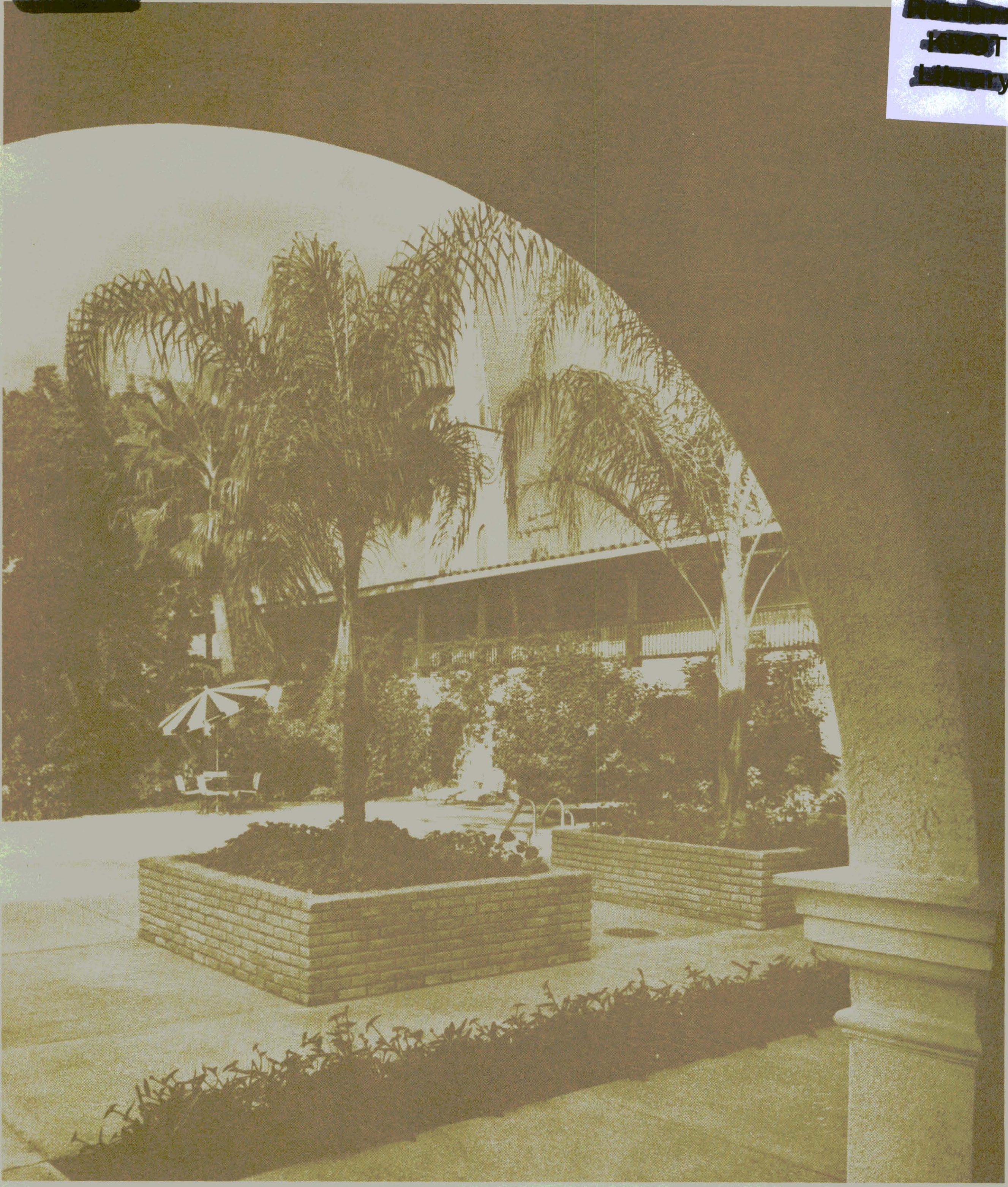

ORIGIN DESTINATION SURVEY

LAREDO

Urban Transportation Study

1964

VOLUME 1

LAREDO

Urban Transportation Study 1964

ORIGIN DESTINATION SURVEY

Sponsoring Agencies

CITY OF LAREDO

WEBB COUNTY

TEXAS HIGHWAY DEPARTMENT

In Cooperation With The

U.S. DEPARTMENT of TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU of PUBLIC ROADS

VOLUME

1

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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 preselected 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 compare 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-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.

summary of findings

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 Laredo Study Area.

1 ■ At the time of the survey in the summer and fall of 1964 it was found that 64,311 persons were residing within the 28 square mile study area.

2 ■ For purposes of collection and analysis of survey data, the area was divided into 309 survey zones; these zones were later combined into 39 survey districts.

3 ■ A field inventory revealed a total of 17,686 dwelling units within the area.

4 ■ It was found from the home interviews that 75,515 auto driver trips were made within the study area on an average weekday; trucks made 24,360 trips and taxis 1220 trips.

5 ■ Interviews were conducted at six points on the external cordon; 18,550 vehicles entered or left the area on an average day.

6 ■ The peak accumulation of vehicles within the Central Business District occurred between 2:30 and 3:00 PM; 3251 vehicles were in the area at that time.

7 ■ The parking space inventory revealed a total of 2570 parking spaces within the Central Business District.

8 ■ An automatic traffic recorder was in operation on Interstate

Highway 35 north of the city 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 an average weekday (Monday through Friday) on the screen line showed the peak hour occurred between 5:00 and 6:00 PM; 7.9 per cent of the 24-hour traffic was recorded during this hour. The morning peak (8:00 AM to 9:00 AM) was 6.4 per cent of the 24-hour volume.

10 ■ Between the hours 7:00 AM and 6:00 PM, 60,673 vehicles crossed the Central Business District cordon line. Seventy-eight per cent (47,181) were passenger cars and taxis and 22 per cent (13,492) were commercial vehicles.

11 ■ Vehicles recorded at the external cordon numbered 18,550; 13,802 (74%) were automobiles and 4748 (26%) were commercial vehicles.

12 ■ Eighty-eight per cent (16,286) of the vehicles recorded at the outer cordon had either an origin or destination within the study area.

13 ■ Volumes at two external stations on Interstate Highway 35 north and U. S. Highway 59 northeast totaled 4700 vehicles or 25 per cent of the total volume at all points of interview. Vehicles crossing the International Bridge between Laredo and Nuevo Laredo in Mexico numbered 10,980 or 59 per cent of the total external volume.

14 ■ Internal and external destinations to the Central Business District totaled 19,217 vehicles; another large traffic generator was Laredo Air Force Base which attracted 3680 vehicle trips.

15 ■ Residents of the study area reported an ownership of 13,555 automobiles.

16 ■ One-car families made an

average of 5.9 auto trips per day; two-car families average 10.8 trips and three-car families 14.0 trips per day.

17 ▪ Forty-five per cent of the dwelling units had the same occupants for one year or less; 17 per cent had been occupied by the same tenants for a period of one to five years.

18 ▪ A total of 139,578 person trips were made on an average day; 54 per cent were as auto drivers and 33 per cent as auto, truck, and taxi passengers. Thirteen per cent (18,241) trips were made as bus passengers.

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

20 ▪ Fifteen per cent (20,539) of the internal person trips were to work; 7 per cent (9425) were to social-recreation; and 8 per cent (11,503) were to shop.

21 ▪ At external stations, 11,994 automobiles had origins or destinations within the study area; 18 per cent (2199) were work trips, 30 per cent (3646) were for social-recreation and 19 per cent (2278) were business trips.

22 ▪ There were 12,119 internal auto drivers with destinations in the Central Business District; 31 per cent (3775) parked at free parking lots and 27 per cent (3300) parked at free curb spaces. Less than 3 per cent parked in pay lots and garages.

23 ▪ Forty per cent (4851) of the auto driver trips to the CBD were for work. Shopping trips by auto drivers numbered 1469, 12 per cent of the total.

24 ▪ Eighty-five per cent (101,095) of the total 118,513 daily internal and external vehicle trips had both trip terminals within the study area.

INTRODUCTION

chapter 1

TRANSPORTATION PLANNING

During 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 are: *"(1) economic factors affecting*

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 another volume detailing the overall transportation plan for the Laredo Study Area.

ORIGIN-DESTINATION SURVEY

Obviously, the location and design of economical travel facilities, to serve efficiently 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, 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. Computation of trip generation variables upon which forecasts

of future travel can be based.

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

5. Comparison of relative costs and benefits of alternate transportation plans and individual projects.

6. 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 unforeseen changes in the area such as unanticipated industrial developments, or large residential or commercial developments may require a re-evaluation of the capacity and location of portions of the street and highway network and modification in the area of major effect. This monitoring process of correlating travel forecasts with changing land use trends provides an invaluable tool for those responsible for the safe, comfortable and convenient movement of people and goods.

THE STUDY AREA

chapter 2

GEOGRAPHICAL LOCATION

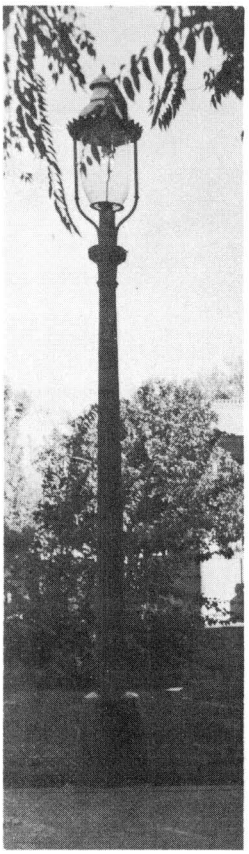
Laredo, the county seat of Webb County, is located in the Rio Grande River Basin with the river forming the western and southern boundaries of the city. Laredo is an international gateway where there is a continuous flow of goods and people between the United States and Mexico across the International Bridge linking U. S. Highway 81 and Mexico Highway 85.

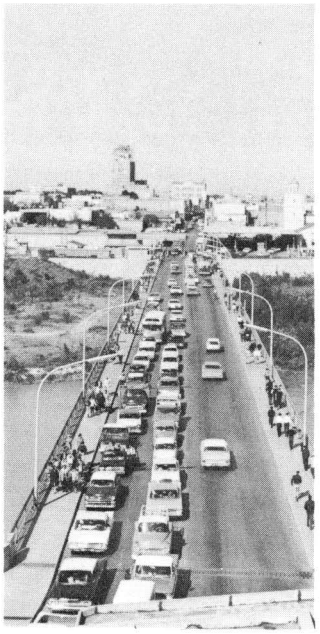
The climate is sub-tropical with a temperature range of 57 degrees in January to 88 degrees in August and an annual average temperature of 74 degrees. The average growing season is approximately 290 days starting in February and ending in November. Rainfall averages 19.5 inches per year.

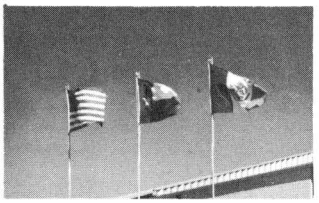
Soils covering the area are either clay loam or sandy loam with fast run-off. Elevation ranges from 400 to 700 feet above sea level in the rolling plains or low hills.

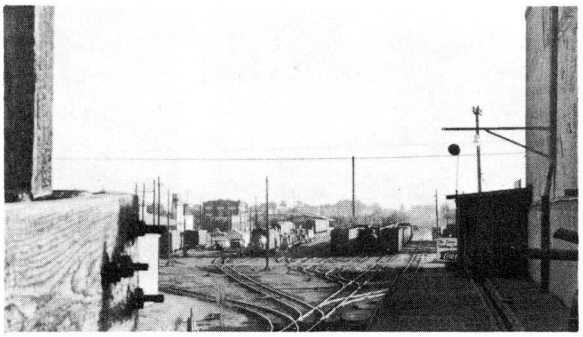
Mineral resources of Webb County are clay, natural gas, petroleum, sand, gravel, and cannel coal. The local clays are used by industries in Laredo to make tile, brick, sewer pipe, and similar products that use clay as raw material. Crude oils and gas are produced in the eastern part of the county.

Interstate Highway 35, U. S. Highway 59 and State Highway 359 terminate in Laredo near the International Bridge and U. S. Highway 83 which extends from Brownsville









north through the Texas Panhandle passes through the city. The Texas-Mexican Railroad links Laredo, Corpus Christi, and the Gulf Coast while the Missouri-Pacific provides a vast network of connecting links including connections with the National Railroad of Mexico. Trans-Texas Airways serves Laredo and connects with most air terminals in Texas. Service to Mexico City is served by the CIA Mexicana de Aviacion through their terminal in Nuevo Laredo.

Figure 1 relates the study area to other cities in Texas and Figure 2 details the immediate study area.

HISTORICAL BACKGROUND

In the days before Spanish exploration and attempted colonization, the Rio Grande Valley was the home of roving tribes of the Coahuitecan Indians. In 1525, and again in 1630 the Spanish tried to colonize the area. In 1749, Reynosa and Camargo were established on the south bank of the river by Jose de Escandon, Governor of the Mexican State of Nuevo Santander. In 1750, Delores was established on the north bank in present Webb County where the

Geographical Location of

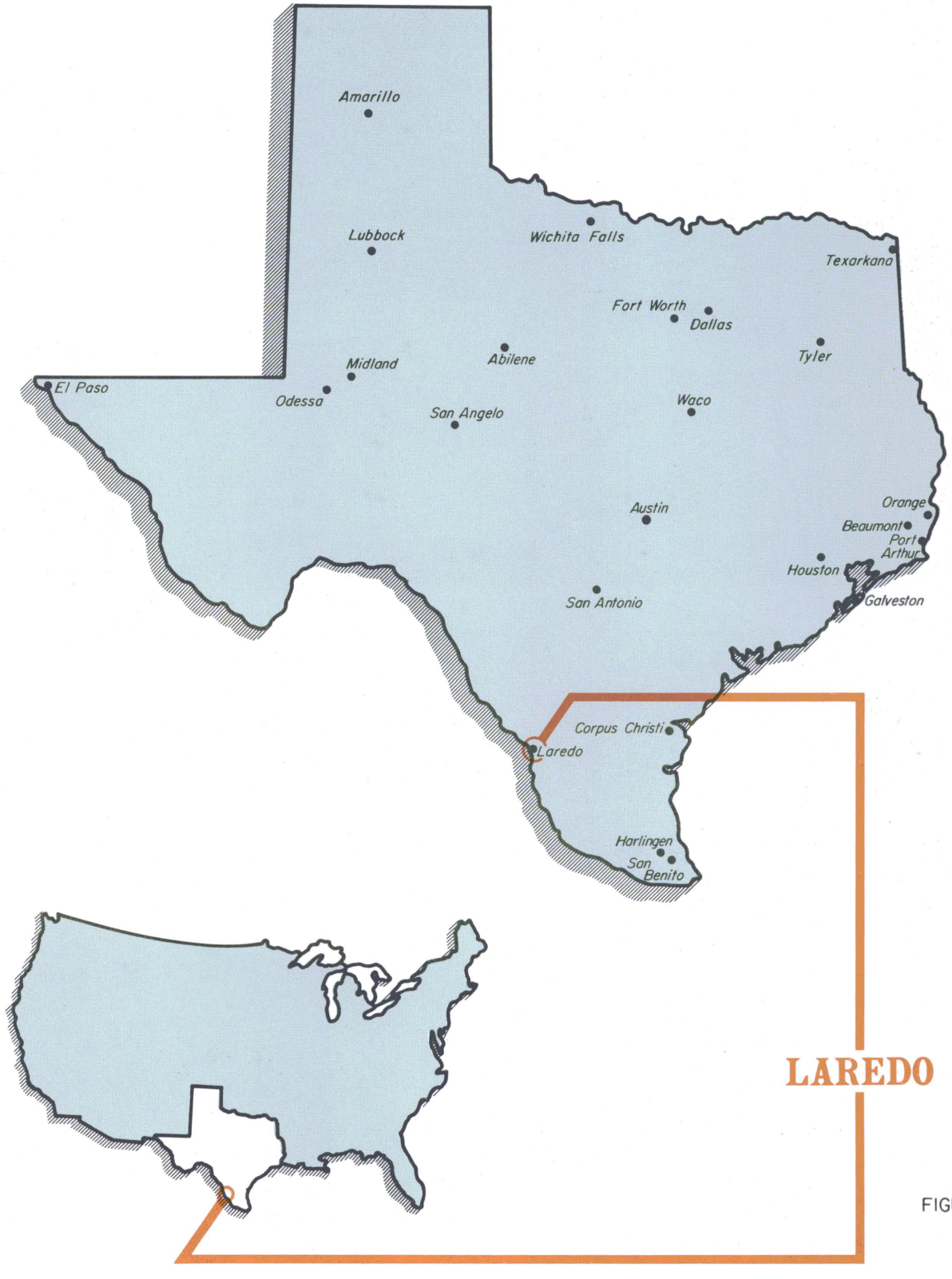
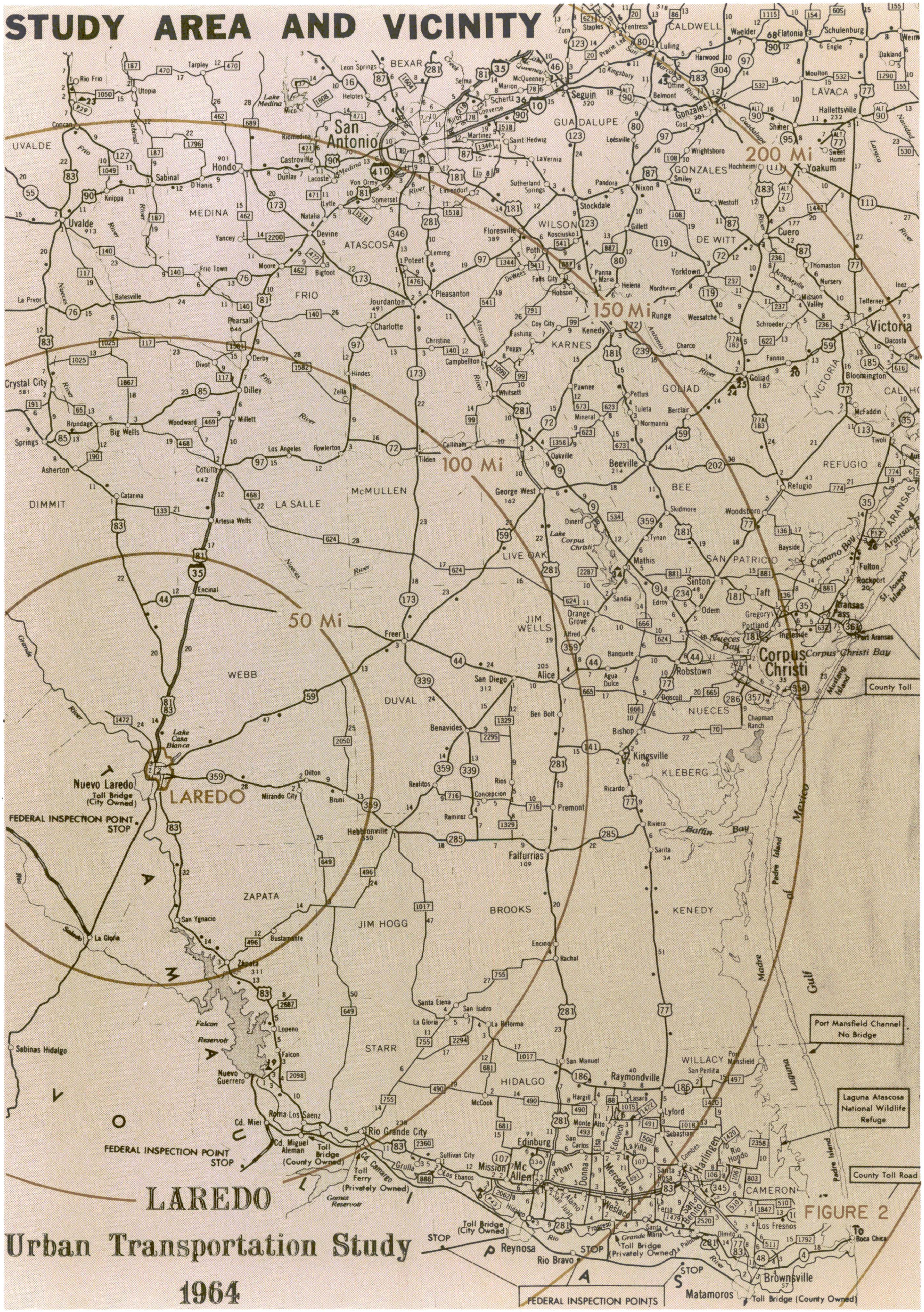


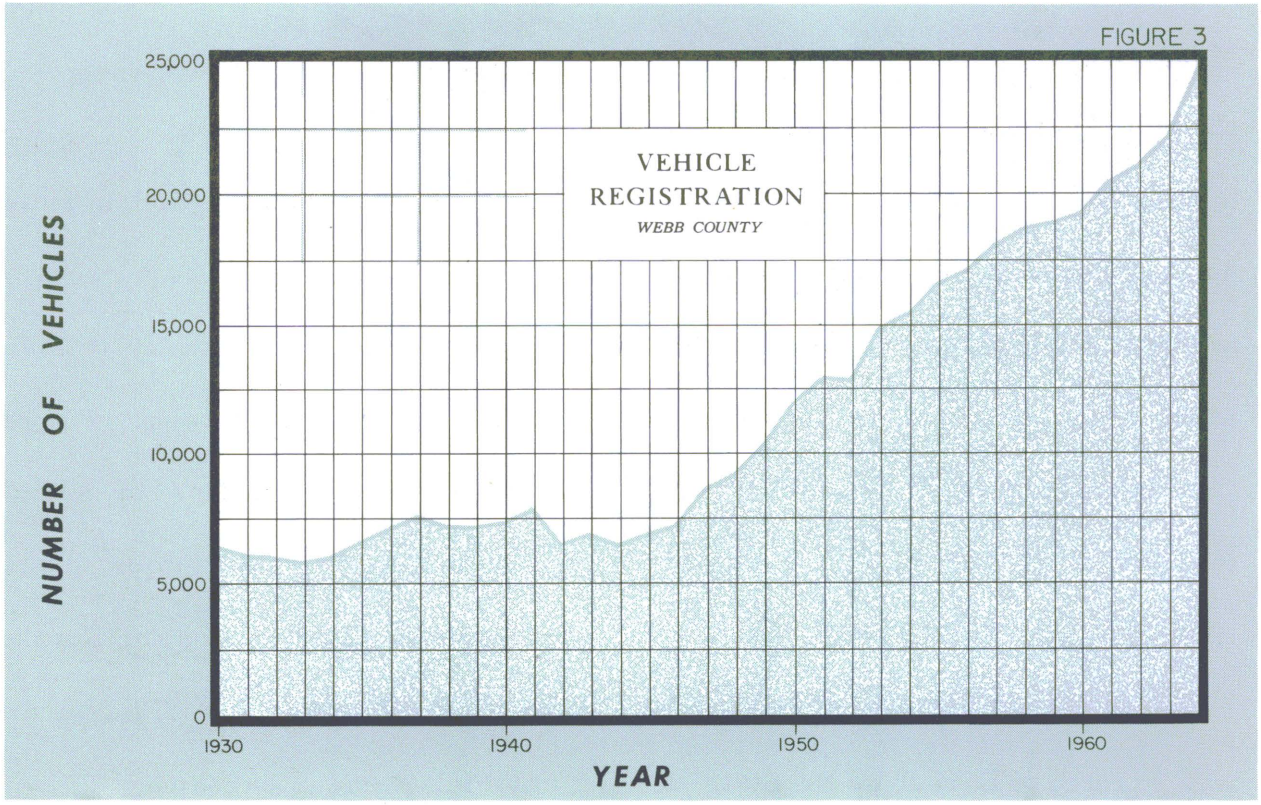
FIGURE I


STUDY AREA AND VICINITY
LAREDO
Urban Transportation Study
1964
FIGURE 2
50 Mi
100 Mi
150 Mi
200 Mi
San Antonio
Corpus Christi
Victoria
Nuevo Laredo
Toll Bridge (City Owned)
FEDERAL INSPECTION POINT STOP
FEDERAL INSPECTION POINTS
County Toll
County Toll Road
Port Mansfield Channel No Bridge
Laguna Atascosa National Wildlife Refuge
Toll Bridge (County Owned)
Toll Ferry (Privately Owned)
Toll Bridge (Privately Owned)
WEBB
ZAPATA
JIM HOGG
STARR
HIDALGO
CAMERON
WILLACY
KENEDY
BROOKS
KLEBERG
NUECES
JIM WELLS
DUVAL
LIVE OAK
McMULLEN
LA SALLE
DIMMIT
FRIO
ATASCOSA
MEDINA
UVALDE
BEXAR
WILSON
KARNES
BEE
SAN PATRICIO
REFUGIO
GOLIAD
DE WITT
GONZALES
GUADALUPE
CALDWELL
LAVACA
Reynosa
Matamoros
Brownsville
Gulf of Mexico

Arroyo Dolores empties into the Rio Grande. In 1755, Thomas Sanchez established the Rancho Hacienda de Nuestra Senora de Guadalupe de Las Delores and secured permission to locate a townsite in the area on the north bank above Delores. The name "Laredo" was chosen in honor of the Spanish city, Laredo, in the Province of Santander, Spain. Reynosa, Camargo, and Laredo became permanent settlements. Original settlers came northward from the colonization of Mexico (New Spain) bringing Spanish culture and heritage to the area that exists to this day.

In 1767, by a public act known as the "Vicita General", the Spanish Crown gave "Exidos" four leagues of land for a center for the inhabitants of Laredo. Further, the act established city boundaries and created block patterns of specified

FIGURE 3



sizes that still exist in Laredo today.

The history of Laredo closely parallels that of Texas. Mexico gained its independence from Spain and began its colonization of Texas by establishing a law by which the government contracted with "impresarios" or agents for the introduction of no fewer than 200 families of colonists. Laredo was already established but gained considerably from the influx of Angelo-Saxons arriving in Texas. By 1830, the Mexican government forbade the settling of Americans in Texas. Thus began controversies which led to Texas Independence. The Republic of Texas encouraged colonization with large land grants; the population increased from 35,000-50,000 in 1836 to 125,000-150,000 by the time of annexation in 1845.

In 1848, the first city charter was granted to Laredo by the State of Texas. Today Laredo is governed under a Home Rule Charter by the Texas Constitution.

POPULATION GROWTH
LAREDO and STATE of TEXAS
1890 - 1960

YEAR	LAREDO	TEXAS
1890	11,319	2,235,527
1900	13,429	3,048,710
1910	14,855	3,896,542
1920	22,710	4,663,228
1930	32,618	5,824,715
1940	39,274	6,414,824
1950	51,910	7,711,194
1960	60,678	9,579,677

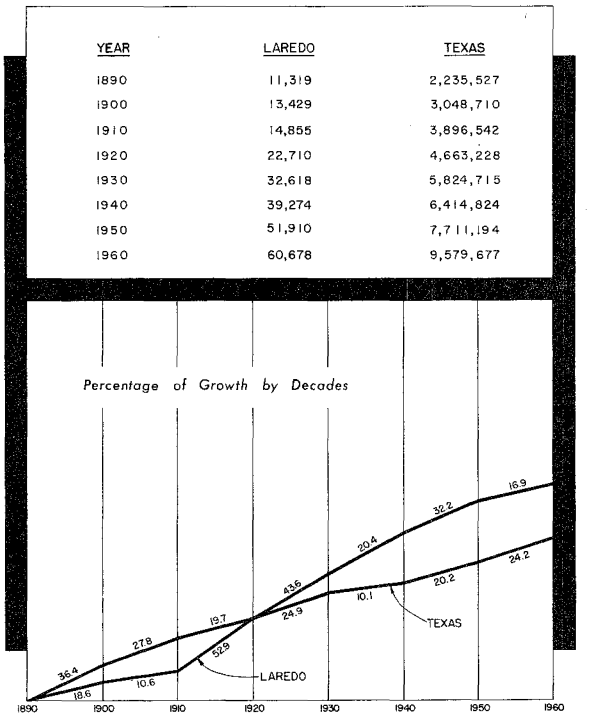


FIGURE 4

Laredos' culture and heritage have been linked with Mexico over the past years and family ties and traditions are still strong. The bicultural characteristics of Laredo provide the city with a unique quality with their combination of Spanish architecture, historic fiestas, and colorful Mexican pageantry.

ORIGIN - DESTINATION STUDY PROCEDURES

chapter 3

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 Laredo 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

POPULATION DISTRIBUTION BY SURVEY DISTRICT

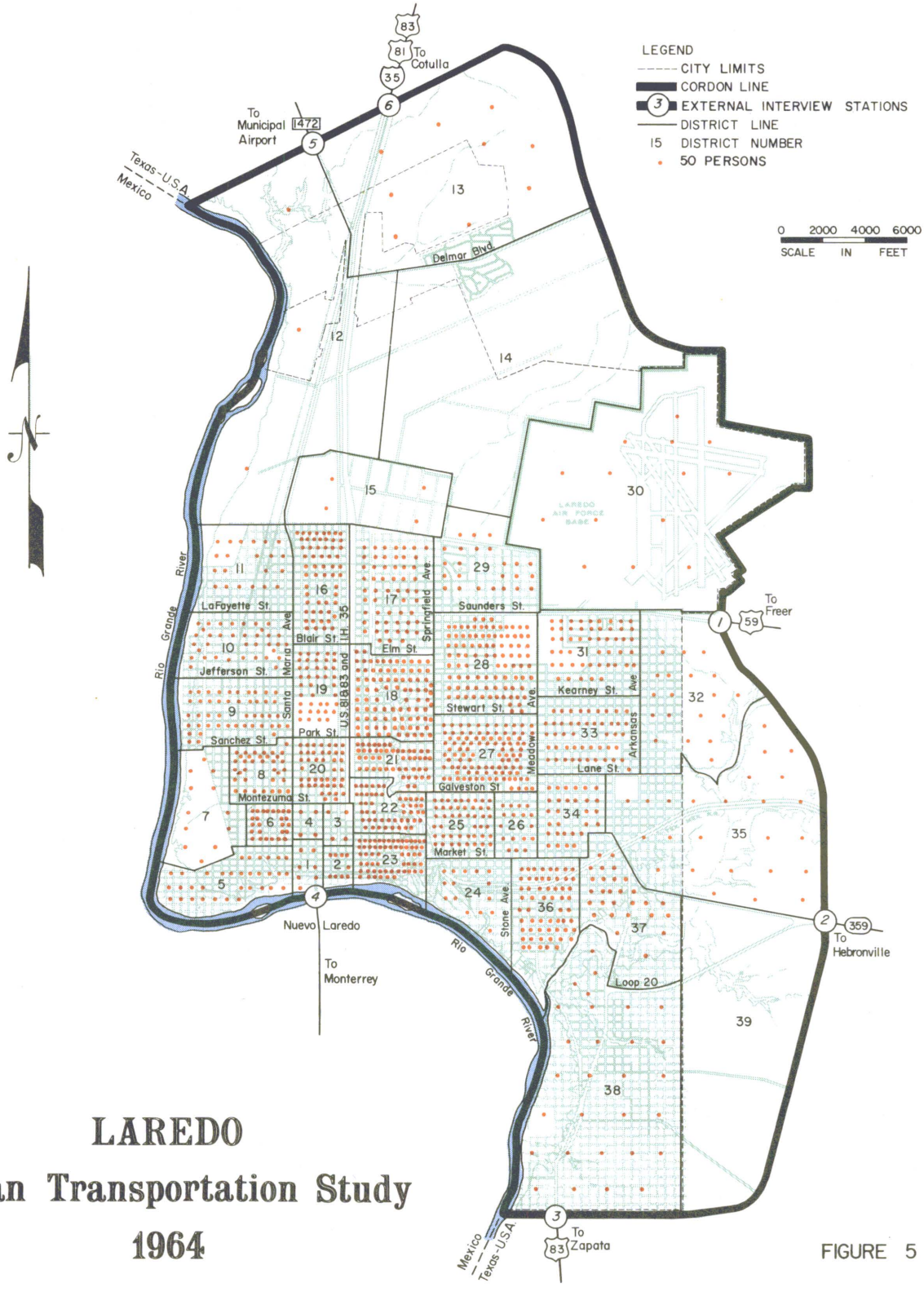


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FIGURE 5

CENSUS TRACT MAP

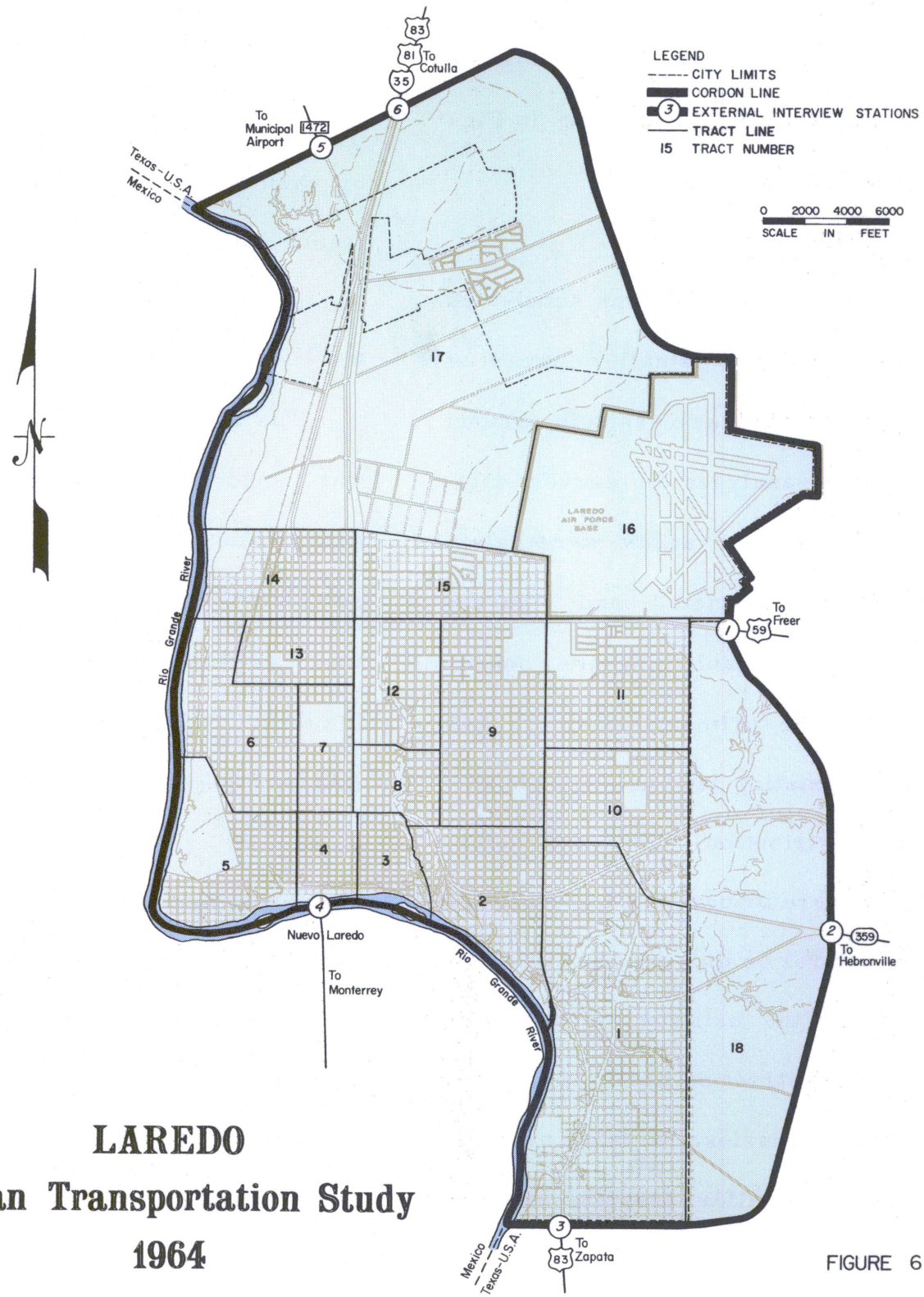

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FIGURE 6

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.

