

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7731-003 US-50-Transit Way.ppd
 Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Southbound					US-50 Westbound					Transit Way Northbound					US-50 Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	0	0	0	4	197	0	0	201	3	0	2	0	5	0	218	10	0	228	434	0
12:15	0	0	0	0	0	4	171	0	0	175	0	0	1	0	1	0	234	7	0	241	417	0
12:30	0	0	0	0	0	1	203	0	0	204	2	0	3	0	5	0	208	9	0	217	426	0
12:45	0	0	0	0	0	4	173	0	0	177	1	0	3	0	4	0	225	6	0	231	412	0
Total	0	0	0	0	0	13	744	0	0	757	6	0	9	0	15	0	885	32	0	917	1689	0
13:00	0	0	0	0	0	2	202	0	0	204	0	0	3	0	3	0	240	10	0	250	457	0
13:15	0	0	0	0	0	4	186	0	0	190	0	0	1	0	1	0	207	14	0	221	412	0
13:30	0	0	0	0	0	3	163	0	0	166	1	0	3	0	4	0	209	14	0	223	393	0
13:45	0	0	0	0	0	4	193	0	0	197	1	0	4	0	5	0	215	7	0	222	424	0
Total	0	0	0	0	0	13	744	0	0	757	2	0	11	0	13	0	871	45	0	916	1686	0
Grand Total	0	0	0	0	0	26	1488	0	0	1514	8	0	20	0	28	0	1756	77	0	1833	3375	0
Apprch %	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	98.3%	0.0%	0.0%		28.6%	0.0%	71.4%	0.0%		0.0%	95.8%	4.2%	0.0%			
Total %	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	44.1%	0.0%	0.0%	44.9%	0.2%	0.0%	0.6%	0.0%	0.8%	0.0%	52.0%	2.3%	0.0%	54.3%	100.0%	

NOON PEAK START TIME	Southbound					US-50 Westbound					Transit Way Northbound					US-50 Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 12:15 to 13:15																					
Peak Hour For Entire Intersection Begins at 12:15																					
12:15	0	0	0	0	0	4	171	0	0	175	0	0	1	0	1	0	234	7	0	241	417
12:30	0	0	0	0	0	1	203	0	0	204	2	0	3	0	5	0	208	9	0	217	426
12:45	0	0	0	0	0	4	173	0	0	177	1	0	3	0	4	0	225	6	0	231	412
13:00	0	0	0	0	0	2	202	0	0	204	0	0	3	0	3	0	240	10	0	250	457
Total Volume	0	0	0	0	0	11	749	0	0	760	3	0	10	0	13	0	907	32	0	939	1712
% App Total	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	98.6%	0.0%	0.0%		23.1%	0.0%	76.9%	0.0%		0.0%	96.6%	3.4%	0.0%		
PHF	.000	.000	.000	.000	.000	.688	.922	.000	.000	.931	.375	.000	.833	.000	.650	.000	.945	.800	.000	.939	.937

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 13-7731-004 US-50-Friday Avenue.ppd

Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Friday Avenue Southbound					US-50 Westbound					Northbound					US-50 Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	2	0	4	0	6	0	194	7	0	201	0	0	0	0	0	3	221	0	0	224	431	0
12:15	0	0	2	0	2	0	173	0	0	173	0	0	0	0	0	5	248	0	0	253	428	0
12:30	0	0	2	0	2	0	211	0	0	211	0	0	0	0	0	5	205	0	0	210	423	0
12:45	1	0	2	0	3	0	172	4	0	176	0	0	0	0	0	7	243	0	0	250	429	0
Total	3	0	10	0	13	0	750	11	0	761	0	0	0	0	0	20	917	0	0	937	1711	0
13:00	1	0	8	0	9	0	207	1	0	208	0	0	0	0	0	4	253	0	0	257	474	0
13:15	2	0	6	0	8	0	176	3	0	179	0	0	0	0	0	1	214	0	0	215	402	0
13:30	0	0	7	0	7	0	172	2	0	174	0	0	0	0	0	2	237	0	0	239	420	0
13:45	1	0	7	0	8	0	194	1	0	195	0	0	0	0	0	3	215	0	0	218	421	0
Total	4	0	28	0	32	0	749	7	0	756	0	0	0	0	0	10	919	0	0	929	1717	0
Grand Total	7	0	38	0	45	0	1499	18	0	1517	0	0	0	0	0	30	1836	0	0	1866	3428	0
Apprch %	15.6%	0.0%	84.4%	0.0%		0.0%	98.8%	1.2%	0.0%		0.0%	0.0%	0.0%	0.0%		1.6%	98.4%	0.0%	0.0%			
Total %	0.2%	0.0%	1.1%	0.0%	1.3%	0.0%	43.7%	0.5%	0.0%	44.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	53.6%	0.0%	0.0%	54.4%	100.0%	

NOON PEAK START TIME	Friday Avenue Southbound					US-50 Westbound					Northbound					US-50 Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 12:15 to 13:15																					
Peak Hour For Entire Intersection Begins at 12:15																					
12:15	0	0	2	0	2	0	173	0	0	173	0	0	0	0	0	5	248	0	0	253	428
12:30	0	0	2	0	2	0	211	0	0	211	0	0	0	0	0	5	205	0	0	210	423
12:45	1	0	2	0	3	0	172	4	0	176	0	0	0	0	0	7	243	0	0	250	429
13:00	1	0	8	0	9	0	207	1	0	208	0	0	0	0	0	4	253	0	0	257	474
Total Volume	2	0	14	0	16	0	763	5	0	768	0	0	0	0	0	21	949	0	0	970	1754
% App Total	12.5%	0.0%	87.5%	0.0%		0.0%	99.3%	0.7%	0.0%		0.0%	0.0%	0.0%	0.0%		2.2%	97.8%	0.0%	0.0%		
PHF	.500	.000	.438	.000	.444	.000	.904	.313	.000	.910	.000	.000	.000	.000	.000	.750	.938	.000	.000	.944	.925

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 13-7731-005 US-50-Park Avenue.ppd

Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Park Avenue Southbound					US-50 Westbound					Park Avenue Northbound					US-50 Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	4	7	25	0	36	16	180	5	0	201	47	3	25	0	75	13	214	44	0	271	583	0
12:15	0	7	21	0	28	21	149	6	0	176	49	7	17	0	73	11	231	39	0	281	558	0
12:30	3	6	17	0	26	23	191	2	0	216	48	6	14	0	68	17	222	33	0	272	582	0
12:45	4	7	27	0	38	28	138	1	0	167	46	4	35	0	85	28	230	49	0	307	597	0
Total	11	27	90	0	128	88	658	14	0	760	190	20	91	0	301	69	897	165	0	1131	2320	0
13:00	3	5	19	0	27	27	195	2	0	224	48	4	30	0	82	22	219	40	0	281	614	0
13:15	3	4	30	0	37	25	155	0	0	180	40	8	28	0	76	8	198	30	0	236	529	0
13:30	1	6	19	0	26	20	157	2	0	179	76	9	25	0	110	17	210	33	0	260	575	0
13:45	6	4	27	0	37	20	181	0	0	201	56	4	21	0	81	20	218	47	0	285	604	0
Total	13	19	95	0	127	92	688	4	0	784	220	25	104	0	349	67	845	150	0	1062	2322	0
Grand Total	24	46	185	0	255	180	1346	18	0	1544	410	45	195	0	650	136	1742	315	0	2193	4642	0
Apprch %	9.4%	18.0%	72.5%	0.0%		11.7%	87.2%	1.2%	0.0%		63.1%	6.9%	30.0%	0.0%		6.2%	79.4%	14.4%	0.0%			
Total %	0.5%	1.0%	4.0%	0.0%	5.5%	3.9%	29.0%	0.4%	0.0%	33.3%	8.8%	1.0%	4.2%	0.0%	14.0%	2.9%	37.5%	6.8%	0.0%	47.2%	100.0%	

NOON PEAK START TIME	Park Avenue Southbound					US-50 Westbound					Park Avenue Northbound					US-50 Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 12:15 to 13:15																					
Peak Hour For Entire Intersection Begins at 12:15																					
12:15	0	7	21	0	28	21	149	6	0	176	49	7	17	0	73	11	231	39	0	281	558
12:30	3	6	17	0	26	23	191	2	0	216	48	6	14	0	68	17	222	33	0	272	582
12:45	4	7	27	0	38	28	138	1	0	167	46	4	35	0	85	28	230	49	0	307	597
13:00	3	5	19	0	27	27	195	2	0	224	48	4	30	0	82	22	219	40	0	281	614
Total Volume	10	25	84	0	119	99	673	11	0	783	191	21	96	0	308	78	902	161	0	1141	2351
% App Total	8.4%	21.0%	70.6%	0.0%		12.6%	86.0%	1.4%	0.0%		62.0%	6.8%	31.2%	0.0%		6.8%	79.1%	14.1%	0.0%		
PHF	.625	.893	.778	.000	.783	.884	.863	.458	.000	.874	.974	.750	.686	.000	.906	.696	.976	.821	.000	.929	.957

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 13-7731-006 US-50-Pioneer Trail.ppd

Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Pioneer Trail Southbound					US-50 Westbound					Pioneer Trail Northbound					US-50 Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	0	0	1	0	1	47	192	0	0	239	4	0	82	0	86	1	203	3	0	207	533	0
12:15	1	0	3	0	4	31	189	0	0	220	4	0	85	0	89	1	229	4	0	234	547	0
12:30	0	1	1	0	2	43	182	0	0	225	6	0	82	0	88	2	197	1	0	200	515	0
12:45	1	0	2	0	3	33	196	1	0	230	5	2	75	0	82	3	258	8	0	269	584	0
Total	2	1	7	0	10	154	759	1	0	914	19	2	324	0	345	7	887	16	0	910	2179	0
13:00	2	1	0	0	3	51	186	1	0	238	7	1	92	0	100	4	201	3	0	208	549	0
13:15	2	0	0	0	2	32	198	0	0	230	5	0	50	0	55	0	212	4	0	216	503	0
13:30	1	0	3	0	4	31	210	0	0	241	3	0	71	0	74	1	217	4	0	222	541	0
13:45	2	0	2	0	4	50	207	2	0	259	3	0	56	0	59	1	268	5	0	274	596	0
Total	7	1	5	0	13	164	801	3	0	968	18	1	269	0	288	6	898	16	0	920	2189	0
Grand Total	9	2	12	0	23	318	1560	4	0	1882	37	3	593	0	633	13	1785	32	0	1830	4368	0
Apprch %	39.1%	8.7%	52.2%	0.0%		16.9%	82.9%	0.2%	0.0%		5.8%	0.5%	93.7%	0.0%		0.7%	97.5%	1.7%	0.0%			
Total %	0.2%	0.0%	0.3%	0.0%	0.5%	7.3%	35.7%	0.1%	0.0%	43.1%	0.8%	0.1%	13.6%	0.0%	14.5%	0.3%	40.9%	0.7%	0.0%	41.9%	100.0%	

NOON PEAK START TIME	Pioneer Trail Southbound					US-50 Westbound					Pioneer Trail Northbound					US-50 Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 12:15 to 13:15																					
Peak Hour For Entire Intersection Begins at 12:15																					
12:15	1	0	3	0	4	31	189	0	0	220	4	0	85	0	89	1	229	4	0	234	547
12:30	0	1	1	0	2	43	182	0	0	225	6	0	82	0	88	2	197	1	0	200	515
12:45	1	0	2	0	3	33	196	1	0	230	5	2	75	0	82	3	258	8	0	269	584
13:00	2	1	0	0	3	51	186	1	0	238	7	1	92	0	100	4	201	3	0	208	549
Total Volume	4	2	6	0	12	158	753	2	0	913	22	3	334	0	359	10	885	16	0	911	2195
% App Total	33.3%	16.7%	50.0%	0.0%		17.3%	82.5%	0.2%	0.0%		6.1%	0.8%	93.0%	0.0%		1.1%	97.1%	1.8%	0.0%		
PHF	.500	.500	.500	.000	.750	.775	.960	.500	.000	.959	.786	.375	.908	.000	.898	.625	.858	.500	.000	.847	.940

