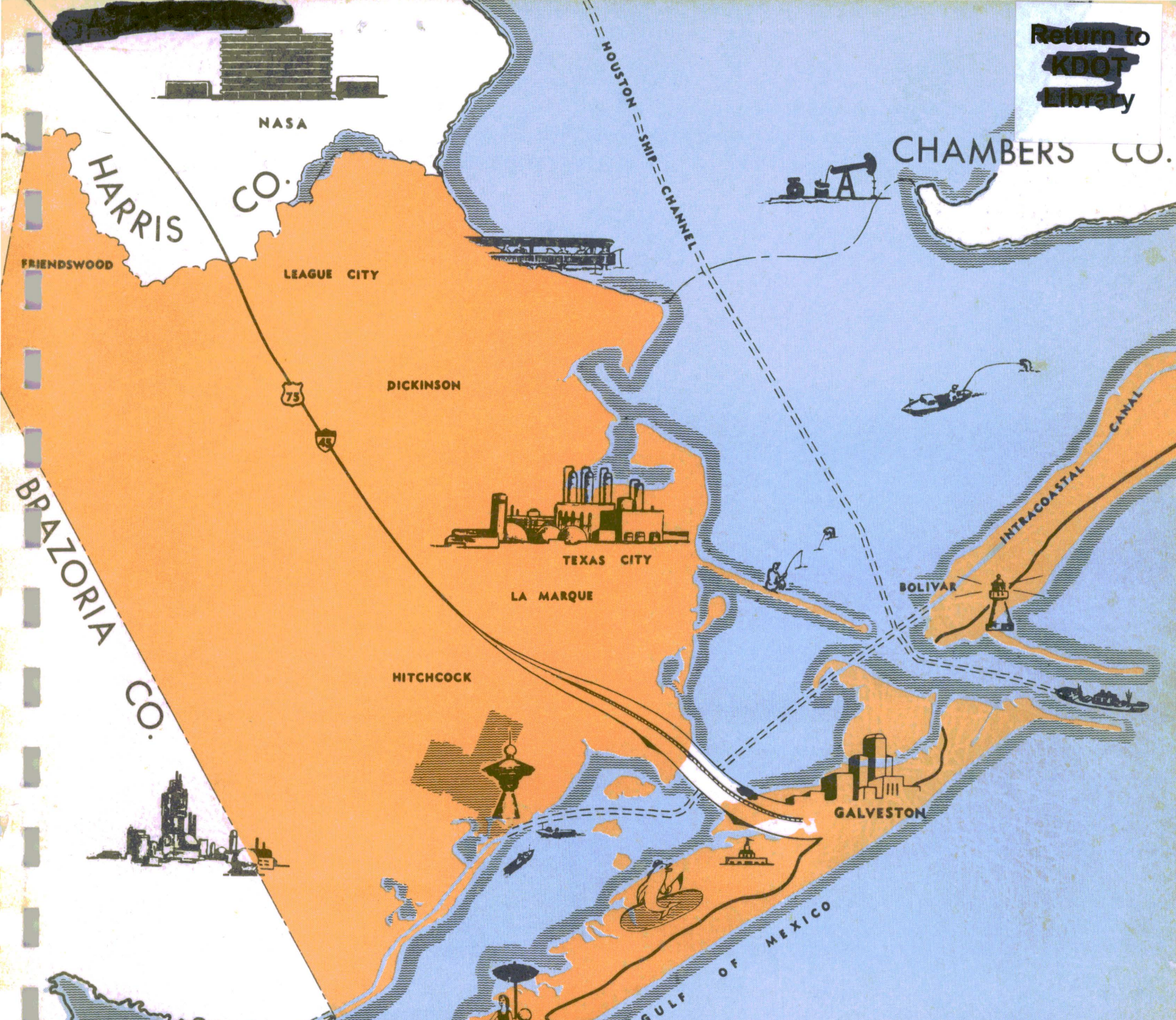


Return to  
KDOT  
Library



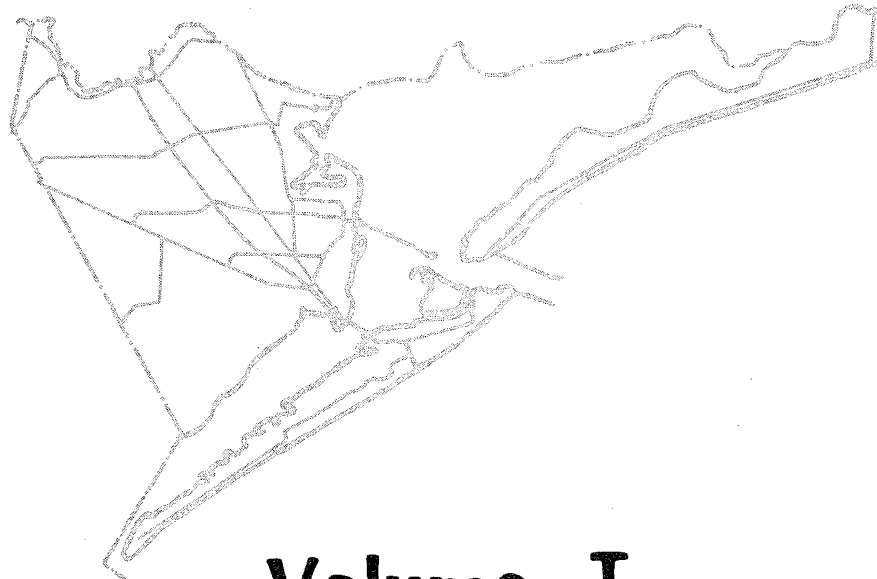
Volume 1

# GALVESTON COUNTY TRANSPORTATION PLAN

305101B  
CAMERA  
1964 DEC

ORIGIN - DESTINATION SURVEY 1964

# **GALVESTON COUNTY TRANSPORTATION PLAN**



## **Volume I Origin - Destination Survey 1964**

### **Sponsoring Agencies**

**GALVESTON COUNTY  
CITY OF CLEAR LAKE SHORES  
CITY OF FRIENDSWOOD  
CITY OF GALVESTON**

**CITY OF HITCHCOCK  
CITY OF LA MARQUE  
CITY OF LEAGUE CITY  
CITY OF TEXAS CITY**

**TEXAS HIGHWAY DEPARTMENT**



**In Cooperation With**

**U.S. DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS**

TABLE OF CONTENTS

	Page
LIST OF ILLUSTRATIONS	VI
DEFINITIONS	VII
SUMMARY OF FINDINGS	VIII
 Chapter	
1 INTRODUCTION . . . . .	1
Transportation Planning . . . . .	1
Origin-Destination Survey . . . . .	2
Continued Usefulness of Survey Data . . . . .	3
 2 THE STUDY AREA . . . . .	 5
Geographical Location . . . . .	5
Historical Background . . . . .	11
 3 ORIGIN-DESTINATION STUDY PROCEDURES . . .	 19
Purpose of the Survey . . . . .	19
Survey Area . . . . .	19
Survey Zones . . . . .	20
Internal Survey . . . . .	25
External Survey . . . . .	28
Companion Studies . . . . .	31
Analysis . . . . .	33
Accuracy Checks . . . . .	34
Forecasts and Assignments . . . . .	36

TABLE OF CONTENTS

Chapter		Page
4	TRAVEL VOLUMES . . . . .	39
	Existing Volumes . . . . .	39
	Variations in Traffic Flow . . . . .	44
	CBD Cordon Count . . . . .	46
	External Volumes . . . . .	50
	Sources of Internal - External Travel . . . . .	52
5	TRAVEL CHARACTERISTICS. . . . .	57
	Trip Production . . . . .	57
	Mode of Travel . . . . .	58
	Land Use Influence . . . . .	61
	Trip Purpose . . . . .	62
	Time Patterns . . . . .	64
	Central Business District . . . . .	69
	Total Trip Distribution . . . . .	71
6	DESIRE LINES OF TRAVEL. . . . .	73
	All Vehicles . . . . .	75
	Auto, Truck, and Taxi Passengers . . . . .	77
	Bus Passengers . . . . .	79
	APPENDIX . . . . .	81
	List of Tables . . . . .	82

LIST OF ILLUSTRATIONS

Figure	Title	Page
1	Geographical Location of Study Area . . . . .	6
2	Study Area and Vicinity . . . . .	7
3	Motor Vehicle Registration . . . . .	10
4	Population Growth - County and State . . . . .	16
5	Population Distribution by Survey District. . . . .	17
6	Census Tract Map . . . . .	21
7	District Map . . . . .	23
8	District and Zone Map - CBD . . . . .	26
9	Land Use - 1964 . . . . .	29
10	Screen Line Graph . . . . .	35
11	Traffic Volume Map	
	(a) Central Business District - Galveston . . . . .	40
	(b) Study Area . . . . .	41
12	Variations in Traffic Volume . . . . .	45
13	Internal Cordon Count	
	(a) Galveston . . . . .	47
	(b) Texas City . . . . .	48
14	Traffic Volumes at External Stations . . . . .	51
15	Total Origins and Destinations by District - All Vehicles .	53
16	Auto Trips and Autos Owned Per Dwelling Unit . . . . .	58
17	Length of Residence - Time Period. . . . .	58
18	Internal Modes of Travel . . . . .	59
19	Travel by Mode and Occupation. . . . .	60
20	Internal Trip Purpose . . . . .	63
21	External Trip Purpose . . . . .	64
22	Person Trips by Purpose and Time. . . . .	65
23	Movements To and From Major Generators	
	(a) Galveston . . . . .	66
	(b) Texas City . . . . .	67
24	Auto Driver - Trip Purpose and Parking	
	(a) Galveston . . . . .	69
	(b) Texas City . . . . .	70
25	Trip Movement - All Vehicles . . . . .	72
	Desire Lines of Travel	
26	District to District - All Vehicles . . . . .	75
27	District to District - Auto, Truck, and Taxi Passengers .	77
28	District to District - Bus Passengers . . . . .	79

## DEFINITIONS

ORIGIN-DESTINATION SURVEY: A survey of highway and street travel by all modes of transportation designed to collect detailed information concerning trip origins and destinations in a selected area.

SURVEY AREA: The geographical area selected for the origin and destination survey.

CORDON LINE: A hypothetical line surrounding and delimiting the survey area.

EXTERNAL SURVEY: That phase of the study in which travel data are obtained by interviewing motor vehicle operators intercepted at external stations located on the principal roads and highways crossing the cordon line.

INTERNAL SURVEY: Obtaining trip information by interviewing residents of an unbiased or pre-selected dwelling unit sample and operators of a representative portion of taxicabs and trucks registered inside the cordon line.

ORIGIN: Beginning point of a single trip.

DESTINATION: Ending point of a single trip.

STATION: Point of interview on the cordon line.

VEHICLE TRIP: One-way travel of a motor vehicle between two points.

SCREEN LINE: A line or barrier bisecting a study area used to com-

pare measured traffic volumes and reported O-D travel.

PERSON TRIP: One-way travel of a single person between two points; as an auto driver or as an auto, truck, taxi, or bus passenger.

INTERNAL TRIP: Both points of origin and destination located inside the cordon line.

EXTERNAL LOCAL TRIP: A trip through an external interview station having one terminal inside the cordon, the other outside.

EXTERNAL THROUGH TRIP: A trip through an external interview station passing non-stop through the survey area and having both terminals outside the cordon line.

DESIRE LINE: A straight imaginary line between stations, districts, and zones connecting a trip origin and destination. It is drawn without reference to existing streets or actual route of travel.

DISTRICT, ZONE, SUB-ZONE: Sub-division of the survey area for purposes of trip analysis and route assignment.

DWELLING UNIT: Living quarters intended for occupancy by a household or used by persons as a residence. On military reservations it may be quarters for a family. In barracks or dormitories it may be a single bed.

LAND USE: The purpose for which land and the structures thereon are occupied, maintained or leased.

**GALVESTON COUNTY ORIGIN - DESTINATION SURVEY** VIII  
**SUMMARY OF FINDINGS** *Appendix 3.12*

	<i>Tu/We</i>	<i>Th/Fri</i>
<i>Est. Person</i>	<i>2.04</i>	<i>2.53</i>
<i>" Auto</i>	<i>1.61</i>	<i>5.02</i>
<i>" Truck</i>	<i>0.30</i>	<i>0.91</i>
<i>" Taxi</i>	<i>0.021</i>	<i>0.065</i>

Statistical findings of the origin-destination survey assembled in the following pages are graphically illustrated by maps and charts and are tabulated in detail in the tables of the Appendix. These statistical data reveal for the first time the complexity of the average weekday traffic movements and travel characteristics of residents of the Galveston County Study Area.

1 At the time of the survey in the summer of 1964 it was found that 167,842 persons were residing within the 366 square mile intensive study area.

2 For purposes of collection and analysis of survey data the area was subdivided into 93 survey districts; these districts were sub-

divided into 608 zones.

3 A field inventory revealed a total of 53,885 dwelling units within the area.

4 It was found from the home interviews that 270,127 auto-driver trips were made within the study area on an average weekday; trucks made 49,036 trips and taxis 3,517 trips.

5 Interviews were conducted at 13 points on the external cordon; 45,690 vehicles entered or left the area on an average weekday.

6 The peak accumulation of vehicles within the Galveston Central Business District occurred between 3:30 and 4:00 PM; 5,474 vehicles were in the area at that time.

7 The Galveston parking

space inventory revealed a total of 4,366 parking spaces within the Central Business District. Texas City had a total of 2,621 spaces.

8 An automatic traffic recorder was in operation on Interstate Highway 45 north of the causeway for the duration of the study. Results of the count indicate that Sunday traffic was higher than other days of the week with 16.6 per cent of the weekly volume.

9 Hourly volumes on the average weekday (Monday through Friday) at the recorder showed the peak hour occurred between 5:00 and 6:00 PM; 8.7 per cent of the 24-hour traffic was recorded during this hour. The morning peak (7:00 to 8:00 AM) was 7.0 per cent of the 24-hour volume.

10 Between the hours of 7:00 AM and 6:00 PM, 79,503 vehicles crossed the Galveston Central Business District cordon line. Eighty-four per cent (66,425) were passenger cars and taxis and 16 per cent (13,078) were commercial vehicles.

11 Vehicles recorded at the external cordon numbered 45,690; 35,841 (78%) were automobiles and 9,849 (22%) were commercial vehicles.

12 Eighty-five per cent (38,684) of the vehicles recorded at the outer cordon had either an origin or destination within the study area.

13 Volumes at the two external stations on Interstate Highway 45 north and State Highway 146 north totaled 22,850 vehicles or 50 per



cent of the total volume at all points of interview.

14 Internal and external destinations to the Galveston and Texas City Central Business Districts totaled 20,991 and 11,352 vehicles respectively; other large traffic generators were University of Texas Medical Branch which attracted 8,150 vehicle trips and a Texas City District including a high school and junior high school with 15,176 trip destinations.

15 Residents of the study area reported an ownership of 57,805 automobiles.

16 One-car families made an average of 5.6 auto trips per day; two-car families averaged 9.4 trips and three-car families 12.8 trips per day.

17 Forty-seven per cent of the residents had lived at the same address for a period of one year or less; 19 per cent had lived at the same address for a period of one to five years.

18 A total of 459,728 person trips were made on an average day; 59 per cent were as autodrivers and 36 per cent as auto, truck, and taxi passengers.

19 Seventy-six per cent of the internal person trips either started or ended at the trip makers' home.

20 Twelve per cent (53,844) of the internal person trips were to work; 17 per cent (77,537) were to social-recreation; and 12 per cent (53,409) were to shop.

21 At external stations 30,330

automobiles had origins or destinations within the study area; 25 per cent (7,679) were work trips, 39 per cent (11,998) were for social-recreation and 21 per cent (6,480) were business trips.

22 There were 15,807 internal auto drivers with destinations in the Galveston Central Business District; 26 per cent (4,061) parked at free parking lots and 36 per cent (5,720) parked at free curb spaces. Less than 10 per cent parked in pay

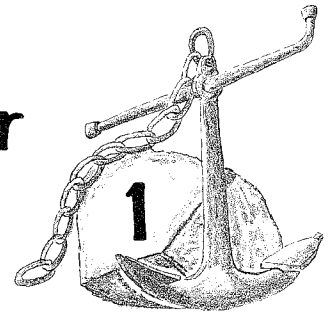
lots and garages.

23 Thirty-seven per cent (5,866) of the auto driver trips to the CBD were for work. Shopping trips by auto drivers to the CBD numbered 1,962, 12 per cent of the total.

24 Eighty-eight per cent (322,680) of the total 364,867 daily internal and external vehicle trips had both trip terminals within the study area.







TRANSPORTATION PLANNING

**D**uring the last decade, many urban areas throughout the country have experienced an accelerated growth that surpassed their ability to provide adequate transportation facilities for the expanding population. Decentralization of the Central Business District, urban sprawl, and the increase in numbers and usage of the automobile have further intensified the demands upon existing street and highway networks.

Recognizing this nationwide condition and anticipating its continuance, the United States Congress in the Federal Aid Highway Act of 1962 declared it *"To be in the national interest to encourage and*

*promote the development of transportation systems. . . ."* and authorized the Secretary of Commerce to cooperate with the states in long-range transportation planning.

In addition, the Act stated: *"After July 1, 1965, the Secretary shall not approve under Section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing, comprehensive transportation planning process carried on cooperatively by states and local communities. . . ."*

Ten basic elements were defined for study in the development of a transportation plan. These were: *"(1) economic factors affecting*

---

ORIGIN - DESTINATION SURVEY

*development, (2) population, (3) land use, (4) transportation facilities including those for mass transportation, (5) travel patterns, (6) terminal and transfer facilities, (7) traffic control features, (8) zoning ordinances, subdivision regulations, building codes, etc., (9) financial resources and (10) social and community-value factors such as, preservation of open space, parks, and recreational facilities; preservation of historical sites and buildings; environmental amenities; and esthetics."*

Of major importance in transportation planning is the study of travel patterns, which are best revealed by an origin-destination survey. Procedures of the origin-destination survey and its findings are

contained in the following pages of this report which has been designated as Volume I. Findings resulting from studies of other required elements are published in other volumes detailing the overall transportation plan for the Galveston County Study Area.

ORIGIN-DESTINATION SURVEY

Obviously, the location and design of economical travel facilities to efficiently serve the daily movements of people and goods cannot be provided until the desired travel movements and their volumes are known. The primary objective of an origin-destination survey is to determine these desires. The survey reveals by number of trips, the daily travel desires in the area, time of travel, trip purpose, mode of travel,

---

CONTINUED USEFULNESS OF SURVEY DATA

travel habits of different economic groups, the impact of various land uses upon the transportation system, and the volume of movements into, through and out of the area. Appraisal and evaluation of travel habits and desires ascertained by the survey provides a factual basis for:

■ 1. Establishment of priorities for adjustments to the existing street systems.

■ 2. Decisions concerning the feasibility of proposed facilities.

■ 3. Evaluation of alternate transportation facilities or systems after forecasts of future travel and land use.

■ 4. Comparison of relative costs and benefits of alternate transportation plans and individual pro-

jects.

■ 5. A source of data for other planning purposes, such as, utility adjustment, subdivision layouts, etc.

CONTINUED USEFULNESS OF SURVEY DATA

The origin-destination survey obtained current facts involving the characteristics of travel patterns, population, and land use and their respective effect upon the existing transportation system. Definite quantitative relationships are shown to exist between different land uses and their traffic generating ability. The extent of these relationships provide measurements for forecasting the traffic generating ability in similar proposed land use areas.

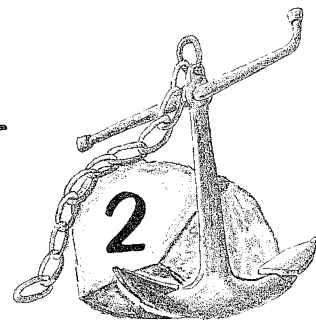
In the continuing phase of the transportation study, the usefulness

of the origin-destination data can be extended over a long period of time by frequent review and reappraisal of land use changes and their probable effect upon the transportation network. Major changes in the area, such as, unanticipated industrial developments, or large residential or commercial developments may require a re-evaluation of the net-

work and modification in the area of major effect.

Thus in keeping the origin-destination forecast in step with changing land use trends, an invaluable tool is provided for those responsible for the safe, comfortable and convenient movement of people and goods.





GEOGRAPHICAL LOCATION

Galveston County is an historical coastal county that was officially established in 1838 from a part of Brazoria County. Its location in the southeast part of Texas bounded on the south by the Gulf of Mexico is indicated in Figure 1. The county is composed of three distinct and unique areas locally recognized as the Mainland, Bolivar Peninsula, and Galveston Island. The total area within the study cordon which did not include Bolivar Peninsula or the west part of Galveston Island encompassed 366 square miles.

The Mainland can be described as an area of flat grassland, sloping to Galveston Bay, with substantial annual rainfall and a mild climate.

Galveston Island and Bolivar Peninsula are flat sand accretions, with negligible vegetation, formed in recent geologic time by the winds and waters of the Gulf of Mexico.

Galveston County is located within fifty miles of Houston, the largest city in the South. Other nearby cities in adjacent counties are Pasadena, Baytown, La Porte, Richmond, Rosenberg, Freeport, and Alvin. The Manned Spacecraft Center (NASA) is located in Harris County near Clear Lake, which forms the county line between Harris and Galveston Counties. Figure 2 illustrates the proximity of the incorporated cities and area of business activity within a 50-mile radius. Galveston County is a very distinct



# Geographical Location of



FIGURE 1

# STUDY AREA AND VICINITY

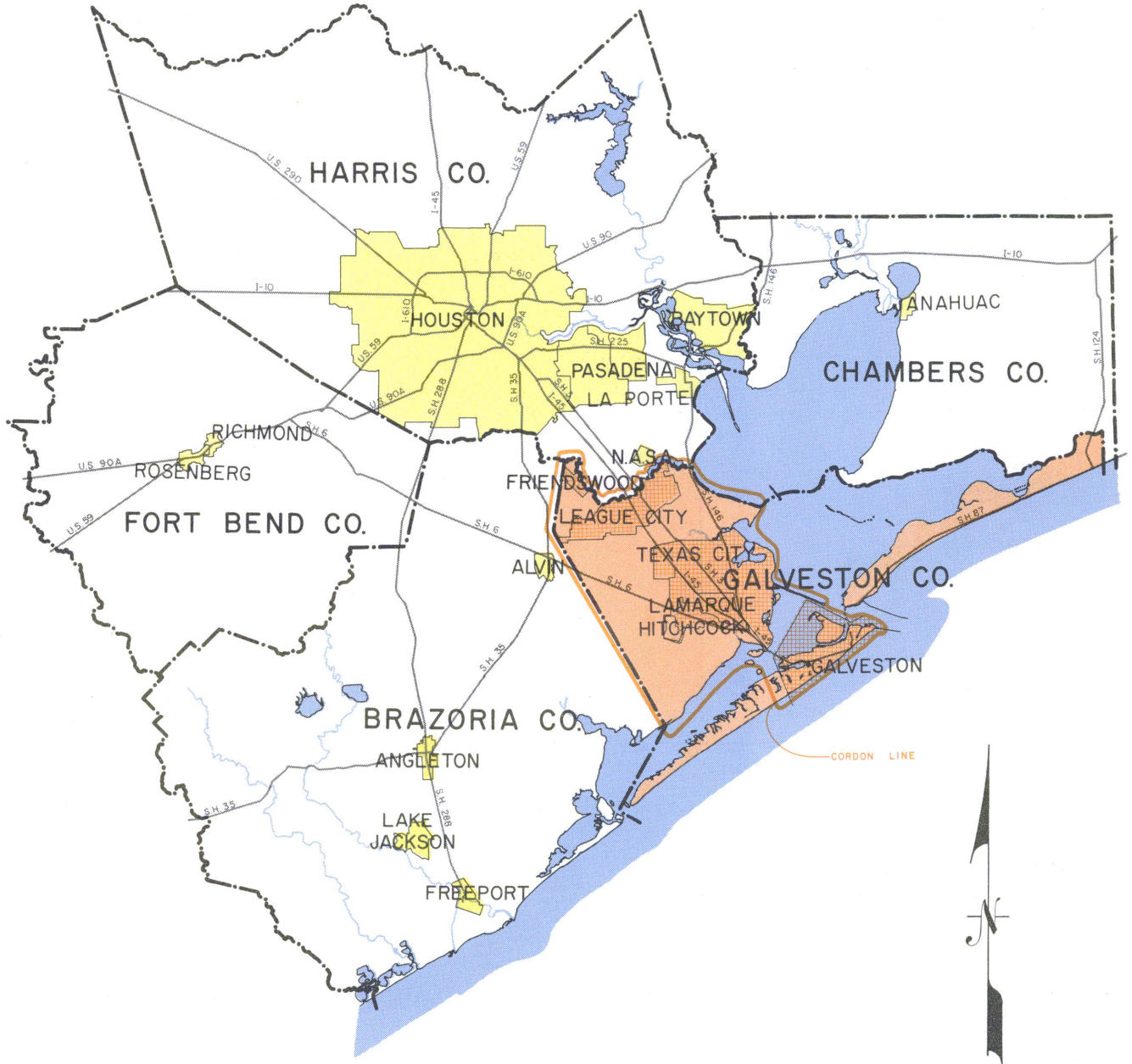


FIGURE 2

GEOGRAPHICAL LOCATION

part of the Texas Gulf Coast area of industrial activity and has benefited to an extraordinary degree from the continuous prosperity and economic growth of the coastal area during the past quarter century.

consists of Interstate Highway 45 (Gulf Freeway), State Highways 3, 6, 87, and 146, and a number of Farm to Market roads. Completing the system are county roads and the numerous local streets.

At the time of the study in the

An integral part of the move-

CITIES	1940	1950	1960	1964
CITY OF GALVESTON	60,862	65,898	67,175	68,500
TEXAS CITY	5,748	16,620	32,065	37,700
LA MARQUE	500	7,359	13,969	15,400
HITCHCOCK	350	1,105	5,216	7,100
DICKINSON (UNINCORPORATED)	1,500	2,704	4,715	9,200
LEAGUE CITY	800	1,341	2,622	5,800

summer of 1964 there was an estimated total population of 170,000 persons living in the county and 167,842 in the study area. Major cities in the county and their estimated populations are listed above.

ment of vehicles on or off Galveston Island is the causeway connecting Galveston Island to Virginia Point first built in 1858. Until 1930, the bridge connecting these points was the only means by which an automobile could reach Galveston Island

The road system in the county

except by being carried on a railroad car. In this year, a ferry service was inaugurated by Galveston County to operate between the Island and Bolivar Peninsula. The Texas Highway Department now maintains this service. In 1938, a new causeway was opened between Galveston Island and Virginia Point. This bridge is south of the railroad bridge, which is used by six of the nation's major railroads. A parallel bridge 8,403 feet in length was completed in 1961 so that highway traffic could be divided between it and the 1938 structure. Each bridge now handles one-way traffic, thereby increasing the safety and traffic capacity.

The study area is so near to Houston's International Airport that

much of the air travel to or from the area uses the Houston terminal. The City of Galveston, however, has an airport with 3 runways and is served by Trans-Texas Airways.

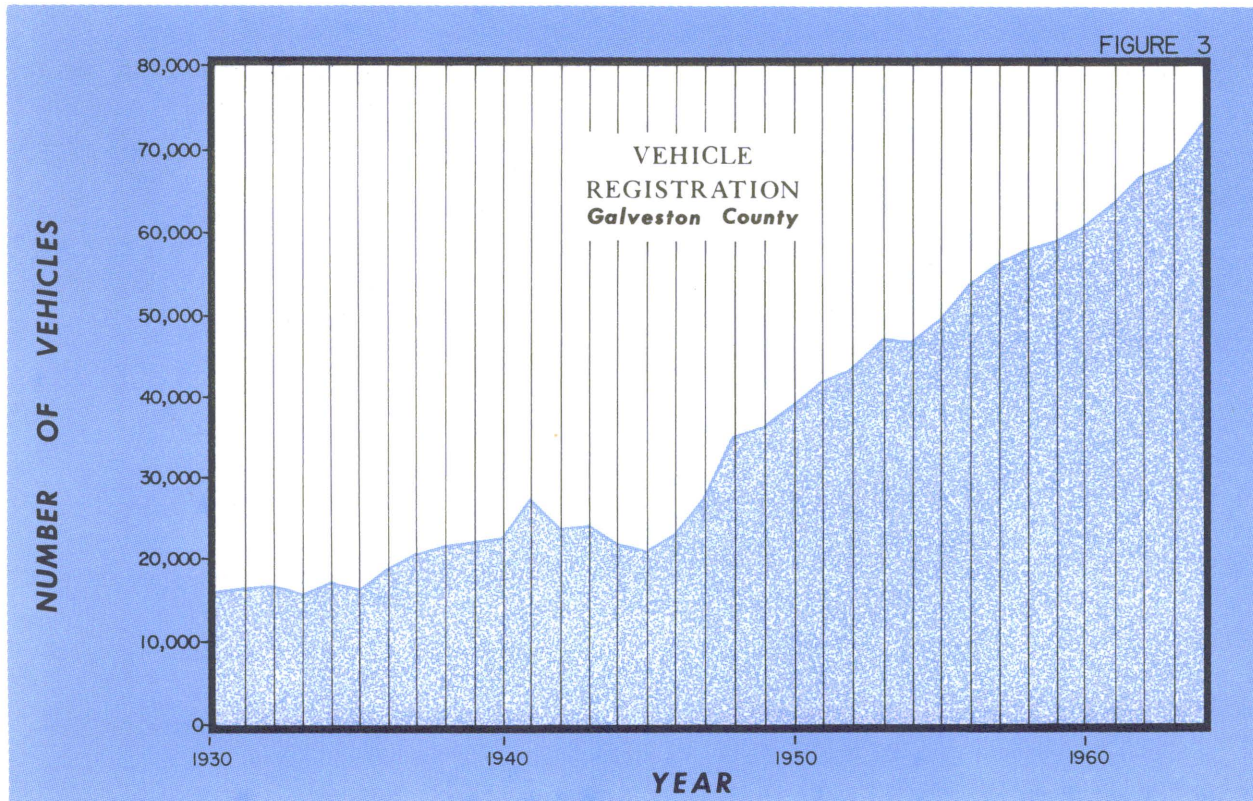
Northern Galveston County is becoming a residential area for the overflow of population from Harris County. Many people live in northern Galveston County but work and earn their living in Houston and Harris County. This is sometimes referred to as the "Bedroom City Concept."

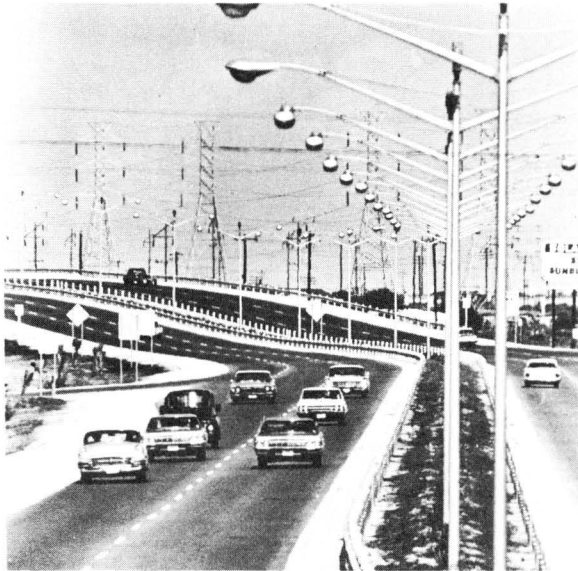
Galveston County's economic development has been closely tied with the petroleum and chemical industries in the area. Exploration for oil has declined steadily in recent years, but it is expected that the chemical industry will continue

to be as important in the future as it has in the past.

Recreation is also considered to be "Big Business" in Galveston County. As a result of great increases in population of the Texas Gulf Coast area, increased leisure time, higher family incomes, and faster automobile mobility, Gal-

veston County is a recreation mecca for many thousands of people. The county's location along Galveston Bay and other coastal inlets, and between metropolitan Houston and the Gulf of Mexico is a unique and perhaps one of the most important economic assets for future development.





HISTORICAL BACKGROUND

Thirty-six years after Christopher Columbus made his first Trans-Atlantic trip, Cabeza de Vaca landed upon the Island of Galveston to become the first white man to set foot upon Texas soil. Later, LaSalle visited the Island and named it San Louis in honor of his French King, but it remained unoccupied except by Karankawa Indians. In the early eighteenth century, all of Mexico,

which included Texas, became a possession of Spain, and in 1777, the Island was temporarily occupied by the troops of Count Bernardo de Galvez, Governor General of the Spanish possessions in America, known as the Province of Louisiana. The Island was known as Galvez in honor of the Spanish nobleman, but in later years it became known as Galveston.

In 1816, the pirate Jean LaFitte used Galveston as his headquarters and raided Spanish ships and possessions to such an extent that the United States, in 1821, prevailed upon him to move his base of operations southward. Immediately after Jean LaFitte's fleet sailed from the harbor, American settlers began to arrive, and by 1830, a fair-sized

settlement had been established.

The first settlement in Galveston County was in the area of the present City of Galveston which was founded by Col. Michael B. Menard, a Canadian. Menard bought one league of land located on the eastern end of Galveston Island from the Republic of Texas and organized the Galveston City Company of which he became president. He then proceeded with plotting the townsite and laying out the streets, setting aside suitable sites for schools, hospitals, parks, and public buildings. The



city was incorporated in 1839.

The City of Galveston grew and prospered and at the time of the Civil War, due largely to its port, was the most important city in the State. In the early 1900's another transportation facility competed with the railroad. A wagon bridge was constructed across West Galveston Bay linking the mainland and the island, thus providing the Cities of Houston, La Marque, and Texas City with roadway access to the City and Port of Galveston.

Today, the City of Galveston has the University of Texas Medical Branch which is the largest single employer in the county. Major exports from the Port of Galveston include cotton, sulphur, grain sorghum, and petroleum products. Its

larger industries are seafood processing, milling, meat packing, brewing, and tea processing. It is an important tourist and convention center.



Texas City is also a deep-water port located on the mainland in eastern Galveston County. It was originally called Shoal Point Community, before 1891, when Minnesota capitalists bought the site for

development. Port construction began in 1893 with the dredging of an eight foot channel when the community had a population of 300. In 1898 the Mainland Company bought the existing railroad and townsite and began development. Texas City was incorporated in 1911 and describes herself as the "Port of Opportunity."

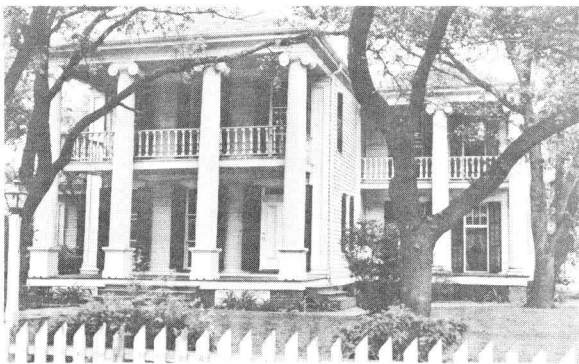
In April of 1947, two freighter vessels in port loaded with ammonium nitrate exploded, setting off chain explosions and fires throughout the complex of petrochemical plants and oil refineries in the industrial area that resulted in property damages totaling many millions of dollars and the loss of more than five hundred lives and unnumbered bodily injuries. Only through great effort and faith in the future



## HISTORICAL BACKGROUND

of their city could Texas City have survived such a reversal and built back the even greater physical structure and stable economy that it now enjoys. Today there is very little evidence of the disaster that shocked the area.

Texas City's economy is built around petrochemicals, large metal operations, sulphur, and other chemical operations.



La Marque, located in central Galveston County, was settled before 1860 and was known as "The Highlands." In 1882 the name was

changed to La Marque which in French means "The Mark" or "The Spot." Originally La Marque residents depended primarily upon agricultural production for their livelihood.

Like other cities of the area, the economy of La Marque was boosted considerably by World War II industry. Today La Marque has become a residential city for people who work in the more industrialized cities of the area. La Marque was incorporated in 1953.

Hitchcock was established in 1873 and named after Mr. Lent M. Hitchcock who donated the site. The growth of the City has been slow until recent years. In 1948 the town had a post office, a school, 11 businesses, and a population of only 350.

Hitchcock was incorporated in 1960. Today it has over 7,000 residents and is becoming a residential city similar to its neighbor city of La Marque.

Dickinson was named for John Dickinson, who on August 19, 1824, was granted land including the later townsite. Dickinson grew as a junction point for three railroads. In 1904 Dickinson had 149 residents, and by 1914 grew to 250. This slow growth trend continued until the area became industrialized during World War II; by 1949 the population had jumped to 3,500. Dickinson is not an incorporated city. The area today is continuing to experience rapid growth in industrial and residential areas.

League City on Clear Creek in

northeastern Galveston County was named for Mr. J. C. League, who laid out the townsite on the Galveston, Houston, and Henderson Railroad. The location was originally the site of a Karankawa Indian Village. In 1935 the population was 525; in 1947 it grew to 900 when the village was a center for railroad shops and oil tank farms. This trend has been changing in the last few years and by 1960 it had reached a population of 2,600. League City became incorporated in 1961. It is growing as a residential city and has sites laid out for future industry.

The growth of Galveston County has progressed steadily since 1900. The expansion of transportation facilities and the development of the petrochemical industry in the area

HISTORICAL BACKGROUND

has brought about increased interest by private capital. Figure 4 indicates the trend in population in the county and a comparison with the population growth statewide.

Government to locate the Manned Spacecraft Center near Clear Lake has caused a home building explosion in the northern part of the county. These are permanent residential structures. The other type of housing taking place is the summer cottage or weekend retreat from the business world. The pleasant climate both summer and winter and the accessibility to the water for fishing and sports encourages these developments. The type of housing in these developments usually equals and often exceeds that of the normal residence. The distribution of the population in Galveston County is shown graphically by the use of a bar map in Figure 5.

POPULATION GROWTH  
Galveston County and the State of Texas  
1890 - 1960

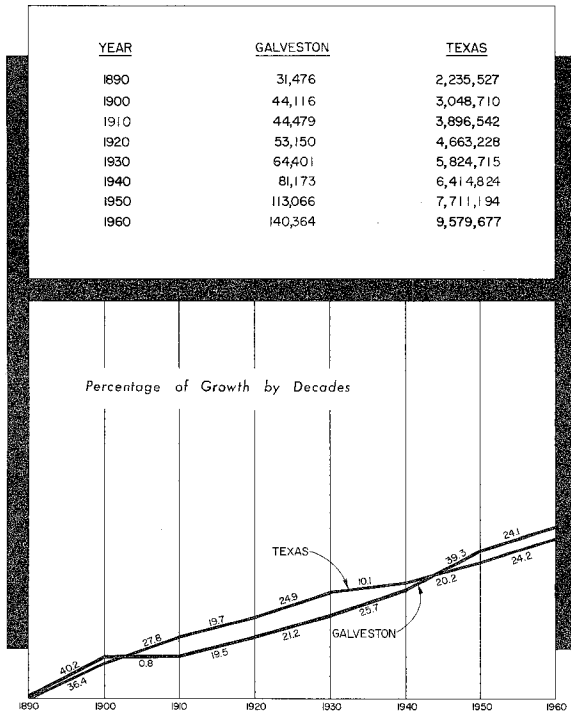
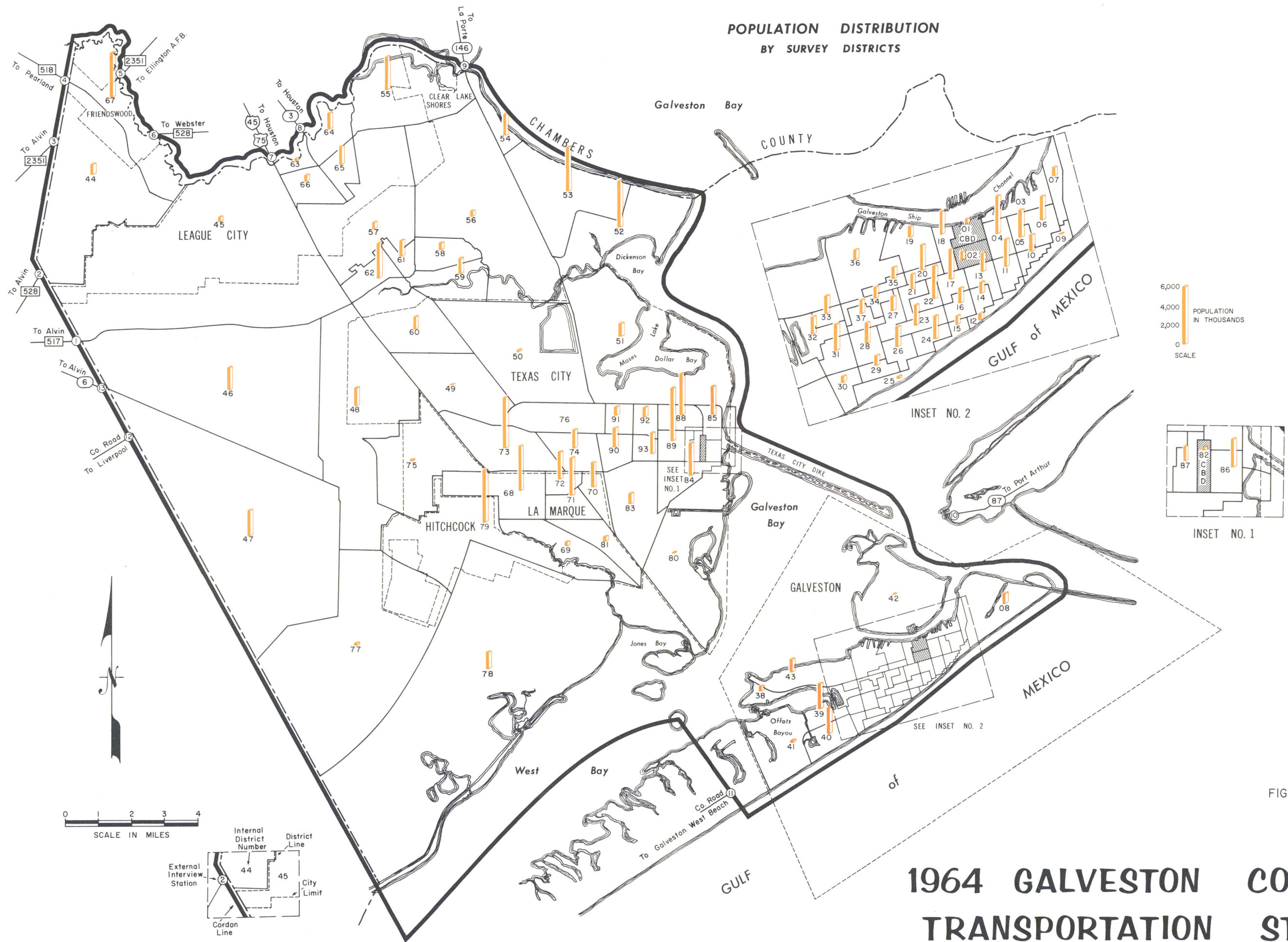


FIGURE 4

Two types of residential growth are now taking place within the county. The decision of the Federal



POPULATION DISTRIBUTION BY SURVEY DISTRICTS



6,000  
4,000  
2,000  
0  
SCALE

POPULATION IN THOUSANDS

INSET NO. 1

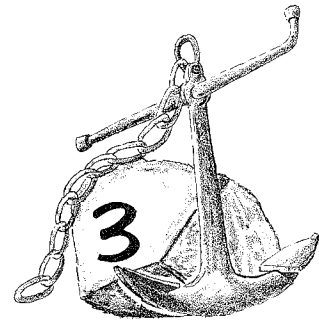
INSET NO. 2

FIGURE 5

1964 GALVESTON COUNTY  
TRANSPORTATION STUDY

This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team



PURPOSE OF THE SURVEY

The design of any survey or study should be based on the type of data required for the proper evaluation of existing and anticipated conditions. These data requirements may be defined in broad terms by stating the purpose of the study. In transportation planning, the purpose of an origin-destination study is to obtain factual information relative to the daily movements of vehicles, persons, and commodities into, within, and through the survey area. It is also necessary for the study to establish the relationship between person and vehicular movements as related to the distribution of population according to different land uses. Among these land uses are

residential, industrial, commercial development, recreational and others.

SURVEY AREA

The first step in the urban study was to determine the limits of the area to be included. The Galveston County area selected included the region in which there was a systematic daily cycle of movements of persons and vehicles oriented toward the heart or core of the area. In defining these limits it was necessary to consider first the existing points of heavy concentration of travel in which transportation planning was currently needed. In addition, much of the sparsely developed land surrounding the more densely populated area was expected

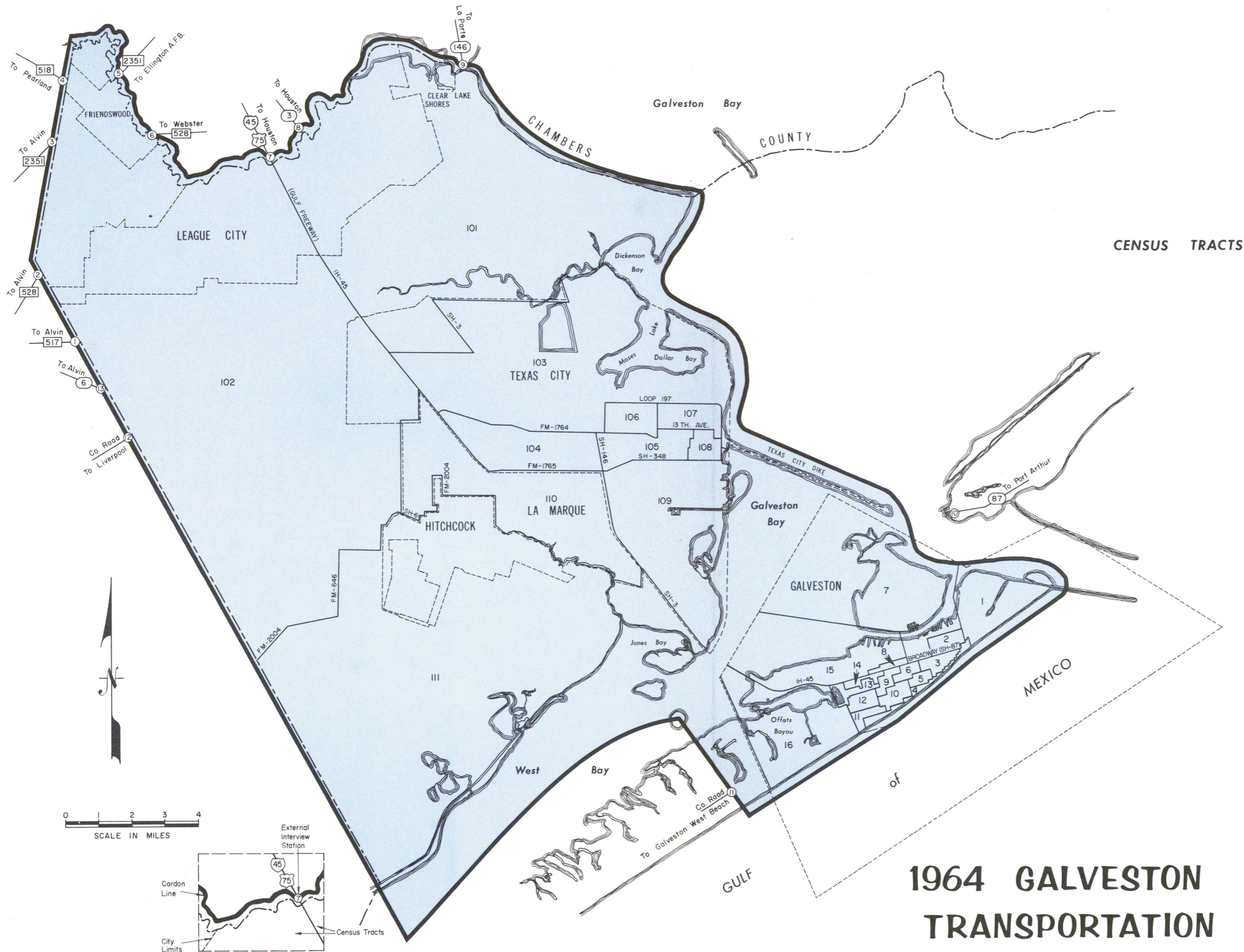
to become urbanized in the future. It was desirable to include this surrounding fringe to accommodate anticipated future growth and expansion. Boundaries of the study area are shown in Figures 2 and 7.

#### SURVEY ZONES

The intensive study area was subdivided into numerous smaller areas of appropriate size to assist in various detailed analyses of survey data. These smaller areas were called "survey districts" and "survey zones." In establishing these boundaries, the primary considerations were existing land use and population distribution. Other considerations were topographic features such as natural or man-made barriers to travel, the existing and proposed arterial street

network, and census tract boundaries. Districts and zones formed smaller subdivisions of a census tract so that expansion of existing survey data could be controlled on the basis of future census results. Census tract boundaries are shown in Figure 6. Data relative to population and trip generation by various land uses for individual tracts are tabulated in the Appendix. Existing land use is shown in Figure 9.

The transportation study area was subdivided into 608 survey zones. The survey zones were later combined to form 93 survey districts which are the basic units of analysis in the Origin-Destination Survey Report. District boundaries and the customary system of numbering for analysis are shown in Figure 7.



CENSUS TRACTS

FIGURE 6

# 1964 GALVESTON COUNTY TRANSPORTATION STUDY



This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

DISTRICT MAP

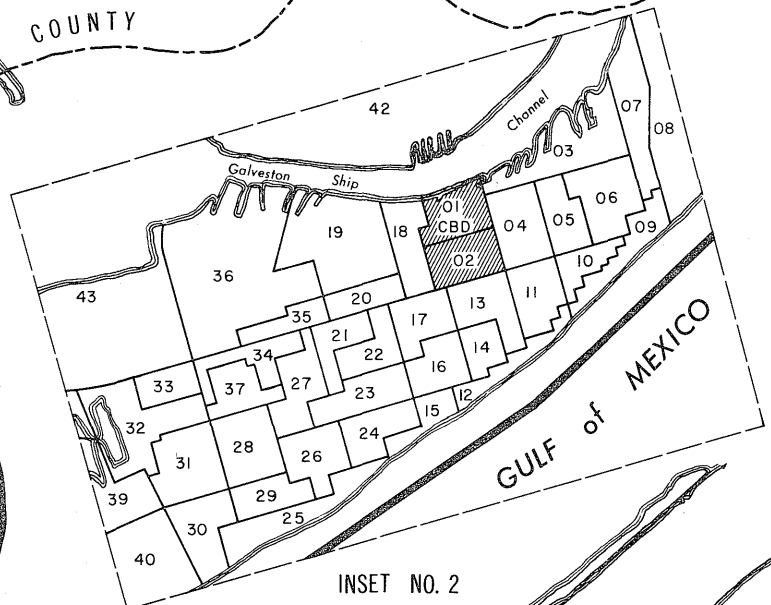
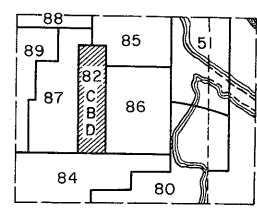
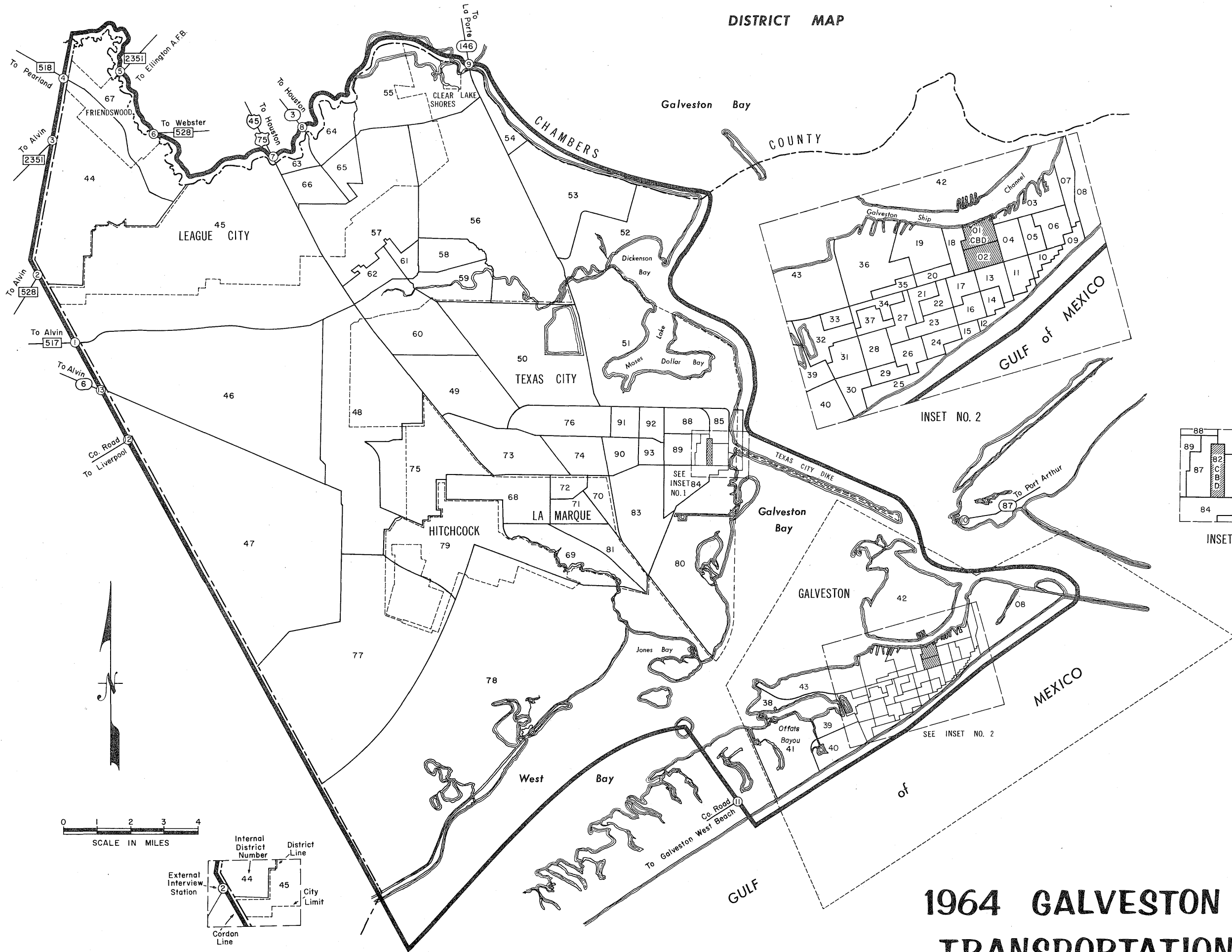


FIGURE 7

**1964 GALVESTON COUNTY  
TRANSPORTATION STUDY**

This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

---

INTERNAL SURVEY

Both zone and district numbers comprising the Central Business District are shown in Figure 8.

The external area extending from the study area cordon to the county line was subdivided similar to that within the cordon. Much larger areas were included in these external zones. Cities in Texas outside the county line and those in other states were numbered in accordance with standard national practice for surveys of this type.

To facilitate the office work involved in converting addresses of trip origins and destinations to survey zone numbers for punching on tabulating cards and subsequent machine analysis, it was necessary to construct a coding index, or directory. This index contained, by

zone number, the location of all street names and addresses, and zone locations of all major buildings, theatres, industrial plants, shopping centers, recreational areas, and other large generators of travel.





The origin-destination study was divided into two major phases, the "Internal Survey" and "External Survey." Consolidated data from the two phases show the average weekday movements of vehicles and persons within, into, and through the urban area during the period of the study.

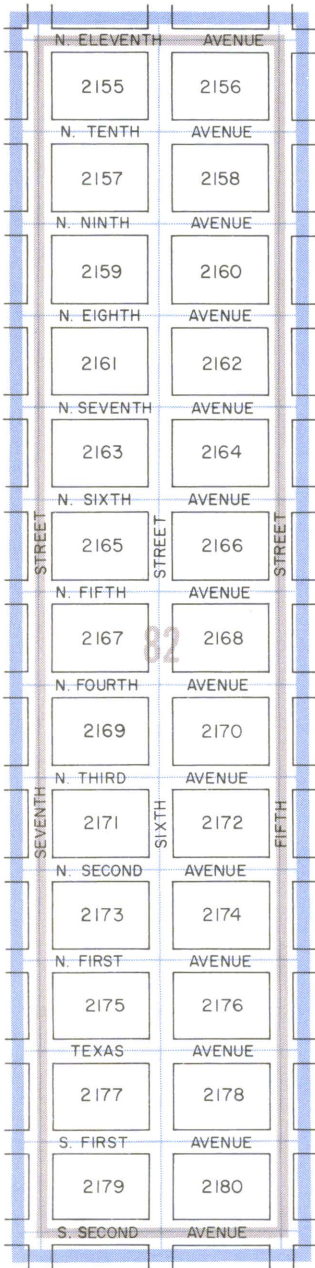
INTERNAL SURVEY

In this phase of the study, information on trips within the urban area was obtained by interviewing a pre-selected sample of residents in their homes to determine their daily

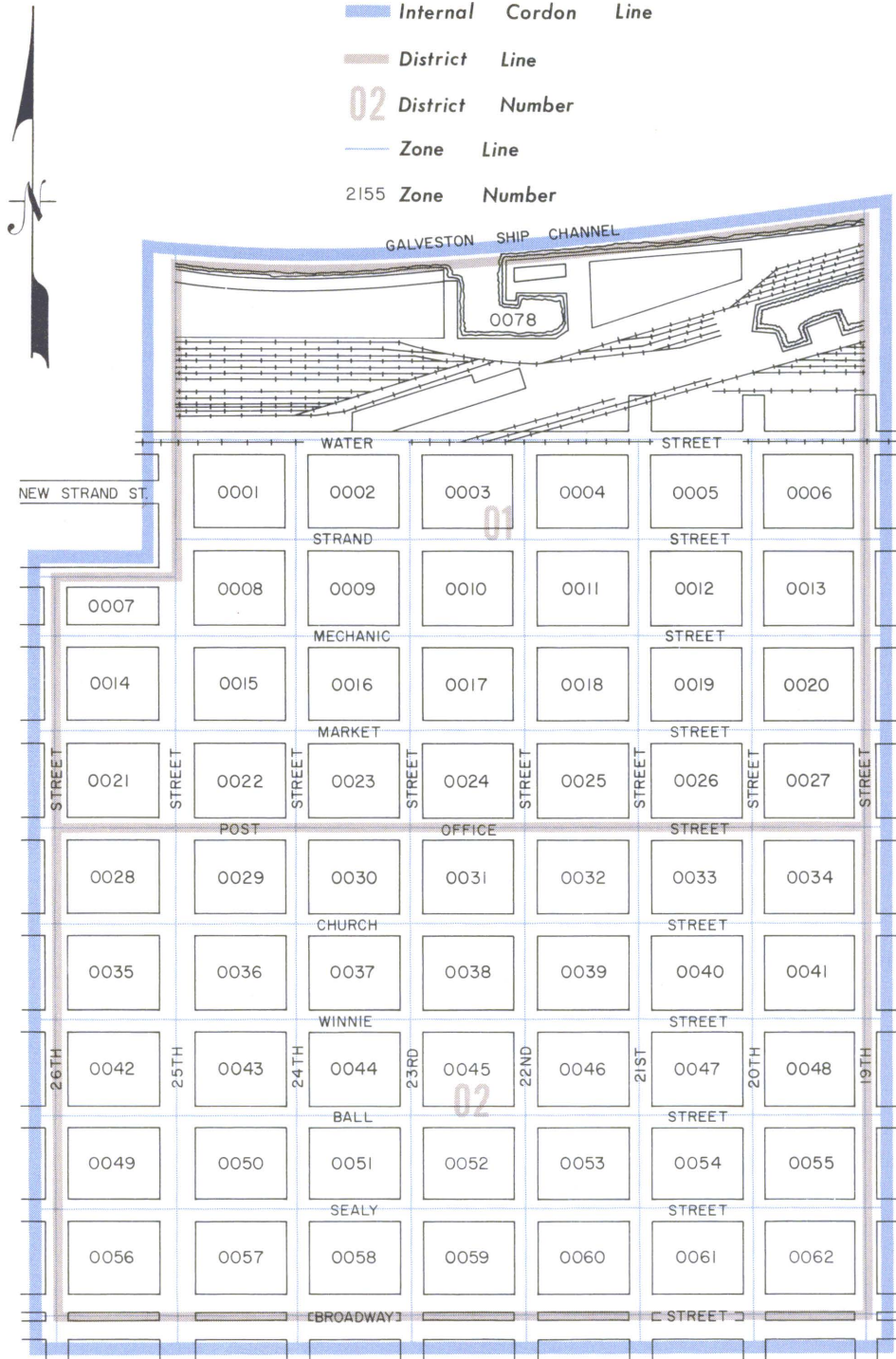
**DISTRICT AND ZONE MAP  
CENTRAL BUSINESS DISTRICT**

**LEGEND**

-  Internal Cordon Line
-  District Line
-  District Number
-  Zone Line
- 2155 Zone Number



TEXAS CITY



GALVESTON

**1964 GALVESTON COUNTY  
TRANSPORTATION STUDY**

FIGURE 8

---

INTERNAL SURVEY

travel. A 10 per cent sample of dwelling units in the heavily populated areas and a larger sample varying up to 100 per cent in the thinly populated fringe areas was selected for interviewing. The samples were selected on the ground by an actual field inventory of dwelling units. The results of this inventory produced a total of 53,885 dwelling units and a current dwelling unit count by blocks which was used to update the 1960 census data to the current year.

The pre-selected dwelling unit samples were assigned to carefully trained interviewers in a manner that would produce a representative cross section of average weekday travel by each member of the household for each zone within the study

area. This included all trips made as an auto driver, or as an auto, truck, taxi or bus passenger. In addition to trip origin and destination, the interviewer determined trip purpose, hour of travel, mode of transportation, number of autos owned, number of persons in the family, their occupation and the length of residence at their present address. For auto-driver trips, the interviewer determined vehicle occupancy and type of parking used.

It was found from the home interviews that 459,728 person trips were made on an average weekday during the period of the study by residents of the study area. They were made as auto drivers and auto, truck, taxi, and bus passengers. Auto drivers made 270,127 trips

EXTERNAL SURVEY

daily.

To complete the study of movements of people and vehicles, it was necessary to obtain data concerning truck and taxicab travel. A 20 per cent sample of trucks registered in the study area was selected from motor vehicle registration records for interview. Specially trained interviewers visited the owner or driver of each of the sample trucks and obtained a record of their 24-hour weekday trips. This record included, for each trip, the origin, destination, time of day of the trip, industry involved, and the commodity that was carried. Similar data were obtained for trucks owned by governmental agencies bearing exempt license tags. Sampling was by contact with the officials of the agencies

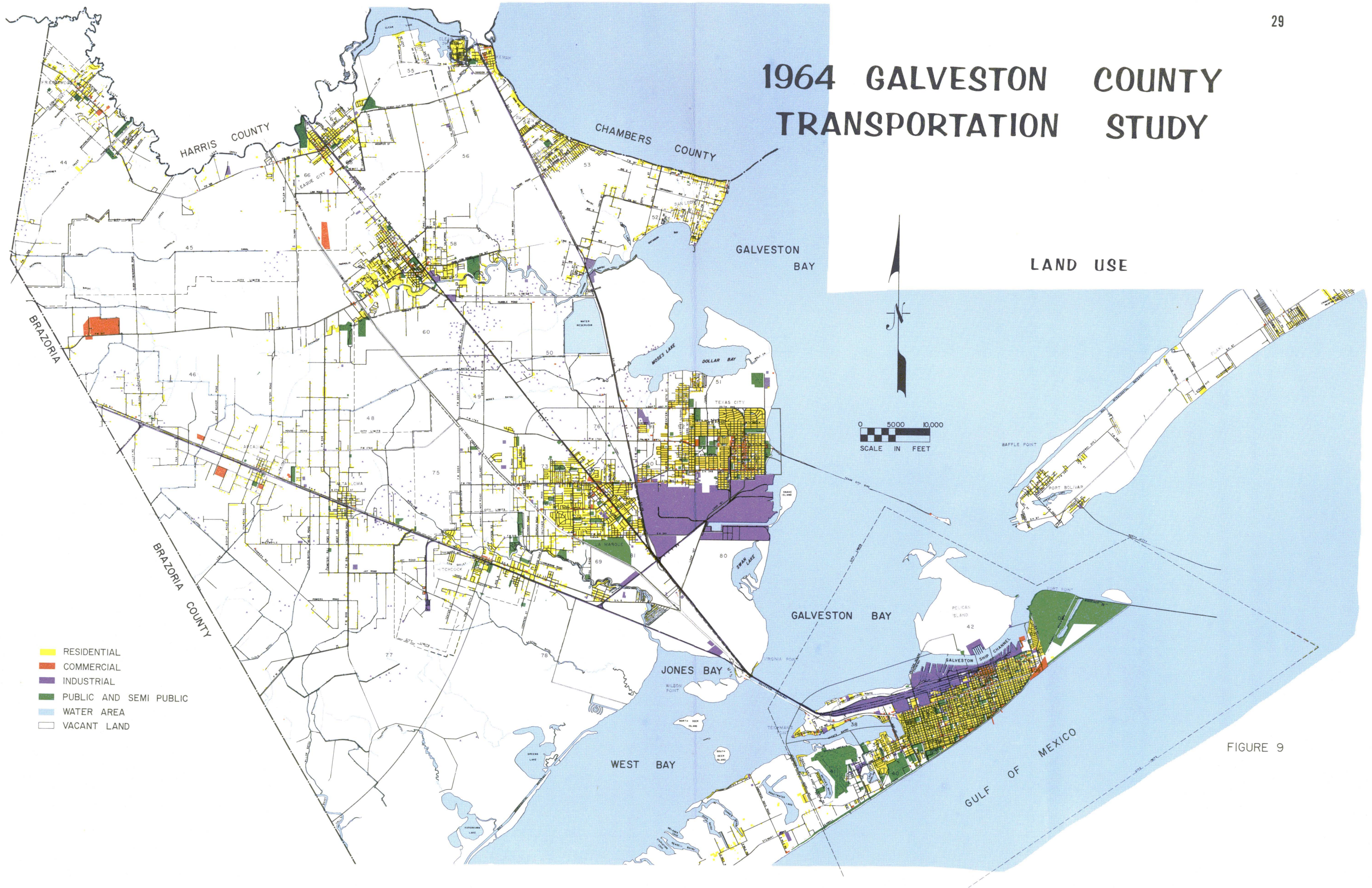
involved. It was found that on an average weekday, a total of 49,036 trips were made by trucks operating in the study area.

A 25 per cent sample of taxicabs operating in the area was selected from taxi records maintained by the city. Trip origin, destination, and time of travel for each trip for each of the taxi samples was obtained from the driver's trip log. All weekdays were represented in the sample. It was found that on an average weekday, 3,517 trips were made by taxis operating in the area.

EXTERNAL SURVEY

This phase of the study provided information on the movement of vehicles that were entering, leaving or passing through the study area. Interview stations were located on

# 1964 GALVESTON COUNTY TRANSPORTATION STUDY



- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC AND SEMI PUBLIC
- WATER AREA
- VACANT LAND

LAND USE

0 5000 10000  
SCALE IN FEET

FIGURE 9



This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

highways and county roads at 13 points where they crossed the hypothetical cordon line delimiting the study area. Vehicles moving in both directions were stopped for interview at each station. The roadside interviewers obtained from each driver the trip origin, destination, vehicle type, number of occupants, and trip purpose. For trips with both terminals outside the study area, the interviewer determined if stops were made inside the area, purpose of stops and the highway route of entry or exit. These interviews developed trip data for 45,690 vehicles that crossed the cordon on an average weekday. Low traffic volume stations were operated for an eight-hour period, those of intermediate volumes for 16 hours and

those having volumes in excess of 1,000 vehicles per day were operated a full 24 hours.

#### COMPANION STUDIES

Closely related to origin-destination surveys are studies of current traffic volumes on the existing street system. These volumes provide a base for other studies relating to traffic movement and indicate trends in traffic development.

Since the Central Business District is one in which large numbers of vehicles and people are concentrated each day, volume counts on the outer perimeter are extremely valuable to the planner. Directional manual classification counts were made at 60 locations on the cordon surrounding the Central Business Districts of Galveston and Texas City

and the volumes recorded at 30-minute intervals. Vehicle occupancy was obtained and the number of vehicles within the area at 7:00 AM recorded. The accumulation of vehicles within the area throughout the day was then determined. The peak accumulation of vehicles occurred between 3:30 and 4:00 PM when 5,474 were within the Galveston CBD. The peak accumulation in the Texas City CBD occurred between 10:30 and 11:00 AM and amounted to 1,546 vehicles.

Twenty-four hour machine counts were made at approximately 700 locations within the study area. Many of the volume counts on major thoroughfares were directional. Hourly volumes for a minimum of one week were obtained on streets

crossing the screen line. Results of these counts may be used in determining traffic trends, and in establishing the extent and priorities for street and traffic control improvements. These volume counts are also valuable in evaluating the completeness and validity of the origin-destination data when traffic assignments are made by computer to the present street system and in checking the adequacy of the network to which these assignments are made.

Speed and Delay Studies were made over arterial streets and highways comprising the major thoroughfare system within the study area. Average travel times for each route were determined by the "floating car" method in which the test car

ANALYSIS

"floats" with traffic. A minimum of four trips were made over each route and average speeds computed for both peak and off-peak hours. Causes of delay, such as traffic control devices, pedestrian crossings, parking maneuvers, turning movements and other contributing causes of congestion were recorded on the chart of the data compiler which was used in the study. Analysis and results of the Speed and Delay Study are published in the Transportation Plan Report.

A parking inventory of curb and off-street spaces was necessary to update the existing inventory and determine the supply of parking areas in the Central Business District at the time of the transportation study. In parking lots and garages,

the number of spaces and area in square feet was obtained; the curb inventory revealed the number of curb spaces for public parking, restricted spaces (loading zones, bus stops, taxi stands, etc.) and the footage of curb where parking was prohibited. The parking inventory in the Central Business District of 62 blocks in Galveston revealed a total supply of 2,524 curb and 1,842 off-street spaces within the area. Texas City had 1,804 curb and 817 off-street spaces in a 26 block area. Analysis and results of the parking study are published in the Transportation Plan Report.

ANALYSIS

The only practical means of analysis of the tremendous volume of data resulting from a comprehen-

ACCURACY CHECKS

sive study of this magnitude is by use of mechanical tabulation and high speed computer procedures. All data were punched on tabulating cards and transferred to magnetic tape for computer processing utilizing a special package of programs to provide the desired output. The resulting tabulations included zone to zone and district to district movements by all modes of travel, trip purpose, passenger car occupancy and parking habits. Other tabulations were prepared showing trip generation and attraction by various land uses for each mode of travel, length of residence, and automobile ownership. A series of tables were also prepared showing external movements between interview stations and between interview stations

and districts within the area. Tables related to district values are contained in the Appendix.

ACCURACY CHECKS

Before proceeding with the analysis, tests were designed to verify the completeness and reliability of interview information and to check the expansion of the sample data. The expanded home interview data were checked by comparing the expanded population and dwelling unit totals against those in the latest census and with estimates made by informed local officials. The checks indicated that a complete geographical coverage was obtained and that the current population data obtained from the expanded sample data were reasonable and realistic.

The accuracy of the travel data

revealed by the study was also checked. This was accomplished by comparing a summary of reported vehicular trips crossing a screen line with actual ground counts made along the line during the interview phase of the study. The causeway crossing of Galveston Bay between Galveston Island and the mainland was used as a screen line since it bisected the area fairly evenly, had only one crossing and no multiple crossings were possible in a single vehicular trip. The expanded survey data accounted for 98 per cent of the actual recorded volume of automobiles, trucks, and taxis crossing the screen line between 6:00 AM and 10:00 PM on an average weekday. The hourly traffic pattern of the survey data coincided very closely

with the ground count pattern, further confirming the accuracy and acceptability of the survey data. A comparison of the expanded survey data and screenline counts is shown graphically in Figure 10.

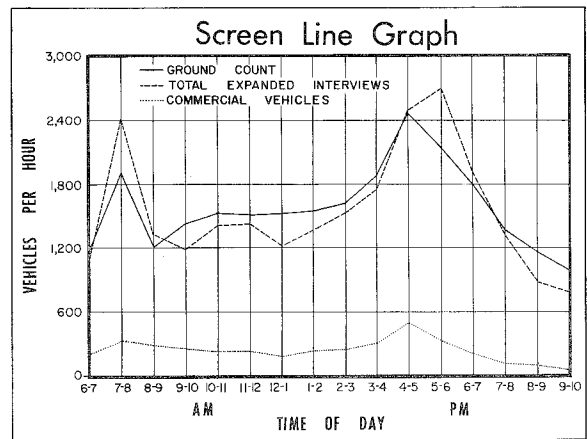


FIGURE 10

Results of these accuracy checks support the belief that geographical coverage, sample selection, and expansion factors for all phases of the study were valid and reasonable, and that travel data herein described reliably reflects the average weekday movements of

FORECASTS AND ASSIGNMENTS

persons and vehicles in the area during the period of study.

FORECASTS AND ASSIGNMENTS

Data relative to future forecasts of internal trips were provided by the city. These data were based on a study of current and projected land use. Current land use and population data were compiled by census tract and origin-destination survey zones and projected to the year 1985. The existing vehicular trips for each zone were obtained from the O-D survey data and subdivided into three trip purpose categories: "Home to Work," "Home to Other," and "Non-Home Based" trips.

With data on the existing and anticipated land use and population for each zone, it was possible to

develop growth factors for each of the three trip purpose categories.

These growth factors were applied to the existing distribution of trips by the Fratar technique. Growth factors were supplemented by an additional factor for adjustment to the trend of increasing vehicle trips per person.

The current and forecasted vehicular movements were assigned to the existing and proposed arterial and freeway network by means of available computer programs. In these assignments, it was desired to determine the traffic volume based on travel desire over minimum time paths; consequently, no street capacity controls were used for any route. These computer programs made possible rapid additional as-

signments to alternate or revised arterial systems. Results of these assignments to the proposed alternates indicate to the planner the desirability of further inquiry or network revision.

It is known that future land use and population development may not follow the trends currently in evidence and re-evaluation will be required from time to time to appraise the effect of unforeseen developments upon the proposed arterial and free-

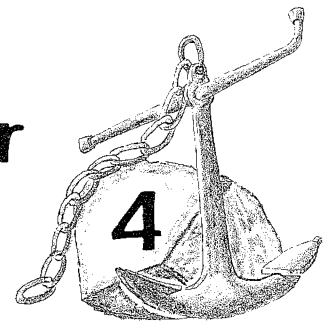
way system. Revision of land use and population estimates in the area affected by such developments is relatively simple and inexpensive and provide a new basis for traffic forecasts and subsequent assignments to the network.

Results of the analysis of future traffic volumes on proposed arterial and expressway systems are included in the Transportation Plan Report.