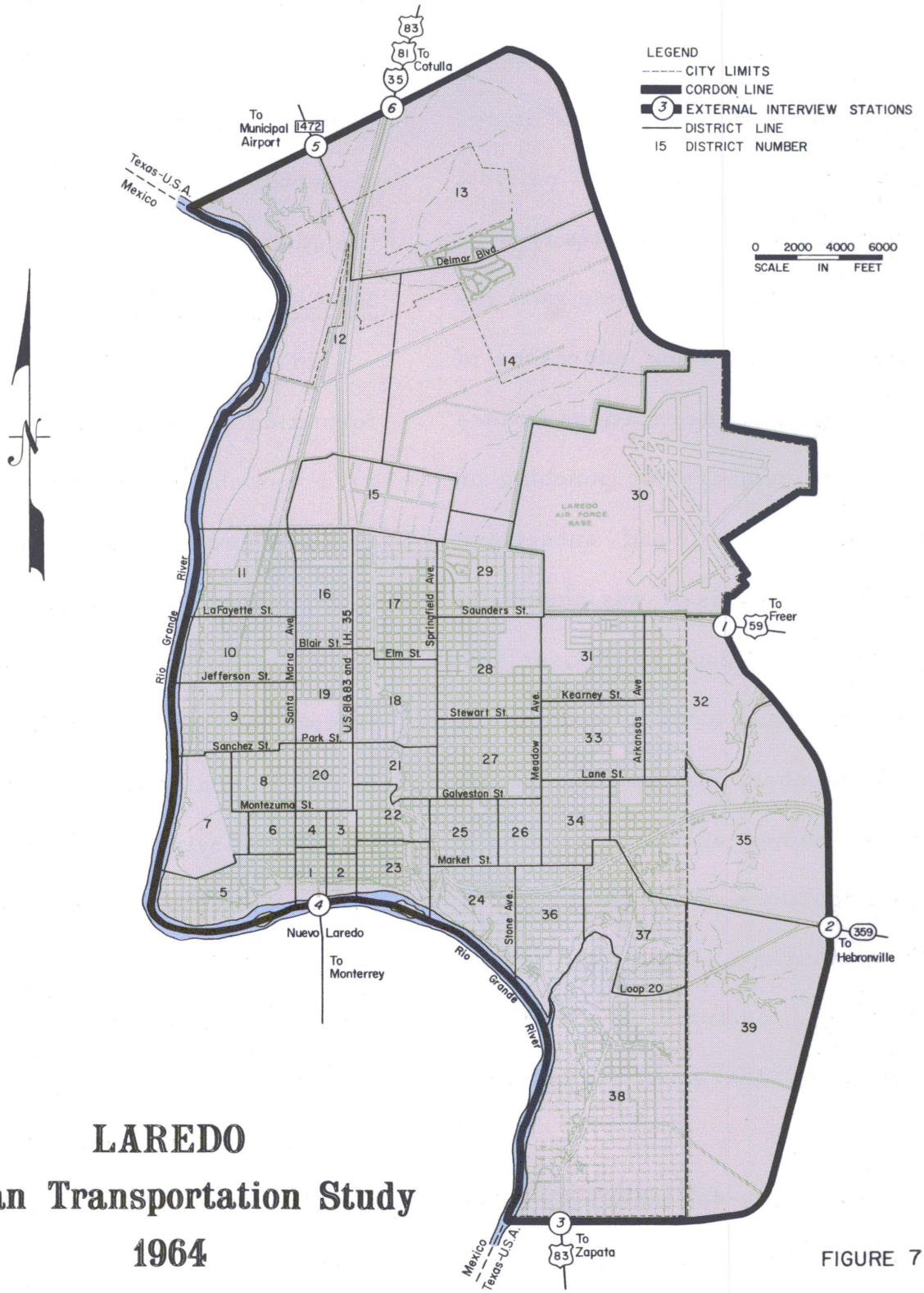
SURVEY ZONES

The 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 or 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 309 survey zones. The survey zones were later combined to form 39 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. Both zone and district numbers in the Central Business District are shown in Figure 8.

The external area extending from the study area cordon to the county line was subdivided similarly

DISTRICT MAP



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1964

FIGURE 7

to that within the cordon. Much larger areas were included in the 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 generators of travel.

The origin-destination study was divided into two major phases; the "Internal Survey" and the "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 own homes to determine their daily travel. A 12 1/2 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 17,686 dwelling units within the study area

DISTRICT AND ZONE MAP
CENTRAL BUSINESS DISTRICT

LEGEND

	Internal Cordon	Line
	District	Line
2	District	Number
	Zone	Line
0450	Zone	Number

LAREDO
Urban Transportation Study
1964

FIGURE 8

cordon.

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 also determined vehicle occupancy and type of parking used.

It was found from the home interviews that 139,578 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 75,515 trips daily.

To complete the study of movements of people and vehicles, it was necessary to obtain data concerning truck and taxicab travel. A 25 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 tax

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 24, 360 trips were made by trucks operating in the study area.

A 50 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 1220 trips were made by taxis operating in the area.

EXTERNAL SURVEY

This phase of the study provided information on the movements of vehicles that were entering, leaving or passing through the study area. Interview stations were located on highways at six 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 18, 550 vehicles that crossed the cordon on an average weekday. Low traffic volume

stations were operated for an 8-hour period, those of intermediate volumes for 16 hours and those having volumes in excess of 1000 vehicles per day were operated a full 24 hours.

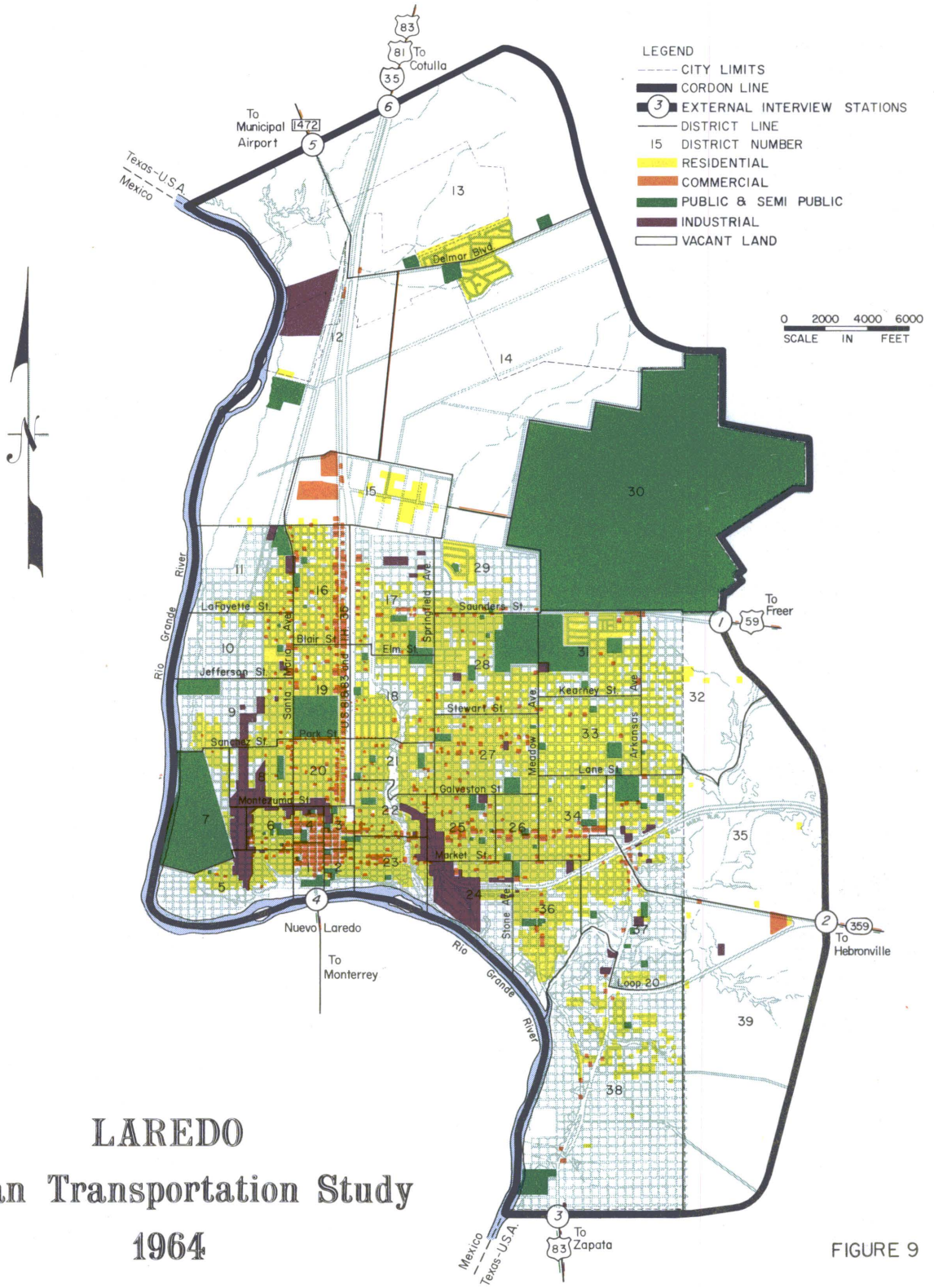
COMPANION STUDIES

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 30 locations on the cordon surrounding the Central Business District and the volumes recorded at 30-minute intervals. Vehicle occupancy was obtained and the number of vehicles within the area at 7:00 AM were recorded. The accumulation of vehicles within the area throughout the day was then determined. The peak accumulation of vehicles occurred between 2:30 and 3:00 PM when 3251 were within the business area.

Twenty-four hour machine counts were made at approximatley 380 locations within the study area. Many of the volume counts on major thoroughfares were directional. Hourly volume counts for a minimum of one week were obtained on

EXISTING LAND USE



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1964

FIGURE 9

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. The 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 time for each route was determined by the "floating car" method in which the test car "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 crossing, 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 spaces in the Central Business District at the time of the transportation study. The number of spaces and area in square feet was obtained in parking lots and garages; 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 58 blocks revealed a total supply of 1151 curb and 1419 off-street spaces within the 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 comprehensive 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. Zacate Creek was used as a screen line since it bisected the area fairly evenly, had few street crossings, and a minimum of multiple crossings likely to be involved in a single vehicular trip. The expanded survey data accounted for 89 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 screen line counts is shown graphically in Figure 10.

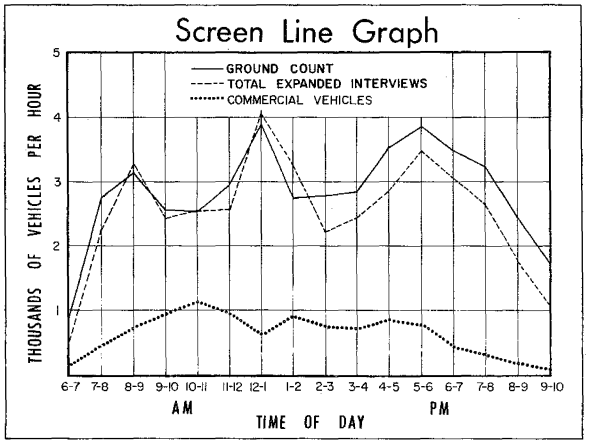


FIGURE 10

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 reflect the average weekday movements of persons and vehicles in the area during the period of the

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 assignments to alternate or revised arterial systems. Results of these assignments to the proposed alternates indicate to the planner the desirability of further inquiry and 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 freeway system. Revision of land use and population estimates in the area affected by such developments is relatively simple and inexpensive and provides a new basis for traffic forecasts and subsequent assignment to the network.

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

TRAVEL VOLUMES

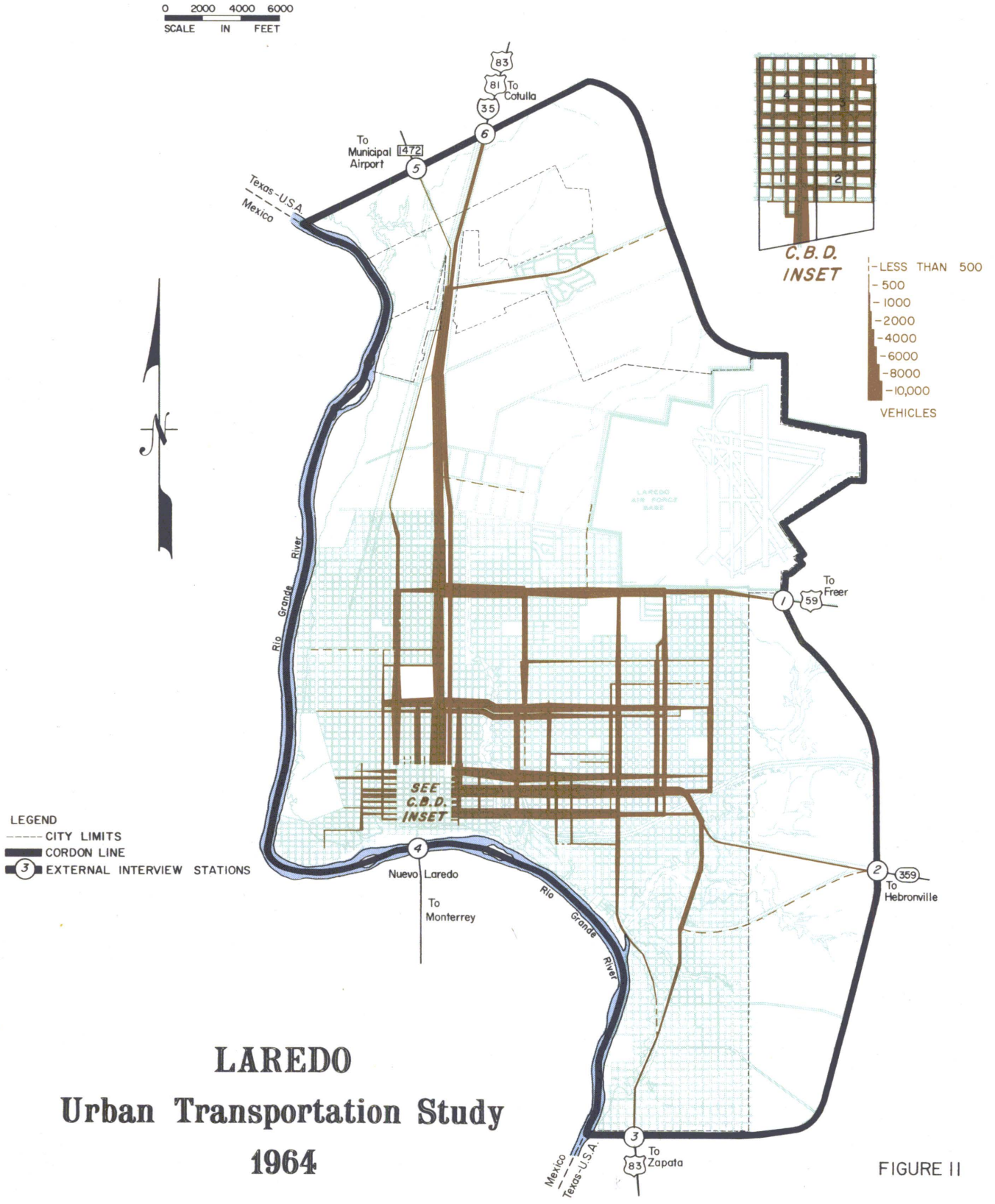
chapter 4

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. This 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, 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

TRAFFIC VOLUME MAP



LAREDO
Urban Transportation Study
1964

FIGURE II

points of travel and relate their individual 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 11,000 vehicles for a 24 hour period.

Three major highways carry traffic into the city of Laredo - U. S. Highway 59 from the northeast, U. S. Highway 81 and U. S. Highway 83 (Interstate Highway 35) from the north and State Highway 359 from the east.

Volumes on U. S. Highway 59 included 2800 VPD east of Arkansas Avenue, 7440 east of McClelland Avenue and 8810 east of McDonell Avenue.

Counts on U. S. Highways 81-83 included 6590 VPD north of Chicago Street, 9320 north of Lafeyette Street, 7590 south of Jefferson Street and 9380 north of Sanchez Street.

On State Highway 359, volumes totaled 4000 VPD north of Market Street, 6400 west of Martin Avenue, 7820 west of Malinche Avenue and 9790 west of McClelland Avenue.

In the Central Business District (see inset Figure 11) the busiest east-west thoroughfare was Matamoros Street. Volumes on Matamoros were 4260 VPD between Juarez Avenue and Salinas Avenue, 4680 between Salinas and Convent Avenue, 4710 between Convent and Flores Avenue and 6950 between Flores and San Augustin Avenue.

The busiest north-south

thoroughfare in the Central Business District was San Bernardo Avenue where volumes were 3110 VPD between Lincoln and Hidalgo Streets, 5950 between Matamoros and Farragut Streets, 7330 between Houston and Matamoros Streets, 9320 between Washington and Victoria Streets and 10,660 north of the Montezuma Street intersection.

VARIATIONS IN TRAFFIC FLOW

A permanently installed traffic recorder located on Interstate Highway 35 north of the city was used in obtaining representative daily and monthly variations in traffic volume for the Laredo Study Area as depicted in Figure 12.

Average traffic volumes on Sunday proved to be higher than other days of the week accounting for 16.6 per cent of the total weekly volume. Volumes on Saturday were almost as high with 16.5 per cent of the weekly total; Friday, Monday, Thursday, Wednesday and Tuesday followed in respective order.

Hourly volumes on weekdays (Monday through Friday) obtained from the screen line showed the afternoon peak hour occurred between 5:00 and 6:00 PM when 7.9 per cent of the 24-hour volume was recorded.

The morning peak hour amounted to 6.4 per cent of the daily volume and occurred between 8:00 and 9:00 AM; a mid-day peak occurred between 12:00 and 1:00 PM with 8.0 per cent of the daily volume.

Traffic volume by months peaked in August, which had 9.7 per cent of the yearly volume. July recorded 9.3 per cent of the yearly volume while the overall range was from the August peak of 9.7 per cent to the January low of 6.9 per cent of the annual volume.

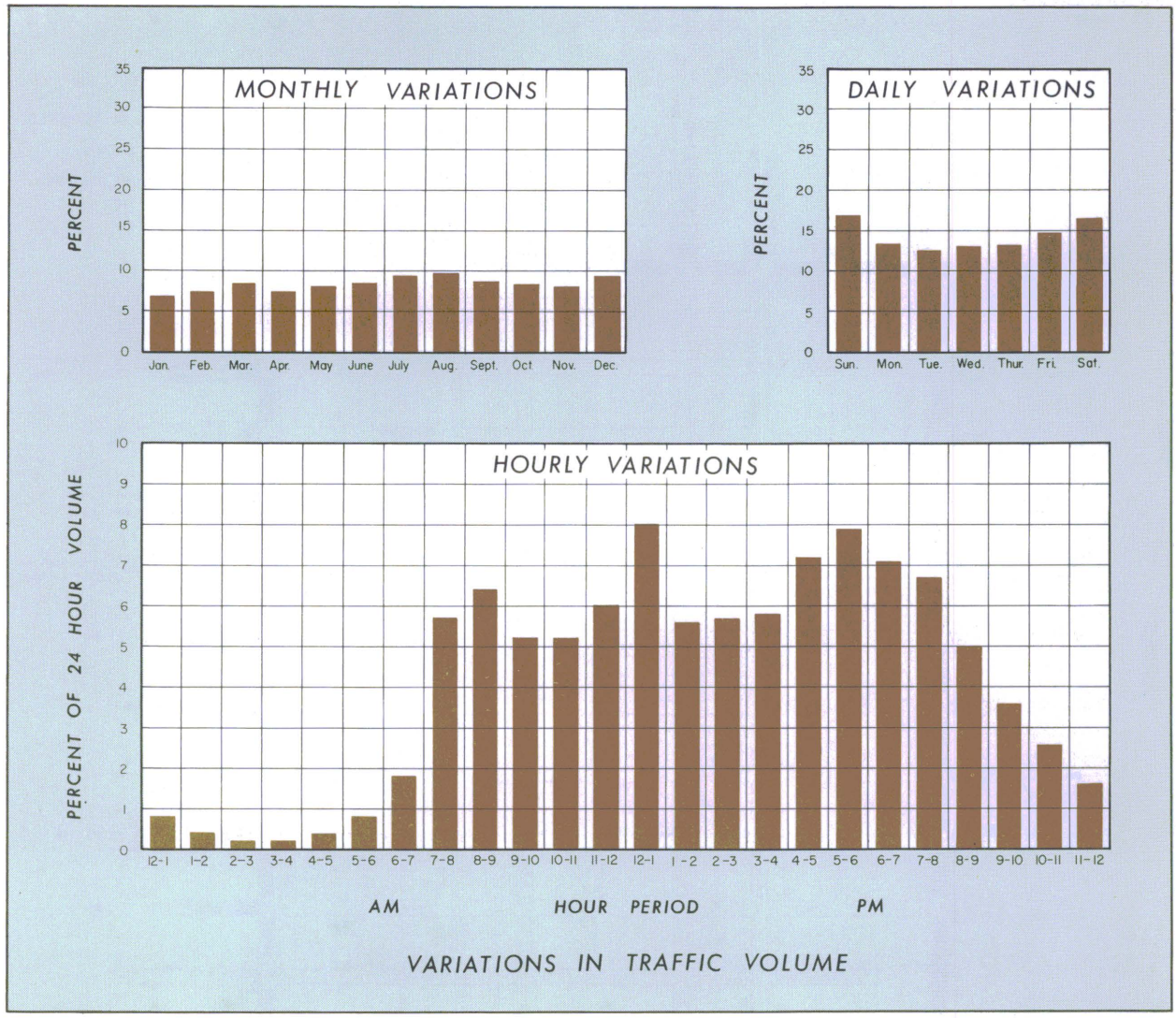


FIGURE 12

CBD CORDON COUNT

A manual classification count, by directions, of vehicles entering and leaving the Central Business District was made from 7:00 AM to 6:00 PM. The results are shown graphically in Figure 13 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 60,673 vehicles crossed the Central Business District cordon between the hours of 7:00 AM and 6:00 PM on an

CENTRAL BUSINESS DISTRICT
CORDON COUNT *WEEKDAY 7 AM to 6 PM*

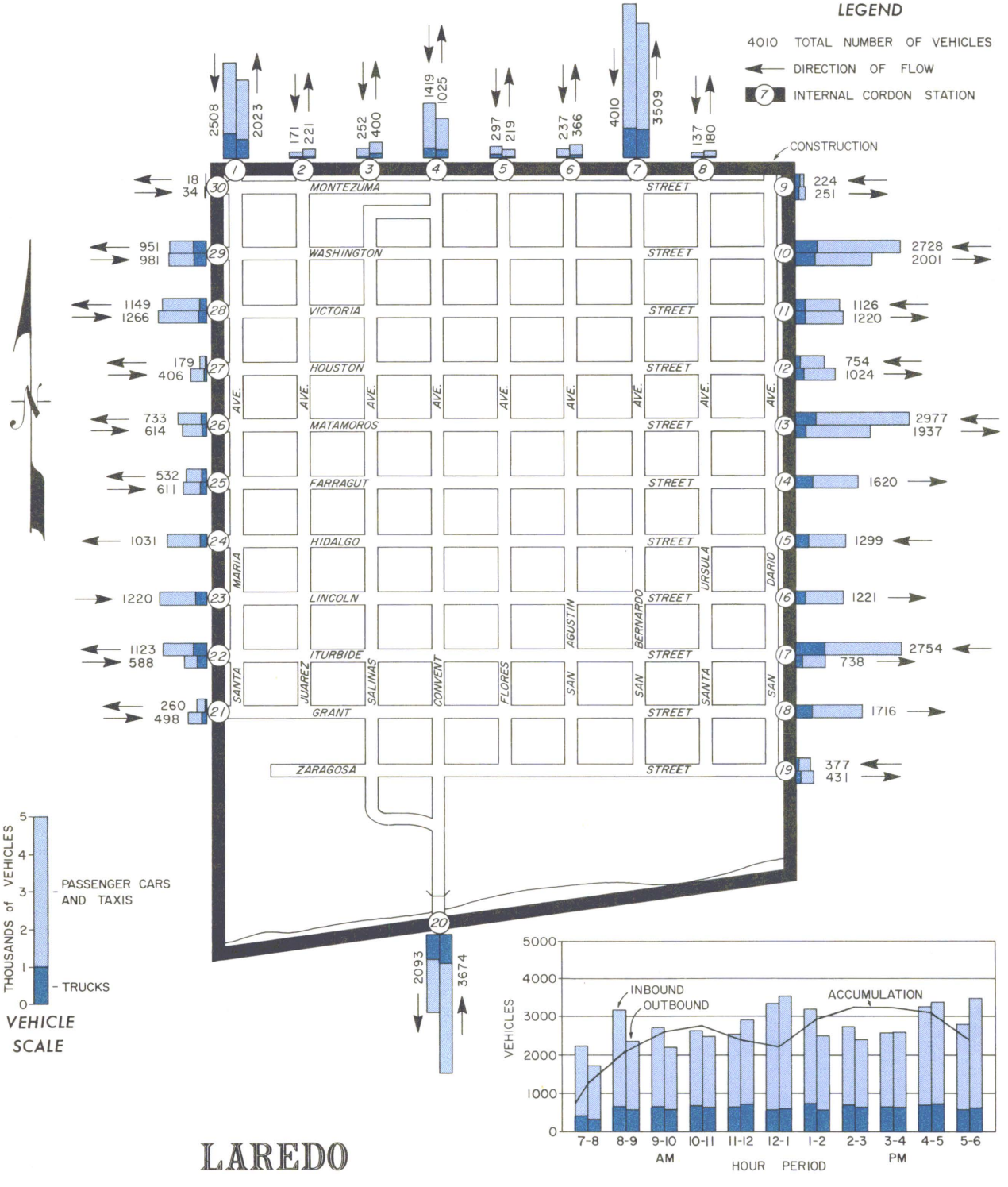


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FIGURE 13

average weekday during the period of the study; 31,162 were inbound and 29,511 were outbound. Passenger cars and taxis numbered 47,181 (78%) and commercial vehicles 13,492 (22%) of the total vehicles entering and leaving the downtown area.

Table 12B shows vehicles entering and leaving the Central Business District 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 Laredo occurred between 2:30 and 3:00 PM and amounted to 3251 vehicles; 2601 were passenger cars and 650 were commercial vehicles. There were 759 vehicles within the area when the cordon count began at 7:00 AM.

Table 12C records the number of persons entering and leaving the Central Business District and the accumulation of persons in half-hour periods from 7:00 AM to 6:00 PM. During the peak vehicular accumulation (2:30 - 3:00 PM) a total of 5446 persons were within the Central Business District. This included those arriving as drivers of vehicles, auto, truck, taxi, and bus passengers and pedestrians.

EXTERNAL VOLUMES

Tables 4 and 5B in the Appendix show, respectively, the volume and percentage of local and through vehicles, and trip purposes at six 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 18,550 vehicles of all types were recorded entering and leaving the study area; 13,802 (74%) were automobiles and 4748 (26%) were commercial vehicles. Eighty-eight per

TRAFFIC VOLUMES AT EXTERNAL STATIONS

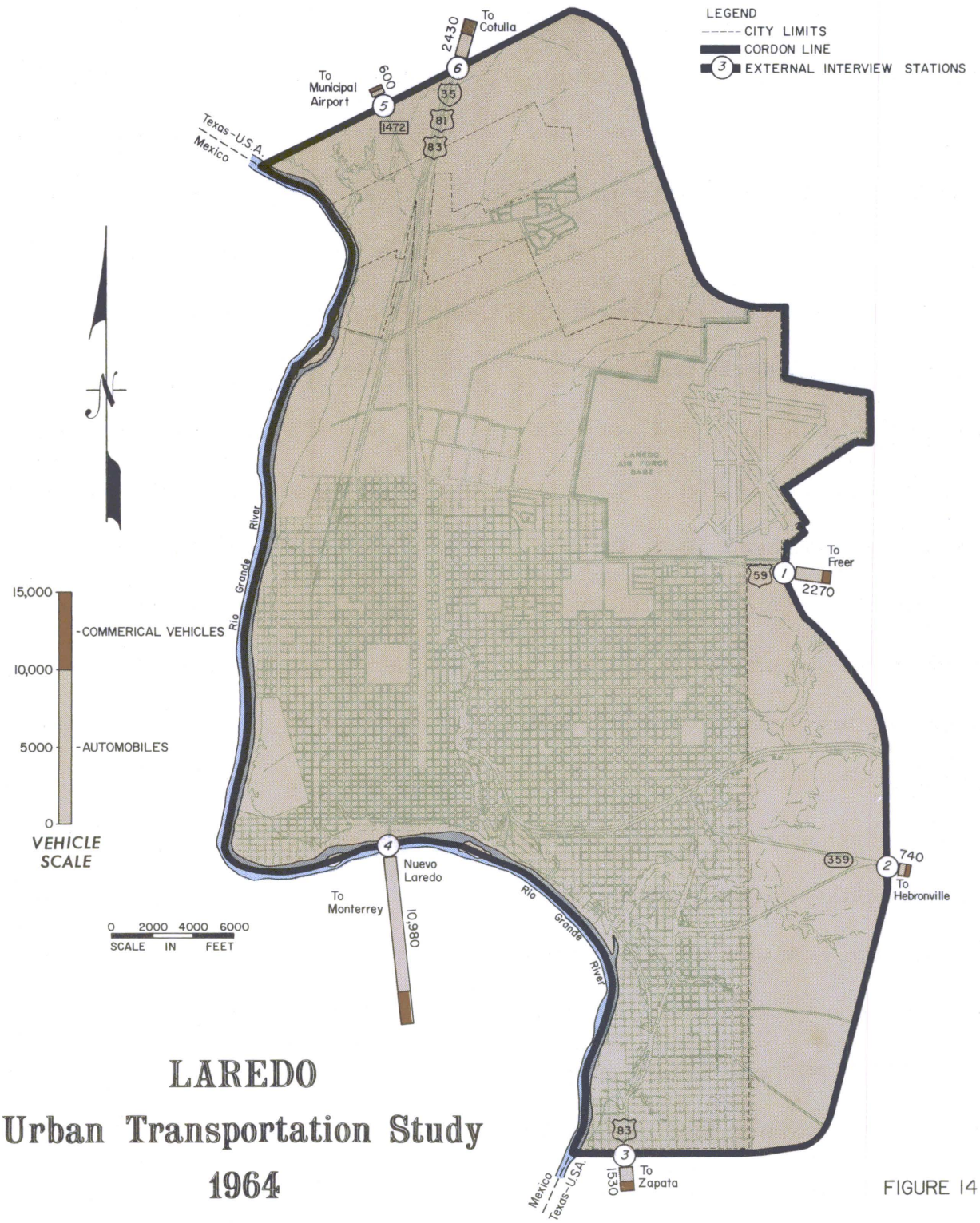

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FIGURE 14

TOTAL ORIGINS & DESTINATIONS BY DISTRICT - ALL VEHICLES

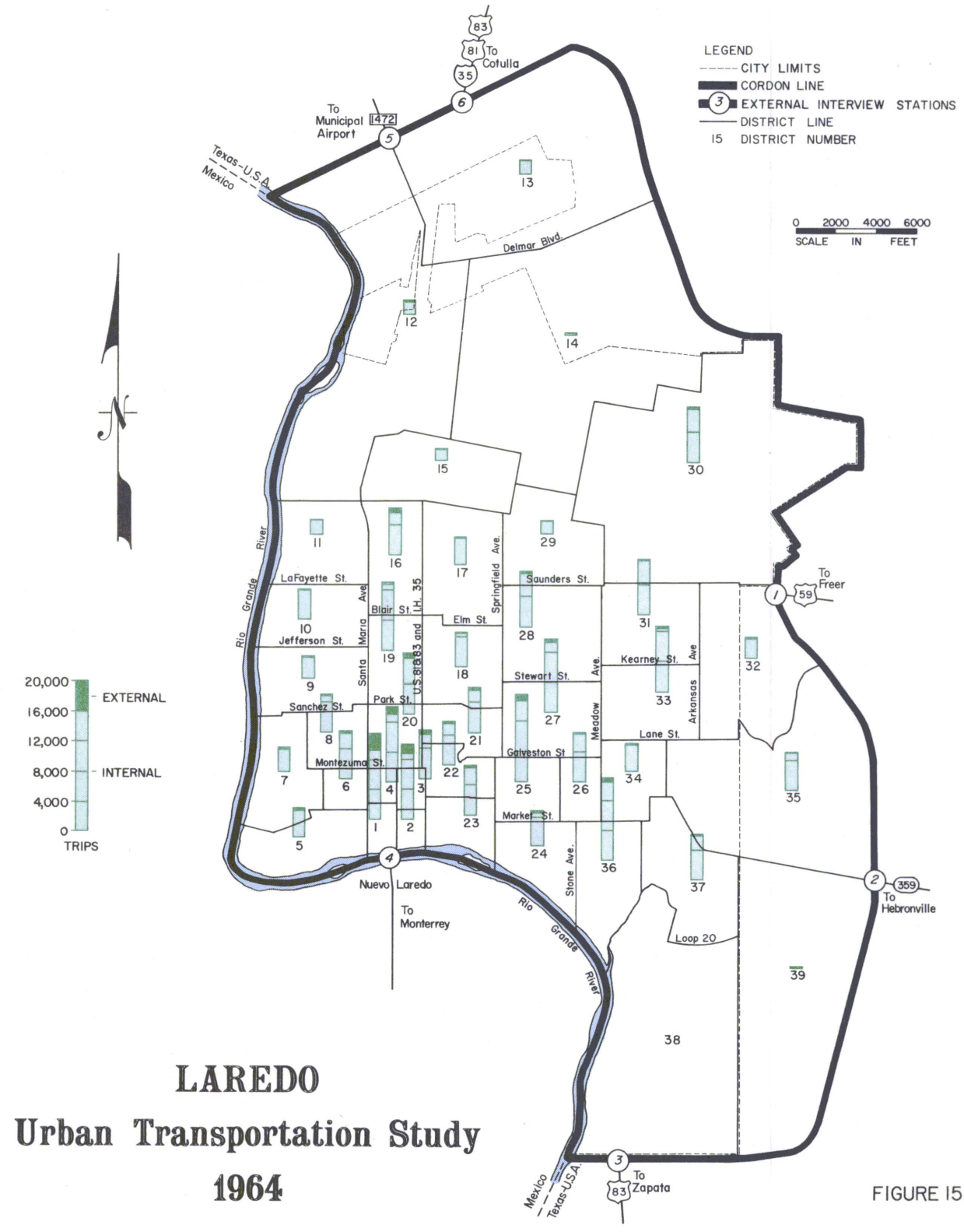

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FIGURE 15

cent or 16,286 of the total vehicles recorded at external stations had origins or destinations within the study area.

