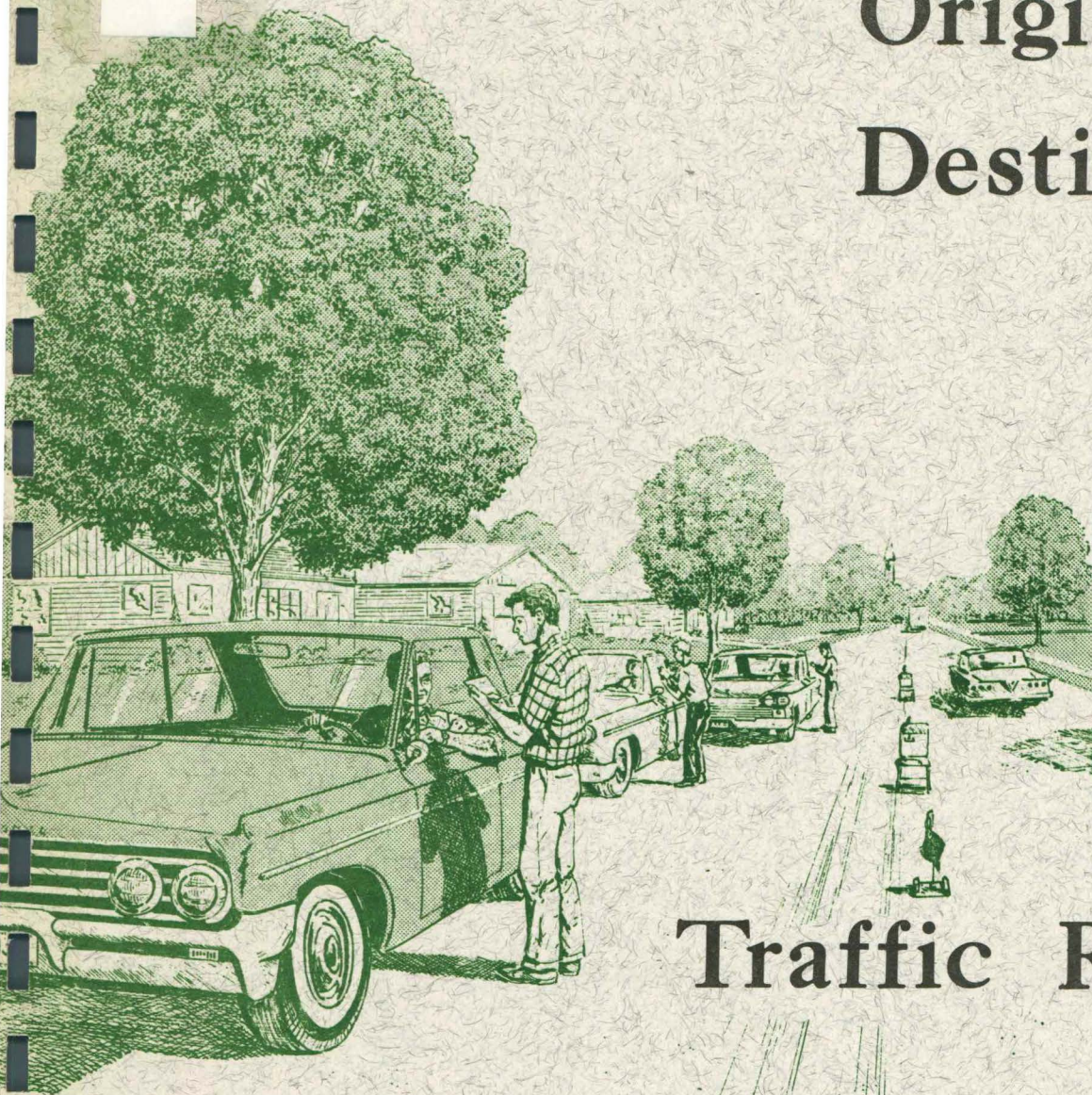


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Traffic Report

IOWA

July of 1961

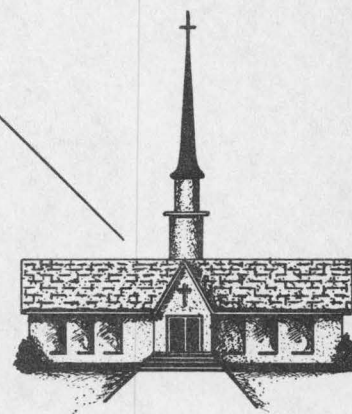
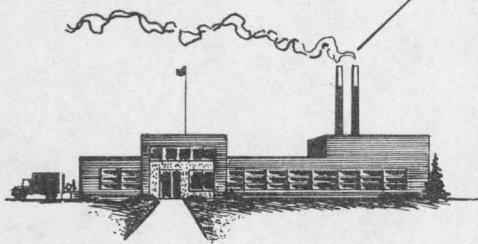
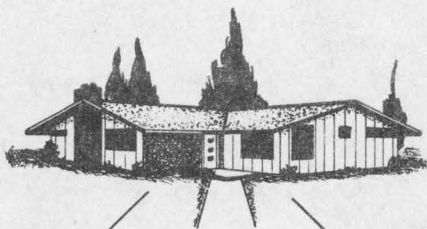
State of Iowa

WASHINGTON

Origin And Destination

Traffic Study

November 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 latter part of July in 1961, the Iowa State Highway Commission, in cooperation with the United States Bureau of Public Roads, conducted an external origin-destination traffic survey in Washington.

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 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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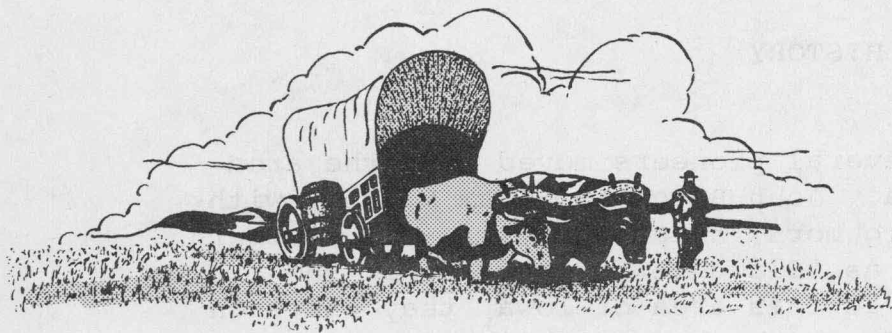
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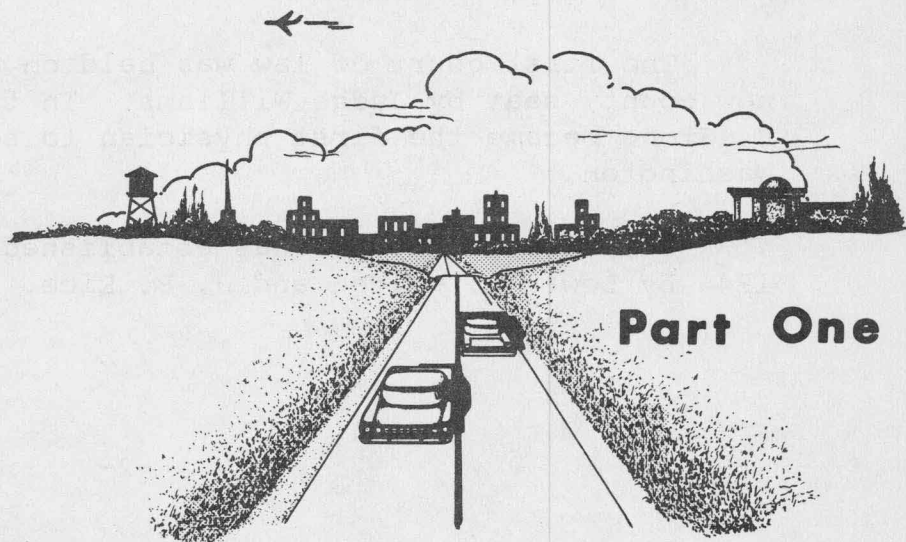
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DEFINITIONS OF TECHNICAL TERMS

Central Business District (C.B.D.)	The major business district of a city.
Cordon Line	A hypothetical line delimiting the area under study and composed of traffic interview stations located on major traffic arteries at or near the corporate limits.
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 either origin or destination within the study area and which passes through only one interview station in the external cordon line enroute to its destination.
External Through Trip	A trip having neither origin nor destination within the study area and which passes through two interview stations in the external cordon line enroute to its destination.
Internal Trip	A trip having both origin and destination within the study area.
Origin	The location from which a driver started a trip.
Study Area	The area enclosed by the external 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 February of 1836, several pioneers moved into the area that is now Washington, Iowa. John Black and Adam Ritchey with two brothers and several neighbors, filed claims in the southern part of what was then known as "Slaughter" County. Not the first white men to set foot in this area of Iowa, they had been preceded in 1834 by Joseph Smart who had established an Indian trading post near the mouth of Crooked Creek. They were, however, the first settlers in what was to become the town of Washington. They built the first log cabins in that area before permanent boundaries and the permanent name of Washington County were established. In 1837, they were joined by Isaac Pence, Milo Holcomb, and John B. Bullock who also filed claims in this area.

Holcomb and Bullock set up the first mill in Washington County in 1837, on nearby Crooked Creek. Two years later, in 1839, Washington was chosen to be the county seat. In the same year, Joseph Adams built the first house within the city limits. It was a double log cabin with one part for living quarters and the other for Adams' blacksmith shop. The second house was built by Daniel Powers for a hotel. Also made of logs, it had two rooms on the ground floor and a loft above.

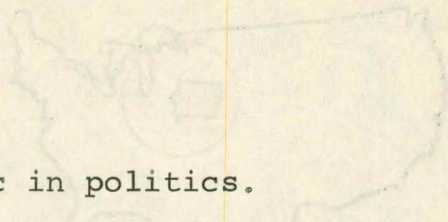
Rev. J. L. Kirkpatrick, a Methodist minister, organized a religious society in October of 1839. The following year, John Daugherty opened the first store.

The growing population of the new community created a need for postal service. Thomas Baker was selected as the first postmaster, and a few years after his appointment, a permanent post office was built. It was supplied with mail semimonthly by M. Higbee who carried it 42 miles on foot from Wapello in Louisa County.

The first court of law was held on June 17, 1839 in the new county seat by Judge Williams. In the same year, Dr. George H. Stone became the first physician to set up practice in Washington.

The first newspaper was established five years later in 1844 by Lewis F. Walden and J. F. Rice. It was called the

STUDY AREA POSITION
IN THE MIDWEST



Washington Arqus and was chiefly Democtatic in politics.

In August of 1858, Washington's mail service was improved by the completion of a branch line of the Mississippi and Missouri Railroad.

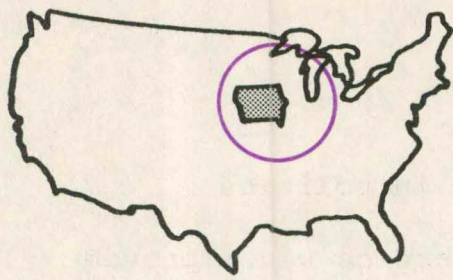
Smith Wildman Brookhart was born here in 1869. Known as a "dirt farmer," he was twice elected to the U.S. Senate from 1922 to 1925 and from 1927 to 1933.

Washington is a typical Iowa county seat, with the courthouse square in the center of town. The courthouse, a red brick structure with elaborate stone trim, is typical of the 1890's.

Washington has grown steadily since its beginning and in 1960, its population had reached 6,037. It is located 34 miles southwest of Iowa City, and is served by a network of paved and graveled roads, including Iowa Highways 1 and 92.



