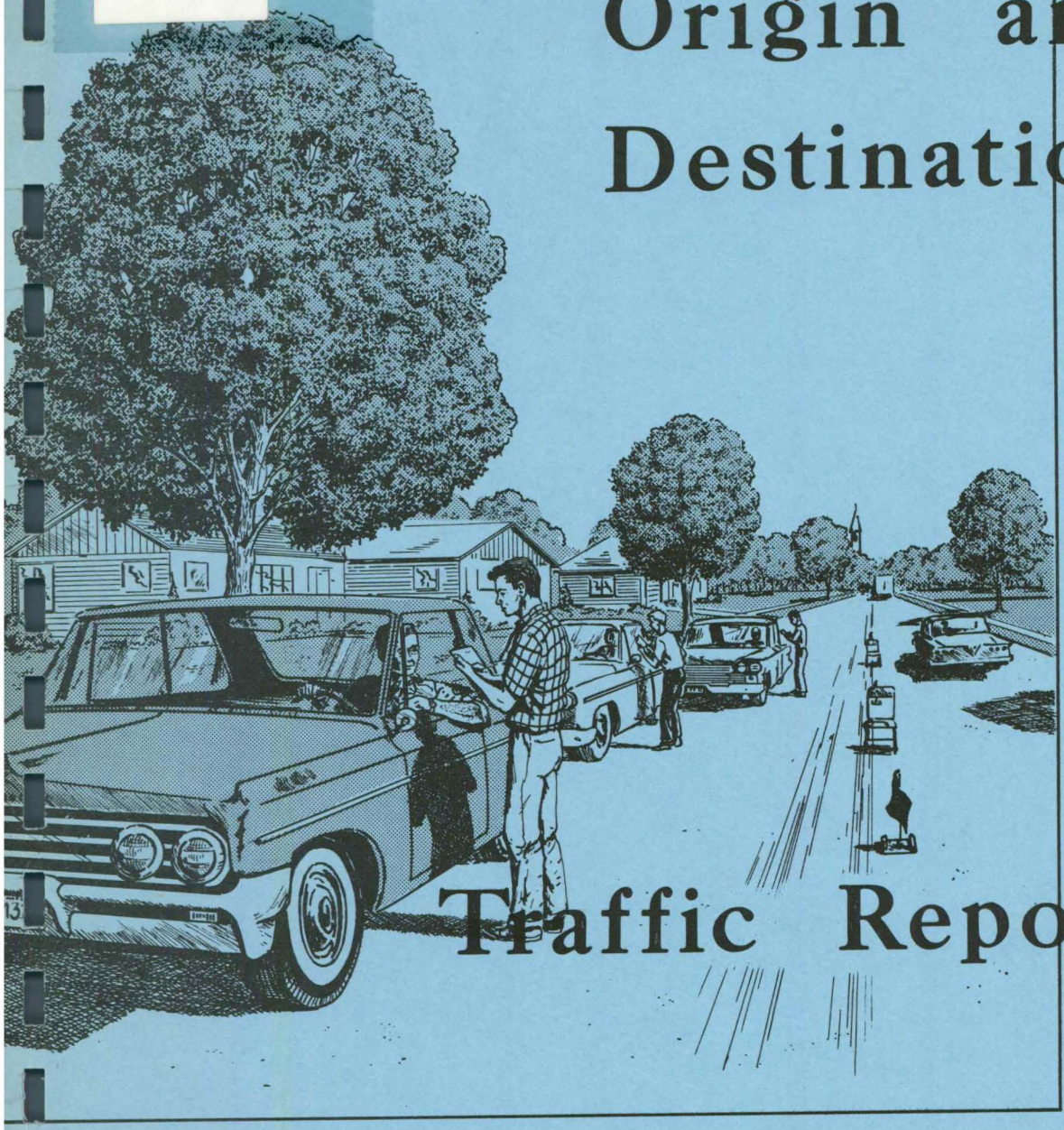
PANORA

Origin and Destination



Traffic Report

IOWA

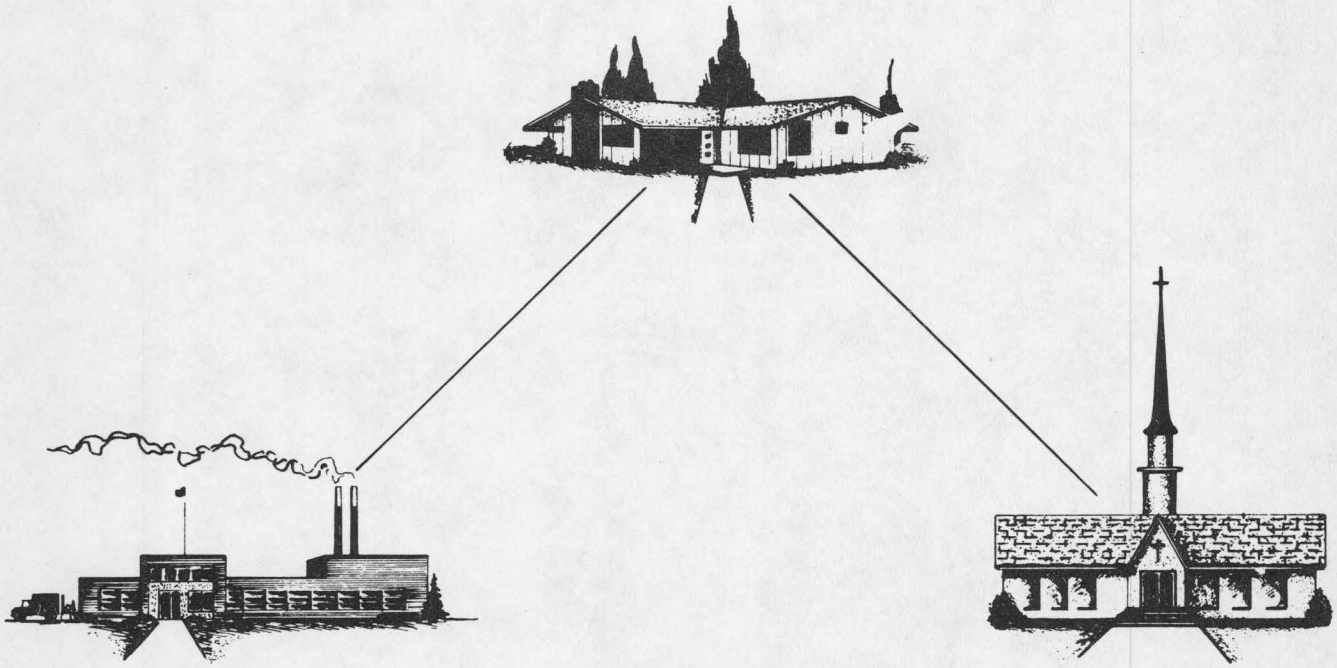
July of 1962

State of Iowa

PANORA

Origin And Destination Traffic Study

January 1965



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 latter part of July and the first part of August 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 Panora.

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.

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 within the scope 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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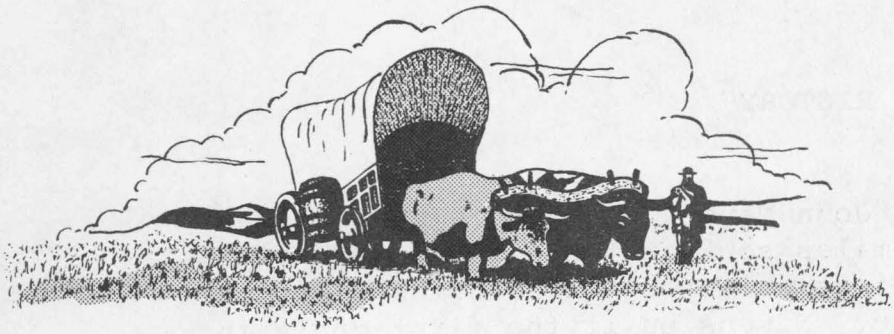
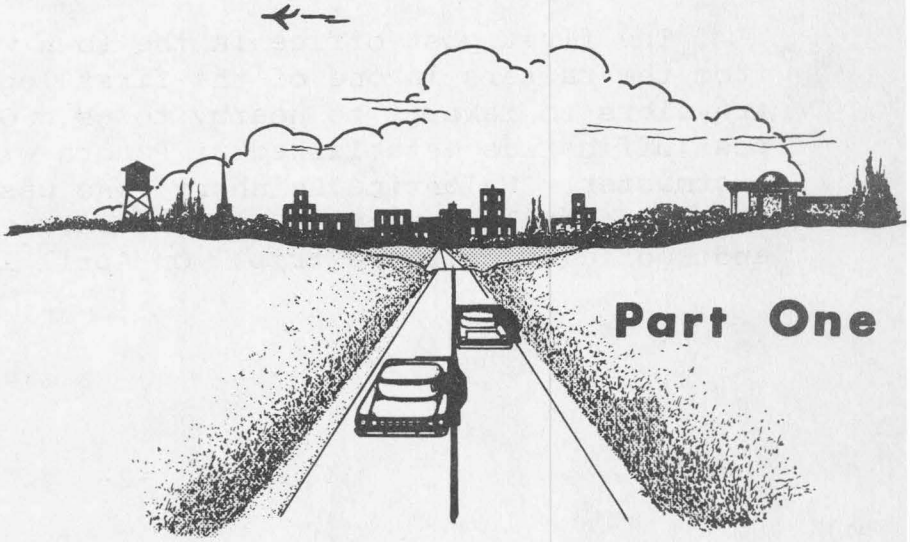
DEFINITIONS OF TECHNICAL TERMS

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 spring of 1848, John Nevens and his family settled in the wooded hills twelve miles southeast of the present site of Panora. They were the first white settlers in the area that was to become Guthrie County. Nevens built the first cabin in this county, a twelve-foot-square log shanty, before he left the area in 1852.

Nevens was joined in the fall of 1848 by Benjamin Kunkle and a Mr. Parrott. Parrott failed to establish his claim, but Kunkle erected a cabin and brought his family in September of the next year. Mrs. Kunkle gave birth to a daughter twelve days after her arrival at the cabin. The girl, Malinda Jane Nevens, was the first white child born in the county.

Michael Leinhart came to Cass Township in the fall of 1850. Leinhart hauled the logs for the first house built in Panora. Other early settlers in Panora were: Theophalus Bryan (the first judge), 1851; Gillum Reynolds, 1852; John Jackson, 1852; Hugh Campbell, 1853; and D.W. Harper, 1853.

The name "Panora" was chosen when pioneers, seeing the site from a hill for the first time, remarked, "What a beautiful panorama." They contracted the word and named the town Panora.

Guthrie County was named in honor of Captain Edwin Guthrie, who led the only Iowa regiment in the Mexican War. The Iowa Legislature of 1850 appointed David Bishop of Madison County and Lewis Whitten of Polk County to select a location for a courthouse. They chose Panora, and the county was organized there on July 8, 1851. Panora, which by this time had grown to a population of 222, was divided into two townships, Jackson and Cass.

The first post office in the town was a straw hat. It hung from the rafters in one of the first log cabins, waiting for travelers to take it to nearby towns. On July 22, 1852, an official post office was established at Panora with John Anderson as the first postmaster. Valentine Leinhart, who was only 11 years old, became the first mail carrier. Leinhart carried mail weekly between Panora and Redfield for 25¢ a trip. On April 14, 1853, Theophalus Bryan

was appointed postmaster, and the post office was moved to his cabin.

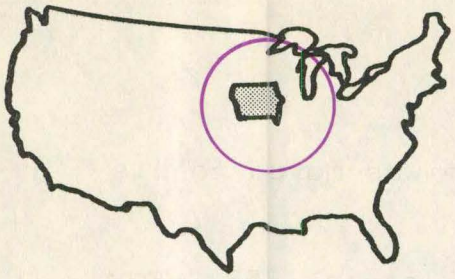
A contract for the first courthouse was let in 1853. For some reason, however, it was not built till sometime later. By the time it was completed, the county seat was being shifted back and forth from Panora to Guthrie Center. Finally, around 1873, Guthrie Center was selected as the permanent location. The Panora Courthouse, emptied of its records, was later taken over by the high school.

A narrow gauge railroad reached Panora in 1879. The first public water supply tank was built fourteen years later on April 24, 1893. The tank greatly aided the work of the fire department that was organized the same year. It served the town until 1905, when it was replaced by a steel tank and tower.