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700

orders@atdtraffic.com

File Name : 13-7731-007 Bellamy Court-Park Avenue.ppd

Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Park Avenue Southbound					Bellamy Court Westbound					Park Avenue Northbound					Driveway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	26	23	5	0	54	4	3	24	0	31	8	28	7	0	43	5	3	13	0	21	149	0
12:15	19	23	8	0	50	2	3	18	0	23	8	18	6	0	32	3	6	11	0	20	125	0
12:30	22	31	2	0	55	7	2	18	0	27	11	19	5	0	35	6	3	12	0	21	138	0
12:45	23	23	8	0	54	5	5	27	0	37	9	20	10	0	39	5	3	13	0	21	151	0
Total	90	100	23	0	213	18	13	87	0	118	36	85	28	0	149	19	15	49	0	83	563	0
13:00	23	28	5	0	56	7	7	26	0	40	10	20	10	0	40	6	6	17	0	29	165	0
13:15	20	19	3	0	42	9	9	30	0	48	12	20	7	0	39	5	3	14	0	22	151	0
13:30	30	21	4	0	55	8	5	38	0	51	15	25	12	0	52	8	2	18	0	28	186	0
13:45	18	21	4	0	43	7	6	22	0	35	12	32	3	0	47	8	9	13	0	30	155	0
Total	91	89	16	0	196	31	27	116	0	174	49	97	32	0	178	27	20	62	0	109	657	0
Grand Total	181	189	39	0	409	49	40	203	0	292	85	182	60	0	327	46	35	111	0	192	1220	0
Apprch %	44.3%	46.2%	9.5%	0.0%		16.8%	13.7%	69.5%	0.0%		26.0%	55.7%	18.3%	0.0%		24.0%	18.2%	57.8%	0.0%			
Total %	14.8%	15.5%	3.2%	0.0%	33.5%	4.0%	3.3%	16.6%	0.0%	23.9%	7.0%	14.9%	4.9%	0.0%	26.8%	3.8%	2.9%	9.1%	0.0%	15.7%	100.0%	

NOON PEAK START TIME	Park Avenue Southbound					Bellamy Court Westbound					Park Avenue Northbound					Driveway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 13:00 to 14:00																					
Peak Hour For Entire Intersection Begins at 13:00																					
13:00	23	28	5	0	56	7	7	26	0	40	10	20	10	0	40	6	6	17	0	29	165
13:15	20	19	3	0	42	9	9	30	0	48	12	20	7	0	39	5	3	14	0	22	151
13:30	30	21	4	0	55	8	5	38	0	51	15	25	12	0	52	8	2	18	0	28	186
13:45	18	21	4	0	43	7	6	22	0	35	12	32	3	0	47	8	9	13	0	30	155
Total Volume	91	89	16	0	196	31	27	116	0	174	49	97	32	0	178	27	20	62	0	109	657
% App Total	46.4%	45.4%	8.2%	0.0%		17.8%	15.5%	66.7%	0.0%		27.5%	54.5%	18.0%	0.0%		24.8%	18.3%	56.9%	0.0%		
PHF	.758	.795	.800	.000	.875	.861	.750	.763	.000	.853	.817	.758	.667	.000	.856	.844	.556	.861	.000	.908	.883

ALL TRAFFIC DATA

City of South Lake Tahoe
 All Vehicles on Unshifted
 Nothing on Bank 1
 Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 13-7731-008 Lake Parkway -Park Avenue.ppd
 Date : 12/14/2013

Unshifted Count = All Vehicles

START TIME	Park Avenue Southbound					Lake Parkway Westbound					Park Avenue Northbound					Lake Parkway Eastbound					Total	Utum Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
12:00	29	1	10	0	40	0	19	34	0	53	0	1	0	0	1	7	35	0	0	42	136	0
12:15	28	0	7	0	35	0	29	29	0	58	0	0	0	0	0	5	32	0	0	37	130	0
12:30	33	0	18	0	51	1	24	28	0	53	1	0	0	0	1	5	23	0	0	28	133	0
12:45	25	0	13	0	38	0	20	32	0	52	0	0	0	0	0	7	27	0	0	34	124	0
Total	115	1	48	0	164	1	92	123	0	216	1	1	0	0	2	24	117	0	0	141	523	0
13:00	41	0	13	0	54	0	30	33	0	63	0	0	0	0	0	7	32	0	0	39	156	0
13:15	30	0	12	0	42	0	29	33	0	62	0	0	0	0	0	6	33	0	0	39	143	0
13:30	27	0	18	0	45	0	25	42	0	67	0	0	0	0	0	11	32	0	0	43	155	0
13:45	31	0	12	0	43	0	35	42	0	77	0	0	0	0	0	4	22	0	0	26	146	0
Total	129	0	55	0	184	0	119	150	0	269	0	0	0	0	0	28	119	0	0	147	600	0
Grand Total	244	1	103	0	348	1	211	273	0	485	1	1	0	0	2	52	236	0	0	288	1123	0
Apprch %	70.1%	0.3%	29.6%	0.0%		0.2%	43.5%	56.3%	0.0%		50.0%	50.0%	0.0%	0.0%		18.1%	81.9%	0.0%	0.0%			
Total %	21.7%	0.1%	9.2%	0.0%	31.0%	0.1%	18.8%	24.3%	0.0%	43.2%	0.1%	0.1%	0.0%	0.0%	0.2%	4.6%	21.0%	0.0%	0.0%	25.6%	100.0%	

NOON PEAK START TIME	Park Avenue Southbound					Lake Parkway Westbound					Park Avenue Northbound					Lake Parkway Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 13:00 to 14:00																					
Peak Hour For Entire Intersection Begins at 13:00																					
13:00	41	0	13	0	54	0	30	33	0	63	0	0	0	0	0	7	32	0	0	39	156
13:15	30	0	12	0	42	0	29	33	0	62	0	0	0	0	0	6	33	0	0	39	143
13:30	27	0	18	0	45	0	25	42	0	67	0	0	0	0	0	11	32	0	0	43	155
13:45	31	0	12	0	43	0	35	42	0	77	0	0	0	0	0	4	22	0	0	26	146
Total Volume	129	0	55	0	184	0	119	150	0	269	0	0	0	0	0	28	119	0	0	147	600
% App Total	70.1%	0.0%	29.9%	0.0%		0.0%	44.2%	55.8%	0.0%		0.0%	0.0%	0.0%	0.0%		19.0%	81.0%	0.0%	0.0%		
PHF	.787	.000	.764	.000	.852	.000	.850	.893	.000	.873	.000	.000	.000	.000	.000	.636	.902	.000	.000	.855	.962

TRPA 2010 Summer Travel Mode Share Survey
Data

Quest	Var Name	Variable Description	Data Type	Width	Values	Actual Question Text (Interviewers' Version)
1	SAMPN	Sample Number	N	7	Assigned unique identifier	
2	VPURPFLAG		N	1	1=VPURP=3 and O_VACLAX WAS IMPUTED WITH VACATION/RELAXATION 2=VPURP=2 and O_PERSBUS WAS IMPUTED WITH PERSONAL BUSINESS	
3	DAYFLAG		N	1	1=NIGHTS VS ABODE CONFLICT	
4	TRPPYFLAG		N	1	1=LARGE TRAVEL PARTY (>10)	
5	CONSENT	Consent to Survey	N	2	1= Yes 2= No 99= DK/RF	May I please conduct the survey with you?
6	STATUS	Residence Status (calculated)	N	2	1=Full time residence 2=Seasonal residence 3=Visitors	
7	FTRES	Full Time Residency	N	1	1=Yes 2=No	Are you a full time resident of the Tahoe Basin?
8	SEARES	Seasonal Residency [FTRES=2]	N	1	1=Yes 2=No	Are you a seasonal resident?
9	VIS	Not residence, visitor [SEARES=2]	N	1	1=Yes 2=No	Or are you visiting the Tahoe Basin on vacation or business?
10	VPURP	Visiting, trip purpose	N	1	1=Work 2=Personal Business, SPECIFY 3=Vacation/Relaxation, SPECIFY	IF VISITOR: What is your primary purpose for visiting the Tahoe Basin?
11	O_PERSBUS	Visiting, trip purpose [VPURP=2]	C	60	Open	Personal Business, Specify
12	O_VACLAX	Visiting, trip purpose [VPURP=3]	C	60	Open	Vacation/Relaxation, Specify
13	NIGHTS	Length of Stay	N	2	1= Day 2= 1 Night 3= 2 Nights 4= 3 Nights 5= 4-7 Nights 6=More than 1 week, SPECIFY 99=Refused	IF VISITOR/SEASONAL RESIDENT: How many nights will you be staying in the Tahoe Basin?
13	O_NIGHTS	Length of Stay [NIGHTS=6]	C	60	Open	Length of Stay, Specify
14	TIMES	Visits to Tahoe in 2009	N	2	1=1 time 2=2 - 3 times 3=4 - 6 times 4=Greater than 6 times 99=DK/RF	IF VISITOR/SEASONAL RESIDENT: How many times in 2009 will you or have you come to Lake Tahoe?
15	ABODE	Household structure type	N	2	1=Single family detached (includes cabin) 2=Duplex, 4-plex, townhome 3=Apartment 4=Mobile home 5=Motel/Hotel 6=Campground (including RV, tents and campers) 7=Not staying overnight 97=Other, SPECIFY	What best describes where you are staying?
15	O_ABODE	Household structure type [ABODE=97]	C	30	Open	What best describes where you are staying?, Specify
16	ANAME	Name	C	60	Open	What is the name and address of the place you are staying?
16	AADDR	Address	C	60	Open	What is the name and address of the place you are staying?
16	AAPT	Apartment	C	4	Open	What is the name and address of the place you are staying?
16	ACITY	City	C	60	Open	What is the name and address of the place you are staying?
16	AZIP	Zip	N	5	Open	What is the name and address of the place you are staying?
17	AXST1	Cross streets 1	C	60	Open	IF ADDRESS IS UNKNOWN: What are the nearest cross streets?
17	AXST2	Cross street 2	C	60	Open	IF ADDRESS IS UNKNOWN: What are the nearest cross streets?
18	STATUS_GEO	Arcview geocoding status	C	1	M = Matched O = Out of area U = Unmatched Z = Zip code centroid	
19	MATCH_ADDR	Address Used for Geocoding	C	60	Open	
19	TAZ	Traffic analysis zone	N	9		
20	X_COORD	Longitude	N	20.5		
20	Y_COORD	Latitude	N	20.5		
21	SITE	Site surveyed	N	2	See Tab 2: SITECODES	Site Location
22	SHORE	Shore of Survey Location	N	1	1= South Shore 2= North Shore	Site Location, Shore of Location
23	SITE_X_COORD	Longitude	N	20.5		
23	SITE_Y_COORD	Latitude	N	20.5		
24	SITE_TAZ	Traffic analysis zone	N	9		
24	SITE_STATUS	Arcview geocoding status	C	1	M = Matched O = Out of area U = Unmatched Z = Zip code centroid	
25	OPURP	Origin, trip purpose	N	2	0=Home 1= Lodging 2=Work 3=Shopping 4=School/College 5=Recreation/social visit 6=Personal business/errand 7=Medical 97=Other 99=DK/RF	Where are you coming from?
26	ONAME	Origin Name [IF OPURP<=0]	C	60	Open	What is the name of that place?

Tahoe Travel Mode Share
Data Items Matrix

Quest	Var Name	Variable Description	Data Type	Width	Values	Actual Question Text (Interviewers' Version)
27	MODE1	Mode to activity	N	2	1=Car/Truck/Van (rented, owned, or leased) 2=Motorcycle/Moped 3=School Bus 4=Public Transit 5=Paratransit 6=Casino shuttle 7=Private shuttle 8=Taxi/Limousine 9=Gondola 10=Ferry or Boat 11=Bicycle 12=Walk 97= Other, SPECIFY 99=RF -> THANK AND TERMINATE	How did you get here? MULTIPLE RESPONSE - TERMINATE IF REFUSED
27	MODE2	Mode to activity	N	2	1=Car/Truck/Van (rented, owned, or leased) 2=Motorcycle/Moped 3=School Bus 4=Public Transit 5=Paratransit 6=Casino shuttle 7=Private shuttle 8=Taxi/Limousine 9=Gondola 10=Ferry or Boat 11=Bicycle 12=Walk 97= Other, SPECIFY 99=RF -> THANK AND TERMINATE	How did you get to the place? MULTIPLE CHOICE
27	MODE3	Mode to activity	N	2	1=Car/Truck/Van (rented, owned, or leased) 2=Motorcycle/Moped 3=School Bus 4=Public Transit 5=Paratransit 6=Casino shuttle 7=Private shuttle 8=Taxi/Limousine 9=Gondola 10=Ferry or Boat 11=Bicycle 12=Walk 97= Other, SPECIFY 99=RF -> THANK AND TERMINATE	How did you get to the place? MULTIPLE CHOICE
27	O_MODE	Mode to activity, OTHER	C	60	Open	Mode of Travel, Specify
28	DPURP	Main Purpose	N	2	1 = At home activities (sleeping, watching TV, eating, personal care, housework, etc.) 2 = At home - work related 3 = Work 4 = Work-related 5 = Eating or drinking at restaurant/bar 6 = Minor Shopping (frequent, grocery, clothes) 7 = Major Shopping (occasional, COSTCO, appliance, car, etc.) 8 = Quick stop (gas, ATM, coffee, newspaper) 9 = Medical 10 = Personal business (bank, pay bill, etc.) 11 = Outdoor recreation participation (skiing, snowmobiling, fishing, hiking, etc.) 12 = Indoor recreation participation (bowling, ice skating, etc.) 13 = Entertainment (movie, sports event, show, etc.) 14 = Casino Gaming 15 = Visiting friends or relatives 16 = Religious 17 = Community/Political meeting 18 = School 19 = Picking up someone 20 = Dropping off someone 21 = Loop Trip (walking dog around block) 22 = Riding along with someone on their trip 97 = Other, SPECIFY 99 = DK/RF	What is the primary purpose of this specific trip to this location?
28	O_DPURP	Main Purpose [DPURP=97]	C	60	Open	What is the primary purpose of this trip?. Specify

