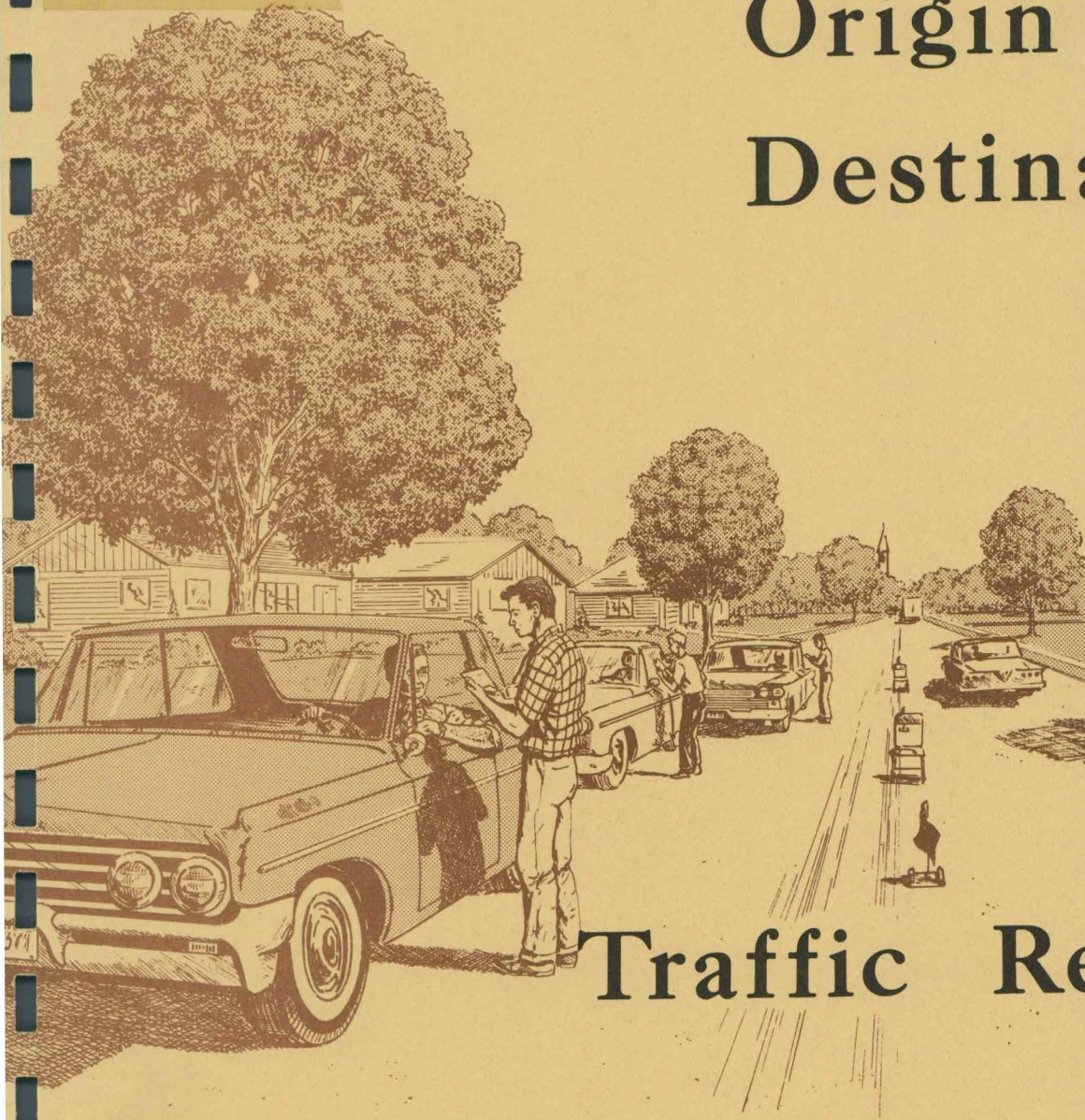


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# Oskaloosa

## Origin and Destination



## Traffic Report

**IOWA**

July of 1962

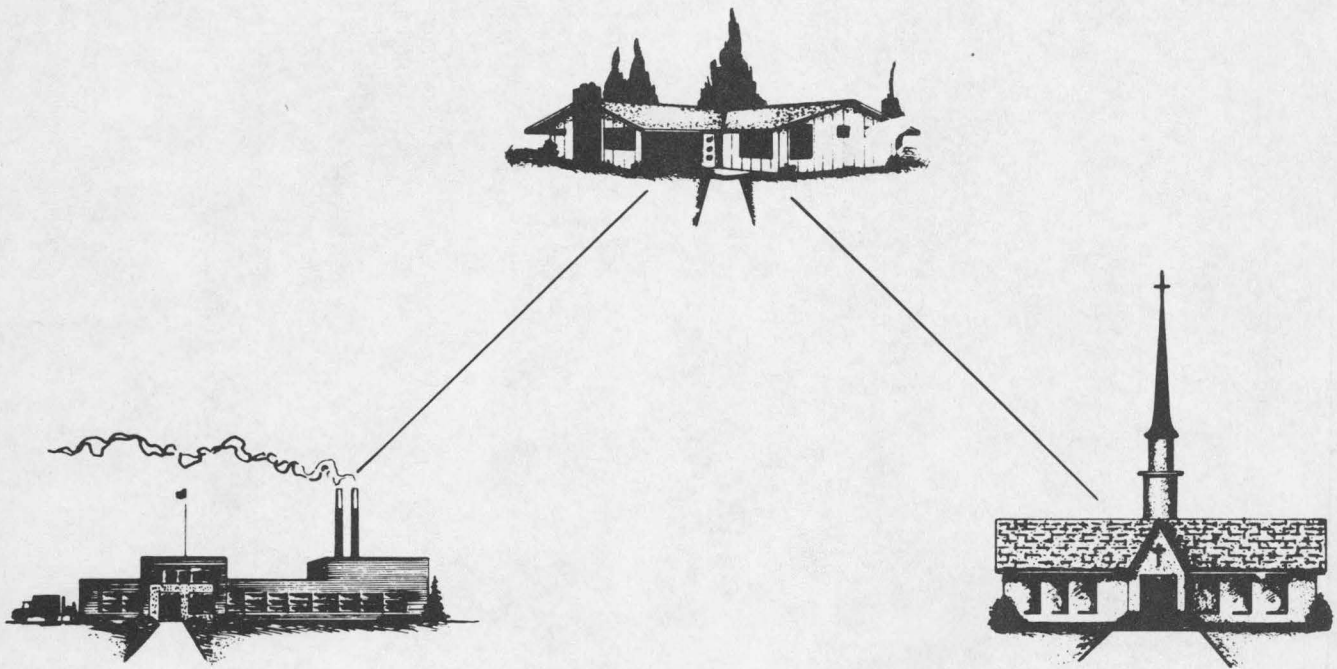
# State of Iowa

## OSKALOOSA

### Origin And Destination

### Traffic Study

December 1964



PREPARED BY

TRAFFIC AND HIGHWAY PLANNING DEPARTMENT

DIVISION OF PLANNING

IOWA STATE HIGHWAY COMMISSION

IN COOPERATION WITH THE

UNITED STATES DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

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## INTRODUCTION

During the second week of July in 1962, the Iowa State Highway Commission, in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Oskaloosa.

The purpose of this survey was to determine the total number and type of vehicles entering or leaving the study area and to obtain origin and destination data from a representative sample of those vehicles.

Factual information of this nature is essential in the planning of streets and highways which will not only serve the needs of local traffic, but which will serve the needs of interstate and intercity traffic as well.

It is not the purpose of this report to make recommendations concerning the revision or construction of routes. It is rather to organize and present the findings of the survey in a manner which will facilitate the determination of traffic needs and thereby provide the basis for future street and highway planning.

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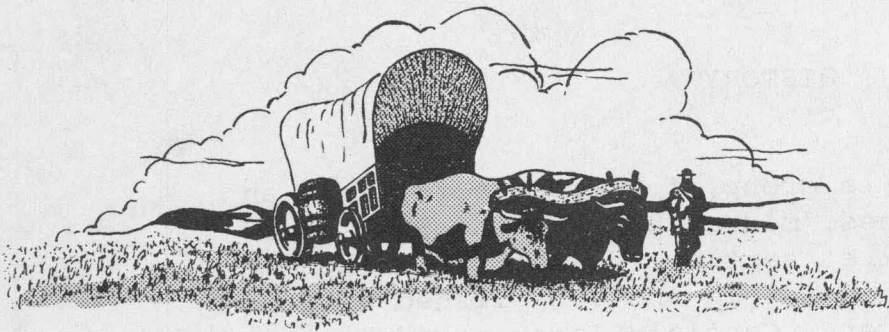
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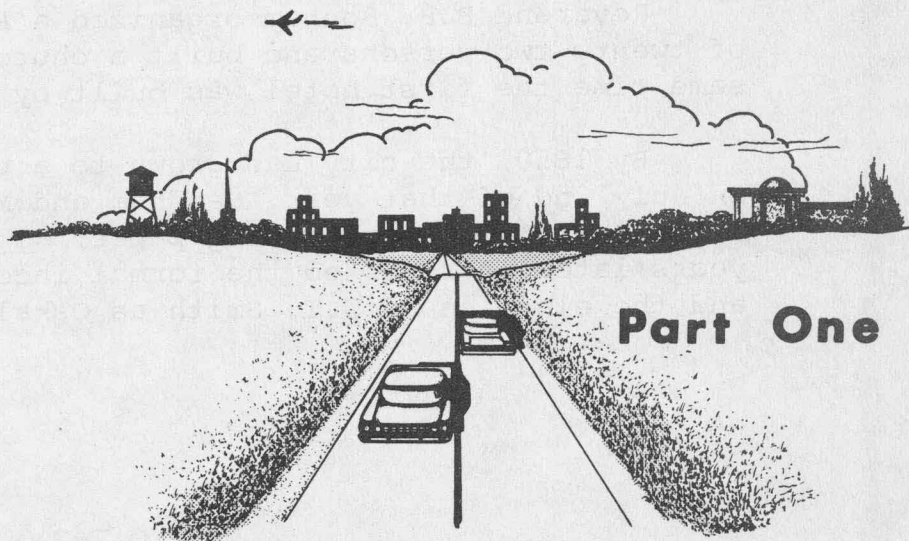
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## DEFINITIONS OF TECHNICAL TERMS

Central Business District	The major business district of a city.
Code Station	A location on a minor road at the point where it crosses the cordon line and at which no interviews were taken.
Cordon Line	A hypothetical line determined by the location of traffic interview stations and used to delimit the area under study.
Destination	The location of the objective of a trip.
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel.
External Local Trip	A trip having <u>either</u> origin or destination within the study area and which passes through only one interview station in the cordon line enroute to its destination.
External Through Trip	A trip having <u>neither</u> origin nor destination within the study area but which passes through it enroute to its destination.
Internal Trip	A trip having both origin and destination within the study area.
Interview Station	A location at which vehicle drivers are stopped and interviewed.
Origin	The location from which a driver started a trip.
Study Area	The area enclosed by a cordon line of interview stations and generally corresponding with corporation lines or urban area lines.
Traffic	The total number of vehicles passing a given point.



# History and Development



**Part One**



## HISTORY

In the middle 1800's, a group of Quakers settled in an area southwest of Des Moines, midway between the Skunk and Des Moines Rivers. The first settler in what was to become Mahaska County was William Canfield who established a trading post on the Des Moines River. Canfield later moved his trading post to Oskaloosa, which was located on a national route of travel between the Mississippi and Missouri Rivers. He built the first home here after the town was platted in 1844, and in that same year, Oskaloosa was established as the county seat.

The name "Oskaloosa was given to the settlement to honor Chief Osceola of the Sac and Fox tribes. It was the name of his wife and means "last of the beautiful."

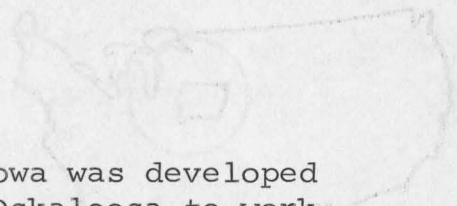
Smith and Cameron opened the first grocery store in the fall of 1844. Soon afterwards it was followed by a general store opened by G.U. Jones. Money was tight during these early days of the settlement. Out of twenty-six justices and constables elected in 1844, only six had money to pay the clerk of court for examining their bonds and qualifying them for office. The currency in use was mostly state notes from Illinois, Indiana, and Missouri.

The first physicians in Mahaska County were Doctors Porter and Weatherford who established a practice in Oskaloosa in 1844. A courthouse was built on the northwest corner of the square during the winter of the same year. The two-story frame structure was built by James Edgar. The first school was also started in 1844 and was taught by Samuel Caldwell in the home of A. G. Phillips. Since the children were needed on the farms for most of the summer and fall, classes did not start till early winter.

Reverend B.B. Bonham organized a Presbyterian congregation of twenty-two persons and built a church in 1846. About this same time the first hotel was built by Charles Purvine.

By 1850, the city had grown to a population of about 800. On July 2nd of that year, Needham and McNeely published the first issue of their evening paper, The Iowa Herald. Two years later it reported the formal incorporation of the town and the election of W.T. Smith as Oskaloosa's first mayor.

STUDY AREA POSITION  
IN THE MIDWEST



The first coal mine in the state of Iowa was developed here in 1870. Welsh miners immigrated to Oskaloosa to work the shallow veins and stayed on when the large mining companies left in 1910.

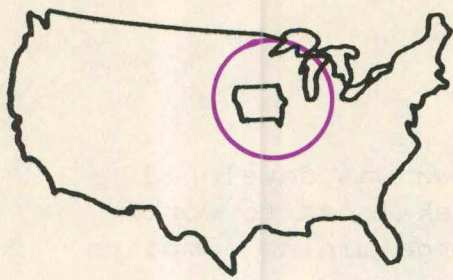
Perhaps because of the Welsh love for music, Oskaloosa has become noted in that field. Several gifted musicians and composers have lived here. It was the home of Fredric Knight Logan who wrote "Pale Moon" and "Valse Chopinisque." His mother, Virginia Knight Logan, wrote the words to the "Missouri Waltz." Charles L. Barnhouse composed numerous pieces for band and orchestra here and founded the Barnhouse Music Publishing Company.

William Penn College was founded here by the Friends Society in 1873. Located at the northern edge of town, the coeducational school offers degrees in liberal arts, science, and music. The simple design of its architecture blends well with the peaceful atmosphere of the community and reflects the quiet dignity of its Quaker builders.

The present population of Oskaloosa, according to the 1960 census, is 11,053. It is located thirty miles northwest of Ottumwa and is served by a network of national and state highways including U.S. Highway 63 and Iowa Highways, 92, 137, 309, and 163.



