2026

The TomTom Traffic Index

Data that shapes decisions

Introduction: What is TomTom Traffic Index?

Today, over half the world lives in urban areas, with the World Bank projecting 70% will live in cities by 2050. According to the 2020 U.S. Census, about 80% of Americans currently live in cities, with projections that 90% of the U.S. population will live in urban areas by 2050.

Cities are dynamic ecosystems of movement, interaction, and innovation. Roads help facilitate movement within this ecosystem, whether it's moving people, packages, or pizza. As cities grow denser and more connected, residents will continue to face increasing strain from congestion, pollution, and inefficient transportation networks.

Modernizing physical infrastructure like roads and bridges is no longer sufficient; state and local agencies **now include** real-time and historical mobility data to close visibility gaps and enhance safety outcomes. **Cities thrive at the intersection of technology, policy, and innovation.**

For 15 years, the TomTom Traffic Index has provided a global view of mobility trends shaped by urban policies and driver behavior. The Traffic Index also serves as a critical benchmark for Departments of Transportation (DOTs), road authorities, and city planners to make cities smarter, more efficient, and more sustainable.

Explore the full 2026 report

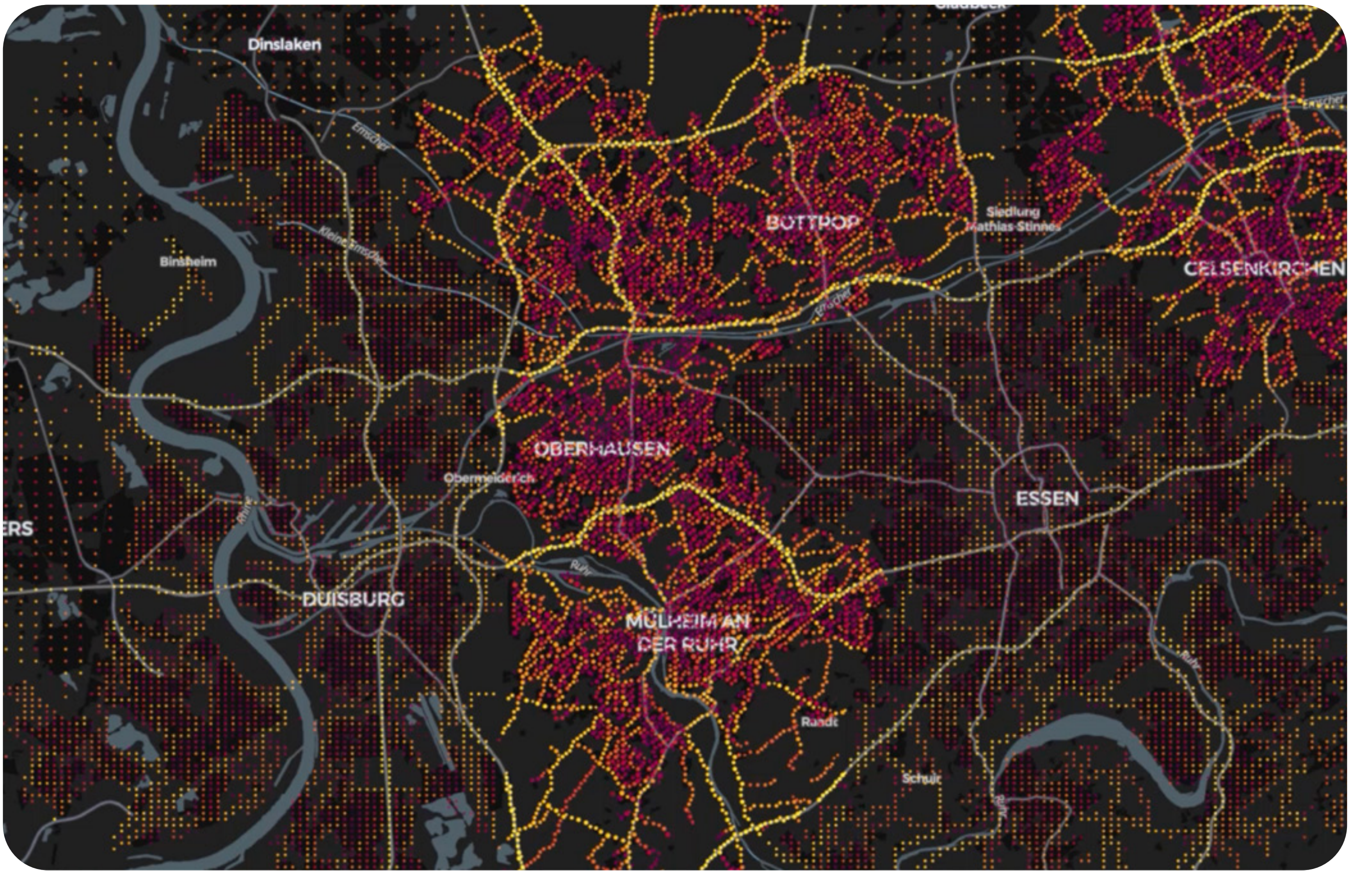
Using big data to power smart cities

In IDC's 2025 Power of Place Survey, over 35% of public sector respondents ranked traffic and mobility data among the most critical geospatial datasets for operational success, highlighting the growing importance of movement intelligence in urban governance.[1]

Real-time and historical mobility data offers insights that can be used to make better, data-driven decisions. For example, municipal authorities can deploy intelligent streetlamps that brighten when pedestrians are near, saving power and increasing safety.

Urban planners can select the right locations for public service buildings and transportation hubs, working toward the 15-minute city model where essential services are within close reach.

Some of that reclaimed road space can be reallocated to greenification initiatives to make the environment even more pleasant to live in. Green spaces bring overlooked benefits such as creating shade and filtering polluted air.



[1] IDC's Power of Place (Geospatial and Location Data) Survey 2025; (N = 609), North America, Asia/Pacific, and Europe

There are compelling examples of this in action today:

Amsterdam, Netherlands

Authorities have implemented an intelligent traffic management system, monitoring traffic flows in real time. Using TomTom's Floating Car Data, they track changes in traffic movement after introducing roadblocks to reduce flow into the city center. The city also uses TomTom Travel Stats to monitor changes in traffic safety and pollution after it reduced the inner-city speed limit from 31 mph (50 kph) to 18 mph (30 kph). Authorities can show citizens the true impact of changes in infrastructure and address any questions they might have, leading to better transparency and community engagement and breaking myths about traffic, such as how speed limit reductions don't result in huge delays.

Wisconsin, United States

TomTom has partnered with the Wisconsin Department of Transportation (DoT) to monitor the impact of construction works on traffic flow. Using TomTom Route Monitoring to measure the delays they cause in real time; the DoT no longer needs to rely on expensive sensors and cameras to measure travel times in areas affected by road maintenance. When delays are spotted, they can be addressed swiftly.

Paris, France

The highway authority for the Paris metropolitan region, the Direction des Routes d'Île-de-France (DiRIF), needs clear and accurate insights into the traffic situation of the nearly 800 miles (1,300 km) of roads in its network. Since 2023, it has received this through PTV Group's traffic management system, powered by TomTom traffic data. DiRIF combines this with data from its own sensors to significantly enhance the reliability of live traffic updates, informing road users about current traffic conditions, congestion and road closures in the city.

These kinds of traffic management solutions can monitor a variety of traffic features and serve various purposes to measure changes in traffic. Compared to traditional static monitoring systems, they're cost-effective and scale across large areas. TomTom offers scalable solutions that provide real-time and historic traffic data to help city authorities make informed decisions. They can be used on their own or combined with other datasets and infrastructure networks to further improve their effectiveness.

Traffic Index methodology

3.1

Data collection: Precise and comprehensive

The TomTom Traffic Index is built from anonymized GPS data and real driving speeds recorded across trillions of kilometers. It enables detailed comparisons across countries and cities, offering trusted insights for cities, governments, organizations and media outlets seeking to understand how mobility evolves and how to respond to it.

To ensure accuracy and reliability, the data undergoes rigorous validation processes. Automated algorithms filter out anomalies, such as outliers caused by GPS drift or incomplete journeys, ensuring that only high-quality data is included in the Traffic Index. The resulting dataset provides a precise and comprehensive view of global traffic trends.

Dataset captures a wide array of variables, including:

- Speed and travel times
- Traffic incidents
- Weather / environment conditions
- Traffic density during peak and off-peak

3.1.1

Congestion levels

Congestion is calculated by collecting all the travel times recorded by TomTom during a given period of time in a given area and comparing them with the lowest travel times from when traffic is in a totally free-flowing state. Congestion is expressed as a percentage, which is representative of the increase in travel time due to excess traffic. For example, a congestion level of 40 mean that, on average, journey times across that area's road network were 40% greater than when traffic is free flowing.

3.1.2

New for this year: Area Analytics

For the first time, all data from the cities included in the Traffic Index (and more) can now be accessed through the new TomTom Area Analytics tool, launched last month. Users can select any city or define a custom area and analyze traffic across specific days, months or years with detailed hourly breakdowns. From neighborhoods to entire countries, the tool quickly delivers detailed insights into congestion levels, travel speeds and free-flow conditions, helping users better understand how mobility evolves over time while providing one of the world's most comprehensive views of road and traffic performance.

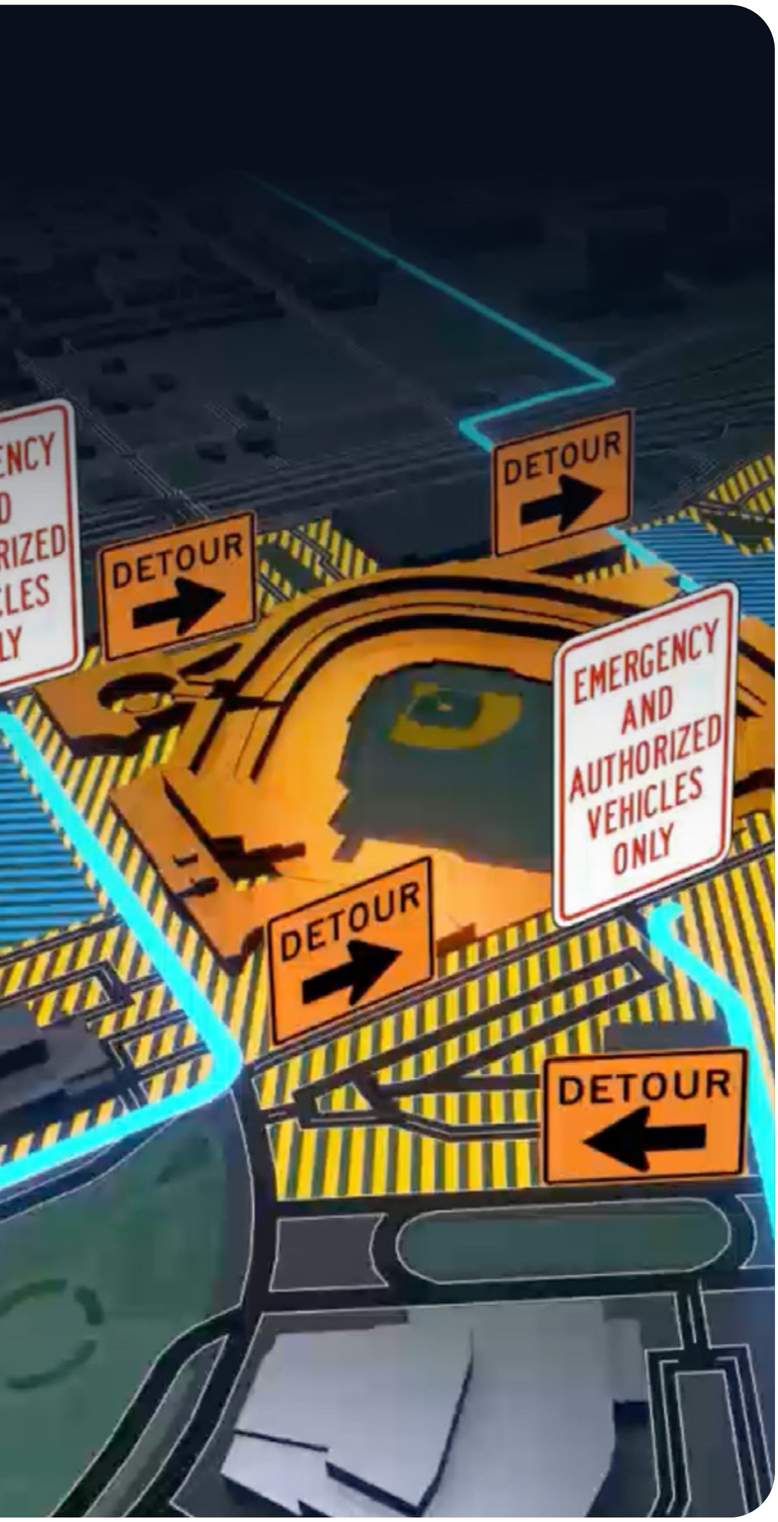
3.1.3

How is a city defined?

We leverage anonymized vehicle movement data to examine traffic flows within a metropolitan region. This area is overlaid with a comprehensive hexagonal grid covering 4,300 square kilometers, where each hexagon cell represents approximately 4.5 square kilometers.

We extract movement patterns between all hexagons in the form of an O/D matrix using the TomTom O/D API. This data aids in identifying city-connected areas, which are clusters of regions (hexagon cells) exhibiting significant traffic flow between them. High traffic flow among these regions indicates strong socio-economic ties.

The **City Area** represents the dense urban core where traffic is dictated by infrastructure constraints (intersections, narrow roads, pedestrians), resulting in chronically low average speeds. It typically aligns with the jurisdiction of the city government or municipal authority.



3.2

Data analysis: Turning information into insights

TomTom employs machine learning and statistical models to identify patterns and trends related to geography, holidays, and infrastructure projects. These results are distilled into actionable metrics, such as congestion levels, average commute times and delays, and presented through intuitive dashboards, visualizations and rankings.

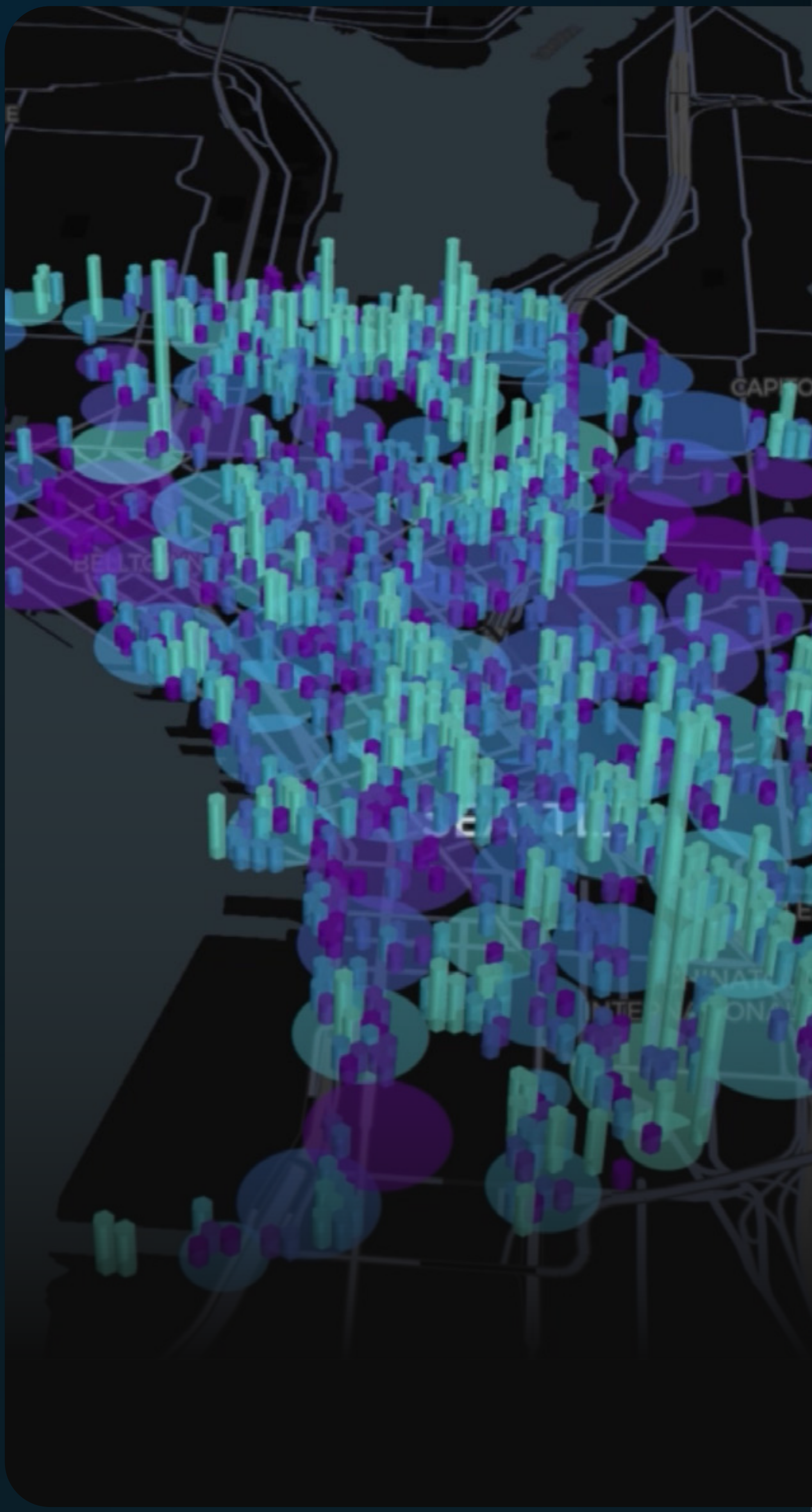
Key analytical processes include:

- Traffic patterns over a certain timeframe
- Event impacts like holidays, infrastructure, construction, etc.
- Geography

Regional and city-specific insights are derived to address localized challenges. This granular approach ensures that recommendations are tailored to the unique needs of each urban area.

