TTI URBAN MOBILITY SCORECARD
2015 Report

Presented by:

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• The TTI Urban Mobility Scorecard report evaluates mobility levels and traffic congestion in all 471 metropolitan areas throughout the U.S.

• TTI determined mobility levels using INRIX roadway speed data as well as traffic counts and roadway characteristics collected from FHWA’s Highway Performance Monitoring System (HPMS).

• The report includes various recommendations to reduce and manage congestion.

• The Urban Mobility Scorecard report is available on TTI’s website at http://mobility.tamu.edu
MEASURES REPORTED

- Hours of Delay
- Travel Time Index
- Freeway Planning Time Index
- Excess Fuel Consumed
- Congestion Costs
LARGE URBAN AREAS

- TTI defines 31 urban areas as “large” (with populations of 1-3 million people), whereas HRTP uses 36 large MSAs.
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Hampton Roads had 45 hours of delay per peak period auto commuter in 2014.
Hampton Roads ranked 11th among the 36 large metropolitan areas in delay per auto commuter in 2014.
• The average peak period trip takes 19% longer than the same trip during the non-peak periods in Hampton Roads.
CONGESTION COSTS

- Congestion cost each Hampton Roads auto commuter an estimated $953 in 2014.
Hampton Roads ranked 23rd among the 36 large metropolitan areas in delay per auto commuter in 2014.

Data source: TTI.
STUDY CRITIQUES

• The Urban Mobility Scorecard only focuses on drivers and fails to account for commute mode share.

• The report compares peak-period conditions to free-flow speeds.

• TTI looks at roadway congestion levels, but does not take into account the actual commute time and average commute trip length.

Chicago Travel Time Index = 1.31
Atlanta Travel Time Index = 1.24
TOMTOM TRAFFIC INDEX

- Based on TomTom and AutoNavi GPS Data
- Measures “Congestion Level”, which compares the increase in travel times to free flow conditions (similar to the Travel Time Index)

Data source: TomTom.
Based on FHWA's National Performance Management Research Data Set (NPMRDS), which uses HERE speed data.