



INRIX® National Traffic Scorecard  
2008 Annual Report



THE LEADING PROVIDER OF TRAFFIC INFORMATION

**INRIX**<sup>®</sup> National Traffic Scorecard  
2008 Annual Report

February 2009



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## Executive Summary

In June 2008, INRIX published the groundbreaking INRIX National Traffic Scorecard (available at <http://scorecard.inrix.com>). Using data from 2007, the initial Scorecard provided a comprehensive and consistent overview of where and when congestion exists on the major roads in America's top 100 metropolitan areas. This 2008 Scorecard, available less than 60 days after the end of 2008, summarizes the state of congestion in 2008 across the America and how it changed versus 2007.

Like most other aspects of society, 2008 was no ordinary year in terms of traffic or congestion, for several high profile reasons:

- **Fuel prices.** 2008 brought unprecedented fuel price volatility, with a massive and consistent increase through the first half of 2008 followed by an even greater plunge in prices during the second half of 2008. Overall, average fuel costs in 2008 were up nearly 20% from 2007.
- **Unemployment.** Peak hour traffic is largely associated with commuter traffic, people traveling to and from jobs. 2008 saw a steady increase in the nation's unemployment rate, with every month being higher than the comparable month in 2007.
- **Traffic Volume.** The combination of higher fuel prices and a struggling economy yielded a consistent decline in overall traffic volume. Official figures from the Federal Highway Administration (FHWA) show that the first eleven months of 2008 were substantially below 2007 levels, with percentage reductions never before recorded. Overall, FHWA reported a 3% reduction in vehicle miles traveled on the types of roads analyzed in this Scorecard.

Leveraging tens of billions of data points from 2006, 2007 and 2008 collected and archived by the INRIX Smart Dust Network, this Scorecard publishes the most up-to-date information regarding overall congestion and specific bottlenecks on the major roadways of urban America. By analyzing over 30,000 road segments on more than 47,000 miles of the major highways in the nation's 100 largest metropolitan areas, this report informs the ongoing debate of one of the nation's most frustrating and intractable issues: urban traffic congestion. How bad is congestion? Where is it worst? How has it changed? What can be done about it? This Scorecard provides the most comprehensive and timely national scale glimpse of the answers to these questions.

### National Congestion Results and Trends

Overall, the nation's peak period time Travel Time Index (TTI) for 2008 was 1.09. This means that during peak driving times a random traveler on a random trip on the roads analyzed took 9% extra time, on average, than

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if there was no congestion. This represents a decrease in the Travel Time Index of 3.5% from 2007; more than reversing the increase of 1.9% between 2007 and 2006 (see Figure ES-1).

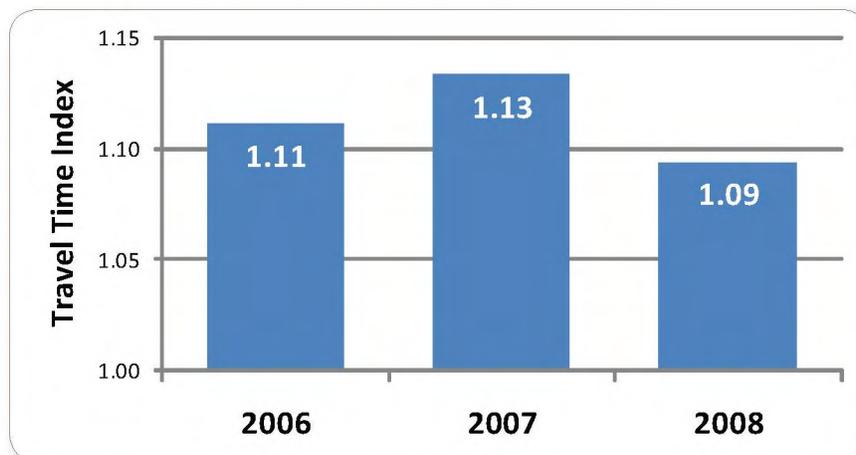


Figure ES-1: National Travel Time Index by Year

When considering the change in congestion – which is the extra amount the Travel Time Index is above 1.00 (a Travel Time Index of 1.00 would define an instance when no congestion existed and a trip was taken entirely in free flow conditions) – **the decrease is even more startling: peak hour congestion on the major roads in urban America decreased nearly 30% in 2008 versus 2007.**

As the details in the Scorecard highlight, other key results include:

- National congestion was lower every hour of every day in 2008 versus 2007 – between 15% and 60% lower depending on the hour and day.
- Friday from 5 to 6 PM remained America's most congested hour of the week, although the Travel Time Index fell 23% from 1.26 to 1.20, just ahead of Thursday 5 to 6 PM, which had a TTI of 1.19 in 2008.
- Wednesday saw the biggest drop in congestion, with a 31% overall decrease in peak periods.
- Each weekday morning, peak hour congestion dropped much more than its corresponding evening peak hour congestion (See figure ES-2).
- National congestion levels were essentially the same when comparing the first and second halves of 2008, thus it seems that higher fuel prices in early 2008 and the slower economy later in the year netted the same drop in overall congestion.

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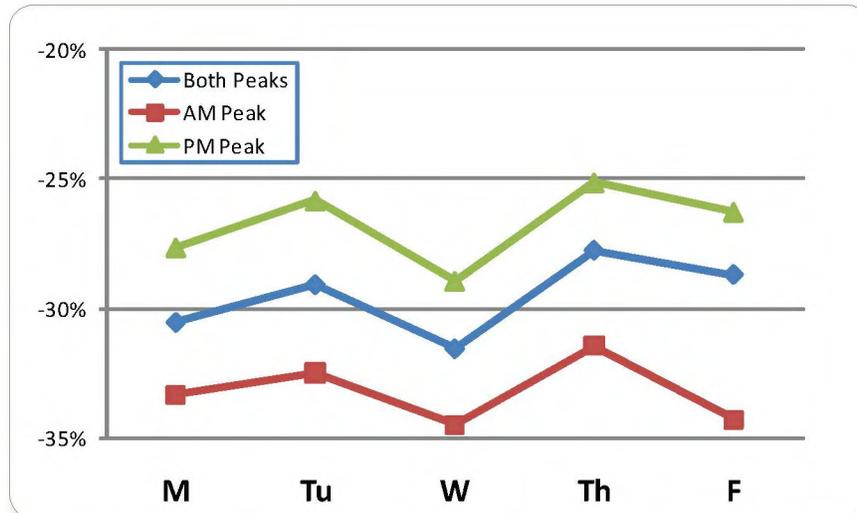


Figure ES-2: % Drop in National Congestion by Day (2008 vs. 2007)

- Congestion in off peak hours (outside of the AM and PM weekday commuting times) decreased by more than 36%, substantially outpacing the significant drop in peak hour congestion.

As expected, the health of the economy and higher average fuel costs led to decreased congestion – but the scale of the decrease, roughly 30%, is startling.

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***A 3% drop in vehicle miles traveled resulted in a 30% drop in peak period congestion in 2008.***

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### Metropolitan Comparisons and Trends

While no region of the country was spared volatile fuel prices and some amount of economic stress, some regions clearly have had a better or worse relative impact. Couple these differences with variations in overall highway construction and maintenance activity – a key contributor to recurring regional congestion as highlighted in later sections – and the reduction in overall congestion varied widely by metropolitan area. Figure ES-3 highlights the nation's top 10 regions in terms of overall congestion, Travel Time Index (which normalizes the congestion data by road miles analyzed in each region, giving the fairest consumer-oriented view of congestion in a region), the biggest drops in Travel Time Index between 2007 and 2008, and the most congested "worst hour" rankings.

## Executive Summary

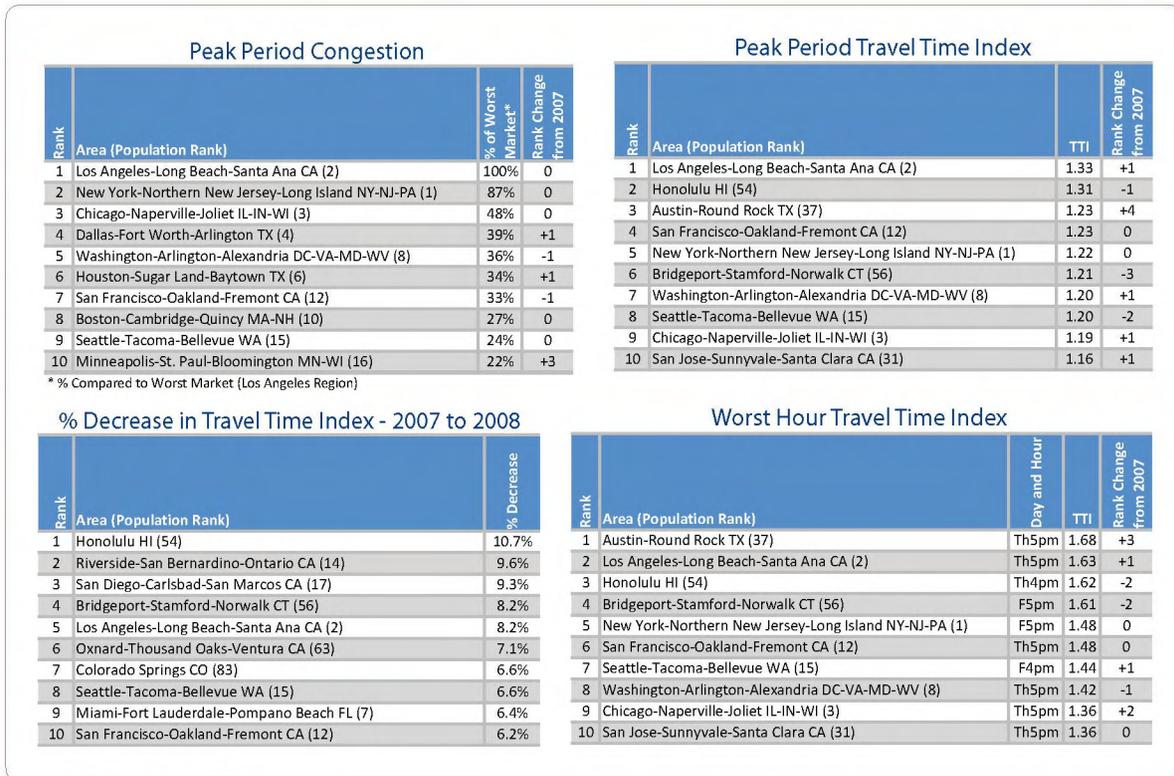


Figure ES-3: 2008 Top 10 Rankings

The Scorecard includes a detailed table with several different parameters that can be used to compare congestion and trends between the regions. Several highlights are included in the details of this table:

- 99 of the 100 regions saw congestion levels decrease. Baton Rouge, LA, with a 6% increase in overall congestion, was the only region with an increase from 2007, shooting it up the metropolitan rankings from 47th to 33rd in overall congestion.
- In almost all cases, when regions moved up a list, it was due to less congestion reduction than its peer regions in that category. For example, despite a 20% drop in congestion, the Minneapolis-St. Paul region moved from 13th to 10th in total congestion, passing Atlanta, Miami, and Philadelphia.
- Los Angeles moved ahead of Honolulu with the highest metropolitan Travel Time Index. Honolulu's 34% drop in congestion lowered its Travel Time Index from 1.45 to 1.31, where Los Angeles' 23% drop lowered its TTI from 1.44 to 1.33

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**99 of 100 regions saw congestion decrease in 2008.**

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## Executive Summary

### Bottlenecks

Nearly 31,000 individual road segments were analyzed to determine the extent and amount of average congestion each had in 2008. More than 6000 segments registered at least one hour of the week when one can expect to travel at less than half the free flow or uncongested speed. As expected based on the overall congestion data, the number and intensity of bottlenecks were down considerably from 2007. Overall 28% fewer segments had at least one hour of congestion in 2008. Figure ES-4 details the drop for each threshold.

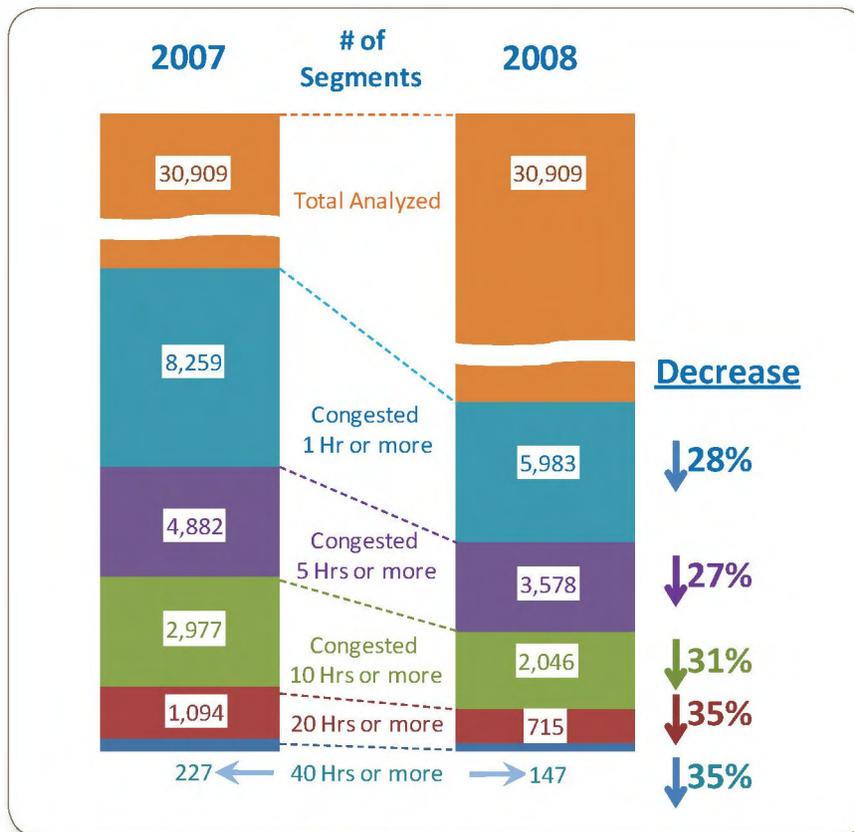


Figure ES-4: Drop in Bottlenecks from 2007 to 2008

The nation's worst bottleneck remained the same, a westbound stretch of the Cross Bronx Expressway/I-95 leading up to and including the Bronx River Parkway exit 4B interchange. As in 2007, it was congested an astounding 94 hours of the week, but the average speed while congested rose in 2008 to 11.2 MPH from 9.8 MPH.

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One third of the top 100 bottlenecks in 2007 were not in the top 100 in 2008. Five of the road segments that dropped out of the top 100 fell outside of the Top 1000 – four of these were on the Dan Ryan Expressway in Chicago, which was part of a multi-year construction project that ended in 2007.

As in 2007, more than half of the nation's top 1000 bottleneck segments (see Figure ES-5) were in the New York, Los Angeles and Chicago areas. Roughly one fourth of the nation's top 1000 bottlenecks in 2007 fell out of the top 1000 in 2008. Again, much of the volatility appears tied to the beginning or ending of long-term construction or maintenance projects. Overall, the top 1000 bottlenecks in 2008 were congested an average of 26 hours each week (versus 31 hours in 2007), with an average speed while congested of 18 MPH (versus 16 MPH in 2007).



*Figure ES-5: Map of 1000 Worst National Bottlenecks in 2008*

Specific noteworthy bottleneck work zones include:

- The top 2007 bottleneck to have “0 hours” of congestion in 2008:
  - I-35E Southbound at I-694 in Minneapolis-St. Paul (63rd in 2007)
- The top 2007 bottleneck to fall out of the top 1000 bottlenecks in 2008:
  - Dan Ryan Expressway Southbound at Roosevelt Road in Chicago (from 15th worst in 2007 to 3356th in 2008)
- The top 2008 bottleneck not ranked in 2007:
  - Ronald Reagan Freeway/SR 118 Eastbound at Stearns Drive in Ventura County, California (ranked 154th in 2008)

## Executive Summary

### Conclusions

With a new presidential administration, the just-passed stimulus package, and the upcoming expiration of SAFETEA-LU, this is an important year for transportation issues. The Scorecard has generated some relevant findings to assist in both national and regional debates, including:

- **Volume changes have much bigger impacts under congested conditions.** FHWA data shows that in 2008, traffic on “urban interstates” was down 3% nationwide compared to 2007. This has translated to a nearly 30% reduction in peak hour congestion and an even larger 36% drop in off-peak congestion. This illustrates multiple issues:
  - **Demand management can have sizeable impact on congestion, even if total volume changes are modest.** Massive increases in fuel prices had effects similar to policy initiatives under consideration such as variable pricing, managed lane strategies and better travel information. When a road network is at capacity, adding or subtracting even a single vehicle has disproportionate effects for the network. This phenomenon has been well known for a long time, but this data illustrates it in real-world terms on a nationwide basis.
  - **While the drop in congestion is welcomed in general, the primary root causes – high fuel costs and lagging economic activity – are not.** Ideally, the nation’s economy will turn around in short order and fuel prices will remain moderate. If so, we can expect congestion to largely snap back to levels comparable to 2007 levels or worse. While we all should cheer the reduction in congestion in 2008, we should be under no illusion that this is permanent. We must still continue to focus energies on policies and methods to tackle congestion. When the economy is growing again, congestion will likely move to the front and center again as the nation’s primary surface transportation problem.
- **The linkage between work zones and bottlenecks.** The significant percentage of bottlenecks that appear to be related to work zones underscores the need to focus on managing work zones in ways that mitigate congestion. With the upcoming stimulus spending, the amount of work zones is likely to grow to numbers never before seen. Further, there is strong desire to move as quickly as possible in getting highway projects underway. Proper work zone planning will be essential if we are to keep the nation’s highways from becoming a parking lot.

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## Introduction

In June 2008, INRIX published the groundbreaking INRIX National Traffic Scorecard.<sup>1</sup> Using data from 2007, the initial Scorecard provided a comprehensive and consistent overview of where and when congestion existed on the major roads in America's top 100 metropolitan areas. This 2008 Annual Report of the Scorecard, available less than 60 days after the end of 2008, summarizes the state of congestion in 2008 across the U.S.

### 2008: A Blip or a Trend?

Historically, traffic volumes and congestion, like the size of the economy and the population have tended to consistently rise year after year. While the occasional recession or fuel price spike may halt the upward march of traffic, it has almost always been only a small and temporary pause. 2008 was different. As one might expect, in terms of traffic and congestion, 2008 was no ordinary year, on several fronts:

- Fuel prices.** 2008 brought unprecedented fuel price volatility, with a massive and consistent increase through the first half of 2008 followed by an even greater plunge in prices during the second half of 2008 (see Figure 1). The cost of driving – and being stuck in traffic – was changing substantially on a nearly daily basis. The effect of the fuel price rise in early 2008 was so noticeable in terms of congestion that we published a special report highlighting and correlating these impacts.<sup>2</sup>
- Unemployment.** 2008 saw a steady increase in the nation's unemployment rate, with every month being higher than the comparable month in 2007 (see figure 2). Peak hour traffic, largely associated with commuter traffic (people traveling to and from jobs), experienced a rapid decline over the year.

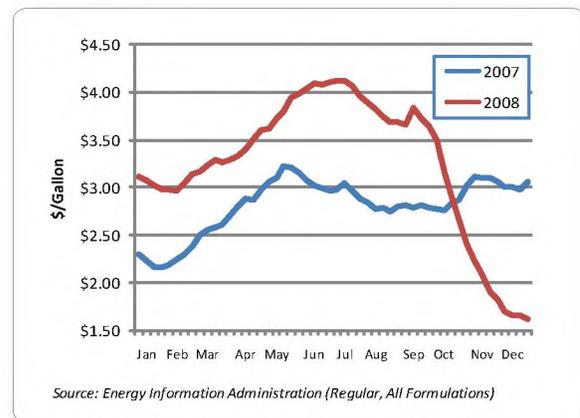


Figure 1: Weekly US Regular Fuel Prices

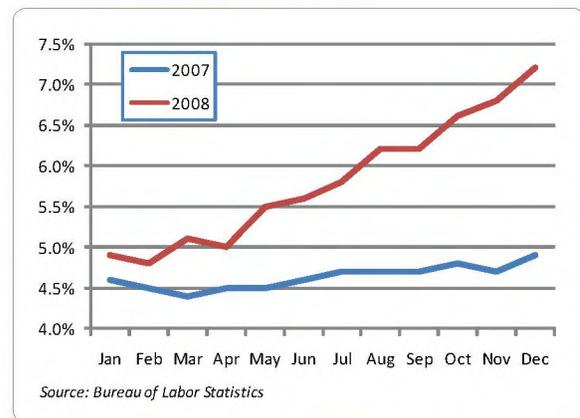


Figure 2: National Unemployment Rate

<sup>1</sup> See <http://scorecard.inrix.com/scorecard/2007> for the report.

<sup>2</sup> The Impact of Fuel Prices on Consumer Behavior and Traffic Congestion, published October 2008, see <http://scorecard.inrix.com/scorecard/fuel> for the report.

## Introduction

- Traffic Volume.** The combination of higher fuel prices and a struggling economy yielded a consistent decline in overall traffic volume. While month to month changes moved both up and down, each month from January to November in 2008 was consistently below 2007 levels. This is true for overall volumes and the specific category of roads – “Urban Interstates” – the category that most closely aligns to the roadway network analyzed in the Scorecard (see Figure 3). Overall, urban interstate traffic volume dropped 3% in 2008.

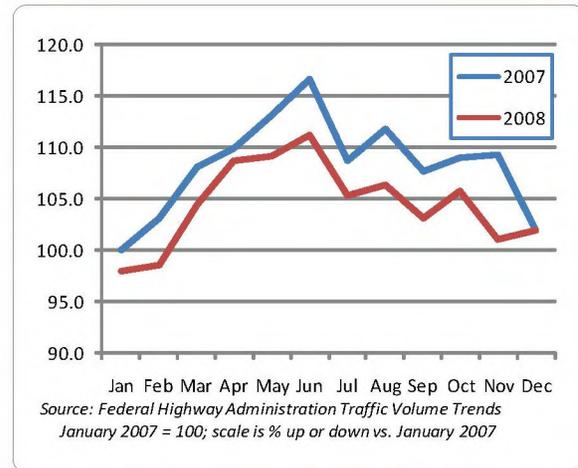


Figure 3: Monthly Vehicle Miles Traveled, Urban Interstates

So, 2008 wasn't just another year where things generally get somewhat worse in terms of congestion. Having the nation's most extensive traffic data repository, with more than three times the data points to leverage in 2008 versus 2007, has enabled INRIX to provide this unique, timely and important report summarizing how these unprecedented circumstances affected traffic congestion in 2008.

### INRIX's Unique and Timely Traffic Data Archive

In 2006, INRIX introduced the Smart Dust Network, the first truly national traffic data collection network. The Scorecard has established an equally revolutionary approach to measuring the nation's traffic congestion problem. Leveraging tens of billions of data points from 2006, 2007 and 2008 collected and archived by the Smart Dust Network, this report publishes the most up-to-date information regarding overall congestion and specific bottlenecks on the major roadways of urban America.

By analyzing over 30,000 road segments on more than 47,000 miles of the major highways in the nation's 100 largest metropolitan areas, this report informs the ongoing debate of one of the nation's most frustrating and intractable issues: urban traffic congestion. How bad is congestion? Where is it worst? How has it changed? What can be done about it? This Scorecard provides the most comprehensive and timely national scale glimpse of the answers to these questions.

## Methodology

The INRIX National Traffic Scorecard draws from several existing approaches to calculating traffic congestion and leverages new methods made possible by INRIX's proprietary data. This section provides background on the raw data and the processes used.

### Source Data

The raw data comes from the historical traffic data warehouse of the INRIX Smart Dust Network. Since 2006, INRIX has acquired tens of billions of discrete "GPS-enabled probe vehicle" reports from vehicles traveling the nation's roads – including taxis, airport shuttles, service delivery vans, long haul trucks, and consumer vehicles. Each data report from these GPS-equipped vehicles includes the speed, location and heading of a particular vehicle at a reported date and time.

INRIX has developed efficient methods for interpreting probe vehicle reports that are provided in real-time to establish a current estimate of travel patterns in all major cities in the United States. These same methods can aggregate data over periods of time (annually in this report) to provide reliable information on speeds and congestion levels for segments of roads. With the nation's largest probe vehicle network, INRIX has the ability to generate the most comprehensive congestion analysis to date, covering the nation's largest 100 metropolitan areas.

### Metropolitan Area

The US Census Bureau definition of Core Based Statistical Areas (CBSA)<sup>3</sup> is used to define metropolitan areas. This report uses the latest 2007 census estimates<sup>4</sup> to identify the top 100 areas.

### Roads/Segments Analyzed

This report focuses on the major limited access roads in the top metropolitan areas in the United States. In all of its products, INRIX utilizes an industry convention known as "TMC location codes" developed and maintained by the nation's leading electronic map database vendors to uniquely define road segments. The typical road segment is the interchange and the portion of linear road leading up to the interchange across all lanes in a single direction of travel. The length of a segment will depend upon the length of the distance between interchanges. For this report, over 47,000 road miles in nearly 31,000 discrete road segments have been analyzed (see Figure 4).

<sup>3</sup> <http://www.census.gov/population/www/estimates/aboutmetro.html>

<sup>4</sup> <http://www.census.gov/population/www/estimates/CBSA-est2007-pop-chg.html>

## Methodology



Figure 4: Roads Analyzed in Scorecard Are Indicated in Green

### Analysis Time Period

The focus of this report is the calendar year 2008. In some cases, calendar year 2006 and 2007 data is utilized to enable year over year comparisons.

### Road Segment Data

There are two key building blocks for the different analyses included in this report:

- **Reference speed (RS):** For each road segment, all probe vehicle reports obtained in overnight hours (where congestion is usually unlikely) in 2008 are analyzed. The 85th percentile of those data points is identified as the “reference speed” for that particular road segment. This is typically the speed of “free flow” traffic if and when no congestion exists. Each segment has a single reference speed.
- **Hourly average speed (HS):** All probe vehicle reports for each road segment are grouped by hour of day, day of week (e.g. Monday from 3 to 4pm) and an “average speed” for each time slot is established for each road segment. Thus, each segment has 168 corresponding hourly average speed values – representing 24 hours of each day multiplied by the seven days in a week.

## Methodology

### Overall Congestion Metrics – Regional and National

To assess congestion for a CBSA, INRIX utilizes several concepts that have been used in similar studies.

- **Travel Time Index (TTI):** TTI is the ratio of peak period travel time to free flow travel time. The TTI expresses the average amount of extra time it takes to travel in the peak relative to free-flow travel. A TTI of 1.3, for example, indicates a 20-minute free-flow trip will take 26 minutes during the peak travel time periods, a 6-minute (30 percent) travel time penalty.<sup>5</sup> For each road segment, a TTI is calculated for each hour of the week, using the formula  $TTI = RS/HS$ .
- **“Peak Hour” Congestion:** To assess and compare congestion levels year to year and between CBSAs, only “peak hours” are analyzed. Consistent with similar studies, peak hours are defined as the hours from 6 to 10 AM and 3 to 7 PM, Monday through Friday – 40 of the 168 hours of a week.

For each Metropolitan Area, an overall level of congestion is determined for each of the 40 peak hours by determining the extent and amount of average congestion on the analyzed road network. This is easy to compute once TTI's are calculated for each segment:

**STEP 1:** For each of the 40 peak hours, all road segments analyzed in the CBSA are checked. Each segment where the  $TTI > 1$  is contributing congestion, and it is analyzed further.

**STEP 2:** For each segment contributing congestion, the amount the TTI is greater than 1 is multiplied by the length of the segment, resulting in a congestion factor.

**STEP 3:** For a given hour, the overall metropolitan congestion factor is the sum of the congestion factors calculated in STEP 2.

**STEP 4:** To establish the Metropolitan Travel Time Index for a given hour, the metropolitan congestion factor from STEP 3 is divided by the number of road miles analyzed.

**STEP 5:** A peak period Metropolitan Travel Time Index is determined by averaging the hourly Metropolitan Travel Time Indices from STEP 4.

New for this 2008 Annual Update, monthly Travel Time Index values have been calculated for each CBSA and nationally as well and are included in subsequent sections.

<sup>5</sup> See note at bottom of this link: [http://www.bts.gov/publications/national\\_transportation\\_statistics/html/table\\_01\\_64.html](http://www.bts.gov/publications/national_transportation_statistics/html/table_01_64.html)

## Methodology

### Bottlenecks

With the unique ability to examine in detail nearly 31,000 urban highway road segments, INRIX identifies the specific locations in each metropolitan area – and can compare locations across the country – that are consistently congested. These are “bottlenecks.”<sup>6</sup>

Congestion – and how to measure it – can be in the eye of the beholder. Is congestion defined as how bad a road segment is at its worst or is it how often the segment gets “congested” (and what is the threshold for “congestion” anyways – tapping the brakes, stop and go conditions, etc.)? INRIX has developed a method that combines both the amount of time a road segment is congested with the intensity of congestion during those periods. The process used to analyze each of the nearly 31,000 road segments is as follows:

- The same RS and HS values are utilized as in the overall congestion by metropolitan area portion of the study;
- All 168 hours of the week are considered, not just the 40 “peak hours.” As will be evident in the data, severe bottlenecks aren’t just limited to peak hours;
- For each hour of the week that the average speed is less than 50% of the reference speed (RS), the hour is considered “congested;”
- For all “congested” hours, the average intensity of the congestion is determined by establishing an average travel time ratio;
- The total bottleneck factor equals the number of hours of congested by the average travel time ratio.
- Each road segment’s bottleneck factor can be compared with others in a metropolitan area and against all bottlenecks nationally. It can also be compared year-to-year, as we have in this Scorecard.

<sup>6</sup> From the Federal Highway Administration: Traffic Bottleneck: (Simple definition) A localized constriction of traffic flow. (Expanded definition) A localized section of highway that experiences reduced speeds and inherent delays due to a recurring operational influence or a nonrecurring impacting event.

## National Congestion Results and Trends

The methodology used to measure overall congestion and to establish the metropolitan Travel Time Index for each of the weekly 40 drive time hours enables the calculation of overall national congestion metrics, by hour, by morning and evening drive time, by day and overall. New for the 2008 Annual Update is the inclusion of monthly data as well.

### Overall Travel Time Index and Congestion

Overall, the nation's peak period time Travel Time Index for 2008 was 1.09. This means that during peak driving times<sup>7</sup> a random traveler on a random trip on the roads analyzed took on average 9% extra time than if there was no congestion. This represents a 3.5% decrease in the Travel Time Index from 2007 – more than reversing the increase of 1.9% between 2007 and 2006 (see Figure 5).

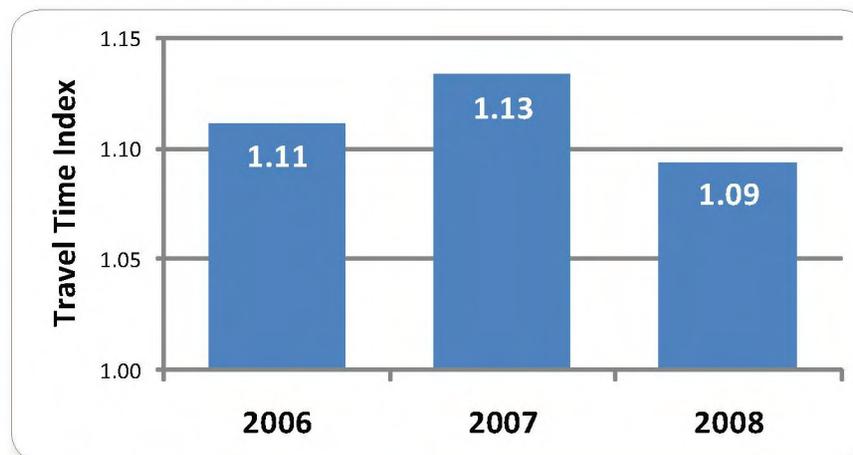


Figure 5: National Travel Time Index by Year

When considering the change in congestion – which is the extra amount the Travel Time Index is above 1.00 (a Travel Time Index of 1.00 would define an instance when no congestion existed and a trip was taken entirely in free flow conditions) – the decrease is even more startling: **peak hour congestion on the major roads in urban America decreased nearly 30% in 2008 versus 2007.** So, if the average amount of delay time per traveler in 2007 was 44 hours<sup>8</sup>, the approximate reduction in delay per traveler in 2008 was 13 hours. This means the average traveler “saved” 13 hours in time off the roads in 2008 versus 2007.

The data also reveal that off peak hours – the 128 hours of the week not analyzed in the peak driving hours – saw a larger percentage drop in congestion than the peak hours, down roughly 36% versus 2007.

<sup>7</sup> Peak period drive time hours are 6 – 10 AM and 3 – 7 PM, Monday through Friday.

<sup>8</sup> See Texas Transportation Institute's 2007 Urban Mobility Report, where the average annual delay per travel in 2005 in the 85 “large areas” studied was 44 hours (<http://mobility.tamu.edu/ums/>).

## National Congestion Results and Trends

### National Travel Time Index by Hour and Day of Week

A national perspective shows the Travel Time Index/overall congestion for every hour and day of the week was well below its level in 2007. Figure 6 shows the 2008 National Travel Time Index by the hour and day of the week (note: "5 PM" in the figures refers to the 5-6 PM hour, etc.). Figures 7-13 compare National TTI for each day and hour between 2007 and 2008.

Noteworthy findings:

- Friday from 5 to 6 PM remained America's most congested hour of the week, although the Travel Time Index fell 23% from 1.26 to 1.20, just ahead of Thursday 5 to 6 PM, which had a TTI of 1.19 in 2008.
- Wednesday saw the biggest drop in congestion, with a 31% overall decrease in peak hours.
- Each weekday morning, peak hour congestion dropped much more than its corresponding evening peak hour congestion (See figure 14).

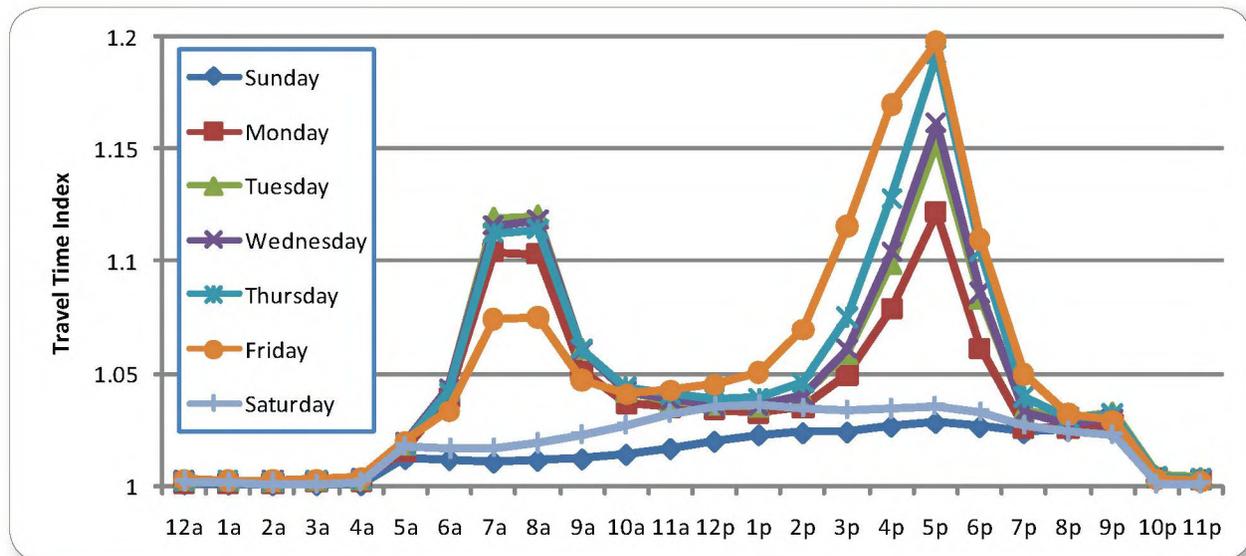


Figure 6: 2008 National Travel Time Index, by Hour and Day of Week

## National Congestion Results and Trends

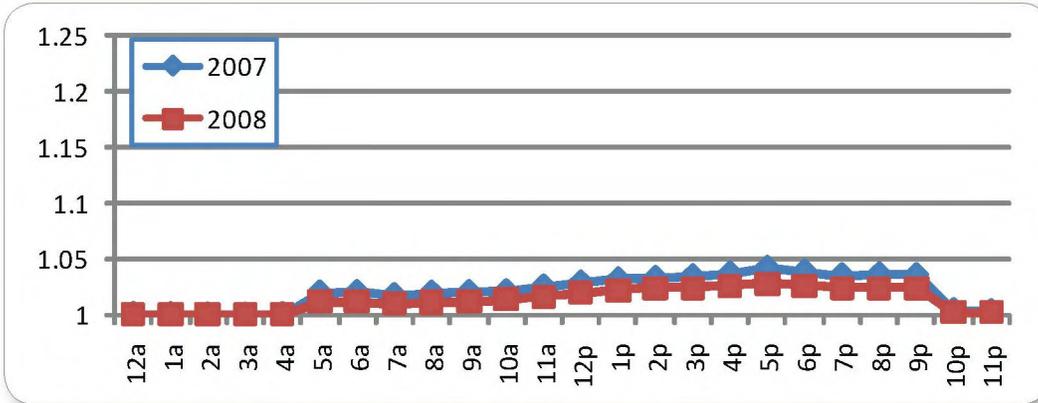


Figure 7: National Travel Time Index for Sunday, by Hour

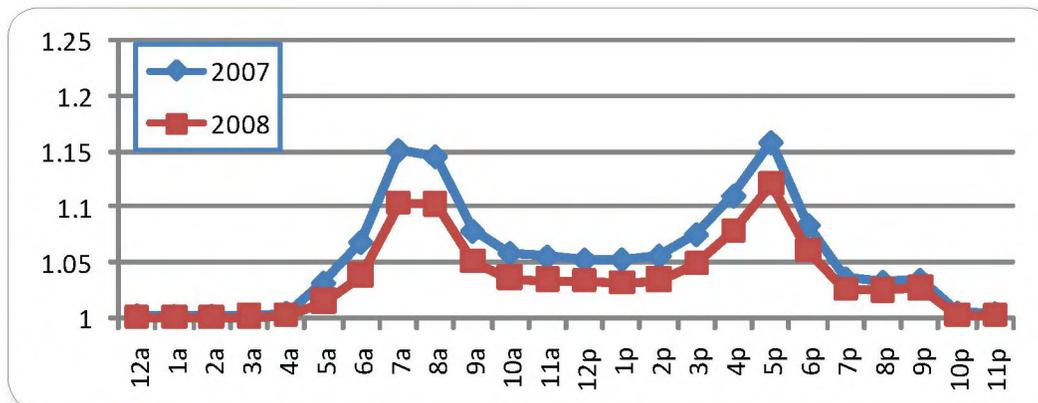


Figure 8: National Travel Time Index for Monday, by Hour

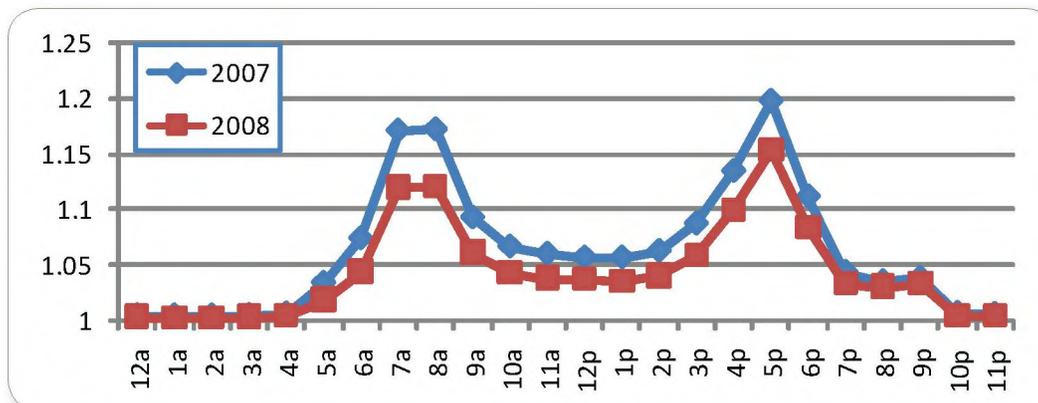


Figure 9: National Travel Time Index for Tuesday, by Hour

## National Congestion Results and Trends

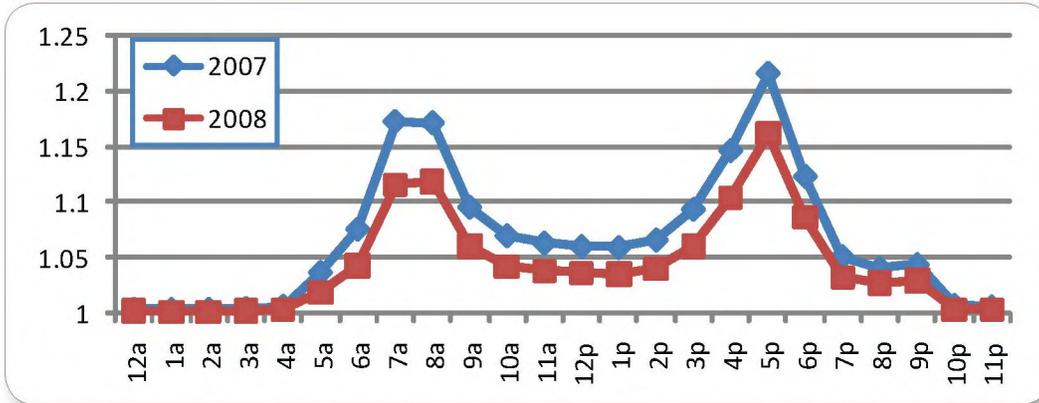


Figure 10: National Travel Time Index for Wednesday, by Hour

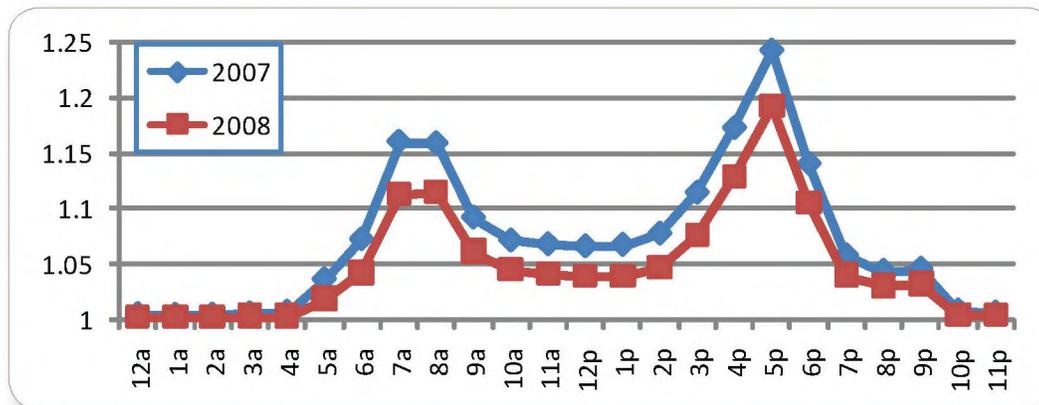


Figure 11: National Travel Time Index for Thursday, by Hour

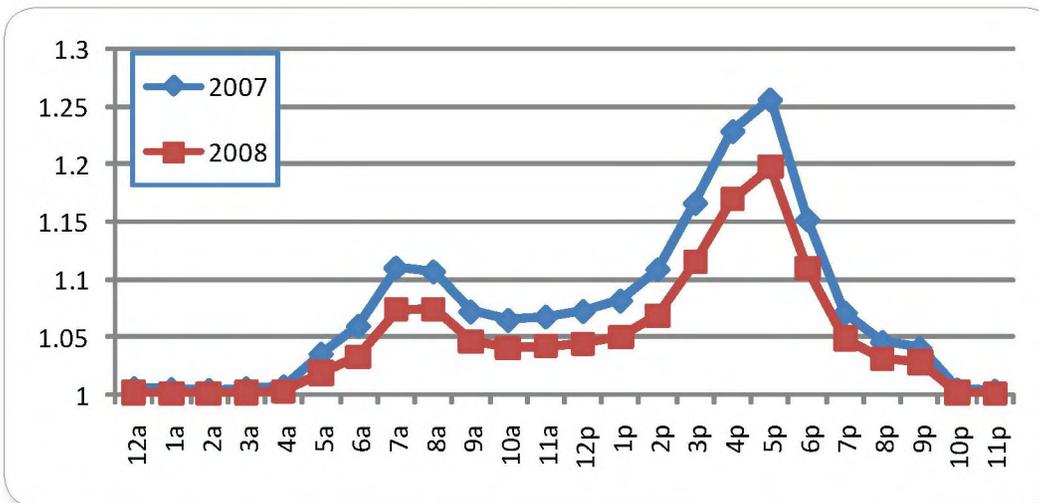


Figure 12: National Travel Time Index for Friday, by Hour

## National Congestion Results and Trends

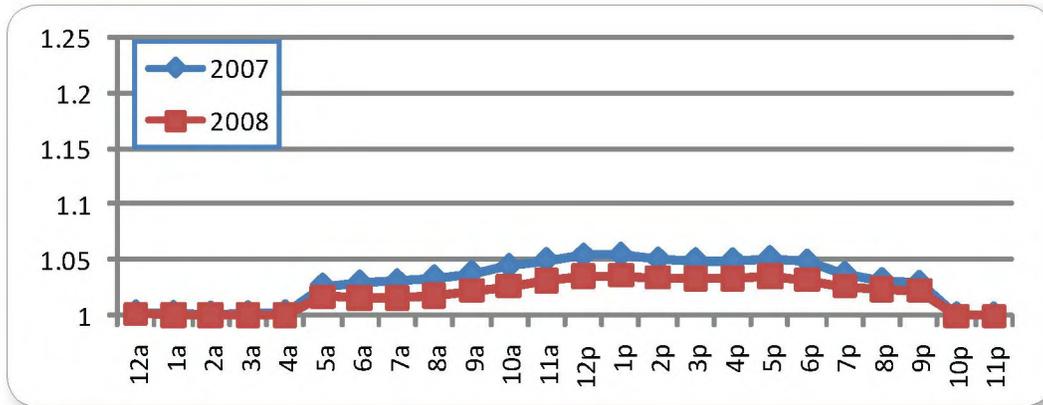


Figure 13: National Travel Time Index for Saturday, by Hour

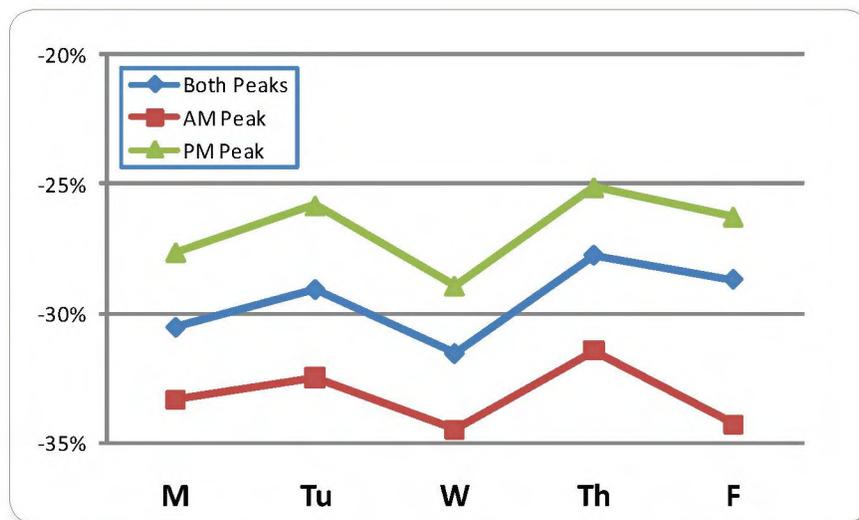


Figure 14: % Drop in National Congestion by Day (2008 vs. 2007)

## National Congestion Results and Trends

### Travel Time Index by Month

New for this update is the inclusion of monthly Travel Time Index calculations. Each metropolitan area summary page now includes the region's TTI by month. This also allows the calculation of a national TTI for each month.

Figure 15 shows the changes in national TTI from month-to-month.

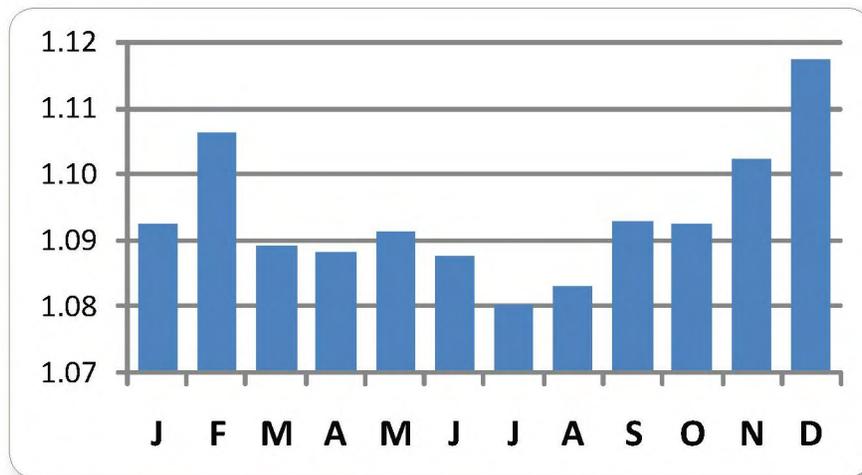


Figure 15: 2008 National Travel Time Index by Month

It should be noted that traffic volumes have historically varied significantly from month-to-month over the course of a calendar year. It is anticipated that monthly TTI – both nationally and in each region – will exhibit similar characteristics, meaning that over time, it will be more meaningful to compare the same month from year to year, than the current month to the last month.