FIGURE 1



STUDY AREA POSITION IN THE MIDWEST

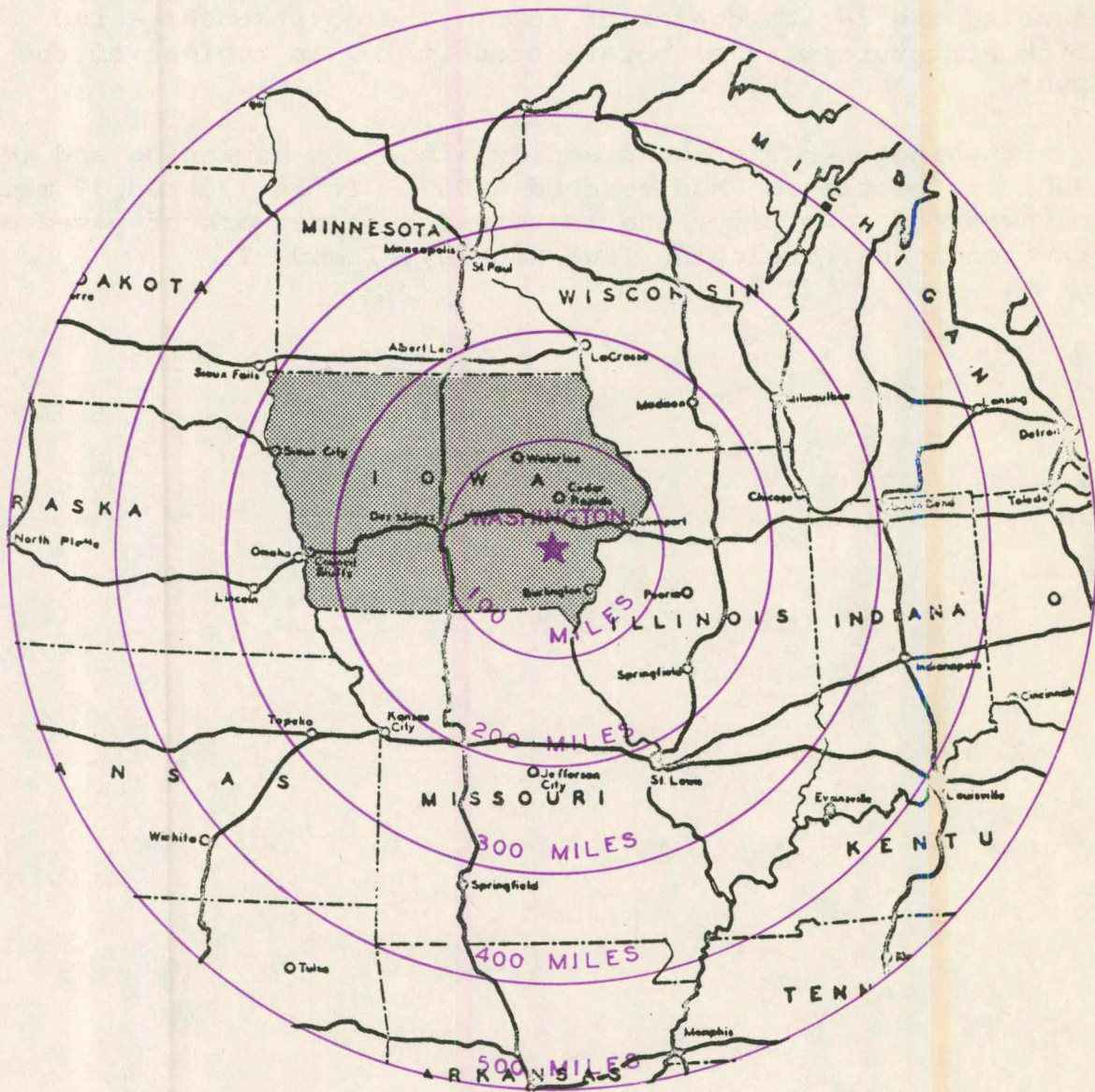


FIGURE I-1

STUDY AREA POSITION IN IOWA

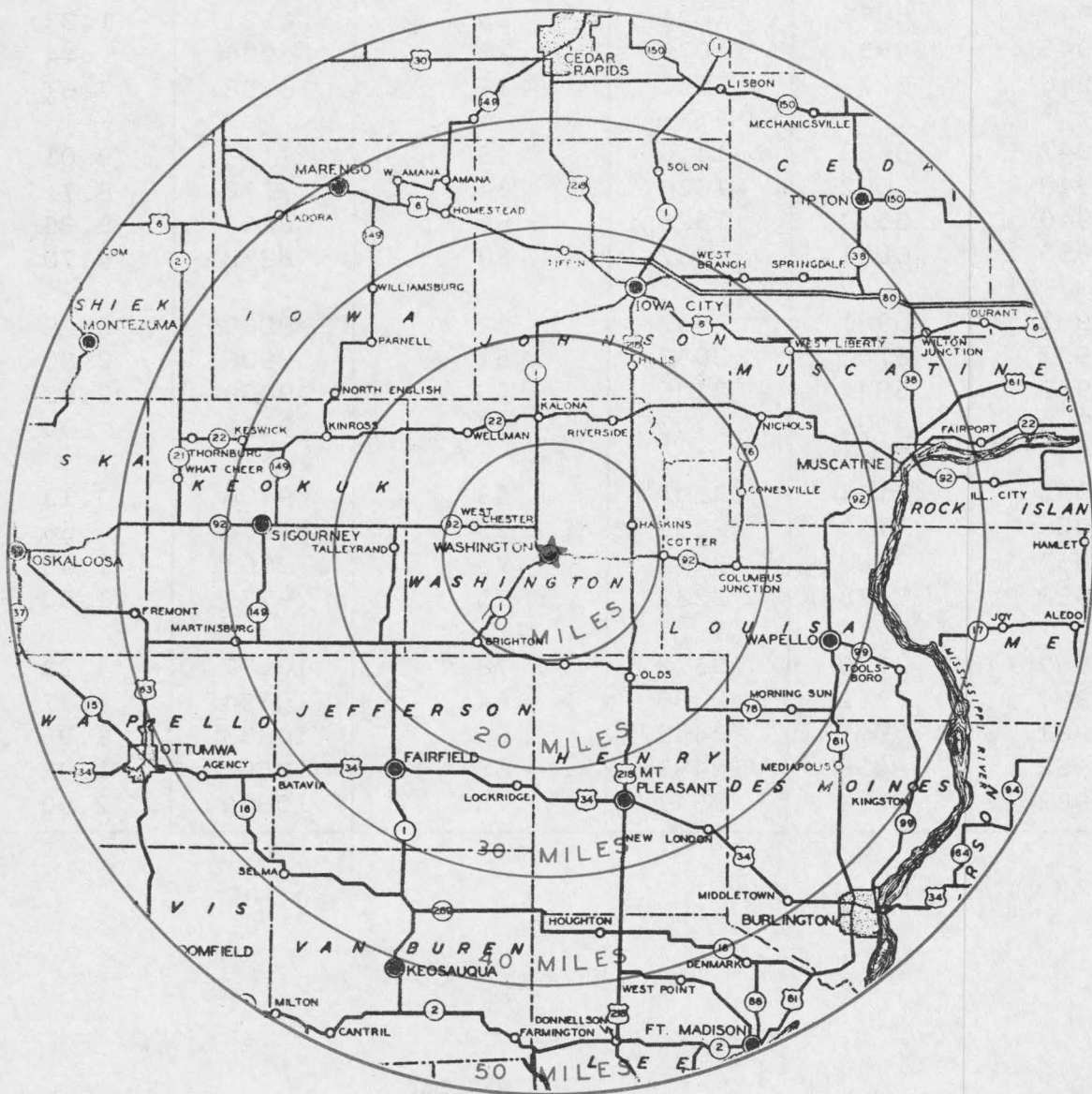
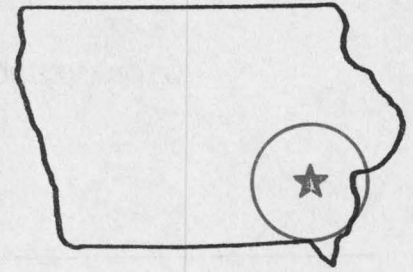


FIGURE 1-2

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

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	5631	797	7	6435	
1940	5753	909	8	6670	3.65
1941	5937	1047	12	6996	4.89
1942	5450	993	13	6456	- 7.72
1943	5205	988	13	6206	- 3.87
1944	5077	1021	23	6121	- 1.37
1945	4993	1079	22	6094	- .44
1946	5271	1250	37	6558	7.61
1947	5688	1416	45	7149	9.01
1948	6082	1626	64	7772	8.71
1949	6570	1826	64	8460	8.85
1950	6861	1937	60	8858	4.70
1951	6981	2017	62	9060	2.28
1952	6702	2053	51	8806	- 2.80
1953	6844	2136	58	9038	2.63
1954	6904	2152	63	9119	.90
1955	7154	2197	53	9404	3.13
1956	7140	2253	73	9466	.66
1957	7282	2244	75	9601	1.43
1958	7398	2282	75	9755	1.60
1959	7726	2373	78	10177	4.33
1960	7742	2388	64	10194	.17
1961	7895	2430	68	10393	1.95
1962	8036	2487	68	10591	1.91
1963	8278	2547	73	10898	2.90