FIGURE 1



# STUDY AREA POSITION IN THE MIDWEST

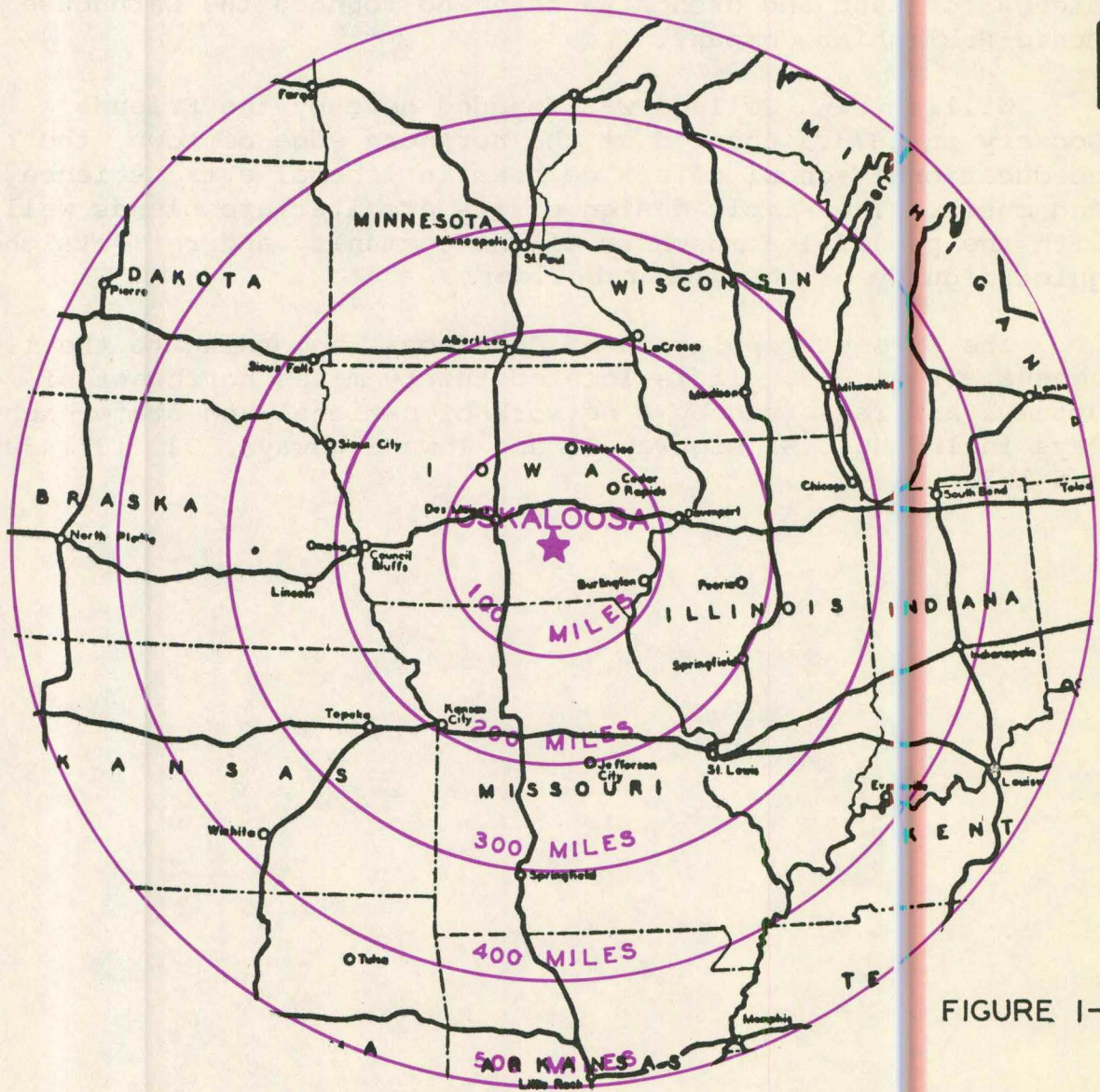


FIGURE I-1

# STUDY AREA POSITION IN IOWA

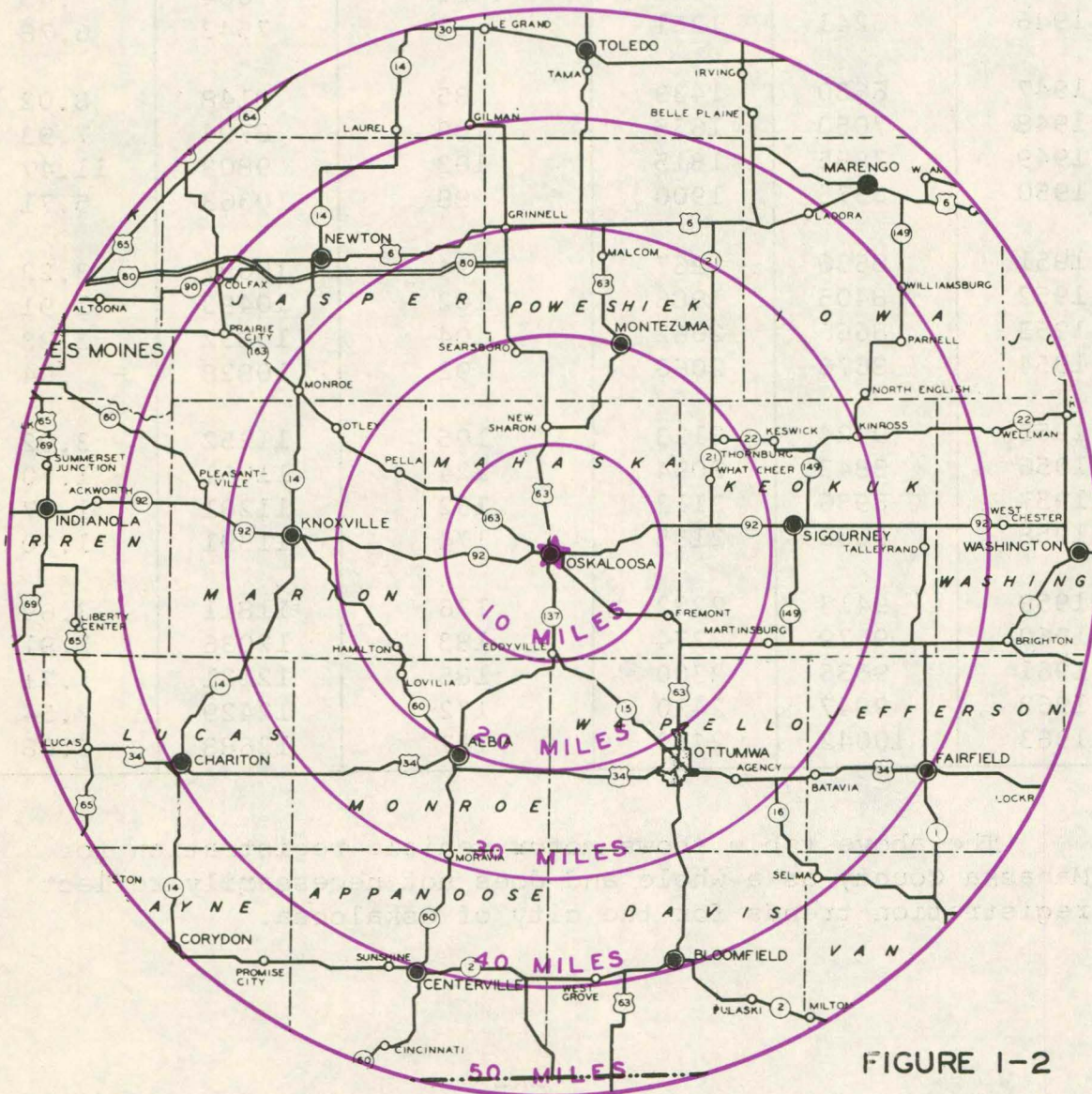
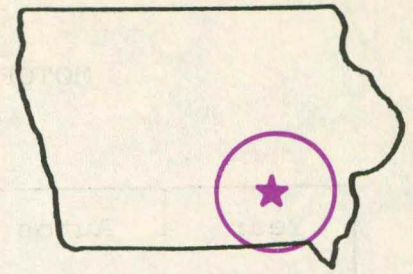


FIGURE 1-2

Table 1-1  
MOTOR VEHICLE REGISTRATION IN MAHASKA COUNTY  
FROM 1939 THROUGH 1963

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	6823	1014	13	7850	
1940	7067	1101	10	8178	4.18
1941	7166	1258	21	8445	3.26
1942	6669	1148	26	7843	- 7.13
1943	6185	1057	31	7273	- 7.27
1944	6007	1062	27	7096	- 2.43
1945	5925	1118	21	7064	- .45
1946	6241	1251	51	7543	6.78
1947	6630	1433	85	8148	8.02
1948	7050	1635	109	8794	7.93
1949	7885	1815	103	9803	11.47
1950	8375	1900	88	10363	5.71
1951	8636	1967	94	10697	3.22
1952	8405	1986	102	10493	- 1.91
1953	8666	2062	104	10832	3.23
1954	8676	2060	92	10828	- .04
1955	9024	2123	105	11252	3.92
1956	8843	2094	124	11061	- 1.70
1957	8956	2113	132	11201	1.27
1958	9062	2155	174	11391	1.70
1959	9413	2222	176	11811	3.69
1960	9579	2274	183	12036	1.91
1961	9636	2300	185	12121	.71
1962	9847	2410	172	12429	2.54
1963	10042	2479	167	12688	2.08

The above table shows motor vehicle registration for Mahaska County as a whole and does not necessarily reflect registration trends for the city of Oskaloosa.

FIGURE 1-3

MOTOR VEHICLE REGISTRATIONS IN MAHASKA COUNTY  
FROM 1939 THROUGH 1963

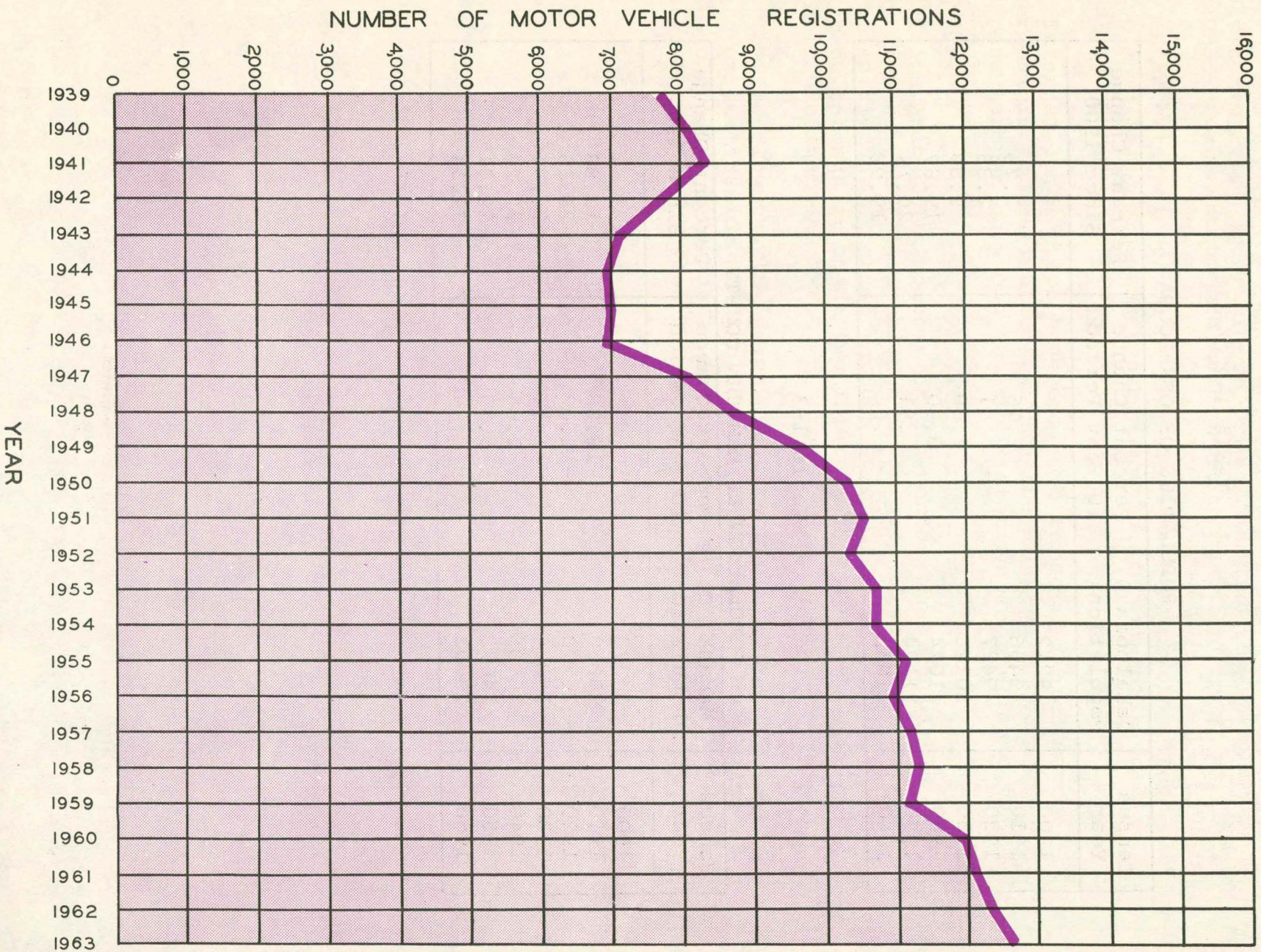


Table 1-2

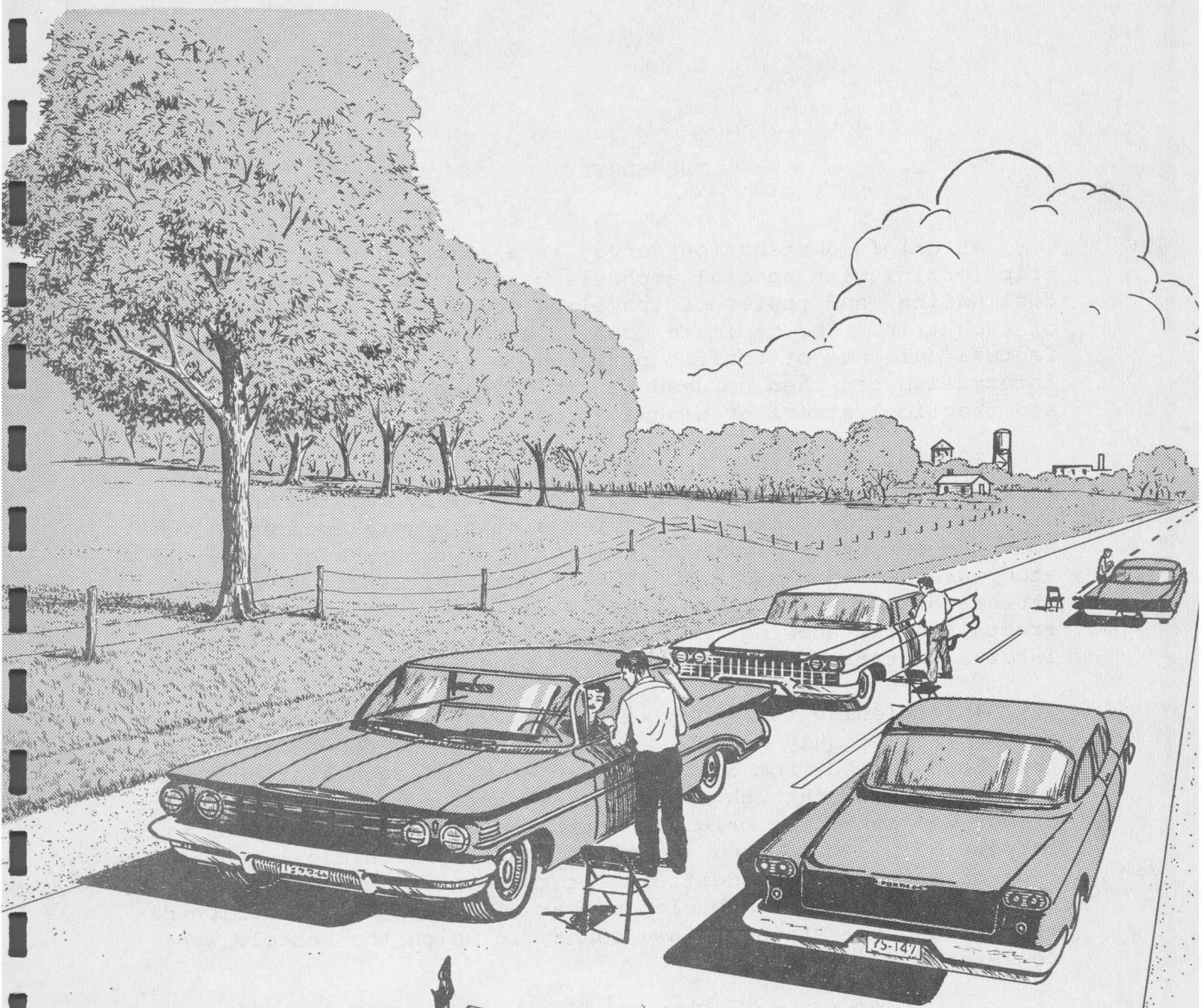
POPULATION OF OSKALOOSA

Census Year	Oskaloosa Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	9212		
1910	9466	2.76	2.76
1920	9427	- .41	2.33
1930	10123	7.38	9.89
1940	11024	8.90	19.67
1950	11124	.91	20.76
1960	11053	- .64	19.98

