

Table 4. Trends—Annual Delay per Traveler, 1982 to 2002

Urban Area	Annual Hours of Delay per Traveler				Long-Term Change 1982 to 2002	
	2002	2001	1992	1982	Hours	Rank
<b>85 Area Average</b>	46	45	38	16	30	
<b>Very Large Average</b>	62	60	55	24	38	
Very Large						
Dallas-Fort Worth-Arlington TX	61	55	43	13	48	1
Los Angeles-Long Beach-Santa Ana CA	93	94	114	47	46	3
Washington DC-VA-MD	67	66	48	21	46	3
San Francisco-Oakland CA	73	73	60	30	43	6
Miami FL	52	50	39	11	41	7
Chicago IL-IN	56	50	43	16	40	8
Detroit MI	53	51	65	17	36	14
Boston MA-NH-RI	54	54	40	20	34	16
New York-Newark NY-NJ-CT	50	48	33	18	32	21
Philadelphia PA-NJ-DE-MD	40	39	31	14	26	31
Houston TX	58	57	32	39	19	44
<b>85 Area Average</b>	46	45	38	16	30	
<b>Large Average</b>	38	38	28	10	28	
Large						
Riverside-San Bernardino CA	57	54	55	9	48	1
Atlanta GA	60	52	26	14	46	3
Baltimore MD	48	40	29	9	39	9
Minneapolis-St. Paul MN	42	43	23	3	39	9
Orlando FL	51	60	36	12	39	9
San Diego CA	47	40	31	8	39	9
Cincinnati OH-KY-IN	38	36	18	4	34	16
Portland OR-WA	41	41	27	7	34	16
Seattle WA	46	47	63	12	34	16
Indianapolis IN	37	40	15	4	33	20
Denver-Aurora CO	45	61	32	16	29	22
San Antonio TX	36	35	14	7	29	22
Phoenix AZ	45	48	42	17	28	25
San Jose CA	53	60	58	25	28	25
Columbus OH	29	30	22	4	25	33
Sacramento CA	36	31	28	12	24	35
Tampa-St. Petersburg FL	42	43	39	18	24	35
St. Louis MO-IL	36	35	24	14	22	39
Las Vegas NV	27	28	23	7	20	42
Milwaukee WI	23	25	14	5	18	47
Virginia Beach VA	28	23	19	12	16	50
Kansas City MO-KS	15	16	9	2	13	53
Oklahoma City OK	14	12	7	3	11	56
Cleveland OH	11	13	8	1	10	63
New Orleans LA	17	19	16	9	8	66
Buffalo NY	10	10	5	3	7	69
Pittsburgh PA	12	13	15	10	2	82

Very Large Urban Areas—over 3 million population.

Large Urban Areas—over 1 million and less than 3 million population.

Annual Delay per Traveler – Extra travel time for peak period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

2001 and 2002 data include the effects of operational treatments.

Note: Users of this data are cautioned to avoid placing too much value on the rankings of all 85 urban areas. Often, there is little difference between being 6<sup>th</sup> on the list and being 12<sup>th</sup>, for example. Furthermore, these rankings compare all cities without respect to population or other differences which can significantly influence the ranking outcomes. Rankings should be used to make broad, general comparisons only and not distinguish between cities based on small differences in ranking outcomes.

Table 4. Trends—Annual Delay per Traveler, 1982 to 2002, Continued

Urban Area	Annual Hours of Delay per Traveler				Long-Term Change 1982 to 2002	
	2002	2001	1992	1982	Hours	Rank
<b>85 Area Average</b>	46	45	38	16	30	
<b>Medium Average</b>	25	24	14	6	19	
Medium						
Austin TX	49	50	20	11	38	13
Charlotte NC-SC	45	39	29	10	35	15
Salt Lake City UT	32	26	13	3	29	22
Louisville KY-IN	38	34	19	10	28	25
Memphis TN-MS-AR	31	30	15	3	28	25
Providence RI-MA	33	23	15	5	28	25
Nashville-Davidson TN	41	37	16	14	27	30
Bridgeport-Stamford CT-NY	31	31	17	5	26	31
Oxnard-Ventura CA	31	33	15	6	25	33
Tucson AZ	29	25	13	5	24	35
Jacksonville FL	31	29	28	8	23	38
Albuquerque NM	28	34	21	6	22	39
Birmingham AL	26	25	11	6	20	42
Omaha NE-IA	23	22	14	4	19	44
Raleigh-Durham NC	26	31	20	7	19	44
New Haven CT	22	28	10	4	18	47
El Paso TX-NM	19	20	8	2	17	49
Grand Rapids MI	20	19	14	5	15	51
Hartford CT	17	17	12	4	13	53
Dayton OH	15	19	9	3	12	55
Richmond VA	15	13	12	4	11	56
Toledo OH-MI	13	14	4	2	11	56
Tulsa OK	14	14	6	3	11	56
Akron OH	12	14	8	2	10	63
Honolulu HI	18	20	30	10	8	66
Sarasota-Bradenton FL	20	17	12	12	8	66
Fresno CA	15	16	14	8	7	69
Albany-Schenectady NY	12	12	7	7	5	76
Rochester NY	6	6	4	1	5	76
Springfield MA-CT	9	8	8	7	2	82
<b>85 Area Average</b>	46	45	38	16	30	
<b>Small Average</b>	12	12	9	4	8	
Small						
Colorado Springs CO	23	24	7	2	21	41
Pensacola FL-AL	19	19	15	4	15	51
Cape Coral FL	14	13	10	3	11	56
Charleston-North Charleston SC	22	21	23	11	11	56
Salem OR	14	12	8	3	11	56
Beaumont TX	15	11	7	5	10	63
Allentown-Bethlehem PA-NJ	14	13	13	7	7	69
Boulder CO	9	10	5	2	7	69
Eugene OR	9	10	5	2	7	69
Little Rock AR	9	11	5	3	6	74
Spokane WA	9	9	7	3	6	74
Bakersfield CA	7	7	6	2	5	76
Columbia SC	8	8	7	3	5	76
Laredo TX	7	8	2	2	5	76
Brownsville TX	5	6	3	1	4	81
Corpus Christi TX	6	7	7	5	1	84
Anchorage AK	5	5	4	5	0	85

Medium Urban Areas—over 500,000 and less than 1 million population.

Small Urban Areas—less than 500,000 population.

Annual Delay per Traveler – Extra travel time for peak period travel during the year 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.). Free-flow speeds (60 mph on freeways and 35 mph on principal arterials) are used as the comparison threshold.

2001 and 2002 data include the effects of operational treatments.

Note: Users of this data are cautioned to avoid placing too much value on the rankings of all 85 urban areas. Often, there is little difference between being 6<sup>th</sup> on the list and being 12<sup>th</sup>, for example. Furthermore, these rankings compare all cities without respect to population or other differences which can significantly influence the ranking outcomes. Rankings should be used to make broad, general comparisons only and not distinguish between cities based on small differences in ranking outcomes.