FIGURE 1-3
MOTOR VEHICLE REGISTRATIONS IN WASHINGTON COUNTY
FROM 1939 THROUGH 1963

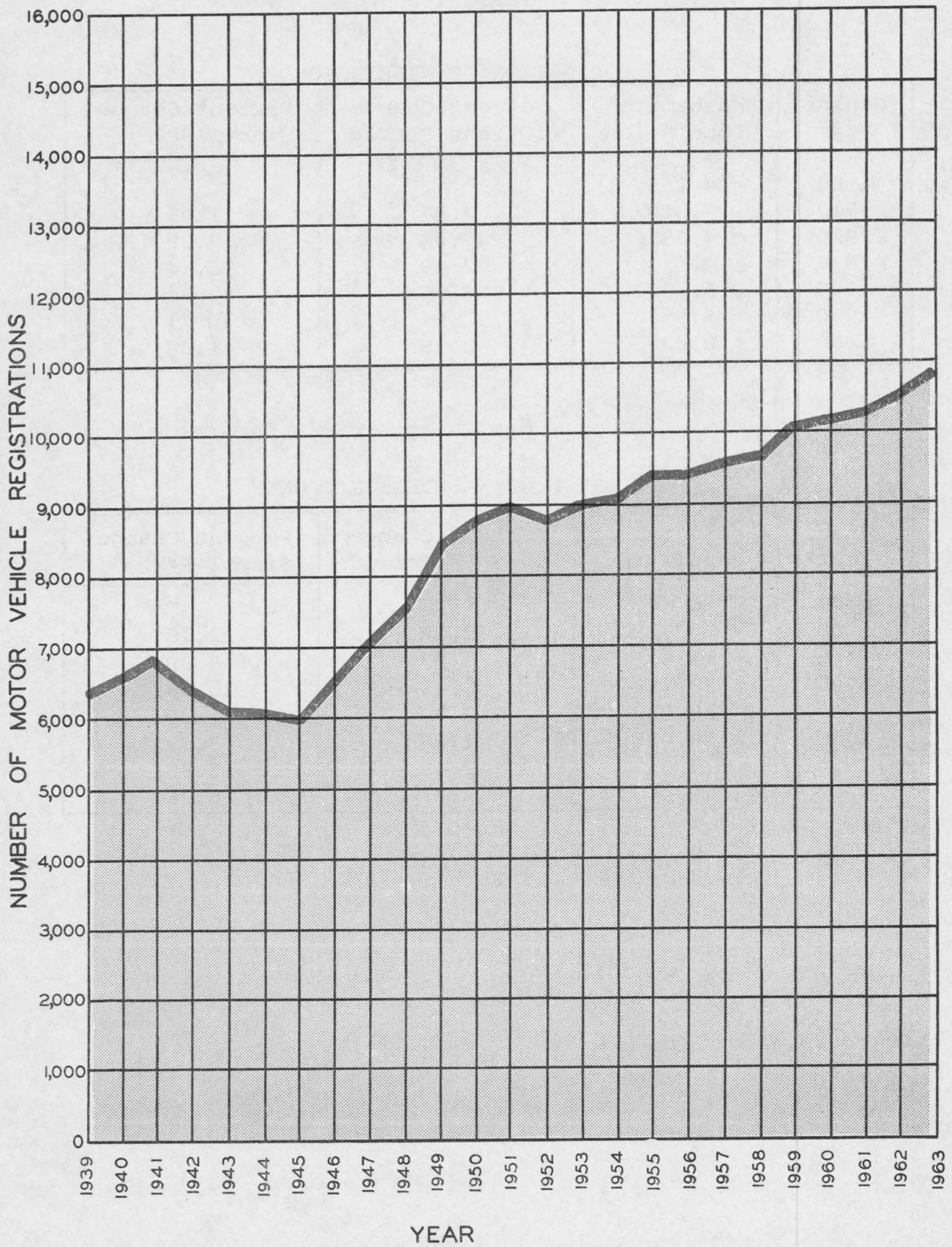


Table 1-2

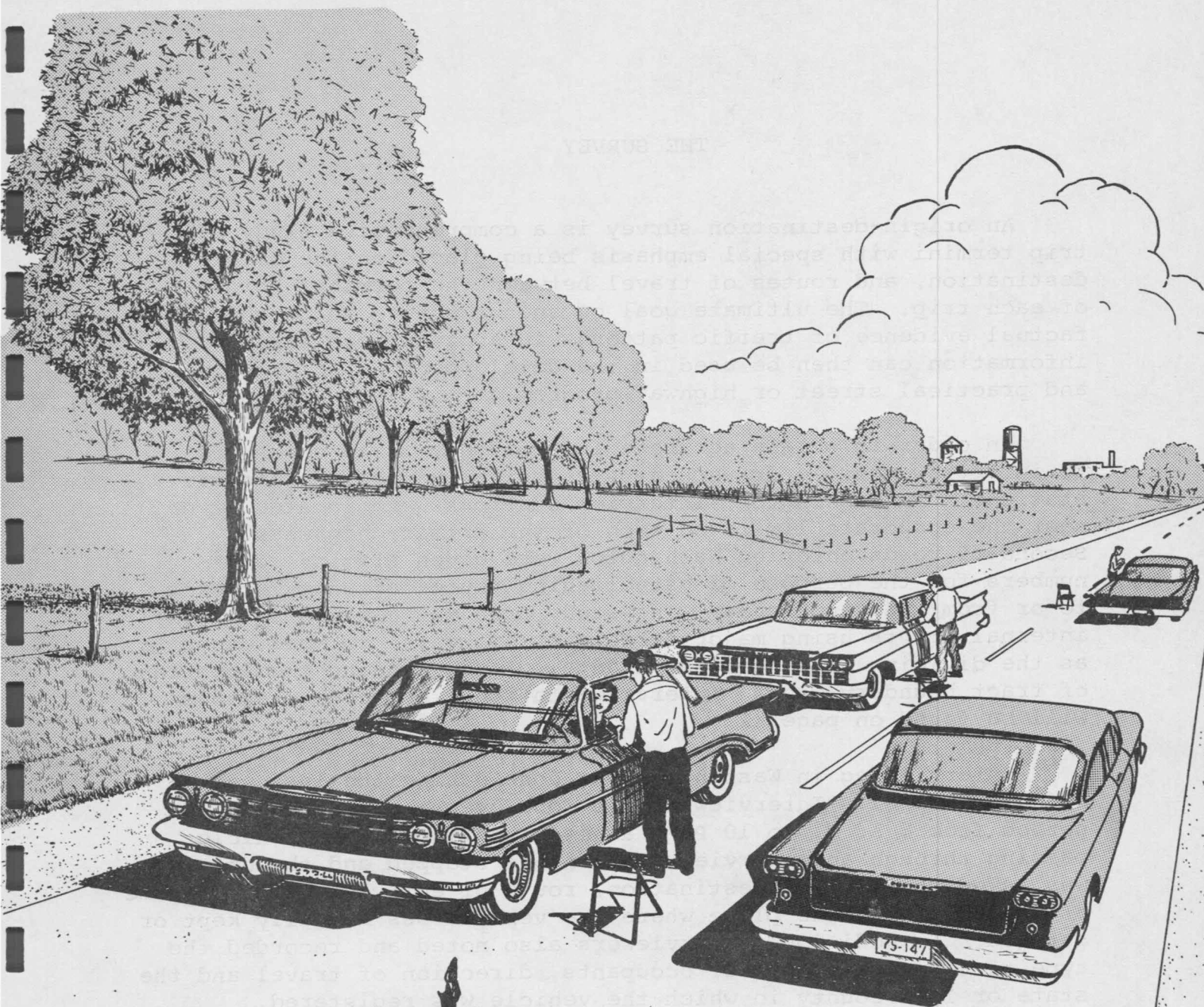
POPULATION OF WASHINGTON

Census Year	Washington Population	Percent Change 10 Year Period	Percent Change Since 1900
1900	4,255		
1910	4,380	2.94	2.94
1920	4,697	7.24	10.39
1930	4,814	2.49	13.14
1940	5,227	8.60	22.84
1950	5,902	12.91	38.71
1960	6,037	2.29	41.88

Table 1-3

POPULATION OF WASHINGTON COUNTY

Census Year	Washington Co. Population	Percent Change 10 Year Period	Percent Change Since 1890
1890	18,468		
1900	20,718	12.18	12.18
1910	19,925	- 3.83	7.89
1920	20,421	2.49	10.58
1930	19,822	- 2.93	7.33
1940	20,055	1.18	8.59
1950	19,557	- 2.48	5.90
1960	19,406	- .77	5.08



Survey

Procedure

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 Washington, interview stations were located at or near the corporate limits on each of the primary highways. Secondary roads entering Washington 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 nine 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 in Washington was done during the last week of July in 1961. 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 the trip, and the place where the 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 taken at a later date and together with the data provided by mechanical recorders were used to expand the interview data to twenty-four-hour, average July weekday traffic for 1961.

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.

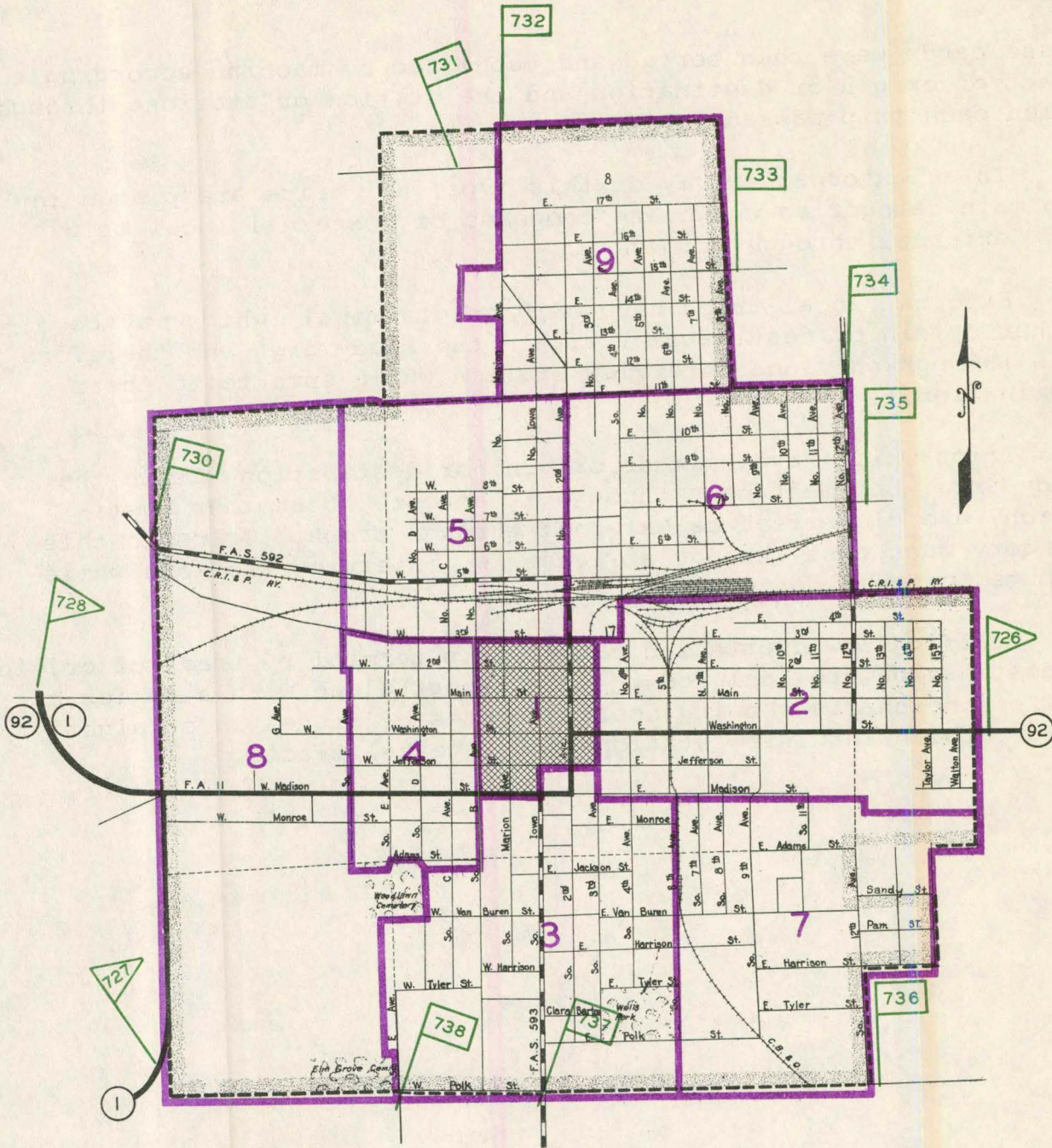


FIGURE 2-1
 TRACT MAP OF
 WASHINGTON URBAN AREA
 WITH EXTERNAL STATION LOCATION

LEGEND
 TRACT NUMBER -----
 TRACT BOUNDARY LINE -----
 CODE STATION LOCATION -----
 INTERVIEW STATION LOCATION -----

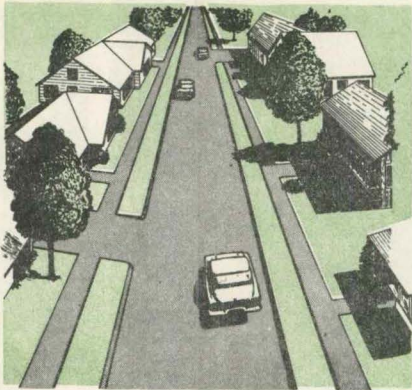


Summary

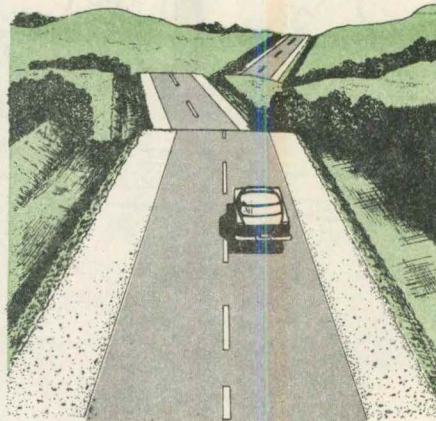


FIGURE 3-1 DISTRIBUTION OF TRIPS

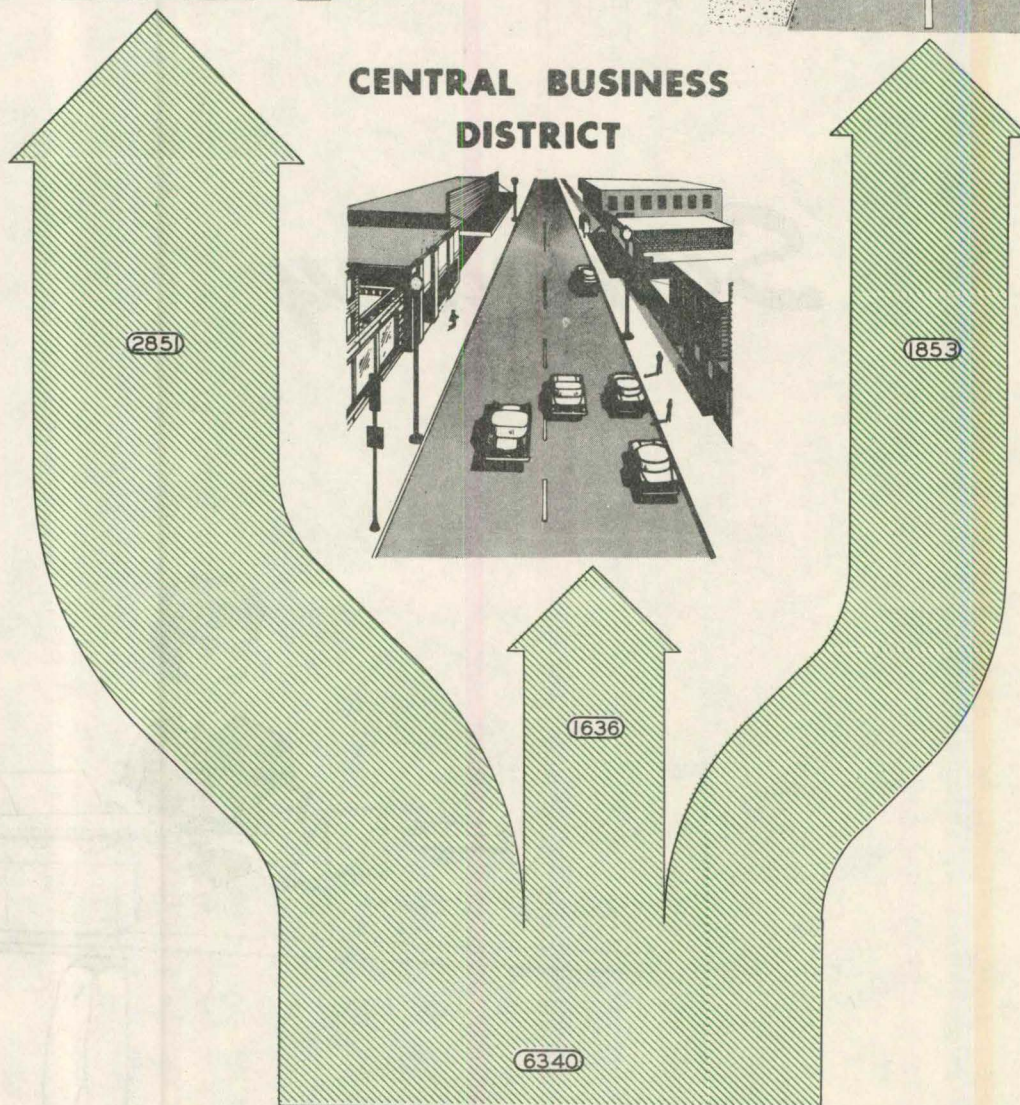
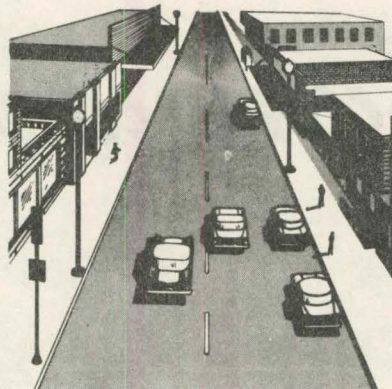
INTERNAL TRACTS



