

BLOOMFIELD

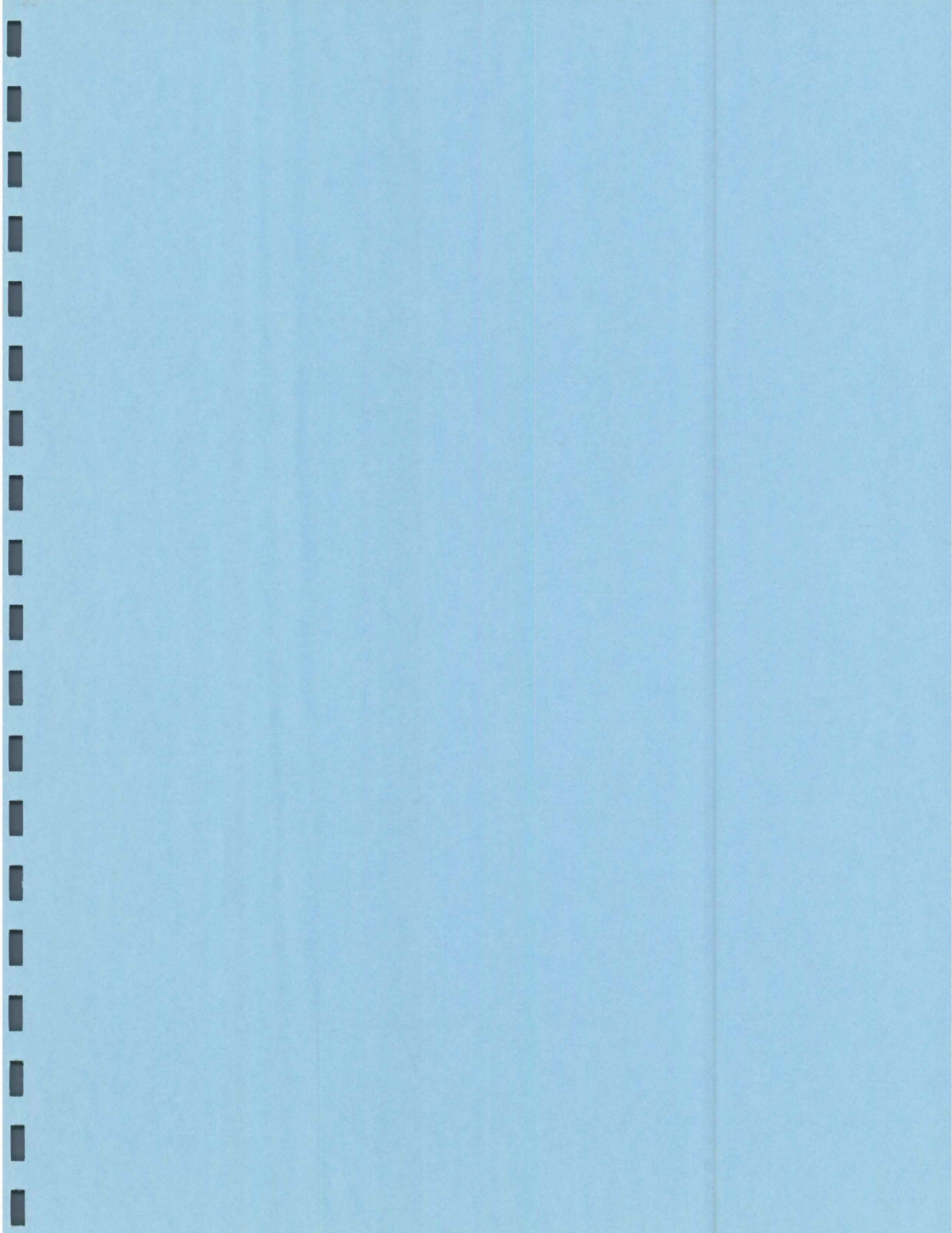
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ORIGIN and DESTINATION TRAFFIC REPORT



IOWA

JULY 1968

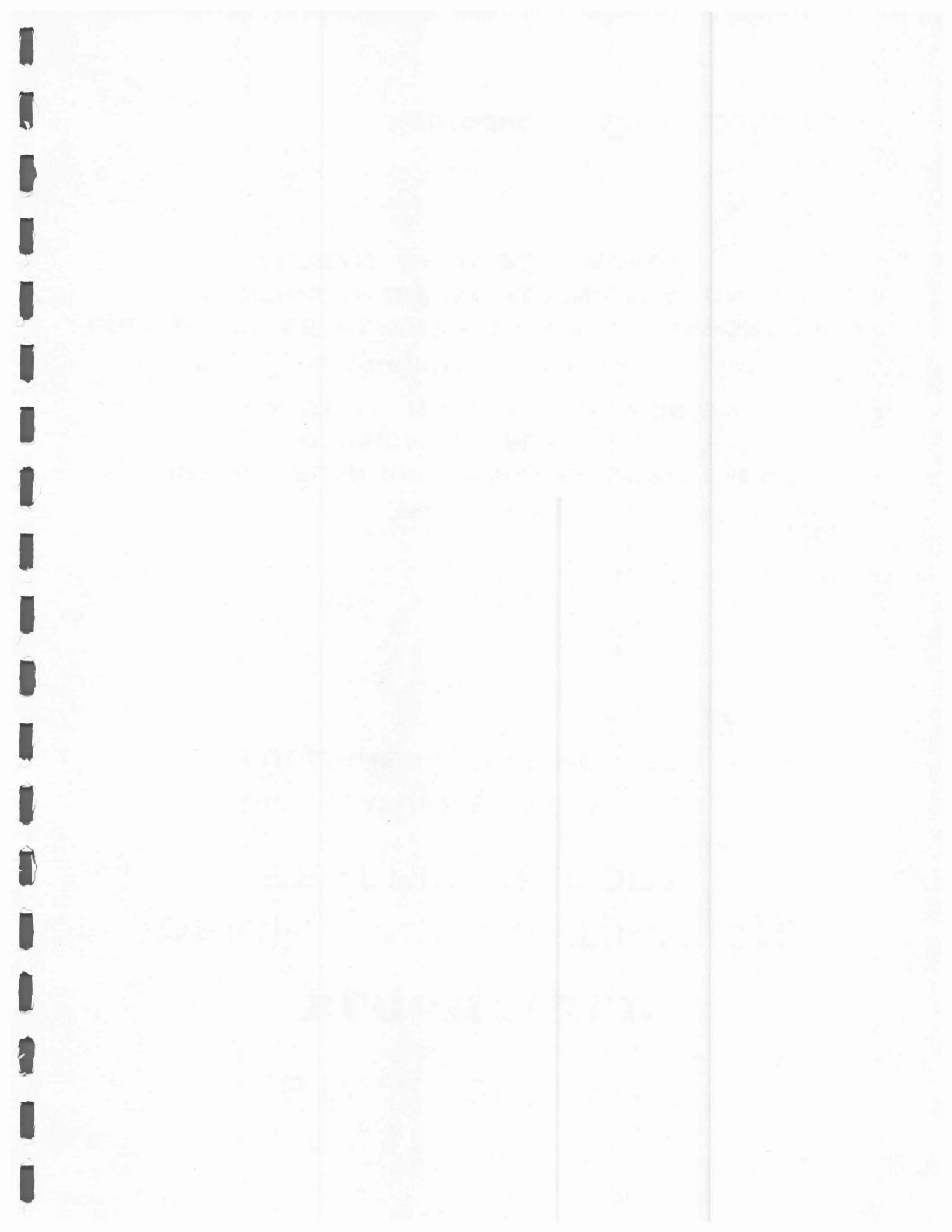


STATE OF IOWA
BLOOMFIELD
ORIGIN AND DESTINATION
TRAFFIC REPORT

DATA GATHERED JULY 1968
PUBLISHED FEBRUARY 1970

PREPARED BY
HIGHWAY PLANNING SURVEYS DEPARTMENT
DIVISION OF PLANNING
IOWA STATE HIGHWAY COMMISSION
IN COOPERATION WITH THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

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INTRODUCTION

This report is based on an external origin and destination traffic survey that was made in Bloomfield in July of 1968. The survey was conducted in cooperation with the United States Bureau of Public Roads and was made to determine the total number and type of vehicles entering or leaving the study area, along with specific origin-destination data from a representative sample of vehicle operators.

The purpose of this report is to summarize the data gathered in Bloomfield and to present this data in a manner which will implement the determination of traffic needs and thereby provide a sound basis for street and highway planning.

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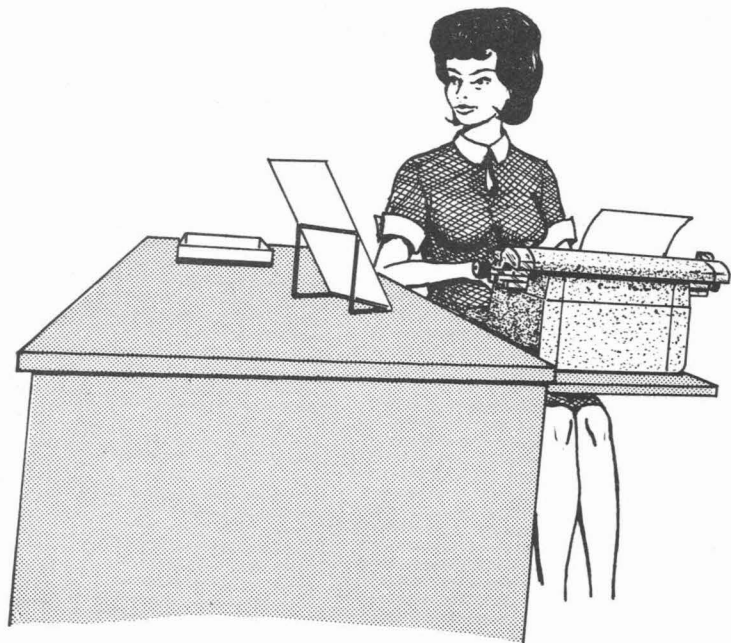
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DEFINITIONS OF TECHNICAL TERMS

Study Area	The area enclosed by a cordon line of interview stations
Cordon Line	A hypothetical line determined by the location of traffic interview stations and used to delimit the area under study
Interview Station	A location at which vehicle drivers are stopped and interviewed
Code Station	A location on a street or highway at the point where it crosses the cordon line and at which traffic is counted but not interviewed
Central Business District	The major business district of a city
Origin	The location from which a driver started a trip
Destination	The location at which a trip was ended
Trip	The one-way travel between a point of origin and a point of destination
Internal Trip	A trip having both origin and destination within the study area
External Local Trip	A trip having either origin or destination within the study area and which passed through only one interview station in the cordon line enroute to its destination
External Through Trip	A trip having neither origin nor destination within the study area but which passes through it enroute to its destination
Traffic	The total number of vehicles passing a given point
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel

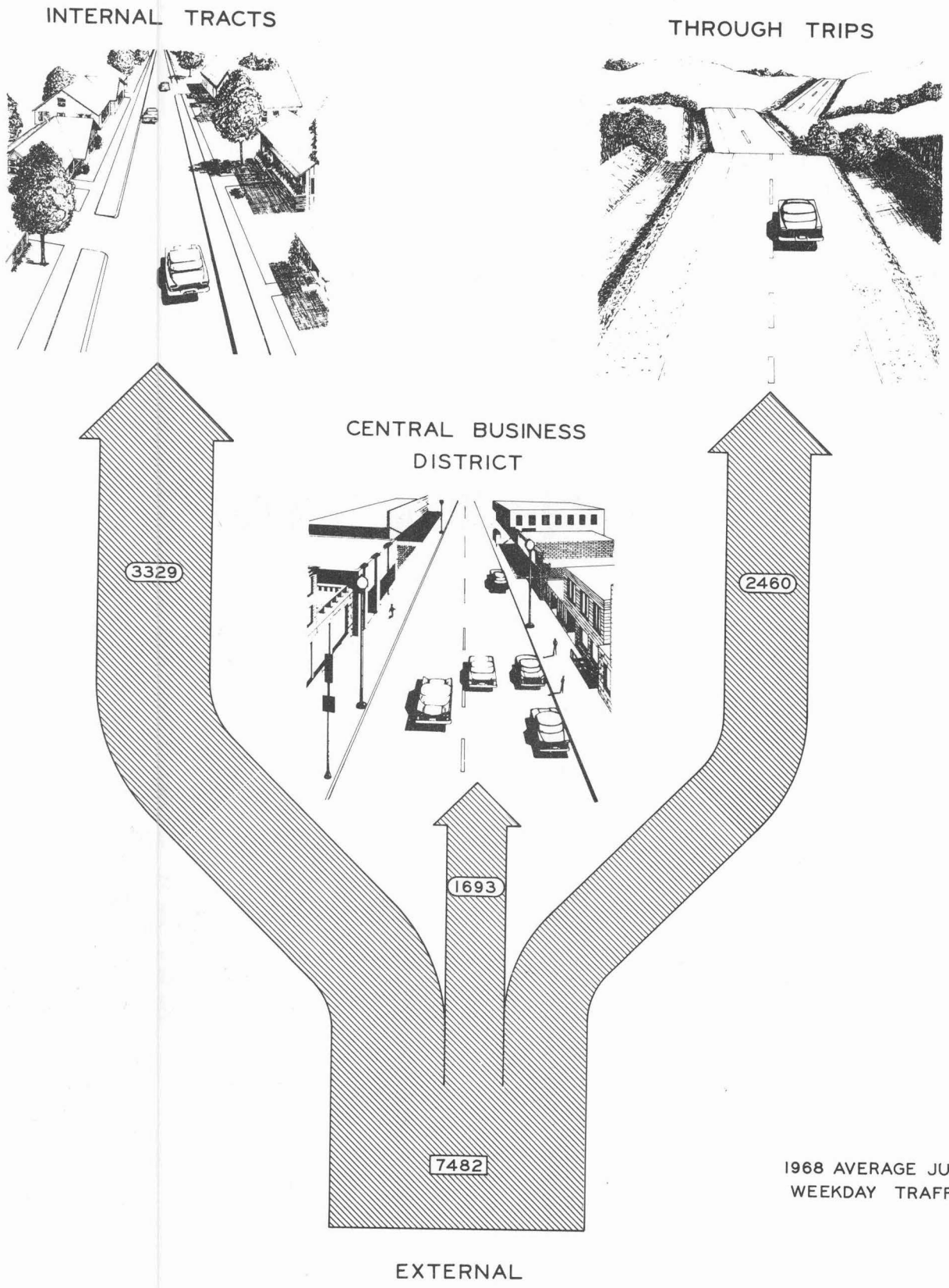


Significant Facts



Part One

FIGURE 1-1
DISTRIBUTION OF TRIPS
BLOOMFIELD STUDY AREA



SUMMARY

The chart at the left graphically illustrates some of the more significant traffic volumes derived from the Bloomfield origin and destination traffic survey. An average of 7,482 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period.