Three principal routes were used by 85 per cent of the vehicles entering or leaving the study area. Total daily volume on these routes (U. S. Highway 59 east, the International Bridge, and Interstate Highway 35 north) amounted to 15,680 vehicles. The interview station on the International Bridge to Nueva Laredo had a 24-hour volume of 10,980 VPD or 59 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 interview. Of the 11,994 auto drivers having either an origin or destination within the study area, 10,869 drivers (91%) gave either work, business, social-recreation or shopping as the purpose of their trips, 9630 (89%) of these drivers used three routes of entry or exit: U. S. Highway 59 northeast, International Bridge, and Interstate Highway 35 north. These three highway routes were used by 1830 (83%) of the automobiles whose drivers entered or left the study area for the purpose of work; 1769 (78%) of those for business, 3391 (93%) 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 bar representing the district's relative importance as a generator of travel. Complete and detailed data are contained in Table 3 of the

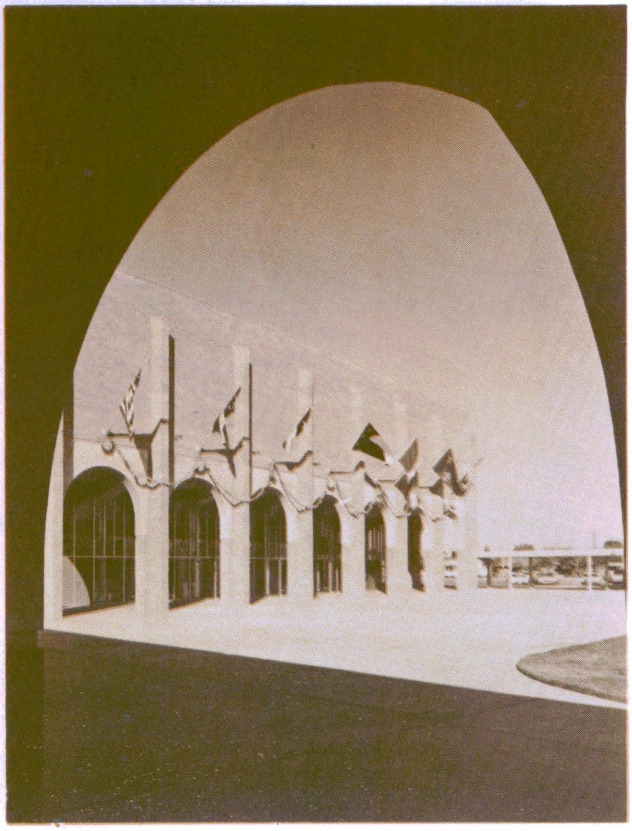
Appendix which shows the total internal and external trip origins and destinations (trip ends) generated by each survey district.

There was a total of 218,476 vehicular trip terminals within the study area; 202,190 of these were generated by the internal movement of 101,095 vehicles between points of origin and destination. Vehicles having one trip terminal inside the study area and the other outside the external cordon numbered 16,286.

The Central Business District (survey districts 01, 02, 03, and 04) was the destination of 19,217 internal and external vehicles per day. Trips were also highly concentrated to the four districts surrounding the Central Business District. Combined destinations to the Central Business District and adjacent survey districts 06, 20, 22, and 23 totaled 32,883 vehicles.

Other areas also generated significant volumes of travel such as Laredo Air Force Base and a busy industrial area. District 30 of the

Laredo Study Area, in which Laredo Air Force Base is located, was the destination of 3680 internal and external vehicles. District 25 with its industrial area of foundries, freight forwarding agencies, and a major oil company attracted 5855 vehicles.



TRAVEL CHARACTERISTICS

chapter 5

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, 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 5.9 auto trips per day, a two-car family made an average of 10.8 trips per day and a three-car family an average of 14.0 trips per day.

Average number of trips per car by the number of cars owned was 5.9 per car for one-car families, 5.4 for two-car families and 4.7 for three-car families.

Tables 2A and 2B of the Appendix show an ownership of 13,555 automobiles in the 17,686 dwelling units of the study area.

Figure 17 shows the length of residence by time periods. Forty-five per cent of the dwelling units had the same occupants for one year or less; 17 per cent had been

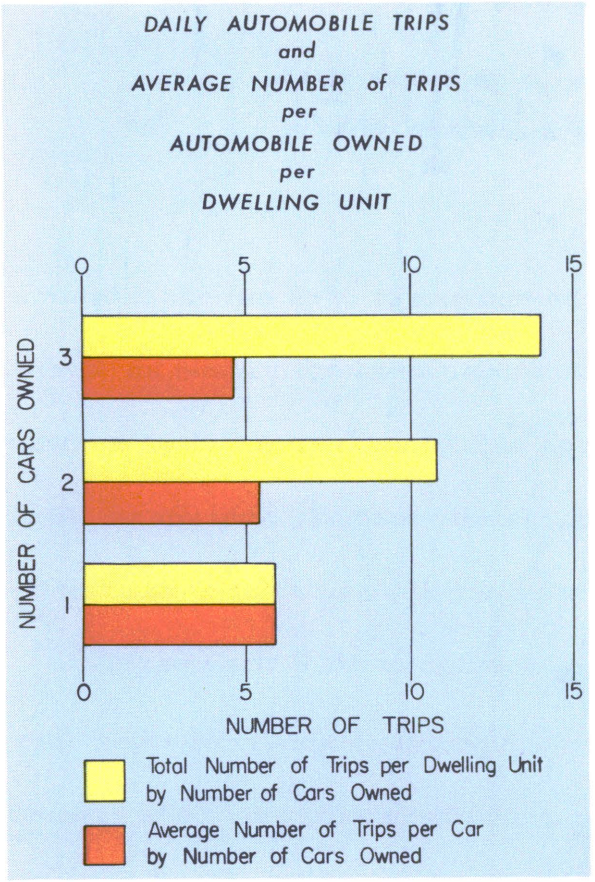


FIGURE 16

occupied by the same tenants for a period of one to five years and 11 per cent for five to ten years. Only 8 per cent of the dwelling units had the same tenant for 25 years or more.

MODE OF TRAVEL

Laredo is typical of most Texas cities in that the automobile is the predominant mode of travel. Internal modes of travel are shown in

PERSON AND VEHICLE TRIP SUMMARY

INTERNAL PERSON TRIPS		
	Volume	Per Cent
Auto Driver Trips	75,515	54.1
Passenger Trips		
In Passenger Cars	45,074	32.3
In Transit or School Buses	18,241	13.1
In Trucks	289	0.2
In Taxis	459	0.3
TOTAL PERSON TRIPS	139,578	100.0
INTERNAL VEHICLE TRIPS		
Passenger Car Trips	75,515	63.7
Truck Trips	24,360	20.6
Taxi Trips	1,220	1.0
Total Internal Trips	101,095	85.3
EXTERNAL VEHICLE TRIPS		
Passenger Car Trips	12,898	10.9
Truck Trips	4,520	3.8
Total External Trips	17,418	14.7
TOTAL VEHICLE TRIPS	118,513	100.0

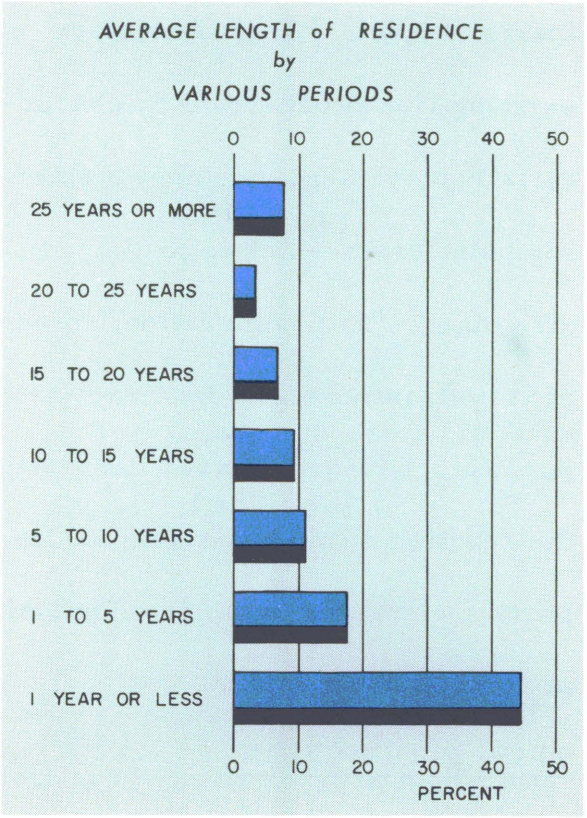
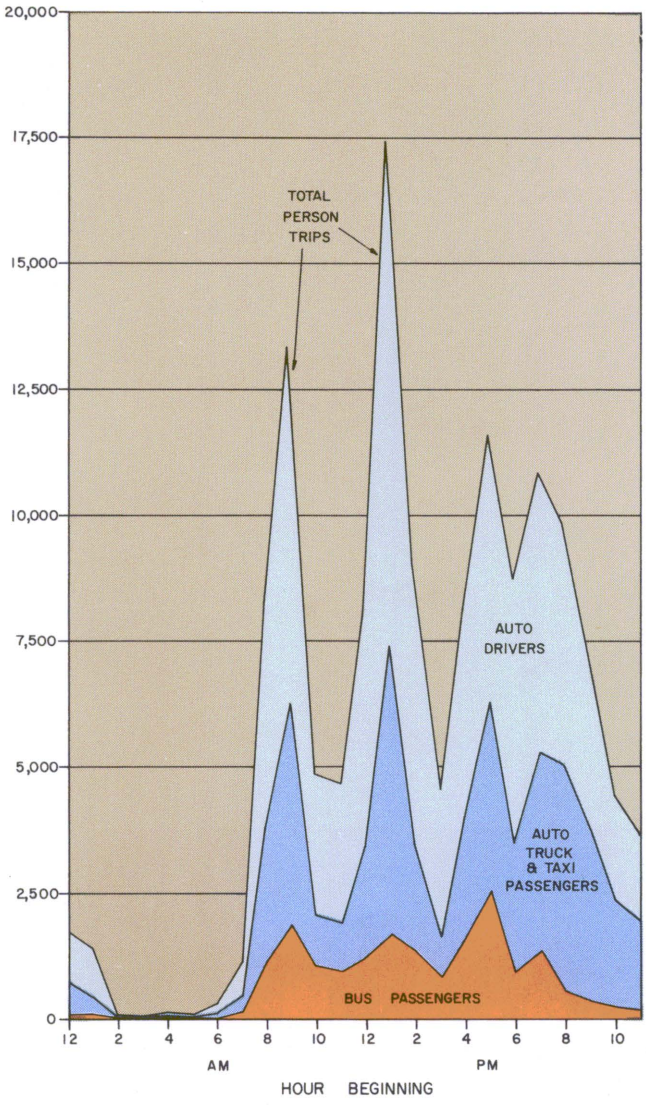


FIGURE 17

Figure 18, obtained from Table 7A in the Appendix. This table shows a total of 139,578 person trips;



HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS BY MODES OF TRAVEL

FIGURE 18

75,515 trips, 54 per cent of the total, were made as auto drivers; 33 per cent or 45,822 were made as auto, truck, and taxi passengers, while 13 per cent or 18,241 trips were made as bus passengers.

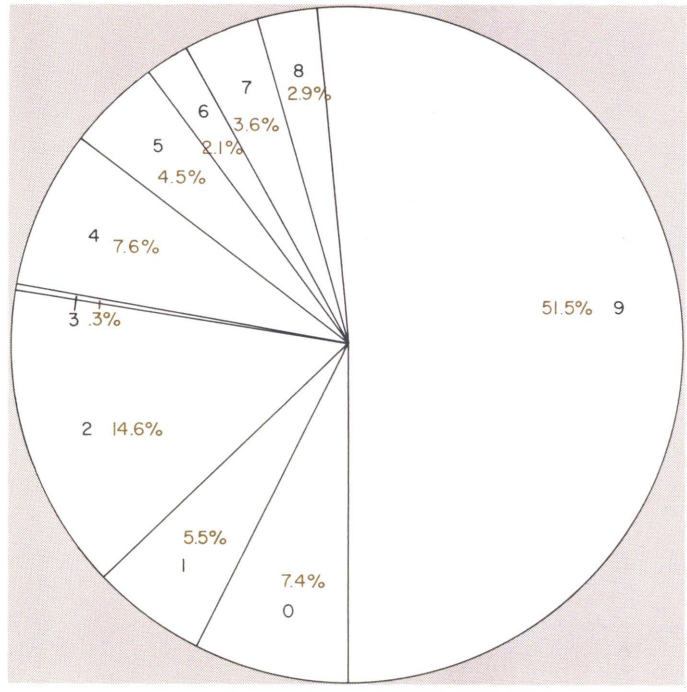
The relationship of occupation and mode of travel is shown in Figure 19 which represents the total daily person trips. Three occupational groups, Miscellaneous-Students - Housewives, Store - Office Clerks - Salesmen, and Professional - Semi-Professional Groups, accounted for 74 per cent of the person travel.

The Miscellaneous - Students - and Housewives Group, accounted for the highest percentage (52%) of the person trips, in the ten occupational groups. Sixty-seven per cent of the trips of the Traveling Salesmen Group and 88 per cent of the Proprietors - Managers - Officials Group trips were made as auto drivers.

LAND USE INFLUENCE

The manner in which land is used exerts a strong influence on travel, and data on its usage is

RELATIONSHIP of TRAVEL by MODE and by OCCUPATION

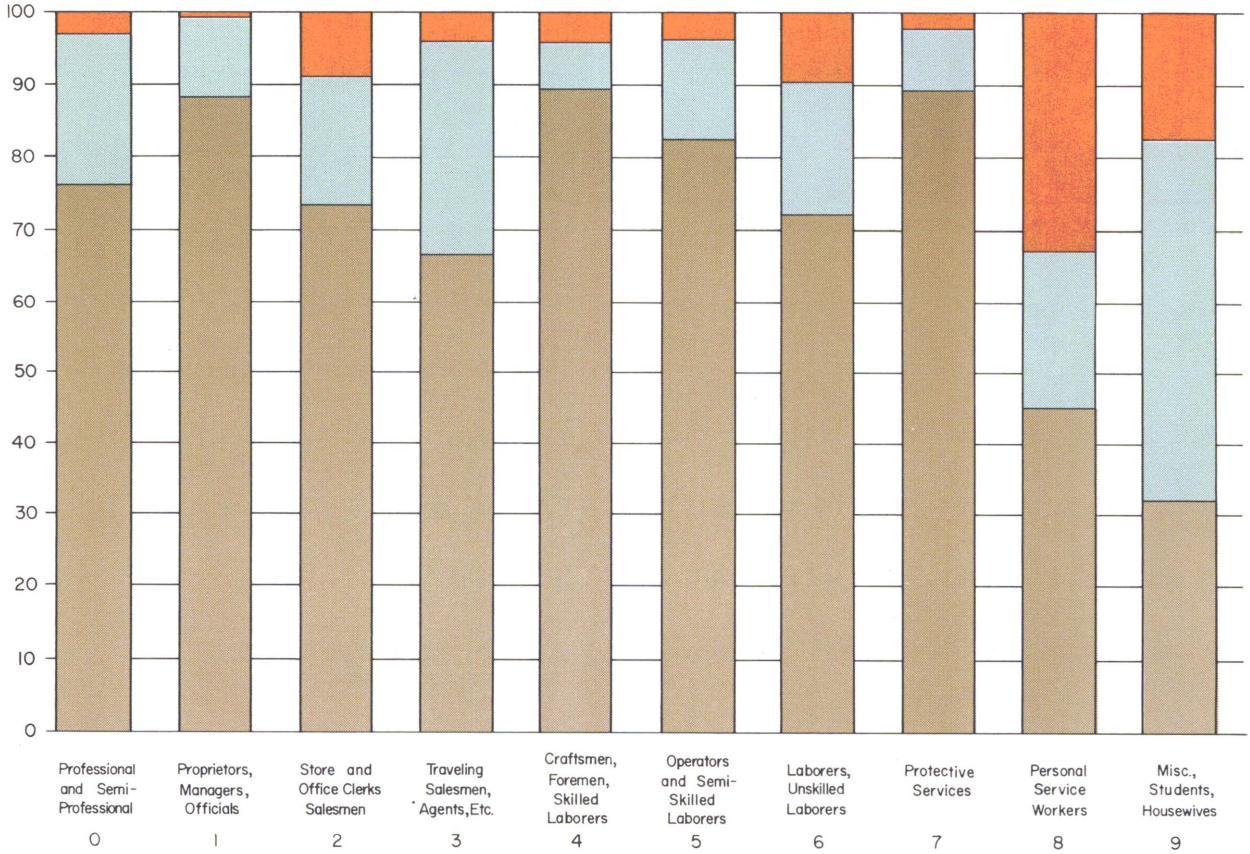


OCCUPATION

AUTO DRIVER TRIPS

AUTO TRUCK AND TAXI PASSENGER TRIPS

BUS PASSENGER TRIPS



MODE OF TRAVEL

FIGURE 19

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 destination for all internal trips. The trips which are produced by occupants of family units are attracted to land developments at varying rates in accordance with the needs and wants of the people and the ability of these developments to satisfy their needs. Existing land use in the Study Area has been shown in the generalized land use map, Figure 9.

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 69, 936 trips were attracted by residential areas, or 50 per cent of the 139, 578 total person trips. These 69, 936 trips to residential areas were as auto driver (37, 507); auto passenger (22, 422); bus passenger (9553); taxi passenger (270); and truck passenger (184). Public and quasi-public buildings attracted 23.6 per cent, or 32, 912 person trips. These buildings include post offices, military establishments, fire stations, schools, churches, and hospitals. Commercial-retail land use attracted 21, 654 trips, or 15. 5 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,

LAND USE ATTRACTION OF INTERNAL PERSON TRIPS

Land Use	Total Trips	Per Cent
Residential	69,936	50.1
Agriculture-Forestry-Fisheries	107	0.1
Manufacturing-Durable Goods	427	0.3
Manufacturing-Non-Durable Goods	1,746	1.0
Transportation-Communication and Other Industrial	4,149	3.2
Commercial - Retail	21,654	15.5
Commercial - Service	5,585	4.0
Commercial - Wholesale - Trade and Contracting	1,005	0.7
Public and Quasi-Public Building	32,912	23.6
Public and Quasi-Public Open Space	2,057	1.5
Total	139,578	100.0

public buildings, and commercial-retail—were the destination of 89 per cent of the 139,578 person trips made in the study area.

LAND USE ATTRACTION OF INTERNAL PERSON TRIPS
CENTRAL BUSINESS DISTRICT

Land Use	Total Person Destinations	
	Number	Per Cent
Residential	1,853	8.1
Manufacturing	696	3.0
Transportation-Communication	2,035	8.9
Commercial	14,143	61.9
Public and Quasi-Public Building	3,369	14.7
Public and Quasi-Public Open Space	766	3.4
Total	22,862	100.0

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 Laredo Study Area, classified by mode of travel. Of the 139,578 person trips by all modes of travel, 34.7 per cent (48,483) were made to a home and 35.9 per cent (50,005) were from a home; thus 71 per cent, or 98,488 of all internal person trips, had the home as either an origin or destination.

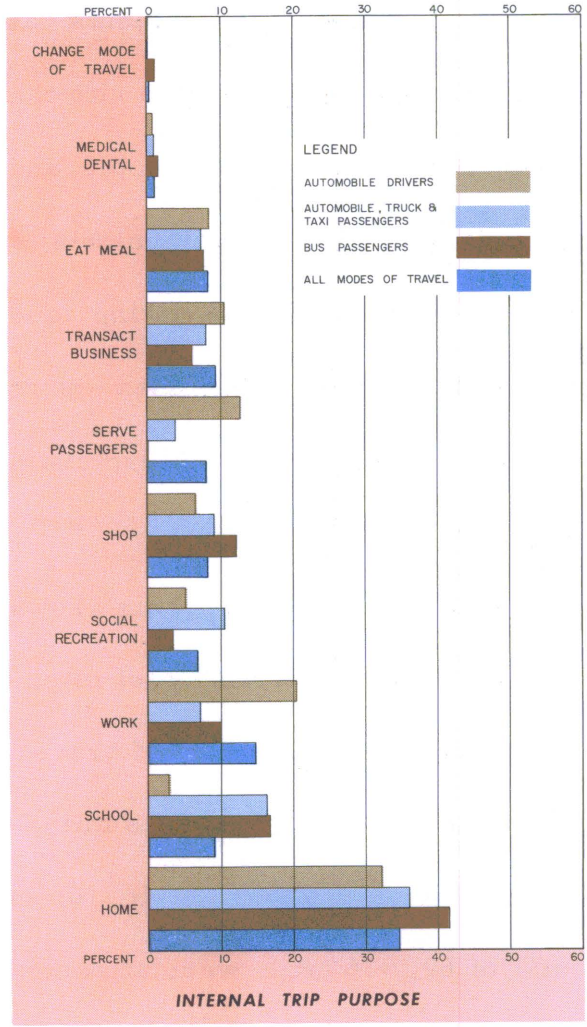


FIGURE 20

Twenty-nine per cent (40,958)

of all internal person trips started or ended at a place of work. A total of 20,539 (14.7%) trips were made "to" work, and 20,419 (14.7%) were "from" work.

Table 5B and Figure 21 show similar trip purpose data for external travel. Eighteen per cent (2199) of the 11,994 local automobile trips passing through external survey stations were made for the purpose of work, 19 per cent (2278) of the trips were for business, and 30 per cent (3646) were social-recreation trips.

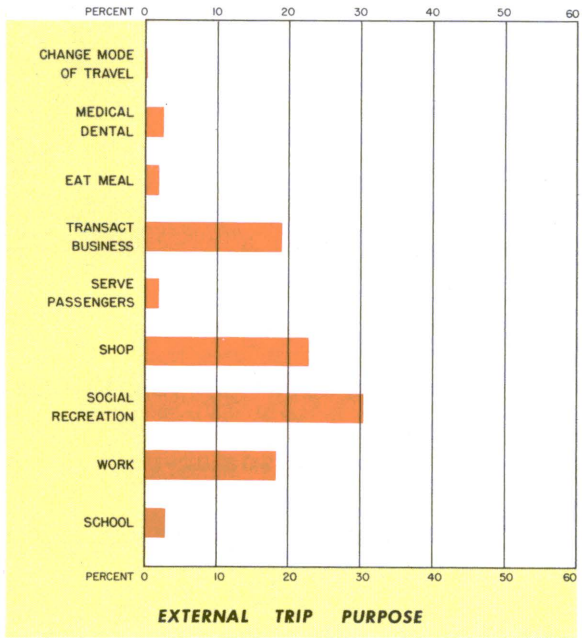
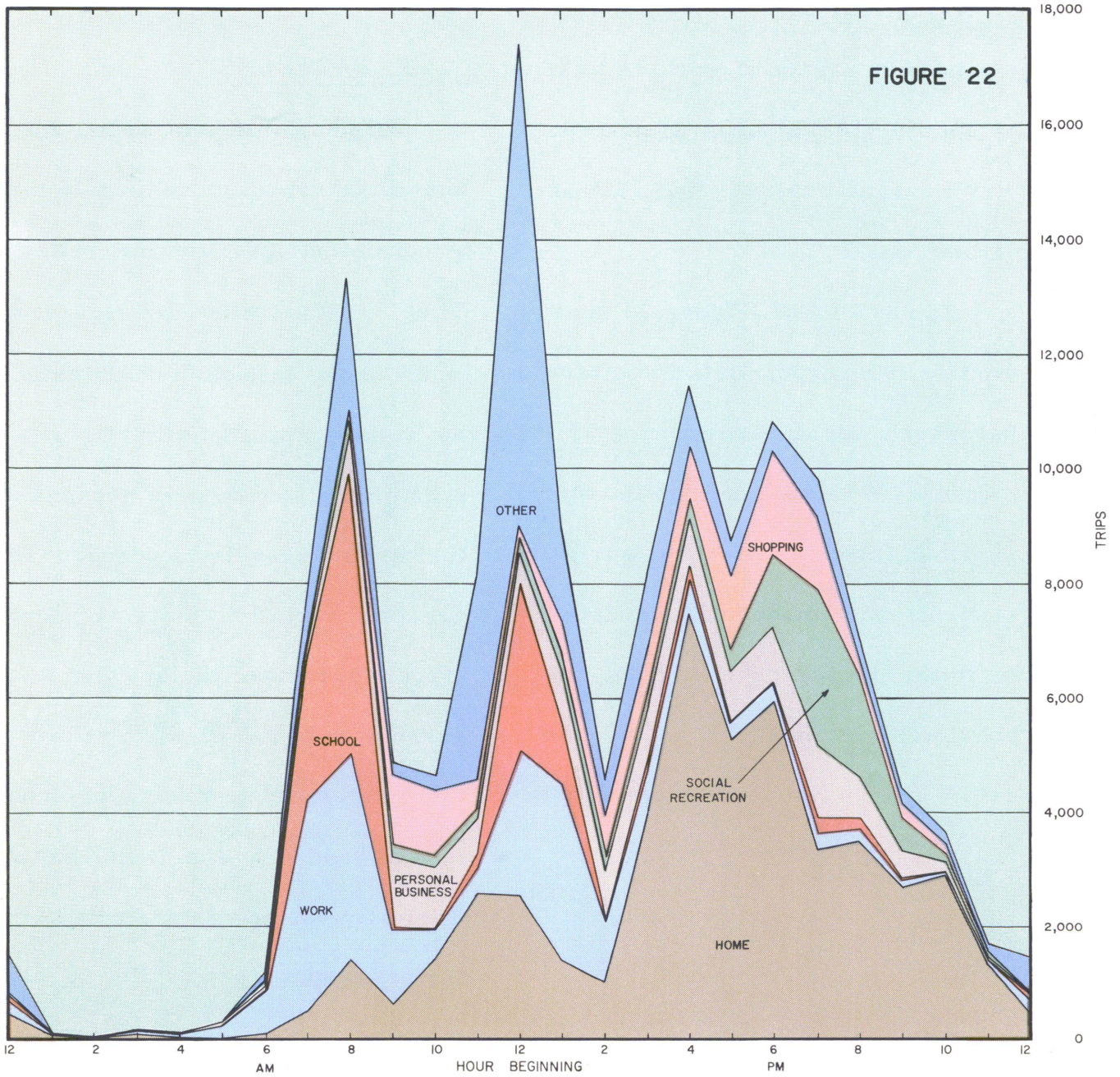


FIGURE 21

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 Laredo 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 peak and a steep decline to mid-morning. An abrupt rise at noon was followed by a brief mid-afternoon decline. From this decline begins a prolonged ascent in the late afternoon between 4:00 and 6:00 PM when travel again reached a high point.

This pattern of heavy early



HOURLY DISTRIBUTION OF INTERNAL PERSON TRIPS BY TRIP PURPOSE

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 or other activities, all of which are most convenient to that time of day. In the late afternoon, most

MOVEMENTS TO AND FROM MAJOR GENERATORS

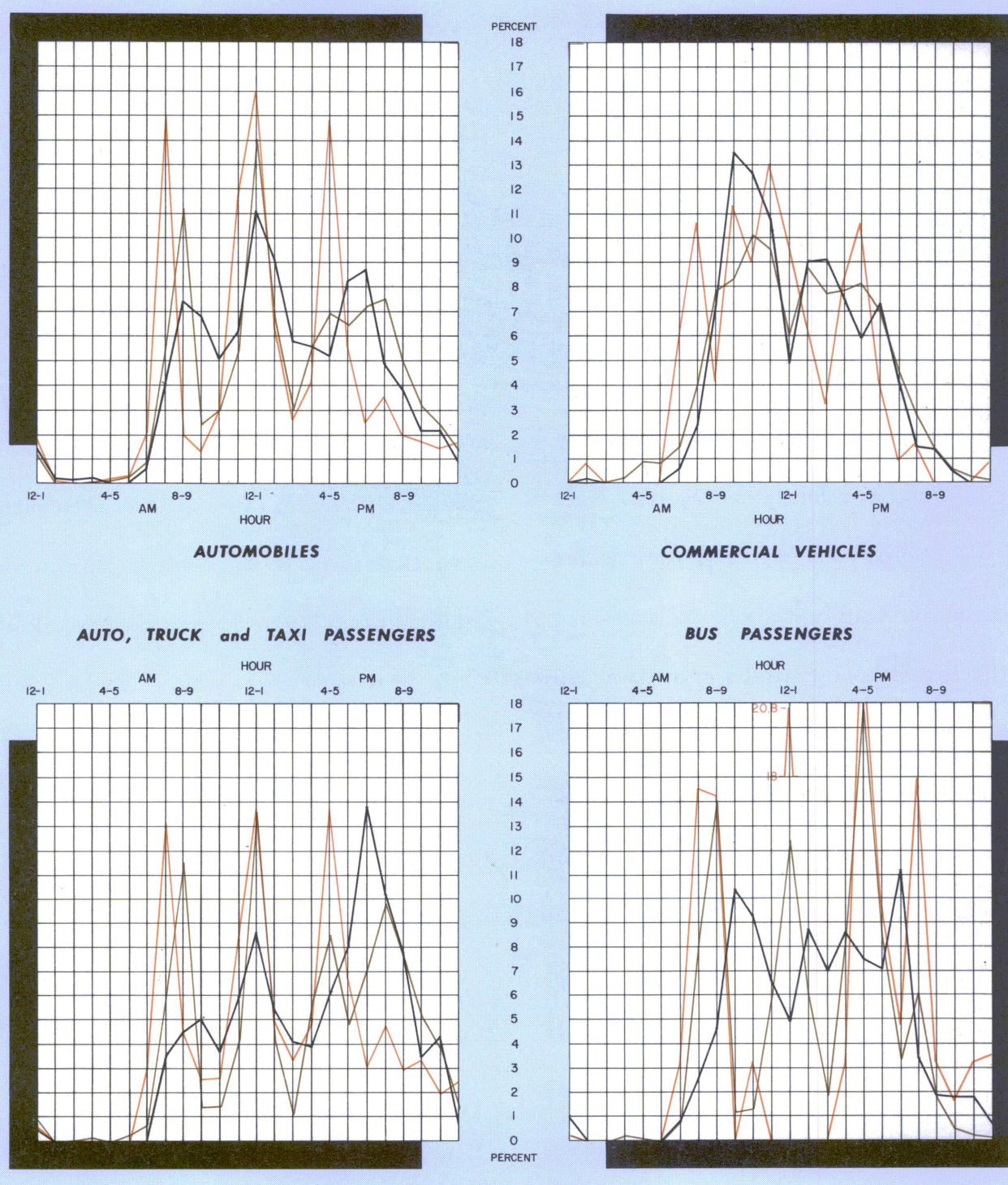


FIGURE 23

groups reach their peak volume.

Hourly patterns of travel to the Central Business District, Laredo Air Force Base, and other areas by the indicated modes of travel are compared in Figure 23.

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

The graphs indicate wide variations in hourly travel to and from the individual travel generators and are punctuated by sharp climbs to peak hours of traffic generation. Usually, but not always, there are tall morning and afternoon peaks and an intermediate rise in midday. Automobile travel adheres to this pattern with greater consistancy than commercial vehicle travel which is characterized by varying peaks throughout the day. The graphs also point out the disparity in hourly travel among the various travel generators within the study area.

CENTRAL BUSINESS DISTRICT

Auto driver trips to the Central Business District by trip purpose and type of parking used are shown in Figure 24. The volumes are taken from Table 9A of the Appendix. Of the 12,119 auto drivers with destinations in the Central Business District, 3775 or 31 per cent parked on free parking lots. Free curb spaces attracted 3300 drivers or 27 per cent while 1245 or 10 per cent did not park. A total of 3079 or 25 per cent parked at on-street metered curb spaces. Less than 3 per cent parked in pay lots and garages.