The first electric light in Panora was switched on, on the evening of February 1, 1893. A flat monthly rate was charged for each bulb. It cost 75¢ for 8 watts, $1.25 for 16 watts, and $2.50 for 32 watts. When more than one light was used, the customer had to install a meter at his own expense.

Panora is today chiefly an agricultural community with a population, according to the 1960 census, of 1,019. Panora is connected to neighboring communities by Iowa Highways 64 and 17 and to Interstate 80 to the south by gravel and blacktop.

STUDY AREA POSITION IN THE MIDWEST



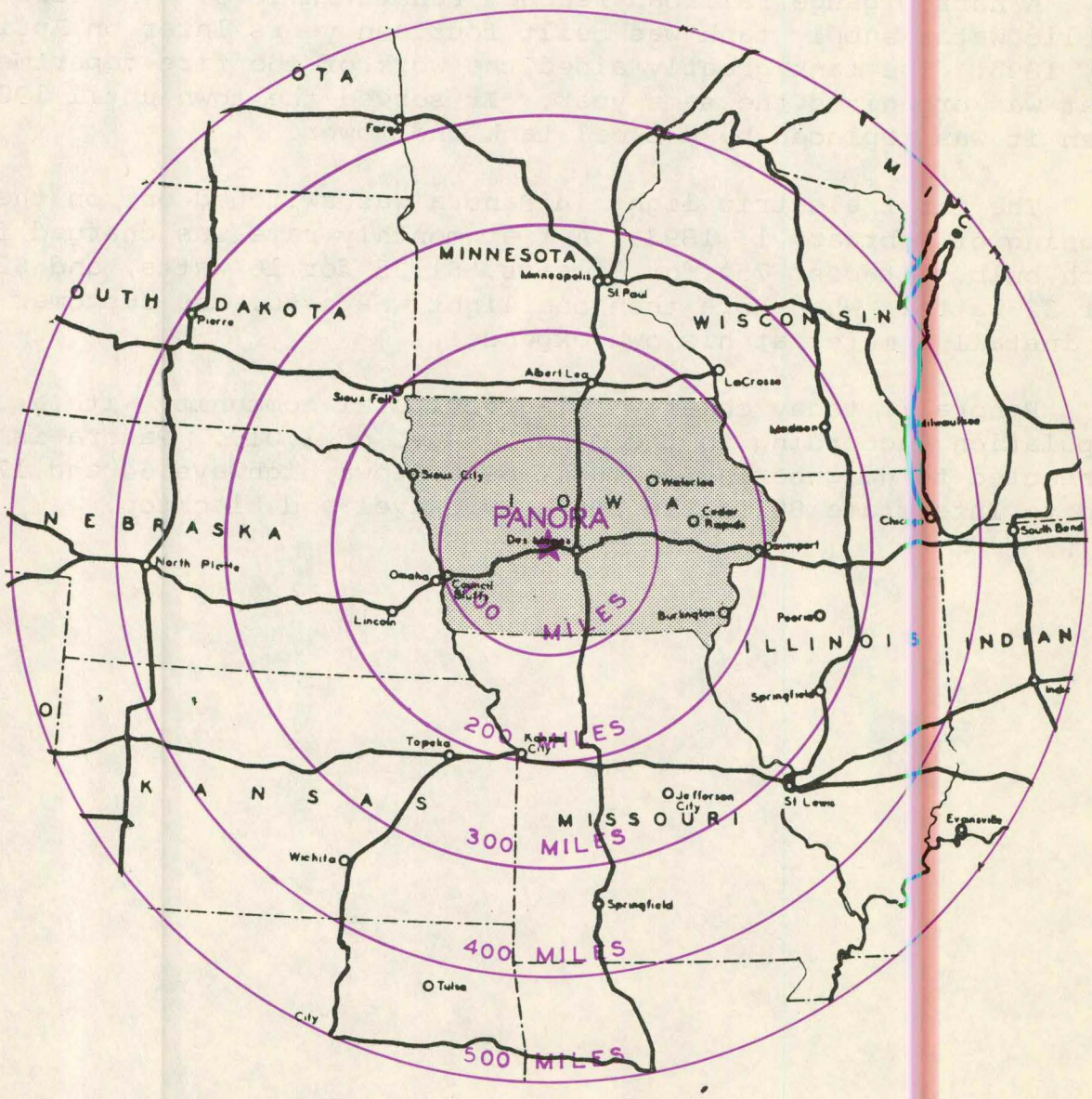
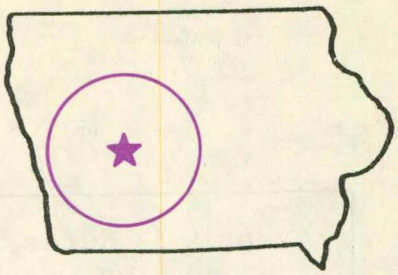


FIGURE 1-1

STUDY AREA POSITION IN IOWA



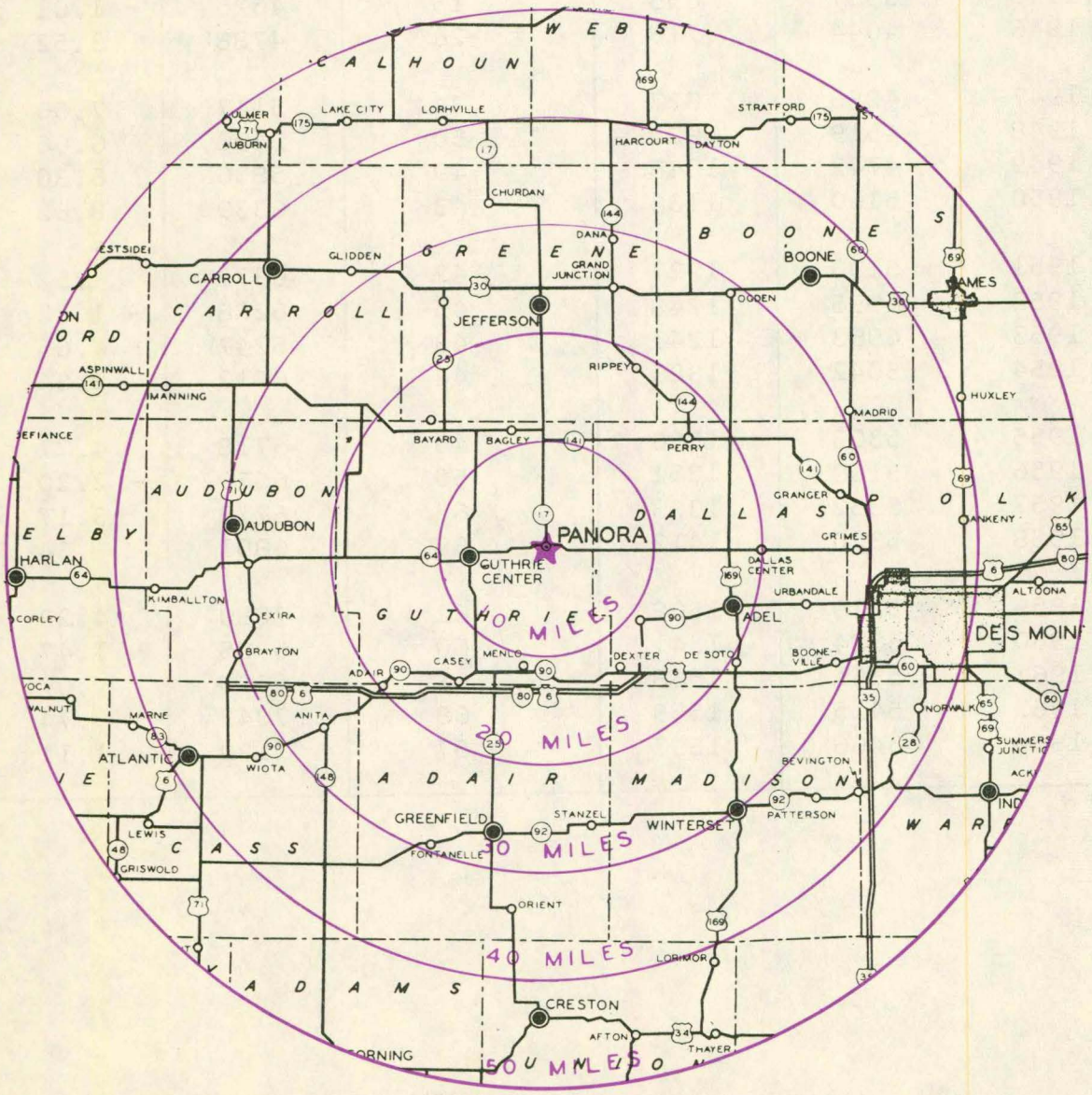


FIGURE 1-2

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

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	4316	572	10	4898	
1940	4426	635	5	5066	3.43
1941	4568	682	7	5257	3.77
1942	4274	641	8	4923	- 6.35
1943	4042	622	16	4680	- 4.94
1944	4009	647	16	4672	- .17
1945	3957	653	15	4625	- 1.01
1946	4044	718	26	4788	3.52
1947	4286	827	34	5147	7.50
1948	4519	921	50	5490	6.66
1949	4742	1045	49	5836	6.30
1950	5160	1136	43	6339	8.62
1951	5103	1227	42	6372	.52
1952	4995	1248	45	6288	- 1.32
1953	4963	1241	43	6247	- .65
1954	5042	1326	44	6412	2.64
1955	5303	1366	49	6718	4.77
1956	5169	1351	50	6570	- 2.20
1957	5352	1363	63	6778	3.17
1958	5320	1413	68	6801	.34
1959	5519	1508	62	7089	4.23
1960	5384	1541	60	6985	- 1.47
1961	5361	1568	61	6990	.07
1962	5415	1559	68	7042	.74
1963	5466	1597	57	7120	1.11