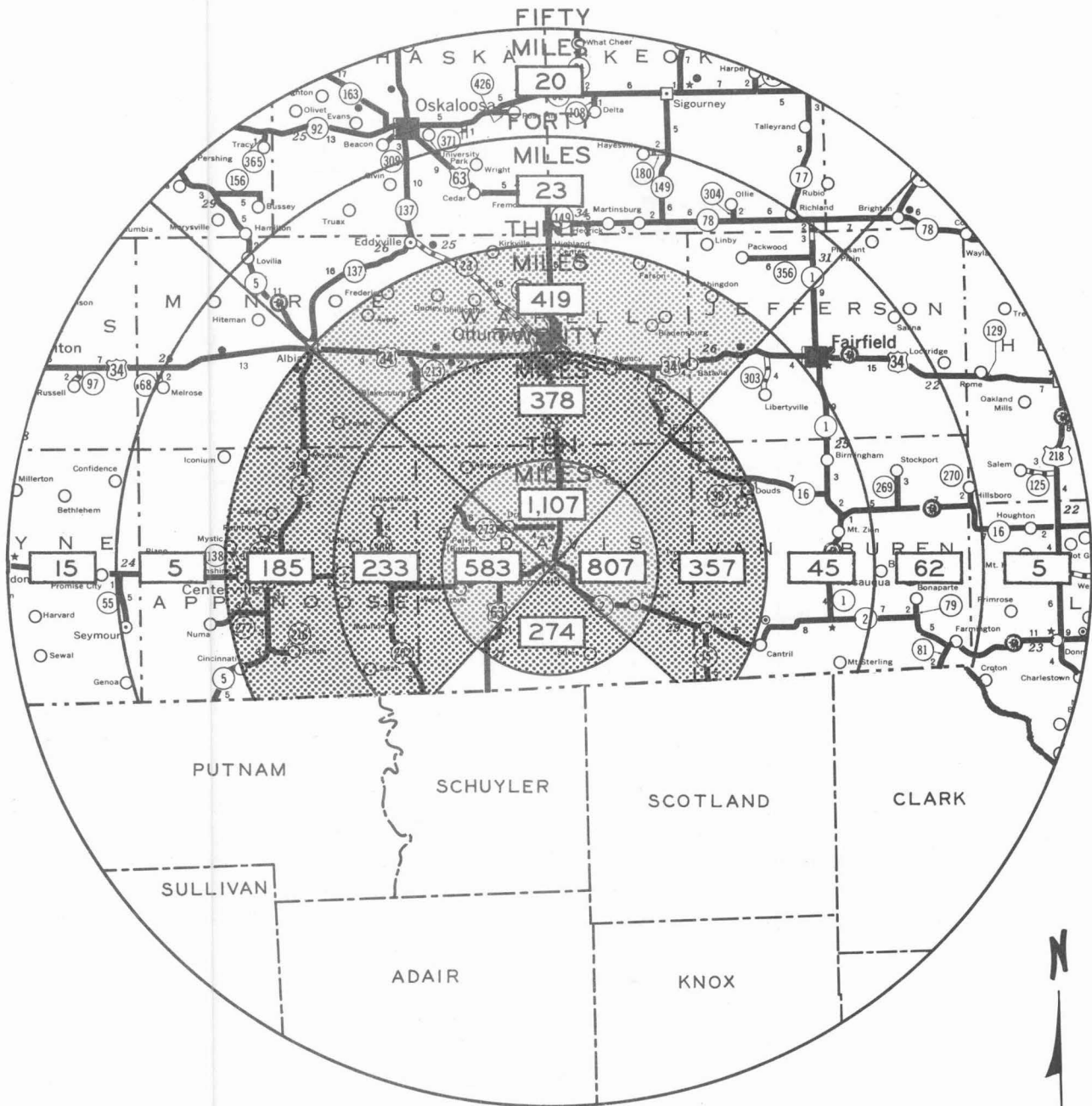
1,693 trips or 22.63 percent of the total number of trips were between external areas and the central business district.

3,329 trips or 44.49 percent of the total number of trips were between external and internal areas exclusive of the central business district.

2,460 trips or 32.88 percent of the total number of trips were through trips which passed through Bloomfield enroute to another destination.

Of the total number of trips which passed through interview stations, 17.82 percent began or ended at work, 28.23 percent were for social or recreational purposes, 19.50 percent were during work, 12.28 percent were for personal business, 12.24 percent were for shopping, and the remaining 9.93 percent were for other purposes.

FIGURE 1-2
 REGIONAL INFLUENCE OF THE
 BLOOMFIELD STUDY AREA



- 0 TO 100 TRIPS
- 100 TO 200 TRIPS
- 200 TO 400 TRIPS
- 400 AND OVER

1968 AVERAGE JULY
 WEEKDAY TRAFFIC

Table 1-2
REGIONAL INFLUENCE OF THE BLOOMFIELD STUDY AREA

1968 Average July Weekday Traffic

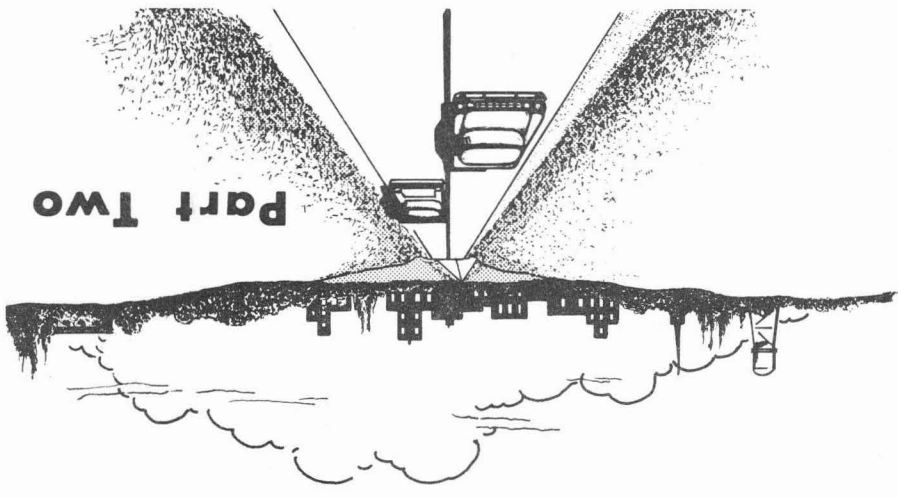
Miles From Study Area		Number of Trips	Percent of Total Trips Within a Fifty-Mile Radius
North	0 - 10	1,107	24.48
	10 - 20	378	8.36
	20 - 30	419	9.26
	30 - 40	23	.51
	40 - 50	20	.44
North Total		1,947	43.05
East	0 - 10	807	17.85
	10 - 20	357	7.89
	20 - 30	45	1.00
	30 - 40	62	1.37
	40 - 50	5	.11
East Total		1,276	28.22
West	0 - 10	583	12.89
	10 - 20	233	5.15
	20 - 30	186	4.11
	30 - 40	7	.16
	40 - 50	16	.36
West Total		1,025	22.67
So.	0 - 10	274	6.06
South Total		274	6.06
Grand Total		4,522	100.00

TABLE 1-2
 VEHICLE TYPE SUMMARY
 BLOOMFIELD STUDY AREA

1968 AVERAGE JULY WEEKDAY TRAFFIC

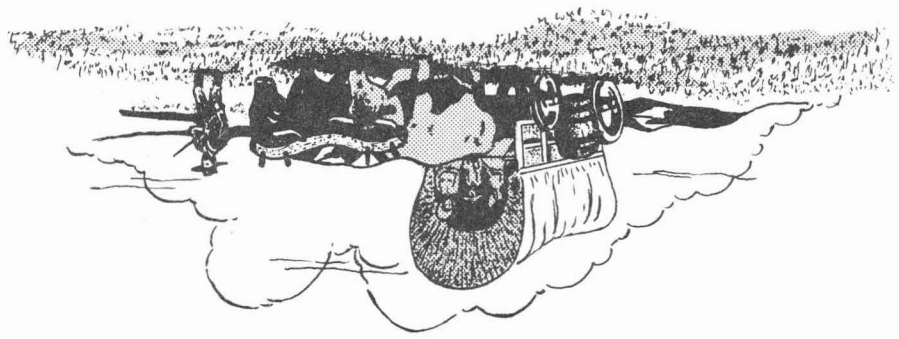
Station	Location	Passenger Cars	Pickups and Panels	Single Unit Trucks	Truck Combinations	Total
701	U.S. 63 North	3,164	488	229	271	4,152
702	Iowa 2 East	1,645	313	148	71	2,177
704	F.A.S. 867 South	228	95	12	3	338
705	U.S. 63 and Iowa 2 West	2,308	310	153	252	3,023
708	F.A.S. 3133 North	128	53	13	1	195
Grand Total		7,473	1,259	555	598	9,885

The totals shown above include the duplication of those trips which passed entirely through the study area and were, therefore, interviewed twice.



Part Two

History and Development



HISTORY

Davis County and its county seat, Bloomfield, were at one time part of a hotly contested boundary dispute between Iowa and Missouri. Delegations from both states sought the votes of area residents which were freely given - to both sides. With each state seeking to outdo the other in concessions, it was an enviable situation until tax collectors arrived from both states. The dispute was eventually settled in the courts and the area was finally awarded to Iowa.

Bloomfield was platted by the County Commissioners, S. W. McAtee, Abram Weaver, and Samuel Evans on April 29, 1844. There was a dispute as to what the town should be named with Bloomfield finally being chosen over "Davis" and "Jefferson."

Residents of Bloomfield voted for incorporation in 1852. A revised plat was then filed at the State Capital in Des Moines.

Bloomfield's first newspaper, The Union Guard, was begun in 1863 by A. M. Karns. In 1868 E. T. White purchased the paper and changed the name to The Davis County Republican.

Municipal electric service was begun in 1892. At that time the plant produced direct current and was used only in the evenings for lighting.

In 1900, Bloomfield began providing municipal water service for the city. A deep well was drilled to a depth of 1,817 feet in order to obtain a satisfactory supply of water. A water reservoir was created in 1937 which covered 73 acres and was able to store 315 million gallons of water. Additional mains and purification equipment have been added to the system in order to maintain an adequate water supply.

Bloomfield's first schoolhouse was built in 1849. A program of continuing progress has provided up-to-date educational facilities for the town.

In 1931, the city began construction of a sewage disposal plant. The system has since been expanded with the addition of new lift stations and pumping facilities along with improvement of the plant. Natural gas was made available to the citizens of Bloomfield in 1957 with the construction of a municipal gas system.

The first municipal airport was created in 1952 but was abandoned shortly after the present airport site was purchased in 1960. In 1965, plans were made to expand and improve the airport facilities. A large grant was obtained from the federal government and was combined with funds obtained from the sale of airport bonds to extend and pave runways, provide lighting and for other improvements.

Located near the center of Davis County in southeast Iowa, Bloomfield is served by U.S. Highway 63 and Iowa 2.

POPULATION TRENDS

BLOOMFIELD POPULATION

Table 2-1

Census Year	Bloomfield Population	Volume Increase or Decrease	Percent Change 10-Year Period
1900	2,105	--	--
1910	2,028	- 77	- 3.66
1920	2,064	36	1.78
1930	2,226	162	7.85
1940	2,737	511	22.96
1950	2,688	- 49	- 1.79
1960	2,771	83	3.09

DAVIS COUNTY POPULATION

Table 2-2

Census Year	Davis Co. Population	Volume Increase or Decrease	Percent Change 10-Year Period
1860	13,764	--	--
1870	15,565	1,801	13.08
1880	16,468	903	5.80
1890	15,258	- 1,210	- 7.93
1900	15,620	362	2.37
1910	13,315	- 2,305	- 14.76
1920	12,574	- 741	- 5.57
1930	11,150	- 1,424	- 11.25
1940	11,136	- 14	- .13
1950	9,959	- 1,177	- 10.57
1960	9,199	- 760	- 7.63

FIGURE 2-1
POPULATION TRENDS

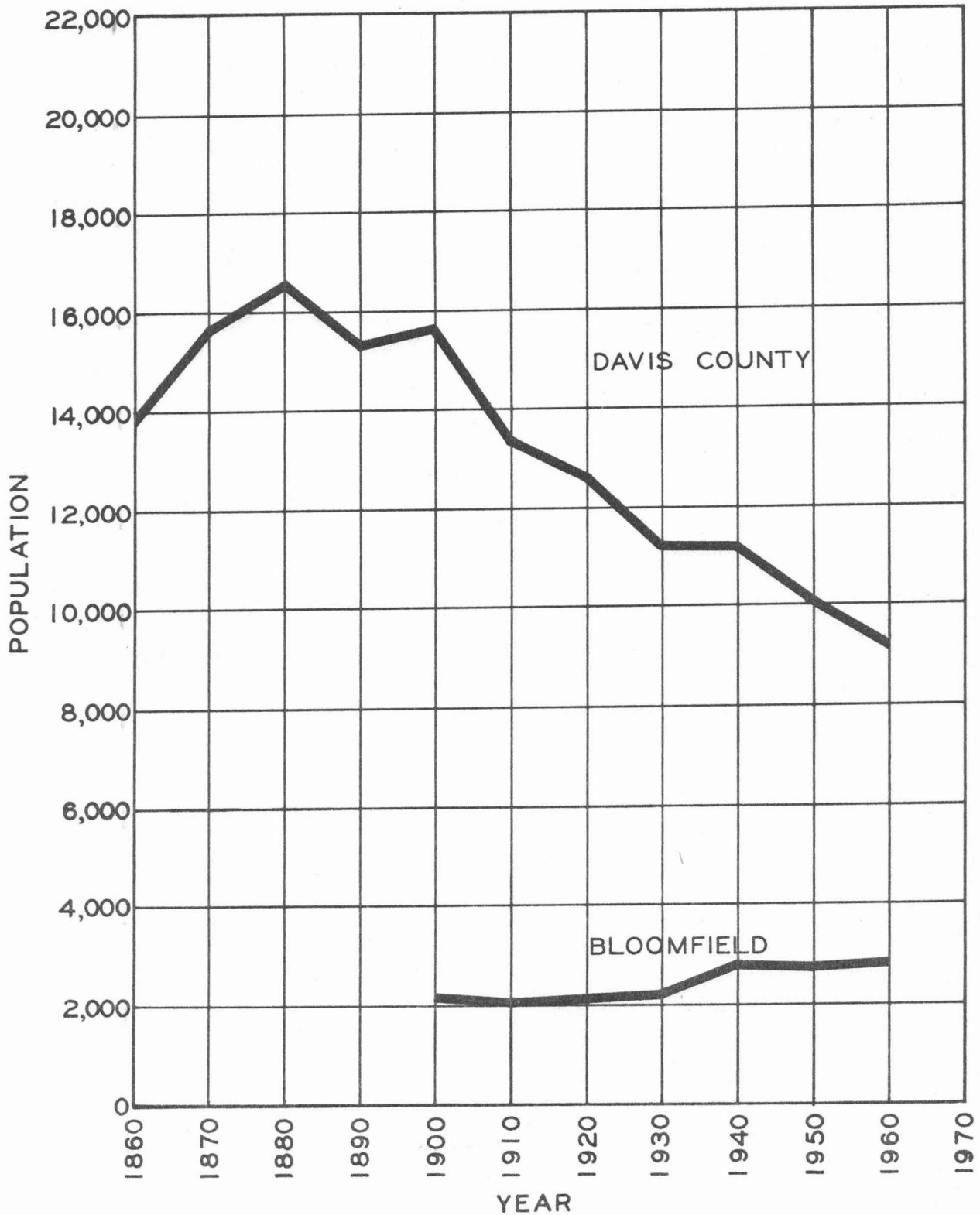
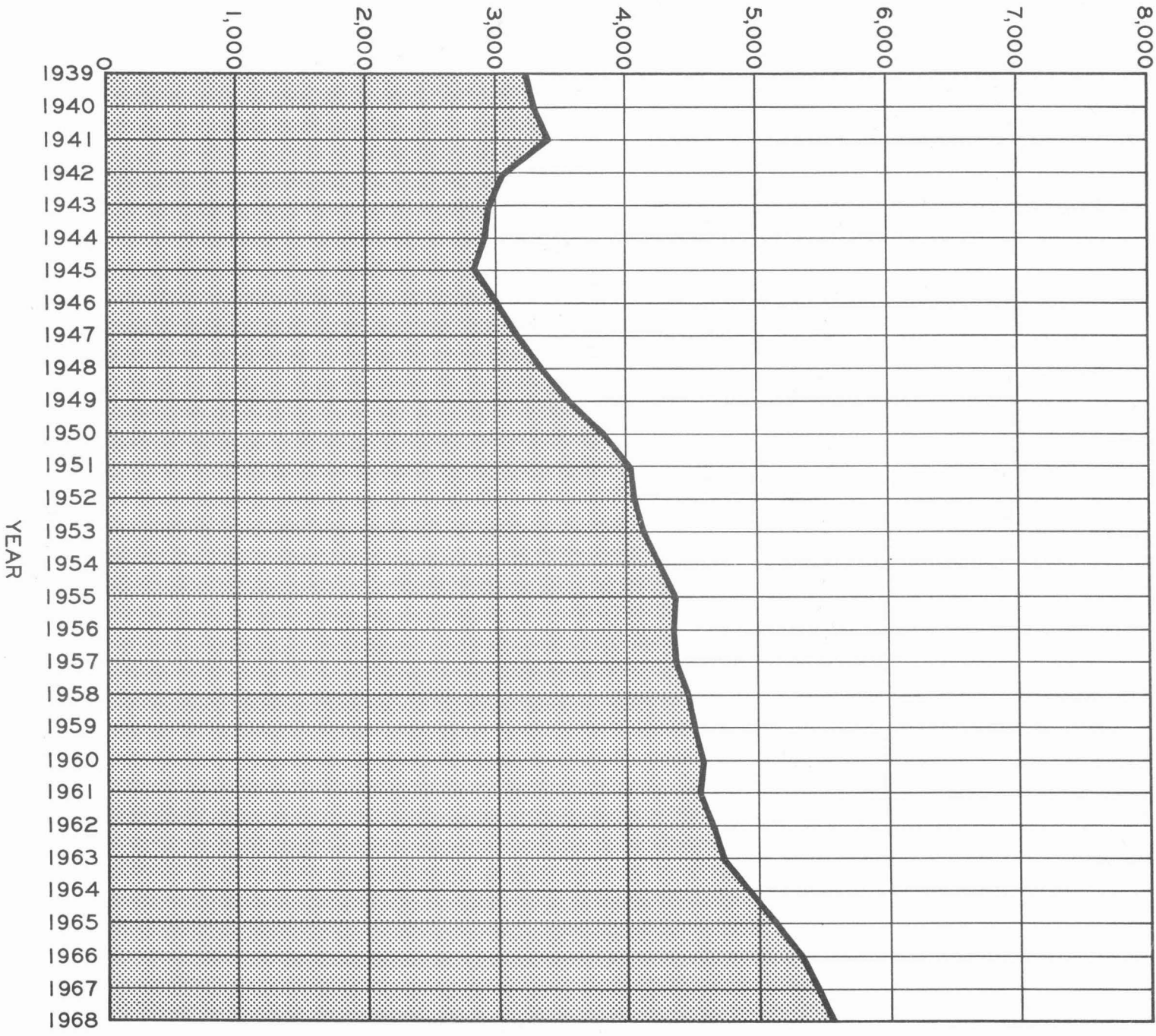