Quest	Var Name	Variable Description	Data Type	Width	Values	Actual Question Text (Interviewers' Version)
29	DPTM	Duration at Location	N	3	Open 99=DK/RF	How long will you stay at this trip location?
29	DPMH	Duration at Location	N	1	1= Minutes 2= Hours 99=DK/RF	How long will you stay at this trip location?
30	TRPPY	Members in Travel Party Inc. Self	N	2	99=DONT KNOW/ REFUSED	How many people, including yourself, are in your immediate party and are traveling with you on this specific trip?
31	TOTPY	Party Size During Stay [IF VISITOR]	N	3	Open 99=DONT KNOW/ REFUSED	IF VISITOR: How many people are you traveling with during your stay in the Tahoe region?
32	EMPLOY	Work Status, MULTIPLE RESPONSE	N	2	1= Employed full-time 2= Employed part-time 3= Regular Volunteer 4= Retired 5= Full-time homemaker 6= Full-time student, not working 7= Disabled 8= Unemployed, looking for work 9= Unemployed, not looking for work 97= Other, SPECIFY 99= DK/ RF	Which of the following currently describes your situation? MULTIPLE RESPONSE
32	EMPLOY2	Work Status, MULTIPLE RESPONSE	N	2	1= Employed full-time 2= Employed part-time 3= Regular Volunteer 4= Retired 5= Full-time homemaker 6= Full-time student, not working 7= Disabled 8= Unemployed, looking for work 9= Unemployed, not looking for work 97= Other, SPECIFY 99= DK/ RF	Which of the following currently describes your situation? MULTIPLE RESPONSE
32	EMPLOY3	Work Status, MULTIPLE RESPONSE	N	2	1= Employed full-time 2= Employed part-time 3= Regular Volunteer 4= Retired 5= Full-time homemaker 6= Full-time student, not working 7= Disabled 8= Unemployed, looking for work 9= Unemployed, not looking for work 97= Other, SPECIFY 99= DK/ RF	Which of the following currently describes your situation? MULTIPLE RESPONSE
32	O_EMPLOY	Work Status, Specify [EMPLOY=97 OR EMPLOY2=97 OR EMPLOY3=97]	C	60	Open	Which of the following currently describes your situation?, Specify
33	EMPTYE	EMPLOYMENT TYPE	N	2	1=Retail 2=Service 3=Recreation 4=Gaming 5=Professional Services 6=Government 7=Construction 97=Other 99=DONT KNOW/ REFUSED	IF EMPLOYED FULL OR PART TIME: Please describe your type of employment
33	EMPTYE2	EMPLOYMENT TYPE	N	2	1=Retail 2=Service 3=Recreation 4=Gaming 5=Professional Services 6=Government 7=Construction 97=Other 99=DONT KNOW/ REFUSED	IF EMPLOYED FULL OR PART TIME: Please describe your type of employment
33	EMPTYE3	EMPLOYMENT TYPE	N	2	1=Retail 2=Service 3=Recreation 4=Gaming 5=Professional Services 6=Government 7=Construction 97=Other 99=DONT KNOW/ REFUSED	IF EMPLOYED FULL OR PART TIME: Please describe your type of employment
34	AGE	Age	N	3	99=DK/RF	What is your age?
34	REC_AGE		N	2	1=17-24 2=25-34 3=35-44 4=45-54 5=55-64 6=65 or more 9=RF	What is your age in years?
35	INCOME	Total 2009 annual household income	N	2	1=Above \$50K 2=Below \$50K 3=Less than \$10,000 4=\$10,000 - \$20,000 5=\$20,000 - \$35,000 6=\$35,000 - \$50,000 7=\$50,000 - \$75,000 8=\$75,000 - \$100,000 9=\$100,000 - \$150,000 10= \$150,000 - \$300,000 11= \$300,000 - \$500,000 12= Over \$500,000 99=DONT KNOW/ REFUSED	What was the total income by all members of your household in 2009?
36	SPEND	Spending money	N	2	1=Less than \$500 2=\$501 to \$1,000 3=\$1,001 to \$2,000 4=Greater than \$2,000 99=DK/RF	IF VISITOR: How much money do you anticipate that your traveling party will spend on this trip to Tahoe? (A guess is ok if you are not sure)
37	GENDER	Gender	N	1	1=Male 2=Female	Gender

SITE	CODE
274 KINGSBURY	1
276 KINGSBURY	2
376 KINGSBURY	3
64 ACRE	4
BALDWIN BEACH	5
BIJOU AL TAHOE CP	6
CAMP RICHARDSON	7
CARNELIAN BAY LAKE	57
CAVE ROCK	8
CHIMNEY BEACH	58
COMMONS BEACH	9
CRYSTAL BAY CASINO	59
DOLLAR HILL	10
EAGLE FALLS	11
EL DORADO BEACH	12
EL DORADO BEACH RAMP	13
GLEN ALPINE	14
SOUTH STATELINE - GONDOLA	15
SOUTH STATELINE - HEAVENLY VILLAGE	16
HOMEWOOD	17
INCLINE TENNIS	18
INCLINE VILLAGE	19
INCLINE VILLAGE TOURIST CENTER	20
INSPIRATION POINT	21
KAHLE COMMUNITY PARK AND CENTER	22
KINGS BEACH	23
KINGS BEACH COMMERCIAL	24
KINGS BEACH LAKE ACCESS	25
LAKE VALLEY STATE RECREATION AREA	26
LAKESIDE BEACH MARINA	27
LOGAN SHOALS VISTA	28
LTCC COMMUNITY BALL FIELDS	29
MEEKS BAY TRAIL	30
MEYERS	31
NORTH STATELINE	32
NORTH TAHOE REGIONAL PARK	33
SOUTH Y COMMERCIAL - OUTLET STORES Y	34
POPE BEACH	35
SOUTH Y COMMERCIAL - RALEYS Y	36
RECREATION CENTER	60
REGAN BEACH	37
ROUND HILL COMMUNITY	38
SAND HARBOR	39
SAWMILL POND	40
SIERRA TRACT	41

SKI RUN	42
SOUTH STATELINE	43
SOUTH STATELINE - HARRAHS	44
SOUTH STATELINE - HARVEYS	45
SOUTH Y COMMERCIAL	46
SPOONER LAKE	47
SUGAR PINE POINT	48
SUNNYSIDE	49
TAHOE CITY	50
TAHOE CITY LAKE BLVD	61
TAHOE CITY MARINA	51
PARADISE PARK	62
TAHOE STATE RECREATION AREA	52
TAHOE VISTA COMMERCIAL	53
TAHOMA COMMERCIAL	54
TAHOE STATE RECREATION AREA - WILLIAM KENT PARK	55
ZEPHYR COVE MARINA	56

SAMPN	VIS	NIGHTS	ANAME	AADDR	AAPT	ACITY	AZIP	AXST1	SITE	MODE_1	MODE_2	MODE_3	O_MODE	DPURP	O DPURP	DPTM	DPMH	TRPPY
Category 1a: Visitors that are Day Trips From Outside of the Basin (i.e. Reno, Sacramento, Carson City)																		
														Visitor + Nights =1 (day)				
5358	1	1								16	1			5	003		2	5
5357	1	1								16	1			5	002		2	1
5167	1	1								43	1			5	001		2	4
5157	1	1				GARDNERVILLE	89410	MASA DR		43	1			5	030		1	1
4414	1	1								44	1			14	002		2	3
4032	1	1				FOLSOM				44	1			5	005		2	3
4416	1	5	RENO							44	4			14	005		2	30

Total Surveys: 7
Travel Mode:
Car 6 86%
Public Transit 1 14%

Category 1b: Visitors from other Tahoe Basin Locations (i.e. Staying in North Shore or West Shore)																		
														Visitor + location of stay outside of south shore				
4430	1	5	HYATT			INCLINE VILLAGE	89451	INCLINE		15	1			97	BROWSIN 004		2	6

Total Surveys: 1
Travel Mode:
Car 1 100%

Total Category 1

Total Surveys: 8
Travel Mode:
Car 7 88%
Public Transit 1 13%

Notes: This sample size is very small. Use overall day visitor numbers - see Day Visitor Tab.

Use: 98% Car/Motorcycle
2% Transit/Other

Category 2a: Visitors staying in Southshore in Close Proximity to Gondola (w/in 1 mil Based on hotel or x-streets

4433	1	4	GRAND RESIDENCE			SOUTH LAKE TAI	96150	NEAR STATEL		15	1			6	001		2	4
4435	1	5	HARVEY'S			STATELINE	89449			15	1			97	WATCHIN 001		2	2
4434	1	5	ROADWAY INN			SOUTH LAKE TAI	96150	CEDAR		15	1			97	BREATH # 001		2	4
4431	1	3	MARRIOTT GRAND			SOUTH LAKE TAI	96150	PINE		15	1			97	GOING TC 001		2	3
4427	1	5	HARRAH'S			SOUTH LAKE TAI	96150	PIONEER TRA		15	1			11	002		2	2
4428	1	4	BIG PINES					ACROSS FORI		15	1			11	002		2	6
4425	1	4	BEST WESTERN			SOUTH LAKE TAI	96150	ACROSS FROI		15	1			97	BROWSE 001		2	2
4424	1	5	HORIZON			STATELINE	89449	PARK AVE		15	1			6	030		1	2
4426	1	6				STATELINE	89449			16	1			97	GET INFO 002		2	1
4422	1	5	FOREST SUITES			SOUTH LAKE TAI	96150			16	1			5	002		2	2
4421	1	4				STATE LINE	89449			16	1			11	002		2	3
4420	1	5	MARRIOTT			SOUTH LAKE TAI	96150			43	1			97	SANDALS 015		1	4
4419	1	5	BEST WESTEF TIMBER LODGE			SOUTH LAKE TAI	96150	BASE OF HEA'		44	1			11	002		2	2
4417	1	5	TIMBER LODGE			SOUTH LAKE TAI	96150			44	1			11	002		2	6
4418	1	2	PARK AVE			STATELINE	89449			16	2			11	001		2	4
4745	1	5	RIDGE TAHOE			STATELINE	89449			43	2			5	002		2	1
4744	1	5	AMERICANA PIONEER			STATELINE	89449			43	8		8	6	002		2	2
4743	1	3	HARRAH'S			SOUTH LAKE TAI	96150	WEAR STATEL		15	12			6	002		2	2
4742	1	3	MARRIOTT			STATELINE	89449	STATELINE		15	12			6	002		2	3
4741	1	3	FOREST SUITES			SOUTH LAKE TAI	96150	NEAR STATEL		15	12			6	020		1	3
4739	1	3	HORIZON HWY 50			STATELINE	89449	STATELINE		15	12			5	003		2	2
4738	1	5	BLUE LAKE MC FRIDAY			SOUTH LAKE TAI	96150	S LAKE TAHOI		15	12			5	002		2	4
4736	1	4	BEST WESTERN STATION			SOUTH LAKE TAI	96150	TIMBER LODG		15	12			5	002		2	5
4735	1	5	HARVEY'S HWY 50			SOUTH LAKE TAI	96150	STATELINE		15	12			5	001		2	2
4734	1	3	EMBASSY SUI HWY 50			SOUTH LAKE TAI	96150			16	12			6	030		1	2
5356	1	4	LAKE VILLAGE			STATELINE	89449			16	12			5	006		2	4
5354	1	5	HARRAH'S			SOUTH LAKE TAI	96150			16	12			5	006		2	2
5355	1	3	HARVEY'S			SOUTH LAKE TAI	96150			16	12			5	002		2	2
5353	1	5	FOREST SUITES			STATELINE	89449			16	12			5	002		2	3
5351	1	2	TAHOE INN			SOUTH LAKE TAI	96150			16	12			6	001		2	1
5350	1	3	HARRAH'S			STATELINE	89449			16	12			5	003		2	1
4749	1	5	HARRAH'S			SOUTH LAKE TAI	96150			16	12			5	002		2	1
4748	1	3	HARVEY'S			STATE LINE	89449			16	12			8	010		1	2
4747	1	2	HARRAH'S HWY 50			STATE LINE	89449			16	12			5	002		2	2
4746	1	3	CAPRI MOTEL			SOUTH LAKE TAI	96150			16	12			5	001		2	2
5166	1	5	MARRIOTT			SOUTH LAKE TAI	96150			16	12			13	003		2	3
5164	1	5	MONT BLEU HWY 50			STATE LINE	89449			16	12			5	001		2	2
5161	1	5	HARVEY'S			STATE LINE	89449			16	12			6	002		2	2
5160	1	4	ROADWAY INN PARK AVENUE			STATELINE	89449			16	12	1		5	003		2	2
5158	1	4	HARRAH'S HWY 50			SOUTH LAKE TAI	96150			16	12			5	030		1	2
5156	1	5	GRAND RESIDENCE			SOUTH LAKE TAI	96150			43	12			6	030		1	10
5154	1	5	HARRAH'S HWY 50			STATELINE	89449			43	12			5	030		1	2
4413	1	5	HARRAH'S			STATELINE	89449			43	12			97	OBSERVE 015		1	2
4411	1	6	TIMBER LODGE			SOUTH LAKE TAI	96150			43	12			97	GAMBLE 002		2	1
4409	1	5	HARRAH'S HARVEY'S			STATELINE	89449	STATELINE		44	12			6	010		1	2
4402	1	2	HORIZON			STATELINE	89449	STATELINE		44	12			97	VACATIO 002		2	2
4031	1	3	AMERICANA PIONEER TRAIL			STATELINE	89449	STATELINE		44	12			5	002		2	2
4033	1	3	HARVEY'S			SOUTH LAKE TAI	96150			44	12			14	005		1	2
4035	1	3	HARRAH'S			STATELINE	89449			44	12			5	008		2	2
4036	1	5	HARVEY'S			STATELINE	89449			44	12			11	002		2	2
4037	1	3	MONT BLEU			STATELINE	89449			44	12			5	002		2	2
4039	1	5	STARDUST HWY 50			STATELINE	89449			44	12			5	002		2	2
4041	1	3	HARRAH'S HWY 50			STATELINE	89449			44	12			6	001		2	2
4042	1	5	HARVEY'S			STATELINE	89449			44	12			14	002		2	2
4043	1	6	ELIZABETH LC PIONEER			SOUTH LAKE TAI	96150			44	12			14	002		2	1
4044	1	5	MARRIOTT HWY 50			SOUTH LAKE TAI	96150			44	12			14	002		2	1
4045	1	5	EMBASSY SUITES			SOUTH LAKE TAI	96150			44	12			4	008		2	2
4038	1	5	HARVEY'S HWY 50			STATELINE	89449			45	12			14	005		2	2