Deep dives into 2025 mobility trends

In 2025, commuting in the U.S. is no longer just about how many people are on the road – it's about when they travel, where congestion concentrates, and how resilient the system is. New policies are reshaping traffic patterns in major cities; work-from-home norms continue to stretch and redistribute the traditional rush hour, and climate-driven disasters are increasingly testing the reliability of road networks.



4.1

New York City's congestion pricing: Year one

On January 5, 2025, New York City began its cordon tolling program, which charges most vehicles entering Manhattan's "Congestion Relief Zone" a once-per-day toll. The City's goals are to reduce vehicles and gridlock in and around the zone, improve safety and air quality, and create a dedicated revenue stream for Metrpolitan Transportation Authority (MTA) capital projects.

New York City's first year of congestion pricing shows measurable changes in roadway performance, particularly on major roads (interstates, freeways) where congestion level fell −5%. Queens (−20%) and Jersey City (−9%) experienced the largest reductions in delay, while Brooklyn saw congestion increase by nearly 11% on major roads. Time-of-day trends have also shifted: late-morning and afternoon peak congestion declined by 5–10%, allowing for smoother tunnel and bridge operations and faster bus travel into Manhattan.

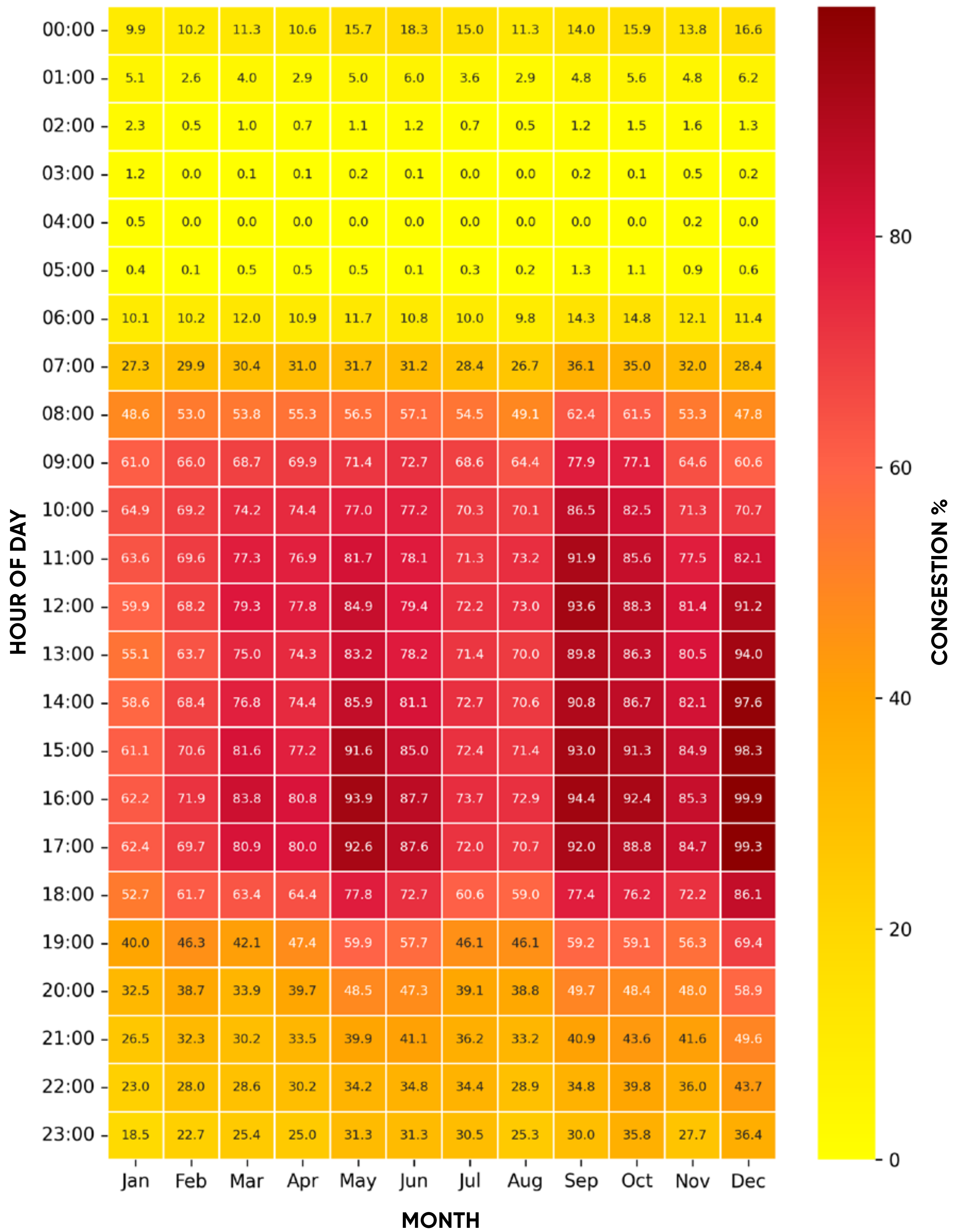
Across nearly all NYC bridges, congestion levels improved by more than 14% in 2025. The Williamsburg Bridge (57%), Manhattan Bridge (48%), and Holland Tunnel (25%) had the largest reductions. The data also revealed meaningful day-of-week patterns. Thursday had the highest congestion at 41%, followed by Wednesday and Friday (35%). Saturday (25%) and Sunday (24%) consistently showed the lowest congestion.

In contrast, local and secondary roads showed little change overall. Average speeds remained nearly flat and congestion dipped only –2%. For example, lower Manhattan experienced an increase of roughly 1%, while congestion in upper Manhattan dropped by about -3%. Moreso, crashes in the congestion relief zone were down 14%, and traffic injuries were down 15%. Earlier this summer, New York City Department of Transportation announced that pedestrian fatalities on City streets are at historic lows, matching levels last seen in 2018.

While congestion pricing reduced pressure on primary access routes and bridges, some traffic likely redistributed onto local networks or local conditions (deliveries, parking, short urban trips) continued to drive delay regardless of zone entry pricing. Still, the net effect remains positive on the city's most important corridors, where efficiency and reliability improved in ways consistent with early transit ridership gains.

Weekday Congestion Analysis / (Monday – Friday)

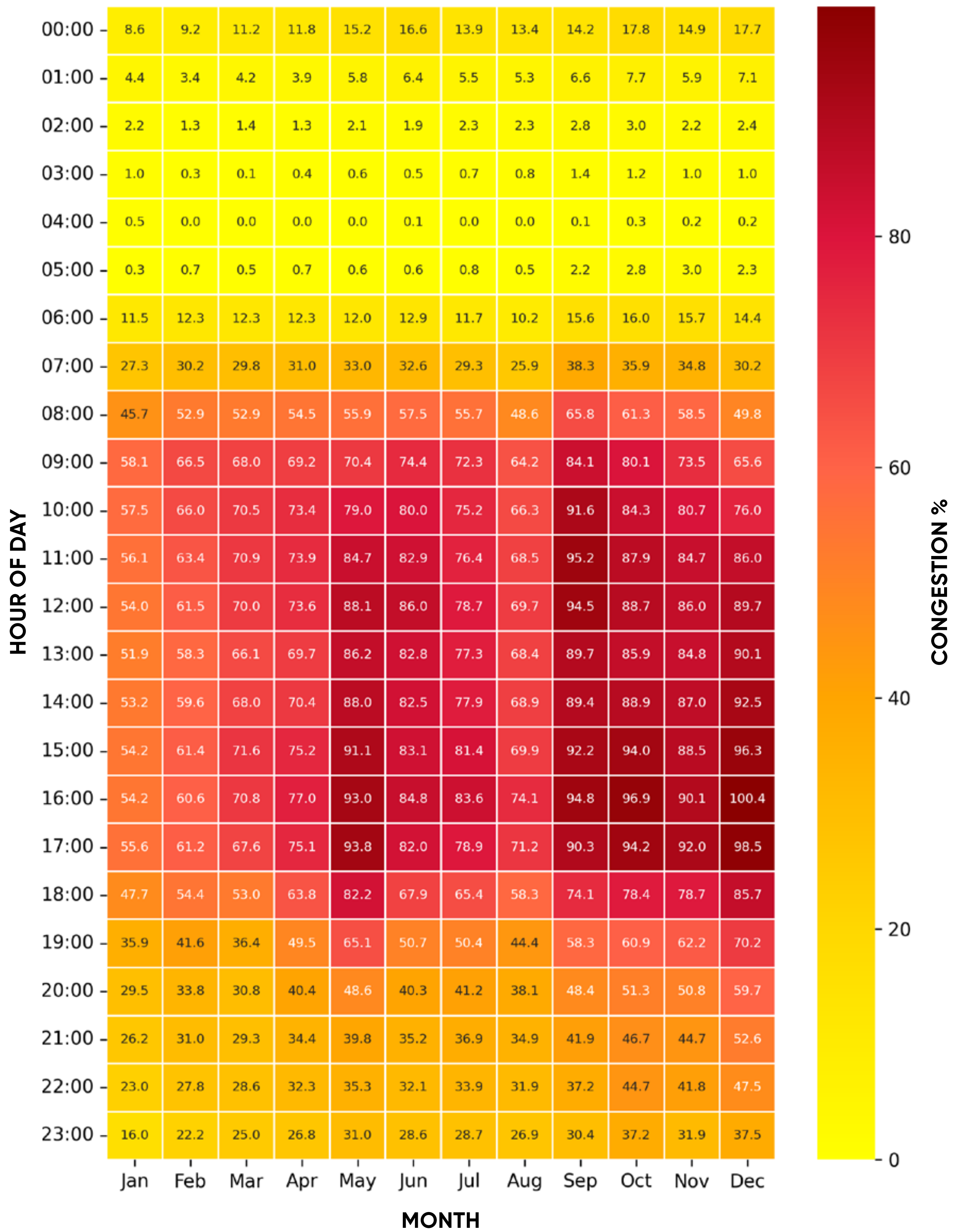
2024 Weekday Congestion Level by Hour



HOUR OF DAY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
00:00	9.9	10.2	11.3	10.6	15.7	18.3	15.0	11.3	14.0	15.9	13.8	16.6
01:00	5.1	2.6	4.0	2.9	5.0	6.0	3.6	2.9	4.8	5.6	4.8	6.2
02:00	2.3	0.5	1.0	0.7	1.1	1.2	0.7	0.5	1.2	1.5	1.6	1.3
03:00	1.2	0.0	0.1	0.1	0.2	0.1	0.0	0.0	0.2	0.1	0.5	0.2
04:00	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
05:00	0.4	0.1	0.5	0.5	0.5	0.1	0.3	0.2	1.3	1.1	0.9	0.6
06:00	10.1	10.2	12.0	10.9	11.7	10.8	10.0	9.8	14.3	14.8	12.1	11.4
07:00	27.3	29.9	30.4	31.0	31.7	31.2	28.4	26.7	36.1	35.0	32.0	28.4
08:00	48.6	53.0	53.8	55.3	56.5	57.1	54.5	49.1	62.4	61.5	53.3	47.8
09:00	61.0	66.0	68.7	69.9	71.4	72.7	68.6	64.4	77.9	77.1	64.6	60.6
10:00	64.9	69.2	74.2	74.4	77.0	77.2	70.3	70.1	86.5	82.5	71.3	70.7
11:00	63.6	69.6	77.3	76.9	81.7	78.1	71.3	73.2	91.9	85.6	77.5	82.1
12:00	59.9	68.2	79.3	77.8	84.9	79.4	72.2	73.0	93.6	88.3	81.4	91.2
13:00	55.1	63.7	75.0	74.3	83.2	78.2	71.4	70.0	89.8	86.3	80.5	94.0
14:00	58.6	68.4	76.8	74.4	85.9	81.1	72.7	70.6	90.8	86.7	82.1	97.6
15:00	61.1	70.6	81.6	77.2	91.6	85.0	72.4	71.4	93.0	91.3	84.9	98.3
16:00	62.2	71.9	83.8	80.8	93.9	87.7	73.7	72.9	94.4	92.4	85.3	99.9
17:00	62.4	69.7	80.9	80.0	92.6	87.6	72.0	70.7	92.0	88.8	84.7	99.3
18:00	52.7	61.7	63.4	64.4	77.8	72.7	60.6	59.0	77.4	76.2	72.2	86.1
19:00	40.0	46.3	42.1	47.4	59.9	57.7	46.1	46.1	59.2	59.1	56.3	69.4
20:00	32.5	38.7	33.9	39.7	48.5	47.3	39.1	38.8	49.7	48.4	48.0	58.9
21:00	26.5	32.3	30.2	33.5	39.9	41.1	36.2	33.2	40.9	43.6	41.6	49.6
22:00	23.0	28.0	28.6	30.2	34.2	34.8	34.4	28.9	34.8	39.8	36.0	43.7
23:00	18.5	22.7	25.4	25.0	31.3	31.3	30.5	25.3	30.0	35.8	27.7	36.4

Weekday Congestion Analysis / (Monday – Friday)

2025 Weekday Congestion Level by Hour



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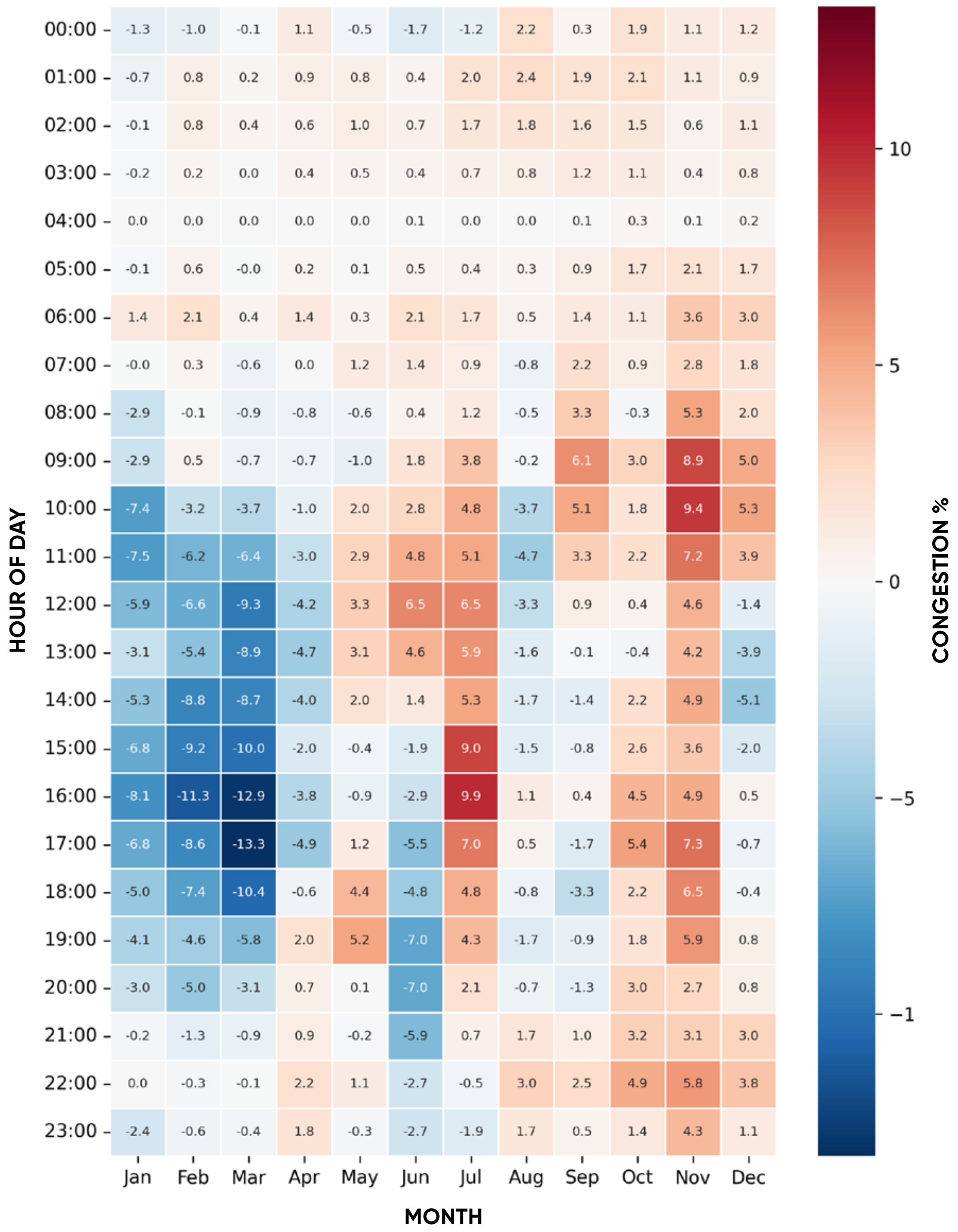
01:00	4.4	3.4	4.2	3.9	5.8	6.4	5.5	5.3	6.6	7.7	5.9	7.1
02:00	2.2	1.3	1.4	1.3	2.1	1.9	2.3	2.3	2.8	3.0	2.2	2.4
03:00	1.0	0.3	0.1	0.4	0.6	0.5	0.7	0.8	1.4	1.2	1.0	1.0
04:00	0.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.2	0.2
05:00	0.3	0.7	0.5	0.7	0.6	0.6	0.8	0.5	2.2	2.8	3.0	2.3
06:00	11.5	12.3	12.3	12.3	12.0	12.9	11.7	10.2	15.6	16.0	15.7	14.4
07:00	27.3	30.2	29.8	31.0	33.0	32.6	29.3	25.9	38.3	35.9	34.8	30.2
08:00	45.7	52.9	52.9	54.5	55.9	57.5	55.7	48.6	65.8	61.3	58.5	49.8
09:00	58.1	66.5	68.0	69.2	70.4	74.4	72.3	64.2	84.1	80.1	73.5	65.6
10:00	57.5	66.0	70.5	73.4	79.0	80.0	75.2	66.3	91.6	84.3	80.7	76.0
11:00	56.1	63.4	70.9	73.9	84.7	82.9	76.4	68.5	95.2	87.9	84.7	86.0
12:00	54.0	61.5	70.0	73.6	88.1	86.0	78.7	69.7	94.5	88.7	86.0	89.7
13:00	51.9	58.3	66.1	69.7	86.2	82.8	77.3	68.4	89.7	85.9	84.8	90.1
14:00	53.2	59.6	68.0	70.4	88.0	82.5	77.9	68.9	89.4	88.9	87.0	92.5
15:00	54.2	61.4	71.6	75.2	91.1	83.1	81.4	69.9	92.2	94.0	88.5	96.3
16:00	54.2	60.6	70.8	77.0	93.0	84.8	83.6	74.1	94.8	96.9	90.1	100.4
17:00	55.6	61.2	67.6	75.1	93.8	82.0	78.9	71.2	90.3	94.2	92.0	98.5
18:00	47.7	54.4	53.0	63.8	82.2	67.9	65.4	58.3	74.1	78.4	78.7	85.7
19:00	35.9	41.6	36.4	49.5	65.1	50.7	50.4	44.4	58.3	60.9	62.2	70.2
20:00	29.5	33.8	30.8	40.4	48.6	40.3	41.2	38.1	48.4	51.3	50.8	59.7
21:00	26.2	31.0	29.3	34.4	39.8	35.2	36.9	34.9	41.9	46.7	44.7	52.6
22:00	23.0	27.8	28.6	32.3	35.3	32.1	33.9	31.9	37.2	44.7	41.8	47.5
23:00	16.0	22.2	25.0	26.8	31.0	28.6	28.7	26.9	30.4	37.2	31.9	37.5

