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# SAULT STE. MARIE

## AREA TRAFFIC STUDY

1964 AND 1990  
DESIRELINE DIAGRAMS

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STATE OF MICHIGAN  
DEPARTMENT OF STATE HIGHWAYS

## FOREWORD

Desireline diagrams are visual presentations of data obtained from an urban area Origin and Destination Study. They show by means of straight weighted lines, the principal traffic movements between major routes, between major routes and internal zones, and between internal zones. Without reference to a street network they indicate general corridors and magnitudes of traffic flow, that can be used in determining needed highway improvements to best serve an area's traffic needs.

For an analysis of the travel patterns of a community, desireline diagrams are the best tool to be used by highway planners and local officials, short of a complete traffic assignment.

The following three types of desireline diagrams are contained within this report:

- Through: 1. Through traffic interchange between major routes.
- Terminal: 2. Traffic between major routes and principal zones of attraction.
- Internal: 3. Traffic between principal zones and other zones of importance.

To adequately determine a state highway plan which meets future as well as present needs, it is necessary to know the current and future needs. The 1964 desireline data was drawn from the 1964 Trip Table of vehicle movement in the Sault Ste. Marie study. To satisfy the requirements of knowing future needs the 1964 Sault Ste. Marie Trip Table was forecasted to the year 1990. The resultant output was a similar trip table depicting expected future traffic in the Sault Ste. Marie study area. By drawing the most pertinent data from this trip table the 1990 set of desireline diagrams was formed.

The basis for growth of traffic was related to the anticipated future land use, population and vehicle registration of the Sault Ste. Marie area. The process for statistically distributing this growth was by a computer technique developed by the Detroit Area Traffic Study and approved by the U.S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads.

## INDEX

	Page
FOREWORD .....	1
TERMINOLOGY AND DEFINITIONS .....	4
TRIP MOVEMENTS – ALL VEHICLES .....	5
THROUGH TRAFFIC – DESIRELINE DIAGRAMS .....	9
1-75 North, 1964 – I-75 North, 1990 .....	10
M-129 South, 1964 – M-129 South, 1990 .....	13
I-75 South, 1964 – I-75 South, 1990 .....	16
Riverside Dr. S.E., 1964 – Riverside Dr. S.E., 1990 .....	19
Old US-2 South, 1964 – Old US-2 South, 1990 .....	22
TERMINAL TRAFFIC – DESIRELINE DIAGRAMS .....	25
I-75 North, I-75 South, 1964 .....	26
I-75 North, I-75 South, 1990 .....	26
M-129 South, Riverside Dr. S.E., Old US-2 South, 1964 .....	29
M-129 South, Riverside Dr. S.E., Old US-2 South, 1990 .....	29
INTERNAL TRAFFIC – DESIRELINE DIAGRAMS .....	32
Appendix A	
Table S-1, Total Trips by Passenger Car, Truck and Taxi Drivers for a 24-Hour Weekday in July and August of 1964. ....	45
Appendix B	
Table S-1, Total Trips by Passenger Car, Truck and Taxi Drivers for a 24-Hour Weekday in July and August of 1990. ....	51

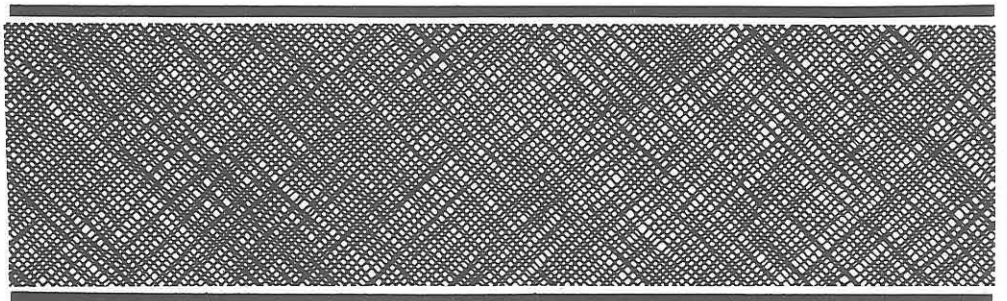
**LIST OF DIAGRAMS**

Diagram No.		Page
1.	Trip Movements All Vehicles – 1964 .....	7
2.	Trip Movements All Vehicles – 1990 .....	8
3.	Through Traffic Interchange of I-75 North – 1964 .....	11
4.	Through Traffic Interchange of I-75 North – 1990 .....	12
5.	Through Traffic Interchange of M-129 South – 1964 .....	14
6.	Through Traffic Interchange of M-129 South – 1990 .....	15
7.	Through Traffic Interchange of I-75 South – 1964 .....	17
8.	Through Traffic Interchange of I-75 South – 1990 .....	18
9.	Through Traffic Interchange of Riverside Dr. SE – 1964 .....	20
10.	Through Traffic Interchange of Riverside Dr. SE – 1990 .....	21
11.	Through Traffic Interchange of Old US-2 South – 1964 .....	23
12.	Through Traffic Interchange of Old US-2 South – 1990 .....	24
13.	Traffic Between I-75 North, I-75 South and the Principal Zones of Attraction – 1964 .....	27
14.	Traffic Between I-75 North, I-75 South and the Principal Zones of Attraction – 1990 .....	28
15.	Traffic Between M-129 South, Riverside Dr. SE, Old US-2 South and the Principal Zones of Attraction – 1964 .....	30
16.	Traffic Between M-129 South, Riverside Dr. SE, Old US-2 South and the Principal Zones of Attraction – 1990 .....	31
17.	Distribution of Internal Trips Between Zone 11 and Other Zones by Order of Importance – 1964 .....	34
18.	Distribution of Internal Trips Between Zone 11 and Other Zones by Order of Importance – 1990 .....	35
19.	Distribution of Internal Trips Between Zone 13 and Other Zones by Order of Importance – 1964 .....	36
20.	Distribution of Internal Trips Between Zone 13 and Other Zones by Order of Importance – 1990 .....	37
21.	Distribution of Internal Trips Between Zone 17 and Other Zones by Order of Importance – 1964 .....	38
22.	Distribution of Internal Trips Between Zone 17 and Other Zones by Order of Importance – 1990 .....	39
23.	Distribution of Internal Trips Between Zone 25 and Other Zones by Order of Importance – 1964 .....	40
24.	Distribution of Internal Trips Between Zone 25 and Other Zones by Order of Importance – 1990 .....	41
25.	Distribution of Internal Trips Between Zone 37 and Other Zones by Order of Importance – 1964 .....	42
26.	Distribution of Internal Trips Between Zone 37 and Other Zones by Order of Importance – 1990 .....	43

## TERMINOLOGY AND DEFINITIONS

Central Business District (CBD)	The zones comprising the concentrated commercial and retail business center of the city.
Cordon Line	A hypothetical line encompassing the area under study.
Terminal Trip	A trip with one terminal outside the study area and one terminal inside the study area.
Destination	The place where a trip ends.
Downtown Area	The zones comprising the CBD and its commercial-residential fringe.
External	Outside the study area.
External Station	A point on a highway at the limits of the study area at which the drivers of vehicles were interviewed.
External Trip	A trip with one or both of its terminals outside the study area.
Internal	Within the study area.
Internal (Local) Trip	A trip with both terminals inside the study area.
Nonresident	A person living outside the study area.
Origin	The place where the trip begins.
Origin-Destination Zone O-D Zone, Zone	A basic subdivision of the study area having a single or dominant land use, designated for purposes of tabulation and analysis.
Resident	A person living within the study area.
Screenline	A line through the study area on a natural or artificial division where all cross traffic is counted and classified for later comparison with the expanded survey data.
Study Area	The area enclosed by the cordon line.
Through Trip	A trip passing through the study area with the terminals outside the study area.
Trip	One-way travel between an origin & destination.
Trip Terminal	The point where a trip begins or ends.

**TRIP MOVEMENTS  
ALL VEHICLES**



## TRIP MOVEMENTS ALL VEHICLES

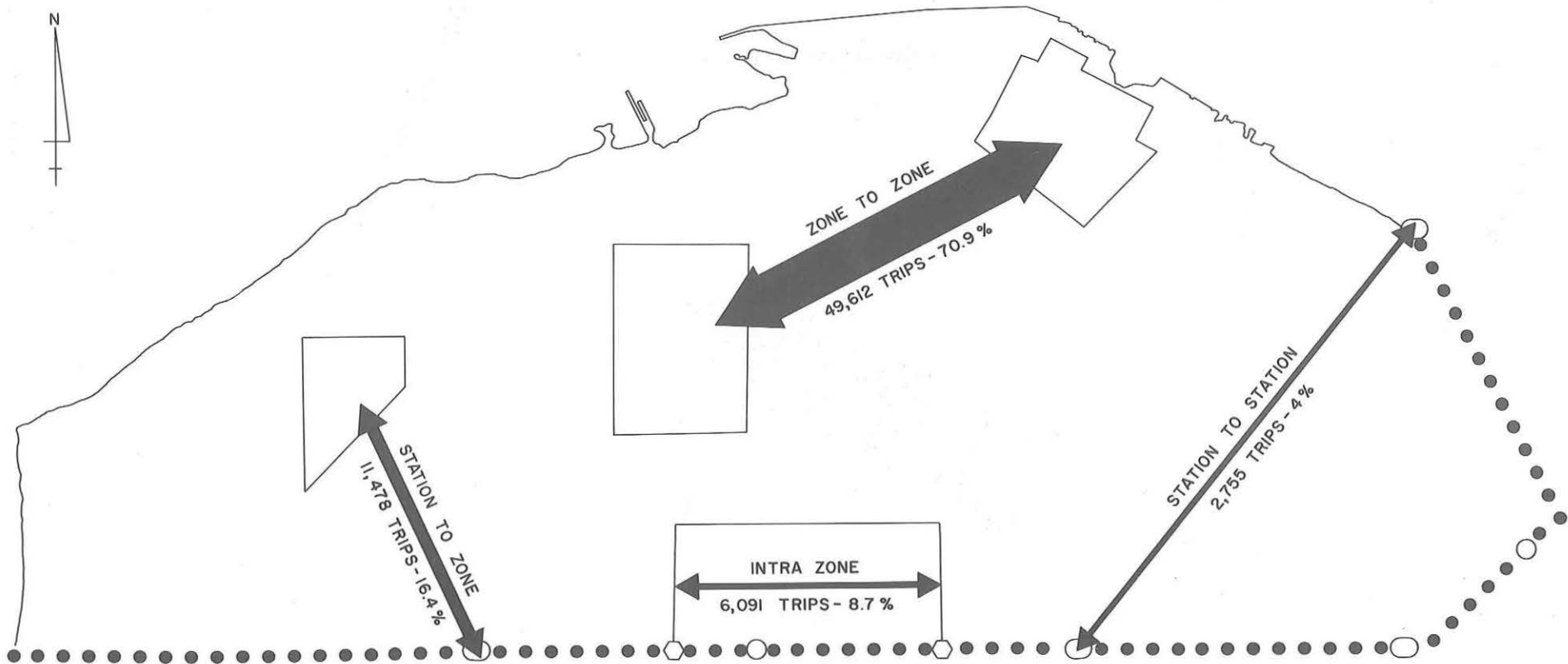
Desireline diagram Nos. 1 and 2 show the traffic movements from the Sault Ste. Marie Study area.

In 1964, there were 2,755 (4.0%) trips that traveled through (station to station) the study area. There were 11,478 (16.4%) trips that had one terminal outside the study area and one terminal inside the study area (station to zone). There were 49,612 (70.9%) trips that had one terminal in one zone and the other terminal in another zone (zone to zone). There were 6,091 (8.7%) trips that traveled within a zone (intra zone).

In 1990, there are 5,670 (4.0%) station to station trips. There are 18,295 (13.1%) station to zone trips. There are 104,229 (74.6%) zone to zone trips. There are 11,547 (8.3%) intra zone trips.

Total area trips increase from 69,936 trips in 1964 to 139,741 trips in 1990. Zone to zone trips in 1964 were 70.9% of the total area trips. In 1990, zone to zone trips are 74.6% of the total area trips. With urban sprawl, development of shopping centers and improved transportation systems, zone to zone trip movements should become more predominant.

TRIP MOVEMENTS ALL VEHICLES  
1964 JULY-AUGUST WEEKDAY  
TOTAL 69,936 TRIPS

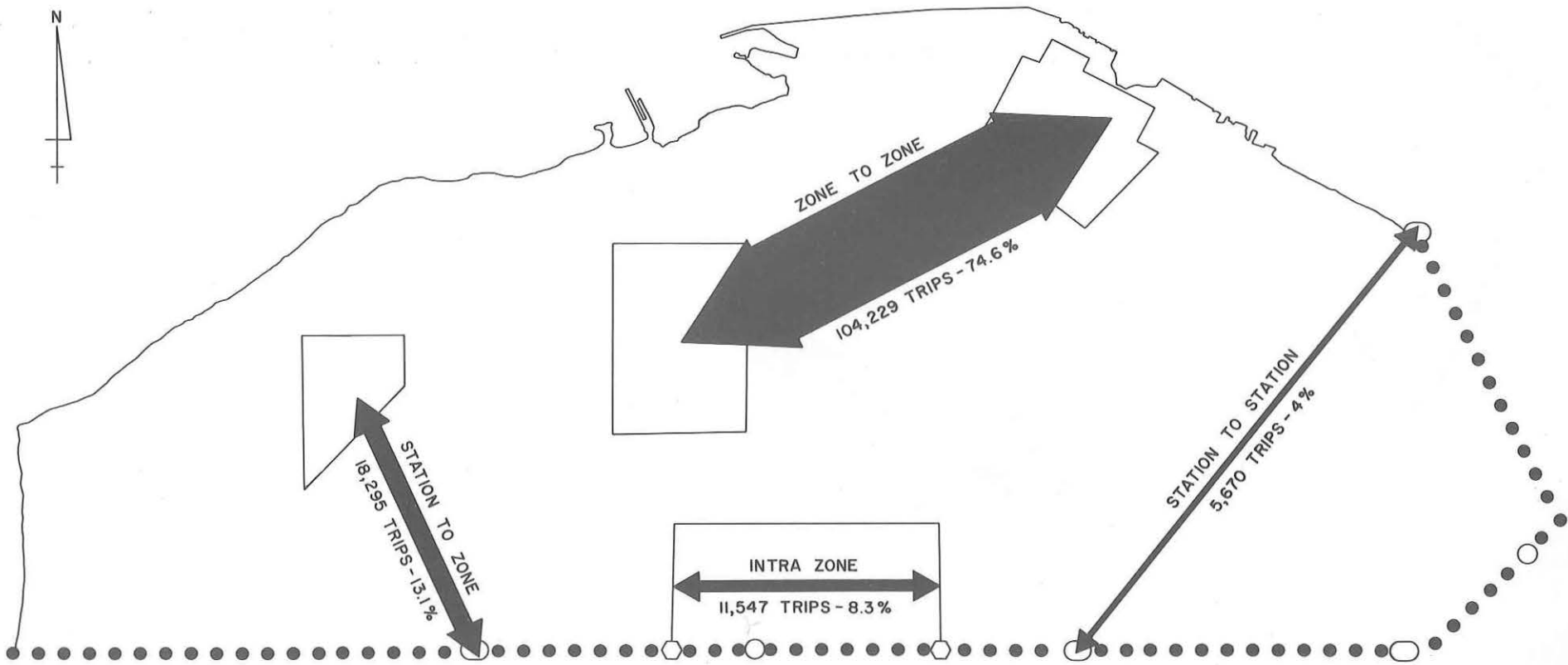




# TRIP MOVEMENTS ALL VEHICLES

1990 JULY-AUGUST WEEKDAY

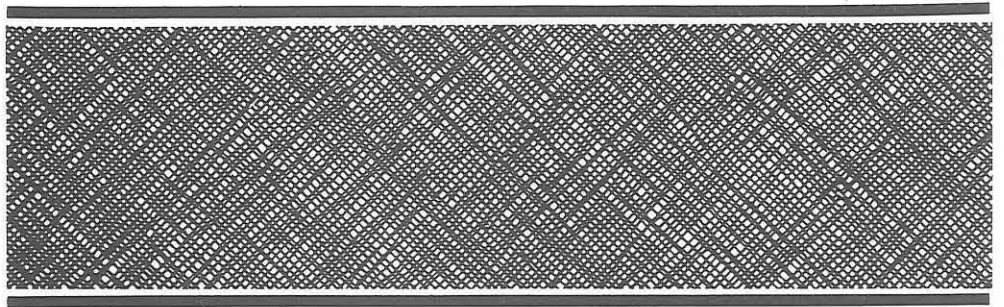
TOTAL 139,741 TRIPS



8

2

**THROUGH  
DESIRELINE DIAGRAMS**



## THROUGH TRAFFIC DESIRELINE DIAGRAMS

Desireline Diagrams No. 3 through 12 depict the through traffic interchange of the major routes located at the periphery of the Sault Ste. Marie study area. In these diagrams, the total traffic recorded at the external station location is indicated with the through trip interchange being illustrated. The remaining volumes are those of terminal trips.

The major external stations are listed below:

EXTERNAL STATION NO.	ROUTE	LOCATION
1	I-75 North	At International Bridge Toll Plaza
2	M-129 South	0.9 Mile South of Three Mile Road
3	I-75 South	0.8 Mile South of Three Mile Road
4	Riverside Dr. S.E.	0.8 Mile South of Three Mile Road
5	Old US-2 South	0.9 Mile South of Three Mile Road

## THROUGH TRAFFIC DESIRELINE DIAGRAM

### I-75 North, 1964

### I-75 North, 1990

Desireline Diagrams Nos. 3 and 4 shows the through traffic interchange between I-75 North and the other 8 external stations. I-75 North to I-75 South has the largest through trip interchange with 2,385 trips for 1964 and 5,069 trips for 1990 between the two locations.

Desireline Diagram No. 3 shows that at I-75 North there were 3,260 total trips with 79.1 percent or 2,578 as through trips. The remaining 20.9 percent or 682 were terminal trips. With I-75 passing through Sault Ste. Marie, it has 2,385 through trips or 73.2 percent of the total traffic passing through this station. The 2,385 through trips on I-75 account for 92.5 percent of the total through trips passing through this station.

Desireline Diagram No. 4 shows the future through traffic interchange of I-75 North. The total traffic increased 117.1 percent from 3,260 vehicles in 1964 to 7,077 vehicles in 1990. The through traffic increased 111.4 percent from 2,578 vehicles in 1964 to 5,450 vehicles in 1990. There are 7,077 total trips with 77.0 percent or 5,450 through trips and 23.0 percent or 1,627 terminal trips. The same pattern exists in the future for through trip movements with trip movements between I-75 North and I-75 South the largest with 5,069 trips. The 5,069 through trips on I-75 account for 71.6 percent of the 7,077 total trips and 93.0 percent of the 5,450 total through trips.

