

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
WASHINGTON

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REFER TO FILE NO. _____

Informational Memorandum No. 17

Date: September 28, 1942

Subject: Traffic volume trends

Preliminary summaries of traffic data for August 1942 from 460 recorders located in 39 States indicate a decrease of 35.7 percent when compared with traffic for August 1941. Some of the August 1942 data are for but a part of the month, but even with this limitation, computation of the average daily traffic for the month is still closely accurate, and the revised summaries will be based on complete data for the month.

Three items stand out very clearly in the comparison: (1) Traffic decreases in the rationed areas are nearly double those in the unrationed areas; (2) traffic decreases on State highways are more than double those on local roads; (3) compared with 1941, traffic is progressively declining month by month, August showing a larger decrease than July.

PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA
FOR AUGUST 1942, INCLUDING 460 STATIONS IN 39 STATES

Type of highway and State	Number of stations	Total daily traffic August 1942	Percent decrease ¹ from August 1941	Type of highway and State	Number of stations	Total daily traffic August 1942	Percent decrease ¹ from August 1941
STATE HIGHWAYS				STATE HIGHWAYS			
Arizona	6	15,019*	12.5	New Mexico	9 ³	12,636*	29.9
Arkansas	17	17,576	37.1	New York	9	30,661*	42.3
Colorado	3	13,380*	3.6	North Carolina	19 ³	27,890	47.1
Connecticut	18	64,384*	52.6	North Dakota	8	4,046	37.8
Delaware	4 ²	12,432	47.0	Ohio	16	46,155*	28.8
Florida	15	16,674*	43.7	Oklahoma	20	39,350	27.6
Georgia	6	8,520*	46.7	Oregon	3	5,723*	39.8
Illinois	6	11,360*	28.8	Pennsylvania	29	64,300*	38.2
Indiana	20	44,945	30.8	Rhode Island	3	5,848	43.9
Iowa	26	38,294	29.6	South Carolina	4	3,646	48.8
Kansas	10	13,470*	26.3	South Dakota	9 ³	8,845	24.1
Louisiana	6	15,356	29.5	Tennessee	2	4,873*	31.2
Maine	4	3,123*	56.8	Texas	38	89,674*	23.4
Maryland	16	43,578*	45.7	Utah	5	9,827	25.7
Massachusetts	9	33,669	53.9	Vermont	3	2,164	60.5
Michigan	19	61,797*	29.2	Virginia	3	5,167	47.4
Mississippi	9	14,377*	34.7	Washington	11	34,778	13.3
Montana	11	10,174*	26.9	West Virginia	11	19,462*	35.6
Nebraska	11	13,795	25.7	Wisconsin	9	32,911*	25.4
New Hampshire	2	1,169*	73.0	39 STATES	429	901,048	35.9

PRELIMINARY SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR
AUGUST 1942, INCLUDING 460 STATIONS IN 39 STATES - *Continued*

Type of highway and State	Number of stations	Total daily traffic August 1942	Percent decrease ¹ from August 1941
LOCAL HIGHWAYS			
Connecticut	2	840*	32.4
Delaware	1	250	18.6
Georgia	4	1,027*	4.7
Iowa	10	1,471	10.7
Maryland	1	363*	22.3
Massachusetts	1	318	39.5
Michigan	1	482*	27.5
Montana	2	488*	22.9
Nebraska	1	195	+11.4
North Dakota	2	550	+31.6
Ohio	2	1,679*	12.6
Oregon	1	247*	28.8
Rhode Island	1	343	34.9
Tennessee	1	770*	11.7
Wisconsin	1	177*	16.1
15 STATES	31	9,200	16.7
ALL HIGHWAYS			
39 States	460	910,248	35.7
BY LOCATION OF STATIONS			
Rationed area ⁴	140	283,917	48.7
Unrationed area	320	626,331	27.4

- * Subject to revision
1. Plus sign before percentage indicates increase
 2. Not including one station at which detour in 1941 affected the volume of traffic.
 3. Not including one station at which traffic was greatly augmented by military activities.
 4. Including eastern New York, Pennsylvania, West Virginia, and Florida, and all other Atlantic seaboard States listed above.