FIGURE 1-3

MOTOR VEHICLE REGISTRATIONS IN GUTHRIE COUNTY FROM 1939 THROUGH 1963

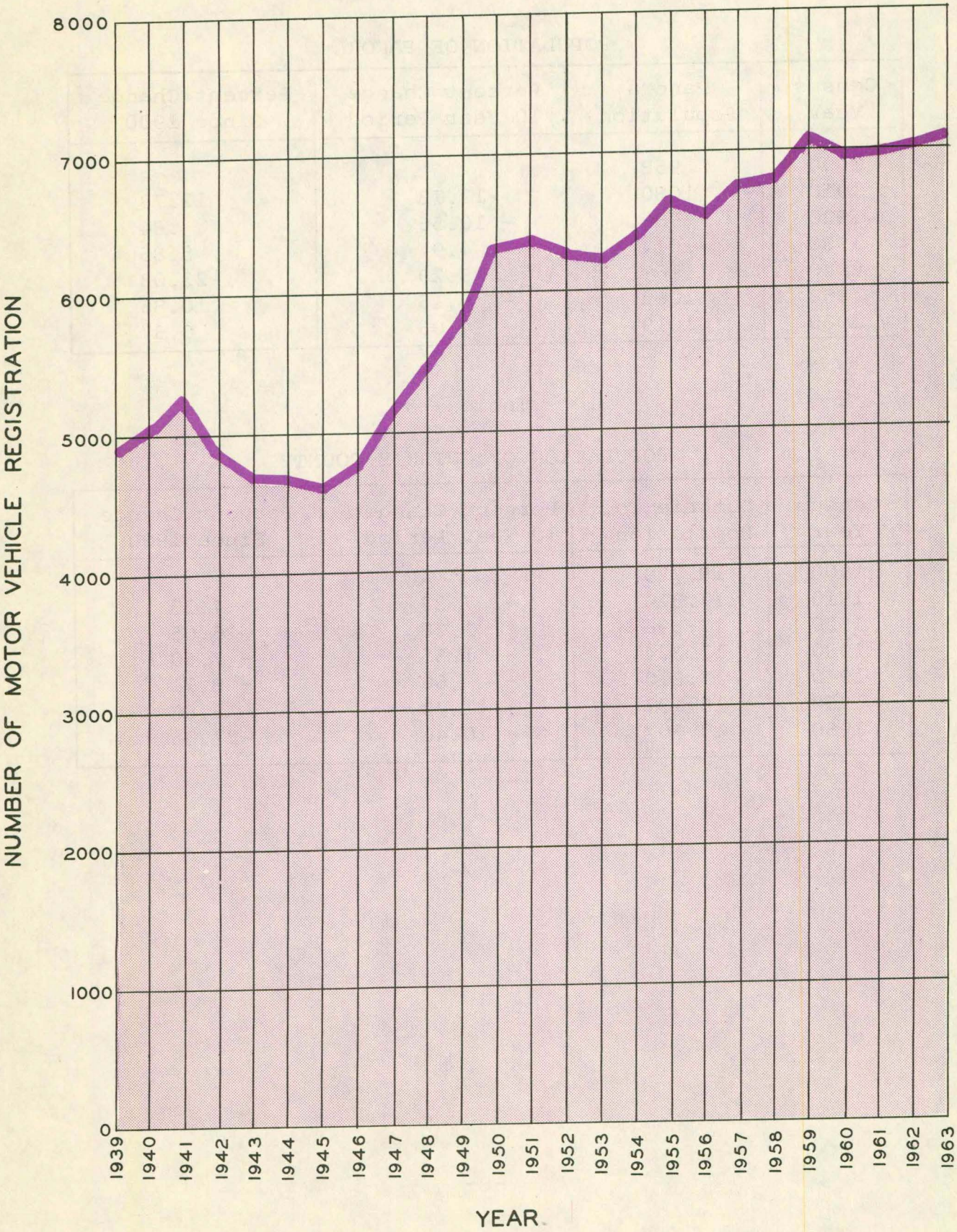


Table 1-2

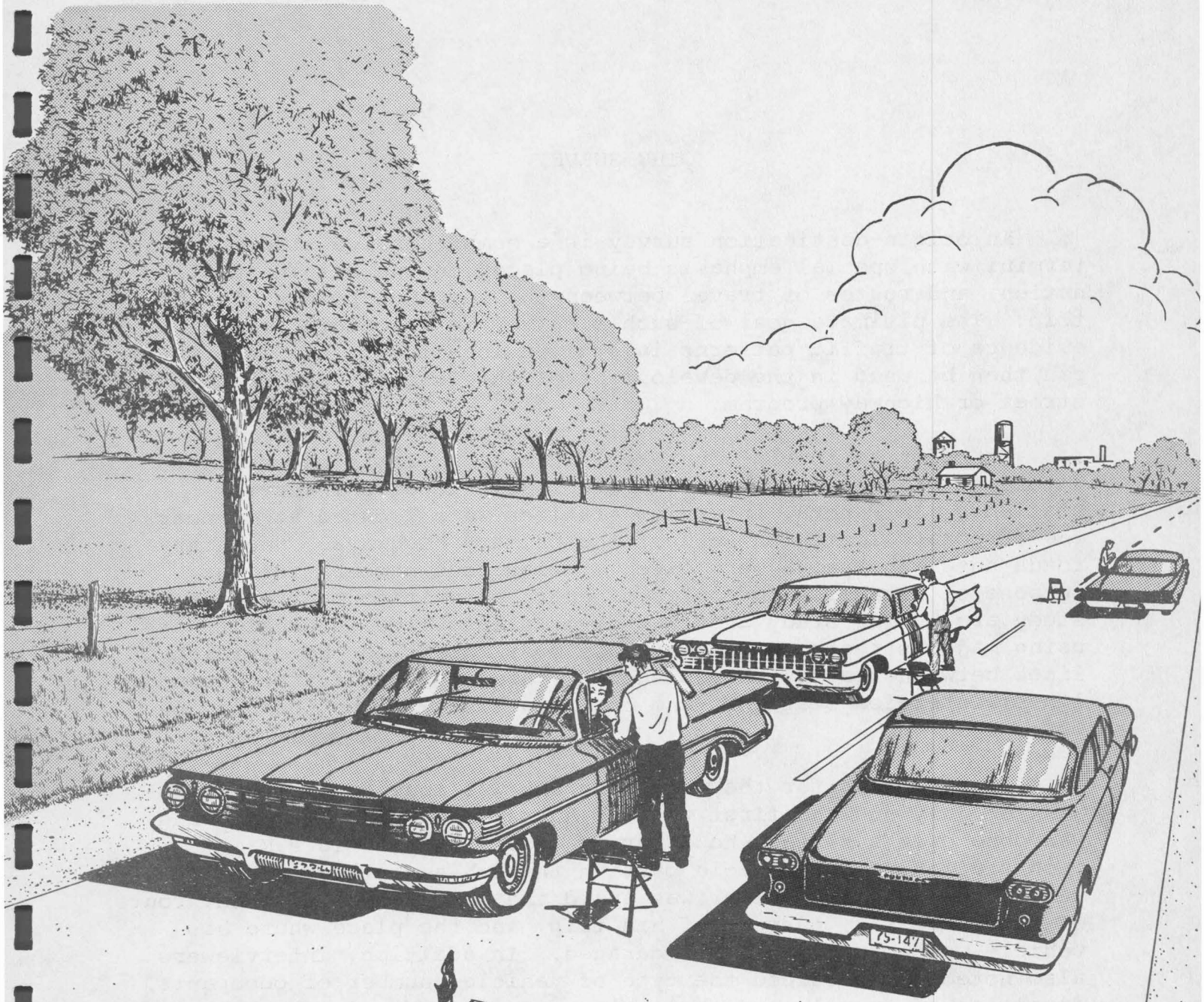
POPULATION OF PANORA

Census Year	Panora Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	958		
1910	1080	12.73	12.73
1920	966	- 10.56	.84
1930	1014	4.97	5.85
1940	1169	15.29	22.03
1950	1062	- 9.15	10.86
1960	1019	- 4.05	6.37

Table 1-3

POPULATION OF GUTHRIE COUNTY

Census Year	Guthrie Co. Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	18,729		
1910	17,374	- 7.23	- 7.23
1920	17,596	1.28	- 6.05
1930	17,324	- 1.55	- 7.50
1940	17,210	- .66	- 8.11
1950	15,197	- 11.70	-18.86
1960	13,607	- 10.46	-27.35



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 Panora, interview stations were located at or near the corporate limits on each of the primary highways. Secondary roads entering Panora were given station code numbers for the purpose of establishing routes of entry or exit to or from the study area. The study area was divided into five 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, interview stations, and code stations will be found on page 12.

Interviewing for the Panora survey was done during the last week of July and the first week of August 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.

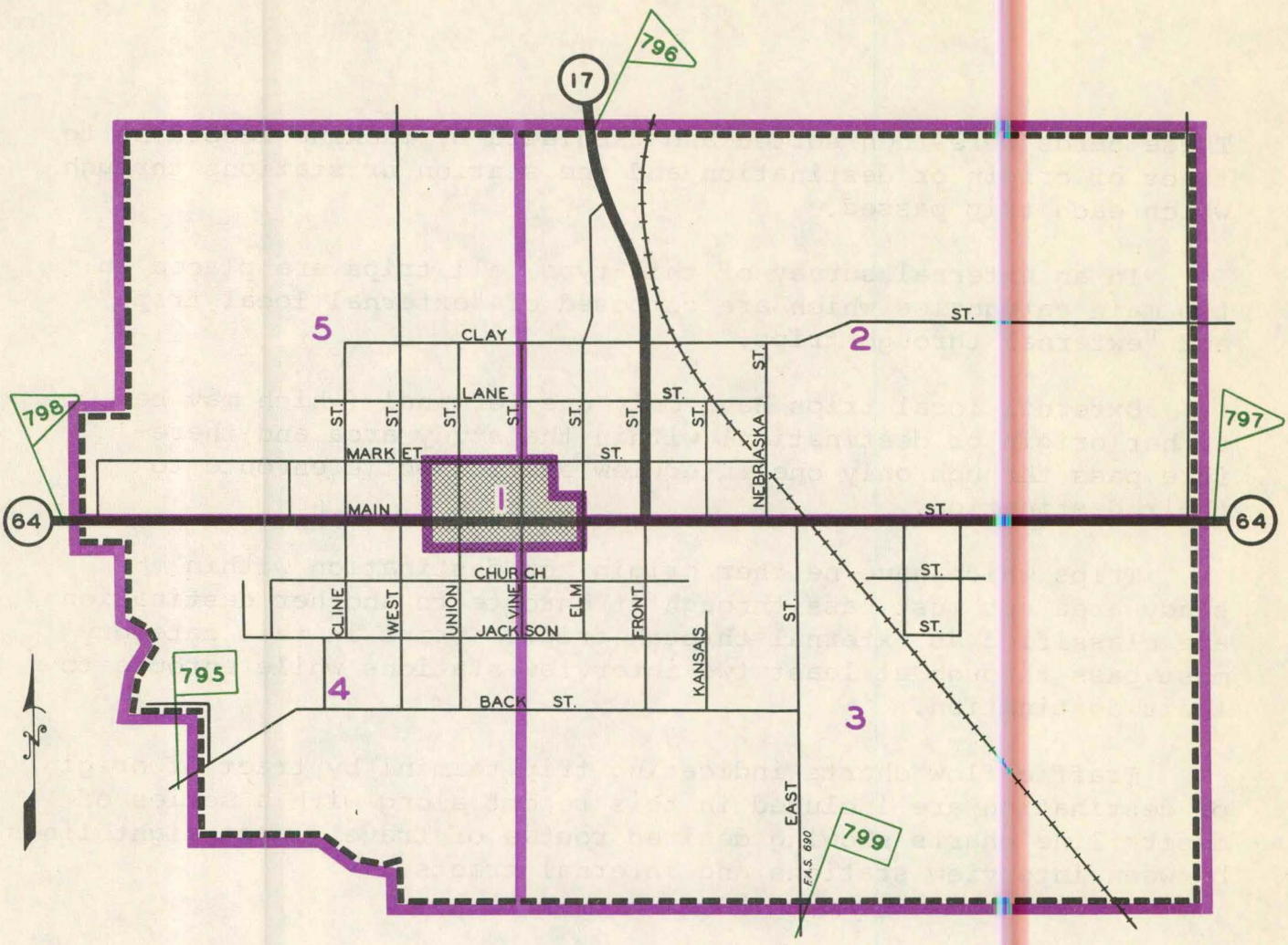
These cards were then sorted and tabulated by machine according to tract of origin or destination and the station or stations through which each trip passed.