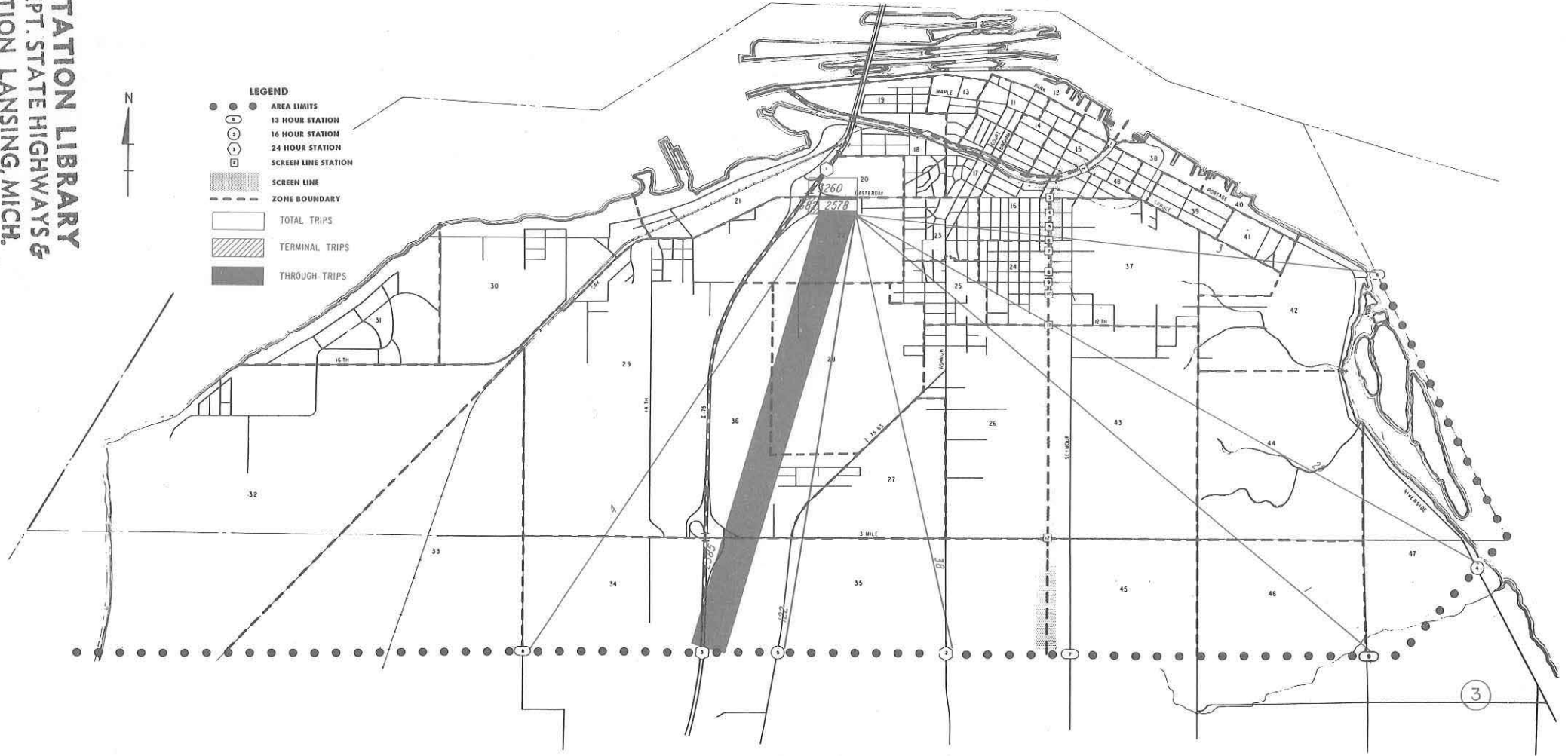
# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF I-75 NORTH  
1964 JULY-AUGUST WEEKDAY

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- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



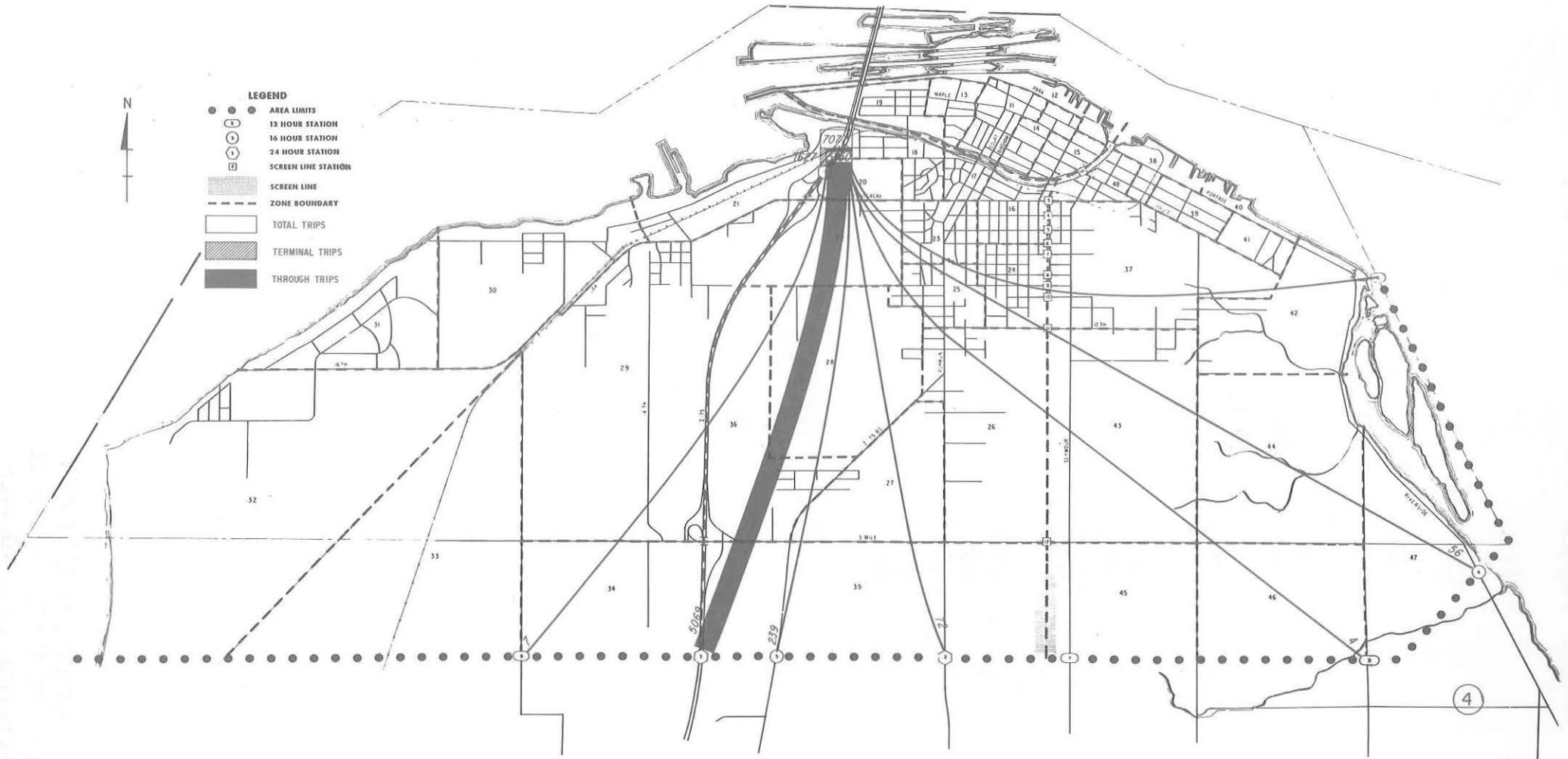
# SAULT STE. MARIE AREA TRAFFIC STUDY

## THROUGH TRAFFIC INTERCHANGE OF I-75 NORTH

### 1990 JULY - AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



4

## THROUGH TRAFFIC DESIRELINE DIAGRAM

### M-129 South, 1964

### M-129 South, 1990

Desireline Diagrams Nos. 5 and 6 show the through traffic interchange between M-129 South and the other 8 external stations.

Desireline Diagram No. 5 shows that at M-129 South there were 1,514 total trips with 3.6 percent or 54 through trips and 96.4 percent or 1,460 terminal trips. The low number of through trips is due to the termination of M-129 within the city of Sault Ste. Marie. The 38 through trips interchanging with I-75 North account for 2.5 percent of the 1,514 total trips and 70.4 percent of the 54 total through trips.

Desireline Diagram No. 6 shows the future through traffic interchange with M-129 South. The total traffic increased 49.6 percent from 1,514 vehicles in 1964 to 2,265 vehicles in 1990. The through traffic increased 61.1 percent from 54 vehicles in 1964 to 87 vehicles in 1990. There are 2,265 total trips with 3.8 percent or 87 through trips and 96.2 percent or 2,178 terminal trips. The same pattern exists in the future with the trip movement between I-75 North and M-129 South the largest with 72 trips. The 72 through trips interchanging with I-75 North account for 3.2 percent of the 2,265 total trips and 82.8 percent of the 87 total through trips.

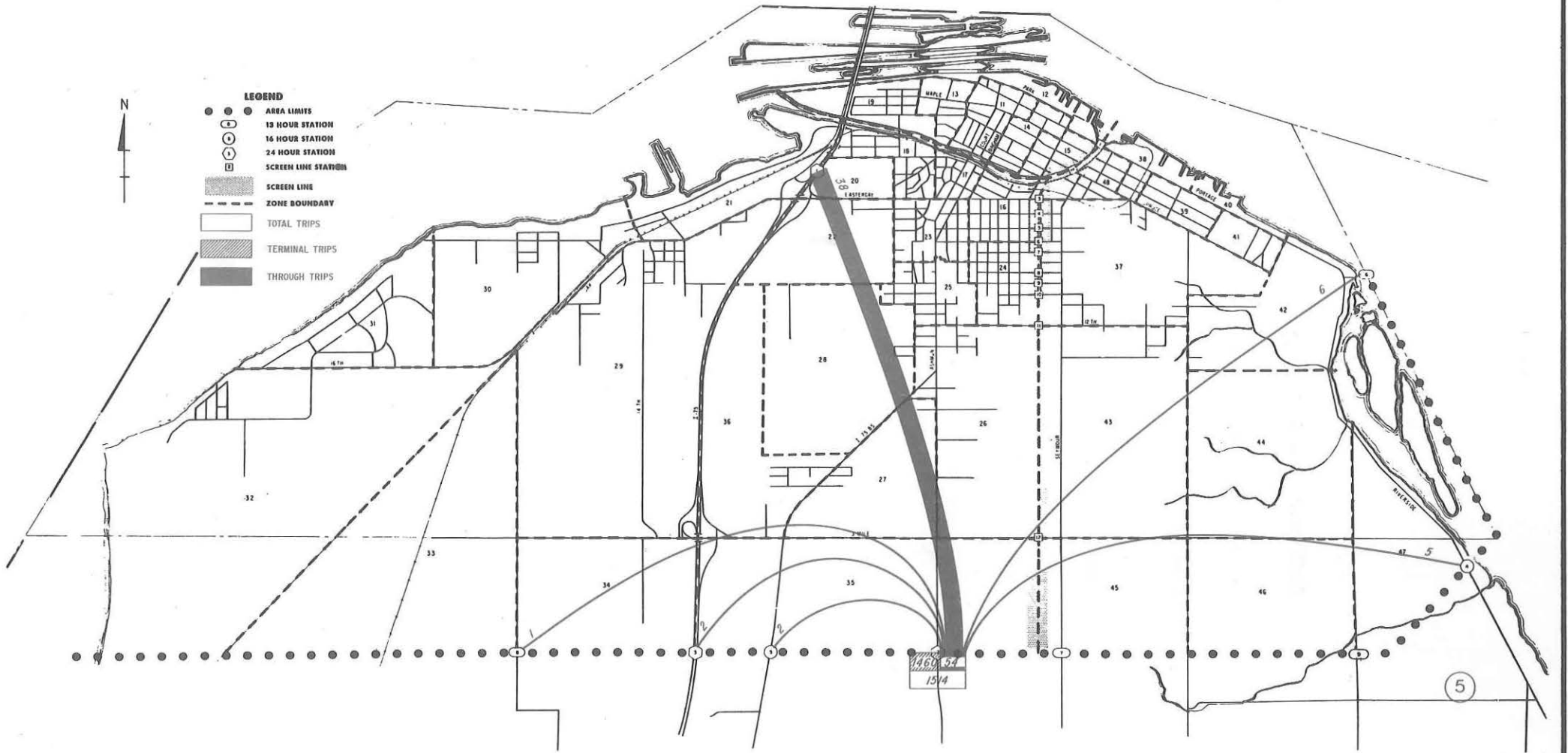
# SAULT STE. MARIE AREA TRAFFIC STUDY

## THROUGH TRAFFIC INTERCHANGE OF M-129 SOUTH

### 1964 JULY-AUGUST WEEKDAY



- LEGEND**
- ● ● ● AREA LIMITS
  - ○ ○ ○ 15 HOUR STATION
  - ○ ○ ○ 16 HOUR STATION
  - ○ ○ ○ 24 HOUR STATION
  - □ □ □ SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS

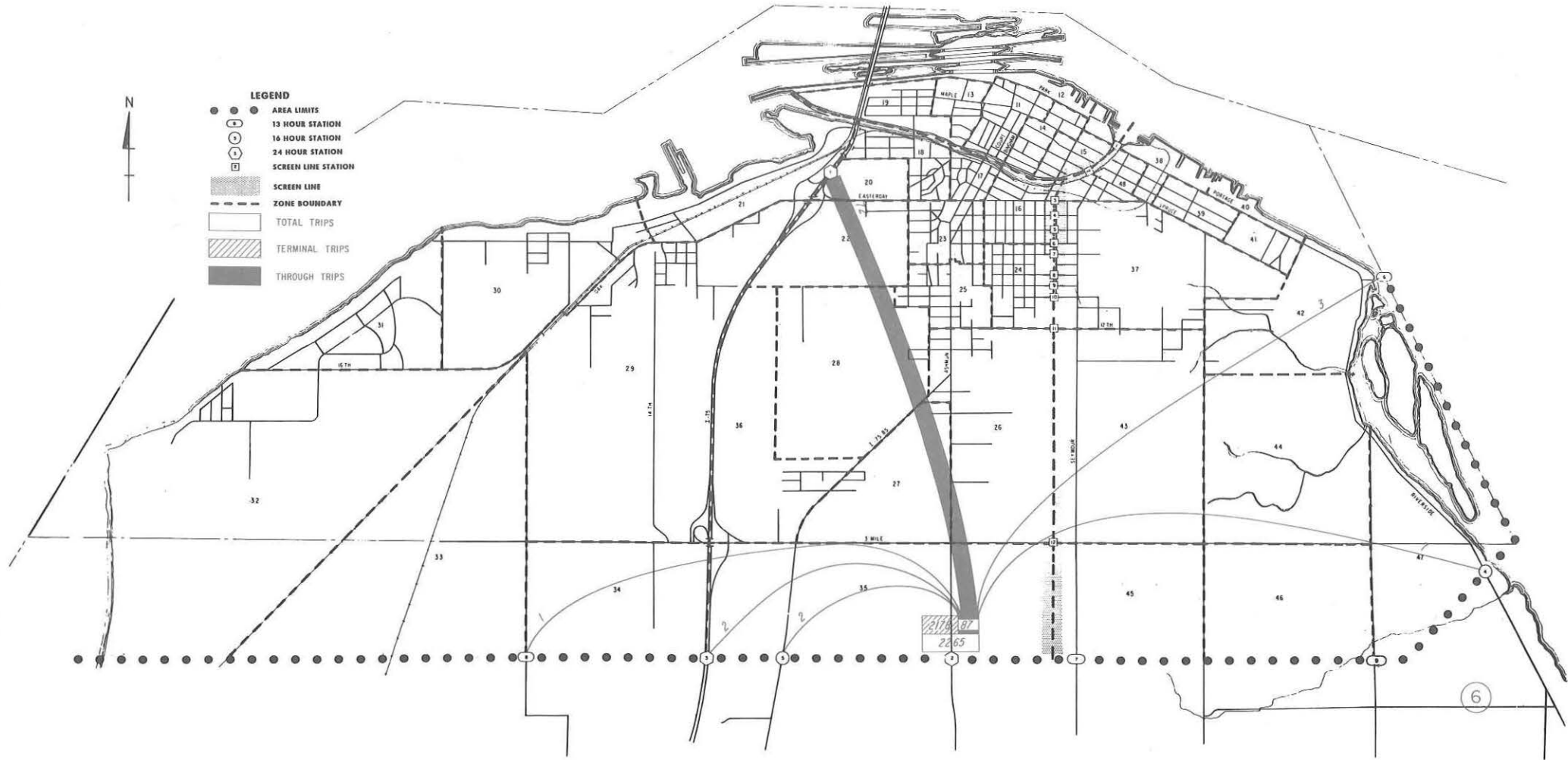


# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF M-129 SOUTH  
1990 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS





## THROUGH TRAFFIC DESIRELINE DIAGRAM

### I-75 South, 1964

### I-75 South, 1990

Desireline Diagrams Nos. 7 and 8 show the through traffic interchange between I-75 South and the other 8 external stations.

Desireline Diagram No. 7 shows that at I-75 South there were 7,052 total trips with 35.7 percent or 2,521 through trips and 64.3 percent or 4,531 terminal trips. The 2,385 through trips interchanging with I-75 North account for 33.8 percent of the 7,052 total trips and 94.6 percent of the 2,521 through trips. At I-75 North, the same 2,385 through trips accounted for 73.2 percent of the total trips and 92.5 percent of the total through trips.

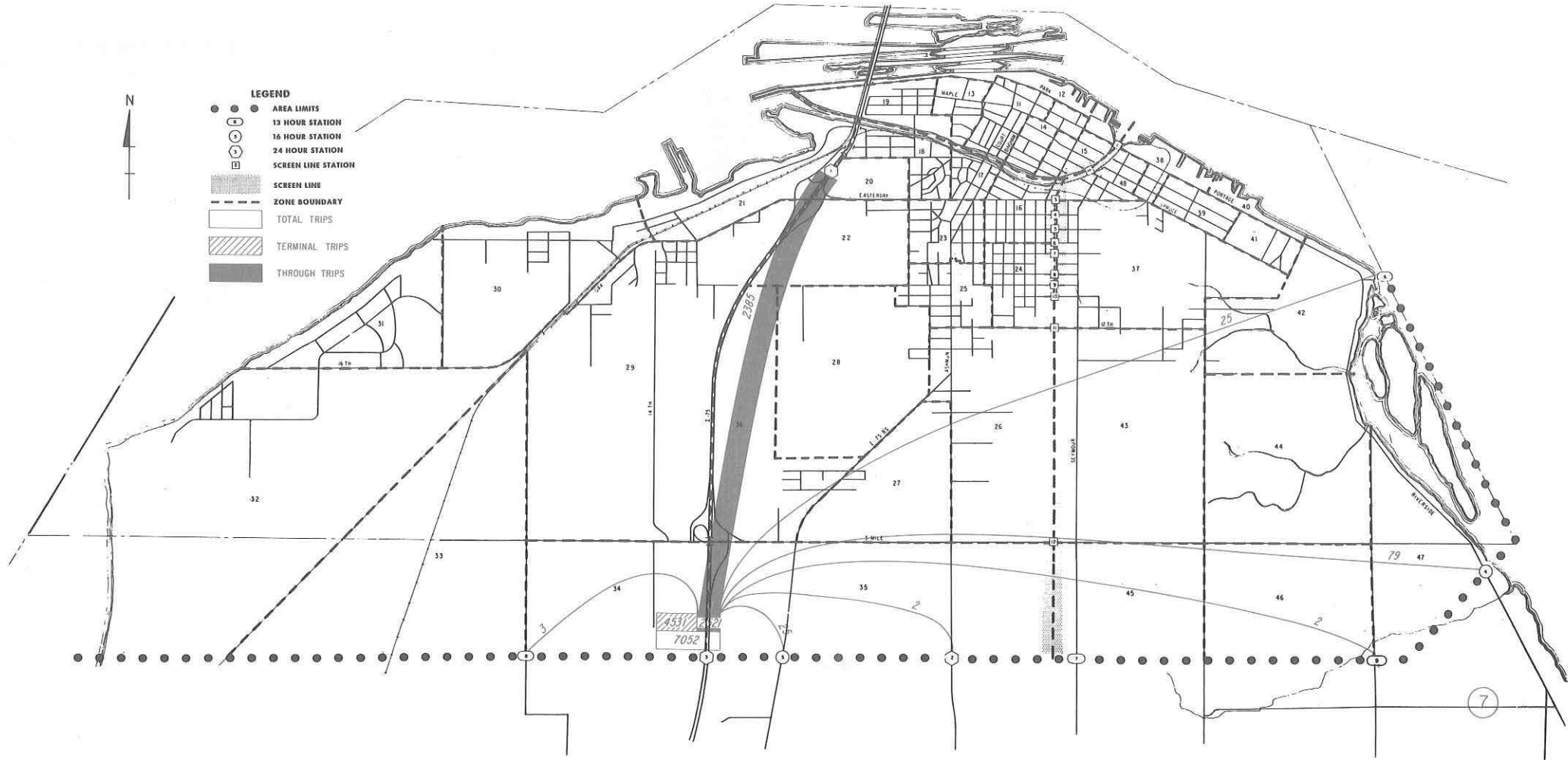
Desireline Diagram No. 8 shows the future through traffic interchange with I-75 South. The total traffic increased 75.2 percent from 7,052 vehicles in 1964 to 12,346 vehicles in 1990. The through traffic increased 108.2 percent from 2,521 vehicles in 1964 to 5,248 vehicles in 1990. There are 12,356 total trips with 42.5 percent or 5,248 through trips and 57.5 percent or 7,108 terminal trips. The 5,069 through trips on I-75 account for 41.0 percent of the 12,356 total trips and 96.6 percent of the 5,248 total through trips. At I-75 North, this same 5,069 through trips accounted for 71.6 percent of the total trips and 93.0 percent of the total through trips.

# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF I-75 SOUTH  
1964 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▬ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



# SAULT STE. MARIE AREA TRAFFIC STUDY

## THROUGH TRAFFIC INTERCHANGE OF I 75 SOUTH

### 1990 JULY - AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



## THROUGH TRAFFIC DESIRELINE DIAGRAM

### Riverside Dr. S.E., 1964

### Riverside Dr. S.E., 1990

Desireline Diagrams Nos. 9 and 10 show the through traffic interchange between Riverside Dr. S.E. and the other 8 external stations.

Desireline Diagram No. 9 shows that at Riverside Dr. S.E. there were 1,466 total trips with 8.7 percent or 127 through trips and 91.3 percent or 1,339 terminal trips. The low number of through trips is due to the termination of Riverside Drive within the city of Sault Ste. Marie. The 79 through trips interchanging with I-75 South account for 5.4 percent of the 1,466 total trips and 62.2 percent of the 127 total through trips. The 25 through trips interchanging with I-75 North account for 1.7 percent of the 1,466 total trips and 19.7 percent of the total through trips.

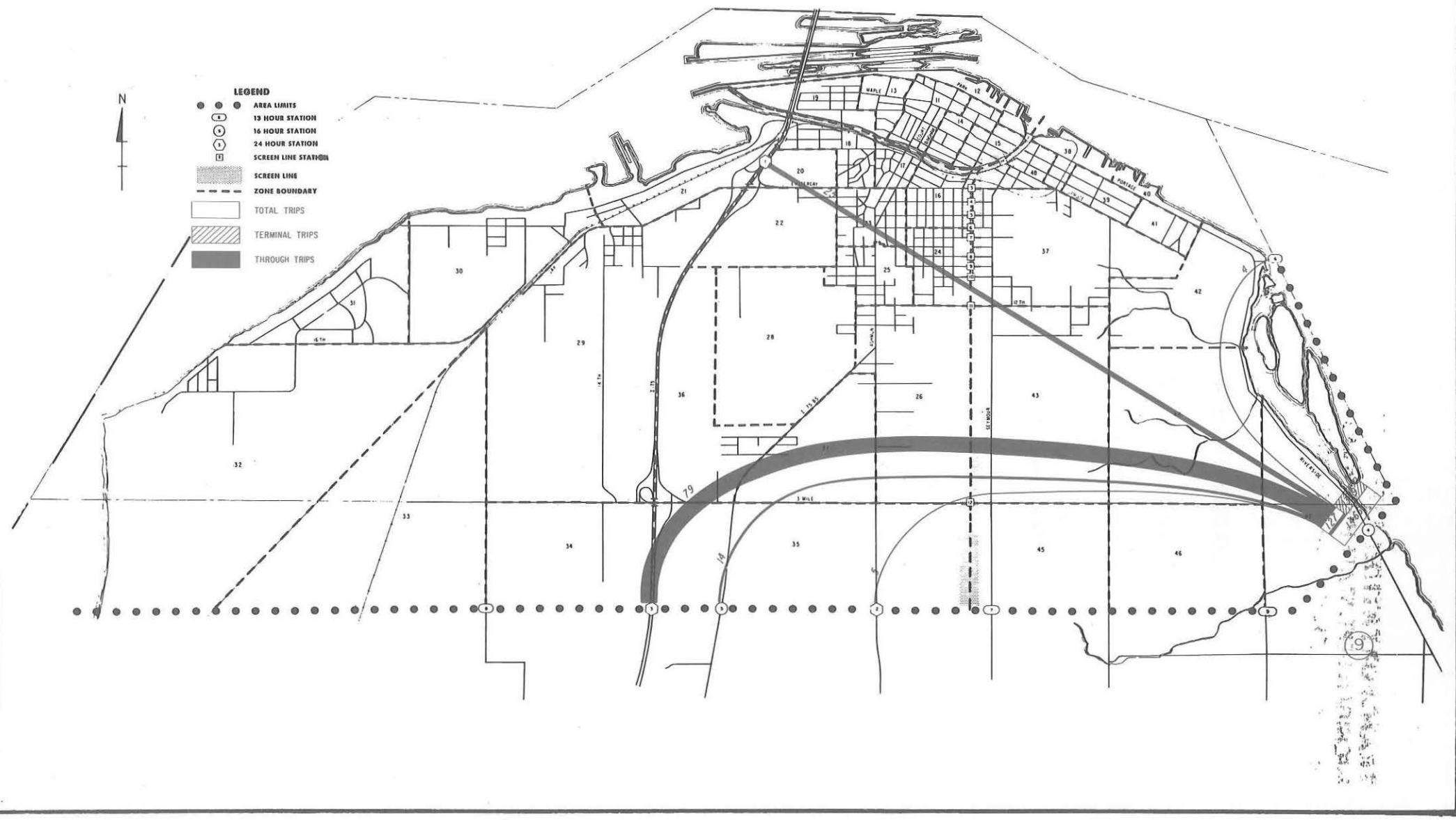
Desireline Diagram No. 10 shows the future through traffic interchange with Riverside Dr. S.E. The total traffic increased 64.1 percent from 1,466 vehicles in 1964 to 2,406 vehicles in 1990. The through traffic increased 66.1 percent from 127 vehicles in 1964 to 211 vehicles in 1990. There are 2,406 total trips with 8.8 percent or 211 through trips and 91.2 percent or 2,195 terminal trips. The 124 through trips interchanging with I-75 South account for 5.2 percent of the 2,406 total trips and 58.8 percent of the 211 total through trips. The 56 through trips interchanging with I-75 North account for 2.3 percent of the 2,406 total trips and 26.5 percent of the total through trips.

# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF RIVERSIDE DR. SE  
1964 JULY-AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



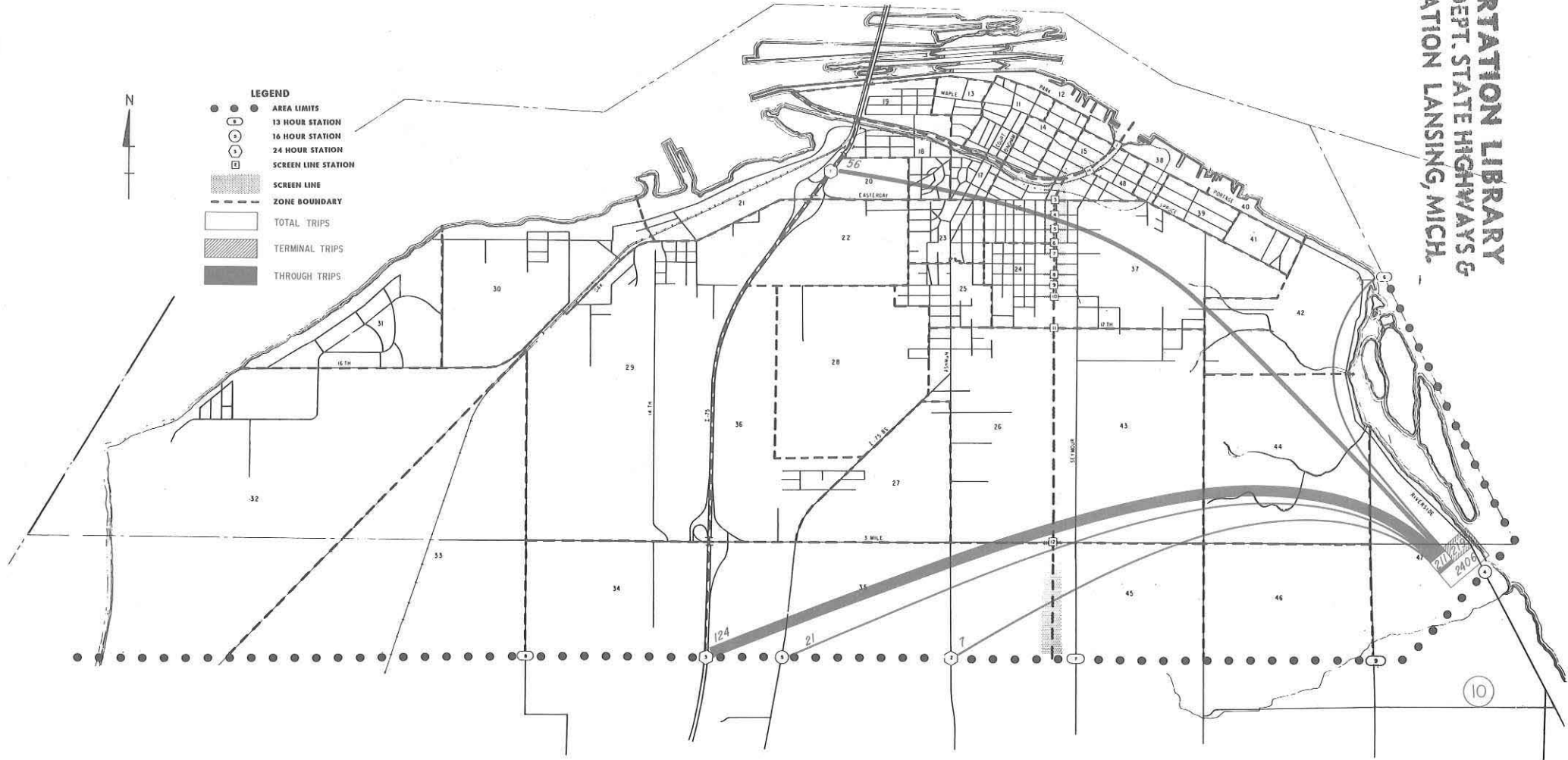
# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF RIVERSIDE DR. SE.  
1990 JULY - AUGUST WEEKDAY

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- LEGEND**
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  - 13 HOUR STATION
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  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



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## THROUGH TRAFFIC DESIRELINE DIAGRAM

### Old US-2 South, 1964

### Old US-2 South, 1990

Desireline Diagrams Nos. 11 and 12 show the through traffic interchange between Old US-2 South and the other 8 external stations.

Desireline Diagram No. 11 shows that at Old US-2 South there were 2,979 total trips with 5.8 percent or 172 through trips and 94.2 percent or 2,807 terminal trips. The low number of through trips is due to the termination of Old US-2 within the city of Sault Ste. Marie. The 122 through trips interchanging with I-75 North account for 4.1 percent of the 2,979 total trips and 70.9 percent of the 172 total through trips. I-75 and Old US-2 are both used as a north-south route.

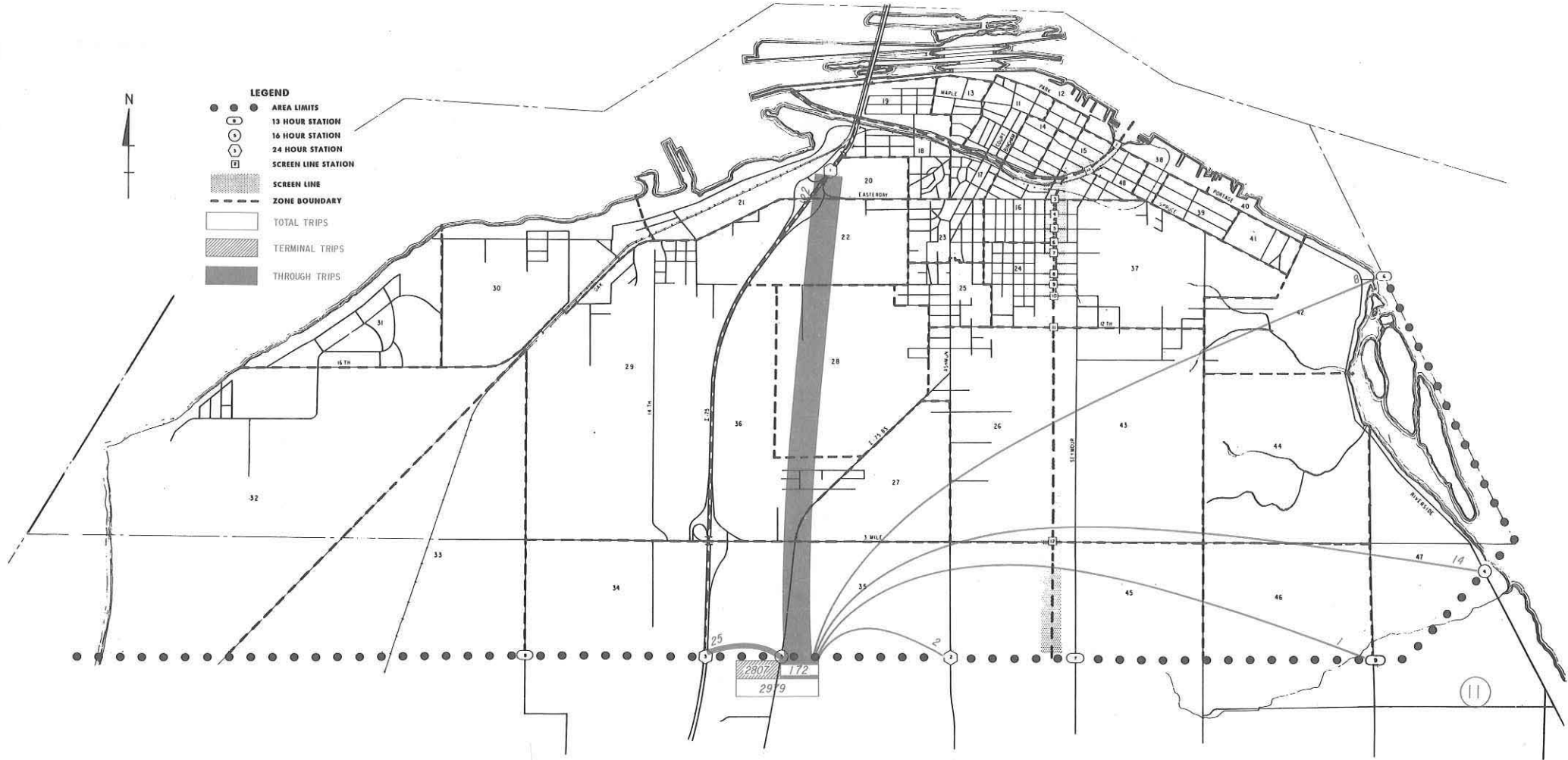
Desireline Diagram No. 12 shows the future through traffic interchange with Old US-2 South. The total traffic increased 54.7 percent from 2,979 vehicles in 1964 to 4,610 vehicles in 1990. The through traffic increased 74.4 percent from 172 vehicles in 1964 to 300 vehicles in 1990. There are 4,610 total trips with 6.5 percent or 300 through trips and 93.5 percent or 4,310 terminal trips. The 239 through trips interchanging with I-75 North account for 5.2 percent of the 4,610 total trips and 79.7 percent of the 300 total through trips.

# SAULT STE. MARIE AREA TRAFFIC STUDY

THROUGH TRAFFIC INTERCHANGE OF OLD U.S.-2 SOUTH  
1964 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



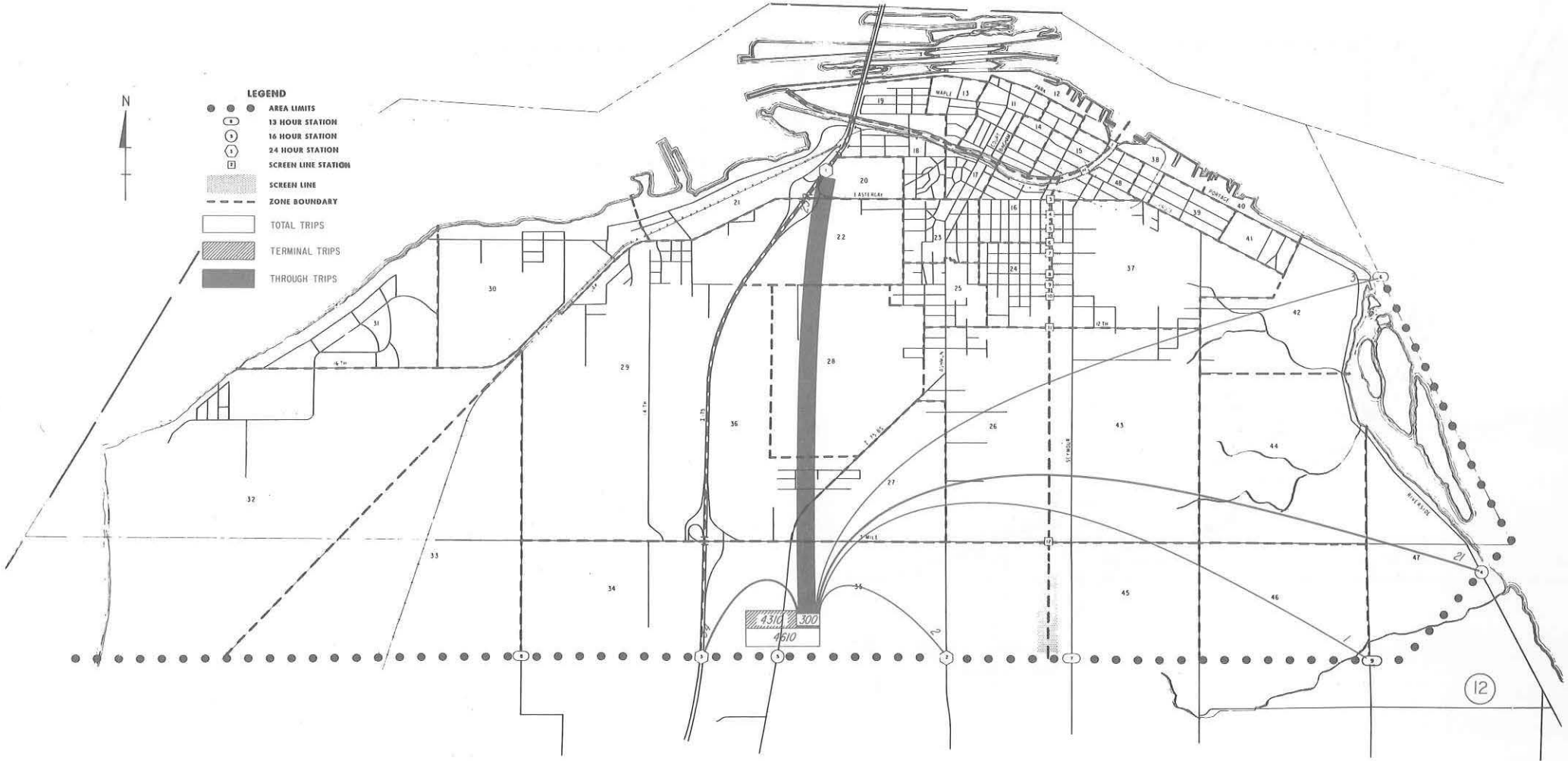


# SAULT STE. MARIE AREA TRAFFIC STUDY

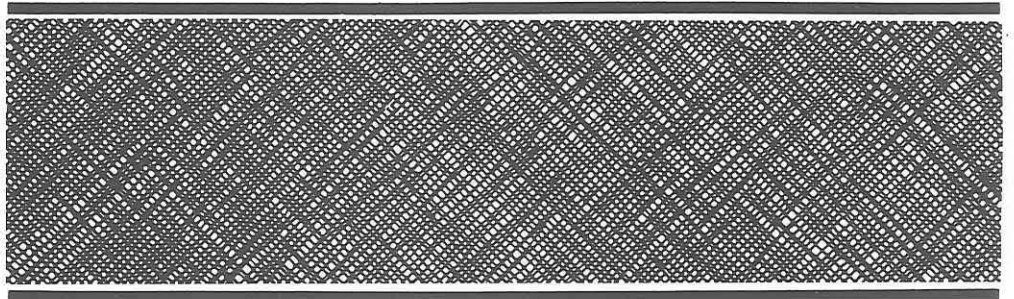
THROUGH TRAFFIC INTERCHANGE OF OLD U.S. 2 SOUTH  
1990 JULY-AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TRIPS
  - ▨ TERMINAL TRIPS
  - THROUGH TRIPS



**TERMINAL  
DESIRELINE DIAGRAMS**



## TERMINAL TRAFFIC DESIRELINE DIAGRAMS

### I-75 North, I-75 South, 1964

### I-75 North, I-75 South, 1990

Desireline Diagrams Nos. 13 and 14 show terminal traffic interchange between I-75 North, I-75 South and the principal zones of attraction.

