

TRAFFIC VOLUME TRENDS

Washington, D. C.

February 1960

FEBRUARY (PRELIMINARY) AND JANUARY (REVISED), 1960 COMPARED TO 1959

Table 1.—Summary by Road Class and by Region

	Preliminary data for February			Revised data for January		
	Vehicle-miles (millions)		Percentage change	Vehicle-miles (millions)		Percentage change
	1959	1960		1959	1960	
Class of road, all States:						
Main rural roads.....	18,061	18,409	+1.9	18,938	19,642	+3.7
Local rural roads.....			+2.5			+5.3
All rural roads.....			+2.1			+4.1
City streets.....			+2.7			+4.9
All roads and streets.....			+2.4			+4.5
By region, 48 States (main rural only):						
Eastern region.....	7,008	7,078	+1.0	7,191	7,589	+5.5
Central region.....	8,439	8,510	+0.8	8,887	9,160	+3.1
Western region.....	2,547	2,754	+8.1	2,801	2,834	+1.2
Total.....	17,994	18,342	+1.9	18,879	19,583	+3.7

Table 2.—Changes on Main Rural Roads by States

Division and state	February (preliminary)		January (revised)		Division and state	February (preliminary)		January (revised)	
	Number of stations ¹	Percentage change	Number of stations ¹	Percentage change		Number of stations ¹	Percentage change	Number of stations ¹	Percentage change
NEW ENGLAND:					EAST SOUTH CENTRAL:				
Connecticut.....	14	+8.3	13	+7.5	Alabama.....	18	-1.0	17	+1.4
Maine.....	8	+5.9	8	+6.5	Kentucky.....			13	+3.4
Massachusetts.....	15	+9.3	15	+5.1	Mississippi.....	39	-0.7	39	+1.0
New Hampshire.....	41	+1.0	43	+10.7	Tennessee.....	26	-4.5	25	+3.2
Rhode Island.....	4	+15.1	4	+12.2	WEST NORTH CENTRAL:				
Vermont.....	7	+20.6	23	+16.9	Iowa.....			26	-1.5
MIDDLE ATLANTIC:					Kansas.....	61	-10.3	61	+2.1
New Jersey.....	4	+6.4	4	+9.8	Minnesota.....	27	+5.5	27	+2.6
New York.....					Missouri.....			26	+5.9
Pennsylvania.....	47	-4.8	48	+7.7	Nebraska.....			12	-13.5
SOUTH ATLANTIC					North Dakota.....	19	+3.0	22	+4.7
(North):					South Dakota.....	28	-1.5	28	-4.6
Delaware.....	8	+6.5	7	+9.5	WEST SOUTH CENTRAL:				
Maryland.....			32	+8.9	Arkansas.....	25	-1.4	24	+2.6
Virginia.....				+2.1	Louisiana.....	33	-3.4	33	+1.2
West Virginia.....	27	-14.3	26	+1.2	Oklahoma.....	23	-2.6	24	+0.1
SOUTH ATLANTIC					Texas.....			86	-0.5
(South):					MOUNTAIN:				
Florida.....	55	-0.4	55	+5.2	Arizona.....	13	+0.2	13	-1.4
Georgia.....	25	-2.1	25	-0.5	Colorado.....	20	-1.7	20	-1.2
North Carolina.....	34	-1.5	34	+0.6	Idaho.....	16	-1.5	16	-6.5
South Carolina.....	9	+2.4	10	+3.6	Montana.....	19	+10.0	19	+1.4
EAST NORTH CENTRAL:					Nevada.....	21	+12.7	21	+3.4
Illinois.....	4	-0.4	4	+3.4	New Mexico.....			26	-6.6
Indiana.....	22	+1.8	22	+3.4	Utah.....	13	+2.1	14	+2.7
Michigan.....	50	+8.2	50	+12.2	Wyoming.....	19	+7.4	23	+7.4
Ohio.....	18	-4.0	18	+7.6	PACIFIC:				
Wisconsin.....			24	+8.0	California.....	103	+14.8	103	+6.6
Alaska.....			3	+3.5	Oregon.....	81	+6.9	81	-6.3
Hawaii.....					Washington.....	9	+9.4	9	-4.1

¹Where the number of stations is not shown, the States prepared traffic estimates, generally based on extensive traffic sampling surveys.