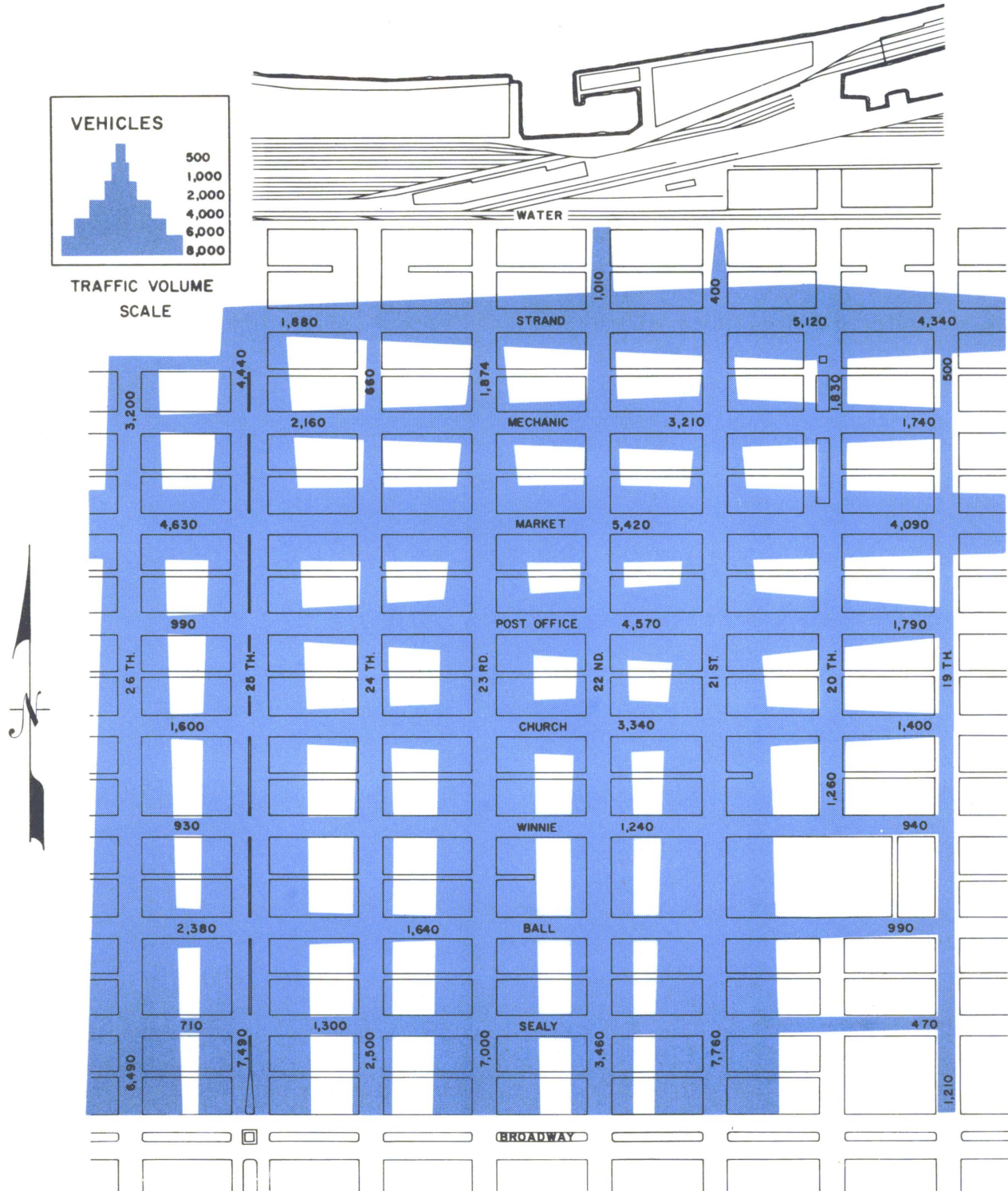
Findings of traffic studies in all parts of the country have indicated a definite and consistent pattern of travel in urban areas. The travel pattern is developed according to the distribution of population and major traffic generators and the relationship of these elements to the arterial street network. The volumes in the pattern fluctuate between hours of the day, days of the week, and months of the year with such consistency and regularity that the planner can foresee the traffic demands upon a street system which enables him to apply proper corrective measures for smooth traffic flow. This is impossible until traffic measurements are made to indicate the volumes with which he is dealing. Traffic

volumes indicate the number of vehicles passing a point on the street network during a specific period of time, as distinguished from origin-destination volumes which indicate the travel desire of the tripmaker without regard to his route of travel.

#### EXISTING VOLUMES

Twenty-four hour traffic volumes on major streets during the time of the study are shown graphically on the traffic volume map in Figure 11. The scaled bands are drawn in proportion to the daily volume and vividly portray at a glance the distribution of traffic throughout the study area. Increasing band widths converging at points such as the downtown area indicate focal points of travel and relate their in-

# TRAFFIC VOLUME MAP CENTRAL BUSINESS DISTRICT



## 1964 GALVESTON COUNTY TRANSPORTATION STUDY

FIGURE IIA

TRAFFIC VOLUME MAP

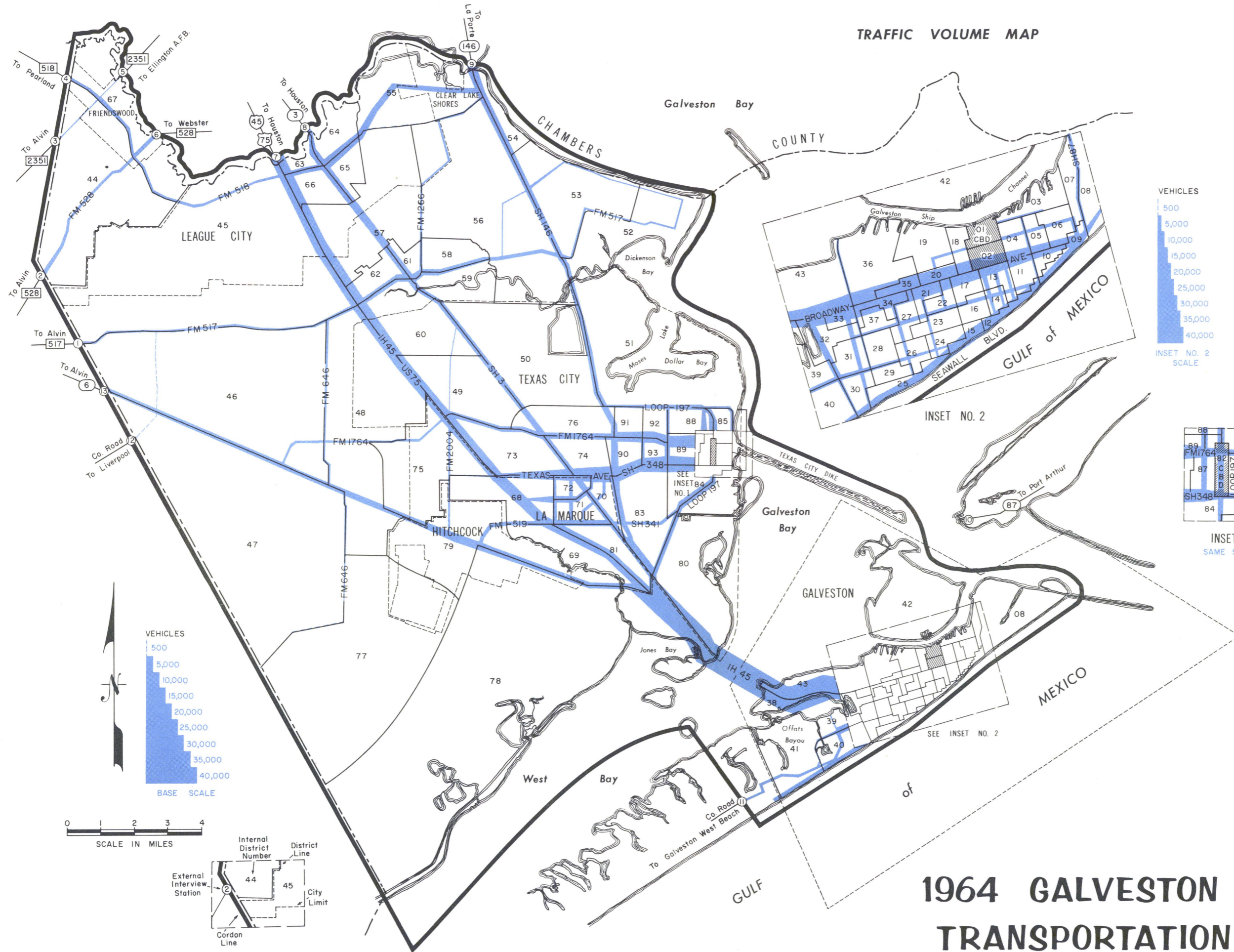


FIGURE IIB

1964 GALVESTON COUNTY TRANSPORTATION STUDY

This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

dividual impact upon the street network. A map in greater detail is used by the planner who usually works with volumes during certain periods of the day and with peak and design hour volumes. The volumes in Figure 11 were obtained by automatic traffic recorders located throughout the area and represent average weekday traffic for the period of the survey. The heaviest bands indicate a volume of up to 36,000 vehicles for a 24-hour period.

Broadway, a boulevard carrying two-way traffic east and west, is the principal thoroughfare through Galveston. This busy street brings Interstate Highway 45 traffic into the city from the west and terminates at the beachfront at the south-

east corner of the city.

Volumes on Interstate Highway 45 included 20,495 northwest of 81st Street; 21,910 west of 77th Street and 23,530 east of 61st Street.

Other volumes on Broadway ranged from 12,380 between 6th and 7th Streets to 36,360 between 38th and 39th Streets.

Seawall Boulevard carries two-way traffic along the entire beachfront. Representative volumes included 10,400 between 5th and 6th Streets, 15,200 between 10th and 11th Streets, 20,870 between 27th and 28th Streets and 16,620 between 36th and 37th Streets.

Principal streets leading into the Galveston CBD (see Figure 13A) from the beach are 21st and 23rd, both two-way. Volumes on 21st

VARIATIONS IN TRAFFIC FLOW

ranged from 400 between Avenues A and B to 7,760 between Avenues H and I. Volumes on 23rd ranged from 1,870 between Avenues B and C to 7,700 south of Broadway.

Other volumes on 21st between the CBD and the beach were 2,450 at Seawall Boulevard and 4,300 between Avenues N and N 1/2. Other 23rd Street volumes were 3,450 at Seawall Boulevard and 7,200 between Avenues M 1/2 and N.

Principal streets in the Texas City CBD (see Figure 13B) are 6th Street, 9th Avenue, and Texas Avenue. Sixth Street, running north and south, carried volumes of 7,000 between South 1st Avenue and South 2nd Avenue, 7,980 between North 2nd Avenue and 3rd Avenue, and 9,180 between 11th Avenue and 10th

Avenue.

Ninth Avenue and Texas Avenue are the busiest east-west streets. Highest volume on 9th was 13,460 west of 7th Street and highest volume on Texas was 8,970 west of 7th.

VARIATIONS IN TRAFFIC FLOW

A permanently-installed traffic recorder located on Interstate Highway 45 north of the Galveston causeway was used in obtaining representative hourly, daily, and monthly variations in traffic volume for the Galveston County Study Area as depicted in Figure 12.

Average traffic volumes on Sundays proved to be higher than other days of the week accounting for 16.6 per cent of the total weekly volume. Saturday's volumes were

VARIATIONS IN TRAFFIC FLOW

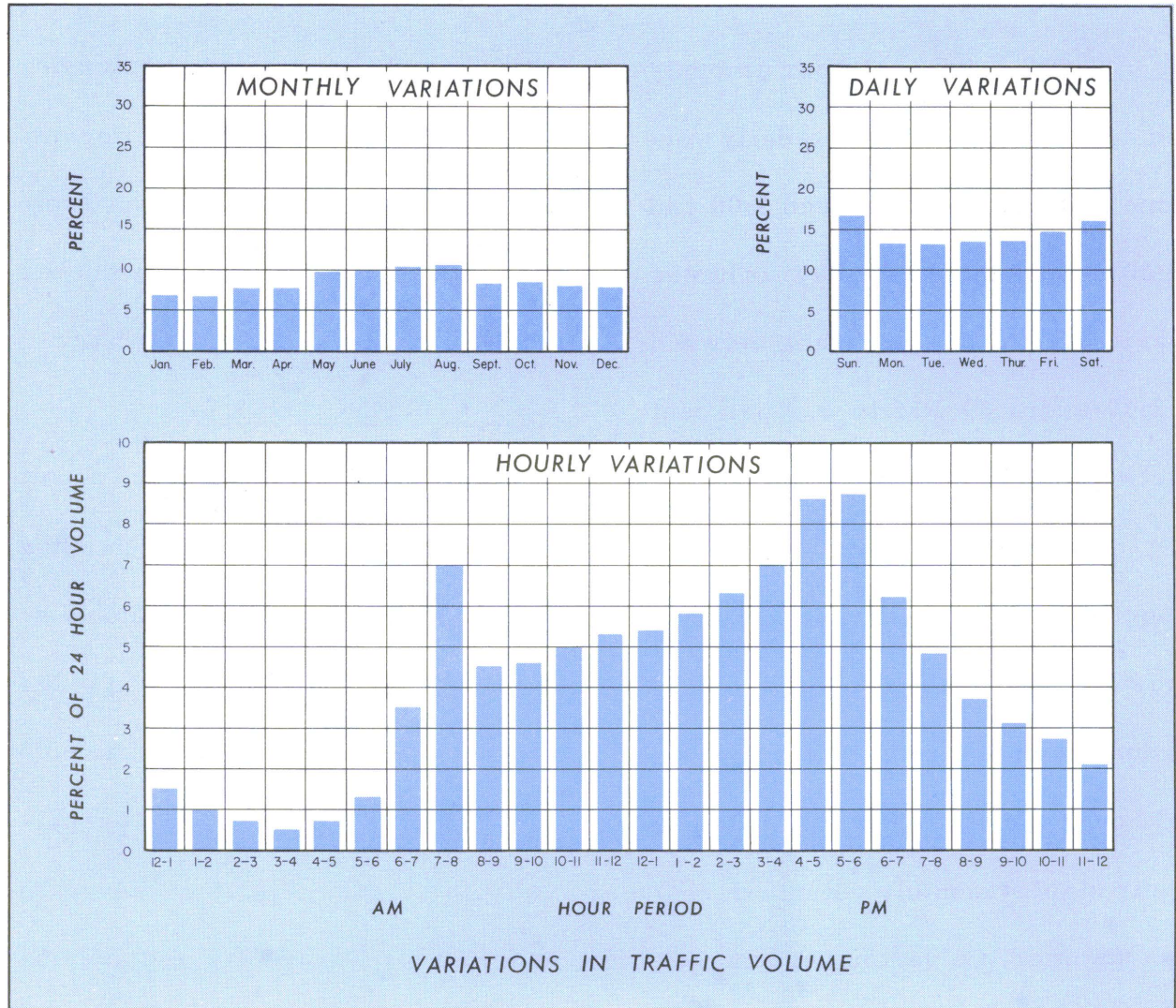


FIGURE 12

almost as high with 15.9 per cent of the weekly total. Fridays, Thursdays, Wednesdays, Mondays, and Tuesdays followed in respective order.

Hourly volumes on weekdays (Monday through Friday) showed the afternoon peak hour occurred between 5:00 and 6:00 PM when 8.7 per cent of the 24-hour volume was



---

CBD CORDON COUNT

recorded.

The morning peak hour amounted to 7.0 per cent of the daily volume and occurred between 7:00 and 8:00 AM; other mid-day volumes varied from 5.4 per cent between 12:00 and 1:00 PM to 6.3 per cent between 2:00 and 3:00 PM.

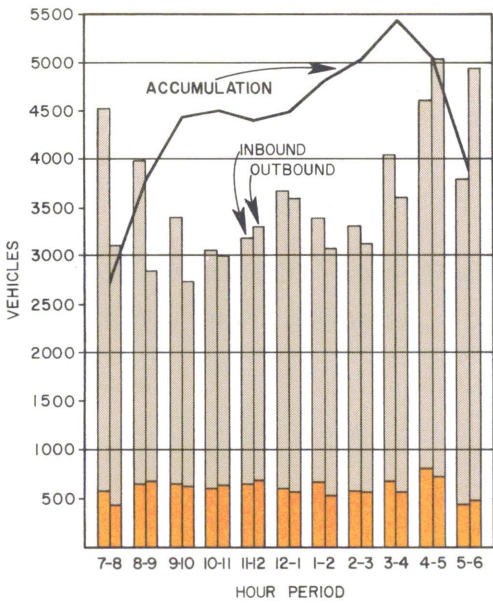
The heavy volume of summer tourist travel in Galveston County was reflected in the average monthly volumes on Interstate Highway 45. Although most Texas points show their highest monthly volume during the summer, Galveston percentages were even greater during this period. The peak was reached in August with 10.2 per cent of the yearly volume recorded during that month. July, with 10.1 per cent, and June, with 9.8 per cent followed. Vol-

umes for the Fall of the year dropped sharply to 8.2 per cent in September and reached 7.7 per cent in December. The overall range was from the August high of 10.2 per cent to a low of 6.5 per cent in February.

CBD CORDON COUNT

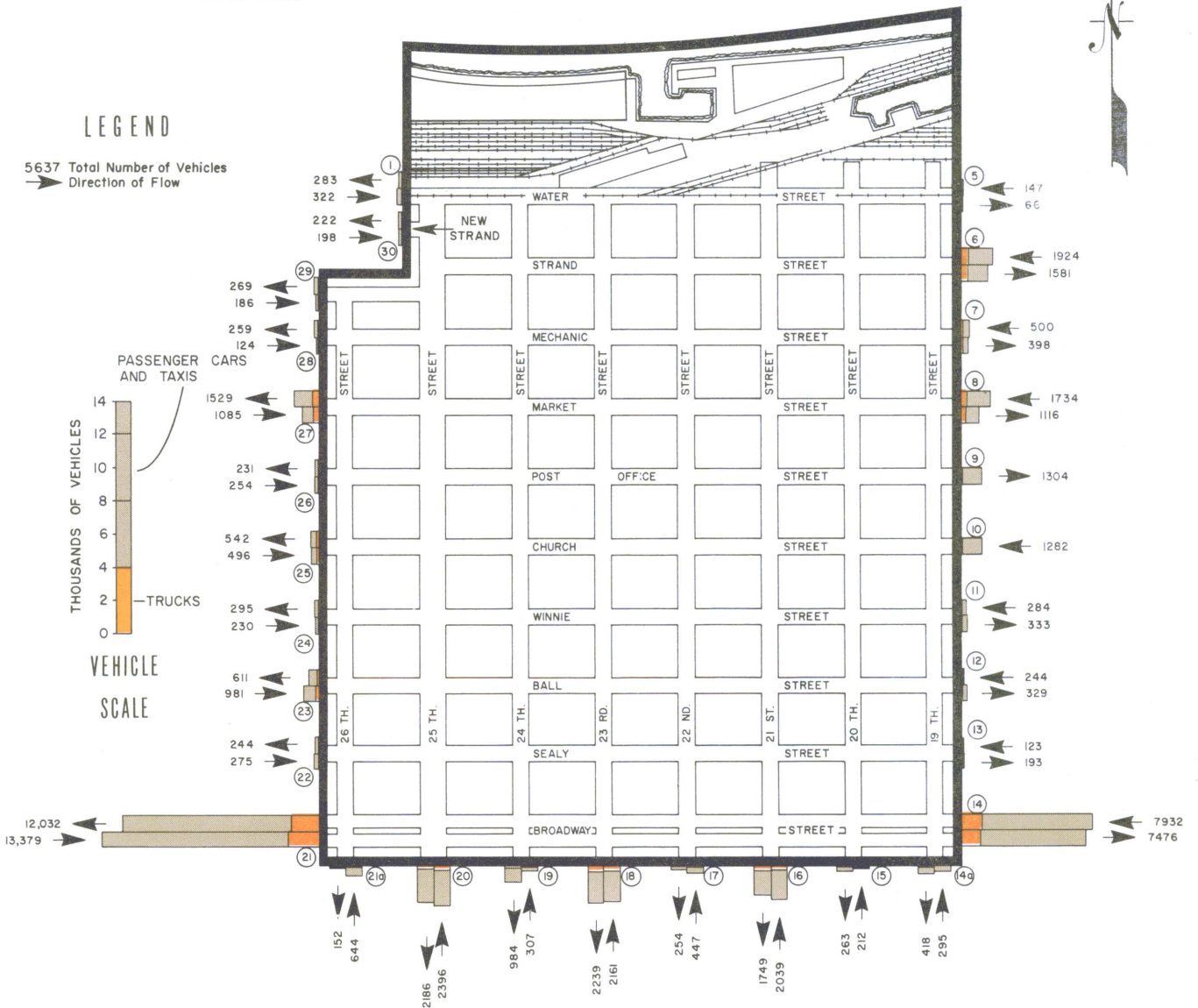
A manual classification count, by directions, of vehicles entering and leaving the Central Business Districts of Galveston and Texas City was made from 7:00 AM to 6:00 PM. The results are shown graphically in Figure 13A for Galveston and 13B for Texas City and are obtained from Tables 12A, 12B, and 12C of the Appendix.

Table 12A shows vehicles entering and leaving the Central Business District on all streets crossing the internal cordon. A total of 79,503



**GALVESTON**  
**INTERNAL CORDON COUNT**  
WEEKDAY 7AM to 6PM

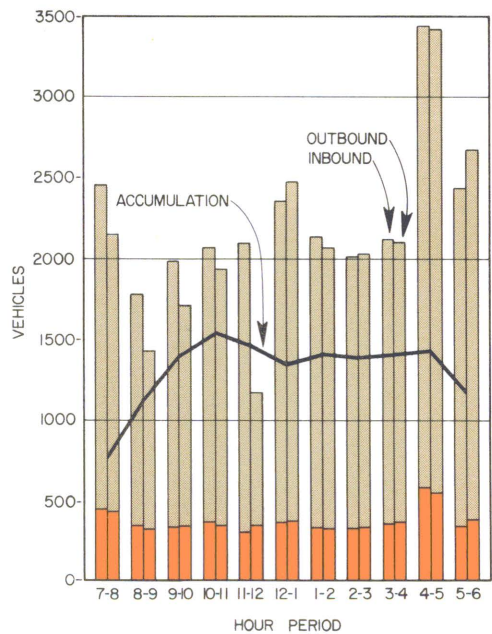
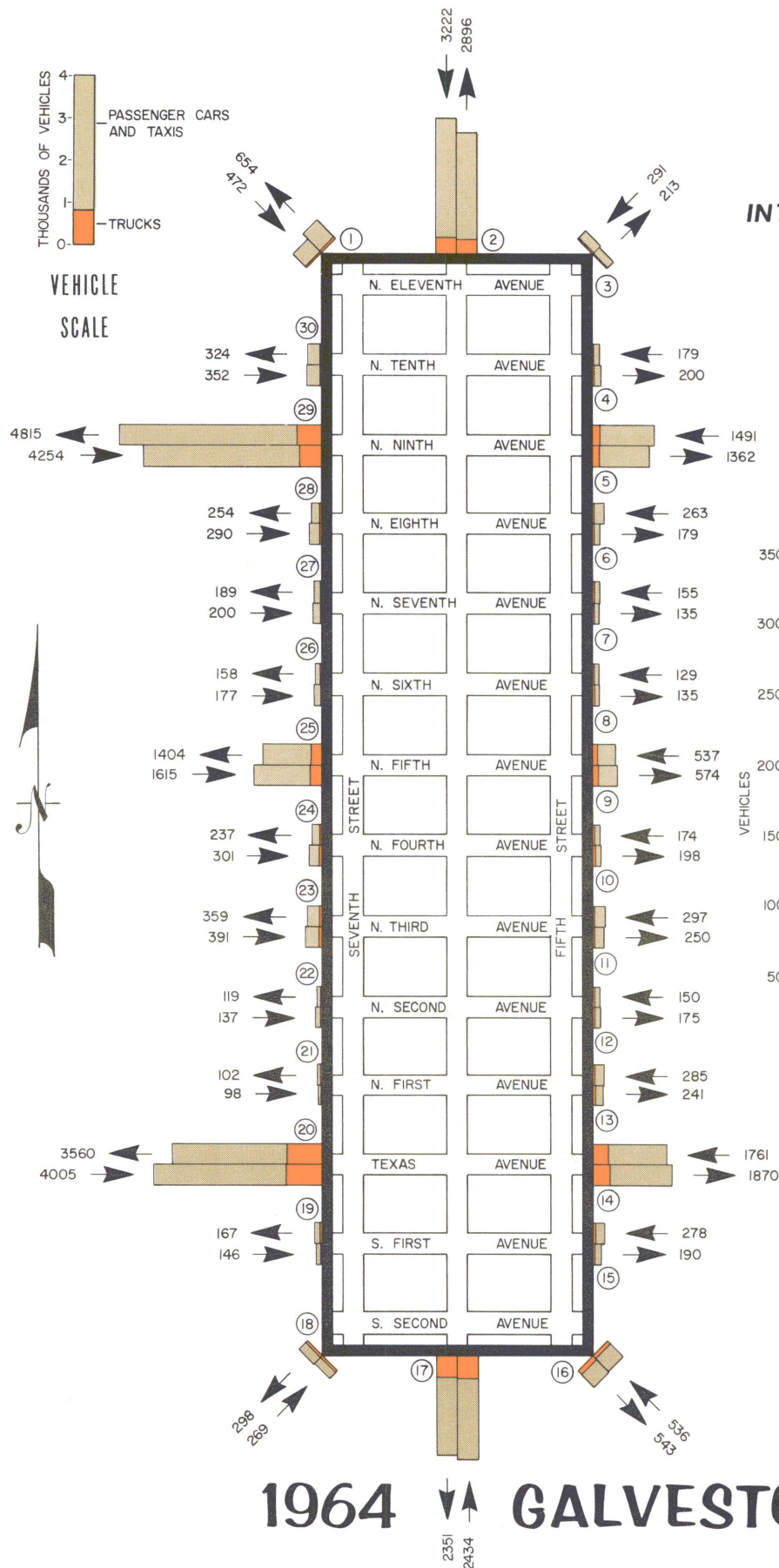
**LEGEND**  
5637 Total Number of Vehicles  
→ Direction of Flow



**1964 GALVESTON COUNTY TRANSPORTATION STUDY**

FIGURE 13A

**TEXAS CITY**  
**INTERNAL CORDON COUNT**  
**WEEKDAY 7AM to 6PM**



**LEGEND**

5637 Total Number of Vehicles

➔ Direction of Flow

Note:  
 Station 1 includes both N. 11th. & 7th.  
 Station 3 includes both N. 11th. & 5th.  
 Station 16 includes both S. 2nd. & 7th.  
 Station 18 includes both S. 2nd. & 5th.

FIGURE 13B

---

CBD CORDON COUNT

vehicles crossed the Galveston CBD cordon between the hours 7:00 AM and 6:00 PM on an average weekday during the period of the study; 41,049 were inbound and 38,454 were outbound. Passenger cars and taxis numbered 66,425 (84%) and commercial vehicles 13,078 (16%) of the total vehicles entering and leaving the downtown area.

A total of 49,041 vehicles crossed the Texas City CBD cordon between the hours 7:00 AM and 6:00 PM on an average weekday during the period of the study; 24,889 were inbound and 24,152 were outbound. Passenger cars and taxis numbered 40,706 (83%) and commercial vehicles 8,335 (17%) of the total vehicles entering and leaving the downtown area.

Table 12B shows vehicles entering and leaving the Galveston and Texas City Central Business Districts in half-hour periods and the accumulation of vehicles. Based on an inbound-outbound flow of traffic as shown in Table 12B, the maximum vehicle accumulation in the Galveston CBD occurred between 3:30 and 4:00 PM and amounted to 5,474 vehicles; 4,688 were passenger cars and 786 were commercial vehicles. There were 1,280 vehicles within the area when the cordon count began at 7:00 AM.

The maximum vehicle accumulation in the Texas City CBD occurred between 10:30 and 11:00 AM and amounted to 1,546 vehicles; 1,409 were automobiles and 137 were commercial vehicles. There were



476 vehicles within the area when the cordon count began at 7:00 AM.

Table 12C records the number of persons entering and leaving the CBD of Galveston and Texas City and the accumulation of persons in half-hour periods from 7:00 AM to 6:00 PM.

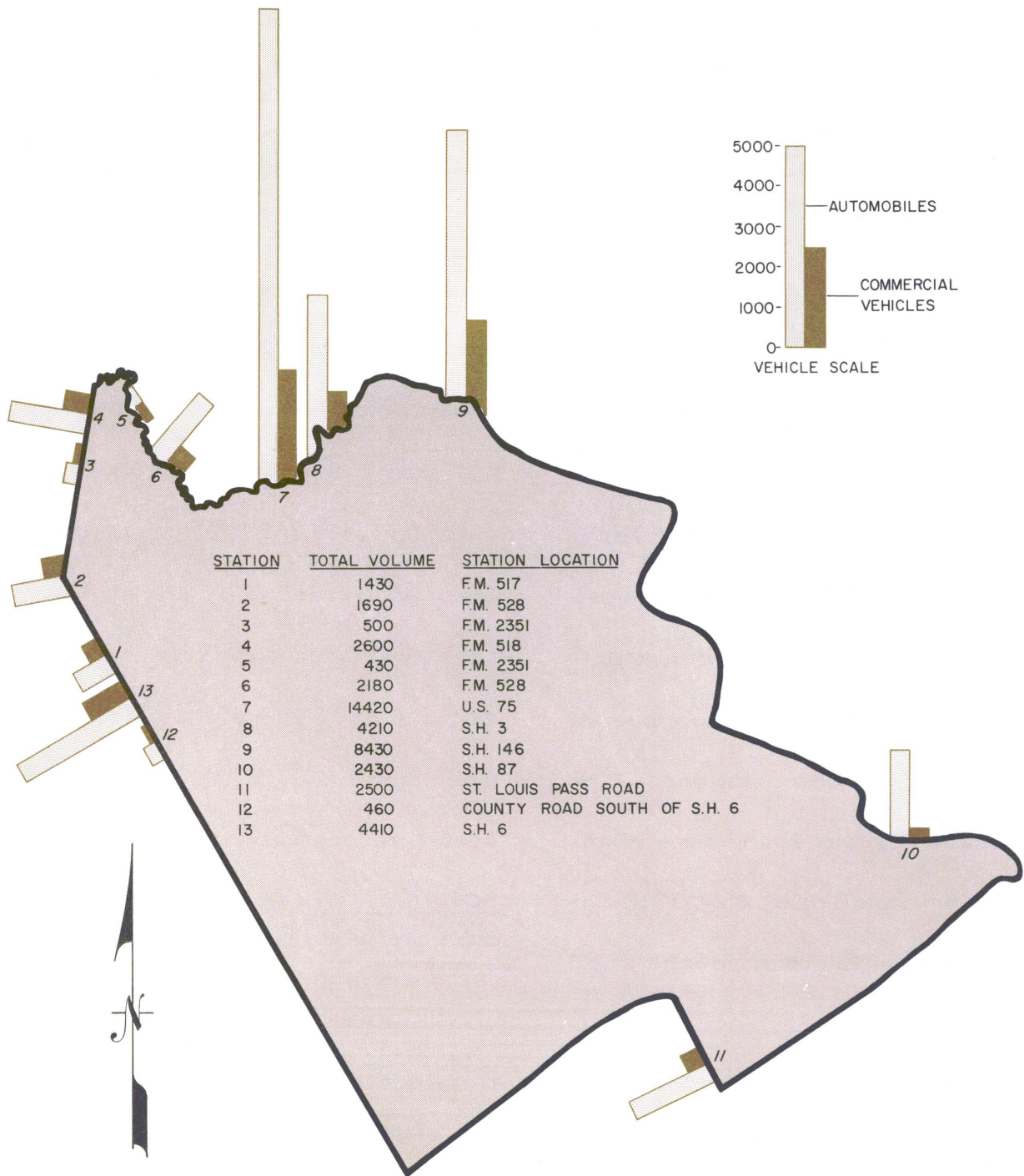
The peak accumulation of persons in Galveston, which included bus passengers, pedestrians and automobile and truck passengers as well as vehicle drivers, occurred between 3:30 and 4:00 PM when a

total of 7,732 persons were in the area. Peak accumulation of persons in Texas City occurred between 4:30 and 5:00 PM with 2,960 persons in the area.

### EXTERNAL VOLUMES

Tables 4 and 5B in the Appendix show respectively the volume and percentage of local and through vehicles, and trip purposes at 13 points of interview on the external cordon line. Total volumes at the external stations are illustrated graphically in Figure 14.

As shown in Table 4, a total of 45,690 vehicles of all types were recorded entering and leaving the study area; 35,841 (78%) were automobiles and 9,849 (22%) were commercial vehicles. Eighty-five per cent or 38,684 of the total vehicles



1964 GALVESTON COUNTY  
TRANSPORTATION STUDY

FIGURE 14

---

SOURCES OF INTERNAL-EXTERNAL TRAVEL

recorded at external stations had origins or destinations within the study area.

Four principal routes were used by 65 per cent of the vehicles entering or leaving the study area. Total daily volumes on these routes (Interstate Highway 45 north, State Highway 87 east, State Highway 6 west, and State Highway 146 north) amounted to 29,690 vehicles. Volumes at the two interview stations - on Interstate Highway 45 and State Highway 146 - totaled 22,850 VPD or 50 per cent of the total volume at all external stations.

Table 5B of the Appendix shows the trip purpose of motorists as determined from the external interviews. Of the automobiles recorded at the external cordon, 28,845 driv-

ers (87%) gave either work, business or social-recreation as the purpose of their trip; 20,032 (60%) of these drivers used four routes of entry or exit: Interstate Highway 45 and State Highways 3, 87, and 146.

These four highway routes are used by 5,651 (67%) of the automobiles whose drivers enter or leave the study area for the purpose of work; 4,980 (72%) of those for business and 9,401 (69%) of those for social-recreation purposes.

SOURCES OF INTERNAL - EXTERNAL TRAVEL

Total origins and destinations for all vehicles, both internal and external, are shown by districts in Figure 15. The total volume of each district is shown graphically by the scaled bars with the height of the

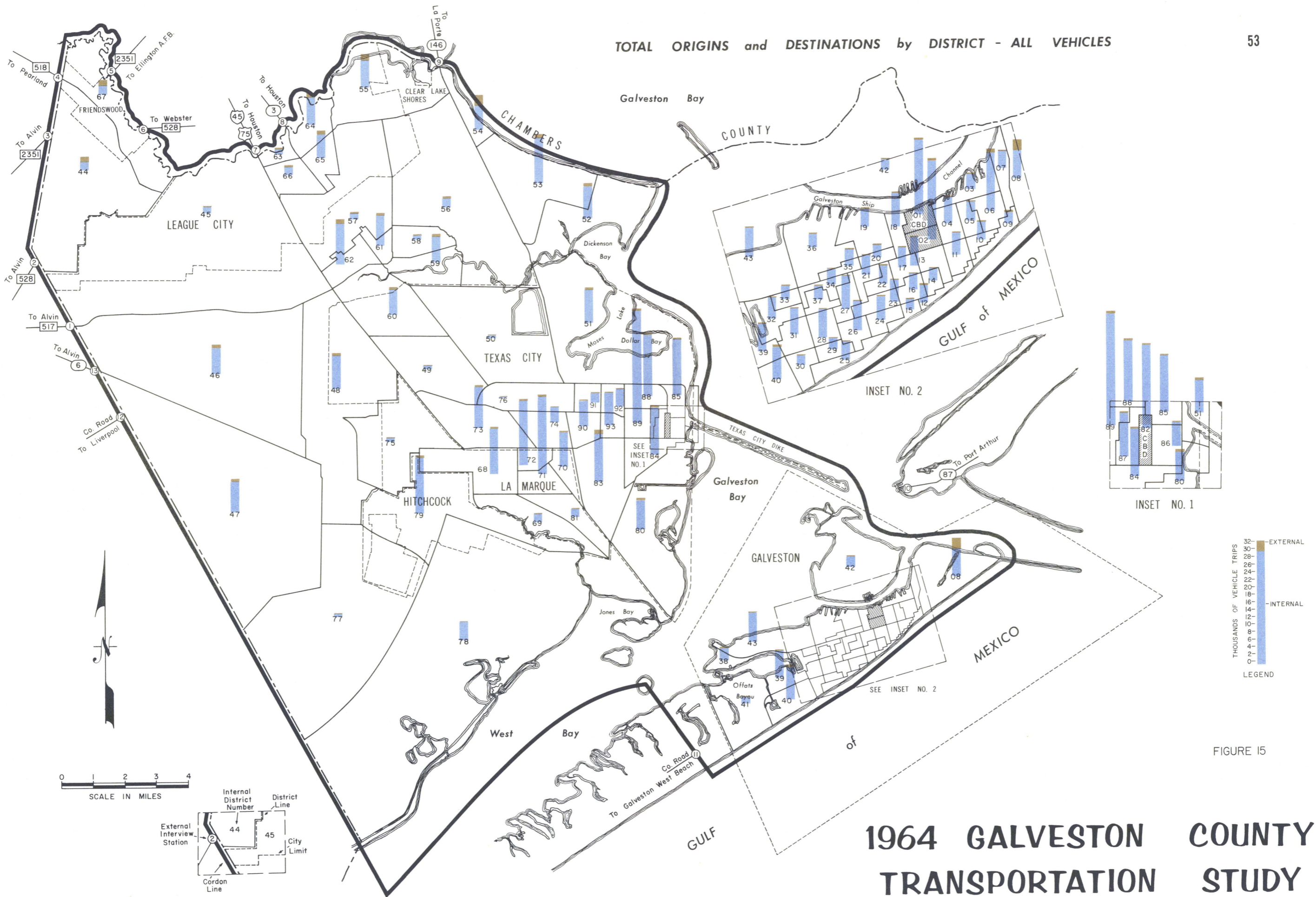


FIGURE 15

1964 GALVESTON COUNTY TRANSPORTATION STUDY



This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

bar representing the district's relative importance as a generator of travel. Complete and detailed data are contained in Table 3 of the Appendix, which shows the total internal and external trip origins and destinations (trip ends) generated by each survey district.

There was a total of 684,044 vehicular trip terminals within the study area; 645,360 of these were generated by the internal movement of 322,680 vehicles between points of origin and destination. Vehicles having one trip terminal inside the study and the other outside the external cordon numbered 38,684.

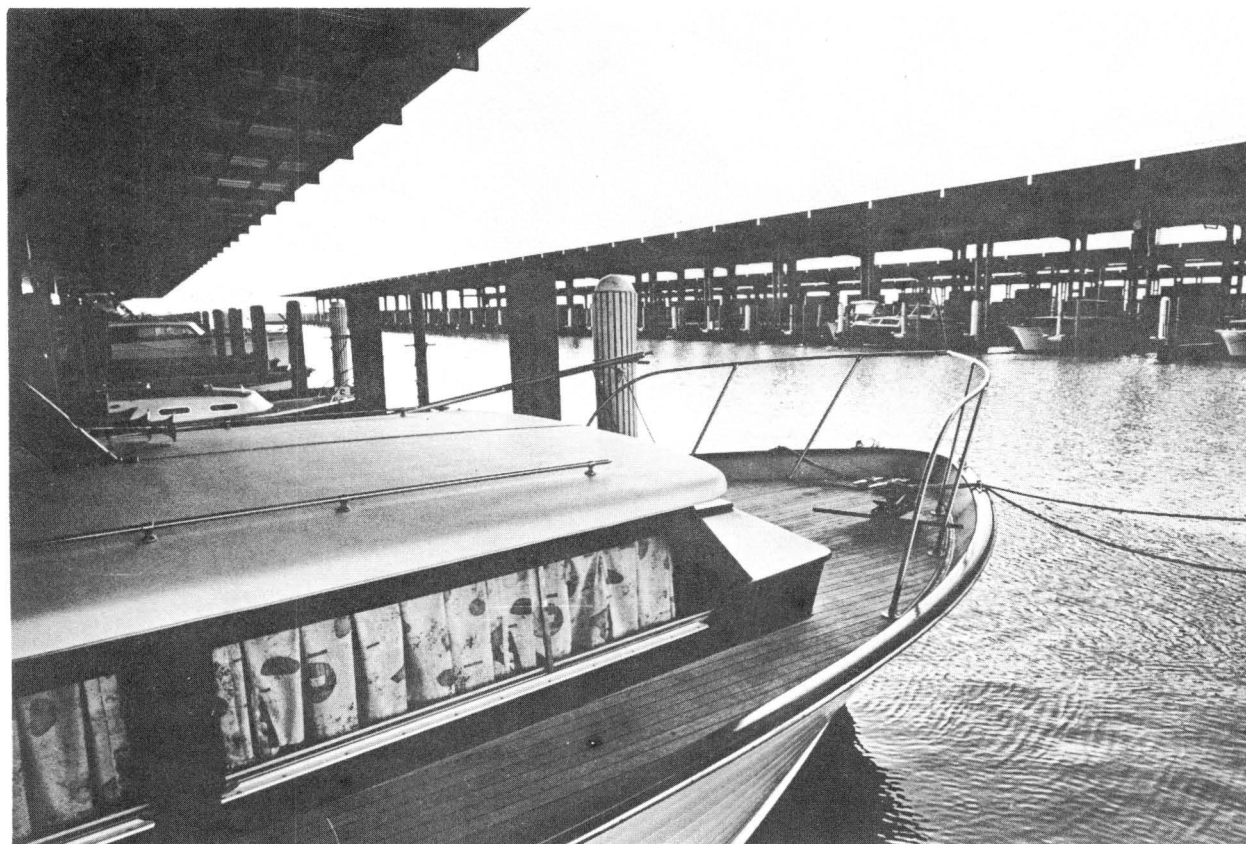
The Galveston Central Business District (survey districts 01 and 02) attracted 20,991 internal and external vehicle trips while 11,352 were

destined to the Texas City CBD (survey district 82). Four districts (03, 04, 13, and 18) surrounding the Galveston Central Business District were the destination of 13,998 vehicles while three districts (85, 86, and 87) around the Texas City CBD were the destination of 16,666 vehicles.

Other areas also attracted significant volumes of travel, such as the University of Texas Medical Branch with 8,150 internal and external vehicle trips. District 89 of the Galveston County Study Area, in which Texas City High School and Stadium, Levi Fry Junior High School, the School Administration Building, and Kohfeldt Elementary School were all located, attracted 15,176 vehicle trips. District 71 in

SOURCES OF INTERNAL — EXTERNAL TRAVEL

La Marque, including several La Marque Elementary School, at-  
churches, a shopping center, and tracted 10,442 vehicles.





The volumes and characteristics of present vehicular movement as obtained by the origin-destination survey are essential to the planner in developing efficient facilities for future travel. This inventory of existing travel behavior, or characteristic movement, becomes a starting point from which to project future plans. Trip generation, the mode of travel, influence of land use, trip purpose, hours of travel, and trip distribution in an area are all important elements in the development of transportation plans.

#### TRIP PRODUCTION

Auto trips and autos owned per dwelling unit are shown in Figure 16 which relates the number of automobile trips per dwelling unit and

the number of cars owned. It shows that a one-car family made an average of 5.6 auto trips per day, a two-car family made an average of 9.4 trips per day, and a three-car family an average of 12.8 trips per day.

Average number of trips per car by the number of cars owned was 5.6 for one-car families, 4.7 for two-car families, 4.3 for three-car families, and 3.3 for four-car families.

Tables 2A and 2B of the Appendix show an ownership of 57,805 automobiles in the 53,885 dwelling units of the study area.

Figure 17 shows the length of residence by time periods. Forty-seven per cent of the families had lived at the same address for one

MODE OF TRAVEL

DAILY AUTOMOBILE TRIPS  
and  
AVERAGE NUMBER of TRIPS  
per  
AUTOMOBILE OWNED  
per  
DWELLING UNIT

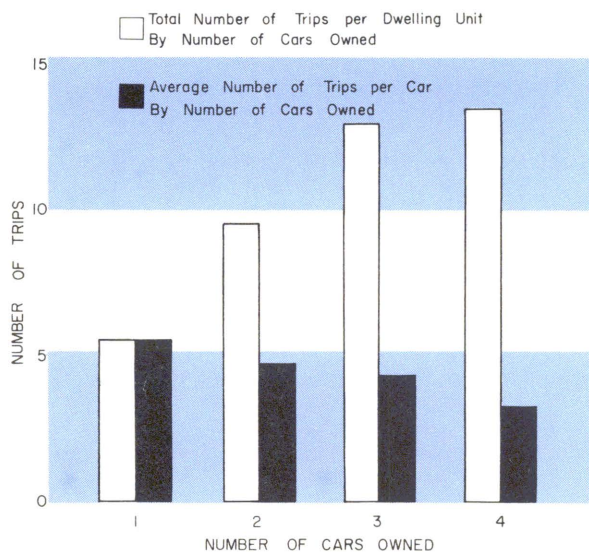


FIGURE 16

year or less; 19 per cent had lived at the same address for a period of one to five years, while 13 per cent had resided five to ten years at the same place of residence. Over 75 per cent of the families had lived at the same address for 10 years or less.

AVERAGE LENGTH of RESIDENCE  
by  
VARIOUS PERIODS

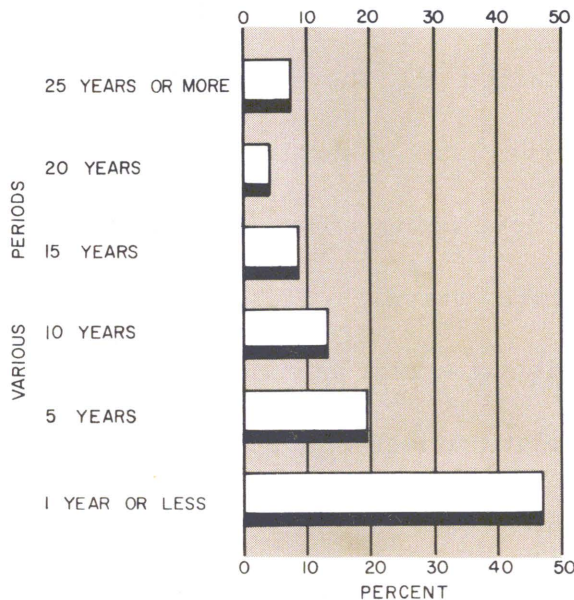


FIGURE 17

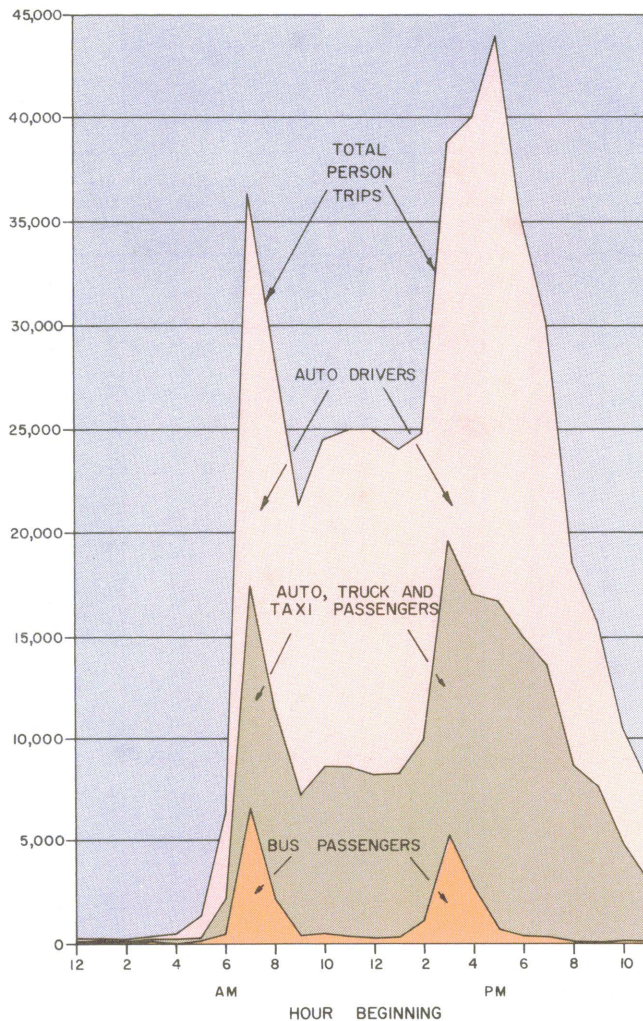
MODE OF TRAVEL

Galveston is typical of most cities in that the automobile is the predominant mode of travel. Internal modes of travel are shown in Figure 18. Table 7A in the Appendix shows a total of 459,728 person trips; 270,127 trips, 59 per cent of the total were made as auto drivers, 36

MODE OF TRAVEL

per cent or 167,279 were made as auto, truck, and taxi passengers while 5 per cent or 22,322 trips were made as bus passengers.

The relationship of occupation



HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS BY MODES OF TRAVEL

FIGURE 18

PERSON AND VEHICLE TRIP SUMMARY

INTERNAL PERSON TRIPS		
	Volume	Per Cent
Auto Driver Trips	270,127	58.7
Passenger Trips		
In Passenger Cars	164,413	35.8
In Transit or School Buses	22,322	4.8
In Trucks	1,625	0.4
In Taxis	1,241	0.3
<b>TOTAL PERSON TRIPS</b>	<b>459,728</b>	<b>100.0</b>
INTERNAL VEHICLE TRIPS		
Passenger Car Trips	270,127	74.0
Truck Trips	49,036	13.4
Taxi Trips	3,517	1.0
<b>Total Internal</b>	<b>322,680</b>	<b>88.4</b>
EXTERNAL VEHICLE TRIPS		
Passenger Car Trips	33,089	9.1
Truck Trips	9,098	2.5
<b>Total External Trips</b>	<b>42,187</b>	<b>11.6</b>
<b>TOTAL VEHICLE TRIPS</b>	<b>364,867</b>	<b>100.0</b>

and mode of travel is shown in Figure 19 which represents the total daily person trips. Three occupational groups, Miscellaneous - Students - Housewives, Store - Office Clerks - Salesmen, and Craftsmen - Foremen - Skilled Laborer Groups accounted for 65 per cent of the person travel.

The Miscellaneous - Students - Housewives Group accounted for the highest percentage (41%) of person trips in the ten occupational

**RELATIONSHIP of TRAVEL**  
by  
**MODE and by OCCUPATION**

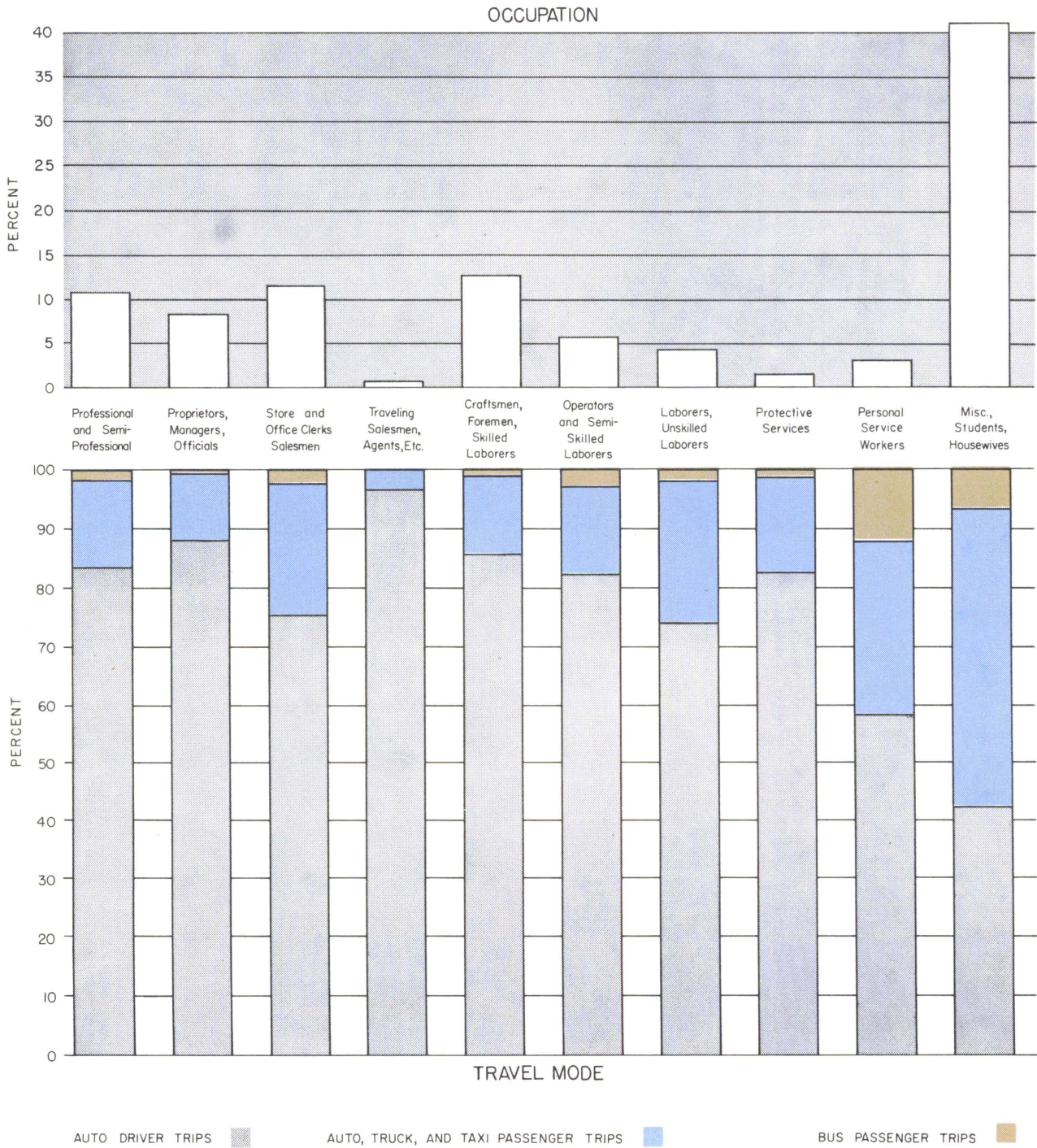


FIGURE 19

LAND USE INFLUENCE

groups. Ninety-seven per cent of the Traveling Salesmen Group trips were made as auto drivers. Eighty-eight per cent of the trips made by Proprietors - Managers - Officials Group were as auto drivers.

LAND USE INFLUENCE

The manner in which land is used exerts a strong influence on travel, and data on its usage are indispensable to transportation planning. In this study, the production and attraction of trips by the various land uses were determined by obtaining the land use for each trip origin and trip destination of all internal trips. Existing land use in the Galveston County Study Area is shown in the generalized land use map, Figure 9. The trips which are produced by occupants of family

units are attracted to land developments at varying rates in accordance with the needs and desires of the people and the ability of these developments to satisfy their needs.

LAND USE ATTRACTION OF INTERNAL PERSON TRIPS

Land Use	Total Trips	Per Cent
Residential	233,464	50.7
Agriculture-Forestry-Fisheries	1,468	0.3
Manufacturing-Durable Goods	1,387	0.3
Manufacturing-Non-Durable Goods	11,802	2.6
Transportation-Communication and Other Industrial	11,769	2.6
Commercial - Retail	88,719	19.3
Commercial - Service	26,719	5.8
Commercial - Wholesale - Trade and Contracting	3,507	0.8
Public and Quasi-Public Building	60,722	13.2
Public and Quasi-Public Open Space	20,171	4.4
Total	459,728	100.0

Table 10 in the Appendix shows data on land use attraction of internal trips by each mode of travel. The following information summarizes the data from Table 10: A total of 233,464 trips were attracted by residential land use areas or 51 per cent of the 459,728 total person trips. These 233,464 trips to residential areas were as auto driver



TRIP PURPOSE

(136,781); auto passenger (83,906); bus passenger (11,418); taxi passenger (585); and truck passenger (774). Public and quasi-public buildings attracted 13.2 per cent or 60,722 person trips. These buildings included post offices, military establishments, fire stations, schools, churches, and hospitals. Commercial-retail land use attracted 88,719 trips or 19.3 per cent of the total. Commercial-retail included food and drug stores; restaurants and cafeterias; general merchandise, apparel and furniture stores; lumber, hardware, and motor vehicle accessory dealers. Three major land uses-residential, public buildings, and commercial-retail were the destination of 83 per cent of the 459,728 person trips made in the

LAND USE ATTRACTION OF INTERNAL PERSON TRIPS  
CENTRAL BUSINESS DISTRICT

Land Use	Total Person Destinations	
	Number	Per Cent
Residential	1,501	5.7
Manufacturing	1,062	4.1
Transportation-Communication	2,311	8.9
Commercial	16,742	64.3
Public and Quasi-Public Building	4,248	16.3
Public and Quasi-Public Open Space	182	0.7
Total	26,046	100.0

study area.

TRIP PURPOSE

The purpose of a single trip, though seemingly unimportant when considered alone, becomes significant when combined with others in determining overall purposes of travel within an area. It has been found in most areas that the large majority of trips either start or end at home.

Figure 20, obtained from Table 5A in the Appendix, shows by volume and percentage the purpose of all internal person trips in the Galveston County Study Area clas-

sified by mode of travel. Of the 459,728 person trips by all modes of travel, 37.9 per cent (173,981) were made to a home and 38.5 per cent (176,887) were from a home;

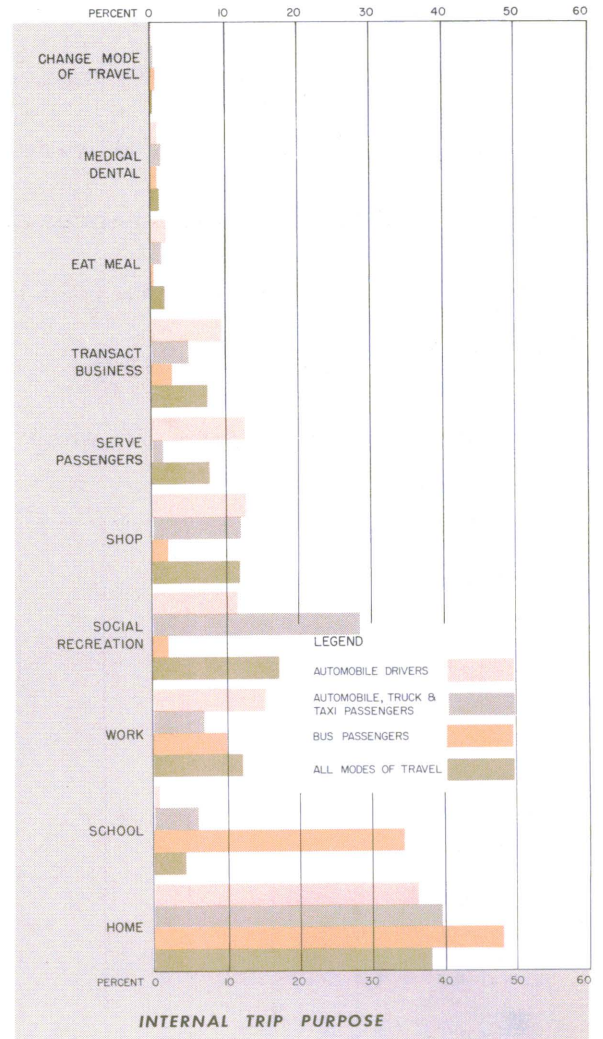


FIGURE 20

thus, 76 per cent or (350,868) of all internal person trips had the home as either an origin or destination.

Twenty-three per cent (106,143) of all internal person trips started

TIME PATTERNS

or ended at a place of work. A total of 53,844 (11.7%) trips were made to work and 52,299 (11.4%) were from work. Trips to social-recreation places numbered 77,537 (17%) while 53,409 (12%) were to shop.

Table 5B and Figure 21 show

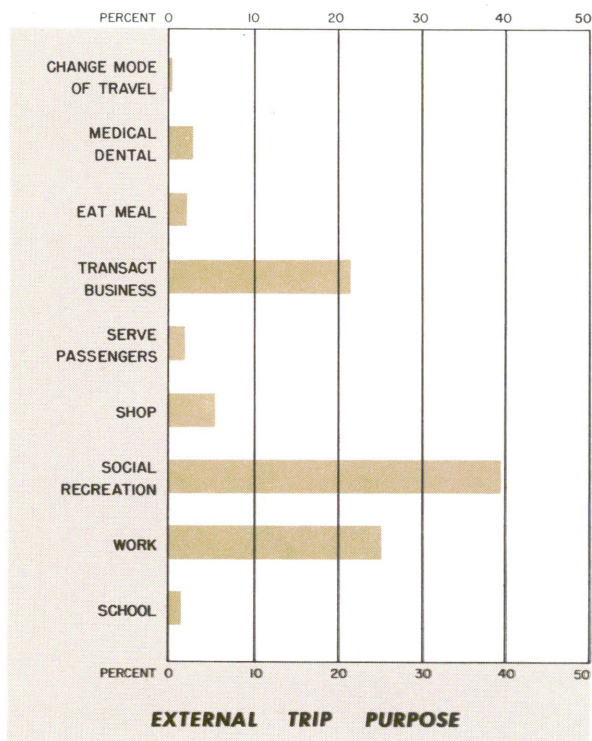


FIGURE 21

similar trip purpose data for external travel. Twenty-five per cent (7,679) of the 30,330 local automo-

bile trips passing through external survey stations were made for the purpose of work, 21 per cent (6,480) of the trips were for business and 39 per cent (11,998) were social-recreation trips.

TIME PATTERNS

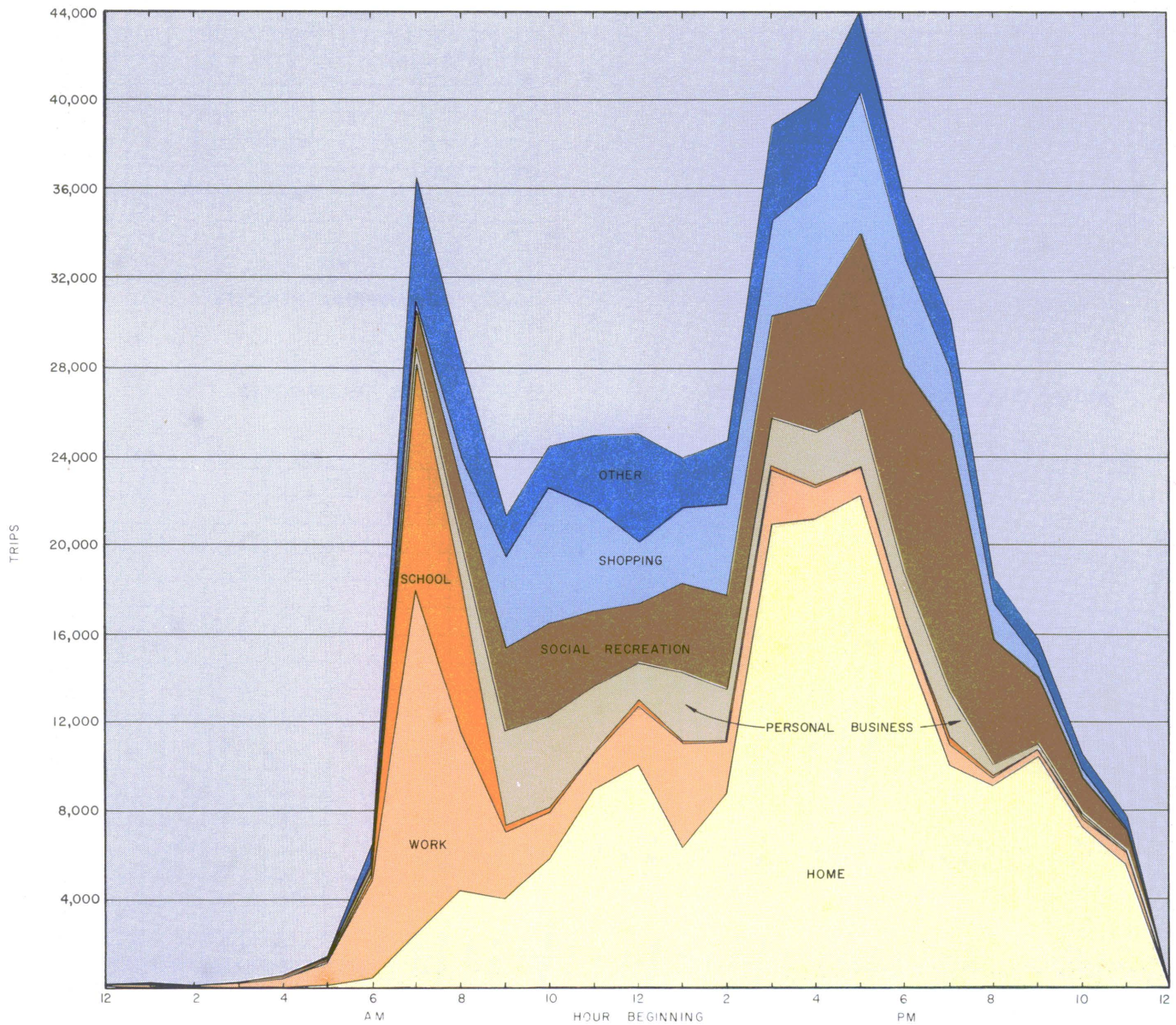
Within an urban area, it is known that travel movements follow a consistent and routine pattern. This is illustrated in Figure 22 which shows the hourly distribution, by volume, of all internal person trips in the Galveston area grouped by the major travel purposes. The greatest variation in total person travel is by hour of the day, when persons and vehicles going about their daily tasks create a fundamental and rhythmic movement. Typically, there was a sharp morning

TIME PATTERNS

peak, a steep decline to mid-morning, a slight rise at noon followed by a brief mid-afternoon decline.

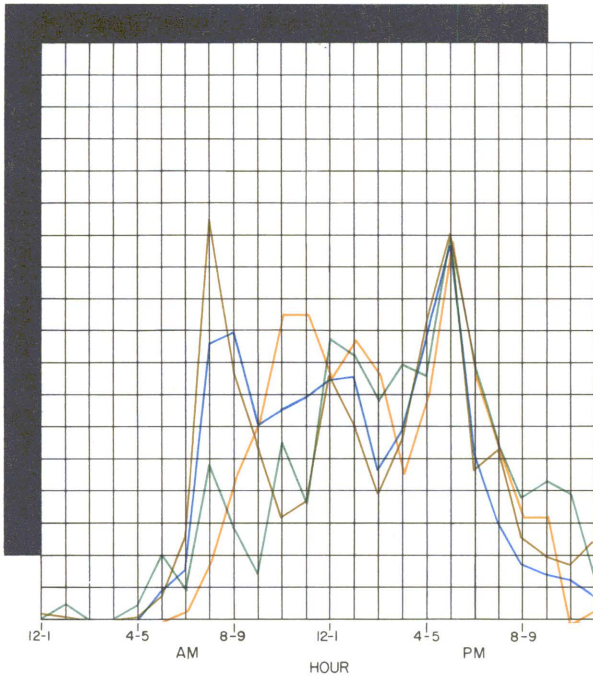
From this decline begins a prolonged ascent to the late afternoon peak when travel for all purposes except

FIGURE 22

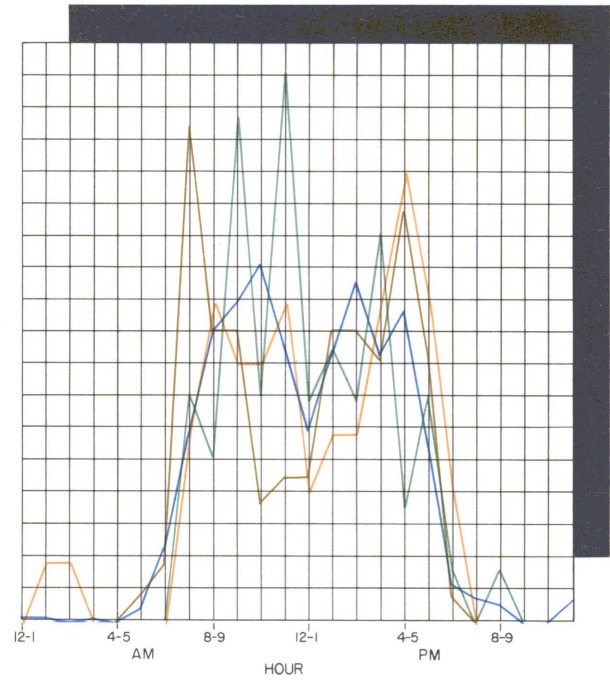


HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS BY TRIP PURPOSE

GALVESTON

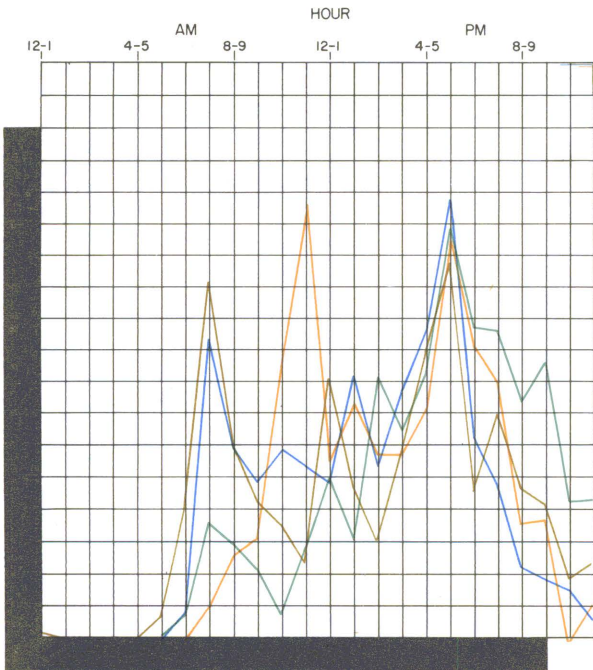


**AUTOMOBILES**

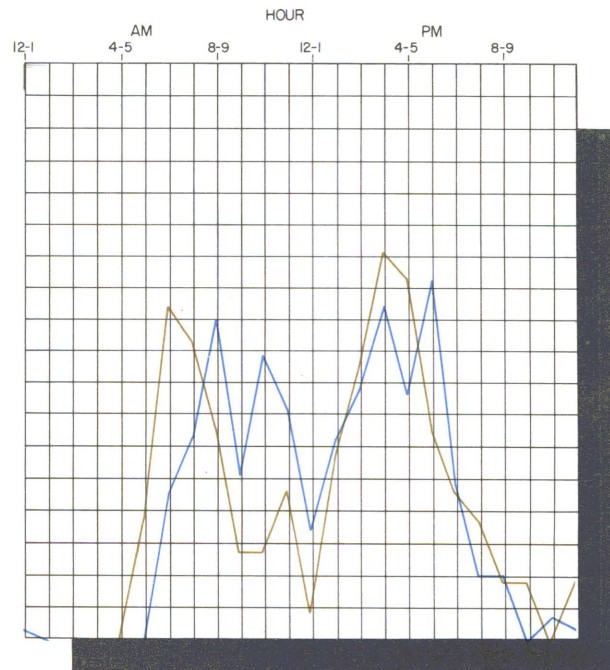


**COMMERCIAL VEHICLES**

**AUTO, TRUCK and TAXI PASSENGERS**



**BUS PASSENGERS**

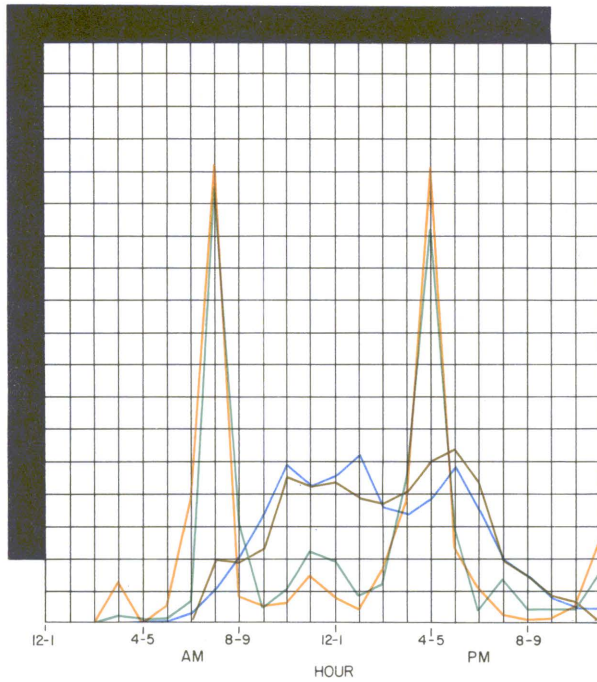


MOVEMENTS TO AND FROM

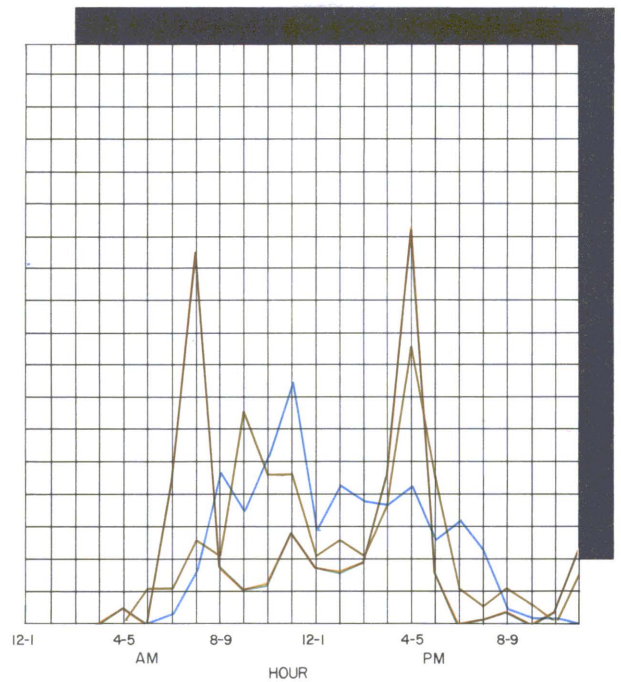
- 61st. St. Shopping Center
- Central Business District
- John Sealy Hospital
- Other Areas

FIGURE 23A

TEXAS CITY

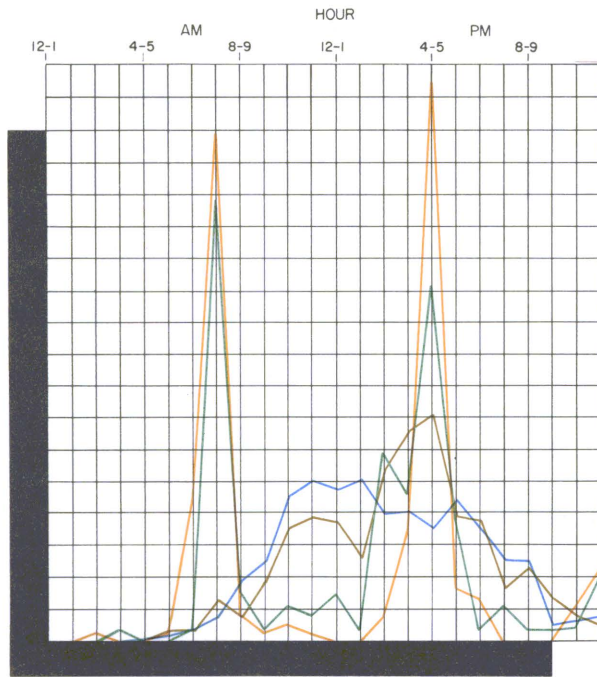


**AUTOMOBILES**

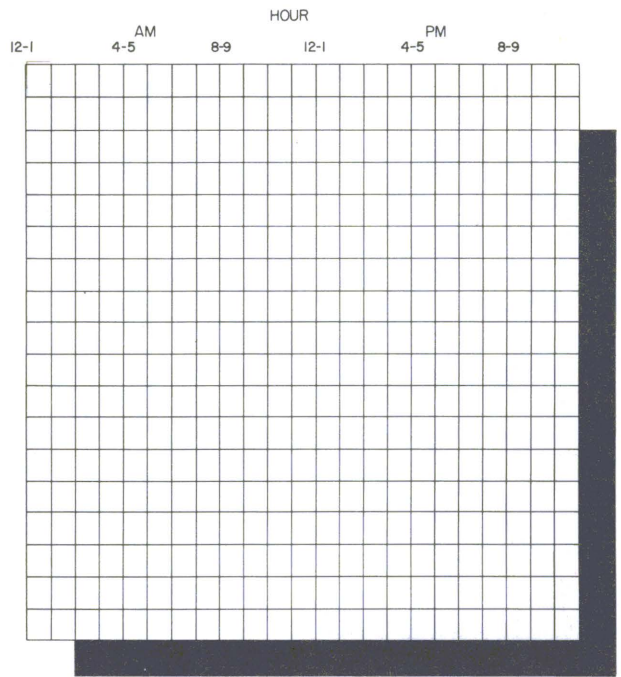


**COMMERCIAL VEHICLES**

**AUTO, TRUCK and TAXI PASSENGERS**



**BUS PASSENGERS**



MOVEMENTS TO AND FROM

- Central Business District
- Harbor Village
- Union Carbide
- Other Areas

FIGURE 23B

## TIME PATTERNS

school and personal business reached its highest point.

This pattern of heavy early morning and late afternoon movements is the consequence of an established way of everyday life. People go to work or to school in the morning; later in the day others go shopping, conduct personal business, engage in social-recreation activities or other purposes—all of which were most convenient to that time of day. In the late afternoon, all groups reach their peak volume.

Hourly patterns of travel to the Central Business Districts of Galveston and Texas City and other areas by the indicated modes of travel are compared in Figures 23A and 23B.

This illustration shows the

hourly patterns of internal movements for automobiles, commercial vehicles, auto, truck, and taxi passengers, and bus passengers.

Major traffic generators included in Figure 23A are the Galveston Central Business District, John Sealy Hospital, Sixty-First Street Shopping Center, and other areas. Generators in Figure 23B include Texas City Central Business District, Harbor Village Shopping Center, Union Carbide & Carbon Chemical Company, and other areas.