Desireline Diagram No. 13 shows that at I-75 North, there were 682 total terminal trips with 52.8 percent or 360 terminal trips attracted by three zones. Zone 11 (CBD) attracted 177 trips. Zone 12 (Industrial-Public Land) attracted 94 trips. Zone 13 (Residential) attracted 89 trips.

At I-75 South, two zones accounted for 57.9 percent or 2,622 terminal trips of the 4,531 total terminal trips. Zone 12 (Industrial-Public Land) attracted 1,803 trips while zone 11 (CBD) attracted 819 trips. Zone 12 includes the famous Soo Locks.

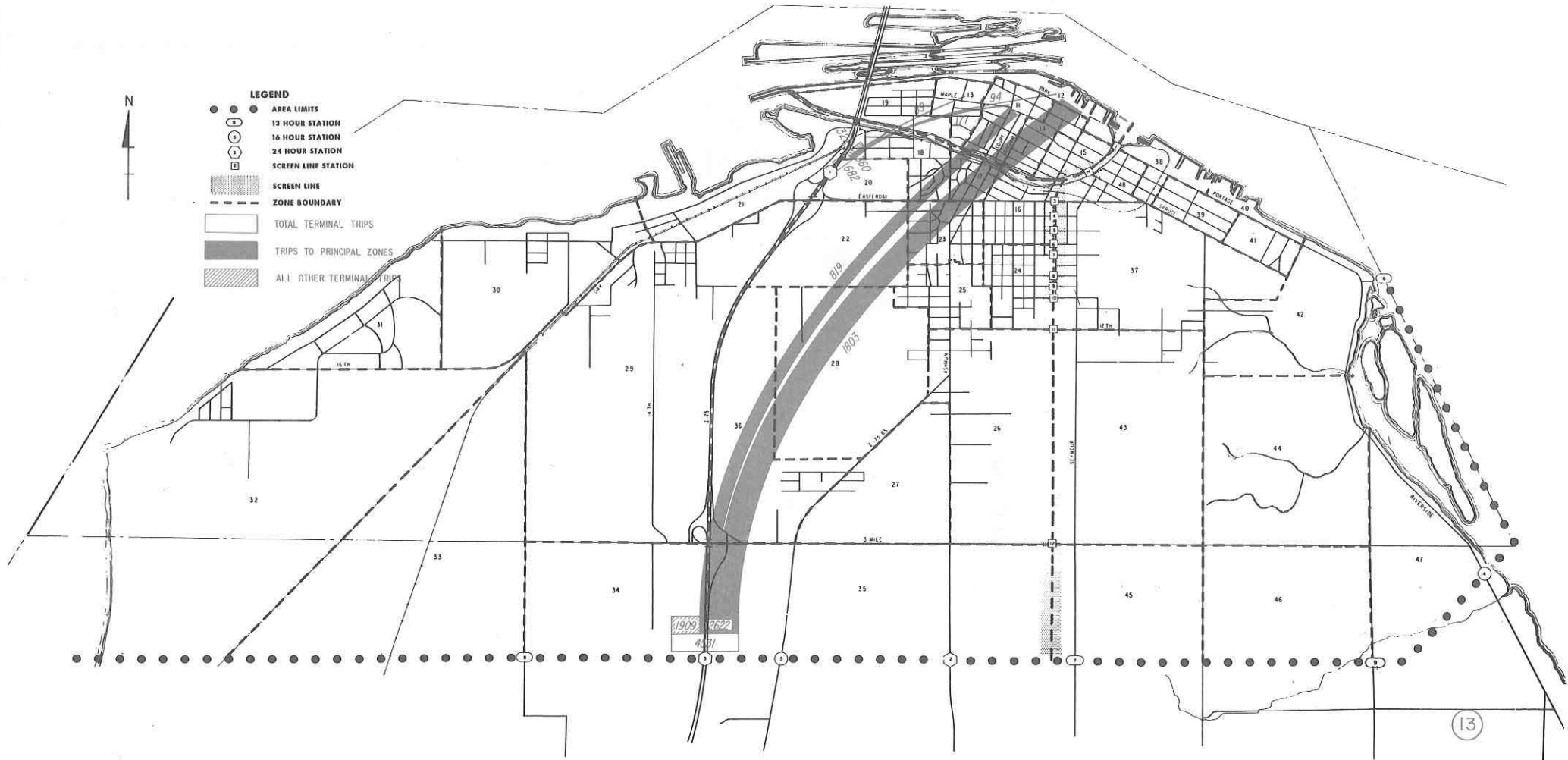
Desireline Diagram No. 14 shows the future terminal traffic interchange with I-75 North, I-75 South and the principal zones of attraction. At I-75 North, the total terminal traffic increased 239.9 percent from 682 total terminal trips in 1964 to 1,636 total terminal trips in 1990. At I-75 North, four zones account for 52.1 percent or 852 terminal trips of the 1,636 total terminal trips. Zone 25 is the additional zone. Zone 25 is residential and is ranked fifth in total trip ends of the internal zones. At I-75 South, the total terminal traffic increased 56.9 percent from 4,531 total terminal trips in 1964 to 7,108 total terminal trips in 1990. Two zones account for 52.9 percent or 3,760 terminal trips of the 7,108 total terminal trips. These zones are zones 11 and 12.

# SAULT STE. MARIE AREA TRAFFIC STUDY

TRAFFIC BETWEEN I-75 NORTH, I-75 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION  
1964 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TERMINAL TRIPS
  - TRIPS TO PRINCIPAL ZONES
  - ▨ ALL OTHER TERMINAL TRIP



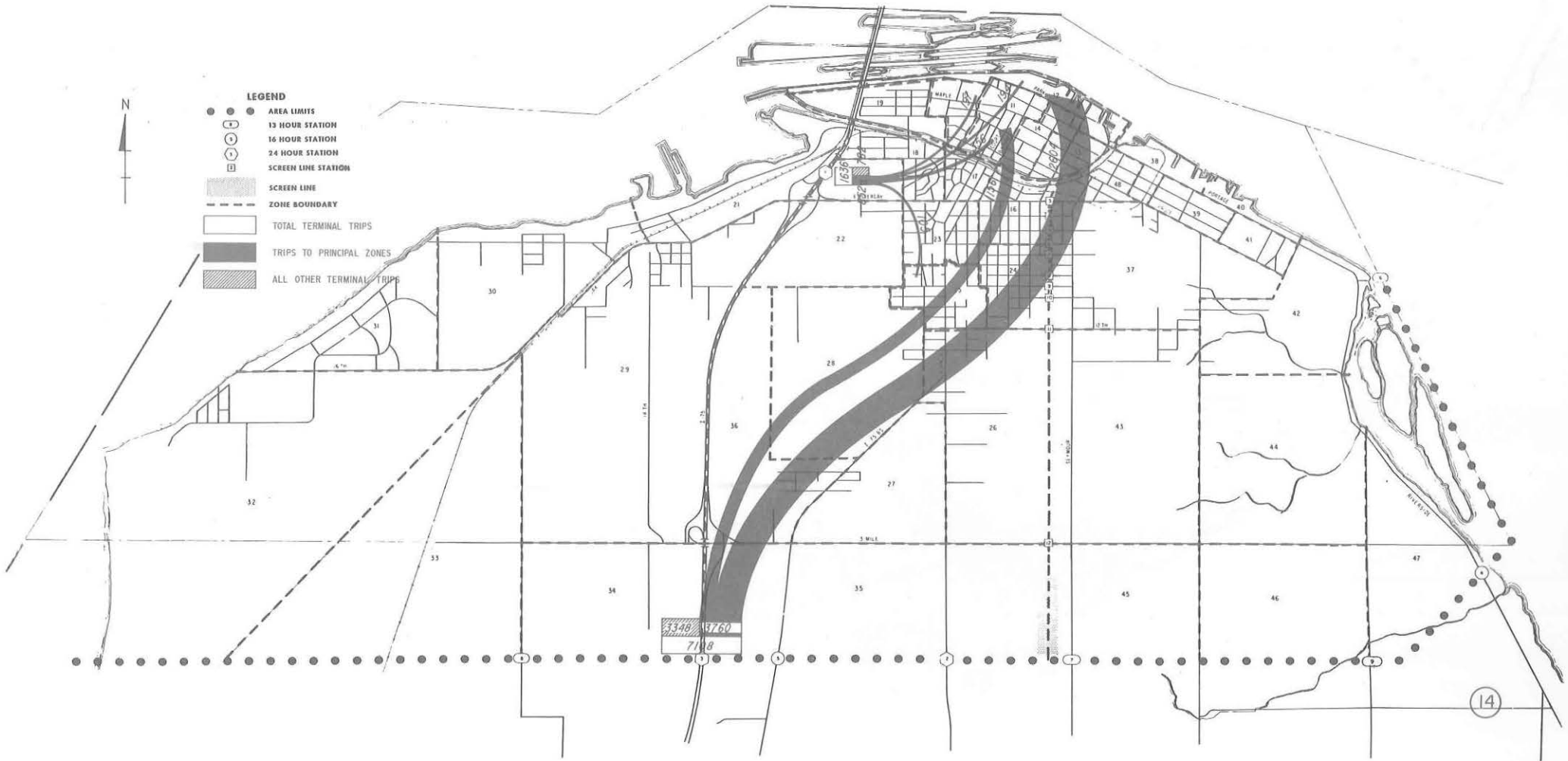
# SAULT STE. MARIE AREA TRAFFIC STUDY

## TRAFFIC BETWEEN I-75 NORTH, I-75 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION

### 1990 JULY-AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TERMINAL TRIPS
  - TRIPS TO PRINCIPAL ZONES
  - ▨ ALL OTHER TERMINAL TRIPS



## TERMINAL TRAFFIC DESIRELINE DIAGRAMS

### M-129 South, Riverside Dr. S.E., Old US-2 South, 1964

### M-129 South, Riverside Dr. S.E., Old US-2 South, 1990

Desireline Diagrams Nos. 15 and 16 show terminal traffic interchange between M-129 South, Riverside Dr. S.E., Old US-2 South and the principal zones of attraction.

Desireline Diagram No. 15 shows that at M-129 South there were 1,460 total terminal trips with 51.4 percent or 750 terminal trips attracted by four zones. Zone 11 (CBD) accounts for 434 terminal trips or 29.7 percent of the total terminal trips and 57.9 percent of the terminal trips plotted.

At Riverside Dr. S.E., three zones accounted for 747 terminal trips or 55.8 percent of the 1,339 total terminal trips. Zone 11 (CBD) accounts for 500 terminal trips or 37.3 percent of the total terminal trips and 66.9 percent of the terminal trips plotted.

At Old US-2 South, three zones accounted for 1,546 terminal trips or 55.1 percent of the total terminal trips. Zone 11 (CBD) accounts for 719 terminal trips or 25.6 percent of the total terminal trips and 46.5 percent of the terminal trips plotted.

Desireline Diagram No. 16 shows the future traffic interchange with M-129 South, Riverside Dr. S.E., Old US-2 South and the principal zones of attraction. At M-129 South total terminal traffic increased 49.2 percent from 1,460 total terminal trips in 1964 to 2,178 total terminal trips in 1990. Six zones account for 1,148 terminal trips or 52.7 percent of the 2,178 total terminal trips. Zone 11 (CBD) accounts for 545 trips or 25.0 percent of the total terminal trips or 47.5 percent of the terminal trips plotted. With the increase in suburban development, zones further from the CBD have increased in the order of importance.

At Riverside Dr. S.E., total terminal traffic increased 63.9 percent from 1,339 total terminal trips in 1964 to 2,195 total terminal trips in 1990. Zone 11, 12 and 17 remain as the principal zones of attraction. These three zones account for 1,118 terminal trips or 50.9 percent of the 2,195 total terminal trips. Zone 11 (CBD) accounts for 745 terminal trips or 33.9 percent of the total terminal trips or 66.6 percent of the terminal trips plotted.

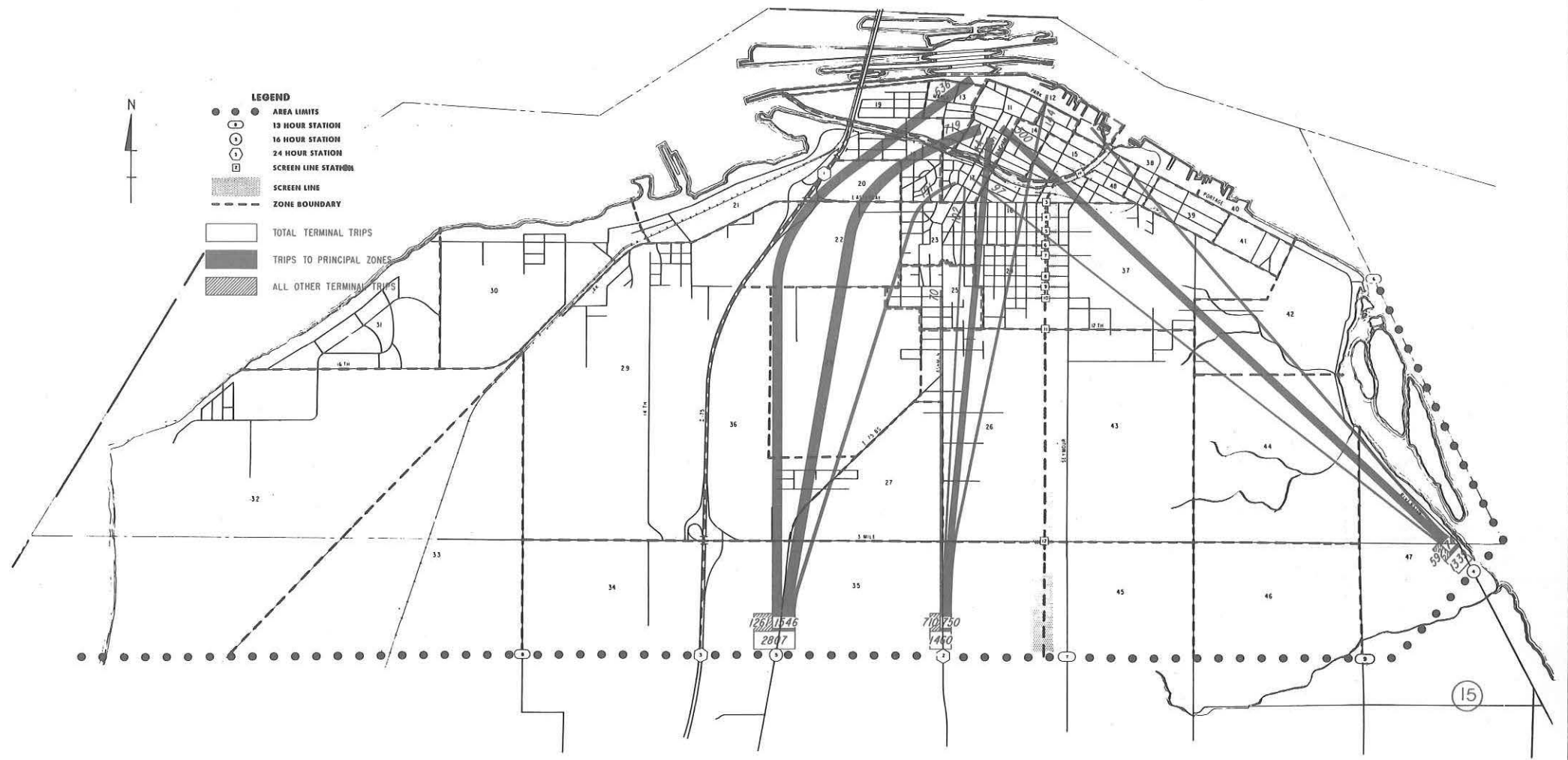
At Old US-2 South, total terminal traffic increased 53.5 percent from 2,807 total terminal trips in 1964 to 4,310 total terminal trips in 1990. Four zones account for 2,301 terminal trips or 53.4 percent of the 4,310 total terminal trips. With the development of commercial property and the establishment of a shopping center, Zone 27 accounts for 264 terminal trips. Zone 11 (CBD) is still the largest attractor with 938 terminal trips or 21.8 percent of the total terminal trips or 40.8 percent of the terminal trips plotted.

# SAULT STE. MARIE AREA TRAFFIC STUDY

TRAFFIC BETWEEN M-129 SOUTH, RIVERSIDE DR. SE, OLD U.S. 2 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION  
1964 JULY-AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - ○ 13 HOUR STATION
  - ○ 16 HOUR STATION
  - ○ 24 HOUR STATION
  - □ SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TERMINAL TRIPS
  - ▨ TRIPS TO PRINCIPAL ZONES
  - ▨ ALL OTHER TERMINAL TRIPS

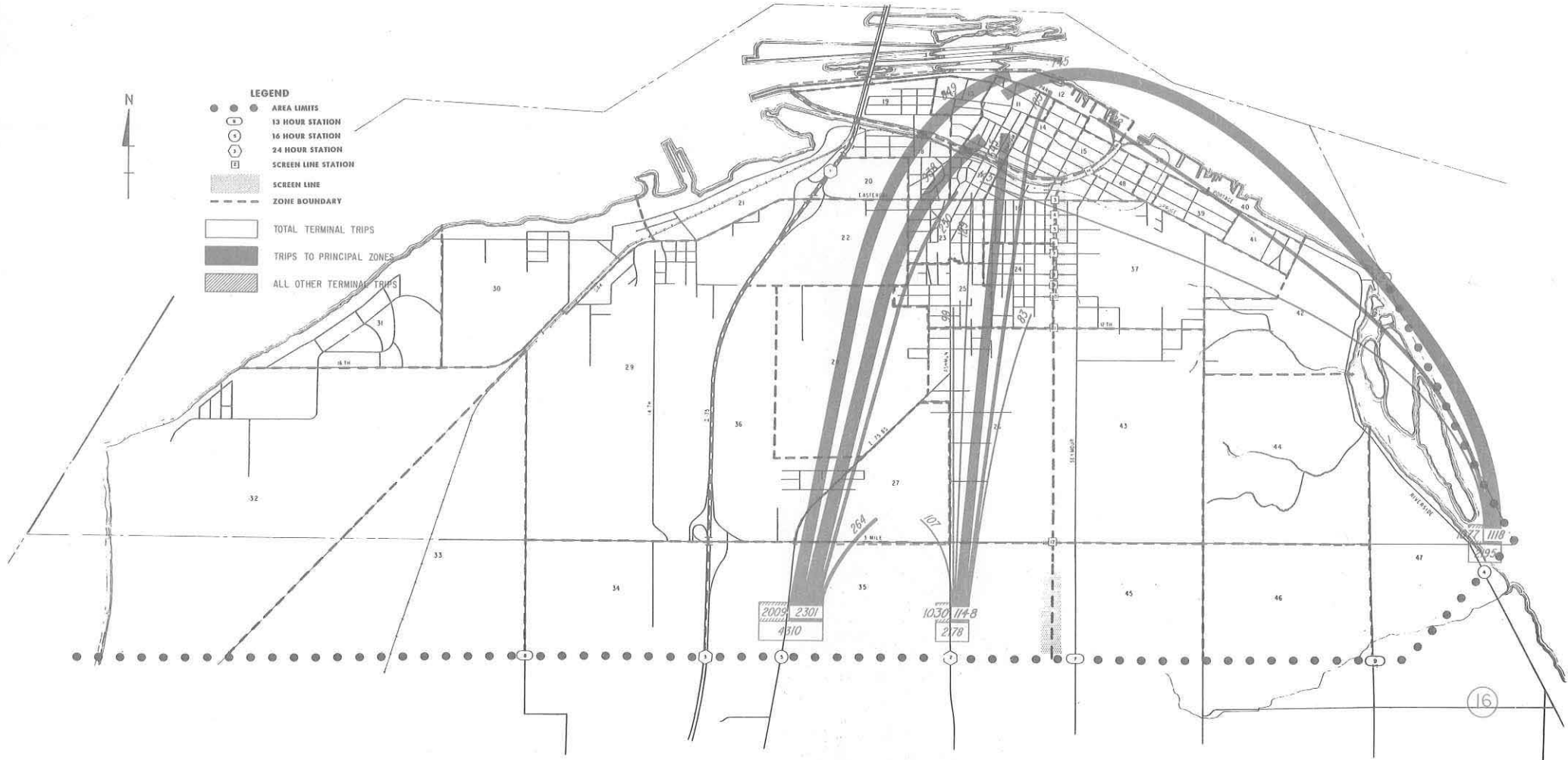


# SAULT STE. MARIE AREA TRAFFIC STUDY

TRAFFIC BETWEEN M-129 SOUTH, RIVERSIDE DR. SE, OLD U.S. 2 SOUTH AND THE PRINCIPAL ZONES OF ATTRACTION  
1990 JULY-AUGUST WEEKDAY

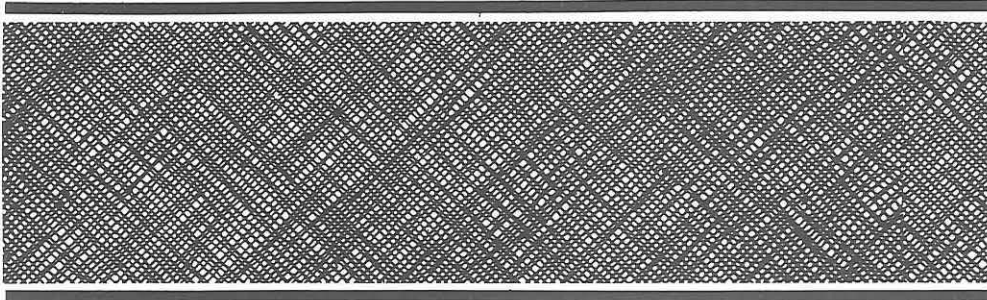


- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY
  - TOTAL TERMINAL TRIPS
  - TRIPS TO PRINCIPAL ZONES
  - ▨ ALL OTHER TERMINAL TRIPS





**INTERNAL  
DESIRELINE DIAGRAMS**



## INTERNAL TRAFFIC DESIRELINE DIAGRAMS

Desireline Diagrams Nos. 17 through 26 represent internal traffic between the five principal traffic attractors in the Sault Ste. Marie Study area. As with the terminal desireline diagrams, 50 percent of the total traffic interchange between these zones and others within the study area has been plotted. The remaining 50 percent is widely dispersed. Concurrent with the fact that these five zones were the greatest attractors of terminal trips, is that they are also the greatest attractors of internal trips. The zones are: 11, 13, 17, 25 and 37.

