Table 18.19-- ROADWAY CONGESTION FOR THE HONOLULU URBANIZED AREA: 2008 TO 2011

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