THROUGH TRIPS



CENTRAL BUSINESS DISTRICT



EXTERNAL

SUMMARY OF MAJOR TRAFFIC MOVEMENTS

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Washington origin-destination traffic survey. An average of 6,340 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period in July of 1961.

1,636 trips or 25.80 percent of the total number of trips were between external areas and the central business district.

2,851 trips or 44.97 percent of the total number of trips were between external areas and internal areas exclusive of the central business district.

1,853 trips or 29.23 percent of the total number of trips were through trips which passed through Washington enroute to another destination.

Table 3-1
VEHICLE TYPE SUMMARY

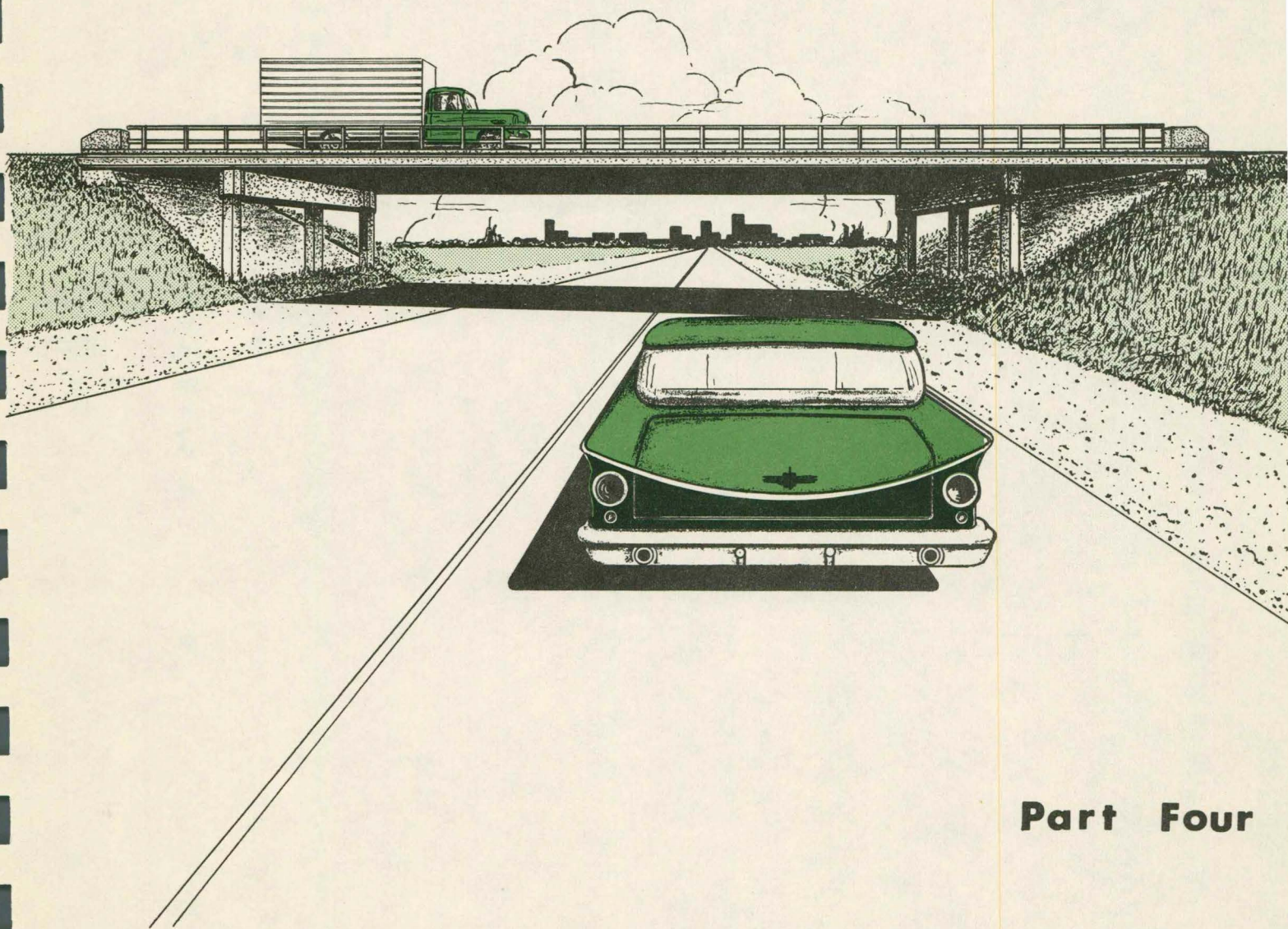
Average July Weekday Traffic 1961

External Station Location	Passenger Cars and Pickups	Single Unit Trucks	Truck Combinations	Total	No. of Interviews	Percent Interviewed
Ia. 92 E.	2655	411	145	3211	2563	79.82
Ia. 1 S.W.	1494	109	89	1692	1429	84.46
Ia. 1 & Ia. 92 N.W.	2627	323	203	3135	2890	91.66
Total	6776	843	437	8056	6882	85.43

The above table shows the total traffic passing through interview stations located on major traffic arteries leading to Washington. 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 726, IOWA 92 EAST

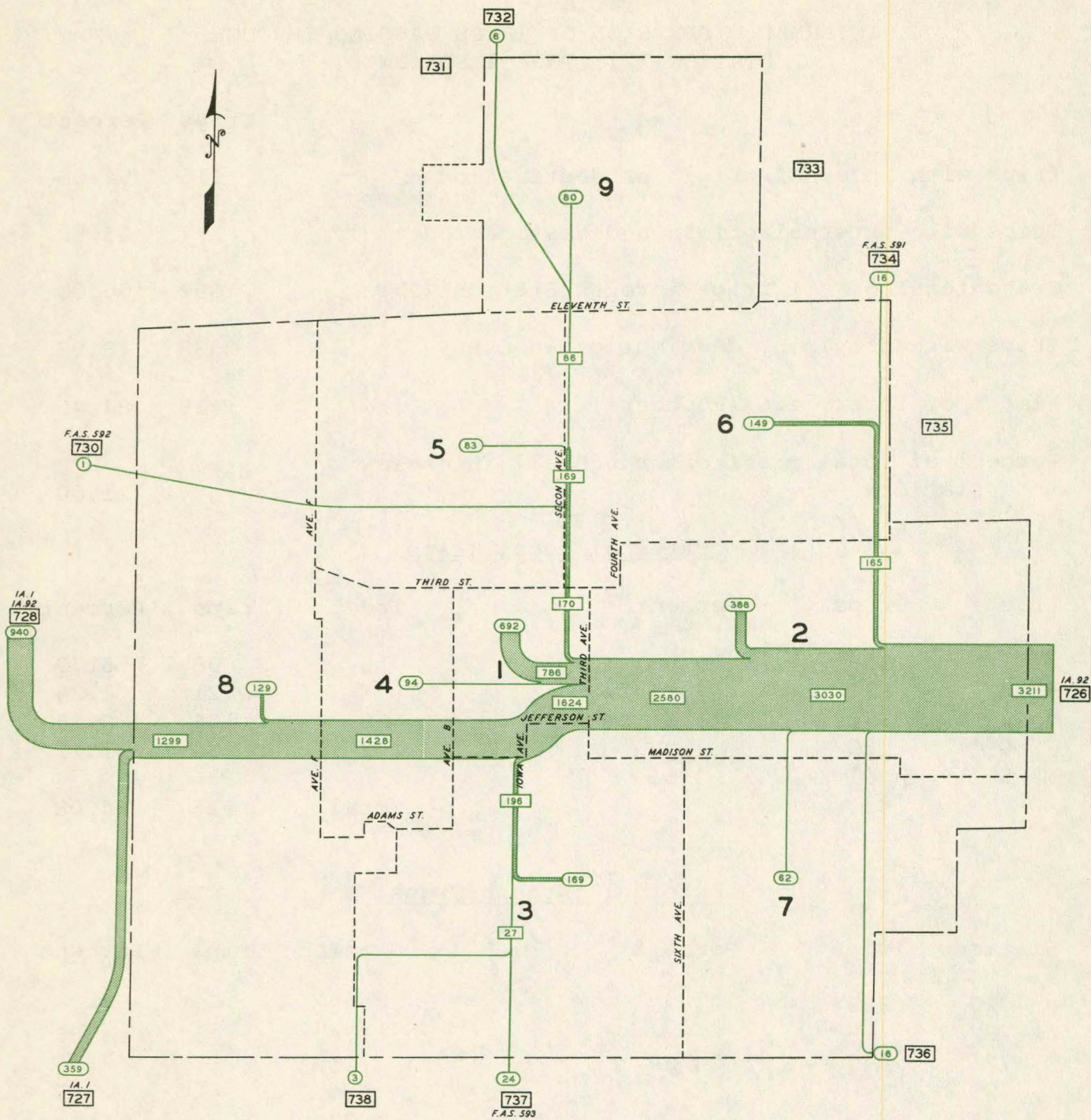
	Trips	Percent
Trips with internal origin or destination	1846	57.49
Trips with external origin and destination	1365	42.51
Grand total of all trips through Station 726	3211	100.00
Trips with origin or destination in C.B.D.	692	21.55
Number of interviews (16 hours)	2563	79.82
Percent of total traffic through all interview stations		39.86

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	692	21.55	6	149	4.64
2	388	12.08	7	62	1.93
3	169	5.26	8	129	4.02
4	94	2.93	9	80	2.49
5	83	2.59			
			Total	1846	57.49

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
726	-	-	733	-	-
727	359	11.18	734	16	.50
728	940	29.27	735	-	-
729	-	-	736	16	.50
730	1	.03	737	24	.75
731	-	-	738	3	.09
732	6	.19			
			Total	1365	42.51



LEGEND
 TRACT BOUNDARY LINE.....
 CORPORATION LINE.....