### SAULT STE. MARIE

1964			1990		
RANK	ZONE	TOTAL TRIP ENDS	RANK	ZONE	TOTAL TRIP ENDS
1	11	29,836	1	11	46,994
2	17	7,749	2	37	13,141
3	37	6,262	3	17	12,595
4	13	6,232	4	13	11,180
5	25	5,898	5	25	11,179

ZONE 11 is the Central Business District.

ZONE 17 is Residential - Non Manufacturing.

ZONE 37 is Residential - Public.

ZONE 13 is Residential.

ZONE 25 is Residential.

# SAULT STE. MARIE AREA TRAFFIC STUDY

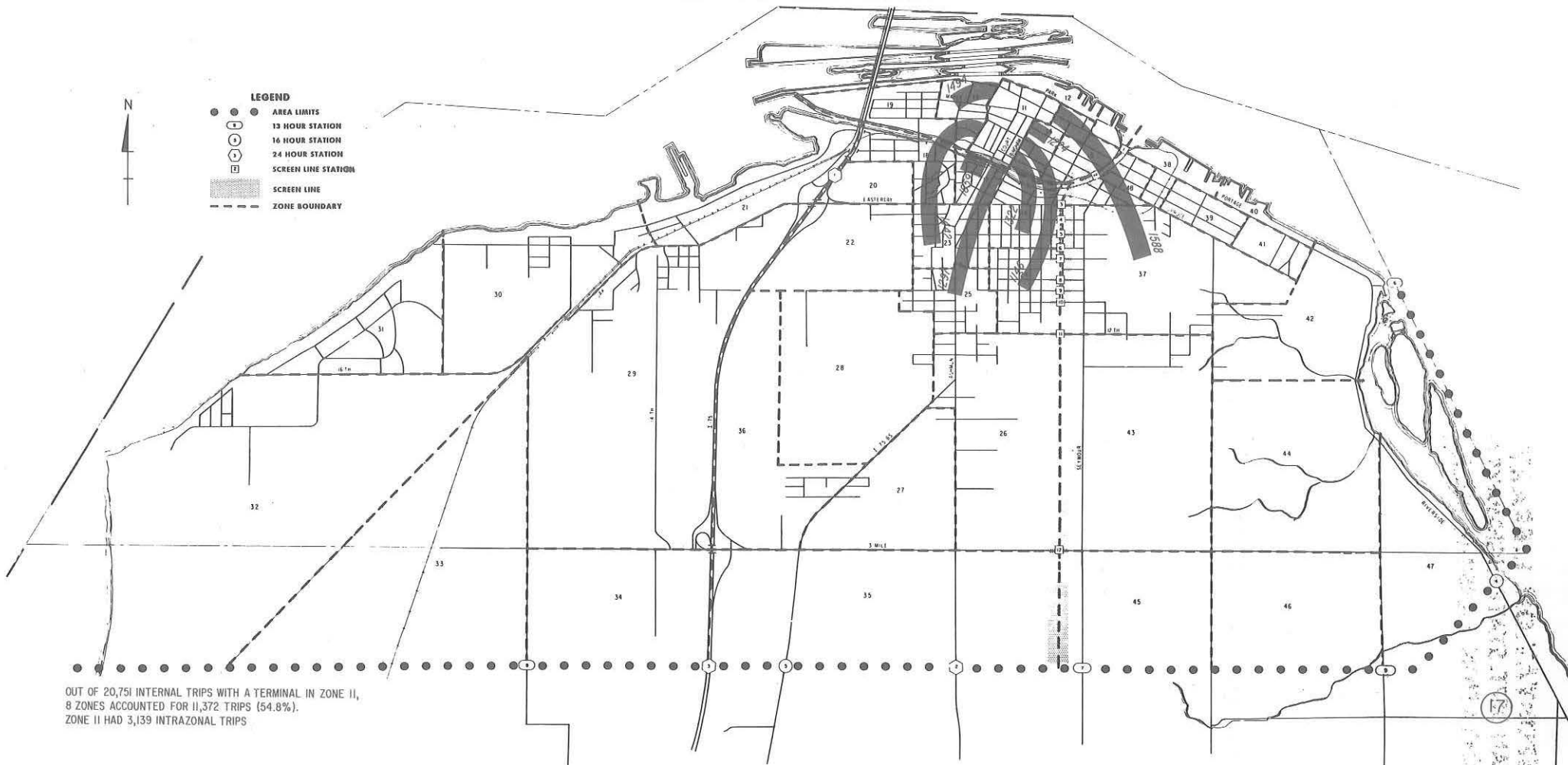
## DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE II - AND OTHER ZONES BY ORDER OF IMPORTANCE

### ZONE II - C.B.D.

#### 1964 JULY - AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY

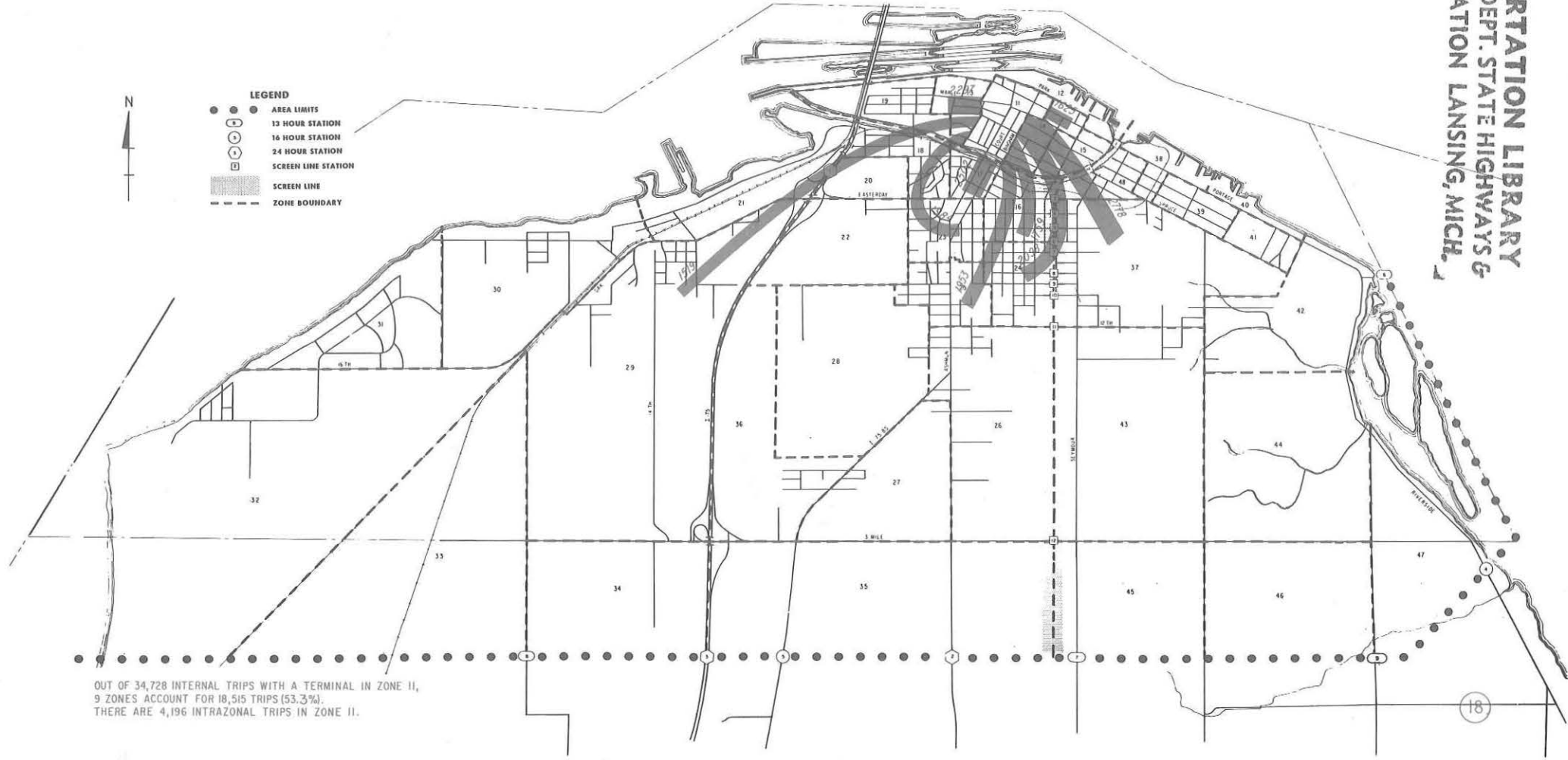


OUT OF 20,751 INTERNAL TRIPS WITH A TERMINAL IN ZONE II,  
 8 ZONES ACCOUNTED FOR 11,372 TRIPS (54.8%).  
 ZONE II HAD 3,139 INTRAZONAL TRIPS

**SAULT STE. MARIE AREA TRAFFIC STUDY**  
 DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE II AND OTHER ZONES BY ORDER OF IMPORTANCE  
 ZONE II-C.B.D.  
 1990 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



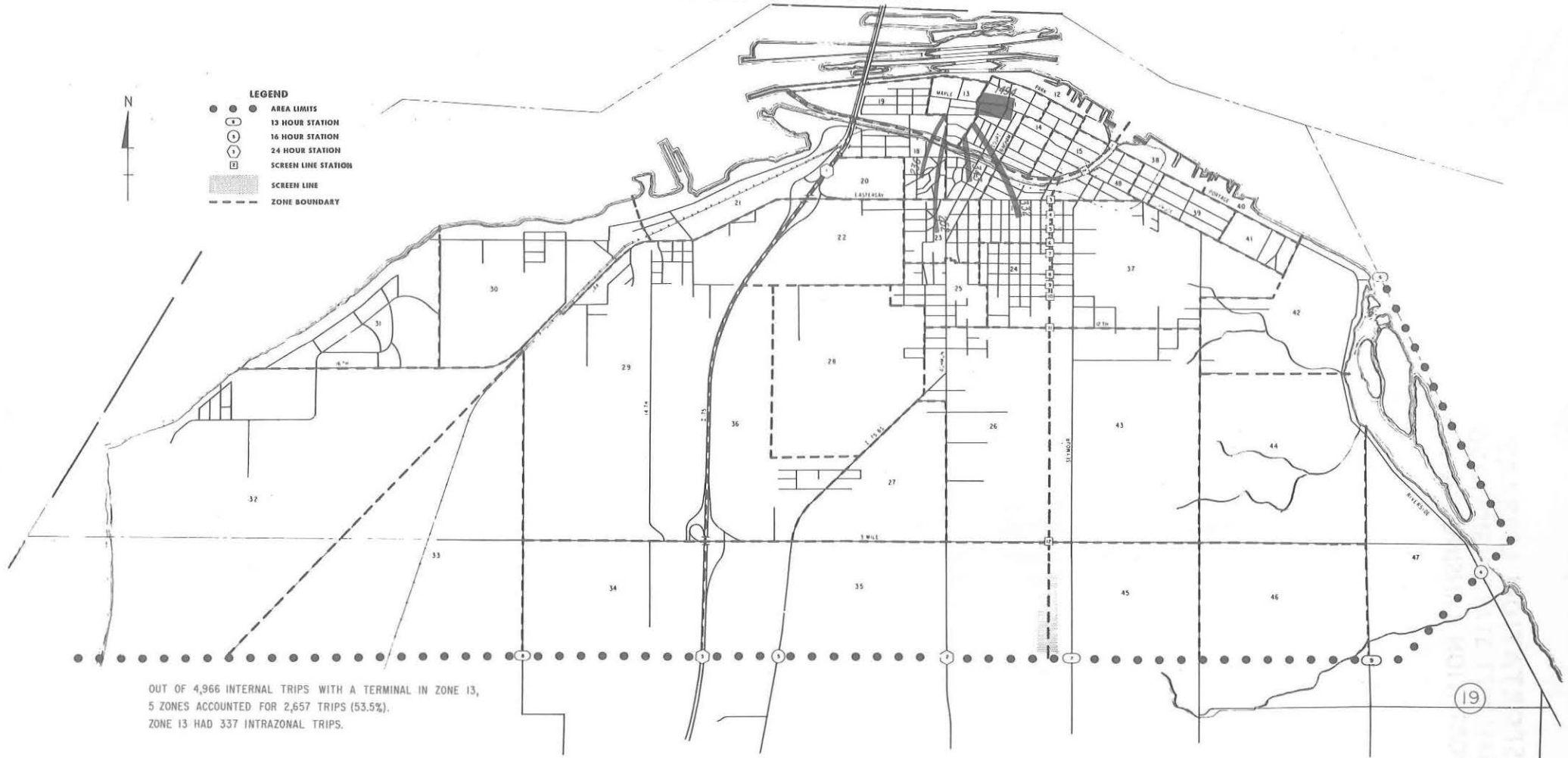
OUT OF 34,728 INTERNAL TRIPS WITH A TERMINAL IN ZONE II,  
 9 ZONES ACCOUNT FOR 18,515 TRIPS (53.3%).  
 THERE ARE 4,196 INTRAZONAL TRIPS IN ZONE II.

# SAULT STE. MARIE AREA TRAFFIC STUDY

DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 13 AND OTHER ZONES BY ORDER OF IMPORTANCE  
 ZONE 13 - RESIDENTIAL  
 1964 JULY - AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 4,966 INTERNAL TRIPS WITH A TERMINAL IN ZONE 13,  
 5 ZONES ACCOUNTED FOR 2,657 TRIPS (53.5%).  
 ZONE 13 HAD 337 INTRAZONAL TRIPS.

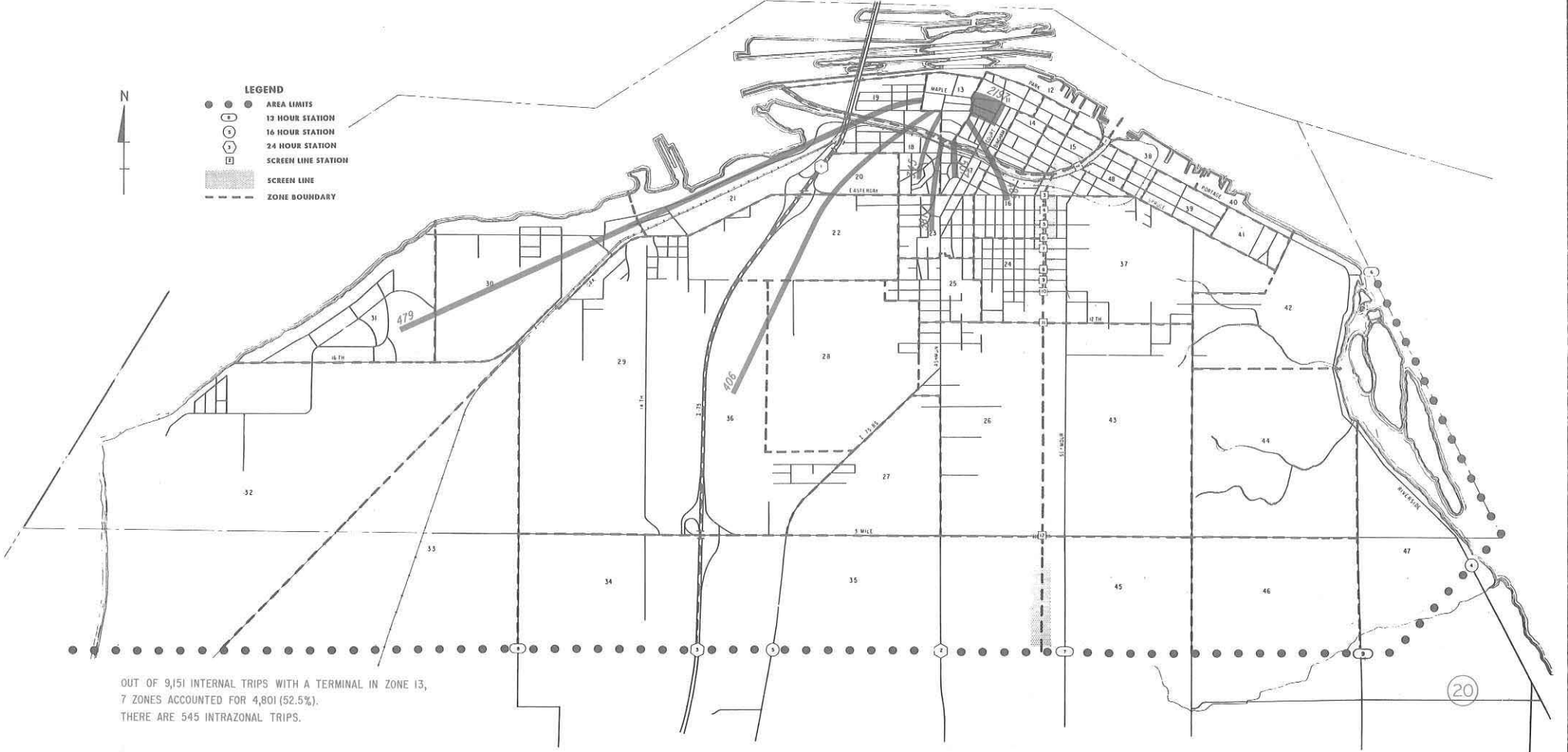
19

# SAULT STE. MARIE AREA TRAFFIC STUDY

DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 13 AND OTHER ZONES BY ORDER OF IMPORTANCE  
 ZONE 13 - RESIDENTIAL  
 1990 JULY - AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 9,151 INTERNAL TRIPS WITH A TERMINAL IN ZONE 13,  
 7 ZONES ACCOUNTED FOR 4,801 (52.5%).  
 THERE ARE 545 INTRAZONAL TRIPS.