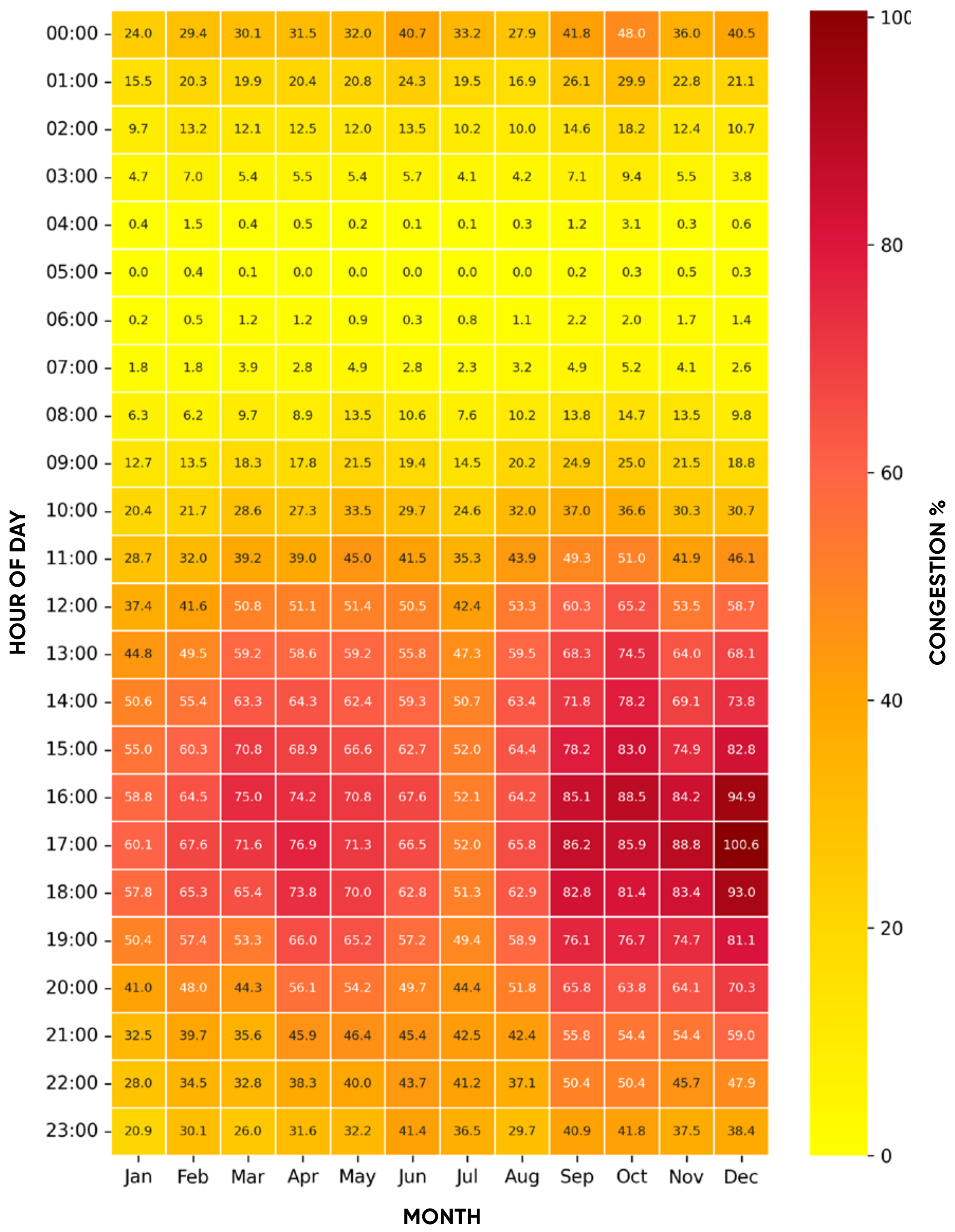
Weekday Congestion Analysis / (Monday – Friday)

Change in Congestion 2025 vs 2024

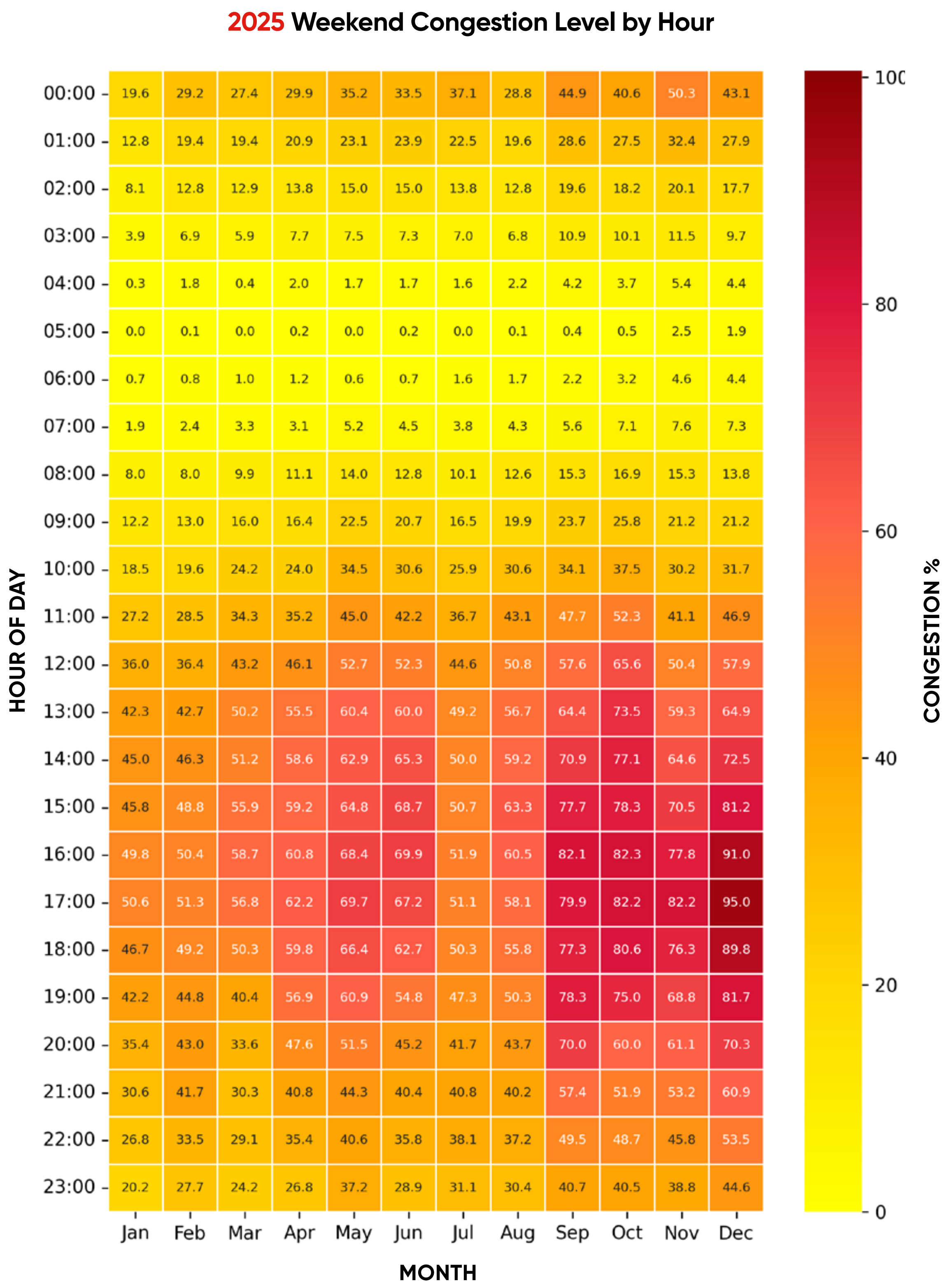


Weekday Congestion Analysis / (Saturday – Sunday)

2024 Weekend Congestion Level by Hour

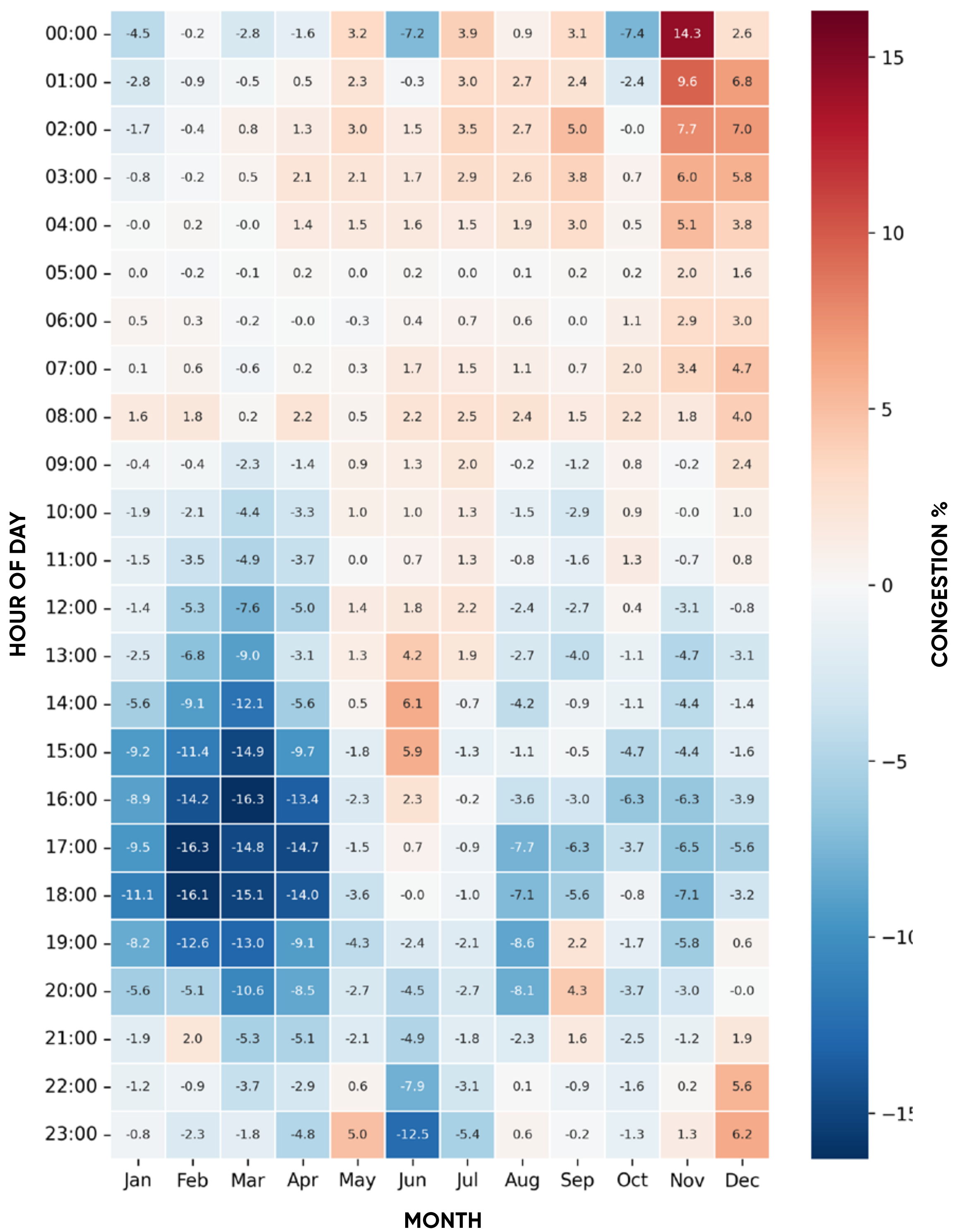


Weekday Congestion Analysis / (Saturday – Sunday)



Weekday Congestion Analysis / (Saturday – Sunday)

Change in Congestion 2025 vs 2024



4.2

Commuting trends in 2025: The reshaping of the rush hour

Across the day, commuting patterns in 2025 looked noticeably different compared to 2019, even though overall congestion has largely returned. In 2019, the morning rush was a traditional 7–9am peak. By 2025, congestion at 7–8am was slightly lower than in 2019, and volumes bled into late-morning. At the same time, mid-day and early afternoon traffic (roughly 11am–3pm) was higher, suggesting more people were on the road outside “normal” commute windows—running errands, shifting their hours, or splitting their day between home and office.

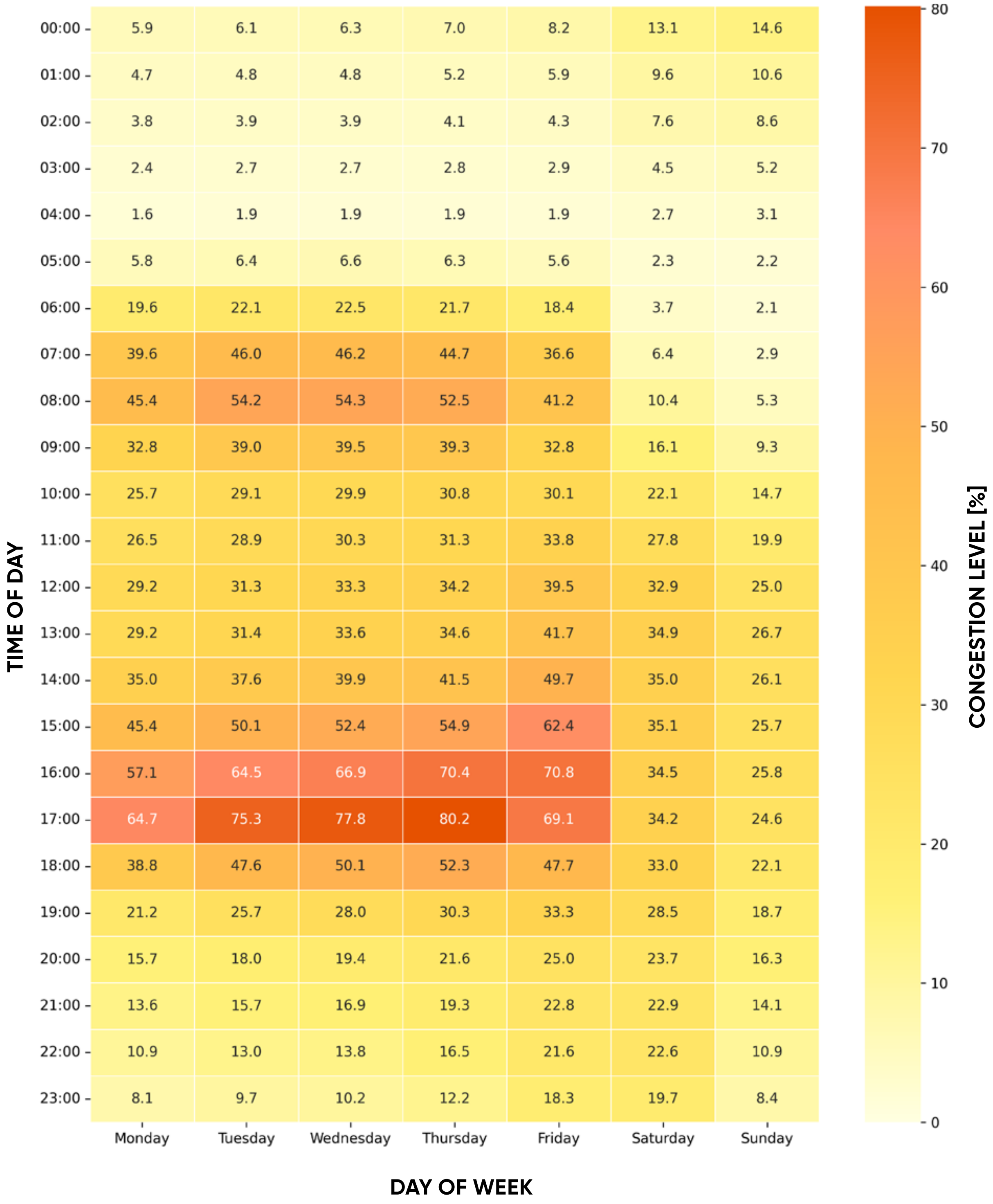
The evening period shifted even more. Prior to COVID-19, the road network experienced a clear commuting spike around 5pm, with congestion dropping sharply afterward. By 2025, the PM peak was broader and flatter as congestion climbed during the 3–4pm and 5-6pm windows, which suggests workers were leaving at different times rather than one synchronized rush hour. Despite the spreading of the traditional “rush hour”, overall speeds in the PM peak were slower in 2025.