GRAPHIC SCALE

 2000 TRIPS
 1000 TRIPS
 500 TRIPS
 250 TRIPS
 AVERAGE JULY WEEKDAY TRAFFIC 1961

FIGURE 4-1
 INTERNAL DISPERSION OF TRIPS
 PASSING THROUGH
 STATION 726, IOWA 92 EAST
 OF THE
 WASHINGTON URBAN AREA

Table 4-2
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 727, IOWA 1 SOUTHWEST

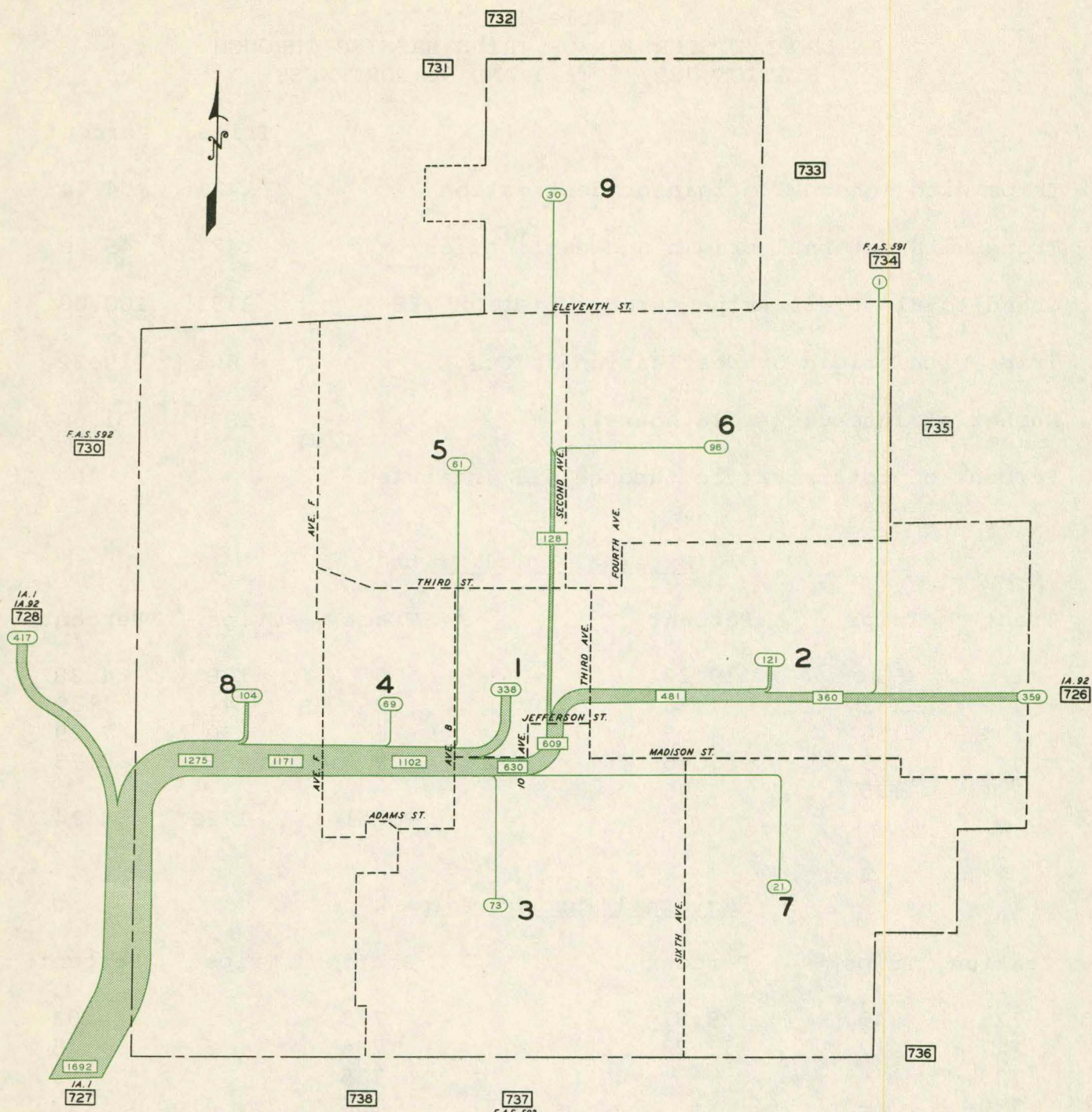
	Trips	Percent
Trips with internal origin or destination	915	54.08
Trips with external origin and destination	777	45.92
Grand total of all trips through Station 727	1692	100.00
Trips with origin or destination in C.B.D.	338	19.98
Number of interviews (16 hours)	1429	84.46
Percent of total traffic through all interview stations		21.00

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	338	19.98	6	98	5.79
2	121	7.15	7	21	1.24
3	73	4.31	8	104	6.15
4	69	4.08	9	30	1.77
5	61	3.61			
			Total	915	54.08

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
726	359	21.22	733	-	-
727	-	-	734	1	.06
728	417	24.64	735	-	-
729	-	-	736	-	-
730	-	-	737	-	-
731	-	-	738	-	-
732	-	-			
			Total	777	45.92



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -



FIGURE 4-2
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 727, IOWA 1 SOUTHWEST
OF THE
WASHINGTON URBAN AREA

Table 4-3
INTERNAL DISPERSION OF TRIPS PASSING THROUGH
STATION 728, IOWA 1 AND 92 NORTHWEST

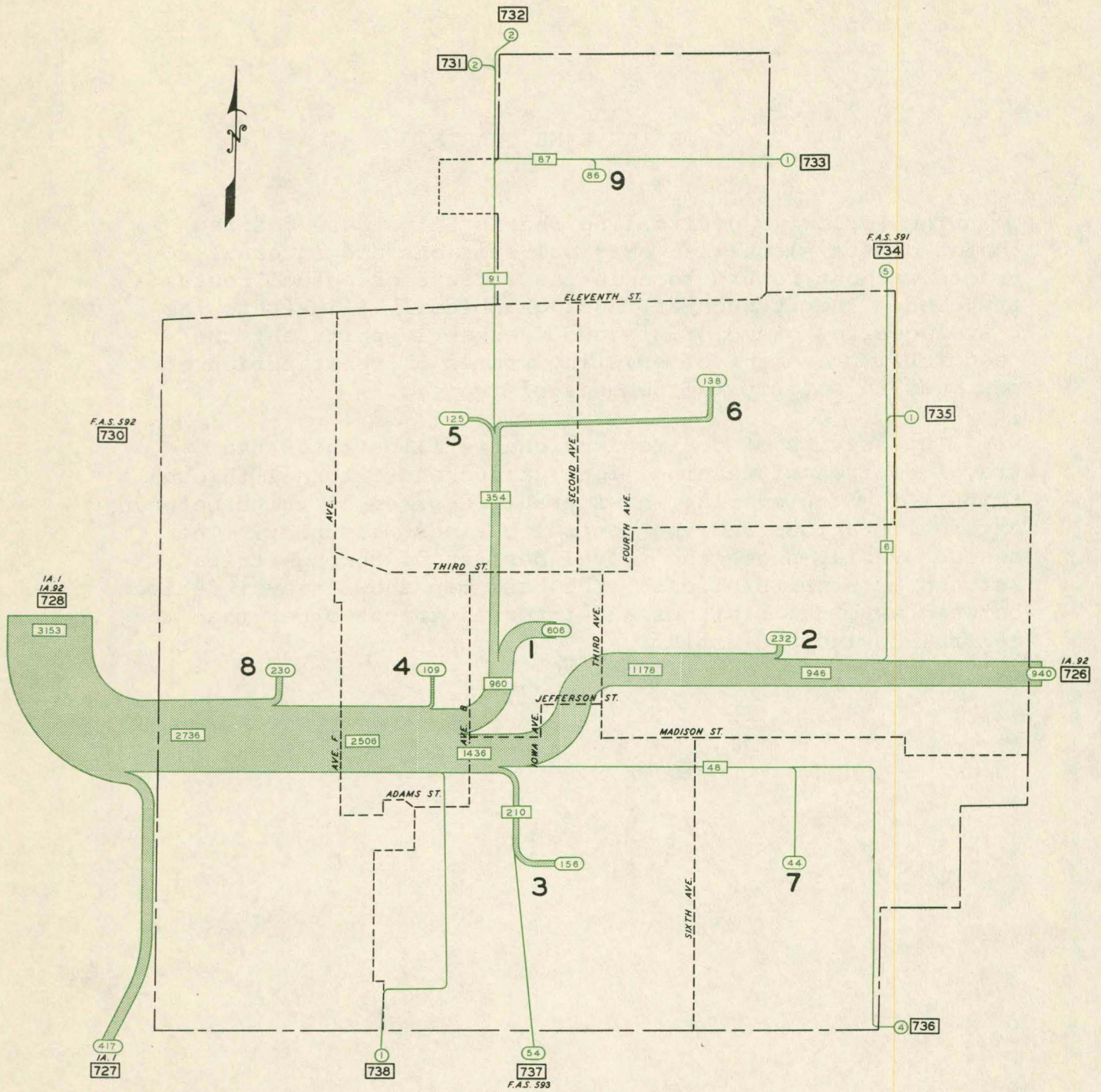
	Trips	Percent
Trips with internal origin or destination	1726	54.74
Trips with external origin and destination	1427	45.26
Grand total of all trips through Station 728	3153	100.00
Trips with origin or destination in C.B.D.	606	19.22
Number of interviews (16 hours)	2890	91.66
Percent of total traffic through all interview stations		39.14

External Local Trips

Tract	Trips	Percent	Tract	Trips	Percent
1	606	19.22	6	138	4.38
2	232	7.36	7	44	1.39
3	156	4.95	8	230	7.29
4	109	3.46	9	86	2.73
5	125	3.96			
			Total	1726	54.74

External Through Trips

Station	Trips	Percent	Station	Trips	Percent
726	940	29.81	733	1	.03
727	417	13.23	734	5	.16
728	-	-	735	1	.03
729	-	-	736	4	.13
730	-	-	737	54	1.72
731	2	.06	738	1	.03
732	2	.06			
			Total	1427	45.26



LEGEND
 TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

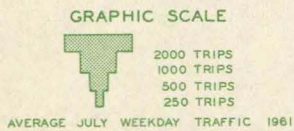


FIGURE 4-3
INTERNAL DISPERSION OF TRIPS
PASSING THROUGH
STATION 728, IOWA 1 AND 92 NORTHWEST
OF THE
WASHINGTON URBAN AREA

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.