Table 1-3

POPULATION OF MAHASKA COUNTY

Census Year	Mahaska Co. Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	34273		
1910	29860	-12.88	-12.88
1920	26270	-12.02	-23.35
1930	25804	- 1.77	-24.71
1940	26485	2.64	-22.72
1950	24672	- 6.85	-29.01
1960	23602	- 4.34	-31.14



*Survey*

*Procedure*

**Part Two**



## THE SURVEY

An origin-destination survey is a comprehensive study of trip termini with special emphasis being placed on the origin, destination, and routes of travel between the terminal points of each trip. The ultimate goal of such a survey is to obtain factual evidence of traffic patterns in a given locality. This information can then be used in the development of an efficient and practical street or highway program.

In order to obtain accurate information, it is necessary to interview vehicle drivers at strategically located interview stations. In Oskaloosa, interview stations were located at or near the corporate limits on each of the primary highways. The study area was divided into sixteen internal tracts using major streets or highways, in most cases, as the dividing lines between tracts. A map showing the location of tract boundary lines and interview stations will be found on page 12.

Interviewing for the Oskaloosa survey was done during the second week of July in 1962. Interviewing was done over a sixteen-hour period from 6 A. M. to 10 P. M. at each station. Each vehicle passing through an interview station was stopped and the driver was asked the origin, destination, route of entry or exit, purpose of his trip, and the place where his vehicle was normally kept or garaged. In addition, interviewers also noted and recorded the type of vehicle, number of occupants, direction of travel, and the state or Iowa county in which the vehicle was registered.

Mechanical traffic recorders were placed at the location of each interview station and were operated continuously for a period of five weekdays, including the day on which the interviewing was done. Manual vehicle classification counts were also taken at a later date and, together with the data provided by the mechanical recorders, were used to expand the interview data to twenty-four hour average July weekday traffic for 1962.

At the conclusion of the field work, the data pertaining to each trip was converted into code and punched on tabulating cards. These cards were then sorted and tabulated by machine

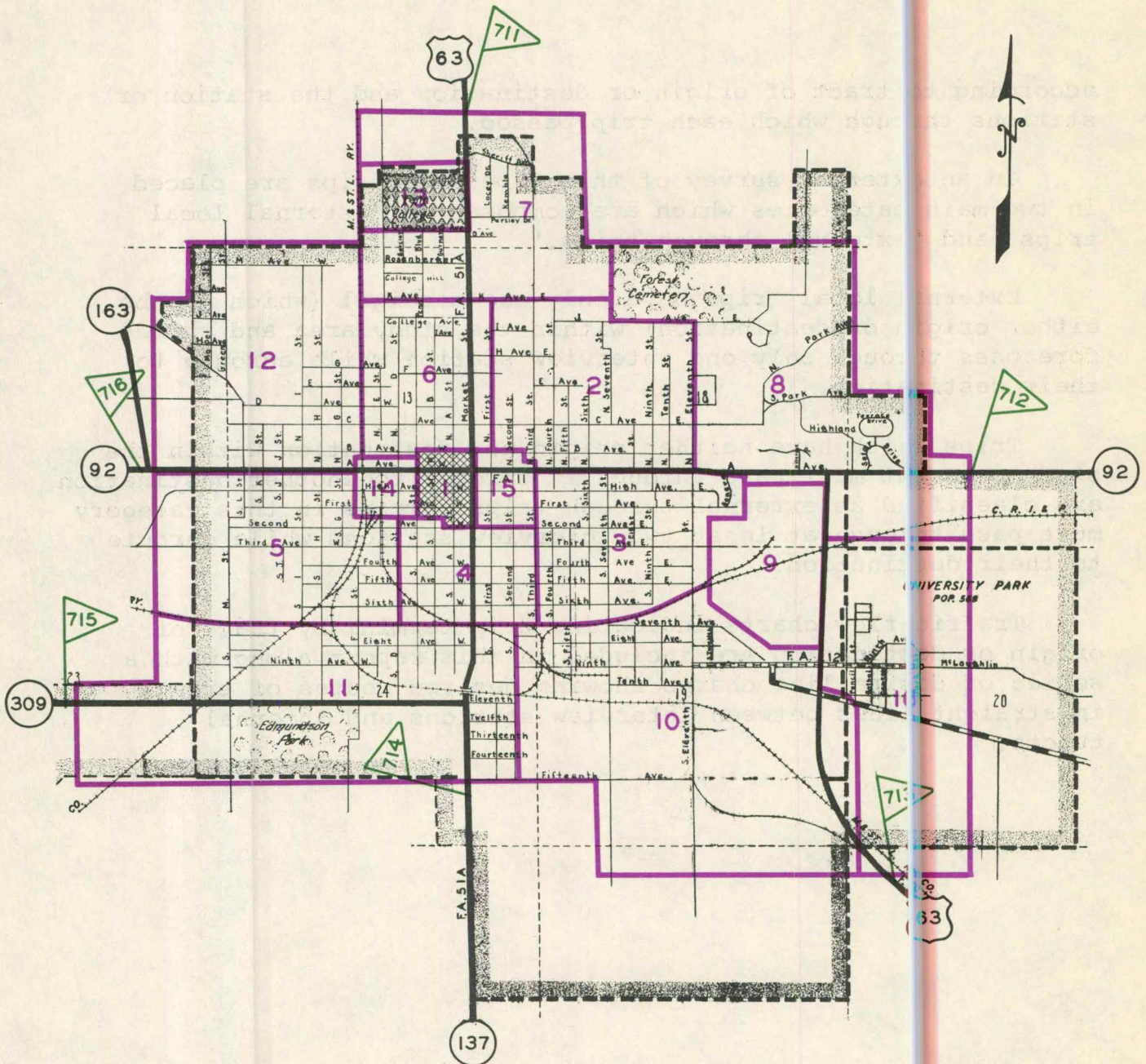
according to tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are placed in two main categories which are composed of "external local trips" and "external through trips."

External local trips have only one terminal (which may be either origin or destination) within the study area and therefore pass through only one interview station while enroute to their destination.

Trips which have neither origin nor destination within the study area but must pass through it enroute to another destination are classified as external through trips. Trips in this category must pass through at least two interview stations while enroute to their destination.

Traffic flow charts indicating trip termini by tract of origin or destination are included in this report along with a series of desire line charts showing desired routes of travel in straight lines between interview stations and internal tracts.



**LEGEND**  
 TRACT NUMBER **2**  
 TRACT BOUNDARY LINE **—**  
 STATION NUMBER AND LOCATION **○** **△**

**FIGURE 2-1**  
**TRACT MAP OF THE**  
**OSKALOOSA URBAN AREA**  
**WITH EXTERNAL STATION LOCATIONS**

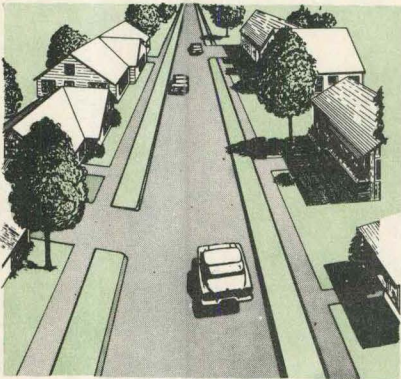


# *Summary*

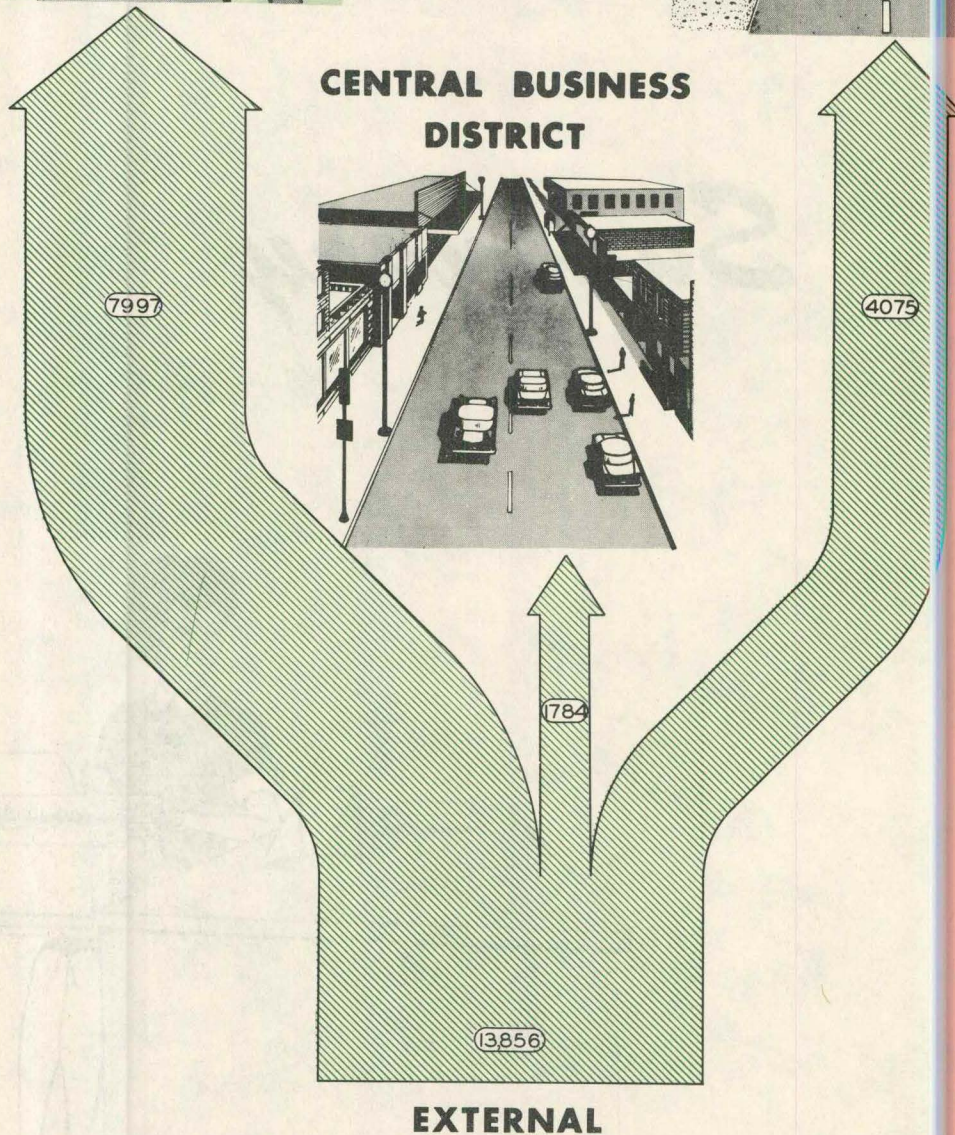
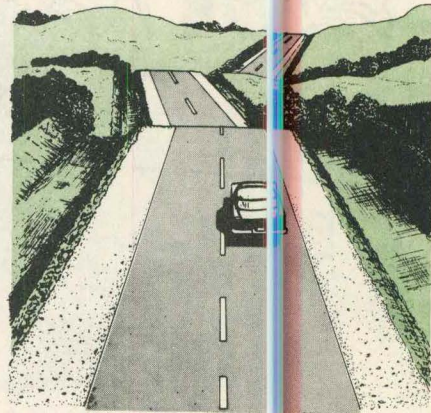


**FIGURE 3 - 1**  
**DISTRIBUTION OF TRIPS**

**INTERNAL TRACTS**



**THROUGH TRIPS**



## SUMMARY OF MAJOR TRAFFIC MOVEMENTS

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Oskaloosa origin-destination traffic survey. An average of 13,856 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period in July of 1962.

1,784 trips or 12.88 percent of the total number of trips were between external areas and the central business district.

7,997 trips or 57.71 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

4,075 trips or 29.41 percent of the total number of trips were through trips which passed through Oskaloosa enroute to another destination.