Total Surveys: 58
Travel Mode:
Car 14 24%
Motorcycle 2 3%
Taxi 1 2%
Walk 41 71%

Use: 30% Car/Motorcycle
70% Walk/Bike/Transit

Category 2b: Visitors in Southshore that are farther away from Gondola (greater than 1 miles Based on hotel or x-streets

4438	1	5	KINGSBURY CROSSING			SOUTH LAKE TAI	96150	S LAKE TAHOI		15	1			5	015		1	2
4436	1	5	TAHOE BEACH & SKI			SOUTH LAKE TAI	96150	TRAVERSE		15	1			6	001		2	2
4432	1	5				SOUTH LAKE TAI	96150	KELLER		15	1			11	004		2	7
4429	1	5	TAHOE SEASONS			SOUTH LAKE TAI	96150			16	1			6	001		2	2
4740	1	4	NEEDLE PEAK			STATELINE	89449			16	1			5	001		2	3
4737	1	4	MILKY WAY			SOUTH LAKE TAI	96150			43	1			5	090		1	4

5359	1	5 LAKELAND VIL LAKE TAHOE BLVD	STATELINE 89449	HWY 50	43	1	5	005	2	1
5352	1	3 LAKESHORE LODGE	SOUTH LAKE TAI 96150		43	1	5	002	2	2
5169	1	4 LAKELAND VILLAGE	SOUTH LAKE TAI 96150	BEACHER ST	43	1	13	003	2	2
5168	1	5	SOUTH LAKE TAI 96150		43	1	5	015	2	6
5162	1	5 SUPER 8 MOT HWY 50	SOUTH LAKE TAI 96150		43	1	6	001	2	2
5159	1	5			44	1	6	001	2	4
5155	1	5 TAHOE SEASON	SOUTH LAKE TAI 96150	S LAKE TAHOI	44	1	5	030	1	2
5152	1	5 TAHOE BEACH HWY 50	STATELINE 89449	KINGSBURY	44	1	5	001	2	2
4410	1	3 BLISS PARK	STATELINE 89449		44	1	11	010	1	7
4404	1	2 QUALITY INN	SOUTH LAKE TAI 96150		16	7	14	002	2	2
4415	1	5 ROYAL RIDGE	STATELINE 89449	207	15	12	15	005	1	7
4034	1	6 RIDGE TAHOE	SOUTH LAKE TAI 96150		16	12	5	003	2	2

Total Surveys: 18

Travel Mode:		
Car	15	83%
Shuttle	1	6%
Walk	2	11%

Use: 98% Car/Motorcycle (Include with Category 1)
2% Transit/Other

Category 3: Locals

Based on Visitor vs. Local Question

4423	2		SOUTH LAKE TAI 96150	APACHE	15	1	11	001	2	2
5165	2		STATELINE 89449	COTTONWOOD	43	1	6	020	1	1
5163	2		SOUTH LAKE TAI 96150	OSAGE CIR	43	1	6	020	1	99
5153	2		SOUTH LAKE TAI 96150	ELF LANE	43	1	3	010	2	1
5151	2		SOUTH LAKE TAI 96150	EMERALD BA)	43	11	3	008	2	1
5150	2		SOUTH LAKE TAI 96150	SKI RUN	44	11	3	006	2	1
4408	2		SOUTH LAKE TAI 96150	MEADOW CRE	43	12	97	BICYCLE 002	2	1
4407	2		SOUTH LAKE TAI 96150	STATELINE	44	12	11	005	1	1
4406	2		SOUTH LAKE TAI 96150	SKI RUN	44	12	97	TRANSP0 005	1	3
4405	2		RENO 89523	SIMONS	44	12	97	CHECK R(010	1	2
4040	2	BARTON	STATELINE 89449		44	12	3	005	1	1

Total Surveys: 11

Travel Mode:		
Car	4	36%
Bicycle	2	18%
Walk	5	45%

Notes: This sample size is very small. Use overall local numbers - see Locals Tab.

Use: 82% Car/Motorcycle/Taxi
10% Bicycle
6% Walk
2% Transit

Distribution of Visitor Types to South Shore Destinations

Total Surveys	% of Total
Category 1a	7 7.4%
Category 1b	1 1.1%
Category 2a	58 61.1%
Category 2b	18 18.9%
Category 3	11 11.6%
	95 100.0%

Use: 27% Category 1a, 1b, and 2b
61% Category 2a
12% Category 3

All Day Visitors Tab

SAMPN	VIS	NIGHTS	ACITY	SITE	MODE_1
4313	1	1	POLLOCK	6	1
4374	1	1	SOUTH LA	6	1
4372	1	1	SOUTH LA	6	1
4220	1	1		41	1
4172	1	1		37	1
4167	1	1		37	1
4165	1	1		37	1
4164	1	1		37	1
4386	1	1		37	1
4381	1	1		37	1
4214	1	1		12	1
4209	1	1		12	1
4208	1	1		12	1
4203	1	1		12	1
4155	1	1		13	1
4153	1	1		13	1
4466	1	1		20	1
4471	1	1		20	1
4140	1	1		56	1
4095	1	1	SPANISH :	56	1
4003	1	1	GENOA	2	1
4019	1	1	GARDNER	2	1
5286	1	1		21	1
5296	1	1	RENO	21	1
5214	1	1		11	1
4032	1	1	FOLSOM	44	1
5556	1	1		5	1
5554	1	1		5	1
4622	1	1	CARSON (	38	1
4841	1	1	CARSON (	5	1
4826	1	1		5	1
4181	1	1	SOUTH LA	59	1
4347	1	1	MINDEN	22	1
4605	1	1	CARSON (	22	1
4333	1	1	RENO	19	1
5728	1	1	RENO	11	1
5720	1	1		11	1
5705	1	1	MINDEN	11	1
5245	1	1		11	1
5270	1	1	RENO	50	1
5265	1	1	RENO	50	1
5021	1	1	SACRAME	57	1
4946	2	1	RENO	25	1
5278	1	1	RENO	23	1
5272	1	1	OAKLAND	23	1
5105	1	1		42	1
5095	1	1		42	1
4123	1	1	SOUTH LA	33	1
4939	1	1		51	1
4856	1	1		46	1
4859	1	1		46	1
5258	1	1		48	1
4916	1	1		48	1

4981	1	1	39	1
4980	1	1	39	1
5118	1	1	58	1
5115	1	1 RENO	58	1
5112	1	1 RENO	58	1
5109	1	1 CARSON (	58	1
5563	1	1	5	1
4130	1	1	8	1
4131	1	1	8	1
4135	1	1	8	1
4137	1	1	8	1
4080	1	1	8	1
4520	1	1 SACRAME	14	1
4709	1	1	34	1
4899	1	1 CARSON (	32	1
4898	1	1	32	1
4897	1	1	32	1
5122	1	1 RENO	50	1
5167	1	1	43	1
5157	1	1 GARDNER	43	1
5147	1	1	50	1
5143	1	1	50	1
4247	1	1	20	1
4246	1	1	20	1
4243	1	1	20	1
4241	1	1 TRUCKEE	20	1
4240	1	1	20	1
4293	1	1 DAYTON	11	1
4952	1	1	7	1
4951	1	1 PLACERVI	7	1
4655	1	1	35	1
4654	1	1	35	1
4651	1	1	35	1
4914	1	1	32	1
4910	1	1	32	1
4689	1	1 CARSON (	58	1
4883	1	1	38	1
4806	1	1 TRUCKEE	24	1
4803	1	1 CARSON (	24	1
4446	1	1	24	1
4442	1	1 TRUCKEE	24	1
5174	1	1	47	1
5171	1	1	47	1
5170	1	1	47	1
5249	1	1	11	1
4678	1	1	42	1
4670	1	1	42	1
4667	1	1	42	1
5194	1	1 CARSON (	30	1
5358	1	1	16	1
5357	1	1	16	1
5211	1	1 SACRAME	11	1
5206	1	1 TAHOE CI	52	1
5204	1	1 RENO	52	1
5387	1	1	24	1

5375	1	1	24	1
5368	1	1	24	1
5371	1	1	24	1
4144	1	1	56	1
5058	1	1 ELDORAD	21	1
5053	1	1	21	1
4561	1	1 BAY AREA	11	1
4553	1	1	11	1
4526	1	1	21	1
5366	1	1	47	1
5364	1	1 CARSON (	47	1
5362	1	1	47	1
4414	1	1	44	1
5576	1	1	24	1
5579	1	1 CARSON (	24	1
5588	1	1 RENO	24	1
5595	1	1	24	1
4844	1	1	23	1
4848	1	1	23	1
5900	1	1	23	1
5903	1	1 MINDEN	23	1
5905	1	1 SHINGE S	23	1
5907	1	1 RENO	23	1
5311	1	1	19	1
5317	1	1 RENO	19	1
5742	1	1	50	1
5858	1	1 RENO	61	1
4467	1	1	20	2
5041	1	1 SACRAME	21	2
4338	1	1 SPARKS	19	2
4901	1	1 CARSON (	32	2
4401	1	1	20	2
4248	1	1	20	2
4244	1	1	20	2
4242	1	1	20	2
4680	1	1	58	2
4668	1	1	42	2
4070	1	1	8	10
5079	1	1	5	11

Total Surveys: 147

Travel Mode:

Car	135	92%
Motorcycle	10	7%
Ferry/Boat	1	1%
Bicycle	1	1%

All Locals Tab

SAMPN	STATUS	SITE	MODE_1
4310	1	6	1
4309	1	6	1
4378	1	6	1
4377	1	6	1
4376	1	6	1
4373	1	6	1
4371	1	6	1
4370	1	6	1
4367	1	6	1
4366	1	6	1
4364	1	6	1
4163	1	1	1
4162	1	3	1
4161	1	2	1
4160	1	2	1
4159	1	2	1
4158	1	2	1
4389	1	37	1
4385	1	37	1
4383	1	37	1
4100	1	31	1
4102	1	31	1
4105	1	31	1
4106	1	31	1
4107	1	31	1
4108	1	31	1
4110	1	31	1
4113	1	31	1
4363	1	26	1
4361	1	26	1
4360	1	26	1
4359	1	26	1
4355	1	26	1
4351	1	26	1
4307	1	26	1
4305	1	26	1
4308	1	26	1
4201	1	12	1
4323	1	6	1
4321	1	6	1
4319	1	6	1
4318	1	6	1
4315	1	6	1
4314	1	6	1
4463	1	20	1
4472	1	20	1
4473	1	20	1
4474	1	20	1
4476	1	20	1
4477	1	20	1
4141	1	56	1
4083	1	56	1
4085	1	56	1

4086	1	56	1
4087	1	56	1
4088	1	56	1
4090	1	56	1
4092	1	56	1
4096	1	56	1
4099	1	56	1
4342	1	22	1
4344	1	22	1
4345	1	22	1
4004	1	2	1
4005	1	2	1
4006	1	2	1
4007	1	2	1
4009	1	2	1
4013	1	2	1
4014	1	2	1
4016	1	2	1
4017	1	2	1
4020	1	2	1
5285	1	21	1
5289	1	21	1
5290	1	21	1
5292	1	21	1
5293	1	21	1
5295	1	21	1
5300	1	21	1
5049	1	21	1
5047	1	21	1
5046	1	21	1
5044	1	21	1
5043	1	21	1
5225	1	11	1
5221	1	11	1
5219	1	11	1
5217	1	11	1
4277	1	28	1
4002	1	2	1
5559	1	5	1
5551	1	5	1
4628	1	38	1
4625	1	38	1
4624	1	38	1
4623	1	38	1
4621	1	38	1
4620	1	38	1
4617	1	38	1
4616	1	38	1
4615	1	38	1
4614	1	38	1
4613	1	38	1
4612	1	38	1
4837	1	5	1
4834	1	5	1
4833	1	5	1

4830	1	5	1
4827	1	5	1
4824	1	5	1
4178	1	54	1
4348	1	22	1
4349	1	22	1
4600	1	22	1
4601	1	22	1
4603	1	22	1
4606	1	22	1
4274	1	22	1
4267	1	22	1
4271	1	22	1
4273	1	22	1
4334	1	19	1
4335	1	19	1
4336	1	19	1
4337	1	19	1
4340	1	19	1
4341	1	19	1
4186	1	20	1
4188	1	20	1
4190	1	20	1
4191	1	20	1
5730	1	11	1
5724	1	11	1
5712	1	11	1
5268	1	50	1
5266	1	50	1
5263	1	50	1
5260	1	50	1
5259	1	50	1
5027	1	9	1
5025	1	9	1
5018	1	57	1
4631	1	57	1
4630	1	57	1
5028	1	4	1
4948	1	25	1
4941	1	25	1
5279	1	23	1
5275	1	23	1
5273	1	23	1
5004	1	50	1
5003	1	50	1
4999	1	50	1
4998	1	50	1
4994	1	50	1
4993	1	50	1
4991	1	50	1
4990	1	50	1
4989	1	50	1
4988	1	50	1
5100	1	42	1
5092	1	42	1

5090	1	42	1
4229	1	18	1
4230	1	18	1
4231	1	18	1
4232	1	18	1
4236	1	18	1
4396	1	18	1
4399	1	18	1
4450	1	18	1
4452	1	18	1
4453	1	18	1
4455	1	18	1
4120	1	33	1
4125	1	33	1
4127	1	33	1
4061	1	33	1
4065	1	33	1
5034	1	21	1
4938	1	51	1
4934	1	51	1
4858	1	46	1
4860	1	46	1
4861	1	46	1
4864	1	46	1
4865	1	46	1
4870	1	46	1
5253	1	48	1
5251	1	48	1
5012	1	50	1
5011	1	50	1
5007	1	50	1
4987	1	39	1
4984	1	39	1
4983	1	39	1
4979	1	39	1
4978	1	39	1
4977	1	39	1
4636	1	9	1
5119	1	58	1
5111	1	58	1
5108	1	58	1
5573	1	5	1
5567	1	5	1
5566	1	5	1
4486	1	40	1
4487	1	40	1
4500	1	14	1
4507	1	14	1
4508	1	14	1
4133	1	8	1
4068	1	8	1
4069	1	8	1
4073	1	8	1
4075	1	8	1
4081	1	8	1

4147	1	14	1
4512	1	14	1
4517	1	14	1
4519	1	14	1
4521	1	14	1
4255	1	60	1
4257	1	60	1
4258	1	60	1
4259	1	60	1
4260	1	60	1
4261	1	60	1
4262	1	60	1
4263	1	60	1
4264	1	60	1
4265	1	60	1
4266	1	60	1
4712	1	36	1
4716	1	36	1
4718	1	36	1
4490	1	46	1
4903	1	32	1
4902	1	32	1
4894	1	32	1
4893	1	32	1
4975	1	42	1
4972	1	42	1
4968	1	42	1
4962	1	42	1
4961	1	42	1
5131	1	50	1
5125	1	50	1
5121	1	50	1
5165	1	43	1
5153	1	43	1
5148	1	50	1
5144	1	50	1
5141	1	50	1
5139	1	50	1
5138	1	50	1
5135	1	50	1
4332	1	53	1
4331	1	53	1
4329	1	53	1
4059	1	17	1
4054	1	17	1
4116	1	49	1
4117	1	49	1
4119	1	49	1
4254	1	41	1
4400	1	20	1
4249	1	20	1
4245	1	20	1
4238	1	20	1
4284	1	11	1
4278	1	11	1

4295	1	35	1
4913	1	32	1
4912	1	32	1
4911	1	32	1
4905	1	32	1
4904	1	32	1
4423	1	15	1
4685	1	58	1
4682	1	58	1
5083	1	38	1
5082	1	38	1
5081	1	38	1
5080	1	38	1
4891	1	38	1
4889	1	38	1
4888	1	38	1
4886	1	38	1
4882	1	38	1
4881	1	38	1
4880	1	38	1
4878	1	38	1
4877	1	38	1
4875	1	38	1
4874	1	38	1
4872	1	38	1
4871	1	38	1
5702	1	32	1
4698	1	32	1
4697	1	32	1
4693	1	32	1
4690	1	32	1
4733	1	29	1
4731	1	29	1
4730	1	29	1
4960	1	29	1
4957	1	29	1
4728	1	5	1
4443	1	24	1
5172	1	47	1
5151	1	43	1
4818	1	55	1
4671	1	42	1
4663	1	42	1
4662	1	42	1
4661	1	42	1
5196	1	30	1
5192	1	30	1
5181	1	30	1
5203	1	52	1
5201	1	52	1
5200	1	52	1
5386	1	24	1
5385	1	24	1
5383	1	24	1
5382	1	24	1

4812	1	24	1
4570	1	35	1
4564	1	35	1
5077	1	5	1
5076	1	5	1
5068	1	5	1
5066	1	21	1
5057	1	21	1
5054	1	21	1
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5360	1	47	1
5577	1	24	1
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5584	1	24	1
5591	1	24	1
5593	1	24	1
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5304	1	19	1
5306	1	19	1
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5316	1	19	1
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5853	1	61	1
5860	1	61	1
5861	1	61	1
5750	1	50	1
5756	1	50	1
5766	1	19	1
5772	1	19	1
5773	1	50	1
4171	2	37	1
4392	2	37	1
4391	2	37	1
4114	2	31	1
4101	2	31	1
4103	2	31	1
4104	2	31	1
4111	2	31	1
4112	2	31	1
4353	2	26	1
4302	2	26	1
4300	2	26	1
4211	2	12	1
4316	2	6	1
4465	2	20	1

4470	2	20	1
4139	2	56	1
4093	2	56	1
4097	2	56	1
4010	2	2	1
5297	2	21	1
5229	2	11	1
5216	2	11	1
4831	2	5	1
4828	2	5	1
4175	2	54	1
4602	2	22	1
4270	2	22	1
4182	2	20	1
4183	2	20	1
4184	2	20	1
4189	2	20	1
5716	2	11	1
5240	2	11	1
5239	2	11	1
5262	2	50	1
4946	2	25	1
4943	2	25	1
5281	2	23	1
4996	2	50	1
5089	2	42	1
4924	2	48	1
4235	2	18	1
4397	2	18	1
4064	2	33	1
4227	2	18	1
4491	2	46	1
4492	2	46	1
5255	2	48	1
5254	2	48	1
4919	2	48	1
4985	2	39	1
4635	2	9	1
5117	2	58	1
5574	2	5	1
5572	2	5	1
5571	2	5	1
5569	2	5	1
4483	2	40	1
4484	2	40	1
4504	2	14	1
4132	2	8	1
4523	2	14	1
4900	2	32	1
4896	2	32	1
5130	2	50	1
5123	2	50	1
4325	2	10	1
4327	2	53	1
4052	2	17	1

4285	2	11	1
4547	2	7	1
4543	2	7	1
4598	2	7	1
4297	2	35	1
4909	2	32	1
4907	2	32	1
5703	2	32	1
5701	2	32	1
4692	2	32	1
4805	2	24	1
5199	2	52	1
5191	2	30	1
5186	2	30	1
5184	2	30	1
5183	2	30	1
5182	2	30	1
5180	2	30	1
5179	2	30	1
5178	2	30	1
5384	2	24	1
4574	2	35	1
4566	2	35	1
4562	2	35	1
5075	2	5	1
5072	2	5	1
4193	2	11	1
4535	2	21	1
5363	2	47	1
5589	2	24	1
5305	2	19	1
5329	2	19	1
5732	2	50	1
5739	2	50	1
5855	2	61	1
5856	2	61	1
4464	1	20	2
5294	1	21	2
5048	1	21	2
4346	1	22	2
4121	1	33	2
5008	1	50	2
5116	1	58	2
5107	1	58	2
4522	1	14	2
4974	1	42	2
5127	1	50	2
4056	1	17	2
5373	1	24	2
5283	1	23	4
5277	1	23	4
4895	1	32	4
5126	1	50	4
4691	1	32	4
5320	1	19	4

5321	1	19	4
5735	1	50	4
5762	1	19	4
5146	2	50	4
4675	2	42	7
4324	1	10	8
4820	1	5	10
5016	1	50	10
4810	2	24	10
4375	1	6	11
4250	1	62	11
4213	1	12	11
4154	1	13	11
4317	1	6	11
4138	1	56	11
4008	1	2	11
4012	1	2	11
5560	1	5	11
5558	1	5	11
4836	1	5	11
4604	1	22	11
5022	1	57	11
5106	1	42	11
5104	1	42	11
5096	1	42	11
4863	1	46	11
5015	1	50	11
5009	1	50	11
4503	1	14	11
4715	1	36	11
4967	1	42	11
4964	1	42	11
5137	1	50	11
4328	1	53	11
4055	1	17	11
4053	1	17	11
4408	1	44	11
4587	1	7	11
4586	1	7	11
4298	1	35	11
4686	1	58	11
4884	1	38	11
4732	1	29	11
4956	1	29	11
5150	1	43	11
4674	1	42	11
4672	1	42	11
4669	1	42	11
5376	1	24	11
5069	1	5	11
5067	1	5	11
5056	1	21	11
4534	1	21	11
5906	1	23	11
5307	1	19	11

5318	1	19	11
5736	1	50	11
5763	1	50	11
5770	1	19	11
4216	2	12	11
4629	2	38	11
4174	2	54	11
5110	2	58	11
4058	2	17	11
5741	2	50	11
4051	1	62	12
4011	1	2	12
4040	1	44	12
4177	1	54	12
4268	1	22	12
5005	1	50	12
5103	1	42	12
4398	1	18	12
4868	1	46	12
4256	1	60	12
4971	1	42	12
4966	1	42	12
5163	1	43	12
4407	1	44	12
4406	1	44	12
4405	1	44	12
4885	1	38	12
4694	1	32	12
4958	1	29	12
4955	1	29	12
4809	1	24	12
4801	1	24	12
4447	1	24	12
4440	1	24	12
5389	1	24	12
5185	1	30	12
5380	1	24	12
4811	1	24	12
5910	1	23	12
5758	1	19	12
5769	1	19	12
4394	2	37	12
4513	2	14	12
4516	2	14	12
5190	2	30	12
5581	2	24	12
4000	1	2	97
4488	1	40	97
4320	2	6	97
4532	2	21	97

Total Surveys: 598

Travel Mode:

Car	474	79%	All Auto	82.3%
Motorcycle	13	2%	Transit/Boat	2.3%

Public Transit	10	2%
Private Shuttle	1	0%
Taxi	1	0%
Ferry/boat	3	1%
Bicycle	56	9%
Walk	36	6%
Other	4	1%
	598	

Bicycle	9.4%
Walk	6.0%
	100.0%

US Census Data

Tahoe Population in NV vs CA.