Day-of-week patterns continue to tell a clear story about hybrid and remote work. In 2019, all weekdays were relatively similar, with modestly heavier congestion midweek.

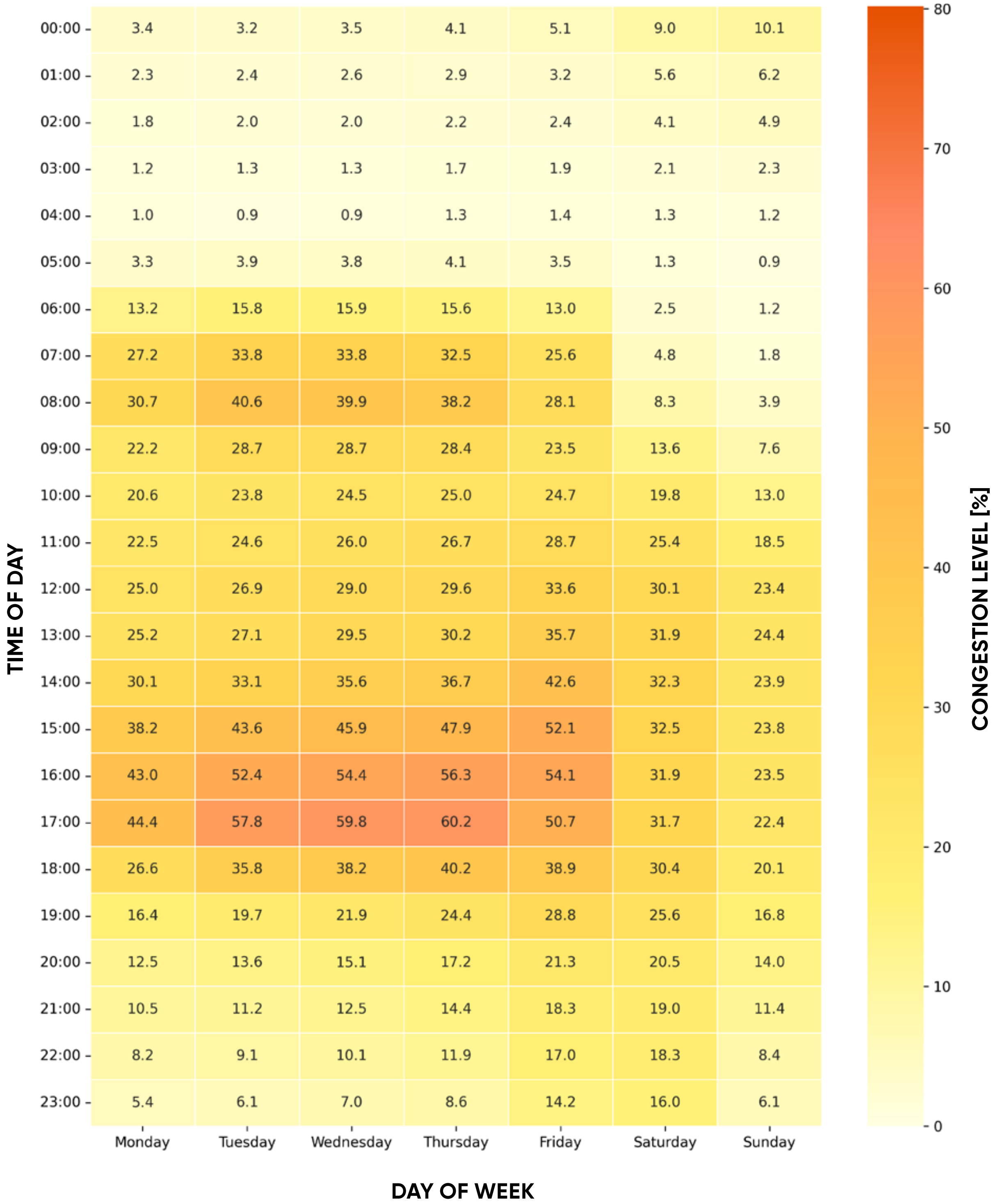
By 2025, Tuesday through Thursday became the dominant commuting days, while Monday inched closer to pre-COVID levels and Friday vehicle volumes dropped off. This shift indicates hybrid schedules where workers cluster office days midweek and are more likely to work from home, take leave, or travel on Fridays.

Comparing tech-heavy cities to other metros has reinforced the impact hybrid work has on commuting trends. In large tech hubs - like San Francisco, San Jose, Seattle, Austin, Boston, and Denver - congestion has remained slightly below 2019 levels, and the midweek pattern is especially pronounced. By contrast, in 2025, congestion in non-tech cities exceeded 2019 levels, particularly in the evening peak. Put together, the time-of-day and day-of-week shifts, coupled with the tech vs. non-tech split, paint a clear picture: hybrid/ remote work hasn’t eliminated commuting, but it has reshaped when and how often people travel, concentrating trips on certain days and spreading the “rush hour” across a broader range of hours.

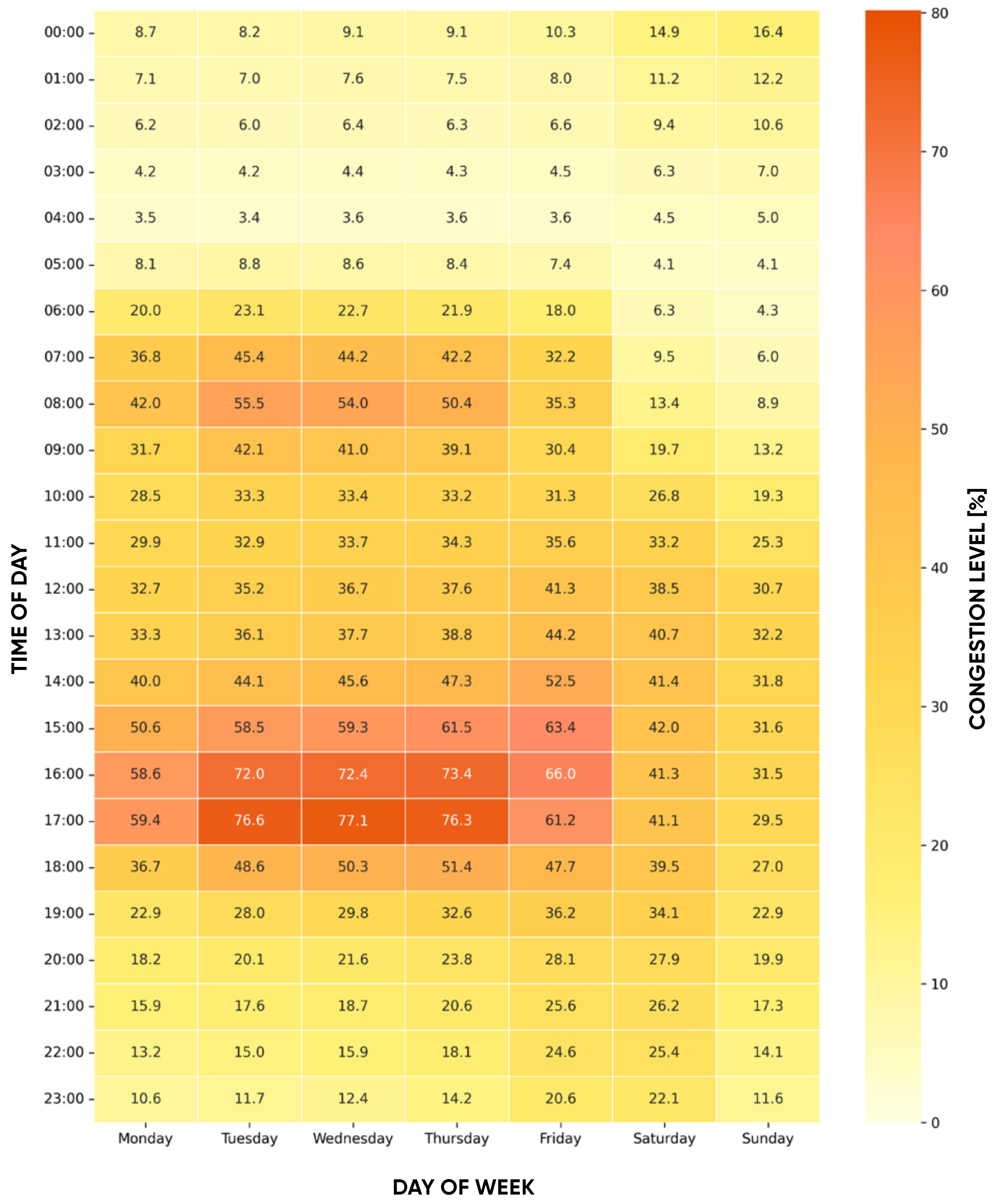
2019 / 25 Biggest U.S. Cities (Avg Congestion)



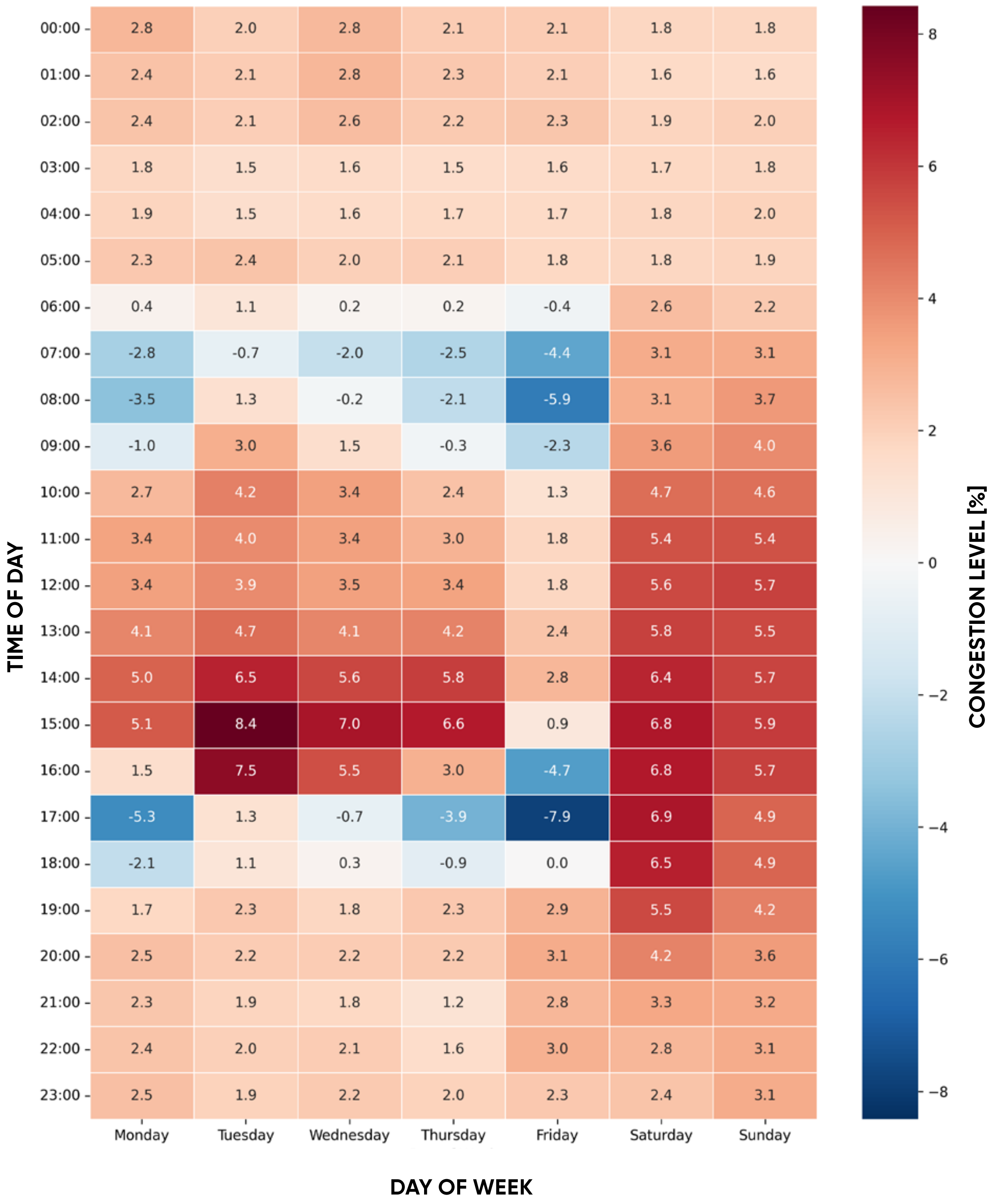
2022 / 25 Biggest U.S. Cities (Avg Congestion)



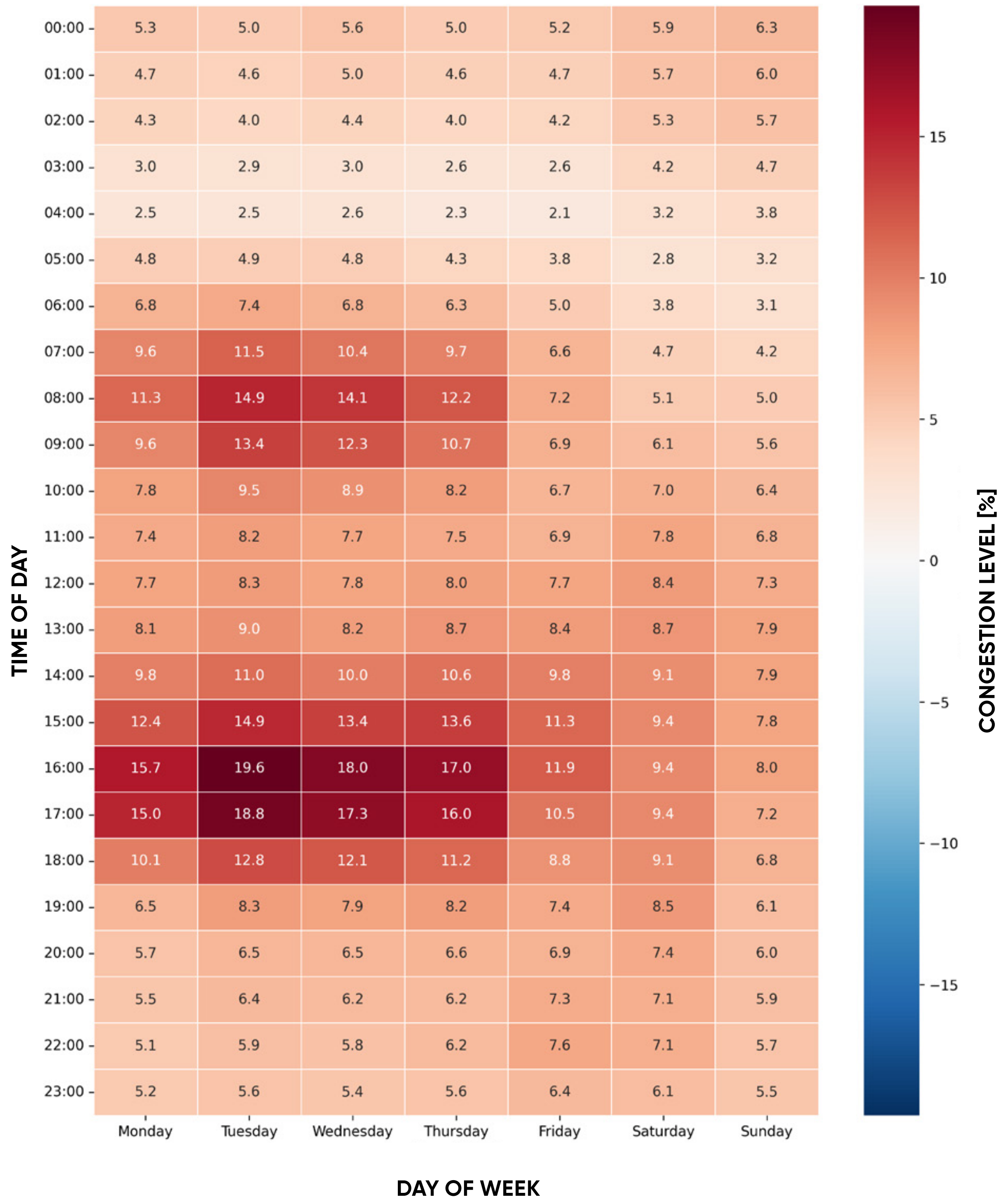
2025 / 25 Biggest U.S. Cities (Avg Congestion)

