

U. S. DEPARTMENT OF COMMERCE
Sinclair Weeks, Secretary

BUREAU OF PUBLIC ROADS
C. D. Curtiss, Commissioner

TRAFFIC VOLUME TRENDS

Washington, D. C.

May 1955

SUMMARY OF MOTOR-VEHICLE TRAVEL IN MAY (PRELIMINARY) AND APRIL (REVISED)

Class of road:	Preliminary data for May 1955			Revised data for April 1955		
	Vehicle-miles (millions)		Percent- age change	Vehicle-miles (millions)		Percent- age change
	1954 (revised)	1955		1954 (revised)	1955	
Main rural roads.....	* 18,568	* 19,686	+6.0	* 17,273	* 18,279	+5.8 +5.5
Local rural roads.....	* 8,948	* 9,114	+1.9	* 7,990	* 8,027	+0.5 +0.4
All rural roads.....	* 27,516	* 28,800	+4.7	* 25,263	* 26,306	+4.1 +3.9
City streets.....	.....	.....	+6.1	.....	.....	+4.0
All roads and streets....	.....	.....	+5.3	.....	.....	+4.1
By region (rural only):						
Eastern regions.....	* 9,278	* 9,916	+6.9	* 8,368	* 8,782	+4.9
Central regions.....	* 13,272	* 13,888	+4.6	* 12,161	* 12,846	+5.6
Western regions.....	* 4,966	* 4,996	+0.6	* 4,734	* 4,678	-1.2

* See footnote on table 2.

Table 1.—MAY 1955 MOTOR VEHICLE TRAVEL (PRELIMINARY)
Summary of Automatic Traffic Recorder Data

State	Number of stations	Percentage change from May 1954	State	Number of stations	Percentage change from May 1954
Alabama.....	8	+8.7	Nebraska.....	15	+5.2
Arizona.....	9	+3.3	Nevada.....	20	+5.1
Arkansas.....	.....	.....	New Hampshire.....	14	+12.5
California.....	.....	.....	New Jersey.....	9	+3.2
Colorado.....	22	+2.4	New Mexico.....	.....	.....
Connecticut.....	19	+7.1	New York.....	.....	.....
Delaware.....	7	+14.3	North Carolina.....	40	+8.0
Florida.....	.....	.....	North Dakota.....	18	-0.4
Georgia.....	.....	.....	Ohio.....	.....	.....
Idaho.....	9	-1.8	Oklahoma.....	19	+1.4
Illinois.....	6	+5.6	Oregon.....	22	+3.8
Indiana.....	21	+3.3	Pennsylvania.....	53	+4.5
Iowa.....	34	+5.6	Rhode Island.....	1	+8.6
Kansas.....	14	+6.4	South Carolina.....	10	+3.5
Kentucky.....	15	+6.4	South Dakota.....	.....	.....
Louisiana.....	41	+7.3	Tennessee.....	29	+11.0
Maine.....	.....	.....	Texas.....	106	+6.6
Maryland.....	23	+7.0	Utah.....	13	+3.7
Massachusetts.....	12	+8.2	Vermont.....	7	+6.3
Michigan.....	28	+11.6	Virginia.....	.....	+4.9
Minnesota.....	26	+8.2	Washington.....	.....	.....
Mississippi.....	29	+8.5	West Virginia.....	.....	.....
Missouri.....	20	+7.5	Wisconsin.....	13	+8.8
Montana.....	20	-0.4	Wyoming.....	21	+6.8

