Performance Measure Summary - New Orleans LA

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2017. There is no single performance measure that experts agree "says it all". A few key points should be recognized by users of the Urban Mobility Scorecard data.

Use the trends - The multi-year performance measures are better indicators, in most cases, than any single year. 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. (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 atop several 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. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

Planning Time Index - A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed with the 95th percentile travel time it represents the amount of time that should be planned for a commute trip to be late for only 1 day a month. If it is computed with the 80th percentile travel time it represents the amount of time that should be planned for a trip to be late for only 1 day a week. A PTI of 2.00 means that for a 20-minute trip in light traffic, 40 minutes should be planned.

Peak Commuters - Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.). "Commuters" are private vehicle users unless specifically noted.

Annual Delay per Commuter - A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of traffic slowdowns as well as the length of each trip.

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 - These values are derived from time periods with lighter traffic volumes in the INRIX speed database. They are used as the national comparison thresholds. Other speed thresholds may be appropriate for urban project evaluations or sub-region studies.

Excess Fuel Consumed - Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

Congestion Cost - Value of travel delay for 2017 (estimated at $18.29 per hour of person travel and $59.94 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

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), so increases include both new growth and development that was previously in areas designated as rural.

Number of Rush Hours -Time when the road system might have congestion.

Mobility Data for New Orleans LA

Inventory Measures	2017	2016	2015	2014	2013	2012
Urban Area Information						
Population (1000s)	985	980	975	975	955	940
Rank	48	48	48	47	48	48
Commuters (1000s)	518	513	508	506	497	489
Daily Vehicle-Miles of Travel (1000s)						
Freeway	7,024	6,886	6,648	5,914	5,384	4,950
Arterial Streets	9,349	9,048	9,004	8,188	8,182	7,735
Cost Components						
Value of Time ($/hour)	18.12	17.91	17.69	17.67	17.39	17.14
Commercial Cost ($/hour)	52.14	50.20	46.87	44.82	41.23	39.66
Gasoline ($/gallon)	2.16	1.99	2.07	3.14	3.34	3.35
Diesel ($/gallon)	2.32	2.13	2.35	3.48	3.75	3.74
System Performance	**2017**	**2016**	**2015**	**2014**	**2013**	**2012**
Congested Travel (% of peak VMT)	36.1	--	--	--	--	--
Congested System (% of lane-miles)	18.9	--	--	--	--	--
Congested Time (number of "Rush Hours")	4.8	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	23,206	22,741	22,652	21,865	21,713	21,728
Rank	33	33	32	32	32	32
Fuel per Peak Auto Commuter (gallons)	26	24	25	23	22	21
Rank	15	23	15	19	24	28
Annual Delay						
Total Delay (1000s of person-hours)	55,833	54,196	53,514	51,201	50,397	49,530
Rank	32	32	31	32	32	32
Delay per Auto Commuter (pers-hrs)	58	57	56	54	51	49
Rank	24	22	23	23	25	28
Travel Time Index	1.36	1.35	1.34	1.33	1.32	1.33
Rank	6	6	9	12	13	10
Commuter Stress Index	1.37	--	--	--	--	--
Rank	15	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	2.18	--	--	--	--	--
Rank	10	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	1,127	1,076	1,048	1,021	991	960
Rank	32	32	32	32	32	32
Cost per Auto Commuter ($)	1,208	1,180	1,159	1,102	1,096	1,090
Rank	21	22	21	22	20	19
Truck Congestion						
Annual Person-Hours of Delay (000)	2,345	2,276	2,248	2,150	2,117	2,080
Rank	32	32	31	32	32	32
Annual Gallons of Wasted Fuel (000)	4,920	4,821	4,802	4,635	4,603	4,606
Rank	33	33	32	32	32	32
Annual Congestion Cost ($ million)	119	110	104	101	94	90
Rank	32	32	32	32	32	32

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for New Orleans LA

Inventory Measures	2011	2010	2009	2008	2007	2006
Urban Area Information						
Population (1000s)	935	930	925	925	910	900
Rank	48	47	47	47	47	47
Commuters (1000s)	486	481	478	475	469	461
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,763	4,696	4,776	4,800	5,300	5,400
Arterial Streets	7,670	7,562	7,861	7,900	8,100	8,165
Cost Components						
Value of Time ($/hour)	16.79	16.28	16.01	16.07	15.47	15.06
Commercial Cost ($/hour)	44.62	42.50	41.83	40.77	39.30	37.88
Gasoline ($/gallon)	3.28	2.61	2.17	3.35	2.92	2.56
Diesel ($/gallon)	3.56	2.84	2.46	4.04	3.28	2.74
System Performance	**2011**	**2010**	**2009**	**2008**	**2007**	**2006**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	21,686	21,291	20,381	19,870	17,173	15,684
Rank	32	31	31	32	36	38
Fuel per Peak Auto Commuter (gallons)	20	21	20	21	18	12
Rank	32	24	18	24	49	86
Annual Delay						
Total Delay (1000s of person-hours)	48,536	47,211	44,348	41,177	35,588	32,503
Rank	31	30	30	32	36	38
Delay per Auto Commuter (pers-hrs)	47	45	42	38	36	33
Rank	28	30	35	47	59	73
Travel Time Index	1.32	1.32	1.31	1.30	1.27	1.24
Rank	10	9	9	12	20	27
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	933	867	794	765	630	555
Rank	32	30	31	32	36	38
Cost per Auto Commuter ($)	1,102	1,105	1,057	972	903	820
Rank	18	16	16	18	29	41
Truck Congestion						
Annual Person-Hours of Delay (000)	2,038	1,983	1,863	1,729	1,495	1,365
Rank	31	30	30	32	36	38
Annual Gallons of Wasted Fuel (000)	4,597	4,514	4,321	4,212	3,641	3,325
Rank	32	31	31	32	36	38
Annual Congestion Cost ($ million)	96	87	79	79	63	54
Rank	32	31	31	32	36	37