In 2008 however, given the dramatic change in circumstances from the first half to the second half of the year, it is meaningful to compare the average Travel Time Index from the first 6 months to the second 6 months of 2008. Interestingly, likely for very different reasons, the Travel Time Index for each half of 2008 is virtually identical: 1.093 for 1H 2008 versus 1.095 for 2H 2008.

## Metropolitan Rankings

Table 1 provides market to market comparisons of metropolitan areas. As there are several different ways to quantify congestion, the table has many columns. The print version of the table is sorted on Peak Hour Congestion. The online version of this table, located at <http://scorecard.inrix.com>, can be sorted by all columns to show rankings based on each parameter.

Included in Table 1 are:

- **Metropolitan Area details**, including the official CBSA name, the total population and national rank and the number of road miles analyzed (which varies based on the size of the region and the extent of its limited access road network).
- **Peak Hour<sup>9</sup> Congestion results and rankings**, including the 2008 ranking and congestion level, referenced in terms of the percentage of the nation's worst overall congestion (Los Angeles), the 2007 ranking, the change in regional ranking and the percentage change in overall congestion from 2007 to 2008.
- **Peak Hour Travel Time Index results and rankings**, including the 2008 Travel Time Index and ranking, the 2007 ranking and the change in regional ranking and the percentage change in TTI from 2007 to 2008.
- **"Worst Hour" results**, including worst day/time for congestion in the region for 2008, the Travel Time Index during that hour and the comparison rank of the Travel Time Index to the worst hour TTI of other regions.
- **Off-Peak and Total Congestion**, including the 2008 ranking and congestion level, compared to the worst region for off peak hours (the 128 non-peak hours each week) and all hours/days (peak hours and off peak hours), and the percentage of overall congestion that occurred in peak versus off peak hours in 2008.

Figure 16 shows several "top 10" lists derived from the data in Table 1.

<sup>9</sup> Peak period drive time hours are 6 – 10 AM and 3 – 7 PM, Monday through Friday.

### Metropolitan Rankings

Metropolitan Area	Pop Rank	Approx. Population (000)	Road Miles Analyzed	Peak Hour Congestion				Peak Hour Travel Time Index				Worst Hour			Congestion, All Hours/Days								
				Congestion Rank	% Congested Compared to Worst (LA)	2007 Congestion Rank	Change in Rank, 2008 vs. 2007	% Change in Congestion, 2008 vs. 2007	Travel Time Index (TTI) Rank	Travel Time Index (TTI)	2007 Travel Time Index (TTI) Rank	Change in TTI Rank, 2008 vs. 2007	% Change in TTI, 2008 vs. 2007	Worst Hour (Day/Hr)	Worst Hour TTI	Worst Hour TTI Rank	Off Peak Congestion Rank	% Off Peak Congestion Compared to Worst (NY)	All Hours/Days Congestion Rank	% Total Congestion Compared to Worst (LA)	% of Total Congestion from Peak Hours	% of Total Congestion from Off Peak Hours	
CBSA																							
Summary Top 100 Markets		197,281	47029				-29%	1.09				-3.5%	F5pm	1.20				82%	1	100%	68%	32%	
Los Angeles-Long Beach-Santa Ana CA		2	12,876	1560	1	100%	1	0	-24%	1	1.33	2	1	-8.2%	Th5pm	1.63	2	2	82%	1	100%	68%	32%
New York-Northern New Jersey-Long Island NY-NJ-PA		1	18,816	2073	2	87%	2	0	-25%	5	1.22	5	0	-5.8%	F5pm	1.48	5	1	100%	2	98%	60%	40%
Chicago-Naperville-Joliet IL-IN-WI		3	9,525	1320	3	48%	3	0	-17%	9	1.19	10	1	-3.4%	Th5pm	1.36	9	3	45%	3	50%	66%	34%
Dallas-Fort Worth-Arlington TX		4	6,145	1618	4	39%	5	1	-13%	18	1.12	22	4	-2.4%	F5pm	1.31	17	5	29%	4	38%	70%	30%
Washington-Arlington-Alexandria DC-VA-MD-WV		8	5,307	903	5	36%	4	1	-26%	7	1.20	8	1	-5.9%	Th5pm	1.42	8	4	30%	5	36%	67%	33%
Houston-Sugar Land-Baytown TX		6	5,628	1170	6	34%	7	1	-16%	11	1.15	18	7	-2.3%	Th5pm	1.32	15	8	26%	7	33%	70%	30%
San Francisco-Oakland-Fremont CA		12	4,204	731	7	33%	6	1	-25%	4	1.23	4	0	-6.2%	Th5pm	1.48	6	6	28%	6	33%	67%	33%
Boston-Cambridge-Quincy MA-NH		10	4,483	1028	8	27%	8	0	-26%	12	1.13	15	3	-4.0%	F5pm	1.33	12	10	24%	8	28%	66%	34%
Seattle-Tacoma-Bellevue WA		15	3,309	616	9	24%	9	0	-28%	8	1.20	6	-2	-6.6%	F4pm	1.44	7	16	17%	10	23%	71%	29%
Minneapolis-St. Paul-Bloomington MN-WI		16	3,208	871	10	22%	13	3	-20%	13	1.13	19	6	-3.2%	Th5pm	1.32	13	20	14%	13	21%	74%	26%
Philadelphia-Camden-Wilmington PA-NJ-DE-MD		5	5,828	1017	11	21%	12	1	-28%	21	1.10	24	3	-3.4%	F5pm	1.23	25	7	28%	9	25%	57%	43%
Atlanta-Sandy Springs-Marietta GA		9	5,279	936	12	21%	10	-2	-36%	19	1.11	17	-2	-5.6%	F5pm	1.27	20	14	18%	12	21%	67%	33%
Phoenix-Mesa-Scottsdale AZ		13	4,179	1125	13	19%	15	2	-27%	27	1.09	29	2	-3.0%	T7am	1.15	39	9	26%	11	23%	56%	44%
Miami-Fort Lauderdale-Pompano Beach FL		7	5,413	739	14	19%	11	-3	-37%	15	1.13	12	-3	-6.4%	Th5pm	1.23	26	12	20%	14	20%	62%	38%
San Diego-Carlsbad-San Marcos CA		17	2,975	604	15	15%	14	1	-47%	17	1.13	9	-8	-9.3%	Th5pm	1.26	21	13	19%	16	18%	58%	42%
Denver-Aurora CO		21	2,465	936	16	15%	18	2	-26%	30	1.08	33	3	-2.7%	F5pm	1.16	38	11	20%	15	18%	56%	44%
Baltimore-Towson MD		20	2,668	682	17	13%	19	2	-30%	25	1.10	25	0	-3.6%	Th5pm	1.24	23	18	14%	17	14%	61%	39%
San Jose-Sunnyvale-Santa Clara CA		31	1,804	375	18	12%	20	2	-22%	10	1.16	11	1	-4.4%	Th5pm	1.36	10	23	12%	20	13%	65%	35%
Detroit-Warren-Livonia MI		11	4,468	790	19	12%	17	-2	-47%	33	1.08	23	-10	-6.1%	F5pm	1.19	31	19	14%	19	14%	60%	40%
Riverside-San Bernardino-Ontario CA		14	4,081	612	20	11%	16	-4	-57%	26	1.09	13	-13	-9.6%	F4pm	1.21	28	15	17%	18	14%	52%	48%
Austin-Round Rock TX		37	1,598	221	21	10%	26	5	-17%	3	1.23	7	4	-3.9%	Th5pm	1.68	1	53	5%	29	9%	77%	23%
Bridgeport-Stamford-Norwalk CT		56	895	241	22	10%	22	0	-32%	6	1.21	3	-3	-8.2%	F5pm	1.61	4	37	7%	26	10%	71%	29%
Portland-Vancouver-Beaverton OR-WA		23	2,175	381	23	10%	21	-2	-36%	14	1.13	14	0	-5.8%	F4pm	1.35	11	48	6%	28	9%	74%	26%
Sacramento-Arden-Arcade-Roseville CA		26	2,091	663	24	9%	24	0	-31%	38	1.07	35	-3	-2.9%	Th5pm	1.19	33	17	15%	21	12%	51%	49%
San Antonio TX		28	1,991	732	25	9%	25	0	-30%	40	1.07	42	2	-2.7%	F5pm	1.17	34	24	12%	23	11%	59%	41%
St. Louis MO-IL		18	2,804	944	26	9%	23	-3	-38%	45	1.05	47	2	-2.6%	Th5pm	1.10	52	22	13%	22	11%	55%	45%
Charlotte-Gastonia-Concord NC-SC		35	1,652	444	27	8%	28	1	-25%	23	1.10	26	3	-3.0%	F5pm	1.24	24	25	11%	24	10%	56%	44%
Pittsburgh PA		22	2,356	524	28	8%	29	1	-27%	32	1.08	36	4	-2.3%	F5pm	1.14	41	27	10%	27	9%	57%	43%
Kansas City MO-KS		29	1,985	1046	29	7%	27	-2	-38%	55	1.03	62	7	-2.0%	T5pm	1.08	64	21	13%	25	10%	49%	51%
Tampa-St. Petersburg-Clearwater FL		19	2,724	429	30	7%	30	0	-32%	29	1.08	28	1	-3.6%	F5pm	1.19	32	29	9%	30	8%	57%	43%
Cincinnati-Middletown OH-KY-IN		24	2,134	620	31	7%	33	2	-26%	42	1.05	49	7	-1.8%	Th5pm	1.16	36	33	8%	31	8%	59%	41%
Virginia Beach-Norfolk-Newport News VA-NC		34	1,659	305	32	6%	32	0	-29%	20	1.11	21	1	-3.7%	F4pm	1.32	14	46	6%	35	7%	65%	35%
Baton Rouge LA		67	770	223	33	6%	47	14	6%	16	1.13	30	14	0.8%	F5pm	1.31	16	57	5%	41	6%	68%	32%
Nashville-Davidson-Murfreesboro-Franklin TN		39	1,521	284	34	5%	31	-3	-46%	22	1.10	20	-2	-6.1%	Th5pm	1.27	19	67	4%	43	5%	71%	29%
Milwaukee-Waukesha-West Allis WI		38	1,544	346	35	5%	46	11	-4%	31	1.08	45	14	-0.3%	Th5pm	1.20	30	63	4%	44	5%	69%	31%
Orlando-Kissimmee FL		27	2,032	574	36	5%	35	1	-39%	46	1.05	46	0	-2.9%	Th5pm	1.11	49	28	10%	32	7%	48%	52%
New Orleans-Metairie-Kenner LA		51	1,030	353	37	5%	42	5	-22%	35	1.08	39	4	-2.0%	Th5pm	1.17	35	30	9%	34	7%	51%	49%
Cleveland-Elyria-Mentor OH		25	2,096	603	38	5%	36	-2	-33%	49	1.04	56	7	-2.0%	T5pm	1.09	58	38	7%	38	6%	57%	43%
Hartford-West Hartford-East Hartford CT		45	1,189	356	39	5%	41	2	-24%	37	1.07	37	0	-2.5%	F5pm	1.23	27	44	6%	40	6%	58%	42%
Las Vegas-Paradise NV		30	1,836	512	40	5%	37	-3	-36%	44	1.05	48	4	-2.4%	Th5pm	1.09	55	31	9%	36	7%	50%	50%
Providence-New Bedford-Fall River RI-MA		36	1,601	375	41	5%	39	-2	-31%	39	1.07	40	1	-2.7%	F5pm	1.15	40	39	7%	39	6%	55%	45%
Oklahoma City OK		44	1,193	723	42	5%	40	-2	-31%	57	1.03	70	13	-1.4%	F5pm	1.09	59	26	11%	33	7%	44%	56%
Honolulu HI		54	906	79	43	5%	38	-5	-34%	2	1.31	1		-10.7%	Th4pm	1.62	3	97	2%	53	4%	84%	16%
Jacksonville FL		40	1,301	475	44	5%	34	-10	-47%	43	1.05	41	-2	-4.0%	T5pm	1.10	53	32	8%	37	6%	50%	50%
New Haven-Milford CT		58	845	258	45	4%	44	1	-26%	28	1.09	31	3	-3.0%	F5pm	1.27	18	40	7%	42	6%	52%	48%
Louisville/Jefferson County KY-IN		42	1,234	576	46	4%	43	-3	-39%	62	1.03	66	4	-2.0%	Th5pm	1.09	56	43	7%	45	5%	50%	50%
Columbus OH		32	1,754	534	47	3%	48	1	-37%	69	1.03	68	1	-1.9%	F5pm	1.10	51	54	5%	51	4%	53%	47%
Birmingham-Hoover AL		47	1,108	511	48	3%	51	3	-30%	68	1.03	75	7	-1.3%	Th5pm	1.07	70	36	7%	46	5%	42%	58%
Indianapolis-Carmel IN		33	1,695	558	49	3%	45	-4	-47%	76	1.03	69	-7	-2.3%	T5pm	1.09	60	47	6%	49	4%	45%	55%
Salt Lake City UT		48	1,100	531	50	3%	50	0	-45%	78	1.03	72	-6	-2.1%	W5pm	1.07	73	35	8%	48	5%	38%	62%

Table 1: Metropolitan Area Rankings



### Metropolitan Rankings

Several conclusions can be drawn from the metropolitan comparisons:

#### Peak Period Congestion

Rank	Area (Population Rank)	% of Worst Market*	Rank Change from 2007
1	Los Angeles-Long Beach-Santa Ana CA (2)	100%	0
2	New York-Northern New Jersey-Long Island NY-NJ-PA (1)	87%	0
3	Chicago-Naperville-Joliet IL-IN-WI (3)	48%	0
4	Dallas-Fort Worth-Arlington TX (4)	39%	+1
5	Washington-Arlington-Alexandria DC-VA-MD-WV (8)	36%	-1
6	Houston-Sugar Land-Baytown TX (6)	34%	+1
7	San Francisco-Oakland-Fremont CA (12)	33%	-1
8	Boston-Cambridge-Quincy MA-NH (10)	27%	0
9	Seattle-Tacoma-Bellevue WA (15)	24%	0
10	Minneapolis-St. Paul-Bloomington MN-WI (16)	22%	+3

\* % Compared to Worst Market (Los Angeles Region)

#### Off-Peak Period Congestion

Rank	Area (Population Rank)	% of Worst Market*	Rank Change from 2007
1	New York-Northern New Jersey-Long Island NY-NJ-PA (1)	100%	0
2	Los Angeles-Long Beach-Santa Ana CA (2)	82%	0
3	Chicago-Naperville-Joliet IL-IN-WI (3)	45%	0
4	Washington-Arlington-Alexandria DC-VA-MD-WV (8)	30%	+2
5	Dallas-Fort Worth-Arlington TX (4)	29%	-1
6	San Francisco-Oakland-Fremont CA (12)	28%	+2
7	Philadelphia-Camden-Wilmington PA-NJ-DE-MD (5)	28%	0
8	Houston-Sugar Land-Baytown TX (6)	26%	+1
9	Phoenix-Mesa-Scottsdale AZ (13)	26%	+1
10	Boston-Cambridge-Quincy MA-NH (10)	24%	-5

\* % Compared to Worst Market (New York City Region)

#### Total Congestion

Rank	Area (Population Rank)	% of Worst Market*	Rank Change from 2007
1	Los Angeles-Long Beach-Santa Ana CA (2)	100%	0
2	New York-Northern New Jersey-Long Island NY-NJ-PA (1)	98%	0
3	Chicago-Naperville-Joliet IL-IN-WI (3)	50%	0
4	Dallas-Fort Worth-Arlington TX (4)	38%	+1
5	Washington-Arlington-Alexandria DC-VA-MD-WV (8)	36%	-1
6	San Francisco-Oakland-Fremont CA (12)	33%	0
7	Houston-Sugar Land-Baytown TX (6)	33%	0
8	Boston-Cambridge-Quincy MA-NH (10)	28%	0
9	Philadelphia-Camden-Wilmington PA-NJ-DE-MD (5)	25%	0
10	Seattle-Tacoma-Bellevue WA (15)	23%	0

\* % Compared to Worst Market (Los Angeles Region)

#### Peak Period Travel Time Index

Rank	Area (Population Rank)	TTI	Rank Change from 2007
1	Los Angeles-Long Beach-Santa Ana CA (2)	1.33	+1
2	Honolulu HI (54)	1.31	-1
3	Austin-Round Rock TX (37)	1.23	+4
4	San Francisco-Oakland-Fremont CA (12)	1.23	0
5	New York-Northern New Jersey-Long Island NY-NJ-PA (1)	1.22	0
6	Bridgeport-Stamford-Norwalk CT (56)	1.21	-3
7	Washington-Arlington-Alexandria DC-VA-MD-WV (8)	1.20	+1
8	Seattle-Tacoma-Bellevue WA (15)	1.20	-2
9	Chicago-Naperville-Joliet IL-IN-WI (3)	1.19	+1
10	San Jose-Sunnyvale-Santa Clara CA (31)	1.16	+1

#### Worst Hour Travel Time Index

Rank	Area (Population Rank)	Day and Hour	TTI	Rank Change from 2007
1	Austin-Round Rock TX (37)	Th5pm	1.68	+3
2	Los Angeles-Long Beach-Santa Ana CA (2)	Th5pm	1.63	+1
3	Honolulu HI (54)	Th4pm	1.62	-2
4	Bridgeport-Stamford-Norwalk CT (56)	F5pm	1.61	-2
5	New York-Northern New Jersey-Long Island NY-NJ-PA (1)	F5pm	1.48	0
6	San Francisco-Oakland-Fremont CA (12)	Th5pm	1.48	0
7	Seattle-Tacoma-Bellevue WA (15)	F4pm	1.44	+1
8	Washington-Arlington-Alexandria DC-VA-MD-WV (8)	Th5pm	1.42	-1
9	Chicago-Naperville-Joliet IL-IN-WI (3)	Th5pm	1.36	+2
10	San Jose-Sunnyvale-Santa Clara CA (31)	Th5pm	1.36	0

#### % Decrease in Peak Period Congestion - 2007 to 2008

Rank	Area (Population Rank)	% Decrease
1	Toledo OH (79)	76%
2	Deltona-Daytona Beach-Ormond Beach FL (100)	70%
3	Sarasota-Bradenton-Venice FL (73)	70%
4	Colorado Springs CO (83)	68%
5	Greensboro-High Point NC (72)	63%
6	Tucson AZ (52)	57%
7	Riverside-San Bernardino-Ontario CA (14)	57%
8	Jackson MS (93)	53%
9	Cape Coral-Fort Myers FL (85)	52%
10	Columbia SC (69)	52%

#### % Decrease in Travel Time Index - 2007 to 2008

Rank	Area (Population Rank)	% Decrease
1	Honolulu HI (54)	10.7%
2	Riverside-San Bernardino-Ontario CA (14)	9.6%
3	San Diego-Carlsbad-San Marcos CA (17)	9.3%
4	Bridgeport-Stamford-Norwalk CT (56)	8.2%
5	Los Angeles-Long Beach-Santa Ana CA (2)	8.2%
6	Oxnard-Thousand Oaks-Ventura CA (63)	7.1%
7	Colorado Springs CO (83)	6.6%
8	Seattle-Tacoma-Bellevue WA (15)	6.6%
9	Miami-Fort Lauderdale-Pompano Beach FL (7)	6.4%
10	San Francisco-Oakland-Fremont CA (12)	6.2%

Figure 16: 2008 Top 10 Rankings

## Metropolitan Rankings

- In almost all cases, when a region moved up a list, it was due to less congestion reduction than its peer regions in that category. For example, despite a 20% drop in congestion, the Minneapolis-St. Paul region moved from 13th to 10th in total congestion, passing Atlanta, Miami, and Philadelphia.
- 99 of the 100 regions saw congestion levels decrease. Baton Rouge, LA, with a 6% increase in overall congestion, was the only region with an increase from 2007, shooting it up the metropolitan rankings from 47th to 33rd in overall congestion.
- Los Angeles moved ahead of Honolulu with the highest metropolitan Travel Time Index. Honolulu's 34% drop in congestion lowered its Travel Time Index from 1.45 to 1.31, while Los Angeles' 23% drop lowered its TTI from 1.44 to 1.33.
- The largest drops in congestion by percentage are dominated by metropolitan areas of less than 1 million people. Many had modest congestion in 2007 when compared to larger regions, so modest drops in congestion resulted in larger percentage drops than the larger areas.
- The largest drops in congestion and rankings of the "big cities" included the Atlanta, Miami, Detroit, San Diego and the "Inland Empire" (Riverside-San Bernardino-Ontario) region of California, all having drops in peak hour congestion of at least 36% from 2007.

Overall, while congestion clearly dropped across the country, this drop was not uniform across all regions, and depending upon where one lives or when they travel, congestion – though likely better than in 2007 – was still substantial.

## Bottlenecks

Nearly 31,000 individual road segments were analyzed to determine the extent and amount of average congestion each segment had in 2008. More than 6000 segments contained at least one hour of the week where one can expect to travel at less than half the uncongested speed. Based on the overall congestion data, the number and intensity of bottlenecks was down considerably from 2007. Overall 28% fewer segments had at least one hour of congestion in 2008. Figure 17 details the drop for each threshold. Also, 25 metropolitan areas had no significant bottlenecks (defined as congested four or more hours per week), up from 17 areas in 2007.

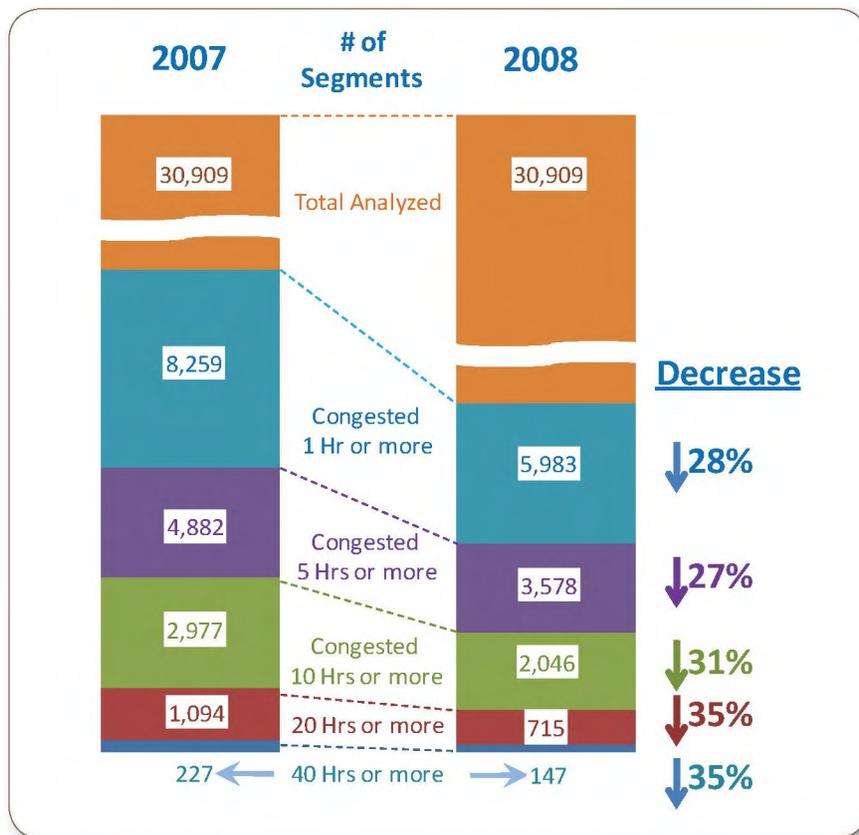


Figure 17: Drop in Bottlenecks from 2007 to 2008

### Nation's Worst 100 Bottlenecks

Table 2 details the nation's worst 100 bottlenecks for 2008.

The nation's worst bottleneck remained unchanged from 2007, North Bound I-95 (named the Cross Bronx Expressway) in Bronx, New York leading up to and including the Bronx River Parkway exit 4B interchange. As

## Bottlenecks

2008 Rank	2007 Rank	Area (Pop Rank)	Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours Congested	Avg Speed when Congested
1	1	New York (1)	Cross Bronx Expy WB/I 95 SB	BRONX RIVER PKWY/EXIT 4B	Bronx	NY	0.36	94	11.2
2	3	San Francisco (12)	I 580 WB	BELLAM BLVD	Marin	CA	0.38	65	8.1
3	5	New York (1)	Cross Bronx Expy WB/I 95 SB	I 895/SHERIDAN EXPY/EXIT 4A	Bronx	NY	0.55	93	11.9
4	2	New York (1)	Cross Bronx Expy WB/I 95 SB	WHITE PLAINS RD/EXIT 5	Bronx	NY	0.27	87	12.3
5	6	New York (1)	Harlem River Dr SB	3RD AVE	New York	NY	0.15	81	12.4
6	8	New York (1)	Van Wyck Expy/I 678 NB	LIBERTY AVE/EXIT 4	Queens	NY	0.58	77	13.1
7	10	Los Angeles (2)	Hollywood Fwy/US 101 SB	VERMONT AVE	Los Angeles	CA	0.64	77	14.0
8	12	Chicago (3)	Dan Ryan Expy/I 90/I 94 NB	CANALPORT AVE/CERMAK RD/EXIT 53	Cook	IL	0.52	77	13.6
9	16	New York (1)	Harlem River Dr SB	2ND AVE/125TH ST/EXIT 19	New York	NY	0.23	84	12.5
10	9	Chicago (3)	Eisenhower Expy/I 290 EB	US 12/US 20/US 45/EXIT 17	Cook	IL	0.98	57	12.3
11	4	New York (1)	Cross Bronx Expy WB/I 95 SB	WESTCHESTER AVE/EXIT 5	Bronx	NY	1.15	77	14.5
12	32	Los Angeles (2)	Hollywood Fwy/US 101 NB	LOS ANGELES ST	Los Angeles	CA	0.09	76	11.9
13	35	Los Angeles (2)	Hollywood Fwy/US 101 NB	SPRING ST	Los Angeles	CA	0.14	85	14.2
14	18	Los Angeles (2)	Harbor Fwy/I 110 NB	ADAMS BLVD	Los Angeles	CA	0.13	73	15.8
15	25	New York (1)	George Washington Brg EB/I 95 NB	CENTER AVE	Bergen	NJ	0.14	68	9.0
16	7	New York (1)	I 95 NB	US 1/US 9/US 46/EXIT 72	Bergen	NJ	0.42	66	9.7
17	124	New York (1)	Harlem River Dr NB	LOWER LVL WASHINGTON BRG	New York	NY	0.09	74	10.3
18	13	Los Angeles (2)	Hollywood Fwy/US 101 NB	ALAMEDA ST	Los Angeles	CA	0.26	73	14.0
19	334	Chicago (3)	Dan Ryan Expy/I 90/I 94 NB	RUBLE ST/EXIT 52B	Cook	IL	0.13	76	16.1
20	14	Los Angeles (2)	Hollywood Fwy/US 101 SB	MELROSE AVE	Los Angeles	CA	0.31	68	15.9
21	26	Los Angeles (2)	Harbor Fwy/I 110 NB	I 10/I 110/SANTA MONICA FWY	Los Angeles	CA	1.09	70	16.4
22	51	New Haven (58)	I 91 SB	I 95	New Haven	CT	0.47	63	13.4
23	193	New York (1)	Van Wyck Expy/I 678 NB	HILLSIDE AVE/EXIT 6	Queens	NY	0.27	79	14.4
24	42	New York (1)	Van Wyck Expy/I 678 NB	ATLANTIC AVE/EXIT 5	Queens	NY	0.47	75	12.7
25	219	Chicago (3)	Dan Ryan Expy/I 90/I 94 NB	18TH ST/EXIT 52C	Cook	IL	0.34	75	15.7
26	11	Los Angeles (2)	San Diego Fwy/I 405 NB	HWY 90	Los Angeles	CA	0.95	66	17.6
27	544	Chicago (3)	Dan Ryan Expy/I 90/I 94 NB	ROOSEVELT RD	Cook	IL	0.22	80	18.4
28	91	New York (1)	Van Wyck Expy/I 678 NB	JAMAICA AVE/EXIT 6	Queens	NY	0.16	74	13.7
29	38	Los Angeles (2)	Hollywood Fwy/US 101 SB	SILVER LAKE BLVD	Los Angeles	CA	0.40	76	17.5
30	43	New York (1)	Cross Bronx Expy EB/I 95 NB	JEROME AVE/EXIT 2A	Bronx	NY	0.45	70	14.8
31	47	New York (1)	Alexander Hamilton Brg EB/I 95 NB	I 87/EXIT 1	Bronx	NY	0.39	59	11.9
32	44	Chicago (3)	Eisenhower Expy/I 290 EB	25TH AVE/S 18TH AVE/EXIT 18	Cook	IL	0.91	56	14.7
33	17	New York (1)	Van Wyck Expy/I 678 NB	LINDEN BLVD/EXIT 3	Queens	NY	0.65	60	14.7
34	20	Los Angeles (2)	Hollywood Fwy/US 101 SB	HWY 2/SANTA MONICA BLVD	Los Angeles	CA	0.44	59	15.6
35	233	Chicago (3)	Kennedy Expy/I 90/I 94 WB	I 90/I 94 (CHICAGO) (NORTH)	Cook	IL	0.10	64	17.8
36	114	Chicago (3)	Kennedy Expy/I 90/I 94 WB	MONTROSE AVE/EXIT 43C	Cook	IL	0.27	61	16.9
37	19	New York (1)	Lincoln Tunl/Hwy 495 EB	TOLL PLAZA	Hudson	NJ	0.59	51	7.3
38	50	Los Angeles (2)	Santa Monica Fwy/I 110 EB	HOOVER ST	Los Angeles	CA	0.28	61	17.6
39	21	Los Angeles (2)	Hollywood Fwy/US 101 SB	NORMANDIE AVE	Los Angeles	CA	0.36	62	16.9
40	166	Chicago (3)	Kennedy Expy/I 90/I 94 WB	KOSTNER AVE/EXIT 43D	Cook	IL	0.18	58	16.7
41	59	New York (1)	Harlem River Dr SB	PARK AVE	New York	NY	0.44	58	14.9
42	76	New York (1)	Brooklyn Queens Expy/I 278 SB	FLUSHING AVE/EXIT 30	Kings	NY	0.44	55	12.3
43	39	Chicago (3)	Northwest Tollway/I 90 SB	I 190/EXIT 78	Cook	IL	0.69	48	11.6
44	126	Chicago (3)	Kennedy Expy/I 90 EB	I 94	Cook	IL	0.82	54	15.7
45	37	Los Angeles (2)	Harbor Fwy/Hwy 110 NB	3RD ST/4TH ST	Los Angeles	CA	0.21	57	15.6
46	85	San Francisco (12)	James Lick Fwy/I 80 NB	7TH ST/BRYANT ST	San Francisco	CA	0.41	44	10.9
47	33	Chicago (3)	Eisenhower Expy/I 290 WB	CENTRAL AVE/EXIT 23B	Cook	IL	0.55	52	15.4
48	70	New York (1)	Brooklyn Queens Expy/I 278 SB	TILLARY ST/EXIT 29	Kings	NY	0.87	58	12.6
49	296	San Francisco (12)	I 580 WB	I 238	Alameda	CA	0.77	48	15.2
50	60	Los Angeles (2)	Harbor Fwy/Hwy 110 SB	US 101/HOLLYWOOD FWY	Los Angeles	CA	0.48	58	16.7

Table 2: 2008 Worst 100 National Bottlenecks

## Bottlenecks

2008 Rank	2007 Rank	Area (Pop Rank)	Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours Congested	Avg Speed when Congested
51	149	New Haven (58)	I 91 SB	HAMILTON ST/EXIT 2	New Haven	CT	0.21	49	15.5
52	69	Los Angeles (2)	Santa Monica Fwy/I 110 EB	I 110/HARBOR FWY	Los Angeles	CA	0.59	57	17.2
53	95	Chicago (3)	Eisenhower Expy/I 290 EB	17TH AVE/EXIT 19A	Cook	IL	0.55	55	17.3
54	82	Chicago (3)	Kennedy Expy/I 90 EB	HWY 171/CUMBERLAND AVE/EXIT 79	Cook	IL	0.75	54	17.0
55	41	Honolulu (54)	Moanalua Fwy/I H 201 EB	I H 1 (HONOLULU)	Honolulu	HI	0.27	36	9.0
56	98	San Francisco (12)	James Lick Fwy/I 80 NB	4TH ST/5TH ST	San Francisco	CA	0.52	46	12.9
57	56	Los Angeles (2)	Santa Ana Fwy/I 5 NB	IMPERIAL HWY	Los Angeles	CA	0.39	65	20.1
58	102	Los Angeles (2)	San Diego Fwy/I 405 NB	VENICE BLVD	Los Angeles	CA	0.39	45	15.3
59	71	Los Angeles (2)	Harbor Fwy/Hwy 110 NB	5TH ST/6TH ST	Los Angeles	CA	0.47	48	14.9
60	143	Chicago (3)	Eisenhower Expy/I 290 EB	9TH AVE/EXIT 19B	Cook	IL	0.48	55	18.0
61	549	Chicago (3)	Dan Ryan Expy/I 90/I 94 NB	TAYLOR ST/EXIT 52A	Cook	IL	0.17	64	19.7
62	72	Los Angeles (2)	Pasadena Fwy/Hwy 110 NB	SUNSET BLVD/EXIT 24A	Los Angeles	CA	0.32	43	14.3
63	28	Los Angeles (2)	Hollywood Fwy/US 101 SB	SUNSET BLVD	Los Angeles	CA	0.29	45	15.2
64	29	San Francisco (12)	I 238 NB	HWY 185/14TH ST/MISSION BLVD	Alameda	CA	0.38	70	22.7
65	93	Chicago (3)	Kennedy Expy/I 90 WB	FOSTER AVE/EXIT 83A	Cook	IL	0.40	57	18.9
66	94	Chicago (3)	Kennedy Expy/I 90 WB	KENNEDY AVE/EXIT 84	Cook	IL	0.72	53	17.4
67	81	Los Angeles (2)	Harbor Fwy/Hwy 110 NB	OLYMPIC BLVD/9TH ST	Los Angeles	CA	0.51	48	15.7
68	68	Chicago (3)	Kennedy Expy/I 90 WB	CENTRAL AVE/EXIT 83B	Cook	IL	0.58	57	18.7
69	316	Chicago (3)	Kennedy Expy/I 90/I 94 WB	KEELER AVE/EXIT 44A	Cook	IL	0.51	52	17.8
70	86	Los Angeles (2)	Harbor Fwy/Hwy 110 NB	US 101/HOLLYWOOD FWY	Los Angeles	CA	0.64	39	13.7
71	75	Austin (37)	I 35 NB	RIVERSIDE DR/EXIT 233	Travis	TX	0.92	47	16.2
72	127	Chicago (3)	Kennedy Expy/I 90 WB	I 94/EDENS EXPY	Cook	IL	0.20	49	17.2
73	31	New York (1)	Major Deegan Expy/I 87 NB	153RD ST/RIVER AVE/EXIT 6	Bronx	NY	0.30	49	14.1
74	62	Austin (37)	I 35 SB	MLK BLVD/19TH ST/EXIT 235	Travis	TX	0.35	30	10.7
75	476	New York (1)	Gowanus Expy/I 278 EB	3RD AVE/EXIT 21	Kings	NY	0.37	43	11.5
76	236	Chicago (3)	Kennedy Expy/I 90/I 94 EB	KEELER AVE/EXIT 44A	Cook	IL	0.65	53	18.5
77	123	New York (1)	Long Island Expy/I 495 EB	WOODHAVEN BLVD	Queens	NY	0.62	47	16.1
78	88	Los Angeles (2)	Harbor Fwy/Hwy 110 NB	8TH ST/EXIT 22	Los Angeles	CA	0.32	40	14.2
79	83	Los Angeles (2)	San Diego Fwy/I 405 SB	HWY 2/SANTA MONICA BLVD	Los Angeles	CA	0.56	39	14.4
80	34	New York (1)	Hwy 495 EB	PARK AVE	Hudson	NJ	0.64	37	10.0
81	118	New York (1)	Belt Pkwy/Southern Pkwy WB	I 678/VAN WYCK EXPY/EXIT 20	Queens	NY	1.00	51	17.3
82	121	Los Angeles (2)	Hollywood Fwy/US 101 NB	HWY 110/PASADENA FWY	Los Angeles	CA	0.66	65	18.4
83	261	Chicago (3)	Kennedy Expy/I 90/I 94 EB	MONTROSE AVE/EXIT 43C	Cook	IL	0.21	50	17.5
84	140	Los Angeles (2)	San Diego Fwy/I 405 NB	NATIONAL BLVD	Los Angeles	CA	1.30	39	14.7
85	1508	Chicago (3)	Kennedy Expy/I 90/I 94 EB	KOSTNER AVE/EXIT 43D	Cook	IL	0.02	50	17.4
86	194	Los Angeles (2)	Santa Ana Fwy/ US 101 NB	1ST ST/EXIT 1B	Los Angeles	CA	0.42	45	15.0
87	101	Austin (37)	I 35 SB	MLK BLVD/19TH ST/EXIT 235A	Travis	TX	0.79	30	11.5
88	108	Los Angeles (2)	San Diego Fwy/I 405 NB	WASHINGTON BLVD/CULVER BLVD	Los Angeles	CA	0.34	44	17.4
89	79	New York (1)	FDR Dr SB	WILLIS AVENUE BRG/EXIT 18	New York	NY	0.28	57	14.0
90	74	New York (1)	George Washington Brg EB/I 95 NB	US 9/178TH ST/HENRY HUDSON PKWY	New York	NY	0.42	54	14.7
91	137	Los Angeles (2)	San Diego Fwy/I 405 NB	I 10/SANTA MONICA FWY	Los Angeles	CA	0.80	35	13.6
92	117	Austin (37)	I 35 SB	12TH ST/15TH ST/EXIT 234-235	Travis	TX	0.46	30	11.8
93	163	Dallas/Fort Worth (4)	Loop 820/I 820 NB	HWY 26/GRAPEVINE HWY/EXIT 22	Tarrant	TX	0.35	33	13.2
94	67	New York (1)	Van Wyck Expy/I 678 SB	GRAND CENTRAL PKWY/EXIT 10	Queens	NY	0.70	43	13.0
95	92	Los Angeles (2)	Hollywood Fwy/US 101 SB	WESTERN AVE	Los Angeles	CA	0.24	45	17.4
96	169	Chicago (3)	Edens Expy/I 94 SB	I 90/KENNEDY EXPY	Cook	IL	0.84	47	18.0
97	110	Los Angeles (2)	Harbor Fwy/I 110 NB	28TH ST	Los Angeles	CA	0.56	48	19.1
98	107	Los Angeles (2)	Pasadena Fwy/Hwy 110 SB	HILL ST/EXIT 24B	Los Angeles	CA	0.45	50	19.1
99	22	New York (1)	Hwy 495 EB	HWY 3	Hudson	NJ	0.26	32	9.7
100	54	Los Angeles (2)	San Diego Fwy/I 405 NB	LA TIJERA BLVD	Los Angeles	CA	1.01	43	18.0

Table 2: 2008 Worst 100 National Bottlenecks (Continued)

## Bottlenecks

in 2007, it was congested an astounding 94 hours of the week, but the average speed while congested rose in 2008 to 11.2 MPH from 9.8 MPH. Eight of the 10 worst bottlenecks in 2007 remained in the top 10 for 2008, with the other two moving to 11th and 16th places. They were replaced in the top 10 by 2007's 12th and 16th worst bottlenecks.

Beyond the top ten, the "mobility" of the bottlenecks up and down the list was significant. Thirty-three of the top 100 bottlenecks in 2007 were not in the top 100 in 2008. Five of those segments that dropped out of the top 100 fell outside of the Top 1000. Quick review suggests a strong correlation between work zone activity and bottlenecks. As an example, a single bottleneck in the 2007 top 100, I-35E Southbound at I-694 in Minneapolis-St. Paul which ranked 63rd worst in 2007, had no hours in 2008 where the average speed was half or less of free flow speed. This area was a work zone associated with a multi-year "Unweave the Weave" project<sup>10</sup> that has significantly improved the I-35E/ I-694 Interchange. Similarly, the other four segments that dropped from the top 100 in 2007 to outside the top 1000 in 2008 were segments of the Dan Ryan Expressway in Chicago that was part of a multi-year construction project that ended in 2007<sup>11</sup>.

Figure 18 summarizes the collective improvement of congestion in the nation's worst bottlenecks. On average, these bottlenecks saw 3 less hours of congestion and saw speeds increase nearly 2 MPH. When factoring in fewer delays in these bottlenecks for less periods of the week, the nation's 100 worst were about 16% less congested in 2008 than in 2007.

Nation's 100 Worst Bottlenecks	2007	2008	Change
Bottleneck Length (Mi)	0.51	0.47	-7.8%
Hours of Congestion	58.9	55.5	-5.9%
Avg Speed While Congested (MPH)	12.9	14.6	13.1%
Overall Congestion Intensity			-15.8%

Figure 18: Average Conditions of Nation's 100 Worst Bottlenecks

### Nation's Worst 1000 Bottlenecks

Figure 19 shows in red the locations of the nation's 1000 worst bottlenecks in 2008. As in 2007, more than half of the nation's top 1000 bottleneck segments were in the New York, Los Angeles and Chicago areas (see Figure 20).

<sup>10</sup> <http://www.dot.state.mn.us/metro/projects/unweave/>

<sup>11</sup> <http://www.dot.state.il.us/press/GOVDan%20Ryan.pdf>

## Bottlenecks



Figure 19: Map of 1000 Worst National Bottlenecks in 2008

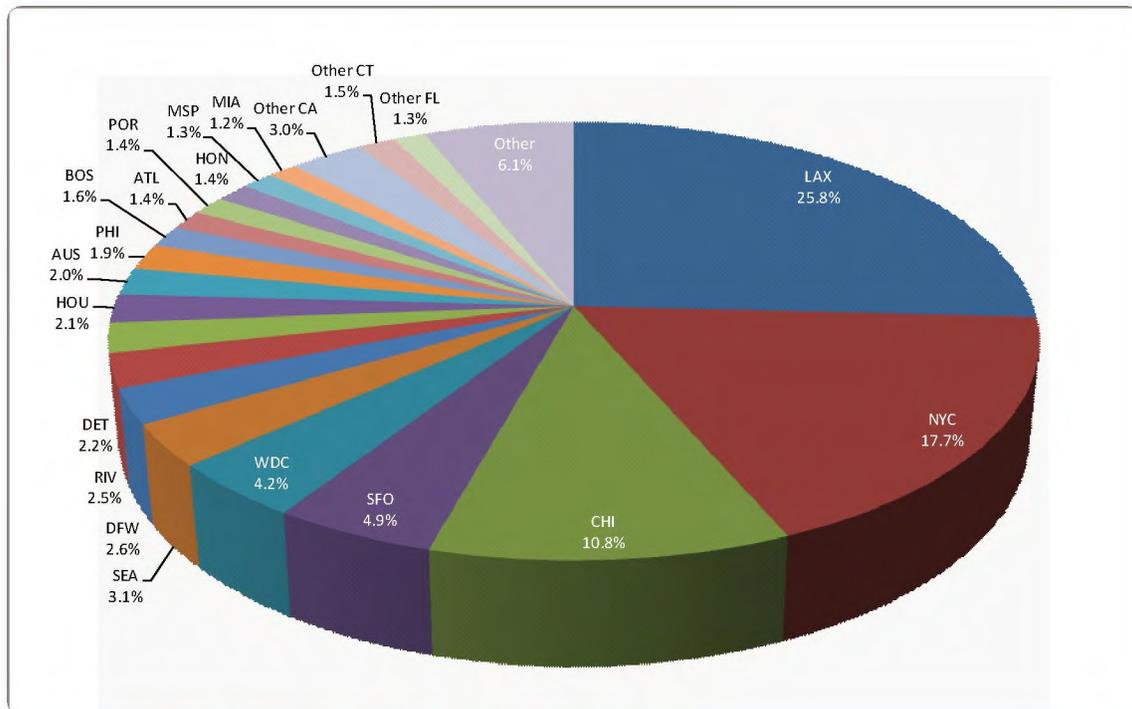


Figure 20: 2008 Worst 1000 National Bottlenecks by Metropolitan Areas

## Bottlenecks

In 2008, 252 of the nation's top 1000 bottlenecks in 2007 fell from the top 1000. Again, much of the volatility appears tied to the beginning or ending of construction or maintenance projects. The highest ranking addition to the 2008 list of bottlenecks that did not have even one average hour of "congested" conditions in 2007 was Ronald Reagan Freeway/SR 118 Eastbound at Stearns Drive in Ventura County, California. Ranked 154th overall in 2008, this bottleneck was created as part of a widening project in the area that began in March 2008 and is expected to be completed in mid-2009.<sup>12</sup> Two other adjacent road segments also moved from no recurring congestion in 2007 to the top 1000 bottlenecks in 2008.

Overall, as Figure 21 highlights, the top 1000 bottlenecks in 2008 were congested an average of more than 5 hours less each week, with an average speed increase of 1.4 MPH than those in 2007, leading to a roughly 23% drop in congestion impacts of the top 1000 bottlenecks.

Nation's 1000 Worst Bottlenecks	2007	2008	Change
Bottleneck Length (Mi)	0.68	0.65	-4.4%
Hours of Congestion	31.1	25.9	-16.7%
Avg Speed While Congested (MPH)	16.4	17.8	8.2%
Overall Congestion Intensity			-22.8%

*Figure 21: Average Conditions of Nation's 1000 Worst Bottlenecks*

When examining the bottlenecks on a national basis, several conclusions can be drawn:

- Bottlenecks aren't just a mega city issue. While a majority of bottlenecks are in Los Angeles, New York and Chicago, 41 of the 100 areas had at least one bottleneck in the top 1000 in 2008.
- While down from 2007, more than 1000 road segments are congested, on average, at least 10 hours a week. Add in an accident, bad weather or a special event and these locations, though likely better on average than in 2007, can still gridlock quickly. Even with the "perfect storm" of conditions in 2008 that generally reduced congestion, there is still no margin for error on a large portion of our major highway network.
- Construction, while helping in the long run, can create long-term temporary bottlenecks. As the "stimulus package" signed into law in mid-February 2009 jump starts "shovel-ready" projects nationwide, planners of those projects should heed these results as evidence that careful maintenance of traffic planning should not be short-changed, as what appear as temporary bottlenecks from a project perspective can lead to recurring congestion for weeks, months or even years.

<sup>12</sup> <http://www.dot.ca.gov/dist07/Publications/Inside7/story.php?id=99>

## Bottlenecks

- Several of the individual road segments identified as bottlenecks are connected to other segments also identified as bottlenecks – basically corridor bottlenecks. While these may be associated with an upstream interchange or geometric configuration issue, the length of these bottlenecks can be long and troubling for drivers.
- Moderate congestion can and does disappear. Perhaps since the birth of the interstate system, the national psyche has been conditioned to accept that congestion is bad, getting worse with little or no chance to stop it. More than 2000 road segments that had at least one hour of congestion in 2007 had no identified recurring congestion in 2008, clearly demonstrating that the march towards gridlock can be reversed. While the causes of the decline in 2008 – lower demand due to fuel prices and lower economic activity – aren't the most desired ways to achieve these reductions, it does show that it is possible reverse the trend. Policies that can influence demand at the right places and times may be able to show the same benefits.

## Metropolitan Summaries

The 2008 Scorecard data for each of the top 100 metropolitan areas, rank ordered by peak period congestion, is summarized in Appendix A.

Figure 22 illustrates the improvements to the summaries from last year. The page on the right is the 2008 version of the report and the red boxes and arrows indicate new additions to allow greater comparisons between 2007 and 2008, as well as the new figure showing the region's Travel Time Index for each month in 2008.

To make room for the TTI by month chart, information about the region's worst bottleneck is now highlighted in the first line of the listing of worst regional bottlenecks. The listing also includes each bottleneck's 2007 National ranking to allow year-to-year relative comparison.