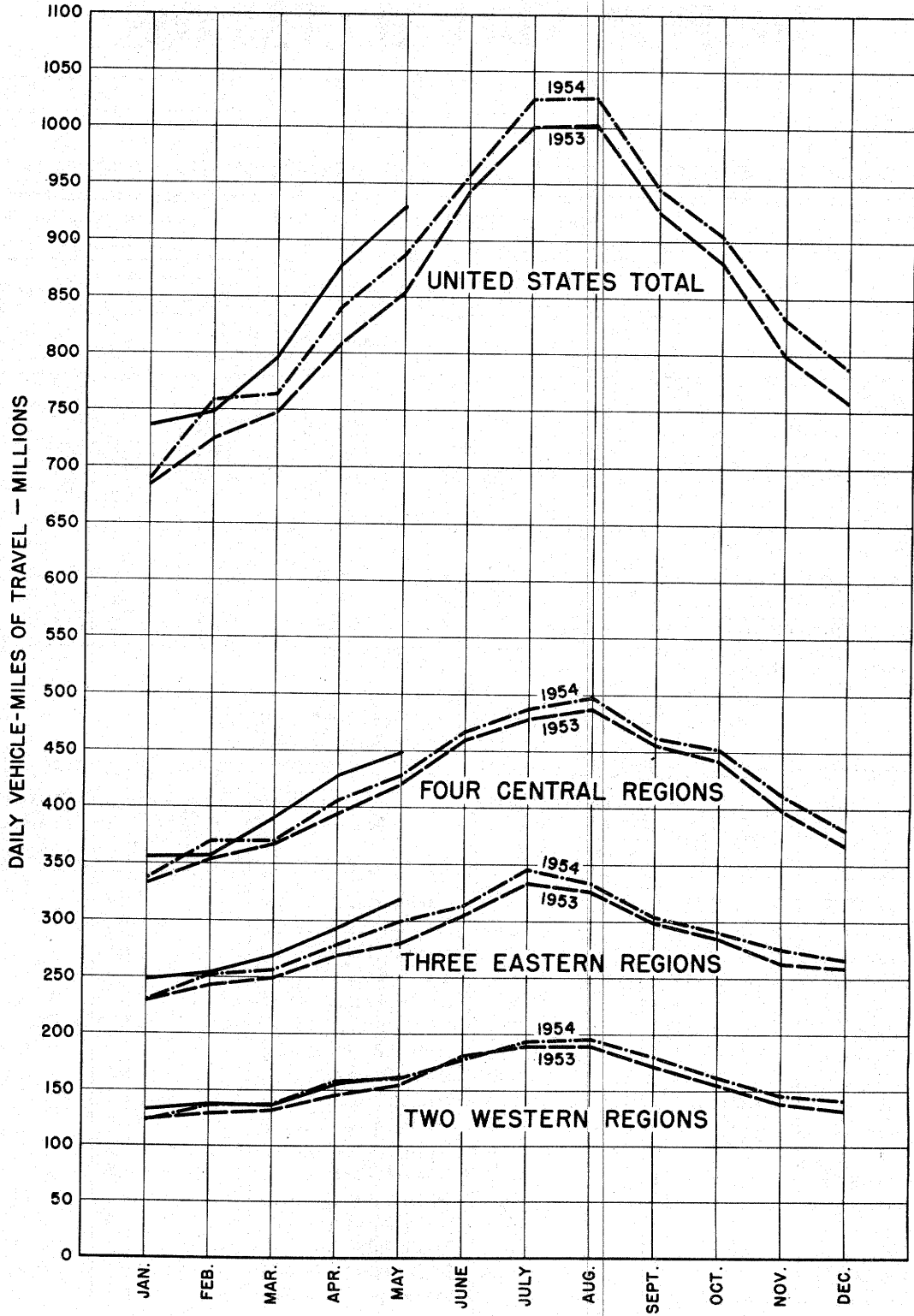


FIGURE 1 - TRAVEL ON ALL RURAL ROADS, BY MONTHS

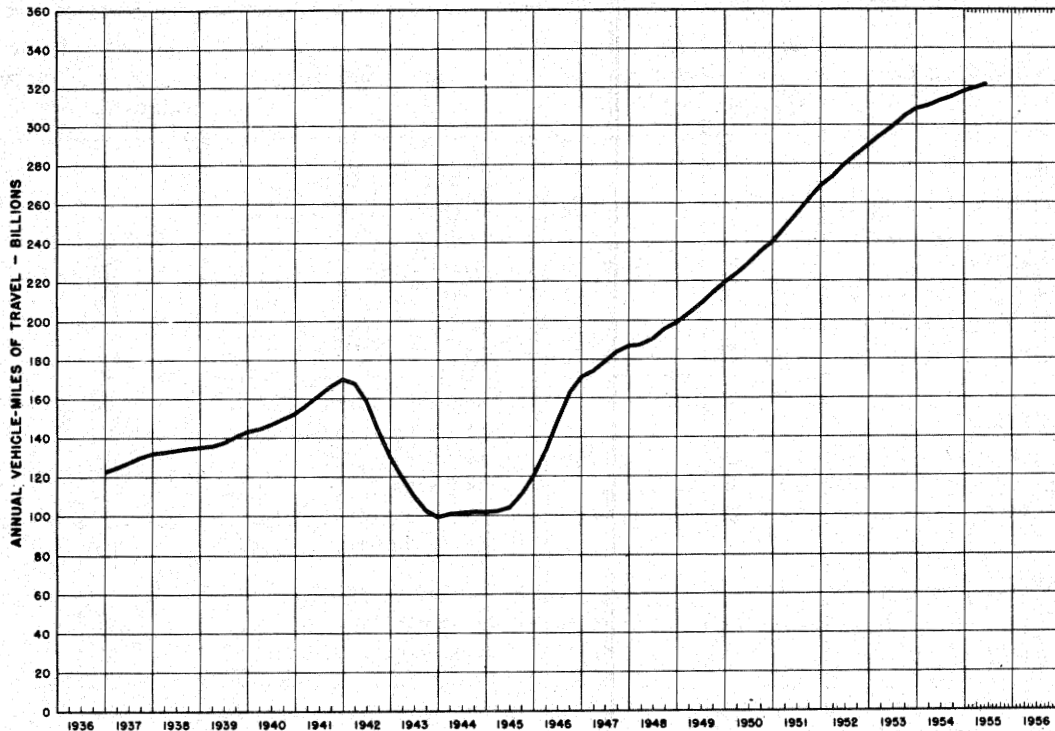


FIGURE 2 - TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, IN VEHICLE-MILES