There were 4851 auto driver trips, 40 per cent of the total, made to the business district for work

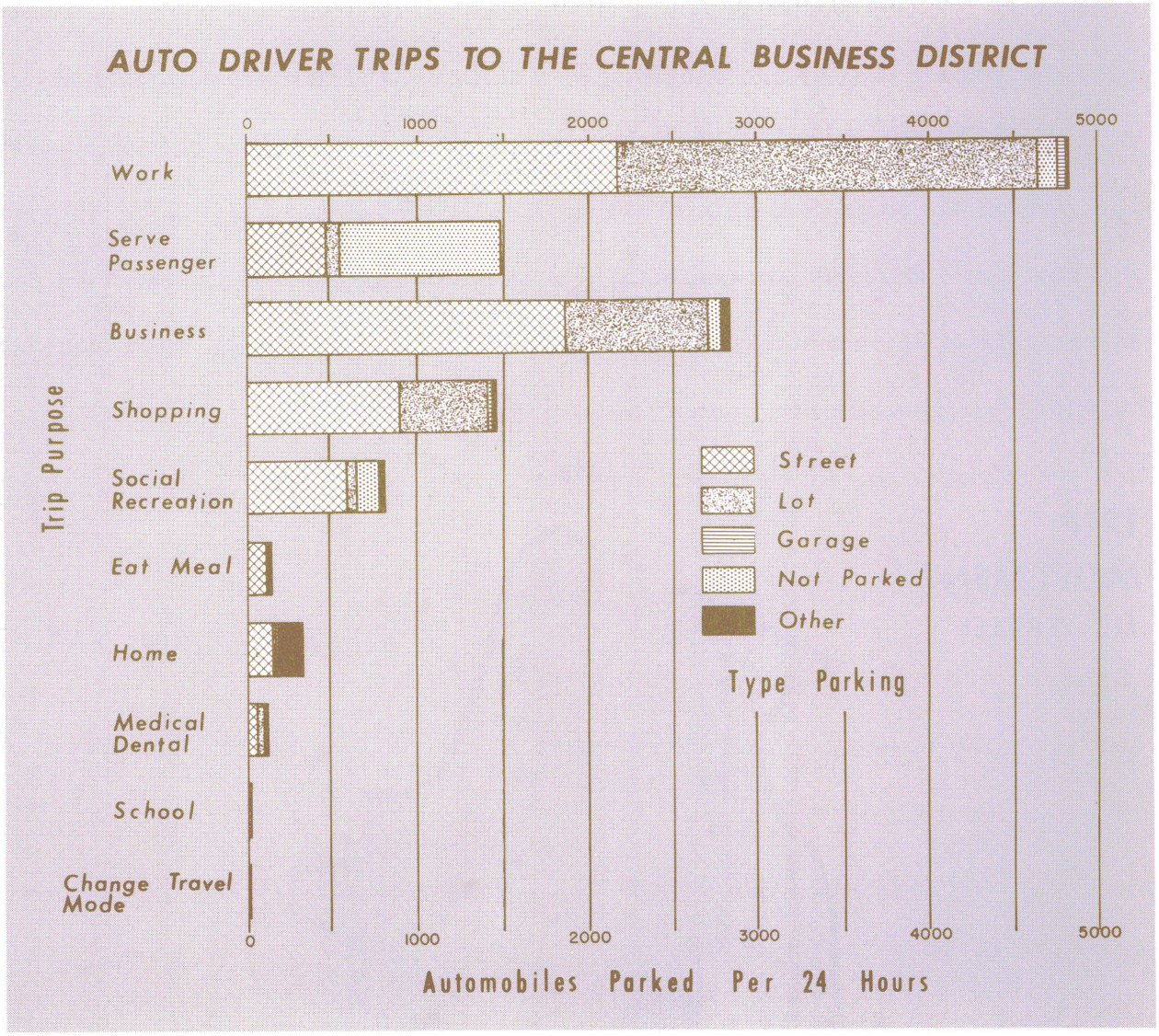


FIGURE 24

purposes. Business trips totaled 2857, 24 per cent, and shopping trips 1469, 12 per cent, while 1499 or 12 per cent were made to serve the auto drivers' passengers and seven per cent were made to the Central Business District for social-recreation purposes.

TOTAL TRIP DISTRIBUTION

In Figure 25, obtained from data shown in Table 1 of the Appendix, trip movements of the 118,513 total daily vehicle trips in the area were classified into four groups

according to the terminal points between which they were moving. Seventy-eight per cent or 92,273 of the vehicular trips were internal district to district movements; intra-district movements amounted to 8822 trips or seven per cent of the total. Fourteen per cent of the trips, totaling 16,286 were interchanging between points inside the study area and points outside its boundary. Eleven hundred thirty two vehicles passed through the area without stopping.

TRIP MOVEMENT
ALL VEHICLES

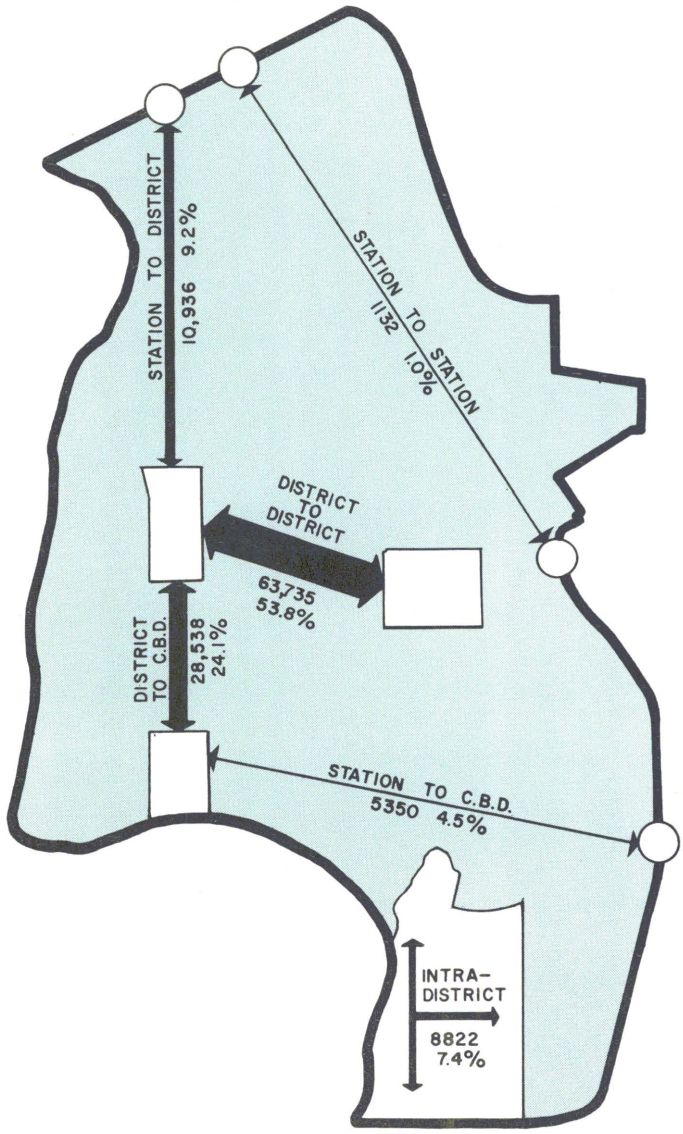


FIGURE 25

DESIRE LINES OF TRAVEL

chapter 6

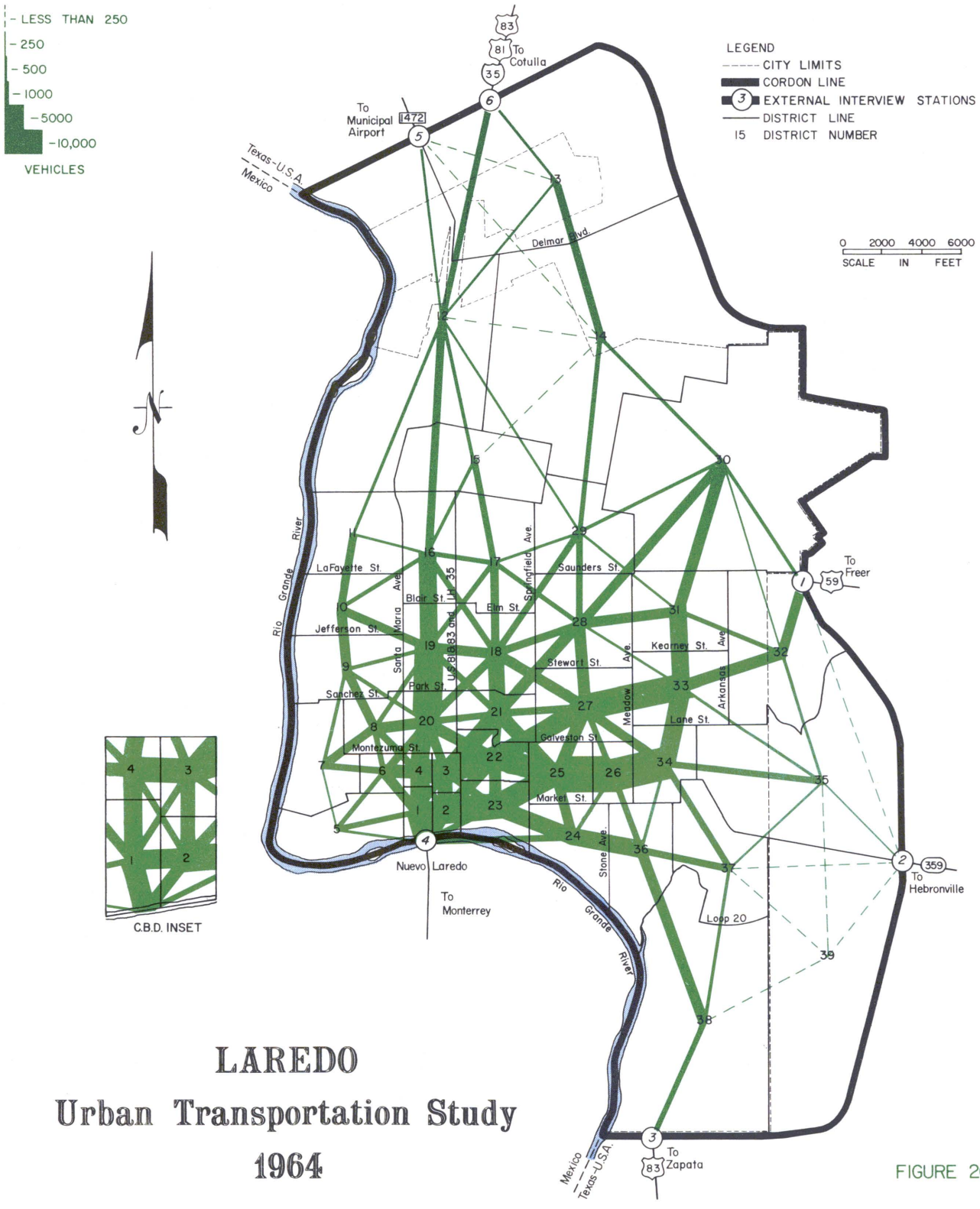
The primary objective of the origin-destination study is to determine the desired movements of people and goods and to measure the volumes they create as they interchange between points of origin and destination. In the preceeding chapters it has been shown that these volumes are closely related and 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 Laredo 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

DESIRE LINES OF TRAVEL
DISTRICT TO DISTRICT

ALL VEHICLES

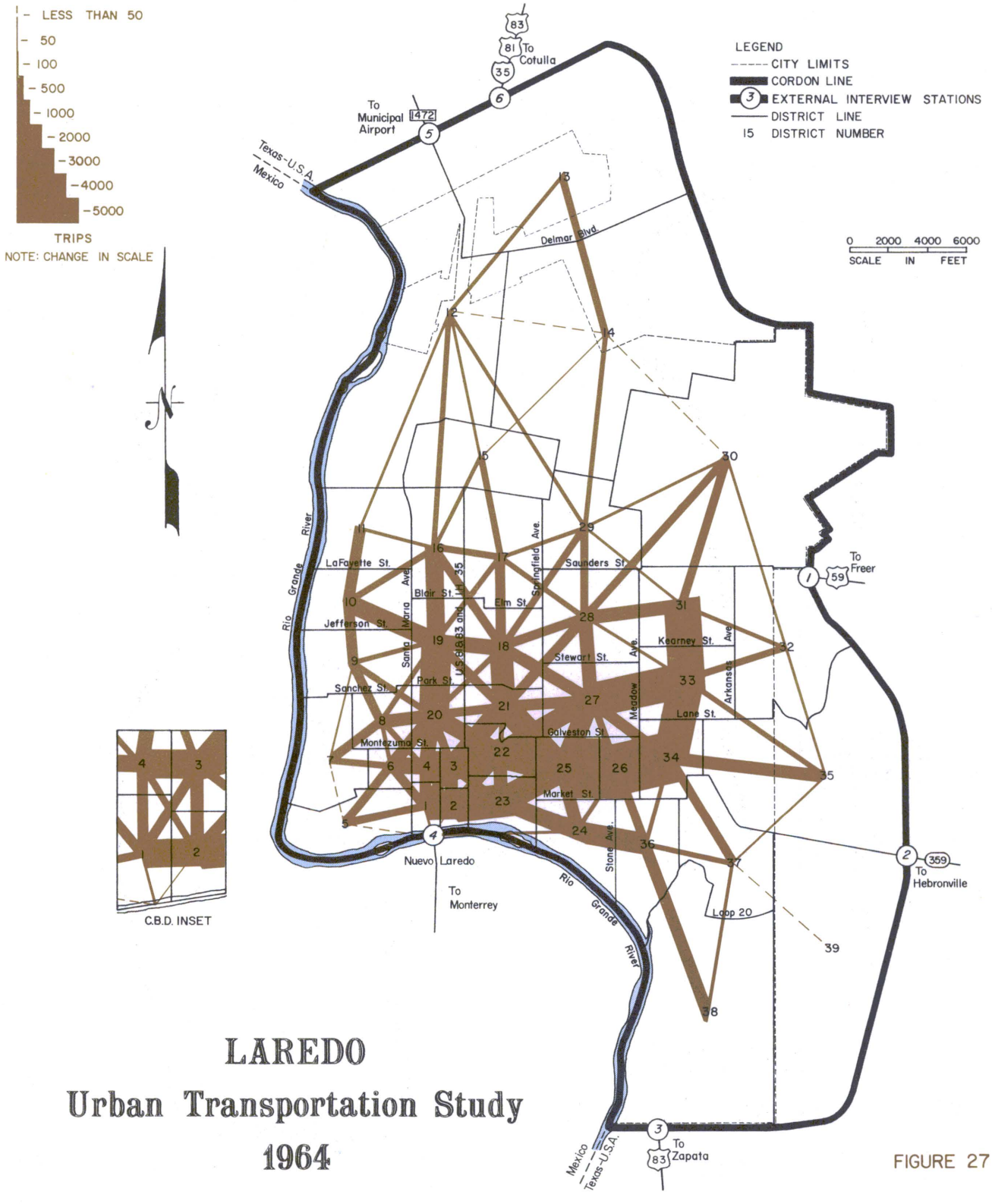


LAREDO
Urban Transportation Study
1964

FIGURE 26

DESIRE LINES OF TRAVEL
DISTRICT TO DISTRICT

AUTO, TRUCK and TAXI PASSENGERS

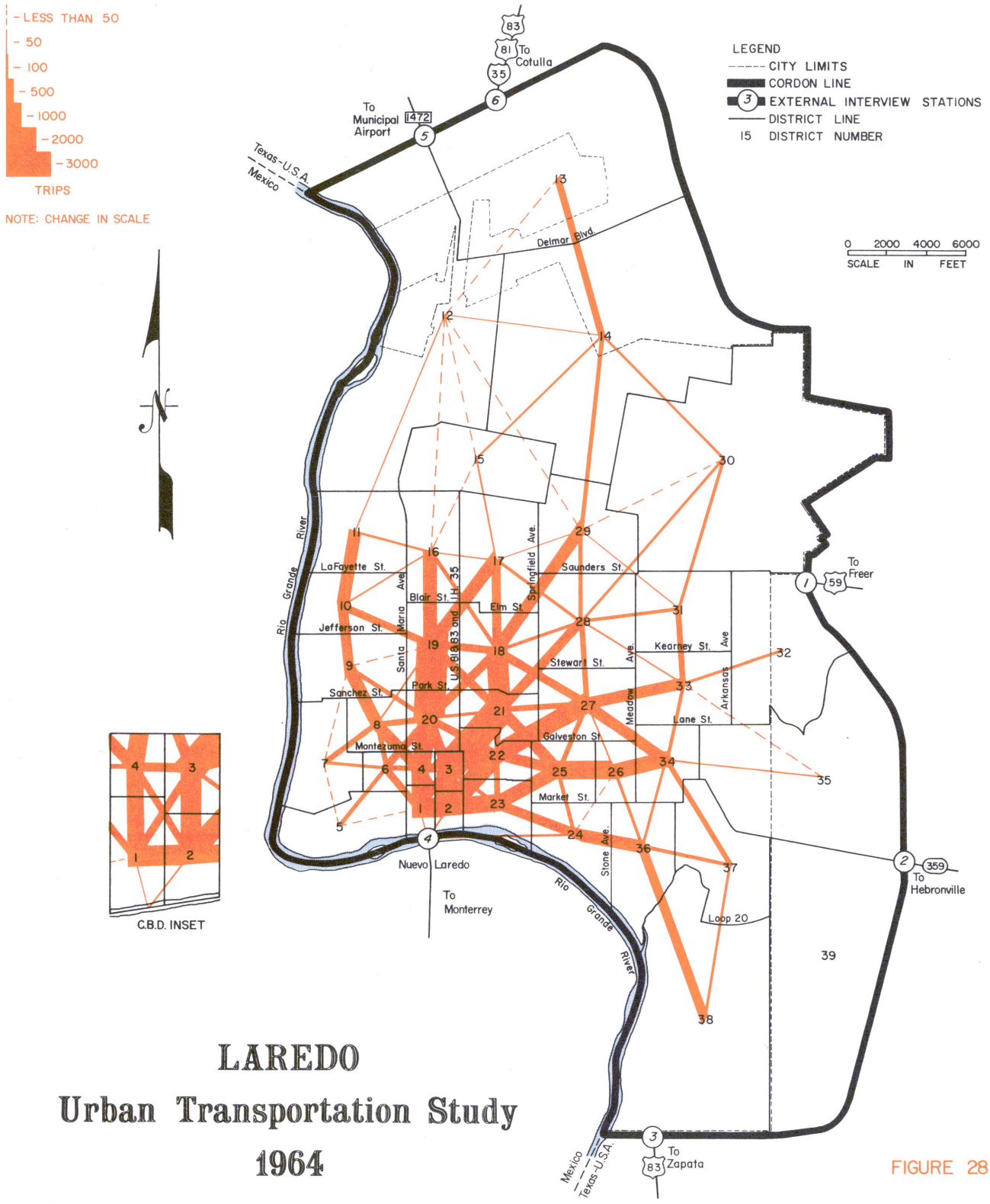


LAREDO
Urban Transportation Study
1964

FIGURE 27

DESIRE LINES OF TRAVEL
DISTRICT TO DISTRICT

TRANSIT & SCHOOL BUS PASSENGERS

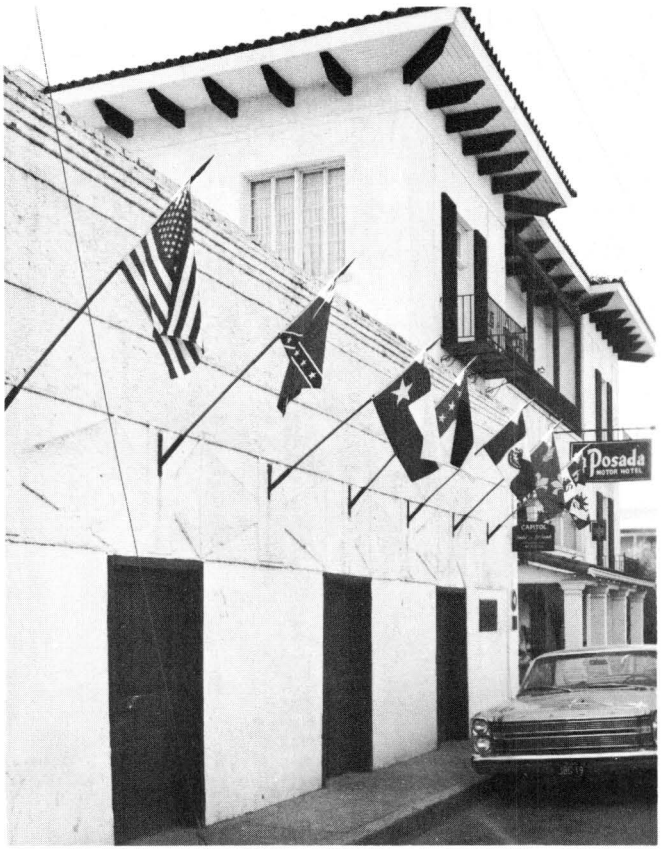


LAREDO
Urban Transportation Study
1964

FIGURE 28

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

Desire lines of travel for the Laredo 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 weekday movements during the period of the study.



INTERNATIONAL TRAVEL

chapter 7

Nuevo Laredo, meaning "New Laredo", was founded in 1775 - some twenty years after Laredo was established by the Spanish Government. It is a booming city with many fine hotels, motels, and restaurants catering to thousands of visitors throughout the year. Shoppers from the United States find many bargains in jewelry, metal work, woven goods, pottery and other handcrafted objects. Night clubs featuring headliner entertainment as well as traditional Mexican music and dancing also attract many visitors annually.

Citizens of Nuevo Laredo also make thousands of trips to Laredo each year. Many are employed in the city while others visit to shop for mass-produced items such as clothing and canned goods. Schools in Laredo are attended by some Nuevo Laredo children.

The International Bridge spanning the Rio Grande River at Laredo, the location of one of the external interview stations for the origin-destination survey, provided an excellent opportunity to study vehicular movements between Laredo and Nuevo Laredo. In order that this study and analysis could be accomplished, the City of Nuevo Laredo was divided into survey districts and sectors similar to those in Laredo. Addresses of places of origin or destination in the two cities were determined during the interviews at the International Bridge and these

were coded to their respective districts.

Table 13 of the Appendix shows the vehicle interchange between survey districts in the two cities. Table 14 shows the interchange between sectors and is illustrated in Figure 31.

In this particular phase of the study vehicular traffic between sectors in Laredo and sectors in Nuevo Laredo were considered as internal trips.

These movements between external stations and internal sectors in Neuvo Laredo (other than at the International Bridge) and movements crossing the International Bridge but which had neither origin nor destination in Nuevo Laredo, were considered external trips.

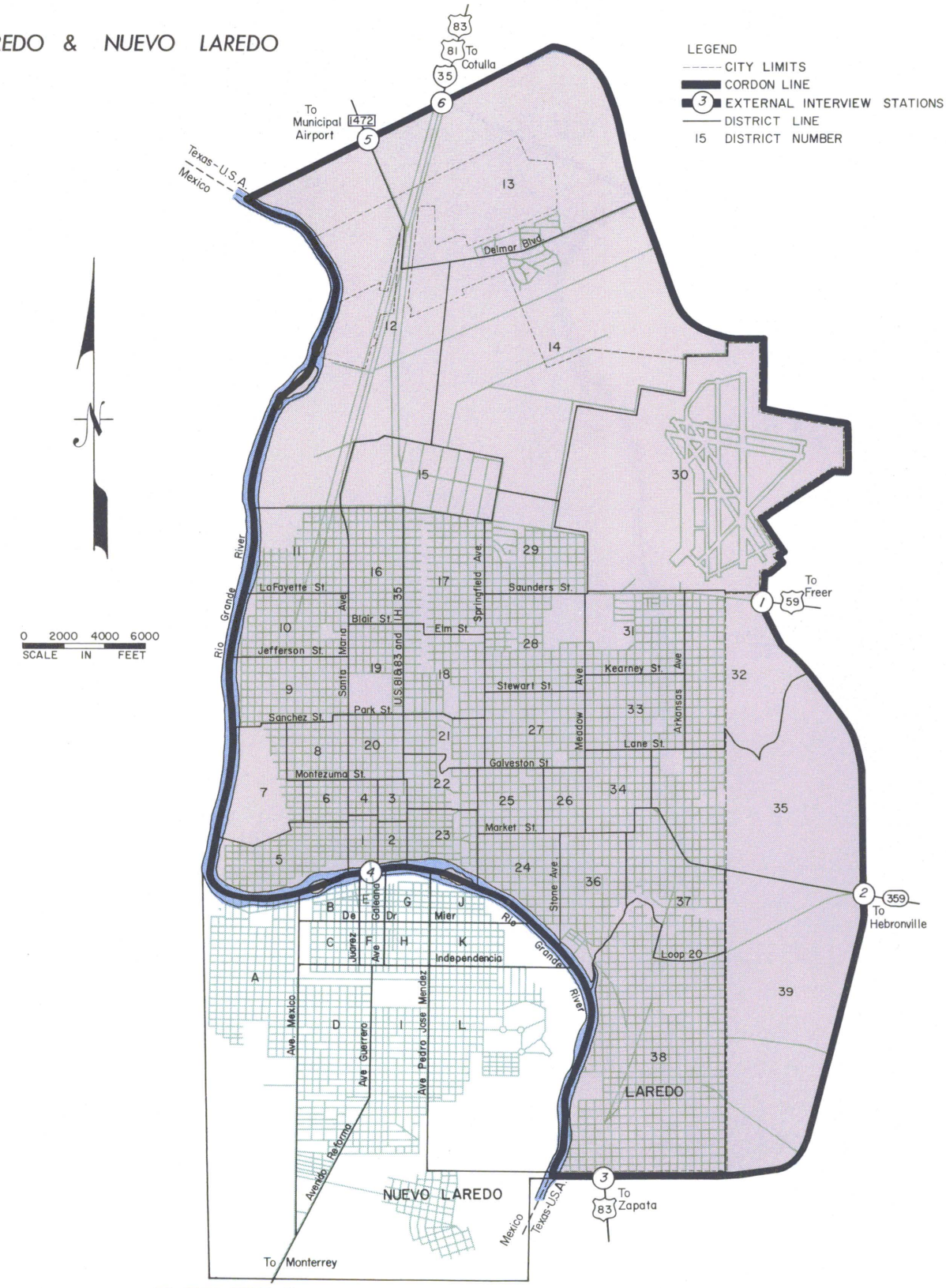
Total vehicular movements crossing the International Bridge amounted to 10,980 trips per day. Of these total trips, 9963 (91%) were internal. Between Nuevo Laredo and areas in the United States other than Laredo, there were 453 trips (4%). Between Laredo and areas in Mexico other than Nuevo Laredo, there were 267 trips (2%). There were 297 trips (3%) crossing the International Bridge with both origin and destination outside Laredo and Nuevo Laredo.

Of the total vehicles crossing the International Bridge, 8845 (81%) were passenger cars and 2135 (19%) were commercial vehicles. Of the 8845 passenger car trips, 7947 (90%) were internal trips. Of the 2135 commercial vehicle trips, 2016 (94%) were internal.

There were 4057 internal trips crossing the Bridge that had either an origin or destination in Sector 1, the Central Business District of Laredo. There were 3404

DISTRICT MAP

LAREDO & NUEVO LAREDO

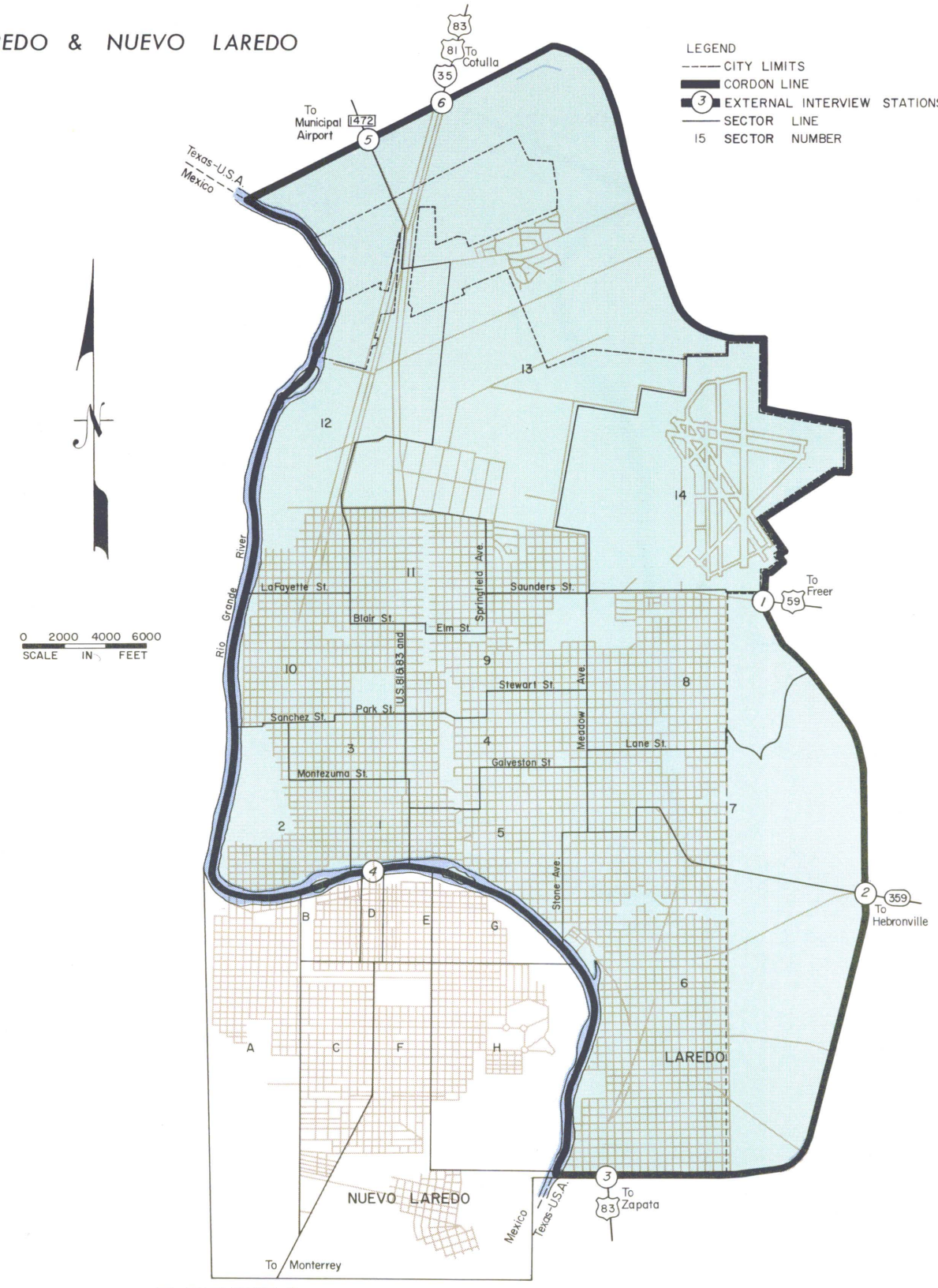


LAREDO
Urban Transportation Study
1964

FIGURE 29

SECTOR MAP

LAREDO & NUEVO LAREDO

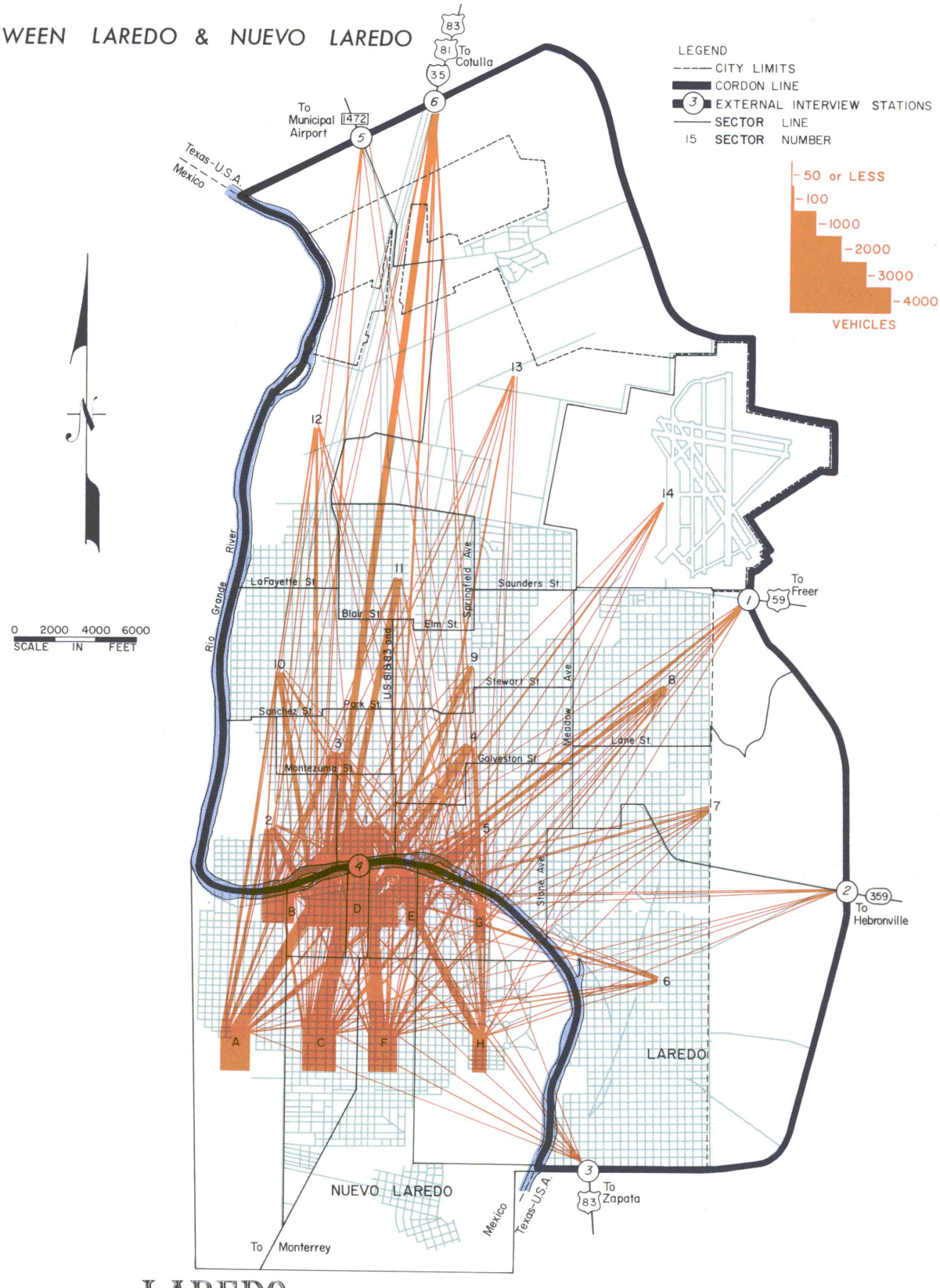


LAREDO
Urban Transportation Study
1964

FIGURE 30

VEHICLE MOVEMENT

BETWEEN LAREDO & NUEVO LAREDO



LAREDO

Urban Transportation Study

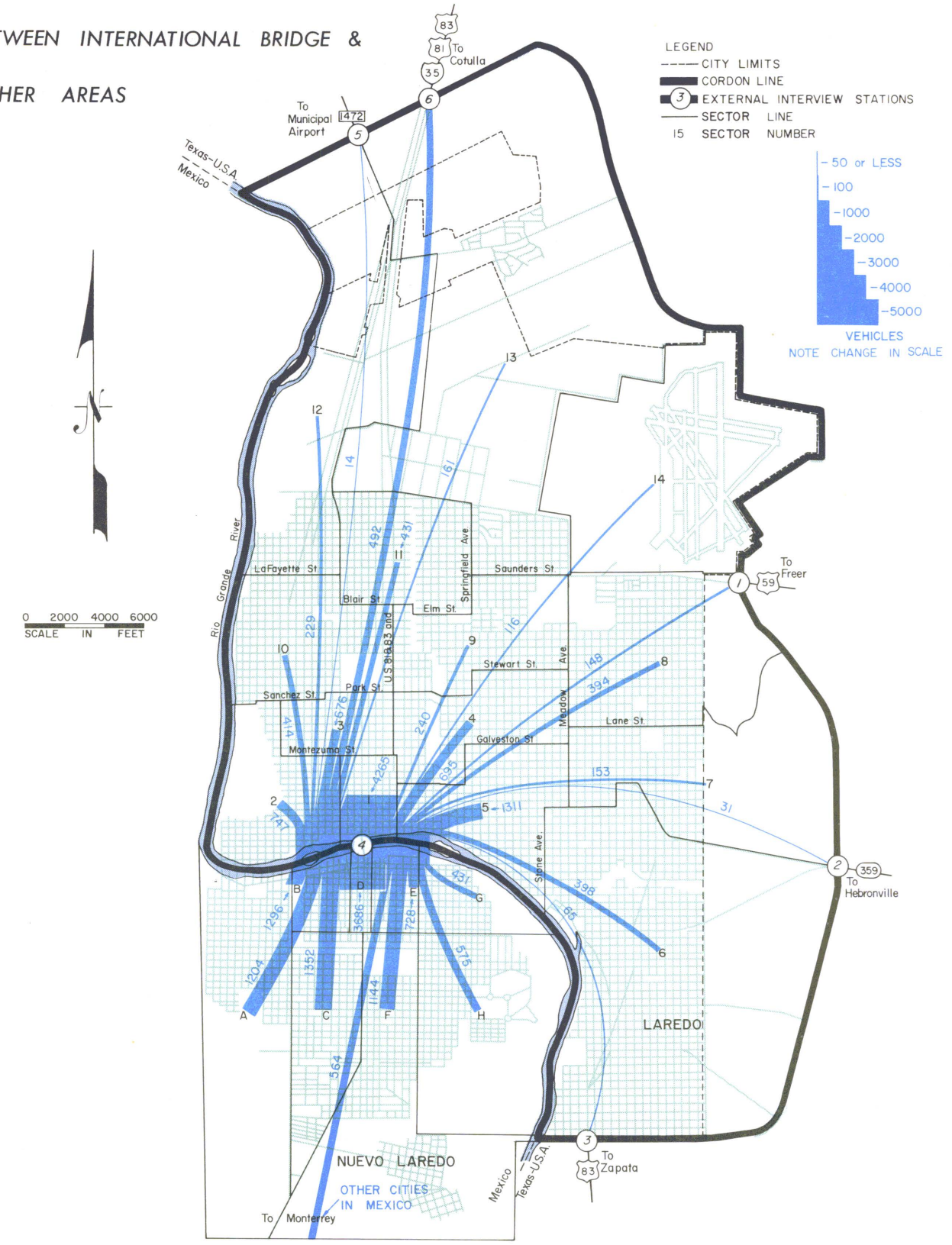
1964

FIGURE 31

VEHICLE MOVEMENT

BETWEEN INTERNATIONAL BRIDGE &

OTHER AREAS



LAREDO

Urban Transportation Study

1964

FIGURE 32

trips with an origin or destination in the Central Business District of Nuevo Laredo, Sector D. From this, it can be calculated that of the 9963 total internal trips crossing the International Bridge almost 75% had origins and/or destinations in the business districts of the two cities. Of the 9963 internal trips, 987 (9.9%) were trips interchanging directly between the two business districts.