A revised summary of traffic data for July 1942 shows a progressively larger decrease in the ratio of 1942 to 1941 traffic with each succeeding month, region by region, throughout the country. Comparison with the similar summary for June 1942 shows that the decline has continued in every region regardless of whether or not gasoline is rationed, although the larger traffic decreases are found in the rationed area.

REVISED SUMMARY OF AUTOMATIC TRAFFIC RECORDER DATA FOR JULY 1942
 INCLUDING 505 STATIONS IN 44 STATES

Geographic division and State	Number of stations	Percent decrease from July 1941	Geographic division and State	Number of stations	Percent decrease from July 1941
<i>New England</i>	43	43.9	<i>East South Central</i>	25	18.4
Connecticut	20	41.4	Kentucky	14	8.8
Maine	4	49.8	Mississippi	8	33.3
Massachusetts	10	45.7	Tennessee	3	29.9
New Hampshire	2	61.9	<i>West South Central</i>	80	25.2
Rhode Island	4	49.0	Arkansas	16	27.2
Vermont	3	50.0	Louisiana	7	33.8
<i>Middle Atlantic</i>	41	35.6	Oklahoma	20	26.7
New York	11	37.8	Texas	37	22.2
Pennsylvania	30	34.1	<i>Mountain</i>	42	22.6
<i>South Atlantic</i>	82	38.5	Arizona	4	10.7
Delaware	5	39.8	Colorado	3	3.3
Florida	15	39.6	Idaho	5	26.3
Georgia	9	37.5	Montana	13	27.5
Maryland	17	40.2	New Mexico	10	26.5
North Carolina	19	36.7	Utah	5	32.4
South Carolina	6	36.7	Wyoming	2	53.5
Virginia	2	53.4	<i>Pacific</i>	25	19.5
West Virginia	9	31.5	California	10	23.5
<i>East North Central</i>	64	27.2	Oregon	4	34.4
Illinois	6	32.5	Washington	11	12.2
Indiana	20	29.3	TOTAL - 44 STATES	505	31.3
Michigan	9	26.4	RATIONED AREA	141	41.2
Ohio	18	25.7	UNRATIONED AREA	364	25.5
Wisconsin	11	25.1			
<i>West North Central</i>	103	27.4			
Iowa	36	25.7			
Kansas	10	24.9			
Missouri	26	30.1			
Nebraska	12	24.4			
North Dakota	10	29.2			
South Dakota	9	23.2			

Additional traffic information, usually separated by the various types of vehicles, may be obtained at a number of points and areas throughout the country. Many of these are toll facilities and, because of that fact, are not strictly comparable with traffic on free highways or other facilities. Much of the data in the following tabulation is from urban areas and more representative of urban traffic.

TRAFFIC VOLUME DATA IN AUGUST 1942, BY VEHICLE TYPES, COMPARED
WITH SIMILAR INFORMATION IN AUGUST 1941

	Rationed area								
	August 1941			August 1942			Percentage change from 1941		
	Total	Passenger cars	Commercial	Total	Passenger cars	Commercial	Total	Passenger cars	Commercial
17 toll facilities Maine to Virginia	4,770,767	4,314,990	455,777	2,939,084	2,486,038	453,046	-38.4	-42.4	-0.6
11 stations in Washington, D. C. ¹	7,849,632	—	—	5,709,681	—	—	-27.3	—	—
Sumner Tunnel, Boston, Mass. ²	509,743	476,650	33,093	368,164	334,655	33,509	-27.8	-29.8	+1.3
Cross County Pkwy. Westchester Co., N. Y.	557,246	557,246	0	198,945	198,945	0	-64.3	-64.3	—
Penn. Turnpike ³	368,297	338,050	30,247	144,956	111,222	33,734	-60.6	-67.1	+11.5
	Unrationed area								
Pensacola Bay Bridge, Fla.	43,774	41,011	2,763	31,343	27,165	4,178	-28.4	-33.8	+51.2
Mississippi River Br. Baton Rouge, La.	171,036	—	—	124,727	—	—	-27.1	—	—
16 toll bridges in Kentucky	771,524	658,805	112,719	547,765	464,360	83,405	-29.0	-29.5	-26.0

1. Based on average day for August: Decrease for weekdays amounted to 25.6 percent; for Saturday, 28.6 percent; and Sunday, 34.2 percent; at same locations.

