Performance Measure Summary - McAllen TX

There are several inventory and performance measures listed in the pages of this Urban Area Report for the years from 1982 to 2020. There is no single performance measure that experts agree "says it all". A few key points should be recognized by users of the Urban Mobility Scorecard data.

Use the trends - The multi-year performance measures are better indicators, in most cases, than any single year. Examining a few measures over many years reduces the chance that data variations or the estimating procedures may have caused a "spike" in any single year. (5 years is 5 times better than 1 year.)

Use several measures - Each performance measure illustrates a different element of congestion. (The view is more interesting from atop several measures.)

Compare to similar regions - Congestion analyses that compare areas with similar characteristics (for example, population, growth rate, road and public transportation system design) are usually more insightful than comparisons of different regions. (Los Angeles is not Peoria.)

Compare ranking changes and performance measure values - In some performance measures, a small change in the value may cause a significant change in rank from one year to the next. This is the case when there are several regions with nearly the same value. (15 hours is only 1 hour more than 14 hours.)

Consider the scope of improvement options - Any improvement project in a corridor within most of the regions will only have a modest effect on the regional congestion level. (To have an effect on areawide congestion, there must be significant change in the system or service.)

Performance Measures and Definition of Terms

Travel Time Index - A measure of congestion that focuses on each trip and each mile of travel. It is calculated as the ratio of travel time in the peak period to travel time in free-flow. A value of 1.30 indicates that a 20-minute free-flow trip takes 26 minutes in the peak.

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

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

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

Total Delay - The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds. The ranking of total delay usually follows the population ranking (larger regions usually have more delay).

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

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

Congestion Cost - Value of travel delay for 2020 (estimated at $20.17 per hour of person travel and $55.24 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

Urban Area - The developed area (population density more than 1,000 persons per square mile) within a metropolitan region. The urban area boundaries change frequently (every year for most growing areas), so increases include both new growth and development that was previously in areas designated as rural.

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

Annual Greenhouse Gases (CO2) Produced -Tons of CO2 produced from all vehicle travel.

Excess Greenhouse Gases (CO2) Produced due to Congestion-Tons of CO2 produced due to congested portion of travel. The excess CO2 is a subset of the total CO2 produced.

Mobility Data for McAllen TX

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	805	805	805	800	775	755
Rank	55	55	55	55	57	57
Commuters (1000s)	413	413	413	410	401	392
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,002	3,692	3,509	3,475	3,294	3,107
Arterial Streets	5,584	6,868	6,744	6,406	6,428	6,055
Cost Components						
Value of Time ($/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost ($/hour)	55.24	49.49	54.71	52.14	50.20	46.87
Gasoline ($/gallon)	2.05	2.37	2.63	2.17	1.97	2.11
Diesel ($/gallon)	2.51	2.73	2.99	2.31	2.10	2.36
System Performance	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Congested Travel (% of peak VMT)	--	--	--	15.2	--	--
Congested System (% of lane-miles)	--	--	--	9.5	--	--
Congested Time (number of "Rush Hours")	--	--	--	1.1	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	5,424	9,266	8,813	8,302	8,225	8,113
Rank	57	59	61	62	62	61
Fuel per Peak Auto Commuter (gallons)	8	14	14	13	13	13
Rank	82	95	93	93	92	92
Annual Delay						
Total Delay (1000s of person-hours)	13,202	22,555	21,447	20,111	19,060	17,969
Rank	56	58	59	60	60	61
Delay per Auto Commuter (pers-hrs)	25	42	40	38	38	36
Rank	55	71	77	80	79	82
Travel Time Index	1.12	1.17	1.17	1.16	1.16	1.16
Rank	10	49	48	59	58	57
Commuter Stress Index	1.13	1.20	1.19	1.19	--	--
Rank	14	49	51	50	--	--
Freeway Planning Time Index (95th Pctile)	--	1.29	1.24	1.33	--	--
Rank	--	70	80	66	--	--
Congestion Cost						
Total Cost ($ millions)	294	482	464	427	399	372
Rank	57	58	60	61	61	62
Cost per Auto Commuter ($)	506	829	799	739	727	684
Rank	61	68	71	81	79	81
Truck Congestion						
Annual Person-Hours of Delay (000)	565	903	869	803	784	742
Rank	63	61	62	64	64	63
Annual Gallons of Wasted Fuel (000)	1,097	1,753	1,634	1,582	1,489	1,409
Rank	59	60	61	61	61	63
Annual Congestion Cost ($ million)	30	45	48	43	40	36
Rank	62	62	62	63	63	64
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	54,121	92,463	--	--	--	--
Rank	57	58	--	--	--	--
Due to All Travel (tons)	1,440,910	2,461,713	--	--	--	--
Rank	67	67	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	13,915	22,228	--	--	--	--
Rank	53	56	--	--	--	--
Due to Truck Travel (tons)	370,457	591,804	--	--	--	--
Rank	67	67	--	--	--	--