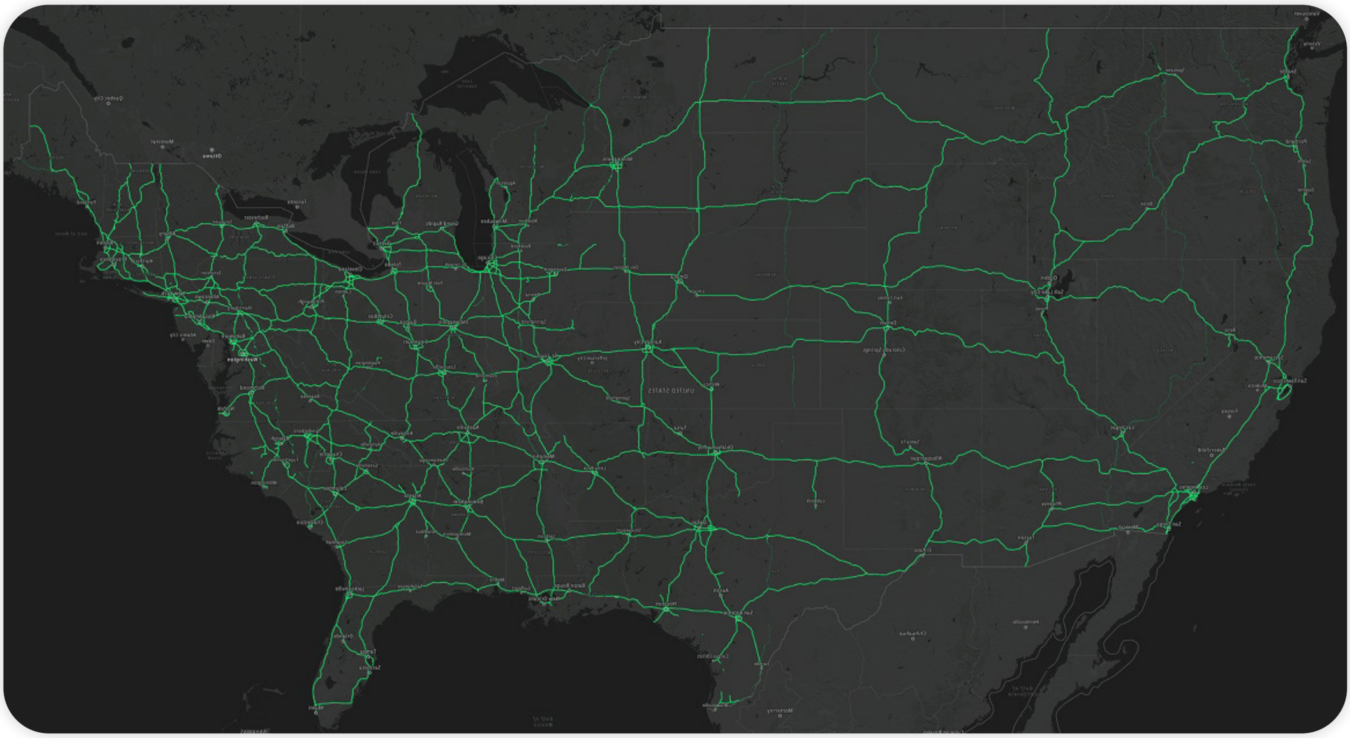


Delta 2025 vs 2019 / 25 Biggest U.S. Cities



Delta 2025 vs 2022 / 25 Biggest U.S. Cities





4.3

Climate-related disasters and U.S. road resilience

Natural disasters are increasingly impacting key roadways in the U.S., disrupting both everyday commuting and long-haul freight. Federal analyses warn that climate-related damage to paved roads alone could cost up to $20 billion per year by 2030 as heat, heavy rain, and coastal flooding accelerate deterioration and force more frequent closures and rebuilds. Weather is already the second-largest cause of non-recurring congestion nationwide (15%), only behind traffic incidents (25%).

Recent heavy rains and flooding provided the opportunity to analyze how disruptive natural disasters can be to road infrastructure and vehicle travel. The Christmas 2025 floods in San Bernardino caused significant disruptions to travel across the region, with both highways and local roads experiencing notable slowdowns. Major routes in Wrightwood were hit the hardest as highway speeds fell by 19%, while local road speeds declined by 12%.

In Lytle Creek, the pattern was reversed as highways slowed by 12%, but local roads dropped sharply by 22%, nearly double Wrightwood's local decline. This steep reduction suggests that localized flooding, debris, and access restrictions had a major effect on vehicle travel in residential areas.

Also in December 2025, an atmospheric-river flooding in the Pacific Northwest closed more than 300 roads, including I-5 and I-90 and at least seven U.S. and State routes. The record rainfall forced thousands of detours and lane reversals for evacuations, causing congestion levels to climb across the Seattle metropolitan area. Northeast and Southeast Seattle were hit the hardest as congestion on highways reached 19% and 17%, respectfully. Local roads were also impacted as congestion climbed 6% in both areas. The six-day closure of SR-167 diverted commuters to I-5, causing congestion levels to reach 400% during peak commuting times (9:00am-1pm) in South Seattle.

Likewise, the July 2025 Texas Hill Country floods washed out roads and bridges along the Guadalupe River. Across all road classes, the congestion level surged to 23%, more than double from the previous month. Local streets saw congestion hit 51%, while arterial roads dropped 17%. One week after the flood, congestion levels remained nearly as high as the day of the disaster (22% for all roads), indicating that road closures and debris management continued to stifle traffic. Even two months later, average speeds across the county remained 7% lower than the previous year.

Each of these events demonstrates how climate-amplified disasters not only trigger short-term road closures, but also lead to long-term infrastructure damage, prolonged detours, elevated traffic congestion, and higher costs for personal and commercial travel. As extreme weather becomes more frequent, planning for resilient corridors and adaptive routing will be essential to mitigate these cascading transportation impacts.

Key findings in 2025

Country top 10

RANK	COUNTRY	AVERAGE CONGESTION LEVEL % (2025)
1	Colombia	48.8%
2	Malta	45.1%
3	Philippines	44.6%
4	Mauritius	37.8%
5	India	37.4%
6	Singapore	36.8%
7	Mexico	36.8%
8	Peru	36.5%
9	Japan	34.3%
10	Indonesia	34.4%

Data collected in 2025

5.1

Global findings

For the first time, TomTom calculated global congestion levels by aggregating driving speeds over more than 2.2 trillion miles **(3.6T km)** driven worldwide. The results confirm a clear upward trend: global congestion has increased by **5 percentage points**, rising from **20% to 25%**.

Beyond driver frustration, increased congestion has serious societal implications. Rising levels of congestion globally lead to more emissions, higher fuel consumption, reduced productivity, and growing pressure on urban infrastructure. While traffic can be an indicator of economic boon, it can also hamper economies in and of itself.

U.S. among least congested countries in world

Despite having several large cities known for extreme traffic, the United States ranks among the least congested countries overall. In 2025, the U.S. placed 54 globally, with an average congestion level of 19%. By comparison, Colombia ranked 1st with an average congestion level of nearly 50%, Japan ranked 9th at 34%, the United Kingdom 23rd at 27%, and France 48th at 20%. The relatively low national congestion level reflects the scale and capacity of the U.S. road network and faster average travel speeds, and also the population density and urbanization of other countries.

5.2

U.S. rankings

With nearly a 60% average congestion level, Los Angeles ranked as the most congested city in the U.S., followed by Honolulu, and San Francisco. Out of the top 10, Atlanta had the largest increase of four percentage points, while New York City stayed flat and Boston declined by three points. Overall, Americans experienced a four-point increase in traffic congestion compared to 2025.

New York remained the slowest overall city in the U.S. for a second year in a row, followed closely by San Francisco and distantly by Philadelphia and Honolulu. Based on a 6-mile commute driven during morning and evening peak hours, New Yorkers lost 120 hours to peak hour traffic in 2025, while Angelenos lost 80 hours. For comparison, drivers in Lima, Peru, in the most congested city in the world, lost nearly 188 hours in traffic.

Top 10 U.S. Cities with the Highest Congestion Levels

RANK	CITY	AVERAGE CONESTION LEVEL	CHANGE FROM 2024	AVERAGE SPEED	AVERAGE DISTANCE DRIVEN IN 15 MIN	TIME LOST DURING RUSH HOUR PER YEAR
1	**Los Angeles, CA**	**58.9%**	↑ 1.7 pp	24 mph	6 mi	80 hours
2	**Honolulu, HI**	**50.5%**	↑ 1.4 pp	17.8 mph	4.4 mi	85 hours
3	**San Francisco, CA**	**49.7%**	↑ 2.2 pp	12.6 mph	3.1 mi	112 hours
4	**New York, NY**	**48.8%**	0.0 pp	11.8 mph	3 mi	120 hours
5	**Miami, FL**	**46.8%**	↑ 0.5 pp	21 mph	5.3 mi	70 hours
6	**Chicago, IL**	**46.1%**	↑ 0.9 pp	19.6 mph	4.9 mi	76 hours
7	**Seattle, WA**	**44.9%**	↑ 2.5 pp	21.8 mph	5.5 mi	66 hours
8	**Atlanta, GA**	**44.3%**	↑ 3.9 pp	27.9 mph	7 mi	59 hours
9	**Boston, MA**	**42.1%**	↓ 2.9 pp	17.8 mph	4.4 mi	83 hours
10	**Tampa, FL**	**41.5%**	↑ 1.5 pp	29.8 mph	7.4 mi	55 hour

See full U.S. Ranking

Data collected in 2025

5.2.1

Top 10 U.S. cities infographics / Los Angeles, CA

City center

Average congestion level	Average distance driven in 15 min	Average travel time for a 6 mi drive	Average speed during rush hour
59.8%	6 mi	14 min 58 s	17.1 mph
1.7 pp higher than 2024	0.1 mi less than in 2024	20 s more than in 2024	similar to 2024

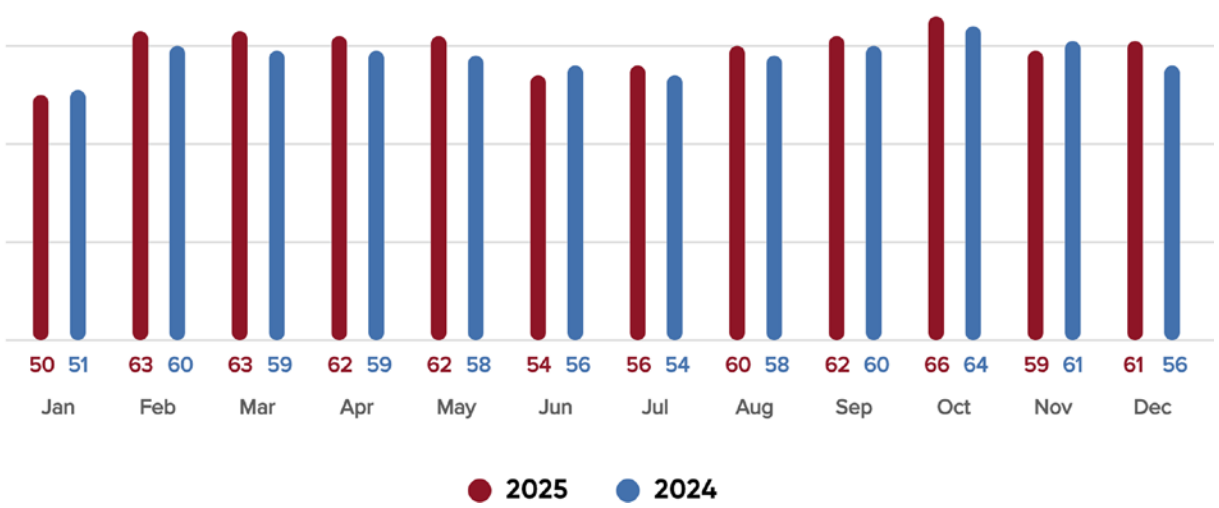
Highway trip ratio	Average speed on highways
63.2%	35.3 mph
0.2 mph slower than in 2024	0.9 mph slower than in 2024

Worst day to travel in 2025

October 16, Thursday

86%	143%	3.2 mi
Average congestion level	Congestion level at 5pm	Distance driven in 15 min at 5pm

Monthly congestion level

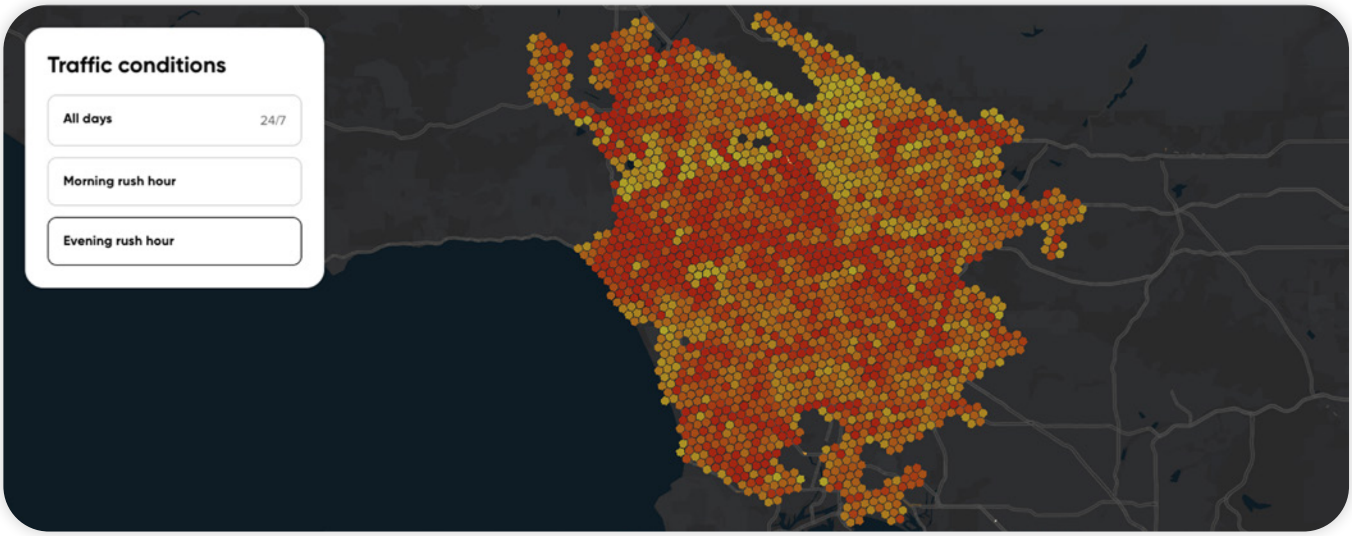


See full Los Angeles, CA ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Los Angeles in 2025?



How busy was Los Angeles during rush hour in 2025?