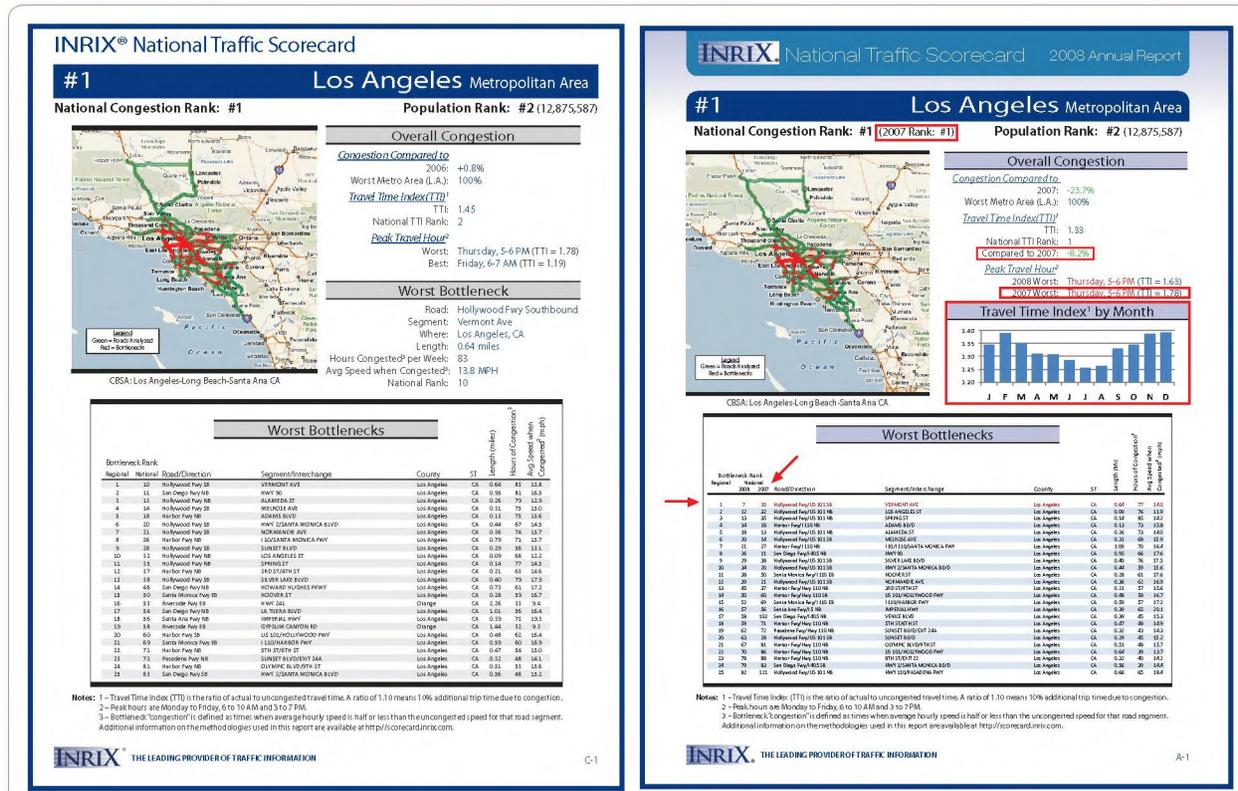


Figure 22: Comparison of 2007 and 2008 Scorecard Metropolitan Summary Page (2007 version on left)

## Scorecard Relationship with Other Studies

As one would expect for an issue as relevant to our daily lives and economic system as traffic congestion, there are many recently published studies on the issue. This Scorecard expands upon and complements these reports.

The following list is but a few of the notable recent reports:

- *2007 Annual Urban Mobility Report* (Texas Transportation Institute): <http://mobility.tamu.edu/ums/>
- *Unclogging America's Arteries: Effective Relief for Highway Bottlenecks 1999-2004* (American Highway Users Alliance): <http://www.highways.org/pdfs/bottleneck2004.pdf>
- *Building Roads to Reduce Traffic Congestion in America's Cities: How Much and at What Cost?* (Reason Foundation): [http://www.reason.org/ps346/state\\_by\\_state\\_congestion.pdf](http://www.reason.org/ps346/state_by_state_congestion.pdf)
- *Freight Performance Measurement: Travel Time in Freight-Significant Corridors* (Federal Highway Administration): [http://ops.fhwa.dot.gov/freight/freight\\_analysis/perform\\_meas/fpmtraveltime/index.htm](http://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/fpmtraveltime/index.htm)
- *America's Most Congested Cities* (Forbes Life Magazine): [http://www.forbes.com/2008/04/10/congested-commute-cities-forbeslife-cx\\_mw\\_0410realestate.html](http://www.forbes.com/2008/04/10/congested-commute-cities-forbeslife-cx_mw_0410realestate.html)
- *Where the Commuting Nightmares Are* (bizjournals): [http://www.bizjournals.com/edit\\_special/56.html](http://www.bizjournals.com/edit_special/56.html)
- *The Road... Less Traveled: An Analysis of Vehicle Miles Traveled Trends in the U.S.*: [http://www.brookings.edu/reports/2008/~//media/Files/rc/reports/2008/1216\\_transportation\\_tomer\\_puentes/vehicle\\_miles\\_traveled\\_report.pdf](http://www.brookings.edu/reports/2008/~//media/Files/rc/reports/2008/1216_transportation_tomer_puentes/vehicle_miles_traveled_report.pdf)

While the Scorecard shares some common elements with these reports, it also has several unique features.

- Common elements
  - The Scorecard adopts the common convention of peak period drive time hours of 6 – 10 AM and 3 – 7 PM, Monday through Friday.
  - The Travel Time Index concept is now a standard metric to measure conditions relative to uncongested, free flow situations.
- Unique features
  - This report is based on data, technology and processes that have been designed to optimize very quick turnaround times between the end of the data collection period and the publishing of the Scorecard. Many of the reports utilize data that is many months or years old when published.
  - The Scorecard is completely based upon real data – tens of billions of data points from real consumer and commercial vehicles traveling on real road segments. It is not limited by sensor coverage nor is it an interpolation of data.

## Scorecard Relationship with Other Studies

- This is the first analysis to go to the detailed road segment level nationwide; it is also the first to look in depth by hour and day nationwide. Further, this report offers a unique opportunity to see trending by time, region or specific road segment.

Given the myriad of ways to calculate congestion and the wide range of raw data that is utilized, it is natural that different reports can have different results, rankings and indexes. When comparing differences between the Scorecard and other reports, it could be due to one or more of the following reasons:

- Many of the reports weight results by traffic volume and/or factor in the number of lanes on roadways; the Scorecard does not.
- Travel Time Index calculations are from a road user perspective based on complete random trips, not weighted by volumes, lane miles, or origin/destination weighting.
- Travel Time Index values in the Scorecard seem lower than some other studies. This is likely for two reasons:
  - By using a data driven reference speed instead of a flat speed for free flow, such as 60 mph, results in lower uncongested speeds in most cases, meaning less congestion is calculated for the same average speeds; and
  - INRIX coverage extends throughout entire metropolitan areas including highways and commuting corridors far away from city centers that may contribute less to congestion than roads in the urban core, lowering the index.
- Studies may have different metropolitan areas, or aggregate some regions such as Washington, D.C. and Baltimore. The Scorecard approach could easily adjust market boundaries to aggregate results differently, but is presently based on the standardized, Census CBSA definition.
- The Scorecard is focused on mainline lanes of limited access highways; other studies may include ramps, interchanges and arterials.

## Acknowledgements and Contact Information

### Acknowledgements

Rick Schuman, INRIX vice president of public sector, is the author of the INRIX National Traffic Scorecard and the driver behind the primary analysis of the metropolitan and bottleneck data.

INRIX historically works with data providers, technology partners, experts and our customers to address traffic issues in North America and Europe. Collaborating to create unique and important products is key to INRIX's success. This Scorecard is no different. INRIX would like to thank several organizations and individuals who have assisted in one way or another in creating the approaches used in the initial 2007 Scorecard, that are also used in this 2008 update. Tim Lomax and Shawn Turner of the Texas Transportation Institute, Rich Margiotta of Cambridge Systematics and Mark Hallenbeck of the University of Washington aided in development of the original Scorecard methodology. Kevin Loftus of INRIX's partner Clear Channel Total Traffic Network provided local market knowledge and assistance.

### Future Updates

Leveraging the nation's most robust historical traffic data warehouse, INRIX is committed to publishing this report on an annual basis. Based on input and feedback, INRIX will continue to improve and expand the report in areas such as additional road coverage (the interstate network, arterials, additional metropolitan areas, etc.) and adding metrics, such as travel reliability and trending analysis.

There are many possible extensions and expansions to the information provided in this report. We welcome inquiries from public agencies and transportation data analysts to conduct more in-depth regional or national analyses based upon our traffic data archive and look forward to partnering to tap local knowledge and domain expertise to take full advantage of our data, and to incorporate and correlate with additional data sets (i.e., construction, incidents, weather, etc.).

INRIX will also continue to publish Scorecard Special Reports on key topics, similar to The Impact of Fuel Prices on Consumer Behavior and Traffic Congestion released in Fall, 2008.

### About Us

INRIX is a leading innovator of real-time, historical and predictive traffic information, offering the broadest coverage, exceptional accuracy and innovative technologies to ensure the success of our customers' navigation and traffic-enabled solutions. INRIX provides traffic, navigation, and location-based services to more than 65 industry-leading customers.

## Acknowledgements and Contact Information

INRIX is different from other traffic information providers, with the broadest coverage in the most locations: 145 metropolitan areas and more than 120,000 miles of roads in the U.S., Canada, and Europe. With its unique fusion of traditional sensors and nearly a million GPS-enabled vehicles, INRIX ensures the highest accuracy of its traffic data. And, with the launch of INRIX Connected Services in mid-2008, INRIX is now aggregating and delivering new in-car solutions featuring third generation routing and other innovative dynamic content such as safety and weather alerts, fuel prices, news/stocks/weather/sports, business and category search, movie times, and travel information.

### *Highest Quality —*

INRIX has consistently introduced breakthrough solutions including predictive traffic technologies, Total Fusion and Connected Services. In a further industry effort to demystify the quality analysis of traffic information, INRIX also recently published *Benchmarking Traffic Data Quality: Best Practices for Analyzing the Quality of Traffic Information* (see Figure 23), which is available at [www.inrix.com](http://www.inrix.com). This 60-page technical primer on traffic data quality provides a benchmark from which to evaluate the many components that make up the quality of traffic information. With respect to data integrity and quality, INRIX leads the industry with its sharp focus on quality using intelligent data fusion, advanced analytics and extensive quality processes.



**Figure 23: Benchmarking Traffic Data Quality Technical Primer**

### *Broadest Coverage—*

INRIX provides coverage in more markets and more roadways within markets than any other company. Leveraging its unique Smart Dust Network, INRIX provides accurate real-time, historical and traffic fusion speed information for major freeways, highways and arterials in every major metropolitan area in the U.S. and Canada. Additionally, INRIX recently introduced real-time flow coverage for roadways throughout the entire U.K. and the Netherlands, and real-time incident coverage for 16 countries in Europe.

## Acknowledgements and Contact Information

### *Smart Dust Network—*

The INRIX Smart Dust Network is a breakthrough in traffic technology that dramatically advances the accuracy, coverage and quality of INRIX services. It collects more data about traffic conditions than any solution on the market today, acquiring real-time and historical data from hundreds of public and private sources – including anonymous, real-time GPS probe data from nearly a million commercial fleet, delivery and taxi vehicles; toll tag data from systems such as California's FasTrak system; and road occupancy and speed measurements from Departments of Transportation around the country. INRIX is the first company in the industry to make use of all these valuable data sources.

The INRIX Smart Dust Network also factors in real-time incident data from across around the United States, as well as hundreds of market-specific criteria that affect traffic, such as construction and road closures, sports games and entertainment events, school schedules and weather forecasts.

While some traffic solutions rely entirely on road sensors – which are expensive and often error-prone – INRIX's wide range of data sources enables it to provide high-quality information in cities and states where accurate traffic data was not previously available – such as Miami, Las Vegas, New York, Tampa, San Antonio and Providence, R.I. In fact, recent ground truth testing shows that INRIX technology was able to deliver an 8-15% accuracy advantage over traditional embedded road sensors.

### *Innovative Technologies—*

INRIX innovations in predictive, historical and real-time traffic technologies and solutions enable our customers to introduce enhanced products and services using accurate time estimation and dynamic route guidance capabilities – all critical for the next generation of navigation solutions.

Additionally, INRIX's innovations in business strategy have further enabled the company to scale through key strategic partnerships, business models, and its focus on the needs of customers.

### *INRIX Connected Services—*

The INRIX Connected Services platform offers an unparalleled suite of content services providing navigation OEMs and location-based service application developers with private label, go-to-market solutions for in-vehicle, personal navigation device (PND), wireless phone and other connected devices. The INRIX Connected Services platform encompasses the world's first 'third generation' routing engine, dynamic traffic data covering 800,000 miles of roadways in North America, additional location-relevant content, and a developer zone designed to greatly simplify creation of location-based service applications.

## Acknowledgements and Contact Information

### ***Public Sector Solutions***

Leading transportation agencies, consultants, integrators, and academic institutions are using INRIX data today to support their operations, applications and analyses. INRIX real-time traffic information is available to the I-95 Corridor Coalition and government transportation agencies under contract in 11 states including Alabama, Delaware, Florida, Maryland, New Jersey, North Carolina, Pennsylvania, South Carolina, Virginia, Washington, D.C., and Wisconsin. Collaborating with these early adopters, INRIX has been able to refine and hone our product offerings, pricing and licensing terms, as well as demonstrate the value of our data to the public sector. Real-time, fusion and historical traffic services are available today covering all major roadways in your state/region.

### **Contact Us**

#### ***Business Contact***

Inquiries from public agencies and potential industry partners to build upon this Scorecard should contact:

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#### ***Media Contacts***

Press inquiries related to this Scorecard should contact:

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### **Scorecard Input**

Your feedback on the Scorecard is important to us. To provide comments on the Scorecard, including how we can improve future versions, please use the feedback form provided on <http://scorecard.inrix.com>.

## Appendix A | Top 100 Metropolitan Scorecards

This Appendix contains the 100 Metropolitan Scorecard Summary sheets in national congestion rank order. Each metropolitan Scorecard features information related to the overall congestion metrics, a map of the roads analyzed and the locations of bottlenecks, and details of the top bottlenecks.

# #1

# Los Angeles Metropolitan Area

**National Congestion Rank: #1** (2007 Rank: #1)

**Population Rank: #2** (12,875,587)



CBSA: Los Angeles-Long Beach-Santa Ana CA

### Overall Congestion

#### Congestion Compared to

2007: **-23.7%**  
 Worst Metro Area (L.A.): **100%**

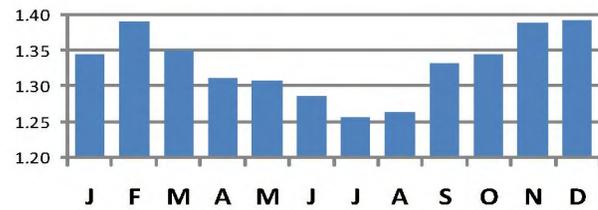
#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.33**  
 National TTI Rank: **1**  
 Compared to 2007: **-8.2%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.63)**  
 2007 Worst: **Thursday, 5-6 PM (TTI = 1.78)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank			Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National	2008							
1	7	10	Hollywood Fwy/US 101 SB	VERMONT AVE	Los Angeles	CA	0.64	77	14.0
2	12	32	Hollywood Fwy/US 101 NB	LOS ANGELES ST	Los Angeles	CA	0.09	76	11.9
3	13	35	Hollywood Fwy/US 101 NB	SPRING ST	Los Angeles	CA	0.14	85	14.2
4	14	18	Harbor Fwy/I 110 NB	ADAMS BLVD	Los Angeles	CA	0.13	73	15.8
5	18	13	Hollywood Fwy/US 101 NB	ALAMEDA ST	Los Angeles	CA	0.26	73	14.0
6	20	14	Hollywood Fwy/US 101 SB	MELROSE AVE	Los Angeles	CA	0.31	68	15.9
7	21	27	Harbor Fwy/I 110 NB	I 10/I 110/SANTA MONICA FWY	Los Angeles	CA	1.09	70	16.4
8	26	11	San Diego Fwy/I 405 NB	HWY 90	Los Angeles	CA	0.95	66	17.6
9	29	38	Hollywood Fwy/US 101 SB	SILVER LAKE BLVD	Los Angeles	CA	0.40	76	17.5
10	34	20	Hollywood Fwy/US 101 SB	HWY 2/SANTA MONICA BLVD	Los Angeles	CA	0.44	59	15.6
11	38	50	Santa Monica Fwy/I 110 EB	HOOVER ST	Los Angeles	CA	0.28	61	17.6
12	39	21	Hollywood Fwy/US 101 SB	NORMANDIE AVE	Los Angeles	CA	0.36	62	16.9
13	45	37	Harbor Fwy/Hwy 110 NB	3RD ST/4TH ST	Los Angeles	CA	0.21	57	15.6
14	50	60	Harbor Fwy/Hwy 110 SB	US 101/HOLLYWOOD FWY	Los Angeles	CA	0.48	58	16.7
15	52	69	Santa Monica Fwy/I 110 EB	I 110/HARBOR FWY	Los Angeles	CA	0.59	57	17.2
16	57	56	Santa Ana Fwy/I 5 NB	IMPERIAL HWY	Los Angeles	CA	0.39	65	20.1
17	58	102	San Diego Fwy/I 405 NB	VENICE BLVD	Los Angeles	CA	0.39	45	15.3
18	59	71	Harbor Fwy/Hwy 110 NB	5TH ST/6TH ST	Los Angeles	CA	0.47	48	14.9
19	62	72	Pasadena Fwy/Hwy 110 NB	SUNSET BLVD/EXIT 24A	Los Angeles	CA	0.32	43	14.3
20	63	28	Hollywood Fwy/US 101 SB	SUNSET BLVD	Los Angeles	CA	0.29	45	15.2
21	67	81	Harbor Fwy/Hwy 110 NB	OLYMPIC BLVD/9TH ST	Los Angeles	CA	0.51	48	15.7
22	70	86	Harbor Fwy/Hwy 110 NB	US 101/HOLLYWOOD FWY	Los Angeles	CA	0.64	39	13.7
23	78	88	Harbor Fwy/Hwy 110 NB	8TH ST/EXIT 22	Los Angeles	CA	0.32	40	14.2
24	79	83	San Diego Fwy/I 405 SB	HWY 2/SANTA MONICA BLVD	Los Angeles	CA	0.56	39	14.4
25	82	121	Hollywood Fwy/US 101 NB	HWY 110/PASADENA FWY	Los Angeles	CA	0.66	65	18.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #2

# New York City Metropolitan Area

National Congestion Rank: #2 (2007 Rank: #2)

Population Rank: #1 (18,815,988)



CBSA: New York-Northern New Jersey-Long Island NY-NJ-PA

## Overall Congestion

### Congestion Compared to

2007: -25.2%

Worst Metro Area (L.A.): 87%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.22

National TTI Rank: 5

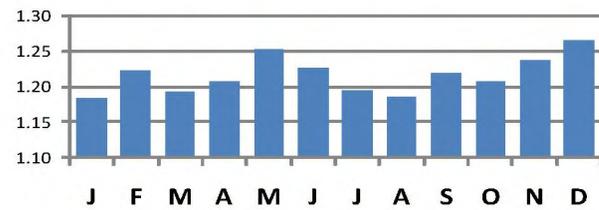
Compared to 2007: -5.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.48)

2007 Worst: Friday, 5-6 PM (TTI = 1.64)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
2008	2007							
1	1	Cross Bronx Expy WB/I 95 SB	BRONX RIVER PKWY/EXIT 4B	Bronx	NY	0.36	94	11.2
2	3	Cross Bronx Expy WB/I 95 SB	I 895/SHERIDAN EXPY/EXIT 4A	Bronx	NY	0.55	93	11.9
3	4	Cross Bronx Expy WB/I 95 SB	WHITE PLAINS RD/EXIT 5	Bronx	NY	0.27	87	12.3
4	5	Harlem River Dr SB	3RD AVE	New York	NY	0.15	81	12.4
5	6	Van Wyck Expy/I 678 NB	LIBERTY AVE/EXIT 4	Queens	NY	0.58	77	13.1
6	9	Harlem River Dr SB	2ND AVE/125TH ST/EXIT 19	New York	NY	0.23	84	12.5
7	11	Cross Bronx Expy WB/I 95 SB	WESTCHESTER AVE/EXIT 5	Bronx	NY	1.15	77	14.5
8	15	George Washington Brg EB/I 95 NB	CENTER AVE	Bergen	NJ	0.14	68	9.0
9	16	I 95 NB	US 1/US 9/US 46/EXIT 72	Bergen	NJ	0.42	66	9.7
10	17	Harlem River Dr NB	LOWER LVL WASHINGTON BRG	New York	NY	0.09	74	10.3
11	23	Van Wyck Expy/I 678 NB	HILLSIDE AVE/EXIT 6	Queens	NY	0.27	79	14.4
12	24	Van Wyck Expy/I 678 NB	ATLANTIC AVE/EXIT 5	Queens	NY	0.47	75	12.7
13	28	Van Wyck Expy/I 678 NB	JAMAICA AVE/EXIT 6	Queens	NY	0.16	74	13.7
14	30	Cross Bronx Expy EB/I 95 NB	JEROME AVE/EXIT 2A	Bronx	NY	0.45	70	14.8
15	31	Alexander Hamilton Brg EB/I 95 NB	I 87/EXIT 1	Bronx	NY	0.39	59	11.9
16	33	Van Wyck Expy/I 678 NB	LINDEN BLVD/EXIT 3	Queens	NY	0.65	60	14.7
17	37	Lincoln Tunl/Hwy 495 EB	TOLL PLAZA	Hudson	NJ	0.59	51	7.3
18	41	Harlem River Dr SB	PARK AVE	New York	NY	0.44	58	14.9
19	42	Brooklyn Queens Expy/I 278 SB	FLUSHING AVE/EXIT 30	Kings	NY	0.44	55	12.3
20	48	Brooklyn Queens Expy/I 278 SB	TILLARY ST/EXIT 29	Kings	NY	0.87	58	12.6
21	73	Major Deegan Expy/I 87 NB	153RD ST/RIVER AVE/EXIT 6	Bronx	NY	0.30	49	14.1
22	75	Gowanus Expy/I 278 EB	3RD AVE/EXIT 21	Kings	NY	0.37	43	11.5
23	77	Long Island Expy/I 495 EB	WOODHAVEN BLVD	Queens	NY	0.62	47	16.1
24	80	Hwy 495 EB	PARK AVE	Hudson	NJ	0.64	37	10.0
25	81	Belt Pkwy/Southern Pkwy WB	I 678/VAN WYCK EXPY/EXIT 20	Queens	NY	1.00	51	17.3

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #3

# Chicago Metropolitan Area

**National Congestion Rank: #3** (2007 Rank: #3)

**Population Rank: #3** (9,524,673)



CBSA: Chicago-Naperville-Joliet IL-IN-WI

## Overall Congestion

### Congestion Compared to

2007: **-17.4%**

Worst Metro Area (L.A.): **48%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.19**

National TTI Rank: **9**

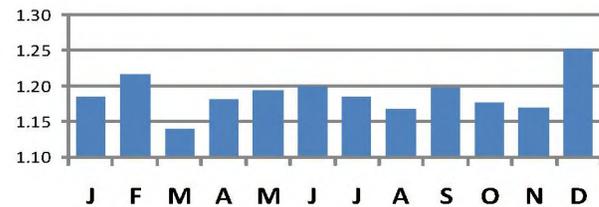
Compared to 2007: **-3.4%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.36)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.45)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
2008	2007							
1	8	Dan Ryan Expy/I 90/I 94 NB	CANALPORT AVE/CERMAK RD/EXIT 53	Cook	IL	0.52	77	13.6
2	10	Eisenhower Expy/I 290 EB	US 12/US 20/US 45/EXIT 17	Cook	IL	0.98	57	12.3
3	19	Dan Ryan Expy/I 90/I 94 NB	RUBLE ST/EXIT 52B	Cook	IL	0.13	76	16.1
4	25	Dan Ryan Expy/I 90/I 94 NB	18TH ST/EXIT 52C	Cook	IL	0.34	75	15.7
5	27	Dan Ryan Expy/I 90/I 94 NB	ROOSEVELT RD	Cook	IL	0.22	80	18.4
6	32	Eisenhower Expy/I 290 EB	25TH AVE/S 18TH AVE/EXIT 18	Cook	IL	0.91	56	14.7
7	35	Kennedy Expy/I 90/I 94 WB	I 90/I 94/EDENS EXPY (CHICAGO) (NORTH)	Cook	IL	0.10	64	17.8
8	36	Kennedy Expy/I 90/I 94 WB	MONTROSE AVE/EXIT 43C	Cook	IL	0.27	61	16.9
9	40	Kennedy Expy/I 90/I 94 WB	KOSTNER AVE/EXIT 43D	Cook	IL	0.18	58	16.7
10	43	Northwest Tollway/I 90 SB	I 190/EXIT 78	Cook	IL	0.69	48	11.6
11	44	Kennedy Expy/I 90 EB	I 94	Cook	IL	0.82	54	15.7
12	47	Eisenhower Expy/I 290 WB	CENTRAL AVE/EXIT 23B	Cook	IL	0.55	52	15.4
13	53	Eisenhower Expy/I 290 EB	17TH AVE/EXIT 19A	Cook	IL	0.55	55	17.3
14	54	Kennedy Expy/I 90 EB	HWY 171/CUMBERLAND AVE/EXIT 79	Cook	IL	0.75	54	17.0
15	60	Eisenhower Expy/I 290 EB	9TH AVE/EXIT 19B	Cook	IL	0.48	55	18.0
16	61	Dan Ryan Expy/I 90/I 94 NB	TAYLOR ST/EXIT 52A	Cook	IL	0.17	64	19.7
17	65	Kennedy Expy/I 90 WB	FOSTER AVE/EXIT 83A	Cook	IL	0.40	57	18.9
18	66	Kennedy Expy/I 90 WB	LAWRENCE AVE/EXIT 84	Cook	IL	0.72	53	17.4
19	68	Kennedy Expy/I 90 WB	CENTRAL AVE/EXIT 83B	Cook	IL	0.58	57	18.7
20	69	Kennedy Expy/I 90/I 94 WB	KEELER AVE/EXIT 44A	Cook	IL	0.51	52	17.8
21	72	Kennedy Expy/I 90 WB	I 94/EDENS EXPY	Cook	IL	0.20	49	17.2
22	76	Kennedy Expy/I 90/I 94 EB	KEELER AVE/EXIT 44A	Cook	IL	0.65	53	18.5
23	83	Kennedy Expy/I 90/I 94 EB	MONTROSE AVE/EXIT 43C	Cook	IL	0.21	50	17.5
24	85	Kennedy Expy/I 90/I 94 EB	KOSTNER AVE/EXIT 43D	Cook	IL	0.02	50	17.4
25	96	Edens Expy/I 94 SB	I 90/KENNEDY EXPY	Cook	IL	0.84	47	18.0

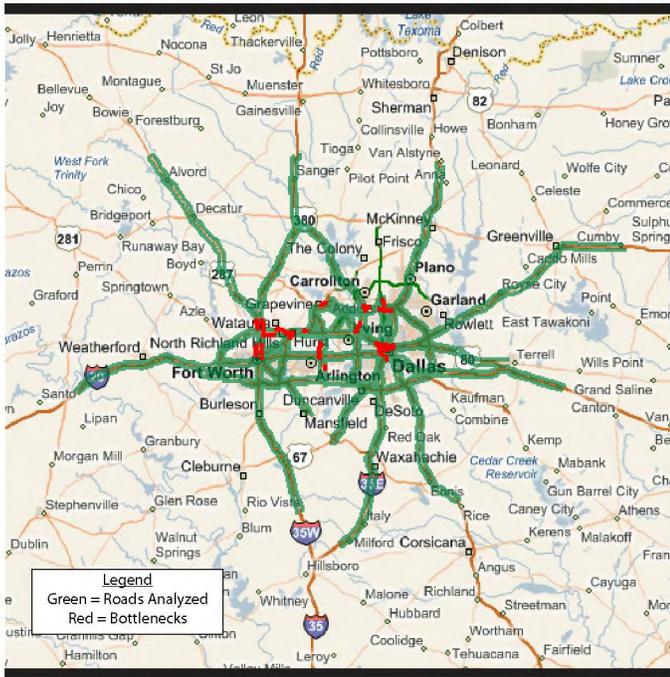
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #4

# Dallas/Fort Worth Metropolitan Area

**National Congestion Rank: #4** (2007 Rank: #5)

**Population Rank: #4** (6,145,037)



CBSA: Dallas-Fort Worth-Arlington TX

### Overall Congestion

#### Congestion Compared to

2007: **-13.3%**

Worst Metro Area (L.A.): **39%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.12**

National TTI Rank: **18**

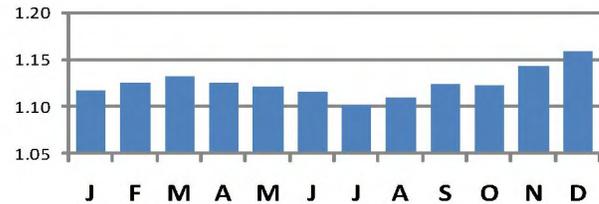
Compared to 2007: **-2.4%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.31)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.34)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	93	163	Loop 820/I 820 NB	HWY 26/GRAPEVINE HWY/EXIT 22	Tarrant	TX	0.35	33	13.2
2	163	230	Loop 820/I 820 WB	RUFE SNOW DR/EXIT 20	Tarrant	TX	0.85	41	20.1
3	210	259	I 35W SB	HWY 121/EXIT 52	Tarrant	TX	1.30	41	21.3
4	214	201	Loop 820/I 820 EB	US 377/DENTON HWY/EXIT 19	Tarrant	TX	0.72	37	20.8
5	280	333	Stemmons Fwy/I 35E SB	WOODALL RODGERS FWY	Dallas	TX	0.45	24	14.9
6	282	373	Loop 820/I 820 WB	HOLIDAY LN/EXIT 21	Tarrant	TX	0.66	32	19.7
7	351	449	Stemmons Fwy/I 35E SB	CONTINENTAL AVE/EXIT 429B	Dallas	TX	0.77	24	16.6
8	359	594	I 35W NB	WESTERN CENTER BLVD/EXIT 58	Tarrant	TX	1.53	26	18.7
9	366	429	Stemmons Fwy/I 35E SB	COMMERCE ST/REUNION BLVD/EXIT428E	Dallas	TX	0.50	27	17.4
10	387	769	Woodall Rodgers Fwy/State Spur 366 SB	FIELD ST	Dallas	TX	0.19	25	17.8
11	407	475	Loop 820/I 820 EB	HALTOM RD/EXIT 18	Tarrant	TX	0.75	29	22.4
12	439	565	Stemmons Fwy/I 35E SB	EXIT 429D	Dallas	TX	0.46	22	16.4
13	445	511	Stemmons Fwy/I 35E SB	OAK LAWN AVE/EXIT 430A	Dallas	TX	0.71	20	15.7
14	456	584	Stemmons Fwy/I 35E SB	HI LINE DR/EXIT 429C	Dallas	TX	0.26	22	17.2
15	489	681	I 35W SB	NORTH FWY/EXIT 53	Tarrant	TX	0.94	23	18.9
16	542	811	Hwy 360 SB	LAMAR BLVD	Tarrant	TX	0.73	18	16.1
17	579	805	Hwy 360 SB	SIX FLAGS DR	Tarrant	TX	0.51	20	18.1
18	592	3007	Woodall Rodgers Fwy/State Spur 366 SB	I 35E	Dallas	TX	0.54	24	17.5
19	602	1032	Hwy 360 SB	W NORTH CARRIER PKWY/GREEN OAKS BLVD	Tarrant	TX	0.32	17	16.0
20	609	1104	I 35W SB	WESTERN CENTER BLVD/EXIT 58	Tarrant	TX	1.32	24	22.8
21	679	691	R L Thornton Fwy/I 45 WB	1ST AVE/EXIT 47	Dallas	TX	0.45	25	23.7
22	701	808	R L Thornton Fwy/I 45 WB	2ND AVE/EXIT 47	Dallas	TX	0.14	25	23.3
23	729	1108	I 35W SB	EXIT 59	Tarrant	TX	1.53	21	22.5
24	742	956	R L Thornton Fwy/I 45 WB	CENTRAL EXPY/EXIT 46	Dallas	TX	0.61	20	19.1
25	750	913	Hwy 183/Hwy 121/Airport Fwy SB	CENTRAL DR	Tarrant	TX	0.66	19	19.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #5

# Washington Metropolitan Area

**National Congestion Rank: #5** (2007 Rank: #4)

**Population Rank: #8** (5,306,565)



CBSA: Washington-Arlington-Alexandria DC-VA-MD-WV

### Overall Congestion

#### Congestion Compared to

2007: **-25.6%**

Worst Metro Area (L.A.): **36%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.20**

National TTI Rank: **7**

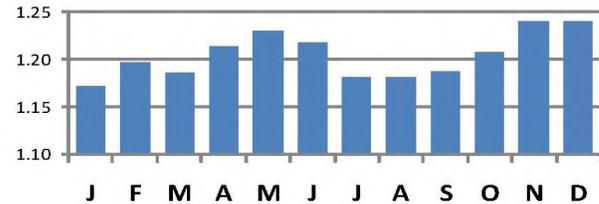
Compared to 2007: **-5.9%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.42)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.56)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	176	84	Henry Shirley Memorial Hwy/I 395 NB	GEORGE WASHINGTON MEMORIAL PKWY	Arlington	VA	0.21	34	13.2
2	188	306	I 95 SB	HWY 7100/EXIT 166	Fairfax	VA	1.70	34	18.6
3	191	256	I 66 EB	HWY 267/EXIT 67	Fairfax	VA	0.23	26	13.1
4	209	231	Custis Memorial Pkwy/I 66 WB	FAIRFAX DR/EXIT 71	Arlington	VA	0.59	34	18.6
5	262	185	Henry Shirley Memorial Hwy/I 395 NB	HWY 110/EXIT 9	Arlington	VA	0.32	27	13.9
6	263	177	Henry Shirley Memorial Hwy/I 395 NB	BOUNDARY CHANNEL DR/10TH ST/EXIT 10	Arlington	VA	0.27	26	13.0
7	264	289	Capital Beltway/I 495 EB	I 270/EXIT 35	Montgomery	MD	0.73	23	13.2
8	336	409	Capital Beltway/I 495 EB	HWY 355/WISCONSIN AVE/EXIT 34	Montgomery	MD	0.69	22	14.3
9	373	255	Capital Beltway/I 95/I 495 SB	EXIT 2A - B	Prince George's	MD	1.26	31	21.2
10	389	252	Capital Beltway/I 95/I 495 EB	HWY 241/TELEGRAPH RD/EXIT 2	Fairfax	VA	1.71	20	15.4
11	437	175	Capital Beltway/I 95/I 495 EB	US 1/EXIT 1	Alexandria	VA	1.46	24	18.0
12	459	552	Capital Beltway/I 495 NB	HWY 650/NEW HAMPSHIRE AVE/EXIT28	Montgomery	MD	1.16	18	14.1
13	523	678	Baltimore Washington Pkwy/Hwy 295 NB	POWDER MILL RD	Prince George's	MD	2.08	24	22.1
14	558	751	Capital Beltway/I 495 WB	HWY 193/UNIVERSITY BLVD/EXIT 29	Montgomery	MD	1.37	20	18.2
15	562	697	Baltimore Washington Pkwy/Hwy 295 NB	GODDARD RD	Prince George's	MD	1.12	23	21.6
16	614	859	Capital Beltway/I 495 NB	HWY 190/RIVER RD/EXIT 39	Montgomery	MD	0.10	16	15.7
17	616	1099	Southwest Fwy/I 395 SB	12TH ST/MAINE AVE	District of Columbia	DC	0.61	18	14.4
18	624	688	Custis Memorial Pkwy/I 66 EB	WESTMORELAND ST/EXIT 68	Arlington	VA	1.08	23	20.7
19	634	801	I 95 SB	HWY 123/EXIT 160	Fairfax	VA	0.84	24	23.8
20	644	834	Capital Beltway/I 495 EB	HWY 185/CONNECTICUT AVE/EXIT 33	Montgomery	MD	1.55	20	18.4
21	673	389	I 66 WB	VADEN DR/EXIT 62	Fairfax	VA	0.62	20	20.4
22	708	2044	Southwest Fwy/I 395 SB	6TH ST	District of Columbia	DC	0.08	18	14.5
23	739	882	I 66 WB	EXIT 44	Prince William	VA	3.08	17	18.1
24	745	871	Custis Memorial Pkwy/I 66 EB	US 29/HWY 237/EXIT 69	Arlington	VA	0.36	23	23.8
25	749	1044	Custis Memorial Pkwy/I 66 EB	25TH ST	Arlington	VA	0.15	23	23.8

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #6

# Houston Metropolitan Area

**National Congestion Rank: #6** (2007 Rank: #7)

**Population Rank: #6** (5,628,101)



CBSA: Houston-Sugar Land-Baytown TX

### Overall Congestion

#### Congestion Compared to

2007: **-15.8%**  
 Worst Metro Area (L.A.): **34%**

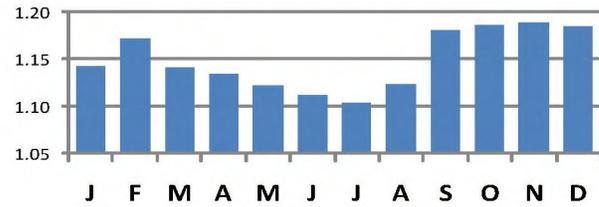
#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.15**  
 National TTI Rank: **11**  
 Compared to 2007: **-2.3%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.32)**  
 2007 Worst: **Friday, 5-6 PM (TTI = 1.36)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
1	270	496 I 45 NB	SCOTT ST/EXIT 45	Harris	TX	0.33	36	21.4
2	291	445 I 610 SB	FARM-TO-MARKET ROAD 1093/WESTHEIMER RD/EXIT 8	Harris	TX	0.16	34	21.9
3	304	653 I 610 NB	FARM-TO-MARKET ROAD 1093/WESTHEIMER RD/EXIT 8	Harris	TX	0.48	21	13.4
4	307	744 I 45 SB	ALLEN PKWY/HOUSTON AVE/EXIT 47	Harris	TX	0.95	33	19.6
5	321	563 US 59 NB	FANNIN ST	Harris	TX	1.93	20	13.4
6	330	448 I 610 SB	SAN FELIPE RD/EXIT 9	Harris	TX	0.78	25	17.5
7	345	462 I 610 SB	POST OAK BLVD/EXIT 9	Harris	TX	0.61	23	16.7
8	353	209 I 10 WB	SILBER RD/EXIT 762	Harris	TX	0.86	32	22.4
9	376	738 US 59 NB	HWY 288	Harris	TX	0.66	19	13.4
10	419	853 I 610 SB	WOODWAY DR/EXIT 10	Harris	TX	1.23	25	19.9
11	422	935 I 610 NB	SAN FELIPE RD/EXIT 9	Harris	TX	0.72	22	17.4
12	481	578 US 59 SB	RUNNELS ST/CANAL ST	Harris	TX	0.72	22	18.3
13	532	921 N Sam Houston Tollway/Btwy 8 EB	GREENSPPOINT DR	Harris	TX	0.27	19	18.2
14	544	821 Northwest Fwy/US 290 WB	TIDWELL RD	Harris	TX	0.68	22	20.0
15	591	786 I 45 SB	DIXIE FARM RD/EXIT 30	Harris	TX	1.17	18	17.9
16	594	739 Northwest Fwy/US 290 WB	43RD ST	Harris	TX	0.66	21	19.8
17	601	1074 US 59 NB	GREENBRIAR DR	Harris	TX	0.96	16	15.4
18	611	2049 I 610 SB	I 10/W 11TH ST/EXIT 11	Harris	TX	0.82	23	21.4
19	627	1030 I 45 NB	CULLEN BLVD/EXIT 44	Harris	TX	0.27	23	21.7
20	632	3978 I 45 NB	S LOOP 336 E/EXIT 84	Montgomery	TX	1.04	20	19.8
21	638	665 Northwest Fwy/US 290 WB	ANTOINE DR	Harris	TX	1.25	20	19.6
22	683	1406 I 610 NB	RICHMOND AVE/EXIT 8	Harris	TX	0.37	16	15.6
23	709	1487 I 45 NB	HWY 3/MONROE RD/EXIT 38	Harris	TX	1.33	19	20.1
24	717	1228 I 45 SB	I 610/EXIT 40	Harris	TX	0.92	17	17.7
25	718	1471 Northwest Fwy/US 290 WB	W SAM HOUSTON PKWY N	Harris	TX	1.40	15	15.8

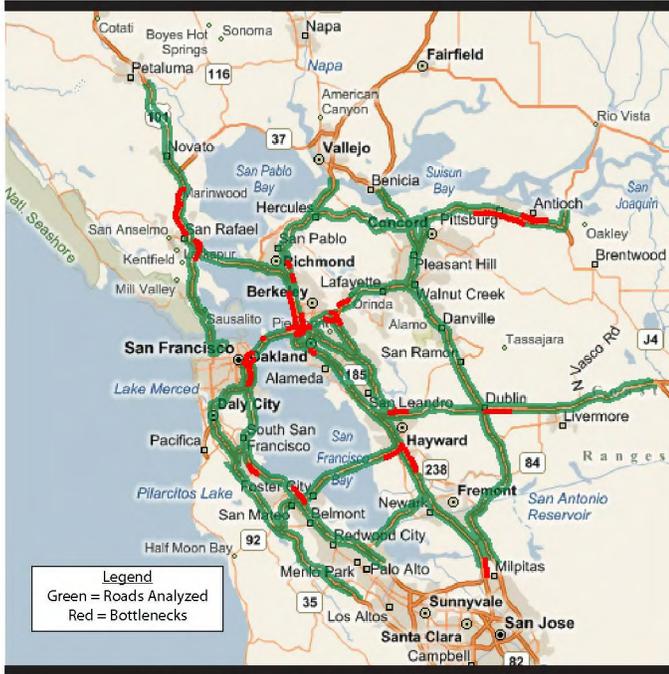
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #7

# San Francisco Metropolitan Area

**National Congestion Rank: #7** (2007 Rank: #6)

**Population Rank: #12** (4,203,898)



CBSA: San Francisco-Oakland-Fremont CA

### Overall Congestion

#### Congestion Compared to

2007: **-24.9%**

Worst Metro Area (L.A.): **33%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.23**

National TTI Rank: **4**

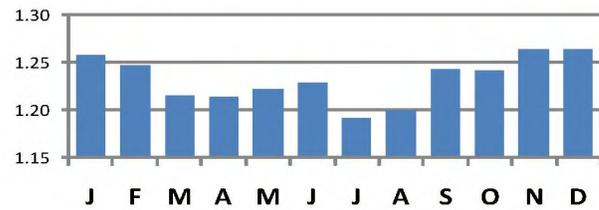
Compared to 2007: **-6.2%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.48)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.60)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
2008	2007							
1	2	3 I 580 WB	BELLAM BLVD	Marin	CA	0.38	65	8.1
2	46	85 James Lick Fwy/I 80 NB	7TH ST/BRYANT ST	San Francisco	CA	0.41	44	10.9
3	49	296 I 580 WB	I 238	Alameda	CA	0.77	48	15.2
4	56	98 James Lick Fwy/I 80 NB	4TH ST/5TH ST	San Francisco	CA	0.52	46	12.9
5	64	29 I 238 NB	HWY 185/14TH ST/MISSION BLVD	Alameda	CA	0.38	70	22.7
6	125	245 Hwy 4 EB	LOVERIDGE RD	Contra Costa	CA	1.11	35	15.3
7	129	191 J Arthur Younger Fwy/Hwy 92 EB	HESPERIAN BLVD	Alameda	CA	0.72	26	11.3
8	132	547 J Arthur Younger Fwy/Hwy 92 EB	I 880	Alameda	CA	0.66	36	12.2
9	135	235 Hwy 4 WB	G ST	Contra Costa	CA	0.46	30	13.5
10	146	55 I 80 WB	GRAND AVE	Alameda	CA	0.58	35	15.4
11	177	145 Eastshore Fwy/I 80/I 580 WB	POWELL ST	Alameda	CA	0.35	37	18.1
12	178	273 Hwy 4 WB	CONTRA LOMA BLVD/L ST	Contra Costa	CA	0.37	29	15.1
13	208	2162 James Lick Fwy/US 101 NB	I 80	San Francisco	CA	0.75	35	14.7
14	222	421 I 80 WB	BAY BRIDGE TOLL PLZ	Alameda	CA	0.37	32	10.0
15	230	272 Hwy 880 NB	I 80/I 580	Alameda	CA	0.37	27	13.2
16	247	174 Grove Shafter Fwy/Hwy 24 WB	GATEWAY BLVD	Contra Costa	CA	1.10	28	15.7
17	266	642 James Lick Fwy/US 101 NB	VERMONT ST	San Francisco	CA	0.66	31	16.6
18	268	170 I 580 WB	STROBRIDGE AVE	Alameda	CA	0.68	26	15.7
19	278	493 James Lick Fwy/US 101 NB	ARMY ST/POTRERO AVE	San Francisco	CA	1.32	34	20.2
20	308	392 Eastshore Fwy/I 80/I 580 EB	POWELL ST	Alameda	CA	0.74	24	15.0
21	337	977 Hwy 4 WB	A ST/LONE TREE WAY	Contra Costa	CA	1.09	22	15.4
22	355	2948 Hwy 4 EB	HARBOR ST	Contra Costa	CA	0.02	14	10.3
23	364	548 US 101 SB	LINCOLN AVE	Marin	CA	0.71	32	19.5
24	383	441 US 101 SB	SAN PEDRO RD	Marin	CA	0.87	27	19.1
25	423	314 I 580 EB	HACIENDA DR	Alameda	CA	1.08	20	15.6

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #8

# Boston Metropolitan Area

**National Congestion Rank: #8** (2007 Rank: #8)

**Population Rank: #10** (4,482,857)



CBSA: Boston-Cambridge-Quincy MA-NH

### Overall Congestion

#### Congestion Compared to

2007: **-26.4%**

Worst Metro Area (L.A.): **27%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.13**

National TTI Rank: **12**

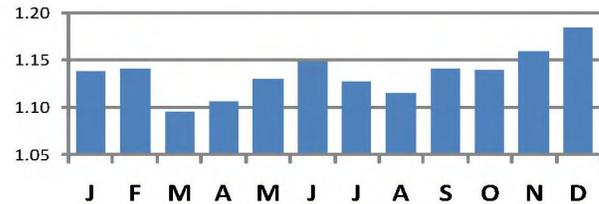
Compared to 2007: **-4.0%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.33)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.37)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
1	116	190	Southeast Expy/I 93 NB	HWY 203/GALLIVAN BLVD/EXIT 12	Norfolk	MA	0.98	45	18.7
2	223	303	Southeast Expy/I 93 NB	GRANITE AVE/EXIT 11	Norfolk	MA	0.87	35	19.7
3	292	411	Southeast Expy/I 93 NB	SQUANTUM ST/EXIT 10	Norfolk	MA	0.74	32	20.3
4	299	802	Concord Tpke/Hwy 2 EB	US 3/HWY 16	Middlesex	MA	0.58	29	11.9
5	397	605	Southeast Expy/I 93 SB	MASSACHUSETTS AVE/EXIT 18	Suffolk	MA	1.14	23	14.4
6	431	440	Southeast Expy/I 93 SB	SOUTHAMPTON ST/EXIT 16	Suffolk	MA	0.33	27	18.8
7	513	695	Southeast Expy/I 93 NB	BRYANT AVE/EXIT 9	Norfolk	MA	0.92	24	19.9
8	535	809	I 93 SB	MYSTIC VALLEY PKWY/EXIT 31	Middlesex	MA	0.47	19	17.1
9	549	804	I 93 SB	MYSTIC AVE/EXIT 30	Middlesex	MA	0.56	20	18.3
10	566	693	I 93 SB	HWY 28 (SOMERVILLE) (NORTH)	Middlesex	MA	1.40	20	17.9
11	568	863	I 93 SB	HWY 60/EXIT 32	Middlesex	MA	0.67	18	16.9
12	590	951	Southeast Expy/I 93 SB	MASSACHUSETTS TPKE/EXIT 20	Suffolk	MA	0.45	19	7.8
13	600	1354	Concord Tpke/Hwy 2 EB	LAKE ST/EXIT 60	Middlesex	MA	0.51	16	13.8
14	645	699	Northeast Expy/US 1 NB	HWY 60/SQUIRE RD	Suffolk	MA	1.00	20	18.1
15	664	2152	Tobin Memorial Brg/US 1 NB	MYSTIC RIVER/TOBIN BRG (SOUTH)	Suffolk	MA	1.01	20	15.5
16	714	1038	Southeast Expy/I 93 NB	FURNACE BROOK PKWY/EXIT 8	Norfolk	MA	1.25	21	20.9
17	770	868	Southeast Expy/I 93 NB	FREEPORT ST/EXIT 13	Suffolk	MA	0.61	21	21.0
18	821	1195	Southeast Expy/I 93 NB	MORRISSEY BLVD/EXIT 14	Suffolk	MA	0.21	19	20.1
19	861	1029	Massachusetts Tpke/I 90 EB	I 95/EXIT 15	Middlesex	MA	0.03	17	12.2
20	888	1199	Southeast Expy/I 93 SB	FURNACE BROOK PKWY/EXIT 8	Norfolk	MA	1.38	19	21.8
21	916	1165	I 93 SB	HWY 28/FELLSWAY/EXIT 33	Middlesex	MA	1.63	13	16.9
22	930	1418	Southeast Expy/I 93 NB	COLUMBIA RD/EXIT 15	Suffolk	MA	1.70	20	23.4
23	974	1396	Hwy 3 SB	THOMAS E BURGIN PKWY/EXIT 19	Norfolk	MA	1.34	16	19.9
24	1047	1881	I 93 NB	MONTVALE AVE/EXIT 36	Middlesex	MA	0.81	20	28.9
25	1091	3198	Tobin Memorial Brg/US 1 SB	MYSTIC RIVER/TOBIN BRG (NORTH)	Suffolk	MA	0.24	14	14.4