The hourly fluctuation of both vehicular and person movements in the Galveston Study Area follows the well-defined pattern found in most urban areas. The usual morning and afternoon crests appear with a high plateau prevailing during the

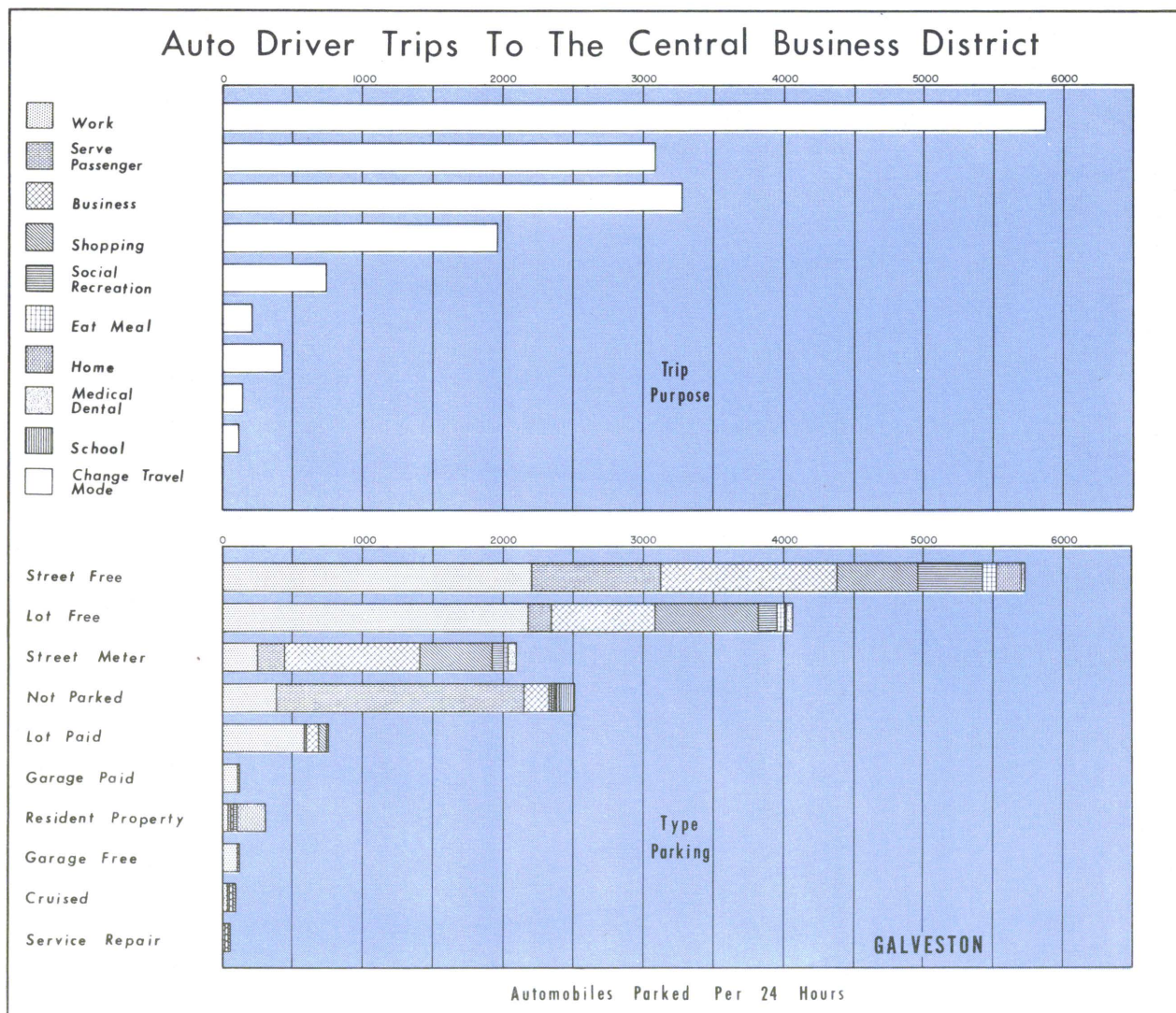


FIGURE 24A

intervening daylight hours.

CENTRAL BUSINESS DISTRICT

Auto-driver trips to the Galveston Central Business District by trip purpose and type of parking used

are shown in Figure 24A. The volumes are taken from Table 9A of the Appendix. Of the 15,807 auto drivers with destinations in the Central Business District, 5,720



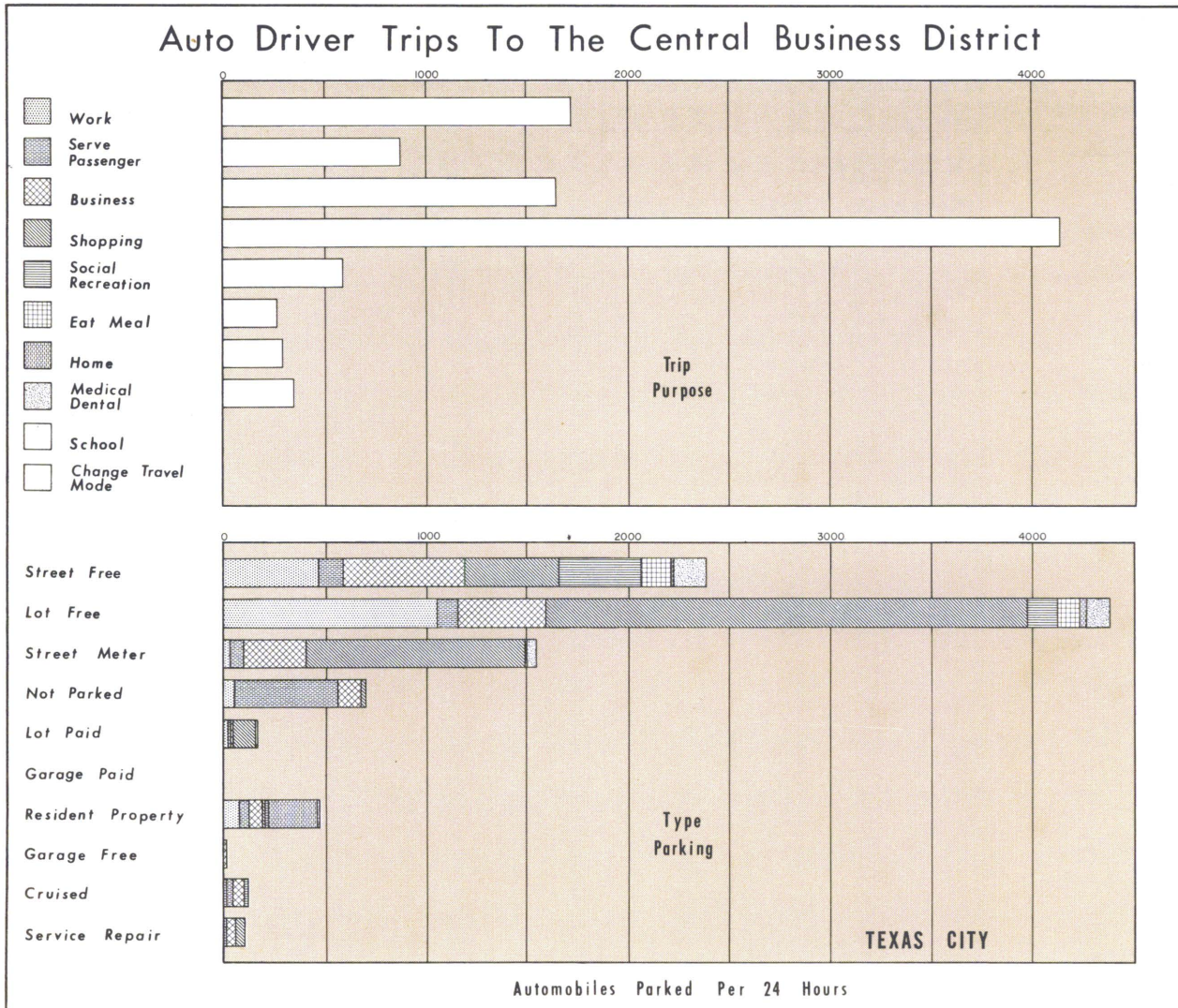


FIGURE 24B

or 36 per cent parked at free curb spaces. Free parking lots attracted 4,061 drivers or 26 per cent while 2,513 or 16 per cent did not park. A total of 2,095 or 13 per cent park-

ed at on-street metered curb spaces. Less than 10 per cent parked in pay lots and garages.

There were 5,866 auto driver trips, 37 per cent of the total, made

TOTAL TRIP DISTRIBUTION

to the business district for work purposes. Business trips totaled 3,281, 21 per cent, and shopping trips 1,962, 12 per cent, while 3,090 trips or 19 per cent were made to serve the auto drivers' passengers and 735 trips were made to the CBD for social-recreation purposes.

Of the 9,872 auto drivers with destinations in the Texas City CBD, 4,380 or 44 per cent parked on free parking lots while 2,385 or 24 per cent parked at free curb spaces. A total of 1,546 or 16 per cent parked at on-street metered curb spaces and 695 or 7 per cent did not park. Less than 2 per cent parked in pay lots and garages.

There were 4,141 auto driver trips, 42 per cent of the total, made to the Texas City Central Business

District for shopping purposes. Seventeen per cent or 1,725 trips were made to work, and business trips accounted for 1,645 or 17 per cent of the total. There were 874 trips or 9 per cent made to serve the auto drivers' passengers while 587 or 6 per cent were made to the CBD for social-recreation purposes.

TOTAL TRIP DISTRIBUTION

In Figure 25, obtained from data shown in Table 1 of the Appendix, trip movements of the 364,867 total daily vehicle trips in the area are classified into four groups according to the terminal points between which they were moving. Seventy-three per cent or 268,231 of the vehicular trips were internal district to district movement; intra-district movements amounted to

TOTAL TRIP DISTRIBUTION

54,449 trips or 15 per cent of the total. Eleven per cent of the trips, 38,684, were interchanging between points inside the study area and

points outside its boundary. Thirty-five hundred and three vehicles passed through the area without stopping.

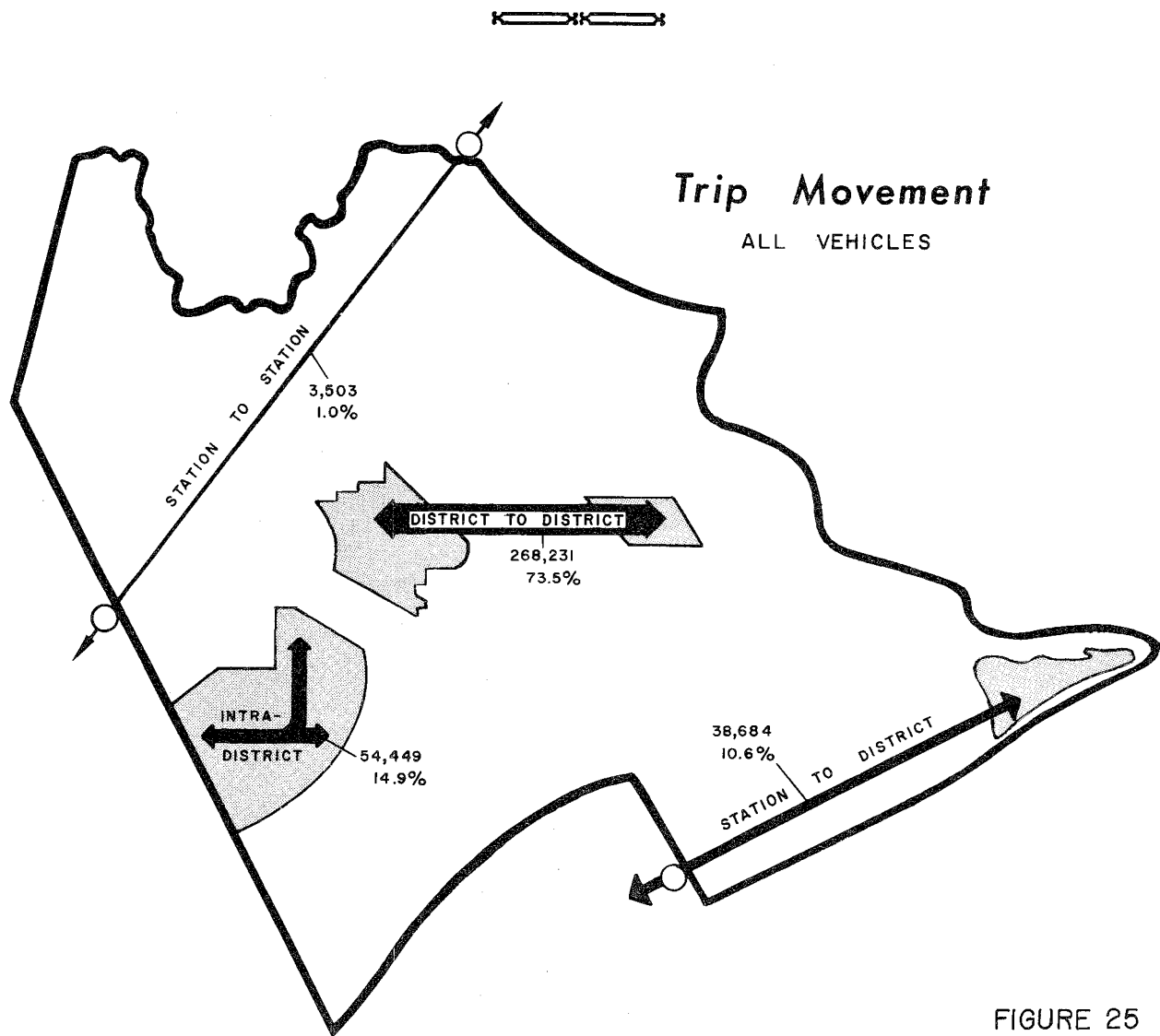
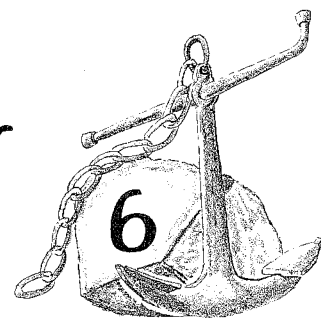


FIGURE 25



The primary objective of the origin-destination survey was to determine the desired movements of people and goods and to measure the volumes they create as they interchange between points of origin and destination. In the preceding chapters it has been shown that these volumes are closely related and affected by modes of travel, land use, and trip purposes thus creating the travel patterns of the study area. The desired travel movements of the Galveston County area are portrayed graphically on the following pages by desire lines for both vehicular and person movements.

As defined previously, a "desire line" is a straight imaginary line between stations, districts or zones

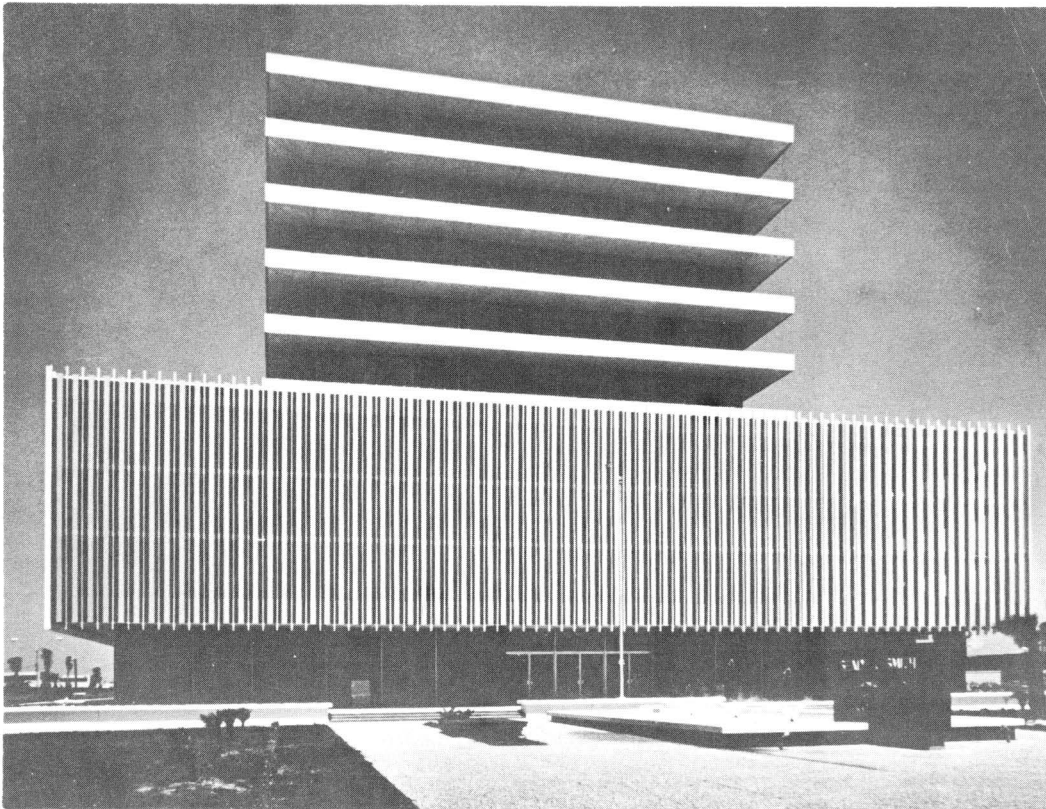
connecting a trip origin and destination. It is drawn without reference to existing streets or actual route of travel. The desire lines have been arranged to pass through the centers of survey districts and indicate the areas of greatest travel demand. These lines do not show trip lengths nor do they represent all the traffic that would use an arterial facility if it was actually located along the line of desire.

This method of portraying desire lines of travel is widely used in reports of this kind to demonstrate graphically, the complexity of daily travel movements and their relative volumes. No distinction is made between internal and external vehicle trips. In addition to vehicular

movements the drawings also show the desires of persons moving between areas as passengers in automobiles, trucks, taxis, and in buses.

Desire lines of travel for the Galveston County Study Area are shown in the following three figures: Figure 26 shows Total Vehicle Movements, Figure 27 shows Auto,

Truck, and Taxi Passenger Movements while Figure 28 shows Bus Passenger Movements. Relative volumes of the movements are indicated by scaled bands of varying widths representing average week-day movements during the period of the study.



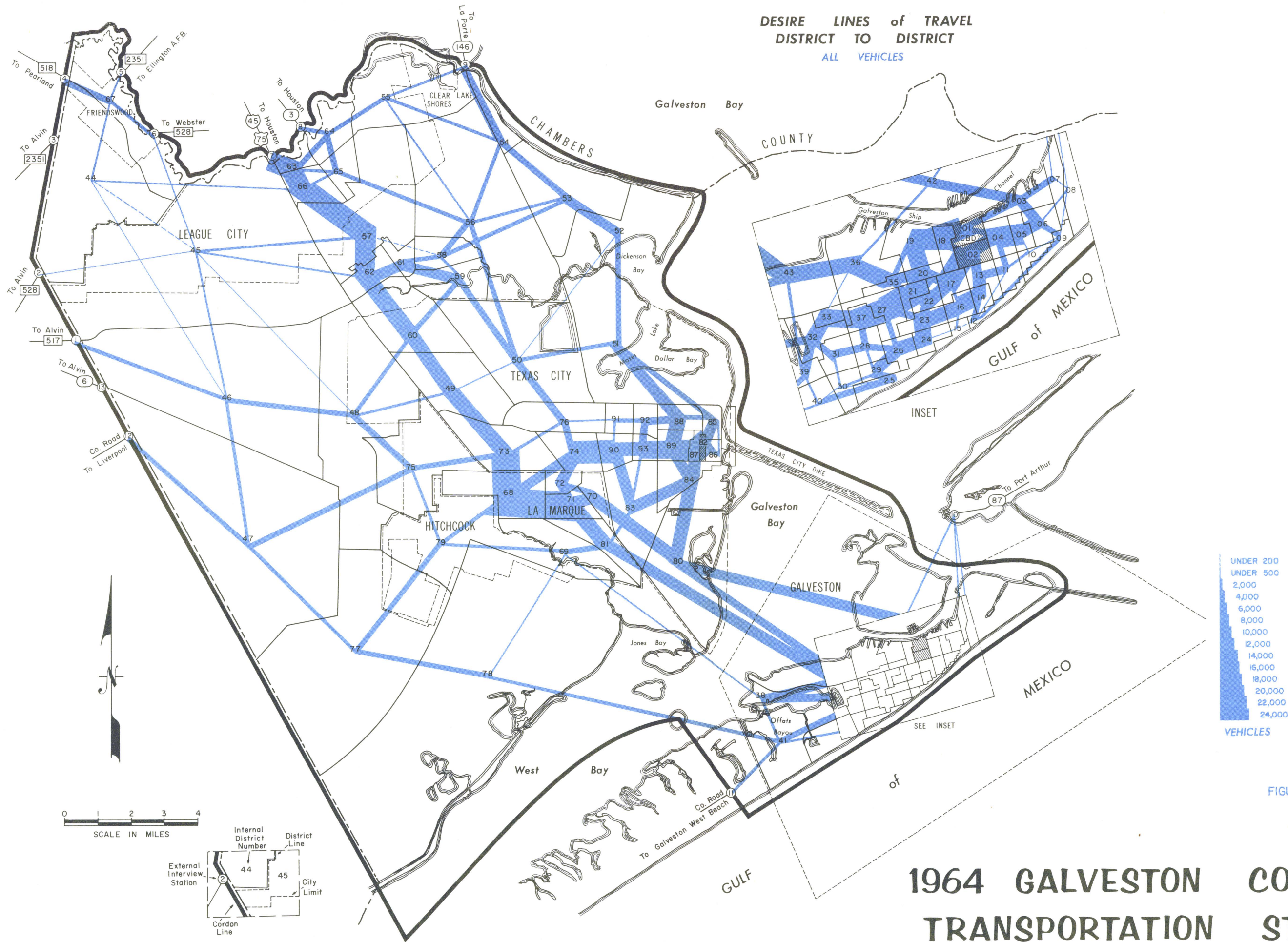


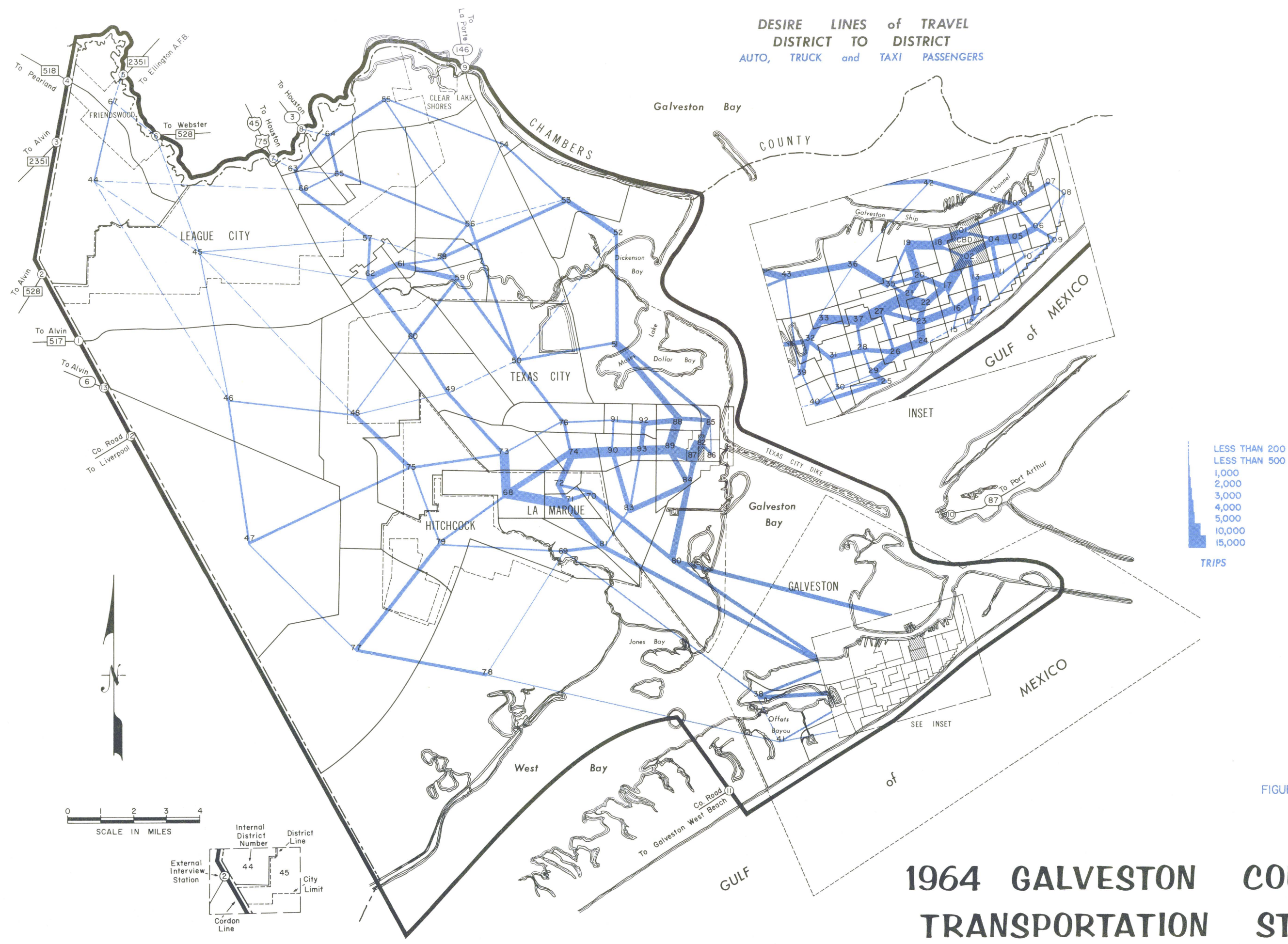
FIGURE 26

**COUNTY  
STUDY**

This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

DESIRE LINES of TRAVEL  
DISTRICT TO DISTRICT  
AUTO, TRUCK and TAXI PASSENGERS



LESS THAN 200  
 LESS THAN 500  
 1,000  
 2,000  
 3,000  
 4,000  
 5,000  
 10,000  
 15,000  
 TRIPS

FIGURE 27

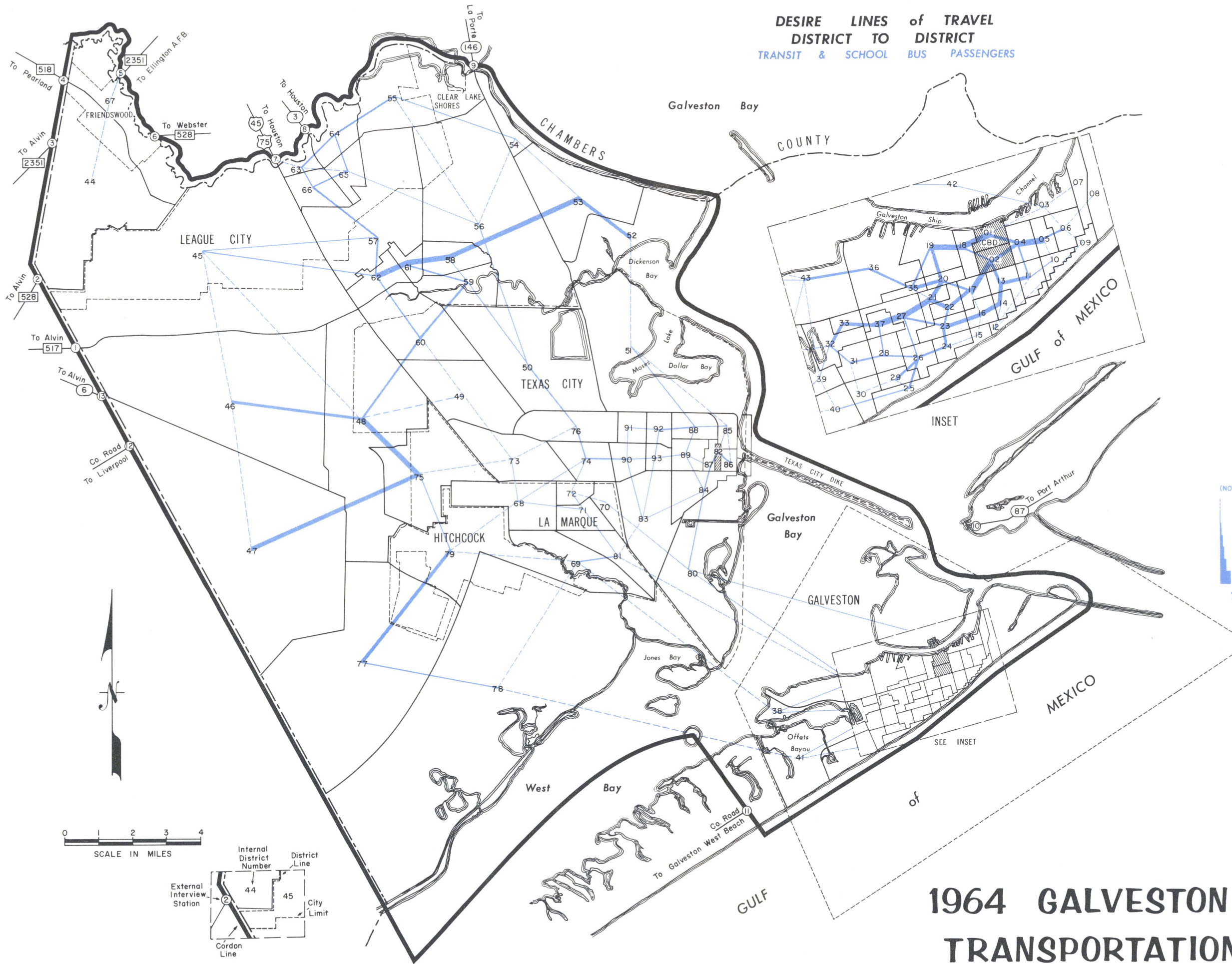
1964 GALVESTON COUNTY  
TRANSPORTATION STUDY



This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

DESIRE LINES of TRAVEL  
DISTRICT TO DISTRICT  
TRANSIT & SCHOOL BUS PASSENGERS



(NOTE CHANGE IN SCALE)  
LESS THAN 100  
LESS THAN 200  
400  
800  
1,200  
2,000  
3,600  
TRIPS

FIGURE 28

1964 GALVESTON COUNTY  
TRANSPORTATION STUDY

This page replaces an intentionally blank page in the original.

-- CTR Library Digitization Team

# Appendix

LIST OF TABLES

Table	Page
1	Trip Summary . . . . . 1
2	Dwelling Unit Data
	(a) By Census Tracts . . . . . 2
	(b) By Districts . . . . . 3
3	Total Origins and Destinations By Districts . . . . . 5
4	Volume and Percentage of Local and Through Traffic
	At External Stations . . . . . 7
5	Trip Purpose
	(a) Internal Survey. . . . . 8
	(b) External Survey . . . . . 10
6	Average Automobile Occupancy By Trip Purpose
	(a) Internal Survey. . . . . 11
	(b) External Survey . . . . . 11
7	Summary of Vehicular and Person Movements
	(a) Between Districts . . . . . 12
	(b) Between Districts and External Stations (Vehicles Only) . . . . . 59
	(c) Between External Stations (Vehicles Only). . . . . 66
	(d) Between Central Business District and Internal Districts. . . . . 67
	(e) Between External Stations and CBD (Vehicles Only) . . 69
8	All Vehicle Trips - Combined Movements
	(a) Station to Station . . . . . 70
	(b) District to District . . . . . 71
	(c) Station to District . . . . . 74
9	Type of Parking By Purpose of Trip
	(a) Internal Auto Drivers with Destinations in the CBD . . 77
	(b) Internal Auto Drivers with Destinations in the Study Area . . . . . 77
10	Land Use Attraction of Internal Trips by Each Mode of Travel. 78
11	Internal Trip Destinations By Land Use for Each District
	(a) Person Trip Destinations . . . . . 79
	(b) Auto Driver Trip Destinations . . . . . 80
12	Vehicles Entering and Leaving the Central Business District
	(a) By Inner Cordon Stations . . . . . 81
	(b) In Each Half-Hour Period and the Accumulation . . . . 82
	(c) Number of Persons Entering and Leaving the Central Business District in Half-Hour Periods and the Accumulation of Persons . . . . . 83

TRIP SUMMARY

Table I

Mode of Travel	Intra-District		Inter-District		Total Internal		Station to District Exc. of C.B.D.		Station to C.B.D.		Station to Station		Total External		Total Trips	
	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%
Automobiles	44,435	14.7	225,692	74.4	270,127	89.1	29,263	9.6	1,067	0.4	2,759	0.9	33,089	10.9	303,216	100.0
Commercial Vehicles	9,583	16.4	39,453	67.9	49,036	84.3	8,017	13.8	337	0.6	744	1.3	9,098	15.7	58,134	100.0
Taxis	431	12.3	3,086	87.7	3,517	100.0	-	-	-	-	-	-	-	-	3,517	100.0
Total All Vehicles	54,449	14.9	268,231	73.5	322,680	88.4	37,280	10.2	1,404	0.4	3,503	1.0	42,187	11.6	364,867	100.0
Automobile, Truck and Taxi Passengers	26,920	16.1	140,359	83.9	167,279	100.0	-	-	-	-	-	-	-	-	167,279	100.0
Bus Passengers	2,283	10.2	20,039	89.8	22,322	100.0	-	-	-	-	-	-	-	-	22,322	100.0
Total All Passengers	29,203	15.4	160,398	84.6	189,601	100.0	-	-	-	-	-	-	-	-	189,601	100.0
TOTAL ALL TRIPS	83,652	15.1	428,629	77.3	512,281	92.4	37,280	6.7	1,404	0.3	3,503	0.6	42,187	7.6	554,468	100.0

DWELLING UNIT DATA by CENSUS TRACTS

Table 2A

CENSUS TRACT	NUMBER OF DWELLING UNITS	NUMBER OF AUTOMOBILES OWNED	NUMBER OF PERSONS			TOTAL AUTOMOBILE TRIPS	TOTAL TRIPS
			TOTAL	PERSONS 5 YEARS OR OLDER			
				TOTAL	MAKING TRIPS		
1	707	821	1,944	1,750	1,620	6,102	8,996
2	3,389	2,656	8,848	8,068	5,175	13,357	21,583
3	2,300	2,054	6,698	5,992	3,488	8,517	13,493
4	812	494	1,741	1,566	896	2,235	3,584
5	1,190	1,010	2,631	2,486	1,765	4,163	6,138
6	1,894	1,288	5,561	4,951	2,664	5,295	8,780
7	2,584	677	3,830	3,474	1,499	1,954	4,140
8	1,531	700	4,844	4,102	2,109	2,332	5,342
9	1,155	1,014	3,117	2,987	2,104	4,905	8,240
10	2,283	2,620	6,560	6,005	4,706	12,998	20,657
11	532	793	1,635	1,562	1,183	3,489	5,222
12	1,770	2,060	4,981	4,600	3,597	10,737	17,233
13	1,078	1,446	3,226	3,021	2,470	7,795	13,658
14	939	742	3,042	2,703	1,707	3,244	5,480
15	1,048	567	3,510	2,889	1,341	2,474	4,360
16	2,136	2,224	6,246	5,537	4,349	12,753	21,702
101	8,037	11,466	30,280	27,592	22,452	52,413	98,107
102	2,534	3,749	9,344	8,415	7,369	19,072	32,933
103	511	585	1,521	1,463	1,275	3,218	5,756
104	2,015	2,247	7,287	6,270	3,970	10,058	16,510
105	2,763	3,539	9,834	8,478	6,843	21,179	35,896
106	632	687	1,918	1,690	1,243	3,466	5,723
107	2,370	3,456	7,906	7,366	6,188	22,982	36,612
108	1,645	1,462	4,246	3,906	2,822	8,492	13,784
109	1,481	1,167	4,745	4,109	2,703	6,007	11,782
110	4,581	5,810	15,304	13,522	10,930	32,778	54,194
111	1,968	2,471	7,043	6,356	4,562	10,630	19,065
Total	53,885	57,805	167,842	150,860	111,030	292,645	498,670

2

DWELLING UNIT DATA by DISTRICTS

Table 2B

DISTRICT NUMBER	NUMBER OF DWELLING UNITS	NUMBER OF AUTOCMOBILES OWNED	NUMBER OF PERSONS			TOTAL AUTOMOBILE TRIPS	TOTAL TRIPS
			TOTAL	PERSONS 5 YEARS OR OLDER			
				TOTAL	MAKING TRIPS		
1	698	89	433	400	155	111	344
2	710	266	920	886	421	797	1,418
4	1,324	1,006	3,989	3,537	2,023	4,667	7,650
5	839	678	2,430	2,271	1,448	4,497	6,803
6	1,226	972	2,430	2,260	1,695	4,192	7,130
7	285	324	864	745	670	2,732	3,910
8	422	497	1,080	1,004	950	3,370	5,087
9	94	85	214	181	139	334	473
10	659	460	1,766	1,594	952	2,193	3,734
11	904	845	2,964	2,579	1,541	3,231	5,500
12	425	185	649	597	288	773	1,215
13	737	738	1,926	1,776	974	3,039	3,884
14	541	411	1,177	1,066	688	1,743	2,620
15	301	237	906	793	484	1,205	1,947
16	649	599	1,454	1,421	1,077	2,420	3,519
17	1,021	677	2,186	2,731	1,365	2,542	4,318
18	1,172	322	2,509	2,220	932	1,066	2,420
19	255	109	959	741	305	425	774
20	763	339	2,650	2,279	965	933	2,385
21	579	301	1,581	1,493	1,036	2,627	4,456
22	873	611	2,375	2,220	1,299	2,753	4,462
23	760	799	2,142	1,987	1,443	4,362	6,616
24	834	1,021	2,387	2,242	1,820	4,895	7,814
25	36	31	113	103	72	185	309
26	689	799	2,031	1,776	1,443	3,741	6,227
27	576	512	1,537	1,493	1,068	2,278	3,782
28	855	1,025	2,126	1,984	1,526	4,840	6,889
29	365	525	1,037	1,013	708	2,147	2,926
30	195	301	707	636	541	1,538	2,544
31	950	1,025	2,856	2,638	2,093	5,875	10,638
32	594	717	1,805	1,664	1,408	4,595	8,179
33	583	435	1,866	1,685	1,071	1,866	3,307
34	356	307	1,177	1,018	636	1,378	2,173
35	768	360	2,194	1,823	1,145	1,399	2,957
36	293	151	1,014	796	251	382	676
37	424	730	1,421	1,357	1,062	3,200	5,478
38	294	273	556	501	414	1,395	1,940
39	844	905	2,703	2,387	1,853	5,374	9,232
40	835	905	2,627	2,300	1,799	5,265	9,102
41	104	120	251	240	196	545	883
42	5	11	11	11	11	33	33
43	456	283	1,395	1,243	698	1,406	2,551
44	282	413	1,081	837	721	1,728	2,926
45	120	194	498	458	430	1,010	1,770
46	572	944	2,361	2,021	1,877	4,552	7,853
47	786	1,175	2,792	2,652	2,370	6,425	11,694
48	491	748	1,865	1,712	1,478	4,269	7,293



DWELLING UNIT DATA by DISTRICTS

Table 2B

DISTRICT NUMBER	NUMBER OF DWELLING UNITS	NUMBER OF AUTOMOBILES OWNED	NUMBER OF PERSONS			TOTAL AUTOMOBILE TRIPS	TOTAL TRIPS
			TOTAL	PERSONS 5 YEARS OR OLDER			
				TOTAL	MAKING TRIPS		
49	88	136	249	240	204	732	971
50	44	86	188	157	147	410	732
51	454	503	1,346	1,310	1,135	2,889	5,207
52	1,158	2,011	4,825	4,644	4,136	8,407	15,639
53	1,168	1,627	4,667	4,294	3,673	8,373	16,871
54	693	1,017	2,249	2,068	1,672	3,379	5,966
55	932	1,532	3,468	3,178	2,650	5,942	10,364
56	127	252	546	528	478	2,052	2,846
57	141	219	658	601	469	1,399	2,701
58	156	158	667	588	396	712	1,559
59	425	644	1,616	1,424	1,130	3,345	5,820
60	399	531	1,175	1,062	757	2,249	3,074
61	397	396	1,469	1,469	859	1,752	4,249
62	989	1,266	3,695	3,141	2,497	5,718	11,413
63	73	113	249	249	215	678	1,311
64	508	610	1,706	1,514	1,141	3,017	5,560
65	594	644	1,921	1,763	1,390	2,882	5,526
66	136	192	689	610	576	994	3,006
67	318	371	975	922	668	1,664	2,311
68	1,310	1,793	4,687	4,147	3,326	9,612	15,444
69	131	194	410	367	313	1,123	1,717
70	855	1,091	2,689	2,322	1,987	6,091	9,212
71	1,219	1,588	4,018	3,607	3,024	9,461	16,578
72	864	918	2,851	2,581	1,847	4,644	8,284
73	1,437	1,626	5,339	4,558	2,836	6,944	11,556
74	578	621	1,947	1,712	1,134	3,114	4,954
75	54	60	184	143	126	688	1,214
77	54	102	235	215	203	636	1,136
78	533	552	1,783	1,656	1,001	2,611	4,186
79	1,381	1,817	5,028	4,485	3,358	7,383	13,743
80	42	55	135	131	98	154	315
81	174	194	518	400	346	1,307	1,966
82	190	88	365	328	214	630	1,058
83	380	371	1,112	1,079	872	2,387	4,731
84	1,059	709	3,477	2,878	1,711	3,401	6,616
85	1,067	1,469	3,521	3,316	2,700	9,850	15,822
86	961	983	2,986	2,696	1,890	4,990	8,618
87	494	391	895	882	718	2,873	4,108
88	1,303	1,987	4,305	4,050	3,488	13,133	20,790
89	1,516	1,904	5,533	4,861	4,043	12,835	22,042
90	577	806	2,027	1,658	1,378	4,122	6,675
91	236	283	839	698	567	1,450	2,518
92	396	403	1,076	992	676	2,017	3,205
93	670	852	2,250	1,962	1,430	4,262	7,271
Total	53,885	57,805	167,842	150,860	111,030	292,645	498,670

TOTAL ORIGINS and DESTINATIONS by DISTRICTS

Table 3

District Number	INTERNAL VEHICLE TRIPS								INTERNAL PASSENGER TRIPS						TOTAL INTERNAL PERSON TRIPS			District Number	EXTERNAL VEHICLE TRIPS						Total External	
	Passenger Cars and Taxi			Commercial Vehicles			Total	Auto-Truck-Taxi Passenger			Bus Passengers			Total	All Modes of Travel				Passenger Cars			Commercial Vehicles				
	Origin	Desti-nation	Total	Origin	Desti-nation	Total		Origin	Desti-nation	Total	Origin	Desti-nation	Total		Origin	Desti-nation	Total		Origin	Desti-nation	Total	Origin	Desti-nation	Total		Origin
							Origin							Desti-nation												
01	7,995	8,093	16,088	1,888	1,890	3,778	19,866	4,020	4,107	8,127	1,012	891	1,903	10,030	12,729	12,796	25,525	01	146	203	349	66	63	129	478	
02	8,724	8,806	17,530	1,626	1,626	3,252	20,782	3,768	3,625	7,393	618	671	1,289	8,682	12,844	12,839	25,683	02	221	250	471	72	60	132	603	
03	1,302	1,402	2,704	597	597	1,194	3,898	574	586	1,160	-	-	1,160	1,947	1,958	3,905	03	61	69	130	57	35	92	222		
04	3,122	3,005	6,127	403	406	809	6,936	1,627	1,738	3,365	291	202	493	3,858	4,882	4,793	9,675	04	70	71	141	12	13	25	166	
05	2,315	2,267	4,582	294	286	580	5,162	1,323	1,321	2,644	191	192	383	3,027	3,176	3,670	7,386	05	40	44	84	5	8	13	97	
06	6,928	6,983	13,911	672	663	1,335	15,246	3,589	3,621	7,210	797	821	1,618	8,828	11,177	11,288	22,465	06	461	459	920	55	5	100	1,020	
07	2,100	2,088	4,188	156	158	324	4,512	1,000	978	1,978	33	11	44	2,022	3,120	3,065	6,185	07	38	32	70	5	5	10	80	
08	3,068	3,167	6,235	499	500	999	7,234	2,087	2,031	4,118	22	22	44	4,162	5,158	5,202	10,360	08	1,077	1,514	2,591	102	100	202	2,793	
09	1,239	1,284	2,523	166	170	336	2,859	872	859	1,731	66	66	132	1,863	2,131	2,165	4,296	09	215	243	458	21	13	34	492	
10	1,933	1,933	3,866	442	409	851	4,717	897	876	1,773	215	161	376	2,149	2,990	2,916	5,906	10	70	49	119	13	7	20	139	
11	2,506	2,490	4,996	333	330	663	5,659	1,595	1,618	3,213	381	434	815	4,028	4,360	4,425	8,785	11	89	80	169	7	9	16	185	
12	1,886	1,948	3,834	442	435	877	4,711	1,486	1,410	2,896	97	129	226	3,122	3,379	3,402	6,781	12	152	155	307	8	13	21	328	
13	3,148	3,177	6,325	614	610	1,224	7,549	1,196	1,208	2,404	249	271	520	2,924	4,469	4,535	9,004	13	85	65	150	14	16	30	180	
14	1,417	1,380	2,797	326	331	657	3,454	691	682	1,373	156	161	317	1,685	2,153	2,110	4,263	14	26	44	70	3	6	7	76	
15	1,118	1,108	2,226	211	206	417	2,643	864	877	1,741	94	73	167	1,908	2,049	2,030	4,079	15	98	107	205	4	3	7	212	
16	1,877	1,886	3,763	269	251	520	4,283	1,006	1,002	2,008	78	56	134	2,142	2,911	2,896	5,807	16	32	38	70	5	2	7	77	
17	2,293	2,268	4,561	333	329	662	5,223	1,138	1,127	2,265	286	298	584	2,849	3,643	3,622	7,265	17	40	38	78	6	6	14	92	
18	3,535	3,573	7,108	915	891	1,807	8,915	1,446	1,488	2,934	312	323	635	3,569	5,217	5,303	10,520	18	61	68	129	26	29	55	184	
19	1,534	1,563	3,097	851	864	1,715	4,812	615	593	1,208	76	55	131	1,339	2,158	2,148	4,306	19	39	44	83	87	57	144	227	
20	1,389	1,398	2,787	326	324	650	3,437	974	1,016	1,990	409	388	797	2,787	2,724	2,758	5,482	20	27	21	48	5	5	10	58	
21	2,164	2,131	4,295	480	464	944	5,239	1,510	1,510	3,020	153	109	262	3,282	3,734	3,718	7,511	21	43	42	85	4	11	15	100	
22	1,884	1,918	3,802	531	531	1,062	4,864	839	948	1,787	481	427	908	2,695	3,168	3,259	6,427	22	36	39	75	8	8	16	91	
23	2,552	2,470	5,022	390	386	776	5,798	1,032	943	1,975	55	133	188	2,163	3,570	3,482	7,052	23	42	41	83	3	3	6	89	
24	2,710	2,742	5,452	442	438	880	6,332	1,336	1,336	2,672	88	88	176	2,848	4,054	4,087	8,141	24	58	57	115	8	8	16	131	
25	2,345	2,367	4,712	134	117	251	4,963	1,502	1,606	3,108	157	121	278	3,286	3,996	4,086	8,082	25	60	58	118	4	6	20	138	
26	3,556	3,477	7,033	486	475	961	7,994	1,810	1,820	3,630	57	91	148	3,778	5,383	5,350	10,733	26	45	63	108	11	7	18	126	
27	3,687	3,644	7,331	730	713	1,443	8,774	2,397	2,446	4,843	488	484	972	5,815	6,545	6,546	13,091	27	42	42	84	16	12	28	112	
28	3,224	3,209	6,433	685	667	1,352	7,785	1,538	1,461	2,999	134	155	289	3,288	4,859	4,791	9,650	28	58	54	112	8	14	22	134	
29	1,115	1,100	2,215	275	271	546	2,761	437	460	897	11	21	32	929	1,544	1,563	3,107	29	38	40	78	7	4	11	89	
30	1,135	1,134	2,269	154	143	297	2,566	628	602	1,230	11	11	22	1,252	1,766	1,739	3,505	30	38	38	76	2	9	11	87	
31	2,861	2,861	5,722	518	536	1,054	6,776	1,986	2,038	4,024	164	175	339	4,363	5,000	5,064	10,064	31	58	75	133	6	11	17	150	
32	2,466	2,411	4,877	371	365	736	5,613	1,627	1,664	3,291	93	135	228	3,519	4,178	4,202	8,380	32	84	64	148	8	11	19	167	
33	1,478	1,488	2,966	320	298	618	3,584	1,051	998	2,049	300	321	621	2,670	2,816	2,795	5,611	33	55	36	91	5	5	10	101	
34	1,620	1,602	3,222	429	413	842	4,064	849	831	1,680	98	97	195	1,875	2,504	2,472	4,976	34	61	63	124	5	11	16	140	
35	1,615	1,690	3,305	544	527	1,071	4,376	791	747	1,538	354	322	676	2,214	2,718	2,727	5,445	35	21	31	52	11	10	21	73	
36	1,264	1,273	2,537	448	444	892	3,429	453	464	917	87	108	195	1,112	1,741	1,765	3,506	36	51	38	89	13	8	21	123	
37	1,553	1,541	3,094	250	243	493	3,587	951	966	1,917	93	116	209	2,126	2,589	2,613	5,202	37	37	38	75	7	4	11	86	
38	1,083	1,061	2,144	576	540	1,116	3,260	507	507	1,014	44	44	88	1,102	1,634	1,612	3,246	38	92	66	158	26	32	58	216	
39	3,069	3,013	6,082	563	556	1,119	7,201	2,269	2,345	4,614	131	164	295	4,909	5,461	5,516	10,977	39	101	77	178	27	27	54	232	
40	3,820	3,799	7,619	538	447	985	8,604	2,668	2,680	5,348	261	253	515	5,881	6,705	6,750	13,455	40	304	201	505	55	39	94	599	
41	592	592	1,184	166	132	298	1,612	551	562	1,113	44	33	77	1,190	1,245	1,255	2,500	41	118	112	230	20	23	43	273	
42	1,157	1,245	2,402	173	159	332	2,734	419	517	936	11	-	11	947	1,251	1,288	2,539	42	59	61	120	21	21	42	162	
43	2,824	2,834	5,658	1,056	1,052	2,108	7,766	1,604	1,525	3,129	252	275	527	3,656	4,652	4,608	9,260	43	76	58	134	42	48	90	224	
44	812	824	1,636	282	280	562	2,198	755	741	1,496	32	32	64	1,560	1,599	1,597	3,196	44	503	486	989	206	147	353	1,342	
45	615	610	1,225	147	165	312	1,537	278	263	541	156	152	308	849	1,043	1,019	2,062	45	123	106	229	63	63	126	355	
46	2,756	2,758	5,514	640	682	1,322	6,836	1,549	1,447	2,996	510	474	984	3,980	4,815	4,679	9,494	46	370	282	652	141	142	283	935	
47	3,033	3,053	6,086	1,037	1,071	2,108	8,194	2,080	2,152	4,232	623	619	1,242	5,474	5,736	5,824	11,560	47	190	302	492	91	111	202	694	
48	3,472	3,477	6,949	941	966	1,907	8,856	2,383	2,397	4,780	1,467	1,464	2,931	7,711	7,322	7,338	14,660	48	237	217	454	92	78	170	624	

5

TOTAL ORIGINS and DESTINATIONS by DISTRICTS

Table 3

District Number	INTERNAL VEHICLE TRIPS							INTERNAL PASSENGER TRIPS						TOTAL INTERNAL PERSON TRIPS			District Number	EXTERNAL VEHICLE TRIPS						Total External		
	Passenger Cars and Taxi			Commercial Vehicles			Total	Auto-Truck-Taxi Passenger			Bus Passengers			Total	All Modes of Travel			Total	Passenger Cars			Commercial Vehicles				
	Origin	Desti-nation	Total	Origin	Desti-nation	Total		Origin	Desti-nation	Total	Origin	Desti-nation	Total		Origin	Desti-nation			Total	Origin	Desti-nation	Total	Origin		Desti-nation	Total
							Origin							Desti-nation				Total								
49	369	402	771	30	50	88	859	156	164	320	1	1	2	322	526	567	1,093	49	10	12	22	9	9	18	40	
50	278	282	560	70	70	140	700	82	90	172	32	24	56	228	392	396	788	50	7	5	12	17	17	34	46	
51	3,537	3,450	7,027	819	847	1,666	8,693	3,048	3,069	6,117	199	187	386	6,503	6,769	6,731	13,500	51	234	241	475	58	53	111	586	
52	3,635	3,906	7,541	499	503	1,002	8,543	2,362	2,644	5,006	497	474	971	5,977	6,492	7,022	13,514	52	307	306	613	78	93	171	784	
53	5,304	5,278	10,582	761	784	1,545	12,147	4,261	4,249	8,510	1,039	916	1,955	10,465	10,604	10,443	21,047	53	317	366	683	103	107	210	893	
54	2,858	2,709	5,567	480	468	948	6,515	1,748	1,675	3,423	192	158	350	3,773	4,798	4,542	9,340	54	1,097	1,083	2,180	256	248	504	2,684	
55	2,940	3,050	5,990	544	567	1,111	7,101	1,795	1,916	3,711	870	901	1,771	5,482	5,605	5,867	11,472	55	707	704	1,411	185	157	342	1,753	
56	873	906	1,779	294	316	610	2,389	540	536	1,076	89	79	168	1,244	1,479	1,499	2,978	56	174	125	299	54	115	169	468	
57	549	553	1,102	109	109	218	1,320	383	417	800	119	84	203	1,003	1,051	1,054	2,105	57	143	198	341	56	80	136	477	
58	422	399	821	122	115	237	1,058	394	371	765	114	114	228	993	928	883	1,811	58	64	40	104	22	28	50	154	
59	2,541	2,555	5,096	800	828	1,628	6,724	2,095	2,117	4,212	90	102	192	4,404	4,722	4,770	9,492	59	187	202	369	141	142	283	672	
60	2,944	2,917	5,861	358	395	753	6,614	2,006	1,997	4,003	361	413	794	4,797	5,329	5,325	10,654	60	225	213	438	58	55	113	551	
61	3,489	3,476	6,965	525	535	1,060	8,025	2,671	2,682	5,353	740	910	1,650	7,003	6,892	7,062	13,954	61	264	217	481	45	50	95	576	
62	4,711	4,573	9,284	736	755	1,491	10,775	3,450	3,347	6,805	764	823	1,587	8,323	8,908	8,718	17,626	62	467	472	939	92	97	189	1,328	
63	544	555	1,099	96	97	193	1,292	574	564	1,138	57	57	114	1,252	1,175	1,176	2,351	63	164	157	321	30	24	54	375	
64	3,044	2,922	5,966	582	589	1,171	7,137	2,067	1,916	3,983	181	181	362	4,345	5,292	5,019	10,311	64	467	459	926	121	141	262	1,188	
65	2,658	2,611	5,269	514	514	1,028	6,295	2,322	2,238	4,560	463	463	926	5,468	5,423	5,314	10,737	65	404	411	815	136	99	235	1,050	
66	659	612	1,271	243	247	490	1,761	760	728	1,488	287	283	570	2,058	1,706	1,623	3,329	66	184	183	367	47	79	126	493	
67	939	921	1,860	224	235	459	2,319	562	583	1,145	22	11	33	1,178	1,523	1,515	3,038	67	518	547	1,065	197	200	397	1,462	
68	5,344	5,201	10,545	730	731	1,461	12,006	3,754	3,688	7,442	86	75	161	7,603	9,138	8,921	18,059	68	186	185	371	29	34	63	434	
69	1,016	984	2,000	122	125	247	2,247	582	538	1,120	65	65	130	1,250	1,657	1,581	3,238	69	37	29	66	10	11	21	69	
70	3,783	3,728	7,511	730	755	1,485	8,996	1,856	1,832	3,688	76	86	162	3,850	5,692	5,624	11,316	70	119	116	235	25	35	60	295	
71	9,398	9,350	18,748	864	894	1,758	20,506	6,466	6,320	12,986	389	367	756	13,742	16,209	16,195	32,404	71	162	168	330	44	30	74	404	
72	7,443	7,464	14,907	1,082	1,119	2,201	17,108	4,259	4,233	8,497	98	88	186	8,683	11,693	11,683	23,376	72	155	168	333	37	45	82	465	
73	4,942	4,870	9,812	595	597	1,192	11,004	3,202	3,158	6,360	64	75	139	6,499	8,116	8,014	16,130	73	189	187	376	43	43	86	462	
74	1,753	1,719	3,472	320	329	649	4,121	1,017	1,025	2,042	75	75	150	2,192	2,807	2,755	5,562	74	72	60	132	16	7	23	155	
75	274	251	525	134	130	264	789	262	258	520	86	88	174	694	622	597	1,219	75	14	52	66	4	16	20	86	
76	58	58	116	19	18	37	153	88	88	176	-	-	-	176	146	146	292	76	2	-	2	-	-	4	6	
77	263	278	541	109	127	236	777	129	143	272	54	50	104	376	446	471	917	77	32	38	70	3	17	20	90	
78	2,068	2,024	4,092	346	342	688	4,780	1,305	1,248	2,553	265	309	574	3,127	3,638	3,581	7,219	78	78	85	163	40	28	68	231	
79	6,487	6,423	12,910	979	955	1,934	14,844	4,550	4,561	9,111	873	850	1,723	10,834	11,910	11,834	23,744	79	217	219	436	102	71	173	609	
80	2,788	2,967	5,755	960	999	1,959	7,714	962	996	1,958	55	55	110	2,068	3,776	3,987	7,763	80	187	217	404	135	111	211	650	
81	847	859	1,706	179	183	362	2,068	413	370	783	22	33	55	838	1,282	1,262	2,544	81	26	32	58	4	3	7	65	
82	10,068	10,121	20,189	1,088	1,067	2,155	22,344	5,276	5,371	10,647	35	35	70	10,717	15,173	15,324	30,497	82	120	126	246	38	38	76	322	
83	4,698	4,843	9,541	1,619	1,629	3,248	12,789	2,769	2,888	5,657	230	278	508	5,992	7,886	7,826	15,812	83	252	251	503	202	197	399	902	
84	4,803	4,871	9,674	1,433	1,446	2,879	12,553	2,988	2,850	5,738	208	207	415	6,153	7,832	7,863	15,695	84	130	132	262	92	98	190	922	
85	6,884	6,822	13,706	570	560	1,130	14,836	4,581	4,480	9,061	315	287	602	9,663	11,765	11,574	23,339	85	144	140	284	12	18	30	314	
86	2,815	2,776	5,591	346	352	698	6,289	2,011	1,959	3,970	270	243	513	4,483	5,048	4,931	9,979	86	90	82	172	13	17	30	202	
87	5,016	5,034	10,050	742	751	1,493	11,543	2,927	2,977	5,904	-	-	-	4,488	7,223	7,273	14,501	87	83	82	165	22	32	54	219	
88	7,510	7,404	14,914	659	668	1,327	16,241	4,641	4,628	9,269	54	119	173	9,442	12,180	12,126	24,306	88	196	178	374	14	15	29	403	
89	13,660	13,674	27,342	1,242	1,260	2,502	29,844	9,727	9,888	19,615	325	304	629	20,244	23,691	23,629	47,520	89	243	196	439	37	46	83	522	
90	2,837	2,838	5,675	544	527	1,071	6,746	1,639	1,605	3,244	257	254	511	3,755	4,696	4,640	9,336	90	243	196	439	22	23	45	210	
91	1,012	1,023	2,035	243	229	472	2,507	617	590	1,207	87	109	196	1,403	1,716	1,722	3,438	91	50	32	82	7	3	10	92	
92	1,972	1,939	3,911	321	300	621	4,532	1,431	1,552	2,983	249	226	475	3,458	3,650	3,715	7,365	92	61	40	101	18	20	38	139	
93	3,673	3,772	7,445	589	591	1,180	8,625	2,691	2,679	5,370	209	198	407	5,777	6,573	6,502	13,175	93	97	98	195	29	25	54	249	
<b>Total</b>	<b>273,644</b>	<b>273,644</b>	<b>547,288</b>	<b>49,036</b>	<b>49,036</b>	<b>98,072</b>	<b>645,360</b>	<b>167,279</b>	<b>167,279</b>	<b>334,558</b>	<b>22,322</b>	<b>22,322</b>	<b>44,644</b>	<b>379,202</b>	<b>459,728</b>	<b>459,728</b>	<b>919,456</b>		<b>15,013</b>	<b>15,317</b>	<b>30,330</b>	<b>4,189</b>	<b>4,165</b>	<b>8,354</b>	<b>38,684</b>	

VOLUME and PERCENTAGE of LOCAL and  
THROUGH TRAFFIC at EXTERNAL STATIONS

Table 4

Station	AUTOMOBILES					COMMERCIAL VEHICLES					ALL VEHICLES				
	Local		Through		Total Automobiles	Local		Through		Total Commercial	Local		Through		Total All Vehicles
	Volume	Per Cent	Volume	Per Cent		Volume	Per Cent	Volume	Per Cent		Volume	Per Cent	Volume	Per Cent	
1	883	91.4	84	8.6	966	421	90.7	42	9.3	464	1,304	91.2	126	8.8	1,430
2	472	38.2	762	61.8	1,234	156	34.2	300	65.8	456	628	37.2	1,062	62.8	1,690
3	264	80.2	68	19.8	329	111	64.9	57	35.1	171	375	75.0	125	25.0	500
4	1,418	72.9	526	27.1	1,944	504	76.8	152	23.2	656	1,922	73.9	678	26.1	2,600
5	146	67.3	71	32.7	217	141	66.2	72	33.8	213	287	66.7	143	33.3	430
6	630	36.8	1,082	63.2	1,712	103	22.0	365	78.0	468	733	33.6	1,447	66.4	2,180
7	10,602	90.7	1,096	9.3	11,695	2,554	93.7	168	6.3	2,725	13,156	91.2	1,264	8.8	14,420
8	3,257	98.8	41	1.2	3,298	895	98.1	17	1.9	912	4,152	98.6	58	1.4	4,210
9	6,326	96.1	258	3.9	6,584	1,761	95.4	85	4.6	1,846	8,087	95.9	343	4.1	8,430
10	1,520	69.8	657	30.2	2,177	163	64.4	90	35.6	253	1,683	69.3	747	30.7	2,430
11	1,405	67.3	684	32.7	2,089	316	76.9	95	23.1	411	1,721	68.8	779	31.2	2,500
12	291	93.3	21	6.7	312	139	93.9	9	6.1	148	430	93.5	30	6.5	460
13	3,116	94.9	168	5.1	3,284	1,090	96.8	36	3.2	1,126	4,206	95.4	204	4.6	4,410
TOTAL	30,330	84.6	5,518	15.4	35,841	8,354	84.8	1,488	15.2	9,849	38,684	84.7	7,006	15.3	45,690

TRIP PURPOSE -- INTERNAL SURVEY

Table 5A

AUTO DRIVERS

FROM	TO										TOTAL	PERCENTAGE
	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS		
HOME		24,766	14,572	1,561	1,157	17,401	115	1,014	17,666	21,425	99,677	36.9
WORK	21,530	8,119	1,814	109	11	851	-	3,432	1,478	1,787	39,131	14.5
BUSINESS	13,049	1,293	4,899	170	23	1,474	-	146	3,261	766	25,081	9.3
MEDICAL - DENTAL	1,181	65	153	143	-	213	-	21	471	44	2,291	0.8
SCHOOL	1,014	66	60	-	-	67	-	89	71	177	1,544	0.6
SOCIAL - RECREATION	18,541	344	949	83	12	5,560	11	205	2,355	2,017	30,077	11.1
CHANGE TRAVEL MODE	119	-	11	-	-	11	-	11	-	22	174	0.1
EAT MEAL	1,052	3,196	208	11	101	266	-	-	170	243	5,247	1.9
SHOPPING	21,331	440	1,955	133	-	2,450	-	174	6,332	1,088	33,903	12.6
SERVE PASSENGERS	19,944	2,185	913	88	133	1,897	11	192	1,694	5,945	33,002	12.2
TOTAL	97,761	40,474	25,534	2,298	1,437	30,190	137	5,284	33,498	33,514	270,127	-
PERCENTAGE	36.1	15.0	9.5	0.9	0.5	11.2	0.1	1.9	12.4	12.4	-	100.0

AUTO PASSENGERS

HOME	-	9,069	4,746	1,409	8,913	28,743	71	975	9,843	1,346	65,115	39.6
WORK	8,595	296	255	32	-	390	22	606	160	34	10,390	6.3
BUSINESS	4,219	144	1,525	23	22	692	24	103	1,211	80	8,043	4.9
MEDICAL - DENTAL	1,095	-	134	125	-	132	-	22	323	11	1,842	1.1
SCHOOL	7,236	22	69	11	-	825	-	66	196	-	8,497	5.2
SOCIAL - RECREATION	28,986	194	358	119	493	12,364	44	283	3,241	208	46,290	28.3
CHANGE TRAVEL MODE	101	10	13	-	-	-	-	-	11	-	135	0.1
EAT MEAL	931	584	59	-	55	359	-	11	146	23	2,168	1.3
SHOPPING	12,024	44	662	109	-	2,869	-	67	3,996	107	19,878	12.1
SERVE PASSENGERS	1,272	33	79	22	69	226	-	25	188	141	2,055	1.1
TOTAL	64,459	10,396	7,900	1,850	9,624	46,600	161	2,158	19,315	1,950	164,413	-
PERCENTAGE	39.2	6.3	4.8	1.1	5.9	28.3	0.1	1.3	11.8	1.2	-	100.0

TAXI PASSENGERS

HOME	-	256	101	90	22	75	45	-	32	-	621	50.0
WORK	190	-	-	-	-	11	22	11	-	-	234	18.9
BUSINESS	66	-	-	-	-	-	-	-	11	-	77	6.2
MEDICAL - DENTAL	46	-	-	-	-	11	-	-	-	-	57	4.6
SCHOOL	43	-	-	-	-	-	-	-	-	-	43	3.5
SOCIAL - RECREATION	43	-	-	11	-	22	-	-	-	-	76	6.1
CHANGE TRAVEL MODE	56	-	-	-	-	-	-	-	-	-	56	4.5
EAT MEAL	-	11	-	-	-	-	11	-	-	-	22	1.8
SHOPPING	55	-	-	-	-	-	-	-	-	-	55	4.4
SERVE PASSENGERS	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	499	267	101	101	22	119	78	11	43	-	1,241	-
PERCENTAGE	40.2	21.5	8.1	8.1	1.8	9.6	6.3	0.9	3.5	-	-	100.0

TRIP PURPOSE - INTERNAL SURVEY

Table 5A

FROM	TO										TOTAL	PERCENTAGE
	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS		
HOME	-	185	108	-	55	159	-	-	77	-	584	35.9
WORK	195	306	-	-	-	11	13	22	-	-	547	33.7
BUSINESS	118	-	-	-	-	-	-	-	8	-	126	7.8
MEDICAL - DENTAL	11	-	-	-	-	-	-	-	-	-	11	0.6
SCHOOL	22	-	4	-	-	4	-	-	-	-	30	1.8
SOCIAL - RECREATION	163	-	-	-	-	33	-	-	-	-	196	12.1
CHANGE TRAVEL MODE	-	13	-	-	-	-	-	-	-	-	13	0.8
EAT MEAL	-	22	-	-	-	-	-	-	-	-	22	1.4
SHOPPING	74	-	11	-	-	-	-	-	11	-	96	5.9
SERVE PASSENGERS	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	583	526	123	-	55	207	13	22	96	-	1,625	-
PERCENTAGE	35.8	32.4	7.6	-	3.4	12.7	0.8	1.4	5.9	-	-	100.0

BUS PASSENGERS

HOME	-	1,994	427	144	7,604	312	22	11	376	-	10,890	49.0
WORK	1,803	11	22	-	-	-	105	23	33	-	1,997	9.0
BUSINESS	372	11	75	22	11	21	11	11	11	-	545	2.4
MEDICAL - DENTAL	100	23	21	-	-	-	-	-	11	-	155	0.5
SCHOOL	7,550	-	-	-	-	33	-	-	4	-	7,587	34.0
SOCIAL - RECREATION	375	11	-	-	11	22	-	-	11	-	430	2.0
CHANGE TRAVEL MODE	33	120	32	-	21	-	-	-	-	-	206	0.9
EAT MEAL	11	-	-	-	-	-	-	-	-	-	11	0.1
SHOPPING	435	-	-	11	-	33	-	-	11	-	490	2.0
SERVE PASSENGERS	-	11	-	-	-	-	-	-	-	-	11	0.1
TOTAL	10,679	2,181	577	177	7,647	421	138	45	457	-	22,322	-
PERCENTAGE	47.8	9.8	2.6	0.8	34.3	1.9	0.6	0.2	2.0	-	-	100.0

ALL MODES OF TRAVEL

HOME	-	36,270	19,954	3,204	17,751	46,690	253	2,000	27,994	22,771	176,887	38.5
WORK	32,313	8,732	2,091	141	11	1,263	162	4,094	1,671	1,821	52,299	11.4
BUSINESS	17,824	1,448	6,499	215	56	2,187	35	260	4,502	846	33,272	7.4
MEDICAL - DENTAL	2,433	88	308	268	-	356	-	43	805	55	4,356	0.9
SCHOOL	15,865	88	133	11	72	929	-	155	271	177	17,701	3.9
SOCIAL - RECREATION	48,108	549	1,307	213	516	18,001	55	488	5,607	2,225	77,069	16.8
CHANGE TRAVEL MODE	309	143	56	-	21	11	-	11	11	22	584	0.1
EAT MEAL	1,994	3,813	267	11	156	625	11	11	316	266	7,470	1.6
SHOPPING	33,919	484	2,628	253	-	5,352	-	241	10,350	1,195	54,422	11.8
SERVE PASSENGERS	21,216	2,229	992	110	202	2,123	11	217	1,882	6,086	35,068	7.6
TOTAL	173,981	53,844	34,235	4,426	18,785	77,537	527	7,520	53,409	35,464	459,728	-
PERCENTAGE	37.9	11.7	7.4	1.0	4.1	16.9	0.1	1.6	11.6	7.7	-	100.0

TRIP PURPOSE - EXTERNAL SURVEY

Table 5B

AUTOMOBILE - LOCAL TRIPS										
STATION NUMBER	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL
01	260	210	44	6	315	-	14	21	10	880
02	55	60	8	10	90	-	4	20	3	250
03	84	67	6	2	47	-	9	23	4	242
04	388	310	21	15	579	1	23	130	39	1,506
05	64	34	2	2	11	-	2	33	2	150
06	257	96	7	7	99	-	6	21	7	500
07	2,547	2,791	293	255	4,493	38	54	446	186	11,103
08	1,398	677	66	38	759	1	76	218	103	3,336
09	1,554	1,247	129	46	2,504	4	349	407	127	6,367
10	98	152	81	4	981	1	27	69	18	1,431
11	118	123	8	1	782	1	36	105	10	1,184
12	170	51	6	8	36	-	-	7	7	285
13	686	662	166	28	1,302	5	34	163	50	3,096
TOTAL	7,679	6,480	837	422	11,998	51	634	1,663	566	30,330
PERCENTAGE	25.2	21.4	2.8	1.4	39.5	0.2	2.1	5.5	1.9	100.0

AUTOMOBILE - THROUGH TRIPS										
STATION NUMBER	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL
01	7	16	1	-	20	-	1	-	1	46
02	130	71	1	3	122	-	4	4	3	335
03	25	10	-	-	5	-	1	1	1	43
04	121	41	-	1	64	1	1	4	-	233
05	12	5	-	-	3	-	-	1	-	21
06	358	104	3	4	168	-	3	8	-	649
07	26	41	-	-	226	1	1	3	1	299
08	1	4	1	-	14	-	-	1	-	21
09	16	22	2	-	60	-	-	1	-	101
10	11	46	1	1	364	-	1	1	1	426
11	7	29	-	-	442	-	1	1	1	481
12	4	6	-	-	2	-	-	2	-	14
13	6	14	-	-	65	-	-	1	1	87
TOTAL	724	409	9	9	1,555	2	10	28	10	2,756
PERCENTAGE	26.2	14.8	0.3	0.3	56.5	0.1	0.4	1.0	0.4	100.0

AUTOMOBILES - TOTAL LOCAL AND THROUGH TRIPS										
STATION NUMBER	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL
01	267	226	45	6	335	-	15	21	11	926
02	185	131	9	13	212	-	5	24	6	585
03	109	77	6	2	52	-	10	24	5	285
04	509	351	21	16	643	2	24	134	39	1,739
05	76	39	2	2	14	-	2	34	2	171
06	615	200	10	11	287	-	9	29	8	1,149
07	2,573	2,832	293	255	4,722	39	55	449	187	11,405
08	1,399	681	67	38	773	1	76	219	103	3,357
09	1,570	1,269	131	46	2,564	4	349	408	127	6,468
10	109	198	82	5	1,345	1	28	70	19	1,857
11	125	152	8	1	1,224	1	37	106	11	1,665
12	174	57	6	8	38	-	-	9	7	299
13	692	676	166	28	1,367	5	34	164	51	3,183
TOTAL	8,403	6,889	846	431	13,556	53	644	1,691	576	33,089
PERCENTAGE	25.4	20.8	2.6	1.3	41.0	0.2	1.9	5.1	1.7	100.0

AVERAGE AUTOMOBILE OCCUPANCY by TRIP PURPOSE

Table 6A

INTERNAL SURVEY

FROM	TO										
	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	AVERAGE
HOME	1.4	1.1	1.5	1.8	1.5	2.1	1.2	2.1	1.7	2.1	1.7
WORK	1.1	1.1	1.1	1.3	1.0	1.3	-	1.2	1.2	1.8	1.1
BUSINESS	1.5	1.2	1.7	1.8	1.0	1.7	-	1.7	1.7	2.0	1.6
MEDICAL - DENTAL	1.7	1.0	1.9	1.9	-	1.8	-	2.0	2.1	2.5	1.8
SCHOOL	1.5	1.0	1.7	-	-	1.2	-	3.3	1.0	2.3	1.6
SOCIAL - RECREATION	2.1	1.3	1.9	2.2	2.0	2.5	3.0	2.6	2.3	2.6	2.2
CHANGE TRAVEL MODE	1.4	-	1.0	-	-	1.0	-	1.0	-	1.5	1.4
EAT MEAL	1.8	1.2	1.8	1.0	3.2	2.6	-	-	1.9	2.5	1.5
SHOPPING	1.7	1.1	1.7	2.2	-	2.2	-	1.3	2.0	2.3	1.8
SERVE PASSENGERS	1.9	1.5	1.8	2.8	2.1	2.3	1.0	2.4	2.2	2.7	2.1
AVERAGE	1.7	1.1	1.6	1.8	1.6	2.2	1.3	1.5	1.8	2.2	1.7

Table 6B

EXTERNAL SURVEY

TRIP PURPOSE	LOCAL	THROUGH	TOTAL
HOME	-	3.5	3.5
WORK	1.5	1.5	1.5
BUSINESS	1.8	1.9	1.8
MEDICAL - DENTAL	2.6	2.5	2.6
SCHOOL	1.8	1.5	1.8
SOCIAL - RECREATION	3.0	3.1	3.0
CHANGE TRAVEL MODE	2.4	2.5	2.4
EAT MEAL	2.7	2.8	2.7
SHOPPING	2.4	2.8	2.5
SERVE PASSENGERS	2.6	2.6	2.6
AVERAGE	2.3	2.6	2.3