Of the 564 trips, between the United States and cities in Mexico other than Nuevo Laredo, 267 (47%) had origins or destinations in Laredo; 208 of these trips had origins or destinations in Sector 1 of Laredo, the Central Business District.

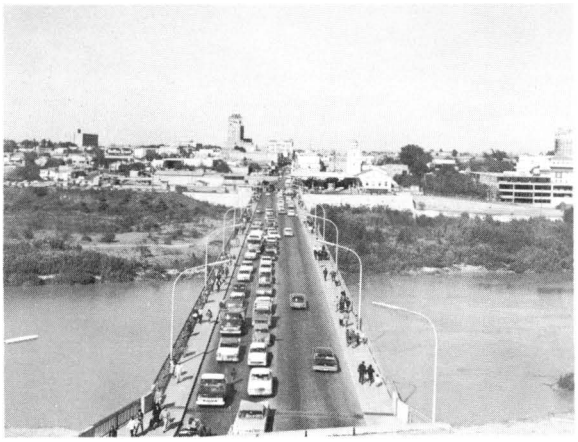
There were 750 trips between cities of the United States (other than Laredo) and cities in Mexico. Of these, 453 (60%) had origins or destinations in Nuevo Laredo. Most of these trips (282), had origins or destinations in the Central Business District of Nuevo Laredo, Sector D.

Of the 297 trips crossing the International Bridge which had both origin and destination outside Laredo and Nuevo Laredo, 234 (79%) entered or left Laredo via Interstate Highway 35 (external station number 6).

Trips made for social-recreation and shopping purposes were predominate among the trip purposes of passenger cars crossing the International Bridge. Of the 8845 passenger car trips crossing the Bridge, 4861 (55%) were recorded as having a social-recreation or shopping purpose; 2769 (31%) had trip purposes of work or personal business.

There were 8175 passenger cars crossing the International Bridge whose driver had either an origin or destination in Laredo. Of these, 2609 (32%) were for shopping;

2000 (24%) were for social-recreation purposes. Work purposes accounted for 1474 (18%) trips while there were 1229 (15%) personal business trips.



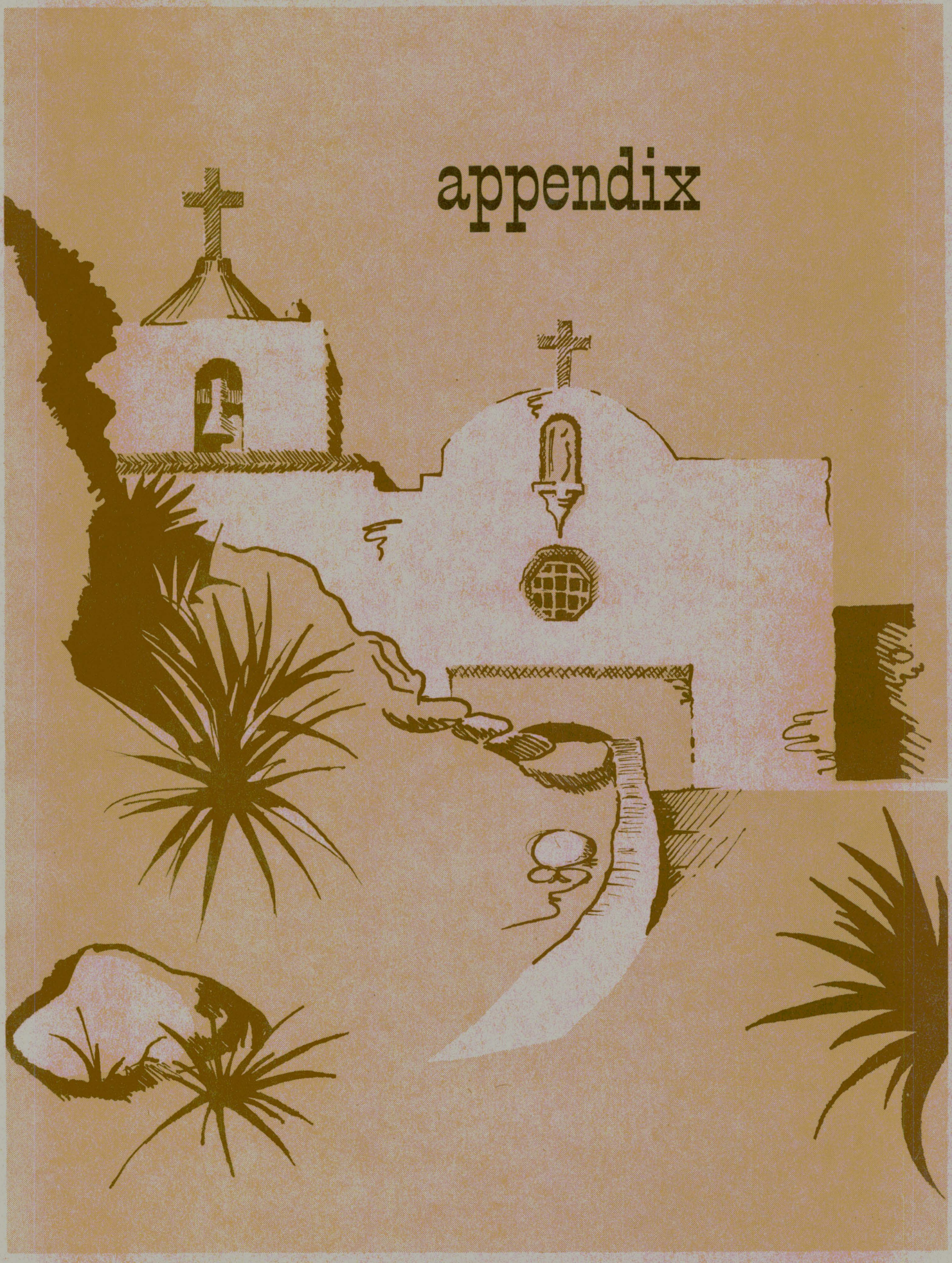
In 1954, the Texas Highway Department conducted an external origin and destination survey in Laredo. At this time, 6590 vehicles were recorded crossing the International Bridge. The 10,980 vehicles crossing in 1964 represent an increase of 4390 vehicles or 67% in the ten year period.

Other comparative volumes include 5825 vehicles interchanging between Laredo and Nuevo Laredo in 1954, and 9963 in 1964. This represented an increase of 4138 vehicles or 71%. Trucks making this movement increased from 378 in 1954 to 2016 in 1964, or 19%.

In both 1954 and 1964, the largest single movement of vehicles between the International Bridge and other external stations was between the Bridge and IH 35 (US 81). In 1954, there were 228 passenger cars and four trucks making this non-stop movement. In 1964, there were 444 passenger cars and 48 trucks interchanging directly between the Bridge and IH 35 (US 81).

Of the 6590 vehicles crossing the International Bridge in 1954, 6183 (94%) were passenger cars and 407 (6%) were trucks. In 1964, these volumes were 8845 (81%) passenger cars and 2135 (19%) trucks.

appendix



LIST OF TABLES

TRIP SUMMARY

Table I

Mode of Travel	Intra-District		Inter-District Exc. of C.B.D.		District to C.B.D.		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	%	Trips	%
Automobiles	5,874	6.6	47,749	54.0	21,892	24.8	75,515	85.4	7,783	8.8	4,211	4.8	904	1.0	12,898	14.6	88,413	100.0
Commercial	2,898	10.0	15,460	53.5	6,002	20.8	24,360	84.3	3,153	10.9	1,139	4.0	228	0.8	4,520	15.7	28,880	100.0
Taxis	50	4.1	526	43.1	644	52.8	1,220	100.0	-	-	-	-	-	-	-	-	1,220	100.0
Total All Vehicles	8,822	7.4	63,735	53.8	28,538	24.1	101,095	85.3	10,936	9.2	5,350	4.5	1,132	1.0	17,418	14.7	118,513	100.0
Automobile, Truck and Taxi Passengers	4,448	9.7	30,987	67.6	10,387	22.7	45,822	100.0	-	-	-	-	-	-	-	-	45,822	100.0
Bus Passengers	535	2.9	8,915	48.9	8,791	48.2	18,241	100.0	-	-	-	-	-	-	-	-	18,241	100.0
Total All Passengers	4,983	7.8	39,902	62.3	19,178	29.9	64,063	100.0	-	-	-	-	-	-	-	-	64,063	100.0
TOTAL ALL TRIPS	13,805	7.6	103,637	56.8	47,716	26.1	165,158	90.5	10,936	6.0	5,350	2.9	1,132	0.6	17,418	9.5	182,576	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	1,288	918	4,387	3,895	2,788	6,158	11,259
2	1,211	1,170	4,548	4,117	2,573	6,408	10,674
3	1,130	680	3,661	3,329	1,871	3,839	7,444
4	536	235	1,235	1,114	609	1,070	2,045
5	949	647	3,116	2,693	1,856	4,190	7,809
6	1,082	714	4,548	3,884	2,075	3,727	7,520
7	956	648	3,038	2,803	1,369	3,499	5,937
8	1,013	689	3,669	3,119	1,806	2,924	6,188
9	2,517	1,976	10,775	9,184	6,494	12,874	24,985
10	1,170	1,310	3,990	3,587	3,410	11,054	18,161
11	1,142	1,453	4,577	3,846	2,915	9,172	14,014
12	1,402	730	5,765	4,731	2,181	3,132	6,806
13	936	705	3,904	3,110	1,823	3,783	7,201
14	784	505	2,793	2,288	1,610	3,045	7,056
15	662	370	2,638	2,260	1,352	1,991	5,242
16	644	460	714	712	406	1,006	1,312
17	241	323	843	757	669	1,884	3,026
18	23	22	110	89	48	116	223
Total	17,686	13,555	64,311	55,518	35,855	79,872	146,902

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		
1	141	70	374	313	174	270	635
2	183	70	470	435	200	383	609
3	72	35	200	183	96	226	505
4	140	61	188	183	139	191	296
5	470	287	1,636	1,366	870	1,844	3,619
6	432	313	1,305	1,166	835	2,036	3,611
7	131	104	591	509	316	526	1,160
8	432	282	1,760	1,511	813	1,419	3,129
9	528	349	2,291	1,951	1,062	2,009	3,552
10	422	308	1,808	1,379	778	1,792	3,222
11	264	174	1,035	835	653	1,009	2,741
12	44	58	145	125	110	282	472
13	126	176	473	433	395	1,080	1,773
14	4	6	13	13	10	38	53
15	67	84	212	186	154	484	727
16	800	541	2,843	2,384	1,492	2,894	6,211
17	802	357	2,773	2,408	1,140	1,579	3,982
18	1,016	541	4,420	3,575	1,722	2,452	5,428
19	508	413	1,985	1,661	956	2,260	4,228
20	720	446	2,147	2,017	956	2,454	4,050
21	677	470	2,406	2,049	1,061	2,244	3,961
22	691	438	2,460	2,176	1,510	2,279	5,532
23	894	561	3,058	2,799	1,516	2,866	5,485
24	216	174	739	681	390	747	1,444
25	624	571	2,277	2,079	1,576	3,787	6,416
26	272	322	867	719	578	2,019	2,982
27	1,064	886	4,994	4,444	3,223	5,920	11,726
28	1,093	820	4,608	3,706	2,362	4,731	9,389
29	246	202	1,210	1,008	672	1,092	2,638
30	644	460	714	712	406	1,006	1,312
31	604	755	2,523	2,100	1,560	4,930	7,503
32	233	297	927	835	650	1,954	3,051
33	632	842	2,363	2,064	1,670	5,826	9,118
34	480	554	1,462	1,319	1,537	3,982	6,460
35	318	309	1,272	1,075	901	3,562	6,068
36	796	668	2,910	2,596	1,685	4,109	6,458
37	416	288	1,413	1,338	879	2,027	3,760
38	480	262	1,435	1,181	804	1,558	3,583
39	4	1	4	4	4	5	13
TOTAL	17,686	13,555	64,311	55,518	35,855	79,872	146,902

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	Destination	Total	Origin	Destination	Total		Origin	Destination	Total	Origin	Destination	Total		Origin	Destination	Total		Origin	Destination	Total	Origin	Destination	Total	
01	3,596	3,608	7,204	974	984	1,958	9,162	1,923	1,960	3,883	1,631	1,656	3,287	7,170	6,937	7,006	13,943	01	925	884	1,809	306	182	488	2,297
02	3,416	3,430	6,846	952	970	1,922	8,768	1,579	1,432	3,011	1,507	1,532	3,039	6,050	6,329	6,230	12,559	02	524	579	1,103	87	110	197	1,300
03	2,358	2,347	4,705	627	637	1,264	5,969	1,148	1,048	2,196	849	900	1,749	3,945	4,311	4,253	8,564	03	239	246	485	81	77	158	643
04	3,136	3,204	6,340	1,310	1,335	2,645	8,985	924	1,113	2,037	468	420	888	2,925	4,483	4,691	9,174	04	365	449	814	121	175	296	1,110
Sub Total	12,506	12,589	25,095	3,863	3,926	7,789	32,884	5,574	5,553	11,127	4,455	4,508	8,963	20,090	22,060	22,180	44,240		2,053	2,158	4,211	595	544	1,139	5,350
05	1,178	1,167	2,345	655	664	1,319	3,664	876	649	1,525	175	139	314	1,839	2,203	1,931	4,134	05	136	120	256	88	54	142	398
06	2,244	2,228	4,472	840	845	1,685	6,157	1,408	1,489	2,897	308	312	620	3,517	3,942	4,011	7,953	06	145	148	293	42	41	83	376
07	1,115	1,161	2,276	358	371	729	3,005	588	581	1,169	196	197	393	1,562	1,869	1,909	3,778	07	101	102	203	33	47	80	283
08	1,709	1,703	3,412	722	694	1,416	4,828	799	741	1,540	242	325	567	2,107	2,714	2,731	5,445	08	111	102	213	39	53	92	305
09	1,029	1,020	2,049	403	405	808	2,857	581	548	1,129	249	257	506	1,635	1,847	1,813	3,660	09	73	75	148	37	32	69	217
10	1,381	1,365	2,746	566	543	1,109	3,855	1,131	1,106	2,237	268	259	527	2,764	2,764	2,714	5,478	10	51	51	102	45	30	75	177
11	684	696	1,380	269	276	545	1,925	637	635	1,272	417	453	870	2,142	1,734	1,780	3,514	11	48	37	85	11	16	27	112
12	564	546	1,110	269	276	545	1,655	342	343	685	88	82	170	855	984	961	1,945	12	108	97	205	86	84	170	375
13	742	752	1,494	174	173	347	1,841	552	591	1,143	327	286	613	1,756	1,619	1,627	3,246	13	53	54	107	12	15	27	134
14	83	82	165	129	125	254	419	101	107	208	59	50	109	317	243	239	482	14	9	-	9	2	2	4	13
15	554	551	1,105	151	154	305	1,410	326	328	654	51	50	101	755	931	929	1,860	15	54	95	149	14	15	29	178
16	1,810	1,837	3,647	980	985	1,965	5,612	1,198	1,160	2,358	486	566	1,052	3,410	3,443	3,511	6,954	16	235	231	466	108	90	198	664
17	1,166	1,143	2,309	599	584	1,183	3,492	761	762	1,523	734	726	1,460	2,983	2,657	2,625	5,282	17	72	79	151	38	41	79	230
18	1,637	1,648	3,285	616	600	1,216	4,501	920	903	1,823	607	607	1,214	3,037	3,109	3,100	6,209	18	84	83	167	24	24	48	215
19	3,455	3,462	6,917	907	888	1,795	8,712	2,066	2,374	4,440	1,701	1,494	3,195	7,635	7,198	7,308	14,506	19	138	121	259	44	32	76	335
20	2,471	2,490	4,961	1,188	1,143	2,331	7,292	1,455	1,470	2,925	416	464	880	3,805	4,310	4,392	8,702	20	217	218	435	130	249	379	814
21	2,104	2,112	4,216	739	742	1,481	5,697	1,424	1,582	3,006	622	562	1,184	4,190	4,132	4,236	8,368	21	106	118	224	132	26	158	382
22	1,992	1,974	3,966	812	840	1,652	5,618	1,181	1,107	2,288	707	764	1,471	3,759	3,852	3,819	7,671	22	113	122	235	52	43	95	330
23	2,374	2,317	4,691	818	819	1,637	6,328	1,231	1,233	2,464	474	442	916	3,380	4,053	3,966	8,019	23	182	145	327	43	44	87	414
24	1,190	1,237	2,427	1,008	1,001	2,009	4,436	588	604	1,192	133	133	266	1,458	1,862	1,928	3,790	24	134	135	269	72	86	158	427
25	4,375	4,356	8,731	1,019	1,026	2,045	10,776	2,475	2,516	4,991	579	530	1,109	6,100	7,370	7,342	14,712	25	339	337	676	122	136	258	934
26	2,725	2,719	5,444	498	493	991	6,435	1,665	1,648	3,313	149	190	339	3,652	4,513	4,531	9,044	26	102	111	213	24	24	48	261
27	3,432	3,457	6,889	1,227	1,236	2,463	9,352	3,056	3,048	6,104	964	947	1,911	8,015	7,397	7,396	14,793	27	215	201	416	36	37	73	489
28	2,591	2,560	5,151	991	980	1,971	7,122	1,732	1,611	3,343	526	616	1,142	4,485	4,805	4,741	9,546	28	92	93	185	47	49	96	281
29	654	680	1,334	218	226	444	1,778	391	350	741	462	504	966	1,707	1,503	1,530	3,033	29	50	46	96	16	15	31	127
30	3,163	3,151	6,314	353	355	708	7,022	874	896	1,770	139	116	255	2,025	4,164	4,151	8,315	30	150	139	289	41	35	76	365
31	3,188	3,198	6,386	375	370	745	7,131	2,325	2,424	4,749	383	320	703	5,452	5,888	5,932	11,820	31	101	114	215	16	15	31	246
32	1,067	1,028	2,095	280	287	567	2,662	563	487	1,050	60	76	136	1,186	1,680	1,579	3,259	32	64	104	168	35	44	79	247
33	3,704	3,780	7,484	459	462	921	8,405	2,375	2,387	4,762	301	274	575	5,337	6,362	6,423	12,785	33	169	143	312	25	33	58	370
34	1,511	1,528	3,039	258	254	512	3,551	910	909	1,819	93	118	211	2,030	2,502	2,543	5,045	34	89	74	163	20	21	41	195
35	2,042	2,039	4,081	426	430	856	4,937	1,610	1,614	3,224	798	794	1,592	4,816	4,444	4,441	8,885	35	63	49	112	30	32	62	171
36	3,904	3,803	7,707	1,434	1,430	2,864	10,571	2,509	2,476	4,985	928	928	1,856	6,841	7,301	7,169	14,470	36	227	228	455	80	77	157	624
37	2,330	2,295	4,625	706	700	1,406	6,031	1,586	1,578	3,164	144	152	296	3,460	4,050	4,017	8,067	37	61	102	163	20	19	39	202
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	-	-	-	-	-	-	-
39	61	61	122	50	57	107	229	12	12	24	-	-	-	24	73	73	146	39	9	8	17	14	14	28	45
TOTAL	76,735	76,735	153,470	24,360	24,360	48,720	202,190	45,822	45,822	91,644	18,241	18,241	36,482	128,126	139,578	139,578	279,156		5,954	6,040	11,994	2,173	2,119	4,292	16,286

VOLUME and PERCENTAGE of LOCAL and THROUGH TRAFFIC at EXTERNAL STATIONS

Table 4

Station	AUTOMOBILES					COMMERCIAL VEHICLES					ALL VEHICLES				
	Local		Through		Total	Local		Through		Total	Local		Through		Total
	Volume	Per Cent	Volume	Per Cent	Automobiles	Volume	Per Cent	Volume	Per Cent	Commercial	Volume	Per Cent	Volume	Per Cent	All Vehicles
1	1,625	90.6	169	9.4	1,794	439	92.2	37	7.8	476	2,064	90.9	206	9.1	2,270
2	391	88.7	50	11.3	441	267	89.3	32	10.7	299	658	88.9	82	11.1	740
3	676	74.1	236	25.9	912	495	80.1	123	19.9	618	1,171	76.5	359	23.5	1,530
4	8,175	92.4	670	7.6	8,845	2,055	96.3	80	3.7	2,135	10,230	93.2	750	6.8	10,980
5	317	89.0	39	11.0	356	225	92.2	19	7.8	244	542	90.3	58	9.7	600
6	810	55.7	644	44.3	1,454	811	83.1	165	16.9	976	1,621	66.7	809	33.3	2,430
TOTAL	11,994	86.9	1,808	13.1	13,802	4,292	90.4	456	9.6	4,748	16,286	87.8	2,264	12.2	18,550

TRIP PURPOSE – INTERNAL SURVEY

Table 5A

AUTO DRIVER

FROM \ TO	HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	7,122	4,838	343	1,197	2,793	19	261	3,471	4,967	25,011	33.1
WORK	6,976	1,916	554	50	75	68	16	4,560	145	922	15,282	20.2
BUSINESS	4,582	544	1,623	27	52	253	-	207	383	255	7,926	10.5
MEDICAL - DENTAL	316	25	12	103	-	-	-	25	37	17	535	0.7
SCHOOL	1,139	83	69	-	342	17	-	471	-	96	2,217	2.9
SOCIAL - RECREATION	2,993	26	193	-	-	415	-	49	126	203	4,005	5.3
CHANGE TRAVEL MODE	20	8	-	-	-	-	-	-	-	17	45	0.1
EAT MEAL	304	4,289	132	9	404	52	-	-	34	788	6,012	8.0
SHOPPING	3,703	59	312	-	2	109	-	34	606	154	4,979	6.6
SERVE PASSENGERS	4,356	1,339	231	10	136	240	-	826	229	2,136	9,503	12.6
TOTAL	24,389	15,411	7,964	542	2,208	3,947	35	6,433	5,031	9,555	75,515	-
PERCENTAGE	32.3	20.4	10.5	0.7	2.9	5.2	0.1	8.5	6.7	12.7	-	100.0

AUTO PASSENGERS

HOME	-	2,152	2,612	377	4,538	3,384	32	259	3,140	839	17,333	38.4
WORK	1,983	17	52	-	26	24	33	909	33	100	3,177	7.0
BUSINESS	2,540	17	501	8	41	178	-	110	193	46	3,634	8.1
MEDICAL - DENTAL	334	-	2	8	-	8	-	8	41	-	401	0.9
SCHOOL	3,398	17	91	-	525	151	-	1,824	51	279	6,336	14.1
SOCIAL - RECREATION	3,566	-	95	8	141	624	17	108	198	58	4,815	10.7
CHANGE TRAVEL MODE	70	8	-	-	-	-	-	8	-	-	86	0.2
EAT MEAL	343	927	25	-	1,782	151	-	17	25	172	3,442	7.6
SHOPPING	3,261	-	252	17	-	206	-	8	384	16	4,144	9.2
SERVE PASSENGERS	664	94	10	-	409	75	-	164	35	255	1,706	3.8
TOTAL	16,159	3,232	3,640	418	7,462	4,801	82	3,415	4,100	1,765	45,074	-
PERCENTAGE	35.8	7.2	8.1	0.9	16.5	10.7	0.2	7.6	9.1	3.9	-	100.0

TAXI PASSENGERS

HOME	-	8	17	17	-	16	-	-	112	-	170	37.0
WORK	8	-	-	-	-	-	-	-	-	-	8	1.8
BUSINESS	17	-	9	-	-	-	-	-	9	-	35	7.6
MEDICAL - DENTAL	16	-	-	-	-	-	-	-	-	-	16	3.5
SCHOOL	-	-	-	-	-	-	-	-	-	-	-	-
SOCIAL - RECREATION	41	-	-	-	-	-	-	-	-	-	41	8.9
CHANGE TRAVEL MODE	-	-	-	-	-	-	-	-	-	-	-	-
EAT MEAL	-	-	-	-	-	-	-	-	-	-	-	-
SHOPPING	179	-	-	-	-	-	-	-	2	-	181	39.4
SERVE PASSENGERS	8	-	-	-	-	-	-	-	-	-	8	1.8
TOTAL	269	8	26	17	-	16	-	-	123	-	459	-
PERCENTAGE	58.6	1.7	5.7	3.7	-	3.5	-	-	26.8	-	-	100.0

TRUCK PASSENGERS

FROM	TO HOME	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL	PERCENTAGE
HOME	-	34	33	-	8	16	-	-	25	-	116	40.1
WORK	33	25	-	-	-	-	-	8	-	-	66	22.9
BUSINESS	16	-	-	8	-	-	-	-	-	-	24	8.3
MEDICAL - DENTAL	-	-	-	-	-	-	-	-	-	-	-	-
SCHOOL	8	-	-	-	-	-	-	8	-	-	16	5.5
SOCIAL - RECREATION	33	-	-	-	-	-	-	-	-	-	33	11.4
CHANGE TRAVEL MODE	-	-	-	-	-	-	-	-	-	1	1	0.4
EAT MEAL	-	8	-	-	8	-	-	-	-	-	16	5.5
SHOPPING	16	-	-	-	-	-	-	-	-	-	16	5.5
SERVE PASSENGERS	-	-	-	-	-	-	-	-	-	1	1	0.4
TOTAL	106	67	33	8	16	16	-	16	25	2	289	-
PERCENTAGE	36.7	23.2	11.4	2.8	5.5	5.5	-	5.5	8.7	0.7	-	100.0

BUS PASSENGER

HOME	-	1,385	989	223	2,115	513	74	17	2,051	8	7,375	40.4
WORK	1,436	9	17	-	-	8	16	367	33	-	1,886	10.3
BUSINESS	931	17	25	16	17	-	16	8	33	-	1,063	5.8
MEDICAL - DENTAL	174	-	8	-	-	-	16	-	-	-	198	1.1
SCHOOL	2,432	16	16	-	9	42	13	953	-	-	3,481	19.1
SOCIAL - RECREATION	537	-	18	-	17	-	33	25	8	-	638	3.5
CHANGE TRAVEL MODE	74	25	24	8	8	-	8	8	8	-	163	0.9
EAT MEAL	25	360	8	-	862	8	8	17	-	-	1,288	7.1
SHOPPING	1,951	9	8	-	-	74	8	-	91	-	2,141	11.7
SERVE PASSENGERS	-	-	8	-	-	-	-	-	-	-	8	0.1
TOTAL	7,560	1,821	1,121	247	3,028	645	192	1,395	2,224	8	18,241	-
PERCENTAGE	41.4	10.0	6.1	1.4	16.6	3.5	1.1	7.6	12.2	0.1	-	100.0

ALL MODES OF TRAVEL

HOME	-	10,701	8,489	960	7,858	6,722	125	537	8,799	5,814	50,005	35.9
WORK	10,436	1,967	623	50	101	100	65	5,844	211	1,022	20,419	14.7
BUSINESS	8,086	578	2,158	59	110	431	16	325	618	301	12,682	9.1
MEDICAL - DENTAL	840	25	22	111	-	8	16	33	78	17	1,150	0.8
SCHOOL	6,977	116	176	-	876	210	13	3,256	51	375	12,050	8.6
SOCIAL - RECREATION	7,170	26	306	8	158	1,039	50	182	332	261	9,532	6.8
CHANGE TRAVEL MODE	164	41	24	8	8	-	8	16	8	18	295	0.2
EAT MEAL	672	5,584	165	9	3,056	211	8	34	59	960	10,758	7.7
SHOPPING	9,110	68	572	17	2	389	8	42	1,083	170	11,461	8.2
SERVE PASSENGERS	5,028	1,433	249	10	545	315	-	990	264	2,392	11,226	8.0
TOTAL	48,483	20,539	12,784	1,232	12,714	9,425	309	12,259	11,503	11,330	139,578	-
PERCENTAGE	34.7	14.7	9.2	0.9	9.1	6.8	0.2	8.1	8.2	8.1	-	100.0

Table 5B

TRIP PURPOSE – EXTERNAL SURVEY

AUTOMOBILES - LOCAL TRIPS

STATION NUMBER	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL
1	143	232	35	24	1,170	-	3	16	2	1,625
2	63	112	42	27	90	1	2	51	3	391
3	191	270	33	11	106	-	3	54	8	676
4	1,474	1,229	149	277	2,000	17	211	2,609	209	8,175
5	115	127	-	6	59	-	4	1	5	317
6	213	308	40	5	221	-	7	15	1	810
TOTAL	2,199	2,278	299	350	3,646	18	230	2,746	228	11,994
PERCENTAGE	18.3	19.0	2.5	2.9	30.4	0.2	1.9	22.9	1.9	100.0

AUTOMOBILES - THROUGH TRIPS

STATION NUMBER	WORK	BUSINESS	MEDICAL DENTAL	SCHOOL	SOCIAL RECREATION	CHANGE TRAVEL MODE	EAT MEAL	SHOPPING	SERVE PASSENGERS	TOTAL
1	4	14	2	1	60	-	-	3	-	84
2	3	7	-	-	13	-	1	1	-	25
3	34	34	1	1	46	-	1	1	-	118
4	11	55	4	3	214	1	7	38	2	335
5	5	12	-	-	3	-	-	-	-	20
6	37	67	2	3	213	-	-	-	-	322
TOTAL	94	189	9	8	549	1	9	43	2	904
PERCENTAGE	10.4	20.9	1.0	0.9	60.7	0.1	1.0	4.8	0.2	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
1	147	246	37	25	1,230	-	3	19	2	1,709
2	66	119	42	27	103	1	3	52	3	416
3	225	304	34	12	152	-	4	55	8	794
4	1,485	1,284	153	280	2,214	18	218	2,647	211	8,510
5	120	139	-	6	62	-	4	1	5	337
6	250	375	42	8	434	-	7	15	1	1,132
TOTAL	2,293	2,467	308	358	4,195	19	239	2,789	230	12,898
PERCENTAGE	17.8	19.1	2.4	2.8	32.5	0.1	1.9	21.6	1.8	100.0

AVERAGE AUTOMOBILE OCCUPANCY by TRIP PURPOSE

Table 6A

INTERNAL SURVEY

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

Table 6B

EXTERNAL SURVEY

TRIP PURPOSE	LOCAL	THROUGH	TOTAL
WORK	1.8	2.7	1.8
BUSINESS	1.7	2.0	1.7
MEDICAL - DENTAL	2.2	2.8	2.3
SCHOOL	2.6	1.9	2.6
SOCIAL - RECREATION	2.3	2.7	2.4
CHANGE TRAVEL MODE	3.0	1.0	2.8
EAT MEAL	1.9	2.2	2.0
SHOPPING	2.2	2.5	2.2
SERVE PASSENGERS	2.0	2.5	2.0
AVERAGE	2.1	2.5	2.1