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

Mobility Data for McAllen TX

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	735	720	705	690	675	645
Rank	60	60	61	61	61	62
Commuters (1000s)	381	380	372	364	355	338
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,123	2,676	3,225	3,192	3,120	3,170
Arterial Streets	5,454	6,039	5,980	6,178	6,039	6,030
Cost Components						
Value of Time ($/hour)	17.67	17.39	17.14	16.79	16.28	16.01
Commercial Cost ($/hour)	44.82	41.23	39.66	44.62	42.50	41.83
Gasoline ($/gallon)	3.12	3.37	3.33	3.29	2.56	2.13
Diesel ($/gallon)	3.47	3.76	3.75	3.56	2.83	2.43
System Performance	**2014**	**2013**	**2012**	**2011**	**2010**	**2009**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	7,855	7,817	7,557	7,305	7,128	6,826
Rank	62	62	62	62	62	62
Fuel per Peak Auto Commuter (gallons)	13	13	13	12	13	11
Rank	88	89	87	89	84	91
Annual Delay						
Total Delay (1000s of person-hours)	16,823	16,459	15,501	14,585	13,842	13,009
Rank	64	64	64	64	64	67
Delay per Auto Commuter (pers-hrs)	34	32	32	31	30	29
Rank	85	85	83	84	84	84
Travel Time Index	1.15	1.15	1.15	1.15	1.14	1.14
Rank	68	68	69	67	71	72
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	356	344	320	298	270	247
Rank	63	63	64	64	65	67
Cost per Auto Commuter ($)	649	640	609	593	581	554
Rank	81	81	85	88	90	90
Truck Congestion						
Annual Person-Hours of Delay (000)	707	691	651	613	581	546
Rank	63	63	63	64	64	64
Annual Gallons of Wasted Fuel (000)	1,364	1,358	1,313	1,269	1,238	1,186
Rank	63	63	63	63	64	63
Annual Congestion Cost ($ million)	34	32	29	30	27	24
Rank	63	62	63	63	63	64
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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Mobility Data for McAllen TX

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	620	570	525	480	450	410
Rank	65	68	71	74	75	79
Commuters (1000s)	323	296	271	246	229	208
Daily Vehicle-Miles of Travel (1000s)						
Freeway	3,190	3,250	3,000	2,800	2,600	2,425
Arterial Streets	6,000	6,100	5,900	5,700	5,500	5,250
Cost Components						
Value of Time ($/hour)	16.07	15.47	15.06	14.58	14.10	13.73
Commercial Cost ($/hour)	40.77	39.30	37.88	36.51	35.19	33.92
Gasoline ($/gallon)	3.36	2.92	2.55	2.23	1.83	1.45
Diesel ($/gallon)	4.07	3.30	2.73	2.40	1.85	1.43
System Performance	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	6,875	6,563	6,020	5,337	4,950	4,422
Rank	62	66	69	73	73	74
Fuel per Peak Auto Commuter (gallons)	13	12	11	10	9	8
Rank	84	90	91	93	94	92
Annual Delay						
Total Delay (1000s of person-hours)	12,480	11,912	10,926	9,688	8,985	8,027
Rank	70	75	74	75	75	77
Delay per Auto Commuter (pers-hrs)	29	30	31	31	30	30
Rank	83	83	80	80	81	80
Travel Time Index	1.15	1.16	1.16	1.16	1.15	1.15
Rank	69	59	58	57	64	62
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	248	225	199	169	150	129
Rank	70	74	73	75	75	77
Cost per Auto Commuter ($)	526	522	494	451	432	398
Rank	91	92	93	93	93	94
Truck Congestion						
Annual Person-Hours of Delay (000)	524	500	459	407	377	337
Rank	69	72	73	76	75	79
Annual Gallons of Wasted Fuel (000)	1,194	1,140	1,046	927	860	768
Rank	65	67	69	73	74	74
Annual Congestion Cost ($ million)	25	22	19	16	14	12
Rank	66	71	73	75	74	75
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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

