

Performance Measure Summary - Pensacola FL-AL

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 Pensacola FL-AL

Inventory Measures	2020	2019	2018	2017	2016	2015
Urban Area Information						
Population (1000s)	375	375	375	375	375	375
Rank	89	89	89	89	89	88
Commuters (1000s)	182	182	182	182	182	182
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,877	1,974	1,823	1,776	1,685	1,597
Arterial Streets	5,220	5,489	5,305	5,237	5,186	5,010
Cost Components						
Value of Time (\$/hour)	20.17	19.14	18.71	18.12	17.91	17.69
Commercial Cost (\$/hour)	55.24	61.03	54.71	52.14	50.20	46.87
Gasoline (\$/gallon)	2.26	2.48	2.77	2.28	2.12	2.23
Diesel (\$/gallon)	2.71	2.85	3.15	2.48	2.31	2.55
System Performance	2020	2019	2018	2017	2016	2015
Congested Travel (% of peak VMT)	--	--	--	8.9	--	--
Congested System (% of lane-miles)	--	--	--	6.8	--	--
Congested Time (number of "Rush Hours")	--	--	--	0.6	--	--
Annual Excess Fuel Consumed						
Total Fuel (1000 gallons)	2,023	4,539	4,251	3,722	3,650	3,581
Rank	88	84	84	87	87	87
Fuel per Peak Auto Commuter (gallons)	9	20	18	16	16	16
Rank	70	52	64	77	76	73
Annual Delay						
Total Delay (1000s of person-hours)	4,695	10,537	10,013	9,520	9,199	8,870
Rank	89	85	85	85	86	85
Delay per Auto Commuter (pers-hrs)	21	48	45	43	42	41
Rank	77	47	54	63	62	63
Travel Time Index	1.07	1.16	1.16	1.17	1.17	1.17
Rank	57	59	57	47	46	46
Commuter Stress Index	1.10	1.18	1.17	1.18	--	--
Rank	40	60	67	56	--	--
Freeway Planning Time Index (95th Pctile)	--	1.10	1.11	1.12	--	--
Rank	--	96	96	96	--	--
Congestion Cost						
Total Cost (\$ millions)	104	227	215	202	193	183
Rank	89	85	86	87	87	86
Cost per Auto Commuter (\$)	358	784	744	698	677	649
Rank	91	74	84	85	85	86
Truck Congestion						
Annual Person-Hours of Delay (000)	146	322	332	380	386	373
Rank	96	93	92	88	88	88
Annual Gallons of Wasted Fuel (000)	267	589	603	730	774	759
Rank	95	91	91	89	87	88
Annual Congestion Cost (\$ million)	8	19	18	20	20	18
Rank	94	89	92	88	87	87
Annual Greenhouse Gases (CO2) Produced						
Excess Due to Congestion (tons)	20,113	45,141	--	--	--	--
Rank	88	84	--	--	--	--
Due to All Travel (tons)	614,253	1,378,602	--	--	--	--
Rank	88	88	--	--	--	--
Truck Annual Greenhouse Gases (CO2) Produced						
Excess Due to Truck Congestion (tons)	2,918	6,438	--	--	--	--
Rank	95	91	--	--	--	--
Due to Truck Travel (tons)	124,892	275,556	--	--	--	--
Rank	90	90	--	--	--	--

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

Mobility Data for Pensacola FL-AL

Inventory Measures	2014	2013	2012	2011	2010	2009
Urban Area Information						
Population (1000s)	375	370	365	360	360	355
Rank	86	87	87	87	87	87
Commuters (1000s)	182	183	181	178	177	174
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,584	1,541	1,370	1,419	1,407	1,400
Arterial Streets	4,911	4,912	4,945	5,058	5,016	5,030
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)	3.27	3.47	3.50	3.24	2.74	2.33
Diesel (\$/gallon)	3.60	3.90	3.87	3.65	2.96	2.59
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)	3,525	3,515	3,497	3,479	3,432	3,347
Rank	87	87	86	85	85	85
Fuel per Peak Auto Commuter (gallons)	16	16	16	16	17	16
Rank	70	71	69	67	61	54
Annual Delay						
Total Delay (1000s of person-hours)	8,579	8,478	8,284	8,091	7,908	7,570
Rank	85	85	84	84	84	84
Delay per Auto Commuter (pers-hrs)	41	40	40	39	40	39
Rank	59	60	55	54	48	47
Travel Time Index	1.17	1.17	1.17	1.17	1.17	1.18
Rank	49	48	47	43	41	40
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	181	176	169	164	153	143
Rank	85	85	84	84	84	84
Cost per Auto Commuter (\$)	626	623	615	620	627	611
Rank	86	83	82	81	81	79
Truck Congestion						
Annual Person-Hours of Delay (000)	360	356	348	340	332	318
Rank	87	87	86	86	86	86
Annual Gallons of Wasted Fuel (000)	747	745	741	737	727	710
Rank	87	86	86	85	85	84
Annual Congestion Cost (\$ million)	18	17	16	17	15	14
Rank	87	86	86	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	--	--	--	--	--	--