# SAULT STE. MARIE AREA TRAFFIC STUDY

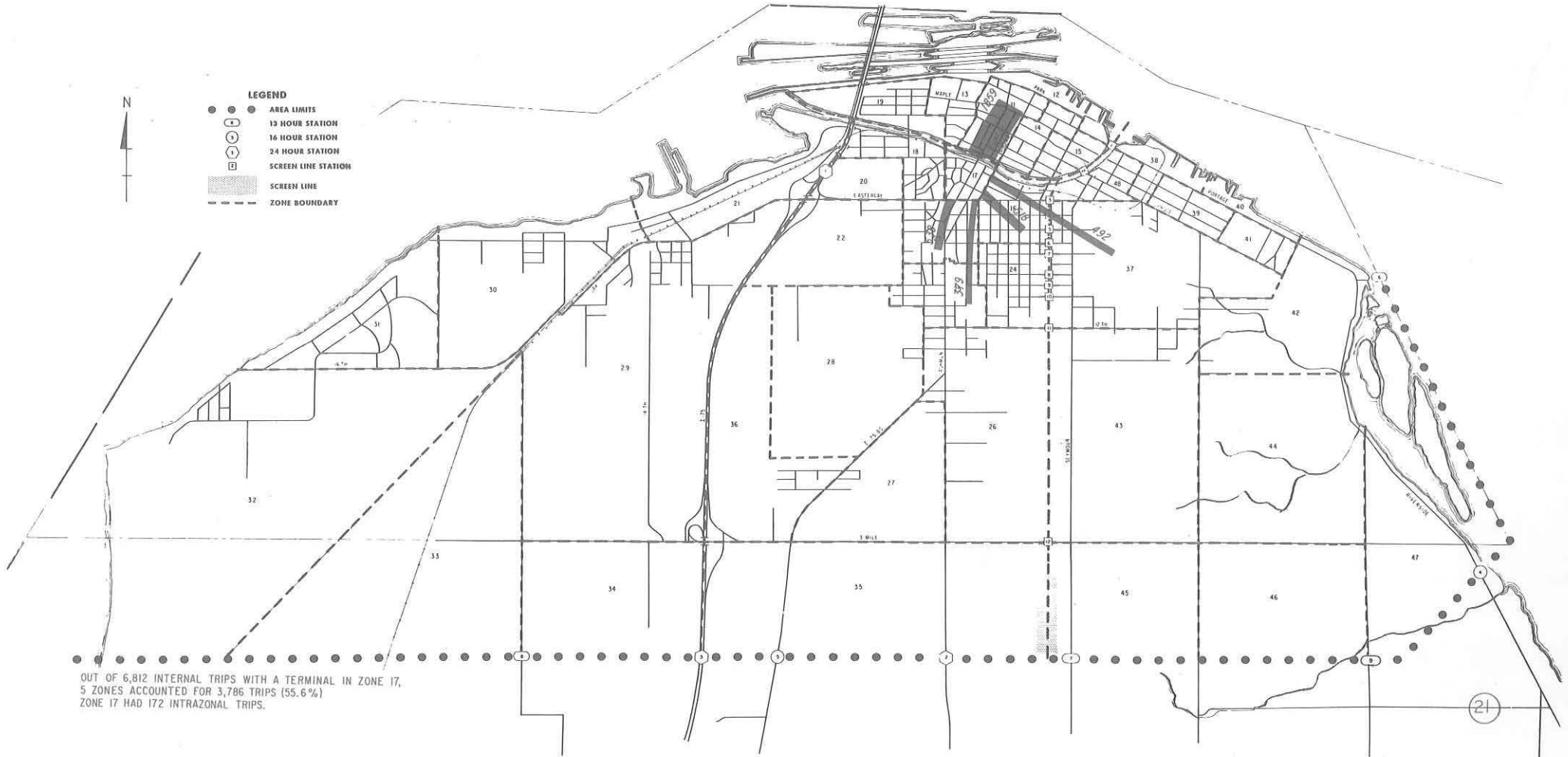
## DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 17 AND OTHER ZONES BY ORDER OF IMPORTANCE

### ZONE 17-COMMERCIAL-RESIDENTIAL

### 1964 JULY-AUGUST WEEKDAY



- LEGEND**
- ● AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



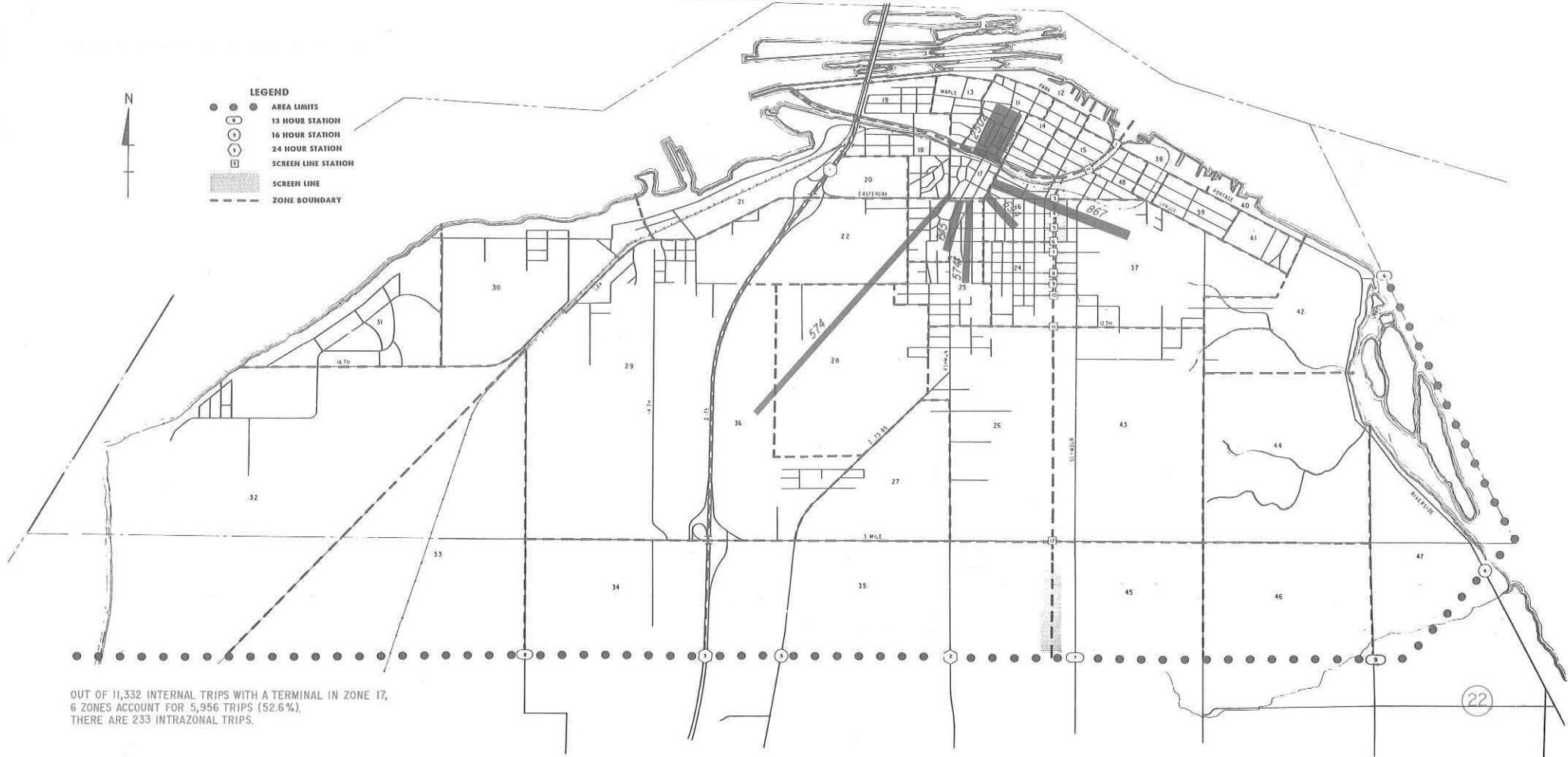
OUT OF 6,812 INTERNAL TRIPS WITH A TERMINAL IN ZONE 17,  
 5 ZONES ACCOUNTED FOR 3,786 TRIPS (55.6%)  
 ZONE 17 HAD 172 INTRAZONAL TRIPS.

# SAULT STE. MARIE AREA TRAFFIC STUDY

DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 17 AND OTHER ZONES BY ORDER OF IMPORTANCE  
 ZONE 17-COMMERCIAL - RESIDENTIAL  
 1990 JULY - AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 11,332 INTERNAL TRIPS WITH A TERMINAL IN ZONE 17,  
 6 ZONES ACCOUNT FOR 5,956 TRIPS (52.6%),  
 THERE ARE 233 INTRAZONAL TRIPS.



# SAULT STE. MARIE AREA TRAFFIC STUDY

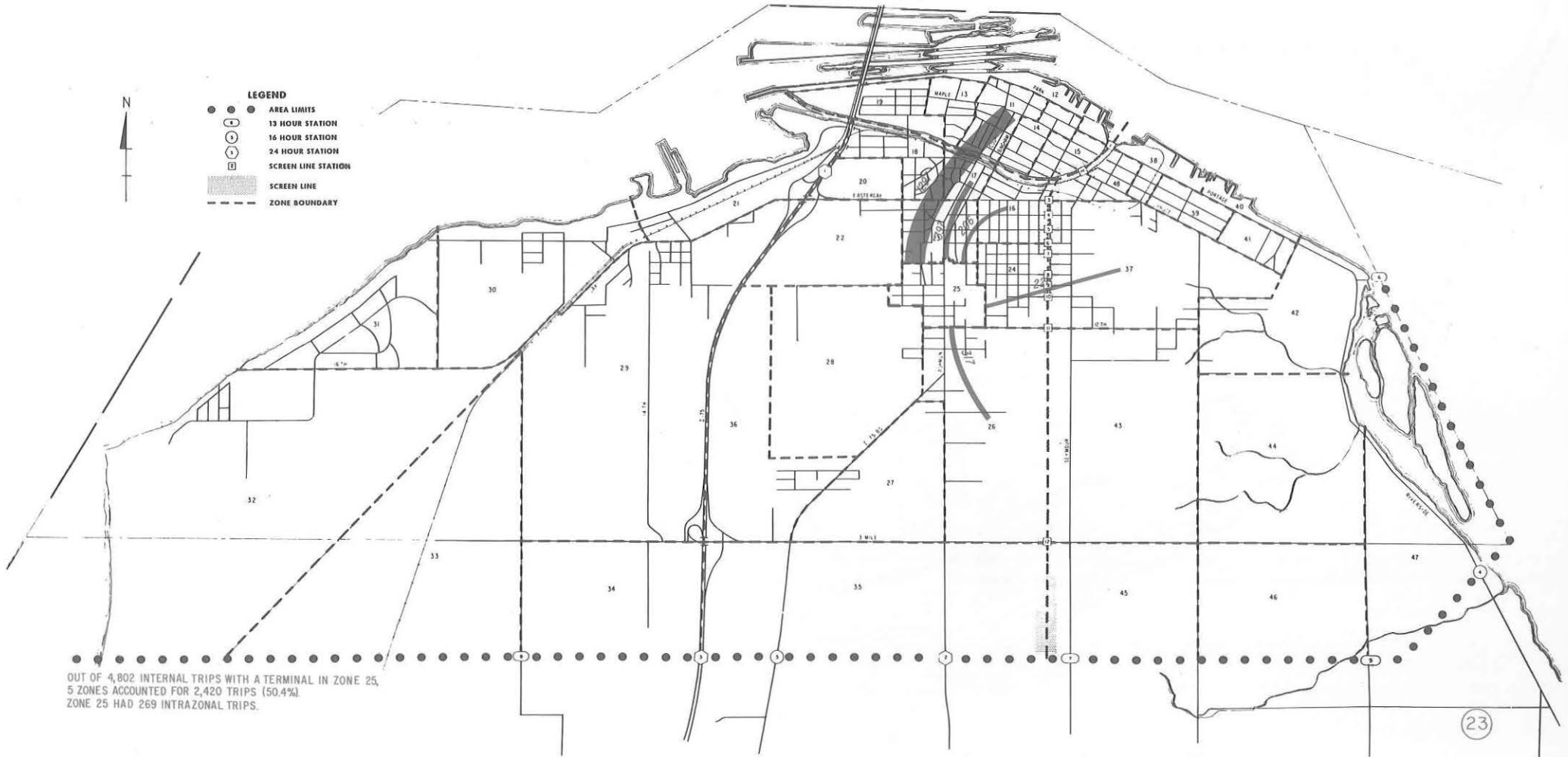
## DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 25 AND OTHER ZONES BY ORDER OF IMPORTANCE

### ZONE 25-RESIDENTIAL

#### 1964 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 4,802 INTERNAL TRIPS WITH A TERMINAL IN ZONE 25,  
 5 ZONES ACCOUNTED FOR 2,420 TRIPS (50.4%)  
 ZONE 25 HAD 269 INTRAZONAL TRIPS.

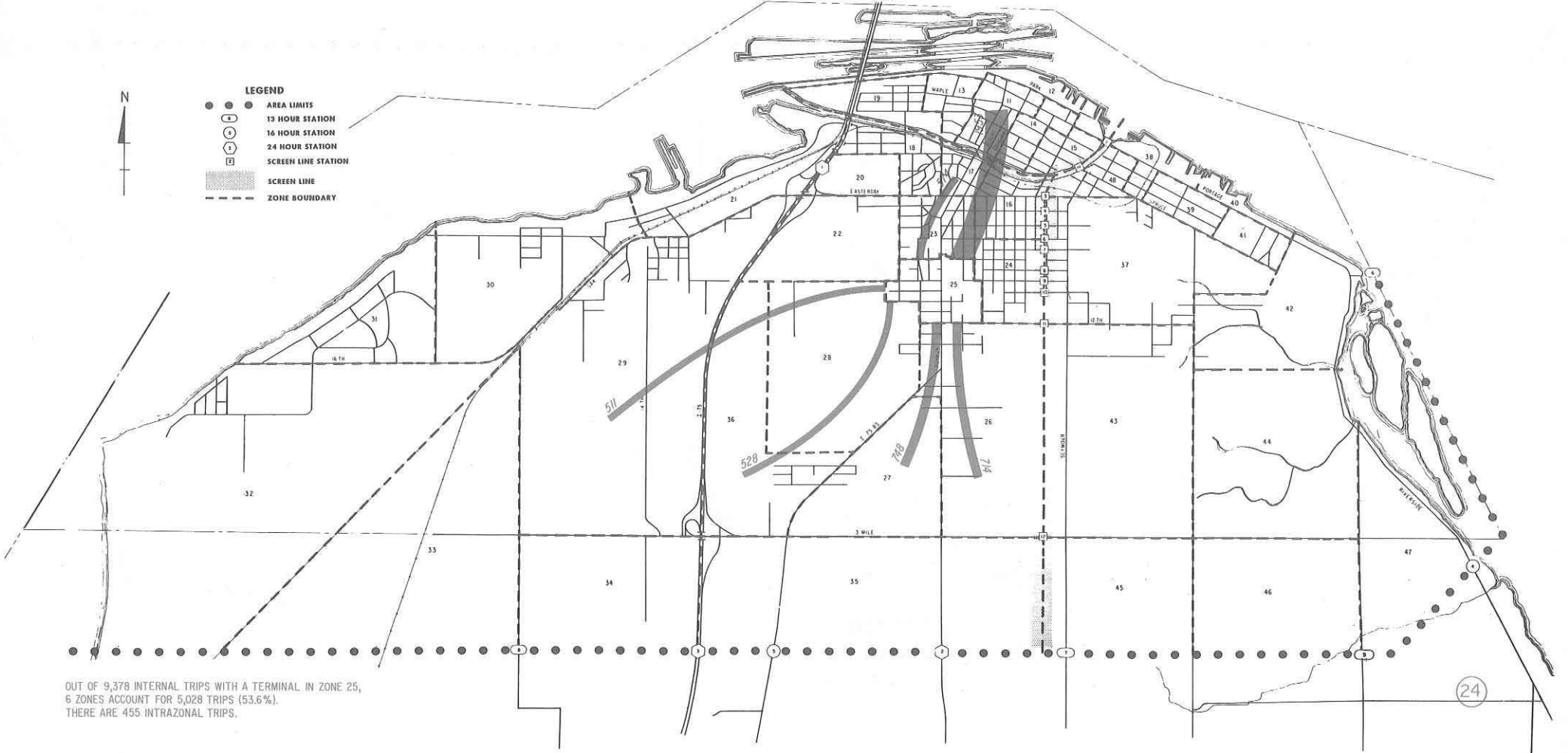
(23)

# SAULT STE. MARIE AREA TRAFFIC STUDY

DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 25-AND OTHER ZONES BY ORDER OF IMPORTANCE  
 ZONE 25 - RESIDENTIAL  
 1990 JULY - AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 9,378 INTERNAL TRIPS WITH A TERMINAL IN ZONE 25,  
 6 ZONES ACCOUNT FOR 5,028 TRIPS (53.6%).  
 THERE ARE 455 INTRAZONAL TRIPS.

24

# SAULT STE. MARIE AREA TRAFFIC STUDY

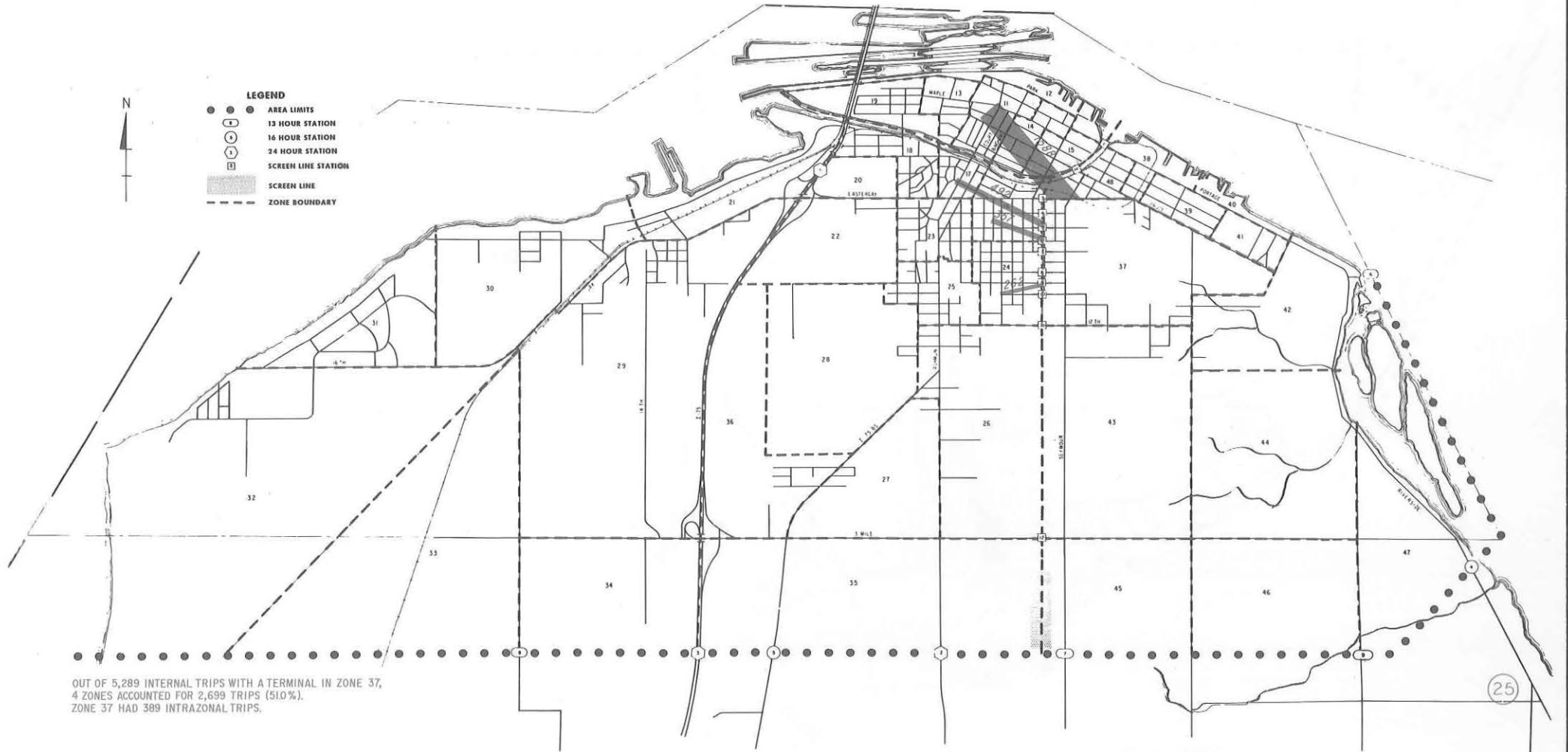
## DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 37 AND OTHER ZONES BY ORDER OF IMPORTANCE

### ZONE 37-RESIDENTIAL

#### 1964 JULY-AUGUST WEEKDAY



- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 5,289 INTERNAL TRIPS WITH A TERMINAL IN ZONE 37,  
 4 ZONES ACCOUNTED FOR 2,699 TRIPS (51%).  
 ZONE 37 HAD 389 INTRAZONAL TRIPS.

