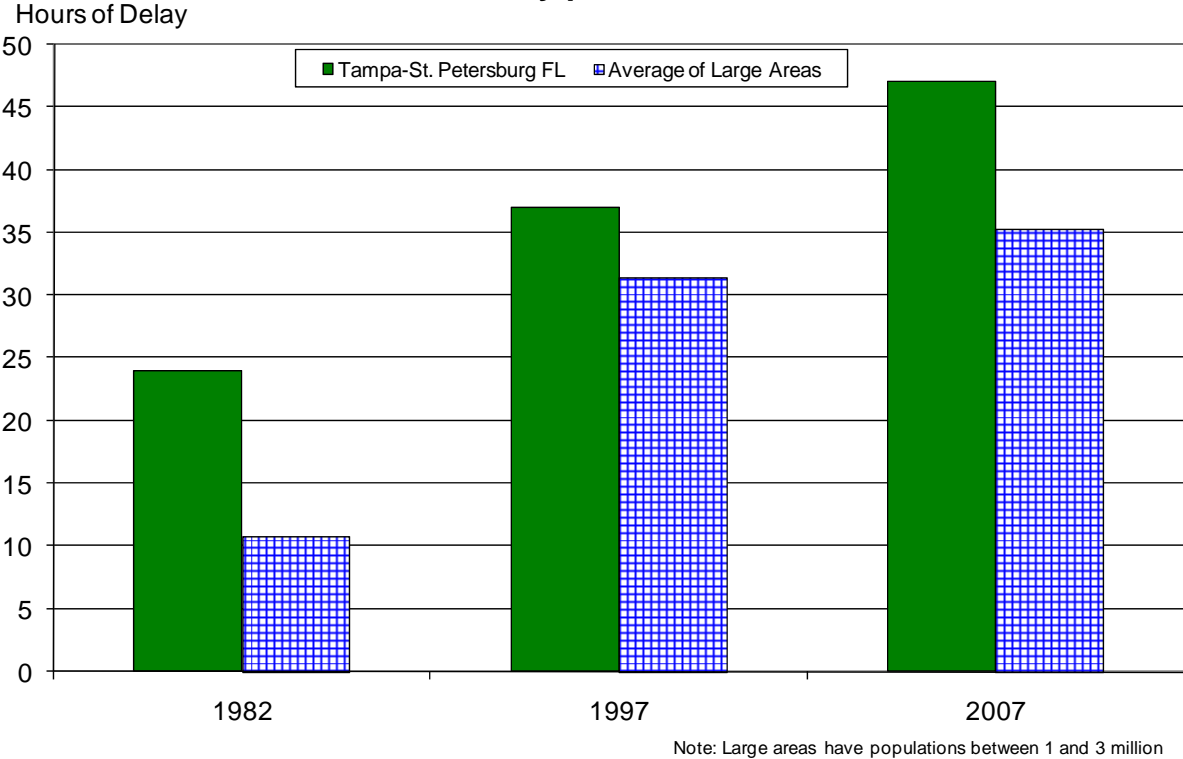
## The Mobility Data for Tampa-St. Petersburg FL, Continued

Inventory Measures	1986	1985	1984	1983	1982
<b>Urban Area Information</b>					
Population (1000s)	1,565	1,520	1,485	1,455	1,420
Rank	21	21	21	21	21
Urban Area (square miles)	990	970	950	920	890
Population Density (persons/sq mile)	1,581	1,567	1,563	1,582	1,596
Peak Travelers (1000s)	671	648	628	611	589
<b>Freeway</b>					
Daily Vehicle-Miles of Travel (1000s)	3,985	3,700	3,545	3,230	2,985
Lane-Miles	290	280	270	260	250
<b>Arterial Streets</b>					
Daily Vehicle-Miles of Travel (1000s)	11,420	11,115	10,855	10,500	10,300
Lane-Miles	1,835	1,800	1,780	1,755	1,725
<b>Public Transportation</b>					
Annual Psgr-Miles of Travel (millions)	47	46	41	41	41
Annual Unlinked Psgr Trips (millions)	10	9	10	10	10
<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)	60	56	54	53	52
<b>Congested System</b> (% of lane-miles)	55	51	50	50	51
<b>Congested Time</b> (number of "Rush Hours")	7.2	7.0	7.0	6.6	6.6
<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)	11,713	10,366	9,926	9,037	8,584
Rank	17	17	16	14	14
Fuel per Peak Traveler (gallons)	17	16	16	15	15
Rank	8	8	6	6	6
<b>Annual Delay</b>					
Total Delay (1000s of person-hours)	19,264	17,178	16,702	15,095	14,225
Rank	16	16	14	14	13
Delay per Peak Traveler (person-hours)	29	27	27	25	24
Rank	8	7	6	6	4
Delay due to Incidents (percent)	53	53	53	53	53
<b>Travel Time Index</b>	1.24	1.22	1.22	1.21	1.20
Rank	4	4	3	2	2
<b>Congestion Cost</b>					
Total Cost (\$ millions)	191	173	163	142	131
Rank	16	16	16	14	13
Cost per Peak Traveler (\$)	285	267	259	232	222
Rank	9	10	8	8	7