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Mobility Data for Pensacola FL-AL

Inventory Measures	2008	2007	2006	2005	2004	2003
Urban Area Information						
Population (1000s)	355	355	350	345	340	330
Rank	87	87	87	88	87	88
Commuters (1000s)	174	173	169	166	162	157
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,310	1,520	1,460	1,425	1,410	1,350
Arterial Streets	5,055	5,865	5,855	5,800	5,600	5,230
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)	3.47	2.98	2.66	2.34	1.99	1.53
Diesel (\$/gallon)	4.15	3.36	2.85	2.53	2.01	1.61
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)	3,537	3,624	3,543	3,339	3,225	2,997
Rank	85	85	85	85	84	84
Fuel per Peak Auto Commuter (gallons)	18	18	19	18	17	16
Rank	49	49	36	43	46	49
Annual Delay						
Total Delay (1000s of person-hours)	7,618	7,806	7,630	7,191	6,945	6,455
Rank	84	83	83	83	83	83
Delay per Auto Commuter (pers-hrs)	37	38	38	37	37	37
Rank	54	48	45	48	47	45
Travel Time Index	1.18	1.19	1.18	1.18	1.17	1.17
Rank	43	40	42	41	46	44
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	149	146	137	125	115	103
Rank	84	83	83	83	83	83
Cost per Auto Commuter (\$)	610	647	650	636	635	601
Rank	77	76	74	77	73	79
Truck Congestion						
Annual Person-Hours of Delay (000)	320	328	320	302	292	271
Rank	86	86	86	86	86	86
Annual Gallons of Wasted Fuel (000)	750	768	751	708	684	635
Rank	84	84	84	84	84	85
Annual Congestion Cost (\$ million)	15	15	13	12	11	10
Rank	86	85	86	86	86	83
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 Pensacola FL-AL

Inventory Measures	2002	2001	2000	1999	1998	1997
Urban Area Information						
Population (1000s)	325	315	305	300	295	290
Rank	87	90	89	89	88	87
Commuters (1000s)	152	145	138	134	130	126
Daily Vehicle-Miles of Travel (1000s)						
Freeway	1,270	1,200	1,150	1,120	1,080	1,030
Arterial Streets	4,920	4,600	4,455	4,325	4,215	4,195
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)	1.41	1.51	1.54	1.14	1.07	1.17
Diesel (\$/gallon)	1.41	1.58	1.55	1.19	1.20	1.27
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)	2,821	2,542	2,471	2,359	2,213	2,090
Rank	84	86	83	83	82	82
Fuel per Peak Auto Commuter (gallons)	16	13	13	13	12	11
Rank	42	63	56	51	53	54
Annual Delay						
Total Delay (1000s of person-hours)	6,075	5,474	5,323	5,081	4,765	4,502
Rank	83	83	82	83	82	80
Delay per Auto Commuter (pers-hrs)	36	34	34	33	32	31
Rank	45	51	49	51	52	49
Travel Time Index	1.16	1.15	1.15	1.15	1.14	1.14
Rank	50	55	53	50	53	46
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	94	84	79	72	67	62
Rank	83	83	82	82	81	79
Cost per Auto Commuter (\$)	583	533	533	525	502	484
Rank	78	79	79	79	77	75
Truck Congestion						
Annual Person-Hours of Delay (000)	255	230	224	213	200	189
Rank	86	86	85	85	85	82
Annual Gallons of Wasted Fuel (000)	598	539	524	500	469	443
Rank	85	86	84	84	81	82
Annual Congestion Cost (\$ million)	9	8	7	6	6	6
Rank	83	84	84	84	80	80
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 Pensacola FL-AL