Rush hour
Morning

Time spent in driving 6 mi
18 min 34 s

84.4%
Average congestion level

19.4 mph
Average speed

Rush hour
Evening

Time spent in driving 6 mi
23 min 22 s

113.3%
Average congestion level

15.4 mph
Average speed

Extra time lost due to traffic in rush hour in 2025

80 hours = 3 days, 8 hours

↑ 2 hours 28 min more than in 2024

Honolulu, HI

City center

Average congestion level

50.5%

1.4 pp higher than 2024

Average distance driven
in 15 min

4.4 mi

similar to 2024

Average travel time
for a 6 mi drive

20 min 15 s

12 s more than in 2024

Average speed during rush hour

14.5 mph

similar to 2024

Highway trip ratio

40.6%

0.1 pp higher than in 2024

Average speed on highways

39.3 mph

0.4 mph slower than in 2024

Worst day to travel in 2025

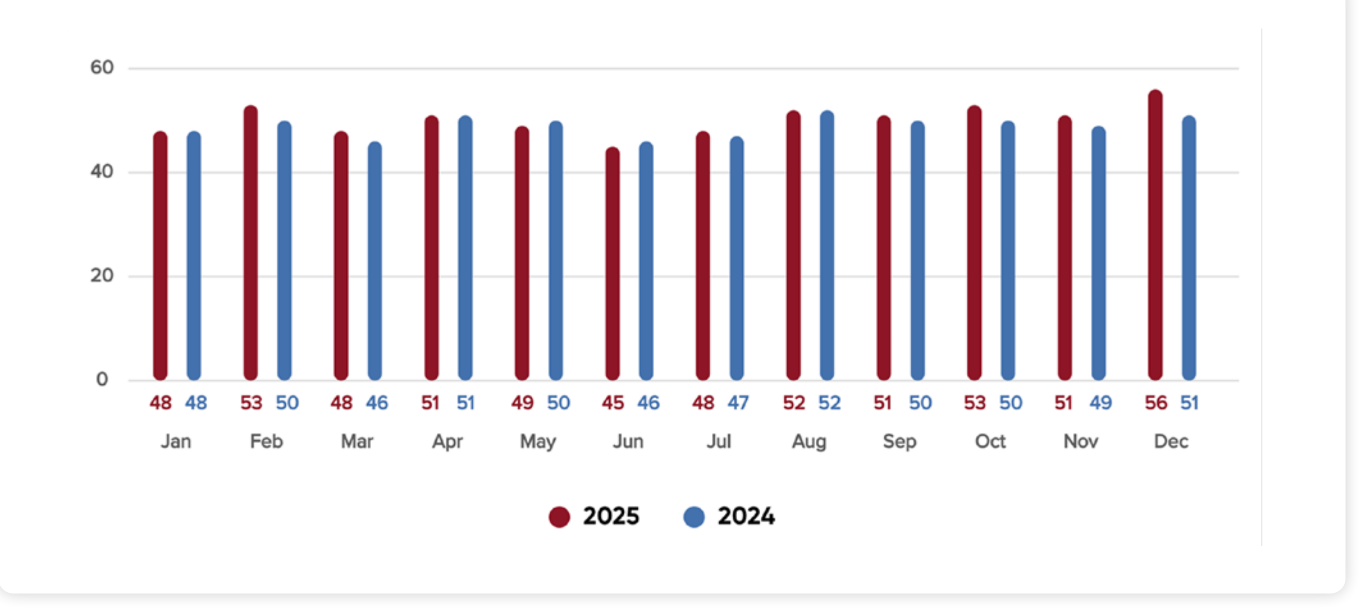
July 29, Tuesday

87% Average congestion level

294% Congestion level at 5pm

1.6 mi Distance driven in 15 min at 5pm

Monthly congestion level

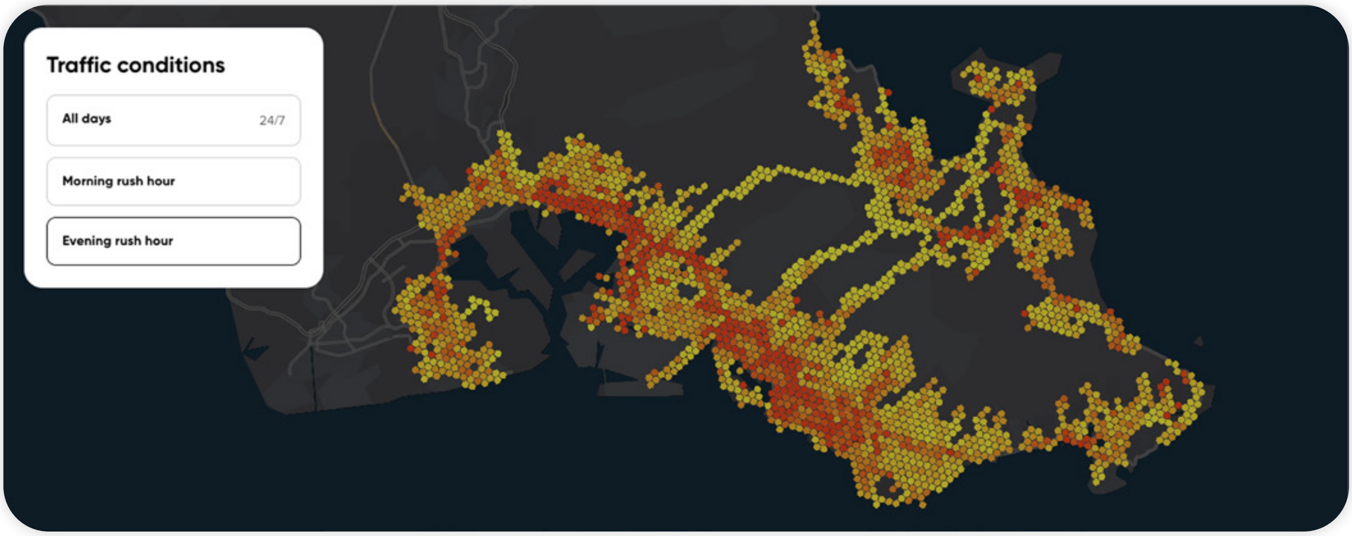


See full Honolulu, HI ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Honolulu in 2025?



How busy was Honolulu during rush hour in 2025?

Rush hour Morning	Rush hour Evening
Time spent in driving 6 mi: 24 min 14 s	Time spent in driving 6 mi: 25 min 25 s
79.1% Average congestion level	81.3% Average congestion level
14.9 mph Average speed	14.2 mph Average speed

Extra time lost due to traffic in rush hour in 2025

85 hours = 3 days, 13 hours

↑ 1 hour 14 min more than in 2024

San Francisco, CA

City center

Average congestion level

49.7%
2.2 pp higher than 2024

Average distance driven
in 15 min

3.1 mi
0.2 mi less than in 2024

Average travel time
for a 6 mi drive

28 min 41 s
1 min 44 s more than in 2024

Average speed during rush hour

10.3 mph
1 mph slower than in 2024

Highway trip ratio

30.3%
0.7 mph lower than in 2024

Average speed on highways

31.5 mph
1.4 mph slower than in 2024

Worst day to travel in 2025

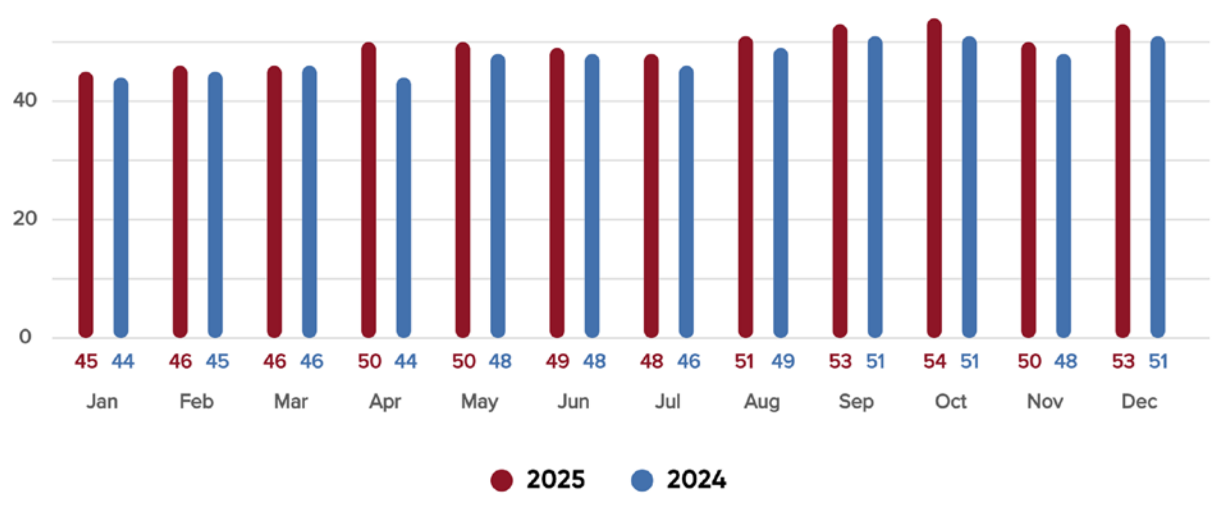
December 20, Saturday

72%
Average congestion level

123%
Congestion level at 5pm

1.9 mi
Distance driven in 15 min at 5pm

Monthly congestion level

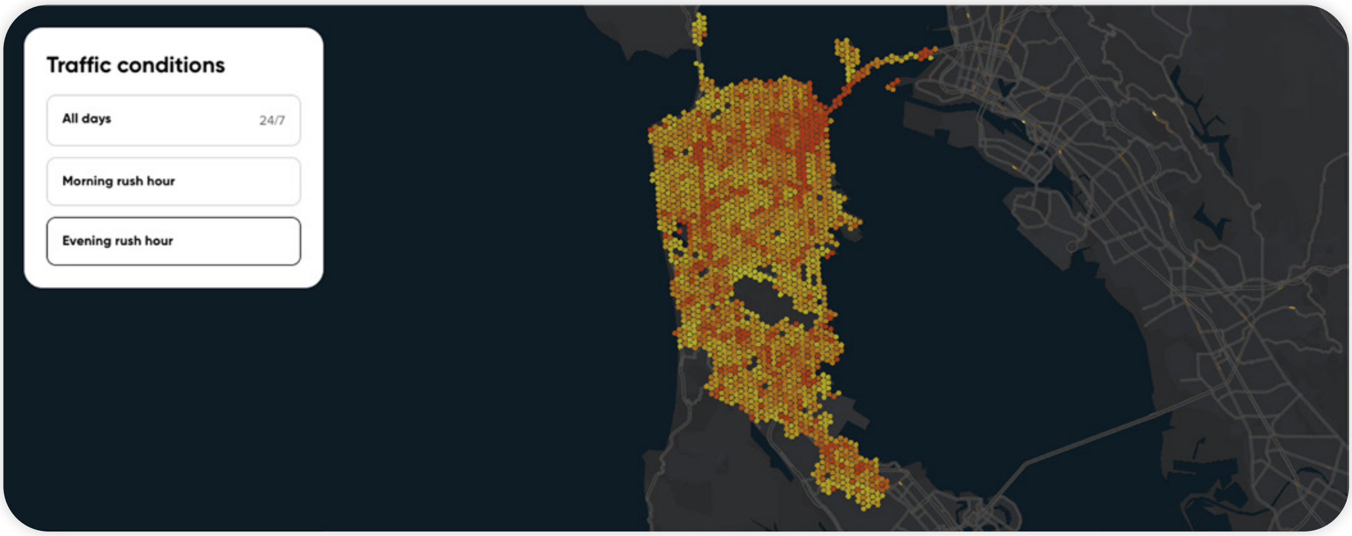


See full San Francisco, CA ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in San Francisco in 2025?



How busy was San Francisco during rush hour in 2025?

Rush hour
Morning

Time spent in driving 6 mi
30 min 49 s

56.9%
Average congestion level

11.7 mph
Average speed

Rush hour
Evening

Time spent in driving 6 mi
38 min 37 s

84%
Average congestion level

9.3 mph
Average speed

Extra time lost due to traffic in rush hour in 2025

112 hours = 4 days, 16 hours

↑ 9 hours 52 min more than in 2024

New York, NY

City center

Average congestion level

48.8%
similar to 2024

Average distance driven
in 15 min

3 mi
similar to 2024

Average travel time
for a 6 mi drive

30 min 30 s
19 s less than in 2024

Average speed during rush hour

9.8 mph
similar to 2024

Highway trip ratio

34.1%
0..8 pp higher than in 2024

Average speed on highways

27.4 mph
0.1 mph faster than in 2024

Worst day to travel in 2025

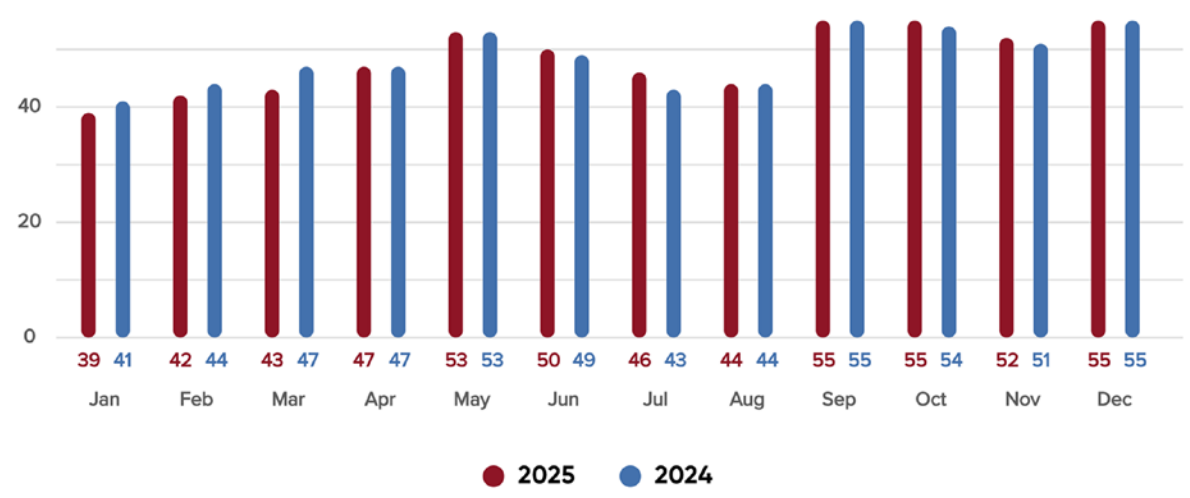
October 30, Thursday

78%
Average congestion level

147%
Congestion level at 5pm

1.5 mi
Distance driven in 15 min at 5pm

Monthly congestion level

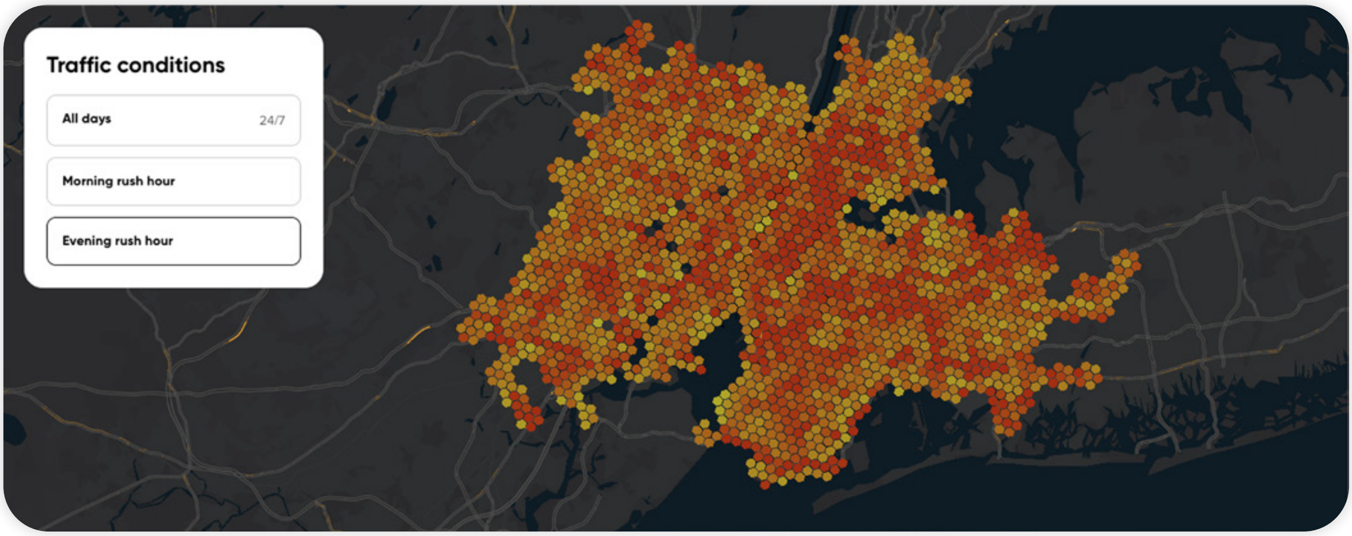


See full New York, NY ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in New York in 2025?



How busy was New York during rush hour in 2025?

Rush hour
Morning

Time spent in driving 6 mi
35 min 7 s

68.3%
Average congestion level

10.3 mph
Average speed

Rush hour
Evening

Time spent in driving 6 mi
38 min 22 s

79.3%
Average congestion level

9.4 mph
Average speed

Extra time lost due to traffic in rush hour in 2025

120 hours = 5 days, 54 min

↓ 2 hours 28 min less than in 2024

Miami, FL

City center

Average congestion level

46.8%

0.5 pp higher than 2024

Average distance driven in 15 min

5.3 mi

0.1 mi less than in 2024

Average travel time for a 6 mi drive

17 min 8 s

26 s more than in 2024

Average speed during rush hour

17 mph

1 mph slower than in 2024

Highway trip ratio

43.4%

2.1 pp higher than in 2024

Average speed on highways

40.8 mph

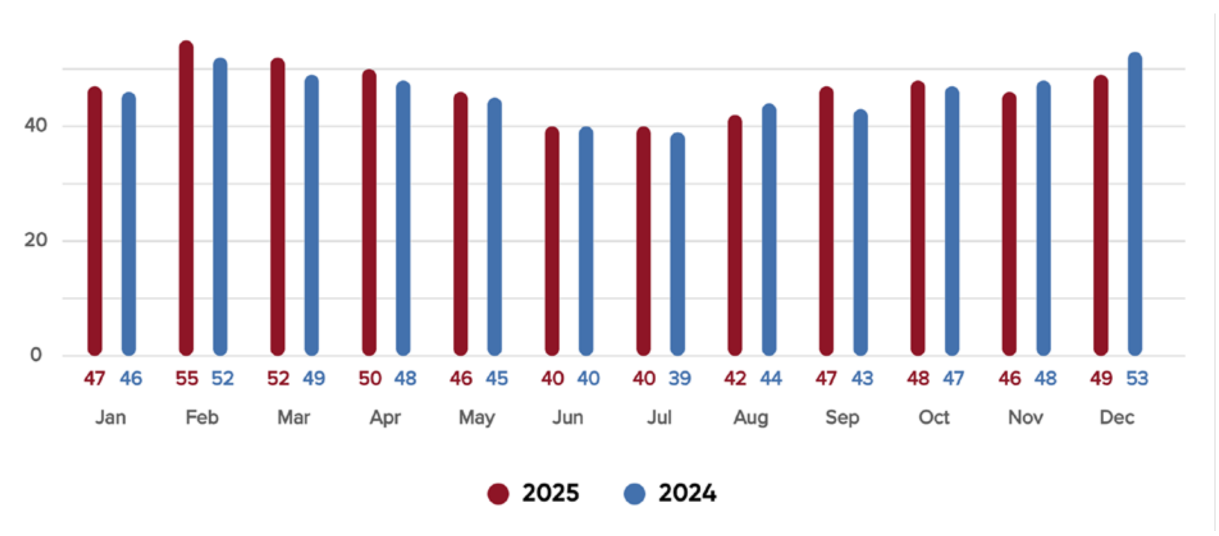
1 mph slower than in 2024

Worst day to travel in 2025

February 14, Friday

77%	124%	3.2 mi
Average congestion level	Congestion level at 5pm	Distance driven in 15 min at 5pm