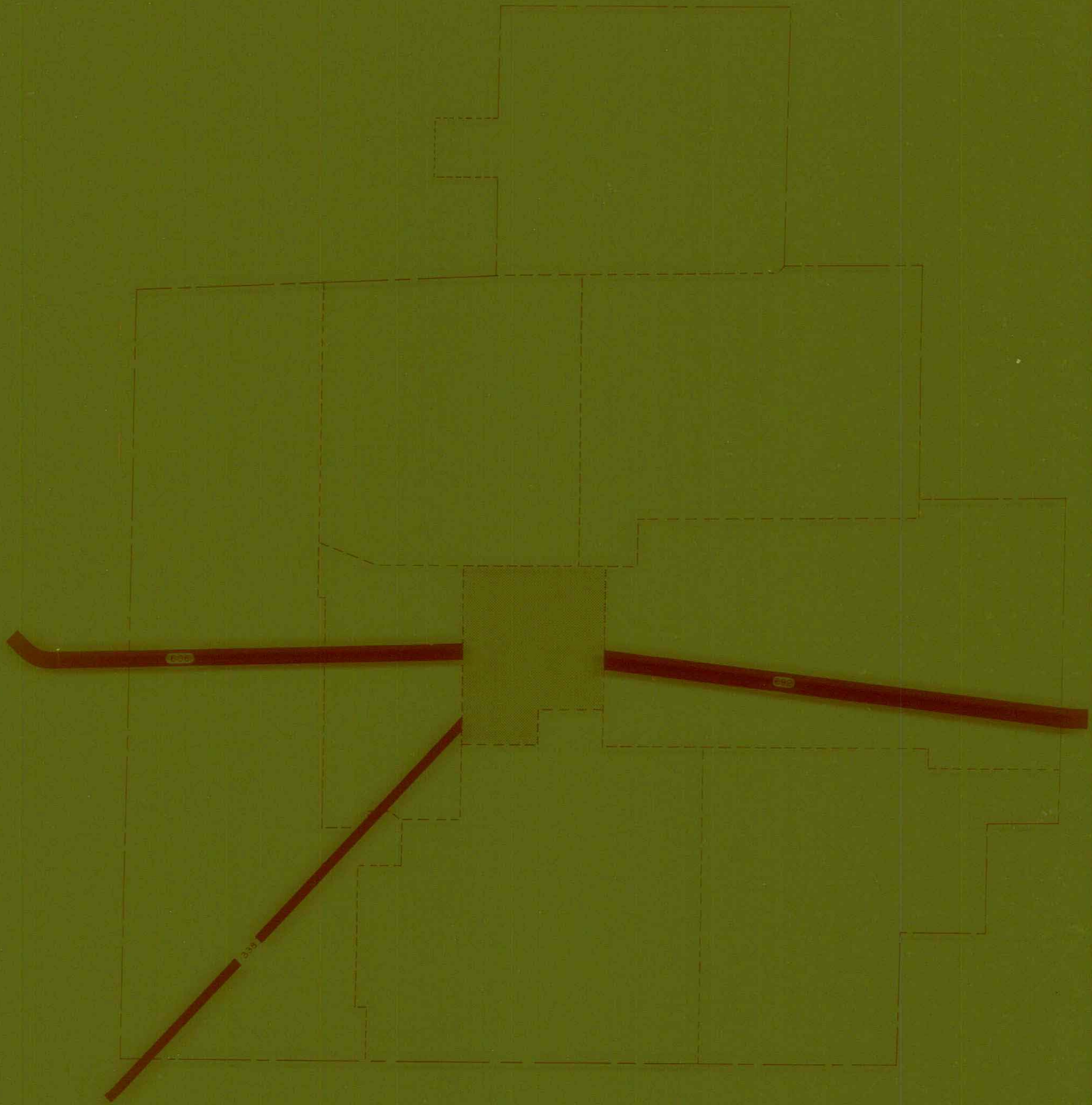


FIGURE 4-4

THE CENTRAL BUSINESS DISTRICT

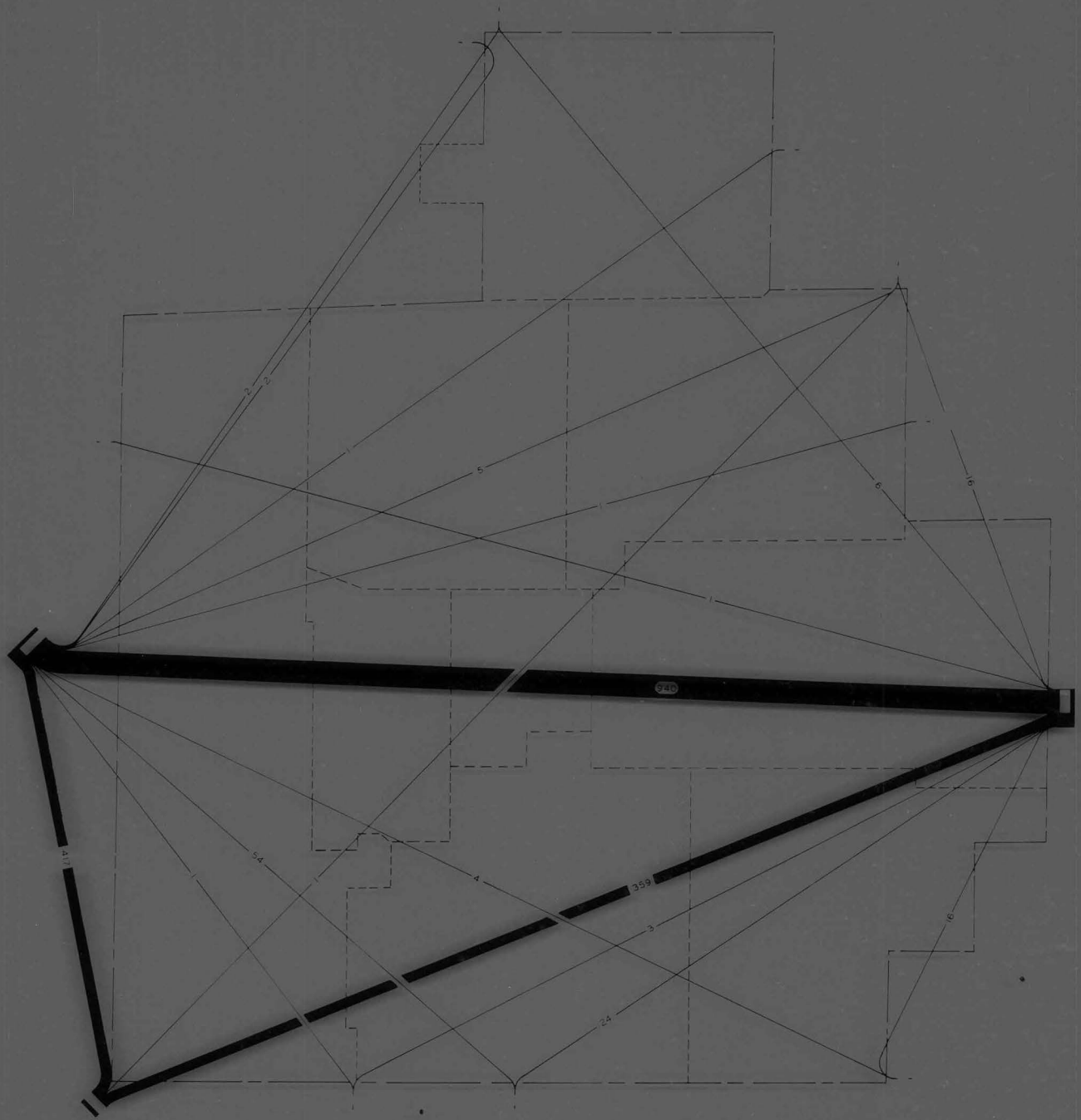
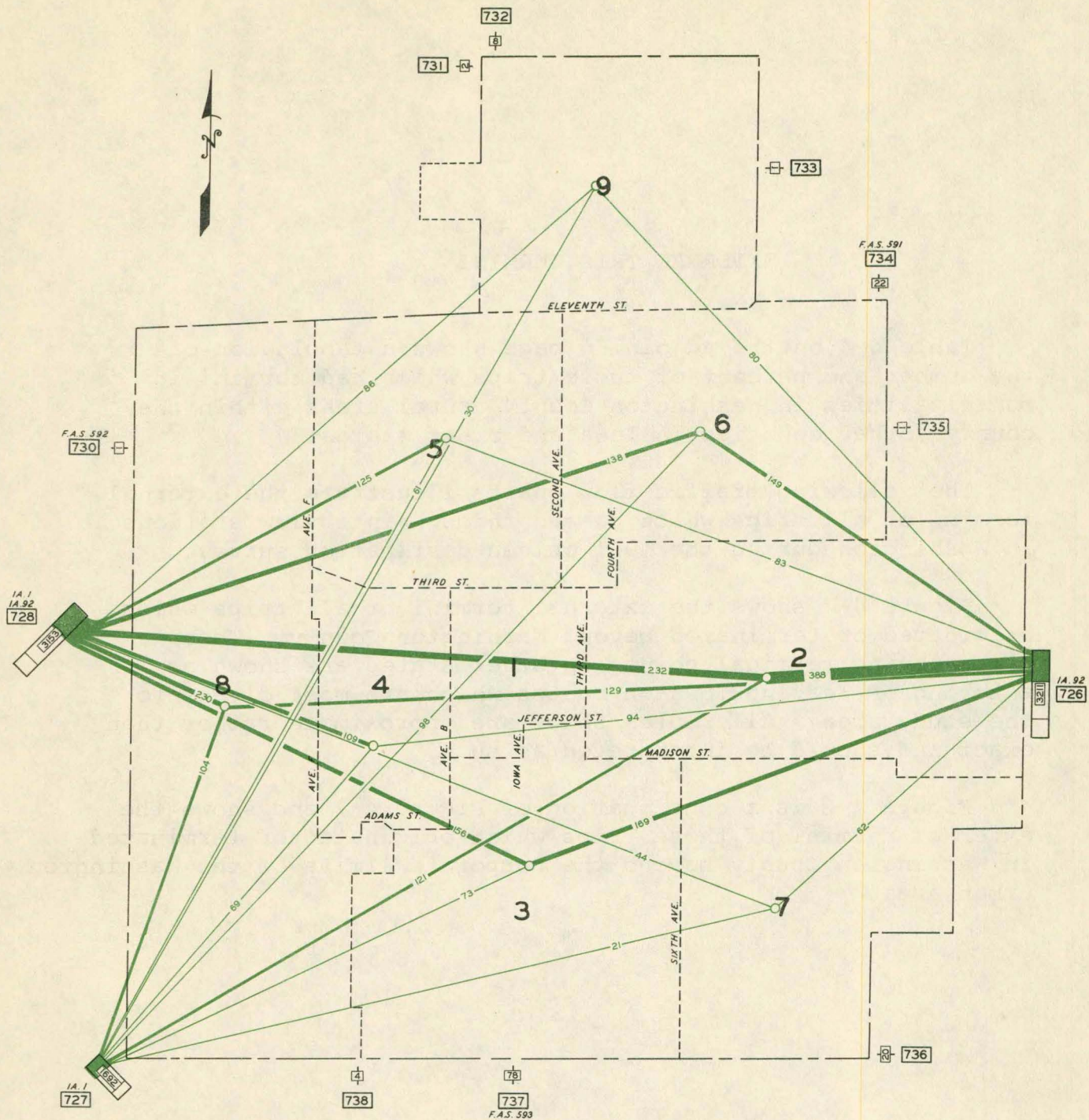



FIGURE 4 - 5

OTHER EXTERNAL ENTRANCES



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

FIGURE 4-6
 DESIRE LINES OF TRAVEL OF TRIPS
 TO OR FROM
 EXTERNAL ENTRANCES OF THE
 WASHINGTON URBAN AREA
 AND
 INTERNAL TRACTS

GRAPHIC SCALE

 2000 TRIPS
 1000 TRIPS
 500 TRIPS
 250 TRIPS
 AVERAGE JULY WEEKDAY TRAFFIC-1961

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 Washington 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 Washington during the 1961 origin-destination survey.

Figure 4-7 shows the external termini of all trips which originated or terminated beyond Washington 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 Washington County beyond the corporate limits of the Washington urban area.

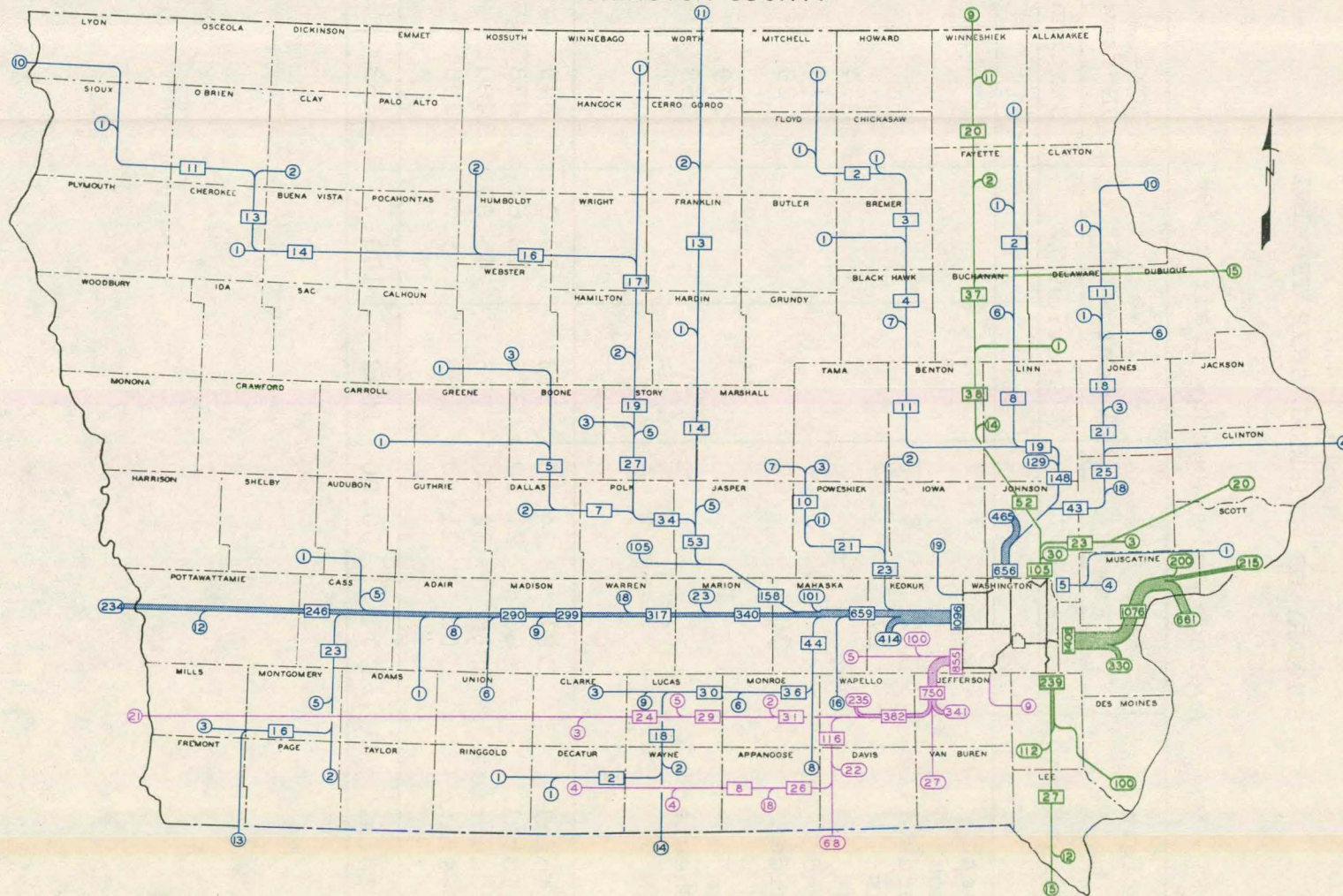
Table 4-4
SUMMARY OF EXTERNAL TRIP TERMINI