Table 3-1  
VEHICLE TYPE SUMMARY

Average July Weekday Traffic 1962

External Station Locations	Passenger Cars and Pickups	Single Unit Trucks	Truck Combinations	Total	No. of Interviews	Percent Interviewed
U.S. 63 N.	2594	184	105	2883	2265	78.56
Ia. 92 E.	3089	344	117	3550	2998	84.45
U.S. 63 S.E.	2850	153	226	3229	1801 <sup>1/</sup>	55.78
Ia. 137 S.	1811	238	63	2112	1929	91.34
Ia. 309 S.W.	1218	45	3	1266	866 <sup>2/</sup>	68.40
Ia. 92 and 163 W.	4137	334	420	4891	3884	79.41
Total	15699	1298	934	17931	13743	76.64

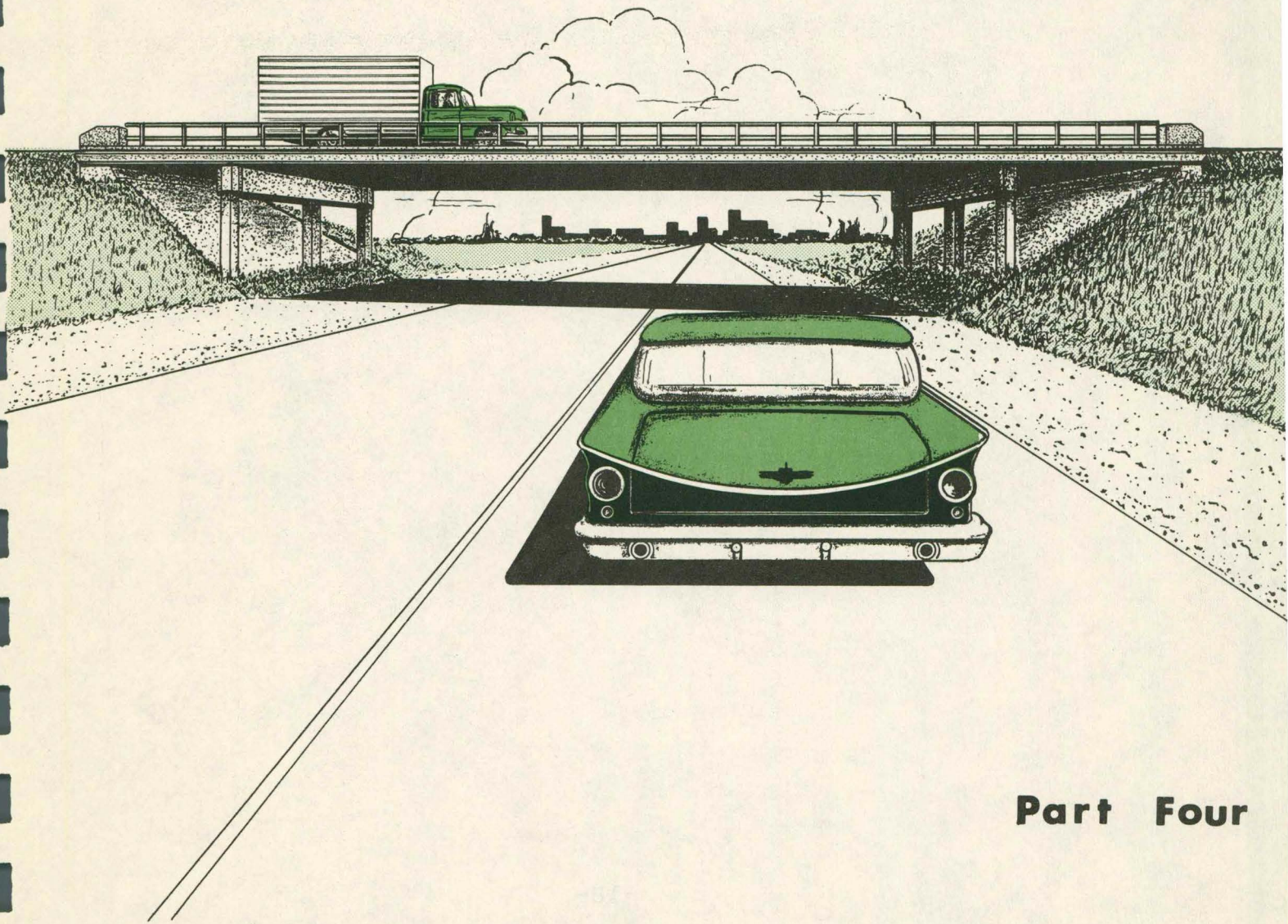
<sup>1/</sup> Interviews taken over an eleven-hour period.

<sup>2/</sup> Interviews taken over a twelve-hour period.

The above table shows the total traffic passing through interview stations leading to Oskaloosa. All totals include duplicate through trips.

*Traffic*

*Movements*



**Part Four**



Page 107

James M. ...  
Jeffrey ...

## TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the internal dispersion of trips between points of origin and/or destination through the stations indicated. These charts are not intended to show exact routes, but rather to show trip volume by tract of origin or destination and the number of trips passing through each external interview station. Trip origins and destinations are not differentiated, and the tract or station totals shown may be considered as either origin or destination.

The adjoining table of statistics across from Figures 4-1 through 4-6 shows the number of trips to or from each external interview station and tracts within the study area along with the percent of the total number of trips to each area.

FIGURE 4-1  
INTERNAL DISPERSION OF TRIPS  
PASSING THROUGH  
STATION TOTAL BOUNDARY  
OF THE  
OSKALOOSA URBAN AREA

Table 4-1  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 711, U.S. 63 NORTH

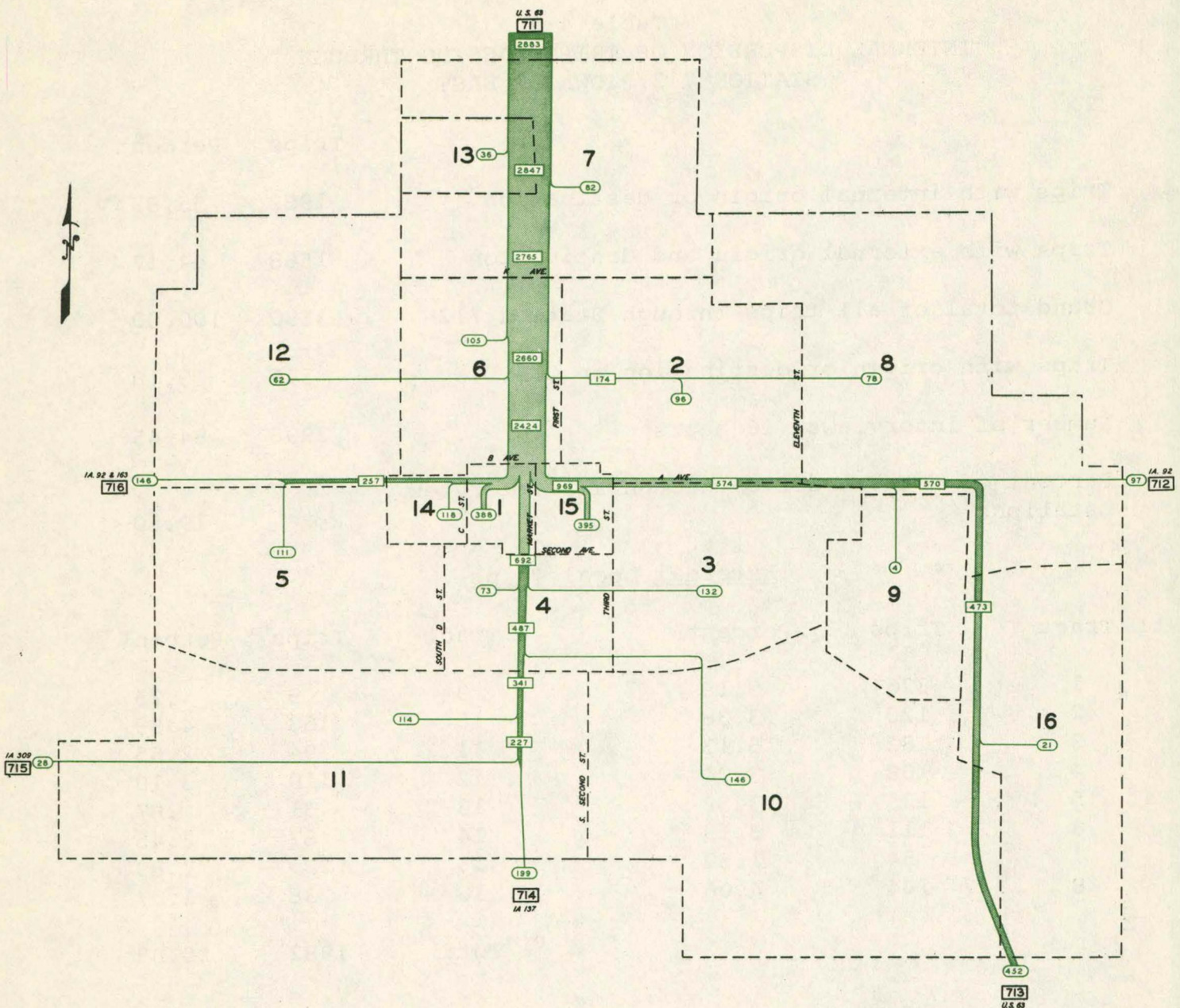
	Trips	Percent
Trips with internal origin or destination	1961	68.02
Trips with external origin and destination	922	31.98
Grand total of all trips through Station 711	2883	100.00
Trips with origin or destination in C.B.D.	388	13.46
Number of interviews (16 hours)	2265	78.56
Percent of total traffic through all interview stations		16.08

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	388	13.46	9	4	.14
2	96	3.33	10	146	5.06
3	132	4.58	11	114	3.96
4	73	2.53	12	62	2.15
5	111	3.85	13	36	1.25
6	105	3.64	14	118	4.09
7	82	2.84	15	395	13.70
8	78	2.71	16	21	.73
			Total	1961	68.02

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
711	-	-	714	199	6.90
712	97	3.37	715	28	.97
713	452	15.68	716	146	5.06
			Total	922	31.98



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE \_\_\_\_\_

**GRAPHIC SCALE**  
  
 3000 TRIPS  
 1500 TRIPS  
 750 TRIPS  
 375 TRIPS  
 AVERAGE JULY WEEKDAY TRAFFIC 1962

**FIGURE 4-1**  
**INTERNAL DISPERSION OF TRIPS**  
**PASSING THROUGH**  
**STATION 711, U.S. 63 NORTH**  
**OF THE**  
**OSKALOOSA URBAN AREA**

Table 4-2  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 712, IOWA 92 EAST

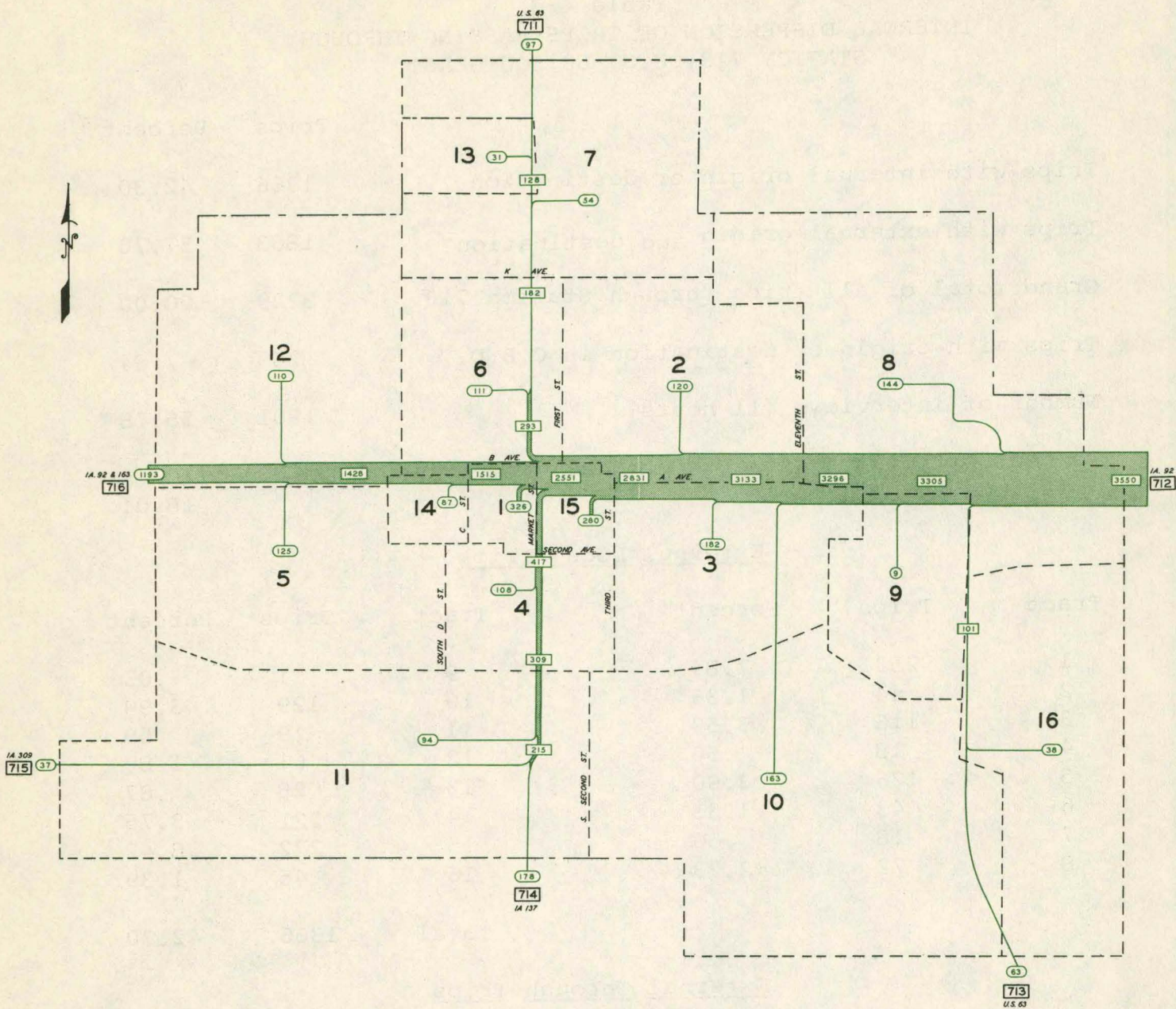
	Trips	Percent
Trips with internal origin or destination	1982	55.83
Trips with external origin and destination	1568	44.17
Grand total of all trips through Station 712	3550	100.00
Trips with origin or destination in C.B.D.	326	9.18
Number of interviews (16 hours)	2998	84.45
Percent of total traffic through all interview stations		19.80

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	326	9.18	9	9	.25
2	120	3.38	10	163	4.59
3	182	5.13	11	94	2.65
4	108	3.04	12	110	3.10
5	125	3.52	13	31	.87
6	111	3.13	14	87	2.45
7	54	1.52	15	280	7.89
8	144	4.06	16	38	1.07
			Total	1982	55.83

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
711	97	2.73	714	178	5.01
712	-	-	715	37	1.04
713	63	1.78	716	1193	33.61
			Total	1568	44.17



**LEGEND**

TRACT BOUNDARY LINES -----  
 CORPORATION LINE -----

**GRAPHIC SCALE**



3000 TRIPS  
 1500 TRIPS  
 750 TRIPS  
 375 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

**FIGURE 4-2**  
 INTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH  
 STATION 712, IOWA 92 EAST  
 OF THE  
 OSKALOOSA URBAN AREA

Table 4-3  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 713, U.S. 63 SOUTHEAST