Monthly congestion level

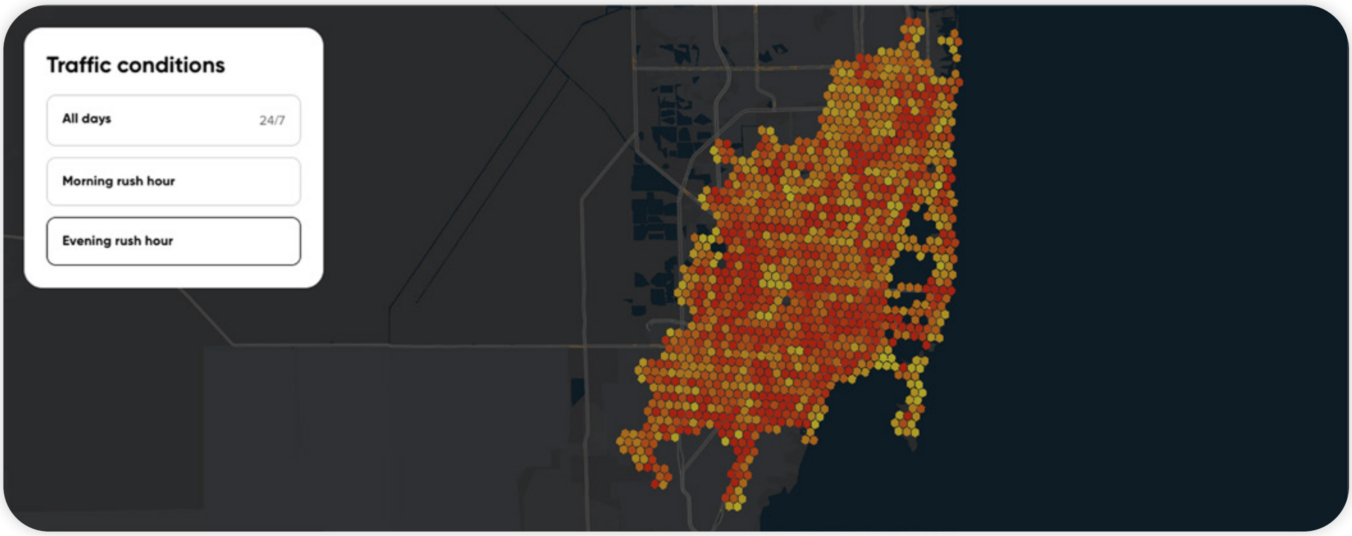


See full Miami, FL ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Miami in 2025?



How busy was Miami during rush hour in 2025?

Rush hour
Morning

Time spent in driving 6 mi
19 min 15 s

65.4%
Average congestion level

18.7 mph
Average speed

Rush hour
Evening

Time spent in driving 6 mi
22 min 54 s

86.3%
Average congestion level

15.7 mph
Average speed

Extra time lost due to traffic in rush hour in 2025

70 hours = 2 days, 22 hours

↓ 2 hours 28 min less than in 2024

Chicago, IL

City center

Average congestion level

46.1%
0.9 pp higher than 2024

Average distance driven in 15 min

4.9 mi
0.1 mi less than in 2024

Average travel time for a 6 mi drive

18 min 20 s
20 s more than in 2024

Average speed during rush hour

15.3 mph
Similar to 2024

Highway trip ratio

51.7%
0.1 mph lower than in 2024

Average speed on highways

35.9 mph
0.2 mph slower than in 2024

Worst day to travel in 2025

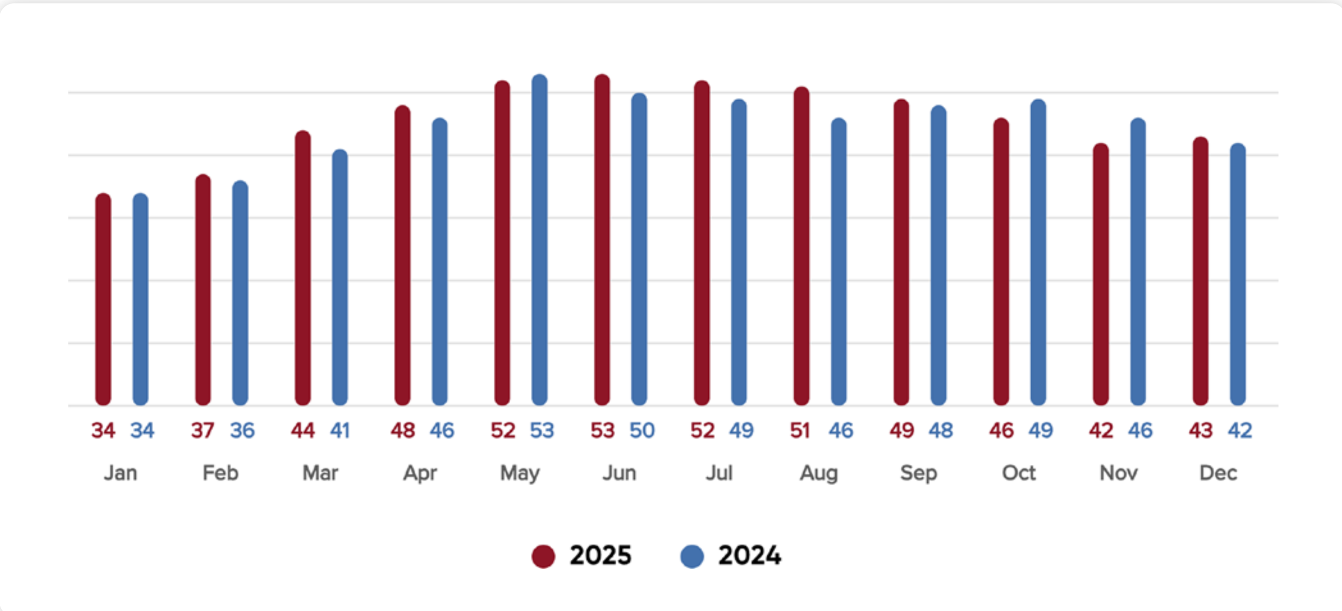
July 3, Thursday

74% Average congestion level

128% Congestion level at 5pm

2.6 mi Distance driven in 15 min at 5pm

Monthly congestion level

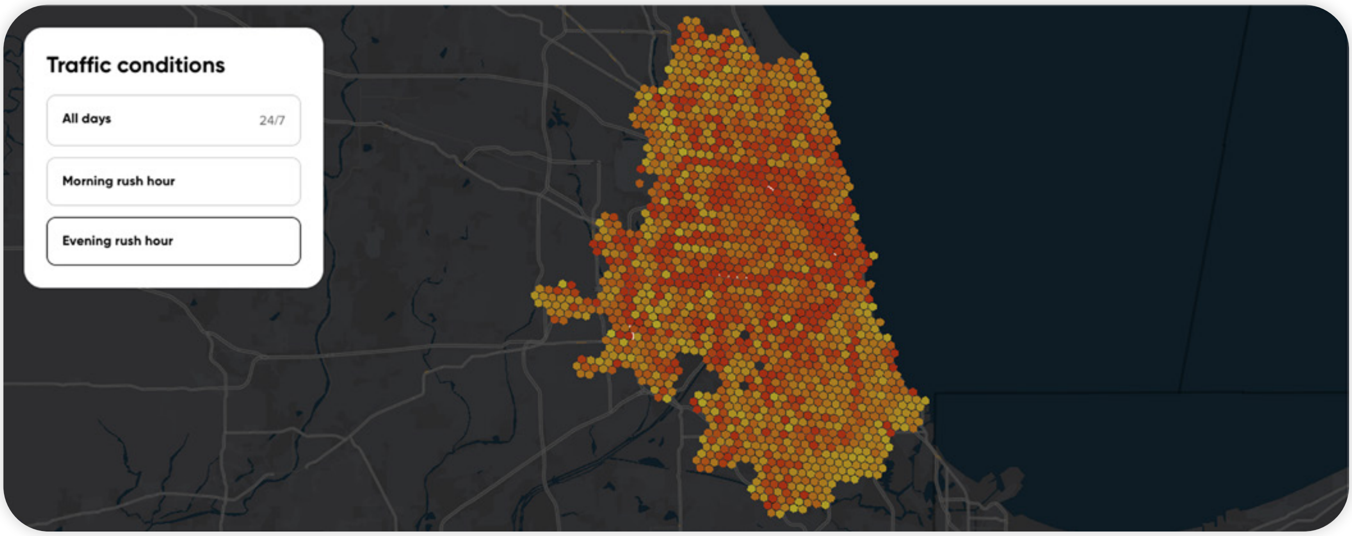


See full Chicago, IL ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Chicago in 2025?



How busy was Chicago during rush hour in 2025?

Rush hour **Morning**	Rush hour **Evening**
Time spent in driving 6 mi: **20 min 46 s**	Time spent in driving 6 mi: **25 min 59 s**
58.9% Average congestion level	**84.8%** Average congestion level
17.3 mph Average speed	**13.9 mph** Average speed

Seattle, WA

City center

Average congestion level

44.9%
2.5 pp higher than 2024

Average distance driven
in 15 min

5.5 mi
0.2 mi less than in 2024

Average travel time
for a 6 mi drive

16 min 30 s
43 s more than in 2024

Average speed during rush hour

17.5 mph
1 mph slower than in 2024

Highway trip ratio

53.2%
0.7 mph lower than in 2024

Average speed on highways

40.6 mph
1.3 mph slower than in 2024

Worst day to travel in 2025

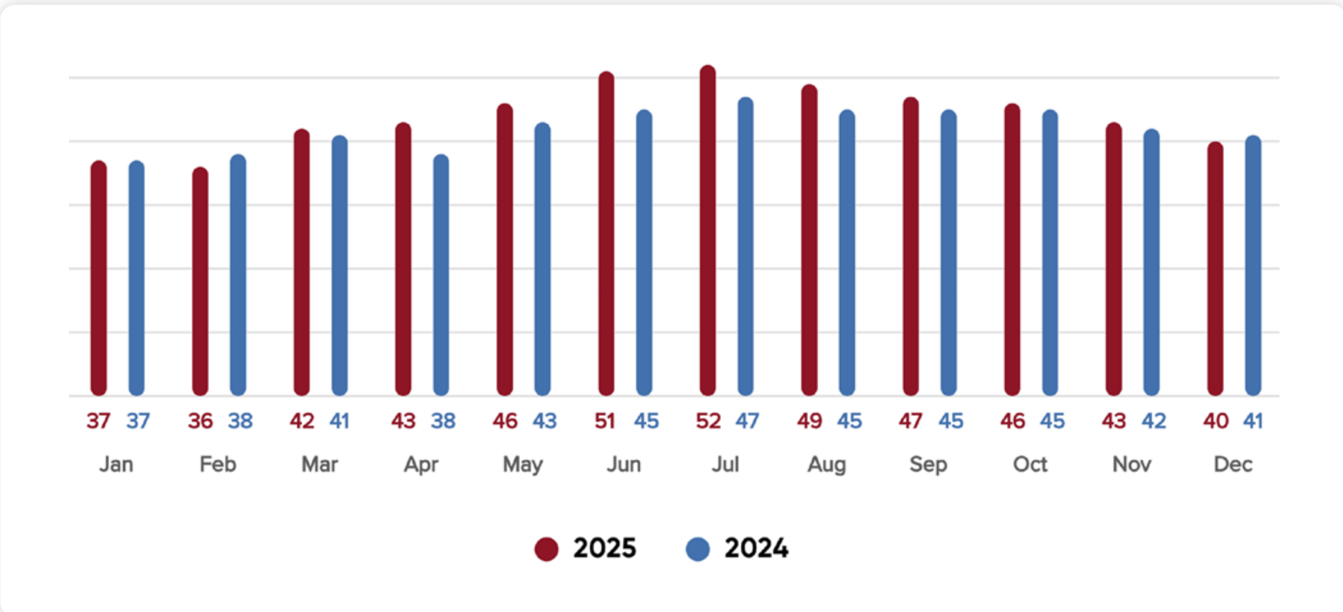
August 7, Thursday

84%
Average congestion level

155%
Congestion level at 5pm

2.8 mi
Distance driven in 15 min at 5pm

Monthly congestion level

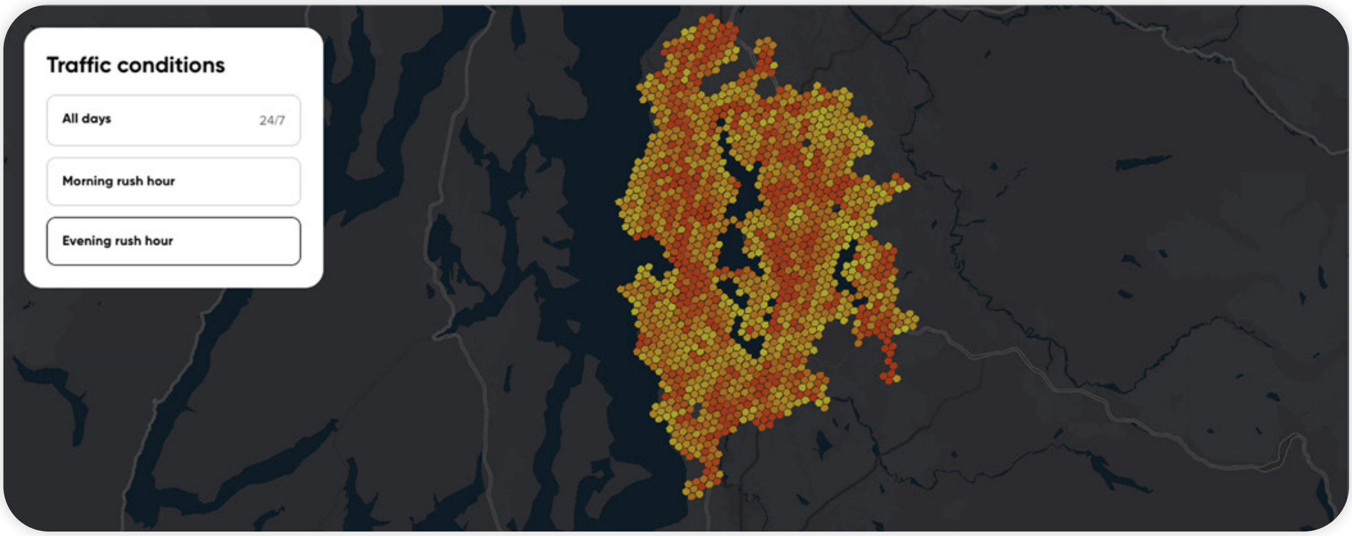


See full Seattle, WA ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Seattle in 2025?



How busy was Seattle during rush hour in 2025?