TABLE 2-3
MOTOR VEHICLE REGISTRATION IN DAVIS COUNTY
FROM 1939 THROUGH 1968

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1939	2,903	327	6	3,236	
1940	2,942	349	11	3,302	2.04
1941	3,022	381	6	3,409	3.24
1942	2,770	341	5	3,116	- 8.59
1943	2,649	314	4	2,967	- 4.78
1944	2,601	319	2	2,922	- 1.52
1945	2,508	330	2	2,840	- 2.81
1946	2,589	401	9	2,999	5.60
1947	2,705	461	16	3,182	6.10
1948	2,828	512	17	3,357	5.50
1949	2,979	594	13	3,586	6.82
1950	3,215	633	12	3,860	7.64
1951	3,312	696	10	4,018	4.09
1952	3,286	734	13	4,033	.37
1953	3,331	786	21	4,138	2.60
1954	3,389	818	30	4,287	3.60
1955	3,521	831	29	4,381	2.19
1956	3,512	833	20	4,365	- .37
1957	3,507	864	19	4,390	.57
1958	3,534	922	26	4,482	2.10
1959	3,540	945	26	4,511	.65
1960	3,541	1,006	32	4,579	1.51
1961	3,474	1,021	31	4,526	- 1.16
1962	3,578	1,041	27	4,646	2.65
1963	3,611	1,086	24	4,721	1.61
1964	3,732	1,196	28	4,956	4.98
1965	3,776	1,314	53	5,143	3.77
1966	3,861	1,392	68	5,321	3.46
1967	3,901	1,467	77	5,445	2.33
1968	3,999	1,480	87	5,566	2.22

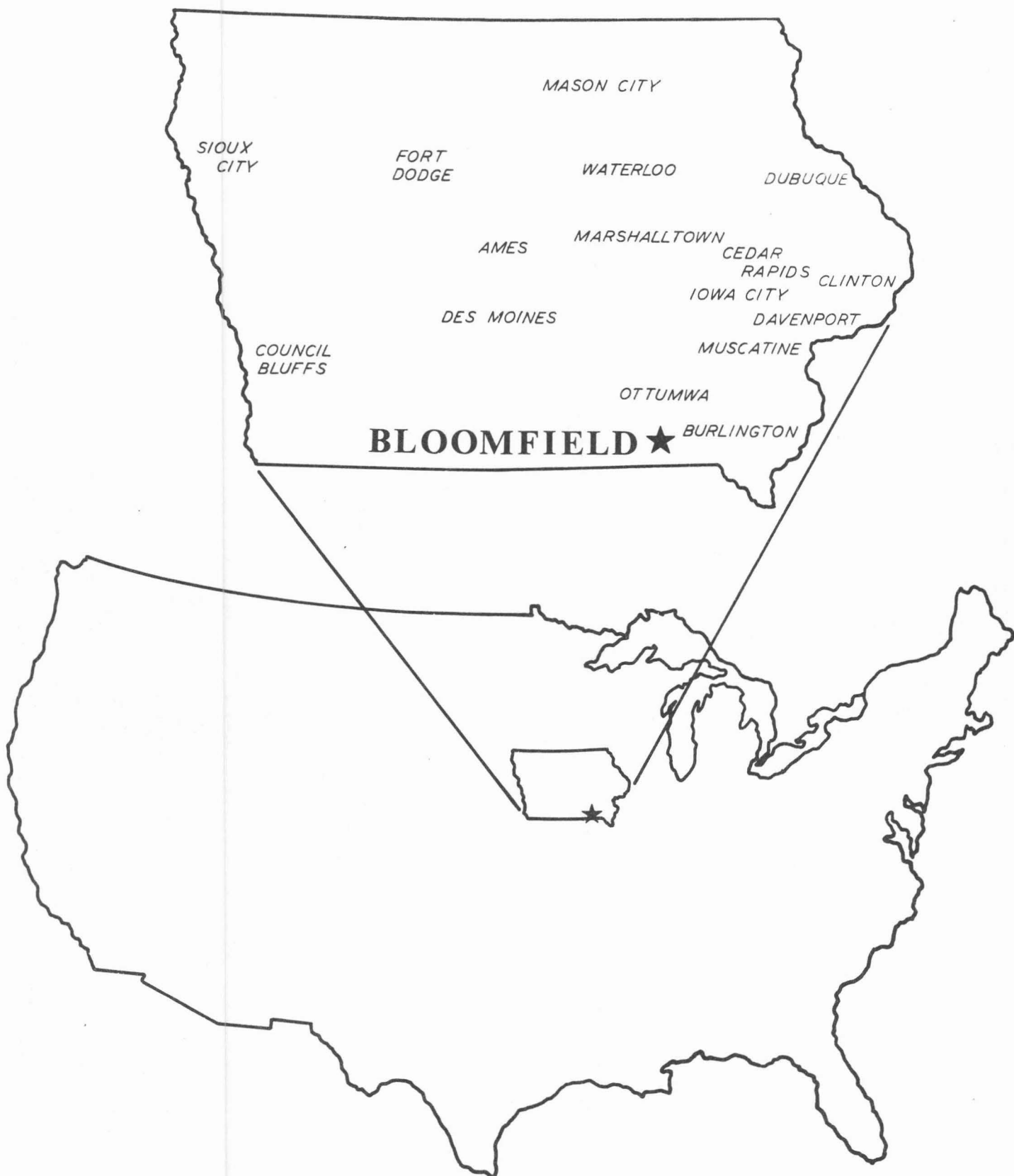
NUMBER OF MOTOR VEHICLE REGISTRATIONS



MOTOR VEHICLE REGISTRATION IN DAVIS COUNTY
FROM 1939 THROUGH 1968

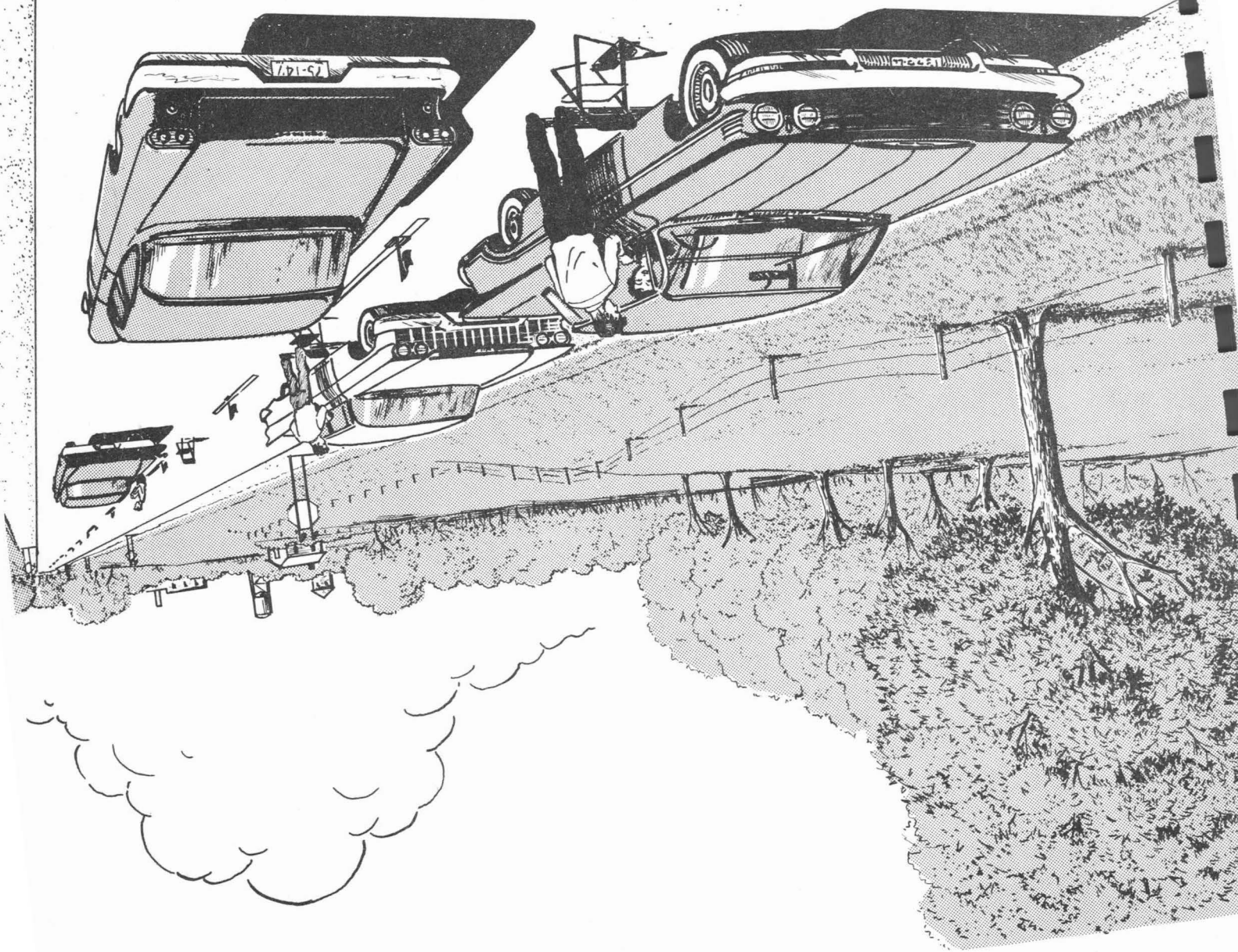
FIGURE 2-2

FIGURE 2-3
STUDY AREA POSITION



Procedures

Survey



THE SURVEY

An external origin and destination traffic survey, of the type conducted in Bloomfield, is designed primarily to determine the origin, destination, and purpose of travel, along with the number and type of all vehicles entering or leaving the study area in a given period of time.

It has been demonstrated that travel is an expression of behavior and as such, tends to be repetitive. It is this repetition which enables the statistician and the highway planner to expand and project current data for the prediction of future needs.

In order to obtain accurate information upon which to base an analysis, it is necessary to interview vehicle drivers at strategically located interview stations. A cordon line composed of interview stations and code stations was located around the perimeter of the study area. Interview stations were located on all major roads entering the study area and all other roads were assigned station code numbers to facilitate the organization of interview data for those through trips which passed through only one interview station. The study area was divided into six tracts, and all trips which had either their origin or their destination within the study area were traced to one of these tracts.

Interviewing for the Bloomfield survey was done between July 22nd and 29th in 1968. All vehicles passing through interview stations during a 15-hour period from 6 a.m. to 9 p.m. were stopped briefly for interviews in which vehicle operators were questioned concerning the origin, destination, and purpose of the trip in progress. In addition, the vehicle type was recorded along with the location where it was normally kept or garaged, the place of registration, direction of travel, and number of occupants.

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 and, together with the data provided by the mechanical recorders, were used to expand the interview data to 24-hour average July weekday traffic for 1968.

At the conclusion of the field work, the data pertaining to each trip were coded and punched on tabulating cards. These cards were then sorted and tabulated by machine according to the 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 composed of "external local trips" and "external through trips." External local trips have only one terminal (which may be either the 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 cross the cordon line at least twice 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.

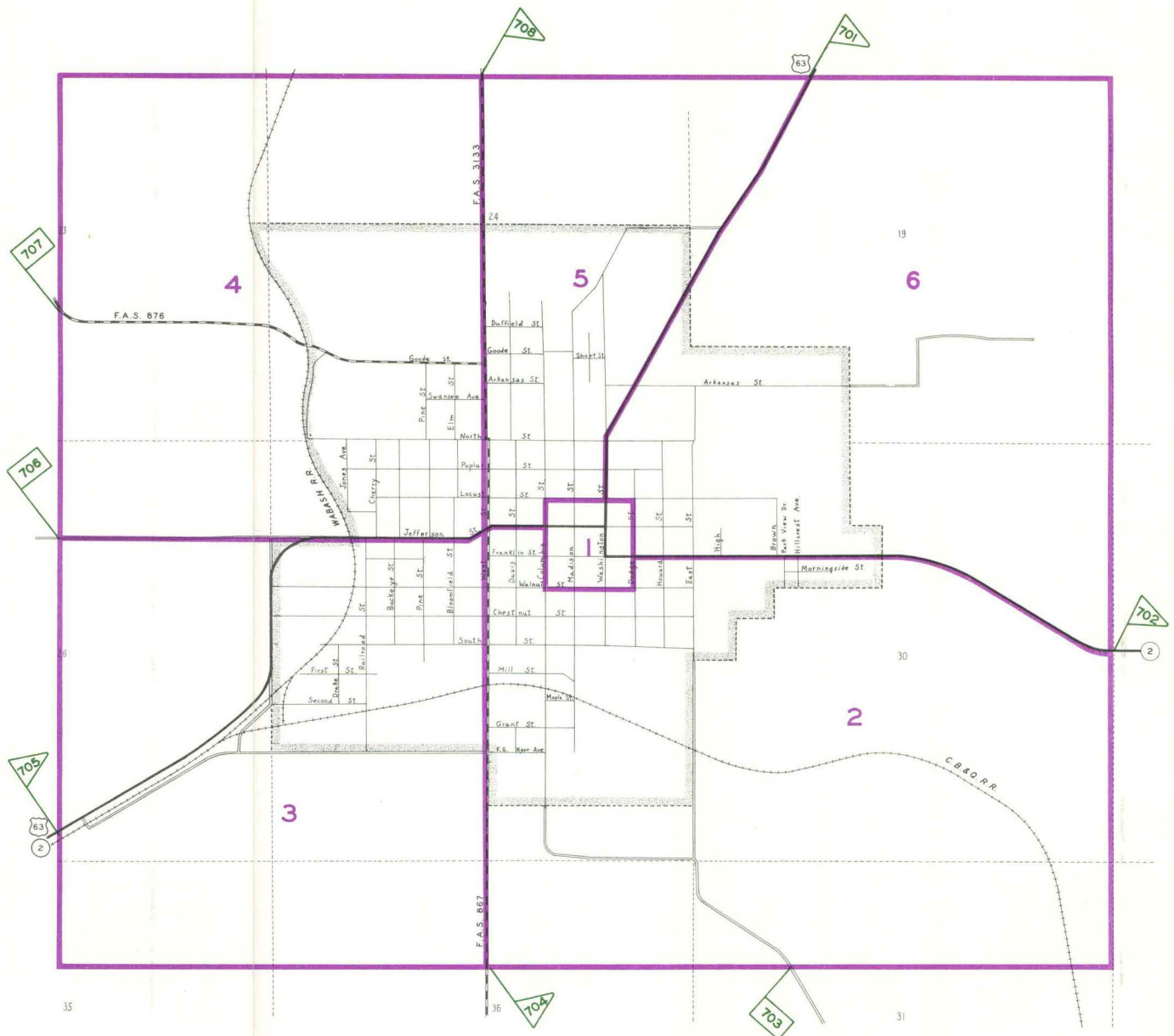
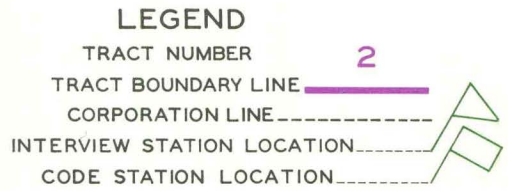
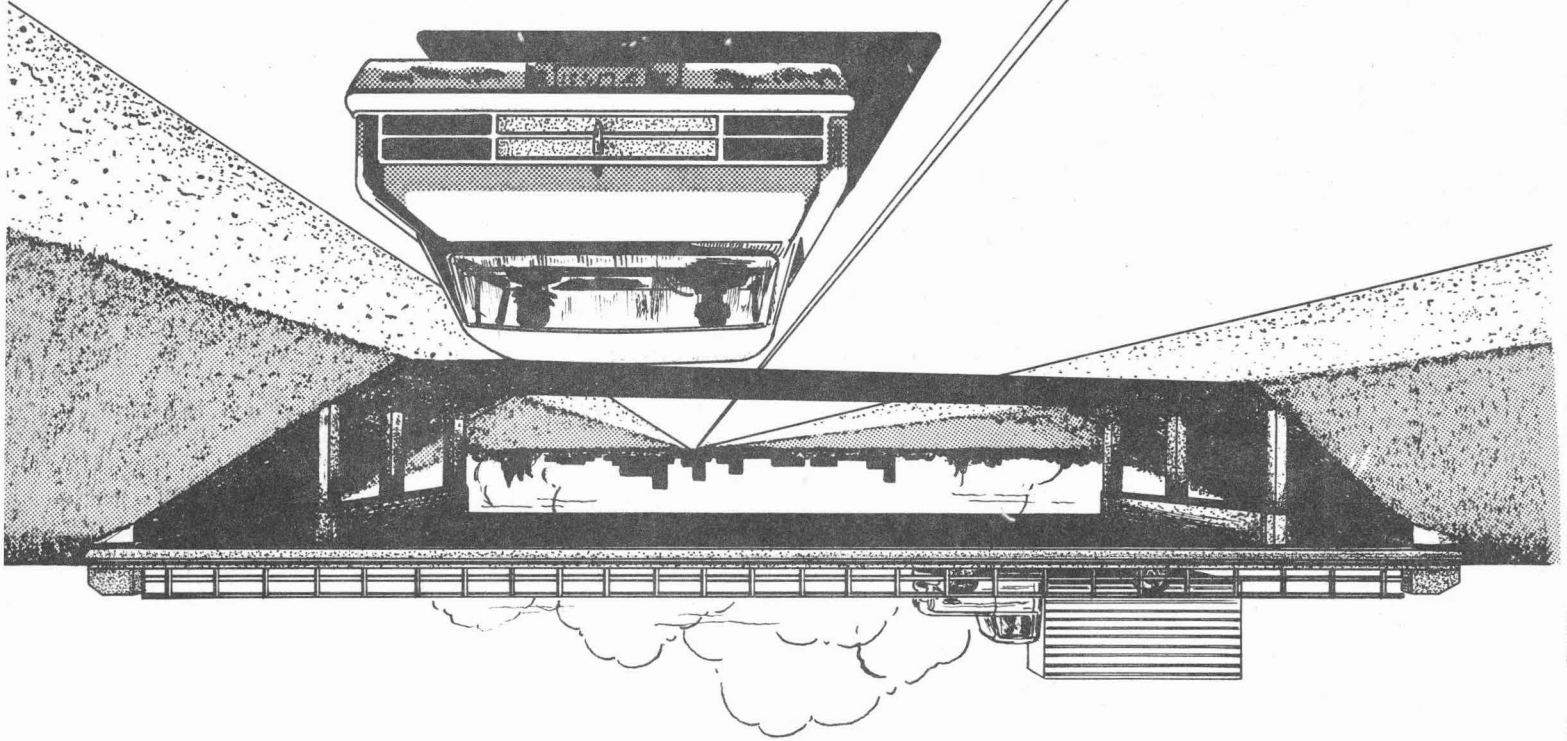