Inventory Measures	1996	1995	1994	1993	1992	1991
Urban Area Information						
Population (1000s)	285	280	275	270	270	265
Rank	87	87	87	87	86	86
Commuters (1000s)	122	118	114	110	108	105
Daily Vehicle-Miles of Travel (1000s)						
Freeway	975	930	890	860	820	770
Arterial Streets	3,945	3,710	3,425	3,305	3,205	2,960
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)	1.30	1.20	1.08	1.13	1.12	1.10
Diesel (\$/gallon)	1.40	1.30	1.17	1.22	1.20	1.24
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)	1,830	1,620	1,456	1,326	1,194	1,048
Rank	83	85	86	86	86	88
Fuel per Peak Auto Commuter (gallons)	10	9	8	8	7	5
Rank	57	59	65	58	59	79
Annual Delay						
Total Delay (1000s of person-hours)	3,941	3,489	3,136	2,857	2,571	2,258
Rank	81	84	84	84	85	87
Delay per Auto Commuter (pers-hrs)	28	25	24	22	20	18
Rank	59	65	65	68	67	72
Travel Time Index	1.13	1.11	1.11	1.10	1.09	1.08
Rank	50	66	60	64	67	68
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	53	46	40	36	31	27
Rank	81	83	83	83	86	86
Cost per Auto Commuter (\$)	429	393	363	343	319	289
Rank	78	79	82	81	84	84
Truck Congestion						
Annual Person-Hours of Delay (000)	166	147	132	120	108	95
Rank	84	85	85	85	86	86
Annual Gallons of Wasted Fuel (000)	388	343	309	281	253	222
Rank	84	86	86	86	86	86
Annual Congestion Cost (\$ million)	5	4	4	3	3	3
Rank	80	84	81	85	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 Pensacola FL-AL

Inventory Measures	1990	1989	1988	1987	1986	1985
Urban Area Information						
Population (1000s)	265	260	255	250	245	240
Rank	86	86	86	86	85	85
Commuters (1000s)	103	101	98	95	92	90
Daily Vehicle-Miles of Travel (1000s)						
Freeway	760	720	700	650	620	600
Arterial Streets	2,955	2,880	2,795	2,785	2,705	2,325
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)	1.05	1.08	1.00	1.00	0.98	1.28
Diesel (\$/gallon)	1.11	1.07	0.99	0.99	0.97	1.27
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)	983	880	836	779	721	659
Rank	88	88	85	84	84	84
Fuel per Peak Auto Commuter (gallons)	6	4	4	4	4	3
Rank	60	76	71	61	54	66
Annual Delay						
Total Delay (1000s of person-hours)	2,118	1,895	1,801	1,679	1,553	1,419
Rank	84	84	84	83	83	83
Delay per Auto Commuter (pers-hrs)	17	16	15	15	14	13
Rank	70	68	67	60	57	56
Travel Time Index	1.08	1.07	1.07	1.07	1.06	1.06
Rank	62	65	59	54	56	53
Commuter Stress Index	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--	--	--	--
Rank	--	--	--	--	--	--
Congestion Cost						
Total Cost (\$ millions)	24	21	19	17	15	14
Rank	84	85	83	83	83	83
Cost per Auto Commuter (\$)	278	263	267	267	247	227
Rank	85	84	80	79	78	77
Truck Congestion						
Annual Person-Hours of Delay (000)	89	80	76	71	65	60
Rank	85	85	85	85	85	85
Annual Gallons of Wasted Fuel (000)	208	187	177	165	153	140
Rank	85	85	85	84	84	84
Annual Congestion Cost (\$ million)	2	2	2	2	2	2
Rank	85	84	83	81	76	73
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 Pensacola FL-AL

Inventory Measures	1984	1983	1982
Urban Area Information			
Population (1000s)	235	230	225
Rank	85	85	85
Commuters (1000s)	87	85	82
Daily Vehicle-Miles of Travel (1000s)			
Freeway	550	530	500
Arterial Streets	2,220	2,100	2,055
Cost Components			
Value of Time (\$/hour)	7.75	7.43	7.20
Commercial Cost (\$/hour)	23.94	23.63	23.31
Gasoline (\$/gallon)	1.29	1.32	1.38
Diesel (\$/gallon)	1.28	1.31	1.37
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)	571	495	426
Rank	84	85	87
Fuel per Peak Auto Commuter (gallons)	3	2	1
Rank	61	69	82
Annual Delay			
Total Delay (1000s of person-hours)	1,230	1,066	918
Rank	83	85	85
Delay per Auto Commuter (pers-hrs)	12	10	9
Rank	56	64	65
Travel Time Index	1.05	1.05	1.04
Rank	57	55	61
Commuter Stress Index	--	--	--
Rank	--	--	--
Freeway Planning Time Index (95th Pctile)	--	--	--
Rank	--	--	--
Congestion Cost			
Total Cost (\$ millions)	12	10	8
Rank	83	84	86
Cost per Auto Commuter (\$)	206	195	167
Rank	79	79	83
Truck Congestion			
Annual Person-Hours of Delay (000)	52	45	39
Rank	84	85	86
Annual Gallons of Wasted Fuel (000)	121	105	90
Rank	82	84	83
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.