

Traffic Congestion: Impacts to you; Impacts to your Economy

**FACT SHEET
#1**

I-95 - Bridgeport/Stamford and New Haven Metro Areas

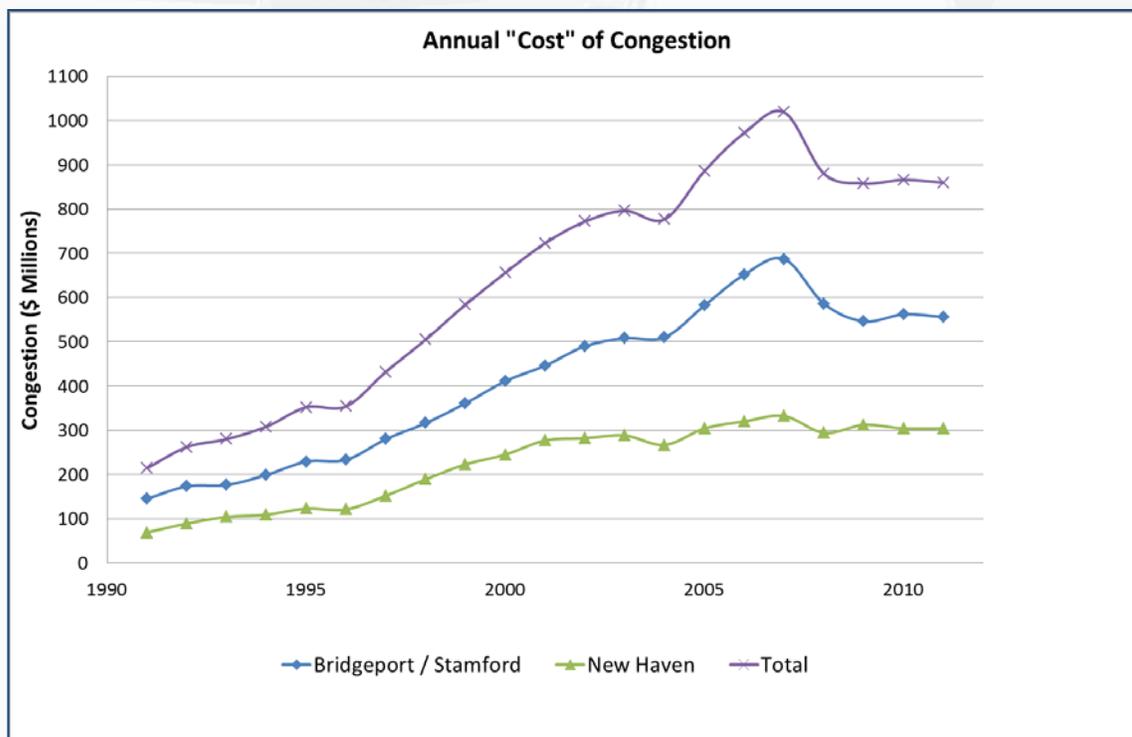
Traffic congestion in southwestern Connecticut impacts our lives every day. From the daily commute to the delivery of goods to markets to running everyday errands, we're spending increasingly more time stuck in traffic.

Traffic congestion along the I-95 Corridor in the Bridgeport/Stamford and New Haven Metro Areas has increased by **19%** over the 10 year period from 2001 to 2011.

In 2011, the impacts of this traffic congestion resulted in:

- A total of approximately **41 million hours** wasted due to people delayed in traffic.
- A total of approximately **\$860 million** dollars wasted due to the costs associated with being delayed by traffic congestion.

The graph below shows the trend of the annual costs of traffic congestion in the Bridgeport/Stamford and New Haven Metro Areas from 1991 – 2011.



*Dollar value of total annual cost of congestion represents the total annual costs of traffic congestion in the metropolitan areas of New Haven and Bridgeport/Stamford.

How do we know this?

The Urban Mobility Report (UMR), published annually by researchers at Texas A&M Transportation Institute, presents and analyzes traffic congestion data for metropolitan areas around the country. Data from the metropolitan areas of Bridgeport/Stamford and New Haven can help us understand the impacts of traffic congestion in southwestern Connecticut.

What does it all mean?

Metropolitan (Metro) Area is a core urban area of 50,000 or more in population. For the purposes of the UMR, the metropolitan areas include urban areas surrounding the cities with a density greater than 1,000 people per square mile.

Cost is defined as Value of extra travel time (which we call delay) and the extra fuel consumed by vehicles traveling at slower speeds. Travel time has a value of \$16.79 per person-hour and \$86.81 per truck-hour in 2011. Fuel cost per gallon is the average price for each state.

Hours of Delay is defined as the additional time needed to complete a trip due to traffic congestion and reduced travel speeds. The UMR calculates the annual hours spent in traffic using factors such as the number of hours per day wasted in traffic, the number of weeks per year, and a standard of 1.25 persons per a vehicle.

Sources:

Lomax, Tim, David Shrank, and Bill Eisele. "Annual Urban Mobility Report." *Urban Mobility Information — Texas A&M Transportation Institute*. Texas A&M Transportation Institute, December 2012. Web. 8 Mar. 2013. <<http://mobility.tamu.edu/ums/>>.
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Lomax, Tim, David Shrank, and Bill Eisele. "Eastern U.S. Cities." *Urban Mobility Information — Texas A&M Transportation Institute*. Texas A&M Transportation Institute, December 2012. Web. 8 Mar. 2013. <<http://mobility.tamu.edu/ums/congestion-data/east-map/>>.



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