Average July Weekday Traffic 1961

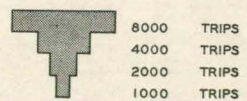
Origin or Destination	Iowa 92 East		Iowa 1 Southwest		Iowa 1 & 92 Northwest	
	Station 726		Station 727		Station 728	
	Vol.	%	Vol.	%	Vol.	%
Ainsworth	552	17.19	502	29.67		
Brighton						
Crawfordsville	182	5.67				
Haskins	27	.84				
Kalona					374	11.86
Richmond					14	.44
Riverside	20	.62			29	.92
Rubio			11	.65		
Wellman					279	8.85
West Chester					253	8.03
Towns Total	781	24.32	513	30.32	949	30.10
Rural Total	680	21.18	315	18.62	428	13.57
Other Counties	1050	32.70	775	45.80	1480	46.94
Out-of-State	700	21.80	89	5.26	296	9.39
Grand Total	3211	100.00	1692	100.00	3153	100.00

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

-30-



GRAPHIC SCALE



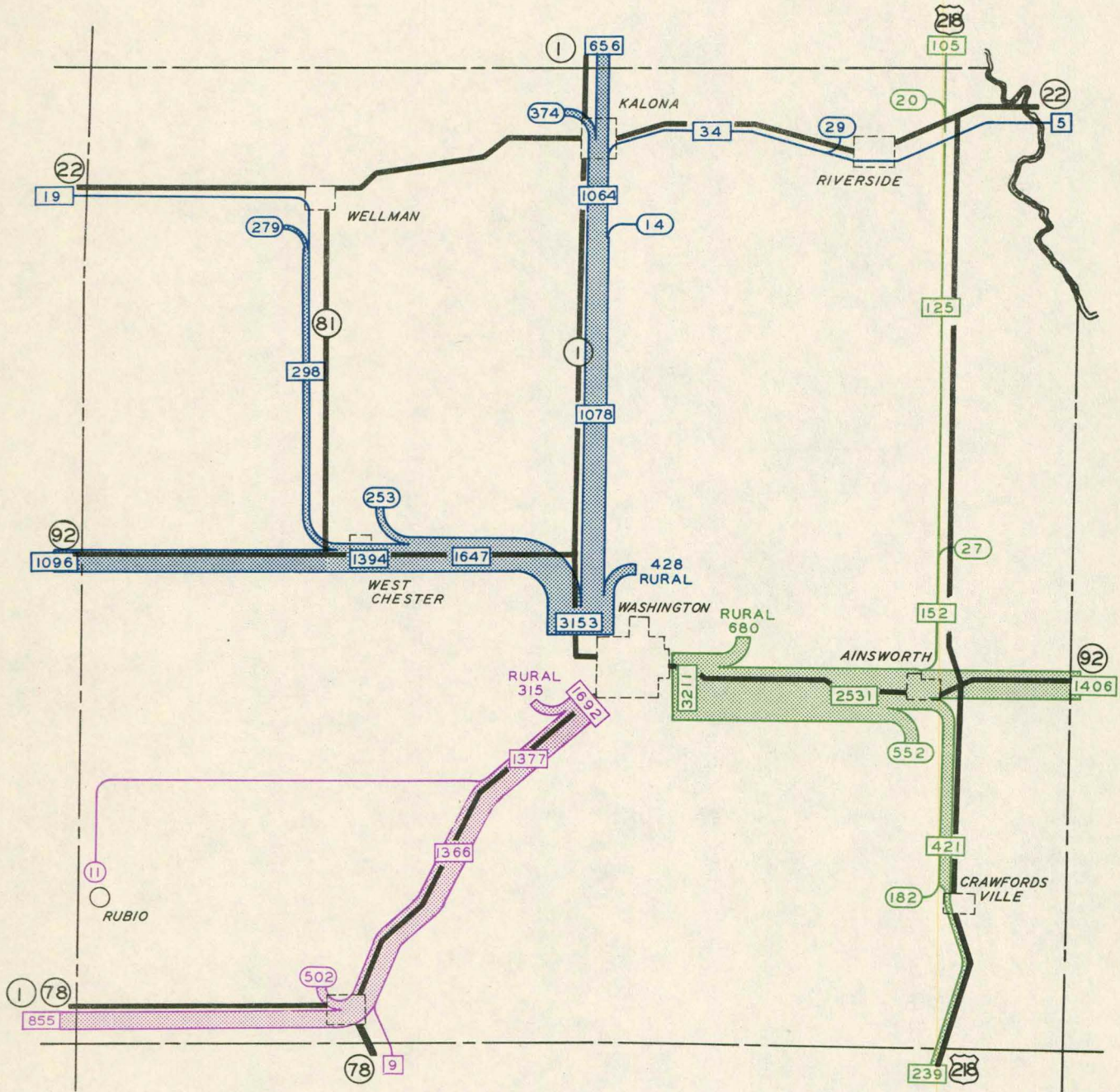
AVERAGE JULY WEEKDAY TRAFFIC 1961

LEGEND

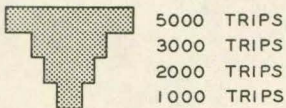
TRAFFIC THROUGH INTERVIEW STATIONS

- █ STATION 726, IOWA 92 EAST
- █ STATION 727 IOWA | S.W.
- █ STATION 728, IOWA | N. & IOWA 92 W.

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



GRAPHIC SCALE



5000 TRIPS
 3000 TRIPS
 2000 TRIPS
 1000 TRIPS

LEGEND

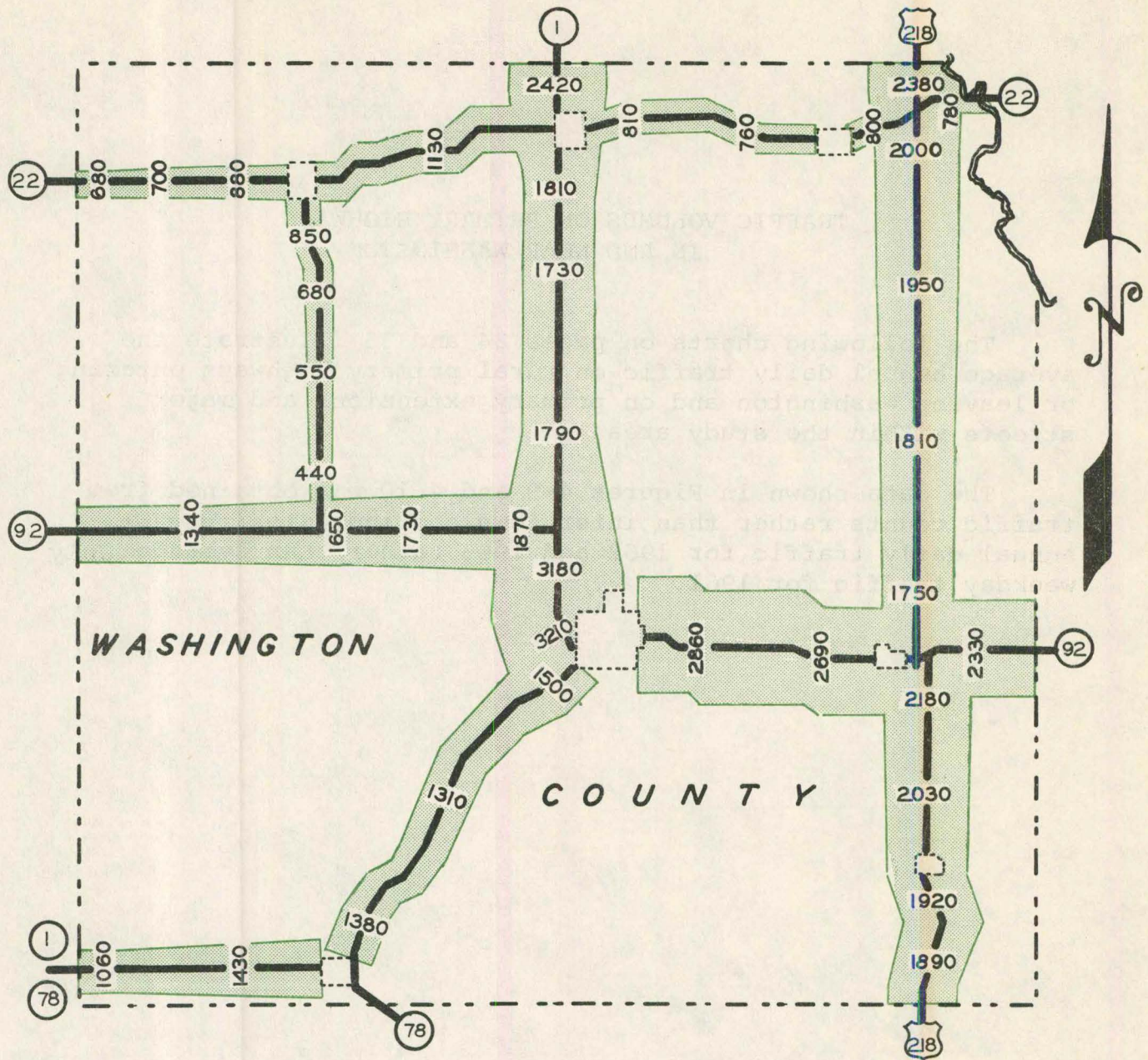
- STATION 726, IOWA 92 EAST
- STATION 728, IOWA I N. & IOWA 92 W.
- STATION 727, IOWA I S.W.

AVERAGE JULY WEEKDAY TRAFFIC 1961

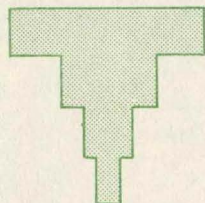
TRAFFIC VOLUMES ON PRIMARY HIGHWAYS
IN AND NEAR WASHINGTON

The following charts on pages 34 and 35 illustrate the average annual daily traffic on rural primary highways entering or leaving Washington 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 for 1961.



