Table 18.19-- ROADWAY CONGESTION FOR URBAN HONOLULU: 2019 TO 2022

Subject	2019	2020	2021	2022
Population (1,000s)	850	850	850	850
Auto commuters (1,000s) 1/	384	384	376	378
Daily vehicle-miles of travel (1,000s)				
Freeway	6,559	4,670	5,822	5,997
Arterial streets	3,314	2,360	2,959	3,048
Cost components				
Value of time ($/hour)	19.14	20.17	22.00	23.12
Commercial value of time ($/hour)	49.49	55.24	62.43	64.68
Gasoline ($/gallon)	3.66	3.54	4.33	5.22
Diesel ($/gallon)	4.26	4.16	4.65	6.07
Annual excess fuel consumed 2/				
Total fuel (1,000 gallons)	16,276	5,645	10,313	16,146
Fuel per auto commuter (gallons)	30	10	19	30
Annual delay 3/				
Total delay (1,000s of person-hours)	38,532	13,365	23,763	37,456
Delay per auto commuter (person-hours) 4/	68	24	43	67
Congestion cost				
Total cost ($ million)	5/ 950	5/ 344	673	1,051
Cost per auto commuter ($)	5/ 1,735	5/ 628	1,125	1,741

1/ 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.).

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

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/ Revised from previous *Data Book.*

Source: Texas Transportation Institute, *2023 Urban Mobility Report* <http://mobility.tamu.edu/ums/report/> accessed June 30, 2024.