FIGURE 3-1
 TRACT MAP
 OF THE
 BLOOMFIELD STUDY AREA
 JULY 1968





Movements

Traffic

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 include both origins and destinations.

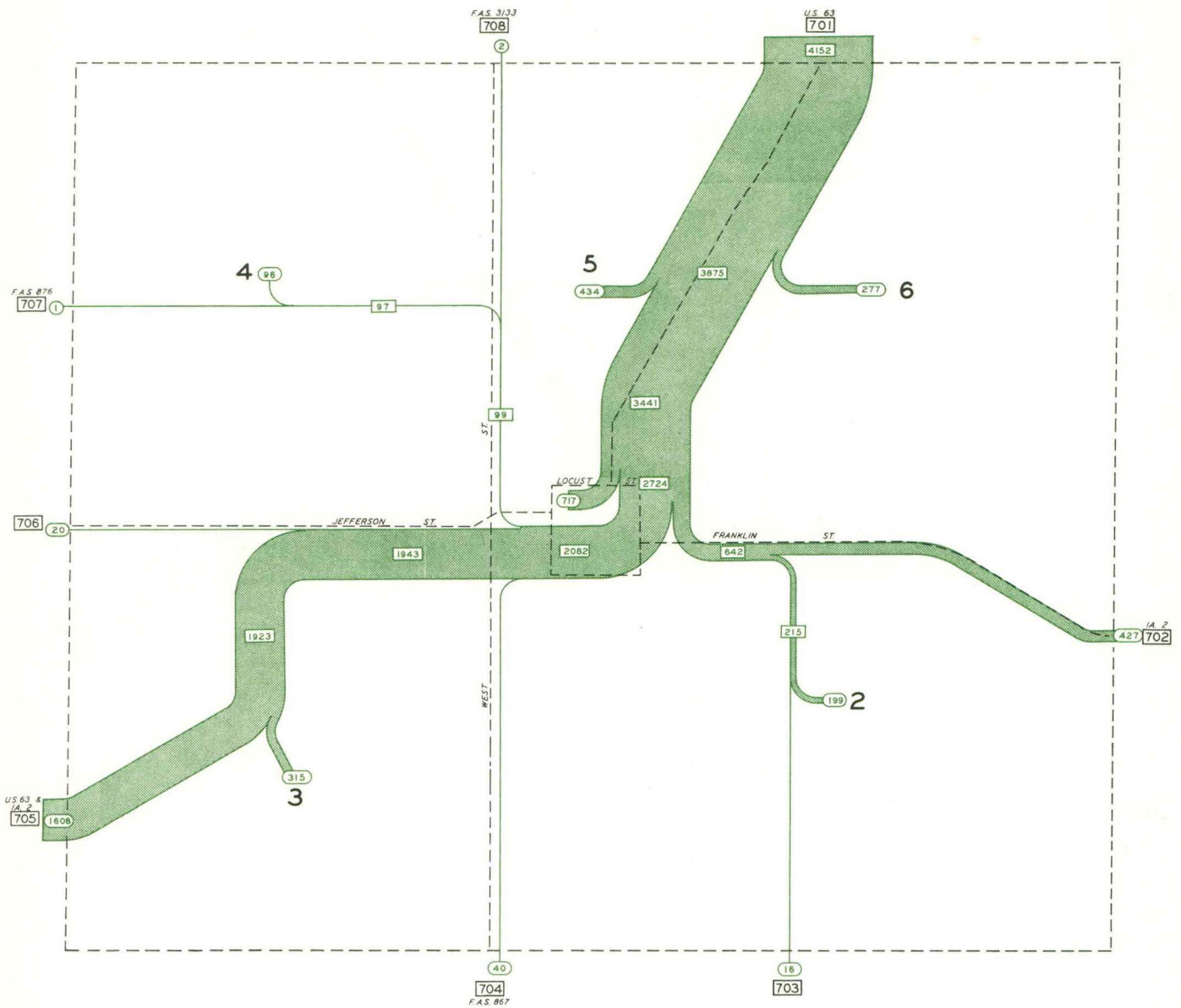
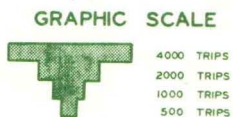


FIGURE 4-1
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 701 - U.S. 63 NORTH
 OF THE
 BLOOMFIELD STUDY AREA
 (ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS AND BUSES)

LEGEND

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



1968 AVERAGE JULY
 WEEKDAY TRAFFIC



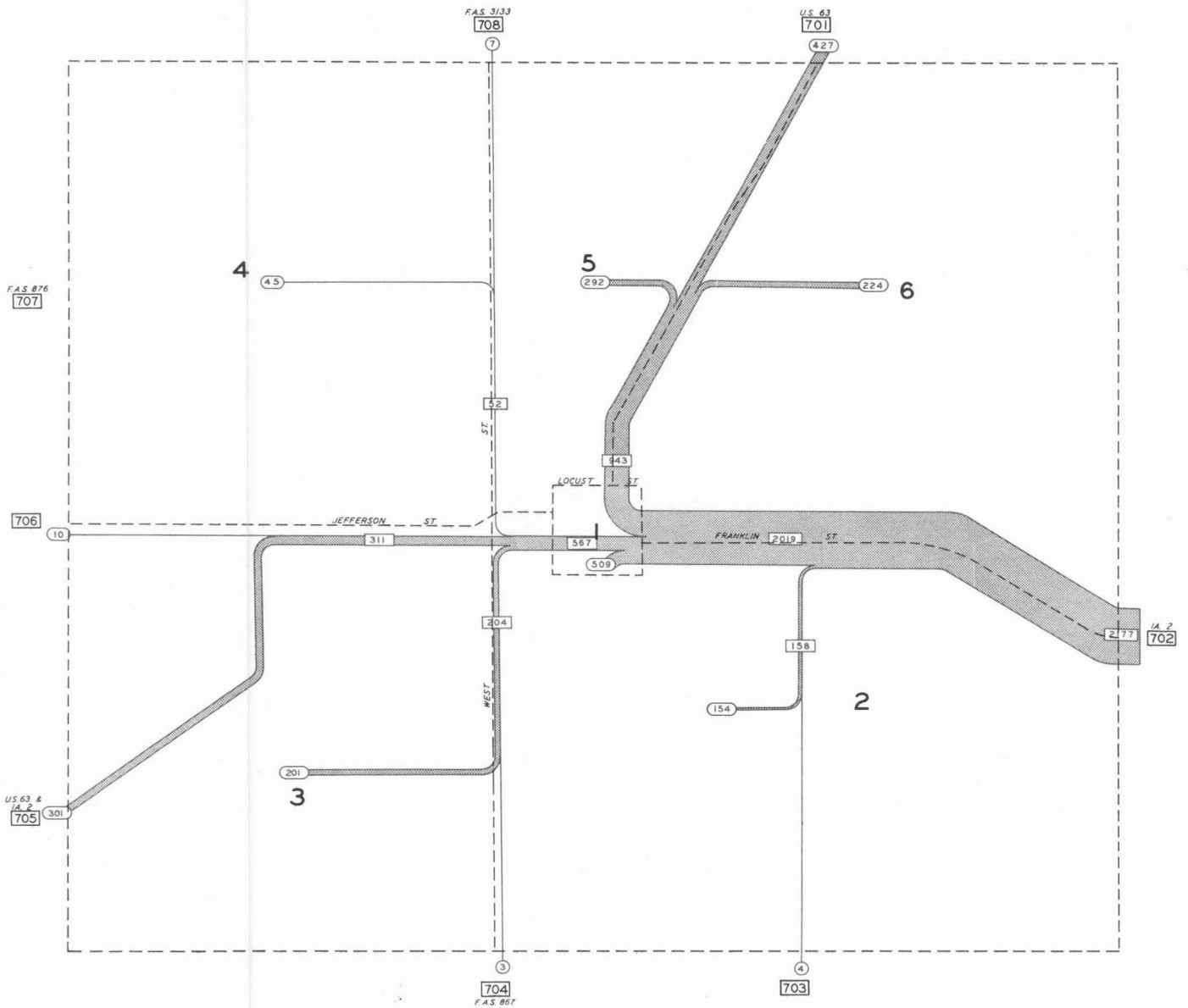
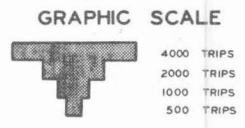


FIGURE 4-2
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 702-IOWA 2 EAST
 OF THE
 BLOOMFIELD STUDY AREA
 (ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS AND BUSES)

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



1968 AVERAGE JULY
 WEEKDAY TRAFFIC



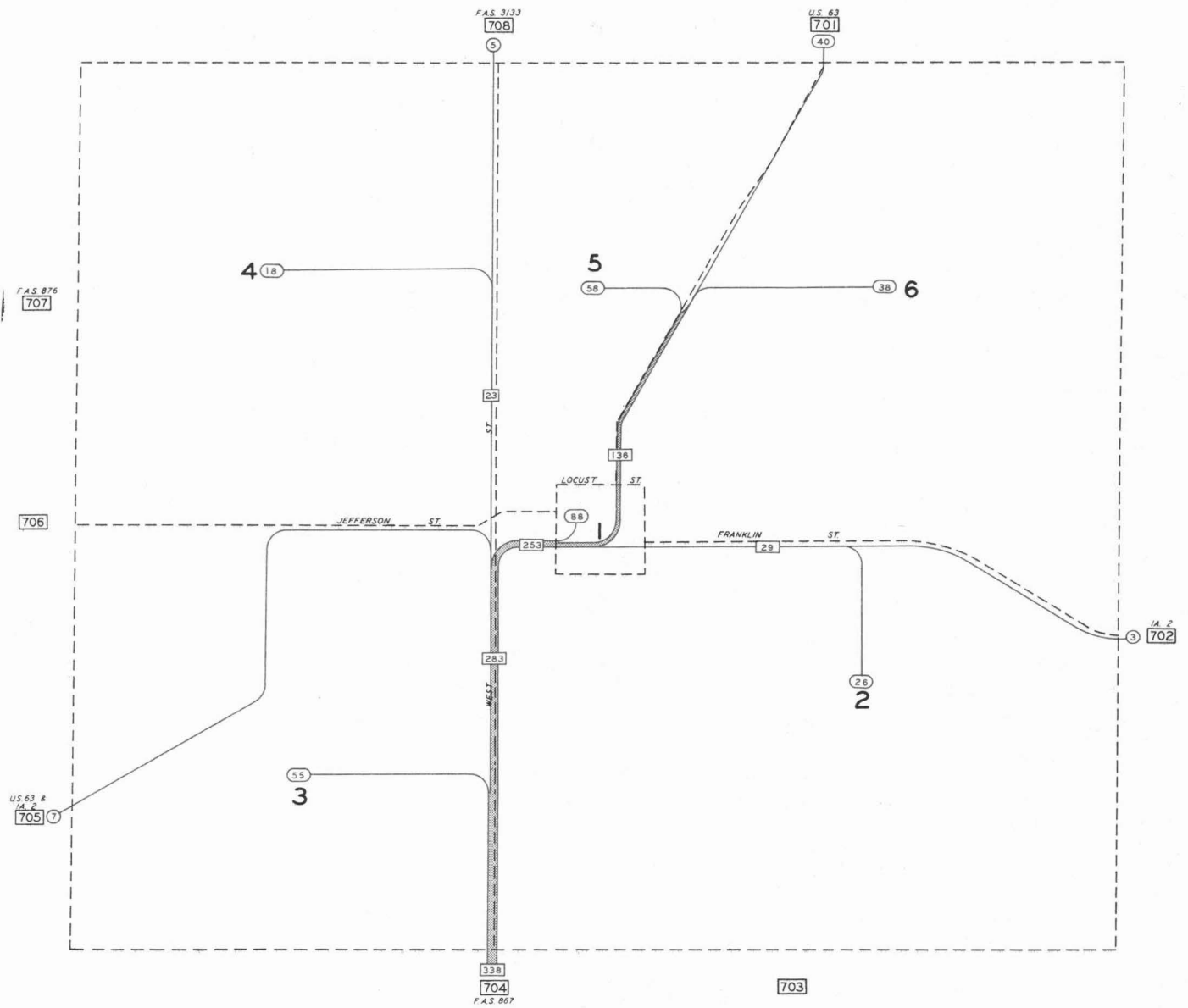


FIGURE 4-3
INTERNAL DISPERSION OF
ALL VEHICULAR TRIPS PASSING THROUGH
STATION 704 - F.A.S. 867 SOUTH
OF THE
BLOOMFIELD STUDY AREA
 (ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS AND BUSES)

