

## Comparison of Delay, Commute Times and Population Change, Selected U.S. Metros, 2007-17.

Metro area (MSA)	Pct. change in hours of delay (Urban Mobility Report)	Pct. change in minutes of average commute (Census)	Annual delay per commuter - hours (Urban Mobility Report)			Travel time to work - minutes (Census Bureau)			Metro area population (000)			
			2007	2017	Change	2007	2017	Change	2007	2017	Pct. change	
<i>Metro areas shown in Figure 1 in Citylab article</i>												
Houston	42%	6%	53	75	22	28.0	29.6	1.6	4,475	5,180	16%	
Atlanta	35%	6%	57	77	20	29.9	31.8	1.9	4,130	4,900	19%	
San Diego	33%	3%	48	64	16	25.2	25.9	0.7	2,910	3,195	10%	
Miami	33%	8%	52	69	17	27.3	29.4	2.1	5,370	6,040	12%	
Los Angeles	29%	9%	92	119	27	27.7	30.3	2.5	12,305	12,670	3%	
Phoenix	29%	0%	48	62	14	26.4	26.3	(0.1)	3,490	4,000	15%	
Dallas	26%	7%	53	67	14	26.6	28.4	1.8	4,860	5,630	16%	
<i>Metro areas shown in Figure 2 in Citylab article</i>												
Cincinnati	33%	6%	39	52	13	23.5	24.9	1.4	1,605	1,670	4%	
Austin	29%	6%	51	66	15	25.4	27.0	1.5	1,200	1,620	35%	
Sacramento	28%	3%	46	59	13	26.4	27.2	0.8	1,740	1,855	7%	
Kansas City	27%	3%	37	47	10	22.7	23.2	0.6	1,525	1,605	5%	
Seattle	26%	8%	62	78	16	27.2	29.5	2.3	3,100	3,400	10%	
Columbus	25%	3%	40	50	10	23.0	23.8	0.8	1,280	1,495	17%	
San Antonio	24%	5%	41	51	10	24.8	26.1	1.3	1,710	2,000	17%	
Nashville	23%	7%	47	58	11	26.1	27.9	1.7	1,025	1,215	19%	
Denver	22%	5%	50	61	11	25.9	27.1	1.2	2,200	2,675	22%	
Charlotte	21%	9%	47	57	10	24.7	26.9	2.2	990	1,340	35%	
Indianapolis	17%	4%	41	48	7	23.9	25.0	1.0	1,290	1,605	24%	
<i>Other selected metro areas</i>												
Portland OR	40%	12%	47	66	19	23.9	26.7	2.8	1,800	2,050	14%	
San Jose	35%	21%	60	81	21	24.0	29.2	5.1	1,705	1,965	15%	
Cleveland	31%	4%	35	46	11	23.2	24.0	0.8	1,820	1,760	-3%	
Philadelphia	29%	8%	48	62	14	26.9	29.1	2.2	5,360	5,565	4%	
New York	26%	8%	73	92	19	28.5	30.6	2.2	18,400	19,095	4%	
Baltimore	26%	8%	47	59	12	27.8	30.0	2.2	2,450	2,620	7%	
Boston	25%	9%	64	80	16	27.5	29.8	2.3	4,150	4,500	8%	
Pittsburgh	24%	7%	37	46	9	24.7	26.5	1.8	1,775	1,760	-1%	
Chicago	24%	3%	59	73	14	28.9	29.8	0.9	8,440	8,720	3%	
Providence	23%	10%	39	48	9	23.6	26.0	2.5	1,180	1,195	1%	
Washington	21%	6%	84	102	18	31.6	33.5	1.9	4,330	5,020	16%	
Virginia Beach	21%	6%	38	46	8	23.2	24.5	1.3	1,450	1,470	1%	
Riverside	21%	7%	58	70	12	30.6	32.6	2.0	1,950	2,075	6%	
San Francisco	20%	21%	86	103	17	26.4	31.9	5.5	3,330	3,540	6%	
Minneapolis	17%	4%	48	56	8	23.9	24.9	1.0	2,620	2,850	9%	
Orlando	14%	8%	50	57	7	26.7	28.9	2.2	1,405	1,690	20%	
Tampa	14%	7%	44	50	6	25.7	27.6	1.9	2,320	2,650	14%	
Las Vegas	13%	0%	45	51	6	23.4	23.5	0.0	1,685	2,070	23%	
Detroit	11%	2%	55	61	6	26.1	26.6	0.5	3,970	3,825	-4%	
St. Louis	10%	3%	42	46	4	24.5	25.3	0.8	2,175	2,200	1%	

Source: Bruce Schaller, based on Texas A&M Transportation Institute "Urban Mobility Report 2019," and U.S. Census Bureau American Community Survey data.