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

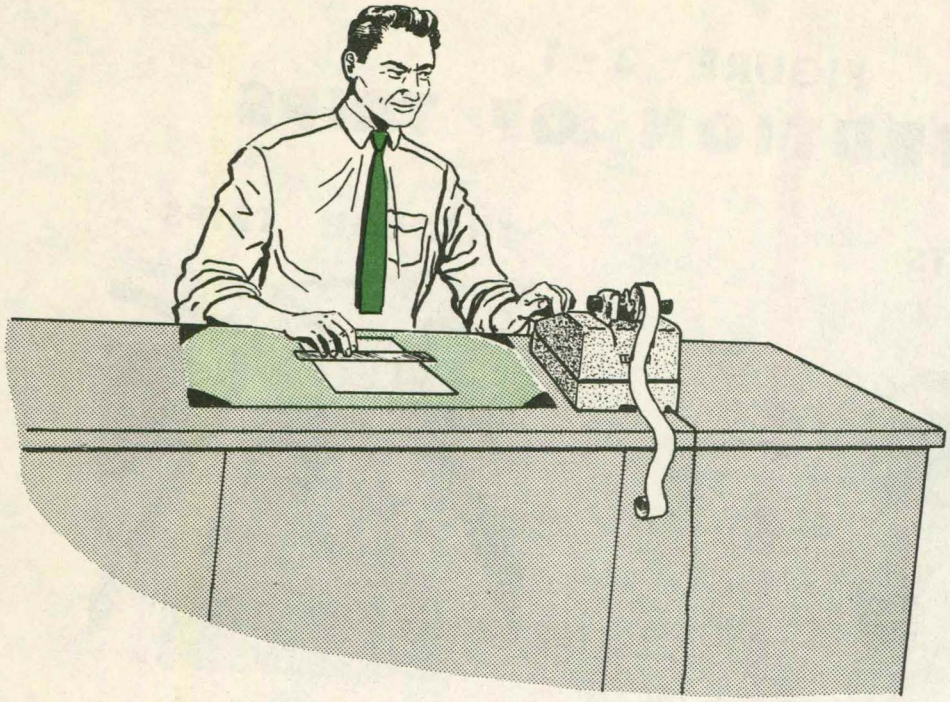
TRACT NUMBER

TRACT BOUNDARY

INTERVIEW STATION LOCATION

CODE STATION LOCATION

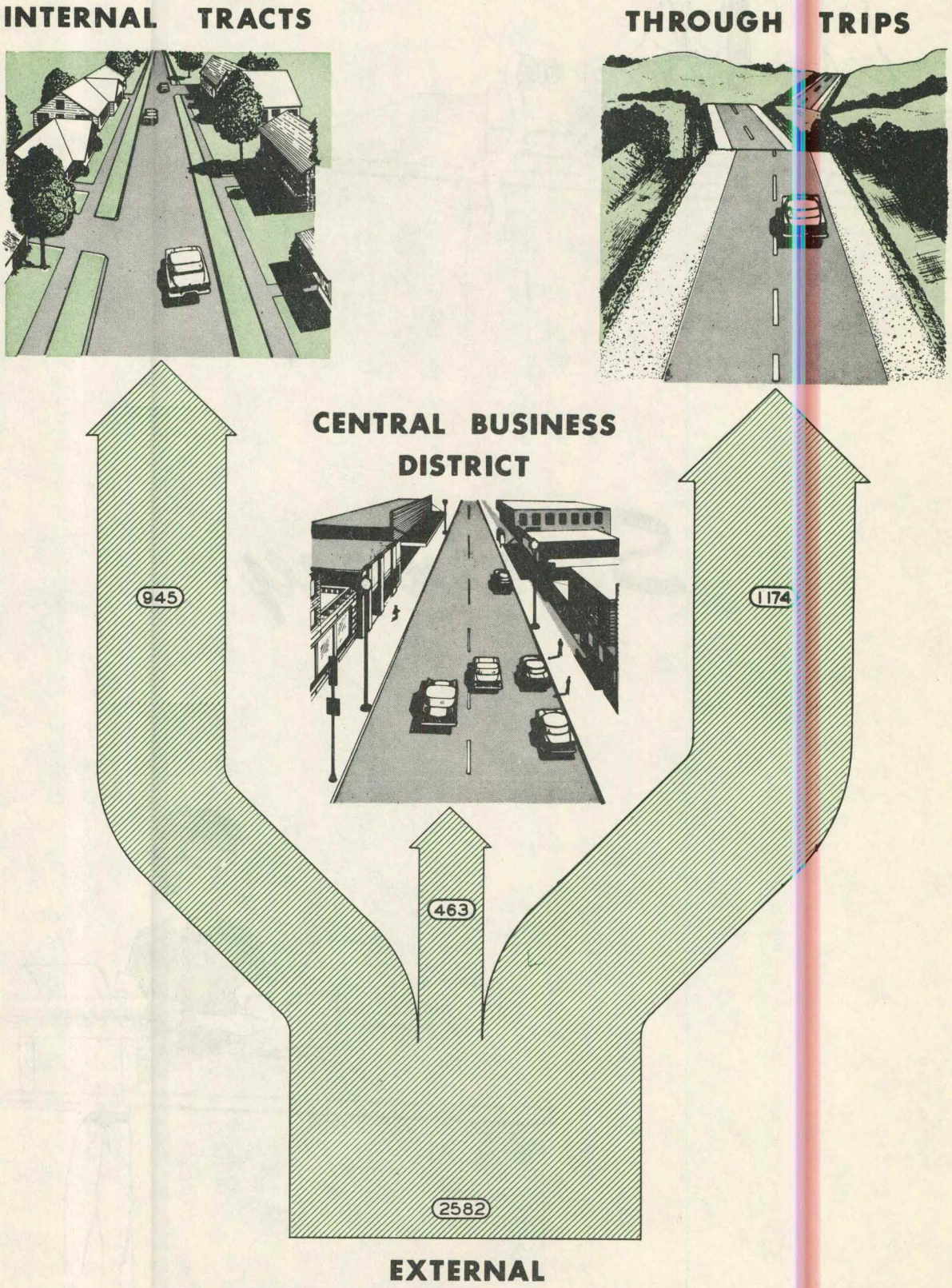
FIGURE 2-1
TRACT MAP OF
PANORA
WITH EXTERNAL STATION LOCATIONS



Summary

Part Three

FIGURE 3 - 1
DISTRIBUTION OF TRIPS



SUMMARY OF MAJOR TRAFFIC MOVEMENTS

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Panora origin-destination traffic survey. An average of 2,582 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period in July and August of 1962.

463 trips or 17.93 percent of the total number of trips were between external areas and the central business district.

945 trips or 36.60 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

1174 trips or 45.47 percent of the total number of trips were through trips which passed through Panora enroute to another destination.

Table 3-1
VEHICLE TYPE SUMMARY

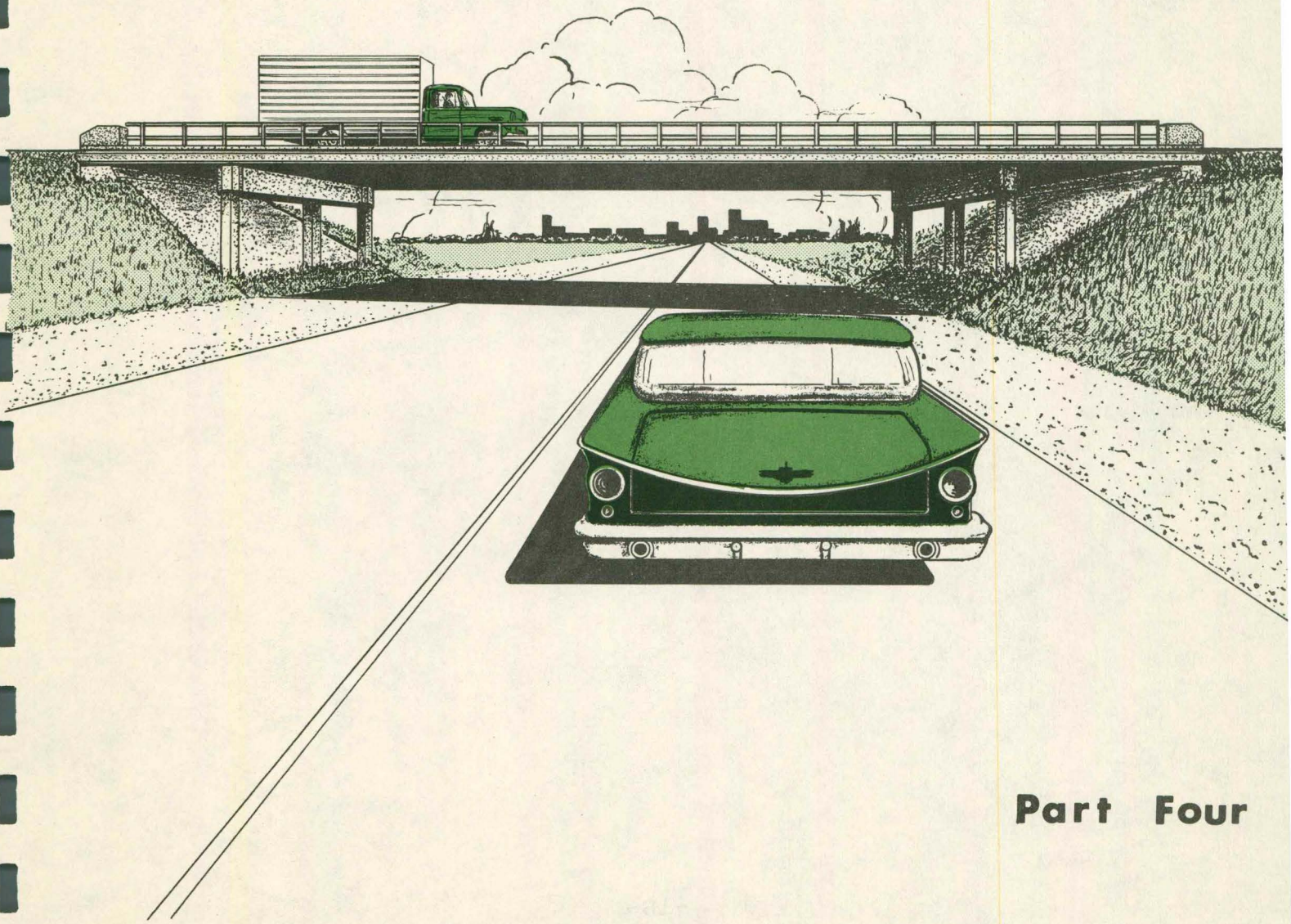
Average July Weekday Traffic 1962

External Station Location	Passenger Cars and Pickups	Single Unit Trucks	Truck Combi-nations	Total	No. of Inter-views	Percent Inter-viewed
Iowa 25 N.	706	39	28	773	761	98.44
Iowa 64 E.	1287	161	40	1488	1434	96.37
Iowa 64 W.	1195	165	47	1407	1473	104.69*
Total	3188	365	115	3668	3668	100.00

* Higher than average traffic volumes were encountered during the interview period.

The above table shows the total traffic passing through interview stations located on primary roads leading to Panora. All totals include duplicate through trips.

Traffic Movements



Part Four

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 4-3 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.

Table 4-1
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 796, IOWA 17 NORTH

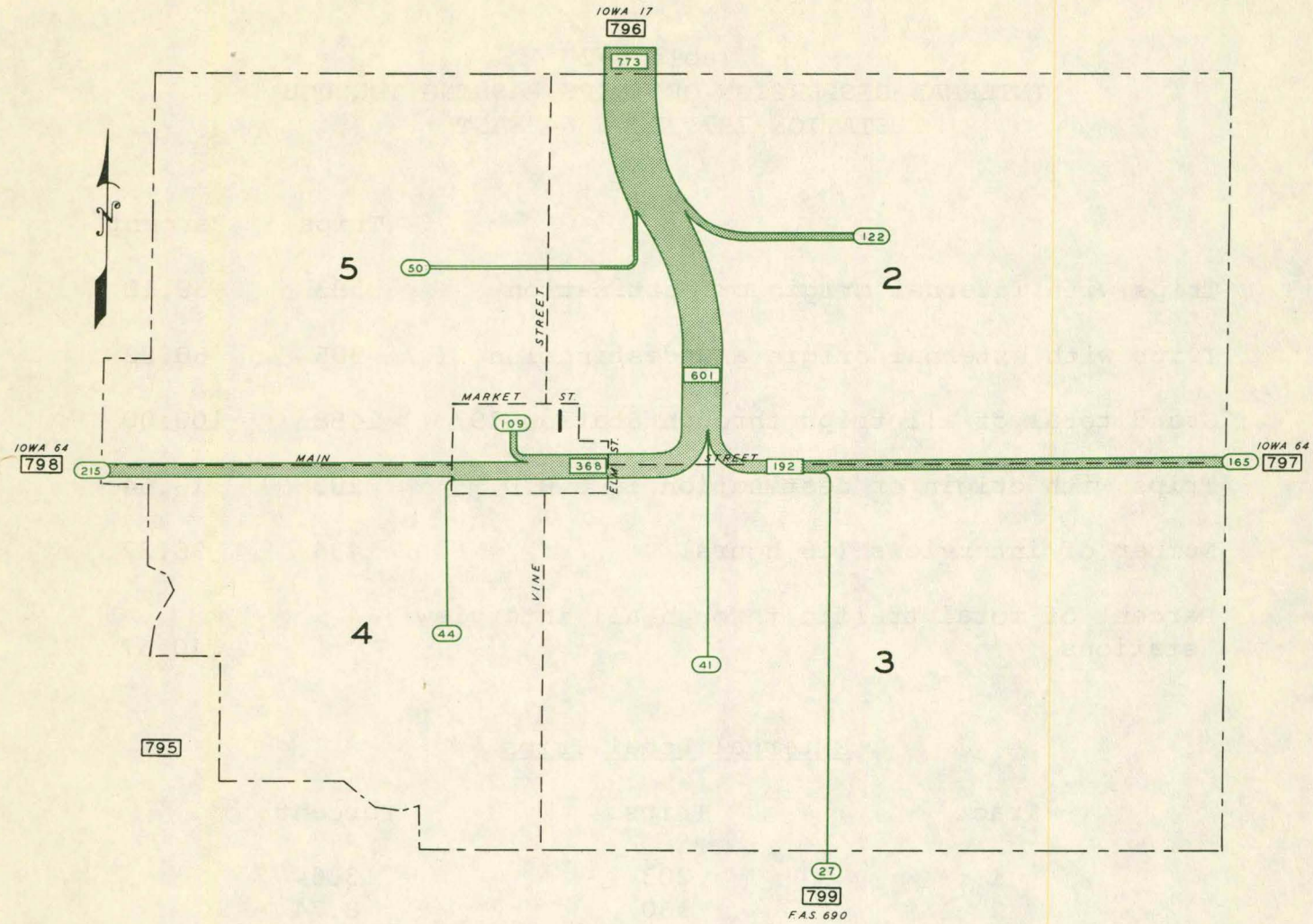
	Trips	Percent
Trips with internal origin or destination	366	47.35
Trips with external origin and destination	407	52.65
Grand total of all trips through Station 796	773	100.00
Trips with origin or destination in C.B.D.	109	14.10
Number of interviews (16 hours)	761	98.44
Percent of total traffic through all interview stations		21.07