LEGEND

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

GRAPHIC SCALE



1968 AVERAGE JULY
 WEEKDAY TRAFFIC



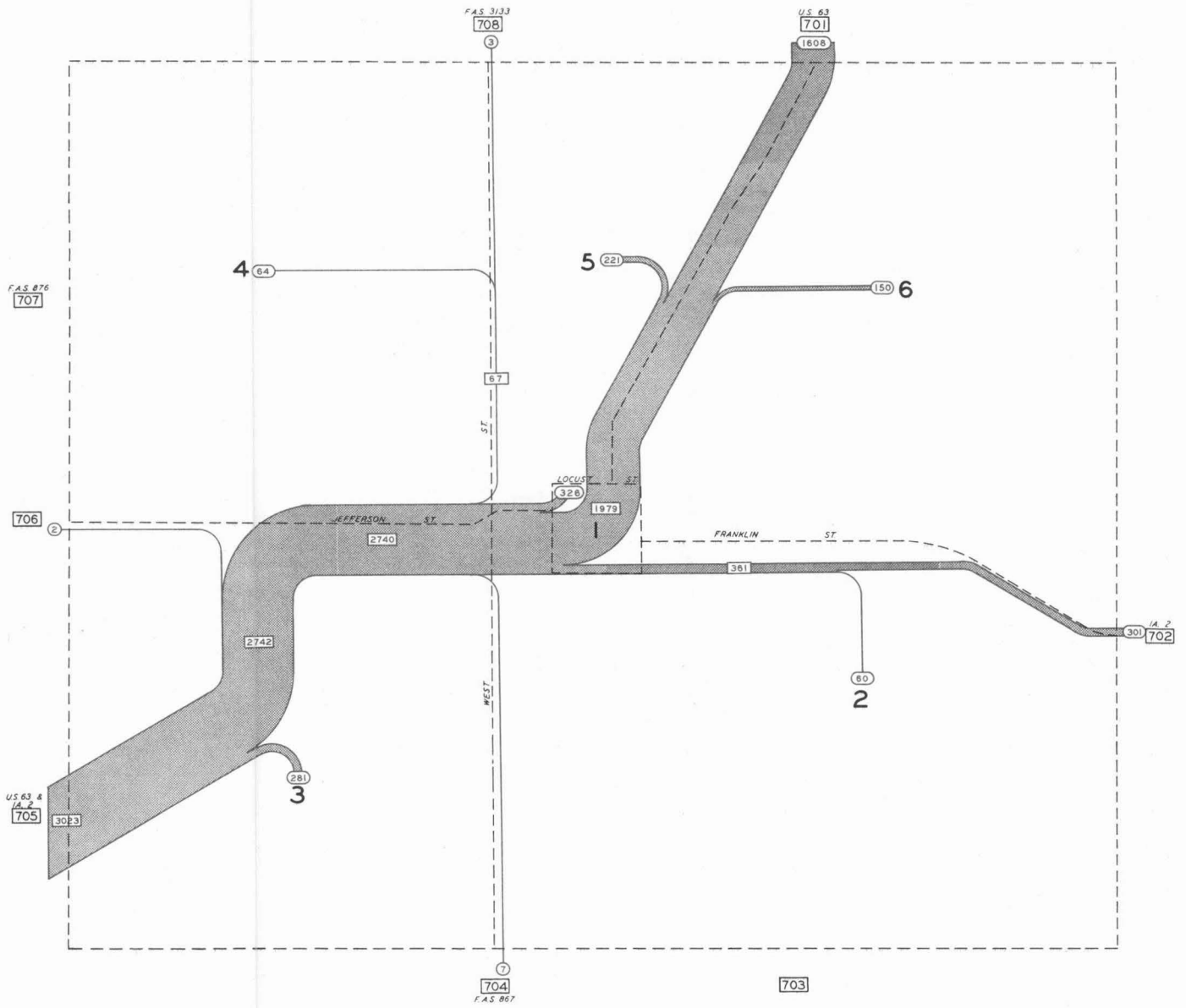


FIGURE 4-4
 INTERNAL DISPERSION OF
 ALL VEHICULAR TRIPS PASSING THROUGH
 STATION 705 - U.S. 63 AND IOWA 2 WEST
 OF THE
 BLOOMFIELD STUDY AREA
 (ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS AND BUSES)

LEGEND

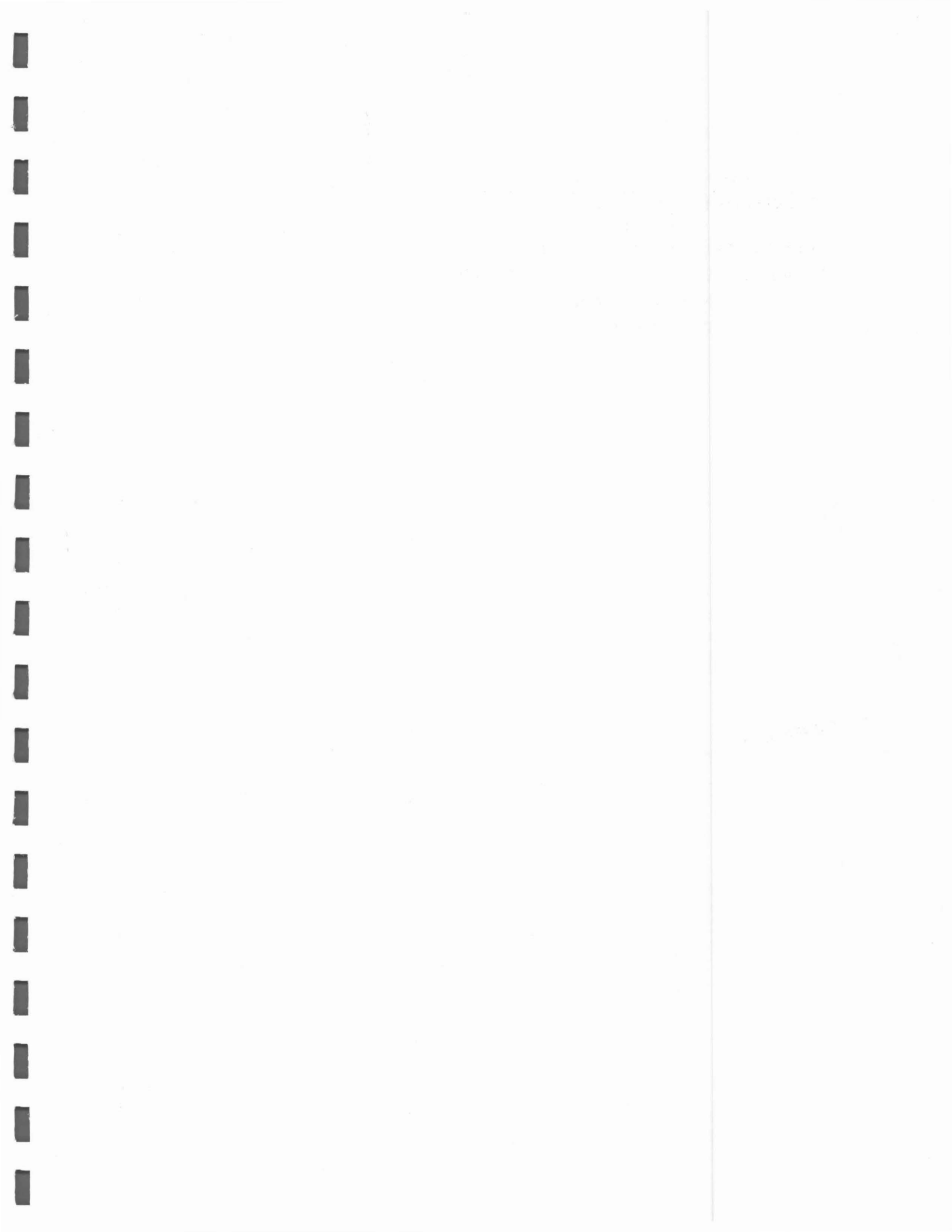
TRACT BOUNDARY LINE - - - - -
 CORPORATION LINE - - - - -

GRAPHIC SCALE



1968 AVERAGE JULY
 WEEKDAY TRAFFIC





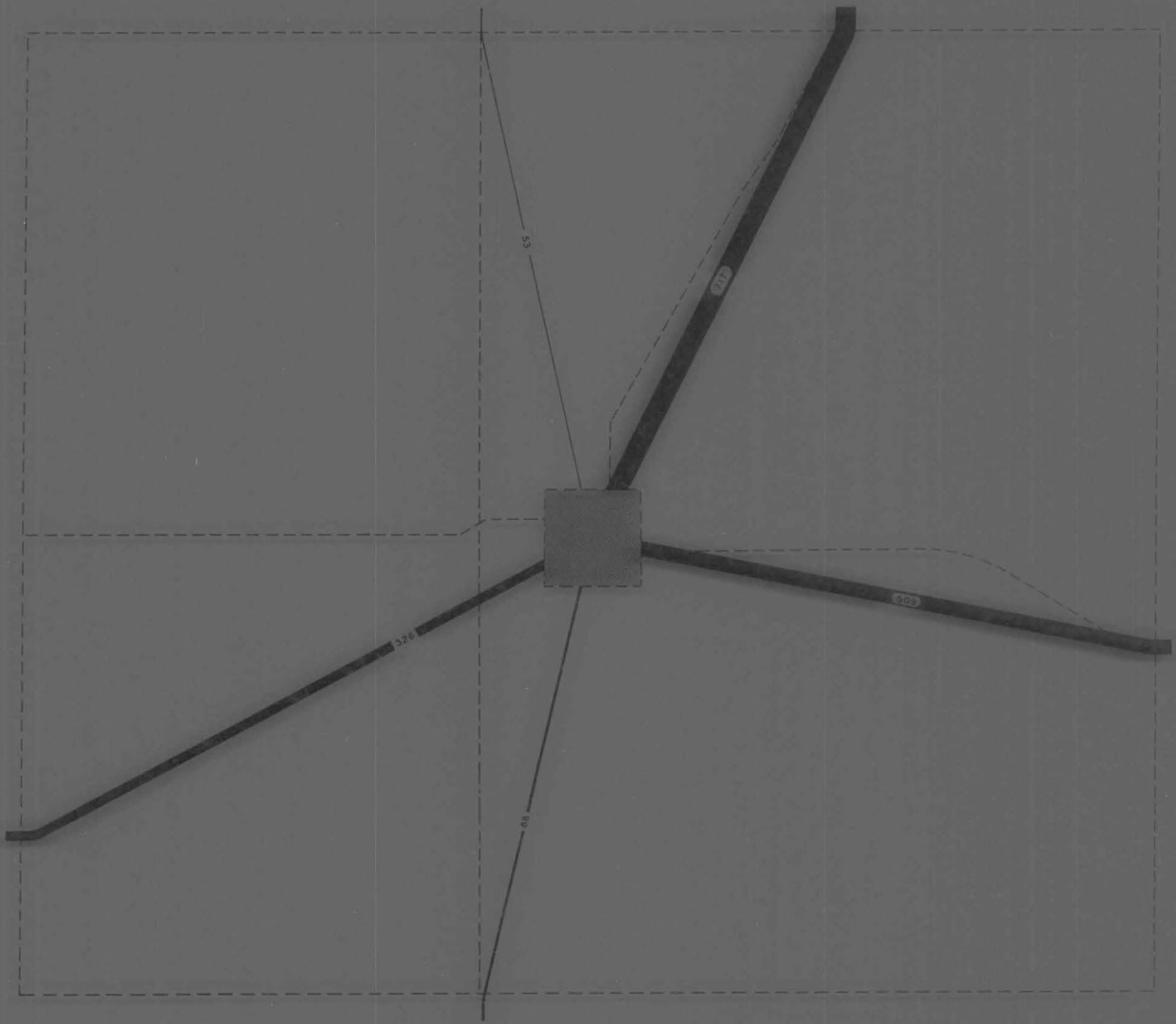


FIGURE 4-6

THE CENTRAL BUSINESS DISTRICT

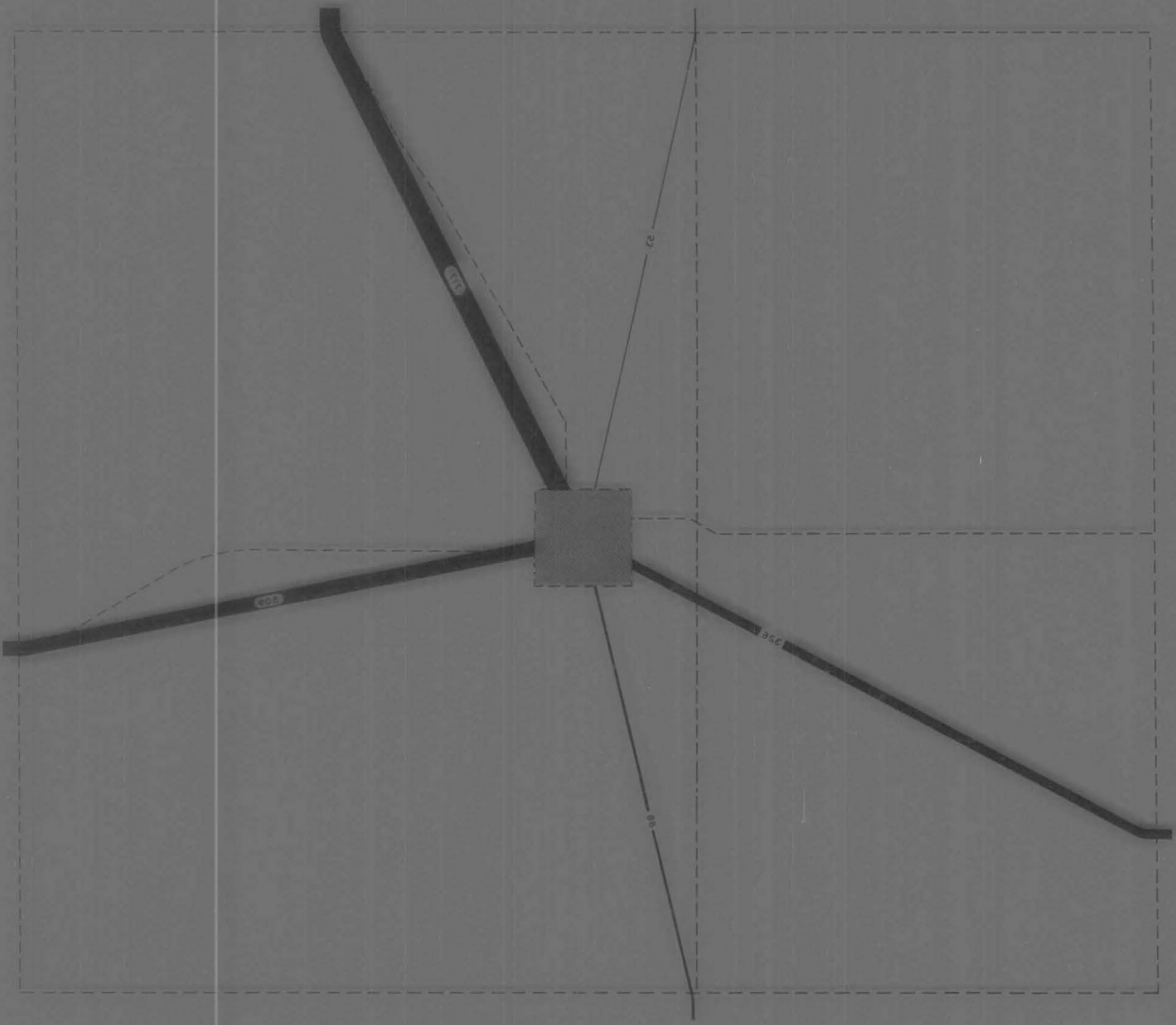
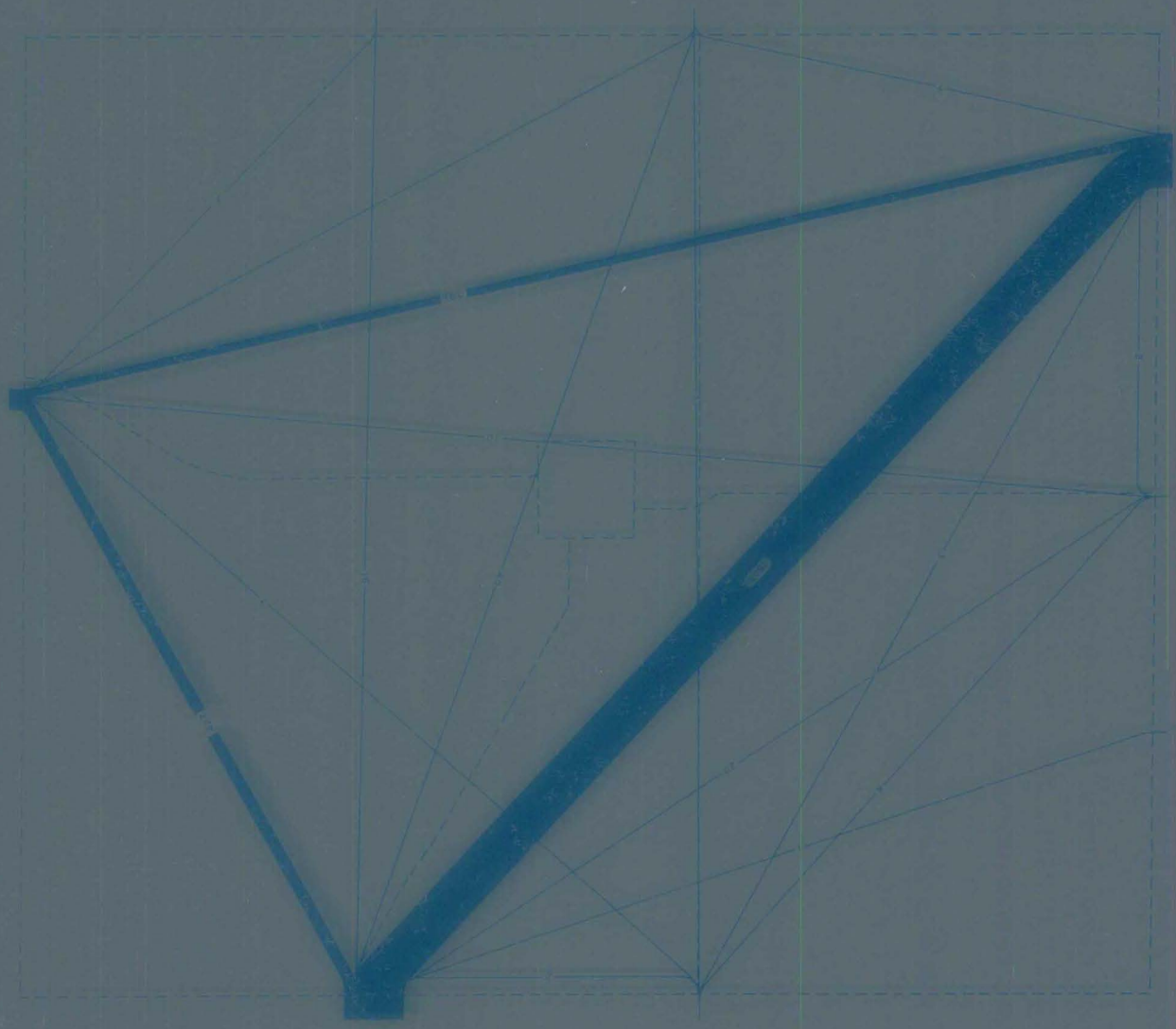