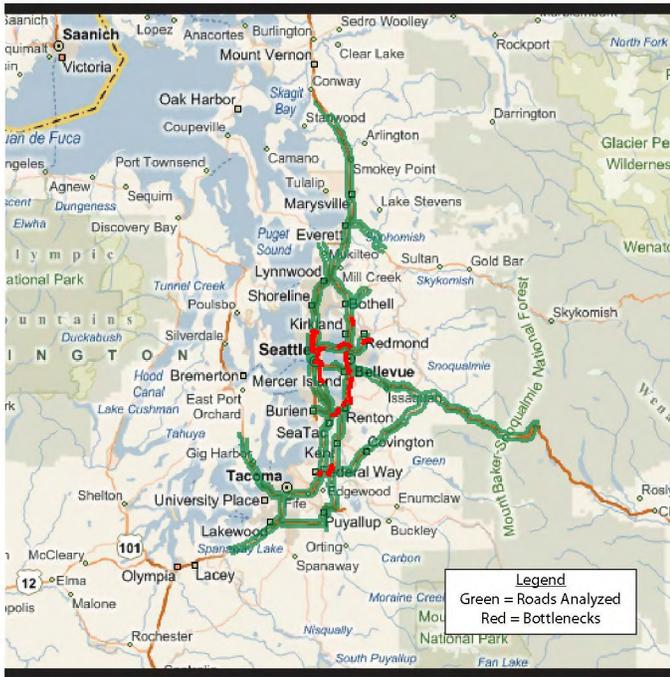
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #9

# Seattle Metropolitan Area

**National Congestion Rank: #9** (2007 Rank: #9)

**Population Rank: #15** (3,309,347)



CBSA: Seattle-Tacoma-Bellevue WA

### Overall Congestion

#### Congestion Compared to

2007: **-28.5%**

Worst Metro Area (L.A.): **24%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.20**

National TTI Rank: **8**

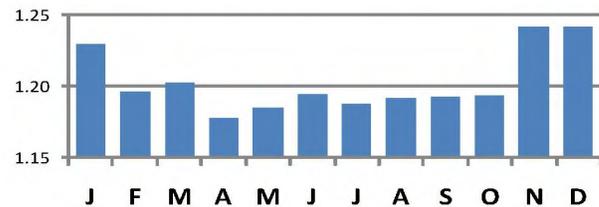
Compared to 2007: **-6.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 4-5 PM (TTI = 1.44)**

2007 Worst: **Friday, 4-5 PM (TTI = 1.55)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

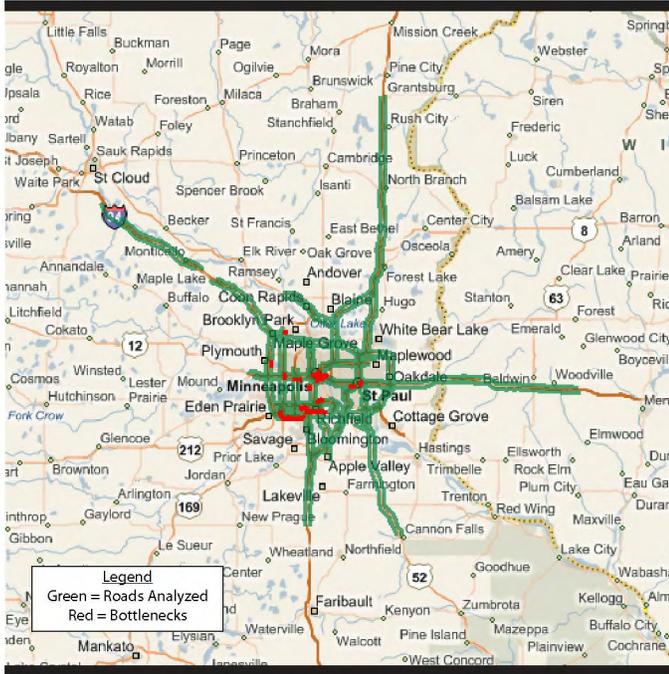
Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
2008	2007								
1	112	99	Hwy 520 WB	BELLEVUE WAY/LAKE WASHINGTON BLVD	King	WA	0.33	24	10.0
2	154	214	Hwy 520 WB	84TH AVE	King	WA	0.43	32	15.3
3	160	216	Hwy 520 WB	108TH AVE	King	WA	0.48	17	8.2
4	251	228	I 405 SB	HWY 169/S 4TH ST/EXIT 4	King	WA	0.73	32	18.2
5	255	279	I 405 SB	8TH ST/SE 12TH ST/EXIT 12	King	WA	1.09	25	14.9
6	287	182	I 5 SB	45TH ST/EXIT 169	King	WA	1.46	34	21.3
7	315	298	I 405 SB	4TH ST/SE 13TH ST/EXIT 13	King	WA	0.22	20	13.0
8	357	483	I 405 NB	30TH ST/EXIT 6	King	WA	1.14	21	14.3
9	370	454	I 5 NB	I 90/DEARBORN ST/EXIT 164	King	WA	1.36	33	22.4
10	390	328	Hwy 520 WB	92ND AVE	King	WA	0.78	22	15.4
11	402	380	I 5 NB	SEATTLE FWY/EXIT 163	King	WA	1.62	32	23.1
12	426	1255	Hwy 518 EB	I 5	King	WA	0.16	19	13.2
13	427	513	I 405 NB	HWY 900/NE 4TH ST/EXIT 4	King	WA	0.53	20	14.6
14	442	324	I 5 NB	JAMES ST/EXIT 164	King	WA	0.69	28	19.6
15	447	644	I 405 NB	44TH ST/EXIT 7	King	WA	0.66	21	16.9
16	557	731	I 405 NB	HWY 900/N 5TH ST/EXIT 5	King	WA	0.84	18	15.7
17	572	616	I 5 NB	CORSON AVE/EXIT 162	King	WA	0.45	25	22.6
18	610	266	I 5 SB	RAVENNA BLVD/EXIT 170	King	WA	0.70	24	22.3
19	621	886	I 5 SB	LAKEVIEW BLVD/EXIT 168	King	WA	0.23	20	18.4
20	689	1256	I 90 WB	I 5	King	WA	0.85	19	15.7
21	715	862	I 5 SB	FAIRVIEW AVE/MERCER ST/EXIT 167	King	WA	0.70	19	19.2
22	732	835	I 5 SB	HWY 520/EXIT 168	King	WA	1.36	19	19.5
23	734	374	I 5 SB	HWY 522/73RD ST/EXIT 171	King	WA	0.69	22	23.1
24	756	796	I 405 NB	HWY 181/VALLEY HWY/EXIT 1	King	WA	0.56	23	22.9
25	833	1210	I 405 NB	LAKE WASHINGTON BLVD/EXIT 9	King	WA	1.95	17	19.0

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #10 Minneapolis/St. Paul Metropolitan Area

**National Congestion Rank: #10** (2007 Rank: #13)

**Population Rank: #16** (3,208,212)



CBSA: Minneapolis-St. Paul-Bloomington MN-WI

### Overall Congestion

#### Congestion Compared to

2007: **-20.5%**

Worst Metro Area (L.A.): **22%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.13**

National TTI Rank: **13**

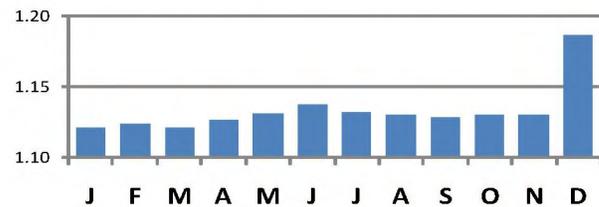
Compared to 2007: **-3.2%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.32)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.41)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
1	147	270 US 169 SB	I 494/HWY 5	Hennepin	MN	0.81	20	7.7
2	273	384 I 494 EB	HWY 100/CO HWY 34/EXIT 7	Hennepin	MN	0.57	25	15.5
3	279	768 I 494 WB	LYNDALE AVE/EXIT 4	Hennepin	MN	0.49	32	19.8
4	347	619 I 494 EB	CO HWY 17/France Ave/EXIT 6	Hennepin	MN	0.99	24	16.9
5	399	6994 I 35W SB	I 94/11TH AVE/17TH AVE/EXIT 17B	Hennepin	MN	0.96	14	10.0
6	429	1292 Crosstown Hwy/Hwy 62 EB	FRANCE AVE	Hennepin	MN	0.44	15	10.8
7	430	1048 I 494 WB	NICOLLET AVE/4TH AVE/EXIT 4	Hennepin	MN	1.24	24	18.5
8	450	1010 I 494 WB	12TH AVE/EXIT 3	Hennepin	MN	0.26	20	16.1
9	453	2690 I 35W NB	WASHINGTON AVE/EXIT 17C	Hennepin	MN	0.80	10	7.4
10	454	NR I 35W SB	WASHINGTON AVE/EXIT 17C	Hennepin	MN	0.24	12	8.9
11	589	899 Crosstown Hwy/Hwy 62 EB	CO HWY 32/PENN AVE	Hennepin	MN	0.51	23	19.5
12	607	696 I 494 EB	BUSH LAKE RD/EXIT 8	Hennepin	MN	1.61	20	19.5
13	628	2283 I 35W SB	36TH ST/EXIT 14	Hennepin	MN	0.76	20	19.5
14	646	1371 Crosstown Hwy/Hwy 62 EB	CO HWY 31/XERXES AVE	Hennepin	MN	0.54	18	15.7
15	788	1208 I 494 WB	HWY 77/EXIT 2	Hennepin	MN	0.68	17	18.7
16	827	2477 I 394 EB	HWY 100/EXIT 5	Hennepin	MN	0.84	17	18.7
17	841	1034 I 494 WB	I 35W/HWY 5/EXIT 5	Hennepin	MN	0.50	22	23.9
18	872	1401 US 169 NB	I 394	Hennepin	MN	0.63	13	14.7
19	877	734 Highway 169 N	CO HWY 81	Hennepin	MN	0.78	18	16.8
20	883	2271 I 35E NB	I 94/EXIT 107B	Ramsey	MN	0.27	14	15.1
21	885	1181 I 94 EB	5TH ST/MARION ST/EXIT 241	Ramsey	MN	0.85	12	13.8
22	980	2615 I 94 WB	CAPPELEN MEMORIAL BRG	Hennepin	MN	0.08	13	15.2
23	1042	2998 Hwy 65	I 94	Hennepin	MN	0.50	15	18.1
24	1045	1623 US 52 NB	LAFAYETTE BRG	Ramsey	MN	0.05	14	15.8
25	1078	1384 I 94 WB	I 35W/11TH ST/EXIT 233	Hennepin	MN	0.70	14	17.0

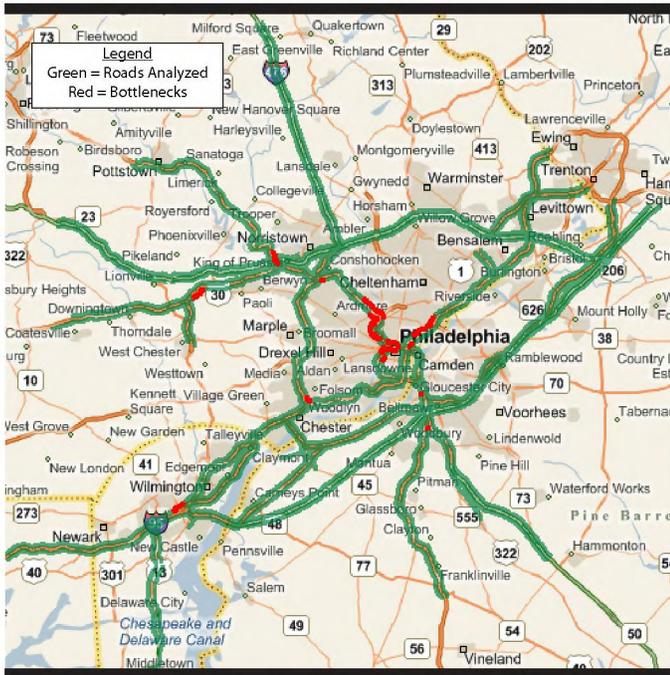
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #11

# Philadelphia Metropolitan Area

**National Congestion Rank: #11** (2007 Rank: #12)

**Population Rank: #5** (5,827,962)



CBSA: Philadelphia-Camden-Wilmington PA-NJ-DE-MD

### Overall Congestion

#### Congestion Compared to

2007: **-27.6%**  
 Worst Metro Area (L.A.): **21%**

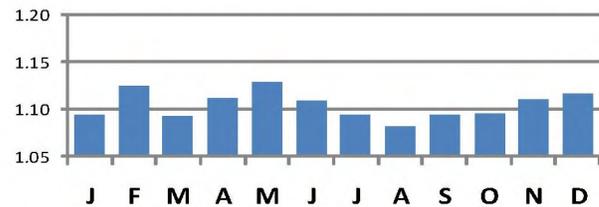
#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.10**  
 National TTI Rank: **21**  
 Compared to 2007: **-3.4%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.23)**  
 2007 Worst: **Friday, 5-6 PM (TTI = 1.32)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
1	120	Vine Street Expy/I 676 WB	I 76/EXIT 344	Philadelphia	PA	0.45	47	15.2
2	193	Schuylkill Expy/I 76 WB	US 1/CITY AVE/EXIT 339/EXIT 340	Montgomery	PA	1.35	31	15.1
3	342	Schuylkill Expy/I 76 EB	MONTGOMERY DR/EXIT 341	Philadelphia	PA	1.53	34	22.9
4	404	Pottstown Expy/US 422 WB	HWY 23	Montgomery	PA	0.69	20	15.1
5	405	Hwy 55 NB	HWY 42	Gloucester	NJ	0.52	17	13.3
6	410	Pottstown Expy/US 422 WB	1ST AVE	Chester	PA	0.90	17	13.0
7	461	Schuylkill Expy/I 76 EB	MATSONFORD RD/EXIT 332	Montgomery	PA	0.31	27	21.5
8	577	Vine Street Expy/I 676 WB	23RD ST	Philadelphia	PA	0.73	24	20.0
9	662	Schuylkill Expy/I 76 EB	US 1/EXIT 339/EXIT 340	Montgomery	PA	0.63	24	22.3
10	670	I 95 SB	ARAMINGO AVE/RICHMOND ST	Philadelphia	PA	0.89	18	18.6
11	702	I 95 SB	VENANGO ST/EXIT 26	Philadelphia	PA	0.34	21	22.3
12	705	Schuylkill Expy/I 76 EB	US 13/US 30/GIRARD AVE/EXIT 342	Philadelphia	PA	0.86	26	25.9
13	811	Mid-County Expy NB	MACDADE BLVD/EXIT 1	Delaware	PA	1.16	19	20.4
14	843	Vine Street Expy/I 676 EB	23RD ST	Philadelphia	PA	0.25	17	16.9
15	903	I 95 SB	EXIT 5A	New Castle	DE	0.43	17	21.1
16	1066	Schuylkill Expy/I 76 EB	WALNUT ST	Philadelphia	PA	0.62	16	17.6
17	1172	US 202 NB	HWY 401	Chester	PA	1.65	11	15.8
18	1189	Vine Street Expy/I 676 EB	BROAD ST	Philadelphia	PA	0.78	16	21.5
19	1190	North South Fwy/I 676 SB	MARKET ST/EXIT 1	Camden	NJ	0.11	13	19.3
20	1215	Schuylkill Expy/I 76 WB	UNIVERSITY AVE/EXIT 346B	Philadelphia	PA	0.65	16	20.4
21	1225	I 95 SB	GIRARD AVE/EXIT 23	Philadelphia	PA	1.09	17	25.6
22	1237	Schuylkill Expy/I 76 EB	SOUTH ST/EXIT 346	Philadelphia	PA	0.44	17	22.0
23	1279	I 95 SB	ALLEGHENY AVE/EXIT 25	Philadelphia	PA	0.83	14	22.3
24	1313	Schuylkill Expy/I 76 WB	BELMONT AVE/EXIT 338	Montgomery	PA	1.38	14	21.7
25	1350	I 95 NB	DELAWARE AVE/EXIT 23	Philadelphia	PA	0.77	15	24.3

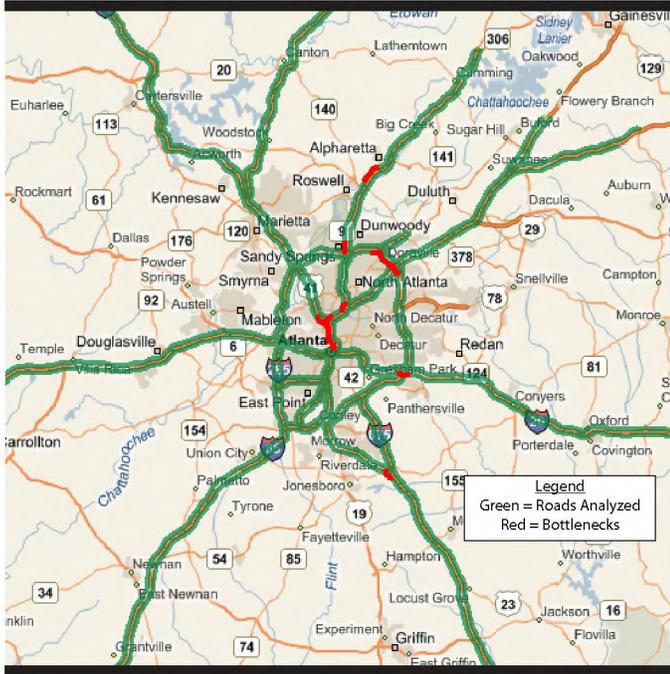
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #12

# Atlanta Metropolitan Area

**National Congestion Rank: #12** (2007 Rank: #10)

**Population Rank: #9** (5,278,904)



CBSA: Atlanta-Sandy Springs-Marietta GA

### Overall Congestion

#### Congestion Compared to

2007: **-36.5%**

Worst Metro Area (L.A.): **21%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.11**

National TTI Rank: **19**

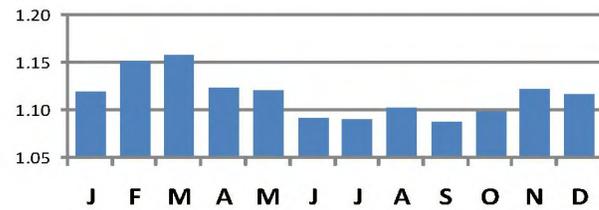
Compared to 2007: **-5.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.27)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.43)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	465	596	I 75 SB	I 675/EXIT 227	Henry	GA	0.75	19	17.1
2	519	520	I 75 SB	I 85/EXIT 103	Fulton	GA	1.18	22	18.7
3	586	564	I 75 SB	10TH ST/EXIT 250	Fulton	GA	0.57	18	16.3
4	588	1240	I 75 SB	HWY 10/FREEDOM PKWY/EXIT 249A (ATLANTA) (SOUTH)	Fulton	GA	0.17	22	20.3
5	617	4363	I 75 SB	US 41/NORTHSIDE DR/EXIT 252	Fulton	GA	0.80	23	23.0
6	620	546	I 75 SB	TECHWOOD DR/EXIT 85	Fulton	GA	1.36	18	16.6
7	663	2051	I 75 SB	EDGEWOOD AVE/EXIT 248	Fulton	GA	0.32	21	20.6
8	685	390	I 285 EB	I 85/EXIT 33	DeKalb	GA	0.85	16	17.1
9	704	1040	I 75 SB	US 29/US 78/US 278/EXIT 249	Fulton	GA	0.50	17	16.7
10	723	253	Georgia 400 Ext SB	I 85/EXIT 87	Fulton	GA	0.68	19	20.2
11	760	521	I 285 EB	EXIT 32	DeKalb	GA	0.28	16	18.2
12	779	1649	I 75 SB	WILLIAMS ST/EXIT 249A	Fulton	GA	0.45	19	18.6
13	780	1639	I 75 SB	SPRING ST/EXIT 249	Fulton	GA	0.18	20	19.5
14	785	348	I 85 SB	HWY 400/EXIT 87	Fulton	GA	0.38	18	20.6
15	819	715	I 285 EB	CHAMBLEE TUCKER RD/EXIT 34	DeKalb	GA	0.63	16	18.4
16	951	3023	I 75 SB	BUTLER ST/PIEDMONT AVE/EXIT 248	Fulton	GA	1.02	18	22.4
17	1034	711	I 285 EB	US 23/BUFORD HWY/EXIT 32	DeKalb	GA	0.98	15	20.1
18	1097	3773	I 75 SB	HWY 10/FREEDOM PKWY/EXIT 249A (ATLANTA) (NORTH)	Fulton	GA	0.16	17	21.7
19	1213	4002	I 75 SB	PEACHTREE ST/EXIT 249	Fulton	GA	0.11	16	21.3
20	1280	363	I 85 SB	I 75/EXIT 85	Fulton	GA	1.31	13	20.4
21	1288	897	I 20 EB	I 285/EXIT 67	DeKalb	GA	1.04	13	21.6
22	1324	878	I 285 EB	PEACHTREE RD/EXIT 30	DeKalb	GA	0.93	13	21.9
23	1375	1224	US 19 SB	MANSELL RD/EXIT 8	Fulton	GA	1.93	10	17.9
24	1405	1319	Turner McDonald Pkwy/Hwy 400 SB	I 285/EXIT 4	Fulton	GA	1.64	12	20.3
25	1479	1356	I 285 EB	EXIT 33	DeKalb	GA	0.16	13	23.6

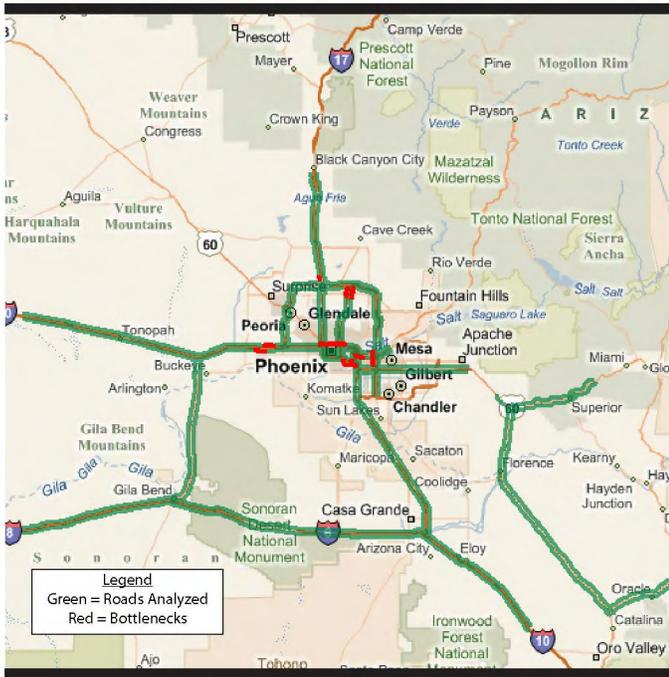
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #13

# Phoenix Metropolitan Area

**National Congestion Rank: #13** (2007 Rank: #15)

**Population Rank: #13** (4,179,427)



CBSA: Phoenix-Mesa-Scottsdale AZ

### Overall Congestion

#### Congestion Compared to

2007: -27.3%

Worst Metro Area (L.A.): 19%

#### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.09

National TTI Rank: 27

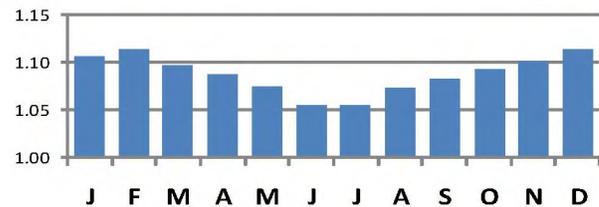
Compared to 2007: -3.0%

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 7-8 AM** (TTI = 1.15)

2007 Worst: **Tuesday, 7-8 AM** (TTI = 1.20)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
1	403	NR	Piestewa Fwy/Hwy 51 SB	UNION HILLS DR/EXIT 14	Maricopa	AZ	0.99	26	21.9
2	433	6832	Piestewa Fwy/Hwy 51 NB	UNION HILLS DR/EXIT 14	Maricopa	AZ	1.05	28	22.8
3	868	294	Red Mountain Fwy/Hwy 202 WB	I 10/HWY 51	Maricopa	AZ	0.85	16	18.9
4	910	865	Price Fwy/Hwy 101 SB	UNIVERSITY DR/EXIT 52	Maricopa	AZ	0.69	16	20.7
5	986	1937	Hohokam Expy/Hwy 143 SB	I 10/EXIT 1	Maricopa	AZ	0.53	13	14.0
6	1079	877	Papago Fwy/I 10 WB	7TH AVE/EXIT 144	Maricopa	AZ	1.11	16	22.5
7	1131	1160	Maricopa Fwy/I 10 EB	UNIVERSITY DR/EXIT 151	Maricopa	AZ	1.63	13	19.1
8	1177	1092	Papago Fwy/I 10 WB	7TH ST/EXIT 145	Maricopa	AZ	0.94	15	22.8
9	1183	516	Red Mountain Fwy/Hwy 202 WB	24TH ST/EXIT 18	Maricopa	AZ	0.96	15	22.4
10	1229	1446	Papago Fwy/I 10 WB	DYSART RD/EXIT 129	Maricopa	AZ	2.08	18	28.8
11	1240	900	Papago Fwy/I 10 WB	16TH ST/EXIT 146	Maricopa	AZ	0.48	15	23.5
12	1326	1425	Price Fwy/Hwy 101 SB	BROADWAY RD/EXIT 53	Maricopa	AZ	1.09	15	25.6
13	1404	1149	Maricopa Fwy/I 10 EB	24TH ST/EXIT 150B	Maricopa	AZ	0.42	11	19.0
14	1531	2121	Papago Fwy/I 10 EB	LITCHFIELD RD/EXIT 128	Maricopa	AZ	2.04	14	26.9
15	1562	NR	Piestewa Fwy/Hwy 51 NB	BELL RD/EXIT 13	Maricopa	AZ	1.05	11	21.4
16	1586	2080	Maricopa Fwy/I 10 EB	BROADWAY RD/52ND ST/EXIT153B	Maricopa	AZ	1.17	13	25.4
17	1639	4065	Black Canyon Fwy/I 17 SB	PINNACLE PEAK RD/EXIT 217	Maricopa	AZ	0.80	13	25.7
18	1707	2239	Maricopa Fwy/I 10 EB	40TH ST/EXIT 152	Maricopa	AZ	0.74	11	23.0
19	1762	NR	Piestewa Fwy/Hwy 51 SB	BELL RD/EXIT 13	Maricopa	AZ	1.03	8	18.4
20	1800	1683	Pima Fwy/Hwy 101 SB	HWY 202/EXIT 51	Maricopa	AZ	1.32	11	24.5
21	1805	2147	Red Mountain Fwy/Hwy 202 EB	SKY HARBOR BLVD/EXIT 5	Maricopa	AZ	0.86	10	22.3
22	1828	2073	Maricopa Fwy/I 10 EB	HWY 143/48TH ST/EXIT 153	Maricopa	AZ	1.42	11	24.6
23	1942	2157	Papago Fwy/I 10 WB	27TH AVE/EXIT 142	Maricopa	AZ	1.38	10	24.2
24	1946	2253	Papago Fwy/I 10 WB	I 17/EXIT 143	Maricopa	AZ	1.31	10	24.2
25	1947	2542	Red Mountain Fwy/Hwy 202 EB	N CENTER PKWY/EXIT6	Maricopa	AZ	1.38	10	24.2

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
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# #14

# Miami Metropolitan Area

**National Congestion Rank: #14** (2007 Rank: #11)

**Population Rank: #7** (5,413,212)



CBSA: Miami-Fort Lauderdale-Pompano Beach FL

### Overall Congestion

#### Congestion Compared to

2007: **-36.6%**

Worst Metro Area (L.A.): **19%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.13**

National TTI Rank: **15**

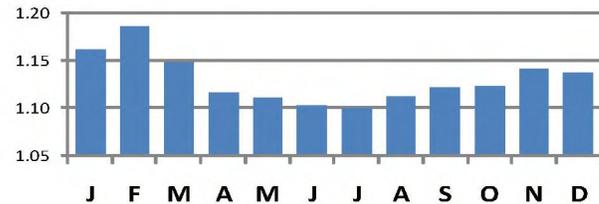
Compared to 2007: **-6.4%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.23)

2007 Worst: **Friday, 5-6 PM** (TTI = 1.34)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>		
Regional	National						Avg Speed when Congested <sup>3</sup> (mph)		
2008	2007								
1	448	515	East West Expy/Hwy 112 WB	17TH AVE TOLL PLAZA	Miami-Dade	FL	0.16	19	15.0
2	480	215	Palmetto Expy/Hwy 826 SB	25TH ST	Miami-Dade	FL	0.86	24	19.0
3	498	407	East West Expy/Hwy 112 EB	72ND AVE/MILAM DAIRY RD	Miami-Dade	FL	0.46	22	16.3
4	517	595	East West Expy/Hwy 112 WB	45TH AVE	Miami-Dade	FL	0.37	20	15.8
5	548	663	East West Expy/Hwy 112 WB	HWY 9/27TH AVE	Miami-Dade	FL	0.86	20	17.0
6	599	1236	Snapper Creek Expy/Hwy 878 EB	US 1	Miami-Dade	FL	0.47	18	9.2
7	724	916	East West Expy/Hwy 112 WB	HWY 953/42ND AVE/LE JEUNE RD	Miami-Dade	FL	0.80	18	17.5
8	769	1094	I 75 SB	HWY 826/PALMETTO EXPY/EXIT 1	Miami-Dade	FL	0.67	20	22.1
9	816	889	East West Expy/Hwy 112 WB	37TH AVE/DOUGLAS RD	Miami-Dade	FL	0.89	19	20.6
10	831	2038	Palmetto Expy/Hwy 826 NB	US 41/TAMIAMI TRL	Miami-Dade	FL	1.32	15	15.2
11	835	369	Palmetto Expy/Hwy 826 SB	36TH ST	Miami-Dade	FL	1.31	18	19.8
12	944	2100	East West Expy/Hwy 112 EB	HWY 959/RED RD	Miami-Dade	FL	1.67	19	22.6
13	961	1169	I 95 SB	95TH ST/NW 8TH AVE/EXIT 8A	Miami-Dade	FL	0.59	15	19.7
14	999	1465	I 95 SB	HWY 112	Miami-Dade	FL	0.11	16	20.9
15	1015	1009	I 95 SB	HWY 924/119TH ST/EXIT 9	Miami-Dade	FL	0.44	14	19.0
16	1033	848	East West Expy/Hwy 112 EB	HWY 826/PALMETTO EXPY	Miami-Dade	FL	0.85	15	17.9
17	1055	1522	East West Expy/Hwy 112 WB	17TH AVE	Miami-Dade	FL	0.73	15	18.7
18	1108	1539	I 95 SB	69TH ST/NW 6TH AVE/EXIT 6B	Miami-Dade	FL	0.28	15	20.2
19	1169	1291	I 95 NB	135TH ST/OPA LOCKA BLVD/EXIT 10	Miami-Dade	FL	0.73	14	20.7
20	1226	1298	I 95 NB	151ST ST/EXIT 11	Miami-Dade	FL	0.66	15	23.0
21	1227	1065	East West Expy/Hwy 112 WB	HWY 959/RED RD	Miami-Dade	FL	1.13	16	22.2
22	1267	2225	Palmetto Expy/Hwy 826 NB	US 27/OKEECHOBEE RD	Miami-Dade	FL	0.65	15	21.6
23	1290	1211	I 95 SB	103RD ST/HWY 932/NW 8TH AVE/EXIT 8B	Miami-Dade	FL	0.93	13	20.8
24	1295	1850	I 95 SB	62ND ST/NW 6TH AVE/EXIT 6A	Miami-Dade	FL	0.78	15	24.0
25	1328	1491	I 95 SB	HWY 934/79TH ST/NW 7TH AVE/EXIT 7	Miami-Dade	FL	0.96	14	23.0

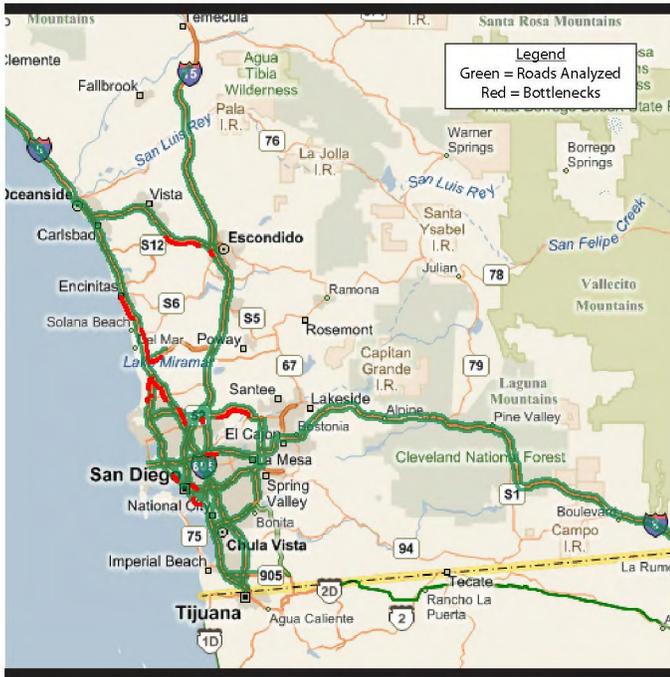
**Notes:**  
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 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
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# #15

# San Diego Metropolitan Area

**National Congestion Rank: #15** (2007 Rank: #14)

**Population Rank: #17** (2,974,859)



CBSA: San Diego-Carlsbad-San Marcos CA

### Overall Congestion

#### Congestion Compared to

2007: **-46.9%**

Worst Metro Area (L.A.): **15%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.13**

National TTI Rank: **17**

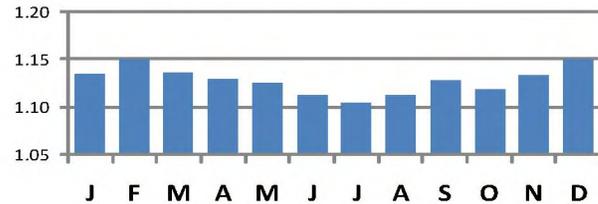
Compared to 2007: **-9.3%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.26)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.42)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
	2008	2007							
1	1167	1270	I 805 SB	LA JOLLA VILLAGE DR/MIRAMAR RD	San Diego	CA	1.38	16	23.4
2	1180	1023	Hwy 78 EB	TWIN OAKS VALLEY RD	San Diego	CA	0.74	14	20.6
3	1372	1346	I 805 NB	HWY 52	San Diego	CA	1.10	11	19.2
4	1489	922	Escondido Fwy/I 15 SB	W VALLEY PKWY	San Diego	CA	0.54	13	23.7
5	1529	2114	Ted Williams Fwy/Hwy 56 EB	CARMEL CREEK RD	San Diego	CA	0.52	7	13.0
6	1555	932	Hwy 78 EB	SAN MARCOS BLVD	San Diego	CA	1.58	11	20.7
7	1655	291	San Diego Fwy/I 5 SB	MANCHESTER AVE	San Diego	CA	0.83	14	28.4
8	1733	2036	San Diego Fwy/I 5 SB	NATIONAL AVE/28TH ST	San Diego	CA	0.64	12	25.9
9	1875	2028	I 805 NB	CLAIREMONT MESA BLVD	San Diego	CA	0.90	9	20.9
10	1956	295	San Diego Fwy/I 5 NB	VIA DE LA VALLE	San Diego	CA	2.19	10	24.6
11	1999	480	San Diego Fwy/I 5 NB	DEL MAR HEIGHTS RD	San Diego	CA	1.47	10	24.8
12	2008	2172	Ted Williams Fwy/Hwy 56 EB	CARMEL COUNTRY RD	San Diego	CA	0.97	8	20.1
13	2029	287	San Diego Fwy/I 5 SB	BIRMINGHAM DR	San Diego	CA	0.96	10	25.2
14	2200	2786	I 8 EB	ALVARADO CANYON RD/FAIRMOUNT AVE	San Diego	CA	1.09	9	25.4
15	2226	1877	Escondido Fwy/I 15 SB	CLAIREMONT MESA BLVD	San Diego	CA	0.36	7	19.7
16	2232	2422	San Diego Fwy/I 5 SB	NOBEL DR	San Diego	CA	0.30	8	23.9
17	2291	1500	I 805 SB	MIRA MESA BLVD/SORRENTO VALLEY RD	San Diego	CA	1.53	8	23.3
18	2440	2158	San Diego Fwy/I 5 SB	PACIFIC HWY	San Diego	CA	0.54	7	21.6
19	2488	331	San Diego Fwy/I 5 SB	SANTA FE DR	San Diego	CA	0.90	8	25.6
20	2492	2252	Hwy 78 EB	BARHAM DR	San Diego	CA	1.81	9	28.5
21	2583	2054	San Diego Fwy/I 5 SB	SASSAFRAS ST	San Diego	CA	0.26	7	23.5
22	2642	2896	Hwy 52 EB	MAST BLVD	San Diego	CA	4.61	8	28.7
23	2658	2898	San Diego Fwy/I 5 SB	SORRENTO VALLEY RD	San Diego	CA	0.12	5	18.7
24	2721	2055	San Diego Fwy/I 5 SB	GENESEE AVE	San Diego	CA	1.26	6	23.0
25	2730	1505	Hwy 94 WB	I 5	San Diego	CA	0.64	7	24.0

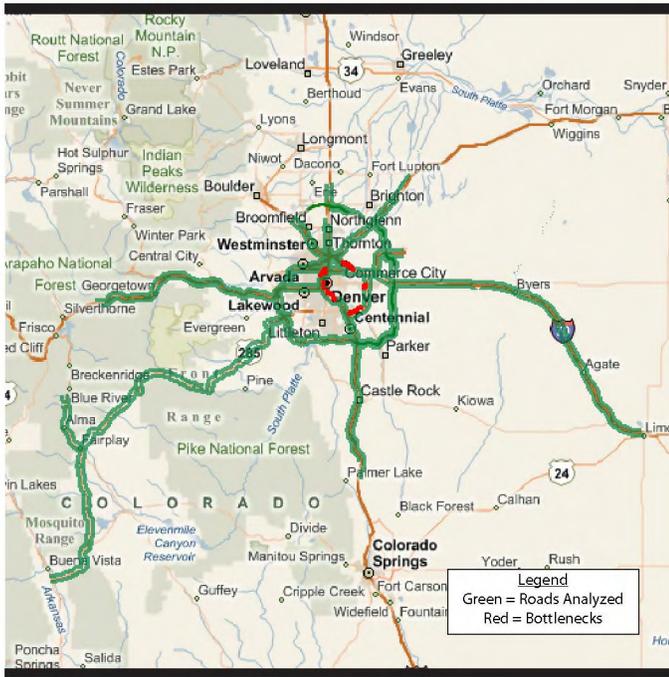
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# #16

# Denver Metropolitan Area

**National Congestion Rank: #16** (2007 Rank: #18)

**Population Rank: #21** (2,464,866)



CBSA: Denver-Aurora CO

### Overall Congestion

#### Congestion Compared to

2007: **-26.5%**

Worst Metro Area (L.A.): **15%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.08**

National TTI Rank: **30**

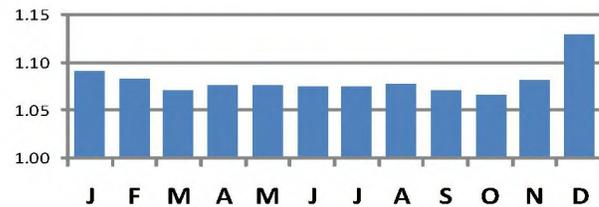
Compared to 2007: **-2.7%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.16)**

2007 Worst: **Friday, 4-5 PM (TTI = 1.22)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
Regional	National							
1	420	431 I 25 SB	PARK AVE/EXIT 213	Denver	CO	0.60	27	19.7
2	475	587 I 25 NB	LINCOLN ST/BROADWAY/EXIT 207	Denver	CO	0.61	22	17.5
3	618	698 I 25 NB	WASHINGTON ST/EXIT 206	Denver	CO	0.20	18	17.0
4	851	1116 I 270 WB	US 85/HWY 2/VASQUEZ BLVD/EXIT 2	Adams	CO	2.09	15	16.5
5	929	1172 I 25 NB	EMERSON ST/EXIT 206B	Denver	CO	0.25	13	15.9
6	1004	816 I 25 SB	20TH ST/EXIT 212	Denver	CO	1.02	19	22.7
7	1074	1175 I 25 NB	US 85/SANTA FE DR/EXIT 207	Denver	CO	0.95	16	20.0
8	1321	1869 I 225 SB	HWY 30/6TH AVE/EXIT 9	Arapahoe	CO	1.14	16	24.3
9	1370	2181 I 25 NB	US 40/COLFAX AVE/EXIT 210	Denver	CO	0.86	15	23.2
10	1457	1280 I 270 WB	HWY 35/QUEBEC ST/SANDCREEK DR/EXIT 4	Denver	CO	0.85	11	17.9
11	1521	2821 I 225 SB	YOSEMITE ST/EXIT 2	Arapahoe	CO	2.78	13	22.7
12	1591	1807 I 70 WB	COLORADO BLVD/EXIT 276	Denver	CO	0.16	12	21.5
13	1628	2096 I 25 NB	DOWNING ST/EXIT 206A	Denver	CO	0.57	10	18.8
14	1673	2302 I 25 NB	ZUNI ST/EXIT 209	Denver	CO	0.46	13	24.7
15	1706	1898 I 25 SB	I 70/EXIT 214	Denver	CO	1.08	13	25.1

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #17

# Baltimore Metropolitan Area

**National Congestion Rank: #17** (2007 Rank: #19)

**Population Rank: #20** (2,668,056)



CBSA: Baltimore-Towson MD

### Overall Congestion

#### Congestion Compared to

2007: **-29.9%**

Worst Metro Area (L.A.): **13%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.10**

National TTI Rank: **25**

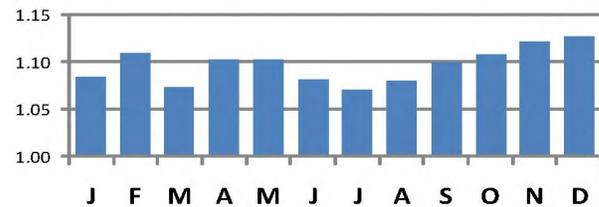
Compared to 2007: **-3.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.24)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.31)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
1	1273	1269	I 695 WB	HWY 147/HARFORD RD/EXIT 31	Baltimore	MD	0.88	10	15.5
2	1334	NR	I 95 SB	FORT MCHENRY TUNNEL TOLL PLAZA	Baltimore City	MD	0.01	16	7.5
3	1398	566	Harbor Tunnel Trwy/I 895 EB	MORAVIA RD/EXIT 14	Baltimore City	MD	0.74	13	20.5
4	1544	2409	I 695 SB	I 70/EXIT 16	Baltimore	MD	0.46	13	24.3
5	1645	1549	I 695 EB	HWY 45/YORK RD/EXIT 26	Baltimore	MD	1.13	10	19.4
6	1745	2194	I 695 NB	I 70/EXIT 16	Baltimore	MD	1.16	12	26.0
7	1751	160	Harbor Tunnel Trwy/I 895 EB	I 95/62ND ST/EXIT 62	Baltimore City	MD	0.76	11	21.4
8	1854	1687	I 695 EB	HWY 139/CHARLES ST/EXIT 25	Baltimore	MD	0.89	9	20.0
9	1861	2091	I 695 SB	I 795/EXIT 19	Baltimore	MD	1.42	12	27.2
10	1905	2247	John Hanson Hwy/US 50/US 301 EB	HWY 70/ROWE BLVD/EXIT 24	Anne Arundel	MD	1.35	9	21.2
11	1945	3111	Baltimore Washington Pkwy/Hwy 295 NB	CANINE RD	Anne Arundel	MD	0.39	11	26.4
12	1977	1728	I 695 EB	HWY 146/DULANEY VALLEY RD/EXIT 2	Baltimore	MD	0.45	9	21.1
13	2065	1564	I 695 WB	HWY 43/WHITEMARSH BLVD/EXIT 31	Baltimore	MD	0.73	8	19.6
14	2228	2964	I 695 NB	SECURITY BLVD/EXIT 17	Baltimore	MD	0.45	10	28.2
15	2326	2552	I 695 WB	CROMWELL BRIDGE RD/EXIT 29	Baltimore	MD	0.37	9	26.0
16	2332	2521	John Hanson Hwy/US 50/US 301 EB	HWY 2/JENNIFER RD/EXIT 23	Anne Arundel	MD	0.42	7	21.4
17	2334	2555	I 695 EB	PROVIDENCE RD/EXIT 28	Baltimore	MD	1.27	9	25.8
18	2346	2481	I 83 SB	FAYETTE ST/EXIT 1	Baltimore City	MD	0.16	9	11.9
19	2363	3031	I 695 NB	US 40/EXIT 15	Baltimore	MD	0.76	9	26.0
20	2434	3265	Baltimore Washington Pkwy/Hwy 295 NB	HWY 32	Anne Arundel	MD	1.71	8	26.2
21	2451	3325	I 695 SB	US 40/EXIT 15	Baltimore	MD	1.61	9	27.5
22	2498	3398	John F Kennedy Memorial Hwy/I 95 SB	I 695/EXIT 64	Baltimore	MD	3.26	8	25.4
23	2551	3000	I 695 WB	HWY 41/PERRING PKWY/EXIT 30	Baltimore	MD	1.03	8	25.0
24	2606	3849	I 695 WB	US 1/SOUTHWESTERN BLVD/EXIT 12	Baltimore	MD	0.20	7	21.8
25	2741	3065	I 695 SB	HWY 26/EXIT 18	Baltimore	MD	1.40	8	30.1

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #18

# San Jose Metropolitan Area

**National Congestion Rank: #18** (2007 Rank: #20)

**Population Rank: #31** (1,803,643)



CBSA: San Jose-Sunnyvale-Santa Clara CA

### Overall Congestion

#### Congestion Compared to

2007: **-21.8%**

Worst Metro Area (L.A.): 12%

#### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.16

National TTI Rank: 10

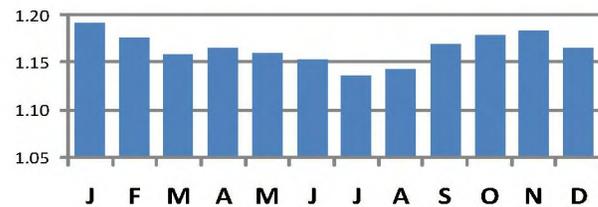
Compared to 2007: **-4.4%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.36)

