Table 18.19-- ROADWAY CONGESTION FOR THE HONOLULU URBANIZED AREA: 2011 TO 2014

Subject	2011	2012	2013	2014
Population (1,000s)	1/ 800	820	835	845
Peak commuters (1,000s) 2/	364	374	381	379
Daily vehicle-miles of travel (1,000s)				
Freeway	6,265	5,855	5,959	6,066
Arterial streets	3,148	3,125	3,139	3,252
Cost components				
Value of time ($/hour)	16.79	17.14	17.39	17.67
Commercial cost ($/hour)	86.81	89.56	89.60	94.04
Gasoline ($/gallon)	3.66	4.11	4.35	4.21
Diesel ($/gallon)	4.43	4.79	4.91	4.86
Annual excess fuel consumed 3/				
Total fuel (1,000 gallons)	1/ 13,478	13,738	13,951	14,118
Fuel per peak auto commuter (gallons)	1/ 25	25	25	26
Annual delay 4/				
Total delay (1,000s of person-hours)	1/ 26,417	26,926	27,344	27,672
Delay per peak auto commuter (person-hours) 5/	1/ 50	50	50	50
Congestion cost (constant 2014 $) 6/				
Total cost ($ million)	1/ 619	618	619	616
Cost per peak auto commuter ($)	1/ 1,130	1,128	1,129	1,125

   1/ Revised from previous *Data Book.*

   2/ 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.

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

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

   5/ 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.

   6/ Value of travel delay for 2014 (estimated at $17.67 per hour of person travel and $94.04 per hour of truck time) and excess fuel consumption estimated using state average cost per gallon.

  Source: Texas Transportation Institute, *Urban Mobility Scorecard* <http://mobility.tamu.edu/ums/report/> accessed July 8, 2016.