Table 7A

SUMMARY of VEHICULAR and PERSON MOVEMENTS between DISTRICTS

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
01	01	648	40	688	461	1149	135	-	56	191	-	191	839
01	02	982	40	1022	525	1547	469	-	34	503	33	536	1518
01	03	112	8	120	160	280	22	-	-	22	-	22	134
01	04	634	55	689	70	759	246	-	34	282	68	350	984
01	05	395	23	418	51	469	146	-	11	157	90	247	642
01	06	766	25	791	141	932	392	-	-	392	291	683	1449
01	07	276	-	276	26	302	66	-	-	66	-	66	342
01	08	264	4	268	26	294	77	-	-	77	-	77	341
01	09	122	4	126	6	132	54	21	-	75	11	86	208
01	10	176	17	193	51	244	108	-	11	119	32	151	327
01	11	583	38	621	58	679	356	-	11	367	96	463	1046
01	12	317	21	338	64	402	167	-	-	167	21	188	505
01	13	433	38	471	128	599	132	-	-	132	43	175	608
01	14	337	27	364	64	428	111	-	33	144	56	200	537
01	15	87	4	91	-	91	65	-	-	65	21	86	173
01	16	268	6	274	45	319	44	-	-	44	22	66	334
01	17	388	15	403	32	435	288	-	-	288	89	377	765
01	18	335	34	369	160	529	133	-	-	133	-	133	468
01	19	121	25	146	51	197	79	22	-	101	11	112	233
01	20	155	6	161	19	180	98	-	-	98	54	152	307
01	21	363	2	365	38	403	219	-	-	219	-	219	582
01	22	237	8	245	32	277	111	-	-	111	100	211	448
01	23	333	15	348	26	374	167	22	-	189	56	245	578
01	24	466	19	485	13	498	322	-	-	322	67	389	855
01	25	114	2	116	6	122	33	-	-	33	-	33	147
01	26	533	11	544	13	557	433	-	-	433	78	511	1044
01	27	483	6	489	38	527	264	-	-	264	22	286	769
01	28	437	2	439	32	471	174	-	-	174	22	196	633
01	29	292	2	294	45	339	45	-	-	45	-	45	172
01	30	48	2	50	32	82	73	-	-	73	-	73	365
01	31	447	-	447	38	485	229	-	-	229	44	273	720
01	32	475	2	477	13	490	286	-	-	286	-	286	761
01	33	142	4	146	19	165	107	-	-	107	54	161	303
01	34	97	11	108	70	178	43	-	-	43	32	75	172
01	35	306	4	310	38	348	65	-	11	76	214	290	596
01	36	66	15	81	64	145	55	-	11	66	21	87	153
01	37	230	-	230	-	230	306	-	-	306	37	343	573
01	38	55	-	55	45	100	11	-	-	11	-	11	66
01	39	339	-	339	77	416	98	-	-	98	-	98	437
01	40	383	2	385	32	417	244	-	-	244	43	287	670
01	41	-	-	-	19	19	-	-	-	-	-	-	-
01	42	11	8	19	26	45	-	-	-	-	-	-	-
01	43	235	8	243	154	397	120	-	-	120	98	218	453
01	44	-	-	-	-	-	-	-	-	-	-	-	-
01	45	-	-	-	-	-	-	-	-	-	-	-	-
01	46	41	-	41	6	47	14	-	-	14	-	14	55
01	47	32	-	32	19	51	-	-	-	-	-	-	32
01	48	69	-	69	32	101	32	-	-	32	-	32	101
01	49	-	-	-	-	-	-	-	-	-	-	-	-
01	50	-	-	-	-	-	-	-	-	-	-	-	-
01	51	-	-	-	-	-	-	-	-	-	-	-	-
01	52	23	-	23	13	36	-	-	-	-	-	-	23
01	53	-	-	-	-	-	45	-	-	45	-	45	45
01	54	23	-	23	-	23	23	-	-	23	-	23	46
01	55	-	-	-	13	13	-	-	-	-	-	-	-
01	56	-	-	-	-	-	-	-	-	-	-	-	-
01	57	-	-	-	-	-	-	-	-	-	-	-	-
01	58	-	-	-	-	-	-	-	-	-	-	-	-
01	59	-	-	-	-	-	23	-	-	23	-	23	23
01	60	23	-	23	-	23	-	-	-	-	-	-	23
01	61	-	-	-	-	-	23	-	-	23	-	23	23
01	62	-	-	-	-	-	-	-	-	-	-	-	-
01	63	-	-	-	-	-	-	-	-	-	-	-	-
01	64	-	-	-	-	-	-	-	-	-	-	-	-
01	65	-	-	-	6	6	-	-	-	-	-	-	-
01	66	-	-	-	38	38	-	-	-	-	-	-	-
01	67	-	-	-	-	-	-	-	-	-	-	-	-
01	68	205	-	205	13	218	140	-	-	140	-	140	345
01	69	44	-	44	-	44	-	-	-	-	-	-	44
01	70	65	-	65	6	71	43	-	-	43	-	43	108
01	71	42	-	42	38	80	96	11	-	107	-	107	149
01	72	86	-	86	13	99	32	22	-	54	22	76	162
01	73	43	-	43	-	43	-	-	-	-	-	-	43
01	74	32	-	32	-	32	118	-	-	118	-	118	150
01	75	-	-	-	-	-	-	-	-	-	-	-	-
01	76	-	-	-	-	-	-	-	-	-	-	-	-
01	77	2	-	2	-	2	-	-	-	-	-	-	2
01	78	68	-	68	6	74	23	-	-	23	-	23	91
01	79	114	-	114	38	152	22	-	-	22	23	45	159
01	80	26	-	26	19	45	47	-	-	47	-	47	73
01	81	43	-	43	-	43	11	-	-	11	-	11	54
01	82	44	-	44	-	44	-	-	-	-	-	-	44
01	83	33	-	33	13	46	-	-	-	-	-	-	33
01	84	44	-	44	6	50	-	-	-	-	-	-	44
01	85	11	-	11	-	11	-	-	-	-	-	-	11
01	86	63	-	63	13	76	88	-	13	101	-	101	164
01	87	-	-	-	6	6	-	-	-	-	-	-	-
01	88	65	-	65	-	65	108	-	-	108	-	108	173
01	89	33	-	33	-	33	90	-	-	90	34	124	157
01	90	22	-	22	-	22	22	-	-	22	-	22	44
01	91	-	-	-	-	-	-	-	-	-	-	-	-
01	92	22	-	22	-	22	-	-	-	-	-	-	22
01	93	44	-	44	-	44	22	-	-	22	-	22	66

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
02	02	839	36	875	243	1118	412	-	-	412	11	423	1262
02	03	33	4	37	58	95	11	-	-	11	-	11	44
02	04	737	38	775	77	852	268	-	-	268	57	325	1062
02	05	244	17	261	45	306	56	-	-	56	79	135	379
02	06	765	27	792	109	901	359	-	-	359	90	449	1214
02	07	144	4	148	6	154	55	-	-	55	-	55	199
02	08	224	4	228	70	298	77	-	-	77	-	77	301
02	09	201	4	205	19	224	67	-	-	67	-	67	263
02	10	238	13	251	19	270	76	21	-	97	21	118	356
02	11	358	29	387	58	445	182	-	21	203	75	278	636
02	12	211	17	228	77	305	70	-	-	70	54	124	335
02	13	767	27	794	115	909	251	-	-	251	64	315	1022
02	14	279	19	298	32	330	138	-	-	138	67	205	484
02	15	139	4	143	19	162	76	-	10	86	10	96	235
02	16	342	21	363	64	427	169	-	-	169	11	180	522
02	17	371	29	400	45	445	111	-	-	111	22	133	504
02	18	418	8	426	83	509	193	-	-	193	34	261	679
02	19	98	17	115	102	217	27	-	34	227	34	261	98
02	20	187	13	200	58	258	36	-	-	36	21	57	244
02	21	286	2	288	70	358	121	44	-	165	22	187	473
02	22	410	2	412	64	476	122	-	-	122	111	233	643
02	23	288	17	305	45	350	89	-	-	89	33	122	410
02	24	744	13	757	45	802	201	-	-	201	33	234	978
02	25	67	2	69	13	82	22	-	-	22	-	22	89
02	26	566	4	570	19	589	156	-	11	167	11	178	744
02	27	268	6	274	26	300	101	-	-	101	89	190	458
02	28	447	8	455	45	500	55	-	-	55	11	66	513
02	29	194	8	202	13	215	37	-	-	37	-	37	231
02	30	202	-	202	-	202	49	-	-	49	11	60	262
02	31	566	2	568	96	664	381	-	-	381	65	446	1012
02	32	422	-	422	32	454	351	-	-	351	-	351	773
02	33	187	4	191	6	197	41	-	-	41	43	84	271
02	34	251	4	255	-	255	110	-	-	110	-	110	361
02	35	271	8	279	45	324	138	-	-	138	43	161	432
02	36	87	19	106	32	138	22	-	-	22	-	22	109
02	37	361	4	365	32	397	164	-	-	164	11	175	536
02	38	153	-	153	32	185	33	-	-	33	-	33	186
02	39	426	-	426	26	452	251	-	-	251	44	295	721
02	40	404	13	417	109	526	208	-	-	208	-	208	612
02	41	76	-	76	32	108	22	-	-	22	-	22	98
02	42	99	13	112	51	163	77	-	-	77	-	77	176
02	43	233	2	235	122	357	122	-	-	122	11	133	366
02	44	-	-	-	-	-	-	-	-	-	-	-	-
02	45	-	-	-	-	-	-	-	-	-	-	-	-
02	46	-	-	-	6	6	-	-	-	-	-	-	-
02	47	11	-	11	-	11	-	-	-	-	-	-	11
02	48	47	-	47	13	60	-	-	-	-	-	-	47
02	49	-	-	-	-	-	-	-	-	-	-	-	-
02	50	-	-	-	-	-	-	-	-	-	-	-	-
02	51	-	-	-	-	-	23	-	-	23	-	23	23
02	52	-	-	-	-	-	-	-	-	-	-	-	-
02	53	-	-	-	-	-	-	-	-	-	-	-	-
02	54	-	-	-	-	-	-	-	-	-	-	-	-
02	55	136	-	136	-	136	113	-	-	113	-	113	249
02	56	-	-	-	-	-	-	-	-	-	-	-	-
02	57	-	-	-	-	-	-	-	-	-	-	-	-
02	58	-	-	-	-	-	-	-	-	-	-	-	-
02	59	-	-	-	-	-	-	-	-	-	-	-	-
02	60	34	-	34	6	40	23	-	-	23	-	23	57
02	61	23	-	23	-	23	45	-	-	45	-	45	68
02	62	23	-	23	-	23	-	-	-	-	-	-	23
02	63	13	-	13	-	13	-	-	-	-	-	-	13
02	64	4	-	4	-	4	-	-	-	-	-	-	4
02	65	-	-	-	6	6	-	-	-	-	-	-	-
02	66	-	-	-	-	-	-	-	-	-	-	-	-
02	67	21	-	21	-	21	-	-	-	-	-	-	21
02	68	194	-	194	26	220	76	-	-	76	-	76	270
02	69	44	-	44	-	44	-	-	-	-	-	-	44
02	70	190	-	190	-	190	43	-	-	43	-	43	233
02	71	119	-	119	6	125	54	-	-	54	-	54	173
02	72	119	-	119	38	157	87	-	-	87	-	87	206
02	73	32	-	32	13	45	128	-	-	128	-	128	160
02	74	43	-	43	13	56	-	-	-	-	-	-	43
02	75	2	-	2	-	2	-	-	-	-	-	-	2
02	76	-	-	-	-	-	-	-	-	-	-	-	-
02	77	8	-	8	-	8	-	-	-	-	-	-	8
02	78	35	-	35	6	41	-	-	-	-	69	69	104
02	79	210	-	210	26	236	184	-	-	184	12	196	406
02	80	2	-	2	19	21	6	-	-	6	-	6	8
02	81	43	-	43	13	56	-	-	-	-	-	-	43
02	82	11	-	11	-	11	11	-	-	11	-	11	22
02	83	-	-	-	-	-	-	-	-	-	-	-	-
02	84	55	-	55	-	55	22	-	22	44	-	44	99
02	85	32	-	32	-	32	-	-	-	-	-	-	32
02	86	22	-	22	-	22	-	-	-	-	-	-	22
02	87	11	-	11	13	24	11	-	-	11	-	11	22
02	88	43	-	43	6	49	22	-	-	22	11	33	76
02	89	-	-	-	13	13	-	-	-	-	-	-	-
02	90	34	-	34	-	34	11	-	-	11	-	11	45
02	91	-	-	-	13	13	-	-	-	-	-	-	-
02	92	-	-	-	-	-	-	-	-	-	-	-	-
02	93	22	-	22	-	22	-	-	-	-	-	-	22
03	03	-	2	2	90	92	-	-	-	-	-	-	-
03	04	124	6	130	51	181	102	-	-	102	-	102	226
03	05	259	2	261	45	306	45	-	-	45	-	45	304
03	06	56	-	56	26	82	34	-	-	34	-	34	90

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
03	07	33	-	33	-	33	-	-	-	-	-	-	33
03	08	22	-	22	6	28	11	-	-	11	-	11	33
03	09	-	-	-	13	13	-	-	-	-	-	-	-
03	10	43	4	47	19	66	33	-	-	33	-	33	76
03	11	64	2	66	32	98	11	-	-	11	-	11	75
03	12	78	2	80	6	86	77	-	-	77	-	77	155
03	13	77	6	83	6	89	-	-	-	-	-	-	77
03	14	11	-	11	26	37	-	-	-	-	-	-	11
03	15	21	-	21	-	21	-	-	-	-	-	-	21
03	16	22	-	22	26	48	-	-	-	-	-	-	22
03	17	56	2	58	-	58	-	-	-	-	-	-	56
03	18	78	2	80	58	138	22	-	-	22	-	22	100
03	19	99	2	101	122	223	87	11	-	98	-	98	197
03	20	34	2	36	13	49	21	-	-	21	-	21	75
03	21	66	-	66	45	111	33	-	-	33	-	33	99
03	22	111	-	111	13	124	-	-	-	-	-	-	111
03	23	44	2	46	-	46	-	-	-	-	-	-	44
03	24	56	2	58	13	71	11	-	-	11	-	11	67
03	25	41	-	41	13	54	21	-	-	21	-	21	62
03	26	44	-	44	-	44	-	-	-	-	-	-	44
03	27	110	-	110	26	136	22	-	-	22	-	22	132
03	28	76	-	76	-	76	-	-	-	-	-	-	76
03	29	2	-	2	-	2	-	-	-	-	-	-	2
03	30	24	-	24	-	24	-	-	-	-	-	-	24
03	31	-	-	-	-	-	22	-	-	22	-	22	22
03	32	11	-	11	6	17	44	-	-	44	-	44	55
03	33	64	-	64	6	70	-	43	-	43	-	43	107
03	34	21	-	21	26	47	-	-	-	-	-	-	21
03	35	32	2	34	26	60	-	-	-	-	-	-	32
03	36	-	2	2	19	21	-	-	-	-	-	-	-
03	37	111	-	111	-	111	-	-	-	-	-	-	111
03	38	44	-	44	-	44	55	-	11	66	-	66	110
03	39	22	-	22	-	22	-	-	-	-	-	-	44
03	40	109	-	109	-	109	174	11	-	185	-	185	294
03	41	-	-	-	-	-	22	-	-	22	-	22	22
03	42	-	-	-	-	-	-	-	-	-	-	-	-
03	43	33	-	33	-	33	11	-	-	11	-	11	44
03	44	-	-	-	-	-	-	-	-	-	-	-	-
03	45	8	-	8	-	8	-	-	-	-	-	-	8
03	46	10	-	10	-	10	-	-	-	-	-	-	10
03	47	-	-	-	-	-	-	-	-	-	-	-	-
03	48	-	-	-	-	-	-	-	-	-	-	-	-
03	49	-	-	-	-	-	-	-	-	-	-	-	-
03	50	-	-	-	-	-	-	-	-	-	-	-	-
03	51	23	-	23	-	23	94	-	-	94	-	94	117
03	52	11	-	11	-	11	-	-	-	-	-	-	11
03	53	-	-	-	-	-	-	-	-	-	-	-	-
03	54	-	-	-	-	-	-	-	-	-	-	-	-
03	55	-	-	-	-	-	-	-	-	-	-	-	-
03	56	-	-	-	13	13	-	-	-	-	-	-	-
03	57	11	-	11	-	11	-	-	-	-	-	-	11
03	58	-	-	-	-	-	-	-	-	-	-	-	-
03	59	-	-	-	-	-	-	-	-	-	-	-	-
03	60	-	-	-	-	-	-	-	-	-	-	-	-
03	61	-	-	-	-	-	-	-	-	-	-	-	-
03	62	34	-	34	-	34	57	-	-	57	-	57	91
03	63	-	-	-	-	-	-	-	-	-	-	-	-
03	64	-	-	-	-	-	-	-	-	-	-	-	-
03	65	-	-	-	-	-	-	-	-	-	-	-	-
03	66	-	-	-	-	-	-	-	-	-	-	-	-
03	67	-	-	-	-	-	-	-	-	-	-	-	-
03	68	22	-	22	13	35	-	-	-	-	-	-	22
03	69	-	-	-	-	-	-	-	-	-	-	-	-
03	70	32	-	32	-	32	-	-	-	-	-	-	32
03	71	11	-	11	13	24	22	-	-	22	-	22	33
03	72	43	-	43	38	81	-	-	-	-	-	-	43
03	73	21	-	21	-	21	21	-	-	21	-	21	42
03	74	43	-	43	-	43	-	-	-	-	-	-	43
03	75	-	-	-	-	-	-	-	-	-	-	-	-
03	76	-	-	-	-	-	-	-	-	-	-	-	-
03	77	-	-	-	-	-	-	-	-	-	-	-	-
03	78	35	-	35	-	35	12	-	-	12	-	12	47
03	79	23	-	23	6	29	23	-	-	23	-	23	46
03	80	-	-	-	6	6	-	-	-	-	-	-	-
03	81	-	-	-	-	-	-	-	-	-	-	-	-
03	82	-	-	-	-	-	-	-	-	-	-	-	-
03	83	-	-	-	6	6	-	-	-	-	-	-	-
03	84	-	-	-	-	-	-	-	-	-	-	-	-
03	85	-	-	-	-	-	-	-	-	-	-	-	-
03	86	-	-	-	-	-	-	-	-	-	-	-	-
03	87	-	-	-	-	-	-	-	-	-	-	-	-
03	88	-	-	-	-	-	-	-	-	-	-	-	-
03	89	11	-	11	-	11	11	-	-	11	-	11	22
03	90	46	-	46	-	46	-	-	-	-	-	-	46
03	91	-	-	-	-	-	34	-	-	-	-	-	34
03	92	-	-	-	-	-	-	-	-	-	-	-	-
03	93	-	-	-	-	-	-	-	-	-	-	-	-
04	04	146	19	165	70	235	226	-	-	226	-	226	372
04	05	304	8	312	32	344	90	-	-	90	-	90	405
04	06	666	13	679	32	711	282	-	-	282	11	101	971
04	07	167	-	167	19	186	201	-	-	201	-	201	368
04	08	134	-	134	26	160	67	-	-	67	-	67	201
04	09	157	11	168	6	174	88	-	-	88	23	111	268
04	10	101	11	112	38	150	-	-	-	-	-	-	101
04	11	208	21	229	26	255	144	-	-	167	-	167	375
04	12	79	8	87	26	113	158	23	-	158	-	158	237

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
04	13	259	11	270	19	289	177	-	-	177	22	199	458
04	14	22	8	30	6	36	-	-	-	-	-	-	22
04	15	34	2	36	-	36	-	-	-	-	-	-	34
04	16	56	11	67	-	67	22	-	-	22	-	22	78
04	17	45	6	51	6	57	79	-	-	79	-	79	124
04	18	145	8	153	26	179	11	-	-	11	-	11	156
04	19	79	-	79	6	85	34	-	-	34	-	34	113
04	20	102	6	108	-	108	45	-	-	45	-	45	147
04	21	57	-	57	-	57	91	-	-	91	11	102	159
04	22	-	-	-	-	-	11	-	-	11	-	11	11
04	23	56	6	62	6	68	22	-	-	22	-	22	78
04	24	22	6	28	6	34	11	-	-	11	-	11	33
04	25	113	-	113	-	113	79	-	-	79	-	79	192
04	26	-	2	2	13	15	11	-	-	11	-	11	11
04	27	177	-	177	-	177	90	-	-	90	90	180	357
04	28	56	-	56	-	56	-	-	-	-	67	67	123
04	29	-	-	-	-	-	-	-	-	-	-	-	-
04	30	47	2	49	-	49	11	-	-	11	-	11	58
04	31	33	4	37	13	50	33	-	-	33	-	33	66
04	32	61	-	61	13	74	26	-	-	26	-	26	87
04	33	22	-	22	19	41	-	-	-	-	-	-	22
04	34	164	11	175	-	175	23	-	-	23	-	23	187
04	35	11	2	13	-	13	-	-	-	-	21	21	32
04	36	11	11	22	26	48	-	-	-	-	22	22	33
04	37	78	2	80	26	106	39	-	-	39	-	39	117
04	38	56	-	56	-	56	22	-	-	22	-	22	78
04	39	33	-	33	-	33	-	-	-	-	-	33	33
04	40	11	-	11	-	11	22	-	-	22	-	22	33
04	41	23	-	23	13	36	22	-	-	22	-	22	45
04	42	124	6	130	32	162	11	-	-	11	-	11	135
04	43	123	-	123	13	136	124	-	-	124	79	203	326
04	44	-	-	-	-	-	-	-	-	-	-	-	-
04	45	-	-	-	-	-	-	-	-	-	-	-	-
04	46	-	-	-	-	-	-	-	-	-	-	-	-
04	47	-	-	-	-	-	-	-	-	-	-	-	-
04	48	-	-	-	-	-	-	-	-	-	-	-	-
04	49	-	-	-	-	-	-	-	-	-	-	-	-
04	50	-	-	-	-	-	-	-	-	-	-	-	-
04	51	-	-	-	-	-	-	-	-	-	-	-	-
04	52	-	-	-	-	-	-	-	-	-	-	-	-
04	53	-	-	-	-	-	-	-	-	-	-	-	-
04	54	-	-	-	-	-	-	-	-	-	-	-	-
04	55	-	-	-	-	-	-	-	-	-	-	-	-
04	56	-	-	-	-	-	-	-	-	-	-	-	-
04	57	-	-	-	-	-	-	-	-	-	-	-	-
04	58	-	-	-	-	-	-	-	-	-	-	-	-
04	59	-	-	-	-	-	-	-	-	-	-	-	-
04	60	-	-	-	-	-	-	-	-	-	-	-	-
04	61	-	-	-	-	-	-	-	-	-	-	-	-
04	62	-	-	-	-	-	-	-	-	-	-	-	-
04	63	-	-	-	-	-	-	-	-	-	-	-	-
04	64	-	-	-	-	-	-	-	-	-	-	-	-
04	65	-	-	-	-	-	-	-	-	-	-	-	-
04	66	-	-	-	-	-	-	-	-	-	-	-	-
04	67	-	-	-	-	-	-	-	-	-	-	-	-
04	68	-	-	-	-	-	-	-	-	-	-	-	-
04	69	-	-	-	-	-	-	-	-	-	-	-	-
04	70	-	-	-	-	-	-	-	-	-	-	-	-
04	71	-	-	-	-	-	-	-	-	-	-	-	-
04	72	-	-	-	-	-	-	-	-	-	-	-	-
04	73	-	-	-	-	-	-	-	-	-	-	-	-
04	74	-	-	-	-	-	-	-	-	-	-	-	-
04	75	-	-	-	6	6	-	-	-	-	-	-	-
04	76	-	-	-	-	-	-	-	-	-	-	-	-
04	77	-	-	-	-	-	-	-	-	-	-	-	-
04	78	-	-	-	-	-	23	-	-	-	-	-	-
04	79	45	-	45	-	45	-	-	-	23	-	23	23
04	80	-	-	-	13	13	-	-	-	-	-	-	45
04	81	-	-	-	-	-	-	-	-	-	-	-	-
04	82	34	-	34	-	34	45	-	-	45	-	45	79
04	83	11	-	11	-	11	-	-	-	-	-	-	11
04	84	-	-	-	6	6	-	-	-	-	-	-	-
04	85	22	-	22	-	22	33	-	-	33	-	33	55
04	86	-	-	-	-	-	-	-	-	-	-	-	-
04	87	-	-	-	-	-	-	-	-	-	-	-	-
04	88	35	-	35	-	35	-	-	-	-	-	-	35
04	89	22	-	22	-	22	22	-	-	22	-	22	44
04	90	-	-	-	-	-	-	-	-	-	-	-	-
04	91	-	-	-	-	-	-	-	-	-	-	-	-
04	92	-	-	-	-	-	-	-	-	-	-	-	-
04	93	23	-	23	-	23	68	-	-	68	-	68	91
05	05	11	8	19	6	25	-	-	-	-	-	-	11
05	06	474	27	501	26	527	215	-	-	215	-	215	689
05	07	325	-	325	-	325	447	-	-	447	-	447	772
05	08	210	-	210	26	236	222	-	-	222	11	233	443
05	09	-	11	11	6	17	11	-	-	11	-	11	11
05	10	271	6	277	70	347	140	-	-	140	-	140	411
05	11	289	4	293	38	331	101	-	-	101	-	101	390
05	12	90	19	109	19	128	282	-	-	282	23	305	395
05	13	77	19	96	32	128	33	-	-	33	11	44	121
05	14	57	17	74	6	80	113	-	-	113	45	158	215
05	15	33	-	33	-	33	-	-	-	-	-	-	33
05	16	90	2	92	6	98	56	-	-	56	33	89	179
05	17	79	-	79	6	85	78	-	-	78	22	100	179
05	18	45	2	47	-	47	-	-	-	-	-	-	45
05	19	34	6	40	32	72	-	-	-	-	-	-	34

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
05	20	100	2	102	-	102	45	-	-	45	11	56	156
05	21	156	2	158	6	164	22	-	-	22	-	22	178
05	22	11	-	11	-	11	-	-	-	-	-	-	11
05	23	33	8	41	13	54	22	-	-	22	-	22	55
05	24	11	4	15	26	41	11	-	-	11	-	11	22
05	25	22	-	22	-	22	11	-	-	11	-	11	33
05	26	33	-	33	13	46	11	-	-	11	-	11	44
05	27	111	2	113	6	119	102	-	-	102	34	136	247
05	28	-	6	6	6	12	-	-	-	-	-	-	-
05	29	11	2	13	-	13	11	-	-	11	-	11	22
05	30	-	-	-	-	-	-	-	-	-	-	-	-
05	31	45	-	45	-	45	22	-	-	22	-	22	67
05	32	34	-	34	13	47	34	-	-	34	-	34	68
05	33	-	-	-	-	-	11	-	-	11	-	11	11
05	34	45	8	53	-	53	11	-	-	11	-	11	56
05	35	90	-	90	6	96	45	-	-	45	11	56	146
05	36	11	4	15	13	28	-	-	-	-	-	-	11
05	37	34	2	36	-	36	34	-	-	34	-	34	68
05	38	34	-	34	-	34	68	-	-	68	-	68	102
05	39	23	-	23	-	23	23	-	-	23	-	23	46
05	40	11	2	13	-	13	-	-	-	-	-	-	11
05	41	-	-	-	-	-	11	-	-	11	-	11	11
05	42	44	2	46	-	46	34	-	-	34	-	34	78
05	43	78	-	78	26	104	11	-	-	11	-	11	89
05	44	-	-	-	-	-	-	-	-	-	-	-	-
05	45	-	-	-	-	-	-	-	-	-	-	-	-
05	46	-	-	-	-	-	-	-	-	-	-	-	-
05	47	11	-	11	-	11	-	-	-	-	-	-	11
05	48	-	-	-	-	-	-	-	-	-	-	-	-
05	49	-	-	-	-	-	-	-	-	-	-	-	-
05	50	-	-	-	-	-	-	-	-	-	-	-	-
05	51	-	-	-	-	-	-	-	-	-	-	-	-
05	52	-	-	-	-	-	-	-	-	-	-	-	-
05	53	-	-	-	-	-	-	-	-	-	-	-	-
05	54	-	-	-	-	-	-	-	-	-	-	-	-
05	55	-	-	-	-	-	-	-	-	-	-	-	-
05	56	-	-	-	-	-	-	-	-	-	-	-	-
05	57	-	-	-	-	-	-	-	-	-	-	-	-
05	58	-	-	-	-	-	-	-	-	-	-	-	-
05	59	-	-	-	-	-	-	-	-	-	-	-	-
05	60	23	-	23	-	23	-	-	-	-	-	-	23
05	61	-	-	-	-	-	-	-	-	-	-	-	-
05	62	-	-	-	-	-	-	-	-	-	-	-	-
05	63	-	-	-	-	-	-	-	-	-	-	-	-
05	64	23	-	23	-	23	23	-	-	23	-	23	46
05	65	-	-	-	-	-	-	-	-	-	-	-	-
05	66	-	-	-	-	-	-	-	-	-	-	-	-
05	67	-	-	-	-	-	-	-	-	-	-	-	-
05	68	-	-	-	-	-	-	-	-	-	-	-	-
05	69	-	-	-	-	-	-	-	-	-	-	-	-
05	70	-	-	-	-	-	-	-	-	-	-	-	-
05	71	-	-	-	-	-	-	-	-	-	-	-	-
05	72	-	-	-	-	-	-	-	-	-	-	-	-
05	73	-	-	-	-	-	-	-	-	-	-	-	-
05	74	-	-	-	-	-	-	-	-	-	-	-	-
05	75	-	-	-	-	-	-	-	-	-	-	-	-
05	76	-	-	-	-	-	-	-	-	-	-	-	-
05	77	-	-	-	-	-	-	-	-	-	-	-	-
05	78	-	-	-	-	-	-	-	-	-	-	-	-
05	79	23	-	23	-	23	23	-	-	23	-	23	46
05	80	-	-	-	-	-	-	-	-	-	-	-	-
05	81	-	-	-	-	-	-	-	-	-	-	-	-
05	82	-	-	-	-	-	-	-	-	-	-	-	-
05	83	34	-	34	-	34	-	-	-	-	-	-	34
05	84	-	-	-	-	-	-	-	-	-	-	-	-
05	85	-	-	-	-	-	-	-	-	-	-	-	-
05	86	-	-	-	-	-	-	-	-	-	-	-	-
05	87	-	-	-	-	-	-	-	-	-	-	-	-
05	88	-	-	-	-	-	-	-	-	-	-	-	-
05	89	11	-	11	-	11	11	-	-	11	-	11	22
05	90	-	-	-	-	-	-	-	-	-	-	-	-
05	91	-	-	-	-	-	-	-	-	-	-	-	-
05	92	-	-	-	-	-	-	-	-	-	-	-	-
05	93	-	-	-	-	-	-	-	-	-	-	-	-
06	06	721	8	729	90	819	298	-	-	298	11	309	1030
06	07	896	4	908	38	938	267	-	-	278	34	312	1208
06	08	992	6	998	51	1049	366	11	-	366	-	366	1358
06	09	280	6	286	26	312	124	-	-	124	-	124	404
06	10	430	4	434	102	536	161	-	11	172	11	183	613
06	11	494	19	453	19	472	360	-	-	360	11	371	805
06	12	334	11	345	13	358	200	-	-	200	11	211	545
06	13	307	21	328	6	334	121	-	-	121	-	121	428
06	14	180	6	186	45	231	67	-	-	67	22	89	269
06	15	109	2	111	13	124	56	-	-	56	-	56	165
06	16	310	11	321	-	321	254	-	-	254	34	288	598
06	17	245	2	247	-	247	100	-	-	100	111	234	479
06	18	249	8	257	70	327	149	-	-	149	56	205	633
06	19	78	2	80	6	86	33	-	-	33	-	33	198
06	20	121	4	125	-	125	155	-	11	166	86	252	373
06	21	99	-	99	51	150	44	-	-	44	-	44	165
06	22	189	4	193	-	193	133	-	11	144	133	277	466
06	23	234	6	240	6	246	100	-	-	100	-	100	356
06	24	222	2	224	13	241	100	-	-	100	22	122	344
06	25	90	2	92	38	130	45	-	-	45	-	45	135
06	26	136	6	142	6	148	173	-	-	173	-	173	309
06	27	280	2	282	26	308	192	-	11	203	167	370	650

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
06	28	78	4	82	19	101	11	-	-	11	-	11	89
06	29	119	-	119	19	138	34	-	-	34	-	34	153
06	30	92	-	94	-	94	-	-	-	-	-	-	92
06	31	88	2	90	26	116	99	-	-	99	-	99	187
06	32	158	2	160	-	160	86	-	-	86	-	86	244
06	33	161	2	163	6	169	96	-	-	96	43	139	300
06	34	130	2	132	-	132	32	-	-	32	11	43	173
06	35	121	2	123	38	161	22	-	21	43	97	140	261
06	36	109	8	117	13	130	44	-	-	44	22	66	175
06	37	104	-	104	6	110	52	-	-	52	22	74	178
06	38	33	-	33	-	33	-	-	-	-	-	-	33
06	39	186	-	186	32	218	143	-	-	143	-	143	329
06	40	241	-	241	-	241	253	-	-	253	11	264	505
06	41	44	-	44	-	44	-	-	-	-	-	-	44
06	42	45	2	47	13	60	-	-	-	-	11	11	56
06	43	146	2	148	38	186	65	-	11	76	22	98	244
06	44	-	-	-	-	-	-	-	-	-	-	-	-
06	45	-	-	-	-	-	-	-	-	-	-	-	-
06	46	10	-	10	-	10	-	-	-	-	-	-	10
06	47	-	-	-	6	6	-	-	-	-	-	-	-
06	48	10	-	10	-	10	10	-	-	10	-	10	20
06	49	-	-	-	-	-	-	-	-	-	-	-	-
06	50	-	-	-	-	-	-	-	-	-	-	-	-
06	51	11	-	11	-	11	22	-	-	22	-	22	33
06	52	34	-	34	-	34	11	-	-	11	-	11	45
06	53	23	-	23	-	23	113	-	-	113	-	113	136
06	54	-	-	-	-	-	-	-	-	-	-	-	-
06	55	34	-	34	-	34	11	-	-	11	-	11	45
06	56	-	-	-	-	-	-	-	-	-	-	-	-
06	57	-	-	-	-	-	-	-	-	-	-	-	-
06	58	-	-	-	-	-	-	-	-	-	-	-	-
06	59	23	-	23	-	23	-	-	-	-	-	-	23
06	60	-	-	-	-	-	11	-	-	11	-	11	11
06	61	-	2	2	-	2	-	-	-	-	23	23	23
06	62	57	-	57	-	57	11	-	-	11	-	11	68
06	63	-	-	-	-	-	-	-	-	-	-	-	-
06	64	-	-	-	-	-	-	-	-	-	-	-	-
06	65	-	-	-	-	-	11	-	11	22	-	22	22
06	66	-	-	-	-	-	-	-	-	-	-	-	-
06	67	-	-	-	-	-	-	-	-	-	-	-	-
06	68	173	-	173	19	192	43	-	-	43	-	43	216
06	69	-	-	-	-	-	-	-	-	-	-	-	-
06	70	32	-	32	-	32	11	-	-	11	-	11	43
06	71	76	-	76	-	76	140	-	-	140	-	140	216
06	72	131	-	131	-	131	54	-	-	54	-	54	185
06	73	246	-	246	-	246	43	-	-	43	-	43	289
06	74	54	-	54	-	54	21	-	-	21	-	21	75
06	75	-	-	-	-	-	-	-	-	-	-	-	-
06	76	-	-	-	-	-	-	-	-	-	-	-	-
06	77	-	-	-	-	-	-	-	-	-	-	-	-
06	78	81	-	81	-	81	23	-	-	23	-	23	104
06	79	149	-	149	32	181	103	-	-	103	-	103	252
06	80	2	-	2	-	2	-	-	-	-	-	-	2
06	81	22	-	22	-	22	-	-	-	-	-	-	22
06	82	-	-	-	-	-	11	-	-	11	-	11	11
06	83	22	-	22	6	28	-	-	-	-	11	11	33
06	84	22	-	22	-	22	44	-	-	44	-	44	66
06	85	-	-	-	-	-	-	-	-	-	-	-	-
06	86	-	-	-	-	-	25	-	-	25	-	25	25
06	87	36	-	36	6	42	-	-	-	-	-	-	36
06	88	43	-	43	-	43	43	-	-	43	-	43	86
06	89	22	-	22	-	22	67	-	-	67	-	67	89
06	90	45	-	45	-	45	34	-	-	34	-	34	79
06	91	-	-	-	-	-	-	-	-	-	-	-	-
06	92	22	-	22	-	22	-	-	-	-	-	-	22
06	93	22	-	22	13	35	22	-	-	22	-	22	44
07	07	253	-	253	6	259	99	-	-	99	-	99	352
07	08	364	-	364	26	390	100	-	-	100	-	100	464
07	09	45	-	45	19	64	11	-	-	11	-	11	56
07	10	65	-	65	26	91	43	-	-	43	-	43	108
07	11	120	2	122	-	122	55	-	-	55	-	55	175
07	12	11	-	11	6	17	23	-	-	23	-	23	34
07	13	99	-	99	32	131	56	-	-	56	-	56	155
07	14	33	4	37	13	50	22	-	-	22	-	22	55
07	15	21	-	21	-	21	-	-	-	-	-	-	21
07	16	143	-	143	-	143	55	-	-	55	-	55	198
07	17	33	2	35	19	54	-	-	-	-	-	33	66
07	18	66	-	66	13	79	33	-	-	33	-	33	77
07	19	-	-	-	-	19	19	-	-	19	11	11	11
07	20	-	-	-	-	-	-	-	-	-	-	-	-
07	21	44	-	44	-	44	-	-	-	-	-	-	44
07	22	55	-	55	-	55	33	-	-	33	-	33	88
07	23	11	-	11	-	11	11	-	-	11	-	11	22
07	24	-	-	-	-	-	-	-	-	-	-	-	-
07	25	33	-	33	-	33	-	-	-	-	-	-	33
07	26	33	2	35	-	35	-	-	-	-	-	-	33
07	27	99	-	99	13	112	88	-	-	88	-	88	187
07	28	55	2	57	-	57	22	-	-	22	-	22	77
07	29	-	-	-	-	-	-	-	-	-	-	-	-
07	30	55	-	55	-	55	11	-	-	11	-	11	66
07	31	44	-	44	-	44	11	-	-	11	-	11	55
07	32	-	-	-	6	6	-	-	-	-	-	-	-
07	33	11	-	11	-	11	-	-	-	-	-	-	11
07	34	66	-	66	-	66	44	-	-	44	-	44	110
07	35	-	-	-	-	-	-	-	-	-	-	-	-
07	36	33	-	33	-	33	-	-	-	-	-	-	33

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
07	37	48	-	48	-	48	37	-	-	37	-	37	85
07	38	-	-	-	-	-	-	-	-	-	-	-	-
07	39	33	-	33	-	33	33	-	-	33	-	33	66
07	40	33	2	35	13	48	-	-	-	-	-	-	33
07	41	-	2	2	-	2	-	-	-	-	-	-	-
07	42	77	-	77	-	77	22	-	-	22	-	22	99
07	43	11	-	11	13	24	-	-	-	-	-	-	11
07	44	-	-	-	-	-	-	-	-	-	-	-	-
07	45	-	-	-	-	-	-	-	-	-	-	-	-
07	46	-	-	-	-	-	-	-	-	-	-	-	-
07	47	-	-	-	-	-	-	-	-	-	-	-	-
07	48	-	-	-	-	-	-	-	-	-	-	-	-
07	49	-	-	-	-	-	-	-	-	-	-	-	-
07	50	-	-	-	-	-	-	-	-	-	-	-	-
07	51	-	-	-	-	-	-	-	-	-	-	-	-
07	52	-	-	-	-	-	-	-	-	-	-	-	-
07	53	-	-	-	-	-	-	-	-	-	-	-	-
07	54	-	-	-	-	-	-	-	-	-	-	-	-
07	56	11	-	11	-	11	-	-	-	11	-	11	22
07	57	-	-	-	-	-	-	-	-	-	-	-	-
07	58	-	-	-	-	-	-	-	-	-	-	-	-
07	59	-	-	-	-	-	-	-	-	-	-	-	-
07	60	-	-	-	-	-	-	-	-	-	-	-	-
07	61	11	-	11	-	11	-	-	-	-	-	-	11
07	62	-	-	-	-	-	-	-	-	-	-	-	-
07	63	-	-	-	-	-	-	-	-	-	-	-	-
07	64	-	-	-	-	-	-	-	-	-	-	-	-
07	65	-	-	-	-	-	-	-	-	-	-	-	-
07	66	-	-	-	-	-	-	-	-	-	-	-	-
07	67	-	-	-	-	-	-	-	-	-	-	-	-
07	68	-	-	-	-	-	-	-	-	-	-	-	-
07	69	-	-	-	-	-	-	-	-	-	-	-	-
07	70	-	-	-	13	13	-	-	-	-	-	-	-
07	71	11	-	11	-	11	-	-	-	-	-	-	11
07	72	-	-	-	-	-	-	-	-	-	-	-	-
07	73	21	-	21	-	21	11	-	-	11	-	11	32
07	74	-	-	-	-	-	-	-	-	-	-	-	-
07	75	-	-	-	-	-	-	-	-	-	-	-	-
07	76	-	-	-	-	-	-	-	-	-	-	-	-
07	77	-	-	-	-	-	-	-	-	-	-	-	-
07	78	-	-	-	-	-	-	-	-	-	-	-	-
07	79	-	-	-	-	-	-	-	-	-	-	-	-
07	80	-	-	-	-	-	-	-	-	-	-	-	-
07	81	-	-	-	-	-	-	-	-	-	-	-	-
07	82	-	-	-	-	-	-	-	-	-	-	-	-
07	83	11	-	11	-	11	-	-	-	-	-	-	11
07	84	-	-	-	-	-	-	-	-	-	-	-	-
07	85	-	-	-	-	-	-	-	-	-	-	-	-
07	86	-	-	-	-	-	-	-	-	-	-	-	-
07	87	-	-	-	-	-	-	-	-	-	-	-	-
07	88	-	-	-	-	-	-	-	-	-	-	-	-
07	89	-	-	-	-	-	-	-	-	-	-	-	-
07	90	-	-	-	-	-	-	-	-	-	-	-	-
07	91	-	-	-	-	-	-	-	-	-	-	-	-
07	92	-	-	-	-	-	-	-	-	-	-	-	-
07	93	11	-	11	-	11	11	-	-	11	-	11	22
08	08	290	-	290	70	360	-	-	-	-	-	-	290
08	09	179	2	181	32	213	129	-	-	129	-	129	308
08	10	79	4	83	13	96	45	-	-	45	-	45	124
08	11	217	-	217	13	230	262	-	-	262	22	284	501
08	12	122	2	124	-	124	129	-	-	129	-	129	251
08	13	228	2	230	32	262	55	-	-	55	-	55	283
08	14	55	-	55	-	55	11	-	-	11	-	11	66
08	15	46	-	46	-	46	62	-	-	62	-	62	108
08	16	188	2	190	26	216	133	-	-	133	-	133	321
08	17	44	-	44	6	50	33	-	-	33	-	33	77
08	18	99	-	99	26	125	44	-	-	44	-	44	143
08	19	33	-	33	26	59	11	22	-	33	-	33	66
08	20	11	2	13	-	13	76	-	-	76	-	76	87
08	21	132	-	132	38	170	77	-	-	77	-	77	209
08	22	22	-	22	-	22	23	-	-	23	-	23	45
08	23	67	2	69	-	69	33	-	-	33	-	33	100
08	24	100	2	102	13	115	25	-	-	25	-	25	125
08	25	50	-	50	-	50	68	-	-	68	-	68	118
08	26	11	2	13	13	26	11	-	-	11	-	11	22
08	27	208	-	208	32	240	132	-	-	132	-	132	340
08	28	89	-	89	26	115	120	-	-	120	-	120	209
08	29	37	-	37	13	50	-	-	-	-	-	-	37
08	30	46	-	46	-	46	33	-	-	33	-	33	79
08	31	142	-	142	-	142	175	-	-	175	-	175	317
08	32	100	-	100	13	113	26	-	-	26	-	26	126
08	33	43	-	43	-	43	-	-	-	-	-	-	43
08	34	11	-	11	13	24	33	-	-	33	11	44	55
08	35	55	-	55	6	61	87	-	-	87	-	87	142
08	36	11	-	11	13	24	-	-	-	-	-	-	11
08	37	52	-	52	-	52	52	-	-	52	-	52	104
08	38	11	-	11	134	145	43	-	-	43	-	43	54
08	39	76	-	76	26	102	11	-	-	11	-	11	87
08	40	65	-	65	26	91	65	-	-	65	-	65	130
08	41	11	-	11	13	24	33	-	-	33	-	33	44
08	42	57	-	57	-	57	-	-	-	-	-	-	57
08	43	78	2	80	26	106	69	-	-	69	-	69	147
08	44	11	-	11	-	11	-	-	-	-	-	-	11
08	45	-	-	-	-	-	-	-	-	-	-	-	-
08	46	-	-	-	-	-	-	-	-	-	-	-	-
08	47	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Buses		Total All Passengers
08	48	-	-	-	-	-	11	-	-	11	-	11	11
08	49	-	-	-	-	-	-	-	-	-	-	-	-
08	50	1	-	1	-	1	3	-	-	3	-	3	4
08	51	11	-	11	-	11	-	-	-	-	-	-	11
08	52	23	-	23	-	23	45	-	-	45	-	45	68
08	53	-	-	-	-	-	-	-	-	-	-	-	-
08	54	23	-	23	-	23	45	-	-	45	-	45	68
08	55	23	-	23	-	23	23	-	-	23	-	23	46
08	56	-	-	-	-	-	-	-	-	-	-	-	-
08	57	-	-	-	-	-	-	-	-	-	-	-	-
08	58	-	-	-	-	-	-	-	-	-	-	-	-
08	59	11	-	11	-	11	23	-	-	23	-	23	34
08	60	23	-	23	-	23	34	-	-	34	-	34	57
08	61	-	-	-	-	-	-	-	-	-	-	-	-
08	62	34	-	34	-	34	79	-	-	79	-	79	113
08	63	-	-	-	-	-	-	-	-	-	-	-	-
08	64	11	-	11	-	11	45	-	-	45	-	45	56
08	65	11	-	11	-	11	11	-	-	11	-	11	22
08	66	11	-	11	-	11	23	-	-	23	-	23	34
08	67	-	-	-	-	-	21	-	-	21	-	21	21
08	68	43	-	43	-	43	11	-	-	11	-	11	54
08	69	22	-	22	-	22	-	-	-	-	-	-	22
08	70	11	-	11	-	11	6	-	-	6	-	6	17
08	71	97	-	97	-	97	116	-	-	116	-	116	327
08	72	43	-	43	-	43	19	-	-	19	-	19	43
08	73	-	-	-	-	-	-	-	-	-	-	-	-
08	74	-	-	-	-	-	-	-	-	-	-	-	-
08	75	-	-	-	-	-	6	-	-	6	-	6	6
08	76	-	-	-	-	-	-	-	-	-	-	-	-
08	77	-	-	-	-	-	22	-	-	22	-	22	22
08	78	23	-	23	-	23	-	-	-	-	-	-	23
08	79	46	-	46	-	46	161	-	-	161	-	161	207
08	80	2	-	2	-	2	2	-	-	2	-	2	4
08	81	-	-	-	-	-	-	-	-	-	-	-	-
08	82	-	-	-	-	-	-	-	-	-	-	-	-
08	83	-	-	-	-	-	-	-	-	-	-	-	-
08	84	-	-	-	-	-	-	-	-	-	-	-	-
08	85	22	-	22	-	22	13	-	-	13	-	13	35
08	86	22	-	22	-	22	22	-	-	22	-	22	65
08	87	22	-	22	-	22	11	-	-	11	-	11	22
08	88	11	-	11	-	11	-	-	-	-	-	-	11
08	89	22	-	22	-	22	22	-	-	22	-	22	44
08	90	-	-	-	-	-	-	-	-	-	-	-	-
08	91	22	-	22	-	22	109	-	-	109	-	109	131
08	92	22	-	22	-	22	-	-	-	-	-	-	22
08	93	11	-	11	-	11	22	-	-	22	-	22	33
09	09	-	2	2	6	8	22	-	-	22	-	22	22
09	10	116	-	116	38	154	43	-	-	43	-	43	159
09	11	22	4	26	38	64	21	-	-	21	-	21	43
09	12	59	4	63	77	140	96	-	-	96	-	96	155
09	13	65	2	67	6	73	11	-	-	11	-	11	76
09	14	-	6	6	6	12	-	-	-	-	-	-	-
09	15	25	-	25	-	25	79	-	-	79	-	79	104
09	16	11	2	13	-	13	11	-	-	11	-	11	22
09	17	66	-	66	-	66	67	-	-	67	-	67	89
09	18	67	4	71	6	77	67	-	-	67	22	89	155
09	19	-	-	-	6	6	77	-	-	77	44	111	178
09	20	-	2	2	-	2	22	-	-	22	-	22	22
09	21	44	-	44	6	50	128	-	-	128	21	149	149
09	22	44	2	46	-	46	22	-	-	22	-	22	66
09	23	22	-	22	-	22	-	-	-	-	-	-	44
09	24	102	-	102	-	102	22	-	-	22	-	22	22
09	25	22	-	22	-	22	44	-	-	44	-	44	146
09	26	11	-	11	-	11	21	-	-	21	-	21	43
09	27	22	2	24	13	33	33	-	-	33	-	33	44
09	28	96	2	100	6	106	32	-	-	32	-	32	22
09	29	49	-	49	6	55	44	-	-	44	-	44	142
09	30	-	-	-	-	-	55	-	-	55	-	55	61
09	31	33	-	33	-	33	12	-	-	12	-	12	12
09	32	35	-	35	-	35	66	-	-	66	-	66	99
09	33	34	-	34	-	34	13	-	-	13	-	13	48
09	34	32	-	32	-	32	21	-	-	21	-	21	55
09	35	44	-	44	-	44	21	-	-	21	-	21	53
09	36	33	2	35	-	35	46	-	-	46	-	46	66
09	37	65	6	71	-	71	39	-	-	39	-	39	33
09	38	33	-	33	-	33	65	-	-	65	-	65	165
09	39	55	-	55	-	55	33	-	-	33	11	100	33
09	40	55	-	55	-	55	-	-	-	-	-	-	55
09	41	-	-	-	-	-	-	-	-	-	-	-	55
09	42	-	-	-	-	-	-	-	-	-	-	-	-
09	43	-	6	6	-	6	11	-	-	11	-	11	11
09	44	-	-	-	-	-	-	-	-	-	-	-	-
09	45	-	-	-	-	-	11	-	-	11	-	11	11
09	46	-	-	-	-	-	-	-	-	-	-	-	-
09	47	21	-	21	-	21	-	-	-	-	-	-	21
09	48	-	-	-	-	-	11	-	-	11	-	11	11
09	49	-	-	-	-	-	-	-	-	-	-	-	-
09	50	-	-	-	-	-	-	-	-	-	-	-	-
09	51	11	-	11	-	11	-	-	-	-	-	-	11
09	52	-	-	-	-	-	11	-	-	11	-	11	11
09	53	-	-	-	-	-	-	-	-	-	-	-	-
09	54	-	-	-	-	-	-	-	-	-	-	-	-
09	55	-	-	-	-	-	-	-	-	-	-	-	-
09	56	-	-	-	-	-	-	-	-	-	-	-	-
09	57	-	-	-	-	-	-	-	-	-	-	-	-
09	58	-	-	-	-	-	-	-	-	-	-	-	-



Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
09	59	-	-	-	-	-	-	-	-	-	-	-	-
09	60	23	-	23	-	23	23	-	-	23	-	23	46
09	61	-	-	-	-	-	11	-	-	11	-	11	11
09	62	-	-	-	-	-	-	-	-	-	-	-	-
09	63	-	-	-	-	-	-	-	-	-	-	-	-
09	64	-	-	-	-	-	-	-	-	-	-	-	-
09	65	-	-	-	-	-	-	-	-	-	-	-	-
09	66	-	-	-	-	-	-	-	-	-	-	-	-
09	67	-	-	-	-	-	-	-	-	-	-	-	-
09	68	11	-	11	-	11	11	-	-	11	-	11	22
09	69	-	-	-	-	-	-	-	-	-	-	-	-
09	70	-	-	-	-	-	-	-	-	-	-	-	-
09	71	11	-	11	-	11	-	-	-	-	-	-	11
09	72	-	-	-	-	-	22	-	-	22	-	22	22
09	73	42	-	42	-	42	63	-	-	63	-	63	105
09	74	-	-	-	-	-	-	-	-	-	-	-	-
09	75	-	-	-	-	-	-	-	-	-	-	-	-
09	76	-	-	-	-	-	-	-	-	-	-	-	-
09	77	-	-	-	-	-	-	-	-	-	-	-	-
09	78	-	-	-	-	-	-	-	-	-	-	-	-
09	79	35	-	35	-	35	23	-	-	23	-	23	58
09	80	24	-	24	-	24	6	-	-	6	-	6	30
09	81	-	-	-	-	-	-	-	-	-	-	-	-
09	82	-	-	-	-	-	-	-	-	-	-	-	-
09	83	-	-	-	-	-	-	-	-	-	-	-	-
09	84	-	-	-	-	-	-	-	-	-	-	-	-
09	85	-	-	-	-	-	-	-	-	-	-	-	-
09	86	-	-	-	-	-	-	-	-	-	-	-	-
09	87	-	-	-	-	-	-	-	-	-	-	-	-
09	88	-	-	-	-	-	-	-	-	-	-	-	-
09	89	11	-	11	-	11	11	-	-	11	-	11	22
09	90	-	-	-	-	-	-	-	-	-	-	-	-
09	91	-	-	-	-	-	-	-	-	-	-	-	-
09	92	-	-	-	-	-	-	-	-	-	-	-	-
09	93	-	-	-	-	-	-	-	-	-	-	-	-
10	10	171	-	171	64	235	11	-	-	11	-	11	182
10	11	236	-	236	83	319	107	-	-	107	21	128	364
10	12	109	4	113	13	126	32	11	-	43	-	43	152
10	13	4	4	8	19	23	-	-	-	-	-	-	-
10	14	67	4	71	19	90	-	-	-	-	-	-	67
10	15	42	-	42	6	48	85	-	-	85	-	85	127
10	16	43	-	43	6	49	32	-	-	32	-	32	75
10	17	108	6	114	13	127	76	-	-	76	21	97	205
10	18	193	4	197	26	223	32	-	-	32	43	75	268
10	19	65	-	65	6	71	22	-	-	22	-	22	87
10	20	11	2	13	-	13	43	-	-	43	43	86	97
10	21	54	2	56	-	56	22	-	-	22	-	22	76
10	22	21	4	25	-	25	96	-	-	96	32	128	149
10	23	33	4	37	6	43	-	-	-	-	-	-	33
10	24	77	-	77	-	77	-	-	-	-	-	-	77
10	25	64	2	66	-	66	31	-	-	31	-	31	95
10	26	44	-	44	-	44	33	-	-	33	-	33	98
10	27	67	2	69	6	75	21	21	-	21	43	64	121
10	28	75	2	77	13	90	54	-	-	54	-	54	129
10	29	21	6	27	-	27	21	-	-	21	-	21	42
10	30	21	-	21	13	34	-	-	-	-	-	-	21
10	31	54	-	54	13	67	32	-	-	32	-	32	86
10	32	21	-	21	26	47	-	-	-	-	-	-	21
10	33	11	2	13	19	32	-	-	11	11	11	22	33
10	34	-	2	2	6	8	33	-	-	33	-	33	33
10	35	22	-	22	-	22	-	-	-	-	21	21	43
10	36	54	-	54	-	54	-	-	-	-	32	32	86
10	37	-	-	-	-	-	-	-	-	-	21	21	21
10	38	11	-	11	45	56	11	-	-	11	-	11	22
10	39	34	-	34	-	34	21	-	-	21	-	21	55
10	40	54	-	54	-	54	21	-	-	21	-	21	75
10	41	55	-	55	6	61	-	-	-	-	-	-	55
10	42	43	-	43	13	56	-	-	-	-	-	-	43
10	43	67	-	67	19	86	2	-	-	2	-	2	69
10	44	-	-	-	-	-	-	-	-	-	-	-	-
10	45	-	-	-	-	-	-	-	-	-	-	-	-
10	46	-	-	-	-	-	-	-	-	-	-	-	-
10	47	-	-	-	-	-	-	-	-	-	-	-	-
10	48	11	-	11	-	11	-	-	-	-	-	-	11
10	49	-	-	-	-	-	-	-	-	-	-	-	-
10	50	-	-	-	-	-	-	-	-	-	-	-	-
10	51	-	-	-	-	-	-	-	-	-	-	-	-
10	52	-	-	-	-	-	-	-	-	-	-	-	-
10	53	-	-	-	-	-	-	-	-	-	-	-	-
10	54	-	-	-	-	-	-	-	-	-	-	-	-
10	55	-	-	-	-	-	-	-	-	-	-	-	-
10	56	-	-	-	-	-	-	-	-	-	-	-	-
10	57	-	-	-	-	-	-	-	-	-	-	-	-
10	58	-	-	-	-	-	-	-	-	-	-	-	-
10	59	-	-	-	-	-	-	-	-	-	-	-	-
10	60	-	-	-	-	-	-	-	-	-	-	-	-
10	61	-	-	-	-	-	-	-	-	-	11	11	11
10	62	-	-	-	-	-	-	-	-	-	-	-	-
10	63	-	-	-	-	-	-	-	-	-	-	-	-
10	64	-	-	-	-	-	-	-	-	-	-	-	-
10	65	-	-	-	-	-	-	-	-	-	-	-	-
10	66	-	-	-	-	-	-	-	-	-	-	-	-
10	67	-	-	-	-	-	-	-	-	-	-	-	-
10	68	-	-	-	-	-	-	-	-	-	-	-	-
10	69	-	-	-	-	-	-	-	-	-	-	-	-
10	70	11	-	11	-	11	-	-	-	-	-	-	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
10	71	-	-	-	-	-	-	-	-	-	-	-	-
10	72	-	-	-	-	-	21	-	-	21	-	21	21
10	73	21	-	21	-	21	21	-	-	21	-	21	42
10	74	-	-	-	-	-	-	-	-	-	-	-	-
10	75	-	-	-	-	-	-	-	-	-	-	-	-
10	76	-	-	-	-	-	-	-	-	-	-	-	-
10	77	-	-	-	-	-	-	-	-	-	-	-	-
10	78	-	-	-	-	-	-	-	-	-	-	-	-
10	79	23	-	23	-	23	126	-	-	126	-	126	149
10	80	43	-	43	-	43	-	-	-	-	-	-	43
10	81	11	-	11	-	11	-	-	-	-	-	-	11
10	82	-	-	-	-	-	-	-	-	-	-	-	-
10	83	-	-	-	-	-	21	-	-	21	11	32	32
10	84	-	-	-	-	-	-	-	-	-	-	-	-
10	85	-	-	-	-	-	-	-	-	-	-	-	-
10	86	-	-	-	-	-	-	-	-	-	-	-	-
10	87	-	-	-	-	-	-	-	-	-	-	-	-
10	88	-	-	-	-	-	-	-	-	-	-	-	-
10	89	-	-	-	-	-	-	-	-	-	-	-	-
10	90	-	-	-	-	-	-	-	-	-	-	-	-
10	91	-	-	-	-	-	-	-	-	-	-	-	-
10	92	-	-	-	-	-	-	-	-	-	-	-	-
10	93	-	-	-	-	-	-	-	-	-	-	-	-
11	11	95	-	95	13	108	11	-	11	22	11	33	128
11	12	71	4	75	38	113	21	-	-	21	-	21	92
11	13	172	15	187	45	232	118	-	-	118	21	139	311
11	14	89	6	95	13	108	44	-	21	65	-	65	154
11	15	22	4	26	6	32	-	-	-	-	-	-	22
11	16	44	8	52	6	58	65	-	-	65	-	65	109
11	17	45	11	56	6	62	75	-	-	75	21	96	141
11	18	118	6	124	-	124	11	-	-	11	-	11	129
11	19	32	2	34	13	47	-	-	-	-	-	-	32
11	20	43	8	51	-	51	-	-	-	-	-	-	43
11	21	11	4	15	-	15	11	-	-	11	-	11	22
11	22	88	2	90	19	109	11	-	-	11	11	22	110
11	23	89	2	91	13	104	22	-	-	22	-	22	111
11	24	55	-	55	19	74	44	-	-	44	-	44	99
11	25	109	2	111	13	124	86	-	-	86	11	97	206
11	26	76	8	84	-	84	-	-	-	-	-	-	76
11	27	175	6	181	19	200	98	-	11	109	54	163	338
11	28	44	4	48	13	61	11	-	-	11	-	11	55
11	29	-	-	-	-	-	11	-	-	11	-	11	11
11	30	-	-	-	-	-	-	-	-	-	-	-	-
11	31	54	-	54	-	54	22	-	-	22	44	66	120
11	32	-	2	2	-	2	-	-	-	-	-	-	-
11	33	44	-	44	-	44	12	-	-	12	21	33	77
11	34	43	11	54	-	54	21	-	-	21	-	21	64
11	35	11	2	13	19	32	21	-	-	21	-	21	32
11	36	-	11	11	-	11	-	-	-	-	21	21	21
11	37	13	-	13	-	13	-	-	-	-	26	26	39
11	38	65	-	65	6	71	32	-	-	32	65	97	162
11	39	87	-	87	-	87	185	-	-	185	87	272	359
11	40	54	2	56	-	56	44	11	-	55	163	218	272
11	41	11	-	11	-	11	22	-	-	22	-	22	33
11	42	21	-	21	-	21	33	-	-	33	-	33	54
11	43	176	-	176	26	202	325	-	-	325	22	347	523
11	44	-	-	-	-	-	-	-	-	-	-	-	-
11	45	-	-	-	-	-	-	-	-	-	-	-	-
11	46	-	-	-	-	-	-	-	-	-	-	-	-
11	47	-	-	-	-	-	-	-	-	-	-	-	-
11	48	-	-	-	-	-	-	-	-	-	-	-	-
11	49	-	-	-	-	-	-	-	-	-	-	-	-
11	50	-	-	-	-	-	-	-	-	-	-	-	-
11	51	-	-	-	-	-	-	-	-	-	-	-	-
11	52	-	-	-	-	-	-	-	-	-	-	-	-
11	53	-	-	-	-	-	-	-	-	-	-	-	-
11	54	-	-	-	-	-	-	-	-	-	-	-	-
11	55	-	-	-	-	-	-	-	-	-	-	-	-
11	56	-	-	-	-	-	-	-	-	-	-	-	-
11	57	-	-	-	-	-	-	-	-	-	-	-	-
11	58	-	-	-	-	-	-	-	-	-	-	-	-
11	59	-	-	-	-	-	-	-	-	-	-	-	-
11	60	-	-	-	-	-	-	-	-	-	-	-	-
11	61	11	-	11	-	11	-	-	-	-	-	-	11
11	62	11	-	11	-	11	11	-	-	11	-	11	22
11	63	-	-	-	-	-	-	-	-	-	-	-	-
11	64	-	-	-	-	-	-	-	-	-	-	-	-
11	65	23	-	23	-	23	-	-	-	-	-	-	23
11	66	-	-	-	-	-	-	-	-	-	-	-	-
11	67	-	-	-	-	-	-	-	-	-	-	-	-
11	68	11	-	11	-	11	11	-	-	11	-	11	22
11	69	22	-	22	-	22	22	-	-	22	-	22	44
11	70	-	-	-	-	-	-	-	-	-	-	-	-
11	71	11	-	11	-	11	22	11	-	33	-	33	44
11	72	11	-	11	-	11	32	-	-	32	-	32	43
11	73	-	-	-	-	-	21	-	-	21	-	21	21
11	74	11	-	11	-	11	-	-	-	-	-	-	11
11	75	-	-	-	-	-	-	-	-	-	-	-	-
11	76	-	-	-	-	-	-	-	-	-	-	-	-
11	77	-	-	-	-	-	-	-	-	-	-	-	-
11	78	-	-	-	-	-	-	-	-	-	-	-	-
11	79	-	-	-	-	-	-	-	-	-	-	-	-
11	80	-	-	-	-	-	-	-	-	-	-	-	-
11	81	-	-	-	-	-	-	-	-	-	-	-	-
11	82	-	-	-	-	-	-	-	-	-	-	-	-
11	83	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
11	84	-	-	-	-	-	-	-	-	-	-	-	-
11	85	-	-	-	-	-	-	-	-	-	-	-	-
11	86	21	-	21	-	21	-	-	-	-	-	-	21
11	87	-	-	-	-	-	-	-	-	-	-	-	-
11	88	-	-	-	-	-	-	-	-	-	-	-	-
11	89	-	-	-	-	-	-	-	-	-	-	-	-
11	90	21	-	21	-	21	-	-	-	-	-	-	21
11	91	-	-	-	-	-	-	-	-	-	-	-	-
11	92	-	-	-	-	-	-	-	-	-	-	-	-
11	93	22	-	22	-	22	-	-	-	-	-	-	22
12	12	10	6	16	45	61	11	-	-	11	-	11	21
12	13	64	6	70	45	115	32	-	-	42	21	63	127
12	14	99	6	105	51	156	11	-	10	11	-	63	110
12	15	22	-	22	45	67	-	-	-	-	-	-	22
12	16	154	4	158	26	184	87	-	-	87	-	87	241
12	17	112	4	116	19	135	67	-	-	67	-	67	179
12	18	33	11	44	13	57	22	-	-	22	-	22	55
12	19	11	2	13	38	51	54	-	-	54	-	54	65
12	20	21	2	23	-	23	21	-	-	21	-	21	42
12	21	55	-	55	-	55	33	11	-	44	-	44	99
12	22	-	-	-	13	35	22	-	-	22	-	22	44
12	23	143	6	149	19	168	11	-	-	11	-	11	154
12	24	78	11	89	19	108	47	-	-	47	-	47	125
12	25	54	-	54	13	67	45	-	-	45	-	45	99
12	26	115	-	115	-	115	83	-	-	83	-	83	198
12	27	33	2	35	6	41	23	-	-	23	-	23	56
12	28	55	2	57	13	70	44	-	-	44	-	44	99
12	29	73	2	75	6	81	32	-	-	32	-	32	105
12	30	48	-	48	6	54	34	-	-	34	-	34	82
12	31	99	-	99	13	112	76	-	-	76	11	87	186
12	32	26	-	26	-	26	-	-	-	-	-	-	26
12	33	-	-	-	-	-	32	-	-	-	-	-	32
12	34	21	6	27	-	27	11	-	21	53	43	96	96
12	35	43	2	45	6	51	86	-	-	11	-	11	32
12	36	21	2	23	-	23	21	-	-	21	11	32	140
12	37	138	2	140	6	146	141	-	-	141	-	141	279
12	38	-	-	-	32	32	-	-	-	-	-	-	32
12	39	108	-	108	19	127	153	-	-	153	-	153	261
12	40	111	2	113	-	113	177	-	-	177	-	177	288
12	41	55	-	55	-	55	-	-	-	-	-	-	55
12	42	31	2	33	-	33	10	-	-	10	-	10	41
12	43	129	-	129	26	155	55	-	-	55	22	77	206
12	44	-	-	-	-	-	-	-	-	-	-	-	-
12	45	-	-	-	-	-	-	-	-	-	-	-	-
12	46	-	-	-	-	-	-	-	-	-	-	-	-
12	47	-	-	-	-	-	-	-	-	-	-	-	-
12	48	22	-	22	6	28	22	-	-	22	-	22	44
12	49	-	-	-	-	-	-	-	-	-	-	-	-
12	50	-	-	-	-	-	-	-	-	-	-	-	-
12	51	-	-	-	-	-	-	-	-	-	-	-	-
12	52	11	-	11	-	11	23	-	-	23	-	23	34
12	53	-	-	-	-	-	-	-	-	-	-	-	-
12	54	-	-	-	-	-	-	-	-	-	-	-	-
12	55	23	-	23	-	23	-	-	-	-	-	-	23
12	56	-	-	-	-	-	-	-	-	-	-	-	-
12	57	-	-	-	-	-	-	-	-	-	-	-	-
12	58	-	-	-	-	-	-	-	-	-	-	-	-
12	59	-	-	-	-	-	-	-	-	-	-	-	-
12	60	-	-	-	-	-	-	-	-	-	-	-	-
12	61	-	-	-	-	-	-	-	-	-	-	-	-
12	62	11	-	11	-	11	-	-	-	-	-	-	11
12	63	-	-	-	-	-	-	-	-	-	-	-	-
12	64	-	-	-	-	-	-	-	-	-	-	-	-
12	65	-	-	-	-	-	-	-	-	-	-	-	-
12	66	-	-	-	-	-	-	-	-	-	-	-	-
12	67	-	-	-	-	-	-	-	-	-	-	-	-
12	68	43	-	43	-	43	-	-	-	-	-	-	43
12	69	-	-	-	-	-	-	-	-	-	-	-	-
12	70	27	-	27	-	27	-	-	-	-	-	-	27
12	71	32	-	32	-	32	43	-	-	43	-	43	75
12	72	-	-	-	-	-	-	-	-	-	-	-	-
12	73	-	-	-	-	-	-	-	-	-	-	-	-
12	74	11	4	11	-	11	4	-	-	4	-	4	11
12	75	4	-	4	-	4	-	-	-	-	-	-	4
12	76	-	-	-	-	-	-	-	-	-	-	-	-
12	77	-	-	-	-	-	-	-	-	-	-	-	-
12	78	-	-	-	-	-	12	-	-	-	-	12	12
12	79	-	-	-	13	13	-	-	-	-	-	-	-
12	80	-	-	-	-	-	-	-	-	-	-	-	-
12	81	-	-	-	-	-	-	-	-	-	-	-	-
12	82	-	-	-	-	-	-	-	-	-	-	-	-
12	83	-	-	-	-	-	11	-	-	11	-	11	11
12	84	-	-	-	-	-	-	-	-	-	-	-	-
12	85	-	-	-	-	-	-	-	-	-	-	-	-
12	86	-	-	-	-	-	-	-	-	-	-	-	-
12	87	-	-	-	-	-	-	-	-	-	-	-	-
12	88	-	-	-	-	-	-	-	-	-	-	-	-
12	89	-	-	-	-	-	34	-	-	-	-	34	34
12	90	-	-	-	-	-	-	-	-	-	-	-	-
12	91	-	-	-	-	-	-	-	-	-	-	-	-
12	92	-	-	-	-	-	-	-	-	-	-	-	-
12	93	-	-	-	-	-	-	-	-	-	-	-	-
13	13	175	-	175	70	245	24	-	-	24	-	24	199
13	14	185	15	200	64	264	89	-	-	89	-	89	274
13	15	62	4	66	6	72	21	-	10	31	10	41	103

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
13	16	216	4	220	32	252	166	-	-	166	11	177	393
13	17	184	4	188	32	220	55	-	-	55	11	66	250
13	18	182	-	182	38	220	11	-	-	11	21	32	214
13	19	32	13	45	26	71	-	-	-	-	-	-	32
13	20	43	2	45	19	64	-	-	-	-	-	-	43
13	21	131	-	131	58	189	75	-	-	75	11	86	217
13	22	88	4	92	13	105	100	-	-	100	11	111	199
13	23	166	2	168	38	206	89	-	-	89	11	100	266
13	24	44	6	50	45	95	22	-	-	22	-	22	66
13	25	65	4	69	-	69	-	-	-	-	64	64	129
13	26	78	-	78	26	104	22	-	-	22	-	22	100
13	27	271	4	275	6	281	141	-	-	141	65	206	477
13	28	76	2	78	58	136	44	-	-	44	44	88	164
13	29	-	2	2	-	2	-	-	-	-	-	-	-
13	30	13	2	15	6	21	-	-	-	-	11	11	24
13	31	187	2	189	-	189	142	-	-	142	-	142	329
13	32	60	-	60	13	73	37	-	-	37	-	37	97
13	33	54	-	54	-	54	64	-	-	64	-	64	118
13	34	77	11	88	13	101	32	-	-	32	-	32	109
13	35	54	4	58	6	64	-	-	-	-	-	-	54
13	36	78	2	80	6	86	13	-	-	13	-	13	91
13	37	71	-	71	-	71	-	-	-	-	-	-	71
13	38	32	-	32	-	32	33	-	-	33	-	33	65
13	39	98	-	98	6	104	44	-	-	44	-	44	142
13	40	55	4	59	38	97	22	-	-	22	-	22	77
13	41	-	-	-	-	-	-	-	-	-	-	-	-
13	42	64	-	64	13	77	11	-	-	11	-	11	75
13	43	109	4	113	26	139	11	-	-	11	11	22	131
13	44	-	-	-	-	-	-	-	-	-	-	-	-
13	45	-	-	-	-	-	-	-	-	-	-	-	-
13	46	-	-	-	-	-	-	-	-	-	-	-	-
13	47	-	-	-	-	-	-	-	-	-	-	-	-
13	48	5	-	5	-	5	10	-	-	10	-	10	15
13	49	-	-	-	-	-	-	-	-	-	-	-	-
13	50	-	-	-	-	-	-	-	-	-	-	-	-
13	51	-	-	-	-	-	-	-	-	-	-	-	-
13	52	-	-	-	-	-	-	-	-	-	-	-	-
13	53	-	-	-	-	-	-	-	-	-	-	-	-
13	54	-	-	-	-	-	-	-	-	-	-	-	-
13	55	-	-	-	-	-	-	-	-	-	-	-	-
13	56	-	-	-	-	-	-	-	-	-	-	-	-
13	57	-	-	-	-	-	-	-	-	-	-	-	-
13	58	-	-	-	-	-	-	-	-	-	-	-	-
13	59	-	-	-	-	-	-	-	-	-	-	-	-
13	60	-	-	-	-	-	-	-	-	-	-	-	-
13	61	-	-	-	-	-	-	-	-	-	-	-	-
13	62	-	-	-	-	-	-	-	-	-	-	-	-
13	63	-	-	-	-	-	-	-	-	-	-	-	-
13	64	-	-	-	-	-	-	-	-	-	-	-	-
13	65	21	-	21	-	21	-	-	-	-	-	-	21
13	66	-	-	-	-	-	-	-	-	-	-	-	-
13	67	-	-	-	-	-	-	-	-	-	-	-	-
13	68	43	-	43	-	43	43	-	-	43	-	43	86
13	69	-	-	-	-	-	-	-	-	-	-	-	-
13	70	-	-	-	-	-	-	-	-	-	-	-	-
13	71	22	-	22	-	22	-	-	-	-	-	-	22
13	72	22	-	22	-	22	22	-	-	22	-	22	44
13	73	21	-	21	-	21	-	-	-	-	-	-	21
13	74	11	-	11	-	11	-	-	-	-	-	-	11
13	75	-	-	-	-	-	-	-	-	-	-	-	-
13	76	-	-	-	-	-	-	-	-	-	-	-	-
13	77	-	-	-	-	-	-	-	-	-	-	-	-
13	78	-	-	-	-	-	11	-	-	11	11	22	22
13	79	-	-	-	-	-	-	-	-	-	23	23	23
13	80	-	-	-	-	-	-	-	-	-	-	-	-
13	81	-	-	-	-	-	-	-	-	-	-	-	-
13	82	22	-	22	-	22	-	-	-	-	-	-	22
13	83	22	-	22	-	22	-	-	-	-	-	-	22
13	84	21	-	21	-	21	-	-	-	-	-	-	21
13	85	-	-	-	-	-	-	-	-	-	-	-	-
13	86	-	-	-	-	-	-	-	-	-	-	-	-
13	87	57	-	57	-	57	-	-	-	-	-	-	57
13	88	65	-	65	-	65	-	-	-	-	-	-	65
13	89	78	-	78	6	84	22	-	-	22	-	22	100
13	90	-	-	-	6	6	-	-	-	-	-	-	-
13	91	-	-	-	-	-	-	-	-	-	-	-	-
13	92	-	-	-	-	-	-	-	-	-	-	-	-
13	93	-	-	-	-	-	-	-	-	-	22	22	22
14	14	79	8	87	32	119	24	-	-	24	-	24	103
14	15	11	11	22	6	28	22	-	-	22	-	22	33
14	16	33	6	39	-	39	-	-	-	-	-	-	33
14	17	44	4	48	6	54	44	-	-	22	66	66	110
14	18	100	4	104	19	123	45	-	-	11	56	100	200
14	19	-	6	6	19	25	-	-	-	-	-	-	-
14	20	33	4	37	-	37	44	-	-	44	22	66	99
14	21	45	-	45	-	45	-	-	-	-	-	-	45
14	22	67	4	71	19	90	22	-	-	22	22	44	111
14	23	33	8	41	19	60	11	-	-	11	-	11	44
14	24	67	8	75	6	81	-	-	-	-	22	22	89
14	25	33	-	33	-	33	11	-	-	11	-	11	44
14	26	44	4	48	-	48	-	-	-	-	-	-	44
14	27	44	2	46	6	52	-	-	-	-	-	-	44
14	28	-	4	4	-	4	-	-	-	-	-	-	-
14	29	-	2	2	-	2	11	-	-	11	-	11	11
14	30	24	2	26	-	26	49	-	-	49	-	49	73
14	31	55	-	55	-	55	22	-	-	22	-	22	77