2007 Worst: **Friday, 5-6 PM** (TTI = 1.47)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	362	371	Bayshore Fwy/US 101 NB	OLD MIDDLEFIELD WAY	Santa Clara	CA	0.34	27	20.2
2	424	426	Bayshore Fwy/US 101 NB	SHORELINE BLVD	Santa Clara	CA	0.69	26	21.2
3	464	452	Bayshore Fwy/US 101 SB	STORY RD	Santa Clara	CA	0.57	19	15.5
4	560	618	Bayshore Fwy/US 101 SB	MONTAGUE EXPY/SAN TOMAS EXPY	Santa Clara	CA	0.99	20	19.0
5	759	931	Bayshore Fwy/US 101 SB	DE LA CRUZ BLVD	Santa Clara	CA	1.11	20	22.2
6	829	1170	Hwy 87	US 101/BAYSHORE FWY	Santa Clara	CA	0.74	15	16.3
7	925	946	Bayshore Fwy/US 101 SB	I 280/I 680	Santa Clara	CA	1.62	16	19.0
8	1006	1182	Hwy 237 WB	ZANKER RD	Santa Clara	CA	1.04	17	23.0
9	1039	830	Bayshore Fwy/US 101 NB	HWY 85 (MOUNTAIN VIEW)	Santa Clara	CA	0.38	17	23.3
10	1110	950	Bayshore Fwy/US 101 SB	BOWERS AVE/GREAT AMERICA PKWY	Santa Clara	CA	0.99	15	22.0
11	1129	1604	I 880 SB	1ST ST	Santa Clara	CA	0.49	10	13.6
12	1170	1220	Bayshore Fwy/US 101 SB	OAKLAND RD	Santa Clara	CA	0.56	16	22.3
13	1186	749	Bayshore Fwy/US 101 SB	I 880	Santa Clara	CA	0.72	12	16.0
14	1264	1429	Bayshore Fwy/US 101 NB	AMPHITHEATRE PKWY	Santa Clara	CA	0.88	16	25.4
15	1327	1815	Guadalupe Pkwy/Hwy 87 SB	ALMA AVE	Santa Clara	CA	0.75	15	22.7
16	1344	1738	Bayshore Fwy/US 101 NB	DE LA CRUZ BLVD	Santa Clara	CA	0.72	14	23.8
17	1432	1981	Bayshore Fwy/US 101 NB	HWY 87/GUADALUPE PKWY	Santa Clara	CA	0.50	13	23.2
18	1490	2108	Guadalupe Pkwy/Hwy 87 SB	W TAYLOR ST	Santa Clara	CA	0.60	12	20.9
19	1519	1533	I 280 NB	I 880/HWY 17	Santa Clara	CA	0.89	10	18.7
20	1569	1896	I 880 SB	MONTAGUE EXPY	Santa Clara	CA	1.19	11	20.7
21	1618	1479	I 880 SB	US 101	Santa Clara	CA	0.42	12	20.8
22	1625	2023	I 280 NB	LELAND AVE	Santa Clara	CA	0.67	9	17.6
23	1726	2394	Guadalupe Fwy/Hwy 87 NB	ALMADEN EXPY	Santa Clara	CA	0.47	12	24.3
24	1798	1806	Hwy 85 NB	HOMESTEAD RD	Santa Clara	CA	0.93	10	23.3
25	1910	3194	Pacheco Pass Hwy/Hwy 152	HWY 156/PACHECO PASS HWY	Santa Clara	CA	2.50	11	19.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #19

# Detroit Metropolitan Area

**National Congestion Rank: #19** (2007 Rank: #17)

**Population Rank: #11** (4,467,592)



CBSA: Detroit-Warren-Livonia MI

### Overall Congestion

#### Congestion Compared to

2007: **-46.9%**

Worst Metro Area (L.A.): **12%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.08**

National TTI Rank: **33**

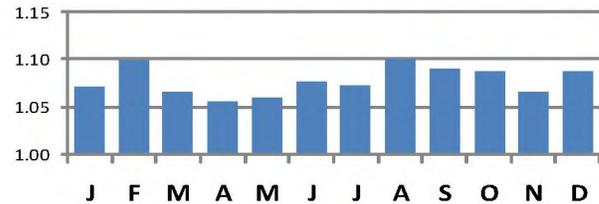
Compared to 2007: **-6.1%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.19)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.26)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
1	516	907	Edsel Ford Fwy/I 94 WB	HWY 10/JOHN C LODGE FWY/EXIT 215	Wayne	MI	0.65	20	16.8
2	695	1121	Edsel Ford Fwy/I 94 WB	TRUMBULL ST/EXIT 214	Wayne	MI	0.24	19	18.8
3	758	NR	Fisher Fwy/I 75 NB	I 96/PORTER ST/EXIT 48	Wayne	MI	0.39	19	19.1
4	897	1905	Edsel Ford Fwy/I 94 WB	EDSEL FORD FWY/EXIT 215C	Wayne	MI	0.73	16	18.4
5	907	NR	Fisher Fwy/I 75 SB	LAFAYETTE BLVD/EXIT 47	Wayne	MI	0.38	21	24.7
6	915	1028	Edsel Ford Fwy/I 94 EB	LINWOOD ST/EXIT 214	Wayne	MI	0.34	21	24.0
7	955	NR	Fisher Fwy/I 75 SB	I 96/PORTER ST/EXIT 48	Wayne	MI	0.81	22	26.3
8	1242	NR	Fisher Fwy/I 75 NB	LAFAYETTE BLVD/EXIT 47	Wayne	MI	0.36	18	25.0
9	1514	1273	Edsel Ford Fwy/I 94 EB	I 96/EXIT 213	Wayne	MI	0.54	14	24.5
10	1607	6863	Edsel Ford Fwy/I 94 WB	I 75/CHRYSLER FWY/EXIT 216	Wayne	MI	0.77	13	23.1
11	1699	2869	Southfield Fwy/Hwy 39 NB	JOY RD/EXIT 9	Wayne	MI	0.97	13	25.1
12	1735	1776	Edsel Ford Fwy/I 94 EB	I 75/CHRYSLER FWY/EXIT 216	Wayne	MI	0.62	10	19.5
13	1759	2934	Southfield Fwy/Hwy 39 NB	WARREN AVE/EXIT 8	Wayne	MI	0.83	11	21.4
14	1773	NR	Detroit Industrial Fwy EB	WYOMING AVE	Wayne	MI	0.40	13	27.0
15	2091	5260	Southfield Fwy/Hwy 39 NB	FORD RD/EXIT 7	Wayne	MI	1.18	9	21.4
16	2165	NR	Edsel Ford Fwy/I 94 EB	WEIR ST	Wayne	MI	0.29	10	25.4
17	2318	NR	Edsel Ford Fwy/I 94 EB	LIVERNOIS AVE/EXIT 212	Wayne	MI	0.57	10	27.5
18	2384	2967	Edsel Ford Fwy/I 94 EB	EDSEL FORD FWY/EXIT 215C	Wayne	MI	0.83	9	24.9
19	2409	NR	Edsel Ford Fwy/I 94 EB	ADDISON ST/EXIT 210	Wayne	MI	0.14	9	25.3
20	2427	5636	Chrysler Fwy/I 75 NB	UNIVERSITY DR/EXIT 79	Oakland	MI	1.40	8	25.9
21	2466	5642	Chrysler Fwy/I 75 NB	CHRYSLER DR/EXIT 78	Oakland	MI	1.57	8	26.4
22	2470	1466	I 696 EB	HWY 10/EXIT 10	Oakland	MI	0.59	7	22.4
23	2497	2889	Edsel Ford Fwy/I 94 EB	CHENE ST/EXIT 217	Wayne	MI	0.74	8	24.1
24	2522	1341	Edsel Ford Fwy/I 94 EB	HWY 10/JOHN C LODGE FWY/EXIT 215	Wayne	MI	0.54	7	21.0
25	2618	NR	Edsel Ford Fwy/I 94 EB	CECIL ST/EXIT 211	Wayne	MI	0.57	8	26.0

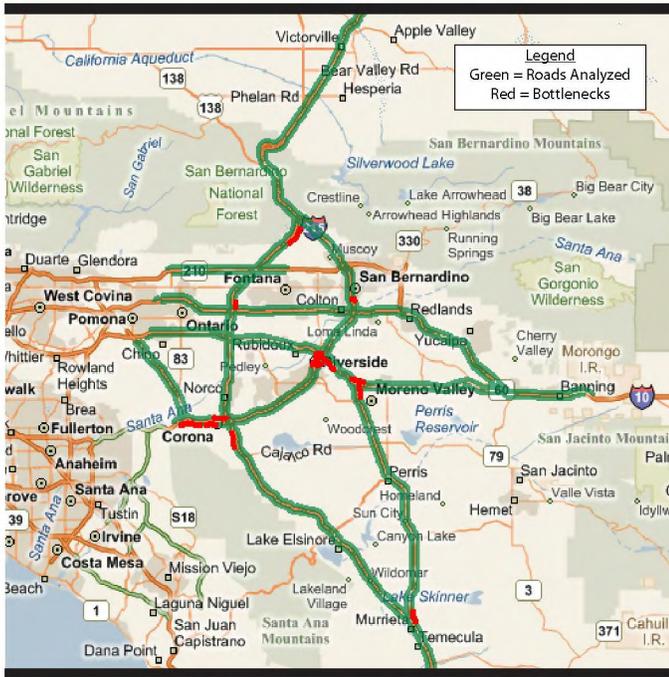
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
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# #20

# Riverside Metropolitan Area

**National Congestion Rank: #20** (2007 Rank: #16)

**Population Rank: #14** (4,081,371)



CBSA: Riverside-San Bernardino-Ontario CA

### Overall Congestion

#### Congestion Compared to

2007: **-56.9%**

Worst Metro Area (L.A.): **11%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.09**

National TTI Rank: **26**

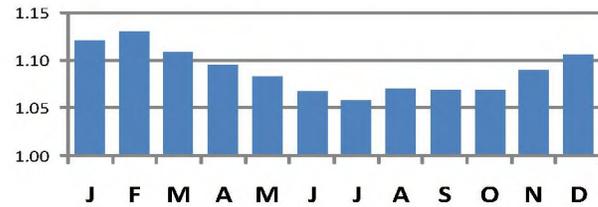
Compared to 2007: **-9.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 4-5 PM (TTI = 1.21)**

2007 Worst: **Friday, 4-5 PM (TTI = 1.43)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)	
Regional	National								
1	201	288	I 215 SB	BLAINE ST/3RD ST	Riverside	CA	1.16	31	14.3
2	490	40	Pomona Fwy/Hwy 60 EB	ORANGE ST	Riverside	CA	0.19	22	16.9
3	698	64	Pomona Fwy/Hwy 60 EB	MAIN ST	Riverside	CA	0.33	17	16.5
4	754	2773	Riverside Fwy/Hwy 91 WB	7TH ST	Riverside	CA	0.88	17	17.0
5	813	66	Pomona Fwy/Hwy 60 EB	I 215/HWY 91	Riverside	CA	0.46	18	15.0
6	826	839	Riverside Fwy/Hwy 91 EB	LINCOLN AVE	Riverside	CA	1.24	24	28.3
7	849	2365	Riverside Fwy/Hwy 91 WB	UNIVERSITY AVE	Riverside	CA	0.33	17	19.2
8	977	508	Riverside Fwy/Hwy 91 WB	MAIN ST (EAST)	Riverside	CA	0.85	14	17.7
9	1003	463	I 215 SB	UNIVERSITY AVE	Riverside	CA	0.66	19	21.5
10	1061	2069	Riverside Fwy/Hwy 91 WB	14TH ST	Riverside	CA	0.45	17	23.5
11	1094	713	Escondido Fwy/I 215 NB	HWY 60	Riverside	CA	0.82	14	17.9
12	1137	844	Riverside Fwy/Hwy 91 EB	HWY 71	Riverside	CA	1.35	19	26.7
13	1158	719	Riverside Fwy/Hwy 91 EB	AUTO CENTER DR/SERFAS CLUB DR	Riverside	CA	1.18	19	26.5
14	1192	795	Riverside Fwy/Hwy 91 WB	GRAND BLVD	Riverside	CA	0.33	14	20.0
15	1232	846	Escondido Fwy/I 215 NB	EASTRIDGE AVE/EUCALYPTUS AVE	Riverside	CA	1.02	13	19.2
16	1610	27	Moreno Valley Fwy/Hwy 60 WB	I 215	Riverside	CA	0.98	12	19.4
17	1657	1633	Ontario Fwy/I 15 NB	4TH ST	San Bernardino	CA	0.74	11	20.9
18	1703	3160	I 215 NB	BOX SPRINGS RD	Riverside	CA	0.62	12	21.1
19	1704	979	Riverside Fwy/Hwy 91 WB	LINCOLN AVE	Riverside	CA	0.59	10	20.0
20	1709	1632	I 215 NB	INLAND CENTER DR	San Bernardino	CA	0.43	12	24.1
21	1880	1177	Corona Fwy/I 15 SB	ONTARIO AVE	Riverside	CA	1.66	11	21.9
22	2005	1311	Riverside Fwy/Hwy 91 EB	7TH ST	Riverside	CA	0.29	9	19.8
23	2109	468	I 215 SB	MARTIN LUTHER KING BLVD	Riverside	CA	0.23	11	25.4
24	2209	2077	Escondido Fwy/I 215 NB	MURRIETA HOT SPRINGS RD	Riverside	CA	1.40	9	24.2
25	2257	1462	Ontario Fwy/I 15 NB	GLEN HELEN PKWY	San Bernardino	CA	2.03	6	15.8

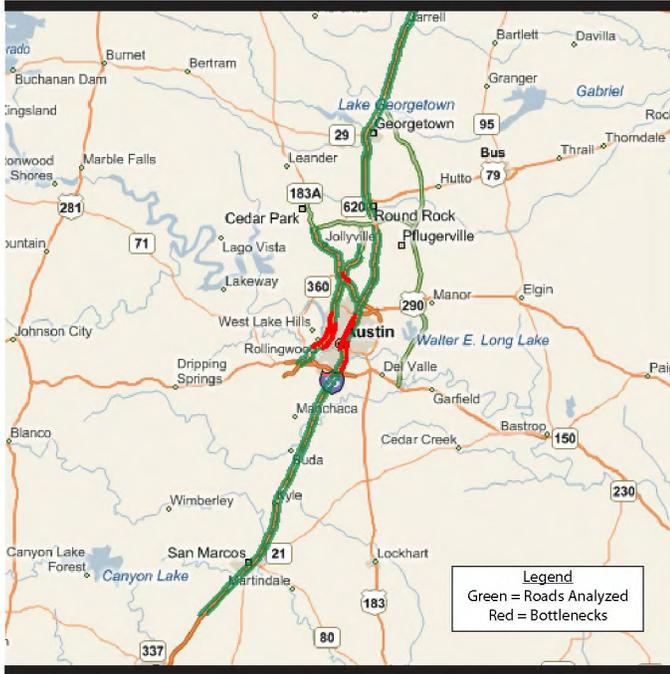
**Notes:**  
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 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
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# #21

# Austin Metropolitan Area

**National Congestion Rank: #21** (2007 Rank: #26)

**Population Rank: #37** (1,598,161)



CBSA: Austin-Round Rock TX

### Overall Congestion

#### Congestion Compared to

2007: **-17.1%**

Worst Metro Area (L.A.): **10%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.23**

National TTI Rank: **3**

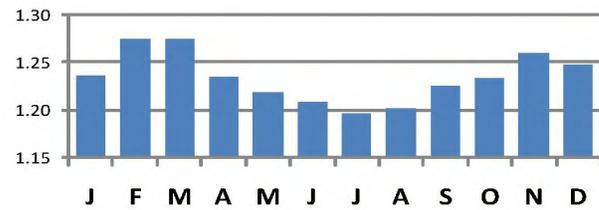
Compared to 2007: **-3.9%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.68)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.72)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	71	75	I 35 NB	RIVERSIDE DR/EXIT 233	Travis	TX	0.92	47	16.2
2	74	62	I 35 SB	MARTIN LUTHER KING BLVD/19TH ST/EXIT 235	Travis	TX	0.35	30	10.7
3	87	101	I 35 SB	MARTIN LUTHER KING BLVD/19TH ST/EXIT 235A	Travis	TX	0.79	30	11.5
4	92	117	I 35 SB	12TH ST/15TH ST/EXIT 234-235	Travis	TX	0.46	30	11.8
5	153	162	I 35 SB	MANOR RD/EXIT 235	Travis	TX	0.16	23	10.5
6	179	199	I 35 NB	1ST ST/EXIT 234	Travis	TX	0.64	37	17.7
7	185	187	I 35 SB	26TH ST	Travis	TX	0.75	22	10.7
8	229	247	I 35 SB	8TH ST/EXIT 234	Travis	TX	0.33	27	14.9
9	257	227	I 35 NB	WOODLAND AVE	Travis	TX	0.57	32	19.5
10	381	268	I 35 SB	E 38 1-2 ST/EXIT 236	Travis	TX	0.27	18	12.9
11	394	464	I 35 SB	7TH ST/EXIT 234	Travis	TX	0.25	22	15.7
12	492	427	I 35 SB	EXIT 237A	Travis	TX	0.29	17	13.6
13	524	410	I 35 NB	OLTORF ST/EXIT 232	Travis	TX	0.86	22	19.5
14	552	479	Mopac Expy/Hwy 1 NB	ENFIELD RD	Travis	TX	0.25	14	12.5
15	583	649	I 35 SB	AIRPORT BLVD/EXIT 237	Travis	TX	0.34	17	15.2
16	605	650	I 35 SB	AIRPORT BLVD/EXIT 236-237	Travis	TX	0.73	19	17.2
17	693	885	I 35 NB	7TH ST/EXIT 234	Travis	TX	0.22	17	15.7
18	776	586	I 35 SB	51ST ST/CAMERON RD/EXIT 237	Travis	TX	0.32	17	18.6
19	790	1124	Mopac Expy/Hwy 1 SB	WESTOVER RD/NORTHWOOD RD	Travis	TX	0.65	15	17.6
20	799	1017	I 35 NB	8TH ST/EXIT 234	Travis	TX	0.25	16	16.8
21	804	971	Mopac Expy/Hwy 1 SB	35TH ST	Travis	TX	0.93	15	18.1
22	810	854	I 35 SB	1ST ST/EXIT 234	Travis	TX	0.46	17	18.0
23	836	869	Mopac Expy/Hwy 1 NB	WINDSOR RD	Travis	TX	0.50	13	15.0
24	928	1061	US 183 NB	HWY 1 LOOP	Travis	TX	1.63	14	17.5
25	971	1359	Mopac Expy/Hwy 1 SB	WINDSOR RD	Travis	TX	0.30	14	18.8

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #22

# Bridgeport Metropolitan Area

**National Congestion Rank: #22** (2007 Rank: #22)

**Population Rank: #56** (895,015)



CBSA: Bridgeport-Stamford-Norwalk CT

### Overall Congestion

#### Congestion Compared to

2007: **-31.5%**

Worst Metro Area (L.A.): **10%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.21**

National TTI Rank: **6**

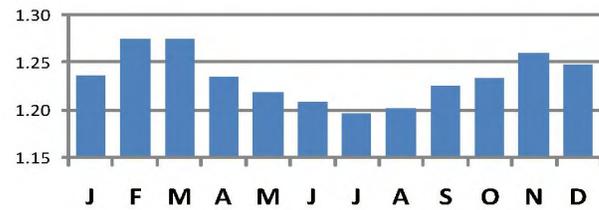
Compared to 2007: **-8.2%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.61)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.83)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
1	477	527 I 95 NB	US 1/CONNECTICUT AVE/EXIT 14	Fairfield	CT	1.40	27	22.7
2	619	458 I 95 NB	ATLANTIC ST/EXIT 7	Fairfield	CT	0.41	18	17.7
3	675	983 I 95 NB	US 1/EXIT 11	Fairfield	CT	0.84	21	21.5
4	838	573 I 95 NB	ELM ST/EXIT 8	Fairfield	CT	0.35	17	19.7
5	983	667 I 95 SB	FAIRFIELD AVE/STATE ST/EXIT 25	Fairfield	CT	0.77	14	18.1
6	1030	1050 I 95 NB	US 1/POST RD/EXIT 13	Fairfield	CT	1.02	18	23.4
7	1365	1852 I 95 SB	US 7/EXIT 15	Fairfield	CT	0.71	13	20.4
8	1369	1336 I 95 SB	BLACK ROCK TPKE/EXIT 24	Fairfield	CT	0.81	14	23.5
9	1396	1700 I 95 NB	HWY 136/TOKENEKE RD/EXIT 12	Fairfield	CT	0.49	15	24.8
10	1436	638 I 95 SB	ATLANTIC ST/EXIT 8	Fairfield	CT	0.41	13	22.2
11	1447	1085 Merritt Pkwy/Hwy 15 SB	HWY 58/BLACK ROCK TPKE/EXIT 44	Fairfield	CT	1.29	13	24.0
12	1491	1519 I 95 SB	US 1/EXIT 23	Fairfield	CT	0.83	14	25.4
13	1567	1475 I 95 NB	BROOKSIDE DR	Fairfield	CT	0.55	13	25.2
14	1575	1601 Merritt Pkwy/Hwy 15 NB	HWY 33/EXIT 41	Fairfield	CT	3.17	12	24.1
15	1583	1919 Merritt Pkwy/Hwy 15 NB	HWY 57/EXIT 42	Fairfield	CT	0.84	14	27.4
16	1708	1282 Merritt Pkwy/Hwy 15 SB	HWY 59/EASTON TPKE/EXIT 46	Fairfield	CT	1.08	12	26.1
17	1711	1818 I 95 SB	FAIRFIELD AVE/EXIT 14	Fairfield	CT	0.32	12	23.6
18	1715	855 I 95 SB	WORDIN AVE/EXIT 26	Fairfield	CT	0.68	12	24.5
19	1730	1743 I 95 NB	NOROTON AVE/EXIT 10	Fairfield	CT	1.14	12	24.7
20	1739	1052 I 95 NB	ATLANTIC ST/EXIT 8	Fairfield	CT	0.33	11	23.4
21	1770	2280 Merritt Pkwy/Hwy 15 NB	MAIN AVE/EXIT 40	Fairfield	CT	0.37	10	22.4
22	2067	2218 I 95 NB	US 7/EXIT 15	Fairfield	CT	0.56	9	23.2
23	2112	1836 I 95 NB	US 1/EXIT 9	Fairfield	CT	0.83	10	25.2
24	2161	2234 I 95 NB	EAST AVE/EXIT 16	Fairfield	CT	0.68	9	23.4
25	2215	2024 Merritt Pkwy/Hwy 15 SB	US 7/EXIT 39	Fairfield	CT	0.62	9	25.5

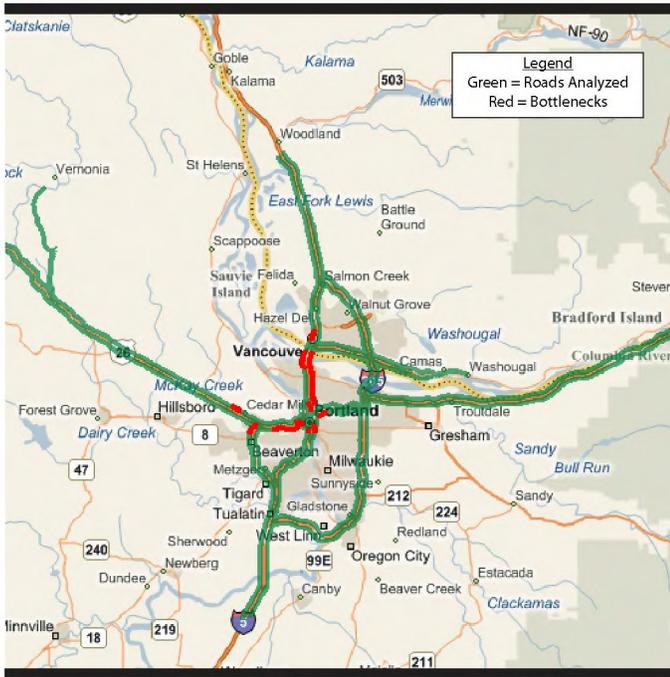
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #23

# Portland Metropolitan Area

National Congestion Rank: #23 (2007 Rank: #21)

Population Rank: #23 (2,175,113)



CBSA: Portland-Vancouver-Beaverton OR-WA

## Overall Congestion

### Congestion Compared to

2007: -35.7%

Worst Metro Area (L.A.): 10%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.13

National TTI Rank: 14

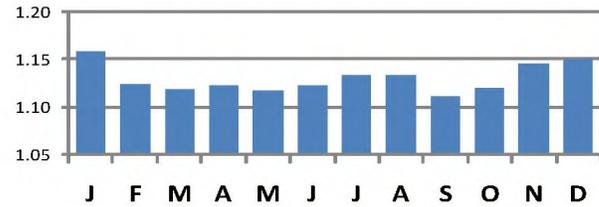
Compared to 2007: -5.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 4-5 PM (TTI = 1.35)

2007 Worst: Friday, 5-6 PM (TTI = 1.51)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	335	364	I 5 NB	MARINE DR/EXIT 307	Multnomah	OR	0.76	23	14.8
2	501	442	I 5 NB	VICTORY BLVD/EXIT 306	Multnomah	OR	0.51	20	15.9
3	530	664	I 5 SB	N BROADWAY ST/EXIT 302	Multnomah	OR	0.56	21	15.8
4	584	701	I 5 NB	COLUMBIA BLVD/EXIT 306	Multnomah	OR	0.76	19	16.2
5	587	651	I 5 WB	GRAND AVE/HWY 99E/PACIFIC HWY	Multnomah	OR	0.20	20	15.6
6	665	727	I 5 NB	N TOMAHAWK ISLAND DR/EXIT 308	Multnomah	OR	0.53	23	20.0
7	699	736	I 5 NB	ALBERTA ST/EXIT 303	Multnomah	OR	0.73	15	14.0
8	712	704	I 5 NB	KILLINGSWORTH ST/EXIT 303	Multnomah	OR	1.12	16	15.3
9	748	754	I 5 SB	VICTORY BLVD/EXIT 306	Multnomah	OR	0.60	21	20.2
10	846	829	I 5 NB	US 30 BYP/LOMBARD ST/EXIT 305	Multnomah	OR	0.32	15	16.5
11	978	1066	Sunset Hwy/US 26 EB	SKYLINE BLVD/EXIT 71	Multnomah	OR	0.57	18	20.7
12	987	963	I 5 NB	PORTLAND BLVD/EXIT 304	Multnomah	OR	0.93	14	17.0
13	994	1373	Sunset Hwy/US 26 EB	I 405/MARKET ST	Multnomah	OR	0.60	20	20.0
14	1224	1502	I 5 SB	WEIDLER ST/EXIT 302	Multnomah	OR	0.28	16	20.6
15	1281	1936	Sunset Hwy/US 26 EB	HWY 8	Multnomah	OR	0.31	14	20.2
16	1515	1682	I 5 SB	MARINE DR/EXIT 307	Multnomah	OR	0.65	13	20.9
17	1530	1570	I 5 EB	LLOYD BLVD/NE 1ST AVE/EXIT 1	Multnomah	OR	0.68	14	21.5
18	1588	1739	Beaverton Tigard Fwy/Hwy 217 SB	WALKER RD/EXIT 1	Washington	OR	0.92	11	19.2
19	1623	1265	I 5 NB	I 405	Multnomah	OR	0.62	12	18.6
20	1649	1136	Sunset Hwy/US 26 EB	CANYON RD/EXIT 72	Multnomah	OR	0.79	14	23.8
21	1677	1078	Sunset Hwy/US 26 EB	CANYON RD/EXIT 73	Multnomah	OR	1.14	14	23.6
22	1712	2439	I 405 SB	I 5 (PORTLAND) (SOUTH)	Multnomah	OR	0.15	8	14.5
23	1718	709	Pacific Hwy/I 5 SB	MILL PLAIN BLVD/EXIT 1	Clark	WA	0.64	10	19.2
24	1838	1288	I 5 NB	I 405/US 30/EXIT 302	Multnomah	OR	0.80	10	18.9
25	1839	2684	Sunset Hwy/US 26 WB	CORNELL RD/EXIT 65	Washington	OR	0.94	11	22.6

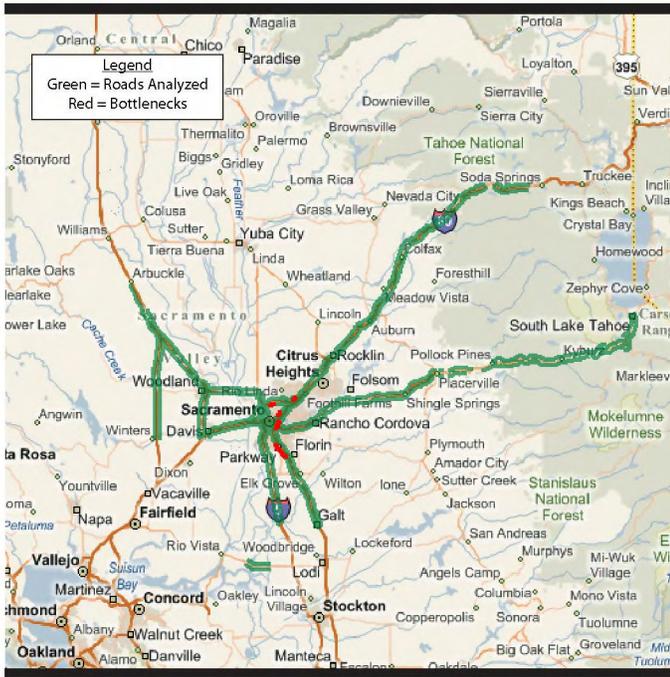
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #24

# Sacramento Metropolitan Area

**National Congestion Rank: #24** (2007 Rank: #24)

**Population Rank: #26** (2,091,120)



CBSA: Sacramento-Arden-Arcade-Roseville CA

## Overall Congestion

### Congestion Compared to

2007: -30.6%

Worst Metro Area (L.A.): 9%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.07

National TTI Rank: 38

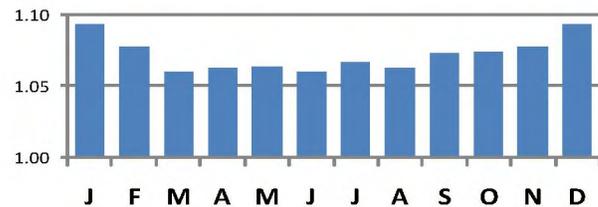
Compared to 2007: -2.9%

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.19)

2007 Worst: **Friday, 5-6 PM** (TTI = 1.21)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	219	352	Capital City Fwy/Hwy 80 EB	H ST	Sacramento	CA	0.24	27	15.5
2	250	323	Capital City Fwy/Hwy 80 EB	J ST	Sacramento	CA	0.48	26	15.6
3	332	406	Capital City Fwy/Hwy 80 EB	E ST	Sacramento	CA	0.47	26	18.1
4	396	652	Capital City Fwy/Hwy 80 EB	N ST	Sacramento	CA	0.30	23	17.7
5	844	1268	Capital City Fwy/Hwy 80 EB	P ST	Sacramento	CA	0.21	15	16.9
6	1152	1095	Capital City Fwy/Hwy 80 WB	EXPOSITION BLVD	Sacramento	CA	0.58	15	21.2
7	1322	3027	Hwy 99 SB	MACK RD/BRUCEVILLE RD	Sacramento	CA	2.02	16	25.6
8	1589	2342	I 80 EB	NORTHGATE BLVD	Sacramento	CA	1.13	11	21.4
9	1667	1450	Hwy 99 SB	FLORIN RD	Sacramento	CA	1.20	12	24.0
10	2002	2515	Capital City Fwy/Hwy 80 WB	WATT AVE	Sacramento	CA	0.66	8	19.3

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #25

# San Antonio Metropolitan Area

National Congestion Rank: #25 (2007 Rank: #25)

Population Rank: #28 (1,990,675)



CBSA: San Antonio TX

## Overall Congestion

### Congestion Compared to

2007: -30.3%

Worst Metro Area (L.A.): 9%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.07

National TTI Rank: 40

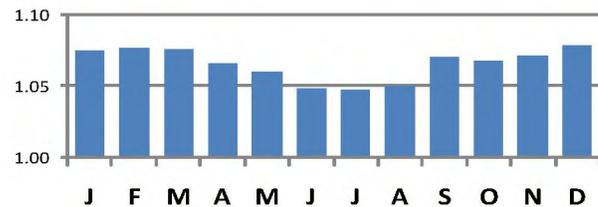
Compared to 2007: -2.7%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.17)

2007 Worst: Friday, 5-6 PM (TTI = 1.22)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	189	992	I 410 NB	I 35 (SAN ANTONIO)	Bexar	TX	0.45	29	13.9
2	275	189	I 410 NB	MACRO/EXIT 30	Bexar	TX	0.71	18	10.6
3	887	1605	I 410 WB	CALLAGHAN RD/EXIT 14	Bexar	TX	0.94	15	18.2
4	1524	1261	Hwy 1604 Loop EB	LOCKHILL SELMA	Bexar	TX	1.33	12	22.7
5	1725	1973	I 35 NB	I 410	Bexar	TX	0.50	10	20.6
6	1918	NR	US 90 E	FM 471	Medina	TX	1.02	8	12.1
7	1921	2748	I 35 NB	RITTIMAN RD/EXIT 164	Bexar	TX	0.74	11	25.1
8	2024	2089	I 35 NB	PETROLEUM/EXIT 162-163	Bexar	TX	1.34	8	19.7
9	2314	3583	Hwy 1604 Loop EB	KYLE SEALE PKWY	Bexar	TX	0.94	7	20.7
10	2560	2630	I 410 WB	EVERS RD/EXIT 13	Bexar	TX	0.63	9	28.9

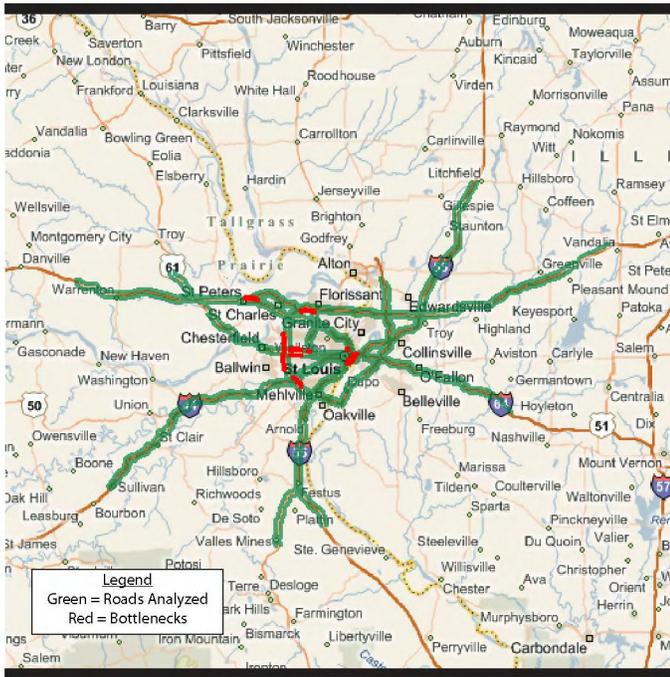
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #26

# St. Louis Metropolitan Area

**National Congestion Rank: #26** (2007 Rank: #23)

**Population Rank: #18** (2,803,707)



CBSA: St. Louis MO-IL

### Overall Congestion

#### Congestion Compared to

2007: **-37.6%**

Worst Metro Area (L.A.): **9%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **45**

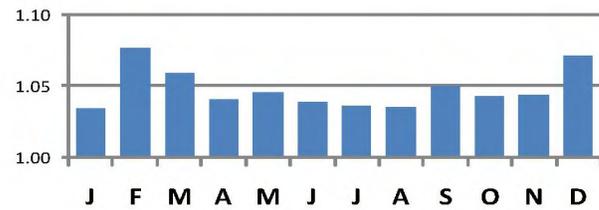
Compared to 2007: **-2.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.10)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.17)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	604	861	I 55 SB	POPLAR ST BRG	St. Clair	IL	0.25	26	19.4
2	1125	NR	I 64 EB	SPOEDE RD/EXIT 27	St. Louis	MO	1.14	16	22.8
3	1201	1778	I 55 SB	I 55/I 64/I 70 (SAINT LOUIS)	St. Clair	IL	1.67	18	22.9
4	1205	3389	I 55 NB	I 64/I 70/US 40/EXIT 209	St. Louis City	MO	0.83	14	14.6
5	1298	2794	I 270 SB	DOUGHERTY FERRY RD/EXIT 8	St. Louis	MO	1.26	15	24.5
6	1318	NR	I 64 WB	MCKNIGHT RD/EXIT 30	St. Louis	MO	0.59	15	23.0
7	1474	2097	I 270 SB	HWY 100/MANCHESTER RD/EXIT 9	St. Louis	MO	2.50	11	19.9
8	1493	NR	I 64 WB	US 61/US 67/S LINDBERGH BLVD/EXIT 28	St. Louis	MO	0.82	9	14.8
9	1540	NR	I 64 EB	US 61/US 67/S LINDBERGH BLVD/EXIT 28	St. Louis	MO	0.72	6	10.8
10	1557	1680	I 270 EB	US 67/LINDBERGH BLVD/EXIT 25	St. Louis	MO	1.45	10	19.1
11	1781	NR	I 64 WB	BALLAS RD/EXIT 26	St. Louis	MO	1.14	12	25.1
12	1797	2984	I 270 SB	LADUE RD/EXIT 13	St. Louis	MO	1.14	10	21.8
13	1842	2403	I 270 SB	I 64/US 40/US 61/EXIT 12	St. Louis	MO	1.34	10	22.3
14	1899	NR	I 64 WB	SPOEDE RD/EXIT 27	St. Louis	MO	0.54	5	10.9
15	2069	3230	I 270 SB	HWY 340/OLIVE BLVD/EXIT 14	St. Louis	MO	1.73	9	22.6
16	2153	3099	I 270 NB	I 44/US 50/EXIT 5	St. Louis	MO	2.17	9	23.9
17	2266	3034	I 55 NB	PARK AVE/7TH ST/EXIT 208	St. Louis City	MO	0.43	8	20.9
18	2355	3646	I 70 WB	MID RIVERS MALL DR/EXIT 222	St. Charles	MO	1.54	8	24.2
19	2503	2778	I 270 NB	JAMES S MCDONNELL BLVD/EXIT 23	St. Louis	MO	1.18	8	25.7
20	2582	NR	I 64 EB	CLAYTON RD/EXIT 28	St. Louis	MO	0.50	6	19.3
21	2629	4402	I 70 WB	HWY 370/EXIT 224	St. Charles	MO	1.50	7	24.2
22	2747	1290	I 70 EB	N 10TH ST/EXIT 249	St. Louis City	MO	0.24	7	24.3
23	2762	2875	I 270 EB	GRAHAM RD/HANLEY RD/EXIT 26	St. Louis	MO	0.06	7	25.0
24	2850	3151	I 64 EB	S 9TH ST/EXIT 40	St. Louis City	MO	0.36	7	24.1
25	2975	2185	I 55 SB	I 70	St. Clair	IL	1.50	6	22.1

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #27

# Charlotte Metropolitan Area

National Congestion Rank: #27 (2007 Rank: #28)

Population Rank: #35 (1,651,568)



CBSA: Charlotte-Gastonia-Concord NC-SC

## Overall Congestion

### Congestion Compared to

2007: -25.3%

Worst Metro Area (L.A.): 8%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.10

National TTI Rank: 23

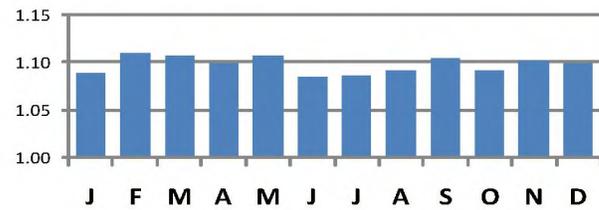
Compared to 2007: -3.0%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.24)

2007 Worst: Friday, 5-6 PM (TTI = 1.33)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	797	1056	I 485 NB	EXIT 65	Mecklenburg	NC	2.34	14	16.7
2	1576	NR	Billy Graham Pkwy	S I 85 SERVICE RD	Mecklenburg	NC	0.19	11	9.3
3	1756	2443	E Independence Blvd	STALLINGS RD	Mecklenburg	NC	0.75	12	20.6
4	1829	1967	E Independence Blvd	SAM NEWELL RD	Mecklenburg	NC	0.91	11	16.5
5	1932	2133	E Independence Blvd	N SHARON AMITY RD	Mecklenburg	NC	0.48	10	13.7
6	1963	1716	I 77 NB	ARROWOOD RD/EXIT 3	Mecklenburg	NC	0.60	10	22.9
7	2249	2502	I 85 NB	I 485/EXIT 48	Mecklenburg	NC	1.29	7	20.7
8	2631	3092	I 485 SB	US 521/EXIT 61	Mecklenburg	NC	1.95	7	25.5
9	2842	2781	I 77 NB	I 485/EXIT 2	Mecklenburg	NC	1.51	7	27.0
10	2900	3272	I 77 SB	HWY 73/EXIT 25	Mecklenburg	NC	2.97	6	25.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #28

# Pittsburgh Metropolitan Area

National Congestion Rank: #28 (2007 Rank: #29)

Population Rank: #22 (2,355,712)



CBSA: Pittsburgh PA

## Overall Congestion

### Congestion Compared to

2007: -26.7%

Worst Metro Area (L.A.): 8%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.08

National TTI Rank: 32

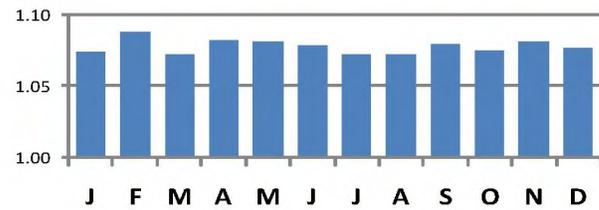
Compared to 2007: -2.3%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.14)

2007 Worst: Wednesday, 8-9 AM (TTI = 1.18)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	157	924	Fort Pitt Brg/I 279 NB	I 279/US 22/US 30/FORT PITT BLVD/EXIT 6	Allegheny	PA	0.20	25	8.8
2	225	737	Penn Lincoln Pkwy/I 376 EB	HWY 885/EXIT 3	Allegheny	PA	0.40	21	11.4
3	254	138	Penn Lincoln Pkwy/I 279 EB	HWY 121/EXIT 4	Allegheny	PA	0.35	20	10.2
4	267	423	I 376 WB	US 30/HWY 8/EXIT 8	Allegheny	PA	1.24	18	9.7
5	289	356	Penn Lincoln Pkwy/I 376 EB	BEECHWOOD BLVD/EXIT 5	Allegheny	PA	1.38	21	12.3
6	400	4680	I 579 SB	FORBES AVE	Allegheny	PA	0.16	15	8.0
7	415	662	Penn Lincoln Pkwy/I 376 WB	BRADDOCK AVE/EXIT 7	Allegheny	PA	1.07	24	15.9
8	421	1053	E Ohio St	31ST ST BRG	Allegheny	PA	0.83	32	16.5
9	460	3623	Fort Duquesne Brg/I 279 SB	FORT DUQUESNE BRG	Allegheny	PA	0.13	24	13.8
10	479	2994	I 279 SB	HWY 65/EXIT 7	Allegheny	PA	0.23	19	11.7
11	526	818	I 376 WB	GREENSBURG PIKE/EXIT 9	Allegheny	PA	0.10	15	11.6
12	677	622	I 376 WB	WILLIAM PENN HWY/EXIT 10A	Allegheny	PA	1.07	13	11.2
13	840	4733	Fort Duquesne Brg/I 279 SB	FORT DUQUESNE BRG/6TH STREET BRG/EXIT 6	Allegheny	PA	0.10	15	12.9
14	860	1723	Penn Lincoln Pkwy/I 279 EB	POPLAR ST	Allegheny	PA	1.56	21	22.5
15	996	1663	Hwy 28	CHESTNUT ST	Allegheny	PA	0.39	14	14.7

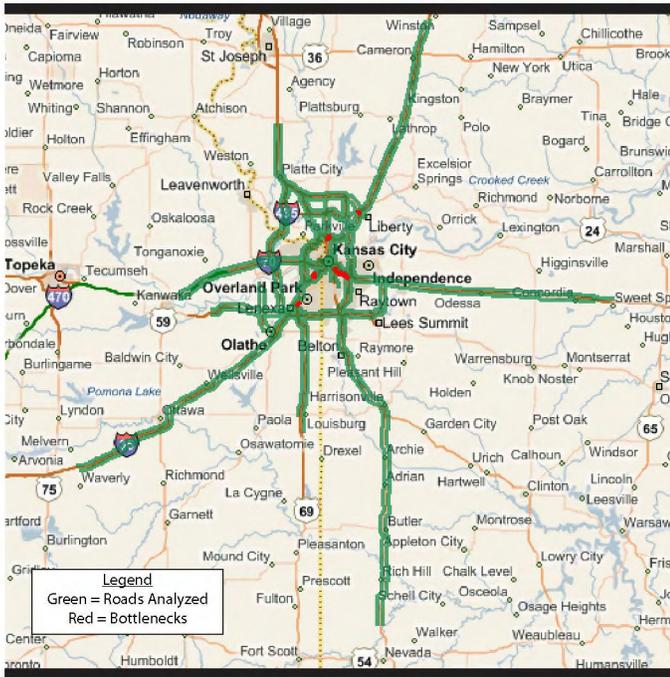
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #29

# Kansas City Metropolitan Area

National Congestion Rank: #29 (2007 Rank: #27)

Population Rank: #29 (1,985,429)



CBSA: Kansas City MO-KS

## Overall Congestion

### Congestion Compared to

2007: -37.7%

Worst Metro Area (L.A.): 7%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 55

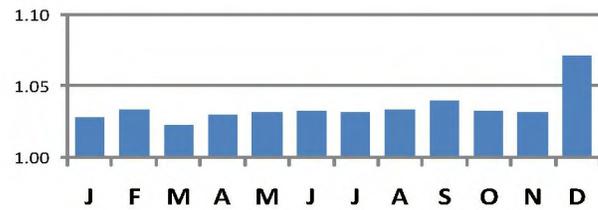
Compared to 2007: -2.0%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Tuesday, 5-6 PM (TTI = 1.08)

2007 Worst: Wednesday, 5-6 PM (TTI = 1.11)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank			Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
Regional	2008	2007							
1	1049	2571	I 70 EB	VAN BRUNT BLVD/EXIT 6	Jackson	MO	0.79	13	17.1
2	1713	3374	I 70 EB	JACKSON AVE/EXIT 5	Jackson	MO	0.45	10	17.1
3	1891	4653	I 35 SB	SOUTHWEST BLVD/EXIT 233	Wyandotte	KS	0.39	11	23.5
4	1922	2338	I 70 EB	US 40/31ST ST/EXIT 7	Jackson	MO	0.54	10	22.3
5	2032	NR	N Arrowhead Trfy/US 169 NB	I 29/US 71 (KANSAS CITY)	Clay	MO	0.24	7	14.3
6	2250	6306	I 35 SB	37TH AVE/EXIT 233	Wyandotte	KS	0.13	9	24.4
7	2775	2693	I 35 NB	US 69/EXIT 225	Johnson	KS	0.26	6	22.7
8	2776	6143	N 291st Hwy	I 35/US 69	Clay	MO	0.44	7	13.6
9	2827	4423	I 70 EB	27TH ST/EXIT 5	Jackson	MO	0.43	7	24.1
10	2859	2357	I 70 EB	MANCHESTER TRFY/EXIT 7	Jackson	MO	0.75	7	25.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #30

# Tampa Metropolitan Area

**National Congestion Rank: #30** (2007 Rank: #30)

**Population Rank: #19** (2,723,949)



CBSA: Tampa-St. Petersburg-Clearwater FL

### Overall Congestion

#### Congestion Compared to

2007: **-32.0%**

Worst Metro Area (L.A.): **7%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.08**

National TTI Rank: **29**

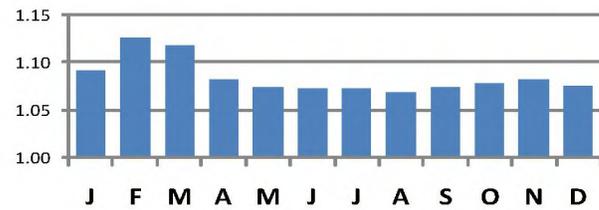
Compared to 2007: **-3.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.19)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.25)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	331	1004	I 275 NB	LOIS AVE/EXIT 22	Hillsborough	FL	0.56	24	16.1
2	367	740	I 275 NB	WESTSHORE BLVD/EXIT 21	Hillsborough	FL	0.70	20	13.9
3	368	1345	I 275 NB	US 92/DALE MABRY HWY/EXIT 23	Hillsborough	FL	0.69	27	18.9
4	392	628	I 275 NB	HWY 60/CYPRESS ST/EXIT 20	Hillsborough	FL	0.81	19	14.4
5	418	1538	I 275 NB	HIMES AVE/EXIT 23	Hillsborough	FL	0.39	28	21.1
6	581	366	I 275 SB	ASHLEY DR/EXIT 25	Hillsborough	FL	0.63	21	18.0
7	643	395	I 275 SB	KAY ST/JEFFERSON ST	Hillsborough	FL	0.26	20	17.3
8	902	NR	I 275 NB	HOWARD AVE/ARMENIA AVE/EXIT 24	Hillsborough	FL	0.99	22	26.0
9	998	673	I 275 SB	HOWARD AVE/ARMENIA AVE/EXIT 24	Hillsborough	FL	1.32	19	24.2
10	1132	1885	I 275 NB	KENNEDY BLVD/EXIT 20	Hillsborough	FL	1.35	13	19.7
11	1284	984	I 4 WB	I 275	Hillsborough	FL	0.49	15	21.3
12	1347	1399	Memorial Hwy/Hwy 60 NB	I 275	Hillsborough	FL	0.43	11	14.7
13	1366	2554	Veterans Expy/Hwy 589 SB	CO HWY 576/MEMORIAL HWY/EXIT 3	Hillsborough	FL	0.82	10	16.2
14	1776	2496	Crosstown Expy/Hwy 618 WB	BAY TO BAY BLVD/EXIT 3	Hillsborough	FL	1.85	11	22.5
15	1826	1875	Memorial Hwy/Hwy 60 NB	HWY 616/SPRUCE ST	Hillsborough	FL	0.80	11	20.1
16	1857	2480	Crosstown Expy/Hwy 618 WB	EUCLID AVE/EXIT 2	Hillsborough	FL	0.87	9	19.4
17	2040	1986	I 275 NB	FLORIBRASKA AVE/28TH AVE/EXIT 28	Hillsborough	FL	0.36	8	19.0
18	2077	4832	Crosstown Expy/Hwy 618 EB	WILLOW AVE/EXIT 4	Hillsborough	FL	2.01	6	14.1
19	2177	2920	Veterans Expy/Hwy 589 SB	INDEPENDENCE PKWY/EXIT 2	Hillsborough	FL	0.48	9	21.7
20	2195	NR	Commercial Way/US 19	HWY 50/CORTEZ BLVD/CO HWY 550	Hernando	FL	5.36	7	16.2
21	2348	6131	Crosstown Expy/Hwy 618 EB	BAY TO BAY BLVD/EXIT 3	Hillsborough	FL	0.90	6	16.6
22	2478	2534	I 275 SB	HWY 582/EXIT 34	Hillsborough	FL	1.06	7	22.3
23	2517	4550	Crosstown Expy/Hwy 618 EB	EUCLID AVE/EXIT 2	Hillsborough	FL	0.87	5	14.9
24	2559	3947	Veterans Expy/Hwy 589 SB	HWY 580/HILLSBOROUGH AVE/EXIT 4	Hillsborough	FL	2.19	8	26.6
25	2603	2739	I 275 SB	HWY 580/BUSCH BLVD/EXIT 33	Hillsborough	FL	1.21	7	23.7