NEW BASE FOR TRAFFIC VOLUME TRENDS

Beginning with the January 1960 issue, travel figures in "Traffic Volume Trends," are prepared on a new base which includes travel in Alaska and Hawaii as well as an adjustment for 1957 vehicle-mile figures to utilize the data obtained for the Highway Cost Allocation Study. These 1957 figures were determined by the State highway departments as a result of the most comprehensive traffic survey conducted since World War II. Total travel figures were found to be within 1 percent of the previously used 1957 trend figure, although there were greater variations for the individual classes of highway.

The new base indicates approximately 10 percent more travel on main rural roads than had been previously estimated. Main rural roads are those on the Federal-aid primary system together with other roads on primary State highway system including the Interstate System and major toll roads, none of which are in a municipality. Local rural roads, which comprise all other road mileage outside municipalities, had previously been overestimated by about 5 percent, as indicated in table VM-1 revised for 1957, issued June 22, 1959. City streets include all mileage within municipalities and travel on them had also been previously overestimated. Adjustments have been made for the years 1954 through 1956 and are reflected in figures 1 and 2. Data for 1953 were not adjusted since a comprehensive traffic study was made in that year and the values are considered to be reliable.

Traffic volume trends are based chiefly on monthly counts obtained at nearly 1,700 continuous count stations. Of these, approximately 1,300 are on main rural roads, 100 are on local rural roads, and not quite 300 are on city streets. In addition, data from major toll roads and river crossings, together with monthly estimates prepared by States and cities from sample counts, are used in calculating the percentage change for each class of road and street. Due to the incomplete coverage on local roads and city streets, it is not practicable to show vehicle-mile estimates for these categories. Similarly, the monthly trends cannot be reliably determined on a regional or State basis for local roads and city streets. This more detailed information is shown for main rural roads, on which 40 percent of all travel takes place. These values are indicative of statewide trends in most cases.

A percentage change was shown for main rural roads in Alaska for the first time in the January 1960 release. Similar information will be shown for Hawaii when comparable data for successive years become available. Since travel on main rural roads in Alaska and Hawaii combined amounts to less than one-third of 1 percent of the United States total, the inclusion of data for these two States has no noticeable effect on figures 1 and 2.

The 1957 survey indicated a slight shift in the proportions of main rural road travel between the eastern, central, and western regions. The main rural roads in the eastern region are now estimated to carry 39 percent of the total, compared to 35 percent on the previous base, while for the central region, estimated travel has decreased from 47 to 46 percent, and for the western region, it has decreased from 18 to 15 percent of the United States total. Due to this shift, figure 3, which compares traffic growth in the three regions, has been revised using 1957 as the base year.

Correction--Traffic Volume Trends, January 1960

In the January issue of "Traffic Volume Trends," the points plotted in figures 1, 2, and 3 for December 1959 were inadvertently calculated from the old base with the result that a decrease from 1958 was erroneously indicated in several cases.