Rush hour
Morning

Time spent in driving 6 mi
18 min 49 s

62.8%
Average congestion level

19.1 mph
Average speed

Rush hour
Evening

Time spent in driving 6 mi
22 min 7 s

82.6%
Average congestion level

16.3 mph
Average speed

Extra time lost due to traffic in rush hour in 2025

66 hours = 2 days, 18 hours

↑ 6 hours 10 min more than in 2024

Atlanta, GA

City center

Average congestion level

44.3%
3.9 pp higher than 2024

Average distance driven in 15 min

7 mi
0.4 mi less than in 2024

Average travel time for a 6 mi drive

12 min 54 s
38 s more than in 2024

Average speed during rush hour

20.8 mph
1mph slower than in 2024

Highway trip ratio

64.7%
0.9 mph lower than in 2024

Average speed on highways

44.4 mph
2.2 mph slower than in 2024

Worst day to travel in 2025

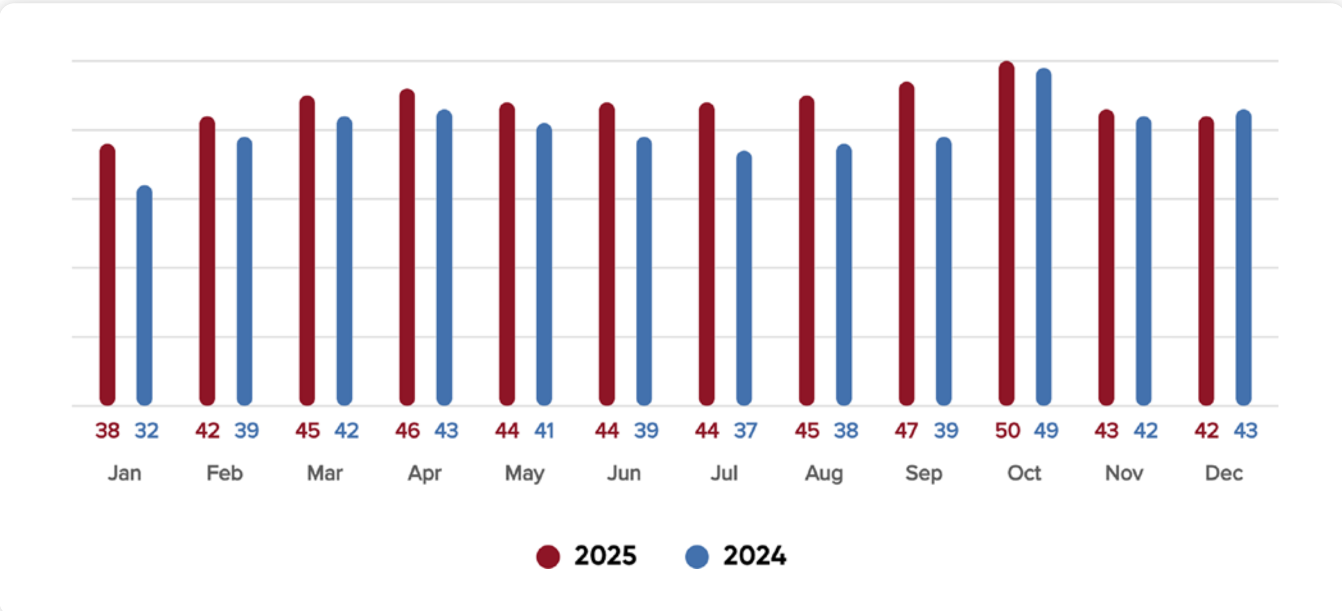
August 21, Thursday

65% Average congestion level

141% Congestion level at 5pm

3.5 mi Distance driven in 15 min at 5pm

Monthly congestion level

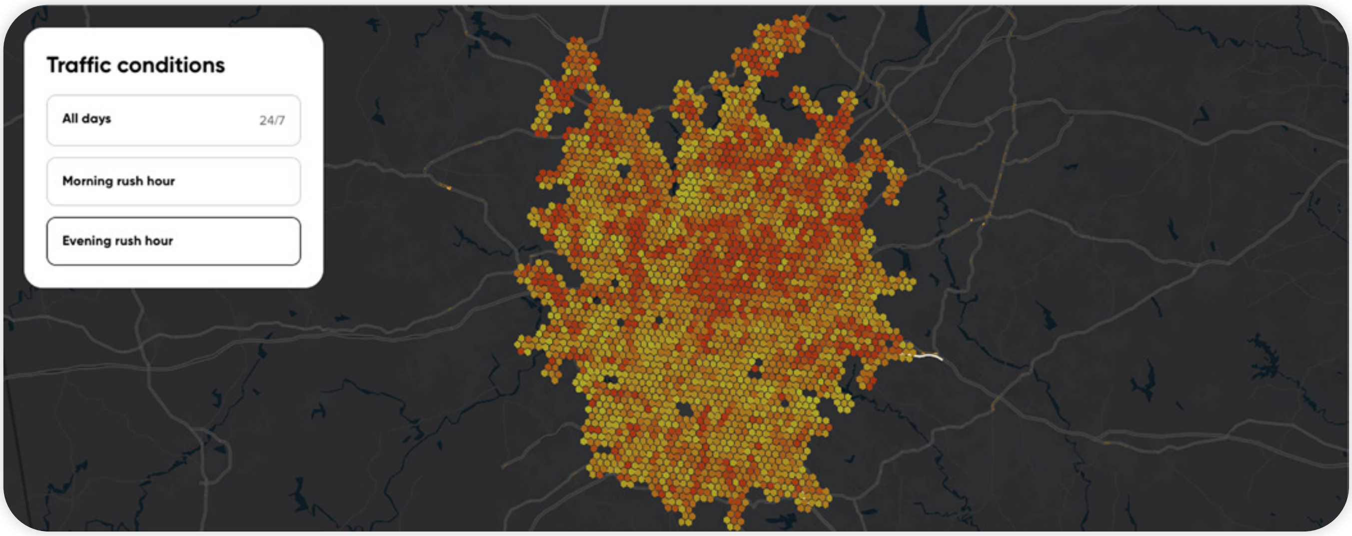


See full Atlanta, GA ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Atlanta in 2025?



How busy was Atlanta during rush hour in 2025?

Rush hour **Morning**	Rush hour **Evening**
Time spent in driving 6 mi: **15 min 10 s**	Time spent in driving 6 mi: **19 min 27 s**
62.4% Average congestion level	**95.8%** Average congestion level
23.7 mph Average speed	**18.5 mph** Average speed

Boston, MA

City center

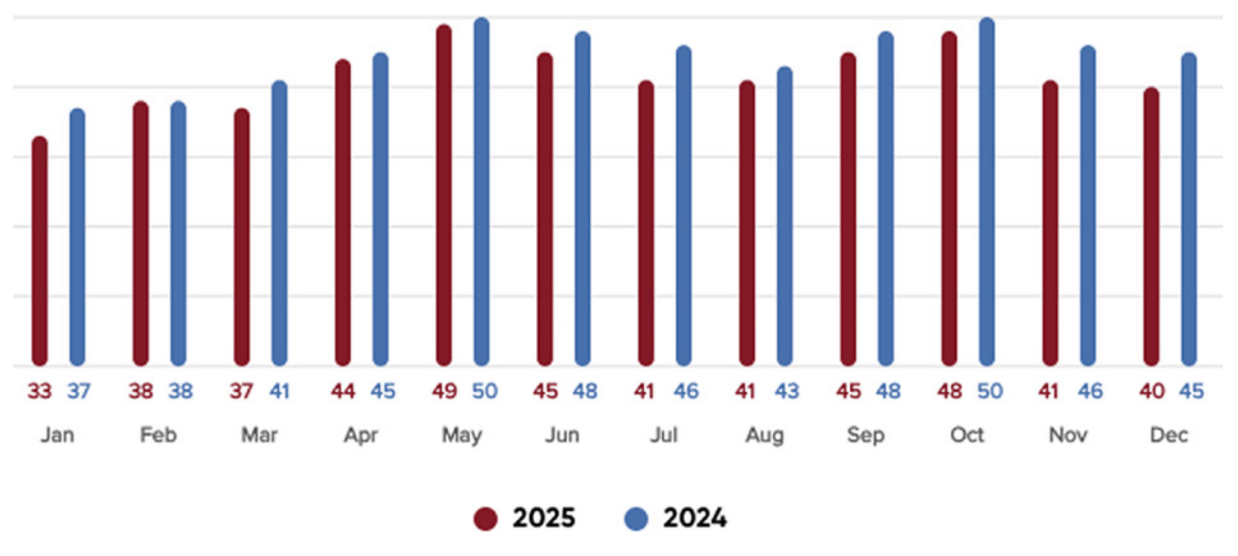
Average congestion level	42.1%	2.9 pp higher than 2024
Average distance driven in 15 min	4.4 mi	similar to 2024
Average travel time for a 6 mi drive	20 min 15 s	8 s more than in 2024
Average speed during rush hour	13.9 mph	similar to 2024
Highway trip ratio	37.1%	0.5 mph lower than in 2024
Average speed on highways	37.5 mph	0.1 mph slower than in 2024

Worst day to travel in 2025

May 8, Thursday

68%	146%	2.3 mi
Average congestion level	Congestion level at 5pm	Distance driven in 15 min at 5pm

Monthly congestion level

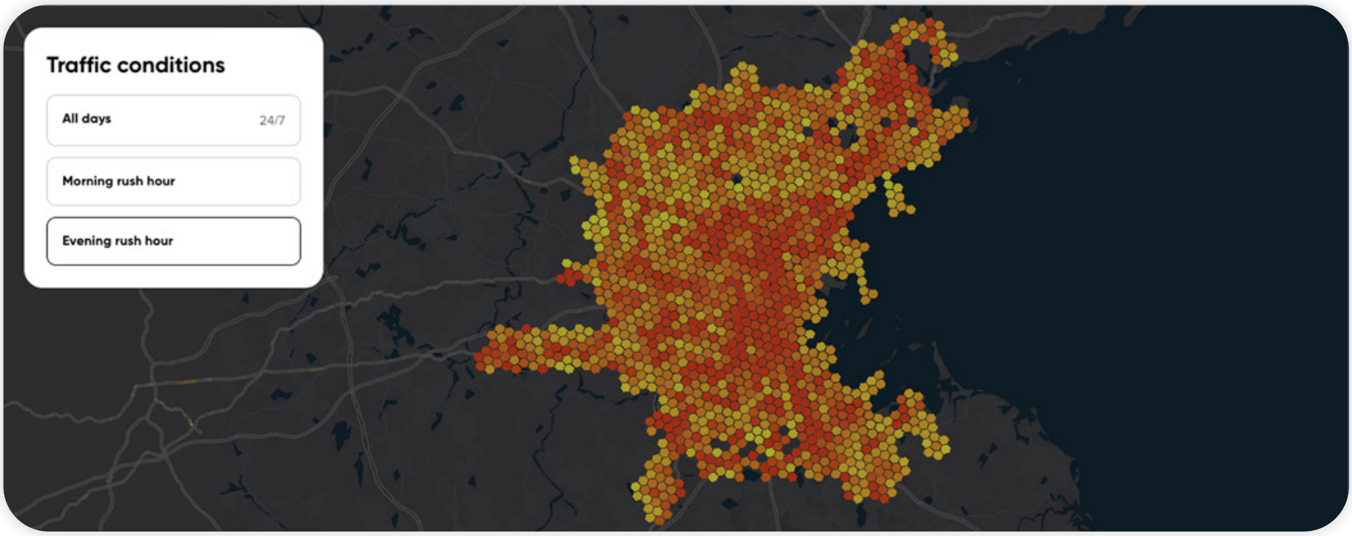


See full Boston, MA ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Boston in 2025?



How busy was Boston during rush hour in 2025?

Rush hour Morning	Rush hour Evening
Time spent in driving 6 mi: **23 min 22 s**	Time spent in driving 6 mi: **27 min 59 s**
60.8% Average congestion level	**84%** Average congestion level
15.4 mph Average speed	**12.9 mph** Average speed

Extra time lost due to traffic in rush hour in 2025

83 hours = 3 days, 11 hours

↓ 1 hours 14 min less than in 2024

Tampa, FL

City center

Average congestion level

41.5%
1.5 pp higher than 2024

Average distance driven in 15 min

7.4 mi
0.2 mi less than in 2024

Average travel time for a 6 mi drive

12 min 6 s
22 s more than in 2024

Average speed during rush hour

22.1 mph
1 mph slower than in 2024

Highway trip ratio

64.7%
similar to 2024

Average speed on highways

43.2 mph
1.3 mph slower than in 2024

Worst day to travel in 2025

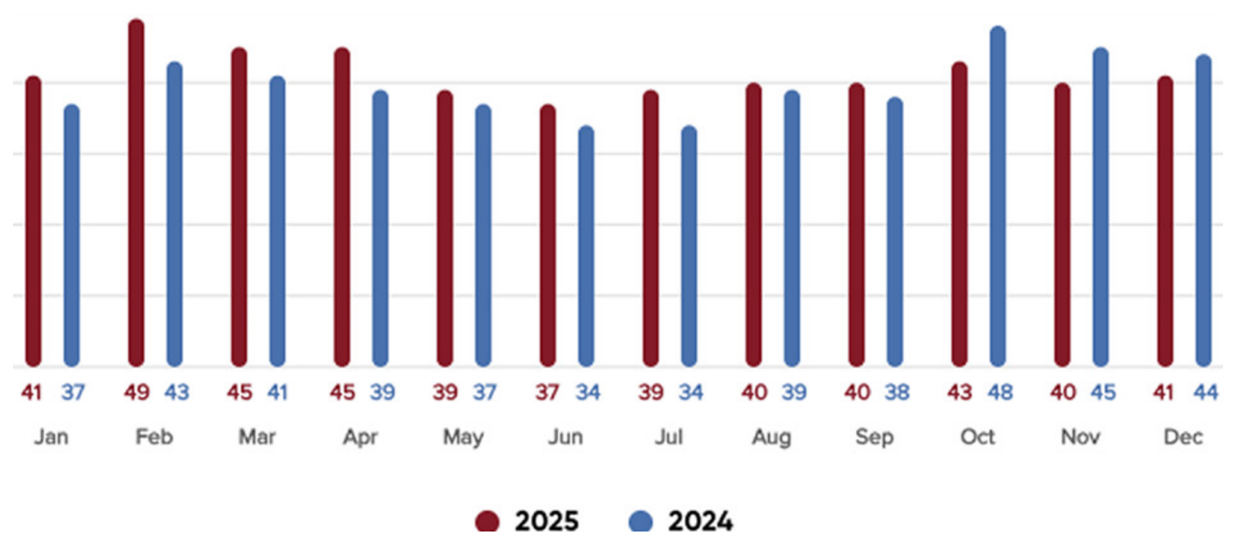
April 24, Thursday

71% Average congestion level

145% Congestion level at 5pm

3.7 mi Distance driven in 15 min at 5pm

Monthly congestion level

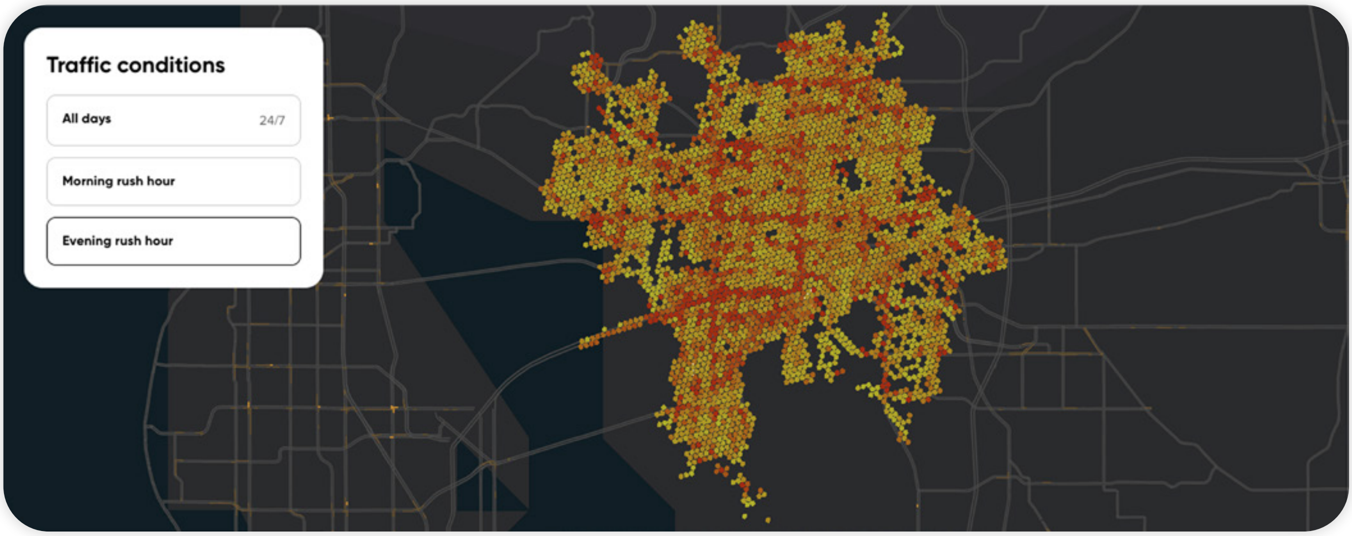


See full Tampa, FL ranking

Data collected in 2025

Traffic pattern

How was traffic distributed in Tampa in 2025?



How busy was Tampa during rush hour in 2025?

Rush hour	Rush hour
Morning	**Evening**
Time spent in driving 6 mi: **14 min 14 s**	Time spent in driving 6 mi: **18 min 24 s**
62% Average congestion level	**95.8%** Average congestion level
25.3 mph Average speed	**19.6 mph** Average speed

Extra time lost due to traffic in rush hour in 2025

55 hours = 2 days, 7 hours

↑ 3 hours 42 min more than in 2024

Conclusion

Traffic and congestion are no longer static challenges confined to a predictable "rush hour" or fixed commuting pattern. The way people and goods move through cities (and metros) is evolving, shaped by economic shifts, technological change, and societal adaptation.

The 2025 TomTom Traffic Index reflects this new reality - travel behavior is dynamic, and congestion emerges in different places, at different times, and for different reasons.

The adoption of remote and hybrid work has fundamentally altered daily travel patterns in each city differently. Traditional peak commuting periods have softened in some regions, while mid-day and off-peak travel has grown as more trips are spread throughout the day. At the same time, e-commerce growth and flexible work schedules have increased and changed when and where congestion builds, adding new layers of complexity. These shifts underscore that congestion is no longer about how many people are on the road, but about when, where, and how they travel.

Natural disasters and extreme weather events are another powerful force reshaping roadway conditions. Flooding, wildfires, heatwaves, and winter storms can abruptly disrupt road networks, reduce roadway capacity, and shift travel demand across entire regions. These events often have lasting impacts, changing routes and travel behavior well beyond the immediate disruption. As climate-related risks grow, understanding how resilient (or vulnerable) road networks have become a critical component of transportation planning.

Meanwhile, cities and regions are experimenting with new congestion relief strategies to manage demand more effectively. Programs such as congestion pricing in New York City and the expansion of High-Occupancy Toll (HOT) lanes in several metros are redefining how road space is valued and used. These fees are one way to influence when and where people travel and also improve the safety and efficiency for all road users.

Together, these shifts highlight why TomTom is essential to understanding how people and goods move throughout the world. As travel behavior changes, access to timely, high-quality insights are key to revealing when congestion occurs, where bottlenecks emerge, and how people and goods move on our roadways. The 2025 TomTom Traffic Index provides the insights needed to help policymakers, planners, and the public navigate an increasingly complex transportation landscape.

Explore the full 2026 report

For more infomation visit
TomTom.com