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
14	32	72	-	72	19	91	87	-	-	87	-	87	159
14	33	21	-	21	-	21	-	-	-	-	-	-	21
14	34	22	4	26	38	64	-	-	-	-	-	-	22
14	35	-	2	2	13	15	-	-	-	-	-	-	-
14	36	-	4	4	-	4	-	-	-	-	-	-	-
14	37	26	-	26	-	26	65	-	-	65	-	65	91
14	38	-	-	-	13	13	-	-	-	-	-	-	13
14	39	22	-	22	26	48	22	-	-	22	-	22	44
14	40	77	-	77	-	77	55	-	-	55	-	55	132
14	41	11	-	11	-	11	55	-	-	55	-	55	66
14	42	33	4	37	6	43	-	-	-	-	-	-	33
14	43	22	-	22	6	28	33	-	-	33	-	33	55
14	44	-	-	-	-	-	-	-	-	-	-	-	-
14	45	-	-	-	-	-	-	-	-	-	-	-	-
14	46	-	-	-	-	-	-	-	-	-	-	-	-
14	47	-	-	-	-	-	-	-	-	-	-	-	-
14	48	-	-	-	6	6	-	-	-	-	-	-	-
14	49	-	-	-	-	-	-	-	-	-	-	-	-
14	50	-	-	-	-	-	-	-	-	-	-	-	-
14	51	-	-	-	-	-	-	-	-	-	-	-	-
14	52	-	-	-	-	-	-	-	-	-	-	-	-
14	53	-	-	-	-	-	-	-	-	-	-	-	-
14	54	-	-	-	-	-	-	-	-	-	-	-	-
14	55	-	-	-	-	-	-	-	-	-	-	-	-
14	56	-	-	-	-	-	-	-	-	-	-	-	-
14	57	-	-	-	-	-	-	-	-	-	-	-	-
14	58	-	-	-	-	-	-	-	-	-	-	-	-
14	59	-	-	-	-	-	-	-	-	-	-	-	-
14	60	-	-	-	-	-	-	-	-	-	-	-	-
14	61	-	-	-	-	-	-	-	-	-	-	-	-
14	62	-	-	-	-	-	-	-	-	-	-	-	-
14	63	-	-	-	-	-	-	-	-	-	-	-	-
14	64	-	-	-	6	6	-	-	-	-	-	-	-
14	65	-	-	-	-	-	-	-	-	-	-	-	-
14	66	-	-	-	-	-	-	-	-	-	-	-	-
14	67	-	-	-	-	-	-	-	-	-	-	-	-
14	68	32	-	32	-	32	-	-	-	-	-	-	32
14	69	-	-	-	-	-	-	-	-	-	-	-	-
14	70	-	-	-	13	13	-	-	-	-	-	-	-
14	71	-	-	-	-	-	11	-	-	11	-	11	11
14	72	-	-	-	-	-	-	-	-	-	11	11	11
14	73	-	-	-	-	-	-	-	-	-	-	-	-
14	74	-	-	-	-	-	-	-	-	-	-	-	-
14	75	2	-	2	-	2	-	-	-	-	-	-	2
14	76	-	-	-	-	-	-	-	-	-	-	-	-
14	77	-	-	-	-	-	-	-	-	-	-	-	-
14	78	-	-	-	-	-	-	-	-	-	-	-	-
14	79	-	-	-	-	-	-	-	-	-	-	-	-
14	80	-	-	-	-	-	22	-	-	22	-	22	22
14	81	-	-	-	-	-	-	-	-	-	-	-	-
14	82	22	-	22	-	22	-	-	-	-	-	-	22
14	83	11	-	11	-	11	-	-	-	-	-	-	11
14	84	-	-	-	-	-	-	-	-	-	-	-	-
14	85	-	-	-	-	-	-	-	-	-	-	-	-
14	86	-	-	-	-	-	-	-	-	-	-	-	-
14	87	-	-	-	-	-	-	-	-	-	-	-	-
14	88	-	-	-	-	-	-	-	-	-	-	-	-
14	89	-	-	-	-	-	-	-	-	-	-	-	-
14	90	-	-	-	-	-	-	-	-	-	-	-	-
14	91	-	-	-	-	-	-	-	-	-	-	-	-
14	92	-	-	-	-	-	-	-	-	-	-	-	-
14	93	-	-	-	-	-	-	-	-	-	-	-	-
15	15	22	-	22	13	35	-	-	-	-	-	-	22
15	16	21	2	23	-	23	31	-	-	31	-	31	52
15	17	66	4	70	13	83	-	-	-	-	21	21	87
15	18	84	4	88	13	101	155	-	-	155	22	177	261
15	19	21	2	23	32	55	-	-	-	-	-	-	21
15	20	21	-	21	6	27	-	-	-	-	-	-	21
15	21	87	-	87	-	87	63	-	-	63	21	84	171
15	22	99	2	101	64	165	56	-	-	56	-	56	155
15	23	111	-	111	-	111	100	-	-	100	11	111	222
15	24	98	2	100	38	138	88	-	-	88	21	109	207
15	25	43	2	45	13	58	42	-	-	42	10	52	95
15	26	42	2	44	13	57	32	-	-	32	-	32	74
15	27	27	2	29	6	33	61	-	-	61	-	61	61
15	28	22	-	22	13	35	-	-	-	-	-	-	22
15	29	37	-	37	-	37	24	-	-	24	-	24	61
15	30	37	-	37	-	37	23	-	-	23	-	23	60
15	31	88	-	88	-	88	55	-	-	55	-	55	143
15	32	62	-	62	6	68	104	-	-	104	-	104	166
15	33	33	-	33	13	46	-	-	-	-	-	-	33
15	34	74	-	74	6	80	22	-	-	22	21	43	117
15	35	63	2	65	6	71	43	-	-	43	-	43	106
15	36	52	-	52	-	52	-	-	-	-	-	-	52
15	37	-	-	-	13	13	13	-	-	13	-	13	13
15	38	11	-	11	-	11	34	-	-	34	-	34	45
15	39	57	-	57	-	57	57	-	-	57	-	57	114
15	40	65	-	65	13	78	66	-	-	66	-	66	131
15	41	11	-	11	13	24	43	-	-	43	-	43	54
15	42	22	-	22	13	35	-	-	-	-	-	-	22
15	43	11	-	11	6	17	21	-	-	21	-	21	32
15	44	-	-	-	-	-	-	-	-	-	-	-	-
15	45	-	-	-	-	-	-	-	-	-	-	-	-
15	46	11	-	11	-	11	-	-	-	-	-	-	11
15	47	-	-	-	-	-	-	-	-	-	-	-	-
15	48	21	-	21	-	21	21	-	-	21	-	21	42

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
15	49	-	-	-	-	-	-	-	-	-	-	-	-
15	50	-	-	-	-	-	-	-	-	-	-	-	-
15	51	-	-	-	-	-	-	-	-	-	-	-	-
15	52	-	-	-	-	-	-	-	-	-	-	-	-
15	53	-	-	-	-	-	-	-	-	-	-	-	-
15	54	-	-	-	-	-	-	-	-	-	-	-	-
15	55	-	-	-	-	-	-	-	-	-	-	-	-
15	56	-	-	-	-	-	-	-	-	-	-	-	-
15	57	-	-	-	-	-	-	-	-	-	-	-	-
15	58	-	-	-	-	-	-	-	-	-	-	-	-
15	59	-	-	-	-	-	-	-	-	-	-	-	-
15	60	-	-	-	-	-	-	-	-	-	-	-	-
15	61	-	-	-	-	-	-	-	-	-	-	-	-
15	62	-	-	-	-	-	-	-	-	-	-	-	-
15	63	-	-	-	-	-	-	-	-	-	-	-	-
15	64	-	-	-	-	-	-	-	-	-	-	-	-
15	65	-	-	-	-	-	-	-	-	-	-	-	-
15	66	-	-	-	-	-	-	-	-	-	-	-	-
15	67	-	-	-	-	-	-	-	-	-	-	-	-
15	68	22	-	22	-	22	22	-	-	22	-	22	44
15	69	-	-	-	-	-	-	-	-	-	-	-	-
15	70	22	-	22	-	22	43	-	-	43	-	43	65
15	71	-	-	-	-	-	-	-	-	-	-	-	-
15	72	-	-	-	-	-	21	-	-	21	-	21	21
15	73	21	-	21	-	21	-	-	-	-	-	-	21
15	74	-	-	-	-	-	-	-	-	-	-	-	-
15	75	-	-	-	-	-	-	-	-	-	-	-	-
15	76	-	-	-	-	-	-	-	-	-	-	-	-
15	77	-	-	-	-	-	-	-	-	-	-	-	-
15	78	-	-	-	-	-	-	-	-	-	-	-	-
15	79	-	-	-	-	-	-	-	-	-	-	-	-
15	80	2	-	2	-	2	6	-	-	6	-	6	8
15	81	-	-	-	-	-	-	-	-	-	-	-	-
15	82	-	-	-	-	-	-	-	-	-	-	-	-
15	83	-	-	-	-	-	10	-	-	10	-	10	10
15	84	-	-	-	-	-	-	-	-	-	-	-	-
15	85	22	-	22	-	22	-	-	-	-	-	-	22
15	86	-	-	-	-	-	-	-	-	-	-	-	-
15	87	-	-	-	-	-	-	-	-	-	-	-	-
15	88	-	-	-	-	-	-	-	-	-	-	-	-
15	89	-	-	-	-	-	-	-	-	-	-	-	-
15	90	-	-	-	-	-	-	-	-	-	-	-	-
15	91	-	-	-	-	-	-	-	-	-	-	-	-
15	92	-	-	-	-	-	-	-	-	-	-	-	-
15	93	-	-	-	-	-	-	-	-	-	-	-	-
16	16	78	-	78	32	110	69	-	-	69	-	69	147
16	17	22	-	22	38	60	-	-	-	-	-	-	22
16	18	133	-	133	13	146	44	-	-	44	-	44	177
16	19	67	2	69	6	75	-	-	-	-	-	-	67
16	20	-	-	-	19	19	11	-	-	11	-	11	11
16	21	77	-	77	-	77	78	-	-	78	-	78	155
16	22	77	2	79	-	79	55	-	-	55	-	55	132
16	23	110	8	118	19	137	33	-	-	33	-	33	143
16	24	33	2	35	19	54	22	-	-	22	-	22	55
16	25	98	-	98	-	98	44	-	-	44	-	44	142
16	26	44	-	44	13	57	78	-	-	78	-	78	122
16	27	188	-	188	19	207	44	-	-	44	22	66	254
16	28	98	-	98	13	111	22	-	-	22	-	22	120
16	29	22	2	24	6	30	-	-	-	-	-	-	22
16	30	104	-	104	-	104	37	-	-	37	-	37	141
16	31	22	-	22	13	35	11	-	-	11	-	11	33
16	32	-	-	-	-	-	13	-	-	13	-	13	13
16	33	-	-	-	-	-	-	-	-	-	-	-	-
16	34	34	-	34	-	34	-	-	-	-	-	-	34
16	35	89	-	89	-	89	45	-	-	45	-	45	134
16	36	44	-	44	13	57	22	-	-	22	-	22	66
16	37	26	2	28	6	34	39	-	-	39	-	39	65
16	38	11	-	11	-	11	-	-	-	-	-	-	11
16	39	-	-	-	-	-	-	-	-	-	-	-	-
16	40	33	-	33	13	46	-	-	-	-	-	-	33
16	41	11	-	11	-	11	-	-	-	-	-	-	11
16	42	22	2	24	-	24	44	-	-	44	-	44	66
16	43	90	-	90	6	96	23	-	11	34	-	34	124
16	44	-	-	-	-	-	-	-	-	-	-	-	-
16	45	4	-	4	-	4	4	-	-	4	-	4	8
16	46	-	-	-	-	-	-	-	-	-	-	-	-
16	47	-	-	-	-	-	-	-	-	-	-	-	-
16	48	10	-	10	-	10	-	-	-	-	-	-	10
16	49	-	-	-	-	-	-	-	-	-	-	-	-
16	50	-	-	-	-	-	-	-	-	-	-	-	-
16	51	-	-	-	-	-	-	-	-	-	-	-	-
16	52	-	-	-	-	-	-	-	-	-	-	-	-
16	53	-	-	-	-	-	-	-	-	-	-	-	-
16	54	-	-	-	-	-	-	-	-	-	-	-	-
16	55	-	-	-	-	-	-	-	-	-	-	-	-
16	56	-	-	-	-	-	-	-	-	-	-	-	-
16	57	-	-	-	-	-	-	-	-	-	-	-	-
16	58	-	-	-	-	-	-	-	-	-	-	-	-
16	59	-	-	-	-	-	-	-	-	-	-	-	-
16	60	-	-	-	-	-	-	-	-	-	-	-	-
16	61	22	-	22	-	22	-	-	-	-	-	-	22
16	62	-	-	-	-	-	-	-	-	-	-	-	-
16	63	-	-	-	-	-	-	-	-	-	-	-	-
16	64	-	-	-	-	-	-	-	-	-	-	-	-
16	65	-	-	-	-	-	-	-	-	-	-	-	-
16	66	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
16	67	-	-	-	-	-	-	-	-	-	-	-	-
16	68	22	-	22	-	22	22	-	-	22	-	22	44
16	69	-	-	-	-	-	-	-	-	-	-	-	-
16	70	-	-	-	-	-	-	-	-	-	-	-	-
16	71	-	-	-	-	-	-	-	-	-	-	-	-
16	72	22	-	22	-	22	22	-	-	22	-	22	44
16	73	-	-	-	-	-	11	-	-	11	-	11	11
16	74	-	-	-	-	-	-	-	-	-	-	-	-
16	75	-	-	-	-	-	-	-	-	-	-	-	-
16	76	-	-	-	-	-	-	-	-	-	-	-	-
16	77	-	-	-	-	-	-	-	-	-	-	-	-
16	78	-	-	-	-	-	-	-	-	-	-	-	-
16	79	-	-	-	-	-	-	-	-	-	-	-	-
16	80	-	-	-	-	-	-	-	-	-	-	-	-
16	81	-	-	-	-	-	-	-	-	-	-	-	-
16	82	-	-	-	-	-	-	-	-	-	-	-	-
16	83	-	-	-	-	-	-	-	-	-	-	-	-
16	84	-	-	-	-	-	-	-	-	-	-	-	-
16	85	-	-	-	-	-	-	-	-	-	-	-	-
16	86	-	-	-	-	-	-	-	-	-	-	-	-
16	87	22	-	22	-	22	-	-	-	-	-	-	22
16	88	-	-	-	-	-	-	-	-	-	-	-	-
16	89	-	-	-	-	-	-	-	-	-	-	-	-
16	90	11	-	11	-	11	11	-	-	11	-	11	22
16	91	-	-	-	-	-	-	-	-	-	-	-	-
16	92	-	-	-	-	-	-	-	-	-	-	-	-
16	93	-	-	-	-	-	-	-	-	-	-	-	-
17	17	89	4	93	58	151	-	-	-	-	-	-	89
17	18	432	15	447	64	511	133	-	-	133	11	144	576
17	19	11	4	15	13	28	67	-	-	67	-	67	78
17	20	198	6	204	19	223	132	-	-	132	-	132	330
17	21	133	4	137	-	137	66	-	-	66	-	66	199
17	22	188	4	192	38	230	100	-	-	100	44	144	332
17	23	89	2	91	-	91	11	-	-	11	-	11	100
17	24	67	-	67	19	86	44	-	-	44	-	44	111
17	25	22	-	22	-	22	-	-	-	-	-	-	22
17	26	133	-	133	-	133	-	-	-	-	-	-	133
17	27	66	-	66	51	117	-	-	-	-	22	22	88
17	28	11	2	13	13	26	-	-	-	-	22	22	33
17	29	-	-	-	-	-	-	-	-	-	-	-	-
17	30	47	-	47	-	47	-	-	-	-	-	-	47
17	31	44	-	44	6	50	33	-	-	33	22	55	99
17	32	89	2	91	-	91	44	-	-	44	-	44	133
17	33	66	2	68	6	74	33	-	-	33	11	44	110
17	34	66	4	70	6	76	11	-	-	11	22	33	99
17	35	119	2	121	19	140	119	-	-	119	21	140	259
17	36	155	-	155	-	155	78	-	-	78	-	78	233
17	37	-	-	-	6	6	-	-	-	-	22	22	22
17	38	33	-	33	6	39	22	-	-	22	-	22	61
17	39	66	-	66	13	79	24	-	-	24	-	24	90
17	40	33	-	33	-	33	22	-	-	22	22	44	77
17	41	22	-	22	-	22	22	-	-	22	-	22	44
17	42	56	-	56	-	56	44	-	-	44	-	44	100
17	43	166	-	166	13	179	33	-	-	33	22	55	221
17	44	-	-	-	-	-	-	-	-	-	-	-	-
17	45	-	-	-	-	-	-	-	-	-	-	-	-
17	46	-	-	-	-	-	-	-	-	-	-	-	-
17	47	-	-	-	-	-	-	-	-	-	-	-	-
17	48	-	-	-	-	-	-	-	-	-	-	-	-
17	49	-	-	-	-	-	-	-	-	-	-	-	-
17	50	-	-	-	-	-	-	-	-	-	-	-	-
17	51	-	-	-	-	-	-	-	-	-	-	-	-
17	52	-	-	-	-	-	-	-	-	-	-	-	-
17	53	-	-	-	-	-	-	-	-	-	-	-	-
17	54	-	-	-	-	-	-	-	-	-	-	-	-
17	55	-	-	-	-	-	-	-	-	-	-	-	-
17	56	-	-	-	-	-	-	-	-	-	-	-	-
17	57	-	-	-	-	-	-	-	-	-	-	-	-
17	58	-	-	-	-	-	-	-	-	-	-	-	-
17	59	-	-	-	-	-	-	-	-	-	-	-	-
17	60	-	-	-	-	-	-	-	-	-	-	-	-
17	61	-	-	-	-	-	-	-	-	-	-	-	-
17	62	-	-	-	-	-	-	-	-	-	-	-	-
17	63	-	-	-	-	-	-	-	-	-	-	-	-
17	64	-	-	-	-	-	-	-	-	-	-	-	-
17	65	-	-	-	-	-	-	-	-	-	-	-	-
17	66	-	-	-	-	-	-	-	-	-	-	-	-
17	67	-	-	-	-	-	-	-	-	-	-	-	-
17	68	-	-	-	-	-	22	-	-	22	-	22	22
17	69	-	-	-	-	-	-	-	-	-	-	-	-
17	70	-	-	-	-	-	11	-	-	11	-	11	11
17	71	-	-	-	-	-	11	-	-	11	-	11	11
17	72	-	-	-	-	-	-	-	-	-	-	-	-
17	73	11	-	11	-	11	32	-	-	32	-	32	43
17	74	-	-	-	-	-	-	-	-	-	-	-	-
17	75	-	-	-	-	-	-	-	-	-	-	-	-
17	76	-	-	-	-	-	-	-	-	-	-	-	-
17	77	-	-	-	-	-	-	-	-	-	-	-	-
17	78	-	-	-	-	-	-	-	-	-	-	-	-
17	79	-	-	-	-	-	-	-	-	-	-	-	-
17	80	-	-	-	-	-	2	-	-	2	-	2	2
17	81	-	-	-	-	-	-	-	-	-	-	-	-
17	82	-	-	-	-	-	-	-	-	-	-	-	-
17	83	-	-	-	13	13	-	-	-	-	-	-	-
17	84	-	-	-	-	-	-	-	-	-	-	-	-
17	85	11	-	11	-	11	-	-	-	-	-	-	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Buses		Total All Passengers
17	86	-	-	-	-	-	-	-	-	-	-	-	-
17	87	-	-	-	-	-	-	-	-	-	-	-	-
17	88	-	-	-	-	-	-	-	-	-	-	-	-
17	89	-	-	-	-	-	-	-	-	-	-	-	-
17	90	-	-	-	-	-	-	-	-	-	-	-	-
17	91	-	-	-	-	-	-	-	-	-	-	-	-
17	92	-	-	-	-	-	-	-	-	-	-	-	-
17	93	-	-	-	-	-	-	-	-	-	-	-	-
18	18	298	4	302	179	481	45	-	22	67	-	67	365
18	19	66	-	66	128	194	45	-	-	45	11	56	122
18	20	231	6	237	58	295	141	-	-	141	43	184	415
18	21	54	2	56	51	107	132	-	-	132	-	132	186
18	22	221	4	225	26	251	22	-	-	22	-	22	243
18	23	109	4	193	19	212	78	-	-	78	-	78	267
18	24	266	6	272	19	291	56	-	-	56	-	56	322
18	25	34	-	34	6	40	22	-	-	22	-	22	56
18	26	189	4	193	13	206	11	-	11	22	-	22	211
18	27	145	-	145	38	183	-	-	11	11	22	33	178
18	28	185	2	187	19	206	109	-	-	109	-	109	294
18	29	49	-	49	19	68	-	-	-	-	-	49	49
18	30	110	-	110	-	110	24	-	-	-	-	24	134
18	31	121	-	121	38	159	22	-	-	22	-	22	143
18	32	123	-	123	26	149	60	-	-	60	26	86	209
18	33	194	2	196	38	234	54	-	-	54	21	75	269
18	34	97	4	101	32	133	11	-	-	11	-	11	108
18	35	123	2	125	26	151	69	-	-	69	21	90	213
18	36	176	2	178	90	268	44	-	-	44	-	44	220
18	37	156	-	156	-	156	104	-	-	104	-	104	260
18	38	22	-	22	-	22	33	-	-	33	-	33	55
18	39	77	-	77	26	103	109	55	-	164	44	208	285
18	40	242	-	242	19	261	77	-	-	77	11	88	330
18	41	-	-	-	-	-	-	-	-	-	-	-	-
18	42	34	-	34	13	47	22	-	-	22	-	22	56
18	43	120	-	120	77	197	109	-	-	109	-	109	229
18	44	-	-	-	-	-	-	-	-	-	-	-	-
18	45	-	-	-	-	-	-	-	-	-	-	-	-
18	46	-	-	-	13	13	-	-	-	-	-	-	-
18	47	4	-	4	26	30	21	-	-	21	-	21	25
18	48	-	-	-	-	-	-	-	-	-	-	-	-
18	49	-	-	-	-	-	-	-	-	-	-	-	-
18	50	-	-	-	-	-	-	-	-	-	-	-	-
18	51	22	-	22	-	22	-	-	-	-	-	-	22
18	52	-	-	-	-	-	-	-	-	-	-	-	-
18	53	-	-	-	-	-	-	-	-	-	-	-	-
18	54	-	-	-	-	-	-	-	-	-	-	-	-
18	55	-	-	-	-	-	-	-	-	-	-	-	-
18	56	-	-	-	-	-	-	-	-	-	-	-	-
18	57	-	-	-	-	-	-	-	-	-	-	-	-
18	58	-	-	-	-	-	-	-	-	-	-	-	-
18	59	-	-	-	-	-	-	-	-	-	-	-	-
18	60	-	-	-	-	-	-	-	-	-	-	-	-
18	61	-	-	-	-	-	-	-	-	-	-	-	-
18	62	-	-	-	13	13	23	-	-	23	-	23	23
18	63	-	-	-	-	-	-	-	-	-	-	-	-
18	64	-	-	-	-	-	-	-	-	-	-	-	-
18	65	-	-	-	-	-	-	-	-	-	-	-	-
18	66	-	-	-	-	-	-	-	-	-	-	-	-
18	67	-	-	-	-	-	-	-	-	-	-	-	-
18	68	65	-	65	-	65	43	-	-	43	-	43	108
18	69	23	-	23	-	23	-	-	-	-	-	-	23
18	70	-	-	-	-	-	22	-	-	22	-	22	22
18	71	43	-	43	-	43	22	-	-	22	-	22	65
18	72	11	-	11	-	11	43	-	-	43	-	43	54
18	73	43	-	43	-	43	21	-	-	21	-	21	64
18	74	21	-	21	-	21	-	-	-	-	-	-	21
18	75	-	-	-	-	-	-	-	-	-	-	-	-
18	76	-	-	-	-	-	-	-	-	-	-	-	-
18	77	-	-	-	-	-	-	-	-	-	-	-	-
18	78	69	-	69	-	69	-	-	-	-	-	-	69
18	79	23	-	23	-	23	-	-	-	-	-	-	23
18	80	-	-	-	6	6	-	-	-	-	-	-	-
18	81	22	-	22	-	22	-	-	-	-	-	-	22
18	82	-	-	-	-	-	-	-	-	-	25	25	25
18	83	-	-	-	-	-	-	-	-	-	-	-	-
18	84	-	-	-	-	-	-	-	-	-	-	-	-
18	85	-	-	-	-	-	-	-	-	-	-	-	-
18	86	-	-	-	-	-	-	-	-	-	-	-	-
18	87	-	-	-	-	-	-	-	-	-	-	-	-
18	88	-	-	-	-	-	-	-	-	-	-	-	-
18	89	11	-	11	-	11	-	-	-	-	-	-	11
18	90	-	-	-	-	-	-	-	-	-	-	-	-
18	91	-	-	-	-	-	-	-	-	-	-	-	-
18	92	-	-	-	-	-	-	-	-	-	-	-	-
18	93	-	-	-	-	-	-	-	-	-	-	-	-
19	19	11	4	15	77	92	11	-	-	11	-	11	22
19	20	64	4	68	6	74	107	-	-	-	-	107	171
19	21	77	2	79	13	92	-	-	-	-	-	-	77
19	22	155	4	159	38	197	-	-	-	-	-	-	155
19	23	111	2	113	13	126	-	-	-	-	-	-	111
19	24	55	4	59	26	85	-	-	22	22	-	22	77
19	25	11	-	11	13	24	22	-	-	22	-	22	33
19	26	111	-	111	6	117	11	-	-	11	-	11	122
19	27	77	2	79	19	98	22	-	-	22	-	22	99
19	28	142	2	144	32	176	65	-	-	65	-	65	207



Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
19	29	-	2	2	-	2	-	-	-	-	-	-	-
19	30	11	-	11	-	11	22	-	-	22	-	22	33
19	31	76	2	78	51	129	11	-	-	11	-	11	87
19	32	52	-	52	6	58	13	-	-	13	-	13	65
19	33	32	2	34	45	79	21	-	-	21	-	21	53
19	34	87	2	89	19	108	-	-	-	-	-	-	87
19	35	150	2	152	64	216	11	-	-	11	-	11	161
19	36	66	2	68	90	158	22	-	-	22	-	22	88
19	37	-	-	-	13	13	-	-	-	-	-	-	-
19	38	-	-	-	38	38	-	-	-	-	-	-	-
19	39	131	-	131	38	169	131	-	-	131	-	131	262
19	40	229	-	229	38	267	76	22	-	98	22	120	349
19	41	-	-	-	13	13	-	-	-	-	-	-	-
19	42	22	6	28	-	28	-	-	-	-	-	-	22
19	43	55	2	57	64	121	-	-	-	-	-	-	55
19	44	-	-	-	-	-	-	-	-	-	-	-	-
19	45	-	-	-	-	-	-	-	-	-	-	-	-
19	46	31	-	31	-	31	-	-	-	-	-	-	31
19	47	11	-	11	-	11	-	-	-	-	-	-	11
19	48	-	-	-	26	26	-	-	-	-	-	-	-
19	49	-	-	-	-	-	-	-	-	-	-	-	-
19	50	-	-	-	-	-	-	-	-	-	-	-	-
19	51	-	-	-	-	-	-	-	-	-	-	-	-
19	52	-	-	-	102	102	-	-	-	-	-	-	-
19	53	-	-	-	-	-	-	-	-	-	-	-	-
19	54	-	-	-	-	-	-	-	-	-	-	-	-
19	55	-	-	-	-	-	-	-	-	-	-	-	-
19	56	-	-	-	-	-	-	-	-	-	-	-	-
19	57	-	-	-	-	-	-	-	-	-	-	-	-
19	58	-	-	-	-	-	-	-	-	-	-	-	-
19	59	11	-	11	-	11	-	-	-	-	-	-	11
19	60	-	-	-	-	-	-	-	-	-	-	-	-
19	61	-	-	-	-	-	-	-	-	-	-	-	-
19	62	-	-	-	6	6	-	-	-	-	-	-	-
19	63	-	-	-	-	-	-	-	-	-	-	-	-
19	64	-	-	-	-	-	-	-	-	-	-	-	-
19	65	-	-	-	-	-	-	-	-	-	-	-	-
19	66	-	-	-	-	-	-	-	-	-	-	-	-
19	67	-	-	-	-	-	-	-	-	-	-	-	-
19	68	22	-	22	-	22	-	-	-	-	-	-	22
19	69	-	-	-	-	-	-	-	-	-	-	-	-
19	70	22	-	22	26	48	11	-	-	11	-	11	33
19	71	43	-	43	-	43	11	-	-	11	-	11	54
19	72	22	-	22	13	35	-	-	-	-	-	-	22
19	73	21	-	21	-	21	-	-	-	-	-	-	21
19	74	22	-	22	13	35	-	-	-	-	-	-	22
19	75	-	-	-	-	-	-	-	-	-	-	-	-
19	76	-	-	-	-	-	-	-	-	-	-	-	-
19	77	-	-	-	-	-	-	-	-	-	-	-	-
19	78	35	-	35	13	48	-	-	-	-	-	-	35
19	79	58	-	58	13	71	-	-	-	-	-	-	58
19	80	-	-	-	13	13	-	-	-	-	-	-	-
19	81	22	-	22	-	22	-	-	-	-	-	-	22
19	82	-	-	-	-	-	-	-	-	-	-	-	-
19	83	22	-	22	6	28	-	-	-	-	-	-	22
19	84	-	-	-	6	6	11	-	-	11	-	11	11
19	85	-	-	-	-	-	-	-	-	-	-	-	-
19	86	-	-	-	-	-	-	-	-	-	-	-	-
19	87	-	-	-	-	-	-	-	-	-	-	-	-
19	88	-	-	-	-	-	-	-	-	-	-	-	-
19	89	22	-	22	13	35	-	-	-	-	-	-	22
19	90	-	-	-	13	13	-	-	-	-	-	-	-
19	91	-	-	-	-	-	-	-	-	-	-	-	-
19	92	-	-	-	-	-	-	-	-	-	-	-	-
19	93	22	-	22	6	28	67	-	-	67	-	67	89
20	20	44	-	44	38	82	-	-	-	-	-	-	44
20	21	22	2	24	45	69	32	-	-	32	-	32	54
20	22	54	-	54	19	73	11	-	-	11	64	75	129
20	23	88	4	92	19	111	66	-	-	66	-	66	154
20	24	67	6	73	6	79	44	-	-	44	-	44	111
20	25	43	-	43	6	49	11	-	-	11	-	11	54
20	26	23	-	23	19	42	22	-	-	22	-	22	45
20	27	11	4	15	70	85	-	-	-	-	66	66	77
20	28	33	-	33	13	46	11	-	-	11	11	22	55
20	29	49	-	49	13	62	-	-	-	-	-	-	49
20	30	24	2	26	-	26	24	-	-	24	-	24	48
20	31	-	-	-	13	13	21	-	-	21	-	21	21
20	32	67	-	67	6	73	58	-	-	58	-	58	90
20	33	151	-	151	13	164	142	-	-	142	32	174	157
20	34	32	2	34	6	40	43	-	-	43	118	260	411
20	35	75	2	77	64	141	43	-	-	43	-	43	75
20	36	11	-	11	-	11	-	-	-	-	65	65	183
20	37	13	-	13	-	13	-	-	-	-	21	21	32
20	38	56	-	56	-	56	-	-	-	-	32	32	45
20	39	98	-	98	-	98	-	-	-	-	-	-	98
20	40	21	-	21	-	21	43	-	-	43	21	64	85
20	41	21	-	21	-	21	86	-	-	86	-	86	107
20	42	54	-	54	-	54	22	-	-	22	-	22	76
20	43	65	-	65	26	91	54	-	-	54	65	119	184
20	44	-	-	-	-	-	-	-	-	-	-	-	-
20	45	-	-	-	-	-	-	-	-	-	-	-	-
20	46	-	-	-	-	-	-	-	-	-	-	-	-
20	47	4	-	4	-	4	-	-	-	-	-	-	4
20	48	-	-	-	-	-	-	-	-	-	-	-	-
20	49	-	-	-	-	-	-	-	-	-	-	-	-
20	50	-	-	-	-	-	-	-	-	-	-	-	-

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
20	51	-	-	-	-	-	-	-	-	-	-	-	-
20	52	-	-	-	-	-	-	-	-	-	-	-	-
20	53	-	-	-	-	-	-	-	-	-	-	-	-
20	54	-	-	-	-	-	-	-	-	-	-	-	-
20	55	-	-	-	-	-	-	-	-	-	-	-	-
20	56	-	-	-	-	-	-	-	-	-	-	-	-
20	57	-	-	-	-	-	-	-	-	-	-	-	-
20	58	-	-	-	-	-	-	-	-	-	-	-	-
20	59	-	-	-	-	-	-	-	-	-	-	-	-
20	60	-	-	-	-	-	-	-	-	-	-	-	-
20	61	-	-	-	-	-	-	-	-	-	-	-	-
20	62	-	-	-	-	-	-	-	-	-	-	-	-
20	63	-	-	-	-	-	-	-	-	-	-	-	-
20	64	-	-	-	-	-	-	-	-	-	-	-	-
20	65	-	-	-	-	-	-	-	-	-	-	-	-
20	66	-	-	-	-	-	-	-	-	-	-	-	-
20	67	-	-	-	-	-	-	-	-	-	-	-	-
20	68	11	-	11	-	11	-	-	-	-	-	-	11
20	69	-	-	-	-	-	22	-	-	22	-	22	22
20	70	11	-	11	-	11	65	-	-	65	-	65	76
20	71	-	-	-	-	-	-	-	-	-	-	-	-
20	72	22	-	22	-	22	-	-	-	-	-	-	22
20	73	-	-	-	-	-	-	-	-	-	-	-	-
20	74	21	-	21	-	21	21	-	-	21	-	21	42
20	75	-	-	-	-	-	-	-	-	-	-	-	-
20	76	-	-	-	-	-	-	-	-	-	-	-	-
20	77	-	-	-	-	-	-	-	-	-	-	-	-
20	78	23	-	23	-	23	-	-	-	-	-	-	23
20	79	33	-	33	-	33	12	-	-	12	-	12	45
20	80	-	-	-	-	-	-	-	-	-	-	-	-
20	81	-	-	-	-	-	-	-	-	-	-	-	-
20	82	-	-	-	6	6	-	-	-	-	-	-	-
20	83	-	-	-	13	13	-	-	-	-	-	-	-
20	84	11	-	11	6	17	-	-	-	-	-	-	11
20	85	-	-	-	-	-	-	-	-	-	-	-	-
20	86	-	-	-	-	-	13	-	-	13	-	13	13
20	87	-	-	-	-	-	-	-	-	-	-	-	-
20	88	-	-	-	-	-	-	-	-	-	-	-	-
20	89	-	-	-	-	-	-	-	-	-	-	-	-
20	90	-	-	-	-	-	-	-	-	-	-	-	-
20	91	-	-	-	-	-	-	-	-	-	-	-	-
20	92	-	-	-	-	-	-	-	-	-	-	-	-
20	93	-	-	-	-	-	11	-	-	11	-	11	11
21	21	110	-	110	45	155	176	-	-	176	-	176	286
21	22	44	2	46	90	136	33	-	-	33	-	33	77
21	23	111	4	115	26	141	56	-	-	56	33	89	200
21	24	146	6	152	19	171	134	-	-	134	-	134	280
21	25	121	-	121	19	140	131	-	-	131	11	142	263
21	26	233	2	235	13	248	100	-	-	100	-	100	333
21	27	143	-	143	64	207	154	-	-	154	22	176	319
21	28	98	4	102	58	160	109	-	-	109	33	142	240
21	29	22	-	22	-	22	-	-	-	-	-	-	22
21	30	44	2	46	32	78	44	-	-	44	-	44	88
21	31	155	2	157	6	163	90	-	-	90	11	101	256
21	32	65	6	71	19	90	65	-	-	65	-	65	130
21	33	76	2	78	-	78	66	-	-	66	-	66	142
21	34	21	2	23	19	42	42	-	-	42	-	42	84
21	35	132	-	132	6	138	11	-	-	11	-	11	143
21	36	33	2	35	13	48	22	-	-	22	22	44	77
21	37	11	-	11	-	11	-	-	-	-	-	-	11
21	38	23	-	23	-	23	-	-	-	-	-	-	23
21	39	109	-	109	13	122	87	-	-	87	-	87	196
21	40	120	-	120	6	126	153	-	-	153	55	208	328
21	41	33	-	33	-	33	-	-	-	-	-	-	33
21	42	33	6	39	-	39	33	-	-	33	-	33	66
21	43	65	2	67	19	86	44	-	-	44	-	44	109
21	44	-	-	-	-	-	-	-	-	-	-	-	-
21	45	-	-	-	-	-	-	-	-	-	-	-	-
21	46	-	-	-	-	-	-	-	-	-	-	-	-
21	47	-	-	-	-	-	-	-	-	-	-	-	-
21	48	-	-	-	-	-	-	-	-	-	-	-	-
21	49	-	-	-	-	-	-	-	-	-	-	-	-
21	50	-	-	-	-	-	-	-	-	-	-	-	-
21	51	-	-	-	-	-	-	-	-	-	-	-	-
21	52	-	-	-	-	-	-	-	-	-	-	-	-
21	53	-	-	-	-	-	-	-	-	-	-	-	-
21	54	-	-	-	-	-	-	-	-	-	-	-	-
21	55	-	-	-	-	-	-	-	-	-	-	-	-
21	56	-	-	-	-	-	-	-	-	-	-	-	-
21	57	-	-	-	-	-	-	-	-	-	-	-	-
21	58	-	-	-	-	-	-	-	-	-	-	-	-
21	59	-	-	-	-	-	-	-	-	-	-	-	-
21	60	-	-	-	-	-	-	-	-	-	-	-	-
21	61	-	-	-	-	-	-	-	-	-	-	-	-
21	62	-	-	-	-	-	-	-	-	-	-	-	-
21	63	13	-	13	-	13	-	-	-	-	-	-	13
21	64	-	-	-	-	-	-	-	-	-	-	-	-
21	65	-	-	-	-	-	-	-	-	-	-	-	-
21	66	-	-	-	-	-	-	-	-	-	-	-	-
21	67	-	-	-	-	-	-	-	-	-	-	-	-
21	68	-	-	-	-	-	-	-	-	-	-	-	-
21	69	-	-	-	-	-	-	-	-	-	-	-	-
21	70	-	-	-	-	-	-	-	-	-	-	-	-
21	71	43	-	43	-	43	43	-	-	43	-	43	86
21	72	-	-	-	-	-	-	-	-	-	-	-	-
21	73	11	-	11	-	11	-	-	-	-	-	-	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
21	74	-	-	-	-	-	-	-	-	-	-	-	-
21	75	-	-	-	-	-	-	-	-	-	-	-	-
21	76	-	-	-	-	-	-	-	-	-	-	-	-
21	77	-	-	-	-	-	-	-	-	-	-	-	-
21	78	-	-	-	-	-	-	-	-	-	-	-	-
21	79	45	-	45	13	58	-	-	-	-	-	-	45
21	80	-	-	-	13	13	22	-	-	22	-	22	22
21	81	-	-	-	-	-	-	-	-	-	-	-	-
21	82	22	-	22	-	22	-	-	-	-	-	-	22
21	83	-	-	-	-	-	22	-	-	22	-	22	22
21	84	-	-	-	-	-	-	-	-	-	-	-	-
21	85	11	-	11	-	11	-	-	-	-	-	-	11
21	86	-	-	-	-	-	-	-	-	-	-	-	-
21	87	-	-	-	-	-	-	-	-	-	-	-	-
21	88	11	-	11	-	11	23	-	-	23	-	23	34
21	89	22	-	22	-	22	22	-	-	22	-	22	44
21	90	-	-	-	-	-	-	-	-	-	-	-	-
21	91	-	-	-	-	-	-	-	-	-	-	-	-
21	92	-	-	-	-	-	-	-	-	-	-	-	-
21	93	-	-	-	-	-	-	-	-	-	-	-	-
22	22	88	-	88	90	178	22	-	-	22	-	22	110
22	23	122	2	124	38	162	44	-	-	44	-	44	166
22	24	11	2	13	51	64	22	-	-	22	-	22	33
22	25	150	-	150	6	156	56	-	-	56	-	56	206
22	26	33	-	33	26	59	-	-	-	-	-	-	33
22	27	232	-	232	32	264	166	-	-	166	-	166	398
22	28	187	2	189	13	202	44	-	-	44	-	44	231
22	29	22	-	22	13	35	-	-	-	-	-	-	22
22	30	-	-	-	6	6	-	-	-	-	-	-	-
22	31	33	-	33	6	39	-	-	-	-	-	-	33
22	32	74	-	74	13	87	26	-	-	26	44	70	144
22	33	86	-	86	26	112	96	-	-	96	193	289	375
22	34	86	-	86	38	124	96	-	-	96	33	129	215
22	35	55	6	61	26	87	-	-	-	-	43	43	98
22	36	21	-	21	32	53	-	-	-	-	22	22	43
22	37	-	-	-	13	13	-	-	-	-	-	-	-
22	38	-	4	4	19	23	-	-	-	-	-	-	-
22	39	44	2	46	13	59	22	-	-	22	-	22	66
22	40	11	-	11	-	11	-	22	-	22	-	22	33
22	41	-	-	-	-	-	-	-	-	-	-	-	-
22	42	-	2	2	13	15	-	-	-	-	-	-	-
22	43	88	-	88	32	120	55	11	-	66	33	99	107
22	44	-	-	-	-	-	-	-	-	-	-	-	-
22	45	-	-	-	-	-	-	-	-	-	-	-	-
22	46	11	-	11	-	11	-	-	-	-	-	-	11
22	47	-	-	-	6	6	-	-	-	-	-	-	-
22	48	-	-	-	-	-	-	-	-	-	-	-	-
22	49	-	-	-	-	-	-	-	-	-	-	-	-
22	50	-	-	-	-	-	-	-	-	-	-	-	-
22	51	-	-	-	-	-	-	-	-	-	-	-	-
22	52	-	-	-	-	-	-	-	-	-	-	-	-
22	53	-	-	-	-	-	-	-	-	-	-	-	-
22	54	-	-	-	-	-	-	-	-	-	-	-	-
22	55	-	-	-	-	-	-	-	-	-	-	-	-
22	56	-	-	-	-	-	-	-	-	-	-	-	-
22	57	-	-	-	-	-	-	-	-	-	-	-	-
22	58	-	-	-	-	-	-	-	-	-	-	-	-
22	59	22	-	22	-	22	44	-	-	44	-	44	66
22	60	-	-	-	-	-	-	-	-	-	-	-	-
22	61	-	-	-	-	-	-	-	-	-	-	-	-
22	62	-	-	-	-	-	-	-	-	-	-	-	-
22	63	-	-	-	-	-	-	-	-	-	-	-	-
22	64	-	-	-	-	-	-	-	-	-	-	-	-
22	65	-	-	-	-	-	-	-	-	-	-	-	-
22	66	-	-	-	-	-	-	-	-	-	-	-	-
22	67	-	-	-	-	-	-	-	-	-	-	-	-
22	68	-	-	-	-	-	22	-	-	22	-	22	22
22	69	-	-	-	-	-	-	-	-	-	-	-	-
22	70	-	-	-	-	-	-	-	-	-	-	-	-
22	71	11	-	11	-	11	-	11	-	11	-	11	22
22	72	22	-	22	-	22	-	-	-	-	-	-	22
22	73	-	-	-	-	-	-	-	-	-	-	-	-
22	74	-	-	-	-	-	-	-	-	-	-	-	-
22	75	-	-	-	-	-	-	-	-	-	-	-	-
22	76	-	-	-	-	-	-	-	-	-	-	-	-
22	77	-	-	-	-	-	-	-	-	-	-	-	-
22	78	12	-	12	-	12	34	-	-	34	11	45	57
22	79	-	-	-	-	-	-	-	-	-	-	-	-
22	80	11	-	11	-	11	-	-	-	-	-	-	11
22	81	-	-	-	-	-	-	-	-	-	-	-	-
22	82	-	-	-	6	6	-	-	-	-	-	-	-
22	83	-	-	-	6	6	-	-	-	-	-	-	-
22	84	-	-	-	-	-	-	-	-	-	-	-	-
22	85	-	-	-	-	-	-	-	-	-	-	-	-
22	86	-	-	-	-	-	-	-	-	-	-	-	-
22	87	-	-	-	-	-	-	-	-	-	-	-	-
22	88	-	-	-	-	-	-	-	-	-	-	-	-
22	89	-	-	-	-	-	-	-	-	-	-	-	-
22	90	-	-	-	-	-	-	-	-	-	-	-	-
22	91	11	-	11	-	11	-	-	-	-	-	-	11
22	92	-	-	-	-	-	-	-	-	-	-	-	-
22	93	-	-	-	-	-	-	-	-	-	-	-	-
23	23	178	2	180	77	257	-	-	-	-	-	-	178
23	24	211	2	213	38	251	33	-	-	33	-	33	244
23	25	111	-	111	-	111	56	-	-	56	-	56	167

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
23	26	277	2	279	51	330	133	-	-	133	-	133	410
23	27	255	2	257	58	315	178	-	-	178	-	178	433
23	28	121	8	129	19	148	22	-	-	22	-	22	143
23	29	12	2	14	19	33	-	-	-	-	-	-	12
23	30	25	-	25	6	31	-	-	-	-	-	-	25
23	31	122	-	122	6	128	11	-	-	11	-	11	133
23	32	56	-	56	13	69	48	-	-	48	-	48	104
23	33	111	-	111	-	111	56	-	-	56	21	77	188
23	34	44	-	44	-	44	44	-	22	66	-	66	110
23	35	33	2	35	6	41	11	-	-	11	-	11	44
23	36	78	2	80	19	99	-	-	-	-	-	-	78
23	37	11	-	11	13	24	-	-	-	-	-	-	11
23	38	-	-	-	6	6	-	-	-	-	-	-	-
23	39	66	-	66	19	85	56	-	-	55	-	55	121
23	40	88	2	90	19	109	66	-	-	66	-	66	154
23	41	78	-	78	-	78	33	-	-	33	-	33	111
23	42	89	-	89	-	89	11	-	-	11	-	11	100
23	43	144	2	146	6	152	77	-	-	77	22	99	243
23	44	-	-	-	-	-	-	-	-	-	-	-	-
23	45	-	-	-	-	-	-	-	-	-	-	-	-
23	46	-	-	-	-	-	-	-	-	-	-	-	-
23	47	-	-	-	-	-	-	-	-	-	-	-	-
23	48	-	-	-	-	-	-	-	-	-	-	-	-
23	49	-	-	-	-	-	-	-	-	-	-	-	-
23	50	-	-	-	-	-	-	-	-	-	-	-	-
23	51	-	-	-	-	-	22	-	-	22	-	22	22
23	52	-	-	-	-	-	-	-	-	-	-	-	-
23	53	-	-	-	-	-	-	-	-	-	-	-	-
23	54	-	-	-	-	-	-	-	-	-	-	-	-
23	55	-	-	-	-	-	-	-	-	-	-	-	-
23	56	-	-	-	-	-	-	-	-	-	-	-	-
23	57	-	-	-	-	-	-	-	-	-	-	-	-
23	58	-	-	-	-	-	-	-	-	-	-	-	-
23	59	-	-	-	-	-	-	-	-	-	-	-	-
23	60	-	-	-	-	-	-	-	-	-	-	-	-
23	61	-	-	-	-	-	-	-	-	-	-	-	-
23	62	-	-	-	-	-	-	-	-	-	-	-	-
23	63	-	-	-	-	-	-	-	-	-	-	-	-
23	64	-	-	-	-	-	-	-	-	-	-	-	-
23	65	-	-	-	-	-	-	-	-	-	-	-	-
23	66	-	-	-	-	-	-	-	-	-	-	-	-
23	67	-	-	-	-	-	-	-	-	-	-	-	-
23	68	-	-	-	-	-	-	-	-	-	-	-	-
23	69	-	-	-	-	-	-	-	-	-	-	-	-
23	70	-	-	-	-	-	-	-	-	-	-	-	-
23	71	-	-	-	-	-	11	-	-	11	-	11	11
23	72	-	-	-	-	-	-	-	-	-	-	-	-
23	73	11	-	11	-	11	21	-	-	21	-	21	32
23	74	-	-	-	-	-	-	-	-	-	-	-	-
23	75	-	-	-	-	-	-	-	-	-	-	-	-
23	76	-	-	-	-	-	-	-	-	-	-	-	-
23	77	-	-	-	-	-	-	-	-	-	-	-	-
23	78	-	-	-	-	-	-	-	-	-	-	-	-
23	79	-	-	-	-	-	-	-	-	-	-	-	-
23	80	-	-	-	-	-	-	-	-	-	-	-	-
23	81	-	-	-	-	-	-	-	-	-	-	-	-
23	82	-	-	-	-	-	-	-	-	-	-	-	-
23	83	22	-	22	-	22	-	-	-	-	-	-	22
23	84	22	-	22	-	22	44	-	-	44	-	44	66
23	85	-	-	-	-	-	-	-	-	-	-	-	-
23	86	-	-	-	-	-	-	-	-	-	-	-	-
23	87	-	-	-	-	-	-	-	-	-	-	-	-
23	88	-	-	-	-	-	-	-	-	-	-	-	-
23	89	45	-	45	-	45	11	-	-	11	-	11	56
23	90	-	-	-	-	-	-	-	-	-	-	-	-
23	91	-	-	-	-	-	-	-	-	-	-	-	-
23	92	22	-	22	-	22	-	-	-	-	-	-	22
23	93	-	-	-	-	-	-	-	-	-	-	-	-
24	24	155	2	157	96	253	56	-	-	56	-	56	211
24	25	255	-	255	19	274	133	-	-	133	-	133	388
24	26	453	2	455	38	493	89	-	-	89	-	89	542
24	27	276	-	276	13	289	211	-	-	211	-	211	487
24	28	155	4	159	13	172	33	44	-	77	-	77	232
24	29	11	-	11	-	11	22	-	-	22	-	22	33
24	30	24	-	24	6	30	24	-	-	24	-	24	48
24	31	102	-	102	26	128	-	-	-	-	-	-	102
24	32	81	-	81	-	81	22	-	-	22	-	22	103
24	33	11	-	11	6	17	-	-	-	-	-	-	11
24	34	78	6	84	26	110	11	-	-	11	-	11	89
24	35	44	11	55	6	61	44	-	-	44	-	44	88
24	36	111	4	115	-	115	56	-	-	56	-	56	167
24	37	11	2	13	6	19	22	-	-	22	-	22	33
24	38	22	-	22	-	22	-	-	-	-	-	-	22
24	39	88	2	90	-	90	11	-	-	11	-	11	99
24	40	76	6	82	26	108	33	-	-	33	11	44	120
24	41	22	-	22	-	22	67	-	-	67	-	67	89
24	42	-	2	2	-	2	-	-	-	-	-	-	-
24	43	44	8	52	51	103	77	-	-	77	-	77	121
24	44	-	-	-	-	-	-	-	-	-	-	-	-
24	45	-	-	-	-	-	-	-	-	-	-	-	-
24	46	-	-	-	-	-	-	-	-	-	-	-	-
24	47	-	-	-	-	-	-	-	-	-	-	-	-
24	48	11	-	11	-	11	44	-	-	44	-	44	55
24	49	-	-	-	-	-	-	-	-	-	-	-	-
24	50	-	-	-	-	-	-	-	-	-	-	-	-
24	51	11	-	11	-	11	44	-	-	44	-	44	55

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
24	52	-	-	-	-	-	-	-	-	-	-	-	-
24	53	-	-	-	-	-	-	-	-	-	-	-	-
24	54	-	-	-	-	-	-	-	-	-	-	-	-
24	55	-	-	-	-	-	-	-	-	-	-	-	-
24	56	-	-	-	-	-	-	-	-	-	-	-	-
24	57	-	-	-	-	-	-	-	-	-	-	-	-
24	58	-	-	-	-	-	-	-	-	-	-	-	-
24	59	-	-	-	-	-	-	-	-	-	-	-	-
24	60	-	-	-	-	-	-	-	-	-	-	-	-
24	61	-	-	-	-	-	-	-	-	-	-	-	-
24	62	-	-	-	-	-	-	-	-	-	-	-	-
24	63	-	-	-	-	-	-	-	-	-	-	-	-
24	64	-	-	-	-	-	-	-	-	-	-	-	-
24	65	11	-	11	-	11	11	-	-	11	-	11	22
24	66	-	-	-	-	-	-	-	-	-	-	-	-
24	67	-	-	-	-	-	-	-	-	-	-	-	-
24	68	-	-	-	-	-	-	-	-	-	-	-	-
24	69	-	-	-	-	-	-	-	-	-	-	-	-
24	70	-	-	-	-	-	-	-	-	-	-	-	-
24	71	44	-	44	-	44	44	-	-	44	-	44	88
24	72	22	-	22	-	22	44	-	-	44	-	44	66
24	73	-	-	-	-	-	-	-	-	-	-	-	-
24	74	-	-	-	-	-	-	-	-	-	-	-	-
24	75	-	-	-	-	-	-	-	-	-	-	-	-
24	76	-	-	-	-	-	-	-	-	-	-	-	-
24	77	-	-	-	-	-	-	-	-	-	-	-	-
24	78	-	-	-	-	-	-	-	-	-	-	-	-
24	79	-	-	-	-	-	-	-	-	-	-	-	-
24	80	-	-	-	-	-	-	-	-	-	-	-	-
24	81	-	-	-	-	-	-	-	-	-	-	-	-
24	82	-	-	-	-	-	67	-	-	67	-	67	67
24	83	-	-	-	-	-	-	-	-	-	-	-	-
24	84	-	-	-	-	-	-	-	-	-	-	-	-
24	85	-	-	-	-	-	-	-	-	-	-	-	-
24	86	-	-	-	-	-	-	-	-	-	-	-	-
24	87	-	-	-	-	-	-	-	-	-	-	-	-
24	88	22	-	22	-	22	-	-	-	-	-	-	22
24	89	-	-	-	-	-	-	-	-	-	-	-	-
24	90	-	-	-	-	-	-	-	-	-	-	-	-
24	91	-	-	-	-	-	-	-	-	-	-	-	-
24	92	-	-	-	-	-	-	-	-	-	-	-	-
24	93	-	-	-	-	-	-	-	-	-	-	-	-
25	25	121	-	121	-	121	67	-	-	67	-	67	188
25	26	173	-	173	-	186	112	-	-	112	-	112	285
25	27	254	-	254	13	254	188	-	-	188	-	188	442
25	28	373	-	373	26	399	241	-	-	241	-	241	614
25	29	119	-	119	-	119	49	-	-	49	-	49	168
25	30	46	-	46	-	46	37	-	-	37	-	37	83
25	31	262	-	262	6	268	185	-	-	185	65	250	512
25	32	297	-	297	-	297	297	-	-	297	52	349	646
25	33	55	-	55	-	55	107	-	-	107	11	118	173
25	34	105	-	105	-	105	63	-	-	63	-	63	168
25	35	44	-	44	-	44	24	-	-	24	43	67	111
25	36	22	-	22	-	22	-	-	-	-	-	-	22
25	37	150	-	150	6	156	91	-	-	91	-	91	241
25	38	-	-	-	-	-	-	-	-	-	-	-	-
25	39	283	-	283	-	283	196	-	-	196	-	196	479
25	40	294	-	294	-	294	229	-	-	229	-	229	523
25	41	22	-	22	6	28	12	-	-	12	-	12	34
25	42	-	-	-	-	-	-	-	-	-	-	-	-
25	43	54	-	54	6	60	11	-	-	11	22	33	87
25	44	-	-	-	-	-	-	-	-	-	-	-	-
25	45	-	-	-	-	-	-	-	-	-	-	-	-
25	46	11	-	11	-	11	11	-	-	11	-	11	22
25	47	-	-	-	6	6	-	-	-	-	-	-	-
25	48	-	-	-	-	-	-	-	-	-	-	-	-
25	49	-	-	-	-	-	-	-	-	-	-	-	-
25	50	-	-	-	-	-	-	-	-	-	-	-	-
25	51	-	-	-	-	-	-	-	-	-	-	-	-
25	52	-	-	-	-	-	-	-	-	-	-	-	-
25	53	-	-	-	-	-	-	-	-	-	-	-	-
25	54	-	-	-	-	-	-	-	-	-	-	-	-
25	55	-	-	-	-	-	-	-	-	-	-	-	-
25	56	-	-	-	-	-	-	-	-	-	-	-	-
25	57	-	-	-	-	-	-	-	-	-	-	-	-
25	58	-	-	-	-	-	-	-	-	-	-	-	-
25	59	-	-	-	-	-	-	-	-	-	-	-	-
25	60	-	-	-	-	-	-	-	-	-	-	-	-
25	61	-	-	-	-	-	-	-	-	-	-	-	-
25	62	-	-	-	-	-	-	-	-	-	-	-	-
25	63	-	-	-	-	-	-	-	-	-	-	-	-
25	64	-	-	-	-	-	-	-	-	-	-	-	-
25	65	-	-	-	-	-	-	-	-	-	-	-	-
25	66	-	-	-	-	-	-	-	-	-	-	-	-
25	67	-	-	-	-	-	-	-	-	-	-	-	-
25	68	11	-	11	-	11	-	-	-	-	-	-	11
25	69	-	-	-	-	-	-	-	-	-	-	-	-
25	70	-	-	-	-	-	-	-	-	-	-	-	-
25	71	11	-	11	-	11	-	-	-	-	-	-	11
25	72	-	-	-	-	-	22	-	-	22	-	22	22
25	73	32	-	32	-	32	64	-	-	64	-	64	96
25	74	-	-	-	-	-	-	-	-	-	-	-	-
25	75	-	-	-	-	-	-	-	-	-	-	-	-
25	76	-	-	-	-	-	-	-	-	-	-	-	-
25	77	-	-	-	-	-	-	-	-	-	-	-	-
25	78	-	-	-	-	-	-	-	-	-	-	-	-

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
25	79	27	-	27	19	46	12	-	-	12	-	12	39
25	80	2	-	2	-	2	2	-	-	2	-	2	4
25	81	-	-	-	-	-	-	-	-	-	-	-	-
25	82	-	-	-	-	-	-	-	-	-	-	-	-
25	83	23	-	23	-	23	22	-	-	22	-	22	45
25	84	-	-	-	-	-	-	-	-	-	-	-	-
25	85	-	-	-	-	-	-	-	-	-	-	-	-
25	86	-	-	-	-	-	-	-	-	-	-	-	-
25	87	-	-	-	-	-	-	-	-	-	-	-	-
25	88	-	-	-	-	-	-	-	-	-	-	-	-
25	89	22	-	22	-	22	-	-	-	-	-	-	22
25	90	-	-	-	-	-	11	-	-	11	-	11	11
25	91	-	-	-	-	-	-	-	-	-	-	-	-
25	92	-	-	-	-	-	-	-	-	-	-	-	-
25	93	-	-	-	-	-	-	-	-	-	-	-	-
26	26	205	2	207	115	322	111	-	-	111	-	111	316
26	27	343	4	347	45	392	188	-	-	188	-	188	531
26	28	574	-	574	96	670	253	-	-	253	-	253	827
26	29	166	2	168	70	238	34	-	-	34	-	34	200
26	30	131	-	131	6	137	109	-	-	109	-	109	240
26	31	296	2	298	32	330	224	-	-	224	-	224	520
26	32	142	-	142	26	168	123	-	-	123	-	123	265
26	33	46	-	46	6	52	22	-	-	22	-	22	68
26	34	87	4	91	-	91	196	-	-	196	11	207	294
26	35	112	6	118	26	144	55	-	-	55	-	55	167
26	36	133	-	133	6	139	44	-	-	44	-	44	177
26	37	257	-	257	6	263	85	-	-	85	26	111	368
26	38	88	-	88	-	88	22	-	-	22	-	22	110
26	39	110	2	112	32	144	143	-	-	143	-	143	253
26	40	144	-	144	26	170	35	-	-	35	-	35	179
26	41	44	-	44	-	44	44	-	-	44	-	44	88
26	42	78	-	78	-	78	44	-	-	44	-	44	122
26	43	123	-	123	51	174	50	-	-	50	-	50	173
26	44	-	-	-	-	-	-	-	-	-	-	-	-
26	45	-	-	-	-	-	-	-	-	-	-	-	-
26	46	11	-	11	-	11	11	-	-	11	-	11	22
26	47	-	-	-	-	-	-	-	-	-	-	-	-
26	48	22	-	22	-	22	22	-	-	22	-	22	44
26	49	-	-	-	-	-	-	-	-	-	-	-	-
26	50	-	-	-	-	-	-	-	-	-	-	-	-
26	51	22	-	22	-	22	44	-	-	44	-	44	66
26	52	-	-	-	-	-	-	-	-	-	-	-	-
26	53	-	-	-	-	-	-	-	-	-	-	-	-
26	54	-	-	-	-	-	-	-	-	-	-	-	-
26	55	-	-	-	-	-	-	-	-	-	-	-	-
26	56	-	-	-	-	-	-	-	-	-	-	-	-
26	57	-	-	-	-	-	-	-	-	-	-	-	-
26	58	-	-	-	-	-	-	-	-	-	-	-	-
26	59	-	-	-	-	-	-	-	-	-	-	-	-
26	60	-	-	-	-	-	-	-	-	-	-	-	-
26	61	-	-	-	-	-	-	-	-	-	-	-	-
26	62	-	-	-	-	-	-	-	-	-	-	-	-
26	63	-	-	-	-	-	-	-	-	-	-	-	-
26	64	-	-	-	-	-	-	-	-	-	-	-	-
26	65	-	-	-	-	-	-	-	-	-	-	-	-
26	66	-	-	-	-	-	-	-	-	-	-	-	-
26	67	-	-	-	-	-	-	-	-	-	-	-	-
26	68	-	-	-	-	-	-	-	-	-	-	-	-
26	69	-	-	-	-	-	-	-	-	-	-	-	-
26	70	-	-	-	-	-	-	-	-	-	-	-	-
26	71	11	-	11	-	11	-	-	-	-	-	-	11
26	72	22	-	22	-	22	44	-	-	44	-	44	66
26	73	-	-	-	-	-	-	-	-	-	-	-	-
26	74	-	-	-	-	-	-	-	-	-	-	-	-
26	75	-	-	-	-	-	-	-	-	-	-	-	-
26	76	-	-	-	-	-	-	-	-	-	-	-	-
26	77	-	-	-	-	-	-	-	-	-	-	-	-
26	78	-	-	-	-	-	-	-	-	-	-	-	-
26	79	35	-	35	-	35	-	-	-	-	-	-	35
26	80	2	-	2	-	2	6	-	-	6	-	6	8
26	81	-	-	-	-	-	-	-	-	-	-	-	-
26	82	33	-	33	-	33	-	-	-	-	-	-	-
26	83	56	-	56	-	56	10	-	-	10	22	32	33
26	84	-	-	-	-	-	-	-	-	-	-	-	88
26	85	-	-	-	-	-	-	-	-	-	-	-	-
26	86	-	-	-	-	-	-	-	-	-	-	-	-
26	87	-	-	-	-	-	-	-	-	-	-	-	-
26	88	-	-	-	-	-	-	-	-	-	-	-	-
26	89	22	-	22	-	22	-	-	-	-	-	-	22
26	90	-	-	-	-	-	-	-	-	-	-	-	-
26	91	-	-	-	-	-	-	-	-	-	-	-	-
26	92	-	-	-	-	-	-	-	-	-	-	-	-
26	93	-	-	-	-	-	-	-	-	-	-	-	-
27	27	330	-	330	141	471	110	-	-	110	-	110	440
27	28	211	2	213	64	277	131	-	-	131	-	153	364
27	29	73	-	73	45	118	146	-	-	146	22	146	219
27	30	44	-	44	19	63	83	-	-	83	-	83	127
27	31	142	-	142	58	200	242	-	-	242	65	307	449
27	32	306	-	306	6	312	295	-	-	295	26	321	627
27	33	34	-	34	6	40	65	-	-	65	-	65	99
27	34	143	-	143	64	207	66	-	-	66	-	66	209
27	35	120	-	120	64	184	32	-	-	32	43	75	195
27	36	22	-	22	26	48	57	-	-	57	-	57	79
27	37	143	-	143	19	162	104	-	-	104	-	104	247
27	38	11	-	11	-	11	-	-	-	-	-	-	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
27	39	131	-	131	26	157	98	-	-	98	-	98	229
27	40	375	2	377	26	403	404	-	-	404	-	404	779
27	41	66	-	66	-	66	66	-	-	66	65	131	197
27	42	55	-	55	-	55	66	-	-	66	-	66	121
27	43	198	-	198	19	217	55	-	-	55	33	88	286
27	44	-	-	-	-	-	-	-	-	-	-	-	-
27	45	-	-	-	-	-	-	-	-	-	-	-	-
27	46	-	-	-	-	-	-	-	-	-	-	-	-
27	47	-	-	-	6	6	-	-	-	-	-	-	-
27	48	11	-	11	-	11	-	-	-	-	-	-	11
27	49	-	-	-	-	-	-	-	-	-	-	-	-
27	50	-	-	-	-	-	-	-	-	-	-	-	-
27	51	22	-	22	13	35	44	-	-	44	-	44	66
27	52	-	-	-	-	-	-	-	-	-	-	-	-
27	53	-	-	-	-	-	-	-	-	-	-	-	-
27	54	-	-	-	-	-	-	-	-	-	-	-	-
27	55	-	-	-	-	-	-	-	-	-	-	-	-
27	56	-	-	-	-	-	-	-	-	-	-	-	-
27	57	-	-	-	-	-	-	-	-	-	-	-	-
27	58	-	-	-	-	-	-	-	-	-	-	-	-
27	59	-	-	-	-	-	-	-	-	-	-	-	-
27	60	-	-	-	-	-	-	-	-	-	-	-	-
27	61	-	-	-	-	-	-	-	-	-	-	-	-
27	62	-	-	-	-	-	-	-	-	-	-	-	-
27	63	-	-	-	-	-	-	-	-	-	-	-	-
27	64	-	-	-	-	-	-	-	-	-	-	-	-
27	65	-	-	-	-	-	-	-	-	-	-	-	-
27	66	-	-	-	-	-	-	-	-	-	-	-	-
27	67	-	-	-	-	-	-	-	-	-	-	-	-
27	68	-	-	-	6	6	-	-	-	-	-	-	-
27	69	-	-	-	-	-	-	-	-	-	-	-	-
27	70	-	-	-	13	13	-	-	-	-	-	-	-
27	71	-	-	-	26	26	-	-	-	-	-	-	-
27	72	44	-	44	-	44	22	-	-	22	-	22	66
27	73	43	-	43	-	43	76	-	-	76	-	76	119
27	74	-	-	-	-	-	-	-	-	-	-	-	-
27	75	32	-	32	-	32	32	-	-	32	-	32	64
27	76	-	-	-	-	-	-	-	-	-	-	-	-
27	77	-	-	-	-	-	-	-	-	-	-	-	-
27	78	-	-	-	-	-	-	-	-	-	-	-	-
27	79	-	-	-	-	-	-	-	-	-	-	-	-
27	80	-	-	-	-	-	-	-	-	-	-	-	-
27	81	-	-	-	-	-	-	-	-	-	-	-	-
27	82	-	-	-	-	-	-	-	-	-	-	-	-
27	83	-	-	-	32	32	22	-	-	22	-	22	22
27	84	-	-	-	-	-	-	-	-	-	-	-	-
27	85	11	-	11	-	11	-	-	-	-	-	-	11
27	86	-	-	-	-	-	-	-	-	-	-	-	-
27	87	22	-	22	-	22	-	-	-	-	-	-	22
27	88	11	-	11	-	11	-	-	-	-	-	-	11
27	89	11	-	11	-	11	-	-	-	-	-	-	11
27	90	-	-	-	-	-	-	-	-	-	-	-	-
27	91	-	-	-	-	-	-	-	-	-	-	-	-
27	92	-	-	-	-	-	-	-	-	-	-	-	-
27	93	-	-	-	-	-	-	-	-	-	-	-	-
28	28	187	2	189	96	285	33	-	-	33	-	33	220
28	29	84	-	84	26	110	37	-	-	37	-	37	121
28	30	117	-	117	19	136	56	-	-	56	-	56	173
28	31	232	-	232	115	347	275	-	-	275	-	275	507
28	32	276	-	276	6	282	117	-	-	117	26	143	419
28	33	66	-	66	-	66	33	-	11	44	11	55	121
28	34	35	-	35	19	54	34	-	-	34	21	55	90
28	35	97	-	97	26	123	11	-	-	11	-	11	108
28	36	109	2	111	26	137	46	-	-	46	-	46	155
28	37	109	-	109	45	154	65	-	-	65	-	65	174
28	38	65	-	65	26	91	55	-	-	55	-	55	120
28	39	55	4	59	45	104	11	44	-	55	-	55	110
28	40	240	-	240	83	323	174	-	-	174	-	174	414
28	41	44	-	44	13	57	33	-	-	33	-	33	77
28	42	76	2	78	13	91	76	-	-	76	-	76	152
28	43	130	2	132	70	202	11	-	-	11	-	11	141
28	44	-	-	-	-	-	-	-	-	-	-	-	-
28	45	-	-	-	-	-	-	-	-	-	-	-	-
28	46	-	-	-	-	-	-	-	-	-	-	-	-
28	47	-	-	-	-	-	-	-	-	-	-	-	-
28	48	-	-	-	-	-	-	-	-	-	-	-	-
28	49	-	-	-	-	-	-	-	-	-	-	-	-
28	50	-	-	-	-	-	-	-	-	-	-	-	-
28	51	44	-	44	-	44	22	-	-	22	-	22	66
28	52	-	-	-	-	-	-	-	-	-	-	-	-
28	53	-	-	-	-	-	-	-	-	-	-	-	-
28	54	-	-	-	-	-	-	-	-	-	-	-	-
28	55	-	-	-	-	-	-	-	-	-	-	-	-
28	56	-	-	-	-	-	-	-	-	-	-	-	-
28	57	-	-	-	-	-	-	-	-	-	-	-	-
28	58	-	-	-	-	-	-	-	-	-	-	-	-
28	59	-	-	-	-	-	-	-	-	-	-	-	-
28	60	-	-	-	-	-	-	-	-	-	-	-	-
28	61	-	-	-	-	-	-	-	-	-	-	-	-
28	62	-	-	-	-	-	-	-	-	-	-	-	-
28	63	-	-	-	-	-	-	-	-	-	-	-	-
28	64	-	-	-	-	-	-	-	-	-	-	-	-
28	65	-	-	-	-	-	-	-	-	-	-	-	-
28	66	-	-	-	-	-	-	-	-	-	-	-	-
28	67	-	-	-	-	-	-	-	-	-	-	-	-
28	68	-	-	-	13	13	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
28	69	-	-	-	-	-	-	-	-	-	-	-	-
28	70	54	-	54	-	54	-	-	-	-	-	-	54
28	71	11	-	11	-	11	65	-	-	-	-	65	76
28	72	11	-	11	-	11	-	-	-	-	-	-	11
28	73	11	-	11	-	11	21	-	-	21	-	21	32
28	74	-	-	-	-	-	-	-	-	-	-	-	-
28	75	-	-	-	-	-	-	-	-	-	-	-	-
28	76	-	-	-	-	-	-	-	-	-	-	-	-
28	77	-	-	-	-	-	-	-	-	-	-	-	-
28	78	23	-	23	-	23	-	-	-	-	-	-	23
28	79	-	-	-	-	-	-	-	-	-	-	-	-
28	80	33	-	33	-	33	-	-	-	-	-	-	33
28	81	-	-	-	-	-	-	-	-	-	-	-	-
28	82	55	-	55	-	55	22	-	-	22	-	22	77
28	83	65	-	65	13	78	33	-	-	33	-	33	98
28	84	11	-	11	-	11	22	-	-	22	-	22	33
28	85	11	-	11	-	11	-	-	-	-	-	-	11
28	86	-	-	-	-	-	-	-	-	-	-	-	-
28	87	55	-	55	-	55	-	-	-	-	-	-	55
28	88	11	-	11	-	11	-	-	-	-	-	-	11
28	89	44	-	44	-	44	-	-	-	-	-	-	44
28	90	-	-	-	-	-	-	-	-	-	-	-	-
28	91	-	-	-	-	-	-	-	-	-	-	-	-
28	92	-	-	-	-	-	-	-	-	-	-	-	-
28	93	22	-	22	-	22	-	-	-	-	-	-	22
29	29	24	-	24	38	62	-	-	-	-	-	-	24
29	30	85	-	85	-	85	24	-	-	24	-	24	109
29	31	45	-	45	32	77	24	-	-	24	-	24	69
29	32	24	-	24	19	43	24	-	-	24	-	24	48
29	33	61	-	61	19	80	49	-	-	49	21	70	131
29	34	-	-	-	6	6	-	-	24	24	-	24	24
29	35	11	2	13	-	13	22	-	-	22	11	33	44
29	36	-	-	-	13	13	-	-	-	-	-	-	-
29	37	63	-	63	6	69	24	-	-	24	-	24	87
29	38	11	-	11	-	11	-	-	-	-	-	-	11
29	39	98	-	98	-	98	-	-	-	-	-	-	98
29	40	60	-	60	6	66	24	-	-	24	-	24	84
29	41	24	-	24	13	37	-	-	-	-	-	-	24
29	42	24	-	24	-	24	-	-	-	-	-	-	24
29	43	46	-	46	38	84	24	-	-	24	-	24	70
29	44	-	-	-	-	-	-	-	-	-	-	-	-
29	45	-	-	-	-	-	-	-	-	-	-	-	-
29	46	-	-	-	-	-	-	-	-	-	-	-	-
29	47	-	-	-	-	-	-	-	-	-	-	-	-
29	48	-	-	-	-	-	12	-	-	-	-	-	-
29	49	-	-	-	-	-	-	-	-	-	-	-	-
29	50	-	-	-	-	-	-	-	-	-	-	-	-
29	51	-	-	-	-	-	-	-	-	-	-	-	-
29	52	-	-	-	-	-	-	-	-	-	-	-	-
29	53	-	-	-	-	-	-	-	-	-	-	-	-
29	54	-	-	-	-	-	-	-	-	-	-	-	-
29	55	-	-	-	-	-	-	-	-	-	-	-	-
29	56	-	-	-	-	-	-	-	-	-	-	-	-
29	57	-	-	-	-	-	-	-	-	-	-	-	-
29	58	-	-	-	-	-	24	-	-	24	-	24	24
29	59	-	-	-	-	-	-	-	-	-	-	-	-
29	60	-	-	-	-	-	-	-	-	-	-	-	-
29	61	24	-	24	-	24	-	-	-	-	-	-	24
29	62	-	-	-	-	-	-	-	-	-	-	-	-
29	63	-	-	-	-	-	-	-	-	-	-	-	-
29	64	-	-	-	-	-	-	-	-	-	-	-	-
29	65	-	-	-	-	-	-	-	-	-	-	-	-
29	66	-	-	-	-	-	-	-	-	-	-	-	-
29	67	-	-	-	-	-	-	-	-	-	-	-	-
29	68	-	-	-	-	-	-	-	-	-	-	-	-
29	69	-	-	-	-	-	-	-	-	-	-	-	-
29	70	-	-	-	-	-	-	-	-	-	-	-	-
29	71	-	-	-	6	6	-	-	-	-	-	-	-
29	72	-	-	-	-	-	-	-	-	-	-	-	-
29	73	21	-	21	-	21	43	-	-	43	-	43	64
29	74	-	-	-	-	-	-	-	-	-	-	-	-
29	75	-	-	-	-	-	-	-	-	-	-	-	-
29	76	-	-	-	-	-	-	-	-	-	-	-	-
29	77	-	-	-	-	-	-	-	-	-	-	-	-
29	78	-	-	-	-	-	-	-	-	-	-	-	-
29	79	-	-	-	-	-	-	-	-	-	-	-	-
29	80	-	-	-	-	-	-	-	-	-	-	-	-
29	81	-	-	-	-	-	-	-	-	-	-	-	-
29	82	24	-	24	-	24	-	-	-	-	-	-	24
29	83	22	-	22	-	22	-	-	-	-	-	-	22
29	84	-	-	-	-	-	-	-	-	-	-	-	-
29	85	22	-	22	-	22	22	-	-	22	-	22	44
29	86	-	-	-	-	-	-	-	-	-	-	-	-
29	87	-	-	-	-	-	-	-	-	-	-	-	-
29	88	-	-	-	-	-	-	-	-	-	-	-	-
29	89	-	-	-	-	-	-	-	-	-	-	-	-
29	90	-	-	-	-	-	-	-	-	-	-	-	-
29	91	-	-	-	-	-	-	-	-	-	-	-	-
29	92	-	-	-	-	-	-	-	-	-	-	-	-
29	93	-	-	-	-	-	-	-	-	-	-	-	-
30	30	48	-	48	19	67	35	-	-	35	-	35	83
30	31	125	-	125	6	131	106	-	-	106	-	106	231
30	32	75	-	75	13	88	51	-	-	51	-	51	126
30	33	-	-	-	13	13	-	-	-	-	-	-	-
30	34	54	-	54	6	60	21	-	-	21	-	21	75



Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
30	35	13	-	13	6	19	13	-	-	13	-	13	26
30	36	-	-	-	-	-	-	-	-	-	-	-	-
30	37	52	-	52	-	52	-	-	-	-	-	-	52
30	38	-	-	-	-	-	-	-	-	-	-	-	-
30	39	81	-	81	6	87	48	-	-	48	-	48	129
30	40	129	-	129	19	148	71	-	-	71	-	71	200
30	41	46	-	46	-	46	96	-	-	96	-	96	142
30	42	-	2	2	-	2	-	-	-	-	-	-	-
30	43	47	-	47	32	79	-	-	-	-	-	-	47
30	44	-	-	-	-	-	-	-	-	-	-	-	-
30	45	-	-	-	-	-	-	-	-	-	-	-	-
30	46	42	-	42	-	42	-	-	-	-	-	-	42
30	47	-	-	-	-	-	-	-	-	-	-	-	-
30	48	-	-	-	-	-	-	-	-	-	-	-	-
30	49	-	-	-	-	-	-	-	-	-	-	-	-
30	50	-	-	-	-	-	-	-	-	-	-	-	-
30	51	-	-	-	-	-	-	-	-	-	-	-	-
30	52	-	-	-	-	-	-	-	-	-	-	-	-
30	53	-	-	-	-	-	-	-	-	-	-	-	-
30	54	-	-	-	-	-	-	-	-	-	-	-	-
30	55	-	-	-	-	-	-	-	-	-	-	-	-
30	56	-	-	-	-	-	-	-	-	-	-	-	-
30	57	-	-	-	-	-	-	-	-	-	-	-	-
30	58	-	-	-	-	-	-	-	-	-	-	-	-
30	59	-	-	-	-	-	-	-	-	-	-	-	-
30	60	-	-	-	-	-	-	-	-	-	-	-	-
30	61	-	-	-	-	-	-	-	-	-	-	-	-
30	62	-	-	-	-	-	-	-	-	-	-	-	-
30	63	-	-	-	-	-	-	-	-	-	-	-	-
30	64	-	-	-	-	-	-	-	-	-	-	-	-
30	65	-	-	-	-	-	-	-	-	-	-	-	-
30	66	-	-	-	-	-	-	-	-	-	-	-	-
30	67	-	-	-	-	-	-	-	-	-	-	-	-
30	68	-	-	-	13	13	-	-	-	-	-	-	-
30	69	-	-	-	-	-	-	-	-	-	-	-	-
30	70	-	-	-	-	-	-	-	-	-	-	-	-
30	71	24	-	24	-	24	24	-	-	24	-	24	48
30	72	-	-	-	-	-	-	-	-	-	-	-	-
30	73	-	-	-	-	-	-	-	-	-	-	-	-
30	74	-	-	-	-	-	-	-	-	-	-	-	-
30	75	-	-	-	-	-	-	-	-	-	-	-	-
30	76	-	-	-	-	-	-	-	-	-	-	-	-
30	77	-	-	-	-	-	-	-	-	-	-	-	-
30	78	-	-	-	-	-	-	-	-	-	-	-	-
30	79	-	-	-	-	-	-	-	-	-	-	-	-
30	80	-	-	-	-	-	-	-	-	-	-	-	-
30	81	-	-	-	-	-	-	-	-	-	-	-	-
30	82	-	-	-	-	-	-	-	-	-	-	-	-
30	83	-	-	-	-	-	-	-	-	-	-	-	-
30	84	-	-	-	-	-	-	-	-	-	-	-	-
30	85	-	-	-	-	-	-	-	-	-	-	-	-
30	86	-	-	-	-	-	-	-	-	-	-	-	-
30	87	-	-	-	-	-	-	-	-	-	-	-	-
30	88	-	-	-	-	-	-	-	-	-	-	-	-
30	89	-	-	-	-	-	-	-	-	-	-	-	-
30	90	-	-	-	-	-	-	-	-	-	-	-	-
30	91	-	-	-	-	-	-	-	-	-	-	-	-
30	92	-	-	-	-	-	-	-	-	-	-	-	-
30	93	-	-	-	-	-	-	-	-	-	-	-	-
31	31	153	-	153	32	185	98	-	-	98	-	98	251
31	32	46	-	46	32	78	44	-	-	44	-	44	90
31	33	54	-	54	13	67	11	-	-	11	-	11	65
31	34	109	2	111	64	175	33	-	-	33	11	44	153
31	35	22	2	24	38	62	-	-	-	-	-	-	22
31	36	44	-	44	13	57	22	-	-	22	-	22	66
31	37	-	-	-	26	26	-	-	-	-	-	-	-
31	38	87	-	87	13	100	65	-	-	65	-	65	152
31	39	371	-	371	45	416	229	-	-	229	-	229	600
31	40	340	-	340	58	398	316	-	-	316	-	316	656
31	41	44	-	44	6	50	33	-	-	33	-	33	77
31	42	87	-	87	6	93	22	-	-	22	-	22	109
31	43	230	-	230	32	262	229	-	-	229	-	229	459
31	44	-	-	-	-	-	-	-	-	-	-	-	-
31	45	-	-	-	-	-	-	-	-	-	-	-	-
31	46	11	-	11	-	11	21	-	-	21	-	21	32
31	47	11	-	11	-	11	21	-	-	21	-	21	32
31	48	-	-	-	-	-	-	-	-	-	-	-	-
31	49	-	-	-	-	-	-	-	-	-	-	-	-
31	50	-	-	-	-	-	-	-	-	-	-	-	-
31	51	-	-	-	-	-	-	-	-	-	-	-	-
31	52	-	-	-	-	-	-	-	-	-	-	-	-
31	53	-	-	-	-	-	-	-	-	-	-	-	-
31	54	-	-	-	-	-	-	-	-	-	-	-	-
31	55	-	-	-	-	-	-	-	-	-	-	-	-
31	56	-	-	-	-	-	-	-	-	-	-	-	-
31	57	-	-	-	-	-	-	-	-	-	-	-	-
31	58	-	-	-	-	-	-	-	-	-	-	-	-
31	59	-	-	-	-	-	-	-	-	-	-	-	-
31	60	-	-	-	-	-	-	-	-	-	-	-	-
31	61	-	-	-	-	-	-	-	-	-	-	-	-
31	62	-	-	-	-	-	-	-	-	-	-	-	-
31	63	-	-	-	-	-	-	-	-	-	-	-	-
31	64	-	-	-	-	-	-	-	-	-	-	-	-
31	65	-	-	-	-	-	-	-	-	-	-	-	-
31	66	-	-	-	-	-	-	-	-	-	-	-	-
31	67	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
31	68	-	-	-	-	-	11	-	-	11	-	11	11
31	69	-	-	-	-	-	-	-	-	-	-	-	-
31	70	11	-	11	-	11	-	-	-	-	-	11	11
31	71	-	-	11	-	11	11	-	-	11	-	11	22
31	72	22	-	22	-	22	43	-	-	43	-	43	65
31	73	-	-	-	13	13	-	-	-	-	-	-	-
31	74	22	-	22	-	22	-	-	-	-	-	-	22
31	75	-	-	-	-	-	-	-	-	-	-	-	-
31	76	-	-	-	-	-	-	-	-	-	-	-	-
31	77	-	-	-	-	-	-	-	-	-	-	-	-
31	78	11	-	11	-	11	22	-	-	22	-	22	33
31	79	12	-	12	-	12	44	-	-	44	-	44	56
31	80	87	-	87	-	87	-	-	-	-	-	-	87
31	81	-	-	-	-	-	-	-	-	-	-	-	-
31	82	-	-	-	-	-	-	-	-	-	-	-	-
31	83	-	-	-	26	26	-	-	-	-	-	-	-
31	84	22	-	22	-	22	-	-	-	-	-	-	22
31	85	-	-	-	-	-	-	-	-	-	-	-	-
31	86	-	-	-	-	-	-	-	-	-	-	-	-
31	87	11	-	11	-	11	11	-	-	11	-	11	22
31	88	-	-	-	-	-	-	-	-	-	-	-	-
31	89	22	-	22	-	22	-	-	-	-	-	-	22
31	90	-	-	-	-	-	-	-	-	-	-	-	-
31	91	-	-	-	-	-	-	-	-	-	-	-	-
31	92	-	-	-	-	-	-	-	-	-	-	-	-
31	93	-	-	-	-	-	-	-	-	-	-	-	-
32	32	91	-	91	38	129	65	-	-	65	-	65	156
32	33	97	-	97	45	142	46	-	-	46	-	46	143
32	34	39	-	39	32	71	93	-	-	93	-	93	132
32	35	47	-	47	6	53	58	-	-	58	-	58	105
32	36	65	-	65	19	84	13	-	-	13	-	13	78
32	37	128	-	128	26	154	26	-	-	26	-	26	154
32	38	39	-	39	6	45	26	-	-	26	-	26	65
32	39	137	-	137	26	163	120	-	-	120	-	120	257
32	40	296	-	296	32	328	130	-	-	130	-	130	426
32	41	-	2	2	13	15	-	-	-	-	-	-	-
32	42	13	-	13	13	26	-	-	-	-	-	-	13
32	43	302	-	302	58	360	167	-	-	167	-	167	469
32	44	-	-	-	-	-	-	-	-	-	-	-	-
32	45	-	-	-	-	-	-	-	-	-	-	-	-
32	46	-	-	-	-	-	-	-	-	-	-	-	-
32	47	-	-	-	-	-	-	-	-	-	-	-	-
32	48	-	-	-	-	-	-	-	-	-	-	-	-
32	49	-	-	-	-	-	-	-	-	-	-	-	-
32	50	-	-	-	-	-	-	-	-	-	-	-	-
32	51	26	-	26	-	26	-	-	-	-	-	-	26
32	52	-	-	-	-	-	-	-	-	-	-	-	-
32	53	-	-	-	-	-	-	-	-	-	-	-	-
32	54	-	-	-	-	-	-	-	-	-	-	-	-
32	55	-	-	-	-	-	-	-	-	-	-	-	-
32	56	-	-	-	-	-	-	-	-	-	-	-	-
32	57	-	-	-	-	-	-	-	-	-	-	-	-
32	58	-	-	-	-	-	-	-	-	-	-	-	-
32	59	-	-	-	-	-	-	-	-	-	-	-	-
32	60	-	-	-	-	-	-	-	-	-	-	-	-
32	61	-	-	-	-	-	-	-	-	-	-	-	-
32	62	13	-	13	-	13	26	-	-	26	-	26	39
32	63	-	-	-	-	-	-	-	-	-	-	-	-
32	64	-	-	-	-	-	-	-	-	-	-	-	-
32	65	-	-	-	-	-	-	-	-	-	-	-	-
32	66	-	-	-	-	-	-	-	-	-	-	-	-
32	67	-	-	-	-	-	-	-	-	-	-	-	-
32	68	-	-	-	-	-	-	-	-	-	-	-	-
32	69	-	-	-	-	-	-	-	-	-	-	-	-
32	70	-	-	-	-	-	-	-	-	-	-	-	-
32	71	-	-	-	-	-	-	-	-	-	-	-	-
32	72	-	-	-	6	6	-	-	-	-	21	21	21
32	73	-	-	-	-	-	-	-	-	-	-	-	-
32	74	-	-	-	-	-	-	-	-	-	-	-	-
32	75	-	-	-	-	-	-	-	-	-	-	-	-
32	76	-	-	-	-	-	-	-	-	-	-	-	-
32	77	-	-	-	-	-	-	-	-	-	-	-	-
32	78	-	-	-	13	13	-	-	-	-	-	-	-
32	79	-	-	-	-	-	-	-	-	-	-	-	-
32	80	26	-	26	-	26	-	-	-	-	-	-	26
32	81	11	-	11	-	11	11	-	-	11	-	11	22
32	82	-	-	-	-	-	-	-	-	-	-	-	-
32	83	65	-	65	6	71	52	-	-	52	-	52	117
32	84	-	-	-	-	-	-	-	-	-	-	-	-
32	85	-	-	-	-	-	-	-	-	-	-	-	-
32	86	64	-	64	6	70	-	-	-	-	-	-	64
32	87	-	-	-	-	-	-	-	-	-	-	-	-
32	88	-	-	-	-	-	-	-	-	-	-	-	-
32	89	-	-	-	13	13	-	-	-	-	-	-	-
32	90	-	-	-	-	-	-	-	-	-	-	-	-
32	91	-	-	-	-	-	-	-	-	-	-	-	-
32	92	-	-	-	-	-	-	-	-	-	-	-	-
32	93	-	-	-	-	-	-	-	-	-	-	-	-
33	33	-	-	32	26	58	43	-	-	43	-	43	75
33	34	118	-	118	51	169	43	-	-	43	-	43	161
33	35	32	2	34	32	66	12	-	-	12	-	12	44
33	36	76	2	78	6	84	44	-	-	44	-	44	120
33	37	13	-	13	26	39	-	-	-	-	-	-	13
33	38	11	-	11	19	30	-	-	-	-	-	-	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Buses	Total All Passengers	
33	39	109	-	109	13	122	130	-	-	130	-	130	239
33	40	97	-	97	26	123	65	-	-	65	-	65	162
33	41	-	-	-	-	-	-	-	-	-	-	-	-
33	42	21	-	21	13	34	44	-	-	44	-	44	65
33	43	194	-	194	38	232	-	-	-	-	-	-	194
33	44	-	-	-	-	-	-	-	-	-	-	-	-
33	45	-	-	-	-	-	-	-	-	-	-	-	-
33	46	-	-	-	-	-	-	-	-	-	-	-	-
33	47	-	-	-	6	6	-	-	-	-	-	-	-
33	48	-	-	-	-	-	-	-	-	-	-	-	-
33	49	-	-	-	-	-	-	-	-	-	-	-	-
33	50	-	-	-	-	-	-	-	-	-	-	-	-
33	51	-	-	-	-	-	-	-	-	-	-	-	-
33	52	-	-	-	-	-	-	-	-	-	-	-	-
33	53	-	-	-	-	-	-	-	-	-	-	-	-
33	54	-	-	-	-	-	-	-	-	-	-	-	-
33	55	-	-	-	-	-	-	-	-	-	-	-	-
33	56	-	-	-	-	-	-	-	-	-	-	-	-
33	57	-	-	-	-	-	-	-	-	-	-	-	-
33	58	-	-	-	-	-	-	-	-	-	-	-	-
33	59	-	-	-	-	-	-	-	-	-	-	-	-
33	60	-	-	-	-	-	-	-	-	-	-	-	-
33	61	-	-	-	-	-	-	-	-	-	-	-	-
33	62	-	-	-	-	-	-	-	-	-	-	-	-
33	63	-	-	-	-	-	-	-	-	-	-	-	-
33	64	-	-	-	-	-	-	-	-	-	-	-	-
33	65	-	-	-	-	-	-	-	-	-	-	-	-
33	66	-	-	-	-	-	-	-	-	-	-	-	-
33	67	-	-	-	-	-	-	-	-	-	-	-	-
33	68	43	-	43	-	43	65	-	-	65	-	65	108
33	69	-	-	-	-	-	-	-	-	-	-	-	-
33	70	-	-	-	-	-	32	-	-	32	-	32	32
33	71	-	-	-	-	-	11	-	-	11	-	11	11
33	72	22	-	22	-	22	-	22	-	-	-	22	44
33	73	54	-	54	13	67	75	-	-	75	-	75	129
33	74	-	-	-	-	-	-	-	-	-	-	-	-
33	75	-	-	-	-	-	-	-	-	-	-	-	-
33	76	-	-	-	-	-	-	-	-	-	-	-	-
33	77	-	-	-	-	-	-	-	-	-	-	-	-
33	78	44	-	44	-	44	46	-	-	46	-	46	90
33	79	44	-	44	-	44	67	-	-	67	-	67	111
33	80	2	-	2	-	2	27	-	-	27	-	27	29
33	81	-	-	-	-	-	-	-	-	-	-	-	-
33	82	-	-	-	-	-	-	-	-	-	-	-	-
33	83	21	-	21	-	21	-	-	-	-	-	-	21
33	84	-	-	-	-	-	-	-	-	-	-	-	-
33	85	11	-	11	-	11	-	-	-	-	-	-	11
33	86	-	-	-	-	-	-	-	-	-	-	-	-
33	87	-	-	-	-	-	-	-	-	-	-	-	-
33	88	-	-	-	-	-	-	-	-	-	-	-	-
33	89	-	-	-	6	6	-	-	-	-	-	-	-
33	90	-	-	-	-	-	11	-	-	11	-	11	11
33	91	-	-	-	-	-	-	-	-	-	-	-	-
33	92	-	-	-	-	-	-	-	-	-	-	-	-
33	93	-	-	-	-	-	-	-	-	-	-	-	-
34	34	43	4	47	58	105	21	-	-	21	-	21	64
34	35	99	4	103	58	161	47	-	-	47	-	47	146
34	36	44	6	50	6	56	22	-	-	22	-	22	66
34	37	125	-	125	6	131	104	-	-	104	-	104	229
34	38	11	-	11	-	11	-	-	-	-	-	-	11
34	39	44	-	44	6	50	54	-	-	54	21	75	119
34	40	120	2	122	-	122	87	-	-	87	-	87	207
34	41	21	-	21	-	21	-	-	-	-	-	-	21
34	42	-	2	2	-	2	-	-	-	-	-	-	-
34	43	107	4	111	38	149	21	-	-	21	-	21	128
34	44	-	-	-	-	-	-	-	-	-	-	-	-
34	45	-	-	-	-	-	-	-	-	-	-	-	-
34	46	-	-	-	-	-	-	-	-	-	-	-	-
34	47	-	-	-	-	-	-	-	-	-	-	-	-
34	48	-	-	-	-	-	-	-	-	-	-	-	-
34	49	-	-	-	-	-	-	-	-	-	-	-	-
34	50	-	-	-	-	-	-	-	-	-	-	-	-
34	51	-	-	-	-	-	-	-	-	-	-	-	-
34	52	-	-	-	-	-	-	-	-	-	-	-	-
34	53	11	-	11	-	11	-	-	-	-	-	-	11
34	54	-	-	-	-	-	-	-	-	-	-	-	-
34	55	-	-	-	-	-	-	-	-	-	-	-	-
34	56	-	-	-	-	-	-	-	-	-	-	-	-
34	57	-	-	-	-	-	-	-	-	-	-	-	-
34	58	-	-	-	-	-	-	-	-	-	-	-	-
34	59	-	-	-	-	-	-	-	-	-	-	-	-
34	60	-	-	-	-	-	-	-	-	-	-	-	-
34	61	-	-	-	-	-	-	-	-	-	-	-	-
34	62	-	-	-	-	-	-	-	-	-	-	-	-
34	63	-	-	-	-	-	-	-	-	-	-	-	-
34	64	-	-	-	-	-	-	-	-	-	-	-	-
34	65	-	-	-	6	6	-	-	-	-	-	-	-
34	66	-	-	-	-	-	-	-	-	-	-	-	-
34	67	-	-	-	-	-	-	-	-	-	-	-	-
34	68	43	-	43	-	43	43	-	-	43	-	43	86
34	69	-	-	-	-	-	-	-	-	-	-	-	-
34	70	-	-	-	6	6	-	-	-	-	-	-	-
34	71	-	-	-	-	-	-	-	-	-	-	-	-
34	72	-	-	-	13	13	-	-	-	-	-	-	-
34	73	32	-	32	6	38	-	-	-	-	-	-	32
34	74	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
34	75	-	-	-	-	-	11	-	-	11	-	11	11
34	76	-	-	-	-	-	-	-	-	-	-	-	-
34	77	-	-	-	-	-	-	-	-	-	-	-	-
34	78	-	-	-	-	-	-	-	-	-	-	-	-
34	79	67	-	67	13	80	-	-	-	-	-	-	67
34	80	-	-	-	-	-	-	-	-	-	-	-	-
34	81	-	-	-	-	-	-	-	-	-	-	-	-
34	82	-	-	-	6	6	-	-	-	-	-	-	-
34	83	-	-	-	6	6	-	-	-	-	-	-	-
34	84	-	-	-	-	-	-	-	-	-	-	-	-
34	85	-	-	-	-	-	-	-	-	-	-	-	-
34	86	-	-	-	-	-	-	-	-	-	-	-	-
34	87	-	-	-	-	-	-	-	-	-	-	-	-
34	88	-	-	-	-	-	-	-	-	-	-	-	-
34	89	-	-	-	-	-	-	-	-	-	-	-	-
34	90	-	-	-	-	-	-	-	-	-	-	-	-
34	91	-	-	-	-	-	-	-	-	-	-	-	-
34	92	-	-	-	-	-	-	-	-	-	-	-	-
34	93	-	-	-	-	-	-	-	-	-	-	-	-
35	35	66	-	66	115	181	-	-	-	-	-	-	66
35	36	33	4	37	83	120	22	-	-	22	-	22	55
35	37	78	-	78	19	97	-	-	-	-	-	-	78
35	38	32	-	32	-	32	43	-	-	43	-	43	75
35	39	76	-	76	-	76	64	-	-	64	-	64	140
35	40	67	-	67	6	73	66	-	-	66	-	66	133
35	41	11	-	11	-	11	43	-	-	43	-	43	54
35	42	11	-	11	-	11	-	-	-	-	-	-	11
35	43	120	2	122	32	154	45	-	-	45	11	56	176
35	44	-	-	-	-	-	-	-	-	-	-	-	-
35	45	-	-	-	-	-	-	-	-	-	-	-	-
35	46	-	-	-	-	-	-	-	-	-	-	-	-
35	47	11	-	11	-	11	21	-	-	21	-	21	32
35	48	-	-	-	-	-	-	-	-	-	-	-	-
35	49	-	-	-	-	-	-	-	-	-	-	-	-
35	50	-	-	-	-	-	-	-	-	-	-	-	-
35	51	11	-	11	-	11	-	-	-	-	-	-	11
35	52	-	-	-	-	-	-	-	-	-	-	-	-
35	53	-	-	-	-	-	-	-	-	-	-	-	-
35	54	-	-	-	-	-	-	-	-	-	-	-	-
35	55	-	-	-	-	-	-	-	-	-	-	-	-
35	56	-	-	-	-	-	-	-	-	-	-	-	-
35	57	-	-	-	-	-	-	-	-	-	-	-	-
35	58	-	-	-	-	-	-	-	-	-	-	-	-
35	59	-	-	-	-	-	-	-	-	-	-	-	-
35	60	-	-	-	-	-	-	-	-	-	-	-	-
35	61	-	-	-	-	-	-	-	-	-	-	-	-
35	62	-	-	-	-	-	-	-	-	-	-	-	-
35	63	-	-	-	-	-	-	-	-	-	-	-	-
35	64	-	-	-	-	-	-	-	-	-	-	-	-
35	65	-	-	-	-	-	-	-	-	-	-	-	-
35	66	-	-	-	-	-	-	-	-	-	-	-	-
35	67	-	-	-	-	-	-	-	-	-	-	-	-
35	68	22	-	22	-	22	43	-	-	43	-	43	65
35	69	-	-	-	-	-	-	-	-	-	-	-	-
35	70	32	-	32	13	45	22	-	-	22	-	22	54
35	71	-	-	-	-	-	-	-	-	-	-	-	-
35	72	-	-	-	-	-	-	-	-	-	-	-	-
35	73	-	-	-	-	-	-	-	-	-	-	-	-
35	74	-	-	-	-	-	-	-	-	-	-	-	-
35	75	-	-	-	-	-	-	-	-	-	-	-	-
35	76	-	-	-	-	-	-	-	-	-	-	-	-
35	77	-	-	-	-	-	-	-	-	-	-	-	-
35	78	-	-	-	-	-	-	-	-	-	-	-	-
35	79	12	-	12	6	18	-	-	-	-	-	-	12
35	80	2	-	2	-	2	2	-	-	2	-	2	4
35	81	-	-	-	-	-	-	-	-	-	-	-	-
35	82	-	-	-	-	-	-	-	-	-	-	-	-
35	83	-	-	-	-	-	-	-	-	-	-	-	-
35	84	-	-	-	-	-	-	-	-	-	-	-	-
35	85	-	-	-	-	-	-	-	-	-	-	-	-
35	86	13	-	13	-	13	-	-	-	-	-	-	13
35	87	-	-	-	-	-	-	-	-	-	-	-	-
35	88	-	-	-	-	-	-	-	-	-	-	-	-
35	89	22	-	22	-	22	-	-	-	-	-	-	22
35	90	-	-	-	-	-	-	-	-	-	-	-	-
35	91	-	-	-	-	-	-	-	-	-	-	-	-
35	92	-	-	-	-	-	-	-	-	-	-	-	-
35	93	-	-	-	-	-	-	-	-	-	-	-	-
36	36	11	-	11	58	69	-	-	-	-	-	-	11
36	37	22	2	24	-	24	-	-	-	-	-	-	22
36	38	44	-	44	-	44	22	-	-	22	-	22	66
36	39	65	2	67	19	86	98	-	-	96	-	98	163
36	40	22	-	22	-	22	11	-	-	11	-	11	33
36	41	22	-	22	13	35	-	-	-	-	-	-	-
36	42	11	2	13	-	13	44	-	-	44	-	44	66
36	43	33	4	37	58	95	22	-	-	22	-	22	11
36	44	-	-	-	-	-	-	-	-	-	-	-	55
36	45	-	-	-	-	-	-	-	-	-	-	-	-
36	46	-	-	-	-	-	-	-	-	-	-	-	-
36	47	-	-	-	-	-	-	-	-	-	-	-	-
36	48	-	-	-	19	19	-	-	-	-	-	-	-
36	49	-	-	-	-	-	-	-	-	-	-	-	-
36	50	-	-	-	-	-	-	-	-	-	-	-	-
36	51	-	-	-	-	-	-	-	-	-	-	-	-
36	52	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
36	53	11	-	11	-	11	-	-	-	-	-	-	11
36	54	-	-	-	-	-	-	-	-	-	-	-	-
36	55	-	-	-	-	-	-	-	-	-	-	-	-
36	56	-	-	-	-	-	-	-	-	-	-	-	-
36	57	-	-	-	-	-	-	-	-	-	-	-	-
36	58	-	-	-	-	-	-	-	-	-	-	-	-
36	59	-	-	-	-	-	-	-	-	-	-	-	-
36	60	-	-	-	-	-	-	-	-	-	-	-	-
36	61	-	-	-	-	-	-	-	-	-	-	-	-
36	62	23	-	23	-	23	-	-	-	-	-	-	23
36	63	-	-	-	-	-	-	-	-	-	-	-	-
36	64	-	-	-	-	-	-	-	-	-	-	-	-
36	65	-	-	-	-	-	-	-	-	-	-	-	-
36	66	-	-	-	-	-	-	-	-	-	-	-	-
36	67	-	-	-	-	-	-	-	-	-	-	-	-
36	68	22	-	22	-	22	-	-	-	-	-	-	22
36	69	-	-	-	-	-	-	-	-	-	-	-	-
36	70	22	-	22	-	22	-	-	-	-	-	-	22
36	71	43	-	43	-	43	-	-	-	-	-	-	43
36	72	43	-	43	-	43	-	22	-	22	-	22	65
36	73	-	-	-	13	13	-	-	-	-	-	-	-
36	74	-	-	-	-	-	-	-	-	-	-	-	-
36	75	-	-	-	-	-	-	-	-	-	-	-	-
36	76	-	-	-	-	-	-	-	-	-	-	-	-
36	77	-	-	-	-	-	-	-	-	-	-	-	-
36	78	69	-	69	-	69	-	-	-	-	-	-	69
36	79	69	-	69	-	69	-	-	-	-	-	-	69
36	80	-	-	-	6	6	-	-	-	-	-	-	-
36	81	-	-	-	-	-	-	-	-	-	-	-	-
36	82	-	-	-	-	-	-	-	-	-	-	-	-
36	83	-	-	-	6	6	-	-	-	-	-	-	-
36	84	-	-	-	-	-	11	-	-	-	-	-	-
36	85	11	-	11	-	11	11	-	-	11	-	11	22
36	86	-	-	-	-	-	-	-	-	-	-	-	-
36	87	-	-	-	-	-	-	-	-	-	-	-	-
36	88	-	-	-	-	-	-	-	-	-	-	-	-
36	89	-	-	-	6	6	-	-	-	-	-	-	-
36	90	-	-	-	-	-	-	-	-	-	-	-	-
36	91	11	-	11	-	11	11	-	-	11	-	11	22
36	92	22	-	22	-	22	-	-	-	-	-	-	22
36	93	-	-	-	-	-	-	-	-	-	-	-	-
37	37	61	-	61	32	93	26	-	-	26	-	26	87
37	38	-	-	-	19	19	-	-	-	-	-	-	-
37	39	-	2	2	19	21	-	-	-	-	-	-	-
37	40	102	-	102	6	108	109	-	-	109	-	109	211
37	41	26	-	26	-	26	11	-	-	11	-	11	37
37	42	26	-	26	-	26	26	-	-	26	-	26	52
37	43	102	-	102	13	115	63	-	-	63	-	63	165
37	44	-	-	-	-	-	-	-	-	-	-	-	-
37	45	-	-	-	-	-	-	-	-	-	-	-	-
37	46	-	-	-	-	-	-	-	-	-	-	-	-
37	47	-	-	-	-	-	-	-	-	-	-	-	-
37	48	-	-	-	-	-	-	-	-	-	-	-	-
37	49	-	-	-	-	-	-	-	-	-	-	-	-
37	50	-	-	-	-	-	-	-	-	-	-	-	-
37	51	-	-	-	-	-	-	-	-	-	-	-	-
37	52	-	-	-	-	-	-	-	-	-	-	-	-
37	53	-	-	-	-	-	-	-	-	-	-	-	-
37	54	-	-	-	-	-	-	-	-	-	-	-	-
37	55	-	-	-	-	-	-	-	-	-	-	-	-
37	56	-	-	-	-	-	-	-	-	-	-	-	-
37	57	-	-	-	-	-	-	-	-	-	-	-	-
37	58	-	-	-	-	-	-	-	-	-	-	-	-
37	59	-	-	-	-	-	-	-	-	-	-	-	-
37	60	-	-	-	-	-	-	-	-	-	-	-	-
37	61	-	-	-	-	-	-	-	-	-	-	-	-
37	62	-	-	-	-	-	-	-	-	-	-	-	-
37	63	-	-	-	-	-	-	-	-	-	-	-	-
37	64	-	-	-	-	-	-	-	-	-	-	-	-
37	65	-	-	-	-	-	-	-	-	-	-	-	-
37	66	-	-	-	-	-	-	-	-	-	-	-	-
37	67	-	-	-	-	-	-	-	-	-	-	-	-
37	68	-	-	-	-	-	-	-	-	-	-	-	-
37	69	-	-	-	-	-	-	-	-	-	-	-	-
37	70	-	-	-	-	-	-	-	-	-	-	-	-
37	71	-	-	-	13	13	-	-	-	-	-	-	-
37	72	-	-	-	-	-	-	-	-	-	-	-	-
37	73	-	-	-	6	6	-	-	-	-	-	-	-
37	74	-	-	-	-	-	-	-	-	-	-	-	-
37	75	-	-	-	-	-	-	-	-	-	-	-	-
37	76	-	-	-	-	-	-	-	-	-	-	-	-
37	77	-	-	-	-	-	-	-	-	-	-	-	-
37	78	-	-	-	-	-	-	-	-	-	-	-	-
37	79	-	-	-	-	-	-	-	-	-	-	-	-
37	80	-	-	-	-	-	-	-	-	-	-	-	-
37	81	-	-	-	-	-	-	-	-	-	-	-	-
37	82	-	-	-	-	-	-	-	-	-	-	-	-
37	83	-	-	-	6	6	-	-	-	-	-	-	-
37	84	-	-	-	6	6	-	-	-	-	-	-	-
37	85	-	-	-	-	-	-	-	-	-	-	-	-
37	86	-	-	-	-	-	-	-	-	-	-	-	-
37	87	-	-	-	-	-	-	-	-	-	-	-	-
37	88	-	-	-	13	13	-	-	-	-	-	-	-
37	89	-	-	-	-	-	-	-	-	-	-	-	-
37	90	-	-	-	-	-	-	-	-	-	-	-	-
37	91	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
37	92	-	-	-	6	6	-	-	-	-	-	-	-
37	93	-	-	-	-	-	-	-	-	-	-	-	-
38	38	135	-	135	122	257	33	-	-	33	-	33	168
38	39	99	-	99	32	131	11	-	-	11	-	11	110
38	40	144	-	144	32	176	44	-	-	44	22	66	210
38	41	-	-	-	32	32	-	-	-	-	-	-	-
38	42	66	-	66	-	66	33	-	-	33	-	33	99
38	43	153	-	153	275	428	76	-	-	76	-	76	229
38	44	-	-	-	-	-	-	-	-	-	-	-	-
38	45	-	-	-	-	-	-	-	-	-	-	-	-
38	46	-	-	-	-	-	-	-	-	-	-	-	-
38	47	21	-	21	6	27	-	-	-	-	-	-	21
38	48	-	-	-	-	-	-	-	-	-	-	-	-
38	49	-	-	-	-	-	-	-	-	-	-	-	-
38	50	-	-	-	-	-	-	-	-	-	-	-	-
38	51	-	-	-	-	-	-	-	-	-	-	-	-
38	52	11	-	11	-	11	34	-	-	34	-	34	45
38	53	-	-	-	-	-	-	-	-	-	-	-	-
38	54	-	-	-	6	6	-	-	-	-	-	-	-
38	55	-	-	-	-	-	-	-	-	-	-	-	-
38	56	-	-	-	-	-	-	-	-	-	-	-	-
38	57	-	-	-	-	-	-	-	-	-	-	-	-
38	58	-	-	-	-	-	-	-	-	-	-	-	-
38	59	-	-	-	-	-	-	-	-	-	-	-	-
38	60	-	-	-	-	-	-	-	-	-	-	-	-
38	61	-	-	-	6	6	-	-	-	-	-	-	-
38	62	-	-	-	-	-	23	-	-	23	-	23	23
38	63	-	-	-	-	-	-	-	-	-	-	-	-
38	64	-	-	-	-	-	-	-	-	-	-	-	-
38	65	-	-	-	-	-	-	-	-	-	-	-	-
38	66	-	-	-	-	-	-	-	-	-	-	-	-
38	67	-	-	-	-	-	-	-	-	-	-	-	-
38	68	11	-	11	-	11	-	-	-	-	-	-	11
38	69	-	-	-	-	-	-	-	-	-	-	-	-
38	70	11	-	11	-	11	-	-	-	-	-	-	11
38	71	11	-	11	-	11	-	-	-	-	-	-	11
38	72	-	-	-	6	6	11	-	-	11	-	11	11
38	73	43	-	43	-	43	-	-	-	-	-	-	43
38	74	21	-	21	-	21	-	-	-	-	-	-	21
38	75	-	-	-	-	-	-	-	-	-	-	-	-
38	76	-	-	-	-	-	-	-	-	-	-	-	-
38	77	-	-	-	-	-	-	-	-	-	-	-	-
38	78	-	-	-	13	13	-	-	-	-	-	-	-
38	79	34	-	34	-	34	-	-	-	-	-	-	34
38	80	4	-	4	-	4	-	-	-	-	-	-	4
38	81	-	-	-	6	6	-	-	-	-	-	-	-
38	82	11	-	11	-	11	-	-	-	-	-	-	11
38	83	33	-	33	-	33	22	-	-	22	-	22	55
38	84	55	-	55	6	61	33	-	-	33	-	33	88
38	85	22	-	22	-	22	11	-	-	11	-	11	33
38	86	-	-	-	-	-	-	-	-	-	-	-	-
38	87	-	-	-	-	-	-	-	-	-	-	-	-
38	88	-	-	-	-	-	-	-	-	-	-	-	-
38	89	22	-	22	6	28	11	-	-	11	-	11	33
38	90	-	-	-	-	-	-	-	-	-	-	-	-
38	91	-	-	-	-	-	-	-	-	-	-	-	-
38	92	-	-	-	-	-	-	-	-	-	-	-	-
38	93	-	-	-	13	13	-	-	-	-	-	-	-
39	39	360	-	360	147	507	349	-	-	349	-	349	709
39	40	646	-	646	77	723	513	-	-	513	76	589	1235
39	41	87	-	87	32	119	163	-	-	163	-	163	250
39	42	87	-	87	-	87	-	-	-	-	-	-	87
39	43	287	-	287	77	364	265	-	-	265	-	265	552
39	44	-	-	-	-	-	-	-	-	-	-	-	-
39	45	-	-	-	-	-	-	-	-	-	-	-	-
39	46	21	-	21	-	21	-	-	-	-	-	-	21
39	47	-	-	-	13	13	-	-	-	-	-	-	-
39	48	22	-	22	-	22	22	-	-	22	-	22	44
39	49	-	-	-	-	-	-	-	-	-	-	-	-
39	50	-	-	-	-	-	-	-	-	-	-	-	-
39	51	33	-	33	-	33	-	-	-	-	-	-	33
39	52	-	-	-	-	-	-	-	-	-	-	-	-
39	53	-	-	-	-	-	-	-	-	-	-	-	-
39	54	-	-	-	-	-	-	-	-	-	-	-	-
39	55	-	-	-	-	-	-	-	-	-	-	-	-
39	56	-	-	-	-	-	-	-	-	-	-	-	-
39	57	-	-	-	-	-	-	-	-	-	-	-	-
39	58	-	-	-	-	-	-	-	-	-	-	-	-
39	59	-	-	-	-	-	-	-	-	-	-	-	-
39	60	-	-	-	-	-	-	-	-	-	-	-	-
39	61	-	-	-	-	-	-	-	-	-	-	-	-
39	62	-	-	-	-	-	-	-	-	-	-	-	-
39	63	-	-	-	-	-	-	-	-	-	-	-	-
39	64	-	-	-	-	-	-	-	-	-	-	-	-
39	65	-	-	-	-	-	-	-	-	-	-	-	-
39	66	-	-	-	-	-	-	-	-	-	-	-	-
39	67	-	-	-	-	-	-	-	-	-	-	-	-
39	68	11	-	11	13	24	-	-	-	-	-	-	11
39	69	-	-	-	-	-	-	-	-	-	-	-	-
39	70	-	-	-	-	-	22	-	-	22	-	22	22
39	71	-	-	-	-	-	-	-	-	-	-	-	-
39	72	55	-	55	-	55	22	-	-	22	-	22	77
39	73	65	-	65	-	65	44	-	-	44	-	44	109
39	74	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
39	75	-	-	-	-	-	-	-	-	-	-	-	-
39	76	-	-	-	-	-	-	-	-	-	-	-	-
39	77	-	-	-	-	-	-	-	-	-	-	-	-
39	78	11	-	11	-	11	-	-	-	-	-	-	11
39	79	11	-	11	-	11	-	-	-	-	-	-	11
39	80	4	-	4	13	17	-	-	-	-	-	-	4
39	81	-	-	-	-	-	-	-	-	-	-	-	-
39	82	11	-	11	-	11	-	-	-	-	-	-	11
39	83	11	-	11	-	11	65	-	-	65	-	65	76
39	84	-	-	-	-	-	-	-	-	-	-	-	-
39	85	22	-	22	-	22	-	-	-	-	22	22	44
39	86	-	-	-	-	-	-	-	-	-	-	-	-
39	87	-	-	-	-	-	-	-	-	-	-	-	-
39	88	-	-	-	-	-	-	-	-	-	-	-	-
39	89	11	-	11	-	11	-	-	-	-	-	-	11
39	90	22	-	22	-	22	-	-	-	-	-	-	22
39	91	-	-	-	-	-	-	-	-	-	-	-	-
39	92	-	-	-	-	-	-	-	-	-	-	-	-
39	93	-	-	-	-	-	-	-	-	-	-	-	-
40	40	581	-	581	90	671	275	-	-	275	33	308	889
40	41	152	-	152	19	171	108	-	-	108	11	119	271
40	42	87	2	89	13	102	98	-	-	98	-	98	185
40	43	232	-	232	32	264	123	-	-	123	-	123	355
40	44	-	-	-	-	-	-	-	-	-	-	-	-
40	45	4	-	4	-	4	4	-	-	4	-	4	8
40	46	-	-	-	-	-	-	-	-	-	-	-	-
40	47	11	-	11	13	24	32	-	-	32	-	32	43
40	48	21	-	21	-	21	42	-	-	42	-	42	63
40	49	-	-	-	-	-	-	-	-	-	-	-	-
40	50	-	-	-	-	-	-	-	-	-	-	-	-
40	51	11	-	11	13	24	-	-	-	-	-	-	11
40	52	-	-	-	-	-	-	-	-	-	-	-	-
40	53	-	-	-	-	-	-	-	-	-	-	-	-
40	54	-	-	-	-	-	-	-	-	-	-	-	-
40	55	-	-	-	-	-	-	-	-	-	-	-	-
40	56	-	-	-	-	-	-	-	-	-	-	-	-
40	57	-	-	-	-	-	-	-	-	-	-	-	-
40	58	-	-	-	-	-	-	-	-	-	-	-	-
40	59	-	-	-	-	-	-	-	-	-	-	-	-
40	60	-	-	-	-	-	-	-	-	-	-	-	-
40	61	-	-	-	-	-	-	-	-	-	-	-	-
40	62	-	-	-	-	-	-	-	-	-	-	-	-
40	63	-	-	-	-	-	-	-	-	-	-	-	-
40	64	11	-	11	-	11	21	-	-	21	-	21	32
40	65	-	-	-	-	-	-	-	-	-	-	-	-
40	66	-	-	-	-	-	-	-	-	-	-	-	-
40	67	-	-	-	-	-	-	-	-	-	-	-	-
40	68	32	-	32	13	47	54	-	-	54	-	54	86
40	69	-	2	2	-	2	-	-	-	-	-	-	-
40	70	22	-	22	-	22	43	-	-	43	-	43	65
40	71	32	-	32	-	32	11	-	-	11	-	11	43
40	72	-	-	-	-	-	-	-	-	-	-	-	-
40	73	11	-	11	-	11	21	-	-	21	-	21	32
40	74	11	-	11	-	11	-	-	-	-	-	-	11
40	75	-	-	-	-	-	-	-	-	-	-	-	-
40	76	-	-	-	-	-	-	-	-	-	-	-	-
40	77	-	-	-	-	-	-	-	-	-	-	-	-
40	78	-	-	-	-	-	-	-	-	-	-	-	-
40	79	-	-	-	-	-	11	-	-	11	-	11	11
40	80	-	-	-	-	-	-	-	-	-	-	-	-
40	81	-	-	-	-	-	11	-	-	11	-	11	11
40	82	34	-	34	-	34	-	-	-	-	-	-	34
40	83	22	-	22	-	22	-	-	-	-	-	-	22
40	84	-	-	-	-	-	-	-	-	-	-	-	-
40	85	-	-	-	-	-	-	-	-	-	-	-	-
40	86	22	-	22	-	22	-	-	-	-	-	-	22
40	87	-	-	-	6	6	-	-	-	-	-	-	-
40	88	33	-	33	-	33	54	-	-	54	-	54	87
40	89	-	-	-	13	13	-	-	-	-	-	-	-
40	90	-	-	-	-	-	-	-	-	-	-	-	-
40	91	-	-	-	-	-	-	-	-	-	-	-	-
40	92	-	-	-	6	6	-	-	-	-	-	-	-
40	93	11	-	11	-	11	-	-	-	-	-	-	11
41	41	54	-	54	26	80	-	-	-	-	-	-	54
41	42	-	-	-	-	-	-	-	-	-	-	-	-
41	43	22	-	22	19	41	11	-	-	11	-	11	33
41	44	-	-	-	-	-	-	-	-	-	-	-	-
41	45	-	-	-	-	-	-	-	-	-	-	-	-
41	46	-	-	-	-	-	-	-	-	-	-	-	-
41	47	-	-	-	-	-	-	-	-	-	-	-	-
41	48	-	-	-	-	-	-	-	-	-	-	-	-
41	49	-	-	-	-	-	-	-	-	-	-	-	-
41	50	2	-	2	-	2	-	-	-	-	-	-	2
41	51	-	-	-	-	-	-	-	-	-	-	-	-
41	52	-	-	-	-	-	-	-	-	-	-	-	-
41	53	-	-	-	-	-	-	-	-	-	-	-	-
41	54	-	-	-	-	-	-	-	-	-	-	-	-
41	55	-	-	-	-	-	-	-	-	-	-	-	-
41	56	-	-	-	-	-	-	-	-	-	-	-	-
41	57	-	-	-	-	-	-	-	-	-	-	-	-
41	58	-	-	-	-	-	-	-	-	-	-	-	-
41	59	-	-	-	-	-	-	-	-	-	-	-	-
41	60	-	-	-	-	-	-	-	-	-	-	-	-
41	61	-	-	-	-	-	-	-	-	-	-	-	-
41	62	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
41	63	-	-	-	-	-	-	-	-	-	-	-	-
41	64	-	-	-	-	-	-	-	-	-	-	-	-
41	65	-	-	-	-	-	-	-	-	-	-	-	-
41	66	-	-	-	-	-	-	-	-	-	-	-	-
41	67	-	-	-	-	-	-	-	-	-	-	-	-
41	68	-	-	-	-	-	-	-	-	-	-	-	-
41	69	-	-	-	-	-	-	-	-	-	-	-	-
41	70	32	-	32	-	32	-	-	-	-	-	-	32
41	71	11	-	11	-	11	11	-	-	11	-	11	22
41	72	-	-	-	-	-	-	-	-	-	-	-	-
41	73	-	-	-	-	-	-	-	-	-	-	-	-
41	74	-	-	-	-	-	-	-	-	-	-	-	-
41	75	-	-	-	-	-	-	-	-	-	-	-	-
41	76	-	-	-	-	-	-	-	-	-	-	-	-
41	77	-	-	-	-	-	-	-	-	-	-	-	-
41	78	-	-	-	-	-	-	-	-	-	-	-	-
41	79	21	-	21	-	21	-	-	-	-	-	-	21
41	80	-	-	-	-	-	-	-	-	-	-	-	-
41	81	-	-	-	-	-	-	-	-	-	-	-	-
41	82	-	-	-	-	-	-	-	-	-	-	-	-
41	83	-	-	-	-	-	-	-	-	-	-	-	-
41	84	-	-	-	-	-	-	-	-	-	-	-	-
41	85	22	-	22	-	22	-	-	-	-	-	-	22
41	86	-	-	-	-	-	-	-	-	-	-	-	-
41	87	-	-	-	-	-	-	-	-	-	-	-	-
41	88	-	-	-	-	-	-	-	-	-	-	-	-
41	89	-	-	-	-	-	-	-	-	-	-	-	-
41	90	-	-	-	-	-	-	-	-	-	-	-	-
41	91	-	-	-	-	-	-	-	-	-	-	-	-
41	92	-	-	-	-	-	-	-	-	-	-	-	-
41	93	-	-	-	-	-	-	-	-	-	-	-	-
42	42	11	-	11	-	11	-	-	-	-	-	-	11
42	43	55	4	59	-	59	-	-	-	-	-	-	55
42	44	-	-	-	-	-	-	-	-	-	-	-	-
42	45	-	-	-	-	-	-	-	-	-	-	-	-
42	46	21	-	21	-	21	-	-	-	-	-	-	21
42	47	8	-	8	13	21	-	-	-	-	-	-	8
42	48	-	-	-	13	13	-	-	-	-	-	-	-
42	49	-	-	-	-	-	-	-	-	-	-	-	-
42	50	-	-	-	-	-	-	-	-	-	-	-	-
42	51	-	-	-	-	-	-	-	-	-	-	-	-
42	52	-	-	-	-	-	-	-	-	-	-	-	-
42	53	-	-	-	-	-	-	-	-	-	-	-	-
42	54	-	-	-	-	-	-	-	-	-	-	-	-
42	55	-	-	-	-	-	-	-	-	-	-	-	-
42	56	-	-	-	-	-	-	-	-	-	-	-	-
42	57	-	-	-	-	-	-	-	-	-	-	-	-
42	58	-	-	-	-	-	-	-	-	-	-	-	-
42	59	23	-	23	-	23	-	-	-	-	-	-	23
42	60	-	-	-	-	-	-	-	-	-	-	-	-
42	61	-	-	-	-	-	-	-	-	-	-	-	-
42	62	-	-	-	-	-	-	-	-	-	-	-	-
42	63	-	-	-	-	-	-	-	-	-	-	-	-
42	64	-	-	-	-	-	-	-	-	-	-	-	-
42	65	-	-	-	-	-	-	-	-	-	-	-	-
42	66	-	-	-	-	-	-	-	-	-	-	-	-
42	67	-	-	-	-	-	-	-	-	-	-	-	-
42	68	32	-	32	-	32	32	-	-	32	-	32	64
42	69	-	-	-	-	-	-	-	-	-	-	-	-
42	70	43	-	43	13	56	11	-	-	11	-	11	54
42	71	119	-	119	-	119	43	-	-	43	-	43	162
42	72	22	-	22	-	22	-	-	-	-	-	-	22
42	73	54	-	54	-	54	21	-	-	21	-	21	75
42	74	21	-	21	-	21	-	-	-	-	-	-	21
42	75	-	-	-	-	-	-	-	-	-	-	-	-
42	76	-	-	-	-	-	-	-	-	-	-	-	-
42	77	8	-	8	-	8	-	-	-	-	-	-	8
42	78	23	-	23	-	23	-	-	-	-	-	-	23
42	79	126	-	126	13	139	-	-	-	-	-	-	126
42	80	-	-	-	-	-	-	-	-	-	-	-	-
42	81	-	-	-	-	-	-	-	-	-	-	-	-
42	82	-	-	-	-	-	-	-	-	-	-	-	-
42	83	-	-	-	-	-	-	-	-	-	-	-	-
42	84	11	-	11	-	11	-	-	-	-	-	-	11
42	85	22	-	22	-	22	22	-	-	22	-	22	44
42	86	-	-	-	-	-	-	-	-	-	-	-	-
42	87	-	-	-	-	-	-	-	-	-	-	-	-
42	88	54	-	54	13	67	-	-	-	-	-	-	54
42	89	-	-	-	13	13	-	-	-	-	-	-	-
42	90	45	-	45	13	58	-	-	-	-	-	-	45
42	91	-	-	-	-	-	22	-	-	-	-	22	22
42	92	-	-	-	-	-	-	-	-	-	-	-	-
42	93	-	-	-	-	-	-	-	-	-	-	-	-
43	43	120	-	120	90	210	22	-	-	22	22	44	164
43	44	-	-	-	-	-	-	-	-	-	-	-	-
43	45	4	-	4	-	4	4	-	-	4	-	4	8
43	46	11	-	11	-	11	11	-	-	11	-	11	22
43	47	42	-	42	6	48	21	-	-	21	-	21	63
43	48	21	-	21	19	40	-	-	-	-	-	-	21
43	49	-	-	-	-	-	-	-	-	-	-	-	-
43	50	-	-	-	-	-	-	-	-	-	-	-	-
43	51	11	-	11	-	11	6	-	-	6	-	6	17
43	52	-	-	-	6	6	-	-	-	-	-	-	6
43	53	11	-	11	6	17	-	-	-	-	-	-	11



Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
43	54	-	-	-	-	-	-	-	-	-	-	-	-
43	55	11	-	11	-	11	11	-	-	11	-	11	22
43	56	-	-	-	-	-	-	-	-	-	-	-	-
43	57	-	-	-	-	-	-	-	-	-	-	-	-
43	58	-	-	-	-	-	-	-	-	-	-	-	-
43	59	-	-	-	-	-	-	-	-	-	-	-	-
43	60	-	-	-	-	-	13	-	-	13	-	13	13
43	61	-	-	-	-	-	-	-	-	-	-	-	-
43	62	-	-	-	-	-	-	-	-	-	-	-	-
43	63	-	-	-	-	-	-	-	-	-	-	-	-
43	64	-	-	-	6	6	-	-	-	-	-	-	-
43	65	-	-	-	6	6	-	-	-	-	-	-	-
43	66	-	-	-	-	-	-	-	-	-	-	-	-
43	67	-	-	-	-	-	-	-	-	-	-	-	-
43	68	22	-	22	13	35	22	-	-	22	-	22	44
43	69	-	-	-	-	-	-	-	-	-	-	-	-
43	70	11	-	11	6	17	-	-	-	-	-	-	11
43	71	22	-	22	26	48	22	-	-	22	-	22	44
43	72	32	-	32	-	32	22	-	-	22	-	22	54
43	73	43	-	43	6	49	21	-	-	21	-	21	64
43	74	-	-	-	13	13	11	-	-	11	-	11	11
43	75	-	-	-	19	19	-	-	-	-	-	-	-
43	76	-	-	-	-	-	-	-	-	-	-	-	-
43	77	6	-	6	-	6	-	-	-	-	-	-	6
43	78	15	-	15	26	41	23	-	-	23	-	23	38
43	79	111	-	111	32	143	27	-	-	27	-	27	138
43	80	16	-	16	-	16	10	4	-	14	-	14	30
43	81	-	-	-	-	-	-	-	-	-	-	-	-
43	82	24	-	24	6	30	33	-	-	33	-	33	57
43	83	-	-	-	-	-	22	-	-	22	-	22	22
43	84	11	-	11	6	17	-	-	-	-	11	11	22
43	85	32	-	32	-	32	-	-	-	-	-	-	32
43	86	-	-	-	-	-	13	-	-	13	-	13	13
43	87	-	-	-	13	13	-	-	-	-	-	-	-
43	88	54	-	54	-	54	55	11	-	66	-	66	120
43	89	56	-	56	6	62	3	-	-	3	-	3	59
43	90	34	-	34	13	47	22	-	-	22	-	22	56
43	91	22	-	22	6	28	-	-	-	-	-	-	22
43	92	-	-	-	-	-	-	-	-	-	-	-	-
43	93	22	-	22	13	35	22	-	-	22	-	22	44
44	44	233	-	233	141	374	233	-	-	233	21	254	487
44	45	20	-	20	6	26	-	-	-	-	-	-	20
44	46	42	-	42	38	80	46	-	-	46	-	46	88
44	47	21	-	21	13	34	-	21	-	21	-	21	42
44	48	5	-	5	-	5	15	-	-	15	-	15	20
44	49	-	-	-	-	-	-	-	-	-	-	-	-
44	50	-	-	-	-	-	-	-	-	-	-	-	-
44	51	-	-	-	-	-	-	-	-	-	-	-	-
44	52	-	-	-	-	-	-	-	-	-	-	-	-
44	53	11	-	11	-	11	-	-	-	-	-	-	11
44	54	-	-	-	-	-	-	-	-	-	-	-	-
44	55	119	-	119	19	138	107	-	-	107	-	107	226
44	56	-	-	-	-	-	-	-	-	-	-	-	-
44	57	-	-	-	-	-	-	-	-	-	-	-	-
44	58	-	-	-	-	-	-	-	-	-	-	-	-
44	59	23	-	23	-	23	45	-	-	45	-	45	68
44	60	33	-	33	-	33	90	-	-	90	-	90	123
44	61	-	-	-	6	6	-	-	-	-	-	-	-
44	62	-	-	-	-	-	-	-	-	-	-	-	-
44	63	21	-	21	-	21	-	-	-	-	-	-	21
44	64	21	-	21	19	40	21	-	-	21	-	21	42
44	65	21	-	21	-	21	-	-	-	-	-	-	21
44	66	11	-	11	13	24	-	-	-	-	-	-	11
44	67	789	-	789	141	930	649	-	-	649	21	670	1459
44	68	-	-	-	-	-	-	-	-	-	-	-	-
44	69	-	-	-	-	-	-	-	-	-	-	-	-
44	70	-	-	-	-	-	-	-	-	-	-	-	-
44	71	-	-	-	-	-	-	-	-	-	-	-	-
44	72	-	-	-	-	-	-	-	-	-	-	-	-
44	73	-	-	-	-	-	-	-	-	-	-	-	-
44	74	-	-	-	-	-	-	-	-	-	-	-	-
44	75	-	-	-	-	-	-	-	-	-	-	-	-
44	76	-	-	-	-	-	-	-	-	-	-	-	-
44	77	-	-	-	-	-	-	-	-	-	-	-	-
44	78	-	-	-	-	-	-	-	-	-	-	-	-
44	79	-	-	-	-	-	-	-	-	-	-	-	-
44	80	-	-	-	-	-	-	-	-	-	-	-	-
44	81	-	-	-	-	-	-	-	-	-	-	-	-
44	82	-	-	-	-	-	-	-	-	-	-	-	-
44	83	-	-	-	13	13	21	-	-	21	-	21	21
44	84	-	-	-	-	-	-	-	-	-	-	-	-
44	85	-	-	-	-	-	-	-	-	-	-	-	-
44	86	-	-	-	-	-	-	-	-	-	-	-	-
44	87	-	-	-	-	-	-	-	-	-	-	-	-
44	88	-	-	-	-	-	-	-	-	-	-	-	-
44	89	-	-	-	13	13	-	-	-	-	-	-	-
44	90	-	-	-	-	-	-	-	-	-	-	-	-
44	91	-	-	-	-	-	-	-	-	-	-	-	-
44	92	-	-	-	-	-	-	-	-	-	-	-	-
44	93	21	-	21	-	21	-	-	-	-	-	-	21
45	45	18	-	18	6	24	16	-	-	16	2	18	36
45	46	124	-	124	13	137	16	-	-	16	-	16	140
45	47	28	-	28	13	41	8	-	-	8	-	8	36
45	48	131	-	131	6	137	76	-	-	76	38	114	245
45	49	23	-	23	-	23	39	-	-	39	-	39	62

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
45	50	-	-	-	-	-	-	-	-	-	-	-	-
45	51	8	-	8	-	8	-	-	-	-	-	-	8
45	52	-	-	-	-	-	-	-	-	-	-	-	-
45	53	11	-	11	-	11	11	-	-	11	-	11	22
45	54	76	-	76	-	76	34	-	-	34	-	34	110
45	55	16	-	16	13	29	31	4	-	35	8	43	59
45	56	-	8	8	6	14	-	-	-	8	-	8	28
45	57	20	-	20	-	20	23	-	-	23	-	23	23
45	58	-	-	-	19	19	25	8	-	33	-	33	113
45	59	80	-	80	-	80	-	-	-	-	-	-	-
45	60	34	-	34	-	34	8	-	-	8	36	44	78
45	61	52	4	56	-	56	4	-	-	4	116	120	172
45	62	62	-	62	6	68	-	-	-	-	4	4	66
45	63	25	-	25	-	25	-	-	-	-	-	-	25
45	64	177	-	177	45	222	34	-	-	34	-	34	211
45	65	97	-	97	115	212	55	-	-	55	94	149	246
45	66	48	-	48	38	86	44	-	-	44	-	44	92
45	67	16	-	16	-	16	24	-	-	24	-	24	40
45	68	-	-	-	-	-	8	-	-	8	-	8	8
45	69	-	-	-	-	-	-	-	-	-	-	-	-
45	70	4	-	4	-	4	-	-	-	-	-	-	4
45	71	4	-	4	-	4	12	-	-	12	-	12	16
45	72	-	-	-	6	6	-	-	-	-	-	-	-
45	73	10	-	10	-	10	8	-	-	8	-	8	18
45	74	-	-	-	-	-	8	-	-	8	-	8	8
45	75	6	-	6	-	6	2	-	-	2	-	2	8
45	76	-	-	-	-	-	-	-	-	-	-	-	-
45	77	-	-	-	-	-	-	-	-	-	-	-	-
45	78	-	-	-	-	-	-	-	-	-	-	-	-
45	79	15	-	15	-	15	4	-	-	4	-	4	19
45	80	12	-	12	-	12	-	-	-	-	-	-	12
45	81	-	-	-	-	-	-	-	-	-	-	-	-
45	82	27	-	27	-	27	20	-	-	20	-	20	47
45	83	4	-	4	-	4	-	-	-	8	-	8	12
45	84	-	-	-	6	6	4	4	-	4	-	4	4
45	85	-	-	-	-	-	11	-	-	11	-	11	11
45	86	-	-	-	-	-	-	-	-	-	-	-	-
45	87	2	-	2	-	2	-	-	-	-	-	-	2
45	88	-	-	-	-	-	-	-	-	-	-	-	-
45	89	4	-	4	-	4	-	-	-	-	-	-	4
45	90	-	-	-	-	-	-	-	-	-	-	-	-
45	91	-	-	-	-	-	-	-	-	-	-	-	-
45	92	2	-	2	-	2	-	-	-	-	-	-	2
45	93	22	-	22	-	22	-	-	-	-	-	-	22
46	46	606	-	606	173	779	287	11	-	298	21	319	925
46	47	1341	-	1341	378	1719	864	42	-	906	21	927	2268
46	48	1015	-	1015	237	1252	658	-	-	658	766	1424	2439
46	49	-	-	-	26	26	-	1	-	1	-	1	1
46	50	42	-	42	-	42	-	-	-	-	-	-	42
46	51	-	-	-	-	-	-	-	-	-	-	-	-
46	52	46	-	46	-	46	32	-	-	32	-	32	78
46	53	11	-	11	-	11	-	-	-	-	-	-	11
46	54	-	-	-	-	-	-	-	-	-	-	-	-
46	55	-	-	-	-	-	-	-	-	-	-	-	-
46	56	-	-	-	13	13	-	-	-	-	-	-	-
46	57	-	-	-	6	6	-	-	-	-	-	-	-
46	58	-	-	-	-	-	-	-	-	-	-	-	-
46	59	8	-	8	64	72	-	-	-	-	-	-	8
46	60	8	-	8	6	14	4	-	-	4	22	26	34
46	61	68	-	68	-	68	33	-	-	33	54	87	155
46	62	141	-	141	6	147	25	-	-	25	14	39	180
46	63	-	-	-	-	-	-	-	-	-	-	-	-
46	64	19	-	19	-	19	34	-	-	34	-	34	53
46	65	12	-	12	-	12	-	-	-	-	-	-	12
46	66	8	-	8	6	14	2	-	-	2	-	2	10
46	67	55	-	55	6	61	-	-	-	-	-	-	55
46	68	-	-	-	-	-	-	-	-	-	-	-	-
46	69	-	-	-	-	-	-	-	-	-	-	-	-
46	70	33	-	33	-	33	22	-	-	22	-	22	55
46	71	59	-	59	6	65	54	-	-	54	-	54	113
46	72	32	-	32	-	32	-	-	-	-	-	-	32
46	73	104	-	104	-	104	74	-	-	74	-	74	178
46	74	-	-	-	6	6	4	-	-	4	42	46	82
46	75	36	-	36	-	36	-	-	-	-	-	-	-
46	76	-	-	-	-	-	-	-	-	-	-	-	-
46	77	85	-	85	-	85	44	-	-	44	-	44	129
46	78	27	-	27	-	27	-	-	-	-	-	-	27
46	79	172	-	172	51	223	151	1	-	152	-	152	324
46	80	84	-	84	26	110	21	-	-	21	21	42	126
46	81	54	-	54	-	54	11	-	-	11	-	11	65
46	82	105	-	105	-	105	21	-	-	21	-	21	126
46	83	106	-	106	26	132	61	-	-	68	-	68	106
46	84	48	-	48	13	61	68	-	-	-	-	-	116
46	85	10	-	10	-	10	-	-	-	-	-	-	10
46	86	-	-	-	-	-	-	-	-	-	-	-	-
46	87	79	-	79	-	79	37	-	-	37	-	37	116
46	88	21	-	21	-	21	11	-	-	11	-	11	32
46	89	33	-	33	13	46	45	-	-	45	-	45	78
46	90	15	-	15	-	15	-	-	-	-	-	-	15
46	91	-	-	-	13	13	-	-	-	-	-	-	-
46	92	5	-	5	-	5	10	-	-	10	-	10	15
46	93	13	-	13	-	13	4	-	-	4	-	4	17
47	47	959	-	959	371	1330	573	29	-	602	-	602	1561
47	48	1292	-	1292	237	1529	1053	65	-	1118	-	1118	3631
47	49	4	-	4	-	4	-	-	-	-	-	-	4

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
47	50	-	-	-	-	-	-	-	-	-	-	-	-
47	51	4	-	4	-	4	4	-	-	4	-	4	8
47	52	-	-	-	-	-	-	-	-	-	-	-	-
47	53	-	-	-	6	6	-	-	-	-	-	-	-
47	54	-	-	-	13	13	-	-	-	-	-	-	-
47	55	21	-	21	-	21	64	-	-	64	-	64	85
47	56	-	-	-	19	19	2	-	-	2	-	2	2
47	57	8	-	8	-	8	8	-	-	8	-	8	16
47	58	-	-	-	-	-	-	-	-	-	-	-	-
47	59	29	-	29	90	119	-	-	-	-	-	-	29
47	60	24	-	24	-	24	-	11	-	11	-	11	35
47	61	11	-	11	13	24	53	-	-	53	-	53	64
47	62	11	-	11	-	11	-	-	-	-	-	-	11
47	63	-	-	-	-	-	11	-	-	11	-	11	11
47	64	34	-	34	-	34	42	-	-	42	-	42	76
47	65	2	-	2	13	15	-	-	-	-	-	-	2
47	66	-	-	-	-	-	-	-	-	-	-	-	-
47	67	-	-	-	-	-	-	-	-	-	-	-	-
47	68	11	-	11	6	17	-	-	-	-	-	-	11
47	69	4	-	4	-	4	-	-	-	-	-	-	4
47	70	32	-	32	-	32	-	-	-	-	-	-	32
47	71	61	-	61	13	74	44	-	-	44	-	44	105
47	72	87	-	87	26	113	40	-	-	40	-	40	127
47	73	22	-	22	-	22	11	-	-	11	-	11	33
47	74	43	-	43	6	49	75	-	-	75	-	75	118
47	75	-	-	-	6	6	-	-	-	-	-	-	-
47	76	-	-	-	-	-	-	-	-	-	-	-	-
47	77	52	-	52	58	110	4	-	-	4	-	4	56
47	78	42	-	42	26	68	21	11	-	32	-	32	74
47	79	287	-	287	64	351	190	-	-	190	-	190	477
47	80	41	-	41	26	67	-	-	-	-	-	-	41
47	81	-	-	-	6	6	-	-	-	-	-	-	-
47	82	85	-	85	-	85	74	-	-	74	-	74	159
47	83	117	-	117	77	194	-	-	-	-	-	-	117
47	84	53	-	53	13	66	11	-	-	11	-	11	64
47	85	11	-	11	-	11	-	-	-	-	-	-	11
47	86	-	-	-	-	-	11	-	-	11	-	11	11
47	87	21	-	21	-	21	64	-	-	64	-	64	85
47	88	11	-	11	-	11	11	-	-	11	-	11	22
47	89	84	-	84	13	97	56	21	-	77	-	77	161
47	90	11	-	11	13	24	-	-	-	-	-	-	11
47	91	-	-	-	-	-	-	-	-	-	-	-	-
47	92	4	-	4	-	4	8	-	-	8	-	8	12
47	93	53	-	53	-	53	11	-	-	11	-	11	64
48	48	883	-	883	275	1158	598	4	-	602	223	825	1708
48	49	30	-	30	19	49	-	-	-	-	-	-	30
48	50	-	-	-	-	-	-	-	-	-	-	-	-
48	51	34	-	34	6	40	-	-	-	-	-	-	34
48	52	55	-	55	-	55	11	-	-	11	-	11	66
48	53	-	-	-	-	-	-	-	-	-	-	-	-
48	54	11	-	11	6	17	-	-	-	-	-	-	11
48	55	43	-	43	-	43	78	-	-	78	-	78	121
48	56	11	-	11	-	11	-	-	-	-	-	-	11
48	57	61	-	61	6	67	118	31	-	149	-	149	210
48	58	-	-	-	-	-	-	-	-	-	-	-	-
48	59	146	-	146	45	191	45	-	-	45	-	45	191
48	60	219	-	219	19	238	64	-	-	64	106	170	389
48	61	190	-	190	26	216	91	-	-	91	101	192	382
48	62	277	-	277	13	290	146	-	-	146	87	233	510
48	63	11	-	11	-	11	-	-	-	-	-	-	11
48	64	4	-	4	6	10	-	-	-	-	23	23	27
48	65	-	-	-	13	13	-	-	-	-	-	-	-
48	66	21	-	21	-	21	-	-	-	-	-	-	21
48	67	-	-	-	6	6	15	-	-	15	-	15	15
48	68	30	-	30	26	56	22	-	-	22	-	22	52
48	69	32	-	32	-	32	32	-	-	32	-	32	64
48	70	32	-	32	-	32	-	-	-	-	-	-	32
48	71	43	-	43	-	43	22	-	-	22	-	22	65
48	72	46	-	46	6	52	-	-	-	-	-	-	46
48	73	57	-	57	13	70	32	-	-	32	-	32	89
48	74	65	-	65	-	65	75	-	-	75	-	75	140
48	75	30	-	30	32	62	10	-	-	10	18	28	58
48	76	-	-	-	-	-	-	-	-	-	-	-	-
48	77	159	-	159	51	210	56	21	-	77	104	181	340
48	78	21	-	21	102	123	65	-	-	65	-	65	94
48	79	299	-	299	122	421	315	8	-	73	-	73	64
48	80	124	-	124	19	143	33	-	-	315	-	315	178
48	81	5	-	5	-	5	-	-	-	33	21	54	5
48	82	31	-	31	6	37	41	-	-	41	-	41	72
48	83	145	-	145	45	190	10	-	-	10	-	10	155
48	84	34	-	34	19	53	-	-	-	-	-	-	34
48	85	-	-	-	-	-	-	-	-	-	-	-	-
48	86	48	-	48	13	61	-	-	-	-	-	-	48
48	87	22	-	22	26	48	11	-	-	11	-	11	33
48	88	11	-	11	6	17	11	-	-	11	-	11	22
48	89	49	-	49	19	68	67	-	-	67	-	67	116
48	90	-	-	-	-	-	-	-	-	-	-	-	-
48	91	-	-	-	-	-	-	-	-	-	-	-	-
48	92	26	-	26	-	26	21	-	-	21	-	21	47
48	93	27	-	27	6	33	-	-	-	-	-	-	27
49	49	48	-	48	6	54	1	-	-	1	-	1	49
49	50	13	-	13	-	13	-	-	-	-	-	-	13
49	51	-	-	-	-	-	-	-	-	-	-	-	-
49	52	-	-	-	-	-	-	-	-	-	-	-	-
49	53	19	-	19	-	19	-	-	-	-	-	-	19

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
49	54	-	-	-	-	-	-	-	-	-	-	-	-
49	55	11	-	11	-	11	-	-	-	-	-	-	11
49	56	13	-	13	-	13	-	-	-	-	-	-	13
49	57	4	-	4	-	4	-	-	-	-	-	-	4
49	58	-	-	-	-	-	-	-	-	-	-	-	-
49	59	10	-	10	-	10	8	-	-	8	-	8	18
49	60	89	-	89	-	89	34	-	-	34	2	36	125
49	61	38	-	38	-	38	8	-	-	8	-	8	46
49	62	131	-	131	-	131	27	-	-	27	-	27	158
49	63	-	-	-	-	-	-	-	-	-	-	-	-
49	64	-	-	-	13	13	-	-	-	-	-	-	-
49	65	-	-	-	6	6	-	-	-	-	-	-	-
49	66	-	-	-	-	-	-	-	-	-	-	-	-
49	67	-	-	-	-	-	-	-	-	-	-	-	-
49	68	-	-	-	-	-	-	-	-	-	-	-	-
49	69	-	-	-	-	-	-	-	-	-	-	-	-
49	70	-	-	-	-	-	-	-	-	-	-	-	-
49	71	4	-	4	-	4	4	-	-	4	-	4	8
49	72	112	-	112	-	112	92	-	-	92	-	92	204
49	73	1	-	1	-	1	-	-	-	-	-	-	1
49	74	-	-	-	-	-	-	-	-	-	-	-	-
49	75	-	-	-	-	-	23	-	-	23	-	23	23
49	76	-	-	-	-	-	-	-	-	-	-	-	-
49	77	-	-	-	-	-	1	-	-	1	-	1	1
49	78	-	-	-	-	-	-	-	-	-	-	-	-
49	79	-	-	-	-	-	-	-	-	-	-	-	-
49	80	32	-	32	13	45	-	-	-	-	-	-	32
49	81	-	-	-	-	-	-	-	-	-	-	-	-
49	82	16	-	16	-	16	-	-	-	-	-	-	16
49	83	8	-	8	-	8	-	-	-	-	-	-	8
49	84	1	-	1	-	1	-	-	-	-	-	-	1
49	85	43	-	43	-	43	43	-	-	43	-	43	86
49	86	-	-	-	-	-	-	-	-	-	-	-	-
49	87	25	-	25	-	25	-	-	-	-	-	-	25
49	88	-	-	-	-	-	-	-	-	-	-	-	-
49	89	1	-	1	-	1	-	-	-	-	-	-	1
49	90	-	-	-	-	-	-	-	-	-	-	-	-
49	91	1	-	1	-	1	-	-	-	-	-	-	1
49	92	-	-	-	-	-	-	-	-	-	-	-	-
49	93	14	-	14	-	14	34	-	-	34	-	34	48
50	50	27	-	27	32	59	2	-	-	2	-	2	29
50	51	2	-	2	-	2	-	-	-	-	-	-	2
50	52	45	-	45	-	45	-	-	-	-	-	-	45
50	53	4	-	4	-	4	-	-	-	-	-	-	4
50	54	-	-	-	-	-	-	-	-	-	-	-	-
50	55	-	-	-	-	-	-	-	-	-	-	-	-
50	56	23	-	23	-	23	-	-	-	-	-	-	23
50	57	-	-	-	-	-	-	-	-	-	-	-	-
50	58	-	-	-	-	-	-	-	-	-	-	-	-
50	59	8	-	8	-	8	4	-	-	4	-	4	12
50	60	44	-	44	-	44	20	-	-	20	20	40	84
50	61	15	-	15	38	53	-	-	-	-	2	2	17
50	62	48	-	48	26	74	9	-	-	9	34	43	91
50	63	-	-	-	-	-	-	-	-	-	-	-	-
50	64	-	-	-	-	-	-	-	-	-	-	-	-
50	65	-	-	-	-	-	-	-	-	-	-	-	-
50	66	-	-	-	6	6	-	-	-	-	-	-	-
50	67	-	-	-	-	-	-	-	-	-	-	-	-
50	68	2	-	2	-	2	-	-	-	-	-	-	2
50	69	-	-	-	-	-	-	-	-	-	-	-	-
50	70	2	-	2	-	2	-	-	-	-	-	-	2
50	71	-	-	-	-	-	-	-	-	-	-	-	-
50	72	8	-	8	-	8	-	-	-	-	-	-	8
50	73	8	-	8	-	8	7	-	-	7	-	7	15
50	74	-	-	-	-	-	-	-	-	-	-	-	-
50	75	-	-	-	-	-	-	-	-	-	-	-	-
50	76	32	-	32	-	32	54	-	-	54	-	54	86
50	77	-	-	-	-	-	-	-	-	-	-	-	-
50	78	4	-	4	-	4	-	-	-	-	-	-	4
50	79	2	-	2	-	2	-	-	-	-	-	-	2
50	80	10	-	10	-	10	-	-	-	-	-	-	10
50	81	-	-	-	-	-	-	-	-	-	-	-	-
50	82	25	-	25	-	25	16	-	-	16	-	16	41
50	83	14	-	14	6	20	-	-	-	-	-	-	14
50	84	37	-	37	-	37	23	-	-	23	-	23	60
50	85	32	-	32	-	32	-	-	-	-	-	-	32
50	86	-	-	-	-	-	-	-	-	-	-	-	-
50	87	6	-	6	-	6	4	-	-	4	-	4	10
50	88	23	-	23	-	23	1	-	-	1	-	1	24
50	89	39	-	39	-	39	3	-	-	3	-	3	42
50	90	-	-	-	-	-	-	-	-	-	-	-	-
50	91	12	-	12	-	12	23	-	-	23	-	23	35
50	92	-	-	-	-	-	-	-	-	-	-	-	-
50	93	2	-	2	-	2	-	-	-	-	-	-	2
51	51	321	-	321	64	385	261	-	-	261	11	272	593
51	52	80	2	82	-	82	170	-	-	170	-	170	250
51	53	-	-	-	6	6	90	-	-	90	-	90	90
51	54	22	-	22	-	22	-	-	-	-	-	-	22
51	55	13	-	13	6	19	-	-	-	-	-	-	13
51	56	45	-	45	13	58	23	-	-	23	-	23	68
51	57	-	-	-	-	-	-	-	-	-	-	-	-
51	58	-	-	-	6	6	-	-	-	-	-	-	-
51	59	23	-	23	51	74	23	-	-	23	-	23	46
51	60	-	-	-	6	6	-	-	-	-	-	-	-
51	61	-	-	-	6	6	11	-	-	11	-	11	11