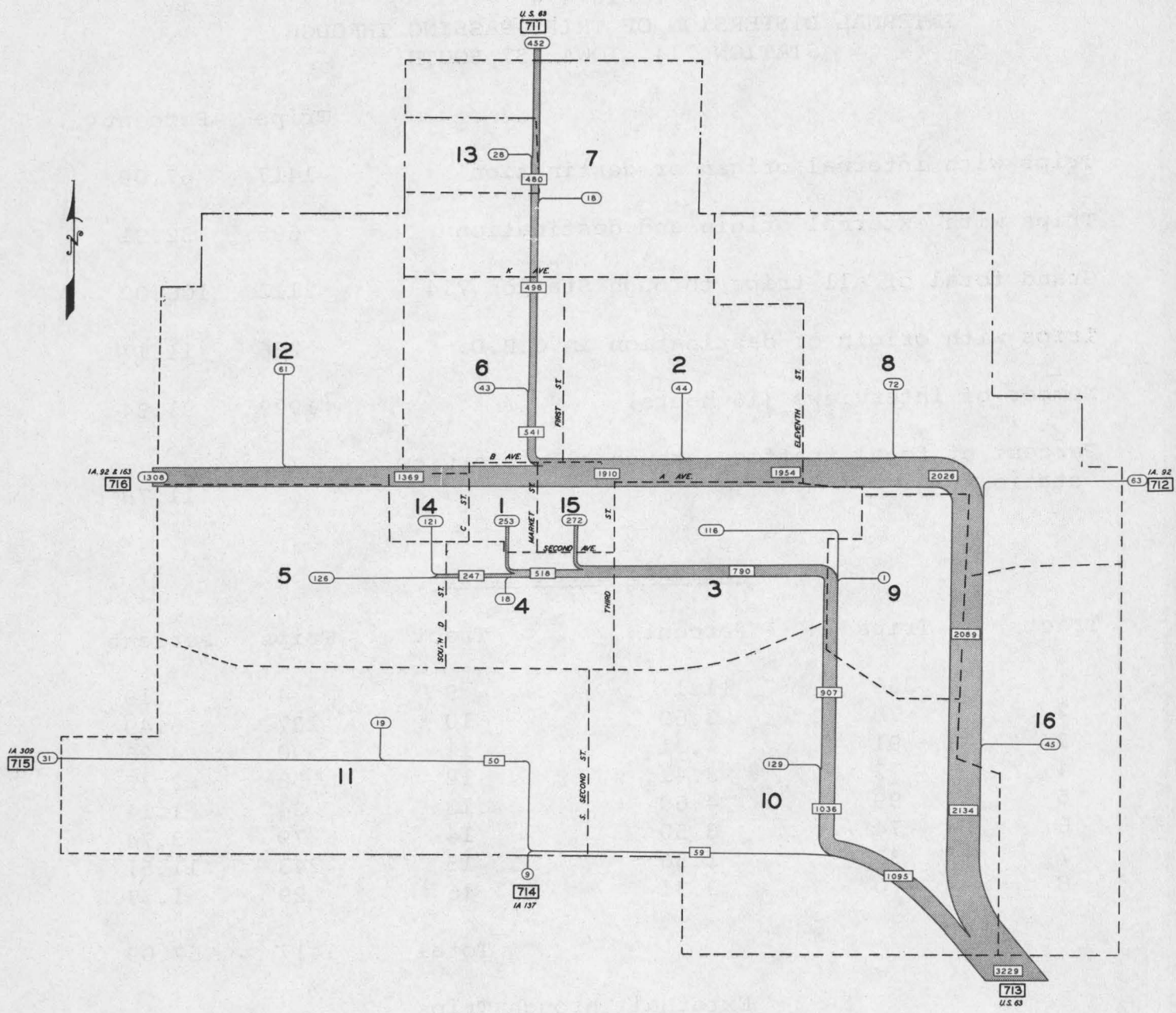
	Trips	Percent
Trips with internal origin or destination	1366	42.30
Trips with external origin and destination	1863	57.70
Grand total of all trips through Station 713	3229	100.00
Trips with origin or destination in C.B.D.	253	7.84
Number of interviews (11 hours)	1801	55.78
Percent of total traffic through all interview stations		18.01

External Local Trips

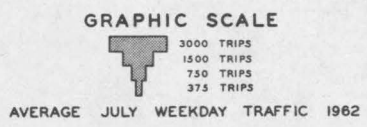
Tract	Trips	Percent	Tract	Trips	Percent
1	253	7.84	9	1	.03
2	44	1.36	10	129	3.99
3	116	3.59	11	19	.59
4	18	.56	12	61	1.89
5	126	3.90	13	28	.87
6	43	1.33	14	121	3.75
7	18	.56	15	272	8.42
8	72	2.23	16	45	1.39
			Total	1366	42.30

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
711	452	14.00	714	9	.28
712	63	1.95	715	31	.96
713	-	-	716	1308	-
			Total	1863	57.70



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE -----



**FIGURE 4-3**  
 INTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH  
 STATION 713, U.S. 63 SOUTHEAST  
 OF THE  
 OSKALOOSA URBAN AREA



Table 4-4  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 714, IOWA 137 SOUTH

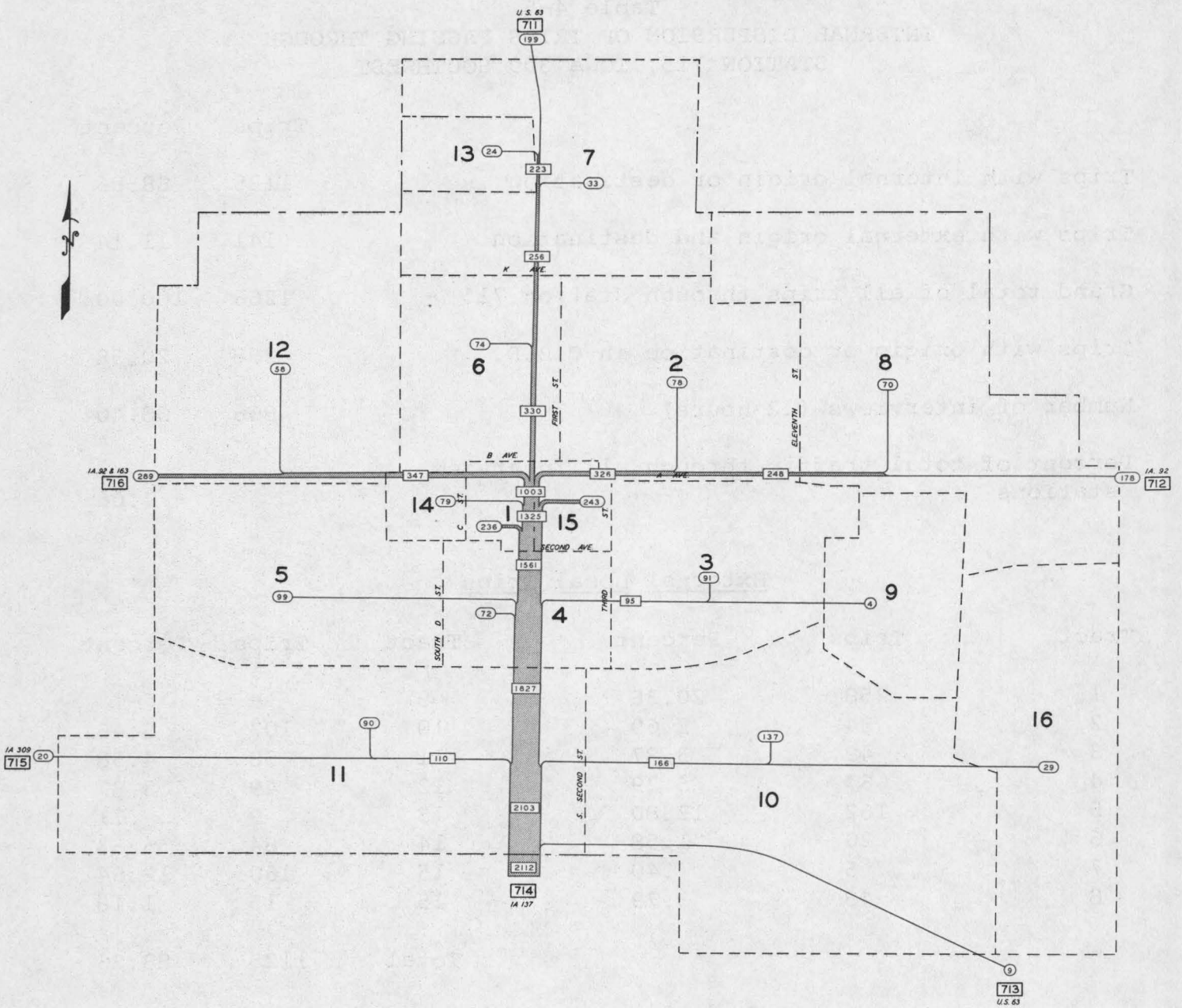
	Trips	Percent
Trips with internal origin or destination	1417	67.09
Trips with external origin and destination	695	32.91
Grand total of all trips through Station 714	2112	100.00
Trips with origin or destination in C.B.D.	236	11.17
Number of interviews (16 hours)	1929	91.34
Percent of total traffic through all interview stations		11.78

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	236	11.17	9	4	.19
2	78	3.69	10	137	6.49
3	91	4.31	11	90	4.26
4	72	3.41	12	58	2.75
5	99	4.69	13	24	1.14
6	74	3.50	14	79	3.74
7	33	1.56	15	243	11.51
8	70	3.31	16	29	1.37
			Total	1417	67.09

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
711	199	9.42	714	-	-
712	178	8.43	715	20	.95
713	9	.43	716	289	13.68
			Total	695	32.91



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE \_\_\_\_\_

**GRAPHIC SCALE**  
  
 3000 TRIPS  
 1500 TRIPS  
 750 TRIPS  
 375 TRIPS  
 AVERAGE JULY WEEKDAY TRAFFIC 1962

**FIGURE 4-4**  
 INTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH  
 STATION 714, IOWA 137 SOUTH  
 OF THE  
 OSKALOOSA URBAN AREA

Table 4-5  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 715, IOWA 309 SOUTHWEST

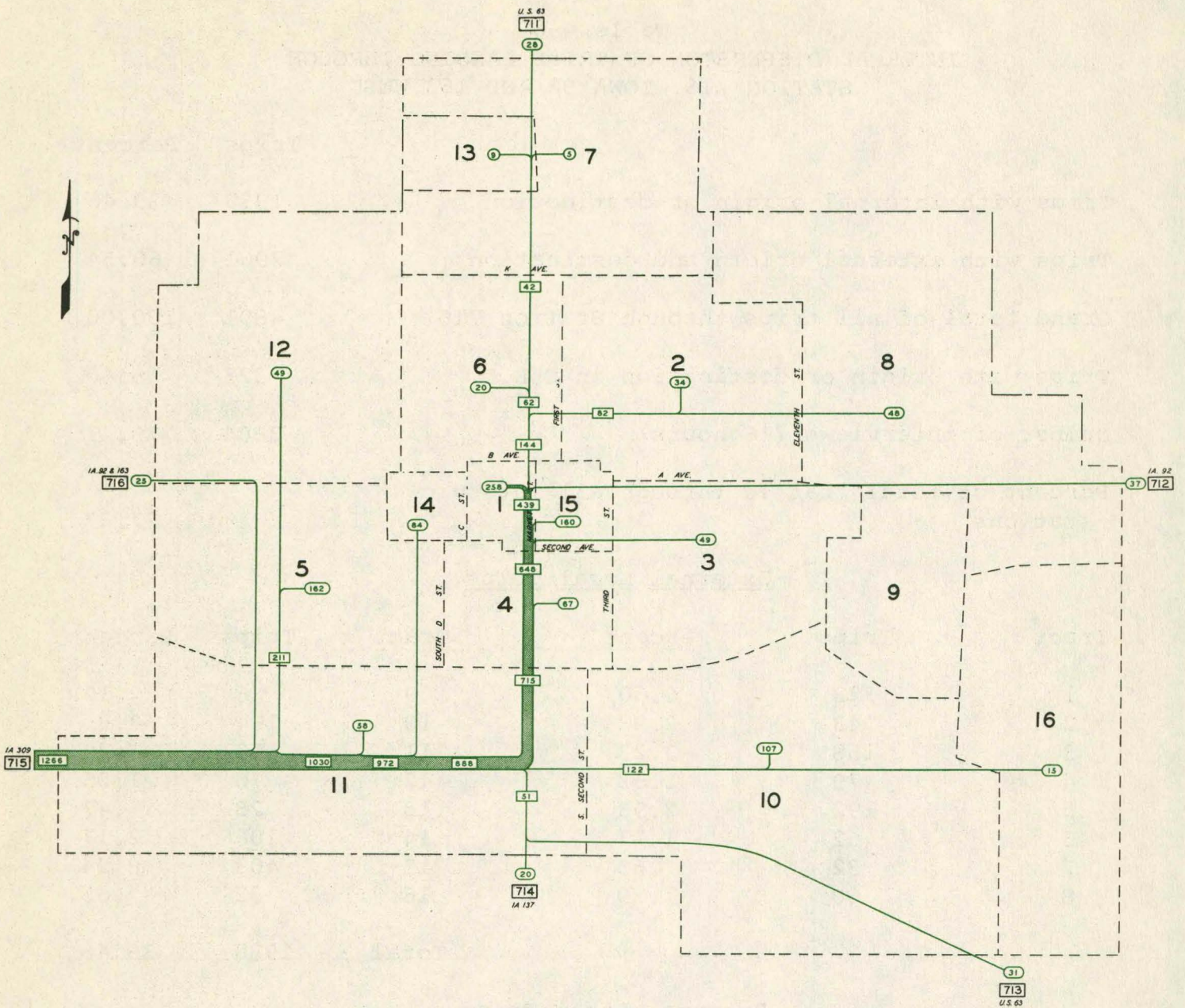
	Trips	Percent
Trips with internal origin or destination	1125	88.86
Trips with external origin and destination	141	11.14
Grand total of all trips through Station 715	1266	100.00
Trips with origin or destination in C.B.D.	258	20.38
Number of interviews (12 hours)	866	68.40
Percent of total traffic through all interview stations		7.06

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	258	20.38	9	-	-
2	34	2.69	10	107	8.45
3	49	3.87	11	53	4.58
4	67	5.29	12	49	3.87
5	162	12.80	13	9	.71
6	20	1.58	14	84	6.63
7	5	.40	15	160	12.64
8	48	3.79	15	13	1.18
			Total	1125	88.86

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
711	28	2.21	714	20	1.58
712	37	2.92	715	-	-
713	31	2.45	716	25	1.98
			Total	141	11.14



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE \_\_\_\_\_

**GRAPHIC SCALE**  
  
 3000 TRIPS  
 1500 TRIPS  
 750 TRIPS  
 375 TRIPS  
 AVERAGE JULY WEEKDAY TRAFFIC 1962

**FIGURE 4-5**  
 INTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH  
 STATION 715, IOWA 309 SOUTHWEST  
 OF THE  
 OSKALOOSA URBAN AREA