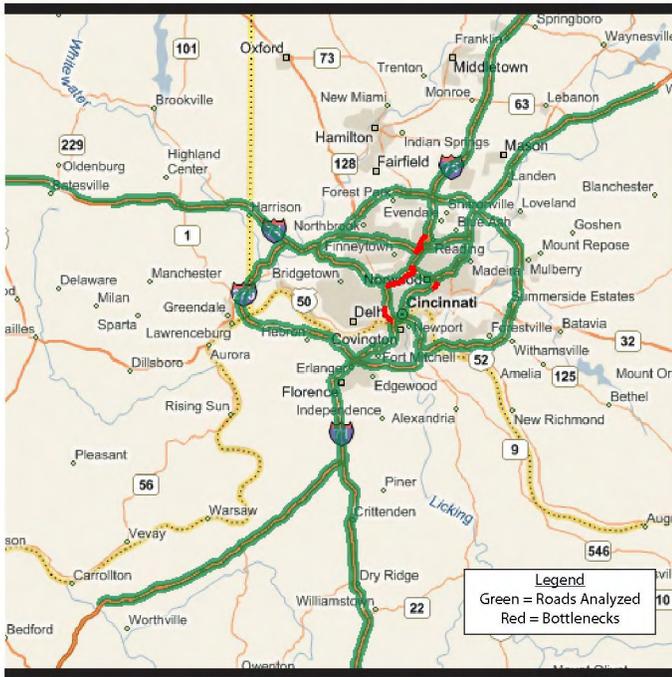
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #31

# Cincinnati Metropolitan Area

National Congestion Rank: #31 (2007 Rank: #33)

Population Rank: #24 (2,133,678)



CBSA: Cincinnati-Middletown OH-KY-IN

## Overall Congestion

### Congestion Compared to

2007: -26.3%

Worst Metro Area (L.A.): 7%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.05

National TTI Rank: 42

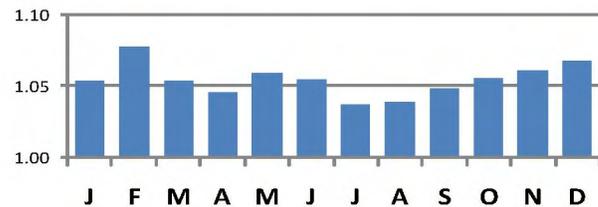
Compared to 2007: -1.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.16)

2007 Worst: Friday, 5-6 PM (TTI = 1.15)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank			Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
Regional	2008	2007							
1	1072	1672	I 75 SB	W 7TH ST/EXIT 1	Hamilton	OH	0.38	12	14.9
2	1105	1637	I 75 SB	RONALD REAGAN CROSS COUNTY HWY/EXIT10	Hamilton	OH	0.46	16	21.6
3	1134	1619	I 75 SB	FREEMAN AVE/EXIT 1	Hamilton	OH	0.29	11	14.9
4	1507	2176	I 75 SB	EZZARD CHARLES DR/EXIT 1	Hamilton	OH	0.50	9	15.4
5	1978	3183	I 75 NB	HWY 562/EXIT 7	Hamilton	OH	1.44	10	22.2
6	2015	2140	Norwood Lateral Expy/Hwy 562 WB	I 75	Hamilton	OH	0.24	9	19.5
7	2133	3380	I 75 SB	GALBRAITH RD/EXIT 10	Hamilton	OH	1.36	10	24.6
8	2158	2211	I 75 SB	I 71/EXIT 1	Hamilton	OH	0.48	9	20.5
9	2182	3286	I 75 NB	MITCHELL AVE/EXIT 6	Hamilton	OH	2.06	9	22.8
10	2227	3726	I 71 NB	HWY 561/EXIT 6	Hamilton	OH	0.36	8	21.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #32

# Hampton Roads Metropolitan Area

National Congestion Rank: #32 (2007 Rank: #32)

Population Rank: #34 (1,658,754)



CBSA: Virginia Beach-Norfolk-Newport News VA-NC

## Overall Congestion

### Congestion Compared to

2007: -28.6%

Worst Metro Area (L.A.): 6%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.11

National TTI Rank: 20

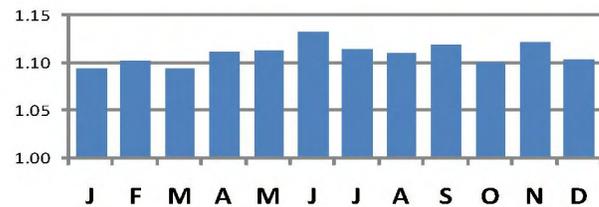
Compared to 2007: -3.7%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 4-5 PM (TTI = 1.32)

2007 Worst: Friday, 4-5 PM (TTI = 1.38)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	165	220	I 264 WB	CITY HALL AVE/EXIT 10	Norfolk	VA	0.15	28	8.9
2	175	204	I 264 WB	WATERSIDE DR/EXIT 9	Norfolk	VA	0.62	26	11.0
3	228	305	Berkley Brg/I 264 WB	BERKLEY BRG	Norfolk	VA	0.39	31	12.6
4	231	258	I 264 EB	HWY 141/EFFINGHAM ST/EXIT 7	Portsmouth	VA	0.92	26	12.1
5	238	350	Hampton Roads Bridge Tun/I 64 EB	MALLORY ST/EXIT 268	Hampton	VA	0.58	34	17.6
6	301	188	I 64 EB	US 60/HWY 143/EXIT 267	Hampton	VA	1.79	27	16.7
7	687	580	I 64 WB	4TH VIEW ST/EXIT 273	Norfolk	VA	1.25	20	20.2
8	917	1039	I 264 EB	DES MOINES AVE/EXIT 6	Portsmouth	VA	0.67	9	10.5
9	1084	1057	I 64 WB	PATROL RD	Norfolk	VA	0.63	12	16.5
10	1268	1801	I 264 WB	CLAIBORNE AVE/EXIT 11	Norfolk	VA	0.09	8	11.3
11	1629	1916	Hampton Roads Bridge Tun/I 64 EB	HAMPTON ROADS BRG TUNL(HAMPTON)	Hampton	VA	0.77	14	23.8
12	1779	1526	I 64 WB	OCEAN AVE/EXIT 274	Norfolk	VA	0.85	10	20.5
13	2146	1943	I 64 WB	OCEAN VIEW AVE/EXIT 272	Norfolk	VA	1.61	10	24.7
14	2212	3939	I 64 WB	I 564/US 460/GRANBY ST/EXIT 276	Norfolk	VA	0.46	7	18.3
15	2255	3891	I 664 SB	US 60/25TH ST/26TH ST/EXIT 6	Newport News	VA	0.17	6	15.6

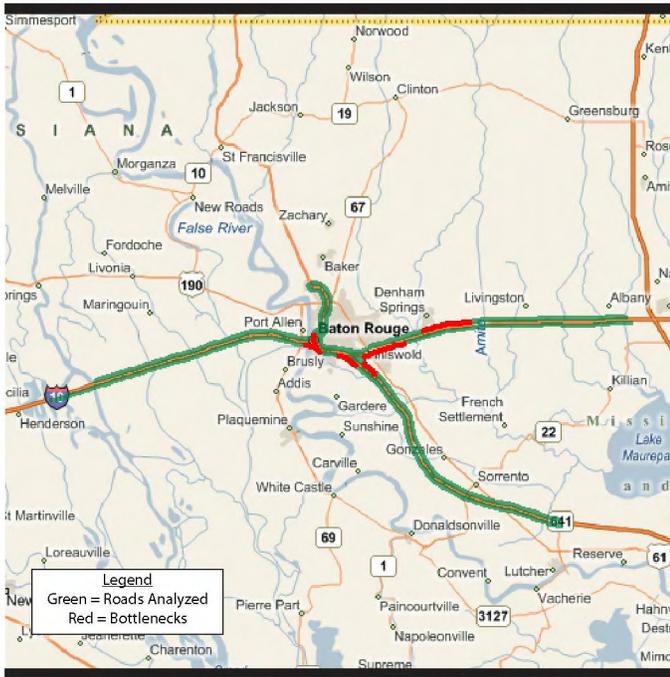
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #33

# Baton Rouge Metropolitan Area

National Congestion Rank: #33 (2007 Rank: #47)

Population Rank: #67 (770,037)



CBSA: Baton Rouge LA

## Overall Congestion

### Congestion Compared to

2007: +5.8%

Worst Metro Area (L.A.): 6%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.13

National TTI Rank: 16

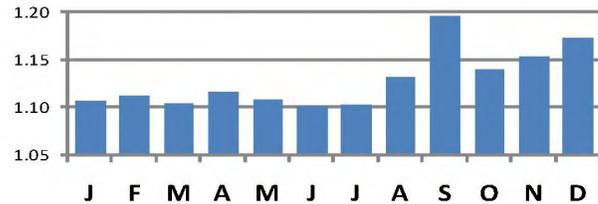
Compared to 2007: +0.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.31)

2007 Worst: Friday, 5-6 PM (TTI = 1.29)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	441	860	I 12 EB	MILLERVILLE RD	East Baton Rouge	LA	1.97	16	12.8
2	615	958	I 12 EB	O'NEAL LN	East Baton Rouge	LA	1.01	18	17.1
3	647	1732	I 10 EB	I 110/EXIT 155	East Baton Rouge	LA	0.68	16	12.4
4	751	1327	I 10 WB	BLUEBONNET RD/EXIT 162	East Baton Rouge	LA	1.55	19	20.6
5	871	1426	I 12 EB	S SHERWOOD FOREST BLVD	East Baton Rouge	LA	1.22	14	16.7
6	985	4161	I 110 SB	HWY 73/GOVERNMENT ST/EXIT 1	East Baton Rouge	LA	0.14	12	14.2
7	1111	3206	I 10 EB	HWY 30/NICHOLSON DR/EXIT 155	East Baton Rouge	LA	1.10	14	17.5
8	1156	2327	I 110 SB	I 10	East Baton Rouge	LA	0.19	13	18.2
9	1184	1983	I 10 EB	HWY 3064/ESSEN LN/EXIT 160	East Baton Rouge	LA	0.91	14	21.3
10	1312	3381	I 110 SB	US 61 BUS/US 190 BUS/EXIT 1	East Baton Rouge	LA	0.24	10	14.9
11	1578	2835	I 12 EB	AIRLINE HWY	East Baton Rouge	LA	1.00	11	20.7
12	1587	3395	I 12 WB	S RANGE AVE	Livingston	LA	5.64	11	22.4
13	1930	2713	I 10 EB	WASHINGTON ST/EXIT 155/EXIT 156	East Baton Rouge	LA	0.38	10	20.6
14	1959	3045	I 10 EB	DALRYMPLE DR/EXIT 156	East Baton Rouge	LA	0.46	11	25.1
15	2120	4221	I 10 EB	I 12/EXIT 159	East Baton Rouge	LA	1.71	9	23.3

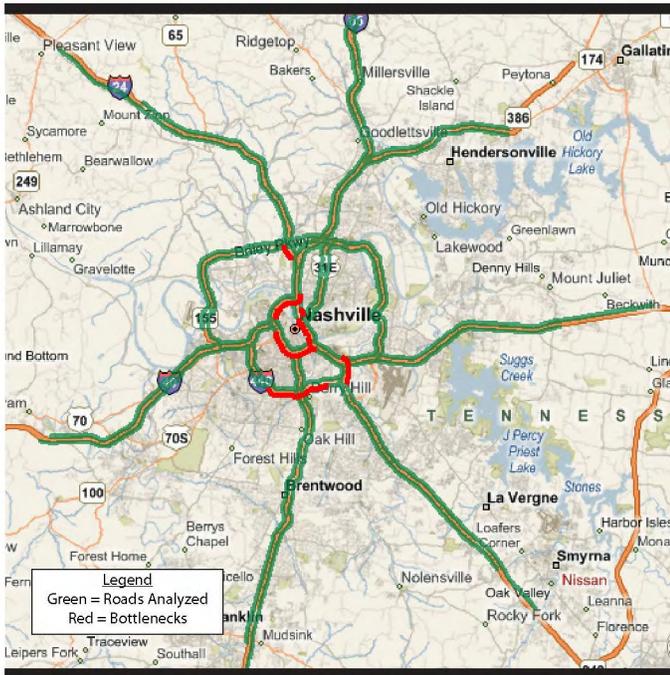
- Notes: 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.
- 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.
- 3 – Bottleneck "congestion" is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #34

# Nashville Metropolitan Area

National Congestion Rank: **#34** (2007 Rank: #31)

Population Rank: **#39** (1,521,437)



CBSA: Nashville-Davidson-Murfreesboro-Franklin TN

## Overall Congestion

### Congestion Compared to

2007: **-46.3%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.10**

National TTI Rank: **22**

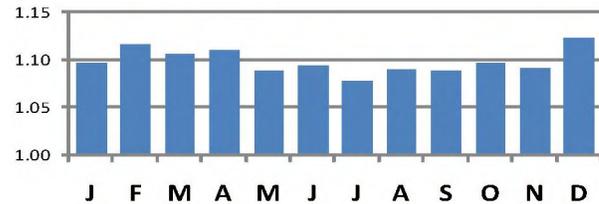
Compared to 2007: **-6.1%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.27)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.36)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	668	561	I 40 EB	I 65/EXIT 210	Davidson	TN	0.37	14	12.4
2	814	601	I 40 EB	DEMONBREUN ST/EXIT 209	Davidson	TN	0.27	13	13.7
3	948	484	I 40 EB	US 70/US 431/HWY 24/HWY 1/EXIT209	Davidson	TN	0.19	12	14.7
4	1026	1213	I 40 EB	I 24/EXIT 211	Davidson	TN	0.41	12	14.0
5	1058	982	I 40 EB	I 65/EXIT 210	Davidson	TN	0.46	13	16.2
6	1064	1227	I 65 NB	US 41 ALT/8TH AVE/METROCENTER BLVD/EXIT 1	Davidson	TN	0.86	13	17.3
7	1077	762	I 24 EB	I 65/EXIT 44	Davidson	TN	0.68	10	14.2
8	1209	1616	I 440 EB	US 31 ALT/US 41 ALT/NOLENSVILLE PIKE/EXIT6	Davidson	TN	1.17	13	18.2
9	1387	1258	I 24 WB	1ST ST/EXIT 85	Davidson	TN	0.24	13	20.3
10	1528	1697	I 40 EB	US 31 ALT/US 41/4TH AVE/EXIT 210	Davidson	TN	0.23	12	20.1
11	1552	1914	I 440 EB	I 65/EXIT 5	Davidson	TN	2.10	10	17.9
12	1595	892	I 24 EB	WOODLAND ST	Davidson	TN	0.24	10	17.6
13	1611	1308	I 24 EB	SHELBY AVE/EXIT 84	Davidson	TN	0.34	11	19.7
14	1620	1562	I 40 EB	2ND AVE/EXIT 210	Davidson	TN	0.36	11	19.8
15	1669	1513	I 24 WB	I 24/I 40	Davidson	TN	0.43	10	17.3
16	1864	974	I 24 EB	JAMES ROBERTSON PKWY/EXIT 85	Davidson	TN	0.29	10	19.4
17	1928	3100	I 65 NB	I 24/I 65	Davidson	TN	1.30	11	23.2
18	1953	2451	I 40 EB	CHURCH ST/EXIT 209	Davidson	TN	0.23	7	15.1
19	2051	1752	I 24 WB	US 41/MURFREESBORO PIKE/EXIT52	Davidson	TN	0.55	9	20.6
20	2061	2048	I 24 EB	I 40/EXIT 83	Davidson	TN	0.83	10	21.5

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #35

# Milwaukee Metropolitan Area

**National Congestion Rank: #35** (2007 Rank: #46)

**Population Rank: #38** (1,544,398)



CBSA: Milwaukee-Waukesha-West Allis WI

## Overall Congestion

### Congestion Compared to

2007: **-4.4%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.08**

National TTI Rank: **31**

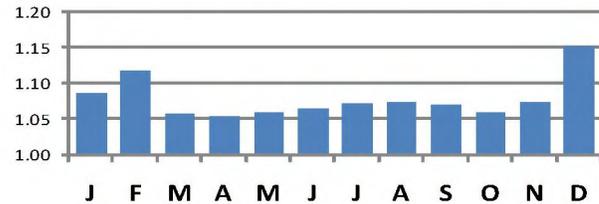
Compared to 2007: **-0.3%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.20)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.17)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1065	1746	I 94 WB	US 41/EXIT 308	Milwaukee	WI	0.62	15	18.6
2	1080	5679	US 41 NB	W LISBON AVE	Milwaukee	WI	0.28	14	8.7
3	1145	1530	US 45 SB	HWY 100/MAYFAIR RD/EXIT 42	Milwaukee	WI	0.29	14	19.2
4	1346	2058	US 45 SB	NORTH AVE/EXIT 42	Milwaukee	WI	1.04	13	20.0
5	1439	2206	I 94 WB	26TH ST/ST PAUL AVE/EXIT 309	Milwaukee	WI	0.63	12	18.2
6	1691	2572	US 45 SB	W WATERTOWN PLANK RD/EXIT 40	Milwaukee	WI	1.10	10	19.1
7	1761	2329	I 894 NB	OKLAHOMA AVE/EXIT 2	Milwaukee	WI	0.74	11	22.3
8	1789	2389	I 94 WB	35TH ST/EXIT 309	Milwaukee	WI	0.45	11	21.3
9	1830	7962	I 94 WB	22ND ST/CLYBOURN ST/EXIT 309	Milwaukee	WI	0.72	12	22.4
10	1904	2881	US 45 SB	BURLEIGH ST/EXIT 43	Milwaukee	WI	1.03	11	23.7

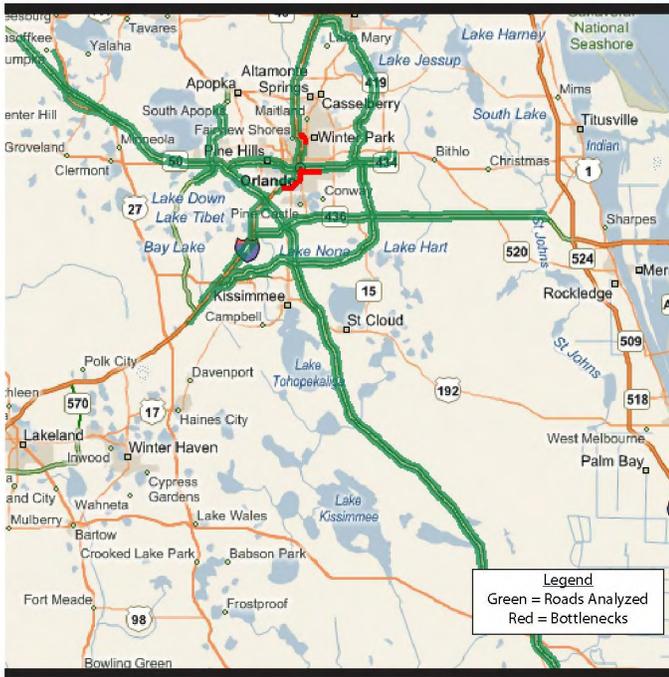
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #36

# Orlando Metropolitan Area

National Congestion Rank: **#36** (2007 Rank: #35)

Population Rank: **#27** (2,032,496)



CBSA: Orlando-Kissimmee FL

## Overall Congestion

### Congestion Compared to

2007: **-39.2%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **46**

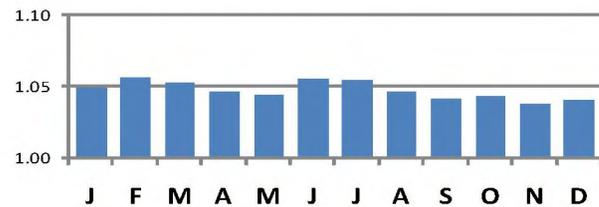
Compared to 2007: **-2.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.11)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.16)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	378	262	I-4 EB	KALEY AVE/35TH ST/EXIT 35	Orange	FL	0.48	29	19.9
2	478	382	I-4 EB	HWY 408/EXIT 36	Orange	FL	0.40	29	22.1
3	573	627	I-4 EB	GORE ST/EXIT 37	Orange	FL	0.14	25	20.3
4	755	491	I-4 EB	MICHIGAN ST/EXIT 34	Orange	FL	0.45	23	23.5
5	800	1717	East West Expy/Hwy 408 EB	BUMBY AVE/EXIT 12	Orange	FL	0.48	15	16.3
6	1757	1274	I-4 EB	US 17/US 441/US 92/33RD ST/EXIT 33	Orange	FL	1.28	13	26.5
7	2045	3832	I-4 EB	ANDERSON ST/EXIT 38	Orange	FL	0.54	11	24.3
8	2064	1731	I-4 EB	FAIRBANKS AVE/EXIT 45	Orange	FL	1.09	9	22.1
9	2141	3645	East West Expy/Hwy 408 EB	S CRYSTAL LAKE DR/EXIT 12	Orange	FL	0.84	9	22.5
10	2418	3067	East West Expy/Hwy 408 EB	MILLS AVE/EXIT 11	Orange	FL	1.00	5	14.8

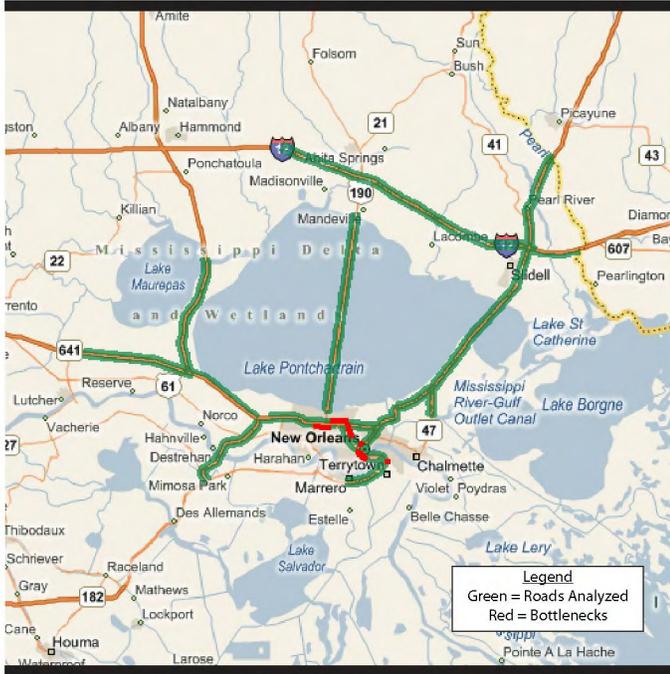
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #37

# New Orleans Metropolitan Area

National Congestion Rank: **#37** (2007 Rank: #42)

Population Rank: **#51** (1,030,363)



CBSA: New Orleans-Metairie-Kenner LA

## Overall Congestion

### Congestion Compared to

2007: **-21.8%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.08**

National TTI Rank: **35**

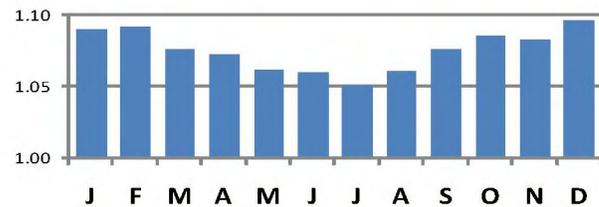
Compared to 2007: **-2.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.17)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.17)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	103	1344	I 610 WB	I 10	Orleans	LA	0.36	44	18.1
2	151	999	I 10 WB	END BLVD/FLORIDA BLVD	Orleans	LA	0.61	29	14.2
3	174	1119	I 610 WB	I 10/END BLVD/CANAL BLVD	Orleans	LA	0.18	25	12.8
4	311	1176	I 10 WB	BONNABEL BLVD	Jefferson	LA	1.27	38	25.6
5	514	1598	Pontchartrain Expy/I 10 WB	CITY PARK AVE/METAIRIE RD	Orleans	LA	0.79	16	14.3
6	842	321	Pontchartrain Expy/Hwy 90 WB	HWY 428/TOLL BOOTH PLAZA	Orleans	LA	0.30	14	11.7
7	1141	1765	Pontchartrain Expy/Hwy 90 EB	EARHART BLVD	Orleans	LA	0.65	10	13.1
8	1402	379	I 10 EB	CAUSEWAY BLVD/EXIT 228	Jefferson	LA	1.69	13	22.5
9	1453	2575	I 10 WB	US 90 (NEW ORLEANS) (WEST)	Orleans	LA	0.27	13	20.6
10	1487	2464	Pontchartrain Expy/Hwy 90 EB	ORETHA C HALEY BLVD	Orleans	LA	0.48	11	17.6

- Notes:**
- 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.
  - 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.
  - 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #38

# Cleveland Metropolitan Area

National Congestion Rank: #38 (2007 Rank: #36)

Population Rank: #25 (2,096,471)



CBSA: Cleveland-Elyria-Mentor OH

## Overall Congestion

### Congestion Compared to

2007: -32.7%

Worst Metro Area (L.A.): 5%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.04

National TTI Rank: 49

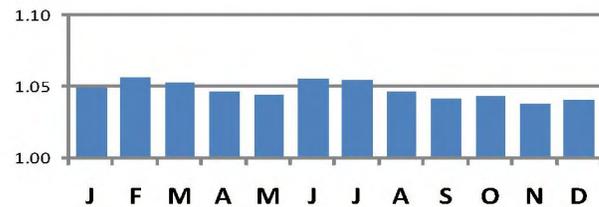
Compared to 2007: -2.0%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Tuesday, 5-6 PM (TTI = 1.09)

2007 Worst: Tuesday, 5-6 PM (TTI = 1.13)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
Regional	National							
1	847	1315 I 90 WB	CHESTER AVE/EXIT 173	Cuyahoga	OH	0.24	15	15.7
2	909	1196 I 90 WB	US 6/SUPERIOR AVE/EXIT 173	Cuyahoga	OH	0.54	13	13.2
3	1138	1915 I 71 NB	I 90/EXIT 170	Cuyahoga	OH	1.24	15	21.3
4	1303	1910 I 90 WB	PROSPECT AVE/EXIT 173	Cuyahoga	OH	0.24	14	19.0
5	2130	2796 I 90 WB	CARNEGIE AVE/EXIT 172	Cuyahoga	OH	0.10	10	22.0
6	2329	3704 I 71 NB	US 42/PEARL RD/EXIT 245	Cuyahoga	OH	1.04	8	23.2
7	2350	2877 I 90 WB	KING AVE	Cuyahoga	OH	0.07	7	13.7
8	2432	2822 I 480 EB	LEE RD/EXIT 24	Cuyahoga	OH	0.57	9	26.4
9	2467	2872 I 77 SB	ROCKSIDE RD/EXIT 155	Cuyahoga	OH	1.10	7	22.0
10	2800	3466 I 77 NB	HWY 21/BRECKSVILLE RD/EXIT 157	Cuyahoga	OH	0.65	7	25.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #39

# Hartford Metropolitan Area

National Congestion Rank: #39 (2007 Rank: #41)

Population Rank: #45 (1,189,113)



CBSA: Hartford-West Hartford-East Hartford CT

## Overall Congestion

### Congestion Compared to

2007: -24.0%

Worst Metro Area (L.A.): 5%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.07

National TTI Rank: 37

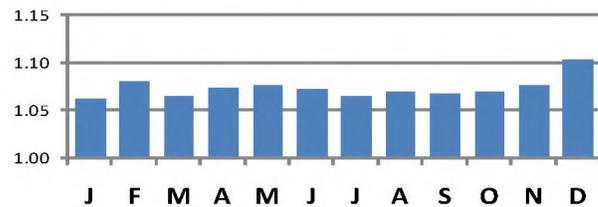
Compared to 2007: -2.5%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.23)

2007 Worst: Friday, 5-6 PM (TTI = 1.27)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	669	748	I 84 EB	SIGOURNEY ST/EXIT 47	Hartford	CT	0.23	14	12.2
2	733	952	I 84 WB	US 44/CONNECTICUT BLVD/EXIT 53	Hartford	CT	0.16	18	17.1
3	1000	1326	I 84 WB	HWY 2/EXIT 54	Hartford	CT	0.43	14	17.7
4	1148	905	I 84 EB	SISSON AVE/EXIT 46	Hartford	CT	1.05	11	14.1
5	1314	836	I 84 EB	FLATBUSH AVE/EXIT 45	Hartford	CT	0.47	10	14.7
6	1332	1294	I 84 WB	HWY 2/EXIT 55	Hartford	CT	0.66	12	19.1
7	1339	1798	I 84 EB	ASYLUM ST/CAPITOL AVE/EXIT 48	Hartford	CT	0.42	13	17.2
8	2003	3002	I 84 WB	GOVERNOR ST/EXIT 56	Hartford	CT	0.50	9	21.7
9	2028	2174	I 84 WB	BULKELEY BRIDGE	Hartford	CT	0.24	11	23.0
10	2183	4616	Hwy 2 WB	I 84/HWY 2/EXIT 2	Hartford	CT	0.75	7	16.9

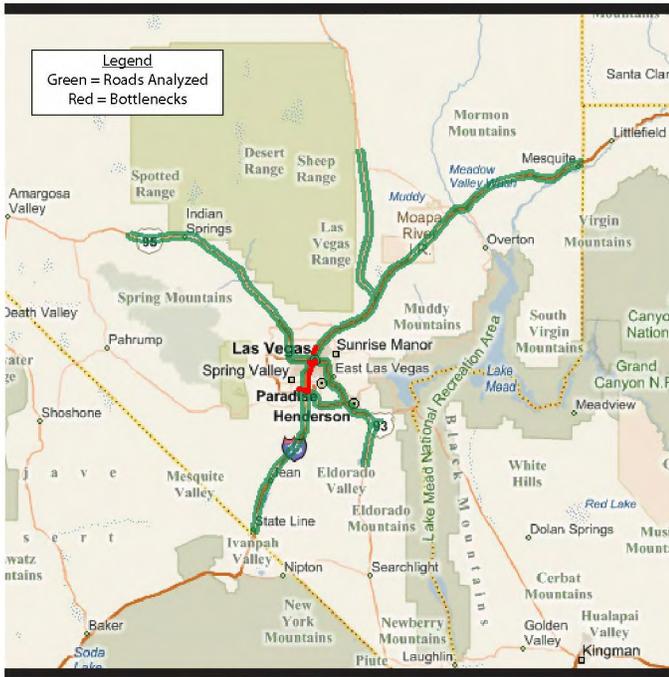
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 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #40

# Las Vegas Metropolitan Area

**National Congestion Rank: #40** (2007 Rank: #37)

**Population Rank: #30** (1,836,333)



CBSA: Las Vegas-Paradise NV

## Overall Congestion

### Congestion Compared to

2007: **-35.7%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **44**

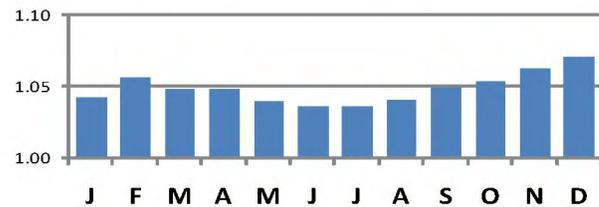
Compared to 2007: **-2.4%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.09)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.14)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>2</sup> (mph)
	2008	2007							
1	533	923	I 15 NB	SPRING MOUNTAIN RD/EXIT 39	Clark	NV	0.78	20	17.9
2	686	1105	I 15 NB	FLAMINGO RD/EXIT 38/EXIT 39	Clark	NV	1.00	20	20.7
3	777	1453	I 15 NB	SAHARA AVE/EXIT 40	Clark	NV	1.61	20	23.1
4	867	970	I 15 SB	LAKE MEAD BLVD/EXIT 45	Clark	NV	1.64	21	25.0
5	1253	1706	I 15 NB	TROPICANA AVE/EXIT 37	Clark	NV	0.88	16	25.1
6	1700	1630	Co Hwy 215 WB	DECATUR BLVD/EXIT 11	Clark	NV	1.36	13	26.4
7	2048	782	Co Hwy 215 WB	LAS VEGAS BLVD/EXIT 10	Clark	NV	0.99	9	23.6
8	2053	NR	I 15 NB	I 515/US 95/EXIT 42	Clark	NV	1.15	12	29.9
9	2157	5874	US 95 SB	I 15/EXIT 76B	Clark	NV	1.09	10	25.0
10	2185	4009	I 15 NB	RUSSELL RD/EXIT 36	Clark	NV	1.61	10	27.8

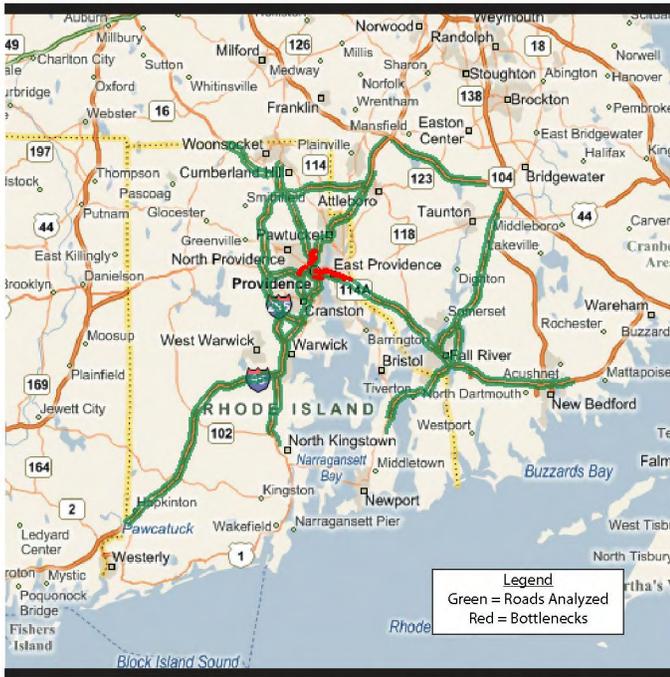
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
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# #41

# Providence Metropolitan Area

National Congestion Rank: #41 (2007 Rank: #39)

Population Rank: #36 (1,600,856)



CBSA: Providence-New Bedford-Fall River RI-MA

## Overall Congestion

### Congestion Compared to

2007: -30.5%

Worst Metro Area (L.A.): 5%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.07

National TTI Rank: 39

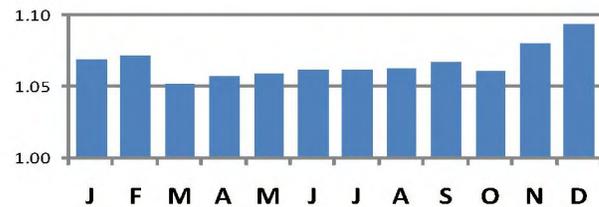
Compared to 2007: -2.7%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.15)

2007 Worst: Thursday, 5-6 PM (TTI = 1.20)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	326	941	I 195 WB	US 44/TAUNTON AVE/4TH ST/EXIT 4	Providence	RI	0.25	25	15.6
2	350	866	I 195 WB	WARREN AVE/5TH ST/EXIT 5	Providence	RI	0.57	25	16.8
3	417	978	Washington Brg/I 195 WB	GANO ST/EXIT 3	Providence	RI	0.35	24	16.7
4	438	1054	I 195 WB	BROADWAY/EXIT 6	Providence	RI	0.90	21	16.3
5	939	2951	I 195 EB	US 44/MAIN ST/EXIT 2	Providence	RI	0.55	14	14.1
6	965	1334	I 195 WB	US 44/MAIN ST/EXIT 2	Providence	RI	0.74	16	16.9
7	967	2498	I 195 EB	DYER ST/EXIT 1	Providence	RI	0.37	12	11.8
8	1291	1484	I 95 SB	HWY 7/HWY 146/CHARLES ST/EXIT 23	Providence	RI	0.69	16	20.4
9	1424	705	Louisquisset Pike/Hwy 146 SB	I 95	Providence	RI	0.25	14	21.5
10	1501	2582	I 195 WB	DYER ST/EXIT 1	Providence	RI	0.31	15	20.4
11	1758	417	I 95 SB	BRANCH AVE/EXIT 24	Providence	RI	0.69	11	22.0
12	2580	3463	I 195 WB	US 6/EXIT 7	Providence	RI	1.04	7	23.7
13	2998	3393	Hwy 10 SB	HARRIS AVE	Providence	RI	0.69	7	27.0

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
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 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #42

# Oklahoma City Metropolitan Area

National Congestion Rank: #42 (2007 Rank: #40)

Population Rank: #44 (1,192,989)



CBSA: Oklahoma City OK

## Overall Congestion

### Congestion Compared to

2007: -30.6%

Worst Metro Area (L.A.): 5%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 57

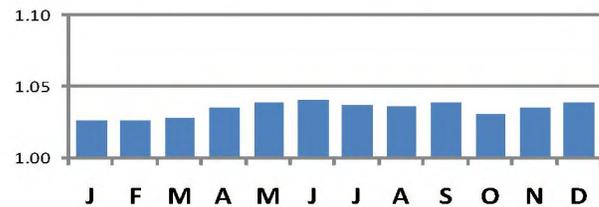
Compared to 2007: -1.4%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.09)

2007 Worst: Friday, 5-6 PM (TTI = 1.10)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1717	4207	I 235 SB	HARRISON AVE/6TH ST/EXIT 1	Oklahoma	OK	0.40	8	16.1
2	2116	4374	I 35 NB	HWY 74/EXIT 95	McClain	OK	4.16	9	25.5
3	2376	3982	I 235 SB	SHERIDAN AVE/EXIT 1	Oklahoma	OK	0.17	6	17.8
4	2495	4587	I 235 SB	LINCOLN BLVD/EXIT 1	Oklahoma	OK	0.33	6	18.2
5	2569	4218	I 235 SB	10TH ST/EXIT 1	Oklahoma	OK	0.74	5	16.5
6	2831	4502	I 235 SB	I 35/I 40/EXIT 1	Oklahoma	OK	0.68	5	18.2
7	3342	3626	Airport Rd/Hwy 152 EB	S I 44 SERVICE RD	Oklahoma	OK	1.21	5	24.6
8	3443	4783	Will Rogers Expy/I 44 SB	I 40/EXIT 120	Oklahoma	OK	1.22	5	25.6
9	3459	5347	Will Rogers Expy/I 44 SB	15TH ST/EXIT 119	Oklahoma	OK	0.79	5	26.4
10	3616	5190	I 235 NB	SANTA FE AVE	Oklahoma	OK	1.10	4	21.6

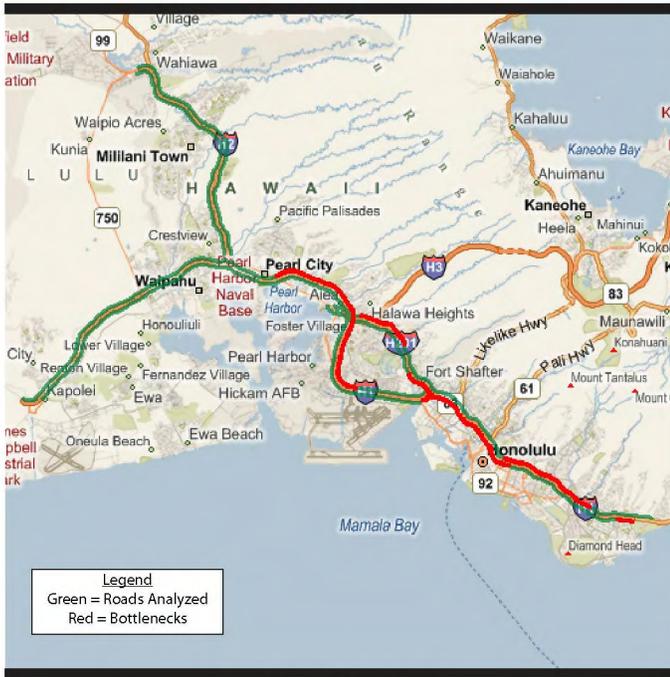
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 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #43

# Honolulu Metropolitan Area

**National Congestion Rank: #43** (2007 Rank: #38)

**Population Rank: #54** (905,601)



CBSA: Honolulu HI

### Overall Congestion

#### Congestion Compared to

2007: **-34.2%**

Worst Metro Area (L.A.): **5%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.31**

National TTI Rank: **2**

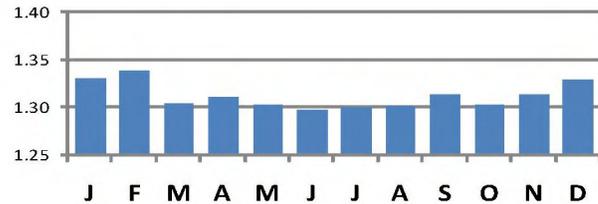
Compared to 2007: **-10.7%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 4-5 PM (TTI = 1.62)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.88)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	55	41	Moanalua Fwy/I H 201 EB	I H 1 (HONOLULU)	Honolulu	HI	0.27	36	9.0
2	109	104	I H 1 EB	HWY 78/MIDDLE ST	Honolulu	HI	0.54	39	12.0
3	205	232	Lunalilo Fwy/I H 1 EB	S VINEYARD BLVD/WARD AVE	Honolulu	HI	0.82	36	16.4
4	237	87	Lunalilo Fwy/I H 1 EB	KALIHI ST	Honolulu	HI	0.78	31	14.9
5	243	530	Lunalilo Fwy/I H 1 EB	HOUGHTAILING ST	Honolulu	HI	0.08	29	14.3
6	252	210	Lunalilo Fwy/I H 1 EB	PALAMA ST/OLOMEA ST	Honolulu	HI	0.57	29	14.7
7	312	156	Lunalilo Fwy/I H 1 EB	LILIAH ST	Honolulu	HI	0.48	28	15.3
8	319	318	Lunalilo Fwy/I H 1 WB	MCCULLY ST	Honolulu	HI	0.56	30	16.7
9	412	416	Lunalilo Fwy/I H 1 EB	HWY 61	Honolulu	HI	0.57	25	16.8
10	563	4490	Lunalilo Fwy/I H 1 WB	WAIALAE AVE (HONOLULU) (WEST)	Honolulu	HI	0.34	11	8.8
11	564	4320	Lunalilo Fwy/I H 1 WB	BINGHAM ST/WILDER AVE	Honolulu	HI	0.09	21	16.1
12	578	641	Moanalua Fwy/I H 201 WB	I H 3	Honolulu	HI	0.72	18	15.3
13	593	901	Moanalua Fwy/I H 201 WB	KAHUAPAANI ST	Honolulu	HI	0.67	18	15.5
14	613	2873	Lunalilo Fwy/I H 1 EB	AALA ST	Honolulu	HI	0.08	20	14.6
15	641	574	Lunalilo Fwy/I H 1 WB	PUNAHOU ST	Honolulu	HI	0.34	23	17.3
16	722	845	Lunalilo Fwy/I H 1 WB	UNIVERSITY AVE	Honolulu	HI	0.39	20	16.7
17	1062	3631	Lunalilo Fwy/I H 1 WB	KAPIOLANI BLVD	Honolulu	HI	0.70	11	12.9
18	1123	1367	Moanalua Fwy/I H 201 WB	ALIAMANU DR/ALA KAPUNA ST	Honolulu	HI	0.81	12	14.5
19	1174	197	Moanalua Fwy/I H 201 EB	FUNSTON RD	Honolulu	HI	0.85	14	18.5
20	1236	969	Lunalilo Fwy/I H 1 WB	PIIKOI ST	Honolulu	HI	0.73	16	19.7
21	1307	1691	I H 1 WB	MOANALUA RD	Honolulu	HI	2.56	16	24.0
22	1362	850	I H 1 WB	HWY 92/HWY 99	Honolulu	HI	1.44	10	14.6
23	1449	991	I H 1 WB	HWY 78	Honolulu	HI	1.93	11	17.5
24	1660	3853	Lunalilo Fwy/I H 1 WB	6TH AVE	Honolulu	HI	0.52	7	12.7
25	1690	6167	Lunalilo Fwy/I H 1 EB	KILAUEA AVE	Honolulu	HI	0.52	10	13.2

- Notes:**
- 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.
  - 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.
  - 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #44

# Jacksonville Metropolitan Area

**National Congestion Rank: #44** (2007 Rank: #34)

**Population Rank: #40** (1,300,823)



CBSA: Jacksonville FL

## Overall Congestion

### Congestion Compared to

2007: **-46.7%**

Worst Metro Area (L.A.): **5%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **43**

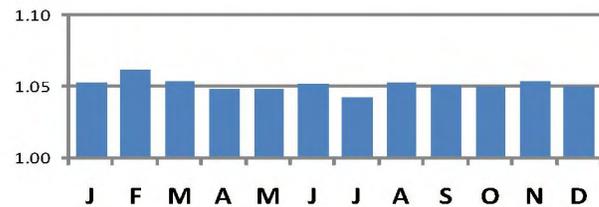
Compared to 2007: **-4.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 5-6 PM (TTI = 1.10)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.15)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1505	1768	I 10 EB	ROOSEVELT BLVD/EXIT 58	Duval	FL	0.22	10	16.4
2	1898	2335	I 95 NB	PALM AVE	Duval	FL	0.57	10	21.5
3	1903	2093	I 10 EB	MCDUFF AVE/EXIT 57	Duval	FL	0.82	9	19.7
4	2125	3990	I 95 SB	MYRTLE AVE/EXIT 352A	Duval	FL	0.55	10	21.8
5	2205	5207	I 95 SB	MONROE ST/EXIT 352C	Duval	FL	0.19	9	20.1
6	2207	2585	I 10 EB	STOCKTON ST/EXIT 59	Duval	FL	0.62	9	22.1
7	2310	2258	I 10 EB	LUNA ST/EXIT 56	Duval	FL	0.71	8	22.0
8	2354	2682	I 95 NB	FULLER WARREN BRG	Duval	FL	0.21	9	24.4
9	2375	2306	I 95 NB	PRUDENTIAL DR/MAIN ST	Duval	FL	0.58	7	19.5
10	2465	576	Arlington Expy/US 90 EB	HAINES ST	Duval	FL	0.30	6	15.5

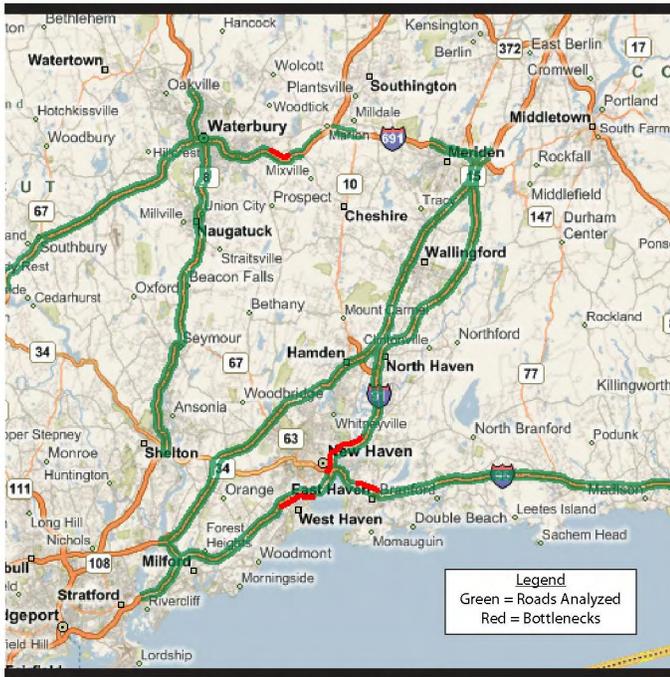
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #45