Mobility Data for McAllen TX

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	370	345	330	315	310	310
Rank	80	82	83	85	86	85
Commuters (1000s)	185	170	161	152	148	146
Daily Vehicle-Miles of Travel (1000s)						
Freeway	2,300	2,180	1,900	1,860	1,800	1,750
Arterial Streets	5,000	4,650	4,250	3,800	3,200	2,900
Cost Components						
Value of Time ($/hour)	13.43	13.22	12.85	12.43	12.17	11.98
Commercial Cost ($/hour)	32.69	31.51	30.38	29.28	28.89	28.50
Gasoline ($/gallon)	1.32	1.46	1.47	1.07	1.01	1.12
Diesel ($/gallon)	1.29	1.48	1.42	1.07	1.10	1.19
System Performance	**2002**	**2001**	**2000**	**1999**	**1998**	**1997**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	3,884	3,572	3,371	3,138	2,656	2,391
Rank	76	76	76	75	77	79
Fuel per Peak Auto Commuter (gallons)	8	6	6	6	4	4
Rank	93	95	94	93	96	94
Annual Delay						
Total Delay (1000s of person-hours)	7,050	6,484	6,118	5,695	4,820	4,341
Rank	79	79	78	79	81	83
Delay per Auto Commuter (pers-hrs)	29	29	29	29	25	22
Rank	80	79	71	67	76	83
Travel Time Index	1.15	1.15	1.15	1.14	1.12	1.11
Rank	58	55	53	58	71	71
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	110	100	92	82	68	60
Rank	79	79	78	78	80	83
Cost per Auto Commuter ($)	357	334	324	308	270	246
Rank	96	96	95	96	96	96
Truck Congestion						
Annual Person-Hours of Delay (000)	296	272	257	239	202	182
Rank	81	82	81	81	84	85
Annual Gallons of Wasted Fuel (000)	675	620	585	545	461	415
Rank	76	77	78	80	82	85
Annual Congestion Cost ($ million)	10	9	8	7	6	5
Rank	79	79	79	80	80	85
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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

Mobility Data for McAllen TX

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	305	300	290	280	270	260
Rank	86	86	86	86	86	87
Commuters (1000s)	142	137	131	125	119	113
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,695	1,590	1,440	1,475	1,320	1,230
Arterial Streets	2,770	2,455	2,340	2,095	1,900	1,820
Cost Components						
Value of Time ($/hour)	11.71	11.37	11.06	10.78	10.47	10.17
Commercial Cost ($/hour)	28.12	27.75	27.38	27.02	26.66	26.30
Gasoline ($/gallon)	1.21	1.14	1.03	1.10	1.09	1.12
Diesel ($/gallon)	1.29	1.21	1.09	1.17	1.17	1.20
System Performance	**1996**	**1995**	**1994**	**1993**	**1992**	**1991**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,130	2,037	1,927	1,725	1,494	1,324
Rank	79	79	79	78	81	83
Fuel per Peak Auto Commuter (gallons)	4	3	3	3	3	2
Rank	92	94	94	90	90	94
Annual Delay						
Total Delay (1000s of person-hours)	3,866	3,697	3,499	3,131	2,711	2,404
Rank	82	81	80	81	83	85
Delay per Auto Commuter (pers-hrs)	20	20	20	18	17	16
Rank	85	82	80	82	83	83
Travel Time Index	1.09	1.09	1.09	1.08	1.07	1.07
Rank	79	77	75	77	82	80
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	53	49	45	39	33	29
Rank	81	81	79	81	83	85
Cost per Auto Commuter ($)	222	222	214	196	174	159
Rank	97	95	96	96	96	98
Truck Congestion						
Annual Person-Hours of Delay (000)	162	155	147	132	114	101
Rank	85	84	82	84	84	85
Annual Gallons of Wasted Fuel (000)	370	354	335	300	259	230
Rank	86	84	83	85	85	85
Annual Congestion Cost ($ million)	5	4	4	4	3	3
Rank	80	84	81	80	84	82
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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

