

HIGHLIGHTS FROM THE 2002 URBAN MOBILITY REPORT

(PAGE NUMBERS REFER TO THE COMPLETE REPORT FOUND UNDER THE SECOND TAB)

WHAT DOES CONGESTION COST US? (p. 20)

Congestion has several effects. . . . One significant element is the value of the additional time and wasted fuel.

- 5.7 billion gallons of fuel were wasted in the 75 urban areas. This amount of fuel would fill 114 super-tankers or 570,000 gasoline tank trucks. If you placed 570,000 gasoline tank trucks back-to-back, they would stretch from New York to Las Vegas and back.
- The average annual cost of congestion for the 75 urban areas is \$67.5 billion.

HOW MUCH MORE ROAD CONSTRUCTION WOULD BE NEEDED? (p. 34)

- Conclusions: This analysis shows that it would be almost impossible to attempt to maintain a constant congestion level with road construction only. . . . It would require at least twice the level of current-day road expansion funding to attempt this road construction strategy.

HOW MANY NEW CARPOOLS OR BUS RIDERS WOULD BE NEEDED IF THIS WERE THE ONLY SOLUTION? (p. 40)

To accomplish a goal of maintaining a constant congestion level:

- an additional 3 to 4 percent of all vehicles would have to become carpools, or
- transit systems would have to expand by more than one-third of the current ridership each year.