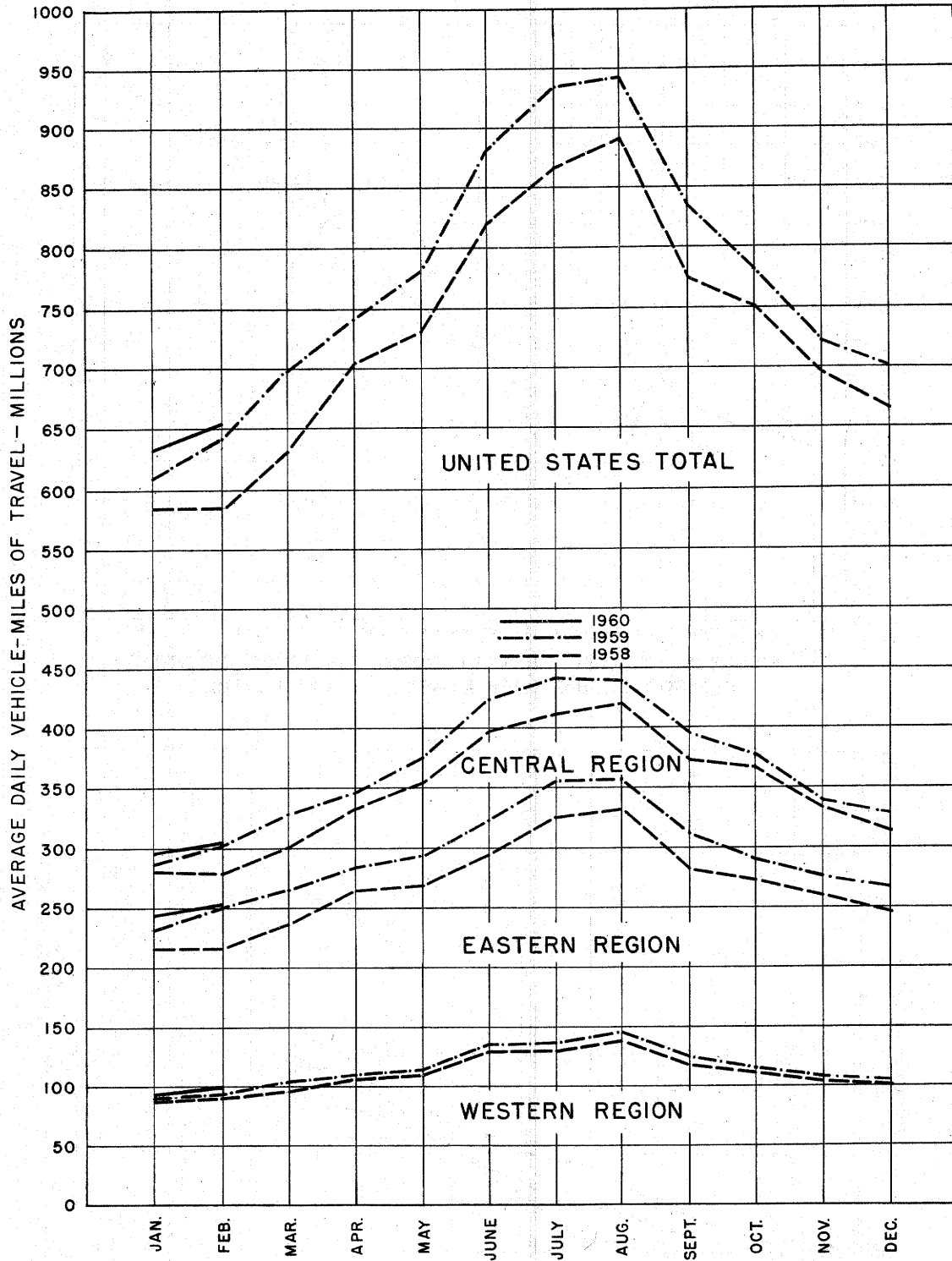


FIGURE 1 - TRAVEL ON MAIN RURAL ROADS, BY MONTHS

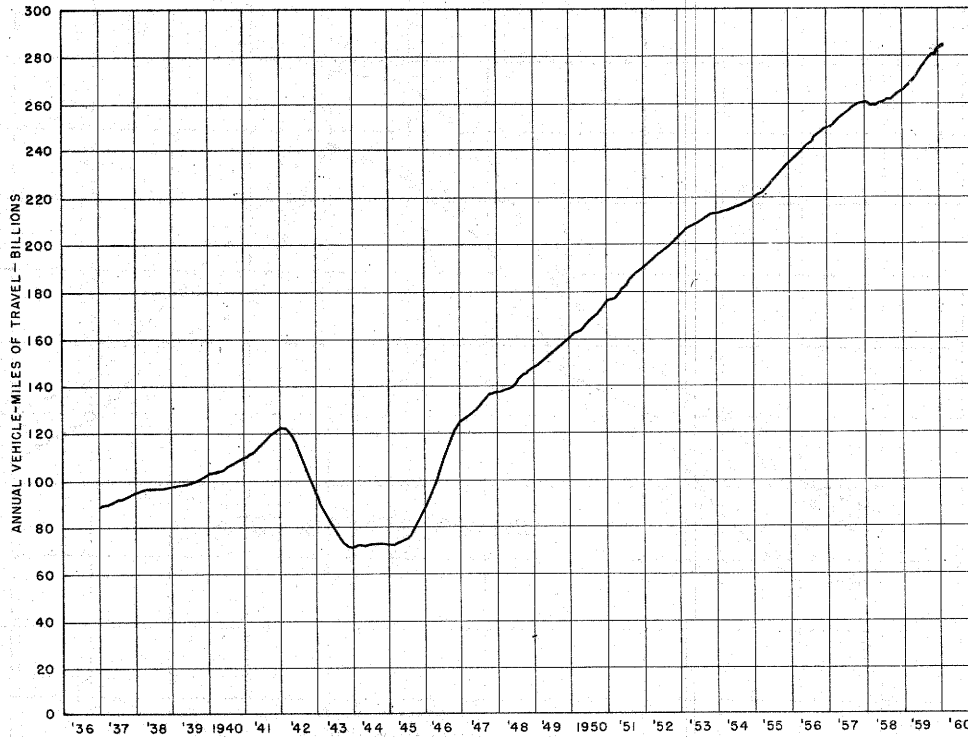


FIGURE 2 — TRAVEL ON MAIN RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES

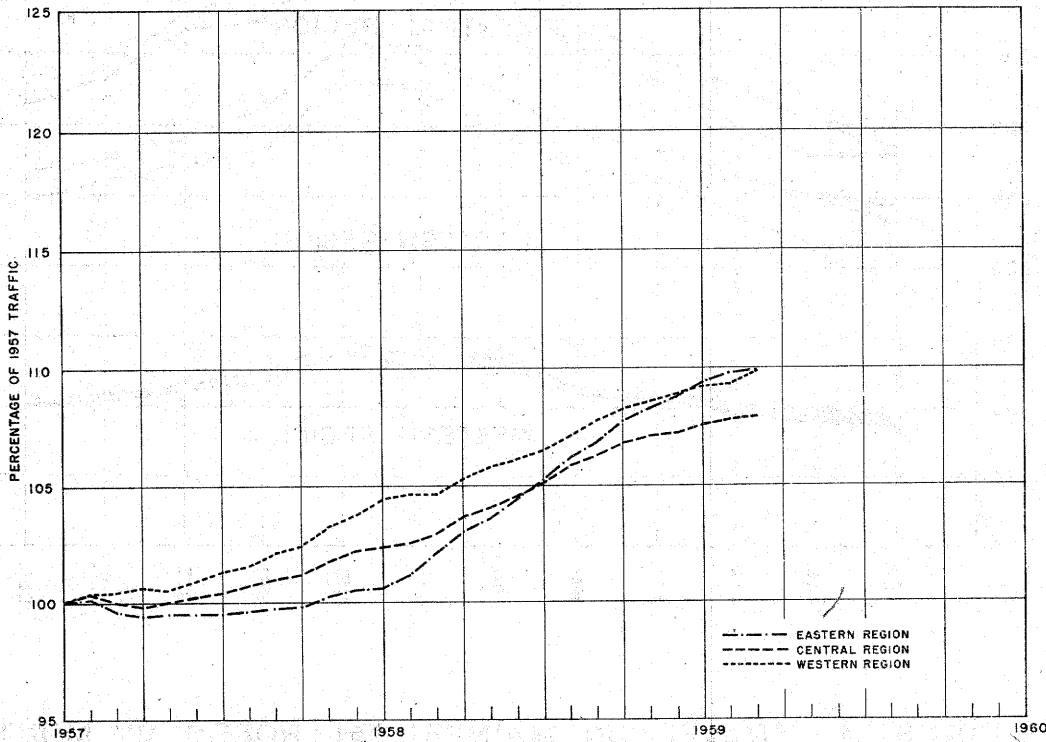


FIGURE 3 — TRAVEL ON MAIN RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1957
48 STATES