B01003 TOTAL POPULATION
: Total population
2008-2012 American Community Survey 5-Year Estimates

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Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the [Data and Documentation](#) section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

	South Lake Tahoe CCD, El Dorado County, California		Lake Tahoe CCD, Placer County, California		Zephyr Cove CCD, Douglas County, Nevada		Incline Village CCD, Washoe County, Nevada	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	29,655	+/-682	10,071	+/-968	4,288	+/-455	8,127	+/-706

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols

- An "X" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- An "X" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
- An "X" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
- An "X" following a median estimate means the median falls in the upper interval of an open-ended distribution.
- An "X" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- An "X" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- An "N" entry in the estimate and margin of error columns indicates that data for the geographic area cannot be displayed because the number of sample cases is too small.
- An "X" means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [Accuracy of the Data](#)). The effect of nonsampling error is not represented in these tables.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas, in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau | American FactFinder

Total: 52,122
CA - 39,826 75%
NV - 12,296 25%

B08603

TRAVEL TIME TO WORK FOR WORKPLACE GEOGRAPHY
 Universe: Workers 16 years and over who did not work at home
 2008-2012 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the [Data and Documentation](#) section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

	South Lake Tahoe city, California		Stateline CDP, Nevada	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	10,637	+/-725	3,908	+/-551
Less than 5 minutes	987	+/-230	279	+/-157
5 to 9 minutes	2,582	+/-431	994	+/-277
10 to 14 minutes	2,270	+/-261	671	+/-251
15 to 19 minutes	1,857	+/-339	510	+/-163
20 to 24 minutes	661	+/-185	664	+/-204
25 to 29 minutes	262	+/-119	125	+/-78
30 to 34 minutes	436	+/-136	270	+/-109
35 to 39 minutes	123	+/-102	130	+/-108
40 to 44 minutes	296	+/-140	88	+/-58
45 to 59 minutes	578	+/-163	85	+/-64
60 to 89 minutes	332	+/-127	28	+/-30
90 or more minutes	253	+/-126	64	+/-60

*[see Excel spreadsheet
 "Employee Census Data -
 Used for Trip Gen"]*

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

An '*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.

An '*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [Accuracy of the Data](#)). The effect of nonsampling error is not represented in these tables.

These tabulations are produced to provide estimates of workers at the location of their workplace. Estimates of counts of workers at the workplace may differ from those of other programs because of variations in definitions, coverage, methods of collection, reference periods, and estimation procedures. The ACS is a household survey which provides data that pertains to individuals, families, and households.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau | American FactFinder

Travel Time to Work for Workplace Geography

	South Lake	Stateline	Total	Max Travel Time (mins)	Average Travel Time (mins)	Total Travel Time (mins)	Travel Distance (miles) at max time (assume 40 mph average speed)	Average Travel Distance for speed bin (miles)	Total Distance Traveled by speed bin (miles)
Total	10637	3908	14545						
Less than 5 minutes	987	279	1266	5	2.5	3165	3.3	2	2532
5-9 mins	2582	994	3576	9	7	25032	6.0	5	17880
10-14 mins	2270	670	2940	14	11.5	33810	9.3	8	23520
15-19	1857	510	2367	19	16.5	39055.5	12.7	11	26037
20-24	661	664	1325	24	21.5	28487.5	16.0	14	18550
25-29	262	125	387	29	26.5	10255.5	19.3	18	6966
30-34	436	270	706	34	31.5	22239	22.7	21	14826
35-39	123	130	253	39	36.5	9234.5	26.0	24	6072
40-44	296	88	384	44	41.5	15936	29.3	28	10752
45-49	578	85	663	49	46.5	30829.5	32.7	31	20553
60-89	332	28	360	89	69	24840	59.3	46	16560
more than 90	253	64	317	120	104.5	33126.5	80.0	70	22190

US Census Bureau, 2008-2012 American Community Survey 5-year Estimates

Weighted Average Travel Distance	12.82 miles
Weighted Average Travel Time	18.98 minutes

Mode Split By Industry

B08126 MEANS OF TRANSPORTATION TO WORK BY INDUSTRY
Universe: Workers 16 years and over
2008-2012 American Community Survey 5-Year Estimates

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the [Data and Documentation](#) section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the [Methodology](#) section.

1 105 of 105		South Lake Tahoe city, California		Stateline CDP, Nevada	
		Estimate	Margin of Error	Estimate	Margin of Error
	Total:	10,462	+/-528	549	+/-203
	Agriculture, forestry, fishing and hunting, and mining	100	+/-56	0	+/-13
	Construction	655	+/-256	11	+/-19
	Manufacturing	251	+/-117	0	+/-13
	Wholesale trade	26	+/-26	0	+/-13
	Retail trade	1,233	+/-273	38	+/-43
	Transportation and warehousing, and utilities	408	+/-181	9	+/-14
	Information	185	+/-102	0	+/-13
	Finance and insurance, and real estate and rental and leasing	494	+/-171	61	+/-78
	Professional, scientific, and management, and administrative and waste management services	1,006	+/-233	82	+/-77
	Educational services, and health care and social assistance	1,027	+/-206	45	+/-41
	Arts, entertainment, and recreation, and accommodation and food services	4,476	+/-391	303	+/-148
	Other services (except public administration)	306	+/-120	0	+/-13
	Public administration	279	+/-119	0	+/-13
	Armed forces	18	+/-27	0	+/-13
	Car, truck, or van - drove alone:	6,699	+/-459	296	+/-110
	Agriculture, forestry, fishing and hunting, and mining	75	+/-43	0	+/-13
	Construction	368	+/-190	11	+/-19
	Manufacturing	199	+/-102	0	+/-13
	Wholesale trade	6	+/-11	0	+/-13
	Retail trade	830	+/-213	21	+/-34
	Transportation and warehousing, and utilities	225	+/-106	9	+/-14
	Information	114	+/-94	0	+/-13
	Finance and insurance, and real estate and rental and leasing	309	+/-132	8	+/-13
	Professional, scientific, and management, and administrative and waste management services	624	+/-168	6	+/-10
	Educational services, and health care and social assistance	728	+/-159	45	+/-41
	Arts, entertainment, and recreation, and accommodation and food services	2,722	+/-319	196	+/-95
	Other services (except public administration)	255	+/-113	0	+/-13
	Public administration	244	+/-112	0	+/-13
	Armed forces	0	+/-24	0	+/-13
	Car, truck, or van - carpooled:	1,736	+/-392	139	+/-105
	Agriculture, forestry, fishing and hunting, and mining	0	+/-24	0	+/-13
	Construction	212	+/-148	0	+/-13
	Manufacturing	0	+/-24	0	+/-13
	Wholesale trade	10	+/-15	0	+/-13
	Retail trade	218	+/-85	17	+/-28
	Transportation and warehousing, and utilities	88	+/-140	0	+/-13
	Information	30	+/-33	0	+/-13
	Finance and insurance, and real estate and rental and leasing	0	+/-24	53	+/-77
	Professional, scientific, and management, and administrative and waste management services	139	+/-95	47	+/-65
	Educational services, and health care and social assistance	174	+/-100	0	+/-13
	Arts, entertainment, and recreation, and accommodation and food services	800	+/-273	22	+/-34
	Other services (except public administration)	14	+/-22	0	+/-13
	Public administration	35	+/-37	0	+/-13
	Armed forces	18	+/-27	0	+/-13
	Public transportation (excluding taxicab):	274	+/-130	24	+/-39
	Agriculture, forestry, fishing and hunting, and mining	16	+/-31	0	+/-13
	Construction	21	+/-33	0	+/-13
	Manufacturing	8	+/-13	0	+/-13

4779

*2968
62%*

*822
17%*

	South Lake Tahoe city, California		Stateline CDP, Nevada	
	Estimate	Margin of Error	Estimate	Margin of Error
<i>Public Transp.</i> Wholesale trade	0	+/-24	0	+/-13
Retail trade	49	+/-54	0	+/-13
Transportation and warehousing, and utilities	25	+/-41	0	+/-13
Information	0	+/-24	0	+/-13
Finance and insurance, and real estate and rental and leasing	0	+/-24	0	+/-13
Professional, scientific, and management, and administrative and waste management services	34	+/-36	0	+/-13
Educational services, and health care and social assistance	15	+/-23	0	+/-13
Arts, entertainment, and recreation, and accommodation and food services	106	+/-90	24	+/-39
Other services (except public administration)	0	+/-24	0	+/-13
Public administration	0	+/-24	0	+/-13
Armed forces	0	+/-24	0	+/-13
Walked:	863	+/-211	90	+/-59
Agriculture, forestry, fishing and hunting, and mining	0	+/-24	0	+/-13
Construction	9	+/-14	0	+/-13
Manufacturing	10	+/-17	0	+/-13
Wholesale trade	0	+/-24	0	+/-13
Retail trade	79	+/-67	0	+/-13
Transportation and warehousing, and utilities	7	+/-12	0	+/-13
Information	26	+/-39	0	+/-13
Finance and insurance, and real estate and rental and leasing	47	+/-55	0	+/-13
Professional, scientific, and management, and administrative and waste management services	30	+/-33	29	+/-42
Educational services, and health care and social assistance	46	+/-40	0	+/-13
Arts, entertainment, and recreation, and accommodation and food services	608	+/-177	61	+/-46
Other services (except public administration)	1	+/-2	0	+/-13
Public administration	0	+/-24	0	+/-13
Armed forces	0	+/-24	0	+/-13
Taxicab, motorcycle, bicycle, or other means:	532	+/-168	0	+/-13
Agriculture, forestry, fishing and hunting, and mining	9	+/-14	0	+/-13
Construction	45	+/-55	0	+/-13
Manufacturing	0	+/-24	0	+/-13
Wholesale trade	10	+/-15	0	+/-13
Retail trade	59	+/-69	0	+/-13
Transportation and warehousing, and utilities	61	+/-78	0	+/-13
Information	0	+/-24	0	+/-13
Finance and insurance, and real estate and rental and leasing	24	+/-39	0	+/-13
Professional, scientific, and management, and administrative and waste management services	69	+/-67	0	+/-13
Educational services, and health care and social assistance	37	+/-50	0	+/-13
Arts, entertainment, and recreation, and accommodation and food services	218	+/-116	0	+/-13
Other services (except public administration)	0	+/-24	0	+/-13
Public administration	0	+/-24	0	+/-13
Armed forces	0	+/-24	0	+/-13
Worked at home:	358	+/-123	0	+/-13
Agriculture, forestry, fishing and hunting, and mining	0	+/-24	0	+/-13
Construction	0	+/-24	0	+/-13
Manufacturing	34	+/-41	0	+/-13
Wholesale trade	0	+/-24	0	+/-13
Retail trade	0	+/-24	0	+/-13
Transportation and warehousing, and utilities	0	+/-24	0	+/-13
Information	15	+/-18	0	+/-13
Finance and insurance, and real estate and rental and leasing	114	+/-73	0	+/-13
Professional, scientific, and management, and administrative and waste management services	110	+/-77	0	+/-13
Educational services, and health care and social assistance	27	+/-28	0	+/-13
Arts, entertainment, and recreation, and accommodation and food services	22	+/-26	0	+/-13
Other services (except public administration)	36	+/-44	0	+/-13
Public administration	0	+/-24	0	+/-13
Armed forces	0	+/-24	0	+/-13

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

An "N/A" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.

An "U" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.

An "L" following a median estimate means the median falls in the lowest interval of an open-ended distribution.

An "U" following a median estimate means the median falls in the upper interval of an open-ended distribution.

130
3%

Walk
66.9
14%

Bike/Motor
21.8
5%
→ 3% bike

22
5%

An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.

An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.

An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

An '(X)' means that the estimate is not applicable or not available.