FIGURE 4-6

THE CENTRAL BUSINESS DISTRICT

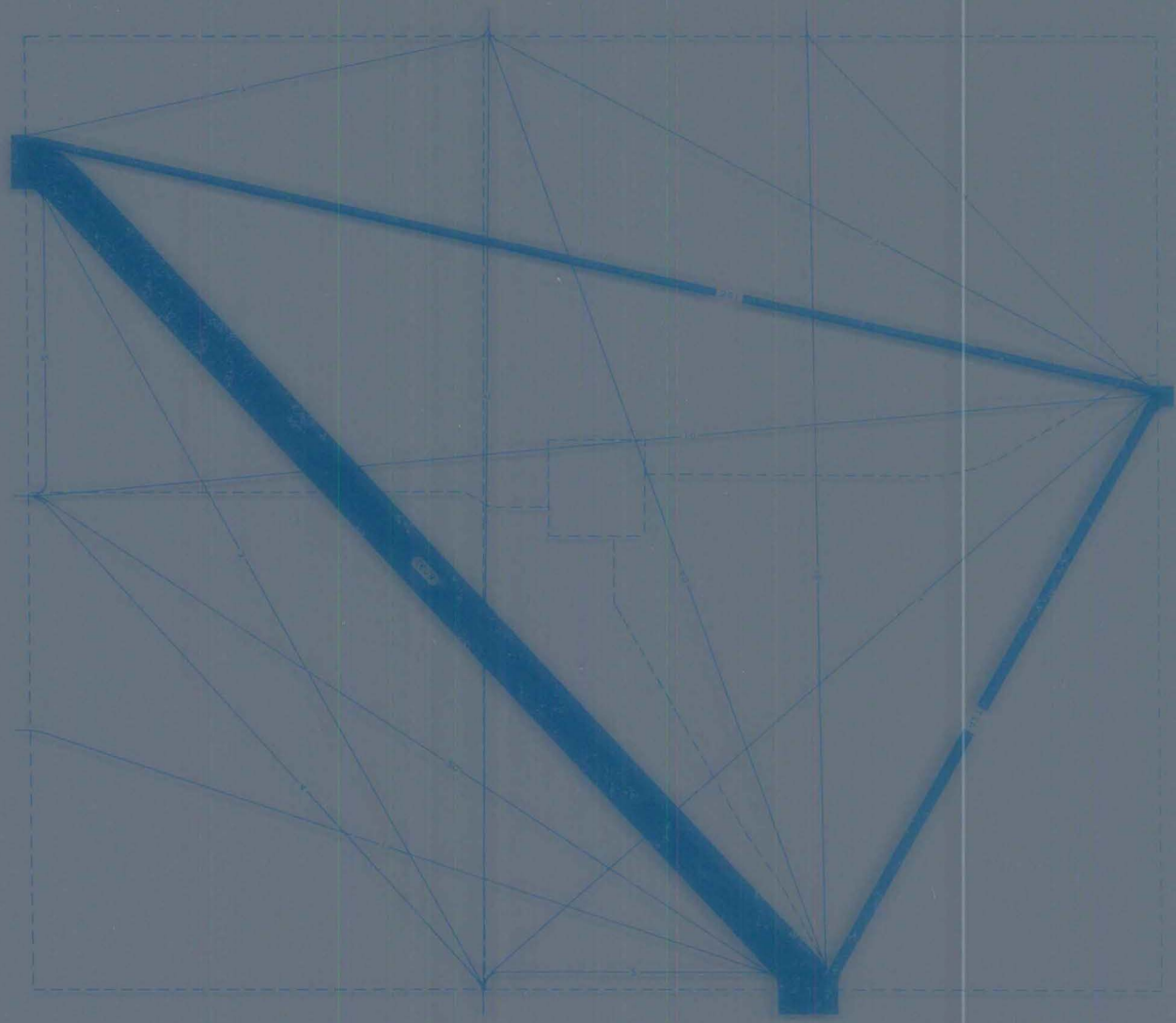
OTHER EXTERNAL STATIONS

FIGURE 4-7



OTHER EXTERNAL STATIONS

FIGURE 4-3



EXTERNAL TRIP TERMINI

Table 4-1 on the adjoining page shows a tabulation of the number and percent of those trips which had termini in Davis County, rural areas adjacent to the study area, other counties in Iowa, and other states.

The following traffic flow charts illustrate the data shown in Table 4-1 and point out the Iowa terminals of all trips which passed through the Bloomfield study area at the time of the survey. Figure 4-9 shows the external termini of all trips which originated or terminated beyond Davis County. Those trips which had termini in other states are shown entering or leaving Iowa on routes which appear to be most direct to the study area. Figure 4-10 is a continuation of Figure 4-9 and shows the external termini of those trips which originated or terminated in Davis County beyond the cordon line surrounding the study area. All routes shown are approximate and should be interpreted as such.

TABLE 4-1
SUMMARY OF TRIPS ENTERING OR LEAVING
THE BLOOMFIELD STUDY AREA

1968 AVERAGE JULY WEEKDAY TRAFFIC

Station Location Origin or Destination	U.S. 63 North		Iowa 2 East		F.A.S. 867 South		U.S. 63 & Ia. 2 West		F.A.S. 3133 North	
	Station 701		Station 702		Station 704		Station 705		Station 708	
	Vol.	%	Vol.	%	Vol.	%	Vol.	%	Vol.	%
Belknap	50	1.20							11	5.64
Bunch	11	.26					17	.56	4	2.05
Drakesville	256	6.17							49	25.13
Floris	154	3.71								
Pulaski			435	19.98						
Troy			246	11.30						
West Grove							232	7.67		
Lake Wapello State Park	87	2.10							6	3.08
Total to Towns	558	13.44	681	31.28			249	8.23	70	35.90
Rural Davis County	602	14.50	581	26.69	329	97.34	525	17.37	105	53.84
Other Counties	2,807	67.61	609	27.97			811	26.83	20	10.26
Out-of-State	185	4.45	306	14.06	9	2.66	1,438	47.57		
Grand Total	4,152	100.00	2,177	100.00	338	100.00	3,023	100.00	195	100.00

FIGURE 4-9
DISPERSION OF EXTERNAL TRIPS
BETWEEN THE BLOOMFIELD STUDY AREA AND
POINTS IN IOWA BEYOND DAVIS COUNTY*

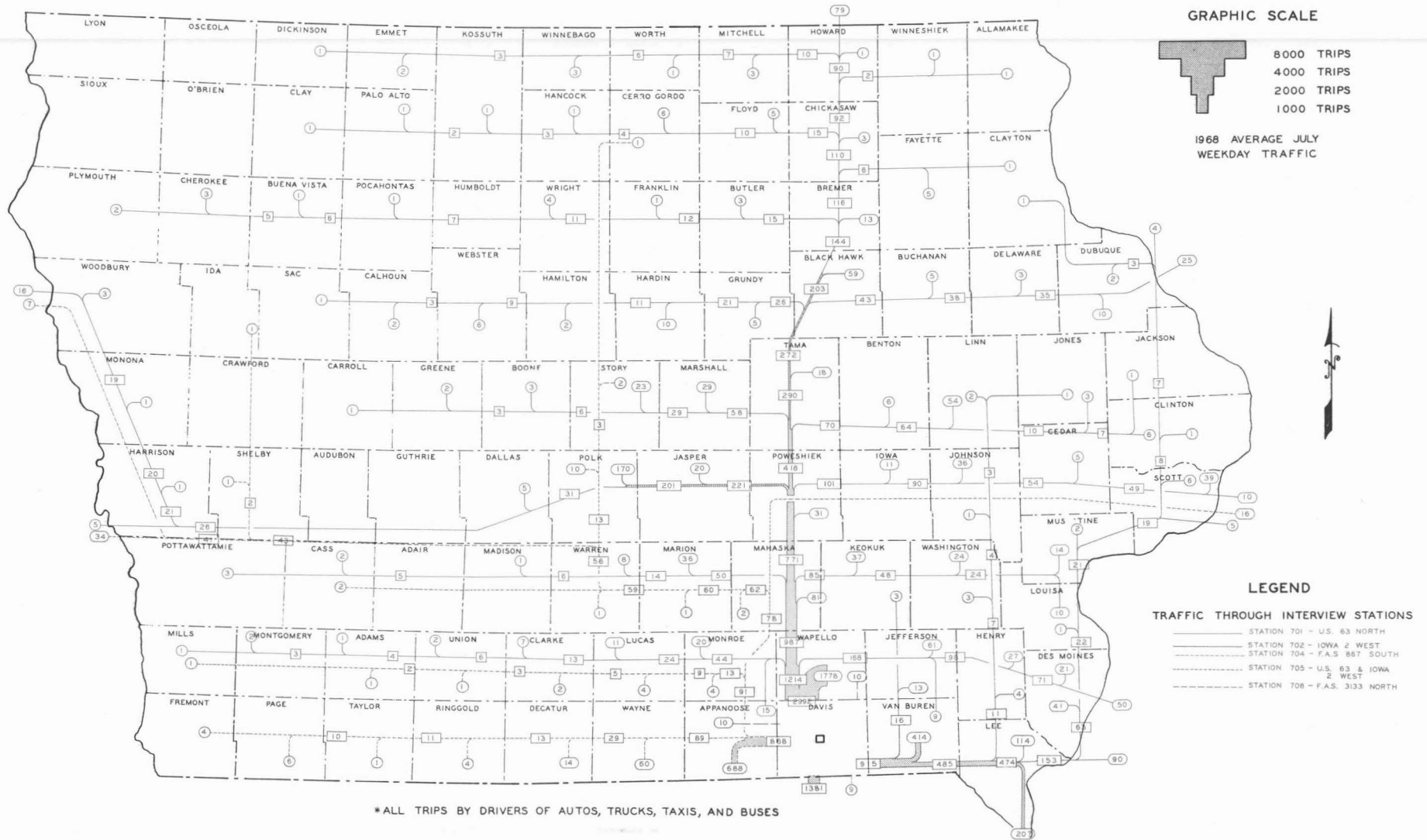
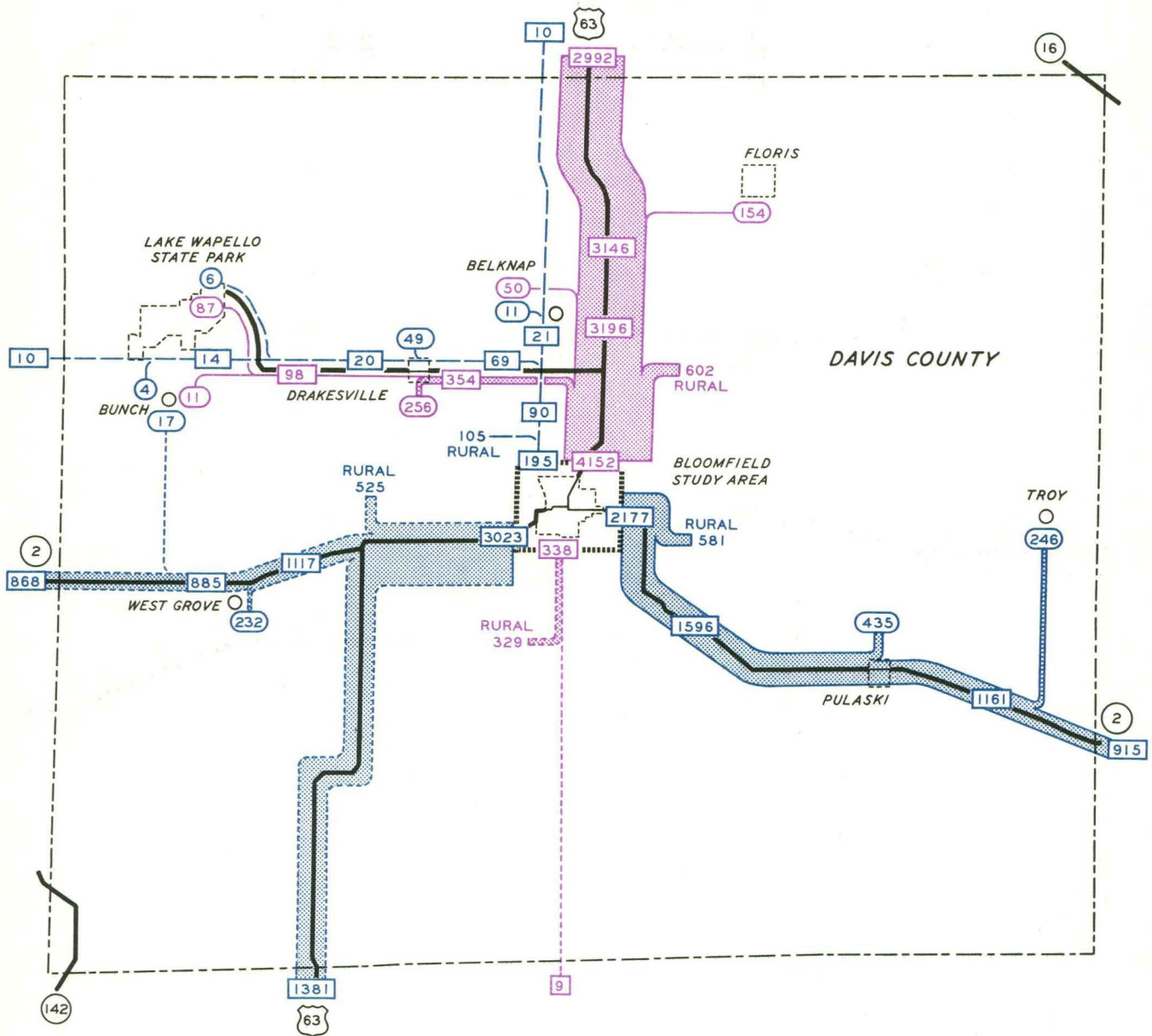
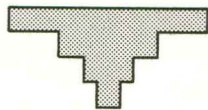