# New Haven Metropolitan Area

**National Congestion Rank: #45** (2007 Rank: #44)

**Population Rank: #58** (845,494)



CBSA: New Haven-Milford CT

### Overall Congestion

#### Congestion Compared to

2007: **-26.4%**

Worst Metro Area (L.A.): **4%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.09**

National TTI Rank: **28**

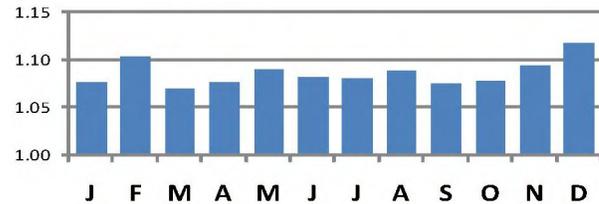
Compared to 2007: **-3.0%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.27)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.35)**

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	22	51	I 91 SB	I 95	New Haven	CT	0.47	63	13.4
2	51	149	I 91 SB	HAMILTON ST/EXIT 2	New Haven	CT	0.21	49	15.5
3	493	1263	I 91 SB	TRUMBULL ST/EXIT 3	New Haven	CT	0.69	24	19.7
4	1317	1145	GovernorLodge Tpke/I 95 NB	ELLA T GRASSO BLVD/EXIT 45	New Haven	CT	0.15	16	25.0
5	1357	1779	I 84 WB	AUSTIN RD/EXIT 25A	New Haven	CT	1.20	12	18.9
6	1361	828	GovernorLodge Tpke/I 95 NB	HWY 122/1ST AVE/EXIT 43	New Haven	CT	0.34	13	22.2
7	1553	2503	I 91 SB	WILLOW ST/EXIT 6	New Haven	CT	0.23	11	20.4
8	1684	1366	GovernorLodge Tpke/I 95 NB	KIMBERLY AVE/EXIT 44	New Haven	CT	0.69	12	22.8
9	2297	1120	GovernorLodge Tpke/I 95 SB	US 1/Frontage Rd/EXIT 51	New Haven	CT	1.06	8	21.5
10	2349	2334	GovernorLodge Tpke/I 95 NB	CAMPBELL AVE/EXIT 43	New Haven	CT	0.68	7	20.4

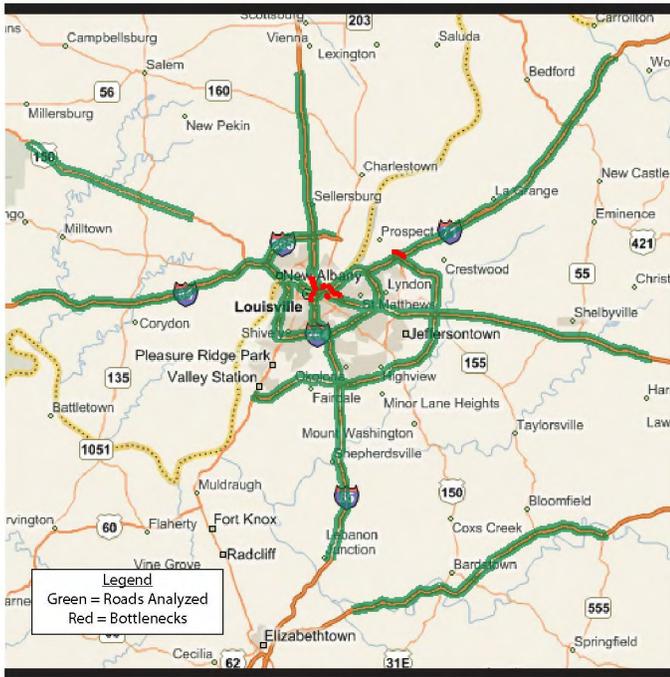
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #46

# Louisville Metropolitan Area

National Congestion Rank: **#46** (2007 Rank: #43)

Population Rank: **#42** (1,233,735)



CBSA: Louisville-Jefferson County KY-IN

## Overall Congestion

### Congestion Compared to

2007: **-38.8%**

Worst Metro Area (L.A.): **4%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **62**

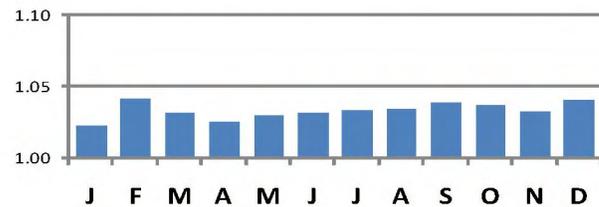
Compared to 2007: **-2.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.09)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.11)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	878	583	I 65 SB	COURT AVE	Clark	IN	0.18	18	19.3
2	940	1201	I 64 WB	STORY AVE/EXIT 7	Jefferson	KY	0.25	14	16.4
3	1228	1033	I 65 SB	MARKET ST/EXIT 0	Clark	IN	0.20	16	21.7
4	1596	1244	I 65 SB	JOHN F KENNEDY MEMORIAL BRG	Clark	IN	0.13	13	21.5
5	1698	1216	I 65 SB	US 31/HWY 62	Clark	IN	0.80	11	20.4
6	1834	864	I 64 WB	I 71/EXIT 6	Jefferson	KY	0.51	10	19.6
7	2736	2807	I 64 WB	US 42/US 60/MELLWOOD AVE/EXIT 7	Jefferson	KY	1.22	6	20.7
8	3271	4187	I 64 EB	US 42/US 60/MELLWOOD AVE/EXIT 7	Jefferson	KY	0.19	5	22.8
9	3514	4661	Gene Snyder Fwy/I 265 NB	I 71/HWY 841/EXIT 35	Jefferson	KY	0.90	4	21.0
10	3785	4675	I 65 SB	BROOK ST/EXIT 136	Jefferson	KY	0.45	4	22.2

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #47

# Columbus Metropolitan Area

**National Congestion Rank: #47** (2007 Rank: #48)

**Population Rank: #32** (1,754,337)



CBSA: Columbus OH

## Overall Congestion

### Congestion Compared to

2007: **-37.0%**

Worst Metro Area (L.A.): **3%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **69**

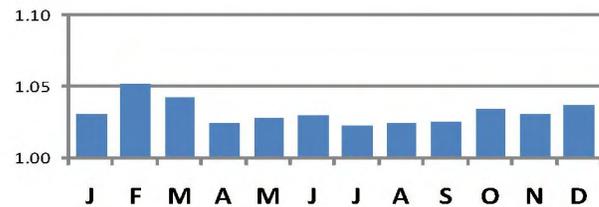
Compared to 2007: **-1.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.10)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.14)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2561	3163	North Fwy/I 71 NB	I 670/EXIT 109	Franklin	OH	0.73	7	22.7
2	2671	3038	North Fwy/I 71 NB	5TH AVE/EXIT 110	Franklin	OH	0.20	7	24.6
3	3008	3674	East Innerbelt/I 71 NB	JACK GIBBS BLVD	Franklin	OH	0.26	5	20.3
4	4191	5172	US 33	HWY 317/HAMILTON RD	Franklin	OH	1.55	3	25.3
5	4198	4001	East Fwy/I 70 EB	HWY 317/EXIT 107	Franklin	OH	2.06	3	26.8
6	4244	NR	Olentangy Fwy/Hwy 315 NB	W NORTH BROADWAY ST	Franklin	OH	0.22	3	27.4
7	4383	5836	Columbus Marysville Rd/Hwy 161 SB	AVERY RD	Franklin	OH	1.55	3	27.5
8	4494	5317	East Fwy/I 70 EB	I 270/EXIT 41A & 41B	Franklin	OH	1.30	3	29.6

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #48

# Birmingham Metropolitan Area

National Congestion Rank: #48 (2007 Rank: #51)

Population Rank: #47 (1,108,210)



CBSA: Birmingham-Hoover AL

## Overall Congestion

### Congestion Compared to

2007: -29.6%

Worst Metro Area (L.A.): 3%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 68

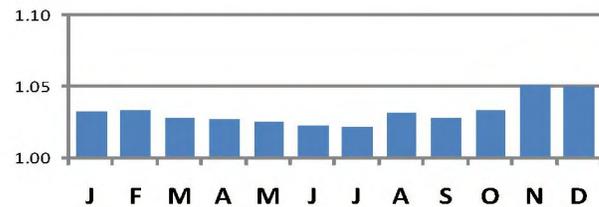
Compared to 2007: -1.3%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.07)

2007 Worst: Friday, 5-6 PM (TTI = 1.11)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1981	2353	I 65 SB	HWY 149/UNIVERSITY BLVD/EXIT 259	Jefferson	AL	0.34	8	18.5
2	2270	3373	I 65 SB	6TH AVE/EXIT 259A	Jefferson	AL	0.17	7	18.5
3	2525	3573	I 65 SB	4TH AVE/EXIT 259B	Jefferson	AL	0.43	7	21.4
4	2745	2290	I 65 SB	HWY 119/CAHABA VALLEY RD/EXIT 246	Shelby	AL	1.41	7	26.3
5	3211	4458	I 65 NB	COUNTY HWY 52/EXIT 242	Shelby	AL	3.49	5	25.5
6	3644	3252	I 65 SB	CO HWY 17/VALLEYDALE RD/EXIT 247	Shelby	AL	1.25	4	24.9
7	3789	4712	I 65 SB	GREEN SPRINGS AVE/EXIT 258	Jefferson	AL	1.27	4	25.9
8	4114	4512	I 65 SB	3RD AVE/EXIT 260B	Jefferson	AL	0.28	3	23.2
9	4204	4159	I 65 SB	JEFFERSON/SHELBY COUNTY LINE	Jefferson	AL	1.05	3	27.7

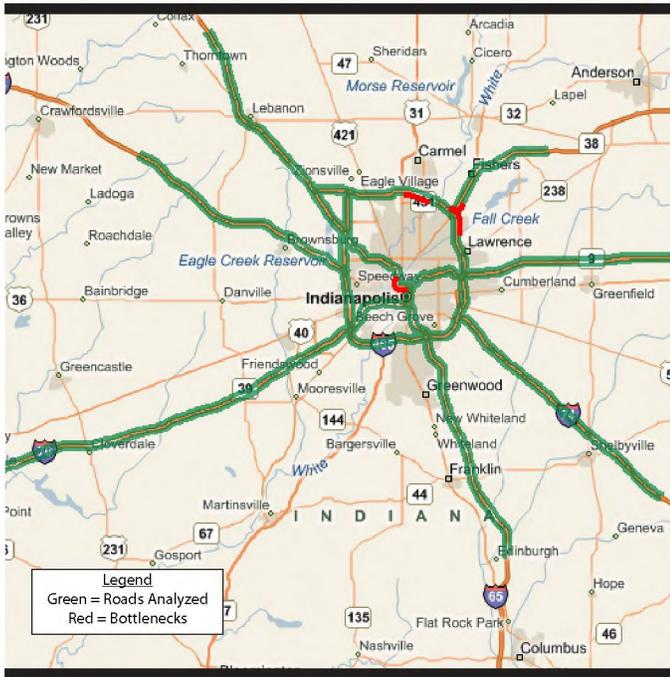
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #49

# Indianapolis Metropolitan Area

National Congestion Rank: **#49** (2007 Rank: #45)

Population Rank: **#33** (1,695,037)



CBSA: Indianapolis-Carmel IN

## Overall Congestion

### Congestion Compared to

2007: **-46.8%**

Worst Metro Area (L.A.): **3%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **76**

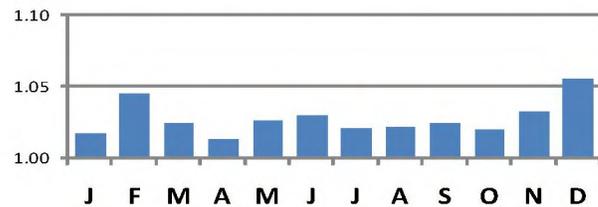
Compared to 2007: **-2.3%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 5-6 PM (TTI = 1.09)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.16)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1944	4946	I 69 NB	82ND ST/EXIT 1	Marion	IN	0.90	9	20.1
2	2843	4223	I 65 SB	PENNSYLVANIA ST/EXIT 113	Marion	IN	0.37	7	24.6
3	3860	3501	I 465 EB	HWY 431/KEYSTONE AVE/EXIT 33	Hamilton	IN	2.67	4	27.4
4	4089	NR	I 65 SB	DR MARTIN LUTHER KING JR ST/EXIT 114	Marion	IN	1.32	3	20.9
5	4253	NR	I 465 NB	I 69/HWY 37/EXIT 37	Marion	IN	2.66	3	26.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #50

# Salt Lake City Metropolitan Area

National Congestion Rank: #50 (2007 Rank: #50)

Population Rank: #48 (1,099,973)



CBSA: Salt Lake City UT

## Overall Congestion

### Congestion Compared to

2007: -45.0%

Worst Metro Area (L.A.): 3%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 78

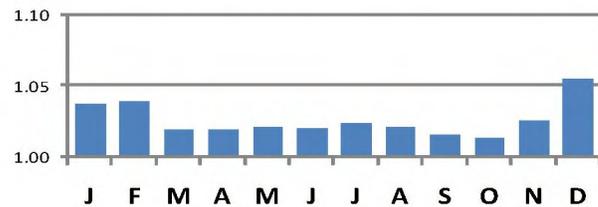
Compared to 2007: -2.1%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Wednesday, 5-6 PM (TTI = 1.07)

2007 Worst: Thursday, 5-6 PM (TTI = 1.14)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
2008	2007							
1	2073	NR Hwy 201 E	S 7200 W	Salt Lake	UT	1.52	10	21.3

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #51

# Raleigh Metropolitan Area

**National Congestion Rank: #51** (2007 Rank: #60)

**Population Rank: #49** (1,047,629)



CBSA: Raleigh-Cary NC

### Overall Congestion

#### Congestion Compared to

2007: **-26.1%**

Worst Metro Area (L.A.): **3%**

#### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **48**

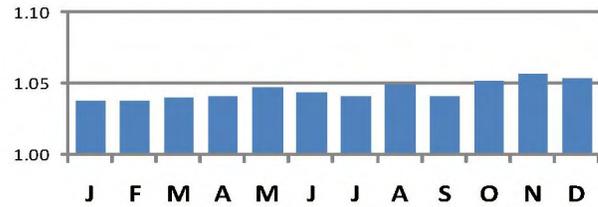
Compared to 2007: **-1.6%**

#### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM** (TTI = 1.12)

2007 Worst: **Friday, 5-6 PM** (TTI = 1.13)

### Travel Time Index<sup>1</sup> by Month



### Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2184	3009	I 40 WB	I 440/US 1/US 64/EXIT 293	Wake	NC	1.06	8	23.1
2	2557	3495	I 40 WB	US 1/US 64/EXIT 293	Wake	NC	2.61	8	27.9
3	2639	4045	I 40 EB	HARRISON AVE/EXIT 287	Wake	NC	2.26	7	25.7
4	2674	4082	I 40 EB	RALEIGH CHAPEL HILL EXPY/EXIT 289	Wake	NC	2.16	7	26.2
5	3163	4078	I 40 EB	AVIATION PKWY/EXIT 285	Wake	NC	1.23	5	24.6
6	3221	4855	I 440 WB	WADE AVE/EXIT 4	Wake	NC	0.91	5	22.7
7	3462	4912	I 440 WB	LAKE BOONE TRL/EXIT 5	Wake	NC	1.86	5	27.1
8	3554	5516	I 40 EB	HWY 54/EXIT 290	Wake	NC	1.29	5	30.1
9	3587	5209	I 540 NB	US 70/EXIT 4	Wake	NC	1.44	4	24.4
10	3656	3731	I 40 WB	CARY TOWNE BLVD/FARM GATE RD/EXIT 291	Wake	NC	1.01	5	31.5

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #52

# Tulsa Metropolitan Area

National Congestion Rank: #52 (2007 Rank: #62)

Population Rank: #53 (905,755)



CBSA: Tulsa OK

## Overall Congestion

### Congestion Compared to

2007: -24.2%

Worst Metro Area (L.A.): 3%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 80

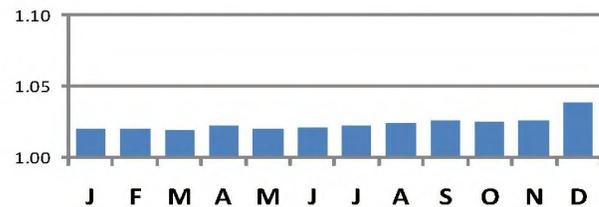
Compared to 2007: -0.6%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.06)

2007 Worst: Wednesday, 5-6 PM (TTI = 1.07)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2218	2661	Crosstown Expy/I 244 EB	I 44/HWY 66	Tulsa	OK	0.98	6	16.1
2	3033	4657	I 44 EB	YALE AVE/EXIT 229	Tulsa	OK	1.13	6	24.7

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #53

# Allentown Metropolitan Area

National Congestion Rank: #53 (2007 Rank: #49)

Population Rank: #62 (803,844)



CBSA: Allentown-Bethlehem-Easton PA-NJ

## Overall Congestion

### Congestion Compared to

2007: -48.3%

Worst Metro Area (L.A.): 3%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 58

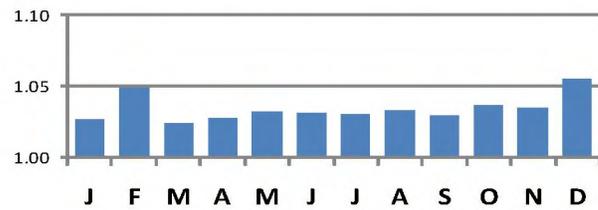
Compared to 2007: -3.0%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.07)

2007 Worst: Friday, 4-5 PM (TTI = 1.13)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1615	1658	US 22 WB	HWY 987/AIRPORT RD	Lehigh	PA	0.76	11	21.1
2	1626	1369	US 22 WB	HWY 378	Lehigh	PA	0.60	11	21.5

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #54

# Memphis Metropolitan Area

National Congestion Rank: #54 (2007 Rank: #54)

Population Rank: #41 (1,280,533)



CBSA: Memphis TN-MS-AR

## Overall Congestion

### Congestion Compared to

2007: -40.1%

Worst Metro Area (L.A.): 3%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 56

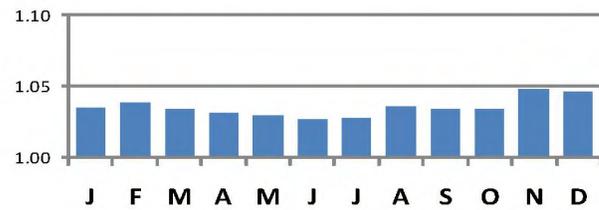
Compared to 2007: -2.2%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.07)

2007 Worst: Wednesday, 5-6 PM (TTI = 1.13)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1893	2295	I 240 EB	POPLAR AVE	Shelby	TN	1.60	10	22.6
2	2155	2636	I 240 EB	NONCONNAH PKWY/EXIT 16	Shelby	TN	1.04	7	18.8
3	2627	2971	I 40 WB	SYCAMORE VIEW RD/EXIT 12	Shelby	TN	1.59	7	23.6
4	3170	4222	I 240 WB	WALNUT GROVE RD	Shelby	TN	1.99	6	27.1
5	3729	2975	I 40 EB	US 64/US 70/US 79/HWY 1/EXIT 12	Shelby	TN	1.13	4	24.2

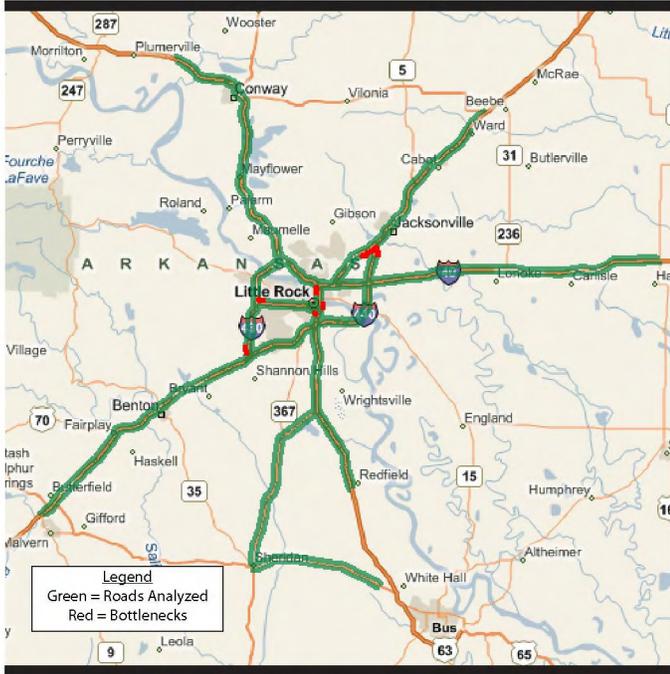
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #55

# Little Rock Metropolitan Area

National Congestion Rank: **#55** (2007 Rank: #59)

Population Rank: **#78** (666,401)



CBSA: Little Rock-North Little Rock-Conway AR

## Overall Congestion

### Congestion Compared to

2007: **-31.6%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **77**

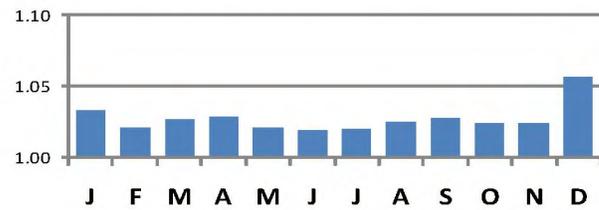
Compared to 2007: **-1.1%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 7-8 AM (TTI = 1.06)**

2007 Worst: **Wednesday, 7-8 AM (TTI = 1.08)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1594	1839	I 30 EB	6TH ST/EXIT 140	Pulaski	AR	0.26	10	19.2
2	1602	2784	I 30 EB	CANTRELL RD/2ND ST/EXIT 141	Pulaski	AR	0.27	11	20.4
3	2172	4605	I 630 WB	LILE DR/EXIT 7	Pulaski	AR	0.29	9	23.8
4	2362	3049	I 430 SB	I 30/EXIT 129	Pulaski	AR	0.76	9	26.6
5	2678	3300	Hwy 440 EB	US 67/US 167	Pulaski	AR	0.69	6	21.5
6	2854	3679	US 67 NB	HWY 440	Pulaski	AR	2.10	7	27.1
7	2901	5184	I 630 EB	I-30/15TH ST/EXIT 1	Pulaski	AR	0.40	6	23.7
8	2923	5668	I 630 WB	I 430/EXIT 8	Pulaski	AR	0.58	6	22.3
9	3460	4571	I 30 WB	15TH ST/EXIT 142	Pulaski	AR	0.56	5	26.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #56

# Oxnard Metropolitan Area

National Congestion Rank: #56 (2007 Rank: #53)

Population Rank: #63 (798,364)



CBSA: Oxnard-Thousand Oaks-Ventura CA

## Overall Congestion

### Congestion Compared to

2007: -46.0%

Worst Metro Area (L.A.): 2%

### Travel Time Index(TTI)<sup>1</sup>

TTI: 1.10

National TTI Rank: 24

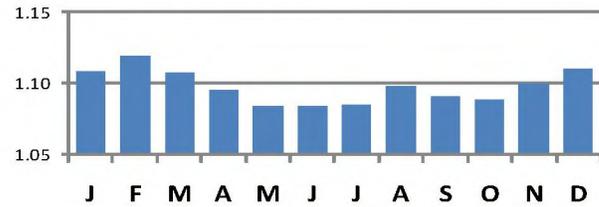
Compared to 2007: -7.1%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.24)

2007 Worst: Friday, 5-6 PM (TTI = 1.37)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
2008	2007							
1	158	NR Ronald Reagan Fwy/Hwy 118 EB	STEARNS ST	Ventura	CA	1.51	33	17.4
2	491	NR Ronald Reagan Fwy/Hwy 118 EB	YOSEMITE AVE	Ventura	CA	0.73	18	16.0
3	623	NR Ronald Reagan Fwy/Hwy 118 EB	KUEHNER DR	Ventura	CA	1.09	16	15.5
4	3484	6989 Ventura Fwy/US 101 WB	LEWIS RD	Ventura	CA	0.08	4	21.7
5	3617	5486 Ventura Fwy/US 101 EB	RANCHO CONEJO BLVD/BORCHARD RD	Ventura	CA	0.96	4	23.8

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #57

# Harrisburg Metropolitan Area

National Congestion Rank: #57 (2007 Rank: #58)

Population Rank: #94 (528,892)



CBSA: Harrisburg-Carlisle PA

## Overall Congestion

### Congestion Compared to

2007: -37.2%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.04

National TTI Rank: 53

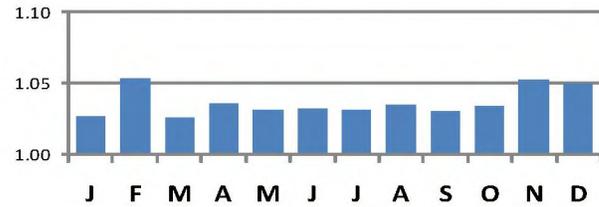
Compared to 2007: -1.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.12)

2007 Worst: Friday, 4-5 PM (TTI = 1.13)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1509	2238	I 83 NB	17TH ST/EXIT 44	Dauphin	PA	0.15	12	20.2
2	1689	1928	I 83 NB	13TH ST/EXIT 44	Dauphin	PA	0.42	10	19.5
3	2129	2611	I 83 NB	19TH ST/EXIT 44	Dauphin	PA	0.31	10	24.9
4	2668	1991	I 83 SB	13TH ST/EXIT 44	Dauphin	PA	0.29	8	27.3
5	2697	2076	I 83 NB	CARLISLE RD/SIMPSON FERRY RD/EXIT 40	Cumberland	PA	1.17	6	20.5
6	2905	2508	I 83 SB	2ND ST/EXIT 43	Dauphin	PA	0.38	7	27.6
7	3189	2255	I 83 NB	LOWTHER ST/EXIT 41	Cumberland	PA	0.36	6	25.1
8	3437	4365	I 83 NB	UNION DEPOSIT RD/EXIT 48	Dauphin	PA	1.34	5	25.2

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #58

# Worcester Metropolitan Area

National Congestion Rank: #58 (2007 Rank: #55)

Population Rank: #65 (781,352)



CBSA: Worcester MA

## Overall Congestion

### Congestion Compared to

2007: -47.8%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.04

National TTI Rank: 52

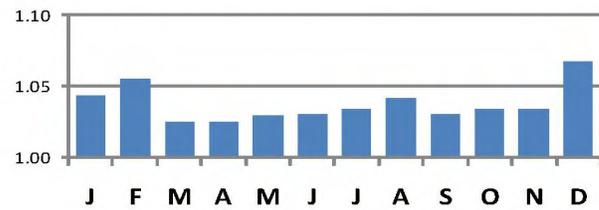
Compared to 2007: -3.2%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.11)

2007 Worst: Wednesday, 5-6 PM (TTI = 1.15)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2293	2303	I 290 WB	HWY 9/EXIT 17	Worcester	MA	0.37	9	23.0
2	3040	3833	I 290 WB	HWY 70/LINCOLN ST/EXIT 18	Worcester	MA	0.65	6	24.1
3	3590	3920	I 290 EB	MILLBURY ST/EXIT 12	Worcester	MA	0.83	5	23.8

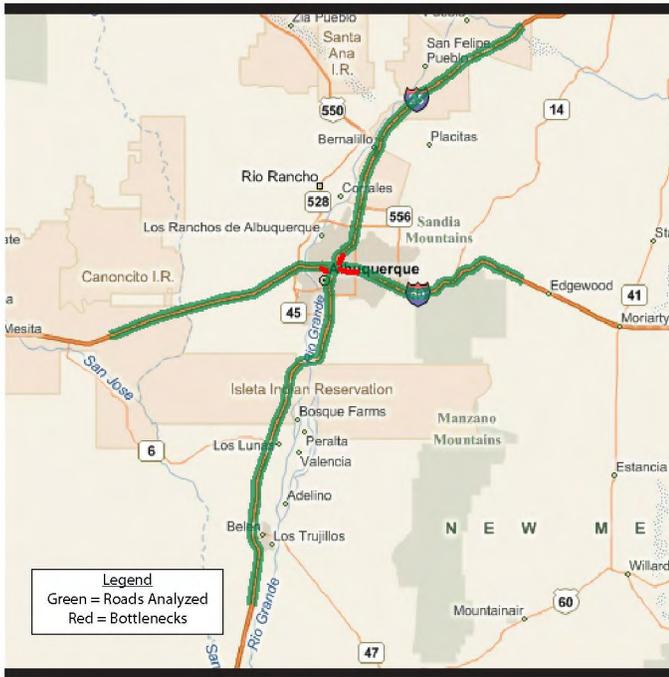
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #59

# Albuquerque Metropolitan Area

National Congestion Rank: #59 (2007 Rank: #57)

Population Rank: #60 (835,120)



CBSA: Albuquerque NM

## Overall Congestion

### Congestion Compared to

2007: -43.4%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.04

National TTI Rank: 50

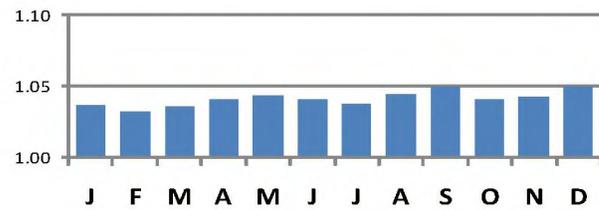
Compared to 2007: -2.9%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Wednesday, 5-6 PM (TTI = 1.09)

2007 Worst: Wednesday, 5-6 PM (TTI = 1.15)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2268	NR	Coronado Fwy/I 40 EB	SAN MATEO BLVD/EXIT 161	Bernalillo	NM	0.90	9	25.0
2	2389	6303	Coronado Fwy/I 40 EB	CARLISLE BLVD/EXIT 160	Bernalillo	NM	0.93	8	24.4
3	2739	3267	I 25 NB	COMANCHE RD/EXIT 227B	Bernalillo	NM	1.01	7	25.4
4	3767	4594	Coronado Fwy/I 40 EB	4TH ST/EXIT 159A	Bernalillo	NM	0.16	4	25.7
5	3895	4851	Coronado Fwy/I 40 EB	2ND ST/EXIT 159A	Bernalillo	NM	0.14	4	27.7

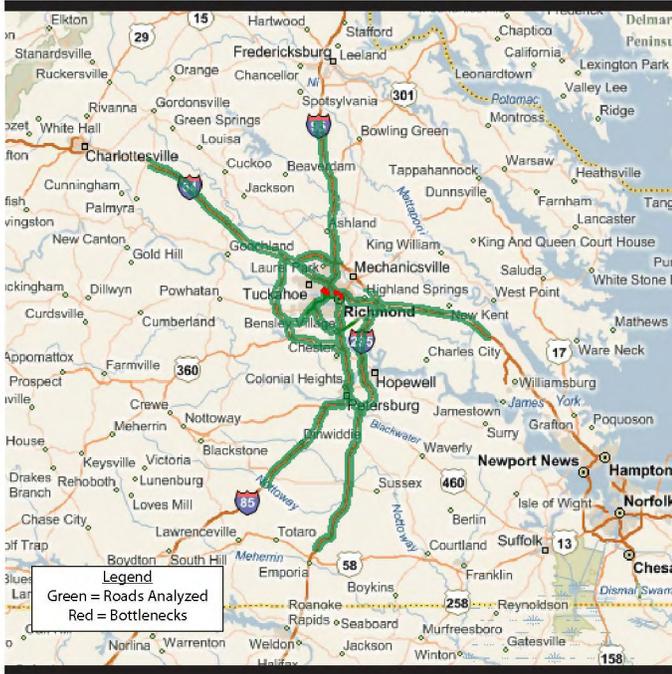
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #60

# Richmond Metropolitan Area

National Congestion Rank: #60 (2007 Rank: #56)

Population Rank: #43 (1,212,977)



CBSA: Richmond VA

## Overall Congestion

### Congestion Compared to

2007: -46.7%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 91

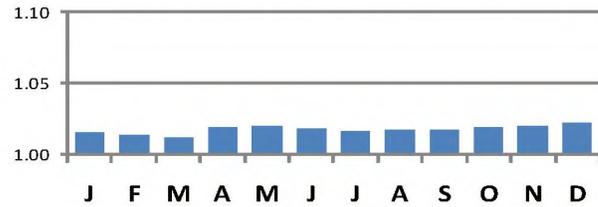
Compared to 2007: -1.4%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.04)

2007 Worst: Friday, 5-6 PM (TTI = 1.06)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2424	NR	I 195 NB	US 33/US 250/BROAD ST	Richmond City	VA	0.35	4	11.8
2	3066	4044	I 95 NB	US 1/US 301/N BELVIDERE ST/EXIT 76	Richmond City	VA	0.19	6	25.2
3	3598	4600	I 95 NB	CHAMBERLAYNE AVE/EXIT 76	Richmond City	VA	0.33	5	26.9
4	3663	NR	I 195 SB	GROVE AVE	Richmond City	VA	0.49	4	22.9

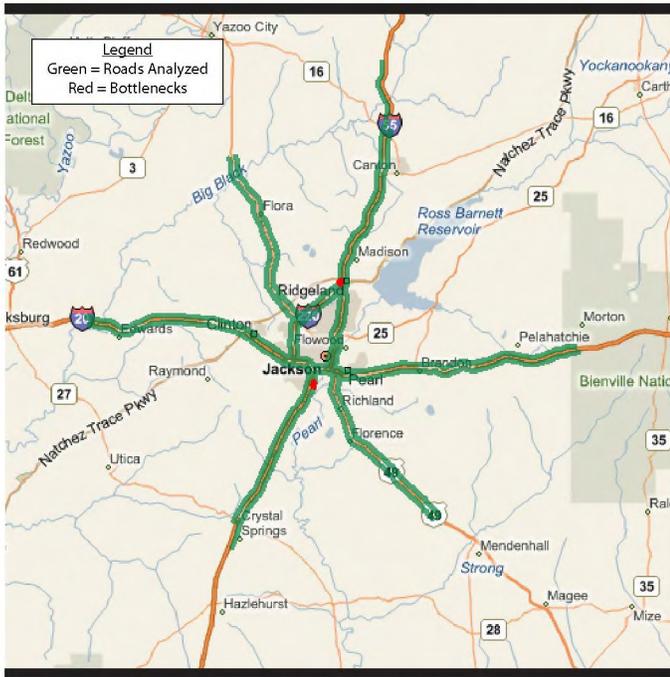
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #61

# Jackson Metropolitan Area

**National Congestion Rank: #61** (2007 Rank: #52)

**Population Rank: #93** (534,047)



CBSA: Jackson MS

## Overall Congestion

### Congestion Compared to

2007: -53.3%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 66

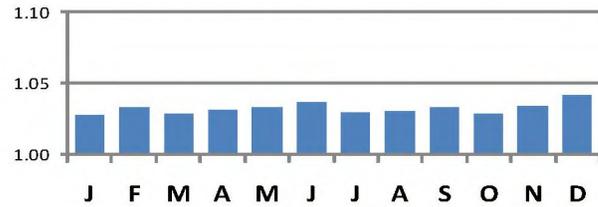
Compared to 2007: -3.1%

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Wednesday, 7-8 AM** (TTI = 1.05)

2007 Worst: **Tuesday, 7-8 AM** (TTI = 1.10)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	3728	5038	I 55 NB	DANIEL LAKE BLVD/EXIT 90B	Hinds	MS	0.70	4	26.3
2	3853	NR	I 55 SB	NATCHEZ TRACE PKWY/EXIT 105A	Madison	MS	0.41	4	28.3

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #62

# Buffalo Metropolitan Area

National Congestion Rank: **#62** (2007 Rank: #68)

Population Rank: **#46** (1,128,183)



CBSA:Buffalo-Niagara Falls NY

## Overall Congestion

### Congestion Compared to

2007: **-25.7%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **59**

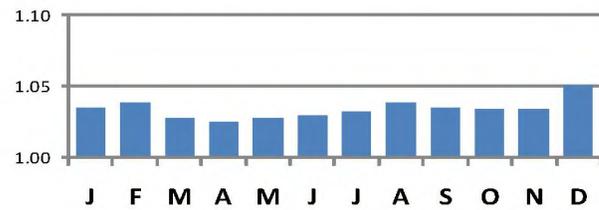
Compared to 2007: **-0.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.07)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.08)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #63

# El Paso Metropolitan Area

National Congestion Rank: **#63** (2007 Rank: #69)

Population Rank: **#68** (734,669)



CBSA: El Paso TX

## Overall Congestion

### Congestion Compared to

2007: **-23.8%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.07**

National TTI Rank: **36**

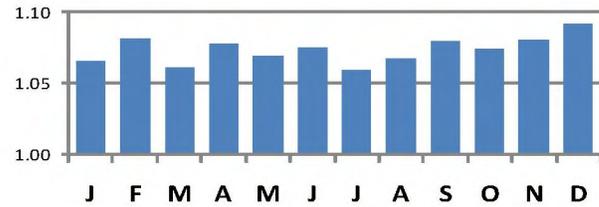
Compared to 2007: **-2.2%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.13)**

2007 Worst: **Wednesday, 5-6 PM (TTI = 1.13)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1885	2797	I 10 EB	RANCH ROAD 2316/MCRAE BLVD/EXIT 28A	El Paso	TX	0.96	12	26.0
2	2281	3519	I 10 EB	HUNTER DR/EXIT 27	El Paso	TX	0.52	10	27.1
3	2997	4357	I 10 WB	LOMALAND DR/EXIT 29	El Paso	TX	0.45	7	27.8
4	3415	4568	I 10 EB	RAYNOR ST	El Paso	TX	0.09	5	25.2
5	3572	4937	I 10 EB	US 54/PATRIOT FWY/EXIT 22B	El Paso	TX	1.58	5	27.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #64

# Rochester Metropolitan Area

National Congestion Rank: #64 (2007 Rank: #67)

Population Rank: #50 (1,030,495)



CBSA: Rochester NY

## Overall Congestion

### Congestion Compared to

2007: -28.4%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 75

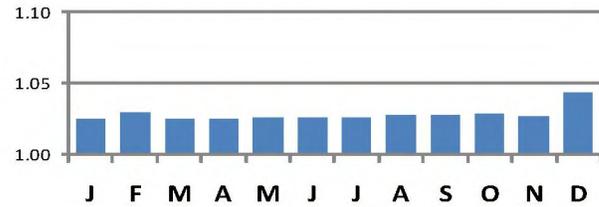
Compared to 2007: -1.0%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Wednesday, 7-8 AM (TTI = 1.06)

2007 Worst: Tuesday, 8-9 AM (TTI = 1.07)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	2113	6347	1490 Inner Loop WB	WASHINGTON ST/EXIT 14	Monroe	NY	0.27	9	18.0
2	2659	NR	1490 Inner Loop WB	STATE ST	Monroe	NY	0.22	5	12.6
3	2794	NR	Outer Loop Hwy/Hwy 390 SB	HWY 31/LYELL AVE	Monroe	NY	0.88	7	24.8

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #65

# Dayton Metropolitan Area

National Congestion Rank: #65 (2007 Rank: #66)

Population Rank: #59 (835,537)



CBSA: Dayton OH

## Overall Congestion

### Congestion Compared to

2007: -33.6%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 65

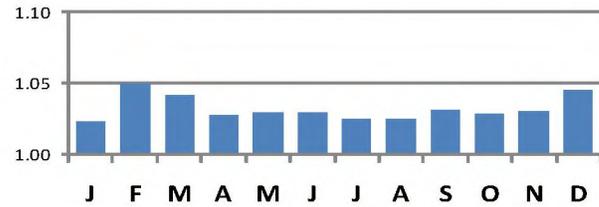
Compared to 2007: -1.5%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.08)

2007 Worst: Friday, 5-6 PM (TTI = 1.09)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1271	6554	I 75 NB	HWY 48/GRAND AVE/EXIT 54	Montgomery	OH	0.67	12	17.4
2	2148	NR	I 75 NB	HWY 4/EXIT 54	Montgomery	OH	0.53	10	20.9
3	2394	NR	I 75 NB	KEOWEE ST/EXIT 55	Montgomery	OH	0.06	8	20.7
4	2423	NR	I 75 SB	WAGNER FORD RD/EXIT 57	Montgomery	OH	1.34	9	26.8
5	2555	NR	I 75 NB	1ST ST/EXIT 53	Montgomery	OH	0.89	7	21.6

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #66

# Scranton Metropolitan Area

National Congestion Rank: #66 (2007 Rank: #61)

Population Rank: #90 (549,430)



CBSA: Scranton--Wilkes-Barre PA

## Overall Congestion

### Congestion Compared to

2007: -46.2%

Worst Metro Area (L.A.): 2%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 64

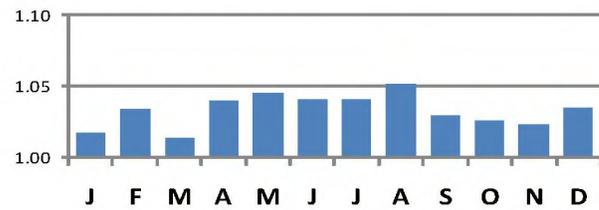
Compared to 2007: -2.2%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 4-5 PM (TTI = 1.07)

2007 Worst: Thursday, 8-9 AM (TTI = 1.09)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #67

# Akron Metropolitan Area

**National Congestion Rank: #67** (2007 Rank: #65)

**Population Rank: #71** (699,356)



CBSA: Akron OH

## Overall Congestion

### Congestion Compared to

2007: **-42.4%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **74**

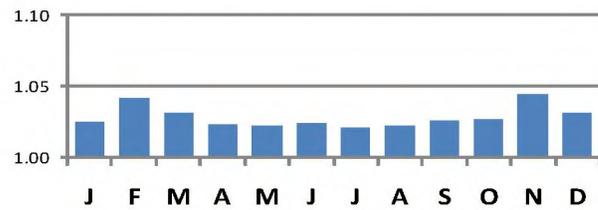
Compared to 2007: **-1.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 7-8 AM (TTI = 1.07)**

2007 Worst: **Wednesday, 7-8 AM (TTI = 1.09)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	3964	4399	I 271 NB	I-480/CUYAHOGA-SUMMIT CO LINE	Cuyahoga	OH	2.51	4	28.1

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #68

# Stockton Metropolitan Area

National Congestion Rank: **#68** (2007 Rank: #63)

Population Rank: **#76** (670,990)



CBSA: Stockton CA

## Overall Congestion

### Congestion Compared to

2007: **-51.7%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **70**

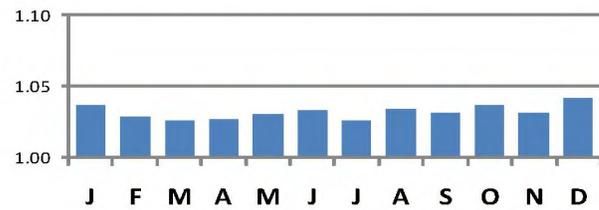
Compared to 2007: **-3.2%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 4-5 PM (TTI = 1.07)**

2007 Worst: **Friday, 4-5 PM (TTI = 1.15)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1729	1362	I 205 EB	TRACY BLVD	San Joaquin	CA	1.68	13	25.8
2	2134	1387	I 205 EB	GRANT LINE RD	San Joaquin	CA	1.12	10	25.0
3	3664	1528	I 205 EB	MACARTHUR DR	San Joaquin	CA	1.08	5	28.4

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #69

# Ogden Metropolitan Area

National Congestion Rank: **#69** (2007 Rank: #64)

Population Rank: **#96** (518,349)



CBSA: Ogden-Clearfield UT

## Overall Congestion

### Congestion Compared to

2007: **-49.7%**

Worst Metro Area (L.A.): **2%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.06**

National TTI Rank: **41**

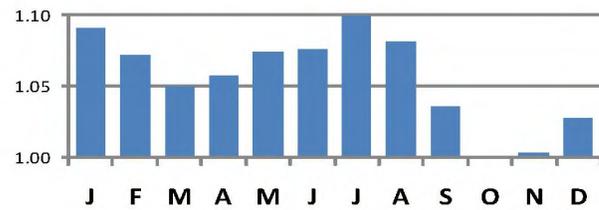
Compared to 2007: **-5.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.16)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.30)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1494	1203	I 15 NB	CENTER ST/EXIT 317	Davis	UT	0.19	11	20.8
2	2006	2368	I 15 NB	US 89/500/EXIT 321	Davis	UT	0.65	11	28.2
3	2449	2531	I 15 NB	400/EXIT 321	Davis	UT	0.43	9	30.2
4	2468	1861	I 15 NB	I 215/EXIT 316	Davis	UT	1.51	8	26.5
5	3103	2367	I 15 NB	2600/EXIT 318	Davis	UT	1.55	6	27.8

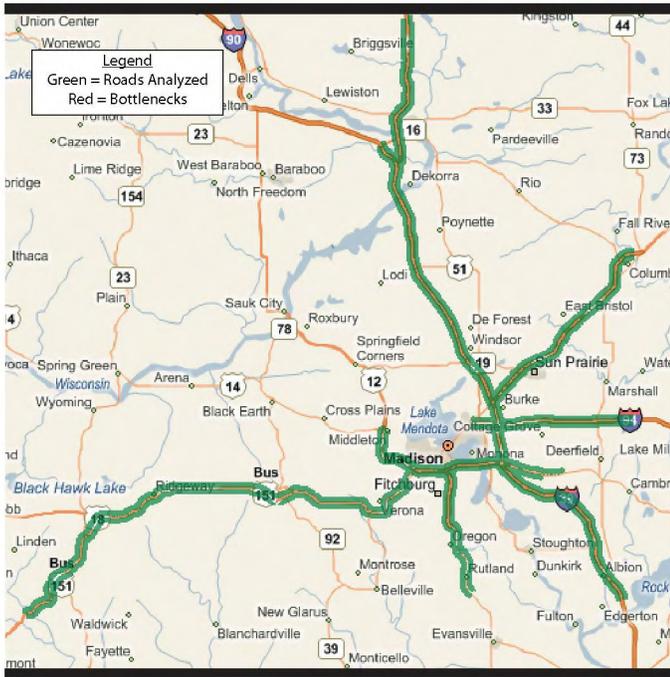
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #70

# Madison Metropolitan Area

National Congestion Rank: **#70** (2007 Rank: #73)

Population Rank: **#89** (555,626)



CBSA: Madison WI

## Overall Congestion

### Congestion Compared to

2007: **-39.6%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **85**

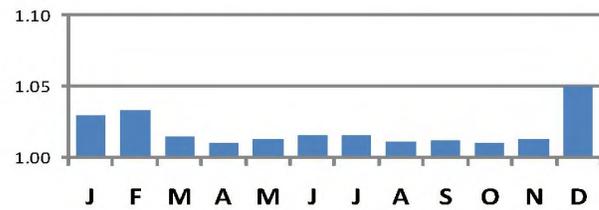
Compared to 2007: **-1.2%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Wednesday, 5-6 PM (TTI = 1.06)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #71

# Charleston Metropolitan Area

National Congestion Rank: #71 (2007 Rank: #71)

Population Rank: #81 (630,100)



CBSA: Charleston-North Charleston SC

## Overall Congestion

### Congestion Compared to

2007: -45.2%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.08

National TTI Rank: 34

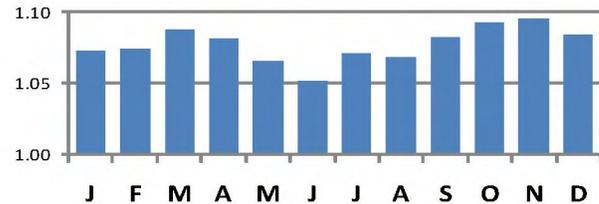
Compared to 2007: -4.7%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Thursday, 5-6 PM (TTI = 1.20)

2007 Worst: Thursday, 5-6 PM (TTI = 1.31)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1330	1375	I 26 EB	ASHLEY PHOSPHATE RD	Charleston	SC	0.17	13	19.8
2	1835	1918	I 26 WB	I 526	Charleston	SC	0.90	9	18.6
3	1872	2189	I 26 WB	REMOUNT RD	Charleston	SC	0.73	10	20.8
4	2586	2550	I 26 WB	W AVIATION AVE	Charleston	SC	0.58	8	26.7
5	2732	4704	I 26 WB	MALL DR/W MONTAGUE AVE	Charleston	SC	2.05	8	28.4

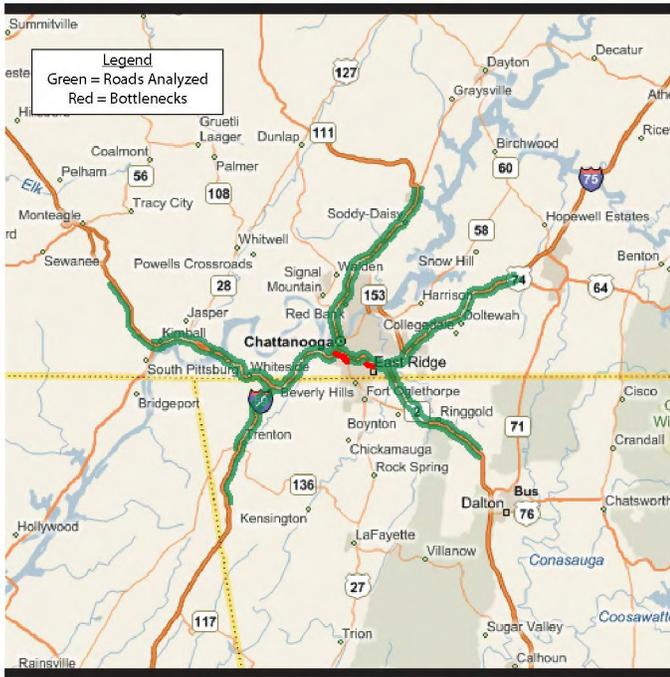
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #72