Table 7A

SUMMARY of VEHICULAR and PERSON MOVEMENTS between DISTRICTS

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
01	01	81	24	105	112	217	26	-	-	26	41	67	148
01	02	193	26	219	123	342	32	-	-	32	-	32	225
01	03	96	32	128	56	184	66	-	-	66	8	74	170
01	04	220	26	246	157	403	25	-	-	25	-	25	245
01	05	285	10	295	56	351	95	-	-	95	9	104	389
01	06	156	8	164	84	248	69	-	-	69	16	85	241
01	07	79	16	95	28	123	25	-	-	25	41	66	145
01	08	227	14	241	90	331	166	-	33	199	100	299	526
01	09	66	2	68	28	96	108	-	-	108	216	324	390
01	10	149	4	153	62	215	41	-	-	41	49	90	239
01	11	116	2	118	45	163	205	-	-	205	125	330	446
01	12	63	2	65	6	71	28	-	-	28	8	36	99
01	13	120	-	120	6	126	223	-	-	223	-	223	343
01	14	4	-	4	-	4	-	-	-	-	-	-	4
01	15	40	-	40	6	46	18	-	-	18	-	18	58
01	16	147	22	169	39	208	70	-	-	70	143	213	360
01	17	172	2	174	11	185	83	-	-	83	166	249	421
01	18	107	32	139	22	161	57	8	8	73	296	369	476
01	19	325	10	335	129	464	174	-	-	174	276	450	775
01	20	272	20	292	123	415	94	-	9	103	85	188	460
01	21	269	16	285	84	369	91	-	8	99	91	190	459
01	22	280	12	292	22	314	195	8	-	203	260	463	743
01	23	433	8	441	84	525	252	-	-	252	124	376	809
01	24	68	16	84	78	162	1	-	8	9	91	100	168
01	25	407	4	411	73	484	199	-	-	199	107	306	713
01	26	182	4	186	22	208	75	-	-	75	75	150	332
01	27	350	12	362	45	407	282	-	-	282	288	570	920
01	28	189	12	201	39	240	106	8	-	114	246	360	549
01	29	34	-	34	6	40	17	-	-	17	84	101	135
01	30	40	4	44	22	66	16	-	-	16	32	48	88
01	31	226	8	234	28	262	50	-	-	50	-	50	276
01	32	152	6	158	22	180	84	-	-	84	-	84	236
01	33	447	6	453	22	475	227	-	-	227	17	244	691
01	34	87	8	95	11	106	110	-	-	110	-	110	197
01	35	85	6	91	11	102	77	-	-	77	-	77	162
01	36	339	22	361	62	423	263	-	-	263	189	452	791
01	37	187	4	191	34	225	119	-	-	119	69	188	375
01	38	-	-	-	-	-	-	-	-	-	-	-	-
01	39	-	-	-	-	-	-	-	-	-	-	-	-
02	02	42	4	46	50	96	34	-	-	34	-	34	76
02	03	117	16	133	62	195	80	-	9	89	25	114	231
02	04	162	20	182	112	294	68	-	-	68	8	76	238
02	05	175	12	187	129	316	122	-	-	122	-	122	297
02	06	259	10	269	67	336	166	-	-	166	95	261	520
02	07	42	12	54	50	104	23	-	-	23	-	23	65
02	08	169	8	177	34	211	58	-	-	58	100	158	327
02	09	149	6	155	17	172	33	-	-	33	66	99	248
02	10	16	4	20	-	20	9	-	-	9	98	107	123
02	11	71	-	71	11	82	18	-	-	18	71	89	160
02	12	56	4	60	50	110	19	-	-	19	8	27	83
02	13	33	-	33	-	33	-	-	-	-	8	8	41
02	14	4	-	4	-	4	-	-	-	-	-	-	4
02	15	54	-	54	11	65	57	-	-	57	9	66	120
02	16	305	8	313	45	358	195	-	-	195	182	377	682
02	17	59	-	59	50	109	50	-	-	50	100	150	209
02	18	164	18	182	28	210	156	-	8	164	189	353	517
02	19	331	12	343	28	371	66	1	-	67	94	161	492
02	20	229	14	243	106	349	77	-	-	77	102	179	408
02	21	196	4	200	39	239	65	-	-	65	178	243	439
02	22	236	10	246	45	291	114	-	-	114	252	366	602
02	23	265	18	283	84	367	140	-	-	140	49	189	454
02	24	116	14	130	95	225	-	-	-	-	-	-	116
02	25	512	26	538	78	616	225	-	-	225	65	290	802
02	26	209	10	219	39	258	77	-	-	77	41	118	327
02	27	468	22	490	73	563	280	-	-	280	363	643	1111
02	28	238	6	244	73	317	57	-	-	57	419	476	714
02	29	93	4	97	6	103	42	-	-	42	92	134	227
02	30	57	4	61	11	72	13	-	-	13	50	63	120
02	31	166	6	172	11	183	66	-	-	66	33	99	265
02	32	75	2	77	-	77	-	-	-	-	25	25	100
02	33	261	2	263	22	285	67	-	-	67	66	133	394
02	34	254	6	260	22	282	118	-	-	118	17	135	389
02	35	68	4	72	73	145	34	-	-	34	21	55	123
02	36	403	18	421	174	595	246	-	8	254	189	443	846
02	37	220	4	224	50	274	145	-	-	145	26	171	391
02	38	-	-	-	-	-	-	-	-	-	-	-	-
02	39	-	-	-	-	-	-	-	-	-	-	-	-
03	03	77	-	77	28	105	-	-	9	9	8	17	94
03	04	125	-	125	117	242	16	-	-	16	-	16	141
03	05	165	2	167	17	184	96	-	-	96	35	131	296
03	06	357	-	357	17	374	123	-	70	193	87	280	637
03	07	50	2	52	45	97	19	-	-	19	-	19	69
03	08	51	-	51	6	57	-	-	-	-	42	42	93
03	09	33	2	35	-	35	25	-	-	25	66	91	124
03	10	81	-	81	22	103	24	-	8	32	8	40	121
03	11	98	-	98	11	109	71	-	-	71	107	178	276
03	12	3	4	7	11	18	-	-	-	-	-	-	3
03	13	31	2	33	-	33	31	-	-	31	-	31	62
03	14	3	-	3	-	3	-	-	-	-	-	-	3
03	15	14	-	14	6	20	17	-	-	17	-	17	31
03	16	89	6	95	22	117	35	-	-	35	41	76	165

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
03	17	117	-	117	28	145	-	-	-	-	134	134	251
03	18	33	4	37	17	54	49	-	25	74	132	206	239
03	19	168	-	168	67	235	25	-	-	25	102	127	295
03	20	161	2	163	56	219	17	-	9	26	-	26	187
03	21	132	2	134	39	173	32	-	8	40	49	89	221
03	22	260	-	260	28	288	268	-	24	292	219	511	771
03	23	164	2	166	90	256	43	-	-	43	81	124	288
03	24	166	4	170	45	215	75	-	-	75	8	83	249
03	25	191	4	195	28	223	25	-	-	25	33	58	249
03	26	207	-	207	22	229	33	-	-	33	25	58	265
03	27	258	-	258	84	342	150	-	-	150	222	372	630
03	28	124	2	126	56	182	123	-	-	123	49	172	296
03	29	66	-	66	28	94	8	-	17	25	84	109	175
03	30	12	-	12	34	46	12	-	-	12	-	12	24
03	31	116	-	116	17	133	25	-	-	25	-	25	141
03	32	108	-	108	-	108	-	-	-	-	34	34	142
03	33	158	-	158	-	158	100	-	-	100	35	135	293
03	34	111	-	111	17	128	-	-	-	-	42	42	153
03	35	120	-	120	17	137	94	-	-	94	-	94	214
03	36	362	-	362	78	440	164	-	-	164	49	213	575
03	37	119	-	119	67	186	68	-	-	68	17	85	204
03	38	-	-	-	-	-	-	-	-	-	-	-	-
03	39	-	-	-	-	-	-	-	-	-	-	-	-
04	04	17	-	17	78	95	8	-	-	8	-	8	25
04	05	103	2	105	62	167	35	-	-	35	-	35	138
04	06	276	-	276	112	388	34	-	-	34	-	34	310
04	07	35	12	47	56	103	10	-	-	10	-	10	45
04	08	319	4	323	84	407	50	-	-	50	25	75	394
04	09	108	2	110	28	138	-	-	-	-	-	-	108
04	10	97	-	97	17	114	9	-	-	9	24	33	130
04	11	63	4	67	56	123	-	-	-	-	107	107	170
04	12	39	-	39	45	84	6	-	-	6	-	6	45
04	13	41	-	41	17	58	2	-	-	2	18	20	61
04	14	-	-	-	-	-	-	-	-	-	-	-	-
04	15	31	-	31	11	42	7	-	-	7	-	7	38
04	16	267	4	271	112	383	212	-	-	212	52	264	531
04	17	133	-	133	17	150	16	-	-	16	101	117	250
04	18	90	2	92	28	120	41	-	-	41	16	57	147
04	19	287	2	289	168	457	101	-	-	101	49	150	437
04	20	234	-	234	162	396	152	-	-	152	34	186	420
04	21	140	2	142	39	181	25	-	-	25	97	122	262
04	22	244	-	244	84	328	113	-	-	113	-	113	357
04	23	222	-	222	62	284	131	-	-	131	16	147	369
04	24	116	-	116	134	250	43	-	-	43	-	43	159
04	25	473	4	477	129	606	159	-	-	159	109	268	741
04	26	113	-	113	50	163	18	-	-	18	-	18	131
04	27	354	4	358	118	476	140	-	-	140	57	197	551
04	28	108	2	110	67	177	51	-	-	51	16	67	175
04	29	51	-	51	6	57	-	-	-	-	59	59	110
04	30	65	-	65	22	87	16	-	-	16	-	16	81
04	31	300	-	300	28	328	83	-	-	83	-	83	383
04	32	76	-	76	6	82	26	-	-	26	-	26	102
04	33	411	-	411	62	473	125	-	-	125	-	125	536
04	34	101	2	103	28	131	9	-	-	9	-	9	110
04	35	163	-	163	67	230	70	-	-	70	-	70	233
04	36	452	-	452	112	564	231	-	-	231	99	330	782
04	37	196	-	196	106	302	94	-	-	94	-	94	290
04	38	-	-	-	-	-	-	-	-	-	-	-	-
04	39	-	-	-	11	11	-	-	-	-	-	-	-
05	05	156	-	156	157	313	113	-	-	113	-	113	269
05	06	200	-	200	101	301	322	-	-	322	-	322	522
05	07	69	-	69	62	131	8	-	-	8	-	8	77
05	08	17	-	17	84	101	-	-	-	-	35	35	52
05	09	-	-	-	-	-	-	-	-	-	-	-	-
05	10	49	-	49	6	55	-	-	-	-	17	17	66
05	11	-	-	-	17	17	-	-	-	-	-	-	-
05	12	3	-	3	17	20	-	-	-	-	9	9	12
05	13	-	-	-	6	6	-	-	-	-	-	-	-
05	14	-	-	-	-	-	-	-	-	-	-	-	-
05	15	-	-	-	11	11	-	-	-	-	-	-	-
05	16	8	4	12	22	34	32	-	-	32	-	32	40
05	17	58	-	58	11	69	-	-	-	-	-	-	58
05	18	8	6	14	22	36	-	-	-	-	-	-	8
05	19	138	2	140	22	162	86	-	-	86	200	286	424
05	20	146	-	146	50	196	140	-	70	210	9	219	365
05	21	-	-	-	11	11	-	-	-	-	-	-	-
05	22	-	-	-	11	11	-	-	-	-	-	-	-
05	23	17	-	17	28	45	9	-	-	9	-	9	26
05	24	35	2	37	95	132	-	-	-	-	-	-	35
05	25	78	6	84	45	129	70	-	-	70	-	70	148
05	26	-	-	-	6	6	-	-	-	-	-	-	-
05	27	84	-	84	-	84	43	-	-	43	-	43	127
05	28	33	2	35	28	63	17	-	-	17	-	17	50
05	29	9	-	9	-	9	9	-	-	9	-	9	18
05	30	69	2	71	6	77	61	-	-	61	-	61	130
05	31	26	-	26	17	43	17	-	-	17	-	17	43
05	32	9	-	9	-	9	9	-	-	9	-	9	18
05	33	8	-	8	22	30	-	-	-	-	-	-	8
05	34	68	-	68	11	79	-	-	-	-	-	-	68
05	35	25	-	25	11	36	51	-	-	51	-	51	76
05	36	74	-	74	6	80	8	-	-	8	-	8	82
05	37	25	-	25	11	36	-	-	-	-	-	-	25
05	38	-	-	-	-	-	-	-	-	-	-	-	-
05	39	-	-	-	-	-	-	-	-	-	-	-	-

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
06	06	189	-	189	50	239	139	-	-	139	-	139	328
06	07	91	-	91	50	141	62	-	-	62	17	79	160
06	08	238	2	240	95	335	8	-	-	8	-	8	246
06	09	108	-	108	129	237	50	-	-	50	-	50	158
06	10	35	2	37	50	87	35	-	-	35	-	35	70
06	11	-	-	-	11	11	-	-	-	-	-	-	-
06	12	16	-	16	-	16	19	-	-	19	-	19	35
06	13	10	-	10	-	10	9	-	-	9	30	39	49
06	14	-	-	-	-	-	-	-	-	-	-	-	-
06	15	81	-	81	-	81	76	-	-	76	-	76	157
06	16	61	-	61	95	156	32	-	-	32	-	32	93
06	17	17	-	17	28	45	-	-	-	-	16	16	33
06	18	75	-	75	6	81	-	-	-	-	33	33	108
06	19	243	-	243	28	271	167	-	-	167	148	315	558
06	20	342	-	342	118	460	359	-	-	359	-	359	701
06	21	61	-	61	17	78	35	-	-	35	-	35	96
06	22	119	2	121	39	160	51	-	-	51	32	83	202
06	23	189	-	189	39	228	61	-	-	61	-	61	250
06	24	-	-	-	45	45	-	-	-	-	33	33	33
06	25	236	-	236	62	298	271	-	-	271	34	305	541
06	26	133	2	135	22	157	49	-	-	49	-	49	182
06	27	143	-	143	56	199	144	-	-	144	17	161	304
06	28	33	6	39	73	112	41	-	-	41	-	41	74
06	29	8	-	8	17	25	-	-	-	-	-	-	8
06	30	84	-	84	-	84	-	-	-	-	-	-	84
06	31	18	-	18	11	29	25	-	-	25	35	60	78
06	32	34	-	34	-	34	43	-	-	43	-	43	77
06	33	60	-	60	45	105	26	-	-	26	8	34	94
06	34	197	2	199	11	210	153	-	-	153	-	153	350
06	35	62	2	64	22	86	70	-	-	70	-	70	142
06	36	82	-	82	45	127	49	-	-	49	16	65	147
06	37	34	-	34	90	124	-	-	-	-	-	-	34
06	38	-	-	-	-	-	-	-	-	-	-	-	-
06	39	-	-	-	-	-	-	-	-	-	-	-	-
07	07	-	-	-	22	22	-	-	-	-	-	-	-
07	08	78	-	78	28	106	100	-	-	100	-	100	178
07	09	83	-	83	28	111	33	-	-	33	-	33	116
07	10	20	-	20	-	20	-	-	-	-	-	-	20
07	11	42	-	42	-	42	-	-	-	-	-	-	42
07	12	8	-	8	17	25	6	-	-	6	-	6	14
07	13	13	-	13	6	19	-	-	-	-	6	6	19
07	14	-	-	-	6	6	-	-	-	-	-	-	-
07	15	12	-	12	-	12	-	-	-	-	-	-	12
07	16	71	2	73	22	95	8	-	-	8	-	8	79
07	17	74	-	74	11	85	8	-	-	8	16	24	98
07	18	54	4	58	11	69	8	-	-	8	-	8	62
07	19	236	-	236	6	242	83	-	-	83	75	158	394
07	20	82	-	82	17	99	118	-	-	118	-	118	200
07	21	75	-	75	-	75	53	-	-	53	25	78	153
07	22	33	4	37	61	98	-	-	-	-	-	-	33
07	23	57	2	59	17	76	66	-	-	66	33	99	156
07	24	17	-	17	17	34	17	-	-	17	-	17	34
07	25	25	2	27	22	49	25	-	-	25	66	91	116
07	26	60	-	60	-	60	37	-	-	37	-	37	97
07	27	83	2	85	11	96	98	-	-	98	16	114	197
07	28	57	2	59	-	59	8	-	-	8	-	8	65
07	29	50	-	50	-	50	8	-	-	8	-	8	58
07	30	109	-	109	45	154	29	-	-	29	8	37	146
07	31	131	-	131	11	142	23	-	-	23	49	72	203
07	32	26	-	26	-	26	-	-	-	-	17	17	43
07	33	88	-	88	-	88	62	-	-	62	8	70	158
07	34	17	-	17	-	17	-	-	-	-	-	-	17
07	35	21	-	21	34	55	9	-	-	9	17	26	47
07	36	204	-	204	22	226	222	-	-	222	-	222	426
07	37	26	-	26	-	26	-	-	-	-	-	-	26
07	38	-	-	-	-	-	-	-	-	-	-	-	-
07	39	-	-	-	-	-	-	-	-	-	-	-	-
08	08	84	2	86	89	175	50	-	-	50	17	67	151
08	09	174	-	174	39	213	100	-	-	100	17	117	291
08	10	123	2	125	50	175	42	-	-	42	-	42	165
08	11	-	-	-	39	39	-	-	-	-	-	-	-
08	12	35	-	35	-	35	42	-	-	42	8	50	85
08	13	32	-	32	6	38	50	-	-	50	-	50	82
08	14	-	-	-	6	6	-	-	-	-	-	-	-
08	15	7	-	7	6	13	-	-	-	-	-	-	7
08	16	111	4	115	84	199	60	-	-	60	-	60	171
08	17	17	-	17	11	28	-	-	-	-	-	-	17
08	18	57	2	59	34	93	33	-	-	33	-	33	90
08	19	390	8	398	44	442	199	-	-	199	8	207	597
08	20	272	4	276	156	432	102	-	-	102	66	168	440
08	21	107	-	107	34	141	17	-	-	17	-	17	124
08	22	82	4	86	67	153	33	-	-	33	17	50	132
08	23	9	-	9	56	65	-	-	-	-	8	8	17
08	24	25	2	27	34	61	-	-	-	-	8	8	33
08	25	107	6	113	39	152	66	-	-	66	58	124	231
08	26	50	2	52	6	58	116	-	-	116	-	116	166
08	27	98	2	100	11	111	74	-	-	74	-	74	172
08	28	49	-	49	6	55	-	16	-	16	-	16	65
08	29	-	-	-	-	-	-	-	-	-	17	17	17
08	30	58	-	58	17	75	33	-	-	33	-	33	91
08	31	83	-	83	-	83	-	-	-	-	-	-	83
08	32	42	2	44	22	66	-	-	-	-	-	-	42
08	33	17	2	19	-	19	9	-	-	9	9	18	35
08	34	26	-	26	-	26	34	-	-	34	17	51	77
08	35	50	-	50	6	56	-	-	-	-	-	-	50

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
08	36	41	2	43	39	82	-	-	-	-	-	-	41
08	37	8	-	8	6	14	-	-	-	-	-	-	8
08	38	-	-	-	-	-	-	-	-	-	-	-	-
08	39	-	-	-	-	-	-	-	-	-	-	-	-
09	09	25	-	25	39	64	17	-	-	17	-	17	42
09	10	91	-	91	28	119	91	-	-	91	17	108	199
09	11	44	-	44	39	83	8	-	-	8	-	8	52
09	12	-	-	-	56	56	17	-	-	17	-	17	17
09	13	-	-	-	-	-	-	-	-	-	-	-	-
09	14	-	-	-	11	11	-	-	-	-	-	-	-
09	15	17	-	17	17	34	-	-	-	-	-	-	17
09	16	18	2	20	28	48	69	-	-	69	-	69	87
09	17	-	-	-	22	22	-	-	-	-	-	-	-
09	18	41	-	41	11	52	8	-	-	8	-	8	49
09	19	291	2	293	22	315	183	8	-	191	17	208	499
09	20	115	2	117	34	151	83	-	-	83	58	141	256
09	21	41	-	41	11	52	25	-	-	25	8	33	74
09	22	65	2	67	17	84	49	-	-	49	17	66	131
09	23	50	-	50	6	56	33	-	-	33	17	50	100
09	24	33	-	33	17	50	25	-	-	25	-	25	58
09	25	58	4	62	6	68	8	-	-	8	-	8	66
09	26	8	-	8	11	19	8	-	-	8	-	8	16
09	27	25	-	25	-	25	8	-	-	8	-	8	33
09	28	100	-	100	39	139	25	8	-	33	8	41	141
09	29	17	-	17	6	23	-	-	-	-	-	-	17
09	30	58	-	58	-	58	17	-	-	17	-	17	75
09	31	17	-	17	17	34	-	-	-	-	-	-	17
09	32	-	-	-	-	-	-	-	-	-	-	-	-
09	33	33	-	33	17	50	33	-	-	33	-	33	66
09	34	-	-	-	-	-	-	-	-	-	-	-	-
09	35	33	-	33	-	33	9	-	-	9	-	9	42
09	36	66	-	66	44	110	25	-	-	25	-	25	91
09	37	33	-	33	-	33	9	-	-	9	-	9	42
09	38	-	-	-	-	-	-	-	-	-	-	-	-
09	39	-	-	-	-	-	-	-	-	-	-	-	-
10	10	89	-	89	78	167	90	-	-	90	-	90	179
10	11	63	-	63	39	102	141	-	-	141	71	212	275
10	12	52	-	52	-	52	-	-	-	-	32	32	84
10	13	86	-	86	6	92	22	-	2	24	-	24	110
10	14	2	-	2	-	2	-	-	-	-	-	-	2
10	15	51	-	51	6	57	33	-	-	33	-	33	84
10	16	203	6	209	112	321	255	-	-	255	53	308	511
10	17	60	-	60	28	88	50	-	-	50	17	67	127
10	18	108	-	108	50	158	205	-	-	205	-	205	313
10	19	432	-	432	106	538	521	-	-	521	91	612	1044
10	20	174	2	176	84	260	75	-	-	75	-	75	249
10	21	58	2	60	6	66	113	-	-	113	16	129	187
10	22	-	4	4	34	38	-	-	-	-	-	-	-
10	23	40	-	40	28	68	32	-	-	32	-	32	72
10	24	-	2	2	6	8	-	-	-	-	-	-	-
10	25	74	-	74	17	91	73	-	-	73	-	73	147
10	26	4	-	4	6	10	-	-	-	-	-	-	4
10	27	73	2	75	61	136	16	-	2	18	-	18	91
10	28	196	-	196	61	257	189	-	-	189	-	189	385
10	29	59	-	59	-	59	25	-	-	25	-	25	84
10	30	12	-	12	6	18	-	-	-	-	-	-	12
10	31	-	-	-	-	-	-	-	-	-	-	-	-
10	32	-	-	-	6	6	-	-	-	-	-	-	-
10	33	-	-	-	28	28	-	-	-	-	16	16	16
10	34	-	-	-	11	11	-	-	-	-	-	-	-
10	35	51	-	51	-	51	34	-	-	34	-	34	85
10	36	50	-	50	16	66	9	-	-	9	16	25	75
10	37	26	2	28	-	28	-	-	-	-	-	-	26
10	38	-	-	-	-	-	-	-	-	-	-	-	-
10	39	-	-	-	-	-	-	-	-	-	-	-	-
11	11	89	-	89	44	133	160	-	-	160	-	160	249
11	12	-	-	-	6	6	26	-	-	26	-	26	26
11	13	1	-	1	-	1	1	-	-	1	-	1	2
11	14	-	-	-	-	-	-	-	-	-	-	-	-
11	15	28	-	28	-	28	4	-	-	4	-	4	32
11	16	60	-	60	84	144	17	-	-	17	-	17	77
11	17	60	-	60	6	66	16	-	-	16	-	16	76
11	18	42	-	42	-	42	18	-	-	18	-	18	60
11	19	19	-	19	22	41	80	-	-	80	205	285	304
11	20	142	-	142	6	148	142	-	-	142	53	195	337
11	21	-	-	-	11	11	-	-	-	-	18	18	18
11	22	93	-	93	-	93	33	-	-	33	-	33	126
11	23	34	-	34	-	34	-	-	-	-	-	-	34
11	24	-	-	-	-	-	-	-	-	-	-	-	-
11	25	79	2	81	11	92	8	-	-	8	8	16	95
11	26	17	-	17	-	17	8	-	-	8	-	8	25
11	27	9	-	9	11	20	9	-	-	9	-	9	18
11	28	26	-	26	6	32	8	-	-	8	53	61	87
11	29	-	-	-	-	-	-	-	-	-	-	-	-
11	30	-	-	-	6	6	36	-	-	36	-	36	36
11	31	-	-	-	-	-	-	-	-	-	-	-	-
11	32	-	-	-	-	-	-	-	-	-	-	-	-
11	33	-	-	-	11	11	-	-	-	-	-	-	-
11	34	36	-	36	6	42	18	-	-	18	-	18	54
11	35	1	-	1	-	1	-	-	-	-	36	36	37
11	36	51	-	51	-	51	83	-	-	83	16	99	150
11	37	-	-	-	-	-	-	-	-	-	-	-	-
11	38	-	-	-	-	-	-	-	-	-	-	-	-
11	39	-	-	-	-	-	-	-	-	-	-	-	-

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	
12	12	-	-	-	6	6	-	-	-	-	-	-	-
12	13	79	-	79	22	101	21	-	-	21	20	41	120
12	14	-	-	-	28	28	2	-	-	2	47	49	49
12	15	36	-	36	34	70	13	-	-	13	-	13	49
12	16	29	6	35	50	85	13	-	-	13	-	13	42
12	17	51	-	51	17	68	50	-	-	50	17	67	118
12	18	41	-	41	6	47	16	-	-	16	-	16	57
12	19	63	-	63	6	69	92	1	-	93	-	93	156
12	20	36	-	36	11	47	10	-	-	10	-	11	46
12	21	34	-	34	-	34	24	-	-	24	-	24	58
12	22	-	-	-	6	6	-	-	-	-	16	16	16
12	23	99	-	99	-	99	32	-	-	32	-	32	131
12	24	32	-	32	39	71	7	-	-	7	-	7	39
12	25	15	4	19	-	19	10	-	-	10	-	10	25
12	26	10	-	10	11	21	-	-	-	-	-	-	10
12	27	44	-	44	6	50	33	-	-	33	-	33	77
12	28	58	-	58	-	58	15	-	-	15	-	15	73
12	29	34	-	34	-	34	17	-	-	17	-	17	51
12	30	36	-	36	6	42	3	-	-	3	2	5	41
12	31	26	-	26	-	26	47	-	-	47	-	47	73
12	32	25	-	25	22	47	8	-	-	8	2	10	35
12	33	34	-	34	11	45	-	-	-	-	-	-	34
12	34	-	-	-	-	-	-	-	-	-	-	-	-
12	35	17	-	17	-	17	43	-	-	43	-	43	60
12	36	16	-	16	17	33	66	-	-	66	-	66	82
12	37	-	-	-	28	28	-	-	-	-	-	-	-
12	38	-	-	-	-	-	-	-	-	-	-	-	-
12	39	-	-	-	6	6	-	-	-	-	-	-	-
13	13	125	-	125	34	159	132	-	-	132	62	194	319
13	14	126	-	126	17	143	185	-	-	185	16	201	327
13	15	63	-	63	11	74	47	-	-	47	47	94	157
13	16	71	2	73	11	84	40	-	-	40	-	40	111
13	17	25	-	25	6	31	-	-	-	-	34	34	59
13	18	49	-	49	-	49	-	-	-	-	33	33	82
13	19	37	-	37	11	48	21	-	-	21	-	21	58
13	20	17	-	17	17	34	17	-	-	17	-	17	34
13	21	35	-	35	28	63	19	-	-	19	-	19	54
13	22	8	-	8	6	14	16	-	-	16	16	32	40
13	23	8	-	8	6	14	16	-	-	16	-	16	24
13	24	15	-	15	11	26	-	-	-	-	-	-	15
13	25	56	-	56	-	56	74	-	-	74	33	107	163
13	26	8	-	8	-	8	-	-	-	-	-	-	8
13	27	24	-	24	17	41	-	-	2	2	-	2	26
13	28	2	-	2	11	13	8	-	-	8	-	8	10
13	29	-	-	-	-	-	-	-	-	-	67	67	67
13	30	102	-	102	6	108	-	-	-	-	4	4	106
13	31	27	-	27	6	33	33	-	-	33	116	149	176
13	32	-	-	-	11	11	-	-	-	-	-	-	-
13	33	30	-	30	22	52	-	-	-	-	-	-	30
13	34	8	-	8	-	8	-	-	-	-	-	-	8
13	35	9	-	9	-	9	9	-	-	9	-	9	18
13	36	49	-	49	6	55	33	-	-	33	8	41	90
13	37	25	-	25	6	31	-	-	-	-	34	34	59
13	38	-	-	-	-	-	-	-	-	-	-	-	-
13	39	-	-	-	-	-	-	-	-	-	-	-	-
14	14	-	-	-	-	-	-	-	-	-	4	4	4
14	15	2	-	2	-	2	2	-	-	2	36	38	40
14	16	7	-	7	11	18	-	-	-	-	-	-	7
14	17	-	-	-	39	39	16	-	-	16	-	16	16
14	18	-	-	-	11	11	-	-	-	-	-	-	-
14	19	-	-	-	-	-	-	-	-	-	-	-	-
14	20	2	-	2	34	36	1	-	-	1	2	3	5
14	21	-	-	-	-	-	-	-	-	-	-	-	-
14	22	-	-	-	84	84	-	-	-	-	-	-	-
14	23	2	-	2	-	2	-	-	-	-	-	-	2
14	24	-	-	-	-	-	-	-	-	-	-	-	-
14	25	-	-	-	-	-	-	-	-	-	-	-	-
14	26	5	-	5	6	11	2	-	-	2	-	2	7
14	27	-	-	-	-	-	-	-	-	-	-	-	-
14	28	1	-	1	-	1	-	-	-	-	-	-	1
14	29	-	-	-	-	-	-	-	-	-	-	-	-
14	30	-	-	-	-	-	-	-	-	-	-	-	-
14	31	-	-	-	-	-	-	-	-	-	-	-	-
14	32	-	-	-	-	-	-	-	-	-	-	-	-
14	33	8	-	8	-	8	-	-	-	-	-	-	8
14	34	-	-	-	-	-	-	-	-	-	-	-	-
14	35	-	-	-	-	-	-	-	-	-	-	-	-
14	36	-	-	-	-	-	-	-	-	-	-	-	-
14	37	-	-	-	-	-	-	-	-	-	-	-	-
14	38	-	-	-	-	-	-	-	-	-	-	-	-
14	39	-	-	-	-	-	-	-	-	-	-	-	-
15	15	13	-	13	17	30	-	-	-	-	-	-	13
15	16	41	-	41	17	58	9	-	-	9	-	9	50
15	17	13	-	13	45	58	24	-	-	24	-	24	37
15	18	69	-	69	6	75	90	-	-	90	-	90	159
15	19	47	-	47	6	53	56	-	-	56	9	65	112
15	20	22	-	22	11	33	26	-	-	26	-	26	48
15	21	19	-	19	-	19	16	-	-	16	-	16	35
15	22	-	-	-	11	11	-	-	-	-	-	-	-
15	23	32	-	32	6	38	16	-	-	16	-	16	48
15	24	3	-	3	-	3	3	-	-	3	-	3	6
15	25	14	-	14	-	14	-	-	-	-	-	-	14
15	26	14	-	14	-	14	-	-	-	-	-	-	14

