Table 18.19-- ROADWAY CONGESTION FOR THE URBAN HONOLULU: 2014 TO 2017

Subject	2014	2015	2016	2017
Population (1,000s)	840	840	845	850
Auto commuters (1,000s) 1/	379	379	382	384
Daily vehicle-miles of travel (1,000s)				
Freeway	6,066	6,050	6,484	6,488
Arterial streets	3,252	3,351	3,316	3,267
Cost components				
Value of time ($/hour)	17.67	17.69	17.91	18.12
Commercial value of time ($/hour)	44.82	46.87	50.20	52.14
Gasoline ($/gallon)	4.21	2.90	2.73	3.07
Diesel ($/gallon)	4.86	4.25	4.06	4.04
Annual excess fuel consumed 2/				
Total fuel (1,000 gallons)	14,118	14,475	15,114	15,689
Fuel per auto commuter (gallons)	26	28	29	29
Annual delay 3/				
Total delay (1,000s of person-hours)	31,546	32,628	34,660	36,378
Delay per auto commuter (person-hours) 4/	59	60	62	64
Congestion cost				
Total cost ($ million)	647	655	704	753
Cost per auto commuter ($)	1,187	1,234	1,320	1,374

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.

Source: Texas Transportation Institute, *Urban Mobility Report* <http://mobility.tamu.edu/ums/report/> accessed July 11, 2020.