# Chattanooga Metropolitan Area

National Congestion Rank: #72 (2007 Rank: #81)

Population Rank: #97 (514,568)



CBSA: Chattanooga TN-GA

## Overall Congestion

### Congestion Compared to

2007: -36.6%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 61

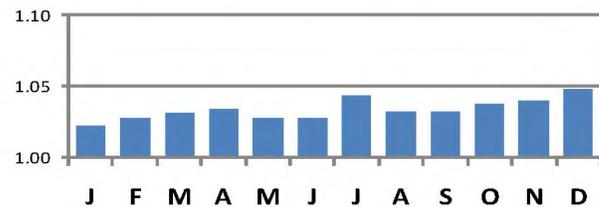
Compared to 2007: -1.5%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.12)

2007 Worst: Friday, 5-6 PM (TTI = 1.15)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	3104	3869	I 24 EB	US 27/ROSSVILLE BLVD/EXIT 180	Hamilton	TN	0.68	5	21.4
2	3233	4173	I 24 EB	HWY 8/CENTRAL AVE/EXIT 180	Hamilton	TN	0.37	5	22.8
3	3361	5117	I 24 EB	BELVOIR AVE/EXIT 183	Hamilton	TN	0.82	5	25.4
4	3371	4665	I 24 EB	HWY 58/MARKET ST	Hamilton	TN	0.63	5	24.6

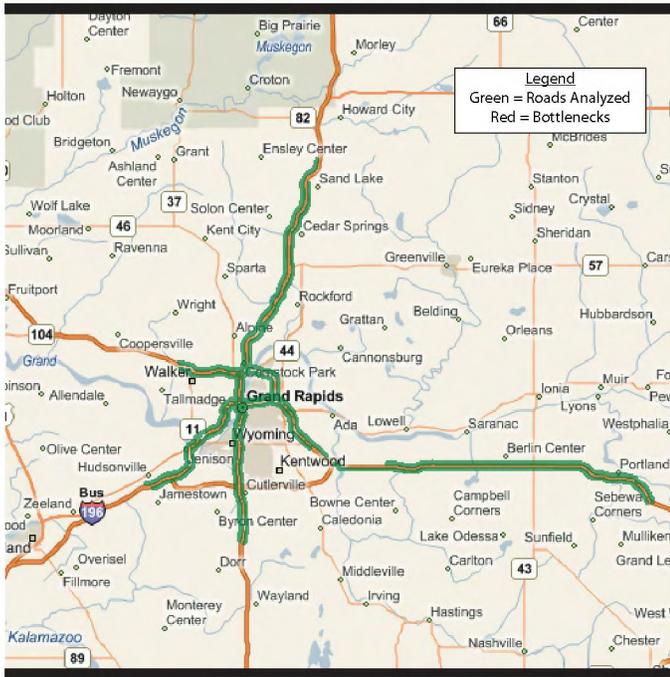
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #73

# Grand Rapids Metropolitan Area

**National Congestion Rank: #73** (2007 Rank: #87)

**Population Rank: #66** (776,742)



CBSA: Grand Rapids-Wyoming MI

## Overall Congestion

### Congestion Compared to

2007: -26.9%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 73

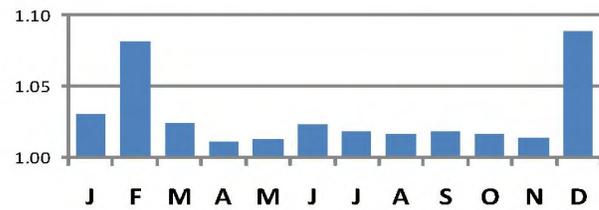
Compared to 2007: -1.3%

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM** (TTI = 1.07)

2007 Worst: **Thursday, 5-6 PM** (TTI = 1.08)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #74

# Lakeland Metropolitan Area

**National Congestion Rank: #74** (2007 Rank: #74)

**Population Rank: #87** (574,746)



CBSA: Lakeland FL

## Overall Congestion

### Congestion Compared to

2007: **-47.1%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **67**

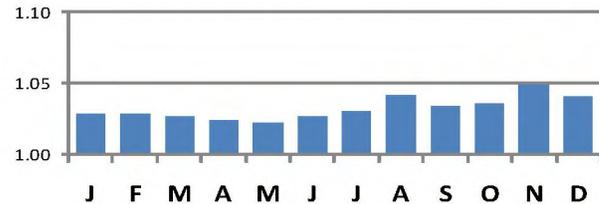
Compared to 2007: **-2.5%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Sunday, 5-6 AM (TTI = 1.09)**

2007 Worst: **Tuesday, 6-7 PM (TTI = 1.11)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

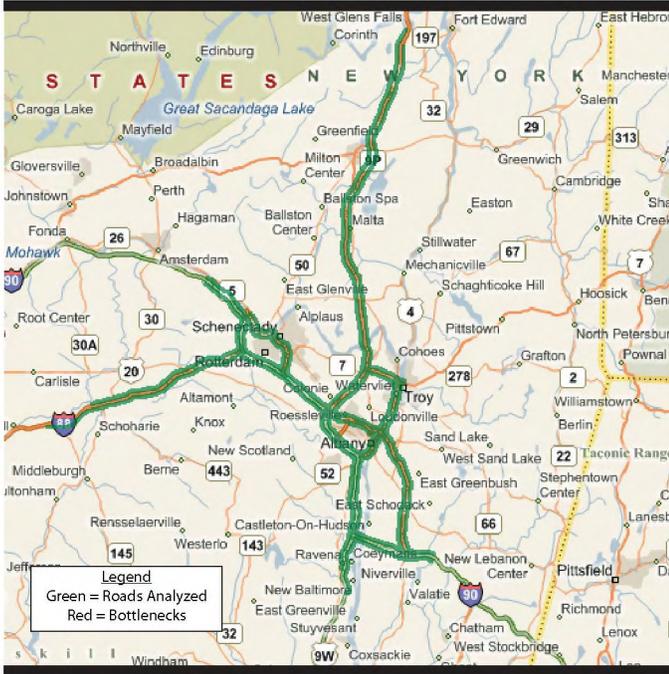
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #75

# Albany Metropolitan Area

National Congestion Rank: #75 (2007 Rank: #72)

Population Rank: #57 (853,358)



CBSA: Albany-Schenectady-Troy NY

## Overall Congestion

### Congestion Compared to

2007: -49.3%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 82

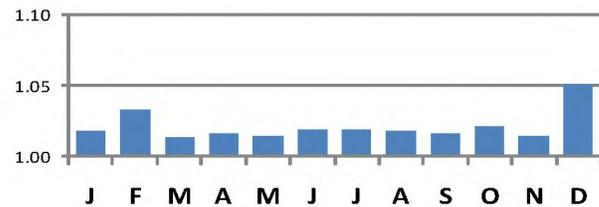
Compared to 2007: -1.9%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.05)

2007 Worst: Thursday, 5-6 PM (TTI = 1.10)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

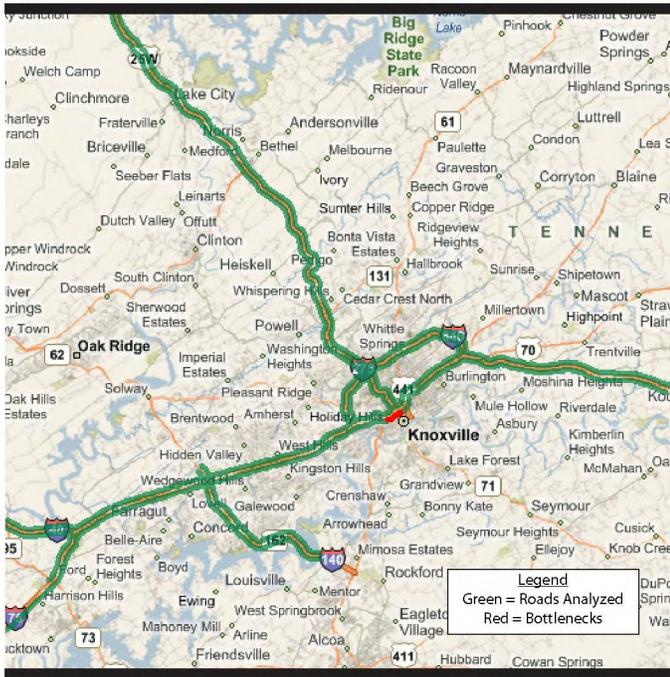
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #76

# Knoxville Metropolitan Area

National Congestion Rank: **#76** (2007 Rank: #77)

Population Rank: **#75** (681,525)



CBSA: Knoxville TN

## Overall Congestion

### Congestion Compared to

2007: **-42.1%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **63**

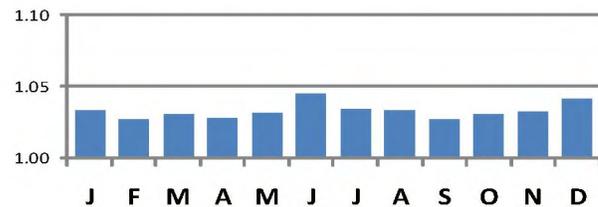
Compared to 2007: **-2.1%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.09)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.13)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	3100	1254	I 40 EB	US 441/HENLEY ST/EXIT 388	Knox	TN	0.48	6	25.3
2	3150	1377	I 40 EB	I 275/EXIT 387	Knox	TN	0.64	6	25.3

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #77

# Omaha Metropolitan Area

National Congestion Rank: **#77** (2007 Rank: #83)

Population Rank: **#61** (829,890)



CBSA: Omaha-Council Bluffs NE-IA

## Overall Congestion

### Congestion Compared to

2007: **-35.7%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **83**

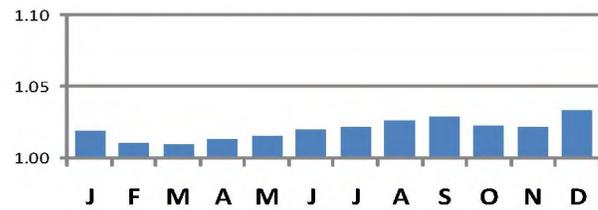
Compared to 2007: **-1.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.05)**

2007 Worst: **Wednesday, 7-8 AM (TTI = 1.05)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #78

# Des Moines Metropolitan Area

**National Congestion Rank: #78** (2007 Rank: #88)

**Population Rank: #91** (546,599)



CBSA: Des Moines-West Des Moines IA

## Overall Congestion

### Congestion Compared to

2007: **-29.3%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **84**

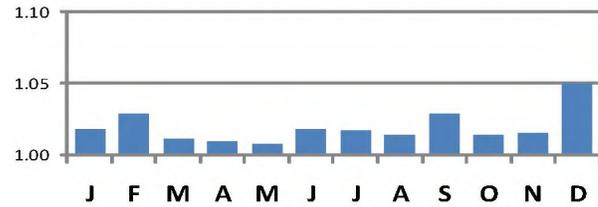
Compared to 2007: **-0.8%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.04)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

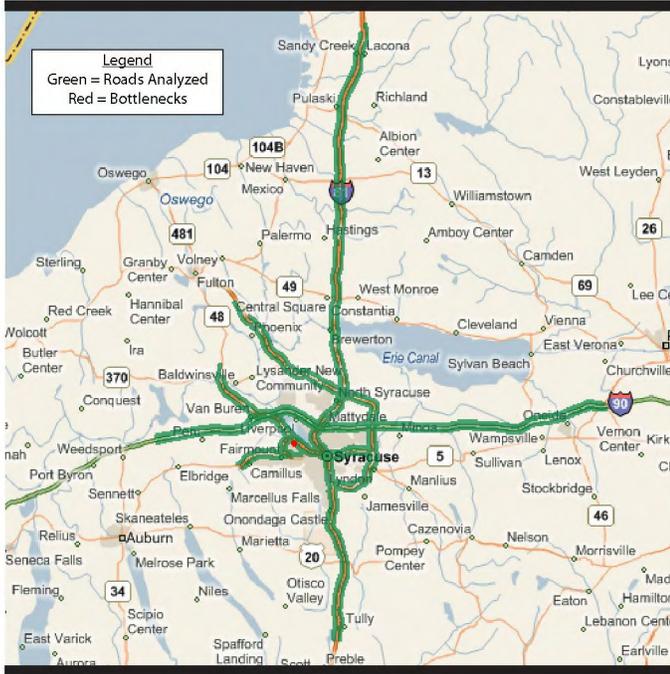
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #79

# Syracuse Metropolitan Area

**National Congestion Rank: #79** (2007 Rank: #85)

**Population Rank: #80** (645,293)



CBSA: Syracuse NY

## Overall Congestion

### Congestion Compared to

2007: **-36.2%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **92**

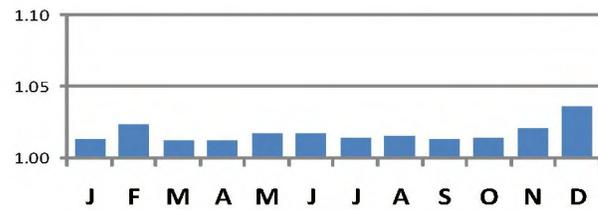
Compared to 2007: **-0.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 8-9 AM (TTI = 1.03)**

2007 Worst: **Thursday, 3-4 PM (TTI = 1.05)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

### Bottleneck Rank

Regional

National

2008 2007 Road/Direction

Segment/Interchange

County

ST

Length (MI)

Hours of Congestion<sup>3</sup>

Avg Speed when Congested<sup>3</sup> (mph)

1	2527	3292	I 690 EB	EXIT 7	Onondaga	NY	0.11	9	28.5
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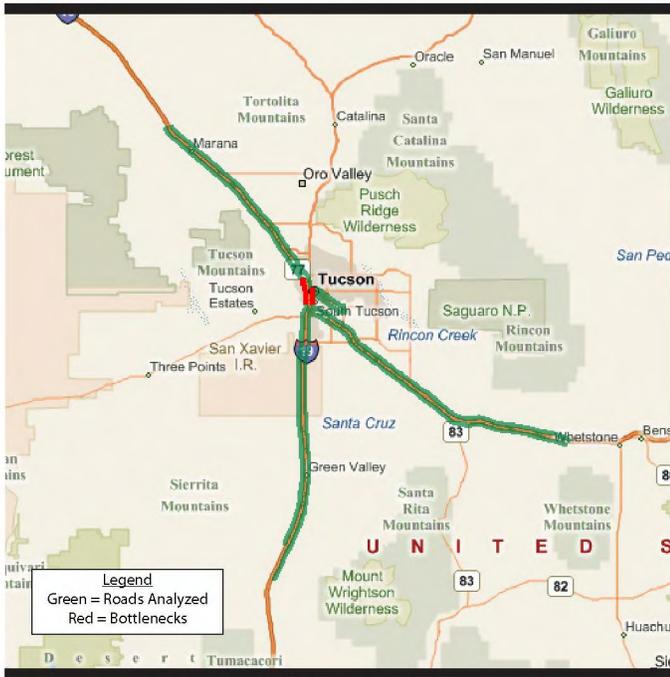
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #80

# Tucson Metropolitan Area

National Congestion Rank: #80 (2007 Rank: #70)

Population Rank: #52 (967,089)



CBSA: Tucson AZ

## Overall Congestion

### Congestion Compared to

2007: -56.9%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 72

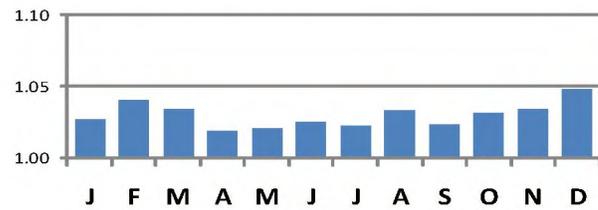
Compared to 2007: -3.6%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Tuesday, 9-10 AM (TTI = 1.08)

2007 Worst: Thursday, 7-8 AM (TTI = 1.09)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (Mi)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	258	953	I 10 WB	22ND ST/EXIT 259	Pima	AZ	0.71	36	19.8
2	306	1088	I 10 WB	CONGRESS ST/EXIT 258	Pima	AZ	0.84	36	21.6
3	406	4167	I 10 EB	22ND ST/EXIT 259	Pima	AZ	1.04	32	22.3
4	1127	6132	I 10 EB	CONGRESS ST/EXIT 258	Pima	AZ	0.90	18	23.1
5	2584	8207	I 10 EB	SPEEDWAY BLVD/EXIT 257	Pima	AZ	1.09	8	23.9

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #81

# Boise City Metropolitan Area

**National Congestion Rank: #81** (2007 Rank: #79)

**Population Rank: #86** (587,689)



CBSA: Boise City-Nampa ID

## Overall Congestion

### Congestion Compared to

2007: **-47.0%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.05**

National TTI Rank: **47**

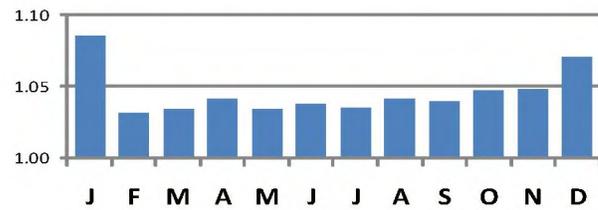
Compared to 2007: **-3.5%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.13)**

2007 Worst: **Wednesday, 5-6 PM (TTI = 1.19)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1473	2299	I 84 WB	HWY 69/EXIT 44	Ada	ID	1.72	10	17.5

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #82

# Bakersfield Metropolitan Area

National Congestion Rank: #82 (2007 Rank: #80)

Population Rank: #64 (790,710)



CBSA: Bakersfield CA

## Overall Congestion

### Congestion Compared to

2007: -47.9%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 95

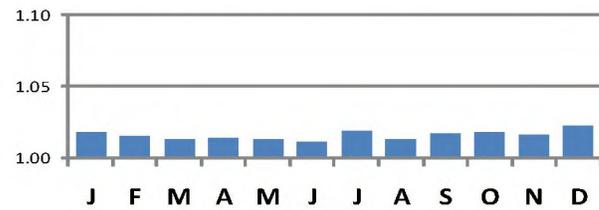
Compared to 2007: -1.2%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Monday, 8-9 PM (TTI = 1.03)

2007 Worst: Thursday, 9-10 AM (TTI = 1.04)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #83

# Columbia Metropolitan Area

**National Congestion Rank: #83** (2007 Rank: #75)

**Population Rank: #69** (716,030)



CBSA: Columbia SC

## Overall Congestion

### Congestion Compared to

2007: **-51.8%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **90**

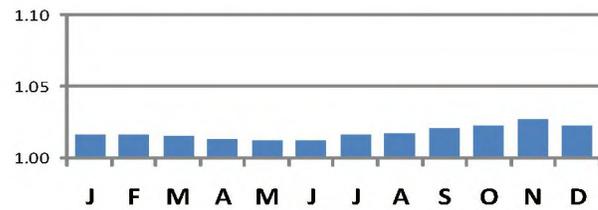
Compared to 2007: **-1.7%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.05)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.09)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
Regional	National							
1	3065	4199 I 26 WB	SAINT ANDREWS RD/EXIT 106	Lexington	SC	0.58	6	26.5
2	3075	3653 I 26 WB	I 20/EXIT 107	Lexington	SC	0.66	6	25.0
3	3243	3028 I 26 WB	BUSH RIVER RD/EXIT 108	Lexington	SC	0.40	4	16.5

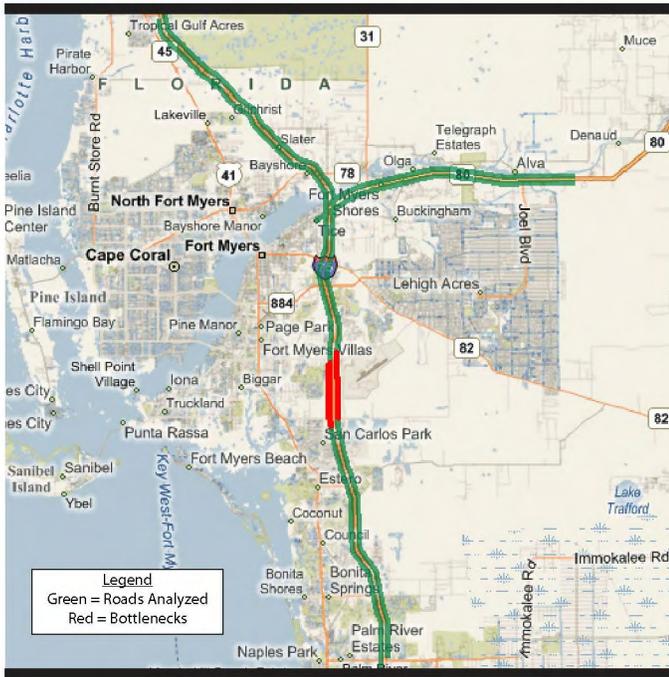
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #84

# Fort Myers Metropolitan Area

National Congestion Rank: #84 (2007 Rank: #82)

Population Rank: #85 (590,564)



CBSA: Cape Coral-Fort Myers FL

## Overall Congestion

### Congestion Compared to

2007: -52.5%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.04

National TTI Rank: 51

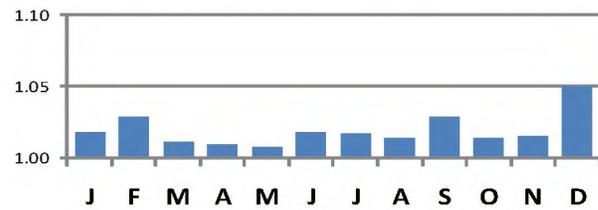
Compared to 2007: -4.3%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Tuesday, 9-10 AM (TTI = 1.12)

2007 Worst: Friday, 5-6 PM (TTI = 1.18)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

Bottleneck Rank	Regional		Road/Direction	Segment/Interchange	County	ST	Length (MI)	Hours of Congestion <sup>3</sup>	Avg Speed when Congested <sup>3</sup> (mph)
	2008	2007							
1	1840	NR	I 75 SB	ALICO RD/EXIT 20	Lee	FL	3.90	9	21.8
2	2039	NR	I 75 NB	DANIELS PKWY/EXIT 21	Lee	FL	4.09	10	27.2

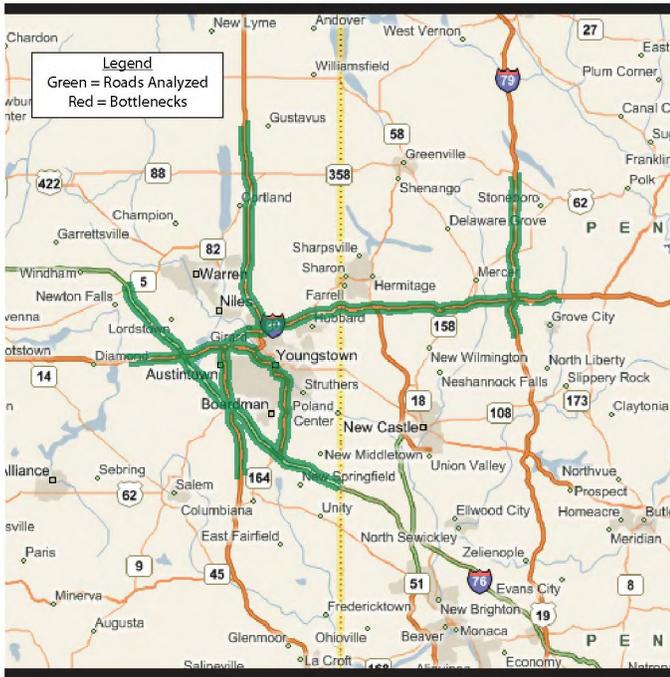
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #85

# Youngstown Metropolitan Area

National Congestion Rank: #85 (2007 Rank: #86)

Population Rank: #88 (570,704)



CBSA: Youngstown-Warren-Boardman OH-PA

## Overall Congestion

### Congestion Compared to

2007: -43.6%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 93

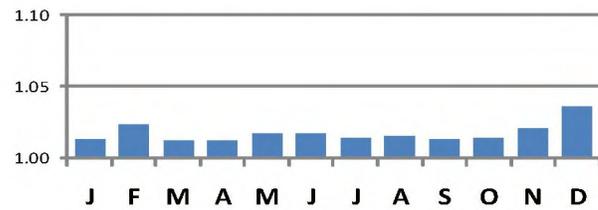
Compared to 2007: -1.2%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Tuesday, 10-11 AM (TTI = 1.02)

2007 Worst: Friday, 9-10 AM (TTI = 1.05)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

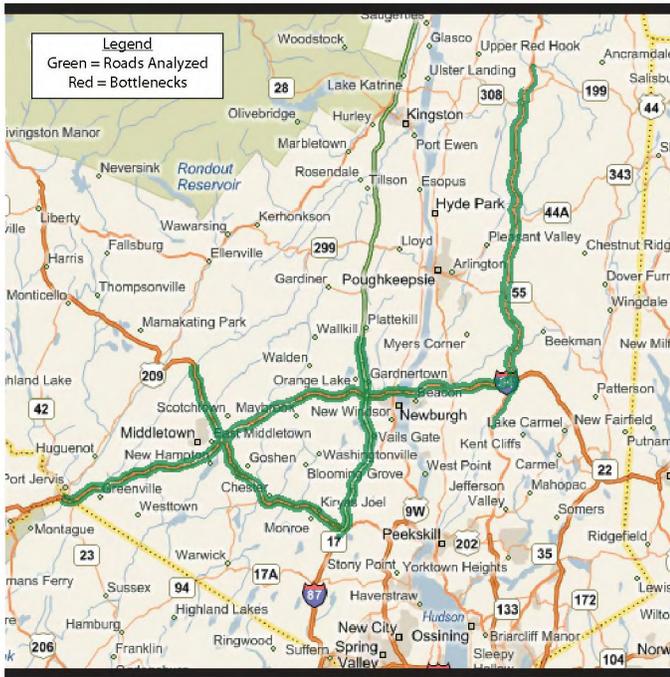
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #86

# Poughkeepsie Metropolitan Area

**National Congestion Rank: #86** (2007 Rank: #84)

**Population Rank: #77** (669,915)



CBSA: Poughkeepsie-Newburgh-Middletown NY

## Overall Congestion

### Congestion Compared to

2007: -46.3%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 86

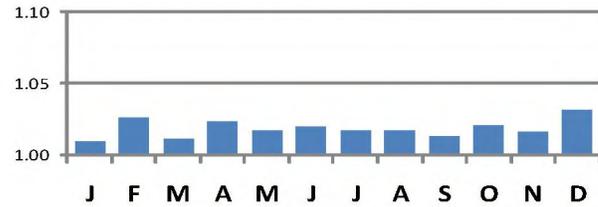
Compared to 2007: -1.4%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Friday, 5-6 PM (TTI = 1.05)

2007 Worst: Friday, 5-6 PM (TTI = 1.07)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

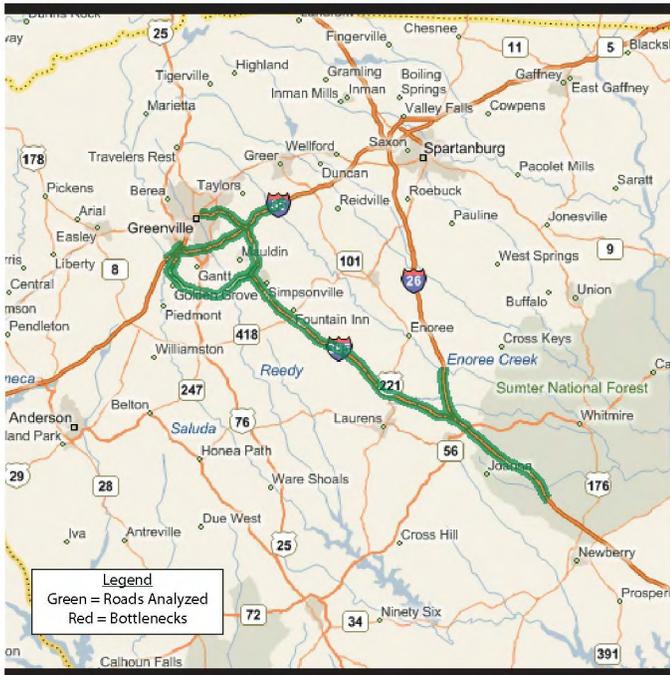
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #87

# Greenville Metropolitan Area

**National Congestion Rank: #87** (2007 Rank: #95)

**Population Rank: #82** (613,828)



CBSA: Greenville-Mauldin-Easley SC

## Overall Congestion

### Congestion Compared to

2007: **-24.8%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **79**

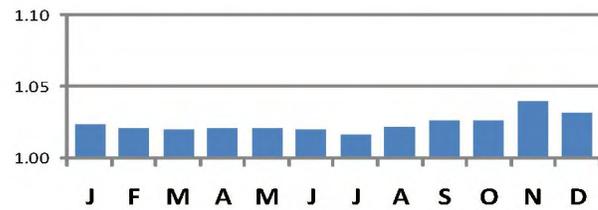
Compared to 2007: **-0.7%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Manday, 8-9 AM (TTI = 1.05)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #88

# Melbourne Metropolitan Area

**National Congestion Rank: #88** (2007 Rank: #93)

**Population Rank: #92** (536,161)



CBSA: Palm Bay-Melbourne-Titusville FL

## Overall Congestion

### Congestion Compared to

2007: **-32.0%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **81**

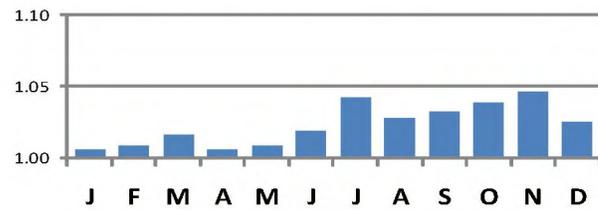
Compared to 2007: **-1.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Monday, 11-12 AM** (TTI = 1.05)

2007 Worst: **Wednesday, 8-9 AM** (TTI = 1.06)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #89

# Wichita Metropolitan Area

**National Congestion Rank: #89** (2007 Rank: #94)

**Population Rank: #84** (596,452)



CBSA: Wichita KS

## Overall Congestion

### Congestion Compared to

2007: -29.2%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.01

National TTI Rank: 98

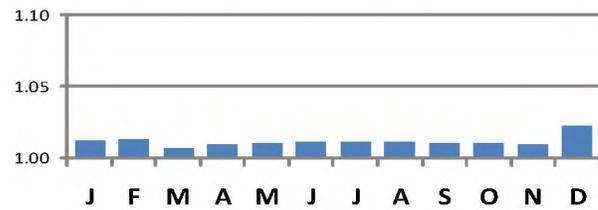
Compared to 2007: -0.4%

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 10-11 AM** (TTI = 1.02)

2007 Worst: **Thursday, 9-10 AM** (TTI = 1.03)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

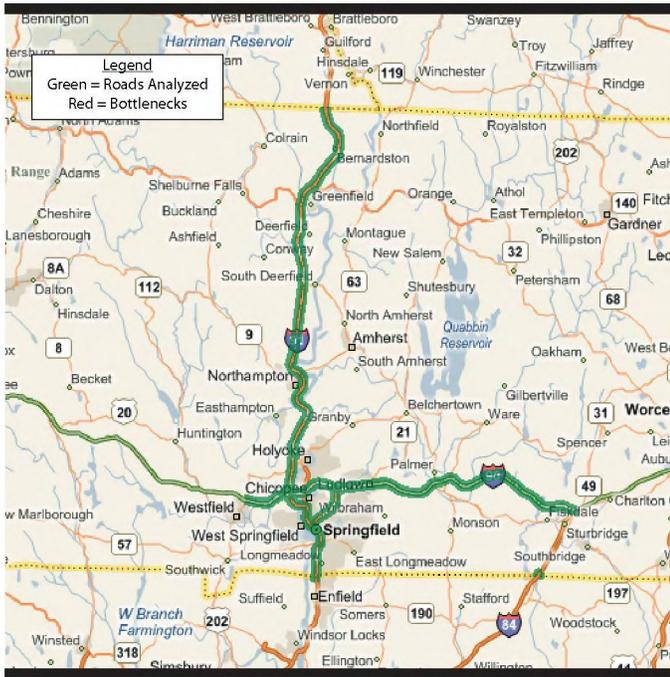
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #90

# Springfield Metropolitan Area

**National Congestion Rank: #90** (2007 Rank: #89)

**Population Rank: #74** (682,657)



CBSA: Springfield MA

## Overall Congestion

### Congestion Compared to

2007: **-51.1%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **87**

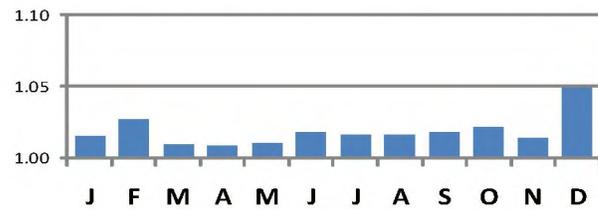
Compared to 2007: **-2.1%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.07)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.10)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #91

# Fresno Metropolitan Area

National Congestion Rank: #91 (2007 Rank: #91)

Population Rank: #55 (899,348)



CBSA: Fresno CA

## Overall Congestion

### Congestion Compared to

2007: -51.4%

Worst Metro Area (L.A.): 1%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.03

National TTI Rank: 71

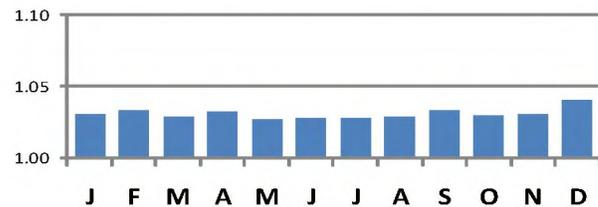
Compared to 2007: -2.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: Wednesday, 7-8 AM (TTI = 1.05)

2007 Worst: Wednesday, 7-8 AM (TTI = 1.11)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #92

# Augusta Metropolitan Area

National Congestion Rank: **#92** (2007 Rank: #96)

Population Rank: **#95** (528,519)



CBSA: Augusta-Richmond County GA-SC

## Overall Congestion

### Congestion Compared to

2007: **-38.2%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **89**

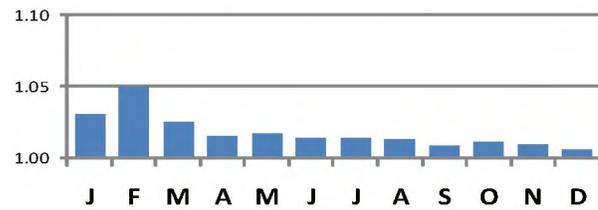
Compared to 2007: **-1.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Thursday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Thursday, 5-6 PM (TTI = 1.05)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #93

# Colorado Springs Metropolitan Area

**National Congestion Rank: #93** (2007 Rank: #76)

**Population Rank: #83** (609,096)



CBSA: Colorado Springs CO

## Overall Congestion

### Congestion Compared to

2007: **-67.9%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index(TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **60**

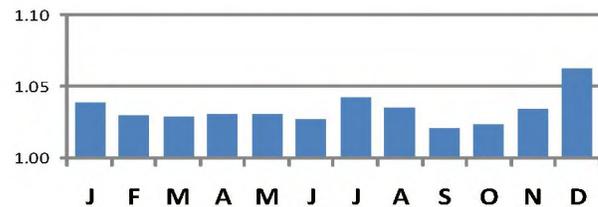
Compared to 2007: **-6.6%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.13)**

2007 Worst: **Friday, 4-5 PM (TTI = 1.26)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #94

# Portland Metropolitan Area

**National Congestion Rank: #94** (2007 Rank: #97)

**Population Rank: #98** (513,102)



CBSA: Portland-South Portland-Biddeford ME

## Overall Congestion

### Congestion Compared to

2007: **-36.8%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.02**

National TTI Rank: **94**

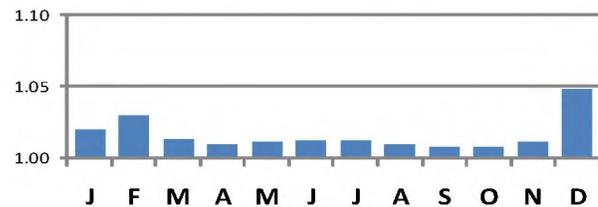
Compared to 2007: **-0.9%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Thursday, 6-7 PM (TTI = 1.06)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

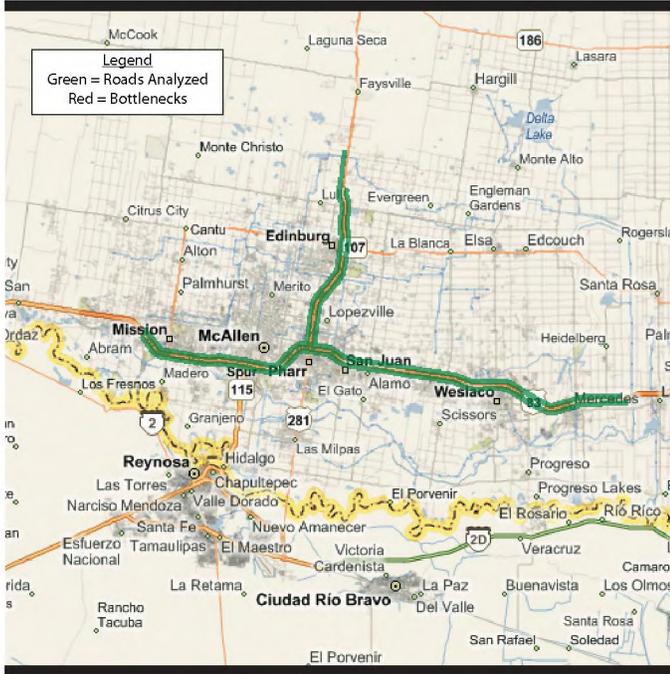
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #95

# McAllen Metropolitan Area

**National Congestion Rank: #95** (2007 Rank: #98)

**Population Rank: #70** (710,514)



CBSA: McAllen-Edinburg-Mission TX

## Overall Congestion

### Congestion Compared to

2007: **-41.0%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.03**

National TTI Rank: **54**

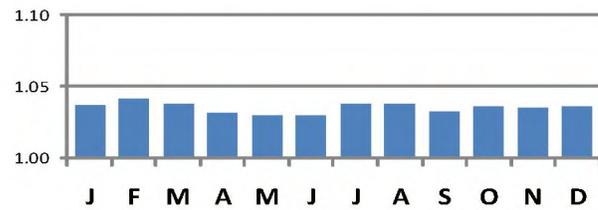
Compared to 2007: **-2.0%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.06)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.09)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment. Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #96

# Greensboro Metropolitan Area

National Congestion Rank: **#96** (2007 Rank: #90)

Population Rank: **#72** (698,497)



CBSA: Greensboro-High Point NC

## Overall Congestion

### Congestion Compared to

2007: **-62.7%**

Worst Metro Area (L.A.): **1%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.01**

National TTI Rank: **99**

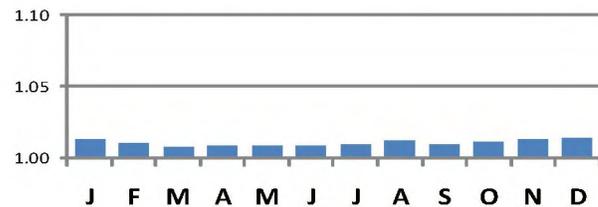
Compared to 2007: **-1.6%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Wednesday, 8-9 PM (TTI = 1.02)**

2007 Worst: **Friday, 3-4 PM (TTI = 1.05)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

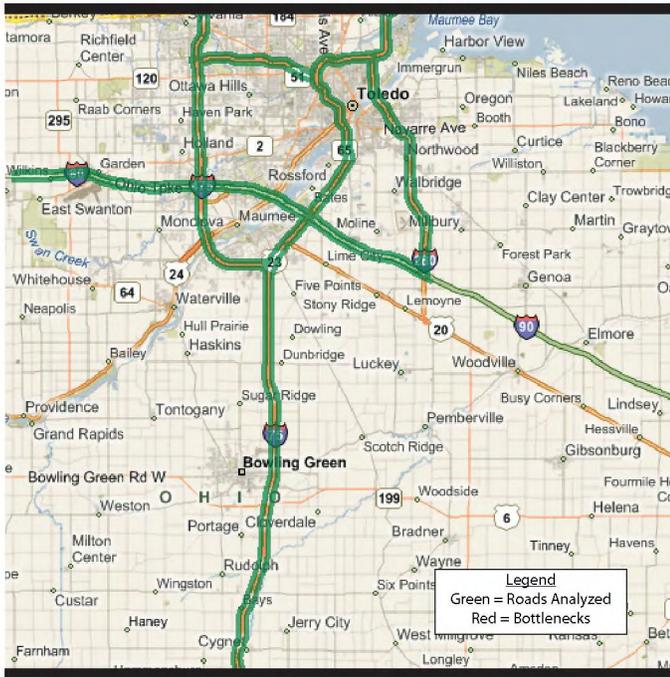
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #97

# Toledo Metropolitan Area

**National Congestion Rank: #97** (2007 Rank: #78)

**Population Rank: #79** (650,955)



CBSA: Toledo OH

## Overall Congestion

### Congestion Compared to

2007: **-76.1%**

Worst Metro Area (L.A.): **0%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.01**

National TTI Rank: **97**

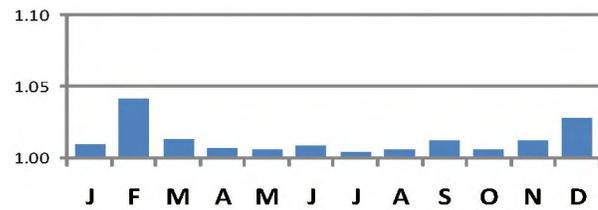
Compared to 2007: **-3.8%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Tuesday, 9-10 AM (TTI = 1.03)**

2007 Worst: **Wednesday, 7-8 AM (TTI = 1.08)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #98

# Sarasota Metropolitan Area

National Congestion Rank: **#98** (2007 Rank: #92)

Population Rank: **#73** (687,181)



CBSA: Sarasota-Bradenton-Venice FL

## Overall Congestion

### Congestion Compared to

2007: **-69.7%**

Worst Metro Area (L.A.): **0%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.01**

National TTI Rank: **96**

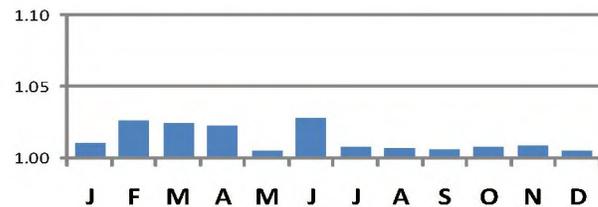
Compared to 2007: **-2.8%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM (TTI = 1.04)**

2007 Worst: **Wednesday, 7-8 AM (TTI = 1.08)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

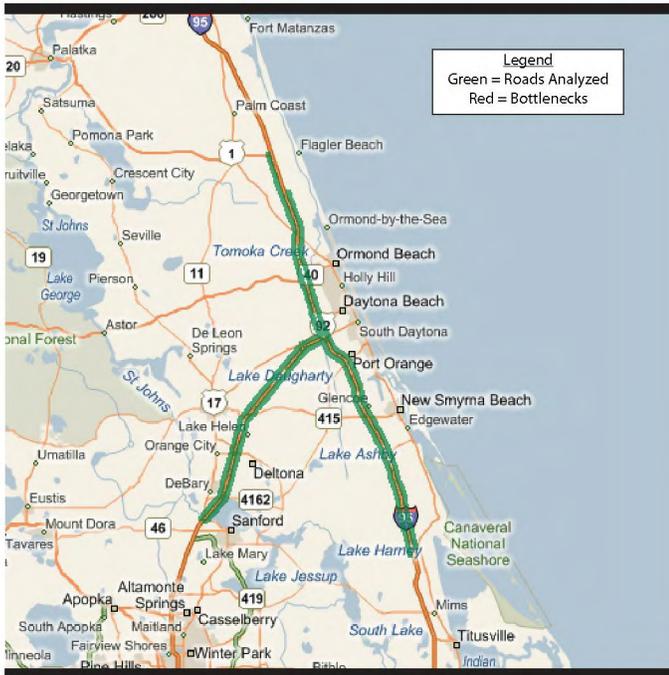
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.

# #99

# Daytona Beach Metropolitan Area

National Congestion Rank: **#99** (2007 Rank: #99)

Population Rank: **#100** (500,413)



CBSA: Deltona-Daytona Beach-Ormond Beach FL

## Overall Congestion

### Congestion Compared to

2007: **-70.0%**

Worst Metro Area (L.A.): **0%**

### Travel Time Index (TTI)<sup>1</sup>

TTI: **1.01**

National TTI Rank: **100**

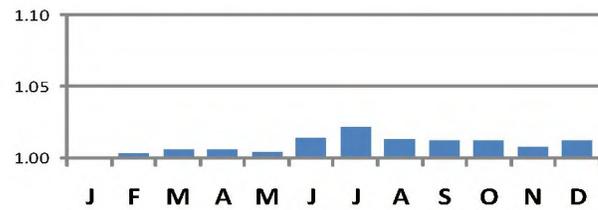
Compared to 2007: **-2.1%**

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Sunday, 1-2 PM (TTI = 1.03)**

2007 Worst: **Friday, 5-6 PM (TTI = 1.06)**

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

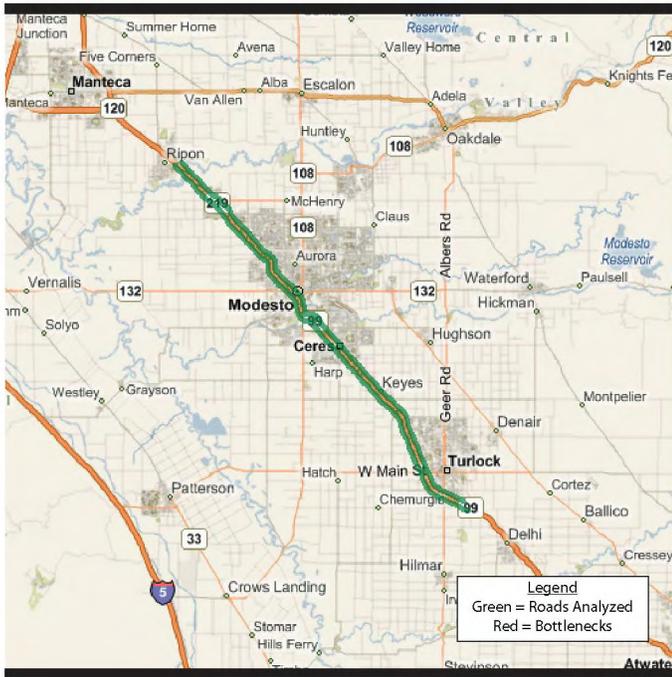
**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
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# #100

# Modesto Metropolitan Area

**National Congestion Rank: #100** (2007 Rank: #100)

**Population Rank: #99** (511,263)



CBSA: Modesto CA

## Overall Congestion

### Congestion Compared to

2007: -50.9%

Worst Metro Area (L.A.): 0%

### Travel Time Index (TTI)<sup>1</sup>

TTI: 1.02

National TTI Rank: 88

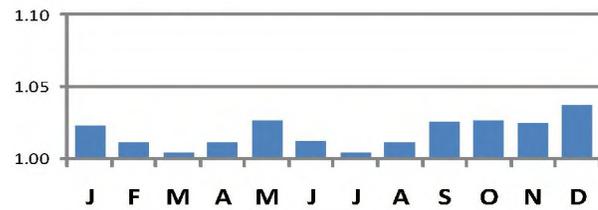
Compared to 2007: -1.8%

### Peak Travel Hour<sup>2</sup>

2008 Worst: **Friday, 5-6 PM** (TTI = 1.05)

2007 Worst: **Friday, 5-6 PM** (TTI = 1.12)

## Travel Time Index<sup>1</sup> by Month



## Worst Bottlenecks

This region has no areas with bottleneck congestion<sup>3</sup> for four or more hours per week.

**Notes:** 1 – Travel Time Index (TTI) is the ratio of actual to uncongested travel time. A ratio of 1.10 means 10% additional trip time due to congestion.  
 2 – Peak hours are Monday to Friday, 6 to 10 AM and 3 to 7 PM.  
 3 – Bottleneck “congestion” is defined as times when average hourly speed is half or less than the uncongested speed for that road segment.  
 Additional information on the methodologies used in this report are available at <http://scorecard.inrix.com>.