Table 4-6  
INTERNAL DISPERSION OF TRIPS PASSING THROUGH  
STATION 716, IOWA 92 AND 163 WEST

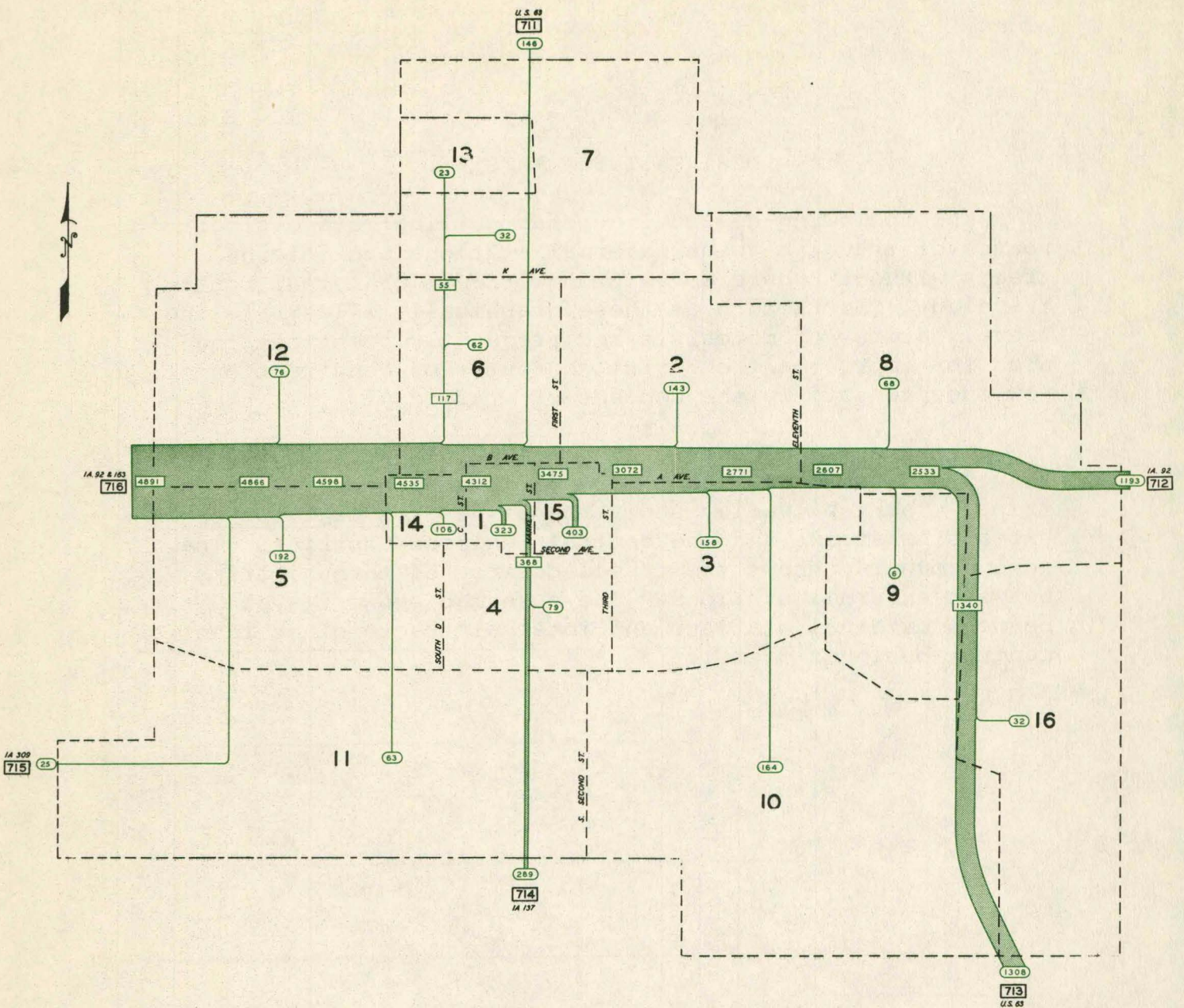
	Trips	Percent
Trips with internal origin or destination	1930	39.46
Trips with external origin and destination	2961	60.54
Grand total of all trips through Station 716	4891	100.00
Trips with origin or destination in C.B.D.	323	6.60
Number of interviews (16 hours)	3884	79.41
Percent of total traffic through all interview stations		27.27

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	323	6.60	9	6	.12
2	143	2.92	10	164	3.35
3	158	3.23	11	63	1.29
4	79	1.62	12	76	1.56
5	192	3.93	13	23	.47
6	62	1.27	14	106	2.17
7	32	.65	15	403	8.24
8	68	1.39	16	32	.65
			Total	1930	39.46

External Local Trips

Station	Trips	Percent	Station	Trips	Percent
711	146	2.99	714	239	5.91
712	1193	24.39	715	25	.51
713	1308	26.74	716	-	-
			Total	2961	60.54



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE -----

**GRAPHIC SCALE**  
  
 3000 TRIPS  
 1500 TRIPS  
 750 TRIPS  
 375 TRIPS  
 AVERAGE JULY WEEKDAY TRAFFIC 1962

**FIGURE 4-6**  
 INTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH  
 STATION 716, IOWA 92 AND 163 WEST  
 OF THE  
 OSKALOOSA URBAN AREA

## DESIRE LINE CHARTS

The following desire line charts illustrate desired routes of travel between external stations and internal tracts without regard to existing streets or actual routes traveled. Charts such as these graphically illustrate the travel desires of motorists and frequently point out the need for improvement of existing routes or construction of new ones to satisfy the demands of traffic.

This series of desire line charts illustrates the travel desires of external local trips and external through trips. The top overlay shows travel desires of trips between external stations and the central business district. The second overlay shows the travel desires of through trips between external stations. The base map shows travel desires between external stations and internal tracts other than the central business district.

FIGURE 2-4  
INTERNAL DISTRIBUTION OF TRIPS  
PASSING THROUGH  
STATION 110 JAWA 22 AND 125 WEST  
OF THE  
OSKALOOSA URBAN AREA

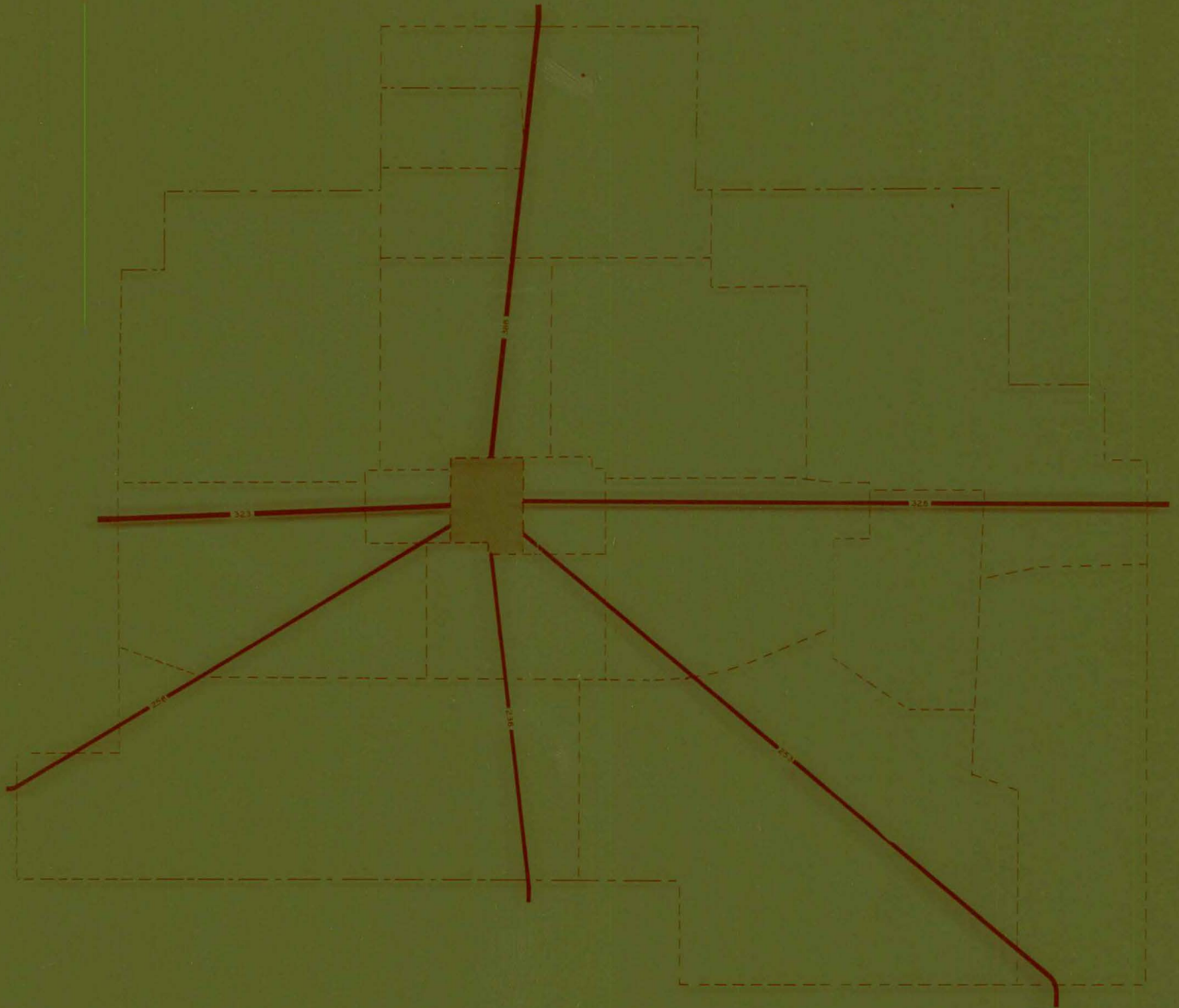


FIGURE 4-7

THE CENTRAL BUSINESS DISTRICT



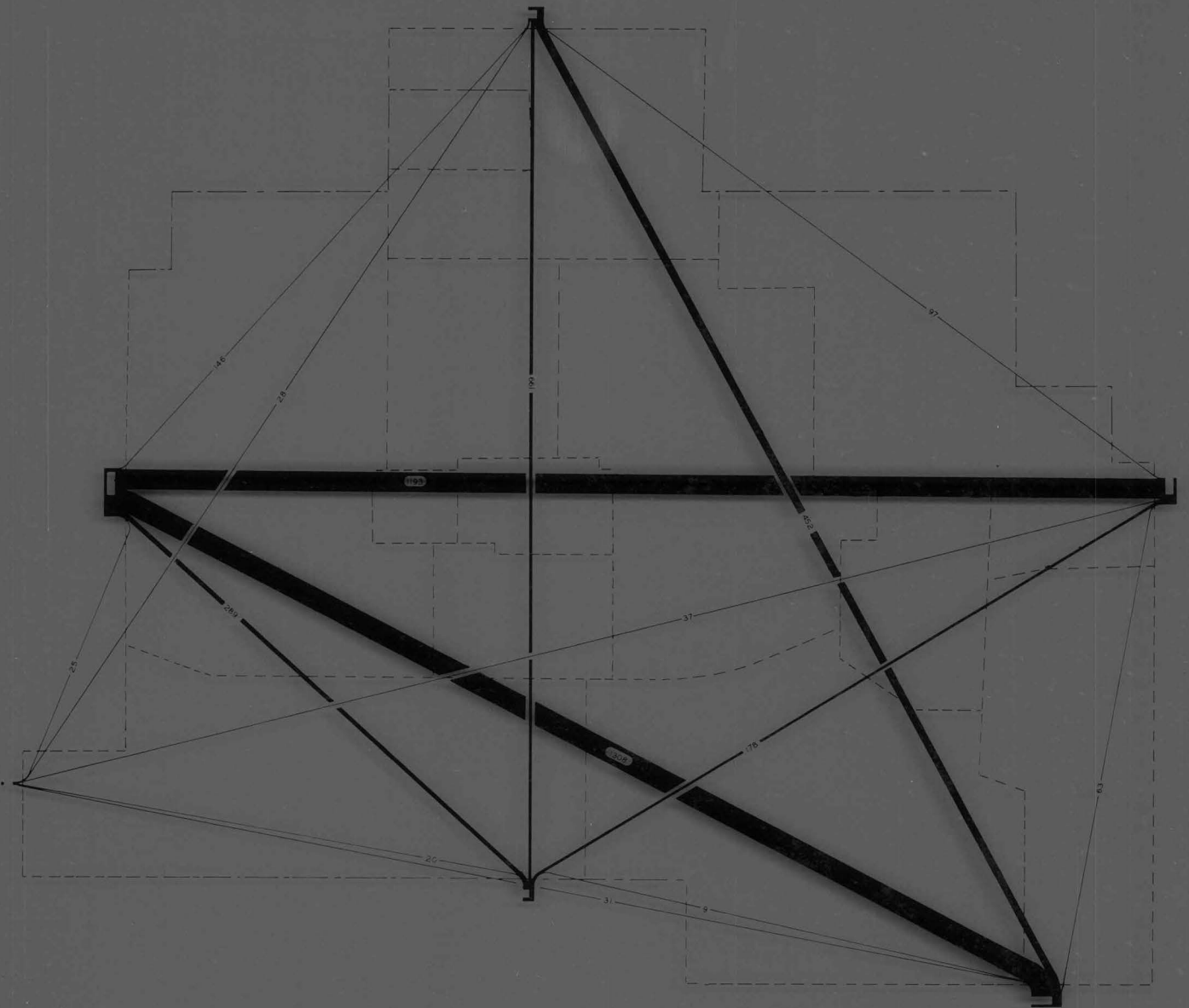
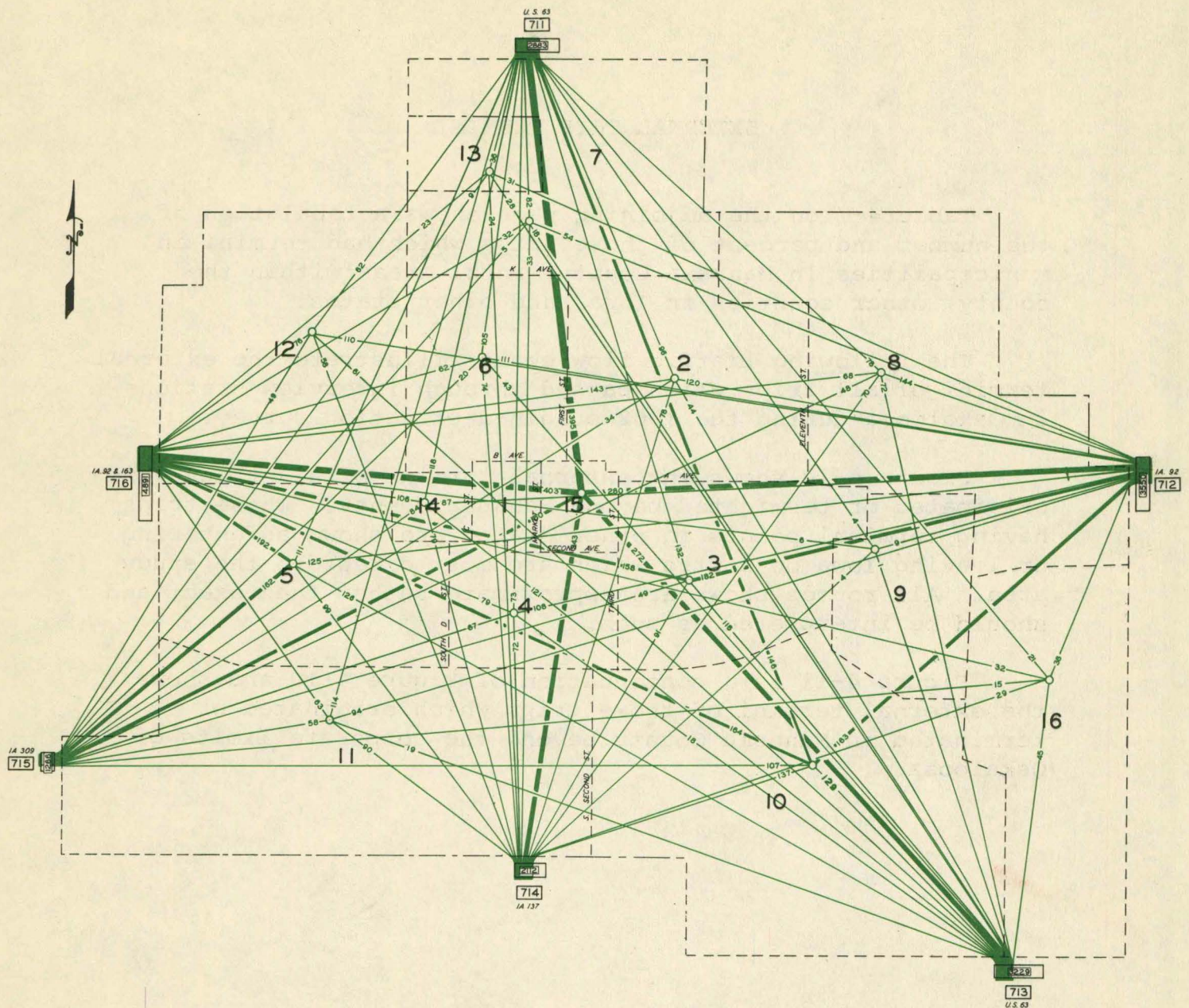


FIGURE 4 - 8

OTHER EXTERNAL ENTRANCES



LEGEND

TRACT BOUNDARY LINES - - - - -  
 CORPORATION LINE - - - - -

GRAPHIC SCALE



3000 TRIPS  
 1500 TRIPS  
 1000 TRIPS  
 500 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC-1962

FIGURE 4-9  
 DESIRE LINES OF TRAVEL OF TRIPS  
 TO OR FROM  
 EXTERNAL ENTRANCES OF THE  
 OSKALOOSA URBAN AREA  
 AND  
 INTERNAL TRACTS

## EXTERNAL TRIP TERMINI

Table 4-7 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in municipalities in Mahaska County, rural areas within the county, other counties in Iowa, and other states.