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see [Accuracy of the Data](#)). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau | American FactFinder

Mode Split
For All Industries

Means of Transportation to Work for Workplace Geography

Stateline CDP, Nevada

Powered by The American Community Survey

	Total*	One Race							Two or More Races	Hispanic or Latino (any race)
		White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race			
Total:	2,779	2,778	0	Z	Z	Z	0	Z	Z	1,181
Car, truck, or van - drove alone	2,315	2,315	0	Z	Z	Z	0	Z	Z	709
Car, truck, or van - carpooled	344	344	0	Z	Z	Z	0	Z	Z	255
Public transportation (excluding taxicab)	53	53	0	Z	Z	Z	0	Z	Z	57
Walked	58	58	0	Z	Z	Z	0	Z	Z	109
Taxicab, motorcycle, bicycle, or other means	11	11	0	Z	Z	Z	0	Z	Z	31
Worked at home	0	0	0	Z	Z	Z	0	Z	Z	0

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates
 Except where noted, 'race' refers to people reporting only one race. 'Hispanic' refers to an ethnic category. Hispanics may be of any race.
 An entry of '+/-0' in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not

Display Margin of Error

[Back](#)

MS Excel

Carpool = 12%
 Walk = 2%
 Bike = .3%
 Public Transit = 2%

• 33% of employees are housed by heavenly w/in South Lake / Stateline areas.

Stateline + South Lake Tahoe

Total 13048

Drive Alone - 9381 - 72%

Public Transp - 237 - 2%

Walk - 712 - 5%

Taxi, Motor, Bike - 539 - 4% (3% Bike - Assumption)

Work @ Home - 357 - 3%

Carpool - 1822 - 14%

Mode Split For All Industries

Means of Transportation to Work for Workplace Geography

South Lake Tahoe city, California

Powered by The American Community Survey

	Total:	One Race						Two or More Races	
		White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Hispanic or Latino (any race)	
Total:	10,289	8,033	Z	Z	Z	0	1,236	Z	2,579
Car, truck, or van - drove alone	7,068	6,420	Z	Z	Z	0	648	Z	1,282
Car, truck, or van - carpoolled	1,478	1,236	Z	Z	Z	0	242	Z	635
Public transportation (excluding taxicab)	184	133	Z	Z	Z	0	51	Z	58
Walked	656	458	Z	Z	Z	0	198	Z	360
Taxicab, motorcycle, bicycle, or other means	528	429	Z	Z	Z	0	99	Z	209
Worked at home	357	357	Z	Z	Z	0	0	Z	35

Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-Year Estimates

Except where noted, 'race' refers to people reporting only one race. 'Hispanic' refers to an ethnic category. Hispanics may be of any race.

An entry of 'Z' in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not

Display Margin of Error

[Back](#)

MS Excel

*Carpool = 14%.
Bicycle = 5%.
Walk = 6%.
Public Transit = 2%.*

Travel Time to Work for Workplace Geography

	South Lake	Stateline	Total	Max Travel Time (mins)	Average Travel Time (mins)	Total Travel Time (mins)	Travel Distance (miles) at max time (assume 40 mph average speed)	Average Travel Distance for speed bin (miles)	Total Distance Traveled by speed bin (miles)
Total	10637	3908	14545						
Less than 5 minutes	987	279	1266	5	2.5	3165	3.3	2	2532
5-9 mins	2582	994	3576	9	7	25032	6.0	5	17880
10-14 mins	2270	670	2940	14	11.5	33810	9.3	8	23520
15-19	1857	510	2367	19	16.5	39055.5	12.7	11	26037
20-24	661	664	1325	24	21.5	28487.5	16.0	14	18550
25-29	262	125	387	29	26.5	10255.5	19.3	18	6966
30-34	436	270	706	34	31.5	22239	22.7	21	14826
35-39	123	130	253	39	36.5	9234.5	26.0	24	6072
40-44	296	88	384	44	41.5	15936	29.3	28	10752
45-49	578	85	663	49	46.5	30829.5	32.7	31	20553
60-89	332	28	360	89	69	24840	59.3	46	16560
more than 90	253	64	317	120	104.5	33126.5	80.0	70	22190

US Census Bureau, 2008-2012 American Community Survey 5-year Estimates

Weighted Average Travel Distance	12.82 miles
Weighted Average Travel Time	18.98 minutes

Trip Generation Calculations

Heavenly Trip Generation - Visitors Daily (Peak Day)

Prepared By Katy Cole
Date: 03/26/2014

Total Number of new seasonal visitors:	50000	Information from Heavenly		
Days in Summer Season	90	Based on June 15 - September 15 (from Vail EIS)		
Average Number of Visitors per Day	556			
Number of Visitors on a Peak Friday	1000	Information from Heavenly	Math Check	1000

Category 1: Day Visitors from outside of Stateline/Gondola Area (Includes outside of region and in the Basin but outside of the immediate Gondola/Stateline Area which is Cat 2b in survey data spreadsheet)

Percentage of Total Visitors	27%
Total Category 1 Visitors	270 People Trips
Category 1 Mode Splits	
% of People Trips Via Car	98%
% People Trips Via Bike/Walk/Transit	2%
Category 1 Trip Generation	
Trips Via Car	265 People
Bike/Walk/Transit	5 People
Average Vehicle Occupancy	2.43 Based on survey data from the South Lake Tahoe Parking Garage
Category 1 Daily Vehicles Coming to Heavenly	109
Category 1 Daily Vehicles Trips (Inbound and Outbound)	218

Category 2: Visitors that are already in the immediate Gondola/Stateline Area (within 1 mile)

Percentage of Total Visitors	61%
Total Category 2 Visitors	610 People Trips
Category 2 Mode Splits	
% of People Trips Via Car	30%
% People Trips Via Bike/Walk/Transit	70%
Category 2 Trip Generation	
Trips Via Car	183 People
Bike/Walk/Transit	427 People
Average Vehicle Occupancy	2.43 Based on survey data from the South Lake Tahoe Parking Garage
Category 2 Daily Vehicles Coming to Heavenly	75
Category 2 Daily Vehicles Trips (Inbound and Outbound)	150

Category 3: Locals

Percentage of Total Visitors	12%
Total Category 3 Visitors	120 People Trips
Category 3 Mode Splits	
% of People Trips Via Car	82%
% People Trips Via Bike/Walk/Transit	18%
Category 3 Trip Generation	
Trips Via Car	98 People
Bike/Walk/Transit	22 People
Average Vehicle Occupancy	2.43 Based on survey data from the South Lake Tahoe Parking Garage
Category 3 Daily Vehicles Coming to Heavenly	40
Category 3 Daily Vehicles Trips (Inbound and Outbound)	80

Total Daily Vehicle Trips 448

Heavenly Trip Generation - Visitors Hourly

Epic Discovery Hours of Operation 9am-7pm Based on information for Andrew Strain about employee shifts (March 30th email from Rob) and direction from Rob on 4/3/14
Total Hours of Operation 10 hours

Average Length of Stay 3 hours Based on average length of stay at activity from the 2010 Travel Survey (see Travel Survey Data Spreadsheet, Subset 1 Tab)

Arrival/Departure Assumptions Generally uniform except for the first 3 and last 3 hours of the day. During the 1st 3 hours arrivals will be higher and departures will be minimal. During the last 3, departures will be higher and arrivals will be minimal. This is an assumption, there isn't any data to specifically address this issue. (Assumptions made by Katy)

Assumed Arrival/Departure Pattern	9am-10am	10am-11am	11am-12pm	12pm-1pm	1pm-2pm	2pm-3pm	3pm-4pm	4pm-5pm (peak hour)	5pm-6pm	6pm-7pm	
% of arrivals occurring during this hour	15%	15%	15%	10%	10%	10%	10%	10%	5%	0%	100%
% of departures occurring during this hour	0%	5%	10%	10%	10%	10%	10%	15%	15%	15%	100%
Vehicles Arriving	34	34	34	22	22	22	22	23	11	0	224
Vehicles Departing	0	11	22	22	22	22	23	34	34	34	224
Total Hourly Vehicles	34	45	56	44	44	44	45	57	45	34	448
											Math Check
											224 Total Inbound
											224 Total Outbound
											448 Total Daily

Heavenly Trip Generation - Employees Daily (Peak Day)

Prepared By Katy Cole
Date: 03/26/2014

Total Number of New Employees 250 Information from Heavenly
Maximum Employees on-site at any given time 200 Information from Heavenly
Average Employees on-site 175 Information from Heavenly
Epic Discovery Hours of Operation 9am-7pm Based on information for Andrew Strain about employee shifts (March 30th email from Rob) and direction from Rob on 4/3/14
Total Hours of Operation 10 hours

Shifts Assumption based on hours of operation and 8 hours shifts (with a 1 hour lunch)
Assumption that the employees will be split equally between the shifts

Shift	Shift start/end	AM Commute arrival period	PM Commute departure period	% of workforce in each shift	# of employees per shift (max)
1	7:30am-4:30pm	7:00-7:30am	4:30-5:00pm	25%	50
2	8:30am-5:30pm	8:00-8:30am	5:30-6:00pm	25%	50
3	9:30am-6:30pm	9:00-9:30am	6:30-7:00pm	25%	50
4	10:30am-7:30pm	10:00-10:30am	7:30-8:00pm	25%	50

Commute Characteristics

Based on Census Data Journey to Work information (2008-2012 American Community Survey). Information is for the "Arts, Entertainment, recreation, accommodation, and food service" industry specifically. See PDF Employee Census data sheets.

Daily Trips

Employee Travel Mode	% Based on Census Data	Heavenly Epic Disc Employees Mode (max daily emp)	Average Auto Occupancy	Number of Autos associated with employees per day	Number of Daily Trips per/auto	Total Daily Employee Trips
Drive Alone	63%	126	1	126	2	252
Carpool	17%	34	2.43	14	2	28
Transit/Shuttle	3%	6	na	na	na	na
Walk	14%	28	na	na	na	na
Bicycle	3%	6	na	na	na	na
Total	100%	200	na	na	na	280

140 inbound and 140 outbound

PM Peak Hour Trips

Employee Travel Mode	% Based on Census Data	Heavenly Epic Disc Employees Mode (max hourly emp)	Average Auto Occupancy	Number of Autos associated with employees during PM Peak Hour	Number of PM peak hour Trips per/auto	Total Peak Hour Employee Trips
Drive Alone	63%	31.0	1	31	1	31
Carpool	17%	8.0	2.43	3	1	3
Transit/Shuttle	3%	2.0	na	na	na	na
Walk	14%	7.0	na	na	na	na
Bicycle	3%	2.0	na	na	na	na
Total	100%	50	na	na	na	34

all outbound trips

Heavenly Visitor Trip Length Calculations and Distribution (Peak Day)

Category 1: Day Visitors from outside of Stateline/Gondola Area (Includes outside of region and in the Basin but outside of the immediate Gondola/Stateline Area)

Total Category 1 Visitors	270 People Trips
Trips Via Car	265 People
Bike/Walk/Transit	5 People
Category 1 Daily Vehicles Coming to Heavenly	109 Cars

Category 1 Daily Vehicles Trips (Inbound and Outbound)	218 Cars
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1a: Visitors that are Day Trips From Outside of the Basin (i.e. Reno, Sacramento, Carson City)

	30.00% of Cat 1	(based on category distributions shown on Subset1 tab of travel survey data spreadsheet)		
CA Based	40%	Percentages were assumed because day visitors are more likely from NV due to proximity.		
NV Based	60%			
	Total	CA	NV	
Total Category 1a Visitors	81	32	49	
Trips Via Car	80	32	48	
Bike/Walk/Transit	2	0	1	
Category 1 Daily Vehicles Coming to Heavenly	33	13	20	
Category 1 Daily Vehicles Trips (Inbound and Outbound)	66	26	40	
Average Trip Length	13 miles	distance to CA LTAB boundary on US 50		Total Category 1 (1a + 2b)
	15 miles	distance to NV LTAB boundary on US 50		
				Total
				CA
				NV
				219
				141
				78
	CA	NV		
Total Basin VMT 1a Visitors	338	594	932	

2b: Visitors in Southshore that are farther away from Gondola (greater than 1 miles)

	70.00% of Cat 1	(based on category distributions shown on Subset1 tab of travel survey data spreadsheet)		
CA Based	75%	Based on travel survey data		
NV Based	25%			
	CA	NV		
Total Category 1b Visitors	189	142	47	
Trips Via Car	186	140	47	
Bike/Walk/Transit	4	3	1	
Category 1 Daily Vehicles Coming to Heavenly	76	57	19	
Category 1 Daily Vehicles Trips (Inbound and Outbound)	153	115	38	
Average Trip Length	7 miles	distance on US 50 to South Lake Tahoe Border (US 50/Airport Road) - conservative estimate, most will come from South Lake Tahoe		
	13 miles	distance on US 50/SR 28 to mid-point of NV (which equates to the SR 28/South Carson City County line)		
	CA	NV		
Total Basin VMT 2b Visitors	803	497	1301	

Category 2: Visitors that are already in the immediate Gondola/Stateline Area (within 1 mile)

Total Category 2 Visitors	610 People Trips
Trips Via Car	183 People
Bike/Walk/Transit	427 People
Category 2 Daily Vehicles Coming to Heavenly	75 Cars
Category 2 Daily Vehicles Trips (Inbound and Outbound)	150 Cars