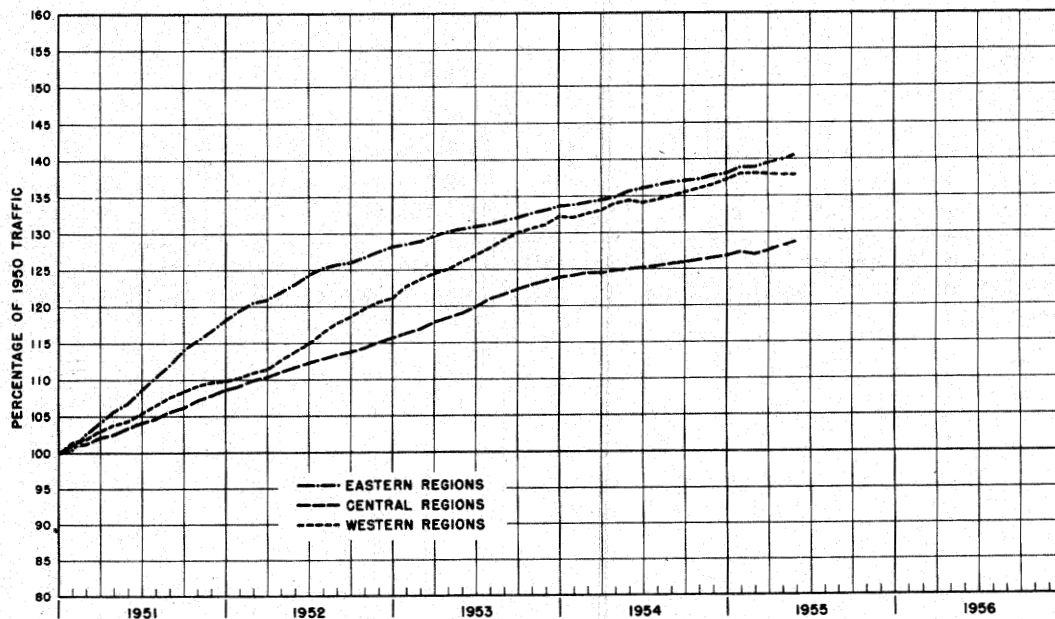


FIGURE 3 - TRAVEL ON ALL RURAL ROADS BY 12-MONTH PERIODS ENDING EACH MONTH, AS A PERCENTAGE OF TRAFFIC IN THE CALENDAR YEAR 1950

Table 2.—APRIL 1955 MOTOR VEHICLE TRAVEL (REVISED)
Summary of Automatic Traffic Recorder Data

Region and state	Number of stations	Percentage change from April 1954	Region and state	Number of stations	Percentage change from April 1954
NEW ENGLAND:			EAST SOUTH CENTRAL:		
Connecticut.....	20	+3.9	Alabama.....	7	+7.8
Maine.....	11	+12.6	Kentucky.....	15	+4.3
Massachusetts.....	11	+2.0	Mississippi.....	28	+3.5
New Hampshire.....	46	+1.7	Tennessee.....	28	+9.2
Rhode Island.....	1	+4.2	WEST NORTH CENTRAL:		
Vermont.....	14	+6.8	Iowa.....	34	+3.9
MIDDLE ATLANTIC:			Kansas.....	14	+5.9
New Jersey.....	10	+2.3	Minnesota.....	25	+6.6
New York.....	.....	.....	Missouri.....	107	+8.1
Pennsylvania.....	53	+5.1	Nebraska.....	15	+3.7
SOUTH ATLANTIC (North):			North Dakota.....	.....	+7.8
Delaware.....	7	+12.4	South Dakota.....	30	+0.3
Maryland.....	28	+4.8	WEST SOUTH CENTRAL:		
Virginia ¹.....	.....	+3.4	Arkansas.....	21	+5.8
West Virginia.....	28	+4.5	Louisiana.....	41	+5.5
SOUTH ATLANTIC (South):			Oklahoma.....	19	+2.8
Florida.....	21	+14.5	Texas.....	104	+5.6
Georgia.....	22	+5.6	MOUNTAIN:		
North Carolina.....	40	+7.7	Arizona.....	9	+6.2
South Carolina.....	9	+7.1	Colorado.....	22	+5.8
EAST NORTH CENTRAL:			Idaho.....	9	-4.0
Illinois.....	6	+14.5	Montana.....	20	-5.2
Indiana.....	21	+5.1	Nevada.....	20	+4.9
Michigan.....	28	+12.8	New Mexico.....	.....	+4.6
Ohio.....	22	+4.4	Utah.....	13	+0.1
Wisconsin.....	14	+5.5	Wyoming.....	21	+5.1
			PACIFIC:		
			California.....	.....	-1.8
			Oregon.....	22	+1.4
			Washington.....	15	+1.8

¹ Vehicle-mile estimates quoted in the current tables and used in the charts of this issue have been adjusted on the basis of an analysis of the data reported by the States for the 1953 Nationwide Highway Finance Study.