The following traffic flow charts illustrate the external termini of all trips which passed through interview stations in Oskaloosa during the 1962 origin-destination survey.

Figure 4-10 shows the external termini of all trips which originated or terminated beyond Mahaska County. Those trips having terminal points in other states are shown as entering or leaving Iowa on routes which are most direct to the study area. All routes shown are approximate rather than exact and should be interpreted as such.

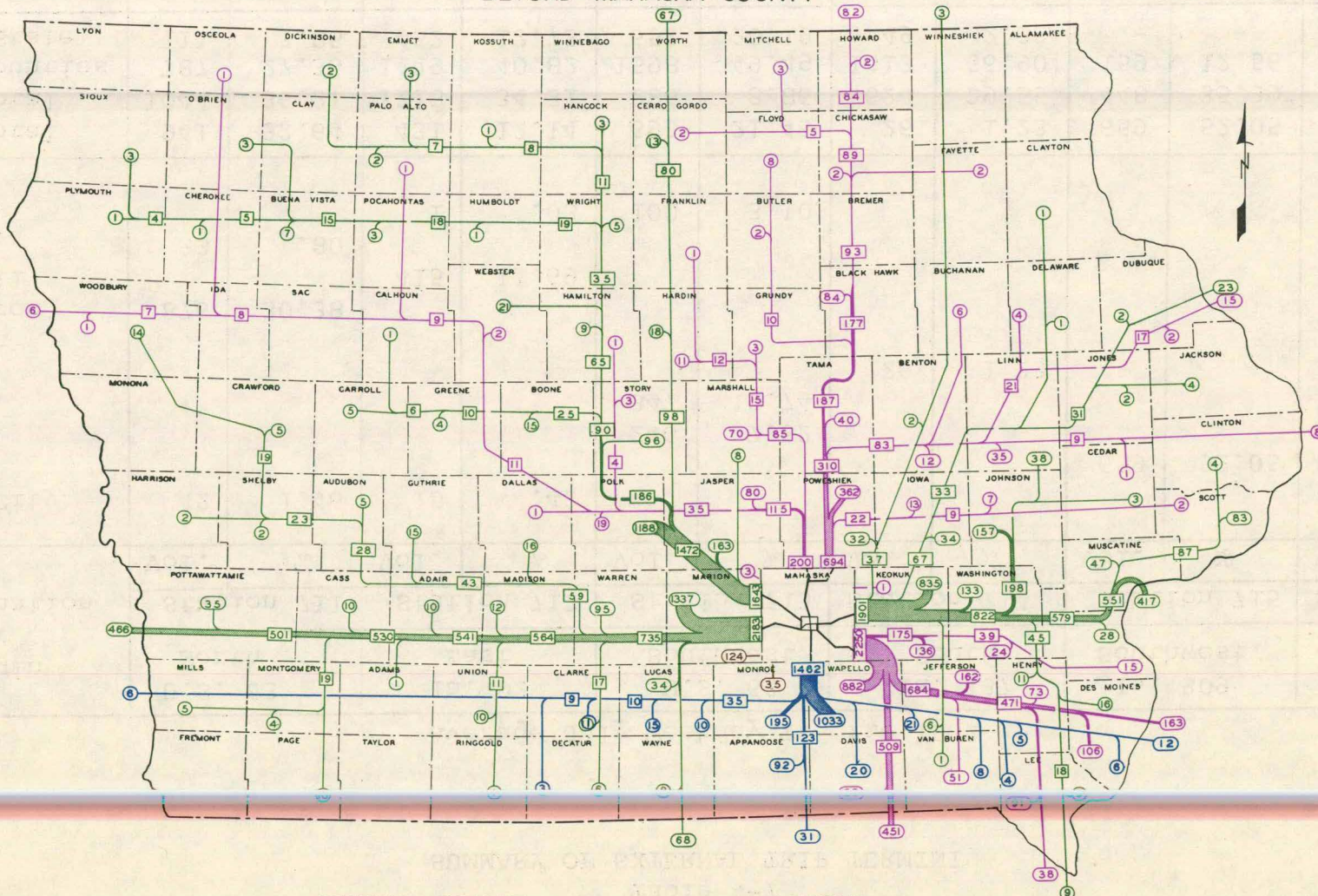
Figure 4-11 is a continuation of Figure 4-10 and shows the external termini of those trips which originated or terminated in Mahaska County beyond the corporate limits of Oskaloosa.

Table 4-7  
SUMMARY OF EXTERNAL TRIP TERMINI

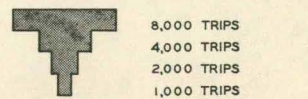
Average July Weekday Traffic 1962

Origin or Destination	U.S. 63 North		Ia. 92 East		U.S. 63 Southeast		Ia. 137 South		Ia. 309 Southwest		Iowa 92 & 163 West	
	Station 711		Station 712		Station 713		Station 714		Station 715		Station 716	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Barnes City	42	1.46	15	.42								
Beacon									659	52.05		
Cedar					246	7.62						
Fremont					347	10.74						
Givin							26	1.23				
Leighton											166	3.39
New Sharon	876	30.38										
Rose Hill			415	11.69								
Taintor	23	.80										
Wright			1	.03	100	3.10						
Towns Total	941	32.64	431	12.14	693	21.46	26	1.23	659	52.05	166	3.39
Rural Total	1044	36.21	1218	34.31	286	8.86	624	29.55	448	35.39	899	18.38
Other Counties	787	27.30	1449	40.82	1598	49.49	1413	66.90	159	12.56	3225	65.94
Out-of-State	111	3.85	452	12.73	652	20.19	49	2.32	-	-	601	12.29
Grand Total	2883	100.00	3550	100.00	3229	100.00	2112	100.00	1266	100.00	4891	100.00

FIGURE 4-10  
 EXTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH INTERVIEW STATIONS  
 IN OSKALOOSA TO OR FROM AREAS  
 BEYOND MAHASKA COUNTY



GRAPHIC SCALE



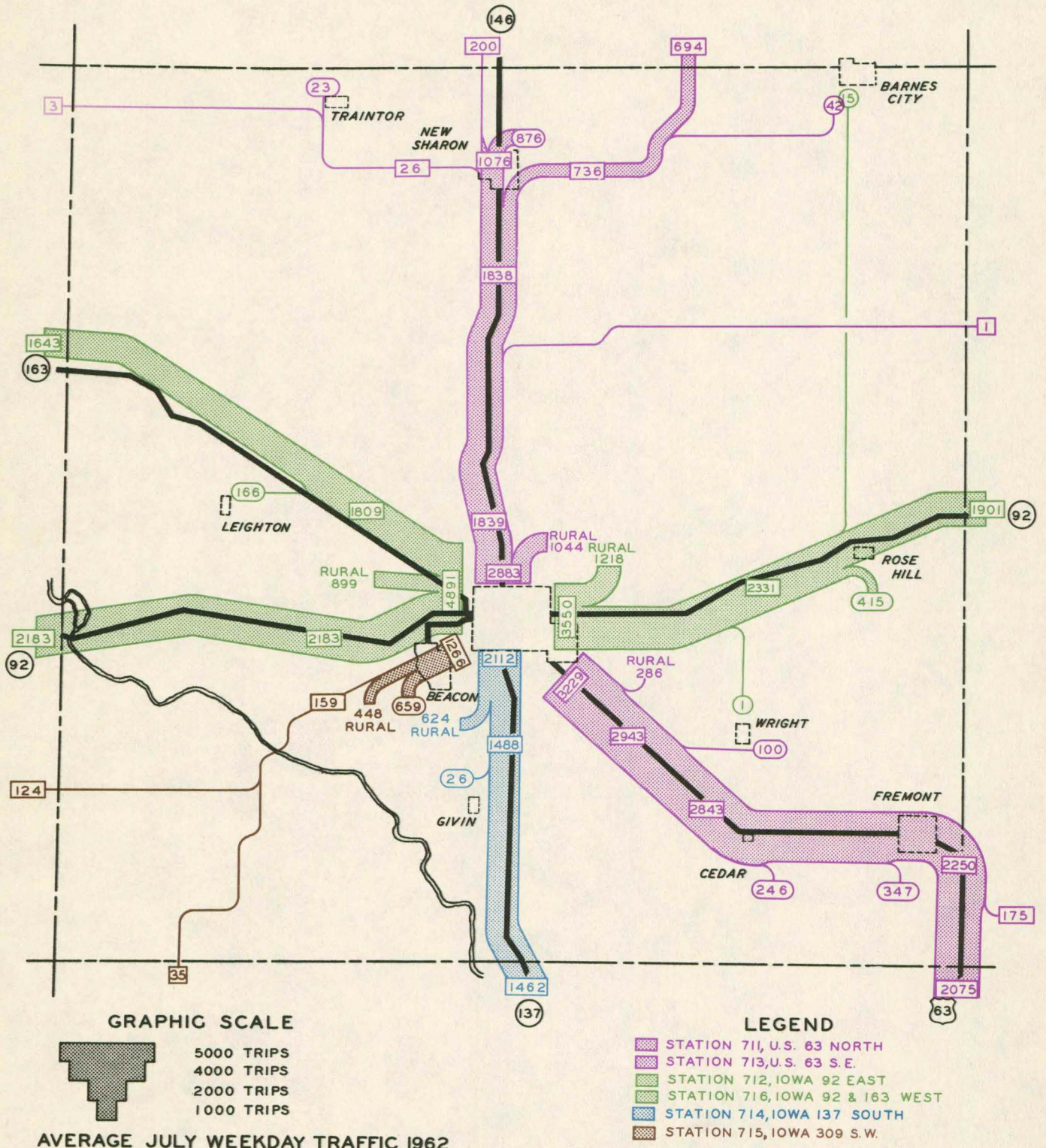
AVERAGE JULY WEEKDAY TRAFFIC 1962

LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS

- STATION 711, U.S. 63 NORTH
- STATION 712, IOWA 92 EAST
- STATION 713, U.S. 63 SOUTHEAST
- STATION 714, IOWA 137 SOUTH
- STATION 715, IOWA 309 SOUTHWEST
- STATION 716, IOWA 92&IOWA 163 WEST

FIGURE 4-II  
 EXTERNAL DISPERSION OF TRIPS  
 PASSING THROUGH INTERVIEW STATIONS  
 IN OSKALOOSA  
 TO OR FROM AREAS WITHIN MAHASKA COUNTY



TRAFFIC VOLUMES ON PRIMARY  
HIGHWAYS IN AND NEAR OSKALOOSA

The following charts on pages 40 and 41 illustrate the average annual daily traffic on rural primary highways entering or leaving Oskaloosa and on primary extensions and major streets within the study area.

The data shown in Figures 4-12 and 4-13 was obtained from traffic counts rather than interviews and indicates average annual daily traffic for 1962 and 1963 rather than average July weekday traffic for 1962.