External Local Trips

Tract	Trips	Percent
1	109	14.10
2	122	15.78
3	41	5.31
4	44	5.69
5	50	6.47
Total	366	47.35

External Through Trips

Station	Trips	Percent
796	-	-
797	165	21.35
798	215	27.81
799	27	3.49
Total	407	52.65



LEGEND

TRACT BOUNDARY LINES _ _ _ _ _ _ _ _

CORPORATION LINE _____

GRAPHIC SCALE

1000 TRIPS
500 TRIPS
250 TRIPS
125 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

FIGURE 4-1
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 796, IOWA 17 NORTH
OF
PANORA

Table 4-2
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 797, IOWA 64 EAST

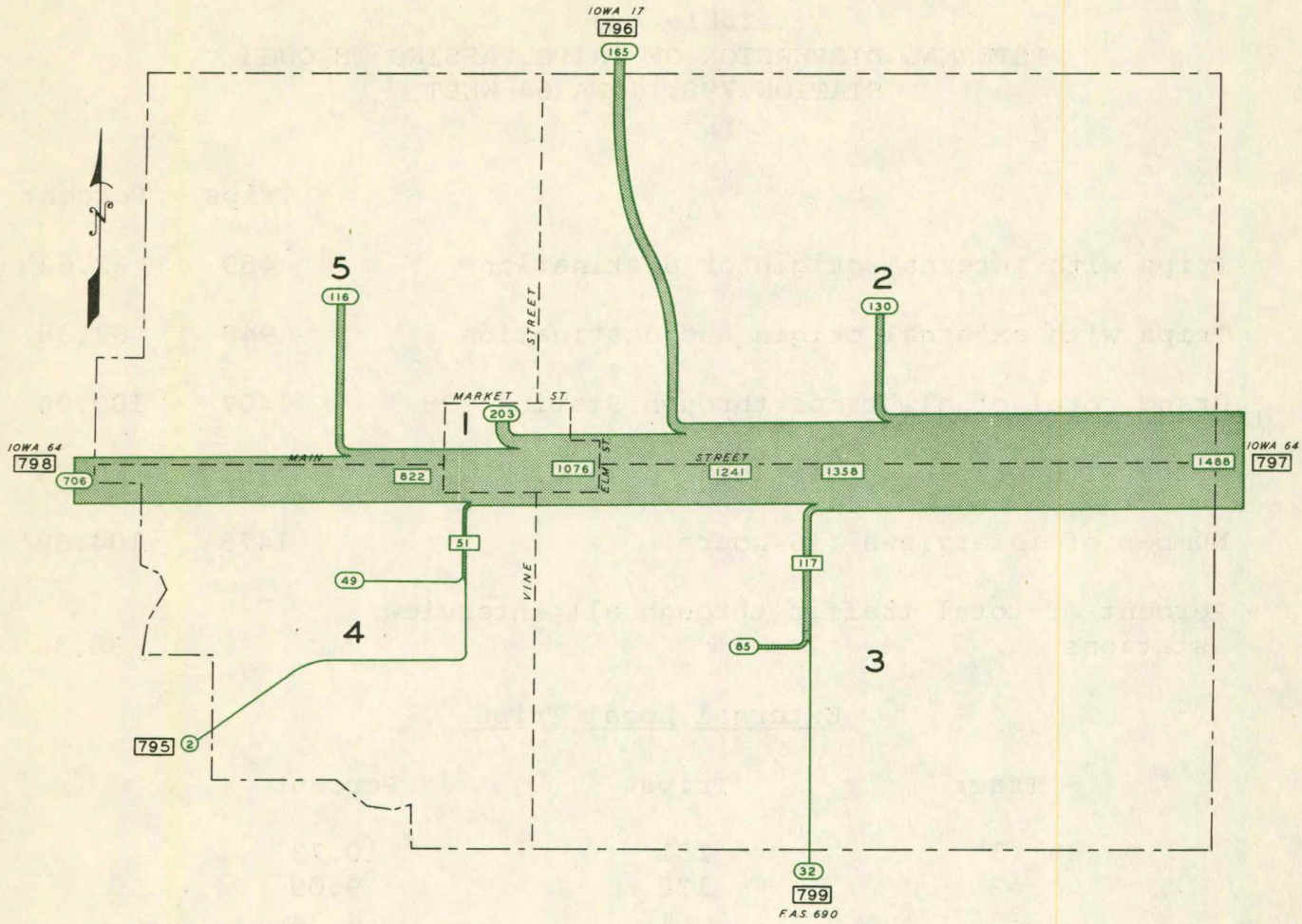
	Trips	Percent
Trips with internal origin or destination	583	39.18
Trips with external origin and destination	905	60.82
Grand total of all trips through Station 797	1488	100.00
Trips with origin or destination in C.B.D.	203	13.64
Number of interviews (16 hours)	1434	96.37
Percent of total traffic through all interview stations		40.57

External Local Trips

Tract	Trips	Percent
1	203	13.64
2	130	8.74
3	85	5.71
4	49	3.29
5	116	7.80
Total	583	39.18

External Through Trips

Station	Trips	Percent
795	2	.13
796	165	11.09
797	-	-
798	706	47.45
799	32	2.15
Total	905	60.82



LEGEND

TRACT BOUNDARY LINES _ _ _ _ _ _ _ _ _

CORPORATION LINE _ _ _ _ _ _ _ _ _ _ _ _

GRAPHIC SCALE

1000 TRIPS
500 TRIPS
250 TRIPS
125 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

FIGURE 4-2
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 797, IOWA 64 EAST
OF
PANORA

Table 4-3
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 798, IOWA 64 WEST

	Trips	Percent
Trips with internal origin or destination	459	32.62
Trips with external origin and destination	948	67.38
Grand total of all trips through Station 798	1407	100.00
Trips with origin or destination in C.B.D.	151	10.73
Number of interviews (16 hours)	1473	104.69*
Percent of total traffic through all interview stations		38.36

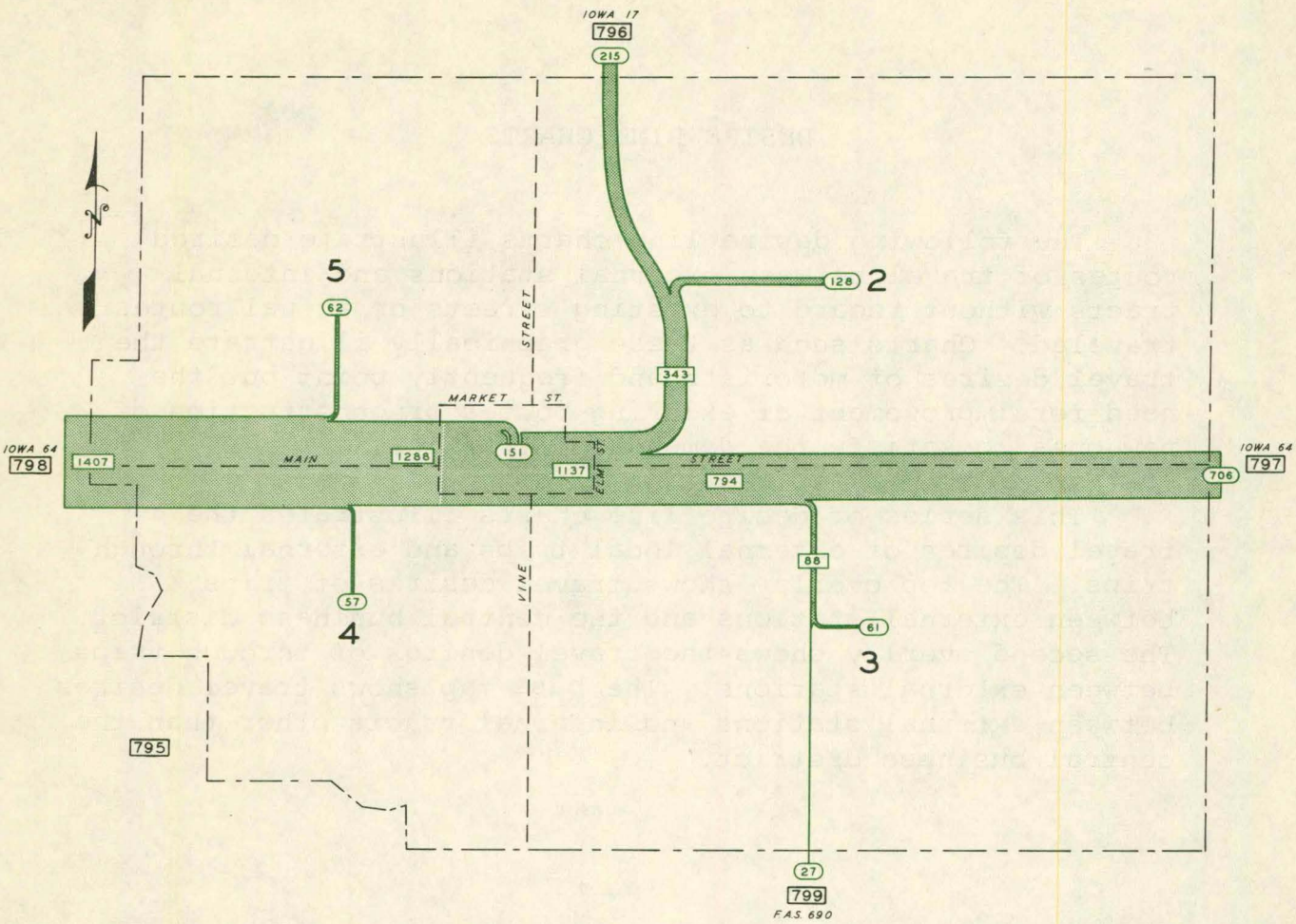
External Local Trips

Tract	Trips	Percent
1	151	10.73
2	128	9.09
3	61	4.34
4	57	4.05
5	62	4.41
Total	459	32.62

External Through Trips

Station	Trips	Percent
796	215	15.28
797	706	50.18
798	-	-
799	27	1.92
Total	948	67.38

*Higher than average traffic volumes were encountered during the interview period.



LEGEND

TRACT BOUNDARY LINES _____

CORPORATION LINE _____

GRAPHIC SCALE

1000 TRIPS
500 TRIPS
250 TRIPS
125 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

FIGURE 4-3
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 798, IOWA 64 WEST
OF
PANORA

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.