FIGURE 4-10
DISPERSION OF EXTERNAL TRIPS
BETWEEN THE BLOOMFIELD STUDY AREA
AND POINTS WITHIN DAVIS COUNTY

ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS, AND BUSES



GRAPHIC SCALE



8000 TRIPS
 4000 TRIPS
 2000 TRIPS
 1000 TRIPS

1968 AVERAGE JULY
 WEEKDAY TRAFFIC



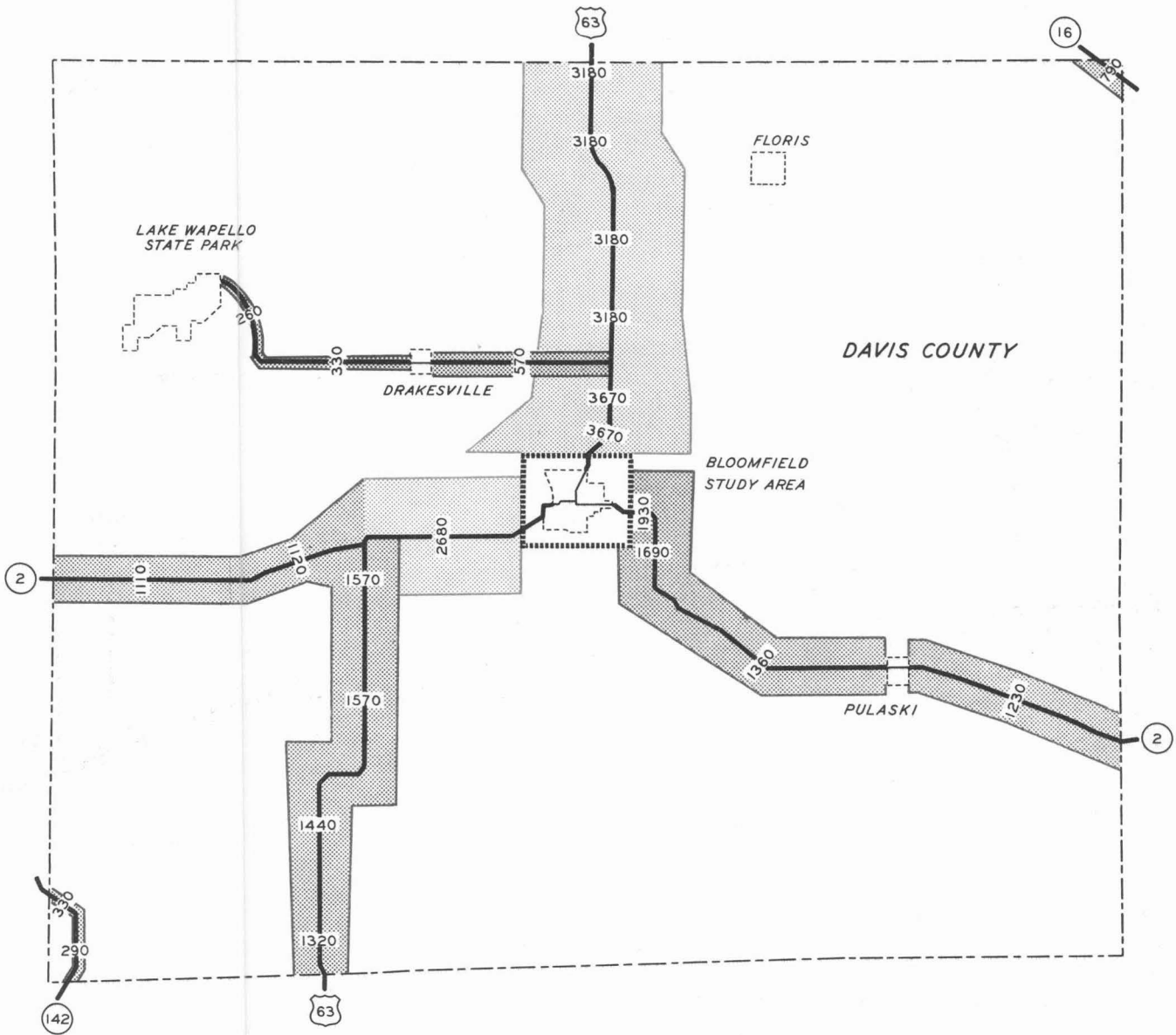
LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS




- STATION 701 - U.S. 63 NORTH
- - - - STATION 704 - F.A.S. 867 SOUTH
- STATION 702 - IOWA 3 EAST
- - - - STATION 705 - U.S. 63 AND IOWA 2 WEST
- STATION 708 - F.A.S. 3133 NORTH

- CORPORATION LINE
- CORDON LINE

**FIGURE 4-11
TRAFFIC VOLUMES ON
RURAL PRIMARY HIGHWAYS
IN DAVIS COUNTY**



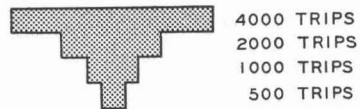
LEGEND

-  0 TO 1000 TRIPS
-  1000 TO 2000 TRIPS
-  2000 TRIPS AND OVER

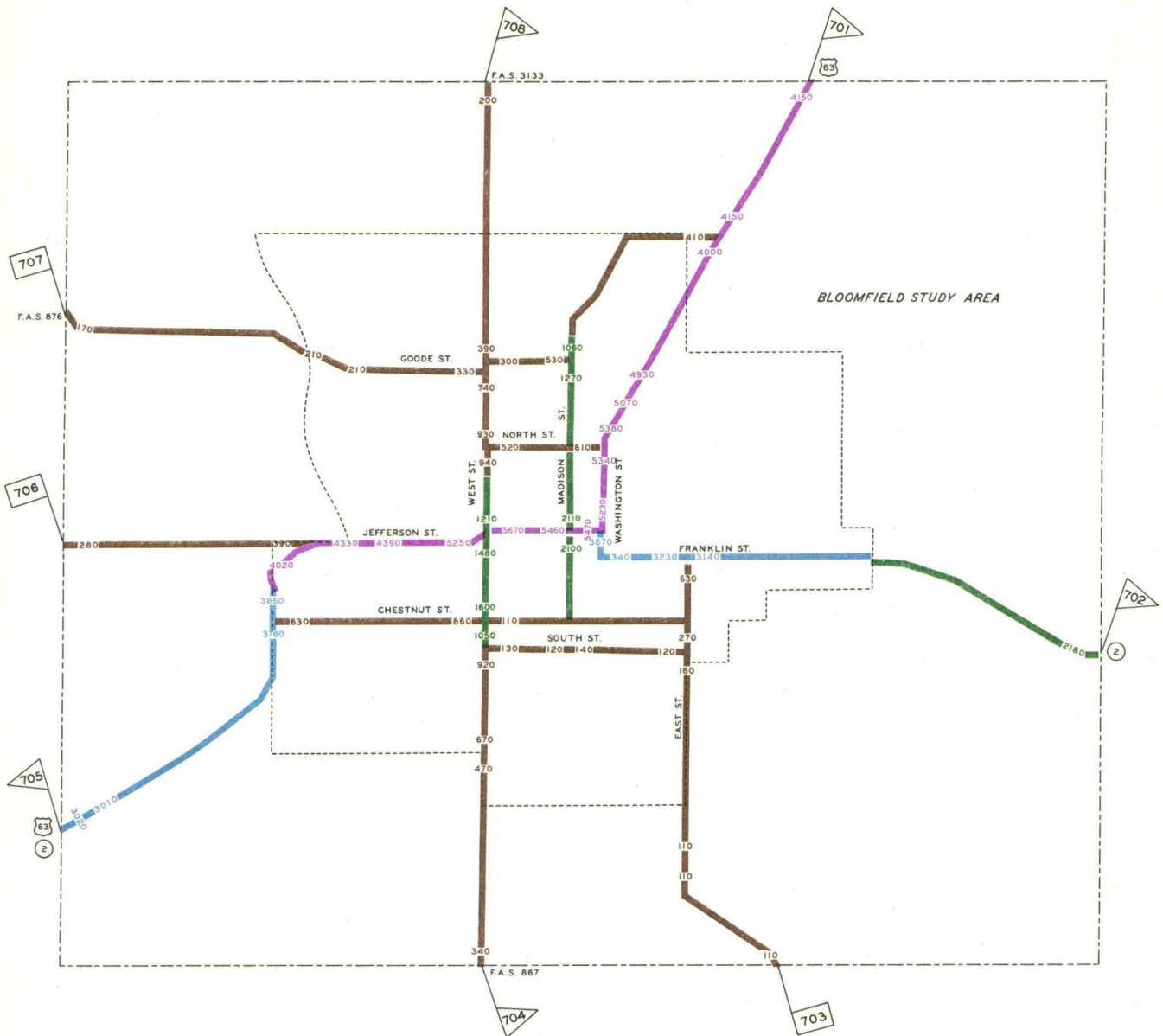
CORPORATION LINE -----
CORDON LINE



GRAPHIC SCALE







1968 AVERAGE ANNUAL
DAILY TRAFFIC



LEGEND

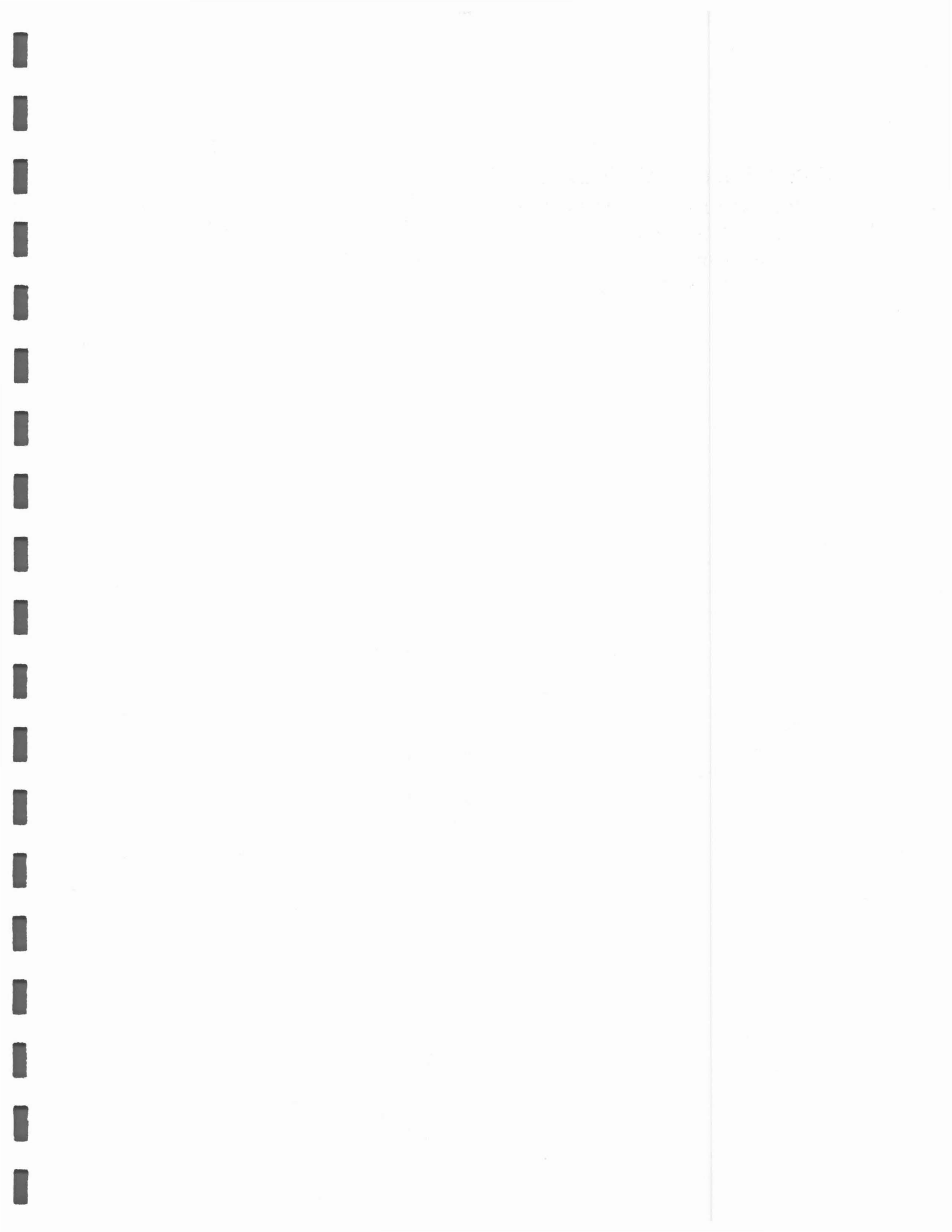
— 0 TO 1000 TRIPS
— 1000 TO 2500 TRIPS
— 2500 TO 4000 TRIPS
— 4000 TRIPS AND OVER

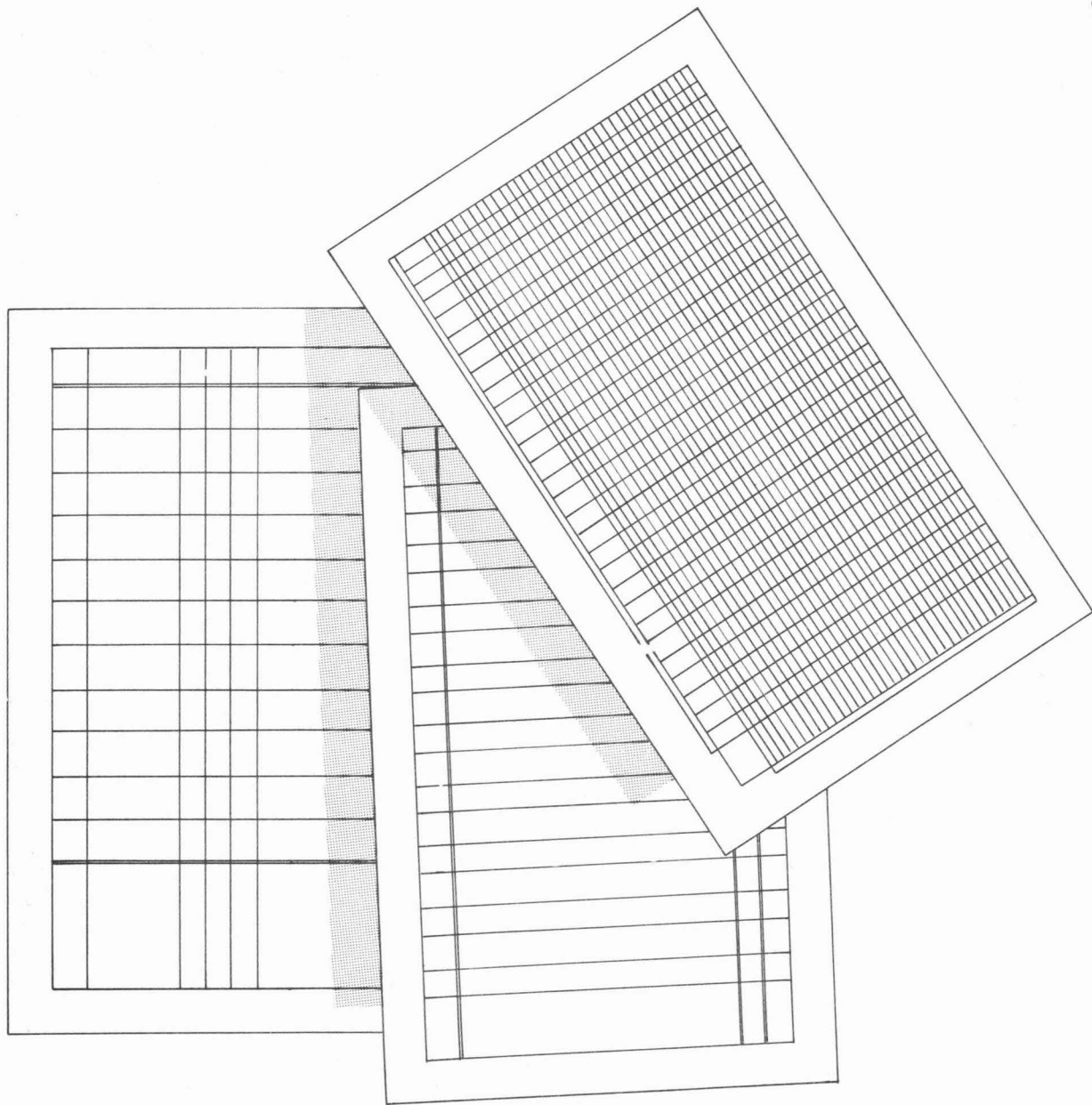
INTERVIEW STATION LOCATION 
 CODE STATION LOCATION 

CORDON LINE 
 CORPORATION LINE 

1968 AVERAGE JULY
WEEKDAY TRAFFIC

FIGURE 4-12
TRAFFIC VOLUMES ON
PRIMARY ROAD EXTENSIONS
AND MAJOR STREETS IN THE
BLOOMFIELD STUDY AREA





Appendix

BLOOMFIELD STUDY AREA
TRIP PURPOSE OF EXTERNAL TRIPS
BY AUTOS, TRUCKS, TAXIS AND BUSES
1968 AVERAGE JULY WEEKDAY TRAFFIC

Table B-2a(1) External Local Trips

Station Trip Purpose	701	702	704	705	708	Total Traffic
	U.S. 63 North	Iowa 2 East	F.A.S. 867 South	U.S. 63 & Iowa 2 West	F.A.S. 3133 North	
Work	399	337	89	226	33	1,084
Personal Business	307	198	27	108	35	675
During Work	310	217	51	180	17	775
Medical or Dental	147	125	13	71	5	361
School	11	15	7	8	2	43
Social or Recreation	452	250	42	291	39	1,074
Eat	31	14		17	4	66
Shop	327	233	45	168	33	806
Serve Passengers	54	36	9	33	6	138
Total Traffic	2,038	1,425	283	1,102	174	5,022

