## Table 18.19-- ROADWAY CONGESTION FOR THE HONOLULUURBANIZED AREA: 2008 TO 2011

Subject	2008	2009	2010	2011
Population (1,000s) Peak travelers (1,000s)	705 390	709 393	713 397	719 402
Daily vehicle-miles of travel (1,000s) Freeway Arterial streets	6,150 3,095	6,200 3,100	6,213 3,110	6,265 3,148
Cost components Value of time (\$/hour) Commercial cost (\$/hour) Gasoline (\$/gallon) Diesel (\$/gallon)	16.10 81.52 3.74 4.34	16.01 89.75 2.87 3.86	16.30 88.12 3.47 4.04	16.79 86.81 3.66 4.43
Congested system (percent of lane-miles)	48	49	51	52
Annual excess fuel consumed 1/ Total fuel (1,000 gallons) Fuel per peak auto commuter (gallons)	11,850 24	12,573 28	11,204 24	11,298 24
Annual delay 2/ Total delay (1,000s of person-hours) Delay per peak auto commuter (person-hours) 3/	19,358 42	19,816 42	20,699 45	20,873 45
Congestion cost 4/ Total cost (\$ million) Cost per peak auto commuter (\$)	391 873	404 888	423 920	427 928

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

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

3/ 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.

4/ Value of travel delay for 2011 (estimated at \$16.79 per hour of person travel and \$86.81 per hour of truck time) and excess gasoline consumption (passenger vehicles) and diesel (trucks) estimated using state average cost per gallon.

Source: Texas Transportation Institute, 2012 Annual Urban Mobility Report <http://mobility.tamu.edu/ums/report/> accessed June 20, 2014.