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
51	62	68	-	68	6	74	193	-	-	193	-	193	261
51	63	-	-	-	-	-	23	-	-	23	-	23	23
51	64	-	-	-	-	-	-	-	-	-	-	-	-
51	65	23	-	23	6	29	-	-	-	-	-	-	23
51	66	-	-	-	-	-	-	-	-	-	-	-	-
51	67	-	-	-	-	-	-	-	-	-	-	-	-
51	68	43	-	43	19	62	32	-	-	32	-	32	75
51	69	-	-	-	-	-	-	-	-	-	-	-	-
51	70	57	-	57	64	121	11	-	-	11	-	11	68
51	71	131	-	131	6	137	88	-	-	88	-	88	219
51	72	45	-	45	-	45	65	-	-	65	-	65	110
51	73	114	-	114	38	152	144	-	-	144	-	144	258
51	74	22	-	22	13	35	11	-	-	11	-	11	33
51	75	4	-	4	19	23	-	-	-	-	-	-	4
51	76	-	-	-	-	-	-	-	-	-	-	-	-
51	77	-	-	-	-	-	-	-	-	-	-	-	-
51	78	-	-	-	-	-	-	-	-	-	-	-	-
51	79	33	-	33	32	65	67	-	-	67	-	67	100
51	80	135	2	137	77	214	44	-	-	44	-	44	179
51	81	43	-	43	-	43	43	-	-	43	-	43	86
51	82	649	17	666	115	781	292	-	-	292	-	292	941
51	83	208	-	208	134	342	147	-	-	147	-	147	355
51	84	172	4	176	147	323	120	-	-	120	-	120	292
51	85	427	-	427	38	465	636	-	-	636	70	706	1133
51	86	271	-	271	51	322	124	-	-	124	-	124	395
51	87	579	-	579	70	649	323	-	-	323	-	323	902
51	88	733	-	733	45	778	606	-	-	606	-	606	1339
51	89	981	2	983	179	1179	1046	-	-	1046	-	1046	2141
51	90	101	-	101	38	139	101	-	11	105	105	1162	2141
51	91	192	-	192	26	218	76	-	-	76	-	76	202
51	92	403	-	403	38	441	277	-	-	277	187	464	667
51	93	434	2	436	179	615	458	-	-	458	-	458	892
52	52	1846	-	1846	96	1942	994	23	-	1017	-	1017	2863
52	53	1516	-	1516	275	1791	1017	23	-	1040	542	1582	3098
52	54	207	-	207	83	290	239	-	-	239	45	284	491
52	55	136	-	136	51	187	68	-	-	68	-	68	204
52	56	148	-	148	26	174	81	-	-	81	-	81	229
52	57	-	-	-	6	6	-	-	-	-	-	-	-
52	58	-	-	-	13	13	-	-	-	-	-	-	-
52	59	34	-	34	26	60	34	-	-	34	-	34	68
52	60	144	-	144	13	157	83	-	-	83	-	83	227
52	61	588	-	588	70	658	407	-	-	407	181	588	1176
52	62	147	-	147	38	185	169	-	-	169	203	372	519
52	63	11	-	11	-	11	-	-	-	-	-	-	11
52	64	49	-	49	13	62	34	-	-	34	-	34	83
52	65	124	-	124	-	124	68	-	-	68	-	68	192
52	66	57	-	57	-	57	11	-	-	11	-	11	68
52	67	-	-	-	-	-	-	-	-	-	-	-	-
52	68	-	-	-	6	6	-	-	-	-	-	-	-
52	69	-	-	-	-	-	-	-	-	-	-	-	-
52	70	-	-	-	13	13	-	-	-	-	-	-	-
52	71	-	-	-	6	6	-	-	-	-	-	-	-
52	72	-	-	-	-	-	13	-	-	13	-	13	13
52	73	23	-	23	-	23	23	-	-	23	-	23	46
52	74	11	-	11	-	11	11	-	-	11	-	11	22
52	75	-	-	-	6	6	-	-	-	-	-	-	-
52	76	-	-	-	-	-	-	-	-	-	-	-	-
52	77	-	-	-	-	-	-	-	-	-	-	-	-
52	78	11	-	11	-	11	11	-	-	11	-	11	22
52	79	5	-	5	13	18	5	-	-	5	-	5	10
52	80	11	2	13	-	13	23	-	-	23	-	23	34
52	81	-	-	-	-	-	-	-	-	-	-	-	-
52	82	115	-	115	-	115	205	-	-	205	-	205	320
52	83	45	-	45	19	64	-	-	-	-	-	-	45
52	84	11	-	11	-	11	-	-	-	-	-	-	11
52	85	-	-	-	-	-	-	-	-	-	-	-	-
52	86	-	-	-	-	-	-	-	-	-	-	-	-
52	87	23	-	23	6	29	34	-	-	34	-	34	57
52	88	-	-	-	-	-	11	-	-	11	-	11	11
52	89	45	-	45	-	45	11	-	-	11	-	11	56
52	90	11	-	11	-	11	-	-	-	-	-	-	11
52	91	-	-	-	-	-	-	-	-	-	-	-	-
52	92	23	-	23	-	23	34	-	-	34	-	34	57
52	93	-	-	-	6	6	23	-	-	23	-	23	23
53	53	2644	-	2644	365	3009	2034	-	-	2034	226	2260	4904
53	54	861	-	861	211	1072	814	-	-	814	45	859	1720
53	55	407	-	407	38	445	215	-	-	215	45	260	667
53	56	104	-	104	64	168	124	-	-	124	-	124	228
53	57	-	-	-	-	-	-	-	-	-	-	-	-
53	58	-	-	-	-	-	-	-	-	-	-	-	-
53	59	117	-	117	13	130	45	-	-	45	-	45	162
53	60	181	-	181	19	200	79	-	-	79	-	79	260
53	61	362	-	362	-	362	350	-	-	350	362	712	1074
53	62	196	-	196	13	209	181	-	-	181	486	667	863
53	63	23	-	23	13	36	203	-	-	203	-	203	226
53	64	92	-	92	19	111	57	-	-	57	-	57	149
53	65	147	-	147	32	179	170	-	-	170	-	170	317
53	66	34	-	34	-	34	34	-	-	34	-	34	68
53	67	-	-	-	13	13	-	-	-	-	-	-	-
53	68	-	-	-	-	-	-	-	-	-	-	-	-
53	69	-	-	-	-	-	-	-	-	-	-	-	-
53	70	-	-	-	-	-	-	-	-	-	-	-	-
53	71	11	-	11	-	11	-	-	-	-	-	-	11
53	72	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
53	73	102	-	102	-	102	45	-	-	45	-	45	147
53	74	-	-	-	-	-	-	-	-	-	-	-	-
53	75	-	-	-	6	6	-	-	-	-	-	-	-
53	76	11	-	11	-	11	34	-	-	34	-	34	45
53	77	-	-	-	-	-	-	-	-	-	-	-	-
53	78	45	-	45	-	45	-	-	-	-	-	-	45
53	79	-	-	-	6	6	-	-	-	-	-	-	-
53	80	90	-	90	13	103	-	-	-	-	23	23	113
53	81	23	-	23	-	23	68	-	-	68	-	68	91
53	82	215	-	215	32	247	283	-	-	283	-	283	498
53	83	226	-	226	19	245	102	-	-	102	-	102	328
53	84	124	-	124	-	124	45	-	-	45	-	45	169
53	85	-	-	-	13	13	-	-	-	-	-	-	-
53	86	-	-	-	-	-	-	-	-	-	-	-	-
53	87	80	-	80	13	93	13	-	-	13	-	13	93
53	88	11	-	11	-	11	68	-	-	68	-	68	79
53	89	90	-	90	6	96	68	-	-	68	-	68	158
53	90	57	-	57	-	57	23	-	-	23	-	23	80
53	91	-	-	-	-	-	-	-	-	-	-	-	-
53	92	22	-	22	-	22	90	-	-	90	-	90	112
53	93	23	-	23	-	23	34	-	-	34	-	34	57
54	54	962	-	962	70	1032	415	-	-	415	-	415	1377
54	55	1268	-	1268	179	1447	581	-	-	581	249	830	2098
54	56	104	-	104	109	213	62	-	-	62	-	62	166
54	57	12	-	12	-	12	11	-	-	11	-	11	23
54	58	11	-	11	-	11	23	-	-	23	-	23	34
54	59	68	-	68	58	126	57	-	-	57	-	57	125
54	60	11	-	11	6	17	-	-	-	-	-	-	11
54	61	116	-	116	6	122	136	-	-	136	11	147	263
54	62	27	-	27	6	33	1	-	-	1	-	1	28
54	63	45	-	45	-	45	45	-	-	45	-	45	90
54	64	158	-	158	32	190	170	1	-	171	-	171	329
54	65	164	-	164	26	190	104	-	-	104	-	104	268
54	66	-	-	-	-	-	11	-	-	11	-	11	11
54	67	21	-	21	-	21	21	-	-	21	-	21	42
54	68	22	-	22	6	28	-	-	-	-	-	-	22
54	69	-	-	-	-	-	-	-	-	-	-	-	-
54	70	-	-	-	19	19	-	-	-	-	-	-	-
54	71	11	-	11	13	24	-	-	-	-	-	-	11
54	72	11	-	11	-	11	11	-	-	11	-	11	22
54	73	21	-	21	-	21	23	-	-	23	-	23	44
54	74	21	-	21	-	21	-	-	-	-	-	-	21
54	75	-	-	-	-	-	-	-	-	-	-	-	-
54	76	-	-	-	-	-	-	-	-	-	-	-	-
54	77	-	-	-	-	-	-	-	-	-	-	-	-
54	78	-	-	-	-	-	-	-	-	-	-	-	-
54	79	-	-	-	-	-	-	-	-	-	-	-	-
54	80	23	-	23	19	42	23	-	-	23	-	23	46
54	81	-	-	-	-	-	-	-	-	-	-	-	-
54	82	45	-	45	-	45	23	-	-	23	-	23	68
54	83	92	-	92	-	92	45	-	-	45	-	45	137
54	84	12	-	12	-	12	-	-	-	-	-	-	12
54	85	-	-	-	-	-	-	-	-	-	-	-	-
54	86	25	-	25	-	25	38	-	-	38	-	38	63
54	87	11	-	11	-	11	-	-	-	-	-	-	11
54	88	22	-	22	-	22	11	-	-	11	-	11	33
54	89	56	-	56	6	62	11	-	-	11	-	11	67
54	90	-	-	-	-	-	-	-	-	-	-	-	-
54	91	-	-	-	-	-	-	-	-	-	-	-	-
54	92	22	-	22	-	22	-	-	-	-	-	-	22
54	93	23	-	23	-	23	34	-	-	34	-	34	57
55	55	830	-	830	102	932	321	-	-	321	425	746	1576
55	56	58	-	58	-	58	80	-	-	80	28	108	166
55	57	83	-	83	19	102	148	-	-	148	49	197	280
55	58	-	-	-	-	-	-	-	-	-	-	-	-
55	59	12	-	12	141	153	-	-	-	-	-	-	12
55	60	11	-	11	38	49	11	-	-	11	-	11	22
55	61	71	-	71	32	103	27	-	-	27	23	50	121
55	62	53	-	53	38	91	-	-	-	-	11	11	64
55	63	68	-	68	13	81	79	-	-	79	90	169	237
55	64	518	-	518	109	627	483	-	-	483	113	596	1114
55	65	636	-	636	134	770	419	-	-	419	102	521	1157
55	66	57	-	57	-	57	90	-	-	90	203	293	350
55	67	65	-	65	13	78	32	-	-	32	-	32	97
55	68	23	-	23	-	23	90	-	-	90	-	90	113
55	69	-	-	-	-	-	-	-	-	-	-	-	-
55	70	23	-	23	-	23	68	-	-	68	-	68	91
55	71	-	-	-	-	-	-	-	-	-	-	-	-
55	72	23	-	23	-	23	13	-	-	13	-	13	36
55	73	44	-	44	-	44	67	-	-	67	-	67	111
55	74	-	-	-	-	-	-	-	-	-	-	-	-
55	75	-	-	-	-	-	-	-	-	-	-	-	-
55	76	-	-	-	-	-	-	-	-	-	-	-	-
55	77	-	-	-	-	-	-	-	-	-	-	-	-
55	78	-	-	-	-	-	-	-	-	-	-	-	-
55	79	23	-	23	-	23	-	-	-	-	-	-	23
55	80	23	-	23	-	23	-	-	-	-	-	-	23
55	81	-	-	-	-	-	-	-	-	-	-	-	-
55	82	49	-	49	-	49	90	-	-	90	-	90	139
55	83	128	-	128	32	160	68	-	-	68	-	68	196
55	84	57	-	57	6	63	-	-	-	-	-	-	57
55	85	11	-	11	-	11	-	-	-	-	-	-	11
55	86	13	-	13	-	13	-	-	-	-	-	-	13
55	87	4	-	4	6	10	-	-	-	-	-	-	4
55	88	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
55	89	23	-	23	6	29	-	-	-	-	-	-	23
55	90	-	-	-	-	-	-	-	-	-	-	-	-
55	91	-	-	-	-	-	-	-	-	-	-	-	-
55	92	-	-	-	-	-	-	-	-	-	-	-	-
55	93	-	-	-	-	-	-	-	-	-	-	-	-
56	56	123	-	123	6	129	51	-	-	51	-	51	174
56	57	15	-	15	-	15	2	-	-	2	-	2	17
56	58	13	2	15	-	15	-	-	-	-	-	-	13
56	59	109	4	113	26	139	73	-	-	73	-	73	182
56	60	72	2	74	45	119	57	-	-	57	25	82	194
56	61	224	6	230	64	294	80	-	-	80	65	145	369
56	62	165	23	188	70	258	115	-	-	115	49	164	329
56	63	2	-	2	6	8	25	-	-	25	-	25	27
56	64	31	-	31	6	37	10	-	-	10	-	10	41
56	65	44	-	44	13	57	34	-	-	34	-	34	78
56	66	25	-	25	13	38	3	-	-	3	-	3	28
56	67	-	-	-	-	-	-	-	-	-	-	-	-
56	68	11	-	11	-	11	-	-	-	-	-	-	11
56	69	-	-	-	6	6	-	-	-	-	-	-	-
56	70	-	-	-	-	-	-	-	-	-	-	-	-
56	71	-	-	-	13	13	-	-	-	-	-	-	-
56	72	11	-	11	-	11	-	-	-	-	-	-	11
56	73	2	-	2	-	2	2	-	-	2	-	2	4
56	74	-	-	-	-	-	22	-	-	22	-	22	22
56	75	-	-	-	6	6	-	-	-	-	-	-	-
56	76	-	-	-	-	-	-	-	-	-	-	-	-
56	77	-	-	-	-	-	-	-	-	-	-	-	-
56	78	-	-	-	-	-	-	-	-	-	-	-	-
56	79	-	-	-	-	-	-	-	-	-	-	-	-
56	80	-	-	-	-	-	-	-	-	-	-	-	-
56	81	-	-	-	-	-	-	-	-	-	-	-	-
56	82	71	-	71	-	71	47	-	-	47	-	47	118
56	83	31	-	31	32	63	-	-	-	-	-	-	31
56	84	57	-	57	-	57	22	-	-	22	-	22	79
56	85	22	-	22	-	22	22	-	-	22	-	22	44
56	86	-	-	-	-	-	-	-	-	-	-	-	-
56	87	22	-	22	6	28	-	-	-	-	-	-	22
56	88	35	-	35	-	35	56	-	-	56	-	56	91
56	89	1	-	1	-	1	-	-	-	-	-	-	1
56	90	-	-	-	6	6	-	-	-	-	-	-	-
56	91	-	-	-	6	6	-	-	-	-	-	-	-
56	92	-	-	-	6	6	33	-	-	33	-	33	33
56	93	-	-	-	-	-	-	-	-	-	-	-	-
57	57	53	-	53	-	53	8	-	-	8	-	8	61
57	58	8	-	8	-	8	39	-	-	39	-	39	47
57	59	55	-	55	19	74	23	8	-	31	-	31	86
57	60	27	-	27	-	27	20	-	-	20	4	24	51
57	61	63	-	63	6	69	27	-	-	27	66	93	156
57	62	89	-	89	19	108	-	-	-	-	8	8	97
57	63	238	-	238	32	270	122	-	-	122	-	122	360
57	64	189	-	189	38	227	151	-	-	151	76	227	416
57	65	16	-	16	13	29	12	-	-	12	-	12	28
57	66	-	-	-	-	-	-	-	-	-	-	-	-
57	67	30	-	30	-	30	-	-	-	-	-	-	30
57	68	-	-	-	-	-	-	-	-	-	-	-	-
57	69	-	-	-	-	-	-	-	-	-	-	-	-
57	70	-	-	-	-	-	-	-	-	-	-	-	-
57	71	-	-	-	-	-	-	-	-	-	-	-	-
57	72	-	-	-	-	-	-	-	-	-	-	-	-
57	73	8	-	8	-	8	-	-	-	-	-	-	8
57	74	11	-	11	-	11	-	-	-	-	-	-	11
57	75	-	-	-	-	-	-	-	-	-	-	-	-
57	76	-	-	-	-	-	-	-	-	-	-	-	-
57	77	-	-	-	-	-	-	-	-	-	-	-	-
57	78	-	-	-	-	-	-	-	-	-	-	-	-
57	79	23	-	23	-	23	46	-	-	46	-	46	69
57	80	8	-	8	-	8	-	-	-	-	-	-	8
57	81	-	-	-	-	-	-	-	-	-	-	-	-
57	82	-	-	-	-	-	-	-	-	-	-	-	-
57	83	12	-	12	13	25	4	-	-	4	-	4	16
57	84	8	-	8	-	8	8	-	-	8	-	8	16
57	85	-	-	-	-	-	-	-	-	-	-	-	-
57	86	-	-	-	-	-	-	-	-	-	-	-	-
57	87	-	-	-	-	-	-	-	-	-	-	-	-
57	88	-	-	-	-	-	-	-	-	-	-	-	-
57	89	-	-	-	-	-	-	-	-	-	-	-	-
57	90	-	-	-	-	-	-	-	-	-	-	-	-
57	91	-	-	-	-	-	-	-	-	-	-	-	-
57	92	-	-	-	-	-	-	-	-	-	-	-	-
57	93	-	-	-	13	13	-	-	-	-	-	-	-
58	58	23	-	23	6	29	-	-	-	-	-	-	23
58	59	171	-	171	26	197	192	-	-	215	-	215	386
58	60	113	-	113	19	132	90	23	-	90	90	180	293
58	61	140	-	140	64	204	170	-	-	170	90	260	400
58	62	114	2	116	26	142	79	-	-	79	23	102	216
58	63	23	-	23	13	36	23	-	-	23	-	23	46
58	64	45	-	45	-	45	-	-	-	-	-	-	45
58	65	-	-	-	-	-	-	-	-	-	-	-	-
58	66	-	-	-	-	-	-	-	-	-	-	-	-
58	67	-	-	-	-	-	-	-	-	-	-	-	-
58	68	-	-	-	6	6	-	-	-	-	-	-	-
58	69	-	-	-	-	-	-	-	-	-	-	-	-
58	70	-	-	-	-	-	-	-	-	-	-	-	-
58	71	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
58	72	-	-	-	-	-	-	-	-	-	-	-	-
58	73	-	-	-	6	6	-	-	-	-	-	-	-
58	74	-	-	-	-	-	-	-	-	-	-	-	-
58	75	-	-	-	-	-	-	-	-	-	-	-	-
58	76	-	-	-	-	-	-	-	-	-	-	-	-
58	77	-	-	-	-	-	-	-	-	-	-	-	-
58	78	-	-	-	6	6	-	-	-	-	-	-	-
58	79	-	-	-	-	-	-	-	-	-	-	-	-
58	80	23	-	23	-	23	-	-	-	-	-	-	23
58	81	-	-	-	-	-	-	-	-	-	-	-	-
58	82	66	-	66	-	66	11	23	-	34	-	34	100
58	83	23	-	23	19	42	-	-	-	-	-	-	23
58	84	-	-	-	-	-	-	-	-	-	-	-	-
58	85	-	-	-	-	-	-	-	-	-	-	-	-
58	86	-	-	-	-	-	-	-	-	-	-	-	-
58	87	-	-	-	-	-	23	-	-	23	-	23	23
58	88	23	-	23	-	23	23	-	-	23	-	23	46
58	89	-	-	-	-	-	-	-	-	-	-	-	-
58	90	-	-	-	-	-	-	-	-	-	23	23	23
58	91	-	-	-	-	-	-	-	-	-	-	-	-
58	92	-	-	-	6	6	-	-	-	-	-	-	-
58	93	-	-	-	-	-	-	-	-	-	-	-	-
59	59	252	-	252	211	463	270	-	-	270	-	270	522
59	60	896	-	896	32	928	746	-	-	746	147	893	1789
59	61	1019	-	1019	109	1128	543	-	-	543	45	588	1607
59	62	923	4	927	128	1055	1044	-	-	1044	-	1044	1967
59	63	34	-	34	19	53	45	-	-	45	-	45	79
59	64	64	-	64	45	109	45	-	-	45	-	45	109
59	65	57	-	57	64	121	23	-	-	23	-	23	80
59	66	49	-	49	-	49	126	-	-	126	-	126	175
59	67	-	-	-	13	13	-	-	-	-	-	-	-
59	68	44	-	44	13	57	23	-	-	23	-	23	67
59	69	22	-	22	-	22	22	-	-	22	-	22	44
59	70	22	-	22	-	22	44	-	-	44	-	44	66
59	71	-	-	-	-	-	-	-	-	-	-	-	-
59	72	-	-	-	-	-	-	-	-	-	-	-	-
59	73	11	-	11	-	11	-	-	-	-	-	-	11
59	74	22	-	22	-	22	11	-	-	11	-	11	33
59	75	-	-	-	-	-	-	-	-	-	-	-	-
59	76	-	-	-	-	-	-	-	-	-	-	-	-
59	77	4	-	4	-	4	-	-	-	-	-	-	4
59	78	15	-	15	26	41	-	-	-	-	-	-	15
59	79	23	-	23	13	36	-	-	-	-	-	-	23
59	80	102	-	102	19	121	45	-	-	45	-	45	147
59	81	-	-	-	-	-	-	-	-	-	-	-	-
59	82	68	-	68	13	81	113	-	-	113	-	113	161
59	83	79	-	79	-	79	23	-	-	23	-	23	102
59	84	34	-	34	13	47	-	-	-	-	-	-	34
59	85	22	-	22	-	22	43	-	-	43	-	43	65
59	86	-	-	-	-	-	-	-	-	-	-	-	-
59	87	25	-	25	19	44	-	-	-	-	-	-	25
59	88	43	-	43	-	43	43	-	-	43	-	43	86
59	89	23	-	23	19	42	11	-	-	11	-	11	34
59	90	-	-	-	58	58	-	-	-	-	-	-	-
59	91	-	-	-	-	-	-	-	-	-	-	-	-
59	92	-	-	-	-	-	-	-	-	-	-	-	-
59	93	4	-	4	-	4	22	-	-	22	-	22	26
60	60	396	-	396	32	428	266	-	-	266	4	270	666
60	61	743	2	745	83	828	629	-	-	629	115	744	1487
60	62	1370	-	1370	115	1485	978	-	-	978	215	1193	2563
60	63	11	-	11	6	17	-	-	-	-	-	-	11
60	64	79	-	79	45	124	113	-	-	113	-	113	192
60	65	114	-	114	6	120	34	-	-	34	4	38	152
60	66	-	-	-	6	6	-	-	-	-	-	-	-
60	67	21	-	21	13	34	-	-	-	-	-	-	21
60	68	76	-	76	-	76	131	-	-	131	-	131	207
60	69	-	-	-	13	13	-	-	-	-	-	-	-
60	70	22	-	22	6	28	11	-	-	11	-	11	33
60	71	11	-	11	-	11	11	-	-	11	-	11	22
60	72	88	-	88	19	107	-	-	-	-	-	-	88
60	73	94	-	94	-	94	11	-	-	11	-	11	105
60	74	32	-	32	-	32	11	-	-	11	-	11	43
60	75	-	-	-	-	-	-	-	-	-	-	-	-
60	76	-	-	-	-	-	-	-	-	-	-	-	-
60	77	-	-	-	-	-	-	-	-	-	-	-	-
60	78	-	-	-	-	-	-	11	-	-	-	-	11
60	79	-	-	-	6	6	-	-	-	11	-	11	11
60	80	57	-	57	6	63	34	-	-	34	-	34	91
60	81	11	-	11	-	11	11	-	-	11	-	11	22
60	82	113	-	113	-	113	23	-	-	23	-	23	136
60	83	45	-	45	45	90	-	-	-	-	-	-	45
60	84	11	-	11	-	11	-	-	-	-	-	-	11
60	85	-	-	-	19	19	-	-	-	-	-	-	-
60	86	25	-	25	-	25	-	-	-	-	-	-	25
60	87	68	-	68	-	68	-	-	-	-	-	-	68
60	88	-	-	-	-	-	-	-	-	-	-	-	-
60	89	11	-	11	-	11	11	-	-	11	-	11	22
60	90	11	-	11	-	11	11	-	-	11	-	11	22
60	91	-	-	-	-	-	-	-	-	-	-	-	-
60	92	13	-	13	6	19	22	-	-	22	-	22	35
60	93	11	-	11	-	11	-	-	-	-	-	-	11
61	61	493	-	493	77	570	601	-	-	601	-	601	1094
61	62	1402	-	1402	205	1607	927	-	-	927	181	1131	2533
61	63	11	-	11	26	37	-	-	-	-	-	-	-



Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
61	64	140	-	140	6	146	49	-	-	49	68	117	257
61	65	124	-	124	32	156	113	-	-	113	23	136	260
61	66	57	-	57	6	63	68	-	-	68	113	181	238
61	67	23	-	23	-	23	-	-	-	-	-	-	23
61	68	-	-	-	13	13	-	-	-	-	-	-	-
61	69	11	-	11	-	11	11	-	-	11	-	11	22
61	70	-	-	-	-	-	-	-	-	-	-	-	-
61	71	-	-	-	19	19	-	-	-	-	-	-	-
61	72	-	-	-	-	-	11	-	-	11	-	11	11
61	73	65	-	65	-	65	66	-	-	66	-	66	131
61	74	-	-	-	-	-	-	-	-	-	-	-	-
61	75	-	-	-	-	-	-	-	-	-	-	-	-
61	76	-	-	-	-	-	-	-	-	-	-	-	-
61	77	-	-	-	-	-	-	-	-	-	-	-	-
61	78	34	-	34	13	47	34	-	-	34	-	34	68
61	79	46	-	46	-	46	-	-	-	-	-	-	46
61	80	-	-	-	13	13	-	-	-	-	-	-	-
61	81	5	-	5	-	5	-	-	-	-	-	-	5
61	82	34	-	34	-	34	11	-	-	11	-	11	45
61	83	27	-	27	32	59	49	-	-	49	-	49	76
61	84	-	-	-	-	-	-	-	-	-	-	-	-
61	85	43	-	43	6	49	-	-	-	-	-	-	43
61	86	36	-	36	-	36	53	-	-	53	-	53	89
61	87	37	-	37	-	37	45	-	-	45	-	45	82
61	88	-	-	-	-	-	11	-	-	11	-	11	11
61	89	45	-	45	6	51	11	-	-	11	-	11	56
61	90	26	-	26	-	26	-	-	-	-	-	-	26
61	91	-	-	-	-	-	-	-	-	-	-	-	-
61	92	-	-	-	-	-	-	-	-	-	-	-	-
61	93	11	-	11	-	11	23	-	-	23	-	23	34
62	62	1311	8	1319	198	1517	786	11	-	797	136	933	2244
62	63	102	-	102	-	102	135	-	-	135	-	135	237
62	64	94	-	94	19	113	102	-	-	102	-	102	196
62	65	116	-	116	32	148	-	-	-	-	-	-	116
62	66	11	-	11	19	30	24	-	-	24	-	24	35
62	67	-	-	-	-	-	-	-	-	-	-	-	-
62	68	34	-	34	6	40	112	-	-	112	-	112	146
62	69	45	-	45	-	45	-	-	-	-	-	-	45
62	70	23	-	23	-	23	-	-	-	-	-	-	23
62	71	56	-	56	13	69	80	-	-	80	-	80	136
62	72	57	-	57	13	70	34	-	-	34	-	34	91
62	73	132	-	132	6	138	146	-	-	146	-	146	278
62	74	-	-	-	-	-	21	-	-	21	-	21	21
62	75	-	-	-	-	-	-	-	-	-	-	-	-
62	76	-	-	-	-	-	-	-	-	-	-	-	-
62	77	2	-	2	-	2	-	-	-	-	-	-	2
62	78	53	-	53	-	53	23	-	-	23	-	23	76
62	79	57	-	57	26	83	160	-	-	160	-	160	217
62	80	45	2	47	6	53	34	-	-	34	-	34	79
62	81	-	-	-	-	-	-	-	-	-	-	-	-
62	82	21	-	21	19	40	33	-	-	33	-	33	54
62	83	155	-	155	51	206	23	-	-	23	-	23	178
62	84	57	-	57	26	83	23	-	-	23	-	23	80
62	85	-	-	-	6	6	-	-	-	-	-	-	-
62	86	-	-	-	-	-	-	-	-	-	-	-	-
62	87	34	2	36	6	42	23	-	-	23	-	23	57
62	88	11	-	11	6	17	11	-	-	11	-	11	22
62	89	24	-	24	13	37	26	-	-	26	-	26	50
62	90	-	-	-	-	-	-	-	-	-	-	-	-
62	91	-	-	-	26	26	-	-	-	-	-	-	-
62	92	-	-	-	-	-	-	-	-	-	-	-	-
62	93	56	-	56	-	56	56	-	-	56	-	56	112
63	63	45	-	45	-	45	11	-	-	11	-	11	56
63	64	228	-	228	-	228	124	-	-	124	-	124	352
63	65	183	-	183	64	183	160	-	-	160	23	183	366
63	66	-	-	-	-	-	-	-	-	-	-	-	-
63	67	42	-	42	6	48	-	-	-	-	-	-	42
63	68	-	-	-	-	-	-	-	-	-	-	-	-
63	69	-	-	-	-	-	-	-	-	-	-	-	-
63	70	22	-	22	-	22	65	-	-	65	-	65	87
63	71	54	-	54	-	54	77	-	-	77	-	77	131
63	72	-	-	-	-	-	-	-	-	-	-	-	-
63	73	23	-	23	-	23	23	-	-	23	-	23	46
63	74	-	-	-	-	-	-	-	-	-	-	-	-
63	75	-	-	-	-	-	-	-	-	-	-	-	-
63	76	-	-	-	-	-	-	-	-	-	-	-	-
63	77	-	-	-	-	-	-	-	-	-	-	-	-
63	78	-	-	-	-	-	-	-	-	-	-	-	-
63	79	-	-	-	-	-	-	-	-	-	-	-	-
63	80	-	-	-	-	-	-	-	-	-	-	-	-
63	81	-	-	-	-	-	-	-	-	-	-	-	-
63	82	-	-	-	-	-	-	-	-	-	-	-	-
63	83	-	-	-	13	13	-	-	-	-	-	-	-
63	84	11	-	11	-	11	-	-	-	-	-	-	11
63	85	-	-	-	-	-	22	-	-	22	-	22	22
63	86	-	-	-	-	-	-	-	-	-	-	-	-
63	87	-	-	-	-	-	-	-	-	-	-	-	-
63	88	-	-	-	-	-	-	-	-	-	-	-	-
63	89	-	-	-	6	6	-	-	-	-	-	-	-
63	90	22	-	22	-	22	22	-	-	22	-	22	44
63	91	-	-	-	-	-	-	-	-	-	-	-	-
63	92	-	-	-	-	-	-	-	-	-	-	-	-
63	93	11	-	11	-	11	34	-	-	34	-	34	45

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
64	64	898	-	898	154	1052	426	34	-	460	-	460	1358
64	65	1482	-	1482	256	1738	1140	23	-	1163	113	1276	2758
64	67	302	-	302	51	353	203	-	-	203	-	203	505
64	68	44	-	44	6	50	-	-	-	-	-	-	44
64	69	23	-	23	13	36	-	-	-	-	-	-	23
64	70	-	-	-	-	-	-	-	-	-	-	-	-
64	71	11	-	11	-	11	11	-	-	11	-	11	22
64	72	-	-	-	-	-	-	-	-	-	-	-	-
64	73	45	-	45	-	45	21	-	-	21	-	21	66
64	74	-	-	-	-	-	-	-	-	-	-	-	-
64	75	-	-	-	-	-	-	-	-	-	-	-	-
64	76	-	-	-	-	-	-	-	-	-	-	-	-
64	77	-	-	-	-	-	-	-	-	-	-	-	-
64	78	-	-	-	6	6	-	-	-	-	-	-	-
64	79	4	-	4	-	4	-	-	-	-	-	-	4
64	80	68	-	68	-	68	23	-	-	23	-	23	91
64	81	-	-	-	-	-	-	-	-	-	-	-	-
64	82	-	-	-	-	-	-	-	-	-	-	-	-
64	83	79	-	79	13	92	-	-	-	-	45	45	124
64	84	-	-	-	13	13	-	-	-	-	-	-	-
64	85	23	-	23	-	23	45	-	-	45	-	45	68
64	86	-	-	-	-	-	-	-	-	-	-	-	-
64	87	23	-	23	-	23	45	-	-	45	-	45	68
64	88	-	-	-	-	-	-	-	-	-	-	-	-
64	89	4	-	4	-	4	-	-	-	-	-	-	4
64	90	-	-	-	-	-	-	-	-	-	-	-	-
64	91	-	-	-	-	-	-	-	-	-	-	-	-
64	92	-	-	-	-	-	-	-	-	-	-	-	-
64	93	23	-	23	-	23	23	-	-	23	-	23	46
65	65	571	-	571	64	635	646	-	-	646	90	736	1307
65	66	375	-	375	45	420	601	-	-	601	203	804	1179
65	67	-	-	-	-	-	-	-	-	-	11	11	11
65	68	-	-	-	-	-	-	-	-	-	-	-	-
65	69	-	-	-	-	-	-	-	-	-	-	-	-
65	70	-	-	-	-	-	-	-	-	-	-	-	-
65	71	23	-	23	13	36	34	-	-	34	-	34	57
65	72	23	-	23	-	23	-	-	-	-	-	-	23
65	73	23	-	23	-	23	23	-	-	23	-	23	46
65	74	-	-	-	-	-	-	-	-	-	-	-	-
65	75	4	-	4	-	4	8	-	-	8	-	8	12
65	76	-	-	-	-	-	-	-	-	-	-	-	-
65	77	-	-	-	-	-	-	-	-	-	-	-	-
65	78	-	-	-	-	-	-	-	-	-	-	-	-
65	79	-	-	-	-	-	-	-	-	-	-	-	-
65	80	-	-	-	6	6	-	-	-	-	-	-	-
65	81	-	-	-	-	-	-	-	-	-	-	-	-
65	82	23	-	23	-	23	11	-	-	11	-	11	34
65	83	-	-	-	13	13	-	-	-	-	98	98	98
65	84	-	-	-	-	-	-	-	-	-	-	-	-
65	85	-	-	-	-	-	-	-	-	-	-	-	-
65	86	-	-	-	-	-	-	-	-	-	-	-	-
65	87	34	-	34	6	40	34	-	-	34	-	34	68
65	88	-	-	-	6	6	-	-	-	-	-	-	-
65	89	-	-	-	6	6	-	-	-	-	-	-	-
65	90	-	-	-	-	-	-	-	-	-	-	-	-
65	91	-	-	-	-	-	-	-	-	-	-	-	-
65	92	-	-	-	-	-	-	-	-	-	-	-	-
65	93	23	-	23	-	23	-	-	-	-	-	-	23
66	66	45	-	45	109	154	34	-	-	34	-	34	79
66	67	-	-	-	-	-	-	21	-	21	-	21	21
66	68	-	-	-	-	-	-	-	-	-	-	-	-
66	69	-	-	-	-	-	-	-	-	-	-	-	-
66	70	-	-	-	-	-	-	-	-	-	-	-	-
66	71	-	-	-	-	-	-	-	-	-	-	-	-
66	72	-	-	-	-	-	23	-	-	23	-	23	23
66	73	33	-	33	-	33	-	-	-	-	-	-	33
66	74	-	-	-	-	-	-	-	-	-	-	-	-
66	75	-	-	-	-	-	-	-	-	-	-	-	-
66	76	-	-	-	-	-	-	-	-	-	-	-	-
66	77	-	-	-	-	-	-	-	-	-	-	-	-
66	78	11	-	11	-	11	11	-	-	11	-	11	22
66	79	-	-	-	-	-	-	-	-	-	-	-	-
66	80	-	-	-	-	-	-	-	-	-	-	-	-
66	81	-	-	-	-	-	-	-	-	-	-	-	-
66	82	11	-	11	-	11	23	-	-	23	-	23	34
66	83	23	-	23	6	29	67	-	-	67	49	116	139
66	84	23	-	23	-	23	-	-	-	-	-	-	23
66	85	-	-	-	-	-	-	-	-	-	-	-	-
66	86	-	-	-	-	-	-	-	-	-	-	-	-
66	87	-	-	-	-	-	-	-	-	-	-	-	-
66	88	-	-	-	-	-	-	-	-	-	-	-	-
66	89	-	-	-	-	-	-	-	-	-	-	-	-
66	90	-	-	-	13	13	-	-	-	-	-	-	-
66	91	-	-	-	-	-	-	-	-	-	-	-	-
66	92	-	-	-	-	-	-	-	-	-	-	-	-
66	93	-	-	-	-	-	23	-	-	23	-	23	23
67	67	350	-	350	122	472	180	-	-	180	-	180	530
67	68	-	-	-	-	-	-	-	-	-	-	-	-
67	69	-	-	-	-	-	-	-	-	-	-	-	-
67	70	-	-	-	-	-	-	-	-	-	-	-	-
67	71	-	-	-	-	-	-	-	-	-	-	-	-
67	72	-	-	-	-	-	-	-	-	-	-	-	-
67	73	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
67	74	-	-	-	-	-	-	-	-	-	-	-	-
67	75	-	-	-	-	-	-	-	-	-	-	-	-
67	76	-	-	-	-	-	-	-	-	-	-	-	-
67	77	-	-	-	-	-	-	-	-	-	-	-	-
67	78	-	-	-	-	-	-	-	-	-	-	-	-
67	79	-	-	-	-	-	-	-	-	-	-	-	-
67	80	4	-	4	-	4	-	-	-	-	-	-	4
67	81	-	-	-	-	-	-	-	-	-	-	-	-
67	82	2	-	2	-	2	-	-	-	-	-	-	2
67	83	-	-	-	-	-	-	-	-	-	-	-	-
67	84	26	-	26	-	26	-	-	-	-	-	-	26
67	85	-	-	-	-	-	-	-	-	-	-	-	-
67	86	-	-	-	-	-	-	-	-	-	-	-	-
67	87	-	-	-	-	-	-	-	-	-	-	-	-
67	88	-	-	-	-	-	-	-	-	-	-	-	-
67	89	-	-	-	-	-	-	-	-	-	-	-	-
67	90	-	-	-	-	-	-	-	-	-	-	-	-
67	91	-	-	-	-	-	-	-	-	-	-	-	-
67	92	-	-	-	-	-	-	-	-	-	-	-	-
67	93	-	-	-	-	-	-	-	-	-	-	-	-
68	68	648	6	654	166	820	400	-	-	400	43	443	1091
68	69	228	-	228	19	247	130	-	-	130	-	130	358
68	70	404	-	404	77	481	227	-	-	227	-	227	631
68	71	2305	8	2313	134	2447	1814	-	-	1814	-	1814	4119
68	72	1492	25	1517	198	1715	911	22	11	944	-	944	2436
68	73	782	19	801	77	878	668	-	11	679	11	690	1472
68	74	172	11	183	13	196	119	-	11	130	64	194	366
68	75	22	-	22	6	28	22	-	-	22	-	22	44
68	76	4	-	4	-	4	-	-	-	-	-	-	4
68	77	-	-	-	-	-	24	-	-	24	-	24	24
68	78	65	-	65	-	65	86	-	-	86	-	86	151
68	79	197	-	197	19	216	119	-	-	119	-	119	316
68	80	292	-	292	51	343	65	-	-	65	-	65	357
68	81	76	-	76	-	76	86	-	-	86	-	86	162
68	82	238	4	242	13	255	120	-	-	120	-	120	358
68	83	317	2	319	45	364	185	22	-	207	-	207	524
68	84	184	-	184	154	338	76	-	11	87	-	87	271
68	85	11	-	11	-	11	54	-	-	54	-	54	65
68	86	90	2	92	-	92	34	-	-	34	-	34	124
68	87	119	2	121	6	127	-	-	-	-	-	-	119
68	88	130	-	130	13	143	86	-	-	86	-	86	216
68	89	206	-	206	58	264	306	-	-	306	-	306	512
68	90	145	4	149	13	162	99	-	-	99	-	99	244
68	91	54	-	54	-	54	44	-	-	44	-	44	98
68	92	43	-	43	-	43	65	-	-	65	-	65	108
68	93	125	-	125	-	125	65	-	-	65	-	65	190
69	69	65	-	65	-	65	-	-	-	-	-	-	65
69	70	82	2	84	58	142	45	-	-	45	-	45	127
69	71	401	-	401	13	414	250	-	-	250	86	336	737
69	72	220	2	222	26	248	157	-	-	157	-	157	377
69	73	43	6	49	26	75	96	-	-	96	-	96	139
69	74	64	-	64	-	64	21	-	-	21	-	21	85
69	75	2	-	2	6	8	4	-	-	4	-	4	6
69	76	-	-	-	-	-	-	-	-	-	-	-	-
69	77	-	-	-	-	-	-	-	-	-	-	-	-
69	78	-	-	-	-	-	-	-	-	-	-	-	-
69	79	81	-	81	-	81	46	-	-	46	-	46	127
69	80	22	-	22	-	22	-	-	-	-	-	-	22
69	81	22	-	22	13	35	-	-	-	-	-	-	22
69	82	65	-	65	-	65	11	-	-	11	-	11	76
69	83	22	-	22	38	60	32	-	-	32	-	32	54
69	84	98	-	98	13	111	-	-	-	-	-	-	98
69	85	32	-	32	-	32	54	-	-	54	-	54	86
69	86	-	-	-	-	-	-	-	-	-	-	-	-
69	87	44	-	44	13	57	44	-	-	44	-	44	88
69	88	-	-	-	-	-	-	-	-	-	-	-	-
69	89	88	-	88	-	88	99	-	-	99	-	99	187
69	90	34	-	34	-	34	22	-	-	22	-	22	56
69	91	-	-	-	-	-	-	-	-	-	-	-	-
69	92	11	-	11	-	11	-	-	-	-	-	-	11
69	93	11	-	11	-	11	-	-	-	-	43	43	54
70	70	372	4	376	147	523	109	-	-	109	-	109	481
70	71	1706	6	1712	115	1827	961	-	-	961	162	1123	2829
70	72	833	13	846	243	1089	518	-	-	518	-	518	1351
70	73	172	2	174	6	180	162	-	-	162	-	162	334
70	74	134	4	138	26	164	107	-	-	107	-	107	241
70	75	22	-	22	13	35	32	-	-	32	-	32	54
70	76	22	-	22	-	22	-	-	-	-	-	-	22
70	77	6	-	6	-	6	2	-	-	2	-	2	8
70	78	66	-	66	13	79	11	-	-	11	-	11	77
70	79	78	-	78	-	78	22	-	-	22	-	22	100
70	80	195	-	195	51	246	-	-	-	-	-	-	195
70	81	59	-	59	19	78	-	-	-	-	-	-	59
70	82	254	6	260	45	305	43	-	-	43	-	43	297
70	83	282	4	286	109	395	98	-	-	98	-	98	380
70	84	154	-	154	51	205	76	-	-	76	-	76	230
70	85	119	-	119	13	132	43	43	-	86	-	86	205
70	86	49	-	49	6	55	113	-	-	113	-	113	162
70	87	281	-	281	13	294	58	-	-	58	-	58	339
70	88	55	-	55	6	61	43	-	-	43	-	43	98
70	89	232	-	232	6	238	54	-	22	76	-	76	308
70	90	220	-	220	19	239	22	-	-	22	-	22	242
70	91	87	-	87	-	87	-	-	-	-	-	-	87
70	92	32	-	32	32	64	11	-	-	11	-	11	43
70	93	242	-	242	6	248	147	-	-	147	-	147	389

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
71	71	2805	6	2811	186	2997	2114	54	-	2168	108	2276	5081
71	72	2985	27	3012	493	3505	1634	32	22	1688	86	1774	4759
71	73	688	8	696	26	722	405	-	-	405	43	448	1136
71	74	182	19	201	38	239	204	-	-	204	86	290	472
71	75	13	-	13	-	13	26	-	-	26	-	26	39
71	76	22	-	22	-	22	-	-	-	-	-	-	22
71	77	2	-	2	-	2	-	-	-	-	-	-	6
71	78	109	-	109	-	109	32	-	-	32	-	32	141
71	79	216	-	216	38	254	130	-	-	130	-	130	346
71	80	121	2	123	19	142	-	-	-	-	-	-	121
71	81	519	-	519	51	570	228	-	-	228	54	282	801
71	82	475	-	475	26	501	270	-	-	270	-	270	745
71	83	314	2	316	64	380	185	22	-	207	-	207	521
71	84	141	-	141	32	173	76	-	-	76	-	76	217
71	85	173	-	173	-	173	173	-	-	173	-	173	346
71	86	50	-	50	-	50	-	-	-	-	-	-	50
71	87	246	-	246	-	246	66	-	-	66	-	66	312
71	88	216	-	216	-	216	76	-	-	76	-	76	292
71	89	343	-	343	32	375	317	43	-	360	-	360	703
71	90	145	-	145	6	151	99	-	-	99	22	121	266
71	91	54	-	54	-	54	22	-	-	22	-	22	76
71	92	38	-	38	6	44	47	-	-	47	-	47	85
71	93	195	2	197	6	203	87	-	-	87	-	87	282
72	72	1689	23	1712	179	1891	900	21	-	921	11	932	2621
72	73	1093	67	1160	179	1339	601	-	32	633	-	633	1726
72	74	533	13	546	109	655	289	-	43	332	-	332	865
72	75	13	-	13	13	26	32	-	-	32	-	32	45
72	76	-	-	-	-	-	-	-	-	-	-	-	-
72	77	36	-	36	-	36	32	-	-	32	-	32	68
72	78	79	-	79	13	92	23	-	-	23	-	23	102
72	79	142	-	142	32	174	108	-	-	108	12	120	262
72	80	97	2	99	19	118	-	-	-	-	-	-	97
72	81	173	-	173	32	205	32	-	-	32	-	32	205
72	82	454	4	458	45	503	251	-	-	251	-	251	705
72	83	243	2	245	70	313	163	-	-	163	-	163	404
72	84	329	2	331	45	376	153	-	-	153	-	153	482
72	85	97	-	97	13	110	86	-	-	86	-	86	183
72	86	56	-	56	6	62	50	-	-	50	13	63	119
72	87	254	4	258	26	284	87	-	-	87	-	87	341
72	88	130	-	130	6	136	54	-	-	54	-	54	184
72	89	298	-	298	19	317	122	-	-	122	-	122	420
72	90	165	2	167	-	167	65	-	-	65	-	65	230
72	91	21	-	21	-	21	11	-	-	11	-	11	32
72	92	44	-	44	6	50	44	-	-	44	-	44	88
72	93	141	4	145	19	164	111	11	-	122	-	122	263
73	73	984	29	1013	64	1077	429	-	-	429	-	429	1413
73	74	278	13	291	13	304	198	-	-	193	-	193	471
73	75	2	-	2	-	2	-	-	-	-	-	-	2
73	76	-	-	-	13	13	-	-	-	-	-	-	-
73	77	-	-	-	-	-	-	-	-	-	-	-	-
73	78	64	-	64	6	70	69	-	-	69	-	69	133
73	79	186	-	186	13	199	56	-	-	56	-	56	242
73	80	196	-	196	51	247	43	-	-	43	-	43	239
73	81	65	-	65	6	71	87	-	-	87	-	87	152
73	82	349	-	349	51	400	207	-	-	207	21	228	577
73	83	311	-	311	211	522	268	-	-	268	-	268	579
73	84	323	-	323	96	419	322	-	21	343	-	343	666
73	85	119	2	121	-	121	86	-	-	86	-	86	205
73	86	85	-	85	-	85	59	-	-	59	-	59	144
73	87	191	2	193	-	193	56	-	-	56	-	56	247
73	88	129	-	129	32	161	118	-	-	118	-	118	247
73	89	240	-	240	51	291	155	-	-	155	-	155	395
73	90	134	4	138	19	157	142	-	-	142	64	206	340
73	91	66	-	66	19	85	34	-	-	34	-	34	100
73	92	99	-	99	13	112	22	-	-	22	-	22	121
73	93	133	2	135	13	148	64	-	-	64	-	64	197
74	74	75	4	79	19	98	-	-	-	-	-	-	75
74	75	11	-	11	6	17	11	-	-	11	-	11	22
74	76	-	-	-	6	6	-	-	-	-	-	-	-
74	77	-	-	-	6	6	-	-	-	-	-	-	-
74	78	-	-	-	6	6	-	-	-	-	-	-	-
74	79	11	-	11	32	43	11	-	-	11	-	11	22
74	80	90	2	92	19	111	-	-	-	-	-	-	90
74	81	26	-	26	6	32	-	-	-	-	-	-	26
74	82	173	-	173	6	179	87	-	-	87	-	87	260
74	83	322	2	324	109	433	139	-	11	150	-	150	472
74	84	43	2	45	38	83	54	-	-	54	-	54	97
74	85	101	-	101	6	107	54	22	-	76	-	76	177
74	86	-	-	-	-	-	-	-	-	-	-	-	-
74	87	43	-	43	13	56	47	-	-	47	-	47	90
74	88	-	-	-	13	13	-	-	-	-	-	-	-
74	89	131	-	131	38	169	78	-	-	78	-	78	209
74	90	120	2	122	38	160	86	-	-	86	-	86	206
74	91	76	-	76	13	89	21	-	-	21	-	21	97
74	92	43	-	43	-	43	22	-	-	22	-	22	65
74	93	126	-	126	6	132	-	-	-	-	-	-	126
75	75	-	-	-	-	-	-	-	-	-	-	-	-
75	76	-	-	-	6	6	-	-	-	-	-	-	-
75	77	4	-	4	6	10	28	-	-	28	-	28	32
75	78	34	-	34	6	40	-	-	-	-	-	-	34
75	79	111	-	111	51	162	11	-	-	11	112	123	234
75	80	12	-	12	13	25	-	-	-	-	-	-	12

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
75	81	-	-	-	-	-	-	-	-	-	-	-	-
75	82	11	-	11	-	11	11	-	-	-	-	11	22
75	83	-	-	-	13	13	-	-	-	-	-	-	-
75	84	36	-	36	6	42	76	-	-	-	-	76	112
75	85	22	-	22	-	22	22	-	-	-	-	22	44
75	86	11	-	11	-	11	-	-	-	-	-	-	11
75	87	-	-	-	-	-	22	-	-	-	-	22	22
75	88	65	-	65	6	71	130	-	-	-	-	130	195
75	89	4	-	4	-	4	-	-	-	-	-	-	4
75	90	-	-	-	-	-	-	-	-	-	-	-	-
75	91	-	-	-	-	-	-	-	-	-	-	-	-
75	92	-	-	-	-	-	-	-	-	-	-	-	-
75	93	11	-	11	-	11	-	-	-	-	-	-	11
76	76	-	-	-	-	-	-	-	-	-	-	-	-
76	77	-	-	-	-	-	-	-	-	-	-	-	-
76	78	-	-	-	-	-	-	-	-	-	-	-	-
76	79	-	-	-	-	-	-	-	-	-	-	-	-
76	80	-	-	-	-	-	-	-	-	-	-	-	-
76	81	-	-	-	-	-	-	-	-	-	-	-	-
76	82	-	-	-	-	-	11	-	-	-	-	11	11
76	83	-	-	-	-	-	-	-	-	-	-	-	-
76	84	-	-	-	13	13	-	-	-	-	-	-	-
76	85	11	-	11	-	11	22	-	-	-	-	22	33
76	86	-	-	-	-	-	-	-	-	-	-	-	-
76	87	-	-	-	-	-	-	-	-	-	-	-	-
76	88	11	-	11	-	11	34	-	-	-	-	34	45
76	89	-	-	-	-	-	-	-	-	-	-	-	-
76	90	-	-	-	-	-	-	-	-	-	-	-	-
76	91	-	-	-	-	-	-	-	-	-	-	-	-
76	92	-	-	-	-	-	-	-	-	-	-	-	-
76	93	4	-	4	-	4	-	-	-	-	-	-	4
77	77	-	-	-	6	6	-	-	-	-	-	-	-
77	78	74	-	74	32	106	12	-	-	-	-	12	86
77	79	46	-	46	51	97	44	-	-	-	-	44	90
77	80	12	-	12	-	12	-	-	-	-	-	-	12
77	81	-	-	-	-	-	-	-	-	-	-	-	-
77	82	8	-	8	-	8	-	-	-	-	-	-	8
77	83	16	-	16	6	22	-	-	-	-	-	-	16
77	84	-	-	-	13	13	-	-	-	-	-	-	-
77	85	-	-	-	-	-	-	-	-	-	-	-	-
77	86	-	-	-	-	-	-	-	-	-	-	-	-
77	87	4	-	4	6	10	-	-	-	-	-	-	4
77	88	-	-	-	-	-	-	-	-	-	-	-	-
77	89	-	-	-	-	-	-	-	-	-	-	-	-
77	90	8	-	8	-	8	-	-	-	-	-	-	8
77	91	-	-	-	-	-	-	-	-	-	-	-	-
77	92	-	-	-	-	-	-	-	-	-	-	-	-
77	93	-	-	-	-	-	-	-	-	-	-	-	-
78	78	598	-	598	45	643	344	-	-	-	-	344	1080
78	79	1354	-	1354	218	1572	1136	-	-	-	-	1136	2697
78	80	46	-	46	-	46	-	-	-	-	-	-	46
78	81	-	-	-	-	-	-	-	-	-	-	-	-
78	82	11	-	11	-	11	-	-	-	-	-	-	11
78	83	91	-	91	-	91	-	-	-	-	-	-	91
78	84	22	-	22	32	54	-	-	-	-	-	-	22
78	85	11	-	11	-	11	-	-	-	-	-	-	11
78	86	-	-	-	-	-	-	-	-	-	-	-	-
78	87	13	-	13	6	19	25	-	-	-	-	25	38
78	88	12	-	12	-	12	-	-	-	-	-	-	12
78	89	4	-	4	-	4	46	-	-	-	-	46	46
78	90	-	-	-	-	-	-	-	-	-	-	-	4
78	91	-	-	-	-	-	-	-	-	-	-	-	-
78	92	-	-	-	-	-	-	-	-	-	-	-	-
78	93	4	-	4	-	4	-	-	-	-	-	-	4
79	79	3465	-	3465	339	3804	2467	-	-	-	-	2467	6576
79	80	230	-	230	32	262	69	-	-	-	-	69	322
79	81	12	-	12	-	12	-	-	-	-	-	-	12
79	82	200	-	200	6	206	51	-	-	-	-	51	251
79	83	263	-	263	102	365	22	-	-	-	-	22	308
79	84	53	-	53	26	79	75	-	-	-	-	75	128
79	85	23	-	23	-	23	12	-	-	-	-	12	35
79	86	38	-	38	-	38	145	-	-	-	-	145	183
79	87	87	-	87	-	87	125	-	-	-	-	125	212
79	88	22	-	22	13	35	46	-	-	-	-	46	60
79	89	148	-	148	45	193	79	-	-	-	-	79	227
79	90	23	-	23	13	36	-	-	-	-	-	-	23
79	91	22	-	22	-	22	-	-	-	-	-	-	22
79	92	-	-	-	-	-	-	-	-	-	-	-	-
79	92	57	-	57	26	83	81	-	-	-	-	81	138
80	80	11	-	11	154	165	-	-	-	-	-	-	11
80	81	32	-	32	32	70	22	-	-	-	-	22	54
80	82	255	27	282	51	333	77	-	-	-	-	77	332
80	83	121	-	121	192	313	262	-	-	-	-	262	383
80	84	238	13	251	192	443	142	-	-	-	-	142	380
80	85	660	-	660	45	705	249	22	-	-	-	271	931
80	86	198	4	202	70	272	13	-	-	-	-	26	284
80	87	175	-	175	77	252	11	-	-	-	-	11	186
80	88	432	2	434	166	600	162	-	-	-	-	184	616
80	89	679	2	681	58	739	279	-	-	-	-	290	969
80	90	167	-	167	38	205	22	-	-	-	-	22	189
80	91	11	-	11	13	24	-	-	-	-	-	22	33

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
80	92	55	-	55	38	93	-	-	-	-	-	-	55
80	93	158	-	158	32	190	22	-	-	22	-	22	180
81	81	-	-	-	19	19	-	-	-	-	-	-	-
81	82	11	-	11	13	24	-	-	-	-	-	-	11
81	83	86	-	86	32	118	65	-	-	65	-	65	151
81	84	54	-	54	13	67	11	-	-	11	-	11	65
81	85	11	-	11	-	11	-	-	-	-	-	-	11
81	86	25	-	25	-	25	-	-	-	-	-	-	25
81	87	47	-	47	-	47	65	-	-	65	-	65	112
81	88	43	-	43	19	62	22	-	-	22	-	22	65
81	89	66	-	66	26	92	-	-	-	-	-	-	66
81	90	22	-	22	-	22	-	-	-	-	-	-	22
81	91	-	-	-	6	6	-	-	-	-	-	-	-
81	92	22	-	22	-	22	-	-	-	-	-	-	22
81	93	22	-	22	6	28	11	-	-	11	-	11	33
82	82	1449	55	1504	218	1722	936	-	-	936	-	936	2385
82	83	468	4	472	51	523	195	-	-	195	-	195	663
82	84	981	74	1055	173	1228	532	-	-	532	-	532	1537
82	85	1997	15	2012	192	2204	627	11	13	640	-	640	2624
82	86	937	50	987	70	1057	431	11	50	481	-	481	1429
82	87	1414	13	1427	275	1702	570	-	-	570	-	570	1984
82	88	1931	25	1956	154	2110	929	-	11	940	-	940	2871
82	89	3299	100	3399	179	3578	2113	11	22	2146	22	2168	5467
82	90	380	8	388	32	420	146	2	22	170	-	172	528
82	91	196	-	196	32	228	175	-	-	175	-	175	371
82	92	109	2	111	13	124	80	-	-	80	-	80	189
82	93	546	8	554	83	637	124	11	22	157	-	157	703
83	83	283	-	283	154	437	231	-	-	231	-	231	514
83	84	338	-	338	230	568	131	-	-	131	-	131	469
83	85	292	-	292	32	324	141	-	-	141	-	141	453
83	86	355	-	355	26	381	209	-	-	209	22	231	586
83	87	167	2	169	134	303	102	-	-	102	-	102	269
83	88	394	-	394	38	432	144	-	-	144	22	166	560
83	89	1037	2	1039	293	1293	697	-	-	697	66	763	1798
83	90	521	-	521	173	693	253	22	-	275	-	275	796
83	91	110	-	110	58	168	22	-	-	22	-	22	132
83	92	301	-	301	64	365	248	-	-	248	-	248	549
83	93	519	-	519	128	647	516	-	-	516	131	647	1166
84	84	590	4	594	173	767	338	-	-	338	-	338	928
84	85	521	8	529	179	708	390	-	-	390	87	477	998
84	86	461	11	472	128	600	426	3	-	429	229	658	1119
84	87	601	4	605	154	759	317	-	-	317	-	317	918
84	88	672	4	676	128	804	380	-	-	380	-	380	1052
84	89	1245	4	1249	250	1499	800	-	11	811	87	898	2143
84	90	291	-	291	90	381	179	-	-	179	-	179	470
84	91	34	-	34	45	79	11	-	-	11	-	11	45
84	92	201	-	201	58	259	86	-	-	86	-	86	287
84	93	280	-	280	64	344	154	-	-	154	-	154	434
85	85	1266	-	1266	96	1362	735	22	-	757	11	768	2034
85	86	294	2	296	51	347	482	-	-	482	151	633	927
85	87	584	-	584	58	642	292	-	-	292	-	292	876
85	88	2087	2	2089	96	2183	1435	11	-	1446	140	1586	3671
85	89	2175	-	2175	77	2252	1727	13	-	1740	-	1740	3915
85	90	181	-	181	6	187	121	2	-	123	45	168	349
85	91	108	-	108	13	121	65	-	-	65	44	109	217
85	92	306	-	306	32	338	207	65	-	272	22	294	600
85	93	251	-	251	51	302	44	-	-	44	-	44	295
86	86	151	4	155	45	200	63	-	-	63	25	88	239
86	87	304	2	306	38	344	127	-	-	127	-	127	431
86	88	397	6	403	6	399	317	-	-	317	-	317	704
86	89	925	4	929	58	987	772	-	-	772	47	819	1744
86	90	58	2	60	19	79	34	-	-	34	-	34	92
86	91	83	-	83	-	83	11	-	-	11	-	11	94
86	92	23	2	25	13	38	87	-	-	87	-	87	110
86	93	120	2	122	26	148	45	-	-	45	-	45	165
87	87	344	-	344	96	440	95	-	-	95	-	95	439
87	88	938	2	940	58	998	330	-	11	341	-	341	1279
87	89	1596	4	1600	102	1702	848	-	-	848	-	848	2444
87	90	250	-	250	26	276	38	-	-	38	-	38	288
87	91	76	-	76	32	108	33	-	-	33	-	33	109
87	92	225	-	225	13	238	127	-	-	127	-	127	352
87	93	314	-	314	38	352	211	-	-	211	-	211	525
88	88	1066	2	1068	122	1190	609	-	-	609	-	609	1675
88	89	2537	4	2541	109	2650	1729	-	-	1729	-	1729	4266
88	90	99	-	99	-	99	86	-	-	86	-	86	185
88	91	205	-	205	38	243	119	-	-	119	-	119	324
88	92	500	-	500	90	590	337	-	-	337	-	337	837
88	93	329	-	329	13	342	219	-	-	219	-	219	548
89	89	3711	2	3713	198	3911	2644	-	32	2676	-	2676	6387
89	90	625	6	631	51	682	782	-	-	782	112	894	1523
89	91	276	-	276	45	321	241	-	-	241	-	241	517
89	92	585	-	585	83	668	480	-	-	480	22	502	1087
89	93	1020	-	1020	96	1116	673	-	-	673	134	807	1827

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						Total Person Movements
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	
90	90	325	-	325	200	525	101	-	-	101	45	146	471
90	91	121	-	121	26	147	44	-	-	44	-	44	165
90	92	56	-	56	-	56	56	-	-	56	168	224	280
90	93	669	-	669	58	727	380	-	-	380	-	380	1049
91	91	11	-	11	13	24	-	-	-	-	-	-	11
91	92	33	-	33	6	39	55	-	-	55	65	120	153
91	93	122	-	122	19	141	99	-	-	99	65	164	286
92	92	105	-	105	26	131	69	-	-	69	-	69	174
92	93	201	-	201	38	239	310	-	-	310	15	325	526
93	93	405	-	405	102	507	513	-	-	513	-	513	918
TOTAL		270,127	3,517	273,644	49,036	322,680	164,413	1,625	1,241	167,279	22,322	189,601	459,728

SUMMARY of VEHICULAR MOVEMENTS between DISTRICTS and EXTERNAL STATIONS

Table 7B

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
01	01	9	-	9
01	02	6	1	7
01	03	-	-	-
01	04	7	-	7
01	05	1	-	1
01	06	21	1	22
01	07	-	-	-
01	08	14	2	16
01	09	3	-	3
01	10	-	-	-
01	11	3	-	3
01	12	5	-	5
01	13	5	1	6
01	14	2	-	2
01	15	-	-	-
01	16	1	-	1
01	17	1	-	1
01	18	-	-	-
01	19	-	-	-
01	20	-	1	1
01	21	1	-	1
01	22	-	-	-
01	23	1	-	1
01	24	3	-	3
01	25	-	-	-
01	26	-	-	-
01	27	1	3	4
01	28	2	-	2
01	29	1	1	2
01	30	1	-	1
01	31	3	-	3
01	32	-	1	1
01	33	-	-	-
01	34	1	-	1
01	35	1	1	2
01	36	2	1	3
01	37	1	1	2
01	38	1	2	3
01	39	2	1	3
01	40	7	2	9
01	41	2	-	2
01	42	-	-	-
01	43	3	4	7
01	44	-	1	1
01	45	28	6	34
01	46	16	18	34
01	47	10	2	12
01	48	15	6	21
01	49	3	5	8
01	50	2	18	20
01	51	5	8	13
01	52	12	9	21
01	53	24	5	29
01	54	23	2	25
01	55	11	8	19
01	56	32	39	71
01	57	3	3	6
01	58	9	4	13
01	59	41	137	178
01	60	56	19	75
01	61	69	9	78
01	62	121	30	151
01	63	2	3	5
01	64	5	1	6
01	65	17	3	20
01	66	7	6	13
01	67	2	-	2
01	68	18	2	20
01	69	1	1	2
01	70	8	1	9
01	71	11	3	14
01	72	30	4	34
01	73	36	1	37
01	74	11	1	12
01	75	1	1	2
01	76	-	1	1
01	77	1	-	1
01	78	1	4	5
01	79	7	-	7
01	80	8	5	13
01	81	1	-	1
01	82	20	2	22
01	83	22	10	32
01	84	8	6	14
01	85	7	2	9
01	86	3	-	3
01	87	5	1	6
01	88	16	2	18
01	89	21	5	26
01	90	9	1	10
01	91	1	-	1
01	92	4	-	4
01	93	2	3	5
		883	421	1,304

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
02	01	-	-	-
02	02	-	1	1
02	03	2	-	2
02	04	-	-	-
02	05	-	-	-
02	06	-	-	-
02	07	-	-	-
02	08	-	1	1
02	09	-	-	-
02	10	-	-	-
02	11	-	-	-
02	12	-	-	-
02	13	-	-	-
02	14	-	-	-
02	15	-	-	-
02	16	-	-	-
02	17	-	-	-
02	18	-	-	-
02	19	-	-	-
02	20	-	-	-
02	21	-	-	-
02	22	-	-	-
02	23	-	-	-
02	24	-	-	-
02	25	-	-	-
02	26	-	1	1
02	27	1	1	2
02	28	-	-	-
02	29	-	-	-
02	30	-	-	-
02	31	-	-	-
02	32	-	-	-
02	33	-	-	-
02	34	-	-	-
02	35	-	-	-
02	36	-	-	-
02	37	-	-	-
02	38	-	-	-
02	39	-	-	-
02	40	-	-	-
02	41	-	-	-
02	42	2	-	2
02	43	-	-	-
02	44	169	51	220
02	45	31	14	45
02	46	1	-	1
02	47	-	1	1
02	48	3	-	3
02	49	-	-	-
02	50	-	-	-
02	51	2	-	2
02	52	1	-	1
02	53	9	1	10
02	54	6	3	9
02	55	11	2	13
02	56	4	-	4
02	57	5	1	6
02	58	2	1	3
02	59	-	-	-
02	60	-	1	1
02	61	2	-	2
02	62	1	-	1
02	63	26	4	30
02	64	36	14	50
02	65	39	14	53
02	66	36	14	50
02	67	78	29	107
02	68	-	-	-
02	69	-	-	-
02	70	1	-	1
02	71	1	-	1
02	72	-	-	-
02	73	-	-	-
02	74	-	-	-
02	75	-	-	-
02	76	-	-	-
02	77	-	-	-
02	78	-	-	-
02	79	-	1	1
02	80	-	-	-
02	81	-	-	-
02	82	-	1	1
02	83	-	-	-
02	84	-	-	-
02	85	-	-	-
02	86	-	-	-
02	87	-	-	-
02	88	1	-	1
02	89	-	-	-
02	90	-	-	-
02	91	-	-	-
02	92	-	-	-
02	93	-	-	-
		472	156	628



Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
03	01	-	-	-
03	02	-	-	-
03	03	-	-	-
03	04	-	-	-
03	05	-	-	-
03	06	-	-	-
03	07	-	-	-
03	08	1	-	1
03	09	1	-	1
03	10	-	-	-
03	11	-	-	-
03	12	-	-	-
03	13	-	-	-
03	14	-	-	-
03	15	-	-	-
03	16	-	-	-
03	17	-	-	-
03	18	-	-	-
03	19	-	-	-
03	20	-	-	-
03	21	-	-	-
03	22	-	-	-
03	23	-	-	-
03	24	-	-	-
03	25	-	-	-
03	26	-	-	-
03	27	-	-	-
03	28	-	-	-
03	29	-	-	-
03	30	-	-	-
03	31	-	-	-
03	32	-	-	-
03	33	-	-	-
03	34	-	-	-
03	35	-	-	-
03	36	-	-	-
03	37	-	-	-
03	38	1	-	1
03	39	-	-	-
03	40	-	-	-
03	41	-	-	-
03	42	-	-	-
03	43	-	1	1
03	44	121	46	167
03	45	1	-	1
03	46	-	-	-
03	47	1	1	2
03	48	-	-	-
03	49	-	1	1
03	50	-	-	-
03	51	-	-	-
03	52	4	4	8
03	53	3	4	7
03	54	4	-	4
03	55	-	-	-
03	56	-	-	-
03	57	1	1	2
03	58	-	-	-
03	59	1	3	4
03	60	-	-	-
03	61	1	-	1
03	62	6	1	7
03	63	-	-	-
03	64	-	1	1
03	65	2	-	2
03	66	-	-	-
03	67	117	47	164
03	68	-	-	-
03	69	-	-	-
03	70	-	-	-
03	71	-	-	-
03	72	-	-	-
03	73	-	-	-
03	74	-	-	-
03	75	-	-	-
03	76	-	-	-
03	77	-	-	-
03	78	-	-	-
03	79	2	-	2
03	80	-	-	-
03	81	-	-	-
03	82	-	-	-
03	83	1	-	1
03	84	-	-	-
03	85	-	-	-
03	86	-	1	1
03	87	-	-	-
03	88	-	-	-
03	89	-	-	-
03	90	-	-	-
03	91	-	-	-
03	92	-	-	-
03	93	-	-	-
		264	111	375

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
04	01	3	-	3
04	02	3	2	5
04	03	3	-	3
04	04	3	-	3
04	05	1	-	1
04	06	11	-	11
04	07	1	-	1
04	08	77	7	84
04	09	7	-	7
04	10	-	-	-
04	11	-	-	-
04	12	8	1	9
04	13	3	1	4
04	14	-	-	-
04	15	-	1	1
04	16	-	-	-
04	17	1	-	1
04	18	2	-	2
04	19	5	-	5
04	20	-	1	1
04	21	1	-	1
04	22	1	-	1
04	23	-	-	-
04	24	2	-	2
04	25	1	1	2
04	26	-	-	-
04	27	-	1	1
04	28	2	1	3
04	29	-	-	-
04	30	3	-	3
04	31	2	-	2
04	32	1	-	1
04	33	1	-	1
04	34	2	-	2
04	35	-	-	-
04	36	1	-	1
04	37	1	-	1
04	38	3	1	4
04	39	2	-	2
04	40	21	5	26
04	41	-	-	-
04	42	1	2	3
04	43	2	-	2
04	44	363	134	497
04	45	13	10	23
04	46	1	2	3
04	47	2	-	2
04	48	4	5	9
04	49	1	1	2
04	50	4	-	4
04	51	25	2	27
04	52	24	6	30
04	53	21	9	30
04	54	48	8	56
04	55	29	13	42
04	56	8	7	15
04	57	15	9	24
04	58	4	3	7
04	59	15	6	21
04	60	16	8	24
04	61	9	3	12
04	62	34	4	38
04	63	15	4	19
04	64	25	12	37
04	65	30	13	43
04	66	16	7	23
04	67	419	183	602
04	68	7	1	8
04	69	3	-	3
04	70	4	-	4
04	71	5	-	5
04	72	5	-	5
04	73	10	3	13
04	74	-	-	-
04	75	-	-	-
04	76	-	-	-
04	77	1	-	1
04	78	8	1	9
04	79	5	3	8
04	80	5	8	13
04	81	-	1	1
04	82	6	2	8
04	83	7	2	9
04	84	9	4	13
04	85	4	1	5
04	86	4	1	5
04	87	2	-	2
04	88	6	1	7
04	89	4	3	7
04	90	2	-	2
04	91	3	-	3
04	92	1	-	1
04	93	1	-	1
		1,418	504	1,922

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
05	01	-	-	-
05	02	-	-	-
05	03	-	-	-
05	04	-	-	-
05	05	-	-	-
05	06	-	-	-
05	07	-	-	-
05	08	-	-	-
05	09	-	-	-
05	10	-	-	-
05	11	-	-	-
05	12	-	-	-
05	13	-	-	-
05	14	-	-	-
05	15	-	-	-
05	16	-	-	-
05	17	-	-	-
05	18	-	-	-
05	19	-	-	-
05	20	-	-	-
05	21	-	-	-
05	22	-	-	-
05	23	-	-	-
05	24	-	-	-
05	25	-	-	-
05	26	-	-	-
05	27	-	-	-
05	28	-	-	-
05	29	-	-	-
05	30	-	-	-
05	31	-	-	-
05	32	-	-	-
05	33	-	-	-
05	34	-	-	-
05	35	-	-	-
05	36	-	-	-
05	37	-	-	-
05	38	-	-	-
05	39	-	-	-
05	40	-	-	-
05	41	-	-	-
05	42	-	-	-
05	43	-	-	-
05	44	53	70	123
05	45	2	-	2
05	46	-	-	-
05	47	-	-	-
05	48	-	-	-
05	49	-	-	-
05	50	-	-	-
05	51	-	-	-
05	52	-	-	-
05	53	-	2	2
05	54	-	-	-
05	55	-	-	-
05	56	-	-	-
05	57	-	-	-
05	58	-	-	-
05	59	-	-	-
05	60	-	-	-
05	61	-	-	-
05	62	-	-	-
05	63	-	-	-
05	64	-	2	2
05	65	-	-	-
05	66	-	-	-
05	67	91	67	158
05	68	-	-	-
05	69	-	-	-
05	70	-	-	-
05	71	-	-	-
05	72	-	-	-
05	73	-	-	-
05	74	-	-	-
05	75	-	-	-
05	76	-	-	-
05	77	-	-	-
05	78	-	-	-
05	79	-	-	-
05	80	-	-	-
05	81	-	-	-
05	82	-	-	-
05	83	-	-	-
05	84	-	-	-
05	85	-	-	-
05	86	-	-	-
05	87	-	-	-
05	88	-	-	-
05	89	-	-	-
05	90	-	-	-
05	91	-	-	-
05	92	-	-	-
05	93	-	-	-
		146	141	287

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
06	01	-	-	-
06	02	-	-	-
06	03	-	-	-
06	04	-	-	-
06	05	-	-	-
06	06	-	-	-
06	07	-	-	-
06	08	-	-	-
06	09	-	-	-
06	10	-	-	-
06	11	-	-	-
06	12	-	-	-
06	13	-	-	-
06	14	-	-	-
06	15	-	-	-
06	16	-	-	-
06	17	-	-	-
06	18	-	-	-
06	19	-	-	-
06	20	-	-	-
06	21	-	-	-
06	22	-	-	-
06	23	-	-	-
06	24	-	-	-
06	25	1	-	1
06	26	-	-	-
06	27	5	2	7
06	28	-	-	-
06	29	-	-	-
06	30	-	-	-
06	31	-	-	-
06	32	-	-	-
06	33	-	-	-
06	34	-	-	-
06	35	-	-	-
06	36	-	-	-
06	37	-	-	-
06	38	-	-	-
06	39	-	-	-
06	40	-	-	-
06	41	-	-	-
06	42	1	-	1
06	43	-	-	-
06	44	268	42	310
06	45	1	-	1
06	46	2	-	2
06	47	-	-	-
06	48	-	-	-
06	49	-	-	-
06	50	-	-	-
06	51	1	-	1
06	52	-	-	-
06	53	2	1	3
06	54	1	-	1
06	55	-	1	1
06	56	1	-	1
06	57	-	-	-
06	58	-	-	-
06	59	-	-	-
06	60	-	-	-
06	61	-	-	-
06	62	-	-	-
06	63	-	-	-
06	64	1	-	1
06	65	-	-	-
06	66	-	-	-
06	67	339	55	394
06	68	-	-	-
06	69	1	-	1
06	70	-	-	-
06	71	1	1	2
06	72	1	-	1
06	73	-	-	-
06	74	-	-	-
06	75	-	-	-
06	76	-	-	-
06	77	-	-	-
06	78	-	-	-
06	79	1	-	1
06	80	-	1	1
06	81	-	-	-
06	82	1	-	1
06	83	-	-	-
06	84	1	-	1
06	85	-	-	-
06	86	-	-	-
06	87	-	-	-
06	88	-	-	-
06	89	1	-	1
06	90	-	-	-
06	91	-	-	-
06	92	-	-	-
06	93	-	-	-
		630	103	733

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
07	01	184	65	249
07	02	254	66	320
07	03	76	54	130
07	04	55	12	67
07	05	41	7	48
07	06	342	56	398
07	07	31	3	34
07	08	1424	120	1544
07	09	192	13	205
07	10	57	12	69
07	11	81	5	86
07	12	133	10	143
07	13	77	7	84
07	14	32	4	36
07	15	93	3	96
07	16	36	3	39
07	17	39	8	47
07	18	77	30	107
07	19	49	89	138
07	20	27	7	34
07	21	46	7	53
07	22	46	4	50
07	23	38	4	42
07	24	58	7	65
07	25	50	7	57
07	26	46	9	55
07	27	41	6	47
07	28	49	11	60
07	29	48	3	51
07	30	41	4	45
07	31	63	4	67
07	32	76	10	86
07	33	56	4	60
07	34	78	12	90
07	35	27	9	36
07	36	47	17	64
07	37	40	8	48
07	38	66	17	83
07	39	65	12	77
07	40	186	30	216
07	41	48	17	65
07	42	75	26	101
07	43	50	52	102
07	44	7	3	10
07	45	70	53	123
07	46	20	10	30
07	47	65	28	93
07	48	160	36	196
07	49	8	6	14
07	50	1	6	7
07	51	177	40	217
07	52	264	56	320
07	53	230	41	271
07	54	255	38	293
07	55	249	60	309
07	56	106	38	144
07	57	71	22	93
07	58	42	13	55
07	59	150	57	207
07	60	203	37	240
07	61	174	37	211
07	62	365	75	440
07	63	57	22	79
07	64	181	51	232
07	65	203	59	262
07	66	102	41	143
07	67	7	11	18
07	68	230	30	260
07	69	31	9	40
07	70	113	24	137
07	71	218	40	258
07	72	188	43	231
07	73	159	41	200
07	74	73	11	84
07	75	24	6	30
07	76	1	1	2
07	77	24	6	30
07	78	65	25	90
07	79	200	69	269
07	80	191	123	314
07	81	30	4	34
07	82	94	26	120
07	83	180	178	358
07	84	112	83	195
07	85	129	12	141
07	86	63	13	76
07	87	58	15	73
07	88	176	7	183
07	89	196	29	225
07	90	63	21	84
07	91	34	7	41
07	92	42	12	54
07	93	101	23	124
		10,602	2,554	13,156