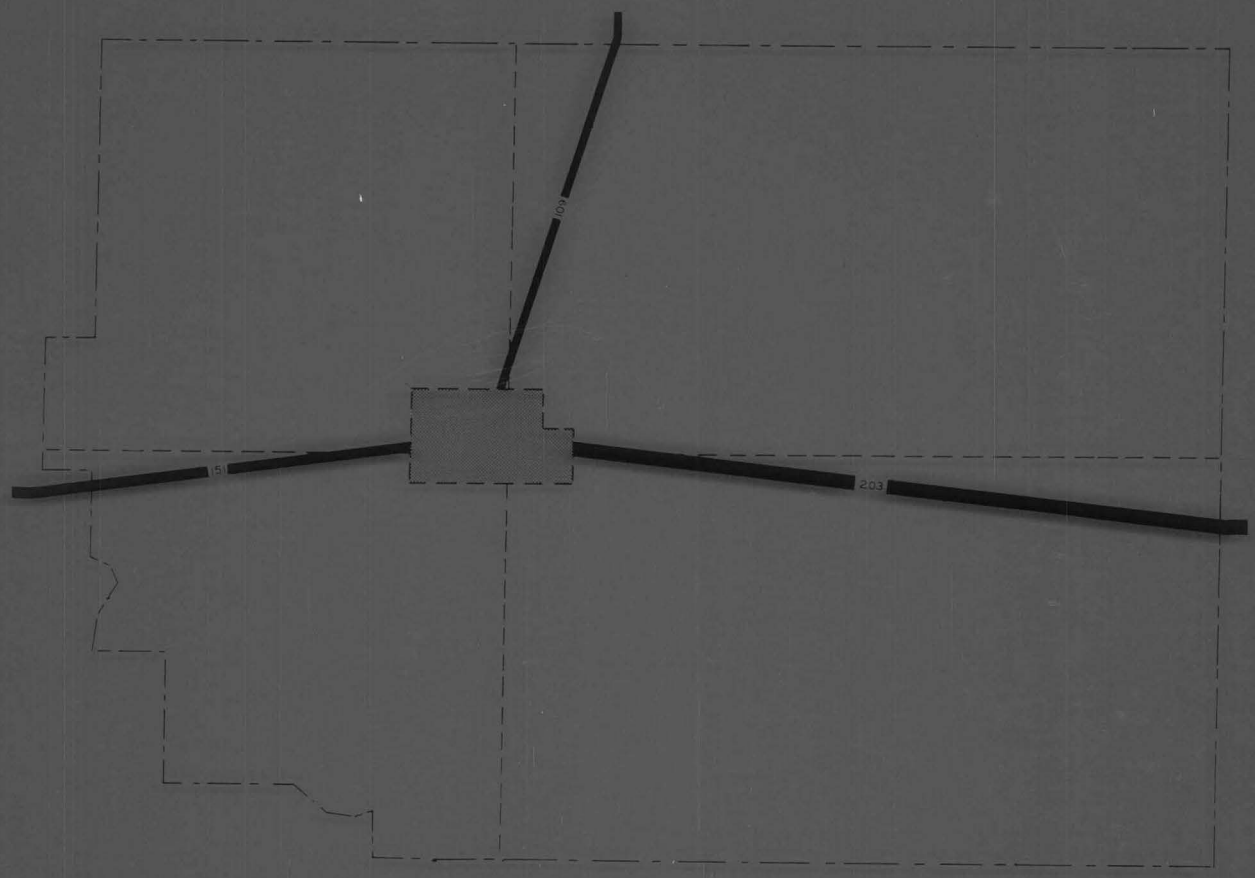


FIGURE 4-4

[redacted]

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THE CENTRAL BUSINESS DISTRICT

FIGURE 4—4

THE CENTRAL BUSINESS DISTRICT

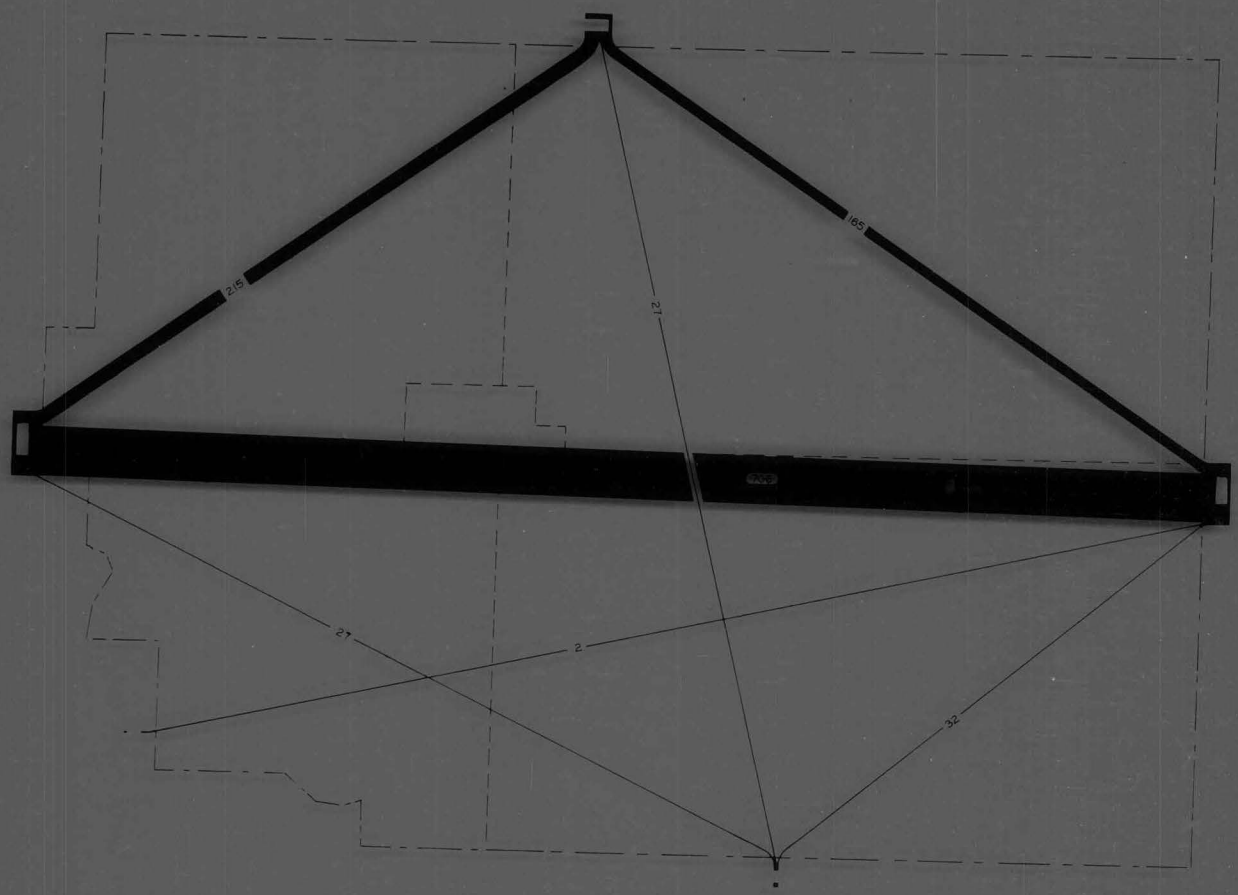

FIGURE 4-5

[redacted]

[redacted]

OTHER EXTERNAL ENTRANCES

[redacted]

FIGURE 4-2

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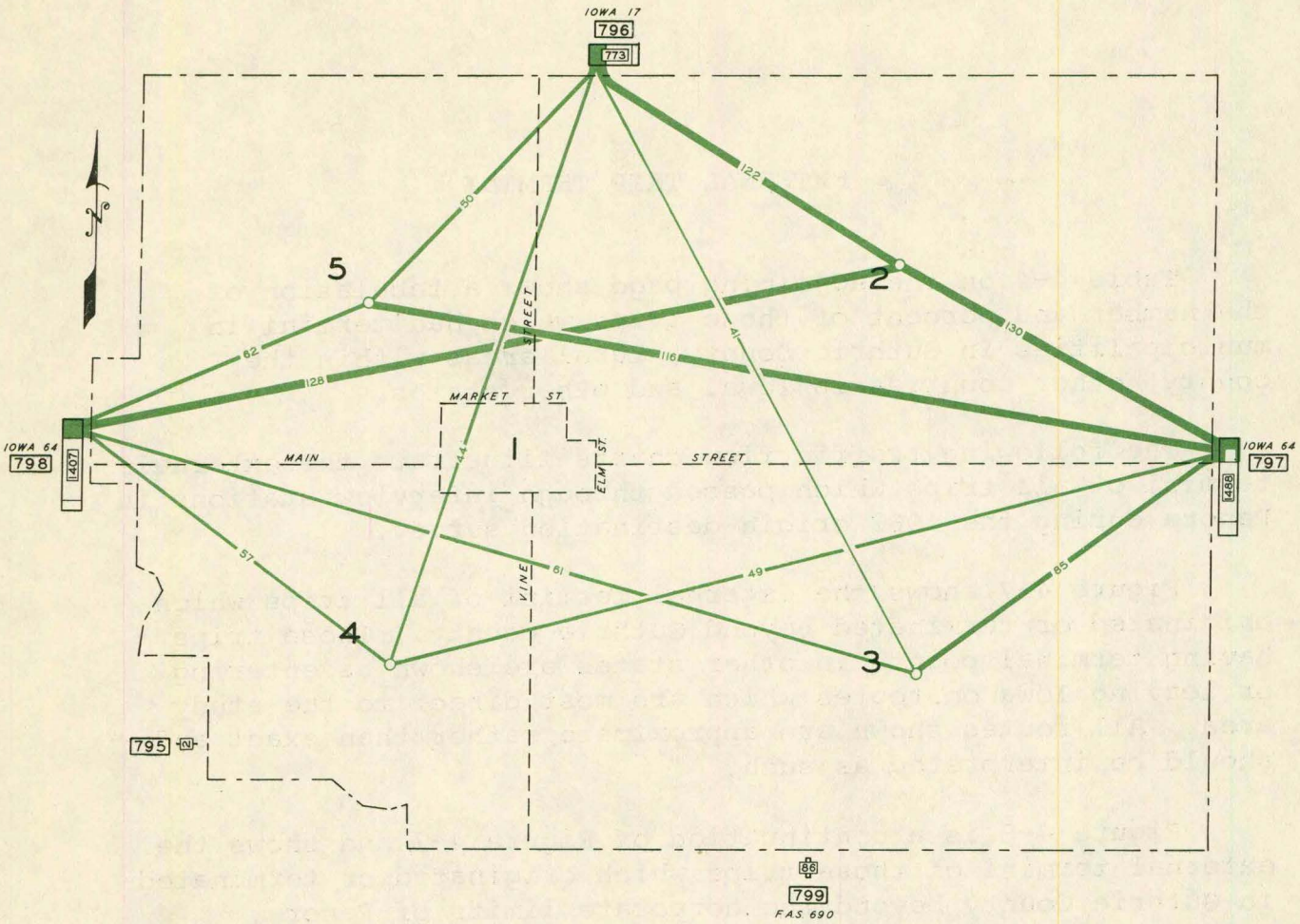
OTHER EXTERNAL ENTRANCES



LEGEND

TRACT BOUNDARY LINES _ _ _ _ _ _ _ _ _ _

CORPORATION LINE _____ . _____ . _____

GRAPHIC SCALE

1000 TRIPS
500 TRIPS
250 TRIPS
125 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC-1962

FIGURE 4-6

DESIRE LINES OF TRAVEL OF TRIPS TO OR FROM EXTERNAL ENTRANCES OF

PANORA

AND

INTERNAL TRACTS

EXTERNAL TRIP TERMINI

Table 4-4 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in municipalities in Guthrie 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 Panora during the 1962 origin-destination survey.

Figure 4-7 shows the external termini of all trips which originated or terminated beyond Guthrie 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.