Table B-2a(2) External Through Trips

Station Trip Purpose	701	702	704	705	708	Total Traffic
	U.S. 63 North	Iowa 2 East	F.A.S. 867 South	U.S. 63 & Iowa 2 West	F.A.S. 3133 North	
Work	221	90	8	169	4	492
Personal Business	205	92	5	179	1	482
During Work	582	222	9	529	9	1,351
Medical or Dental	27	4	2	25		58
School	66	6	1	67		140
Social or Recreation	880	280	24	861	7	2,052
Eat	6	2		6		14
Shop	104	48	4	62		218
Serve Passengers	23	8	2	23		56
Total Traffic	2,114	752	55	1,921	21	4,863

Table B-2a(3) Summary - All External Trips

Station Trip Purpose	701	702	704	705	708	Total Traffic
	U.S. 63 North	Iowa 2 East	F.A.S. 867 South	U.S. 63 & Iowa 2 West	F.A.S. 3133 North	
Work	620	427	97	395	37	1,576
Personal Business	512	290	32	287	36	1,157
During Work	892	439	60	709	26	2,126
Medical or Dental	174	129	15	96	5	419
School	77	21	8	75	2	183
Social or Recreation	1,332	530	66	1,152	46	3,126
Eat	37	16		23	4	80
Shop	431	281	49	230	33	1,024
Serve Passengers	77	44	11	56	6	194
Total Traffic	4,152	2,177	338	3,023	195	9,885

BLOOMFIELD STUDY AREA
AVERAGE CAR OCCUPANCY BY TRIP PURPOSE
1968 AVERAGE JULY WEEKDAY TRAFFIC

EXTERNAL LOCAL TRIPS

Table B-3a(1)

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home		
Work		1.493				1.786	1.000	1.920	1.000	1.334	1.362	
Personal Business	1.198	1.826	1.000	3.000		2.235	2.000	2.149		1.909	1.936	
During Work	1.000	1.000	1.235			1.000	1.000			1.000	1.227	
Medical or Dental	1.000			1.000		3.506				2.143	2.159	
School	1.000				2.809	2.000				2.595	2.602	
Social or Recreation	1.212	2.327		3.770		2.866	1.966	2.108	2.144	2.347	2.452	
Eat	1.500	2.634		1.504		2.416				2.192	2.158	
Shop	1.425	1.000	1.514	3.000	2.000	2.657	6.000	2.182	1.492	2.002	2.045	
Serve Passengers	1.000					1.998			1.000	3.111	2.813	
Home	1.334	1.958	1.000	2.229	2.127	2.591	1.681	1.972	3.517		2.063	
Average Occupancy	1.327	1.955	1.235	2.261	2.371	2.585	1.840	1.989	3.166	1.941	1.976	

EXTERNAL THROUGH TRIPS

Table B-3a(2)

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home		
Work		3.000				1.195		2.000		1.394	1.403	
Personal Business		2.260				3.736				2.134	2.180	
During Work			1.371			2.000				1.000	1.372	
Medical or Dental											2.426	
School					3.000	2.000	3.000				2.401	
Social or Recreation	1.500	2.000		2.000	1.000	3.162	2.316	3.080	2.310	3.017	3.051	
Eat		2.861				2.566					2.000	
Shop				2.000		3.991					2.507	
Serve Passengers		4.000				5.000		2.000	4.000	3.364	3.446	
Home	1.459	2.160	1.787	2.126	2.206	2.945	2.746	2.303	2.900	2.900	2.493	
Average Occupancy	1.459	2.195	1.382	2.117	2.184	3.023	2.615	2.356	2.857	2.587	2.480	

Table B-3a(2)

SUMMARY - ALL EXTERNAL TRIPS

Trip Purpose Origin	Trip Purpose - Destination											Average Occupancy
	Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home		
Work		1.668				1.708	1.000	1.928	1.000	1.345	1.370	
Personal Business	1.198	2.006	1.000	3.000		2.338	2.000	2.149		1.978	2.003	
During Work	1.000	1.000	1.290			1.177	1.000			1.000	1.285	
Medical or Dental	1.000			1.000		3.506	1.000			2.164	2.178	
School	1.000				2.818	2.000	3.000			2.442	2.449	
Social or Recreation	1.293	2.313		3.601	1.000	3.063	2.085	2.362	2.178	2.707	2.785	
Eat	1.500	2.689		1.504		2.452				2.181	2.197	
Shop	1.425	1.000	1.514	2.670	2.000	2.923	6.000	2.182	1.492	2.054	2.114	
Serve Passengers	1.000	4.000				2.293		2.000	1.570	3.143	2.897	
Home	1.360	2.009	1.634	2.221	2.179	2.745	1.788	2.019	3.381		2.186	
Average Occupancy	1.353	2.014	1.295	2.249	2.267	2.788	1.946	2.040	3.102	2.136	2.135	

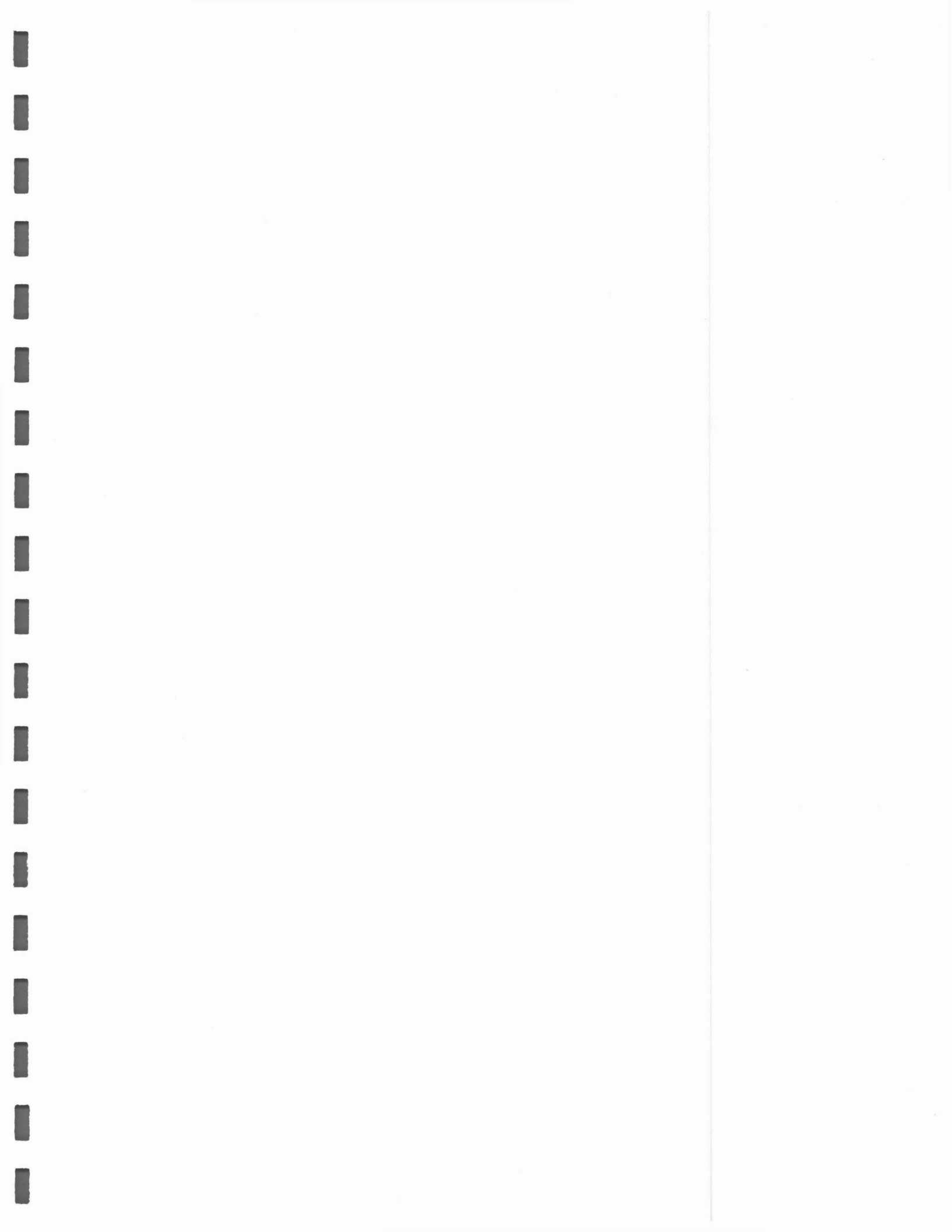
DECOMBINED STUDY AREA

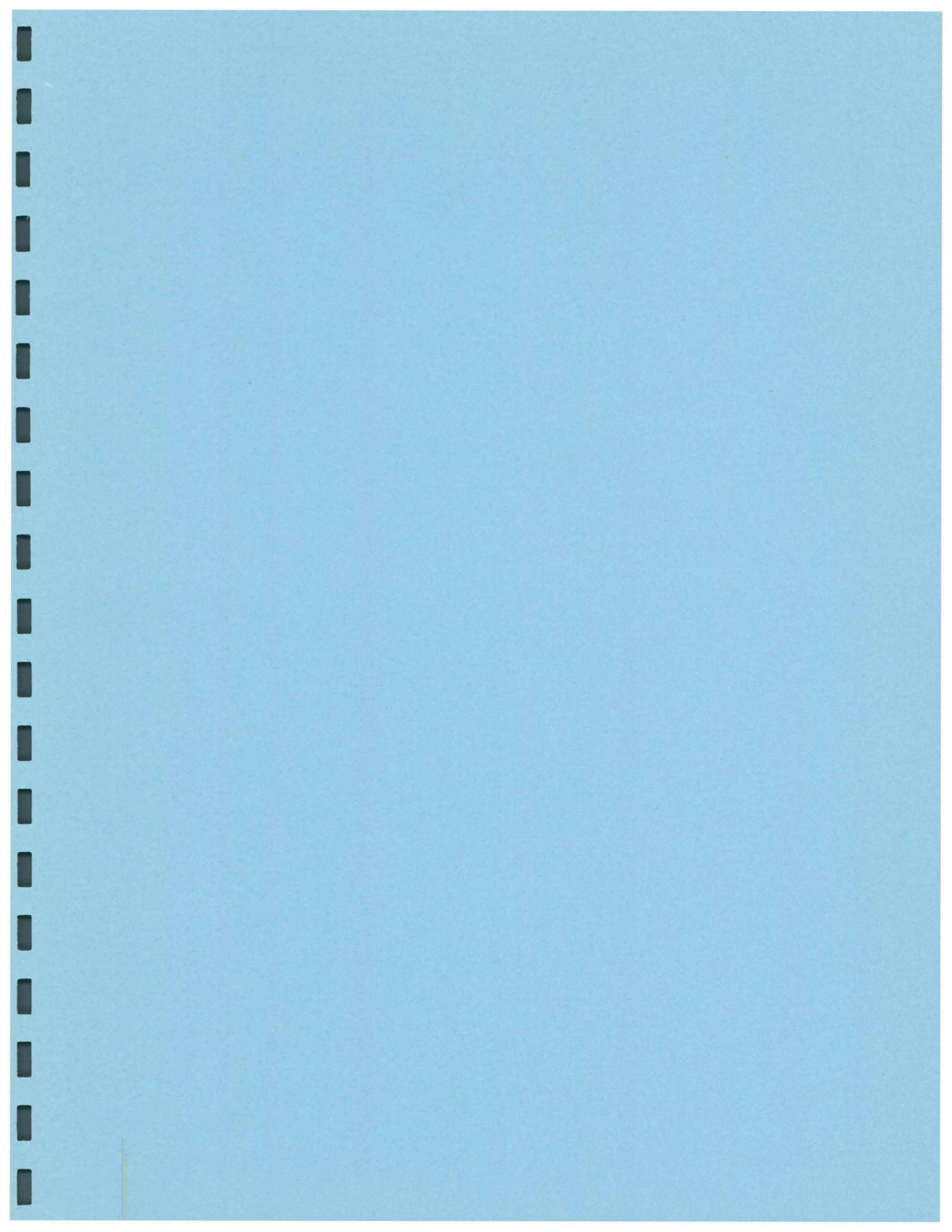
TABLE E-1

DIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS

1968 AVERAGE JULY WEEKDAY TRAFFIC

VEHICLE TRIPS							VEHICLE TRIPS							VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total	From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
001	701	272	64	12	3	351	702	001	191	44	13	2	250	702	701	142	33	20	16	211
002	701	85	18	7	6	116	702	002	50	20	4		74	702	703	1				1
003	701	123	23	9	11	166	702	003	72	14	9		98	702	704	3				3
004	701	39	10	3		52	702	004	11	2	4	2	19	702	705	122	15	12	17	166
005	701	187	27	7		221	702	005	134	15	1		150	702	706	4		4		8
006	701	108	16	4		128	702	006	96	16	5		117	702	708			3		3
Cl. 2	Total	814	158	42	20	1,034	Cl. 3	Total	554	111	36	7	708	701	702	140	42	18	16	216
001	702	206	48	5		259	704	001	33	13	1		47	703	702	3				3
002	702	54	16	10		80	704	002	6	4	2		12	705	702	103	12	8	12	135
003	702	77	14	9	3	103	704	003	14	9	2		25	706	702	1		1		2
004	702	20	1	5		26	704	004	3	8			11	708	702	2		2		4
005	702	128	9	5		142	704	005	20	9			29	Cl. 4	Total	521	102	68	61	752
006	702	85	12	10		107	704	006	17	4	1		22	704	701	18	3	1		22
Cl. 2	Total	570	100	44	3	717	Cl. 3	Total	93	47	6		146	704	705	2				2
001	704	27	14			41	705	001	128	35	3	4	170	704	708			2		2
002	704	10	3		1	14	705	002	22	8			30	704	704	15	2	1		18
003	704	11	14	3	2	30	705	003	81	16	15	3	115	702	704	3				3
004	704	5	2			7	705	004	21	8	2		31	705	704	4	1			5
005	704	24	5			29	705	005	96	11			107	708	704	1	1	1		3
006	704	15	1			16	705	006	67	11	1		79	Cl. 4	Total	43	9	3		55
Cl. 2	Total	92	39	3	3	137	Cl. 3	Total	415	89	21	7	532	705	701	619	46	40	91	796
001	705	113	36	5	2	156	708	001	18	8			26	705	702	103	12	8	12	135
002	705	22	5	1	2	30	708	002	2	2	2		6	705	704	4	1			5
003	705	124	18	19	5	166	708	003	8	9	3		20	701	705	600	51	45	116	812
004	705	24	9			33	708	004	7	2		1	10	702	705	122	15	12	17	166
005	705	99	14	1		114	708	005	20	3			23	704	705	2				2
006	705	56	14	1		71	708	006	7		2		9	708	705	3				3
Cl. 2	Total	438	96	27	9	570	Cl. 3	Total	62	24	7	1	94	Cl. 4	Total	1,455	125	105	236	1,921
001	708	16	11			27	701	702	140	42	18	16	216	708	701	1				1
002	708	2	1			3	701	703	5				5	708	702	2		2		4
003	708	8	5			13	701	704	15	2	1		18	708	704	1	1	1		3
004	708	9	2			11	701	705	600	51	45	116	812	708	705	3				3
005	708	17	2			19	701	706	5	1	6		12	708	706	1				1
006	708	4	3			7	701	707	1				1	701	708	1				1
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701	001	280	65	19	2	366	702	701	142	33	20	16	211	702	708			2		2
701	002	66	11	3	3	83	703	701	7	2	2		11	704	708					3
701	003	104	27	13	5	149	704	701	18	3	1		22	704	708			2		2
701	004	37	6	1		44	705	701	619	46	40	91	796	706	708			2		2
701	005	176	27	8	2	213	706	701	5		3		8	708	708			2		3
701	006	128	14	7		149	708	701	1				1	Cl. 4	Total	10	5	6		21
Cl. 3	Total	791	150	51	12	1,004	Cl. 4	Total	1,559	180	136	239	2,114							





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