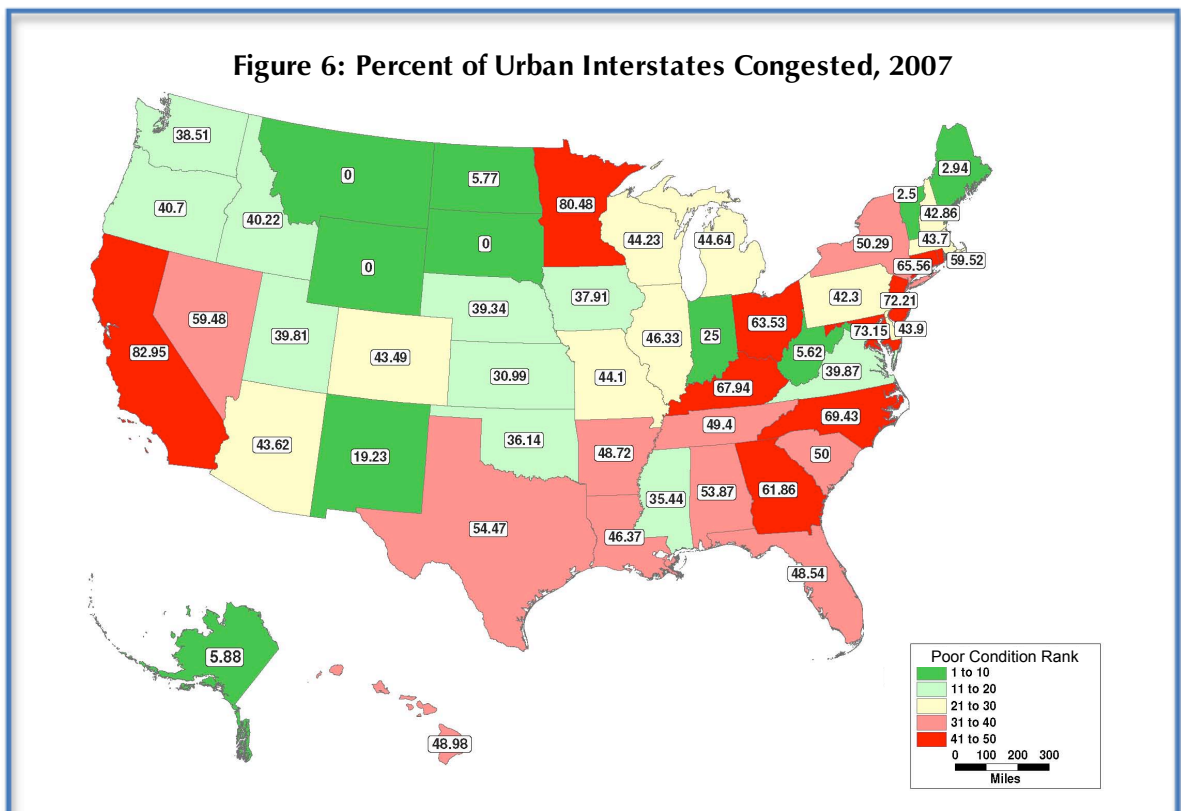


Urban Interstate Congestion

There is no universally accepted definition of traffic congestion, but in reporting to the federal government, the states use the peak-hour volume-to-capacity ratios that are determined by Transportation Research Board’s Highway Capacity Manual. The overall 2007 statistic—50.59 percent congested—shows a slight improvement from 2006 (50.72 percent congested) (Table 13, Urban Interstate Congestion, and Figure 6).

For 2007, about 8,170 miles out of 16,149 urban interstate miles were rated as having volume/capacity ratios greater than 0.70, the standard for mild congestion. In 2007, only three states (MT, SD and WY) reported no congested urban interstates, while 15 states reported half or more of their urban interstates congested.

Four states (CA with 83 percent, MI with 80.5 percent, MD with 73.2 percent and NJ with 72.2 percent) reported more than 70 percent of their urban interstates as congested. Traffic volumes were about 3.6 percent lower nationwide in 2008,* so we might expect further improvements in this statistic.



Notes: Wisconsin and South Carolina reported zero congested urban interstate mileage for 2007, clearly inconsistent with prior numbers. We used the 2006 data for these two states.

* FHWA, Traffic Volume Trends, December 2008, March 9, 2009

Table 13: Urban Interstate Congestion, 2007

Rank (1-25)	State	Percent Miles Congested	Rank (26-50)	State	Percent Miles Congested
1	MT	0.00	26	DE	43.90
1	SD	0.00	27	MO	44.10
1	WY	0.00	28	WI	44.23
4	VT	2.50	29	MI	44.64
5	ME	2.94	30	IL	46.33
6	WV	5.62	31	LA	46.37
7	ND	5.77	32	FL	48.54
8	AK	5.88	33	AR	48.72
9	NM	19.23	34	HI	48.98
10	IN	25.00	35	TN	49.40
11	KS	30.99	36	SC	50.00
12	MS	35.44	37	NY	50.29
13	OK	36.14	38	AL	53.87
14	IA	37.91	39	TX	54.47
15	WA	38.51	40	NV	59.48
16	NE	39.34	41	RI	59.52
17	UT	39.81	42	GA	61.86
18	VA	39.87	43	OH	63.53
19	ID	40.22	44	CT	65.56
20	OR	40.70	45	KY	67.94
21	PA	42.30	46	NC	69.43
22	NH	42.86	47	NJ	72.21
23	CO	43.49	48	MD	73.15
24	AZ	43.62	49	MN	80.48
25	MA	43.70	50	CA	82.95
				US	50.59