Table 18.19-- ROADWAY CONGESTION FOR THE HONOLULU URBANIZED AREA: 2006 TO 2009

Subject	2006	2007	2008	2009
Population (1,000)	705	705	705	709
Peak travelers (1,000)	386	388	390	394
Daily vehicle-miles of travel (1,000)				
Freeway	6,080	6,275	6,150	5,873
Arterial streets	3,200	3,170	3,095	2,956
Cost components				
Value of time ($/hour)	15.06	15.47	16.10	16.01
Commercial cost ($/hour)	98.77	102.12	106.06	105.67
Fuel cost ($/gallon)	3.09	3.41	3.74	3.86
Congested system (percent of lane-miles)	50	51	48	48
Annual excess fuel consumed 1/				
Total (1,000 gallons)	2/ 10,511	2/ 11,440	10,827	12,018
Per peak auto commuter (gallons)	2/ 23	2/ 25	24	26
Annual delay (person-hours) 3/				
Total (1,000)	2/ 13,983	2/ 15,001	14,061	14,394
Per peak auto commuter 4/	2/ 32	2/ 34	31	31
Congestion cost 5/				
Total ($ million)	2/ 287	2/ 319	315	326
Per peak auto commuter ($)	2/ 891	2/ 992	699	709

1/ Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

2/ Revised from previous *Data Book* .

3/ The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds.

4/ 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 the per-mile congestion as well as the length of each trip.

5/ Value of travel delay for 2009 (estimated at $16.01 per hour of person travel and $105.67 per hour of truck time) and excess fuel consumption (estimated using state average cost per gallon).

Source: Texas Transportation Institute, *2010 Annual Urban Mobility Report* <http://mobility.tamu.edu/ums/congestion_data/west_map.stm> accessed June 2, 2011.