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	27	33	-	33	6	39	-	-	-	-	-	-	33
15	28	49	-	49	11	60	28	-	-	28	-	28	77
15	29	9	-	9	-	9	6	-	-	6	-	6	15
15	30	42	-	42	-	42	4	-	-	4	-	4	46
15	31	35	-	35	6	41	1	-	-	1	-	1	36
15	32	42	-	42	-	42	-	-	-	-	-	-	42
15	33	35	-	35	-	35	17	-	-	17	-	17	52
15	34	4	-	4	11	15	-	-	-	-	-	-	4
15	35	20	-	20	-	20	38	-	-	38	1	39	59
15	36	79	-	79	11	90	29	-	-	29	-	29	108
15	37	20	-	20	6	26	17	-	-	17	-	17	37
15	38	-	-	-	-	-	-	-	-	-	-	-	-
15	39	-	-	-	-	-	-	-	-	-	-	-	-
16	16	200	2	202	162	364	138	-	-	138	18	156	356
16	17	84	2	86	112	198	153	-	-	153	-	153	237
16	18	77	-	77	28	105	26	-	-	26	8	34	111
16	19	329	2	231	151	482	149	-	-	149	367	516	845
16	20	128	4	132	84	216	43	-	-	43	27	70	198
16	21	92	-	92	73	165	139	-	-	139	-	139	231
16	22	8	4	12	45	57	32	-	-	32	-	32	40
16	23	44	-	44	45	89	-	-	-	-	32	32	76
16	24	76	2	78	39	117	53	-	-	53	-	53	129
16	25	220	4	224	45	269	61	-	-	61	34	95	315
16	26	28	4	32	34	66	29	-	-	29	-	29	57
16	27	34	-	34	34	68	8	-	-	8	33	41	75
16	28	57	2	59	62	121	33	-	-	33	-	33	90
16	29	12	-	12	28	40	9	-	-	9	-	9	21
16	30	80	4	84	6	90	74	-	-	74	18	92	172
16	31	92	-	92	-	92	50	-	-	50	-	50	142
16	32	-	-	-	39	39	-	-	-	-	-	-	-
16	33	25	2	27	24	51	17	-	-	17	-	17	42
16	34	27	-	27	11	38	-	-	-	-	-	-	27
16	35	62	-	62	-	62	9	-	-	9	18	27	89
16	36	100	2	102	28	130	105	-	-	105	9	114	214
16	37	80	2	82	-	82	44	-	-	44	-	44	124
16	38	-	-	-	-	-	-	-	-	-	-	-	-
16	39	-	-	-	-	-	-	-	-	-	-	-	-
17	17	91	-	91	67	158	33	-	-	33	-	33	124
17	18	165	-	165	56	221	98	-	-	98	16	114	279
17	19	192	-	192	17	209	109	-	-	109	374	483	675
17	20	117	-	117	22	139	146	-	-	146	84	230	347
17	21	74	-	74	11	85	188	-	-	188	-	188	262
17	22	49	2	51	62	113	-	-	-	-	-	-	49
17	23	-	-	-	6	6	-	-	-	-	17	17	17
17	24	-	-	-	17	17	16	-	-	16	-	16	16
17	25	76	-	76	62	138	50	-	-	50	50	100	176
17	26	67	-	67	28	95	50	-	-	50	16	66	133
17	27	16	2	18	73	91	-	-	-	-	67	67	83
17	28	181	2	183	95	278	115	-	-	115	-	115	296
17	29	67	-	67	39	106	59	-	-	59	17	76	143
17	30	41	-	41	6	47	-	-	-	-	16	16	57
17	31	17	-	17	6	23	25	-	-	25	-	25	42
17	32	67	-	67	22	89	100	-	-	100	-	100	167
17	33	8	-	8	6	14	34	-	-	34	33	67	75
17	34	-	-	-	-	-	-	-	-	-	-	-	-
17	35	-	-	-	-	-	-	-	-	-	117	117	117
17	36	34	-	34	62	96	-	-	-	-	17	17	51
17	37	8	-	8	34	42	-	-	-	-	34	34	42
17	38	-	-	-	-	-	-	-	-	-	-	-	-
17	39	-	-	-	-	-	-	-	-	-	-	-	-
18	18	131	2	133	45	178	115	-	-	115	25	140	271
18	19	230	2	232	67	299	123	-	-	123	49	172	402
18	20	69	-	69	67	136	8	-	-	8	66	74	143
18	21	166	-	166	56	222	57	-	-	57	66	123	289
18	22	115	2	117	90	207	25	-	-	25	-	25	140
18	23	123	2	125	17	142	49	-	-	49	25	74	197
18	24	90	6	96	28	124	-	-	-	-	-	-	90
18	25	199	2	201	45	246	164	-	-	164	66	230	429
18	26	51	6	57	11	68	-	-	-	-	-	-	51
18	27	25	6	31	118	149	49	-	16	65	16	81	106
18	28	231	4	235	50	285	74	-	-	74	-	74	305
18	29	82	-	82	6	88	-	-	-	-	-	-	82
18	30	100	2	102	28	130	49	-	-	49	8	57	157
18	31	25	2	27	28	55	33	-	-	33	16	49	74
18	32	17	-	17	17	34	-	-	-	-	-	-	17
18	33	42	4	46	22	68	8	-	-	8	-	8	50
18	34	34	2	36	-	36	33	-	-	33	131	164	198
18	35	25	-	25	34	59	-	17	16	33	-	33	58
18	36	74	2	76	56	132	16	-	-	16	-	16	90
18	37	33	-	33	17	50	-	-	-	-	-	-	33
18	38	-	-	-	-	-	-	-	-	-	-	-	-
18	39	-	-	-	11	11	-	-	-	-	-	-	-
19	19	390	-	390	112	502	381	-	-	381	24	405	795
19	20	252	-	252	84	336	127	-	-	127	34	161	413
19	21	133	-	133	106	239	68	-	-	68	105	173	306
19	22	212	-	212	11	223	122	-	-	122	187	309	521
19	23	173	2	175	22	197	65	-	-	65	65	130	303
19	24	118	-	118	45	163	9	-	-	9	25	34	152
19	25	150	2	152	56	208	42	-	-	42	50	92	242
19	26	33	-	33	6	39	8	-	-	8	16	24	57
19	27	116	-	116	84	200	158	-	-	158	74	232	348
19	28	158	-	158	56	214	90	8	-	98	66	164	322

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
19	29	17	-	17	22	39	42	-	-	42	235	277	294
19	30	166	-	166	11	177	42	-	-	42	-	42	208
19	31	200	-	200	56	256	157	-	-	157	-	157	357
19	32	-	2	2	11	13	17	-	-	17	8	25	25
19	33	101	-	101	17	118	58	-	-	58	-	58	159
19	34	9	-	9	11	20	-	-	-	-	-	-	9
19	35	155	-	155	11	166	68	-	-	68	17	85	240
19	36	261	-	261	22	283	344	-	-	344	206	550	811
19	37	76	-	76	11	87	9	-	-	9	-	9	85
19	38	-	-	-	-	-	-	-	-	-	-	-	-
19	39	-	-	-	22	22	-	-	-	-	-	-	-
20	20	144	-	144	179	323	-	-	-	-	-	-	144
20	21	209	-	209	106	315	111	-	-	111	34	145	354
20	22	148	2	150	101	251	195	-	-	195	33	228	376
20	23	149	4	153	34	187	8	-	-	8	-	8	157
20	24	42	-	42	56	98	17	-	-	17	34	51	93
20	25	100	-	100	45	145	75	-	-	75	-	75	175
20	26	84	-	84	6	90	49	-	-	49	-	49	133
20	27	142	-	142	101	243	150	-	49	199	58	257	399
20	28	132	4	136	90	226	58	-	-	58	16	74	206
20	29	67	2	69	6	75	42	-	-	42	50	92	159
20	30	113	-	113	45	158	11	-	-	11	-	11	124
20	31	185	-	185	11	196	72	-	-	72	-	72	257
20	32	16	4	20	39	59	-	-	-	-	-	-	16
20	33	126	-	126	28	154	59	-	-	59	17	76	202
20	34	43	-	43	-	43	-	-	-	-	-	-	43
20	35	62	-	62	34	96	104	-	-	104	17	121	183
20	36	108	-	108	45	153	91	-	-	91	-	91	199
20	37	59	-	59	28	87	-	-	-	-	-	-	59
20	38	-	-	-	-	-	-	-	-	-	-	-	-
20	39	8	-	8	-	8	8	-	-	8	-	8	16
21	21	163	-	163	84	247	122	-	-	122	32	154	317
21	22	130	-	130	50	180	32	-	-	32	16	48	178
21	23	138	2	140	84	224	16	-	-	16	65	81	219
21	24	82	-	82	28	110	66	16	-	82	-	82	164
21	25	237	4	241	95	336	156	-	-	156	17	173	410
21	26	123	-	123	11	134	140	-	-	140	66	206	329
21	27	436	-	436	118	554	563	-	-	563	33	596	1032
21	28	245	-	245	56	301	148	-	-	148	-	148	393
21	29	17	-	17	50	67	42	-	-	42	42	84	101
21	30	30	4	34	34	68	9	-	-	9	16	25	55
21	31	-	-	-	11	11	57	-	-	57	17	74	74
21	32	8	-	8	11	19	17	-	-	17	17	34	42
21	33	90	2	92	11	103	132	-	-	132	51	183	273
21	34	25	-	25	11	36	-	-	-	-	-	-	25
21	35	58	-	58	11	69	76	-	-	76	27	103	161
21	36	252	-	252	17	269	49	-	-	49	49	98	350
21	37	141	-	141	17	158	151	-	-	151	17	168	309
21	38	-	-	-	-	-	-	-	-	-	-	-	-
21	39	-	-	-	22	22	-	-	-	-	-	-	-
22	22	24	-	24	67	91	-	-	-	-	-	-	24
22	23	156	2	158	56	214	146	-	-	146	8	154	310
22	24	97	-	97	73	170	97	-	-	97	-	97	194
22	25	213	-	213	123	336	203	-	-	203	41	244	457
22	26	114	2	116	28	144	105	-	8	113	-	113	227
22	27	245	2	247	73	320	-	-	-	-	41	41	286
22	28	82	4	86	56	142	49	-	-	49	49	98	180
22	29	-	-	-	34	34	8	-	-	8	41	49	49
22	30	179	-	179	11	190	16	-	-	16	-	16	195
22	31	141	-	141	22	163	74	-	-	74	-	74	215
22	32	16	-	16	-	16	-	-	-	-	-	-	16
22	33	124	-	124	6	130	57	-	-	57	65	122	246
22	34	-	-	-	6	6	-	-	-	-	-	-	-
22	35	73	-	73	22	95	57	-	-	57	130	187	260
22	36	230	-	230	95	325	115	-	-	115	25	140	370
22	37	112	-	112	39	151	42	-	-	42	-	42	154
22	38	-	-	-	-	-	-	-	-	-	-	-	-
22	39	-	-	-	-	-	-	-	-	-	-	-	-
23	23	305	2	307	106	413	206	16	-	222	16	238	543
23	24	165	-	165	123	288	82	-	-	82	16	98	263
23	25	524	2	526	123	649	205	-	-	205	16	221	745
23	26	33	-	33	17	50	33	-	-	33	-	33	66
23	27	181	2	183	56	239	98	-	-	98	-	98	279
23	28	49	-	49	28	77	-	-	-	-	-	-	49
23	29	16	-	16	-	16	-	-	-	-	-	-	16
23	30	34	-	34	34	68	-	-	-	-	-	-	34
23	31	83	-	83	22	105	66	-	-	66	-	66	149
23	32	75	-	75	22	97	85	-	-	85	-	85	160
23	33	116	2	118	50	168	58	-	-	58	16	74	190
23	34	51	-	51	6	57	26	-	-	26	16	42	93
23	35	43	-	43	6	49	79	-	-	79	262	341	384
23	36	132	-	132	151	283	83	-	-	83	16	99	231
23	37	123	-	123	11	134	89	-	-	89	16	105	228
23	38	-	-	-	-	-	-	-	-	-	-	-	-
23	39	-	-	-	-	-	-	-	-	-	-	-	-
24	24	50	-	50	168	218	33	-	-	33	-	33	83
24	25	158	6	164	123	287	108	-	-	108	33	141	299
24	26	157	8	165	50	215	100	-	-	100	-	100	257
24	27	99	16	115	34	149	66	33	-	99	-	99	198
24	28	115	10	125	39	164	49	-	-	49	-	49	164
24	29	33	-	33	-	33	67	-	-	67	-	67	100

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
24	30	17	-	17	34	51	-	-	-	-	-	-	17
24	31	33	2	35	39	74	50	-	-	50	-	50	83
24	32	-	-	-	6	6	-	-	-	-	-	-	-
24	33	25	-	25	28	53	8	-	-	8	-	8	33
24	34	25	-	25	17	42	8	-	-	8	-	8	33
24	35	16	-	16	28	44	-	-	-	-	33	33	49
24	36	190	4	194	162	356	66	17	-	83	-	83	273
24	37	67	2	69	84	153	17	-	-	17	-	17	84
24	38	-	-	-	-	-	-	-	-	-	-	-	-
24	39	-	-	-	6	6	-	-	-	-	-	-	-
25	25	306	4	310	62	372	282	-	-	282	-	282	588
25	26	488	2	490	90	580	307	-	-	307	-	307	795
25	27	468	12	480	101	581	337	8	-	345	58	403	871
25	28	279	4	283	28	311	156	-	16	172	8	180	459
25	29	58	-	58	11	69	25	-	-	25	25	50	108
25	30	322	-	322	6	328	124	-	-	124	25	149	471
25	31	150	-	150	56	206	66	-	-	66	41	107	257
25	32	109	-	109	-	109	42	-	-	42	9	51	160
25	33	591	4	595	45	640	340	-	9	349	25	374	965
25	34	256	-	256	22	278	119	-	-	119	-	119	375
25	35	246	-	246	50	296	142	-	-	142	75	217	463
25	36	543	8	551	213	764	314	-	-	314	25	339	882
25	37	277	-	277	73	350	143	-	-	143	-	143	420
25	38	-	-	-	-	-	-	-	-	-	-	-	-
25	39	8	-	8	-	8	3	-	-	3	-	3	11
26	26	226	4	230	56	286	214	-	-	214	-	214	440
26	27	436	-	436	56	492	336	-	-	336	-	336	772
26	28	106	2	108	-	108	56	-	8	64	-	64	170
26	29	42	-	42	-	42	-	-	-	-	-	-	42
26	30	250	-	250	6	256	17	-	-	17	-	17	267
26	31	291	-	291	34	325	216	-	-	216	-	216	507
26	32	168	2	170	-	170	59	-	-	59	8	67	235
26	33	334	-	334	11	345	158	-	-	158	9	167	501
26	34	285	-	285	39	324	110	-	-	110	34	144	429
26	35	227	-	227	22	249	323	-	-	323	9	332	559
26	36	346	-	346	112	458	123	-	-	123	25	148	494
26	37	259	-	259	118	377	226	-	-	226	17	243	502
26	38	-	-	-	-	-	-	-	-	-	-	-	-
26	39	-	-	-	-	-	-	-	-	-	-	-	-
27	27	364	2	366	280	646	534	33	-	567	25	592	956
27	28	205	10	215	151	366	131	50	-	181	16	197	402
27	29	8	-	8	17	25	8	-	-	8	-	8	16
27	30	200	-	200	84	284	49	-	-	49	12	61	261
27	31	275	-	275	17	292	567	-	-	567	156	723	998
27	32	66	-	66	34	100	8	-	-	8	9	17	83
27	33	310	2	312	112	424	326	-	-	326	82	408	718
27	34	42	-	42	22	64	34	-	-	34	-	34	76
27	35	204	-	204	50	254	106	33	-	139	172	311	515
27	36	255	6	261	34	295	287	-	-	287	17	304	559
27	37	226	2	228	34	262	217	-	-	217	41	258	484
27	38	-	-	-	-	-	-	-	-	-	-	-	-
27	39	16	-	16	-	16	-	-	-	-	-	-	16
28	28	173	2	175	224	399	74	-	-	74	-	74	247
28	29	142	-	142	90	232	163	-	-	163	16	179	321
28	30	573	-	573	22	595	238	-	-	238	16	254	827
28	31	374	-	374	39	413	742	-	-	742	123	865	1239
28	32	50	2	52	45	97	74	-	-	74	-	74	124
28	33	107	2	109	6	115	98	-	-	98	8	106	213
28	34	56	-	56	6	62	41	-	-	41	8	49	105
28	35	76	-	76	34	110	-	-	-	-	-	-	76
28	36	123	4	127	56	183	33	-	-	33	-	33	156
28	37	107	-	107	45	152	50	-	-	50	8	58	165
28	38	-	-	-	-	-	-	-	-	-	-	-	-
28	39	-	-	-	-	-	-	-	-	-	-	-	-
29	29	25	-	25	22	47	17	-	-	17	-	17	42
29	30	92	-	92	-	92	-	-	-	-	-	-	92
29	31	33	-	33	-	33	42	-	-	42	67	109	142
29	32	25	-	25	6	31	-	-	-	-	-	-	25
29	33	34	-	34	6	40	-	-	-	-	-	-	34
29	34	17	-	17	6	23	17	-	-	17	-	17	34
29	35	-	-	-	11	11	-	-	-	-	67	67	67
29	36	34	2	36	-	36	-	-	-	-	-	-	34
29	37	51	-	51	-	51	34	-	-	34	-	34	85
29	38	-	-	-	-	-	-	-	-	-	-	-	-
29	39	-	-	-	-	-	-	-	-	-	-	-	-
30	30	340	-	340	17	357	57	-	-	57	-	57	397
30	31	1225	-	1225	34	1259	373	-	-	373	24	397	1622
30	32	149	-	149	22	171	59	-	-	59	-	59	208
30	33	580	-	580	17	597	164	-	-	164	24	188	768
30	34	70	-	70	45	115	8	-	-	8	-	8	78
30	35	271	-	271	6	277	136	-	-	136	-	136	407
30	36	247	2	249	45	294	16	-	-	16	-	16	263
30	37	126	2	128	-	128	34	-	-	34	-	34	160
30	38	-	-	-	-	-	-	-	-	-	-	-	-
30	39	-	-	-	-	-	-	-	-	-	-	-	-
31	31	304	-	304	17	321	265	-	-	265	-	265	569
31	32	135	-	135	11	146	84	-	-	84	-	84	219
31	33	670	-	670	39	709	544	-	-	544	-	544	1214
31	34	201	-	201	11	212	243	-	-	243	26	269	470
31	35	92	-	92	90	182	153	-	-	153	-	153	245

Table 7A Continued

Between		Vehicular Movements					Passenger Movements						
District	District	Automobiles	Taxi	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxi	Sub-Total	Busses	Total All Passengers	Total Person Movements
31	36	76	-	76	28	104	66	-	-	66	-	66	142
31	37	283	-	283	6	289	167	-	-	167	-	167	450
31	38	-	-	-	-	-	-	-	-	-	-	-	-
31	39	8	-	8	-	8	-	-	-	-	-	-	8
32	32	85	-	85	34	119	51	-	-	51	-	51	136
32	33	101	2	103	34	137	108	-	-	108	-	108	209
32	34	76	-	76	-	76	9	-	-	9	-	9	85
32	35	105	-	105	28	133	51	-	-	51	-	51	156
32	36	74	-	74	39	113	17	-	-	17	-	17	91
32	37	59	-	59	6	65	42	-	-	42	-	42	101
32	38	-	-	-	-	-	-	-	-	-	-	-	-
32	39	-	-	-	-	-	-	-	-	-	-	-	-
33	33	419	-	419	22	441	233	-	-	233	9	242	661
33	34	237	2	239	22	261	220	-	-	220	51	271	508
33	35	625	-	625	28	653	559	-	-	559	-	559	1184
33	36	207	4	211	56	267	200	-	-	200	-	200	407
33	37	568	-	568	45	613	475	-	-	475	17	492	1060
33	38	-	-	-	-	-	-	-	-	-	-	-	-
33	39	-	-	-	-	-	-	-	-	-	-	-	-
34	34	76	-	76	6	82	-	-	-	-	-	-	76
34	35	229	-	229	22	251	153	-	-	153	-	153	382
34	36	156	-	156	67	223	223	-	-	223	-	223	379
34	37	119	2	121	45	166	135	-	-	135	-	135	254
34	38	-	-	-	-	-	-	-	-	-	-	-	-
34	39	-	-	-	-	-	-	-	-	-	-	-	-
35	35	159	-	159	11	170	111	-	-	111	16	127	286
35	36	176	-	176	56	232	172	-	-	172	409	581	757
35	37	215	-	215	50	265	215	-	-	215	-	215	430
35	38	-	-	-	-	-	-	-	-	-	-	-	-
35	39	68	-	68	-	68	-	-	-	-	-	-	68
36	36	717	2	719	308	1027	526	-	-	526	238	764	1481
36	37	300	-	300	246	546	156	-	-	156	-	156	456
36	38	-	-	-	-	-	-	-	-	-	-	-	-
36	39	3	-	3	22	25	5	-	-	5	-	5	8
37	37	195	-	195	45	240	229	-	-	229	-	229	424
37	38	-	-	-	-	-	-	-	-	-	-	-	-
37	39	11	-	11	6	17	8	-	-	8	-	8	19
38	38	-	-	-	-	-	-	-	-	-	-	-	-
38	39	-	-	-	-	-	-	-	-	-	-	-	-
39	39	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		75,515	1,220	76,735	24,360	101,095	45,074	289	459	45,822	18,241	64,063	139,578

SUMMARY of VEHICULAR MOVEMENTS between DISTRICTS and EXTERNAL STATIONS

Table 7B

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
01	01	38	11	49
01	02	57	11	68
01	03	26	11	37
01	04	49	12	61
01	05	21	6	27
01	06	47	6	53
01	07	22	7	29
01	08	17	11	28
01	09	33	5	38
01	10	15	9	24
01	11	18	2	20
01	12	35	14	49
01	13	22	1	23
01	14	-	-	-
01	15	34	9	43
01	16	94	34	128
01	17	33	13	46
01	18	40	8	48
01	19	43	13	56
01	20	43	26	69
01	21	28	3	31
01	22	25	11	36
01	23	32	5	37
01	24	24	9	33
01	25	78	27	105
01	26	33	7	40
01	27	99	10	109
01	28	53	29	82
01	29	33	12	45
01	30	126	17	143
01	31	90	13	103
01	32	41	18	59
01	33	102	9	111
01	34	42	4	46
01	35	37	16	53
01	36	67	27	94
01	37	28	13	41
01	38	-	-	-
01	39	-	-	-
		1,625	439	2,064
02	01	26	8	34
02	02	29	10	39
02	03	29	5	34
02	04	36	14	50
02	05	2	3	5
02	06	4	1	5
02	07	12	3	15
02	08	1	5	6
02	09	-	-	-
02	10	2	8	10
02	11	-	-	-
02	12	9	12	21
02	13	-	-	-
02	14	-	-	-
02	15	5	-	5
02	16	11	24	35
02	17	-	-	-
02	18	1	6	7
02	19	5	4	9
02	20	12	3	15
02	21	20	6	26
02	22	12	7	19
02	23	4	6	10
02	24	8	18	26
02	25	46	13	59
02	26	8	2	10
02	27	9	11	20
02	28	6	8	14
02	29	4	-	4
02	30	30	36	66
02	31	5	2	7
02	32	2	5	7
02	33	18	6	24
02	34	9	6	15
02	35	2	6	8
02	36	20	7	27
02	37	4	1	5
02	38	-	-	-
02	39	-	21	21
		391	267	658
03	01	46	26	72
03	02	56	15	71
03	03	30	19	49
03	04	61	21	82
03	05	6	7	13
03	06	8	6	14
03	07	13	2	15
03	08	1	8	9
03	09	6	6	12
03	10	10	4	14

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	All Vehicles
03	11	6	9	15
03	12	14	5	19
03	13	8	4	12
03	14	-	-	-
03	15	9	3	12
03	16	17	23	40
03	17	11	5	16
03	18	8	-	8
03	19	10	3	13
03	20	10	12	22
03	21	10	17	27
03	22	9	11	20
03	23	23	5	28
03	24	27	41	68
03	25	43	47	90
03	26	25	12	37
03	27	17	8	25
03	28	7	19	26
03	29	8	5	13
03	30	7	6	13
03	31	6	3	9
03	32	10	24	34
03	33	18	13	31
03	34	20	6	26
03	35	13	14	27
03	36	85	72	157
03	37	15	13	28
03	38	-	-	-
03	39	3	1	4
		676	495	1,171
04	01	1,653	433	2,086
04	02	839	133	972
04	03	344	90	434
04	04	575	198	773
04	05	203	84	287
04	06	211	53	264
04	07	147	49	196
04	08	174	63	237
04	09	93	35	128
04	10	68	22	90
04	11	45	14	59
04	12	120	50	170
04	13	48	5	53
04	14	4	-	4
04	15	50	7	57
04	16	269	45	314
04	17	84	33	117
04	18	86	23	109
04	19	164	32	196
04	20	332	107	439
04	21	154	27	181
04	22	165	56	221
04	23	238	62	300
04	24	186	72	258
04	25	467	147	614
04	26	118	21	139
04	27	257	36	293
04	28	100	31	131
04	29	41	6	47
04	30	105	11	116
04	31	85	7	92
04	32	107	21	128
04	33	160	14	174
04	34	80	14	94
04	35	46	13	59
04	36	239	27	266
04	37	106	10	116
04	38	-	-	-
04	39	12	4	16
		8,175	2,055	10,230
05	01	2	3	5
05	02	18	2	20
05	03	16	5	21
05	04	17	13	30
05	05	12	4	16
05	06	12	1	13
05	07	4	8	12
05	08	7	-	7
05	09	3	9	12
05	10	2	3	5
05	11	12	-	12
05	12	7	19	26
05	13	16	16	32
05	14	2	4	6
05	15	13	4	17
05	16	37	25	62
05	17	5	11	16
05	18	8	5	13
05	19	7	13	20
05	20	18	4	22

Table 7B Continued

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
05	21	8	5	13
05	22	6	4	10
05	23	6	2	8
05	24	3	4	7
05	25	7	10	17
05	26	13	1	14
05	27	7	4	11
05	28	2	2	4
05	29	-	3	3
05	30	8	1	9
05	31	7	1	8
05	32	2	8	10
05	33	3	10	13
05	34	2	-	2
05	35	-	9	9
05	36	22	12	34
05	37	3	-	3
05	38	-	-	-
05	39	-	-	-
		317	225	542
06	01	44	7	51
06	02	104	26	130
06	03	40	28	68
06	04	76	38	114
06	05	12	38	50
06	06	11	16	27
06	07	5	11	16
06	08	13	5	18
06	09	13	14	27
06	10	5	29	34

Between		Vehicular Movements		
Station	District	Automobiles	Commercial	Total All Vehicles
06	11	4	2	6
06	12	20	70	90
06	13	13	1	14
06	14	3	-	3
06	15	38	6	44
06	16	38	47	85
06	17	18	17	35
06	18	24	6	30
06	19	30	11	41
06	20	20	227	247
06	21	4	100	104
06	22	18	6	24
06	23	24	7	31
06	24	21	14	35
06	25	35	14	49
06	26	16	5	21
06	27	27	4	31
06	28	17	7	24
06	29	10	5	15
06	30	13	5	18
06	31	22	5	27
06	32	6	3	9
06	33	11	6	17
06	34	10	2	12
06	35	14	1	15
06	36	22	24	46
06	37	7	2	9
06	38	-	-	-
06	39	2	2	4
		810	811	1,621

SUMMARY of VEHICULAR MOVEMENTS between EXTERNAL STATIONS

Table 7C

Between		Vehicular Movements		
Station	Station	Automobiles	Commercial	Total All Vehicles
01	01	-	-	-
01	02	4	3	7
01	03	5	7	12
01	04	131	17	148
01	05	12	3	15
01	06	17	7	24
02	02	-	-	-
02	03	5	9	14
02	04	26	5	31
02	05	2	2	4
02	06	13	13	26
03	03	-	-	-
03	04	58	7	65
03	05	6	7	13
03	06	162	93	255
04	04	-	-	-
04	05	11	3	14
04	06	444	48	492
05	05	-	-	-
05	06	8	4	12
06	06	-	-	-
TOTAL		904	228	1,132

Table 7D

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

Between		Vehicular Movements					Passenger Movements						
CBD	District	Automobiles	Taxis	Total Automobiles	Commercial	Total All Vehicles	Automobiles	Trucks	Taxis	Total	Busses	Total All Passengers	Total Person Movements
00	00	1,130	148	1,278	895	2,173	355	-	18	373	90	463	1,593
00	05	728	26	754	264	1,018	348	-	-	348	44	392	1,120
00	06	1,048	18	1,066	280	1,346	392	-	70	462	198	660	1,708
00	07	206	42	248	179	427	77	-	-	77	41	118	324
00	08	766	26	792	214	1,006	274	-	33	307	267	574	1,340
00	09	356	12	368	73	441	166	-	-	166	348	514	870
00	10	343	8	351	101	452	83	-	8	91	179	270	613
00	11	348	6	354	123	477	294	-	-	294	410	704	1,052
00	12	161	10	171	112	283	53	-	-	53	16	69	230
00	13	225	2	227	23	250	256	-	-	256	26	282	507
00	14	11	-	11	-	11	-	-	-	-	-	-	11
00	15	139	-	139	34	173	99	-	-	99	9	108	247
00	16	808	40	848	218	1,066	512	-	-	512	418	930	1,738
00	17	481	2	483	106	589	149	-	-	149	501	650	1,131
00	18	394	56	450	95	545	303	8	41	352	633	985	1,379
00	19	1,111	24	1,135	392	1,527	366	1	-	367	521	888	1,999
00	20	896	36	932	447	1,379	340	-	18	358	221	579	1,475
00	21	737	24	761	201	962	213	-	16	229	415	644	1,381
00	22	1,020	22	1,042	179	1,221	690	8	24	722	731	1,453	2,473
00	23	1,084	28	1,112	320	1,432	566	-	-	566	270	836	1,920
00	24	466	34	500	352	852	119	-	8	127	99	226	692
00	25	1,583	38	1,621	308	1,929	608	-	-	608	314	922	2,505
00	26	711	14	725	133	858	203	-	-	203	141	344	1,055
00	27	1,430	38	1,468	320	1,788	852	-	-	852	930	1,782	3,212
00	28	659	22	681	235	916	337	8	-	345	730	1,075	1,734
00	29	244	4	248	46	294	67	-	17	84	319	403	647
00	30	174	8	182	89	271	57	-	-	57	82	139	313
00	31	808	14	822	84	906	224	-	-	224	33	257	1,065
00	32	411	8	419	28	447	110	-	-	110	59	169	580
00	33	1,277	8	1,285	106	1,391	519	-	-	519	118	637	1,914
00	34	553	16	569	78	647	237	-	-	237	59	296	849
00	35	436	10	446	168	614	275	-	-	275	21	296	732
00	36	1,556	40	1,596	426	2,022	904	-	8	912	526	1,438	2,994
00	37	722	8	730	257	987	426	-	-	426	112	538	1,260
00	38	-	-	-	-	-	-	-	-	-	-	-	-
00	39	-	-	-	11	11	-	-	-	-	-	-	-
TOTAL		23,022	792	23,814	6,897	30,711	10,474	25	261	10,760	8,881	19,641	42,663

Table 7E

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

Between		Vehicular Movements		
CBD	Station	Automobiles	Commercial	Total All Vehicles
00	01	170	45	215
00	02	120	37	157
00	03	193	81	274
00	04	3,411	854	4,265
00	05	53	23	76
00	06	264	99	363
Total		4,211	1,139	5,350

Table 8A

ALL VEHICLE TRIPS

Station to Station

COMBINED MOVEMENTS

	01	02	03	04	05	06
01	-	02				
02	7	-	03			
03	12	14	-	04		
04	148	31	65	-	05	
05	15	4	13	14	-	06
06	24	26	255	492	12	-

Table 8B

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
01	217	96	105	95	313	239	22	175	64	167	133	6	159	-	30	364	158	178	502	323
02	342	195	242	167	301	141	106	213	119	52	6	101	143	2	58	198	221	299	336	251
03	184	294	184	313	131	335	111	175	56	92	1	28	74	18	58	105	113	207	223	187
04	403	316	167	301	131	141	106	213	-	92	1	101	159	39	58	364	158	178	502	323
05	351	316	184	167	313	239	22	175	64	167	133	6	159	11	75	105	221	299	336	251
06	248	336	374	388	301	239	22	175	64	167	133	6	159	-	30	364	158	178	502	323
07	123	104	97	103	131	141	106	213	119	52	6	101	143	2	58	198	221	299	336	251
08	331	211	57	407	101	335	111	175	56	92	1	28	74	18	58	105	113	207	223	187
09	96	172	35	138	-	237	111	213	-	158	42	47	49	11	75	105	221	178	502	323
10	215	20	103	114	55	87	20	175	119	260	148	47	34	36	33	216	139	136	336	323
11	163	82	109	123	17	11	42	39	83	102	133	6	159	-	30	364	158	178	502	323
12	71	110	18	84	20	16	25	35	56	52	6	101	143	2	58	198	221	299	336	251
13	126	33	33	58	6	10	19	38	-	92	1	101	159	39	58	364	158	178	502	323
14	4	4	3	-	-	-	6	6	11	2	-	28	143	-	53	482	209	299	502	323
15	46	65	20	42	11	81	12	13	34	57	28	70	74	2	30	364	158	178	502	323
16	208	358	117	383	34	156	95	199	48	321	144	85	84	18	58	364	158	178	502	323
17	185	109	145	150	69	45	85	28	22	88	66	68	31	39	58	198	158	178	502	323
18	161	210	54	120	36	81	69	93	52	158	42	47	49	11	75	105	221	178	502	323
19	464	371	235	457	162	271	242	442	315	538	41	69	48	-	53	482	209	299	502	323
20	415	349	219	396	196	460	99	432	151	260	148	47	34	36	33	216	139	136	336	323
21	369	239	173	181	11	78	75	141	52	66	11	34	63	-	19	165	85	222	239	315
22	314	291	288	328	11	160	98	153	84	38	93	6	14	84	11	57	113	207	223	251
23	525	367	256	284	45	228	76	65	56	68	34	99	14	2	38	89	6	142	197	187
24	162	225	215	250	132	45	34	61	50	8	-	71	26	-	3	117	17	124	163	98
25	484	616	223	606	129	298	49	152	68	91	92	19	56	-	14	269	138	246	208	145
26	208	258	229	163	6	157	60	58	19	10	17	21	8	11	14	66	95	68	39	90
27	407	563	342	476	84	199	96	111	25	136	20	50	41	-	39	68	91	149	200	243
28	240	317	182	177	63	112	59	55	139	257	32	58	13	1	60	121	278	285	214	226
29	40	103	94	57	9	25	50	-	23	59	-	34	-	-	9	40	106	88	39	75
30	66	72	46	87	77	84	154	75	58	18	6	42	108	-	42	90	47	130	177	158
31	262	183	133	328	43	29	142	83	34	-	-	26	33	-	41	92	23	55	256	196
32	180	77	108	82	9	34	26	66	-	6	-	47	11	-	42	39	89	34	13	59
33	475	285	158	473	30	105	88	19	50	28	11	45	52	8	35	51	14	68	118	154
34	106	282	128	131	79	210	17	26	-	11	42	-	8	-	15	38	-	36	20	43
35	102	145	137	230	36	86	55	56	33	51	1	17	9	-	20	62	-	59	166	96
36	423	595	440	564	80	127	226	82	110	66	51	33	55	-	90	130	96	132	283	153
37	225	274	186	302	36	124	26	14	33	28	-	28	31	-	26	82	42	50	87	87
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
39	-	-	-	11	-	-	-	-	-	-	-	6	-	-	-	-	-	11	22	8

Table 8B Continued

	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
21	247																		
22	180	91																	
23	224	214	413																
24	110	170	288	218															
25	336	336	649	287	372														
26	134	144	50	215	580	286													
27	554	320	239	149	581	492	646												
28	301	142	77	164	311	108	366	399											
29	67	34	16	33	69	42	25	232	47										
30	68	190	68	51	328	256	284	595	92	357									
31	11	163	105	74	206	325	292	413	33	1259	321								
32	19	16	97	6	109	170	100	97	31	171	146	119							
33	103	130	168	53	640	345	424	115	40	597	709	137	441						
34	36	6	57	42	278	324	64	62	23	115	212	76	261	82					
35	69	95	49	44	296	249	254	110	11	277	182	133	653	251	170				
36	269	325	283	356	764	458	295	183	36	294	104	113	267	223	232	1027			
37	158	151	134	153	350	377	262	152	51	128	289	65	613	166	265	546	240		
38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
39	22	-	-	6	8	-	16	-	-	-	8	-	-	-	68	25	17	-	-