Mobility Data for McAllen TX

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	250	240	230	220	210	200
Rank	87	88	89	89	89	89
Commuters (1000s)	108	102	97	92	88	83
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,150	1,050	940	870	780	690
Arterial Streets	1,750	1,710	1,675	1,620	1,530	1,460
Cost Components						
Value of Time ($/hour)	9.75	9.25	8.83	8.48	8.18	8.03
Commercial Cost ($/hour)	25.95	25.60	25.26	24.93	24.60	24.27
Gasoline ($/gallon)	1.04	1.07	0.99	0.99	0.97	1.27
Diesel ($/gallon)	1.07	1.05	0.97	0.97	0.95	1.24
System Performance	**1990**	**1989**	**1988**	**1987**	**1986**	**1985**
Congested Travel (% of peak VMT)	--	--	--	--	--	--
Congested System (% of lane-miles)	--	--	--	--	--	--
Congested Time (number of "Rush Hours")	--	--	--	--	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	1,079	970	821	709	687	631
Rank	85	86	87	85	85	85
Fuel per Peak Auto Commuter (gallons)	2	2	1	1	1	1
Rank	93	90	94	93	91	90
Annual Delay						
Total Delay (1000s of person-hours)	1,959	1,761	1,492	1,286	1,248	1,145
Rank	86	87	88	88	87	87
Delay per Auto Commuter (pers-hrs)	13	13	11	10	10	10
Rank	88	84	86	85	83	80
Travel Time Index	1.05	1.05	1.04	1.03	1.03	1.03
Rank	89	86	91	92	91	89
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost ($ millions)	22	19	16	13	12	11
Rank	86	87	86	87	86	87
Cost per Auto Commuter ($)	138	134	119	104	109	103
Rank	98	98	98	98	97	97
Truck Congestion						
Annual Person-Hours of Delay (000)	82	74	63	54	52	48
Rank	87	87	87	86	86	87
Annual Gallons of Wasted Fuel (000)	187	169	143	123	119	110
Rank	88	87	87	87	87	87
Annual Congestion Cost ($ million)	2	2	2	1	1	1
Rank	85	84	83	86	86	86
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to All Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Due to Truck Travel (tons)	--	--	--	--	--	--
Rank	--	--	--	--	--	--

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

Mobility Data for McAllen TX

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	190	180	170
Rank	89	91	92
Commuters (1000s)	78	73	68
Daily Vehicle-Miles of Travel (1000s)			
Freeway	600	510	420
Arterial Streets	1,400	1,380	1,300
Cost Components			
Value of Time ($/hour)	7.75	7.43	7.20
Commercial Cost ($/hour)	23.94	23.63	23.31
Gasoline ($/gallon)	1.28	1.31	1.37
Diesel ($/gallon)	1.25	1.28	1.34
System Performance	**1984**	**1983**	**1982**
Congested Travel (% of peak VMT)	--	--	--
Congested System (% of lane-miles)	--	--	--
Congested Time (number of "Rush Hours")	--	--	--
Annual Excess Fuel Consumed			
Total Fuel (1000 gallons)	527	469	399
Rank	86	87	88
Fuel per Peak Auto Commuter (gallons)	1	1	1
Rank	87	86	82
Annual Delay			
Total Delay (1000s of person-hours)	957	851	724
Rank	89	89	90
Delay per Auto Commuter (pers-hrs)	9	8	8
Rank	78	76	73
Travel Time Index	1.03	1.02	1.02
Rank	85	89	89
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost ($ millions)	9	8	6
Rank	87	87	90
Cost per Auto Commuter ($)	82	75	77
Rank	98	98	97
Truck Congestion			
Annual Person-Hours of Delay (000)	40	36	30
Rank	88	88	89
Annual Gallons of Wasted Fuel (000)	92	81	69
Rank	88	88	87
Annual Congestion Cost ($ million)	1	1	1
Rank	82	79	78
Annual Greenhouse Gases (CO2) Produced			
Excess Due to Congestion (tons)	--	--	--
Rank	--	--	--
Due to All Travel (tons)	--	--	--
Rank	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced			
Excess Due to Truck Congestion (tons)	--	--	--
Rank	--	--	--
Due to Truck Travel (tons)	--	--	--
Rank	--	--	--

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