(25)

# SAULT STE. MARIE AREA TRAFFIC STUDY

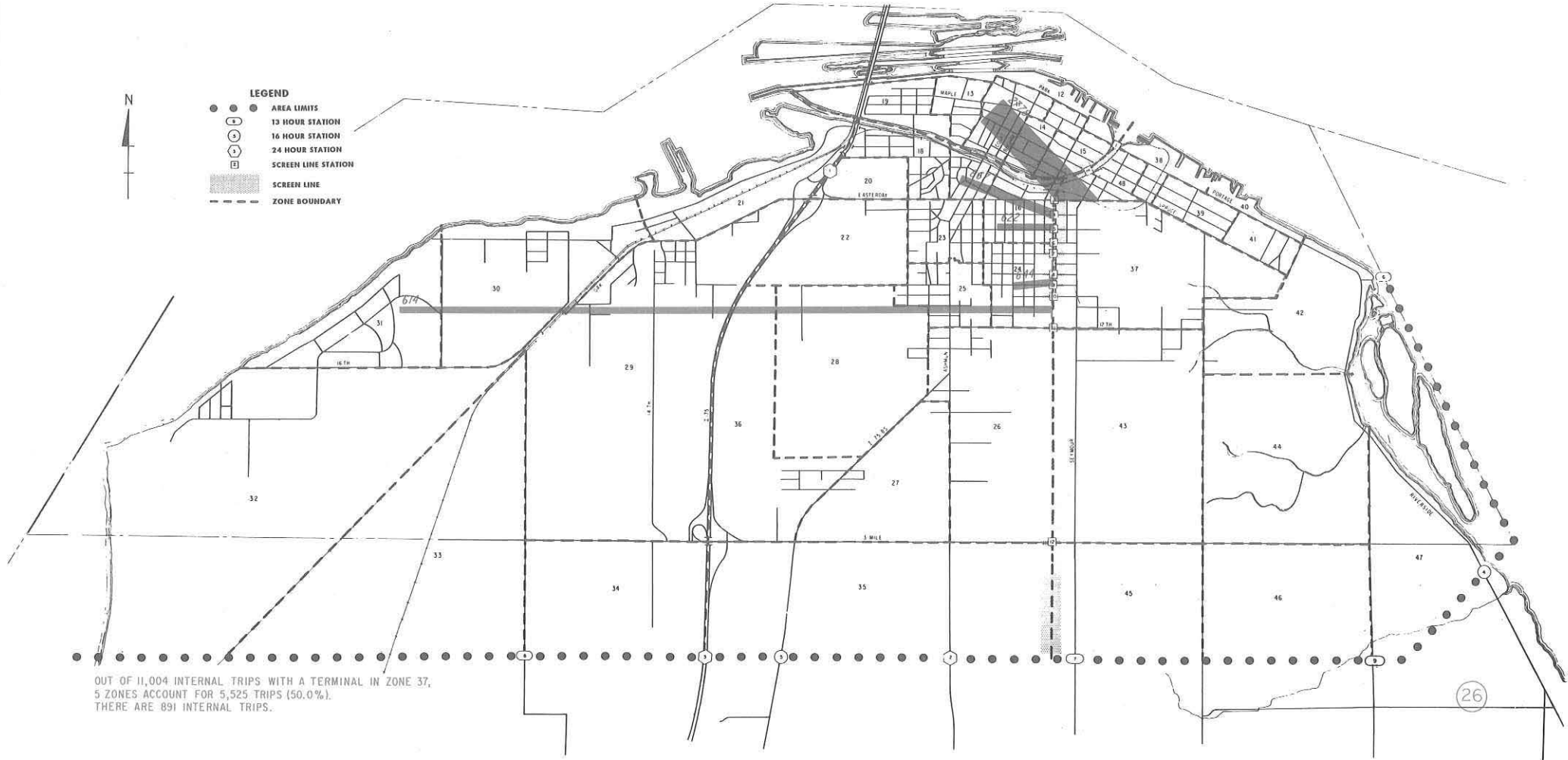
## DISTRIBUTION OF INTERNAL TRIPS BETWEEN ZONE 37 AND OTHER ZONES BY ORDER OF IMPORTANCE

### ZONE 37-RESIDENTIAL

#### 1990 JULY-AUGUST WEEKDAY

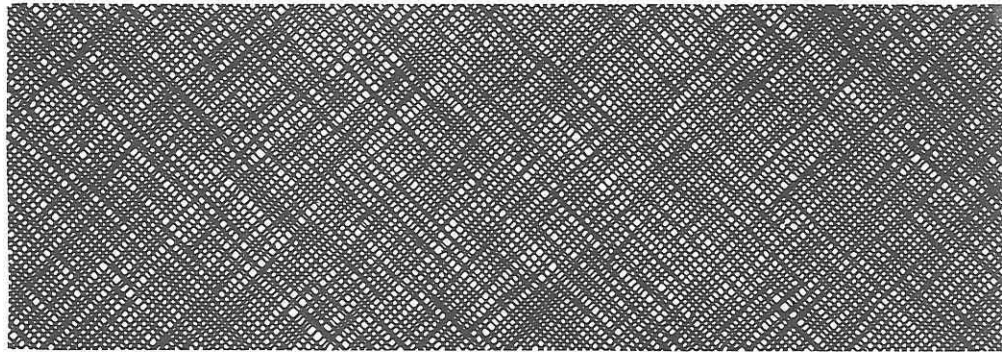


- LEGEND**
- AREA LIMITS
  - 13 HOUR STATION
  - 16 HOUR STATION
  - 24 HOUR STATION
  - SCREEN LINE STATION
  - ▨ SCREEN LINE
  - - - ZONE BOUNDARY



OUT OF 11,004 INTERNAL TRIPS WITH A TERMINAL IN ZONE 37,  
 5 ZONES ACCOUNT FOR 5,525 TRIPS (50.0%).  
 THERE ARE 891 INTERNAL TRIPS.

APPENDIX A



SAULTE STE MARIE  
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1968

DESTINATIONS

ORIGIN	1	2	3	4	5	6	7	8	9	SUB-TOT
1		17	1158	11	72	2		3	1	1264
2	21		1	1	1	2		1		27
3	1227	1		47	16	16		2	2	1311
4	14	4	32		8	1				59
5	50	1	9	6		3				69
6	1	4	9	3	5					22
7										
8	1		1							2
9					1					1
SUB-TOT	1314	27	1210	68	103	24		6	3	2755
11	105	226	420	241	354	33	6	24	24	1433
12	33	53	637	64	356	8		16	6	1173
13	44	26	110	35	64	4	3	6	1	293
14	17	20	54	15	54	3		6		169
15	8	12	23	5	18	3		6		75
16	7	32	41	28	47	2	4	1	3	165
17	7	58	66	36	91	10	1	7		276
18	8	11	28	10	22	2		7	1	89
19	10	17	21	9	16	1		6		80
20	5	10	12	3	11	1		3		45
21		7	13		11			1		32
22	2	1	9	1	12					25
23	9	39	37	30	63	2		12		192
24	6	16	27	14	32	2		1	1	99
25	14	39	98	16	65			1	2	235
26	7	22	37	10	33	1		3		113
27	6	6	9	1	27	2		1		52
28	3	13	9	2	15	1				43
29	3	10	36	16	11	1		14		91
30		5	20	6	6			8		45
31	3	3	12		5			1		24
32	1		5		9			1	1	17
33			1		1			6		8
34		8	34	1	14			29	5	91
35		11	15	2	24			2		54
36	3	7	19	3	11	2		3		48
37	3	12	30	19	36		8	4		112
38	5	12	20	13	10	1	2		3	66
39	4	11	16	20	16	5		2	3	77
40	1	2	11	3	1					18
41	7	3	29	15	17	2		4		77
42	4	2	10	4	17					37
43		3	2	4	6		1			16
44	3	2	5	5	2					17
45		1		3	2					6
46				2	1				3	6
47	2	5	9	13	11		1	1		42
48	6	15	26	13	17			3	2	82
SUB-TOT	336	720	1951	662	1508	86	26	179	55	5523
FIN-TOT	1650	747	3161	730	1611	110	26	185	58	8278

SAULTE STE MARIE  
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1964

ORIGIN	DESTINATIONS									
	11	12	13	14	15	16	17	18	19	20
1	72	61	45	15	1	8	9	16	5	3
2	208	91	35	23	15	30	44	12	17	10
3	399	1166	120	76	39	44	73	30	16	43
4	259	86	22	12	4	23	61	12	17	4
5	365	280	54	38	32	42	100	14	20	11
6	33	13	5	1		4	7		2	
7	5		7				5			
8	13	6	11	4		3	16	5	3	2
9	20	8			2		2			
SUB-TOT	1374	1711	299	169	93	154	317	93	80	73
11	3139	121	754	663	394	726	893	515	221	66
12	212	14	26	52	73	200	27	65	24	
13	740	41	337	111	43	150	244	153	69	
14	561	31	125	135	94	66	174	9	40	12
15	419	33	54	63	118	75	52	11	23	16
16	596	139	102	56	128	177	191	108	28	2
17	966	31	99	130	61	327	172	113	5	1
18	399	27	83	10	5	119	70	84	61	
19	316	24	78	97	12	53	57	21	58	25
20	48			2	26				20	38
21	131	25	32	11	43	31	49	12	6	
22	75		26	5		26		36	17	
23	695	68	125	17	35	88	248	39	40	
24	564	42	79	71	6	130	130	26	12	11
25	681	52	91	47	104	124	119	85	17	22
26	239	10	27	34		43	140	57	17	12
27	114	12	19				34		31	
28	89		15	12	35	14	17	20	26	
29	289		50	5	60		83	23	39	
30	180	20	71	10		16	60	11	5	5
31	179	25	55	47		48	9	28	10	
32	58	5	6	5	6	9	5		6	
33	5						5			
34	91	25	25	11	31		49		12	
35	150	13	38	12	6	27	28	26	38	
36	107	25		21	9	18	44	38		24
37	702	37	72	113	49	161	289	70	61	11
38	161	6	47	26	26	84	18			
39	343	33	59	55	33	21	47	19	82	
40	75		24		16	21		13		
41	91		12	38	11			19	1	
42	121	22	10	77	25	67	27	55	60	36
43	68	11		12		5	41	21	6	
44	53			59		12				
45	15			12			11			
46	19	5								
47	125	26	50		9	31	37	23	36	
48	284	32	53	65	43	9	63	6	18	5
SUB-TOT	13100	949	2683	2105	1501	2880	3433	1706	1089	286
FIN-TOT	14474	2660	2982	2274	1594	3034	3750	1799	1169	359

SAULTE STE MARIE  
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1964

DESTINATIONS

ORIGIN	21	22	23	24	25	26	27	28	29	30
1		2	10	4	32	2	4	1	2	
2	4	6	16	31	31	23	13	5	12	9
3	11	4	54	41	184	30	8	12	23	15
4	2	3	27	6	12	3	4	7	5	2
5	2	2	36	28	56	25	18	9	12	4
6			5		1	2	1	2	2	
7										
8	3		10		2	2			2	
9			1		5	2	2		2	2
SUB-TOT	22	17	159	110	323	89	50	36	60	32
11	213	89	747	582	616	320	78	97	301	231
12	63	10	91	74	111		6			45
13	39	40	127	89	67	48	29	23	46	98
14	9	10	32	52	37	30		1	23	21
15	16		53	33	82	12		26	5	
16	11	26	114	188	82	31	6	14	6	10
17	31	23	290	97	260	127	11	34	87	87
18	16	23	30	48	90	55		14	37	5
19	6	21	30		36	20	9	10	34	16
20				20	28		9			25
21	50		31	37	56				142	117
22	21		28	26	42	20			5	12
23	6	42	114	62	90	33	1	70	68	30
24	27	11	95	305	94	10	15	6	6	
25	37	53	70	73	269	183	70	20	106	34
26	6	19	40	32	134	28	16		10	10
27			6	15	41					
28			72		24				20	
29	106		50	6	71	24		11	97	26
30	43	10	30		45	19	12		10	53
31	27			51	30	21		10	22	47
32	25	6	6		30			5	35	23
33										
34	10	15	50	9	5	10	9		42	6
35	12		38	9	27	38		5	22	10
36			103	35	43	5	11		16	
37	22	1	84	159	130	33	43	20	53	9
38			1	37	1	10				
39	1	12	34	32	31	27	24			
40			6	18	2		38			
41			17	45	17	12				
42	12		62	6	24	12			31	
43			16	26	5				12	
44					6					
45					15					
46				12						
47		12	20	17	43	34				15
48		10	86	75	22	1				
SUB-TOT	809	433	2573	2270	2706	1163	387	368	1236	930
FIN-TOT	831	450	2732	2380	3029	1252	437	404	1296	962



SAULTE STE MARIE  
METROPOLITAN AREA TRAFFIC STUDY

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1944

ORIGIN	DESTINATIONS									
	31	32	33	34	35	36	37	38	39	40
1	2	1			4	1	5	5	5	3
2	3	1		15	14	5	22	7	10	3
3	4	12		25	9	10	25	14	18	1
4	1			1	5	3	9	12	6	3
5	5	5	2	5	27	14	20	3	16	2
6				1	2	2		1	3	
7										
8		4	3	40	1	2	2		3	
9			2	3	2			3	2	
SUB-TOT	15	23	7	90	64	37	83	45	63	12
11	135	46	20	117	225	133	886	148	385	13
12	27	25		54	25	34	49	7	57	9
13	85	11			31	35	48	6	75	15
14	44	9		5	12	29	100	34	40	43
15	11			16		46	40	12	41	6
16	56				17		196	31	40	11
17	35	28	10	60	63	64	203	6	46	12
18	25			12	11	21	57		12	11
19	22	35			49		69		46	
20		15		6	27	15	15	9		
21	16	52		9	10		34			18
22		9					1		10	
23	11	6		16	30	36	76	33	29	7
24	33			5	12	11	103	5	18	11
25	39	10		18	5	46	91	1	48	5
26	10	11			12	22	27	34	6	
27	12			20		9	10		10	16
28	19	10					34		10	
29	21	27		28	21		36		1	
30	38	29			10		5	11		
31	11	73		17	10		77	10	9	1
32	64	58		9	5		9		16	
33									15	
34	10	10		38	100	26	10			
35	26	5		112	61	33	40		17	
36				23	18	30	11		12	6
37	74			21	75		389	29	86	5
38	10						41	6	70	
39	10				12	11	106	63	143	24
40		6				6		6	35	
41	12				12	26	26		10	6
42	12						106		41	
43					35	10	39	5	11	
44	9									
45					37		15		17	
46										
47	6				5	11	10	11	11	37
48	9	9			15		84	23	57	
SUB-TOT	892	484	30	586	945	654	3043	490	1424	256
FIN-TOT	907	507	37	676	1009	691	3126	535	1487	268

SAULTE STE MARIE  
METROPOLITAN AREA TRAFFIC STUDY

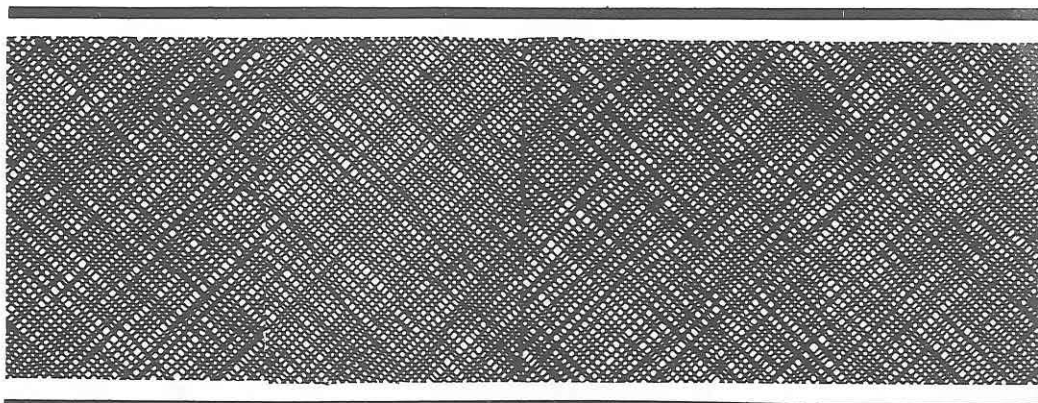
TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1964

DESTINATIONS

ORIGIN	41	42	43	44	45	46	47	48	SUR-TOT	FIN-TOT
1	6	3	2	3	2		4	8	346	1610
2	2	6	3	2		3	3	4	740	767
3	11	20	12	1		3	3	24	2580	3891
4	12	3	3	9	3		25	11	477	736
5	9	13					4	22	1299	1368
6	1							1	89	111
7	2								19	19
8		4							141	143
9			2	4					64	65
SUB-TOT	43	49	22	19	5	6	39	72	5955	8710
11	162	127	111	70	5	24	163	397	13929	15362
12		20	10	11		9	16	21	1467	2640
13	29	36					63	29	2957	3250
14	49	91	12	26	22			69	2047	2216
15	6	16	6	1				51	1343	1418
16	35	57					42	33	2413	2778
17	20	83	46	11			50	34	3723	3999
18	20	67	30		6		32	9	1491	1580
19		71					41	47	1303	1383
20		9						10	322	367
21	1								913	945
22							12	12	383	408
23	5	88	1				11	60	2280	2472
24	25	15	12			11	15	58	1974	2073
25	14	16	9	12	24		38	1	2634	2869
26		17	9	12			12	10	1056	1169
27								6	355	407
28							21	14	452	495
29		11	19				10		1114	1205
30			1						694	739
31	10	21					6	9	863	887
32		18					6	19	434	451
33									25	33
34		12							606	697
35			40		26		11		872	926
36	26		10						635	683
37	5	67	40	1	20		6	67	3024	3136
38			9				22	15	564	630
39	6	1	17				21	66	1333	1410
40				9			33		308	326
41	10						19	21	405	482
42			23	16			16	33	894	931
43		23			102			6	454	470
44		6		6	12		6		169	186
45			103					10	235	241
46									36	42
47	42	21	6				120		758	800
48		23			5		10	31	1038	1120
SUB-TOT	465	916	534	175	222	44	802	1138	55703	61226
FIN-TOT	508	965	556	194	227	50	841	1206	61658	69936