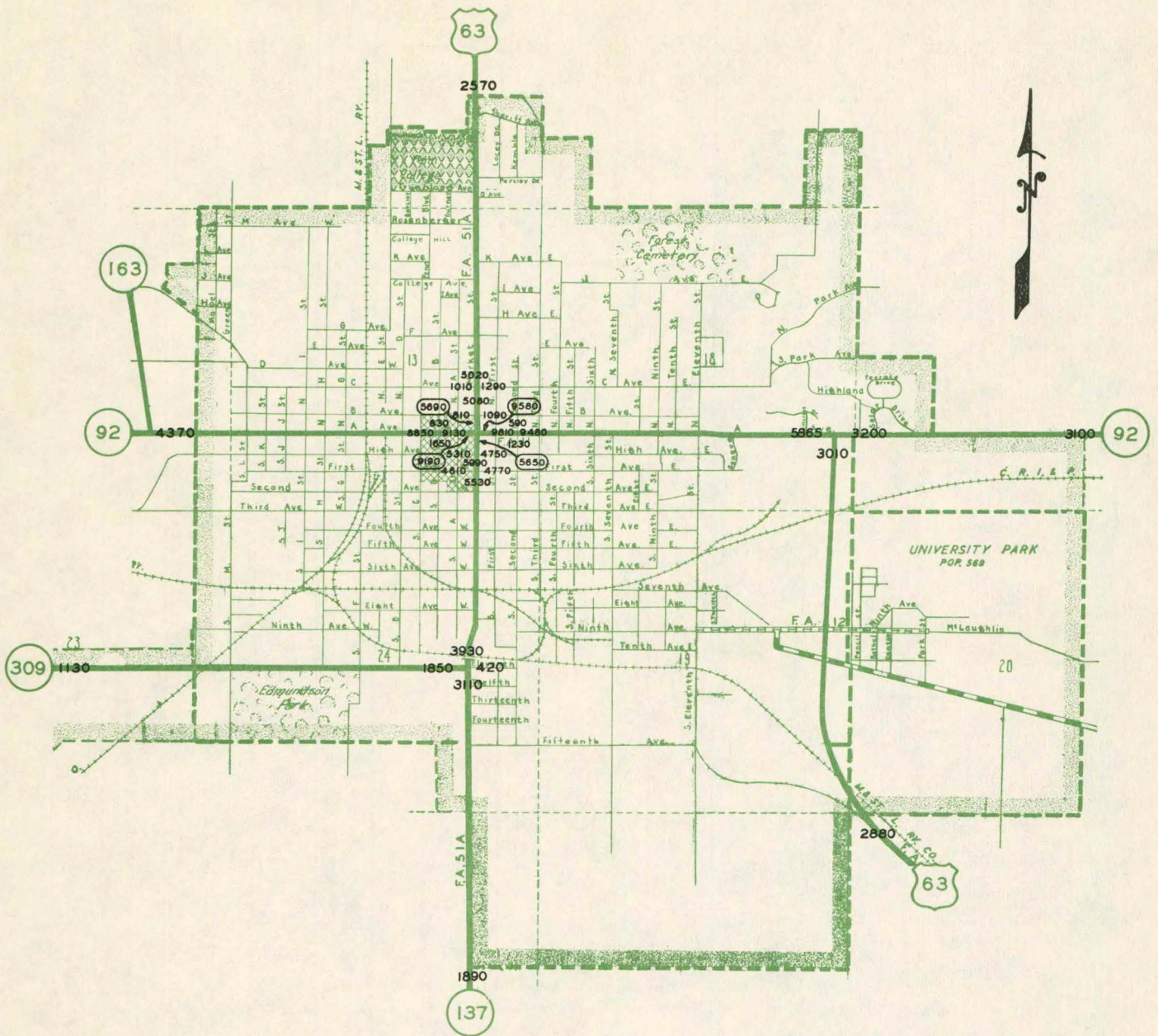
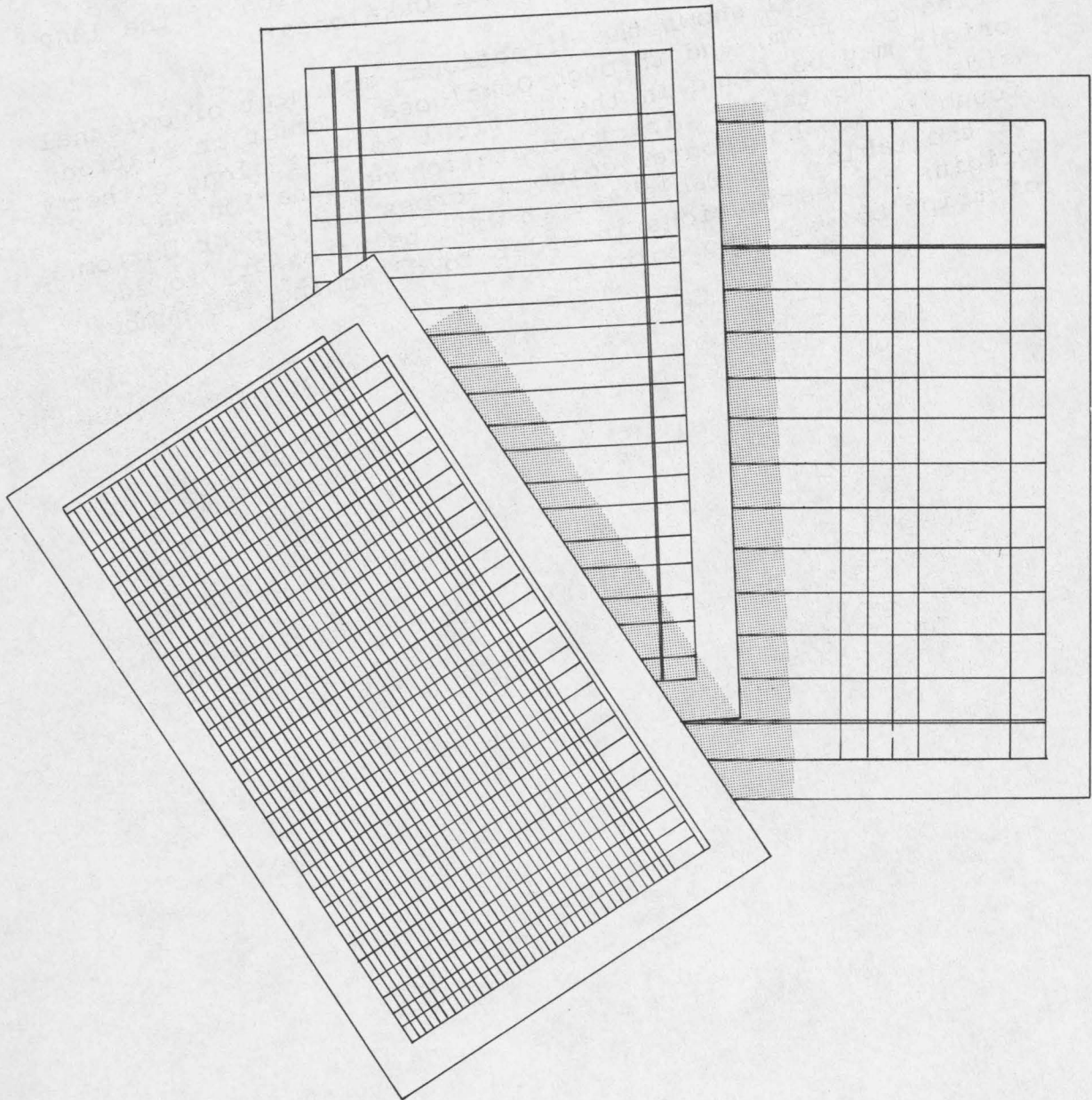


FIGURE 4-13  
 TRAFFIC VOLUMES  
 ON PRIMARY ROAD EXTENSIONS  
 AND MAJOR STREETS IN THE  
 OSKALOOSA URBAN AREA  
 AVERAGE ANNUAL DAILY TRAFFIC - 1961

# Appendix



INTERPRETATION OF TABLE A-1

The following table shows a compilation of the 1962 average July weekday traffic for Oskaloosa.

Table A-1 shows the directional movement of external trips to, from, and through Oskaloosa. Tract or station origin may be found in the vertical columns along either side of the table. Tract or station destination may be found in the horizontal columns across the top or bottom of the table. In Table A-1 it will be necessary to add origins to destinations in order to determine the number of trips between two points.

ORIGIN AND DESTINATION OF TRIPS  
ENTERING OR LEAVING  
THE OSKALOOSA URBAN AREA

TABLE A-1

AVERAGE JULY WEEKDAY TRAFFIC-1962

TRACT OR STATION	DESTINATION																Oskaloosa Total	U.S. 63 North	Iowa 92 East	U.S. 63 Southeast	Iowa 137 South	Iowa 309 Southwest	Iowa 92 & 163 West	External Total	Grand Total	Tract or Station
	C.B.D.																									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16										
1 C.B.D.																		191	163	120	125	117	141	857	857	1
2																		53	67	18	37	17	82	274	274	2
3																		76	86	66	56	28	81	393	393	3
4																		38	53	12	36	32	35	206	206	4
5																		56	64	61	52	95	103	431	431	5
6																		53	58	17	39	13	37	217	217	6
7																		42	22	7	20	4	16	111	111	7
8																		35	71	40	32	21	33	232	232	8
9																		1	5	1	3		3	13	13	9
10																		72	84	53	66	50	82	407	407	10
11																		63	37	7	51	34	25	217	217	11
12																		32	47	45	28	23	46	221	221	12
13																		13	17	3	11	1	13	58	58	13
14																		52	47	68	40	53	45	305	305	14
15																		183	142	146	126	68	199	864	864	15
16																		14	23	25	10	8	13	93	93	16
Oskaloosa Total																		974	986	689	732	564	954	4899	4899	Total
711 U.S. 63 North	197	43	56	35	55	52	40	43	3	74	51	30	23	66	212	7	987		50	240	90	13	76	469	1456	711
712 Iowa 92 East	163	53	96	55	61	53	32	73	4	79	57	63	14	40	138	15	996	47		32	73	22	587	761	1757	712
713 U.S. 63 Southeast	133	26	50	6	65	26	11	32		76	12	16	25	53	126	20	677	212	31		5	18	625	891	1568	713
714 Iowa 137 South	111	41	35	36	47	35	13	38	1	71	39	30	13	39	117	19	685	109	105	4		9	162	389	1074	714
715 Iowa 309 Southwest	141	17	21	35	67	7	1	27		57	24	26	8	31	92	7	561	15	15	13	11		15	69	630	715
716 Iowa 92 & 163 West	182	61	77	44	89	25	16	35	3	82	38	30	10	61	204	19	976	70	606	683	127	10		1496	2472	716
External Total	927	241	335	211	384	198	113	248	11	439	221	195	93	290	889	87	4882	453	807	972	306	72	1465	4075	8957	Ext. Total
Grand Total	927	241	335	211	384	198	113	248	11	439	221	195	93	290	889	87	4882	1427	1793	1661	1038	636	2419	8974	13856	Grand Total
Tract or Station	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Total	711	712	713	714	715	716	Ext. Total	Grand Total	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 711, U.S. 63 NORTH  
OF THE OSKALOOSA URBAN AREA

Table A-2

Average July Weekday Traffic 1962

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passengers	Home	Total	Percent
Work		23	56			5	1		2	192	279	9.68
Transact Business	6	42	7			7			1	244	307	10.65
During Work	26	8	310							21	365	12.66
Medical or Dental						1				25	26	.90
School		1			1					8	10	.35
Recreation Social or Cultural	3	12				74	1	1	4	327	422	14.64
Eat		4				5				12	21	.73
Shop	1	1				4				172	178	6.17
Serve Passengers	1	1				3	3		4	22	34	1.18
Home	185	348	23	49	12	425	22	143	34		1241	43.04
Total	222	440	396	49	13	524	27	144	45	1023	2883	100.00
Percent	7.70	15.26	13.74	1.70	.45	18.18	.94	4.99	1.56	35.48	10000	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 712, IOWA 92 EAST  
OF THE OSKALOOSA URBAN AREA

Table A-3

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		13	84			8	3	1		160	269	7.58
Transact Business	9	35	3			14		1	4	209	275	7.75
During Work	50	2	502			4	1			55	614	17.29
Medical or Dental										29	29	.82
School						3				12	15	.42
Recreation Social or Cultural	8	13				158	4	5	5	576	769	21.66
Eat	1	1				7				9	18	.51
Shop						14		2	2	151	169	4.76
Serve Passengers			1			4			5	24	34	.96
Home	167	276	11	47	11	675	14	134	23		1358	38.25
Total	235	340	601	47	11	887	22	143	39	1225	3550	100.00
Percent	6.62	9.58	16.93	1.32	.31	24.98	.62	4.03	1.10	34.51	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 713, U.S. 63 SOUTHWEST  
OF THE OSKALOOSA URBAN AREA

Table A-4

Average July Weekday Traffic 1962

Trip Purpose - Destination												
Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home	Total	Percent
Work		2	59			6		1	3	144	215	6.66
Transact Business	4	43	4			3				275	329	10.19
During Work	36	9	376							52	473	14.65
Medical or Dental										19	19	.59
School						1			5	34	40	1.24
Recreation Social or Cultural	1	3			1	98	6	2	10	472	593	18.36
Eat	3	2				1		3		20	29	.90
Shop		3				4				204	211	6.53
Serve Passengers						16	1	1	7	33	58	1.80
Home	137	228	5	8	21	668	27	153	15		1262	39.08
Total	181	290	444	8	22	797	34	160	40	1253	3229	100.00
Percent	5.61	8.98	13.75	.25	.68	24.68	1.05	4.96	1.24	38.80	10000	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 714, IOWA 137 SOUTH  
OF THE OSKALOOSA URBAN AREA

Table A-5

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		13	42				1			147	203	9.61
Transact Business	13	47	10			5	2	2		302	381	18.04
During Work	9	5	252			1	2			6	275	13.02
Medical or Dental		1				1				13	15	.71
School						1			1	10	12	.57
Recreation Social or Cultural	2	6				42		1		169	220	10.42
Eat	1	5	2						1	13	22	1.04
Shop	2	1				10			3	76	92	4.35
Serve Passengers	1	1				4	1	3	1	24	35	1.66
Home	165	281	13	23	19	255	19	68	14		857	40.58
Total	193	360	319	23	19	319	25	74	20	760	2112	100.00
Percent	9.14	17.05	15.10	1.09	.90	15.10	1.18	3.50	.95	35.99	100.00	



TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 715, IOWA 309 SOUTHWEST  
OF THE OSKALOOSA URBAN AREA

Table A-6

Average July Weekday Traffic 1962

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passengers	Home	Total	Percent
Work		3	26			1			2	111	143	11.30
Transact Business						1				118	119	9.40
During Work	7		20							7	34	2.69
Medical or Dental										4	4	.32
School									1	5	6	.47
Recreation Social or Cultural		4		2		8	1	1		122	138	10.90
Eat	1					1				15	17	1.34
Shop						6				160	166	13.11
Serve Passengers	2	1							8	6	17	1.34
Home	157	120	2	8	8	169	22	125	11		622	49.13
Total	167	128	48	10	8	186	23	126	22	548	1266	100.00
Percent	13.19	10.11	3.79	.79	.63	14.69	1.82	9.95	1.74	43.29	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
STATION 716, IOWA 92 AND 163 WEST  
OF THE OSKALOOSA URBAN AREA

Table A-7

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination										Total	Percent
	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home		
Work		30	154			13	3			136	336	6.87
Transact Business	7	104	12		1	15	4			374	517	10.57
During Work	107	5	768			1				93	974	19.91
Medical or Dental									1	34	35	.72
School						2				21	23	.47
Recreation Social or Cultural	4	16	1			234	2	7	8	666	938	19.18
Eat	4		11			14	1		2	39	71	1.45
Shop	1	1				5		1	1	151	160	3.27
Serve Passengers	3	1				18			11	36	69	1.41
Home	182	472	22	40	21	823	25	143	40		1768	36.15
Total	308	629	968	40	22	1125	35	151	63	1550	4891	100.00
Percent	6.30	12.86	19.79	.82	.45	23.00	.71	3.09	1.29	31.69	100.00	

Table A-8

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
ALL INTERVIEW STATIONS  
TO OR FROM THE OSKALOOSA URBAN AREA  
(Duplicate Through Trips Removed)  
Average July Weekday Traffic 1962

Trip Purpose - Destination

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen- gers	Home	Total	Percent
Work		74	314			30	8	1	7	782	1216	8.78
Transact Business	37	188	33		1	44	6	3	3	1194	1509	10.89
During Work	158	21	1515			6	3			146	1849	13.34
Medical or Dental		1				2			1	112	116	.84
School		1			1	6			4	69	81	.58
Recreation Social or Cultural	18	47	1	2	1	386	14	17	19	1578	2083	15.03
Eat	10	12	13			27		4	3	108	177	1.28
Shop	4	6				43		3	6	892	954	6.89
Serve Passengers	7	4	1			33	5	4	30	125	209	1.51
Home	904	1353	62	158	86	2098	129	753	119		5662	40.86
Total	1138	1707	1939	160	89	2675	165	785	192	5006	13856	100.00
Percent	8.21	12.32	13.99	1.15	.64	19.31	1.19	5.67	1.39	36.13	100.00	



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