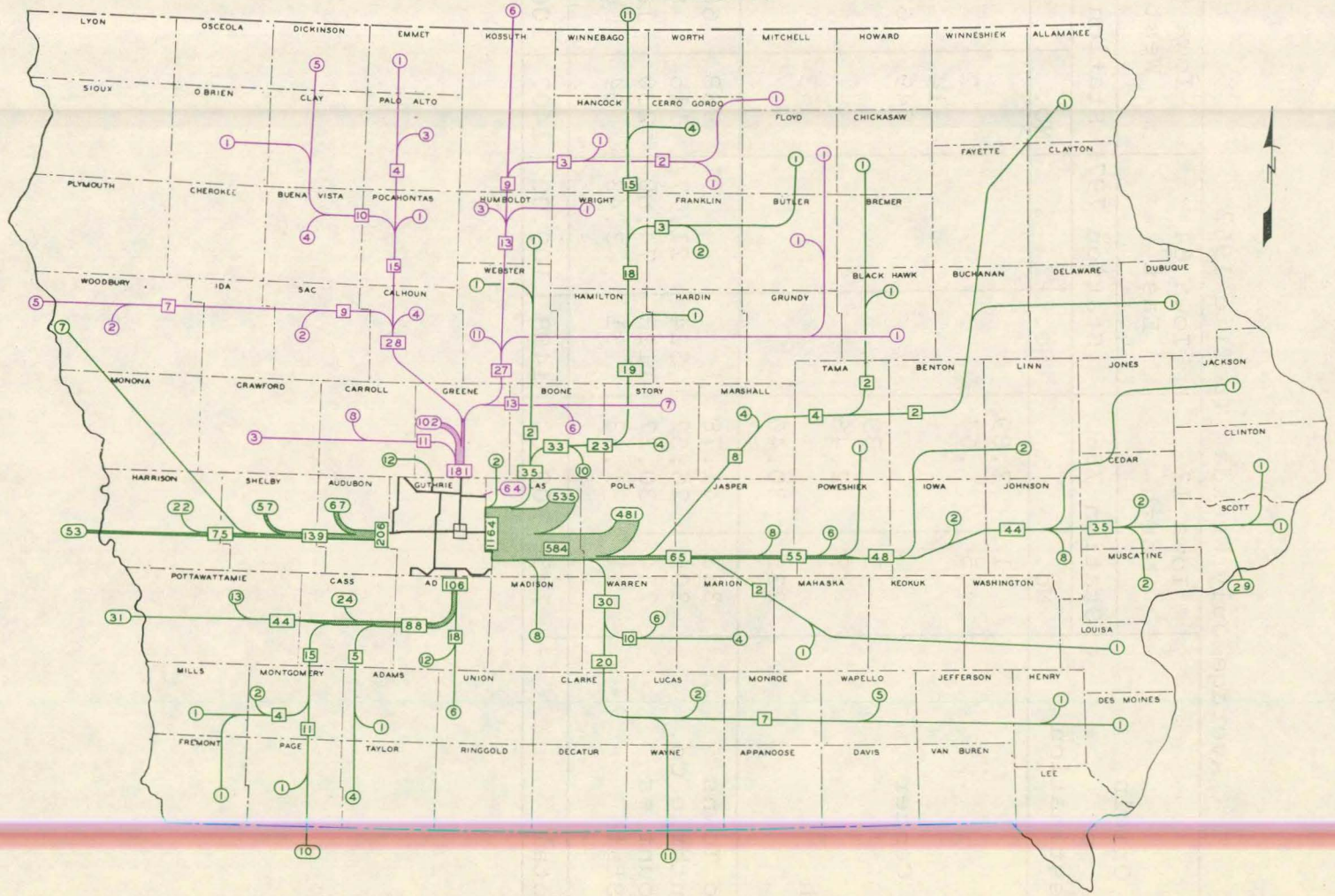
Figure 4-8 is a continuation of Figure 4-7 and shows the external termini of those trips which originated or terminated in Guthrie County beyond the corporate limits of Panora.

Table 4-4
SUMMARY OF EXTERNAL TRIP TERMINI

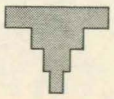
Average July Weekday Traffic 1962

Origin or Destination	Iowa 17 North		Iowa 64 East		Iowa 64 West	
	Station 796		Station 797		Station 798	
	No.	%	No.	%	No.	%
Bagley	61	7.89				
Bayard	5	.64			2	.14
Casey					14	1.00
Guthrie Center					949	67.45
Herndon	3	.39				
Jamaica	19	2.46				
Monteith					3	.21
Yale	235	30.40				
Total to Towns	323	41.78			968	68.80
Rural Guthrie Co.	205	26.52	324	21.77	115	8.17
Other Counties	234	30.27	1113	74.80	230	16.35
Out-of-State	11	1.43	51	3.43	94	6.68
Grand Total	773	100.00	1488	100.00	1407	100.00

FIGURE 4-7
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN PANORA TO OR FROM AREAS BEYOND
GUTHRIE COUNTY



GRAPHIC SCALE



2000 TRIPS
1000 TRIPS
500 TRIPS
250 TRIPS

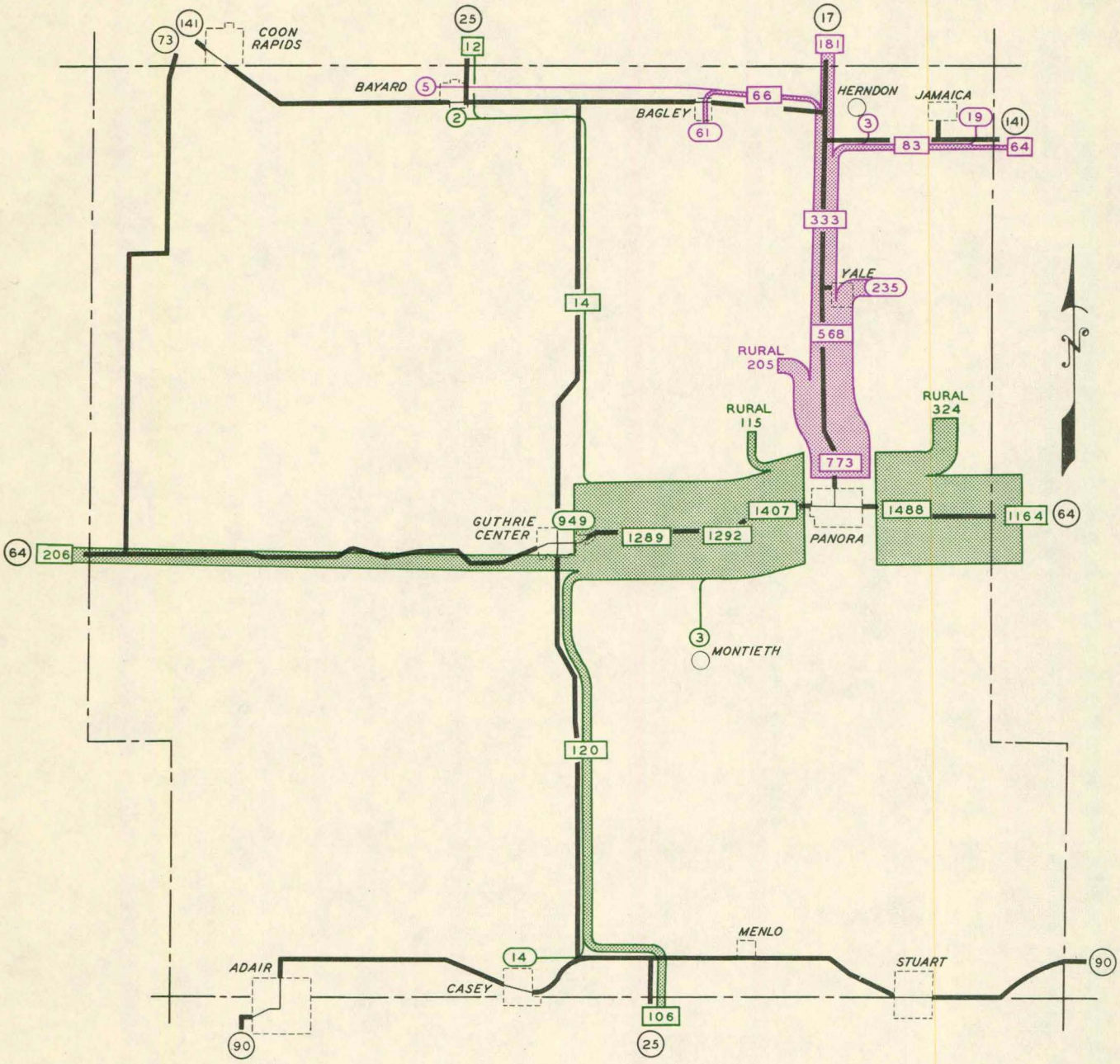
AVERAGE JULY WEEKDAY TRAFFIC 1962

LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS

STATION 798, IOWA 64 WEST
STATION 797, IOWA 64 EAST
STATION 796, IOWA 17 NORTH

FIGURE 4-8
EXTERNAL DISPERSION OF TRIPS
PASSING THROUGH INTERVIEW STATIONS
IN PANORA
TO OR FROM AREAS WITHIN GUTHRIE COUNTY



GRAPHIC SCALE

1000 TRIPS
500 TRIPS
250 TRIPS
125 TRIPS

AVERAGE JULY WEEKDAY TRAFFIC 1962

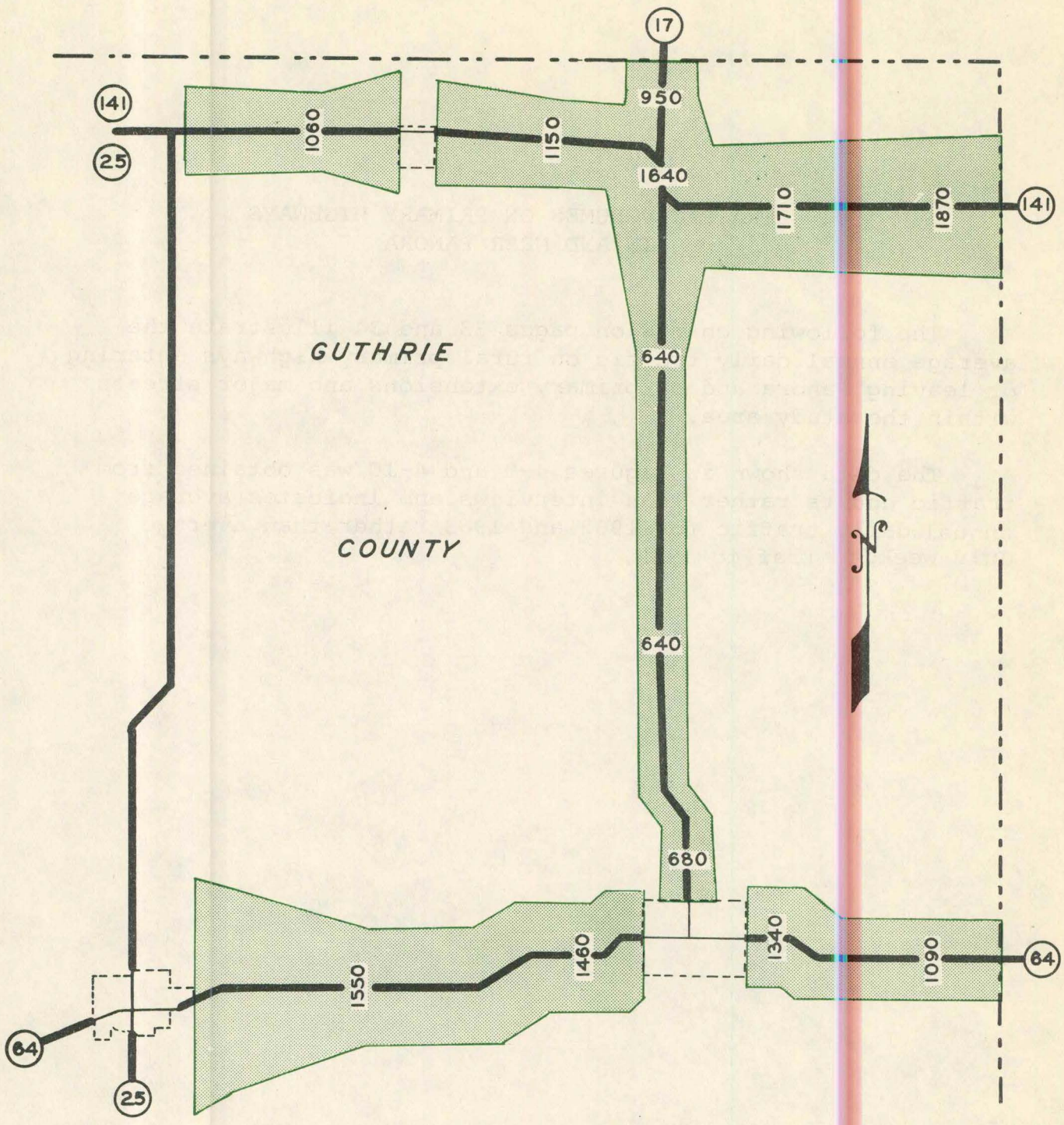
LEGEND

STATION 796, IOWA 17 NORTH
STATION 797, IOWA 64 EAST
STATION 798, IOWA 64 WEST

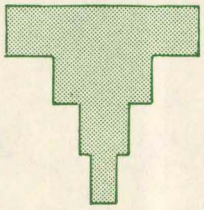
TRAFFIC VOLUMES ON PRIMARY HIGHWAYS IN AND NEAR PANORA

The following charts on pages 33 and 34 illustrate the average annual daily traffic on rural primary highways entering or leaving Panora and on primary extensions and major streets within the study area.

The data shown in Figures 4-9 and 4-10 was obtained from traffic counts rather than interviews and indicates average annual daily traffic for 1962 and 1963 rather than average July weekday traffic 1962.