GRAPHIC SCALE



- 4000 VEHICLES
- 2000 VEHICLES
- 1000 VEHICLES
- 500 VEHICLES

AVERAGE ANNUAL DAILY TRAFFIC-1962

FIGURE 4-9
TRAFFIC VOLUMES
ON RURAL PRIMARY HIGHWAYS
ENTERING THE
WASHINGTON URBAN AREA

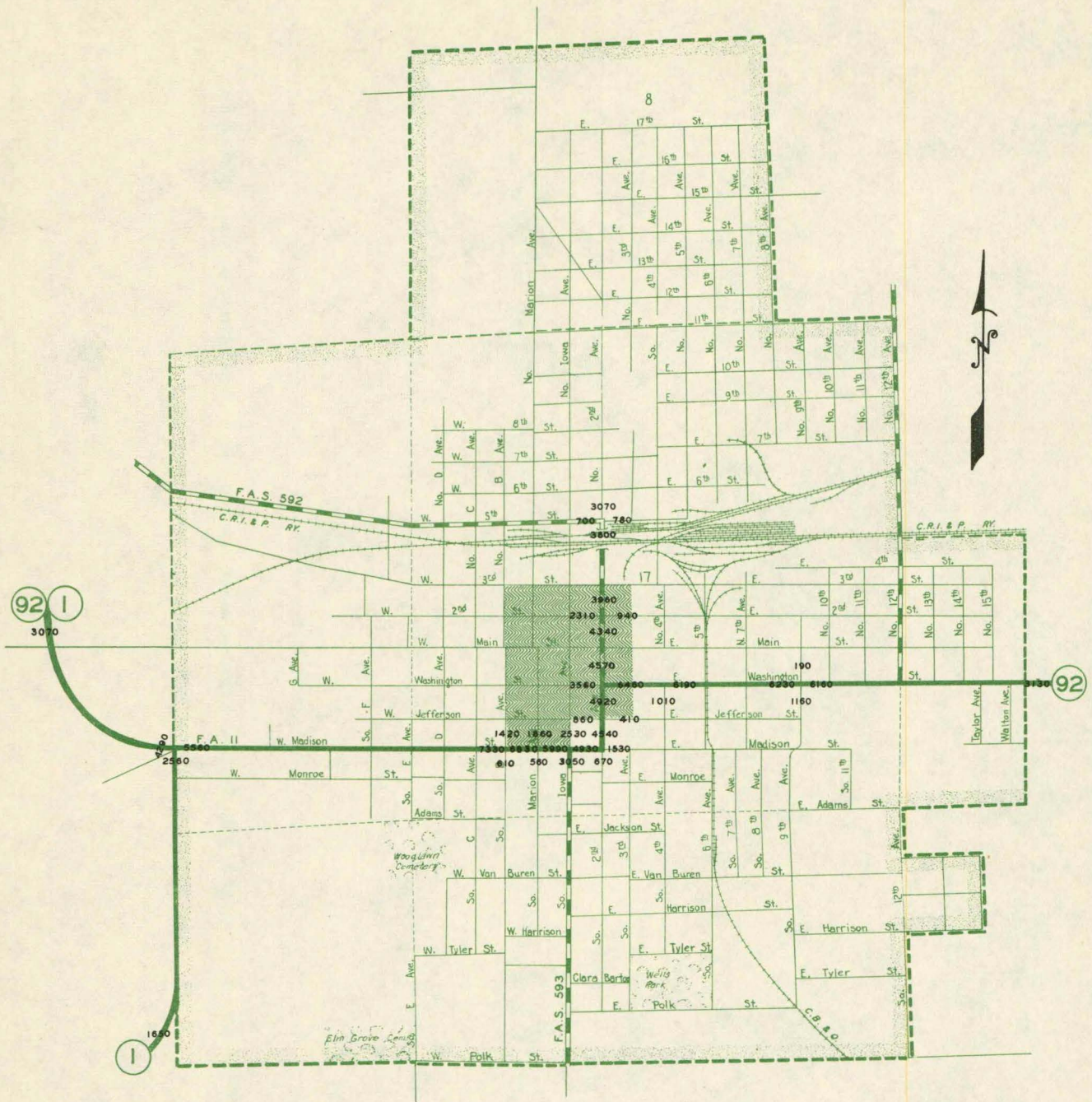
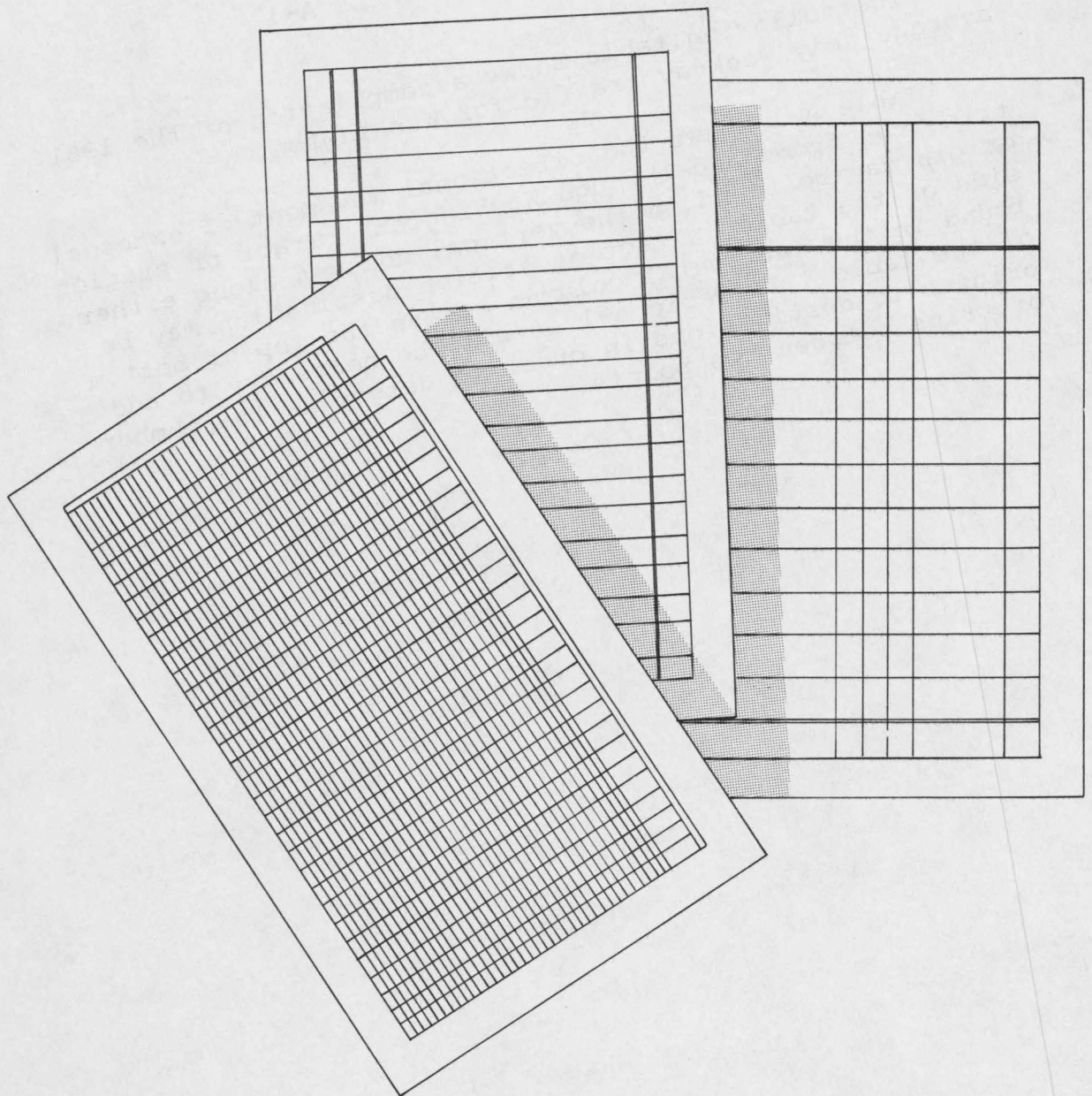


FIGURE 4-10
 TRAFFIC VOLUMES
 ON PRIMARY ROAD EXTENSIONS
 AND MAJOR STREETS IN THE
 WASHINGTON URBAN AREA
 AVERAGE ANNUAL DAILY TRAFFIC 1963

Appendix



INTERPRETATION OF TABLE A-1

The following table shows a compilation of the 1961 average July weekday traffic for Washington.

Table A-1 shows the directional movement of external trips to, from, and through Washington. 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 WASHINGTON URBAN AREA

TABLE A-1

AVERAGE JULY WEEKDAY TRAFFIC-1961

TRACT OR STATION	DESTINATION																			External Total	Grand Total	Tract or Station				
	C.B.D.									Washington Total	Iowa 92 East	Iowa 1 Southwest	Iowa 1 & 92 Northwest	F.A.S. 592 West	Local Road West	Local Road North	Fifteenth St. East	F.A.S. 591 North	Seventh St. East				Local Road East	Iowa Avenue South	Avenue "E" South	
	1	2	3	4	5	6	7	8	9																	
1 C.B.D.											347	145	287											779	779	1
2											208	65	128											401	401	2
3											88	35	81											204	204	3
4											48	32	59											139	139	4
5											47	30	69											146	146	5
6											82	46	75											203	203	6
7											31	12	24											67	67	7
8											48	48	95											191	191	8
9											45	13	47											105	105	9
Washington Total											944	426	865											2235	2235	Total
726 Iowa 92 East	345	180	81	46	36	67	31	81	35	902		183	461			2		11		7	9	2	675	1577	726	
727 Iowa 1 Southwest	193	56	38	37	31	52	9	56	17	489	176		208										384	873	727	
728 Iowa 1 & 92 Southwest	319	104	75	50	56	63	20	135	39	861	479	209			2	1	1	4	1	3	17	1	718	1579	728	
730 F.A.S. 592 West											1												1	1	730	
731 Local Road West																									731	
732 Local Road North											4		1										5	5	732	
733 Fifteenth Street East																									733	
734 F.A.S. 591 North											5	1	1										7	7	734	
735 Seventh Street East																									735	
736 Local Road East											9		1										10	10	736	
737 Iowa Ave. South											15		37										52	52	737	
738 Avenue "E" South											1												1	1	738	
External Total	857	340	194	133	123	182	60	272	91	2252	690	393	709		2	3	1	15	1	10	26	3	1853	4105	Ext. Total	
Grand Total	857	340	194	133	123	182	60	272	91	2252	1634	819	1574		2	3	1	15	1	10	26	3	4088	6340	Grand Total	
Tract or Station	1	2	3	4	5	6	7	8	9	Total	726	727	728	730	731	732	733	734	735	736	737	738	Ext. Total	Grand Total		

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 726, IOWA 92 EAST OF THE
WASHINGTON URBAN AREA

Table A-2

Average July Weekday Traffic 1961

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		24	3			3	3		2	157	192	5.99
Transact Business	9	24				2				237	272	8.47
During Work			849					1			850	26.47
Medical or Dental										28	28	.87
School					1					5	6	.19
Recreation Social or Cultural		3				119	1	3		399	525	16.35
Eat	5	2								16	23	.71
Shop						4		2		120	126	3.92
Serve Passengers	2								5	10	17	.53
Home	175	331	7	21	1	495	25	96	21		1172	36.50
Total	191	384	859	21	2	623	29	102	28	972	3211	100.00
Percent	5.95	11.96	26.75	.66	.06	19.40	.90	3.18	.87	30.27	100.00	

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TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 727, IOWA 1 SOUTHWEST OF THE
WASHINGTON URBAN AREA

Table A-3

Average July Weekday Traffic 1961

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		8	2	1		4					113	128	7.57
Transact Business	5	16	3			1					134	159	9.40
During Work			359								4	363	21.45
Medical or Dental											30	30	1.77
School						1					9	10	.59
Recreation Social or Cultural	1	2		1	2	34	1	1			185	227	13.42
Eat						3					4	7	.41
Shop						1		1			73	75	4.43
Serve Passengers						1					14	15	.89
Home	134	205	4	15	13	243	4	49	11		678		40.07
Total	140	231	368	17	15	288	5	51	11	566	1692		100.00
Percent	8.27	13.65	21.75	1.01	.89	17.02	.30	3.01	.65	33.45	100.00		

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TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
STATION 728, IOWA 1 AND 92 NORTHWEST OF THE
WASHINGTON URBAN AREA

Table A-4

Average July Weekday Traffic 1961

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		7	2		1	5	3		1	167	186	5.90
Transact Business	14	38				5		2		232	291	9.23
During Work	5		821							5	831	26.36
Medical or Dental								1		24	25	.79
School		1			1					18	20	.63
Recreation Social or Cultural		8				107		2	2	403	522	16.56
Eat	2	1				2				19	24	.76
Shop		1				4				88	93	2.95
Serve Passengers						1			6	13	20	.63
Home	169	289	1	28	18	501	18	100	17		1141	36.19
Total	190	345	824	28	20	625	21	105	26	969	3153	100.00
Percent	6.03	10.94	26.13	.89	.63	19.82	.67	3.33	.83	30.73	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH
ALL INTERVIEW STATIONS

TO OR FROM THE WASHINGTON URBAN AREA
(Duplicate Through Trips Removed)

Table A-5

Average July Weekday Traffic 1961

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		35	7	1	1	12	6		3	392	457	7.21
Transact Business	27	65	1			8		2		481	584	9.21
During Work	4		1547					1		5	1557	24.56
Medical or Dental								1		66	67	1.06
School		1			2	1				21	25	.39
Recreation Social or Cultural	1	11		1	1	161	2	6	1	667	851	13.42
Eat	7	3				5				39	54	.85
Shop		1				9		3		279	292	4.61
Serve Passengers	2					2			11	29	44	.69
Home	426	672	10	53	24	901	47	234	42		2409	38.00
Total	467	788	1565	55	28	1099	55	247	57	1979	6340	100.00
Percent	7.37	12.43	24.68	.87	.44	17.33	.87	3.90	.90	31.21	100.00	

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