APPENDIX B



## SAULT STE MARIE

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1990

ORIGIN	DESTINATIONS									SUB-TOT
	1	2	3	4	5	6	7	8	9	
1	0.	32.	2461.	25.	141.	2.	0.	5.	2.	2668.
2	40.	0.	1.	1.	1.	1.	0.	1.	0.	45.
3	2608.	1.	0.	74.	22.	9.	0.	2.	2.	2718.
4	31.	6.	50.	0.	12.	1.	0.	0.	0.	100.
5	98.	1.	12.	9.	0.	1.	0.	0.	0.	121.
6	1.	2.	5.	2.	2.	0.	0.	0.	0.	12.
7	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
8	2.	0.	1.	0.	0.	0.	0.	0.	0.	3.
9	2.	0.	0.	0.	1.	0.	0.	0.	0.	3.
SUB-TOT	2782.	42.	2530.	111.	179.	14.	0.	8.	4.	5670.
11	211.	284.	593.	359.	462.	17.	5.	27.	26.	1984.
12	68.	68.	920.	97.	475.	4.	0.	19.	7.	1658.
13	97.	36.	171.	57.	92.	2.	3.	8.	1.	467.
14	34.	25.	76.	22.	70.	2.	0.	7.	0.	236.
15	15.	14.	31.	7.	22.	1.	0.	7.	2.	99.
16	14.	40.	58.	41.	61.	1.	4.	1.	3.	223.
17	14.	73.	94.	54.	119.	5.	1.	8.	0.	368.
18	16.	14.	39.	15.	29.	1.	0.	8.	1.	123.
19	30.	32.	44.	20.	31.	1.	0.	10.	0.	168.
20	7.	9.	12.	3.	10.	0.	0.	2.	0.	43.
21	3.	12.	24.	4.	19.	0.	0.	1.	0.	63.
22	6.	2.	20.	2.	25.	0.	0.	0.	0.	55.
23	19.	50.	54.	46.	85.	1.	0.	14.	0.	269.
24	17.	28.	54.	29.	59.	1.	0.	2.	2.	192.
25	32.	55.	156.	27.	95.	1.	0.	1.	2.	369.
26	21.	41.	78.	22.	64.	1.	1.	5.	0.	233.
27	54.	34.	57.	7.	158.	5.	0.	5.	0.	320.
28	5.	14.	11.	2.	16.	0.	0.	0.	0.	48.
29	12.	24.	98.	46.	28.	1.	0.	31.	0.	240.
30	3.	11.	47.	15.	13.	0.	0.	15.	0.	104.
31	14.	9.	39.	3.	15.	0.	0.	3.	0.	83.
32	2.	1.	8.	0.	13.	0.	0.	1.	1.	26.
33	0.	0.	1.	0.	1.	0.	0.	7.	0.	9.
34	9.	14.	68.	2.	26.	1.	0.	47.	8.	175.
35	18.	32.	48.	7.	71.	2.	2.	5.	5.	190.
36	24.	35.	106.	18.	57.	4.	0.	13.	0.	257.
37	8.	20.	55.	37.	61.	0.	9.	6.	0.	196.
38	9.	14.	26.	17.	12.	0.	2.	0.	3.	83.
39	8.	13.	22.	28.	20.	2.	0.	2.	3.	98.
40	2.	2.	13.	4.	1.	0.	0.	0.	0.	22.
41	16.	4.	45.	25.	25.	1.	2.	5.	1.	124.
42	11.	3.	18.	8.	29.	0.	0.	6.	1.	76.
43	4.	3.	3.	5.	7.	0.	1.	0.	2.	25.
44	5.	2.	6.	6.	2.	0.	0.	0.	4.	25.
45	3.	1.	1.	4.	2.	0.	1.	0.	2.	14.
46	0.	4.	4.	3.	1.	0.	0.	0.	3.	15.
47	5.	8.	16.	25.	18.	0.	1.	1.	6.	80.
48	12.	19.	37.	20.	22.	1.	0.	3.	2.	116.
SUB-TOT	828.	1050.	3153.	1087.	2316.	55.	32.	270.	85.	8876.
TOTAL	3610.	1092.	5683.	1198.	2495.	69.	32.	278.	89.	14546.

## SAULT STE MARIE

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1990

ORIGIN	DESTINATIONS									
	11	12	13	14	15	16	17	18	19	20
1	145.	126.	100.	30.	2.	16.	18.	32.	15.	4.
2	261.	117.	48.	29.	18.	38.	56.	15.	32.	9.
3	563.	1684.	186.	106.	53.	62.	104.	42.	33.	44.
4	386.	131.	36.	18.	6.	34.	91.	18.	37.	4.
5	476.	374.	77.	49.	40.	55.	131.	23.	39.	10.
6	17.	7.	3.	1.	0.	2.	4.	1.	2.	0.
7	5.	0.	7.	0.	0.	4.	5.	0.	0.	0.
8	15.	7.	14.	5.	7.	3.	18.	6.	5.	2.
9	22.	9.	1.	0.	2.	3.	2.	0.	0.	0.
SUB-TOT	1890.	2455.	472.	238.	128.	217.	429.	137.	163.	73.
11	4196.	166.	1109.	860.	505.	966.	1202.	685.	437.	64.
12	290.	20.	39.	71.	96.	272.	37.	89.	49.	0.
13	1088.	62.	545.	162.	61.	220.	361.	224.	150.	0.
14	745.	42.	182.	178.	120.	87.	237.	12.	79.	12.
15	537.	43.	76.	80.	145.	96.	67.	14.	44.	15.
16	793.	189.	266.	74.	163.	234.	256.	143.	55.	2.
17	1300.	43.	146.	174.	79.	438.	233.	151.	10.	1.
18	531.	37.	121.	13.	6.	158.	94.	111.	120.	0.
19	625.	49.	169.	190.	23.	104.	113.	41.	169.	36.
20	46.	0.	0.	2.	24.	2.	1.	0.	28.	26.
21	231.	45.	62.	19.	73.	55.	87.	21.	16.	0.
22	160.	22.	61.	11.	0.	55.	49.	76.	53.	15.
23	956.	96.	189.	23.	46.	121.	343.	53.	81.	0.
24	1059.	81.	163.	132.	11.	243.	246.	49.	33.	15.
25	1025.	80.	151.	70.	150.	186.	180.	127.	38.	24.
26	478.	20.	59.	68.	23.	86.	282.	113.	50.	17.
27	685.	74.	125.	60.	0.	36.	205.	30.	274.	39.
28	98.	0.	18.	13.	37.	15.	19.	22.	42.	0.
29	744.	0.	141.	13.	148.	15.	215.	59.	148.	0.
30	403.	46.	174.	22.	0.	36.	135.	24.	16.	8.
31	557.	80.	188.	145.	33.	149.	28.	87.	46.	0.
32	88.	8.	10.	8.	9.	14.	8.	0.	13.	16.
33	6.	0.	0.	0.	0.	0.	6.	0.	0.	0.
34	173.	49.	52.	21.	57.	10.	94.	23.	34.	8.
35	457.	41.	127.	36.	18.	88.	86.	79.	171.	59.
36	565.	135.	203.	110.	46.	95.	234.	199.	39.	91.
37	1228.	66.	139.	196.	82.	281.	509.	122.	158.	14.
38	195.	9.	8.	56.	30.	101.	22.	0.	0.	8.
39	439.	43.	83.	70.	40.	27.	61.	24.	155.	0.
40	82.	10.	29.	43.	17.	23.	13.	14.	0.	0.
41	135.	14.	20.	56.	16.	52.	30.	28.	2.	0.
42	212.	39.	19.	134.	42.	117.	48.	96.	155.	45.
43	81.	13.	0.	14.	7.	6.	49.	25.	11.	0.
44	60.	13.	0.	66.	1.	13.	13.	0.	0.	0.
45	16.	0.	0.	13.	0.	0.	12.	6.	0.	0.
46	24.	7.	0.	0.	0.	0.	0.	0.	0.	0.
47	214.	45.	94.	0.	15.	53.	64.	39.	91.	0.
48	385.	44.	79.	87.	56.	12.	86.	8.	36.	5.
SUB-TOT	20907.	1731.	4847.	3310.	2179.	4466.	5720.	2794.	2803.	520.
TOTAL	22797.	4186.	5319.	3548.	2307.	4683.	6149.	2931.	2966.	593.

SAULT STE MARIE

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1990

ORIGIN	DESTINATIONS									
	21	22	23	24	25	26	27	28	29	30
1	3.	6.	21.	11.	73.	6.	36.	2.	8.	3.
2	7.	12.	21.	55.	44.	43.	73.	5.	29.	19.
3	20.	9.	78.	81.	293.	63.	51.	14.	63.	35.
4	4.	7.	41.	13.	20.	7.	27.	9.	14.	5.
5	3.	4.	48.	51.	82.	49.	106.	10.	30.	9.
6	0.	0.	3.	1.	1.	2.	2.	1.	2.	0.
7	0.	0.	0.	0.	0.	0.	4.	0.	0.	0.
8	4.	0.	12.	0.	3.	3.	0.	0.	4.	15.
9	0.	0.	1.	0.	6.	3.	10.	0.	4.	4.
SUB-TOT	41.	38.	225.	212.	522.	176.	309.	41.	154.	90.
11	376.	189.	1028.	1093.	928.	640.	469.	107.	775.	517.
12	114.	22.	128.	142.	171.	20.	37.	0.	0.	103.
13	76.	93.	192.	184.	111.	106.	191.	28.	130.	241.
14	16.	21.	44.	97.	55.	60.	60.	1.	59.	47.
15	27.	0.	70.	59.	118.	23.	0.	28.	12.	0.
16	19.	55.	156.	351.	123.	62.	36.	15.	15.	22.
17	55.	49.	402.	183.	394.	256.	64.	38.	225.	196.
18	28.	49.	41.	90.	135.	109.	30.	18.	95.	11.
19	16.	66.	61.	33.	80.	59.	80.	16.	129.	53.
20	0.	15.	0.	27.	30.	17.	39.	0.	0.	40.
21	115.	59.	56.	92.	111.	16.	16.	0.	479.	343.
22	59.	0.	61.	78.	100.	64.	19.	26.	20.	43.
23	11.	92.	161.	120.	139.	68.	6.	80.	180.	69.
24	67.	33.	184.	804.	199.	28.	127.	9.	22.	16.
25	73.	127.	108.	154.	455.	412.	472.	25.	306.	85.
26	16.	60.	82.	90.	302.	84.	144.	0.	39.	33.
27	16.	95.	37.	127.	276.	0.	669.	50.	172.	120.
28	0.	26.	82.	9.	30.	0.	50.	0.	43.	4.
29	358.	20.	132.	22.	205.	92.	172.	23.	479.	112.
30	126.	35.	69.	16.	113.	64.	120.	4.	43.	198.
31	110.	79.	35.	223.	105.	98.	167.	26.	131.	244.
32	50.	14.	9.	0.	51.	25.	7.	6.	102.	58.
33	0.	0.	0.	0.	0.	0.	6.	0.	0.	21.
34	25.	45.	98.	24.	11.	28.	76.	5.	153.	19.
35	48.	48.	119.	39.	97.	173.	136.	13.	128.	51.
36	69.	126.	559.	260.	255.	39.	259.	9.	162.	88.
37	51.	3.	151.	391.	256.	86.	338.	29.	178.	26.
38	0.	10.	1.	63.	1.	18.	11.	0.	0.	22.
39	2.	24.	45.	58.	45.	52.	138.	11.	2.	0.
40	26.	9.	7.	28.	2.	0.	184.	0.	0.	0.
41	2.	0.	26.	94.	28.	27.	13.	0.	0.	0.
42	28.	0.	112.	15.	47.	31.	0.	0.	105.	0.
43	0.	0.	20.	43.	7.	16.	11.	0.	27.	2.
44	0.	0.	0.	0.	8.	20.	10.	0.	4.	0.
45	0.	8.	0.	0.	18.	0.	24.	0.	4.	2.
46	0.	0.	0.	21.	0.	0.	11.	0.	5.	0.
47	0.	33.	35.	41.	83.	87.	0.	30.	33.	43.
48	0.	22.	120.	143.	34.	2.	37.	16.	13.	0.
SUB-TOT	1979.	1527.	4431.	5214.	5118.	2882.	4231.	613.	4270.	2829.
TOTAL	2020.	1565.	4656.	5426.	5640.	3058.	4540.	654.	4424.	2919.

## SAUIT STE MARIE

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1990

ORIGIN	DESTINATIONS									
	31	32	33	34	35	36	37	38	39	40
1	9.	2.	0.	9.	18.	8.	13.	9.	10.	5.
2	9.	1.	0.	27.	40.	25.	36.	8.	12.	3.
3	13.	19.	1.	50.	29.	56.	46.	18.	24.	1.
4	3.	0.	0.	2.	17.	18.	18.	16.	9.	4.
5	15.	7.	2.	9.	80.	72.	34.	4.	20.	2.
6	0.	0.	0.	1.	2.	4.	0.	0.	1.	0.
7	0.	0.	0.	0.	2.	0.	9.	2.	0.	0.
8	3.	5.	3.	64.	3.	9.	3.	0.	3.	0.
9	0.	0.	2.	5.	5.	0.	0.	3.	2.	0.
SUB-TOT	52.	34.	8.	167.	196.	192.	159.	60.	81.	15.
11	420.	70.	26.	223.	686.	702.	1550.	179.	493.	14.
12	86.	39.	0.	105.	78.	184.	88.	9.	75.	10.
13	291.	18.	0.	52.	104.	203.	92.	8.	106.	18.
14	136.	14.	0.	9.	36.	152.	174.	41.	51.	47.
15	33.	9.	0.	29.	18.	233.	67.	14.	50.	6.
16	174.	14.	0.	10.	52.	95.	341.	37.	51.	12.
17	110.	43.	13.	115.	193.	340.	358.	7.	59.	13.
18	77.	0.	0.	23.	33.	110.	99.	0.	15.	12.
19	101.	79.	0.	34.	220.	39.	178.	0.	87.	0.
20	0.	16.	0.	8.	59.	57.	19.	8.	0.	0.
21	65.	104.	0.	22.	40.	69.	78.	0.	2.	26.
22	0.	22.	0.	45.	48.	126.	3.	10.	20.	9.
23	35.	9.	0.	31.	94.	195.	137.	41.	38.	8.
24	144.	0.	0.	13.	51.	82.	253.	8.	32.	17.
25	136.	17.	0.	38.	17.	273.	179.	1.	69.	6.
26	47.	25.	0.	28.	55.	174.	71.	62.	11.	0.
27	167.	7.	6.	169.	136.	212.	79.	11.	58.	78.
28	49.	13.	0.	5.	13.	9.	49.	0.	11.	0.
29	125.	79.	25.	102.	123.	162.	121.	0.	2.	0.
30	197.	74.	0.	19.	51.	88.	15.	22.	0.	0.
31	79.	258.	0.	75.	71.	122.	313.	28.	27.	3.
32	226.	100.	0.	19.	17.	0.	18.	0.	23.	7.
33	0.	0.	1.	0.	0.	0.	0.	0.	18.	0.
34	44.	21.	2.	101.	429.	194.	25.	0.	0.	0.
35	184.	17.	0.	481.	421.	395.	160.	0.	50.	0.
36	122.	0.	0.	171.	216.	623.	76.	0.	61.	26.
37	301.	18.	0.	52.	299.	76.	891.	46.	144.	7.
38	28.	0.	0.	0.	0.	0.	65.	7.	81.	6.
39	30.	23.	18.	0.	35.	56.	178.	73.	175.	25.
40	3.	7.	0.	0.	0.	26.	7.	6.	37.	0.
41	41.	0.	0.	0.	40.	152.	50.	0.	14.	7.
42	49.	36.	0.	30.	0.	0.	243.	0.	69.	0.
43	0.	0.	0.	0.	95.	47.	61.	5.	13.	0.
44	24.	0.	0.	0.	0.	0.	0.	0.	1.	8.
45	0.	0.	0.	2.	89.	8.	21.	0.	17.	0.
46	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
47	24.	12.	0.	0.	19.	74.	22.	17.	18.	51.
48	28.	14.	0.	0.	46.	0.	149.	28.	74.	0.
SUB-TOT	3576.	1158.	91.	2011.	3884.	5278.	6230.	668.	2052.	416.
TOTAL	3628.	1192.	99.	2178.	4080.	5470.	6389.	728.	2133.	431.

## SAULT STE MARIE

TABLE S-1

TOTAL TRIPS BY PASSENGER CAR, TRUCK AND TAXI DRIVERS FOR A 24-HOUR WEEKDAY IN JULY AND AUGUST OF 1990

ORIGIN	DESTINATIONS								SUB-TOT	TOTAL
	41	42	43	44	45	46	47	48		
1	13.	8.	4.	5.	3.	0.	10.	16.	799.	3467.
2	3.	10.	3.	2.	1.	4.	5.	8.	1128.	1173.
3	17.	37.	15.	1.	1.	4.	5.	34.	3955.	6673.
4	20.	6.	4.	11.	4.	3.	48.	17.	1108.	1208.
5	13.	22.	7.	2.	2.	1.	7.	29.	1994.	2115.
6	1.	0.	0.	0.	0.	0.	0.	1.	59.	71.
7	2.	2.	1.	0.	0.	0.	0.	0.	43.	43.
8	5.	6.	0.	0.	0.	0.	1.	0.	228.	231.
9	1.	1.	2.	4.	2.	3.	6.	2.	105.	108.
SUB-TOT	75.	92.	36.	25.	13.	15.	82.	107.	9419.	15089.
11	240.	222.	132.	79.	5.	30.	278.	532.	22213.	24197.
12	14.	36.	12.	13.	0.	12.	28.	29.	2518.	4176.
13	47.	69.	0.	0.	0.	0.	118.	43.	5394.	5861.
14	72.	158.	14.	29.	23.	0.	0.	93.	3198.	3434.
15	9.	27.	7.	1.	0.	0.	15.	66.	2038.	2137.
16	52.	99.	6.	13.	0.	0.	71.	44.	4100.	4323.
17	30.	146.	55.	13.	12.	0.	86.	46.	6078.	6446.
18	29.	117.	36.	0.	6.	0.	54.	12.	2420.	2543.
19	2.	184.	11.	0.	0.	0.	104.	94.	3245.	3413.
20	0.	11.	0.	0.	0.	0.	0.	10.	485.	528.
21	2.	28.	0.	0.	0.	0.	0.	0.	2332.	2395.
22	0.	0.	0.	0.	8.	0.	33.	26.	1322.	1377.
23	8.	159.	1.	0.	0.	0.	19.	84.	3693.	3962.
24	52.	37.	20.	0.	0.	20.	36.	110.	4396.	4588.
25	23.	32.	12.	15.	29.	0.	73.	2.	5170.	5539.
26	27.	45.	16.	20.	0.	0.	31.	20.	2678.	2911.
27	13.	0.	11.	10.	24.	11.	0.	37.	4119.	4439.
28	0.	0.	0.	0.	0.	0.	30.	16.	703.	751.
29	0.	37.	43.	4.	4.	5.	33.	13.	3976.	4216.
30	0.	0.	2.	0.	2.	0.	43.	0.	2165.	2269.
31	34.	86.	0.	24.	0.	0.	24.	28.	3703.	3786.
32	0.	36.	0.	0.	0.	0.	12.	29.	983.	1009.
33	0.	0.	0.	0.	0.	0.	0.	0.	58.	67.
34	0.	30.	0.	0.	2.	0.	0.	0.	1853.	2028.
35	40.	0.	108.	0.	63.	0.	43.	46.	4017.	4207.
36	152.	277.	47.	0.	8.	0.	74.	0.	5396.	5653.
37	10.	154.	93.	1.	28.	0.	13.	119.	6556.	6752.
38	0.	0.	5.	0.	0.	0.	34.	18.	799.	882.
39	9.	2.	1.	0.	17.	0.	34.	86.	2081.	2179.
40	7.	0.	0.	8.	0.	0.	46.	0.	634.	656.
41	16.	0.	0.	0.	0.	0.	36.	32.	931.	1055.
42	0.	0.	36.	24.	0.	0.	36.	59.	1827.	1903.
43	0.	5.	0.	0.	96.	0.	9.	7.	670.	695.
44	0.	9.	0.	6.	11.	0.	9.	0.	276.	301.
45	0.	0.	97.	11.	0.	0.	0.	11.	359.	373.
46	0.	0.	0.	0.	0.	0.	0.	0.	68.	83.
47	79.	47.	9.	9.	0.	0.	262.	17.	1660.	1740.
48	32.	41.	0.	0.	5.	0.	17.	43.	1662.	1778.
SUB-TOT	999.	2094.	774.	280.	343.	78.	1701.	1772.	115776.	124652.
TOTAL	1074.	2186.	810.	305.	356.	93.	1783.	1879.	125195.	139741.