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for New Orleans LA

Inventory Measures	2005	2004	2003	2002	2001	2000
Urban Area Information						
Population (1000s)	1,050	1,060	1,070	1,080	1,095	1,090
Rank	40	39	39	38	38	38
Commuters (1000s)	534	536	539	541	538	529
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,700	5,700	5,750	5,700	5,585	5,615
Arterial Streets	8,200	8,230	8,290	8,280	8,170	8,190
Cost Components						
Value of Time ($/hour)	14.58	14.10	13.73	13.43	13.22	12.85
Commercial Cost ($/hour)	36.51	35.19	33.92	32.69	31.51	30.38
Gasoline ($/gallon)	2.23	1.87	1.46	1.33	1.43	1.49
Diesel ($/gallon)	2.40	1.85	1.44	1.31	1.44	1.43
System Performance	**2005**	**2004**	**2003**	**2002**	**2001**	**2000**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	17,645	18,731	18,245	17,658	17,383	16,970
Rank	34	32	32	32	31	28
Fuel per Peak Auto Commuter (gallons)	15	17	18	16	16	15
Rank	64	46	30	42	36	40
Annual Delay						
Total Delay (1000s of person-hours)	36,567	38,817	37,811	36,593	36,023	35,168
Rank	33	31	31	32	32	30
Delay per Auto Commuter (pers-hrs)	32	34	33	32	30	30
Rank	75	60	65	67	71	68
Travel Time Index	1.23	1.25	1.24	1.23	1.23	1.22
Rank	28	23	25	26	24	24
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	600	610	571	538	523	497
Rank	33	31	31	32	32	31
Cost per Auto Commuter ($)	954	1,048	1,047	1,036	1,034	1,037
Rank	25	18	17	15	14	14
Truck Congestion						
Annual Person-Hours of Delay (000)	1,536	1,630	1,588	1,537	1,513	1,477
Rank	33	31	31	32	32	30
Annual Gallons of Wasted Fuel (000)	3,741	3,971	3,868	3,743	3,685	3,598
Rank	34	32	32	32	31	28
Annual Congestion Cost ($ million)	58	58	53	49	47	45
Rank	32	31	32	32	32	30

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for New Orleans LA

Inventory Measures	1999	1998	1997	1996	1995	1994
Urban Area Information						
Population (1000s)	1,090	1,090	1,085	1,085	1,085	1,085
Rank	37	36	36	35	35	34
Commuters (1000s)	528	524	518	522	520	514
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,750	5,745	5,470	5,400	5,590	5,555
Arterial Streets	8,210	8,035	7,980	7,835	7,780	7,745
Cost Components						
Value of Time ($/hour)	12.43	12.17	11.98	11.71	11.37	11.06
Commercial Cost ($/hour)	29.28	28.89	28.50	28.12	27.75	27.38
Gasoline ($/gallon)	1.08	1.04	1.17	1.22	1.16	1.06
Diesel ($/gallon)	1.07	1.12	1.23	1.29	1.23	1.13
System Performance	**1999**	**1998**	**1997**	**1996**	**1995**	**1994**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	16,632	16,335	15,947	15,652	15,180	14,645
Rank	27	27	27	27	27	26
Fuel per Peak Auto Commuter (gallons)	15	15	14	14	15	14
Rank	32	25	26	18	11	13
Annual Delay						
Total Delay (1000s of person-hours)	34,468	33,852	33,048	32,436	31,459	30,350
Rank	29	27	27	25	24	24
Delay per Auto Commuter (pers-hrs)	29	29	28	28	27	26
Rank	67	64	63	59	57	55
Travel Time Index	1.22	1.22	1.21	1.21	1.20	1.20
Rank	24	23	23	20	21	19
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	466	448	433	417	393	368
Rank	29	28	27	27	25	24
Cost per Auto Commuter ($)	1,051	1,056	1,047	1,050	1,050	1,045
Rank	12	12	11	9	9	9
Truck Congestion						
Annual Person-Hours of Delay (000)	1,448	1,422	1,388	1,362	1,321	1,275
Rank	29	27	27	25	24	24
Annual Gallons of Wasted Fuel (000)	3,526	3,463	3,381	3,318	3,218	3,105
Rank	27	27	27	27	27	26
Annual Congestion Cost ($ million)	41	40	39	38	36	34
Rank	29	28	27	27	25	23