2. Three weeks in each year. Free vehicles not included because they were not segregated by type.

3. Approximately half of this highway is located in the unrationed area.

General note: Vehicles using the George Washington Bridge and the Hudson and Lincoln Tunnels showed the following changes from August 1941, to August 1942: Total -32.7 percent, passenger cars -38.6 percent, trucks -13.0 percent, and busses +12.0 percent.

Two items may be clearly distinguished: (1) Traffic decreases in the rationed area greatly exceed those in the unrationed area; (2) decreases of commercial-vehicle traffic are either small (except on the rural facilities in Kentucky) or commercial traffic shows actual increases. Although the traffic decreases for the 11 routes within the District of Columbia are relatively small, it should be remembered that population in this area has increased very greatly within the past year.

H. S. Fairbank, Chief,
Division of Information.

Revised Summary of Automatic Traffic Recorder Data for June 1942
Including 510 Stations in 43 States

Geographic division and State	Number of stations	Percent decrease from June 1941	Geographic division and State	Number of stations	Percent decrease from June 1941
NEW ENGLAND	40	40.3	EAST SOUTH CENTRAL	26	13.0
Connecticut	20	40.0	Kentucky	14	3.1
Maine	4	35.3	Mississippi	8	27.1
Massachusetts	10	41.7	Tennessee	4	16.4
New Hampshire	2	48.8	WEST SOUTH CENTRAL	82	19.7
Rhode Island	4	35.9	Arkansas	18	22.1
MIDDLE ATLANTIC	42	31.5	Louisiana	7	23.1
New York	12	32.9	Oklahoma	20	23.0
Pennsylvania	30	30.7	Texas	37	16.9
SOUTH ATLANTIC	86	35.6	MOUNTAIN	46	17.5
Delaware	6	26.2	Arizona	6	10.1
Florida	15	37.1	Colorado	4	9.3
Georgia	9	37.1	Idaho	5	24.6
Maryland	17	39.7	Montana	13	22.0
North Carolina	20	35.4	New Mexico	10	16.8
South Carolina	8	36.5	Utah	6	18.6
Virginia	1	54.4	Wyoming	2	41.7
West Virginia	10	24.9	PACIFIC	26	16.9
EAST NORTH CENTRAL	63	20.6	California	10	19.4
Illinois	5	25.7	Oregon	5	31.1
Indiana	20	24.8	Washington	11	10.5
Michigan	8	14.5			
Ohio	19	21.1			
Wisconsin	11	15.2			
WEST NORTH CENTRAL	99	22.0			
Iowa	36	22.2	Total - 43 States	510	26.5
Kansas	8	18.5			
Missouri	26	24.1			
Nebraska	12	18.7			
North Dakota	8	15.5			
South Dakota	9	17.4			

Both the foregoing tabulations are measures of traffic volume changes on rural highways. Data from 15 toll facilities in States along the Atlantic seaboard and within the rationed area show a decrease of 32.3 percent in total traffic for the period June 29 to August 2, 1942, as compared with a similar period in 1941. At these toll facilities passenger-car traffic decreased 36.1 percent, while commercial vehicle traffic increased 1.6 percent. Traffic on these facilities consists largely of urban vehicles.

Data from 13 points of heavy traffic volume within the District of Columbia for July 1942 are 19.75 percent below that for July 1941. This traffic is almost entirely urban and is also affected by the considerable population increases in the metropolitan district within the past year.

H. S. Fairbank, Chief,
Division of Information.