GRAPHIC SCALE



2000 VEHICLES

1000 VEHICLES

500 VEHICLES

250 VEHICLES

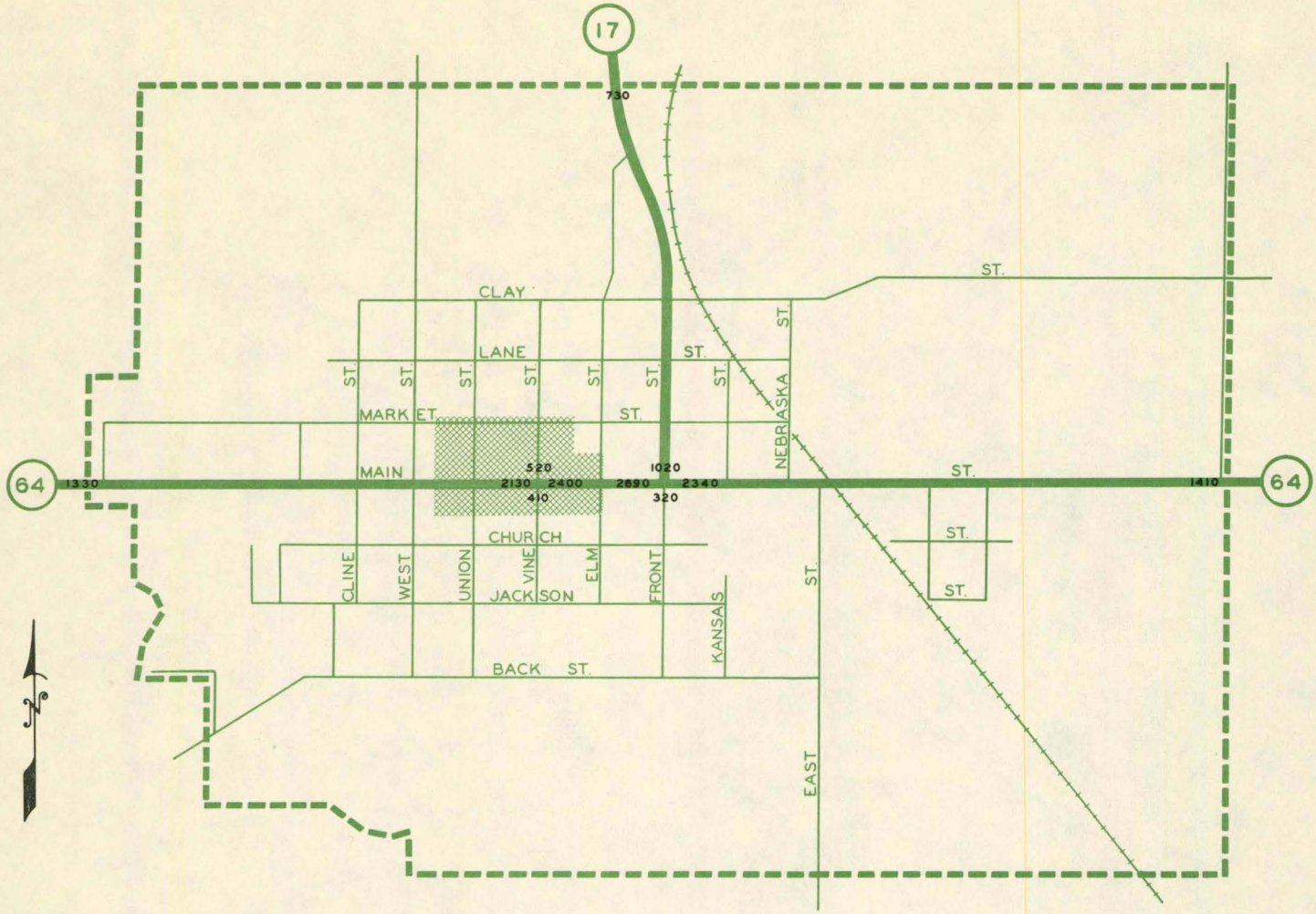
AVERAGE ANNUAL DAILY TRAFFIC-1962

FIGURE 4 – 9

TRAFFIC VOLUMES

ON RURAL PRIMARY HIGHWAYS ENTERING

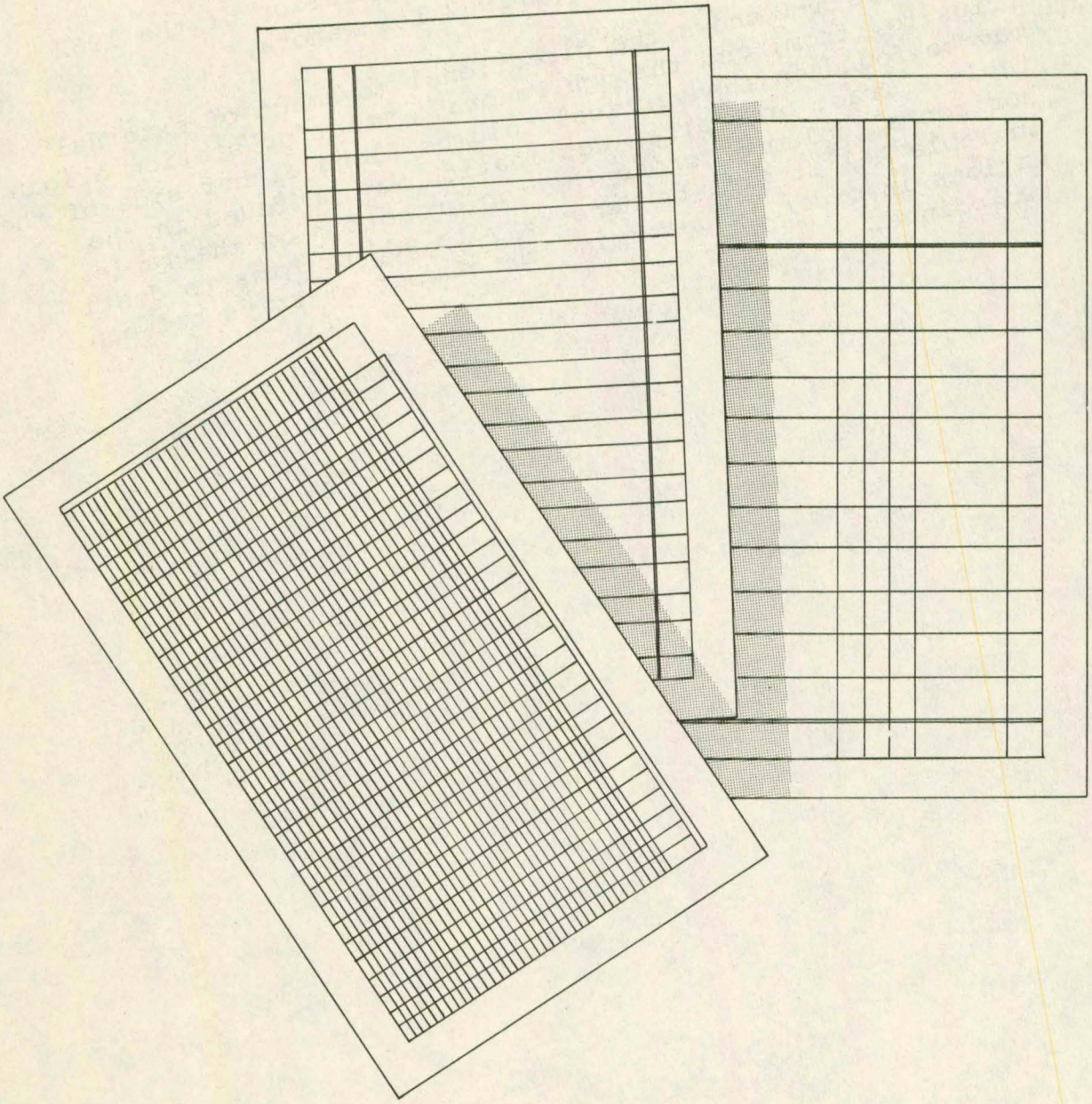
PANORA



AVERAGE ANNUAL DAILY
TRAFFIC 1963

FIGURE 4-10
TRAFFIC VOLUMES
ON PRIMARY ROAD EXTENSIONS
AND MAJOR STREETS
IN
PANORA

Appendix



Part F

INTERPRETATION OF TABLE A-1

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

Table A-1 shows the directional movement of external trips to, from, and through Panora. 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.

Table A-1

Origin and Destination of Trips
Entering or Leaving
Panora

Average July Weekday Traffic 1962

ORIGIN: TRACT OR STATION	DESTINATION: C.B.D. 1	2	3	4	5	Panora Total	Local Road Southwest 795	Iowa 17 North 796	Iowa 64 East 797	Iowa 64 West 798	F.A.S. 690 South 799	External Total	Grand Total	Tract or Station
1 C.B.D.								45	101	82		228	228	1
2								64	72	57		193	193	2
3								22	51	33		106	106	3
4								24	24	27		75	75	4
5								20	46	20		86	86	5
Panora Total								175	294	219		688	688	Total
795 Local Rd. Southwest									2			2	2	795
796 Iowa 17 North	64	58	19	20	30	191			90	111	15	216	407	796
797 Iowa 64 East	102	58	34	25	70	289		75		355	12	442	731	797
798 Iowa 64 West	69	71	28	30	42	240		104	351		15	470	710	798
799 F.A.S. 690 South								12	20	12		44	44	799
External Total	235	187	81	75	142	720		191	463	478	42	1174	1894	Total
Grand Total	235	187	81	75	142	720		366	757	697	42	1862	2582	Grand Total
Tract or Station	1	2	3	4	5	Total	795	796	797	798	799	Ext. Total	Grand Total	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 796, IOWA 17 NORTH
OF PANORA

Table A-2

Average July Weekday Traffic 1962

Trip Purpose Origin	Trip Purpose - Destination: Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passen-gers	Home	Total	Percent
Work		9				1	2			62	74	9.57
Transact Business	5	11	2							76	94	12.16
During Work			115							1	116	15.01
Medical or Dental										5	5	.65
School										1	1	.13
Recreation Social or Cultural	1	1				10				139	151	19.53
Eat						1				4	5	.65
Shop										9	9	1.16
Serve Passengers				1		1	1			3	6	.78
Home	44	112	1	3		123	5	21	3		312	40.36
Total	50	133	118	4		136	8	21	3	300	773	100.00
Percent	6.47	17.20	15.26	.52		17.59	1.04	2.72	.39	38.81	100.00	

Table A-3

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 797, IOWA 64 EAST
OF PANORA
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		15	1			2	3			83	104	6.99
Transact Business	2	15				4				156	177	11.90
During Work			264								264	17.74
Medical or Dental		1								8	9	.60
School												
Recreation Social or Cultural	2	6				33				223	264	17.74
Eat	3					2				14	19	1.28
Shop						1				27	28	1.88
Serve Passengers				1					2	14	17	1.14
Home	96	153		14	3	283	13	20	24		606	40.73
Total	103	190	265	15	3	325	16	20	26	525	1488	100.00
Percent	6.92	12.77	17.81	1.01	.20	21.84	1.08	1.34	1.75	35.28	100.00	

Table A-4

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 798, IOWA 64 WEST
OF PANORA

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	1						2	83	88	6.26
Transact Business	1	8				2				152	163	11.58
During Work	1		314							1	316	22.46
Medical or Dental				1						12	13	.92
School						1				4	5	.36
Recreation Social or Cultural		1		1		46			4	171	223	15.85
Eat										4	4	.28
Shop						1			1	24	26	1.85
Serve Passengers	1	1				2		1	2	15	22	1.56
Home	79	173	1	12	4	231	6	23	18		547	38.88
Total	82	185	316	14	4	283	6	24	27	466	1407	100.00
Percent	5.83	13.15	22.46	1.00	.28	20.11	.43	1.71	1.92	33.11	100.00	

Table A-5

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
ALL INTERVIEW STATIONS
TO OR FROM PANORA
(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		21	2			3	5		2	166	199	7.71
Transact Business	7	26	2			5				283	323	12.51
During Work	1		475							2	478	18.51
Medical or Dental		1		1						21	23	.89
School						1				3	4	.15
Recreation Social or Cultural	3	8		1		54			2	333	401	15.53
Eat	3					3				22	28	1.09
Shop						2			1	46	49	1.90
Serve Passengers	1	1		2		3	1	1	3	25	37	1.43
Home	165	307	2	23	4	425	24	52	38		1040	40.28
Total	180	364	481	27	4	496	30	53	46	901	2582	100.00
Percent	6.97	14.10	18.63	1.05	.15	19.21	1.16	2.05	1.78	34.90	100.00	

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