ALL VEHICLE TRIPS – COMBINED MOVEMENTS

Station to District

Table 8C

STATION	DISTRICT																																							Total All Movements
	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	33	34	35	36	37	38	39	
1	49	68	37	61	27	53	29	28	38	24	20	49	23	-	43	128	46	48	56	69	31	36	37	33	105	40	109	82	45	143	103	59	111	46	53	94	41	-	-	2,064
2	34	39	34	50	5	5	15	6	-	10	-	21	-	-	5	35	-	7	9	15	26	19	10	26	59	10	20	14	4	66	7	7	24	15	8	27	5	-	21	658
3	72	71	49	82	13	14	15	9	12	14	15	19	12	-	12	40	16	8	13	22	27	20	28	68	90	37	25	26	13	13	9	34	31	26	27	157	28	-	4	1,171
4	2,086	972	434	773	287	264	196	237	128	90	59	170	53	4	57	314	117	109	196	439	181	221	300	258	614	139	293	131	47	116	92	128	174	94	59	266	116	-	16	10,230
5	5	20	21	30	16	13	12	7	12	5	12	26	32	6	17	62	16	13	20	22	13	10	8	7	17	14	11	4	3	9	8	10	13	2	9	34	3	-	-	542
6	51	130	68	114	50	27	16	18	27	34	6	90	14	3	44	85	35	30	41	247	104	24	31	35	49	21	31	24	15	18	27	9	17	12	15	46	9	-	4	1,621
TOTAL	2,297	1,300	643	1,110	398	376	283	305	217	177	112	375	134	13	178	664	230	215	335	814	382	330	414	427	934	261	489	281	127	365	246	247	370	195	171	624	202	-	45	16,286

TYPE of PARKING by PURPOSE of TRIP

Table 9A

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE CENTRAL BUSINESS DISTRICT

	TYPE OF PARKING										
TRIP PURPOSE TO	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISED	TOTAL
HOME	-	142	9	18	-	-	18	-	141	-	328
WORK	83	1,362	815	2,273	209	42	9	8	8	42	4,851
BUSINESS	68	858	1,001	832	27	17	-	1	33	20	2,857
MEDICAL - DENTAL	-	49	11	33	-	-	-	-	26	-	119
SCHOOL	-	-	-	16	-	-	-	-	-	-	16
SOCIAL - RECREATION	125	261	357	52	-	8	-	-	17	16	836
CHANGE TRAVEL MODE	-	-	-	8	-	-	-	-	-	-	8
EAT MEAL	-	94	25	8	-	-	-	-	9	-	136
SHOPPING	33	120	784	465	51	8	-	8	-	-	1,469
SERVE PASSENGERS	936	414	77	70	-	-	-	-	-	2	1,499
TOTAL	1,245	3,300	3,079	3,775	287	75	27	17	234	80	12,119
PERCENTAGE	10.3	27.2	25.4	31.2	2.4	0.6	0.2	0.1	1.9	0.7	100.0

Table 9B

INTERNAL AUTO DRIVERS WITH DESTINATIONS IN THE STUDY AREA

	TYPE OF PARKING										
TRIP PURPOSE TO	NOT PARKED	STREET FREE	STREET METER	LOT FREE	LOT PAID	GARAGE FREE	GARAGE PAID	SERVICE REPAIRS	RES. PROPERTY	CRUISHED	TOTAL
HOME	370	5,126	75	402	25	25	18	-	18,372	17	24,430
WORK	302	4,871	857	8,438	218	158	9	8	347	161	15,369
BUSINESS	232	3,594	1,060	2,543	35	76	-	27	365	32	7,964
MEDICAL - DENTAL	-	76	11	310	-	-	-	-	145	-	542
SCHOOL	905	520	8	733	18	-	-	-	17	8	2,209
SOCIAL - RECREATION	260	1,603	357	1,203	-	16	-	-	466	42	3,947
CHANGE TRAVEL MODE	11	-	-	8	-	8	-	-	8	-	35
EAT MEAL	25	1,700	42	288	-	-	-	-	4,378	-	6,433
SHOPPING	45	631	802	3,413	59	32	-	17	33	-	5,032
SERVE PASSENGERS	6,086	2,134	112	984	-	8	-	-	171	59	9,554
TOTAL	8,236	20,255	3,324	18,322	355	323	27	52	24,302	319	75,515
PERCENTAGE	10.9	26.8	4.4	24.3	0.5	0.4	-	0.1	32.2	0.4	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	37,507	22,422	9,553	270	184	69,936	50.1
AGRICULTURAL-FORESTRY-FISHERIES	41	66	-	-	-	107	0.1
MANUFACTURING-DURABLE ITEMS	368	50	-	9	-	427	0.3
MANUFACTURING NON-DURABLE ITEMS	1,171	418	141	-	16	1,746	1.0
TRANSPORTATION-COMMUNICATION AND OTHER INDUSTRIAL NON-MANUFACTURING	2,843	730	567	9	-	4,149	3.2
COMMERCIAL - RETAIL	11,666	6,819	3,024	121	24	21,654	15.5
COMMERCIAL - SERVICE	3,754	1,189	625	17	-	5,585	4.0
COMMERCIAL - WHOLESALE TRADE AND CONTRACTING	782	166	41	-	16	1,005	0.7
PUBLIC AND QUASI-PUBLIC BUILDINGS	16,580	12,231	4,019	33	49	32,912	23.6
PUBLIC AND QUASI-PUBLIC OPEN SPACE	803	983	271	-	-	2,057	1.5
TOTAL	75,515	45,074	18,241	459	289	139,578	100.0
PER CENT	54.1	32.3	13.1	0.3	0.2	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	376	-	74	249	6,088	383	59	7,229
02	667	-	108	788	3,151	1,368	414	6,496
03	284	-	272	570	2,580	554	85	4,345
04	526	-	242	428	2,324	1,064	208	4,792
05	1,577	-	59	150	127	79	-	1,992
06	1,965	-	133	142	267	1,550	24	4,081
07	536	-	1	76	42	1,280	-	1,935
08	1,604	-	91	331	341	414	9	2,790
09	1,718	-	34	37	91	-	-	1,880
10	1,524	-	34	101	857	256	-	2,772
11	1,435	-	-	20	53	272	8	1,788
12	311	34	183	67	73	276	25	969
13	733	-	25	-	35	826	8	1,627
14	14	-	-	-	-	225	-	239
15	485	8	16	8	50	11	359	937
16	2,829	-	49	26	591	94	17	3,606
17	2,058	-	8	-	67	240	302	2,675
18	2,816	-	8	-	18	299	17	3,158
19	2,211	-	25	-	568	4,397	190	7,391
20	2,428	8	92	91	1,958	58	-	4,635
21	2,005	-	61	-	423	1,804	-	4,293
22	3,004	-	41	218	291	404	26	3,984
23	2,735	-	58	381	596	417	-	4,187
24	1,031	-	75	374	423	33	25	1,961
25	2,945	-	242	92	1,703	2,510	-	7,492
26	1,538	-	124	-	2,511	426	-	4,599
27	5,524	16	11	17	617	1,237	16	7,438
28	4,255	-	8	-	207	220	68	4,758
29	1,166	-	75	9	60	226	8	1,544
30	17	-	-	8	9	4,118	-	4,152
31	3,294	-	33	-	102	2,492	9	5,930
32	1,341	-	-	-	237	1	-	1,579
33	4,432	-	-	-	290	1,693	8	6,423
34	1,544	-	-	17	851	132	-	2,544
35	2,334	41	41	8	409	1,592	24	4,449
36	6,030	8	76	34	383	543	201	7,275
37	1,770	-	16	42	524	1,662	-	4,014
38	-	-	-	-	-	-	-	-
39	7	-	25	34	8	-	-	74
TOTAL	71,069	115	2,340	4,318	28,925	33,156	2,110	142,033

1/ Includes "walk" trips to work.

Table 11B TOTAL INTERNAL AUTOMOBILE TRIP DESTINATIONS by LAND USE for EACH DISTRICT

District Number	Residential	Agriculture Forestry-Fisheries	Manufacturing	Transportation Communication	Commercial	Public Building	Public Open Space	Total Automobile Destinations
01	148	-	66	169	2,767	215	25	3,390
02	401	-	41	327	1,628	786	84	3,267
03	145	-	181	217	1,414	315	33	2,305
04	321	-	142	361	1,506	753	74	3,157
05	804	-	59	126	93	61	-	1,143
06	1,033	-	133	123	208	704	8	2,209
07	224	-	1	51	34	822	-	1,132
08	799	-	66	288	257	246	9	1,665
09	888	-	34	29	58	-	-	1,009
10	748	-	26	84	367	124	-	1,349
11	538	-	-	9	34	110	-	691
12	199	8	58	58	54	151	8	536
13	463	-	25	-	35	219	8	750
14	11	-	-	-	-	71	-	82
15	309	-	-	8	43	8	183	551
16	1,370	-	33	8	330	35	8	1,784
17	840	-	8	-	34	106	141	1,138
18	1,347	-	8	-	18	209	8	1,590
19	1,247	-	8	-	362	1,755	69	3,441
20	1,322	-	8	67	91	952	17	2,457
21	1,121	-	45	-	248	679	-	2,093
22	1,224	-	41	185	233	265	-	1,948
23	1,422	-	58	248	400	163	-	2,291
24	623	-	34	245	256	16	17	1,191
25	1,641	-	125	75	1,034	1,420	-	4,295
26	1,043	-	63	-	1,343	243	-	2,692
27	2,551	16	10	-	342	482	-	3,401
28	2,142	-	8	-	176	144	44	2,514
29	436	-	59	9	51	118	2	675
30	17	-	-	-	9	3,114	-	3,140
31	2,154	-	33	-	76	915	9	3,187
32	855	-	-	-	161	-	-	1,016
33	2,716	-	-	-	216	830	-	3,762
34	876	-	-	17	566	58	-	1,517
35	1,232	8	33	8	299	444	8	2,032
36	3,171	-	43	34	241	211	67	3,767
37	1,024	-	16	42	346	858	-	2,286
38	-	-	-	-	-	-	-	-
39	3	-	17	34	8	-	-	62
TOTAL	37,417	32	1,482	2,822	15,338	17,602	822	75,515

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

Table 12A

OCTOBER, 1964

7 AM - 6 PM

STATION NUMBER	PASSENGER CARS AND TAXIS			TRUCKS			ALL VEHICLES		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
01	1,880	1,522	3,402	628	501	1,129	2,508	2,023	4,531
02	124	162	286	47	59	106	171	221	392
03	197	294	491	55	106	161	252	400	652
04	1,155	816	1,971	264	209	473	1,419	1,025	2,444
05	199	170	369	98	49	147	297	219	516
06	190	292	482	47	74	121	237	366	603
07	3,234	2,775	6,009	776	734	1,510	4,010	3,509	7,519
08	106	141	247	31	39	70	137	180	317
09	111	156	267	113	95	208	224	251	475
10	2,144	1,494	3,638	584	507	1,091	2,728	2,001	4,729
11	894	985	1,879	232	235	467	1,126	1,220	2,346
12	638	817	1,455	116	207	323	754	1,024	1,778
13	2,446	1,670	4,116	531	267	798	2,977	1,937	4,914
14	-	1,169	1,169	-	451	451	-	1,620	1,620
15	987	-	987	312	-	312	1,299	-	1,299
16	-	967	967	-	254	254	-	1,221	1,221
17	2,011	561	2,572	743	177	920	2,754	738	3,492
18	-	1,306	1,306	-	410	410	-	1,716	1,716
19	298	327	625	79	104	183	377	431	808
20	2,897	2,763	5,660	777	670	1,447	3,674	2,093	5,767
21	370	196	566	128	64	192	498	260	758
22	350	793	1,143	238	330	568	588	1,123	1,711
23	926	-	926	294	-	294	1,220	-	1,220
24	-	842	842	-	189	189	-	1,031	1,031
25	431	399	830	180	133	313	611	532	1,143
26	502	609	1,111	112	124	236	614	733	1,347
27	352	149	501	54	30	84	406	179	585
28	1,064	973	2,037	202	176	378	1,266	1,149	2,415
29	668	627	1,295	313	324	637	981	951	1,932
30	22	10	32	12	8	20	34	18	52
TOTAL	24,196	22,985	47,181	6,966	6,526	13,492	31,162	29,511	60,673

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

Table 12B

OCTOBER, 1964

7AM - 6PM - WEEKDAY

HOUR PERIOD	PASSENGER CARS			COMMERCIAL VEHICLES			TOTAL VEHICLES		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
In Area - 7:00 AM			575			184			759
7:00 - 7:30 AM	563	453	685	163	121	226	726	574	911
7:30 - 8:00 AM	1,248	934	999	248	200	274	1,496	1,134	1,273
8:00 - 8:30 AM	1,378	1,094	1,283	340	314	300	1,718	1,408	1,583
8:30 - 9:00 AM	1,147	683	1,747	305	259	346	1,452	942	2,093
9:00 - 9:30 AM	1,076	789	2,034	332	260	418	1,408	1,049	2,452
9:30 - 10:00 AM	970	820	2,184	331	333	416	1,301	1,153	2,600
10:00 - 10:30 AM	966	858	2,292	346	308	454	1,312	1,166	2,746
10:30 - 11:00 AM	990	984	2,298	332	327	459	1,322	1,311	2,757
11:00 - 11:30 AM	861	997	2,162	303	332	430	1,164	1,329	2,592
11:30 - 12:00 AM	1,040	1,195	2,007	351	387	394	1,391	1,582	2,401
12:00 - 12:30 PM	1,280	1,681	1,606	312	319	387	1,592	2,000	1,993
12:30 - 1:00 PM	1,459	1,255	1,810	280	257	410	1,739	1,512	2,220
1:00 - 1:30 PM	1,372	1,107	2,075	387	269	528	1,759	1,376	2,603
1:30 - 2:00 PM	1,097	844	2,328	338	280	586	1,435	1,124	2,914
2:00 - 2:30 PM	1,109	947	2,490	362	317	631	1,471	1,264	3,121
2:30 - 3:00 PM	941	830	2,601	323	304	650	1,264	1,134	3,251
3:00 - 3:30 PM	907	940	2,568	321	308	663	1,228	1,248	3,231
3:30 - 4:00 PM	1,034	1,028	2,574	317	320	660	1,351	1,348	3,234
4:00 - 4:30 PM	1,251	1,212	2,613	316	351	625	1,567	1,563	3,238
4:30 - 5:00 PM	1,299	1,462	2,450	372	356	641	1,671	1,818	3,091
5:00 - 5:30 PM	1,206	1,626	2,030	310	359	592	1,516	1,985	2,622
5:30 - 6:00 PM	1,002	1,246	1,786	277	245	624	1,279	1,491	2,410
TOTAL	24,196	22,985	1,786	6,966	6,526	624	31,162	29,511	2,410

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

Table 12C

OCTOBER, 1964

HOUR PERIOD	BUS PASSENGERS			PEDESTRIANS			AUTOMOBILE AND TRUCK PASSENGERS			TOTAL PERSONS		
	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.	IN	OUT	ACC.
7:00 - 7:30 AM	118	96	22	245	179	66	1,263	889	374	1,626	1,164	462
7:30 - 8:00 AM	221	378	- 135	536	292	310	2,797	1,837	1,334	3,554	2,507	1,509
8:00 - 8:30 AM	186	344	- 293	591	361	540	3,298	2,914	1,718	4,075	3,619	1,965
8:30 - 9:00 AM	227	248	- 314	719	316	943	2,396	1,516	2,598	3,342	2,080	3,227
9:00 - 9:30 AM	315	226	- 225	862	404	1,401	2,450	1,626	3,422	3,627	2,256	4,598
9:30 - 10:00 AM	275	204	- 154	973	461	1,913	2,277	1,810	3,889	3,525	2,475	5,648
10:00 - 10:30 AM	238	233	- 149	1,051	572	2,392	2,138	1,924	4,103	3,427	2,729	6,346
10:30 - 11:00 AM	204	223	- 168	821	646	2,567	2,168	2,111	4,160	3,193	2,980	6,559
11:00 - 11:30 AM	209	325	- 284	775	700	2,642	1,839	2,286	3,713	2,823	3,311	6,071
11:30 - 12:00 AM	383	367	- 268	705	748	2,599	2,267	2,990	2,990	3,355	4,105	5,321
12:00 - 12:30 PM	211	366	- 423	641	975	2,265	2,531	3,280	2,241	3,383	4,621	4,083
12:30 - 1:00 PM	213	317	- 527	671	750	2,186	2,904	2,449	2,696	3,788	3,516	4,355
1:00 - 1:30 PM	185	326	- 668	462	748	1,900	2,586	2,188	3,094	3,233	3,262	4,326
1:30 - 2:00 PM	263	305	- 710	529	475	1,954	2,454	1,832	3,716	3,246	2,612	4,960
2:00 - 2:30 PM	257	392	- 845	597	659	1,892	2,574	2,111	4,179	3,428	3,162	5,226
2:30 - 3:00 PM	233	374	- 986	606	622	1,876	2,237	1,860	4,556	3,076	2,856	5,446
3:00 - 3:30 PM	274	352	- 1,064	515	795	1,596	2,137	2,097	4,596	2,926	3,244	5,128
3:30 - 4:00 PM	458	374	- 980	782	941	1,437	2,526	2,507	4,615	3,766	3,822	5,072
4:00 - 4:30 PM	414	576	- 1,142	833	1,033	1,237	2,977	2,969	4,623	4,224	4,578	4,718
4:30 - 5:00 PM	227	344	- 1,259	782	1,008	1,011	3,258	3,309	4,572	4,267	4,661	4,324
5:00 - 5:30 PM	259	349	- 1,349	580	1,217	374	2,926	3,732	3,766	3,765	5,298	2,791
5:30 - 6:00 PM	265	372	- 1,456*	509	973	- 90	2,481	2,982	3,265	3,255	4,327	1,719
TOTAL	5,635	7,091	- 1,456	14,785	14,875	- 90	54,484	51,219	3,265	74,904	73,185	1,719

* Transportation Company and City Officials confirm that the deficiency noted can be attributed to persons entering the Central Business District as pedestrians from Nuevo Laredo and leaving the Central Business District for other areas of the city by bus. Many of these persons return to the Central Business District subsquent to 6:00 PM.

VEHICLE MOVEMENTS between SURVEY DISTRICTS and EXTERNAL STATIONS in LAREDO and NUEVO LAREDO

TABLE 13

Laredo Districts

Nuevo Laredo (Mexico) Districts	01			02			03			04			05			06			07			08		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	196	57	253	103	29	132	43	14	57	70	20	90	27	12	39	24	5	29	19	12	31	25	6	31
B	77	14	91	40	13	53	17	6	23	28	4	32	3	-	3	3	3	6	9	-	9	9	2	11
C	147	43	190	67	12	79	29	5	34	53	15	68	41	13	54	30	3	33	22	9	31	20	8	28
D	266	69	335	123	32	155	53	13	66	95	25	120	18	12	30	27	10	37	30	3	33	13	8	21
E	267	131	398	168	18	186	72	8	80	95	47	142	51	29	80	50	18	68	20	19	39	57	20	77
F	68	10	78	47	6	53	20	2	22	24	4	28	6	-	6	6	-	6	8	-	8	7	-	7
G	63	5	68	24	5	29	10	2	12	22	2	24	9	2	11	10	3	13	4	-	4	8	1	9
H	97	24	121	43	8	51	18	3	21	34	9	43	12	1	13	21	3	24	7	1	8	4	4	8
I	212	47	259	94	16	110	40	7	47	75	17	92	26	8	34	19	5	24	14	3	17	15	2	17
J	32	10	42	13	2	15	6	1	7	12	3	15	2	-	2	-	-	-	2	2	4	1	2	3
K	34	13	47	21	3	24	9	1	10	12	5	17	3	-	3	2	-	2	-	-	-	-	8	8
L	97	25	122	41	10	51	18	4	22	34	9	43	5	7	12	16	-	16	12	-	12	13	2	15
Sub Total	1,556	448	2,004	784	154	938	335	66	401	554	160	714	203	84	287	208	50	258	147	49	196	172	63	235
Other Cities in Mexico	87	17	104	45	2	47	19	1	20	31	6	37	-	-	-	3	3	6	-	-	-	2	-	2
GRAND TOTAL	1,643	465	2,108	829	156	985	354	67	421	585	166	751	203	84	287	211	53	264	147	49	196	174	63	237

Nuevo Laredo (Mexico) Districts	09			10			11			12			13			14			15			16		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	8	7	15	6	4	10	5	3	8	13	10	23	5	3	8	1	-	1	6	2	8	26	6	32
B	2	1	3	2	-	2	1	1	2	1	2	3	-	-	-	-	-	-	-	-	-	3	1	4
C	8	2	10	5	2	7	4	2	6	12	4	16	3	-	3	-	-	-	4	-	4	6	-	6
D	4	1	5	2	1	3	7	1	8	19	2	21	4	-	4	-	-	-	4	1	5	19	8	27
E	35	15	50	26	11	37	13	3	16	42	9	51	18	1	19	2	-	2	17	1	18	130	21	151
F	4	2	6	3	2	5	2	1	3	4	1	5	3	1	4	-	-	-	3	1	4	9	1	10
G	4	-	4	2	-	2	1	-	1	4	-	4	1	-	1	-	-	-	2	-	2	3	-	3
H	6	-	6	4	-	4	1	-	1	3	-	3	4	-	4	-	-	-	4	-	4	12	-	12
I	12	4	16	8	2	10	4	2	6	10	4	14	4	-	4	-	-	-	5	-	5	40	-	40
J	2	-	2	1	-	1	1	-	1	1	1	2	1	-	1	-	-	-	1	-	1	2	1	3
K	1	-	1	-	-	-	1	2	3	2	7	9	2	1	3	-	-	-	3	1	4	12	-	12
L	9	1	10	7	-	7	2	2	4	6	6	12	-	-	-	-	-	-	1	1	2	6	3	9
Sub Total	95	33	128	66	22	88	42	17	59	117	46	163	45	6	51	3	-	3	50	7	57	268	41	309
Other Cities in Mexico	-	1	1	-	1	1	1	-	1	5	1	6	1	-	1	-	-	-	2	-	2	1	4	5
GRAND TOTAL	95	34	129	66	23	89	43	17	60	122	47	169	46	6	52	3	-	3	52	7	59	269	45	314

Laredo Districts

Nuevo Laredo (Mexico) Districts	17			18			19			20			21			22			23		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	6	2	8	8	8	16	11	5	16	38	8	46	10	7	17	13	8	21	17	5	22
B	-	-	-	1	-	1	5	-	5	18	2	20	4	1	5	4	2	6	9	6	15
C	4	-	4	5	-	5	13	7	20	29	15	44	9	4	13	10	5	15	23	11	34
D	5	3	8	3	-	3	19	3	22	23	19	42	15	5	20	18	6	24	33	8	41
E	48	22	70	50	13	63	65	10	75	118	19	137	66	14	80	80	14	94	83	19	102
F	9	3	12	-	-	-	7	-	7	16	6	22	7	-	7	8	1	9	11	3	14
G	-	1	1	1	-	1	1	-	1	4	1	5	3	1	4	3	2	5	5	-	5
H	1	-	1	2	-	2	8	1	9	10	4	14	4	-	4	6	1	7	9	2	11
I	6	1	7	11	1	12	12	-	12	48	10	58	4	3	7	6	4	10	22	7	29
J	-	1	1	2	-	2	1	-	1	1	4	5	-	-	-	1	-	1	6	-	6
K	3	-	3	1	-	1	9	-	9	9	6	15	9	-	9	12	-	12	5	-	5
L	1	-	1	1	1	2	13	5	18	15	13	28	11	2	13	14	3	17	15	1	16
Sub Total	83	33	116	85	23	108	164	31	195	329	107	436	142	37	179	175	46	221	238	62	300
Other Cities in Mexico	1	-	1	1	-	1	-	1	1	3	-	3	1	-	1	1	-	1	-	-	-
GRAND TOTAL	84	33	117	86	23	109	164	32	196	332	107	439	143	37	180	176	46	222	238	62	300

Nuevo Laredo (Mexico) Districts	24			25			26			27			28			29			30			31		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	27	11	38	63	19	82	18	5	23	18	3	21	8	3	11	5	3	8	9	-	9	7	-	7
B	3	3	6	9	1	10	2	1	3	19	2	21	2	3	5	-	-	-	-	-	-	1	-	1
C	34	6	40	40	24	64	11	7	18	18	5	23	3	4	7	3	-	3	1	-	1	2	1	3
D	23	8	31	56	17	73	16	4	20	35	9	44	6	2	8	4	-	4	8	-	8	3	-	3
E	63	16	79	120	27	147	33	7	40	89	7	96	50	12	62	17	2	19	60	4	64	47	3	50
F	7	2	9	32	1	33	9	-	9	11	-	11	4	-	4	2	-	2	3	-	3	5	-	5
G	2	8	10	17	5	22	4	2	6	1	2	3	3	2	5	1	-	1	1	-	1	1	1	2
H	3	1	4	32	4	36	9	1	10	2	3	5	-	-	-	3	-	3	-	3	3	2	-	2
I	15	10	25	48	16	64	13	4	17	32	1	33	11	-	11	4	-	4	9	4	13	11	2	13
J	-	1	1	5	4	9	1	1	2	5	-	5	6	1	7	-	-	-	2	-	2	-	-	-
K	4	3	7	10	2	12	3	1	4	2	-	2	3	-	3	2	-	2	10	-	10	1	-	1
L	4	3	7	22	11	33	6	3	9	21	4	25	4	4	8	-	-	-	-	-	-	5	-	5
Sub Total	185	72	257	454	131	585	125	36	161	253	36	289	100	31	131	41	5	46	103	11	114	85	7	92
Other Cities in Mexico	1	-	1	5	1	6	1	-	1	4	-	4	-	-	-	1	-	1	2	-	2	-	-	-
GRAND TOTAL	186	72	258	459	132	591	126	36	162	257	36	293	100	31	131	42	5	47	105	11	116	85	7	92

Laredo Districts

Nuevo Laredo (Mexico) Districts	32			33			34			35			36			37			38			39		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	2	-	2	12	4	16	8	1	9	2	1	3	17	-	17	9	2	11	4	1	5	2	-	2
B	1	-	1	5	-	5	9	1	10	3	1	4	10	5	15	2	-	2	1	-	1	-	-	-
C	1	1	2	9	5	14	6	2	8	2	-	2	5	-	5	4	-	4	2	-	2	1	-	1
D	2	-	2	18	2	20	10	4	14	3	1	4	32	5	37	14	2	16	6	1	7	1	-	1
E	15	3	18	126	14	140	38	8	46	12	2	14	102	13	115	24	4	28	10	2	12	4	1	5
F	2	-	2	13	3	16	3	1	4	1	-	1	15	-	15	2	-	2	1	-	1	1	-	1
G	1	-	1	5	-	5	2	-	2	1	-	1	2	-	2	2	-	2	1	-	1	1	-	1
H	-	-	-	3	-	3	1	1	2	-	-	-	-	-	-	1	-	1	1	-	1	-	-	-
I	4	-	4	28	-	28	7	1	8	2	1	3	27	-	27	9	-	9	4	-	4	1	-	1
J	-	-	-	-	-	-	3	-	3	1	-	1	2	-	2	1	-	1	1	-	1	-	-	-
K	1	-	1	7	-	7	3	-	3	1	-	1	7	-	7	2	-	2	1	-	1	1	-	1
L	1	-	1	7	2	9	3	1	4	1	1	2	20	4	24	1	1	2	1	-	1	-	-	-
Sub Total	30	4	34	233	30	263	93	20	113	29	7	36	239	27	266	71	9	80	33	4	37	12	1	13
Other Cities in Mexico	-	-	-	4	1	5	3	-	3	1	-	1	-	-	-	1	-	1	1	-	1	-	-	-
GRAND TOTAL	30	4	34	237	31	268	96	20	116	30	7	37	239	27	266	72	9	81	34	4	38	12	1	13

Laredo Stations

Nuevo Laredo (Mexico) Districts	Sub Total			External Station #1			External Station #2			External Station#3			External Station#5			External Station # 6			External Sub Total			GRAND TOTAL External Station # 4		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	891	286	1,177	6	-	6	2	1	3	6	-	6	2	-	2	6	4	10	22	5	27	913	291	1,204
B	303	75	378	3	-	3	-	-	-	-	-	-	-	-	-	1	-	1	4	-	4	307	75	382
C	686	215	901	1	1	2	1	-	1	3	-	3	-	1	1	6	-	6	11	2	13	697	217	914
D	1,037	285	1,322	4	1	5	2	-	2	4	1	5	-	1	1	14	3	17	24	6	30	1,061	291	1,352
E	2,383	587	2,970	57	6	63	14	2	16	25	3	28	4	1	5	132	23	155	232	35	267	2,615	622	3,257
F	383	51	434	3	1	4	2	-	2	1	-	1	-	-	-	7	1	8	13	2	15	396	53	449
G	229	45	274	1	-	1	-	-	-	-	-	-	-	-	-	4	-	4	5	-	5	234	45	279
H	367	74	441	1	1	2	-	-	-	1	-	1	-	-	-	5	-	5	7	1	8	374	75	449
I	912	182	1,094	10	1	11	-	1	1	6	-	6	-	-	-	31	1	32	47	3	50	959	185	1,144
J	115	34	149	-	-	-	-	-	-	1	-	1	1	-	1	3	-	3	5	-	5	120	34	154
K	208	53	261	3	-	3	1	-	1	1	-	1	-	-	-	9	2	11	14	2	16	222	55	277
L	433	129	562	1	-	1	-	1	1	2	-	2	3	-	3	5	1	6	11	2	13	444	131	575
Sub Total	7,947	2,016	9,963	90	11	101	22	5	27	50	4	54	10	3	13	223	35	258	395	58	453	8,342	2,074	10,416
Other Cities in Mexico	228	39	267	41	6	47	4	-	4	8	3	11	1	-	1	221	13	234	275	22	297	503	61	564
GRAND TOTAL	8,175	2,055	10,230	131	17	148	26	5	31	58	7	65	11	3	14	444	48	492	670	80	750	8,845	2,135	10,980

P=Passenger Car, C=Commercial Vehicle, T=Total Vehicles

VEHICLE MOVEMENTS between SECTORS and EXTERNAL STATIONS in LAREDO and NUEVO LAREDO

TABLE 14

Nuevo Laredo (Mexico) Sectors	Laredo Sectors																							
	01			02			03			04			05			06			07			08			09			10			11		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	412	120	532	70	29	99	63	14	77	41	18	59	125	40	165	32	3	35	10	2	12	21	4	25	16	11	27	25	16	41	32	8	40
B	458	112	570	108	28	136	76	27	103	64	19	83	131	59	190	25	5	30	20	4	24	19	7	26	11	7	18	35	12	47	13	1	14
C	537	139	676	75	25	100	36	27	63	68	20	88	128	37	165	53	8	61	13	5	18	23	2	25	9	2	11	25	5	30	24	11	35
D	761	226	987	141	66	207	198	45	243	261	36	297	358	75	433	159	20	179	54	11	65	208	23	231	104	25	129	140	40	180	196	47	243
E	311	58	369	63	10	73	26	10	36	19	9	28	81	23	104	8	-	8	4	1	5	12	1	13	6	2	8	25	1	26	16	1	17
F	421	87	508	59	16	75	63	12	75	42	8	50	98	37	135	41	-	41	9	2	11	43	2	45	22	1	23	32	6	38	46	1	47
G	139	38	177	9	2	11	11	20	31	29	-	29	34	12	46	15	-	15	8	-	8	9	-	9	12	1	13	14	-	14	17	2	19
H	190	48	238	33	7	40	28	15	43	46	9	55	47	18	65	22	5	27	4	2	6	13	2	15	5	5	10	29	6	35	7	3	10
Sub Total	3,229	828	4,057	558	183	741	501	170	671	570	119	689	1,002	301	1,303	355	41	396	122	27	149	348	41	389	185	54	239	325	86	411	351	74	425
Other Cities in Mexico	182	26	208	3	3	6	5	-	5	6	-	6	7	1	8	2	-	2	4	-	4	4	1	5	1	-	1	-	3	3	2	4	6
GRAND TOTAL	3,411	854	4,265	561	186	747	506	170	676	576	119	695	1,009	302	1,311	357	41	398	126	27	153	352	42	394	186	54	240	325	89	414	353	78	431

Nuevo Laredo (Mexico) Sectors	Laredo Sectors									Laredo Stations																				
	12			13			14			Sub-Total			External Station #1			External Station #2			External Station #3			External Station #5			External Station #6			Sub-Total			GRAND TOTAL External Station #4		
	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T	P	C	T
A	18	13	31	17	8	25	9	-	9	891	286	1,177	6	-	6	2	1	3	6	-	6	2	-	2	6	4	10	22	5	27	913	291	1,204
B	18	9	27	10	-	10	1	-	1	989	290	1,279	4	1	5	1	-	1	3	-	3	-	1	1	7	-	7	15	2	17	1,004	292	1,296
C	26	3	29	12	1	13	8	-	8	1,037	285	1,322	4	1	5	2	-	2	4	1	5	-	1	1	14	3	17	24	6	30	1,061	291	1,352
D	61	14	75	62	6	68	63	4	67	2,766	638	3,404	60	7	67	16	2	18	26	3	29	4	1	5	139	24	163	245	37	282	3,011	675	3,686
E	9	-	9	15	-	15	1	3	4	596	119	715	2	1	3	-	-	-	1	-	1	-	-	-	9	-	9	12	1	13	608	120	728
F	14	6	20	13	-	13	9	4	13	912	182	1,094	10	1	11	-	1	1	6	-	6	-	-	-	31	1	32	47	3	50	959	185	1,144
G	5	10	15	9	2	11	12	-	12	323	87	410	3	-	3	1	-	1	2	-	2	1	-	1	12	2	14	19	2	21	342	89	431
H	8	8	16	1	1	2	-	-	-	433	129	562	1	-	1	-	1	1	2	-	2	3	-	3	5	1	6	11	2	13	444	131	575
Sub Total	159	63	222	139	18	157	103	11	114	7,947	2,016	9,963	90	11	101	22	5	27	50	4	54	10	3	13	223	35	258	395	58	453	8,342	2,074	10,416
Other Cities in Mexico	6	1	7	4	-	4	2	-	2	228	39	267	41	6	47	4	-	4	8	3	11	1	-	1	221	13	234	275	22	297	503	61	564
GRAND TOTAL	165	64	229	143	18	161	105	11	116	8,175	2,055	10,230	131	17	148	26	5	31	58	7	65	11	3	14	444	48	492	670	80	750	8,845	2,135	10,980

P=Passenger Cars, C=Commercial Vehicles, T=Total