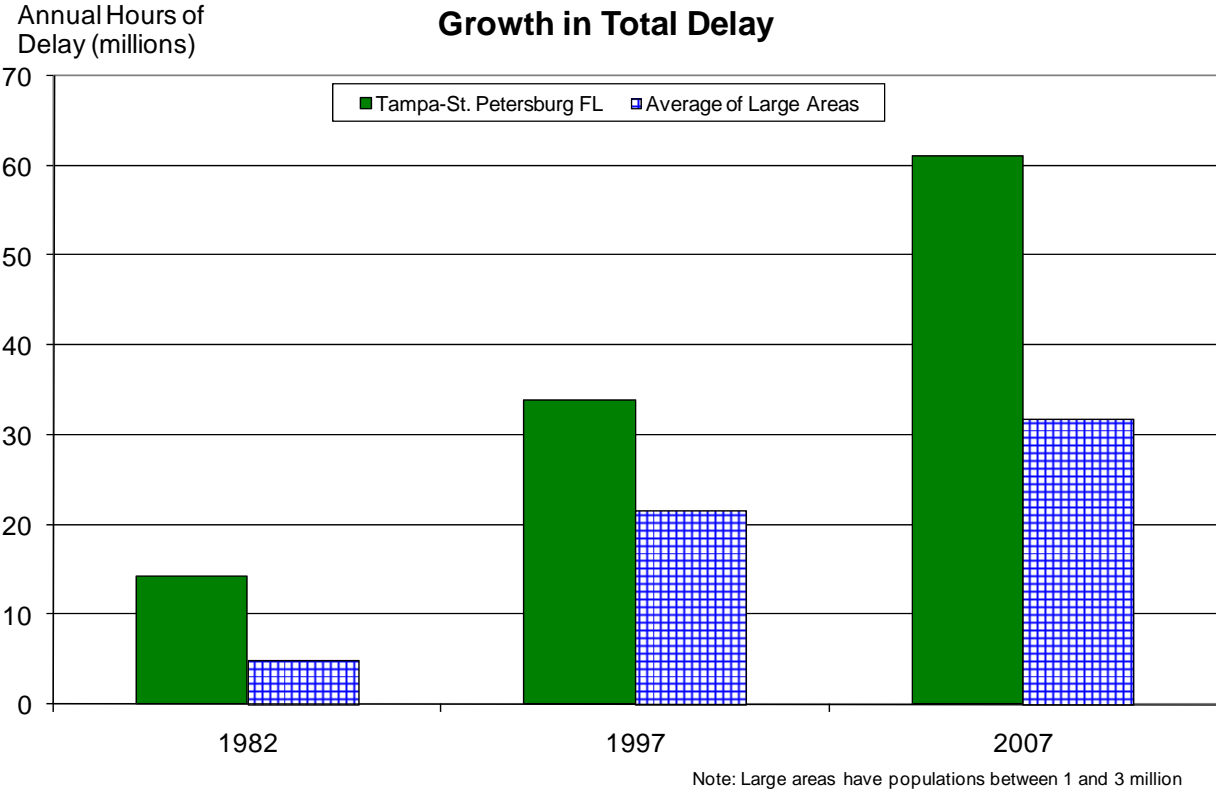
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### Growth in Delay per Peak Traveler



### Growth in Total Delay



**Benefits from Public Transportation Service and Operations Strategies in  
Tampa-St. Petersburg 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	52	22	23	23
<b>Service Patrols</b>				
Percent of Roadway Miles	86	61	62	40
Annual Delay Reduction (1000 hours)	1,208	856	622	478
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	64	65	62	61
Annual Delay Reduction (1000 hours)	363	350	299	217
<b>Arterial Access Management</b>				
Percent of Roadway Miles	58	54	52	52
Annual Delay Reduction (1000 hours)	2,808	2,728	2,434	2,602
<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)	4,378	3,935	3,355	3,297
Annual Delay Saved per Peak Traveler (hours)	3	3	3	3
Annual Congestion Cost Savings (\$million)	86.5	74.7	61.0	57.0
Travel Time Index with Strategies	1.306	1.303	1.282	1.288
Travel Time Index (Base)	1.327	1.321	1.297	1.303
<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)	131	127	112	106
Unlinked Passenger Trips (million)	26	25	23	21
Travel Time Index (combined road and transit)	1.324	1.318	1.295	1.300
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.329	1.323	1.300	1.304
Annual Increase				
Delay (1000 hours)	1,250	1,313	1,157	899
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	24.3	24.8	21.0	15.6

**Benefits from Public Transportation Service and Operations Strategies in  
Tampa-St. Petersburg 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	18	8	8	8
<b>Service Patrols</b>				
Percent of Roadway Miles	39	38	24	9
Annual Delay Reduction (1000 hours)	421	300	245	103
<b>Arterial Signal Coordination</b>				
Percent of Roadway Miles	47	42	39	40
Annual Delay Reduction (1000 hours)	192	177	170	161
<b>Arterial Access Management</b>				
Percent of Roadway Miles	55	58	60	62
Annual Delay Reduction (1000 hours)	2,364	2,075	2,079	1,940
<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)	2,978	2,552	2,495	2,204
Annual Delay Saved per Peak Traveler (hours)	3	2	2	2
Annual Congestion Cost Savings (\$million)	48.8	40.7	39.2	33.8
Travel Time Index with Strategies	1.278	1.270	1.260	1.246
Travel Time Index (Base)	1.292	1.283	1.273	1.258
<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)	100	94	86	87
Unlinked Passenger Trips (million)	20	20	20	19
Travel Time Index (combined road and transit)	1.290	1.280	1.271	1.256
<b>Condition if Public Transportation Service were Discontinued</b>				
Travel Time Index	1.294	1.284	1.274	1.260
Annual Increase				
Delay (1000 hours)	907	823	749	759
Delay per Peak Traveler (hours)	1	1	1	1
Congestion Cost (\$million)	15.0	13.2	11.9	11.8

**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+
<b>Tampa-St. Petersburg, FL</b>	<b>H+</b>	<b>H+</b>	<b>H+</b>	<b>0</b>	<b>F+</b>
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