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
08	01	4	5	9
08	02	9	5	14
08	03	1	-	1
08	04	3	2	5
08	05	2	-	2
08	06	13	4	17
08	07	-	-	-
08	08	35	9	44
08	09	3	3	6
08	10	2	-	2
08	11	4	-	4
08	12	13	1	14
08	13	3	2	5
08	14	2	-	2
08	15	2	-	2
08	16	-	2	2
08	17	3	3	6
08	18	2	1	3
08	19	1	1	2
08	20	-	-	-
08	21	2	-	2
08	22	3	1	4
08	23	2	-	2
08	24	-	-	-
08	25	-	-	-
08	26	-	-	-
08	27	-	-	-
08	28	-	-	-
08	29	-	-	-
08	30	-	1	1
08	31	-	1	1
08	32	2	1	3
08	33	1	1	2
08	34	1	-	1
08	35	-	1	1
08	36	8	-	8
08	37	-	-	-
08	38	1	-	1
08	39	-	-	-
08	40	-	1	1
08	41	1	-	1
08	42	-	1	1
08	43	5	1	6
08	44	2	1	3
08	45	61	32	93
08	46	30	1	31
08	47	7	-	7
08	48	16	11	27
08	49	2	-	2
08	50	4	10	14
08	51	16	13	29
08	52	33	8	41
08	53	45	11	56
08	54	100	16	116
08	55	248	61	309
08	56	72	13	85
08	57	204	72	276
08	58	30	10	40
08	59	100	40	140
08	60	93	33	126
08	61	164	32	196
08	62	278	52	330
08	63	170	18	188
08	64	562	141	703
08	65	403	109	512
08	66	168	47	215
08	67	4	1	5
08	68	24	2	26
08	69	6	1	7
08	70	21	1	22
08	71	20	7	27
08	72	26	5	31
08	73	55	4	59
08	74	13	4	17
08	75	-	-	-
08	76	1	-	1
08	77	-	-	-
08	78	5	2	7
08	79	11	7	18
08	80	15	1	16
08	81	4	-	4
08	82	11	9	20
08	83	33	30	63
08	84	25	10	35
08	85	15	1	16
08	86	10	1	11
08	87	4	1	5
08	88	13	2	15
08	89	16	1	17
08	90	10	4	14
08	91	6	1	7
08	92	5	15	20
08	93	8	7	15
		3,257	895	4,152

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
09	01	23	9	32
09	02	30	16	46
09	03	24	15	39
09	04	11	2	13
09	05	5	1	6
09	06	132	10	142
09	07	9	-	9
09	08	279	30	309
09	09	48	5	53
09	10	2	1	3
09	11	9	1	10
09	12	18	1	19
09	13	12	3	15
09	14	5	-	5
09	15	13	1	14
09	16	3	-	3
09	17	1	-	1
09	18	12	4	16
09	19	7	19	26
09	20	2	1	3
09	21	5	2	7
09	22	1	-	1
09	23	1	-	1
09	24	7	1	8
09	25	7	2	9
09	26	8	-	8
09	27	6	4	10
09	28	5	3	8
09	29	3	2	5
09	30	12	2	14
09	31	11	-	11
09	32	11	-	11
09	33	6	1	7
09	34	7	-	7
09	35	6	2	8
09	36	14	-	14
09	37	2	-	2
09	38	7	6	13
09	39	10	8	18
09	40	62	18	80
09	41	4	2	6
09	42	14	2	16
09	43	12	4	16
09	44	3	4	7
09	45	15	10	25
09	46	5	3	8
09	47	11	3	14
09	48	30	7	37
09	49	6	3	9
05	50	1	-	1
09	51	209	33	242
09	52	271	88	359
09	53	341	134	475
09	54	1729	434	2163
09	55	861	196	1057
09	56	73	71	144
09	57	40	25	65
09	58	13	17	30
09	59	72	31	103
09	60	66	10	76
09	61	53	9	62
09	62	114	20	134
09	63	47	2	49
09	64	112	37	149
09	65	114	33	147
09	66	31	11	42
09	67	6	3	9
09	68	25	12	37
09	69	10	4	14
09	70	34	20	54
09	71	27	7	34
09	72	24	8	32
09	73	46	19	65
09	74	23	4	27
09	75	1	3	4
09	76	-	-	-
09	77	5	-	5
09	78	15	4	19
09	79	24	17	41
09	80	132	51	183
09	81	9	-	9
09	82	70	32	102
09	83	200	89	289
09	84	65	29	94
09	85	84	11	95
09	86	50	6	56
09	87	49	23	72
09	88	96	7	103
09	89	99	26	125
09	90	55	11	66
09	91	20	-	20
09	92	30	5	35
09	93	44	11	55
		6,326	1,761	8,087

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
10	01	44	16	60
10	02	65	9	74
10	03	11	4	15
10	04	14	3	17
10	05	11	3	14
10	06	143	8	151
10	07	14	3	17
10	08	412	6	418
10	09	112	4	116
10	10	35	4	39
10	11	34	2	36
10	12	64	2	66
10	13	14	6	20
10	14	8	-	8
10	15	46	2	48
10	16	7	1	8
10	17	10	1	11
10	18	12	3	15
10	19	3	6	9
10	20	12	-	12
10	21	8	-	8
10	22	8	1	9
10	23	14	1	15
10	24	15	1	16
10	25	24	1	25
10	26	7	1	8
10	27	12	2	14
10	28	12	1	13
10	29	3	1	4
10	30	5	-	5
10	31	11	-	11
10	32	9	3	12
10	33	7	1	8
10	34	17	1	18
10	35	7	2	9
10	36	4	2	6
10	37	7	-	7
10	38	14	1	15
10	39	14	5	19
10	40	42	4	46
10	41	7	2	9
10	42	9	2	11
10	43	27	5	32
10	44	1	-	1
10	45	1	-	1
10	46	3	1	4
10	47	3	1	4
10	48	6	2	8
10	49	1	-	1
10	50	-	-	-
10	51	9	-	9
10	52	4	-	4
10	53	2	-	2
10	54	3	1	4
10	55	1	-	1
10	56	-	-	-
10	57	-	-	-
10	58	-	-	-
10	59	1	-	1
10	60	1	1	2
10	61	-	1	1
10	62	3	2	5
10	63	-	-	-
10	64	1	1	2
10	65	2	-	2
10	66	1	-	1
10	67	-	-	-
10	68	7	2	9
10	69	4	-	4
10	70	10	1	11
10	71	9	2	11
10	72	7	1	8
10	73	7	1	8
10	74	3	3	6
10	75	-	1	1
10	76	-	-	-
10	77	-	-	-
10	78	2	4	6
10	79	12	3	15
10	80	1	1	2
10	81	1	1	2
10	82	6	1	7
10	83	5	2	7
10	84	3	7	10
10	85	5	-	5
10	86	9	1	10
10	87	4	2	6
10	88	8	-	8
10	89	7	2	9
10	90	5	-	5
10	91	1	-	1
10	92	3	-	3
10	93	4	1	5
		1,520	163	1,683

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
11	01	38	17	55
11	02	50	16	66
11	03	10	6	16
11	04	16	5	21
11	05	10	1	11
11	06	39	7	46
11	07	5	1	6
11	08	159	12	171
11	09	43	7	50
11	10	11	-	11
11	11	22	4	26
11	12	48	4	52
11	13	13	8	21
11	14	9	1	10
11	15	27	-	27
11	16	14	1	15
11	17	11	-	11
11	18	6	5	11
11	19	8	11	19
11	20	7	-	7
11	21	12	4	16
11	22	10	3	13
11	23	15	-	15
11	24	18	3	21
11	25	15	7	22
11	26	35	6	41
11	27	8	15	23
11	28	20	4	24
11	29	15	2	17
11	30	8	2	10
11	31	28	10	38
11	32	18	4	22
11	33	12	3	15
11	34	6	2	8
11	35	5	1	6
11	36	2	4	6
11	37	13	1	14
11	38	41	12	53
11	39	53	21	74
11	40	153	23	176
11	41	160	21	181
11	42	6	4	10
11	43	24	9	33
11	44	2	-	2
11	45	2	-	2
11	46	1	3	4
11	47	3	3	6
11	48	3	3	6
11	49	-	-	-
11	50	-	-	-
11	51	3	1	4
11	52	3	-	3
11	53	2	-	2
11	54	5	2	7
11	55	1	-	1
11	56	-	-	-
11	57	-	-	-
11	58	2	-	2
11	59	5	-	5
11	60	1	-	1
11	61	2	-	2
11	62	3	1	4
11	63	-	-	-
11	64	1	-	1
11	65	3	1	4
11	66	2	-	2
11	67	2	-	2
11	68	13	3	16
11	69	1	1	2
11	70	13	3	16
11	71	10	4	14
11	72	14	4	18
11	73	5	4	9
11	74	3	-	3
11	75	-	-	-
11	76	-	2	2
11	77	-	-	-
11	78	6	1	7
11	79	10	5	15
11	80	3	3	6
11	81	1	1	2
11	82	7	-	7
11	83	3	2	5
11	84	3	1	4
11	85	9	-	9
11	86	6	1	7
11	87	3	2	5
11	88	8	1	9
11	89	9	3	12
11	90	1	-	1
11	91	2	-	2
11	92	2	1	3
11	93	4	1	5
		1,405	316	1,721

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
12	01	2	-	2
12	02	1	-	1
12	03	-	-	-
12	04	4	-	4
12	05	-	-	-
12	06	1	-	1
12	07	-	-	-
12	08	1	-	1
12	09	1	-	1
12	10	-	-	-
12	11	2	-	2
12	12	5	-	5
12	13	1	-	1
12	14	-	-	-
12	15	-	-	-
12	16	1	-	1
12	17	-	-	-
12	18	-	-	-
12	19	-	-	-
12	20	-	-	-
12	21	-	-	-
12	22	-	-	-
12	23	-	-	-
12	24	-	-	-
12	25	-	-	-
12	26	3	-	3
12	27	2	-	2
12	28	1	-	1
12	29	-	-	-
12	30	-	-	-
12	31	-	-	-
12	32	4	-	4
12	33	-	-	-
12	34	-	-	-
12	35	-	-	-
12	36	1	-	1
12	37	2	-	2
12	38	4	-	4
12	39	1	-	1
12	40	-	-	-
12	41	-	-	-
12	42	-	-	-
12	43	-	-	-
12	44	-	1	1
12	45	-	1	1
12	46	49	20	69
12	47	8	8	16
12	48	11	13	24
12	49	-	-	-
12	50	-	-	-
12	51	7	1	8
12	52	-	-	-
12	53	1	-	1
12	54	1	-	1
12	55	-	1	1
12	56	3	1	4
12	57	-	3	3
12	58	-	1	1
12	59	2	7	9
12	60	1	-	1
12	61	4	-	4
12	62	11	4	15
12	63	4	1	5
12	64	2	1	3
12	65	1	1	2
12	66	1	-	1
12	67	-	-	-
12	68	7	3	10
12	69	1	1	2
12	70	5	3	8
12	71	5	3	8
12	72	4	-	4
12	73	2	1	3
12	74	1	-	1
12	75	1	2	3
12	76	-	-	-
12	77	2	1	3
12	78	4	3	7
12	79	12	5	17
12	80	10	7	17
12	81	5	-	5
12	82	3	-	3
12	83	5	14	19
12	84	7	6	13
12	85	11	1	12
12	86	5	2	7
12	87	10	6	16
12	88	14	3	17
12	89	19	7	26
12	90	5	3	8
12	91	2	-	2
12	92	2	2	4
12	93	6	2	8
		291	139	430

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
13	01	42	17	59
13	02	53	16	69
13	03	3	13	16
13	04	28	1	29
13	05	13	1	14
13	06	218	14	232
13	07	10	3	13
13	08	189	15	204
13	09	48	2	50
13	10	12	3	15
13	11	14	4	18
13	12	26	2	28
13	13	22	2	24
13	14	11	1	12
13	15	24	-	24
13	16	8	-	8
13	17	12	2	14
13	18	18	12	30
13	19	10	18	28
13	20	-	-	-
13	21	10	2	12
13	22	6	5	11
13	23	12	1	13
13	24	12	4	16
13	25	20	2	22
13	26	9	1	10
13	27	8	2	10
13	28	21	2	23
13	29	8	2	10
13	30	6	2	8
13	31	15	2	17
13	32	21	-	21
13	33	8	-	8
13	34	12	1	13
13	35	6	5	11
13	36	10	7	17
13	37	8	1	9
13	38	20	19	39
13	39	31	7	38
13	40	34	11	45
13	41	8	1	9
13	42	12	5	17
13	43	11	14	25
13	44	-	-	-
13	45	4	-	4
13	46	552	225	777
13	47	382	155	537
13	48	206	87	293
13	49	1	2	3
13	50	-	-	-

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
13	51	21	13	34
13	52	1	-	1
13	53	3	2	5
13	54	3	-	3
13	55	-	-	-
13	56	-	-	-
13	57	2	-	2
13	58	2	1	3
13	59	2	2	4
13	60	1	4	5
13	61	3	4	7
13	62	3	-	3
13	63	-	-	-
13	64	-	3	3
13	65	1	-	1
13	66	3	-	3
13	67	-	1	1
13	68	40	8	48
13	69	8	4	12
13	70	26	7	33
13	71	23	7	30
13	72	24	17	41
13	73	56	12	68
13	74	5	3	8
13	75	39	7	46
13	76	-	-	-
13	77	37	13	50
13	78	57	24	81
13	79	152	63	215
13	80	39	46	85
13	81	6	-	6
13	82	29	3	32
13	83	47	72	119
13	84	29	44	73
13	85	20	2	22
13	86	22	4	26
13	87	30	4	34
13	88	36	6	42
13	89	67	7	74
13	90	15	5	20
13	91	13	2	15
13	92	12	3	15
13	93	25	6	31
		3,116	1,090	4,206

SUMMARY of VEHICULAR MOVEMENTS between EXTERNAL STATIONS

Table 7C

Between		Vehicular Movements		
Station	Station	Automobiles	Commercial	Total All Vehicles
01	01	-	-	-
01	02	1	-	1
01	03	-	1	1
01	04	-	2	2
01	05	-	-	-
01	06	1	-	1
01	07	20	10	30
01	08	3	2	5
01	09	50	21	71
01	10	6	2	8
01	11	3	1	4
01	12	-	1	1
01	13	-	2	2
02	02	-	-	-
02	03	5	-	5
02	04	11	6	17
02	05	5	10	15
02	06	674	264	938
02	07	6	6	12
02	08	2	1	3
02	09	55	12	67
02	10	2	-	2
02	11	1	1	2
02	12	-	-	-
02	13	-	-	-
03	03	-	-	-
03	04	15	4	19
03	05	41	47	88
03	06	4	1	5
03	07	1	3	4
03	08	-	-	-
03	09	-	1	1
03	10	1	-	1
03	11	1	-	1
03	12	-	-	-
03	13	-	-	-
04	04	-	-	-
04	05	22	13	35
04	06	391	96	487
04	07	18	3	21
04	08	12	5	17
04	09	38	21	59
04	10	7	1	8
04	11	10	1	11
04	12	1	-	1
04	13	1	-	1
05	05	-	-	-
05	06	2	-	2
05	07	-	-	-
05	08	-	1	1
05	09	-	1	1
05	10	-	-	-
05	11	1	-	1
05	12	-	-	-
05	13	-	-	-

Between		Vehicular Movements		
Station	Station	Automobiles	Commercial	Total All Vehicles
06	06	-	-	-
06	07	3	-	3
06	08	1	-	1
06	09	-	-	-
06	10	4	2	6
06	11	-	1	1
06	12	1	1	2
06	13	1	-	1
07	07	-	-	-
07	08	-	2	2
07	09	12	6	18
07	10	466	57	523
07	11	555	76	631
07	12	3	-	3
07	13	12	5	17
08	08	-	-	-
08	09	5	2	7
08	10	9	3	12
08	11	7	1	8
08	12	-	-	-
08	13	2	-	2
09	09	-	-	-
09	10	37	8	45
09	11	43	7	50
09	12	4	2	6
09	13	14	4	18
10	10	-	-	-
10	11	26	2	28
10	12	3	-	3
10	13	96	15	111
11	11	-	-	-
11	12	2	-	2
11	13	35	5	40
12	12	-	-	-
12	13	7	5	12
13	13	-	-	-
		2,759	744	3,503

SUMMARY of VEHICULAR and PERSON MOVEMENTS between the CENTRAL BUSINESS DISTRICT and INTERNAL DISTRICTS Table 7 D

Between		Galveston					Passenger Movements						Total Person Movements
District	District	Vehicular Movements			Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers		
		Automobiles	Taxi	Total Automobiles	Commercial								
00	00	2469	116	2585	1229	3814	1016	-	90	1106	44	1150	3619
00	03	145	12	157	218	375	33	-	-	33	-	33	178
00	04	1371	93	1464	147	1611	516	-	34	550	125	675	2046
00	05	639	40	679	96	775	202	-	11	213	169	382	1021
00	06	1531	52	1583	250	1833	751	-	-	751	381	1132	2863
00	07	420	4	424	32	456	121	-	-	121	-	121	541
00	08	488	8	496	96	592	154	-	-	154	-	154	642
00	09	323	8	331	25	356	121	21	-	142	11	153	476
00	10	414	30	444	70	514	184	21	11	216	53	269	683
00	11	941	67	1008	116	1124	538	-	32	570	171	741	1682
00	12	528	38	566	141	707	237	-	-	237	75	312	840
00	13	1200	65	1265	243	1508	383	-	-	383	107	490	1690
00	14	616	46	662	96	758	249	-	33	282	123	405	1021
00	15	226	8	234	19	253	141	-	10	151	31	182	468
00	16	610	27	637	109	746	213	-	-	213	33	246	856
00	17	759	44	803	77	880	399	-	-	399	111	510	1269
00	18	753	42	795	243	1038	326	-	34	360	34	394	1147
00	19	219	42	261	153	414	79	22	-	101	11	112	331
00	20	342	19	361	77	438	134	-	-	134	75	209	551
00	21	649	4	653	108	761	340	44	-	384	22	406	1055
00	22	647	10	657	96	753	233	-	-	233	211	444	1091
00	23	621	32	653	71	724	256	22	-	278	89	367	988
00	24	1210	32	1242	58	1300	523	-	-	523	100	623	1833
00	25	181	4	185	19	204	55	-	-	55	-	55	236
00	26	1099	15	1114	32	1146	589	-	11	600	89	689	1788
00	27	751	12	763	64	827	365	-	-	365	111	476	1227
00	28	884	2	886	77	963	229	-	-	229	33	262	1146
00	29	486	10	496	58	554	110	-	-	110	-	110	596
00	30	250	2	252	32	284	72	-	-	72	11	83	333
00	31	1013	2	1015	134	1149	610	-	-	610	109	719	1732
00	32	897	2	899	45	944	637	-	-	637	-	637	1534
00	33	329	8	337	25	362	148	-	-	148	97	245	574
00	34	348	15	363	70	433	153	-	-	153	32	185	533
00	35	577	12	589	83	672	183	-	11	194	257	451	1028
00	36	153	34	187	96	283	77	-	11	88	21	109	262
00	37	591	4	595	32	627	470	-	-	470	48	518	1109
00	38	208	-	208	77	285	44	-	-	44	-	44	252
00	39	765	-	765	103	868	349	-	-	349	44	393	1158
00	40	787	15	802	141	943	452	-	-	452	43	495	1282
00	41	76	-	76	51	127	22	-	-	22	-	22	98
00	42	110	21	131	77	208	77	-	-	77	-	77	187
00	43	468	10	478	276	754	242	-	-	242	109	351	819
00	44	-	-	-	-	-	-	-	-	-	-	-	-
00	45	-	-	-	-	-	-	-	-	-	-	-	-
00	46	41	-	41	12	53	14	-	-	14	-	14	55
00	47	43	-	43	19	62	-	-	-	-	-	-	43
00	48	116	-	116	45	161	32	-	-	32	-	32	148
00	49	-	-	-	-	-	-	-	-	-	-	-	-
00	50	-	-	-	-	-	-	-	-	-	-	-	-
00	51	-	-	-	-	-	23	-	-	23	-	23	23
00	52	23	-	23	13	36	-	-	-	-	-	-	23
00	53	-	-	-	-	-	45	-	-	45	-	45	45
00	54	23	-	23	-	23	-	-	-	23	-	23	46
00	55	136	-	136	13	149	113	-	-	113	-	113	249
00	56	-	-	-	-	-	-	-	-	-	-	-	-
00	57	-	-	-	-	-	-	-	-	-	-	-	-
00	58	-	-	-	-	-	-	-	-	-	-	-	-
00	59	-	-	-	-	-	-	-	-	-	-	-	-
00	60	57	-	57	6	63	23	-	-	23	-	23	80
00	61	23	-	23	-	23	68	-	-	68	-	68	91
00	62	23	-	23	-	23	-	-	-	-	-	-	23
00	63	13	-	13	-	13	-	-	-	-	-	-	13
00	64	4	-	4	-	4	-	-	-	-	-	-	4
00	65	-	-	-	12	12	-	-	-	-	-	-	-
00	66	-	-	-	38	38	-	-	-	-	-	-	-
00	67	21	-	21	-	21	-	-	-	-	-	-	21
00	68	399	-	399	39	438	216	-	-	216	-	216	615
00	69	88	-	88	-	88	-	-	-	-	-	-	88
00	70	255	-	255	6	261	86	-	-	86	-	86	341
00	71	161	-	161	44	205	150	11	-	161	-	161	322
00	72	205	-	205	51	256	119	22	-	141	22	163	368
00	73	75	-	75	26	101	128	-	-	128	-	128	203
00	74	75	-	75	13	88	118	-	-	118	-	118	193
00	75	2	-	2	-	2	-	-	-	-	-	-	2
00	76	-	-	-	-	-	-	-	-	-	-	-	-
00	77	10	-	10	-	10	-	-	-	-	-	-	10
00	78	103	-	103	12	115	23	-	-	23	69	92	195
00	79	324	-	324	64	388	206	-	-	206	35	241	565
00	80	86	-	86	38	124	53	-	-	53	-	53	81
00	81	86	-	86	13	99	11	-	-	11	-	11	97
00	82	55	-	55	-	55	11	-	-	11	-	11	66
00	83	33	-	33	13	46	-	-	-	-	-	-	33
00	84	99	-	99	6	105	22	-	22	44	-	44	143
00	85	43	-	43	-	43	-	-	-	-	-	-	43
00	86	85	-	85	13	98	88	-	13	101	-	101	186
00	87	11	-	11	19	30	11	-	-	11	-	11	22
00	88	108	-	108	6	114	130	-	-	130	11	141	249
00	89	33	-	33	13	46	90	-	-	90	34	124	157
00	90	56	-	56	-	56	33	-	-	33	-	33	89
00	91	-	-	-	13	13	-	-	-	-	-	-	-
00	92	22	-	22	-	22	-	-	-	-	-	-	22
00	93	66	-	66	-	66	22	-	-	22	-	22	88
TOTAL		30,039	1,007	31,046	5,809	36,855	13,914	163	323	14,400	3,151	17,551	47,590



SUMMARY of VEHICULAR and PERSON MOVEMENTS between the CENTRAL BUSINESS DISTRICT and INTERNAL DISTRICTS Table 7D

Texas City													
Between		Vehicular Movements					Passenger Movements					Total Person Movements	
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses		Total All Passengers
00	00	1449	55	1504	218	1722	936	-	-	936	-	936	2385
00	01	44	-	44	-	44	-	-	-	-	-	44	44
00	02	11	-	11	-	11	11	-	-	11	-	11	22
00	03	-	-	-	-	-	-	-	-	-	-	-	-
00	04	34	-	34	-	34	45	-	-	45	-	45	79
00	05	-	-	-	-	-	-	-	-	-	-	-	-
00	06	-	-	-	-	-	11	-	-	11	-	11	11
00	07	-	-	-	-	-	-	-	-	-	-	-	-
00	08	-	-	-	-	-	-	-	-	-	-	-	-
00	09	-	-	-	-	-	-	-	-	-	-	-	-
00	10	-	-	-	-	-	-	-	-	-	-	-	-
00	11	-	-	-	-	-	-	-	-	-	-	-	-
00	12	-	-	-	-	-	-	-	-	-	-	-	-
00	13	22	-	22	-	22	-	-	-	-	-	-	22
00	14	22	-	22	-	22	-	-	-	-	-	-	22
00	15	-	-	-	-	-	-	-	-	-	-	-	-
00	16	-	-	-	-	-	-	-	-	-	-	-	-
00	17	-	-	-	-	-	-	-	-	-	-	-	-
00	18	-	-	-	-	-	-	-	-	-	25	25	25
00	19	-	-	-	-	-	-	-	-	-	-	-	-
00	20	-	-	-	6	6	-	-	-	-	-	-	-
00	21	22	-	22	-	22	-	-	-	-	-	-	22
00	22	-	-	-	6	6	-	-	-	-	-	-	-
00	23	-	-	-	-	-	-	-	-	-	-	-	-
00	24	-	-	-	-	-	67	-	-	67	-	67	67
00	25	-	-	-	-	-	-	-	-	-	-	-	-
00	26	33	-	33	-	33	-	-	-	-	-	-	33
00	27	-	-	-	-	-	-	-	-	-	-	-	-
00	28	55	-	55	-	55	22	-	-	22	-	22	77
00	29	24	-	24	-	24	-	-	-	-	-	-	24
00	30	-	-	-	-	-	-	-	-	-	-	-	-
00	31	-	-	-	-	-	-	-	-	-	-	-	-
00	32	-	-	-	-	-	-	-	-	-	-	-	-
00	33	-	-	-	6	6	-	-	-	-	-	-	-
00	34	-	-	-	-	-	-	-	-	-	-	-	-
00	35	-	-	-	-	-	-	-	-	-	-	-	-
00	36	-	-	-	-	-	-	-	-	-	-	-	-
00	37	-	-	-	-	-	-	-	-	-	-	-	-
00	38	11	-	11	-	11	-	-	-	-	-	-	11
00	39	11	-	11	-	11	-	-	-	-	-	-	11
00	40	34	-	34	-	34	-	-	-	-	-	-	34
00	41	-	-	-	-	-	-	-	-	-	-	-	-
00	42	-	-	-	-	-	-	-	-	-	-	-	-
00	43	24	-	24	6	30	33	-	-	33	-	33	57
00	44	-	-	-	-	-	-	-	-	-	-	-	-
00	45	27	-	27	-	27	20	-	-	20	-	20	47
00	46	105	-	105	-	105	21	-	-	21	-	21	126
00	47	85	-	85	-	85	74	-	-	74	-	74	159
00	48	31	-	31	6	37	41	-	-	41	-	41	72
00	49	16	-	16	-	16	-	-	-	-	-	-	16
00	50	25	-	25	-	25	16	-	-	16	-	16	41
00	51	666	17	683	115	798	292	-	-	292	-	292	941
00	52	115	-	115	-	115	205	-	-	205	-	205	320
00	53	215	-	215	32	247	283	-	-	283	-	283	498
00	54	45	-	45	-	45	23	-	-	23	-	23	68
00	55	49	-	49	-	49	90	-	-	90	-	90	139
00	56	71	-	71	-	71	47	-	-	47	-	47	118
00	57	66	-	66	-	66	11	-	-	11	-	11	22
00	58	68	-	68	13	81	113	23	-	136	-	136	181
00	59	68	-	68	-	68	113	-	-	113	-	113	181
00	60	113	-	113	-	113	23	-	-	23	-	23	136
00	61	34	-	34	-	34	11	-	-	11	-	11	45
00	62	21	-	21	19	40	33	-	-	33	-	33	54
00	63	-	-	-	-	-	-	-	-	-	-	-	-
00	64	-	-	-	-	-	-	-	-	-	-	-	-
00	65	23	-	23	-	23	11	-	-	11	-	11	34
00	66	11	-	11	-	11	23	-	-	23	-	23	34
00	67	2	-	2	-	2	-	-	-	-	-	-	2
00	68	238	4	242	13	255	120	-	-	120	-	120	358
00	69	65	-	65	-	65	11	-	-	11	-	11	76
00	70	254	6	260	45	305	43	-	-	43	-	43	297
00	71	475	-	475	26	501	270	-	-	270	-	270	745
00	72	454	4	458	45	503	251	-	-	251	-	251	705
00	73	349	-	349	51	400	207	-	-	207	21	228	577
00	74	173	-	173	6	179	87	-	-	87	-	87	260
00	75	11	-	11	-	11	11	-	-	11	-	11	22
00	76	-	-	-	-	-	11	-	-	11	-	11	11
00	77	8	-	8	-	8	8	-	-	8	-	8	16
00	78	11	-	11	-	11	11	-	-	11	-	11	22
00	79	200	-	200	6	206	51	-	-	51	-	51	251
00	80	255	27	282	51	333	77	-	-	77	-	77	332
00	81	11	-	11	13	24	-	-	-	-	-	-	11
00	82	468	4	472	51	523	195	-	-	195	-	195	663
00	83	981	74	1055	173	1228	532	11	13	556	-	556	1537
00	84	1997	15	2012	192	2204	616	-	11	627	-	627	2624
00	85	937	50	987	70	1057	431	11	50	492	-	492	1429
00	86	1414	13	1427	275	1702	570	-	-	570	-	570	1984
00	87	1931	25	1956	154	2110	929	-	11	940	-	940	2871
00	88	3299	100	3399	179	3578	2113	11	22	2146	22	2168	5467
00	89	380	3	383	32	420	146	2	-	148	-	148	528
00	90	-	-	-	-	-	-	-	-	-	-	-	-
00	91	196	-	196	32	228	175	-	-	175	-	175	371
00	92	109	2	111	13	124	80	-	-	80	-	80	189
00	93	546	8	554	83	637	124	11	22	157	-	157	703
TOTAL		18,329	412	18,741	1,937	20,678	9,512	69	129	9,710	68	9,778	28,107

SUMMARY of VEHICULAR MOVEMENTS between EXTERNAL STATIONS and the CENTRAL BUSINESS DISTRICT

Table 7E

Galveston

Between		Vehicular Movements		
CBD	Station	Automobiles	Commercial	Total All Vehicles
00	01	15	1	16
00	02	-	1	1
00	03	-	-	-
00	04	6	2	8
00	05	-	-	-
00	06	-	-	-
00	07	438	131	569
00	08	13	10	23
00	09	53	25	78
00	10	109	25	134
00	11	88	33	121
00	12	3	-	3
00	13	95	33	128
TOTAL		820	261	1,081

Texas City

Between		Vehicular Movements		
CBD	Station	Automobiles	Commercial	Total All Vehicles
00	01	20	2	22
00	02	-	1	1
00	03	-	-	-
00	04	6	2	8
00	05	-	-	-
00	06	1	-	1
00	07	94	26	120
00	08	11	9	20
00	09	70	32	102
00	10	6	1	7
00	11	7	-	7
00	12	3	-	3
00	13	29	3	32
TOTAL		247	76	323

Table 8A

	1	2	3	4	5	6	7	8	9	10	11	12	13
1	-												
2	1	-											
3	1	5	-										
4	2	17	19	-									
5	-	15	88	35	-								
6	1	938	5	487	2	-							
7	30	12	4	21	-	3	-						
8	5	3	-	17	1	1	2	-					
9	71	67	1	59	1	-	18	7	-				
10	8	2	1	8	-	6	523	12	45	-			
11	4	2	1	11	1	1	631	8	50	28	-		
12	1	-	-	1	-	2	3	-	6	3	2	-	
13	2	-	-	1	-	1	17	2	18	111	40	12	-

ALL VEHICLE TRIPS  
Station to Station  
COMBINED MOVEMENTS

ALL VEHICLE TRIPS  
District to District  
COMBINED MOVEMENTS

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	
01	1149																						
02	1547																						
03	280	95	92																				
04	759	181	235	344																			
05	469	306	306	344	25																		
06	932	901	82	711	527	819																	
07	302	154	33	186	325	938	259																
08	294	298	28	160	236	1049	390	360															
09	132	224	13	174	17	312	64	213	8														
10	244	270	66	150	347	536	91	96	154	235													
11	679	445	98	255	331	472	122	230	64	319	108												
12	402	305	86	113	128	358	17	124	140	126	113												
13	599	909	89	289	128	334	131	262	73	23	232												
14	428	330	37	36	80	231	50	55	12	90	108												
15	91	162	21	36	33	124	21	46	25	48	32												
16	319	427	48	67	98	321	143	216	13	49	58												
17	435	445	58	57	85	247	54	50	66	127	62												
18	529	509	138	47	79	327	79	125	77	223	124												
19	197	217	223	85	72	86	19	59	6	71	47												
20	180	258	69	108	102	125	-	13	2	13	51												
21	403	358	111	57	164	150	44	170	50	56	15												
22	277	476	124	-	11	193	55	22	46	25	109												
23	374	350	46	68	54	246	11	69	22	43	104												
24	498	802	71	41	241	-	-	115	102	77	74												
25	122	82	54	113	22	130	33	50	22	66	124												
26	557	589	44	15	46	148	35	26	13	44	84												
27	527	300	136	177	119	308	112	240	32	75	200												
28	471	492	76	56	12	101	57	115	106	90	61												
29	339	215	2	-	13	138	-	50	55	27	81												
30	82	202	24	49	-	94	55	46	-	34	-												
31	485	664	-	50	45	116	44	142	33	67	54												
32	490	454	17	74	47	160	6	113	35	47	2												
33	165	197	70	41	-	169	11	43	34	32	44												
34	178	255	47	175	53	132	66	24	32	8	54												
35	348	324	60	13	96	161	-	61	46	22	32												
36	145	138	21	48	28	130	33	24	39	54	11												
37	230	397	111	106	36	110	48	52	65	13	23												
38	100	185	44	56	34	33	-	145	33	56	71												
39	436	452	22	33	23	218	33	102	55	34	87												
40	417	526	109	11	13	241	48	91	55	54	113												
41	19	108	-	36	-	44	2	24	-	61	11												
42	45	163	-	162	46	60	77	57	-	56	21												
43	397	357	33	136	104	186	24	106	6	86	202												
44	-	-	-	-	-	-	-	11	-	-	-												
45	-	-	8	-	-	-	-	-	-	-	-												
46	47	6	10	-	-	10	-	-	-	-	-												
47	51	11	-	-	11	6	-	-	-	-	-												
48	101	60	-	-	10	-	-	-	21	11	-												
49	-	-	-	-	-	-	-	1	-	-	-												
50	-	-	-	-	-	-	-	-	-	-	-												
51	-	-	23	-	-	11	-	11	-	-	-												
52	36	-	11	-	-	34	-	23	-	-	11												
53	-	-	-	-	-	23	-	-	-	-	-												
54	23	-	-	-	-	-	-	23	-	-	-												
55	13	136	-	-	34	-	-	23	-	-	23												
56	-	-	13	-	-	-	11	13	-	-	-												
57	-	-	11	-	-	-	-	-	-	-	-												
58	-	-	-	-	-	-	-	-	-	-	-												
59	-	-	-	-	-	23	-	11	-	-	-												
60	23	40	-	23	-	-	23	23	-	-	-												
61	-	23	-	-	-	2	11	-	-	-	11												
62	-	23	34	-	-	57	-	34	-	-	11												
63	-	13	-	-	-	-	-	-	-	-	-												
64	-	4	-	-	-	-	-	11	-	-	-												
65	6	6	-	23	-	-	-	11	-	-	23												
66	38	-	-	-	-	-	-	11	-	-	-												
67	-	21	-	-	-	-	-	-	-	-	-												
68	218	220	35	-	-	192	-	43	11	-	43												
69	44	44	-	-	-	-	-	22	-	-	22												
70	71	190	32	-	-	32	13	17	-	11	-												
71	80	125	24	-	-	76	11	116	11	-	11												
72	99	157	81	-	-	131	-	43	-	-	11												
73	56	45	21	-	-	246	21	-	42	21	-												
74	32	56	43	-	-	54	-	-	-	11	11												
75	-	2	-	6	-	-	-	6	-	-	4												
76	-	-	-	-	-	-	-	-	-	-	-												
77	2	8	-	-	-	-	-	-	-	-	-												
78	74	41	35	-	-	81	-	36	-	-	-												
79	152	236	23	45	23	181	-	46	35	23	13												
80	45	21	6	13	2	2	-	2	24	43	-												
81	43	56	-	-	-	22	-	-	-	11	-												
82	44	11	-	34	-	-	-	-	-	-	-												
83	46	6	6	11	34	28	11	-	-	-	-												
84	50	55	6	6	22	22	-	-	-	-	21												
85	11	32	-	22	-	-	-	35	-	-	-												
86	76	22	-	-	-	-	-	-	-	-	21												
87	6	24	-	-	-	42	-	22	-	-	-												
88	65	49	11	35	-	43	-	11	-	-	57												
89	33	13	46	22	11	22	-	22	11	-	84												
90	22	34	-	-	-	45	-	-	-	-	6												
91	-	13	-	-	-	-	-	-	-	-	-												
92	22	-	-	-	-	22	-	-	-	-	-												
93	44	22	-	23	-	35	11	11	-	-	22												

Table 8B Continued

	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
23	257	253	186	322	471	285	62	67	131	185	84	56	120	69	93	257	507	671	80	42	43	44
24	251	274	254	392	277	110	85	77	88	78	88	84	129	19	44	131	131	171	87	11	210	374
25	111	274	121	263	277	110	85	88	88	78	88	84	129	19	44	131	131	171	87	11	210	26
26	330	493	186	322	471	285	62	67	131	185	84	56	120	69	93	257	507	671	80	42	43	374
27	315	289	254	392	277	110	85	77	88	78	88	84	129	19	44	131	131	171	87	11	210	26
28	148	172	399	670	238	118	63	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
29	33	11	119	238	118	63	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
30	28	31	46	137	63	136	85	67	131	185	84	56	120	69	93	257	507	671	80	42	43	374
31	128	128	268	330	200	347	77	88	88	78	88	84	129	19	44	131	131	171	87	11	210	26
32	111	17	55	52	40	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
33	44	110	105	91	207	54	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
34	41	61	44	144	184	123	13	19	13	13	13	13	13	13	13	13	13	13	13	13	13	13
35	99	115	22	139	48	137	13	57	84	84	84	84	84	84	84	84	84	84	84	84	84	84
36	24	19	156	263	162	154	69	52	26	154	39	131	97	24	19	32	44	19	32	44	19	32
37	6	22	-	88	11	91	11	100	45	100	45	100	45	100	45	100	45	100	45	100	45	100
38	85	90	283	144	157	104	98	87	416	163	122	50	76	86	21	131	131	171	87	11	210	374
39	109	108	294	170	403	323	66	148	398	328	123	122	73	22	108	176	507	671	80	42	43	374
40	78	22	28	44	66	57	37	46	50	15	-	21	11	35	26	32	119	171	80	42	43	374
41	89	2	78	78	55	91	24	2	93	26	34	2	11	13	26	66	87	102	102	11	210	26
42	152	103	60	174	217	202	84	79	262	360	232	149	154	95	115	428	364	264	41	11	210	26
43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	-	-	11	11	6	-	-	42	11	-	-	-	-	-	-	-	-	-	-	-	-	80
47	-	-	6	22	11	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	34
48	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5
49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	-	11	-	22	35	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
61	-	-	-	-	-	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
65	-	11	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-
66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
68	-	-	11	-	6	13	-	13	-	-	43	43	22	22	11	24	47	47	-	32	35	930
69	-	-	-	-	-	54	-	-	-	-	-	-	-	-	-	-	22	22	32	56	17	-
70	-	-	-	-	13	-	-	-	11	-	-	6	45	22	-	11	-	-	32	56	17	-
71	-	44	11	11	26	11	6	24	11	22	22	-	-	43	13	11	6	32	11	119	48	-
72	-	22	-	22	44	11	-	-	6	6	22	13	-	-	43	6	55	32	11	22	32	-
73	11	-	32	-	43	11	21	-	13	-	67	38	-	13	6	43	65	11	-	54	49	-
74	-	-	-	-	-	-	-	-	22	-	-	-	-	-	-	21	-	11	-	21	13	-
75	-	-	-	-	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	-
76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
78	-	-	-	-	-	23	-	-	-	-	13	-	-	-	-	-	-	-	-	8	6	-
79	-	-	46	35	-	33	-	-	-	-	12	-	-	69	-	13	11	-	-	23	41	-
80	-	-	2	2	-	33	-	-	-	-	87	-	-	6	-	4	17	-	-	139	143	-
81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82	-	-	-	33	32	55	24	-	-	-	11	-	-	-	-	6	-	-	-	-	-	-
83	22	-	23	56	32	78	22	-	26	71	21	6	-	6	6	11	11	34	-	-	30	-
84	22	-	-	-	-	11	-	-	22	-	-	-	-	-	6	61	-	-	-	-	17	-
85	-	-	-	-	11	22	-	-	-	-	11	-	-	11	-	22	22	22	22	22	32	-
86	-	-	-	-	-	-	-	-	-	70	-	-	13	-	-	-	-	22	-	-	-	-
87	-	-	-	-	22	55	-	-	11	-	-	-	-	-	-	-	-	22	-	-	13	-
88	-	22	-	-	11	11	-	-	-	-	-	-	-	22	13	-	-	-	-	67	54	-
89	45	-	22	22	11	44	-	-	22	13	6	-	22	6	-	28	11	13	-	13	62	-
90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	58	47	-
91	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	28	-
92	22	-	-	-	-	-	-	-	-	-	-	-	-	22	6	-	-	-	-	-	-	-
93	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	13	-	11	-	-	35	21



ALL VEHICLE TRIPS - COMBINED MOVEMENTS

Station to District

Table 8C

S T A T I O N	D I S T R I C T																															
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
1	9	7	-	7	1	22	-	16	3	-	3	5	6	2	-	1	1	-	-	1	1	-	1	3	-	-	4	2	2	1	3	7
2	-	1	2	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	-	-	-	-	
3	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	3	5	3	3	1	11	1	84	7	-	-	9	4	-	1	-	1	2	5	1	1	1	-	2	2	-	1	3	-	3	2	1
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	7	-	-	-	-	
7	249	320	130	67	48	398	34	1544	205	69	86	143	84	36	96	39	47	107	138	34	53	52	42	65	57	55	47	60	51	45	67	86
8	9	14	1	5	2	17	-	44	6	2	4	1	5	3	2	2	6	3	2	-	2	4	2	-	-	-	-	-	-	1	1	3
9	32	46	39	13	6	142	9	309	53	3	10	19	15	5	14	3	1	16	26	3	7	1	1	8	9	8	10	8	5	14	11	11
10	60	74	15	17	14	151	17	418	116	39	36	66	20	8	48	8	11	15	9	12	8	9	15	16	25	8	14	13	4	5	11	12
11	55	66	16	21	11	46	6	171	50	11	26	52	21	10	27	15	11	11	19	7	16	13	15	21	22	41	15	24	17	10	38	22
12	2	1	-	4	-	1	-	1	1	-	2	5	1	-	-	1	-	-	-	-	-	-	-	-	-	-	3	2	1	-	-	4
13	59	69	16	29	14	232	13	204	50	15	18	28	24	12	24	8	14	30	28	-	12	11	13	16	22	10	10	23	10	8	17	21
Total	478	603	222	166	97	1020	80	2793	492	139	185	328	180	76	212	77	92	184	227	58	100	91	89	131	138	126	112	134	89	87	150	167

Table 8C Continued

S T A T I O N	DISTRICT																															
	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
1	-	1	2	3	3	3	3	9	2	-	7	1	34	34	12	21	8	20	13	21	29	25	19	71	6	13	178	75	78	151	5	6
2	-	-	-	-	-	-	-	-	-	2	-	220	45	1	1	3	-	-	2	1	10	11	13	4	6	3	-	1	2	1	30	50
3	-	-	-	-	-	1	-	-	-	-	1	167	1	-	2	-	1	-	-	4	7	4	-	-	2	-	4	-	1	7	-	1
4	1	2	-	1	1	4	2	26	-	3	2	497	23	3	2	9	2	4	27	30	30	56	42	15	24	7	21	24	12	38	19	37
5	-	-	-	-	-	-	-	-	-	-	-	123	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	1	-	310	1	2	-	-	-	-	1	-	3	1	1	1	1	-	-	-	-	-	-	1
7	60	90	36	64	48	83	77	216	65	101	102	10	123	30	93	196	14	7	217	320	271	293	309	144	93	55	207	240	211	440	79	232
8	2	1	1	8	-	1	-	1	1	1	6	3	93	3	7	27	2	14	29	41	56	116	309	85	276	40	140	126	196	330	188	703
9	7	7	8	14	2	13	18	80	6	16	16	7	25	8	14	37	9	1	242	359	475	2163	1057	144	65	30	103	76	62	134	49	149
10	8	18	9	6	7	15	19	46	9	11	32	1	1	4	4	8	1	-	9	4	2	4	1	-	-	-	1	2	1	5	-	2
11	15	8	6	6	14	53	74	176	181	10	33	2	2	4	6	6	-	-	4	3	2	7	1	-	-	2	5	1	2	4	-	1
12	-	-	-	1	2	4	1	-	-	-	-	1	1	69	16	24	-	-	8	-	1	1	1	4	3	1	9	1	4	15	5	3
13	8	13	11	17	9	39	38	45	9	17	25	-	4	777	537	293	3	-	34	1	5	3	-	-	2	3	4	5	7	3	-	3
Total	101	140	73	120	86	216	232	599	273	162	224	1342	355	935	694	624	40	46	586	784	893	2684	1753	468	477	154	672	551	576	1128	375	1188



Table 8C Continued

S T A T I O N	D I S T R I C T																											Total All Districts		
	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	8	88	89	90	91		92	93
1	20	13	2	20	2	9	14	34	37	12	2	1	1	5	7	13	1	22	32	14	9	3	6	18	26	10	1	4	5	1,304
2	53	50	107	-	-	1	1	-	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	1	-	-	-	-	-	628
3	2	-	164	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	1	-	-	1	-	-	-	-	-	-	-	375
4	43	23	602	8	3	4	5	5	13	-	-	-	1	9	8	13	1	8	9	13	5	5	2	7	7	2	3	1	1	1,922
5	2	-	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287
6	-	-	394	-	1	-	2	1	-	-	-	-	-	-	1	1	-	1	-	1	-	-	-	-	1	-	-	-	-	733
7	262	143	18	260	40	137	258	231	200	84	30	2	30	90	269	314	34	120	358	195	141	76	73	183	225	84	41	54	124	13,156
8	512	215	5	26	7	22	27	31	59	17	-	1	-	7	18	16	4	20	63	35	16	11	5	15	17	14	7	20	15	4,152
9	147	42	9	37	14	54	34	32	65	27	4	-	5	19	41	183	9	102	289	94	95	56	72	103	125	66	20	35	55	8,087
10	2	1	-	9	4	11	11	8	8	3	1	-	-	6	15	2	2	7	7	10	5	10	6	8	9	5	1	3	5	1,683
11	4	2	2	16	2	16	14	18	9	3	-	2	-	7	15	6	2	7	5	4	9	7	5	9	12	1	2	3	5	1,721
12	2	1	-	10	2	8	8	4	3	1	3	-	3	7	17	17	5	3	19	13	12	7	16	17	26	8	2	4	8	430
13	1	3	1	48	12	33	30	41	68	8	46	-	50	81	215	85	6	32	119	73	22	26	34	42	74	20	15	15	31	4,206
Total	1,050	493	1,462	434	87	295	404	405	462	155	86	6	90	231	609	650	65	322	902	452	314	202	219	403	522	210	92	139	249	38,684

TYPE of PARKING by PURPOSE of TRIP

Table 9A

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN CENTRAL BUSINESS DISTRICT

Galveston

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	-	11	-	33	-	-	-	-	245	-	289
WORK	56	468	27	1,054	22	-	-	11	76	11	1,725
BUSINESS	112	604	309	432	11	11	-	45	66	55	1,645
MEDICAL - DENTAL	-	159	54	112	11	-	-	-	11	-	347
SCHOOL	-	-	-	-	-	-	-	-	-	-	-
SOCIAL - RECREATION	-	405	-	147	-	-	-	-	13	22	587
CHANGE TRAVEL MODE	-	-	-	-	-	-	-	-	-	-	-
EAT MEAL	-	150	4	110	-	-	-	-	-	-	264
SHOPPING	25	468	1,085	2,393	111	-	-	47	12	-	4,141
SERVE PASSENGERS	502	120	67	99	11	-	-	-	43	32	874
TOTAL	695	2,385	1,546	4,380	166	11	-	103	466	120	9,872
PERCENTAGE	7.0	24.2	15.7	44.4	1.7	0.1	-	1.0	4.7	1.2	100.0

Table 9A

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN CENTRAL BUSINESS DISTRICT

Texas City

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	22	179	-	11	-	-	-	-	210	-	422
WORK	380	2,206	244	2,175	575	103	105	11	33	34	5,866
BUSINESS	178	1,254	965	738	91	-	-	22	11	22	3,281
MEDICAL - DENTAL	-	26	68	44	-	-	-	-	-	-	138
SCHOOL	111	-	-	-	-	-	-	-	-	-	111
SOCIAL - RECREATION	22	461	80	134	11	-	-	-	27	-	735
CHANGE TRAVEL MODE	-	-	-	-	-	-	-	-	-	-	-
EAT MEAL	11	101	33	57	-	-	-	-	-	-	202
SHOPPING	22	573	514	735	61	13	11	11	-	22	1,962
SERVE PASSENGERS	1,767	920	191	167	12	-	-	-	22	11	3,090
TOTAL	2,513	5,720	2,095	4,061	750	116	116	44	303	89	15,807
PERCENTAGE	15.9	36.2	13.3	25.7	4.7	0.7	0.7	0.3	1.9	0.6	100.0

Table 9B

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE STUDY AREA

TRIP PURPOSE TO	TYPE PARKING										
	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	1,006	3,205	1,610	54	200	864	-	22	353	19,896	27,210
WORK	14,242	11,736	10,502	873	498	11,336	22	1,462	5,550	8,505	64,726
BUSINESS	22	460	1,847	219	11	145	-	60	1,901	290	4,955
MEDICAL - DENTAL	1,355	22,779	9,234	1,092	713	10,555	104	1,511	24,076	2,913	74,332
SCHOOL	-	842	100	33	-	149	-	11	395	55	1,585
SOCIAL - RECREATION	1,671	233	33	-	-	-	-	-	13	-	1,950
CHANGE TRAVEL MODE	11	95	-	-	-	-	-	-	11	-	117
EAT MEAL	25	57	480	-	-	-	-	-	837	12	1,411
SHOPPING	79,508	970	1,490	23	11	6,555	-	2,216	294	1,594	92,661
SERVE PASSENGERS	181	34	199	-	-	541	11	-	22	192	1,180
TOTAL	98,021	40,411	25,495	2,294	1,433	30,145	137	5,282	33,452	33,457	270,127
PERCENTAGE	36.2	15.0	9.4	0.8	0.5	11.2	0.1	2.0	12.4	12.4	100.0

LAND USE ATTRACTION of INTERNAL TRIPS by EACH MODE of TRAVEL

Table 10

LAND USE	AUTO DRIVER	AUTO PASSENGER	BUS PASSENGER	TAXI PASSENGER	TRUCK PASSENGER	TOTAL	PER CENT
RESIDENTIAL	136,781	83,906	11,418	585	774	233,464	50.7
AGRICULTURE-FORESTRY-FISHERIES	841	612	11	-	4	1,468	0.3
MANUFACTURING-DURABLE ITEMS	1,021	344	11	-	11	1,387	0.3
MANUFACTURING NON-DURABLE ITEMS	8,311	3,080	278	22	111	11,802	2.6
TRANSPORTATION-COMMUNICATION AND OTHER INDUSTRIAL NON-MANUFACTURING	8,272	3,041	280	90	86	11,769	2.6
COMMERCIAL - RETAIL	55,652	31,509	1,105	135	318	88,719	19.3
COMMERCIAL - SERVICE	17,285	8,666	536	178	54	26,719	5.8
COMMERCIAL - WHOLESALE TRADE AND CONTRACTING	2,672	736	33	-	66	3,507	0.8
PUBLIC AND QUASI-PUBLIC BUILDING	30,089	21,733	8,549	231	120	60,722	13.2
PUBLIC AND QUASI-PUBLIC OPEN SPACE	9,203	10,786	101	-	81	20,171	4.4
TOTAL	270,127	164,413	22,322	1,241	1,625	459,728	100.0
PER CENT	58.7	35.8	4.8	0.3	0.4	100.0	-

TOTAL INTERNAL PERSON TRIP DESTINATIONS by LAND USE for EACH DISTRICT

Table IIA

District Number	Residential	Agriculture Forestry-Fisheries	Manufacturing	Transportation Communication	Commercial	Public Building	Public Open Space	Total 1/ Person Destinations
01	411	-	920	466	10,089	973	127	12,986
02	1,090	-	142	1,845	6,653	3,275	55	13,060
03	-	55	114	1,163	416	55	222	2,025
04	4,010	-	22	26	269	477	-	4,804
05	2,679	-	11	21	112	846	11	3,680
06	3,408	-	22	-	1,389	6,888	21	11,728
07	1,929	-	45	-	914	11	166	3,065
08	2,496	22	-	144	67	339	2,145	5,213
09	1,333	-	-	-	589	11	243	2,176
10	2,224	-	67	-	594	43	-	2,928
11	3,127	-	22	-	445	841	11	4,446
12	1,239	-	-	11	1,346	379	522	3,497
13	2,012	-	-	-	1,664	848	11	4,535
14	1,559	-	-	-	260	313	-	2,132
15	1,088	-	-	-	756	10	220	2,074
16	2,007	-	11	-	301	282	295	2,896
17	2,456	22	-	-	719	425	11	3,633
18	1,410	-	48	1,206	2,125	536	22	5,347
19	449	-	570	931	199	32	-	2,181
20	1,526	-	11	11	801	451	-	2,789
21	2,230	-	11	-	595	882	-	3,718
22	2,217	-	65	-	308	701	11	3,302
23	3,225	-	10	-	144	103	-	3,482
24	3,608	-	-	-	292	198	-	4,098
25	3,399	-	-	-	-	-	-	4,108
26	2,840	-	34	11	1,645	1,632	532	5,362
27	2,427	-	153	-	2,411	66	-	6,580
28	3,399	33	-	-	620	3,107	273	6,580
29	1,542	-	-	-	661	699	-	4,792
30	1,338	-	-	-	22	-	-	1,564
31	4,798	-	-	-	91	121	189	1,739
32	3,583	-	-	11	189	66	11	5,064
33	1,762	-	33	-	225	347	47	4,213
34	1,261	-	33	-	979	21	21	2,816
35	1,605	26	44	-	358	800	32	2,484
36	479	-	427	416	987	44	44	2,750
37	2,473	74	65	-	439	-	67	1,828
38	868	-	22	-	-	-	-	2,612
39	4,166	-	43	11	457	43	211	1,612
40	4,109	-	11	-	1,097	55	154	5,215
41	529	-	-	-	1,388	452	779	6,750
42	11	-	-	12	207	-	-	506
43	1,162	-	-	1,496	11	22	199	1,739
44	843	-	357	77	2,762	233	38	4,629
45	811	57	-	11	96	589	-	1,596
46	3,305	30	-	-	181	4	23	1,049
47	4,074	63	21	41	926	246	97	4,699
48	3,091	145	134	5	609	394	474	5,835
49	425	46	43	12	1,634	2,000	521	7,347
50	263	12	11	15	57	-	47	567
51	3,320	65	11	11	57	-	-	396
52	4,755	22	12	135	473	110	2,660	6,732
53	6,551	11	23	90	1,282	25	337	7,023
54	2,035	-	-	68	2,434	1,187	203	10,454
55	3,645	11	-	45	1,664	484	314	4,542
56	932	158	-	11	463	1,603	133	5,866
57	1,017	-	-	57	317	-	34	1,498
58	687	-	-	-	34	-	4	1,055
59	2,442	23	-	11	137	23	-	881
60	1,665	90	58	56	1,219	135	770	4,770
61	1,964	-	34	352	2,088	1,135	51	5,325
62	4,597	-	-	115	3,527	1,355	102	7,063
63	529	-	34	158	2,105	1,790	34	8,718
64	2,307	2	-	-	162	11	472	1,176
65	2,087	45	27	34	1,458	1,012	148	5,031
66	1,070	-	45	68	2,546	446	121	5,313
67	810	157	57	-	331	-	8	1,623
68	7,172	32	11	-	597	65	64	1,526
69	768	34	34	-	581	291	832	8,919
70	4,394	-	100	56	225	336	65	1,581
71	7,943	-	-	56	784	280	32	5,646
72	4,434	-	-	-	4,804	2,842	606	16,195
73	5,334	-	135	388	5,196	1,412	119	11,684
74	2,248	-	11	-	718	1,806	79	7,994
75	284	-	22	44	370	32	58	2,785
76	-	32	-	-	69	70	140	595
77	360	65	-	-	67	11	4	147
78	2,048	-	35	53	20	-	4	472
79	7,295	-	11	8	1,085	373	58	3,583
80	175	46	-	-	2,433	1,564	507	11,845
81	919	-	3,108	641	77	-	8	4,009
82	704	32	-	11	167	75	56	1,260
83	2,179	-	213	780	12,126	1,525	31	15,379
84	3,634	33	4,289	99	903	66	258	7,827
85	7,790	-	1,061	124	2,201	669	242	7,931
86	3,600	11	22	-	1,446	1,292	1,012	11,573
87	2,300	-	34	67	883	381	-	4,965
88	9,747	22	109	11	4,336	455	54	7,287
89	10,429	-	22	22	1,929	394	11	12,125
90	3,379	-	163	256	5,272	6,306	1,345	23,771
91	1,279	-	137	79	897	143	-	4,635
92	1,623	44	11	-	285	47	90	1,723
93	3,727	-	127	32	928	516	606	3,717
Total	233,374	1,599	13,445	11,965	119,643	61,003	20,548	461,577

1/ Includes 1,783 "walk" trips to work.

TOTAL INTERNAL VEHICLE TRIP DESTINATIONS by LAND USE for EACH DISTRICT

Table IIB

District Number	Residential	Agriculture Forestry-Fisheries	Manufacturing	Transportation Communication	Commercial	Public Building	Public Open Space	Total Vehicle Destinations
01	193	-	603	354	5,958	597	93	7,798
02	679	-	98	1,203	4,358	2,172	33	8,543
03	-	22	81	855	280	33	100	1,371
04	2,337	-	22	191	277	-	-	2,853
05	1,585	-	11	21	79	449	11	2,156
06	2,062	-	11	-	869	3,894	11	6,847
07	1,388	-	45	-	512	11	121	2,077
08	1,737	22	-	89	44	250	1,007	3,149
09	829	-	-	-	321	11	79	1,240
10	1,383	-	45	-	429	21	-	1,878
11	1,759	-	11	-	280	323	-	2,373
12	736	-	-	11	691	226	198	1,862
13	1,407	-	-	-	1,197	452	-	3,056
14	1,023	-	-	-	157	93	-	1,273
15	586	-	-	-	370	-	124	1,080
16	1,352	-	11	-	187	141	147	1,838
17	1,503	11	-	-	508	175	-	2,197
18	686	-	37	847	1,540	371	11	3,492
19	230	-	396	732	143	-	-	1,501
20	741	-	-	11	457	144	-	1,353
21	1,291	-	11	-	421	376	-	2,099
22	1,352	-	32	-	251	238	11	1,884
23	2,173	-	10	-	133	90	-	2,406
24	2,354	-	-	-	210	99	-	2,663
25	194	-	-	-	1,115	786	265	2,360
26	1,753	-	34	11	1,598	44	-	3,440
27	1,543	-	98	-	453	1,391	131	3,616
28	2,300	33	-	-	481	362	-	3,176
29	1,071	-	-	-	11	96	-	1,082
30	817	-	-	-	91	122	122	1,126
31	2,640	-	-	-	145	55	11	2,851
32	2,052	-	-	11	159	158	23	2,403
33	916	-	22	-	506	11	21	1,476
34	831	-	22	-	262	409	21	1,545
35	821	26	44	-	703	44	11	1,649
36	316	-	253	351	237	-	56	1,213
37	1,531	-	-	-	-	-	-	1,531
38	593	-	22	11	271	43	122	1,062
39	2,319	-	33	-	591	22	44	3,009
40	2,327	-	11	11	872	178	400	3,799
41	265	-	-	12	175	-	209	661
42	11	-	-	1,044	11	22	123	1,211
43	592	-	268	77	1,601	172	38	2,808
44	413	11	-	11	54	335	-	824
45	463	28	-	-	102	4	8	605
46	1,881	47	21	29	636	111	32	2,757
47	2,109	66	99	5	381	241	153	3,054
48	1,759	35	21	4	1,091	419	147	3,476
49	294	12	-	14	57	-	26	403
50	182	32	-	11	57	-	-	282
51	1,886	11	12	33	320	66	1,148	3,476
52	2,514	11	11	45	852	8	462	3,903
53	3,183	11	-	57	1,485	463	79	5,278
54	1,132	-	-	39	1,154	228	157	2,710
55	2,131	11	-	11	305	513	78	3,049
56	603	65	-	23	171	-	23	885
57	519	-	-	11	34	-	-	553
58	279	11	-	11	51	4	-	396
59	1,427	11	58	45	638	99	274	2,552
60	1,109	-	34	167	1,206	386	13	2,915
61	869	-	-	47	2,137	360	57	3,470
62	2,346	-	32	79	1,354	714	23	4,548
63	280	2	-	-	92	11	169	554
64	1,344	11	27	34	903	543	61	2,923
65	1,034	-	45	34	1,395	76	27	2,611
66	309	96	45	-	158	-	4	612
67	494	-	-	-	341	54	32	921
68	4,350	22	-	-	371	108	307	5,158
69	494	11	34	87	156	173	22	977
70	2,881	-	67	34	591	111	22	3,706
71	4,643	-	-	-	3,075	1,287	303	9,308
72	2,635	-	113	238	3,384	945	43	7,358
73	3,283	34	-	-	403	1,015	36	4,782
74	1,311	-	11	34	282	22	23	1,683
75	115	-	-	-	57	14	54	251
76	-	22	-	-	-	33	4	59
77	189	-	23	42	20	-	4	276
78	1,264	-	11	8	591	124	26	2,024
79	4,129	46	-	-	1,364	685	200	6,424
80	136	-	2,294	465	33	-	8	2,936
81	649	32	-	11	122	22	23	859
82	462	-	147	482	7,805	1,011	11	9,918
83	1,091	22	2,807	55	657	66	135	4,833
84	1,912	-	785	102	1,420	444	142	4,805
85	4,951	11	-	-	957	530	358	6,807
86	2,089	-	22	34	494	90	-	2,729
87	1,528	11	76	-	3,035	345	22	5,017
88	5,993	-	11	11	1,178	177	11	7,381
89	6,113	-	131	180	3,251	3,241	668	13,584
90	1,922	-	93	69	624	56	-	2,764
91	733	-	-	11	197	35	47	1,023
92	1,018	33	-	-	529	145	212	1,937
93	2,194	-	93	22	1,060	382	11	3,762
Total	136,923	840	9,365	8,261	75,598	29,932	9,208	270,127

VEHICLES ENTERING and LEAVING the CENTRAL  
BUSINESS DISTRICT by INNER CORDON STATIONS

October - 1964  
7 A.M. - 6 P.M.

August - 1964  
7 A.M. - 6 P.M.

Table I2A

STATION NUMBER	Galveston			Galveston			Galveston		
	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
01	259	228	487	63	55	118	322	283	605
02	161	171	332	73	63	136	234	234	468
03	59	92	151	34	49	83	93	141	234
04	394	422	816	127	99	226	521	521	1042
05	104	44	148	43	22	65	147	66	213
06	1,490	1,198	2,688	434	383	817	1,924	1,581	3,505
07	400	312	712	100	86	186	500	398	898
08	1,442	874	2,316	292	242	534	1,734	1,116	2,850
09	-	1,166	1,166	-	138	138	-	1,304	1,304
10	1,156	-	1,156	126	-	126	1,282	-	1,282
11	259	293	552	25	40	65	284	333	617
12	169	257	426	75	72	147	244	329	573
13	106	161	267	17	32	49	123	193	316
14	6,738	6,380	13,118	1,194	1,096	2,290	7,932	7,476	15,408
14A	246	350	596	49	68	117	295	418	713
15	187	215	402	25	48	73	212	263	475
16	1,718	1,433	3,151	321	316	637	2,039	1,749	3,788
17	374	218	592	73	36	109	447	254	701
18	1,851	1,869	3,720	310	370	680	2,161	2,239	4,400
19	252	841	1,093	55	143	198	307	984	1,291
20	2,110	1,927	4,037	286	259	545	2,396	2,186	4,582
21	11,432	10,303	21,735	1,947	1,729	3,676	13,379	12,032	25,411
21A	543	125	668	101	27	128	644	152	796
22	226	198	424	49	46	95	275	244	519
23	787	490	1,277	194	121	315	981	611	1,592
24	185	249	434	45	46	91	230	295	525
25	356	380	736	140	162	302	496	542	1,038
26	190	186	376	64	45	109	254	231	485
27	741	1,123	1,864	344	406	750	1,085	1,529	2,614
28	90	207	297	34	52	86	124	259	383
29	141	230	371	45	39	84	186	269	455
30	151	166	317	47	56	103	198	222	420
Total	34,317	32,108	66,425	6,732	6,346	13,078	41,049	38,454	79,503

STATION NUMBER	Texas City			Texas City			Texas City		
	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
01	407	572	979	65	82	147	472	654	1,126
02	2,829	2,546	5,375	393	350	743	3,222	2,896	6,118
03	251	193	444	40	20	60	291	213	504
04	155	172	327	24	28	52	179	200	379
05	1,305	1,185	2,490	186	177	363	1,491	1,362	2,853
06	242	159	401	21	20	41	263	179	442
07	127	117	244	28	18	46	155	135	290
08	107	105	212	22	30	52	129	135	264
09	417	444	861	120	130	250	537	574	1,111
10	134	141	275	40	57	97	174	198	372
11	267	219	486	30	31	61	297	250	547
12	116	144	260	34	31	65	150	175	325
13	244	194	438	41	47	88	285	241	526
14	1,393	1,476	2,869	368	394	762	1,761	1,870	3,631
15	225	152	377	53	38	91	278	190	468
16	420	421	841	116	122	238	536	543	1,079
17	1,908	1,843	3,751	526	508	1,034	2,434	2,351	4,785
18	207	234	441	62	64	126	269	298	567
19	117	120	237	29	47	76	146	167	313
20	3,150	2,729	5,879	855	831	1,686	4,005	3,560	7,565
21	80	69	149	18	33	51	98	102	200
22	108	99	207	29	20	49	137	119	256
23	323	298	621	68	61	129	391	359	750
24	248	189	437	53	48	101	301	237	538
25	1,341	1,144	2,485	274	260	534	1,615	1,404	3,019
26	151	127	278	26	31	57	177	158	335
27	172	161	333	28	28	56	200	189	389
28	244	206	450	46	48	94	290	254	544
29	3,729	4,218	7,947	525	597	1,122	4,254	4,815	9,069
30	322	290	612	30	34	64	352	324	676
Total	20,739	19,967	40,706	4,150	4,185	8,335	24,889	24,152	49,041

VEHICLES ENTERING and LEAVING the CENTRAL BUSINESS DISTRICT  
IN EACH HALF HOUR PERIOD and the ACCUMULATION of VEHICLES

October - 1964

7 A.M. - 6 P.M. - Weekday

Galveston

August - 1964

7 A.M. - 6 P.M. - Weekday

Table 12B

Texas City

HOUR PERIOD	PASSENGER CARS			COMMERCIAL VEHICLES			TOTAL VEHICLES		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
In Area-7:00AM			930			350			1,280
7:00- 7:30AM	1,426	1,007	1,349	235	211	374	1,661	1,218	1,723
7:30- 8:00AM	2,530	1,663	2,216	335	224	485	2,865	1,887	2,701
8:00- 8:30AM	1,871	1,281	2,806	332	337	480	2,203	1,618	3,286
8:30- 9:00AM	1,455	946	3,315	318	330	468	1,773	1,276	3,783
9:00- 9:30AM	1,378	1,015	3,678	313	292	489	1,691	1,307	4,167
9:30-10:00AM	1,385	1,095	3,968	336	339	486	1,721	1,434	4,454
10:00-10:30AM	1,315	1,204	4,079	321	324	483	1,636	1,528	4,562
10:30-11:00AM	1,142	1,158	4,063	289	316	456	1,431	1,474	4,519
11:00-11:30AM	1,218	1,263	4,018	320	300	476	1,538	1,563	4,494
11:30-12:00PM	1,335	1,460	3,893	307	282	501	1,642	1,742	4,394
12:00-12:30PM	1,568	1,720	3,741	304	307	498	1,872	2,027	4,239
12:30- 1:00PM	1,513	1,308	3,946	294	259	533	1,807	1,567	4,479
1:00- 1:30PM	1,507	1,351	4,102	361	292	602	1,868	1,643	4,704
1:30- 2:00PM	1,278	1,187	4,193	270	246	626	1,548	1,433	4,819
2:00- 2:30PM	1,383	1,255	4,321	296	268	654	1,679	1,523	4,975
2:30- 3:00PM	1,356	1,335	4,342	292	265	681	1,648	1,600	5,023
3:00- 3:30PM	1,698	1,535	4,505	350	293	738	2,048	1,828	5,243
3:30- 4:00PM	1,703	1,520	4,688	315	267	786	2,018	1,787	5,474
4:00- 4:30PM	1,891	1,895	4,684	369	372	783	2,260	2,267	5,467
4:30- 5:00PM	2,018	2,421	4,281	329	345	767	2,347	2,766	5,048
5:00- 5:30PM	2,088	2,797	3,572	274	277	764	2,362	3,074	4,336
5:30- 6:00PM	1,259	1,692	3,139	172	200	736	1,431	1,892	3,875
Total	34,317	32,108	3,139	6,732	6,346	736	41,049	38,454	3,875

HOUR PERIOD	PASSENGER CARS			COMMERCIAL VEHICLES			TOTAL VEHICLES		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
In Area-7:00AM			404			72			476
7:00- 7:30AM	762	656	510	206	192	86	968	848	596
7:30- 8:00AM	1,240	1,063	687	251	242	95	1,491	1,305	782
8:00- 8:30AM	704	546	845	170	172	93	874	718	938
8:30- 9:00AM	733	558	1,020	176	154	115	909	712	1,135
9:00- 9:30AM	815	689	1,146	170	152	133	985	841	1,279
9:30-10:00AM	830	682	1,294	172	191	114	1,002	873	1,408
10:00-10:30AM	894	806	1,382	200	171	143	1,094	977	1,525
10:30-11:00AM	800	773	1,409	177	183	137	977	956	1,546
11:00-11:30AM	857	892	1,374	174	165	146	1,031	1,057	1,520
11:30-12:00PM	934	924	1,384	129	188	87	1,063	1,112	1,471
12:00-12:30PM	1,013	1,102	1,295	167	195	59	1,180	1,297	1,354
12:30- 1:00PM	971	1,002	1,264	205	183	81	1,176	1,185	1,345
1:00- 1:30PM	1,009	1,013	1,260	187	186	82	1,196	1,199	1,342
1:30- 2:00PM	793	721	1,332	148	148	82	941	869	1,414
2:00- 2:30PM	859	858	1,333	161	172	71	1,020	1,030	1,404
2:30- 3:00PM	820	828	1,325	171	168	74	991	996	1,399
3:00- 3:30PM	855	827	1,353	179	171	82	1,034	998	1,435
3:30- 4:00PM	901	901	1,353	182	202	62	1,083	1,103	1,415
4:00- 4:30PM	1,112	1,257	1,208	225	247	40	1,337	1,504	1,248
4:30- 5:00PM	1,739	1,607	1,340	359	308	91	2,098	1,915	1,451
5:00- 5:30PM	1,234	1,392	1,182	200	226	65	1,434	1,618	1,247
5:30- 6:00PM	864	890	1,156	141	169	37	1,005	1,059	1,193
Total	20,739	19,907	1,156	4,150	4,185	37	24,889	24,172	1,193

THE NUMBER of PERSONS ENTERING and LEAVING the CENTRAL BUSINESS DISTRICT  
IN EACH HALF HOUR PERIOD and the ACCUMULATION of PERSONS

Table I2C

October - 1964

Galveston

HOUR PERIOD	AUTO & TRUCK PASSENGERS			BUS PASSENGERS			PEDESTRIANS			TOTAL PERSONS		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
7:00- 7:30AM	429	195	234	215	210	5	238	118	120	882	523	359
7:30- 8:00AM	951	456	729	407	291	121	318	190	248	1,676	937	1,098
8:00- 8:30AM	676	392	1,013	168	273	16	240	233	255	1,084	898	1,284
8:30- 9:00AM	506	343	1,176	197	172	41	163	113	305	866	628	1,522
9:00- 9:30AM	484	412	1,248	150	148	43	174	108	371	808	668	1,662
9:30-10:00AM	439	366	1,321	133	119	57	147	113	405	719	598	1,783
10:00-10:30AM	441	435	1,327	173	155	75	131	128	408	745	718	1,810
10:30-11:00AM	416	426	1,317	153	143	85	145	148	405	714	717	1,807
11:00-11:30AM	412	494	1,235	101	143	43	126	119	412	639	756	1,690
11:30-12:00PM	392	519	1,108	126	129	40	167	146	433	685	794	1,581
12:00-12:30PM	465	660	913	141	159	22	134	166	401	740	985	1,336
12:30- 1:00PM	657	479	1,091	108	159	29	133	138	396	898	776	1,458
1:00- 1:30PM	596	427	1,260	141	156	44	137	113	420	874	696	1,636
1:30- 2:00PM	464	403	1,321	167	136	13	141	103	458	772	642	1,766
2:00- 2:30PM	417	409	1,329	163	189	39	132	139	451	712	737	1,741
2:30- 3:00PM	492	471	1,350	207	218	50	324	232	543	1,023	921	1,843
3:00- 3:30PM	588	437	1,501	247	220	23	193	259	477	1,028	916	1,955
3:30- 4:00PM	706	616	1,591	539	370	146	232	188	521	1,477	1,174	2,258
4:00- 4:30PM	526	624	1,493	300	298	148	236	239	518	1,062	1,161	2,159
4:30- 5:00PM	634	834	1,293	392	313	227	179	322	375	1,205	1,469	1,895
5:00- 5:30PM	547	1,126	714	196	279	144	164	286	253	907	1,691	1,111
5:30- 6:00PM	420	613	521	109	193	60	117	206	164	646	1,012	745
Total	11,658	11,137	521	4,533	4,473	60	3,971	3,807	164	20,162	19,417	745

August - 1964

Texas City

HOUR PERIOD	AUTO & TRUCK PASSENGERS			BUS PASSENGERS			PEDESTRIANS			TOTAL PERSONS		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
7:00- 7:30AM	1,089	1,035	54	7	5	2	27	26	1	1,123	1,066	57
7:30- 8:00AM	1,582	1,329	307	16	14	4	59	46	14	1,657	1,389	325
8:00- 8:30AM	884	720	471	-	5	1	77	36	55	961	761	525
8:30- 9:00AM	945	754	662	1	1	1	57	45	67	1,003	800	728
9:00- 9:30AM	1,167	846	983	1	-	-	66	63	70	1,234	909	1,053
9:30-10:00AM	1,179	1,073	1,089	2	17	15	69	67	72	1,250	1,157	1,146
10:00-10:30AM	1,276	1,203	1,162	1	13	27	89	62	99	1,366	1,278	1,234
10:30-11:00AM	1,153	1,077	1,238	3	-	24	86	68	117	1,242	1,145	1,331
11:00-11:30AM	1,255	1,223	1,270	12	11	23	57	95	79	1,324	1,329	1,326
11:30-12:00PM	1,280	1,299	1,251	7	-	16	66	49	96	1,353	1,348	1,331
12:00-12:30PM	1,313	1,545	1,019	-	5	21	82	61	117	1,395	1,611	1,115
12:30- 1:00PM	1,379	1,315	1,083	-	3	24	77	67	127	1,456	1,385	1,286
1:00- 1:30PM	1,280	1,287	1,076	7	-	17	84	82	129	1,371	1,369	1,188
1:30- 2:00PM	1,200	1,183	1,093	-	-	17	67	56	140	1,267	1,239	1,216
2:00- 2:30PM	1,287	1,213	1,167	-	-	17	68	74	134	1,355	1,287	1,284
2:30- 3:00PM	1,360	1,253	1,274	-	1	18	64	80	118	1,424	1,334	1,374
3:00- 3:30PM	1,385	1,339	1,320	30	16	4	80	73	125	1,495	1,428	1,441
3:30- 4:00PM	1,325	1,314	1,331	19	11	4	78	78	125	1,422	1,403	1,460
4:00- 4:30PM	1,833	1,665	1,499	-	3	1	98	91	132	1,931	1,759	1,632
4:30- 5:00PM	2,135	2,233	1,401	-	2	1	94	97	129	2,229	2,332	1,529
5:00- 5:30PM	1,524	1,668	1,257	-	-	1	88	122	95	1,612	1,790	1,351
5:30- 6:00PM	1,334	1,405	1,186	6	3	2	47	59	83	1,387	1,467	1,271
Total	29,165	27,979	1,186	112	110	2	1,580	1,497	83	30,857	29,586	1,271