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Mobility Data for New Orleans LA

Inventory Measures	1993	1992	1991	1990	1989	1988
Urban Area Information						
Population (1000s)	1,080	1,075	1,060	1,050	1,045	1,040
Rank	34	34	35	35	35	35
Commuters (1000s)	502	496	481	478	471	465
Daily Vehicle-Miles of Travel (1000s)						
Freeway	5,105	5,000	4,900	4,750	4,600	4,450
Arterial Streets	7,725	7,710	7,600	7,545	7,400	7,205
Cost Components						
Value of Time ($/hour)	10.78	10.47	10.17	9.75	9.25	8.83
Commercial Cost ($/hour)	27.02	26.66	26.30	25.95	25.60	25.26
Gasoline ($/gallon)	1.12	1.12	1.12	1.08	1.09	1.01
Diesel ($/gallon)	1.18	1.20	1.21	1.08	1.00	0.92
System Performance	**1993**	**1992**	**1991**	**1990**	**1989**	**1988**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	13,477	12,814	12,191	11,346	10,667	10,094
Rank	24	23	21	21	20	20
Fuel per Peak Auto Commuter (gallons)	13	12	12	11	10	9
Rank	12	13	12	13	11	13
Annual Delay						
Total Delay (1000s of person-hours)	27,929	26,555	25,265	23,513	22,105	20,918
Rank	23	22	22	22	22	22
Delay per Auto Commuter (pers-hrs)	24	23	22	22	21	20
Rank	58	58	53	46	45	44
Travel Time Index	1.18	1.18	1.17	1.16	1.15	1.15
Rank	20	18	19	20	19	17
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	331	307	285	254	228	206
Rank	23	23	22	22	22	22
Cost per Auto Commuter ($)	985	967	949	922	919	913
Rank	10	10	8	8	8	8
Truck Congestion						
Annual Person-Hours of Delay (000)	1,173	1,115	1,061	988	928	879
Rank	23	22	22	22	22	22
Annual Gallons of Wasted Fuel (000)	2,857	2,717	2,585	2,405	2,261	2,140
Rank	24	23	21	21	20	20
Annual Congestion Cost ($ million)	31	29	28	25	23	21
Rank	23	23	22	22	22	22

* Note: Zeroes in the table reflect values less than 0.5.

Mobility Data for New Orleans LA

Inventory Measures	1987	1986	1985	1984	1983	1982
Urban Area Information						
Population (1000s)	1,035	1,035	1,030	1,030	1,025	1,020
Rank	34	32	31	31	32	32
Commuters (1000s)	461	455	449	448	440	434
Daily Vehicle-Miles of Travel (1000s)						
Freeway	4,360	4,435	4,490	4,335	4,125	4,035
Arterial Streets	7,215	7,300	7,305	7,125	7,275	6,730
Cost Components						
Value of Time ($/hour)	8.48	8.18	8.03	7.75	7.43	7.20
Commercial Cost ($/hour)	24.93	24.60	24.27	23.94	23.63	23.31
Gasoline ($/gallon)	1.10	0.98	1.29	1.30	1.33	1.39
Diesel ($/gallon)	0.92	0.90	1.18	1.19	1.22	1.28
System Performance	**1987**	**1986**	**1985**	**1984**	**1983**	**1982**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	10,062	9,715	9,285	10,179	9,177	7,731
Rank	18	17	17	15	15	15
Fuel per Peak Auto Commuter (gallons)	9	9	9	10	10	9
Rank	13	11	10	9	4	7
Annual Delay						
Total Delay (1000s of person-hours)	20,852	20,132	19,241	21,094	19,018	16,022
Rank	19	20	19	16	16	17
Delay per Auto Commuter (pers-hrs)	20	19	19	20	19	16
Rank	36	35	30	23	21	28
Travel Time Index	1.15	1.14	1.14	1.15	1.14	1.12
Rank	17	17	17	12	13	15
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	199	185	177	188	164	135
Rank	19	20	19	16	16	16
Cost per Auto Commuter ($)	950	952	924	1,051	995	865
Rank	8	8	9	7	8	9
Truck Congestion						
Annual Person-Hours of Delay (000)	876	846	808	886	799	673
Rank	19	20	19	16	16	16
Annual Gallons of Wasted Fuel (000)	2,133	2,059	1,968	2,158	1,946	1,639
Rank	18	17	17	15	15	15
Annual Congestion Cost ($ million)	21	20	20	21	19	16
Rank	19	19	19	16	16	16

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