CA Based	50%	Based on travel survey data	
NV Based	50%		
	CA	NV	
Total Category 2 Visitors	610	305	305
Trips Via Car	183	92	92
Bike/Walk/Transit	427	214	214
Category 2 Daily Vehicles Coming to Heavenly	75	38	38
Category 2 Daily Vehicles Trips (Inbound and Outbound)	150	75	75
Average Trip Length	1 miles	based on farthest distance for this category	
	1 miles		
	CA	NV	
Total Basin VMT 2 Visitors	75	75	150

Category 3: Locals

Total Category 3 Visitors	120 People Trips
Trips Via Car	98 People
Bike/Walk/Transit	22 People
Category 3 Daily Vehicles Coming to Heavenly	40 Cars
Category 3 Daily Vehicles Trips (Inbound and Outbound)	80 Cars

CA Based 75% Based on population census data (2008-2012 American Community Survey 5-year estimates)
 NV Based 25%

	CA	NV	
Total Category 3 Visitors	120	90	30
Trips Via Car	98	74	25
Bike/Walk/Transit	22	17	6
Category 3 Daily Vehicles Coming to Heavenly	40	30	10
Category 3 Daily Vehicles Trips (Inbound and Outbound)	80	60	20

Average Trip Length 21 miles distance on US 50/SR 89 to mid-point of CA around lake (which is around Tahoma)
 13 miles distance on US 50/SR 28 to mid-point of NV (which equates to the SR 28/South Carson City County line)

	CA	NV	
Total Basin VMT 3 Visitors	1260	260	1520

Total VMT for Peak Day

	CA	NV	Total
Total Basin VMT (VMT within Lake Tahoe Air Basin (LTAB))	2476	1426	3903
Total Car Trips	276	173	449
	61%	39%	
Average Trip Length	9.0	8.3	8.7

	CA	NV	Total
Visitors - Peak Day	570	430	1000
	57%	43%	
Visitors - Season	29000	22000	50000

Heavenly Employee Trip Length Calculations and Distribution (Peak Day)

Peak Day Conditions (used to develop daily VMT Estimates)

Total Employees On Site (on max day)	200
% of Employees that live in CA	75% Based on Tahoe population split from Census data
% of Employees that live in NV	25%

Employees that live in CA	150
Employees that live in NV	50

	Daily	PM Peak
Employees that live in CA Trips	210	26
Employees that live in NV Trips	70	9
Total	280	34

Average Employee Trip Length	12.82 miles	(from EmployeeCensusData_UsedforTripGen Spreadsheet)
Total Daily CA VMT Generated By Employees	2692	
Total Daily NV VMT Generated By Employees	897	
	3589	

Intersection Level of Service Results

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Summer Friday Conditions
PM Peak Hour

Intersection 1

US 50/Lake Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	26	22	84.2%	27.2	2.0	C
	Through	940	923	98.1%	22.7	2.4	C
	Right Turn	34	35	102.1%	22.8	3.6	C
	Subtotal	1,000	979	97.9%	22.8	2.3	C
SB	Left Turn	181	186	103.0%	24.8	4.3	C
	Through	1,003	997	99.4%	8.0	0.4	A
	Right Turn	100	98	98.1%	2.3	0.2	A
	Subtotal	1,284	1,282	99.8%	10.0	0.8	A
EB	Left Turn	138	139	100.4%	18.8	0.6	B
	Through	17	17	102.4%	14.6	2.0	B
	Right Turn	29	30	104.8%	13.8	2.3	B
	Subtotal	184	186	101.3%	17.6	0.5	B
WB	Left Turn	61	61	99.8%	16.9	1.6	B
	Through	17	21	120.6%	13.5	3.4	B
	Right Turn	317	320	101.0%	4.1	0.7	A
	Subtotal	395	402	101.7%	6.5	0.6	A
Total		2,863	2,849	99.5%	14.4	1.1	B

Intersection 2

US 50/Stateline Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	126	116	92.2%	74.0	16.0	E
	Through	1,112	1,107	99.5%	17.9	1.4	B
	Right Turn	32	34	105.0%	13.1	3.0	B
	Subtotal	1,270	1,256	98.9%	23.0	2.3	C
SB	Left Turn	10	9	86.0%	58.9	17.7	E
	Through	1,005	1,005	100.0%	14.3	0.9	B
	Right Turn	23	28	120.0%	10.9	2.4	B
	Subtotal	1,038	1,041	100.3%	14.6	0.9	B
EB	Left Turn	42	39	92.9%	46.0	6.3	D
	Through	2	1	70.0%	27.0	25.9	C
	Right Turn	140	147	104.6%	12.5	1.7	B
	Subtotal	184	187	101.6%	19.7	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,492	2,485	99.7%	19.3	1.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Summer Friday Conditions
PM Peak Hour

Intersection 3

US 50/Transit Way

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,255	1,237	98.5%	3.9	0.6	A
	Right Turn	38	40	105.0%	3.4	1.2	A
	Subtotal	1,293	1,277	98.7%	3.9	0.6	A
SB	Left Turn	17	19	111.8%	14.1	2.7	B
	Through	1,128	1,135	100.6%	1.4	0.9	A
	Right Turn						
	Subtotal	1,145	1,154	100.8%	1.6	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	93.3%	36.0	23.9	E
	Through						
	Right Turn	15	13	89.3%	21.5	8.8	C
	Subtotal	18	16	90.0%	24.2	10.8	C
Total		2,456	2,447	99.6%	3.0	0.5	A

Intersection 4

US 50/Friday Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	23	20	87.4%	103.8	21.8	F
	Through	1,275	1,253	98.3%	3.0	0.7	A
	Right Turn						
	Subtotal	1,298	1,273	98.1%	4.7	1.1	A
SB	Left Turn						
	Through	1,119	1,111	99.3%	7.6	3.3	A
	Right Turn	8	9	115.0%	3.9	2.3	A
	Subtotal	1,127	1,121	99.4%	7.6	3.2	A
EB	Left Turn	13	14	103.8%	85.1	21.0	F
	Through						
	Right Turn	24	27	111.3%	33.1	13.0	C
	Subtotal	37	40	108.6%	50.5	16.7	D
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,462	2,434	98.9%	6.8	2.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Summer Friday Conditions
PM Peak Hour

Intersection 5

US 50/Park Ave-Heavenly Village Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	79	75	94.6%	49.2	3.6	D
	Through	1,211	1,187	98.0%	17.0	1.5	B
	Right Turn	101	101	99.8%	4.6	0.9	A
	Subtotal	1,391	1,362	97.9%	17.9	1.3	B
SB	Left Turn	78	76	97.1%	79.8	10.2	E
	Through	1,080	1,060	98.1%	24.7	5.3	C
	Right Turn	8	6	76.3%	20.8	11.7	C
	Subtotal	1,166	1,142	97.9%	28.3	5.4	C
EB	Left Turn	6	6	103.3%	69.9	21.8	E
	Through	14	17	118.6%	55.0	12.1	D
	Right Turn	135	132	97.6%	33.5	20.9	C
	Subtotal	155	155	99.7%	37.7	18.5	D
WB	Left Turn	288	284	98.4%	74.8	29.4	E
	Through	14	12	85.0%	41.2	9.8	D
	Right Turn	100	99	98.9%	19.4	3.0	B
	Subtotal	402	394	98.1%	60.1	22.7	E
Total		3,114	3,053	98.0%	28.2	5.7	C

Intersection 6

US 50/Pioneer Trail

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	7	91.3%	101.2	32.7	F
	Through	1,094	1,082	98.9%	15.9	1.3	B
	Right Turn	19	19	98.4%	11.6	2.7	B
	Subtotal	1,121	1,108	98.8%	16.3	1.3	B
SB	Left Turn	310	311	100.2%	92.2	16.5	F
	Through	1,213	1,174	96.8%	5.7	0.7	A
	Right Turn	5	5	98.0%	2.5	1.5	A
	Subtotal	1,528	1,490	97.5%	23.6	2.9	C
EB	Left Turn	3	2	63.3%	66.7	45.1	E
	Through						
	Right Turn	9	8	91.1%	21.3	7.5	C
	Subtotal	12	10	84.2%	31.8	12.7	C
WB	Left Turn	16	16	97.5%	82.0	14.8	F
	Through						
	Right Turn	436	433	99.3%	28.2	5.0	C
	Subtotal	452	448	99.2%	30.0	5.1	C
Total		3,113	3,056	98.2%	21.9	2.0	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Summer Friday Conditions
PM Peak Hour

Intersection 7

Bellamy Ct/Heavenly Village Pkwy

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	31	31	98.7%	8.3	4.3	A
	Through						
	Right Turn	131	124	94.3%	4.4	1.1	A
	Subtotal	162	154	95.1%	5.1	1.5	A
EB	Left Turn	32	35	109.7%	2.7	0.2	A
	Through	104	103	99.1%	0.6	0.1	A
	Right Turn						
	Subtotal	136	138	101.6%	1.1	0.1	A
WB	Left Turn						
	Through	125	120	95.6%	0.4	0.7	A
	Right Turn	26	26	98.8%	0.0	0.0	A
	Subtotal	151	145	96.2%	0.3	0.6	A
Total		449	438	97.4%	2.3	0.8	A

Intersection 8

Lake Pkwy-Montreal Rd/

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	36	32	88.6%	6.6	0.4	A
	Through	204	213	104.3%	7.8	0.4	A
	Right Turn	7	7	98.6%	4.2	1.2	A
	Subtotal	247	252	101.8%	7.5	0.4	A
SB	Left Turn	12	12	96.7%	8.0	1.2	A
	Through	223	212	95.2%	9.3	0.7	A
	Right Turn	173	171	98.6%	6.2	0.9	A
	Subtotal	408	394	96.7%	7.9	0.8	A
EB	Left Turn	114	114	100.4%	5.3	0.3	A
	Through	6	7	113.3%	5.5	1.1	A
	Right Turn	68	66	96.5%	3.4	0.2	A
	Subtotal	188	187	99.4%	4.6	0.2	A
WB	Left Turn	9	7	78.9%	4.3	0.9	A
	Through	6	5	85.0%	6.3	2.1	A
	Right Turn	10	11	113.0%	3.1	0.4	A
	Subtotal	25	24	94.0%	4.2	0.9	A
Total		868	856	98.6%	7.0	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 1

US 50/Lake Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	26	24	91.9%	32.6	3.5	C
	Through	943	945	100.3%	30.7	2.8	C
	Right Turn	34	34	100.9%	30.4	4.0	C
	Subtotal	1,003	1,004	100.1%	30.7	2.8	C
SB	Left Turn	187	189	101.2%	23.5	2.5	C
	Through	1,006	1,011	100.5%	8.4	0.5	A
	Right Turn	100	101	100.8%	2.4	0.2	A
	Subtotal	1,293	1,301	100.6%	10.1	0.7	B
EB	Left Turn	138	143	103.5%	19.0	0.8	B
	Through	17	17	99.4%	13.8	1.8	B
	Right Turn	29	33	112.1%	14.5	1.5	B
	Subtotal	184	192	104.5%	17.8	0.7	B
WB	Left Turn	61	60	98.0%	17.5	1.8	B
	Through	17	20	115.3%	14.1	1.3	B
	Right Turn	334	335	100.3%	4.5	0.7	A
	Subtotal	412	414	100.6%	6.8	0.7	A
Total		2,892	2,911	100.7%	17.3	1.2	B

Intersection 2

US 50/Stateline Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	127	129	101.2%	73.4	4.1	E
	Through	1,115	1,136	101.9%	25.2	1.9	C
	Right Turn	32	34	105.3%	19.2	2.5	B
	Subtotal	1,274	1,298	101.9%	29.8	1.9	C
SB	Left Turn	10	9	87.0%	75.1	15.3	E
	Through	1,008	1,016	100.8%	15.8	1.8	B
	Right Turn	23	26	114.3%	12.3	2.8	B
	Subtotal	1,041	1,051	101.0%	16.2	1.8	B
EB	Left Turn	42	41	97.4%	43.7	3.7	D
	Through	2	3	145.0%	44.3	25.6	D
	Right Turn	141	146	103.4%	12.3	1.0	B
	Subtotal	185	190	102.5%	19.6	2.3	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,500	2,539	101.5%	23.4	1.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 3

US 50/Transit Way

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,259	1,275	101.2%	10.3	1.3	B
	Right Turn	38	39	101.3%	10.0	2.3	A
	Subtotal	1,297	1,313	101.2%	10.3	1.3	B
SB	Left Turn	17	15	90.0%	14.4	3.3	B
	Through	1,132	1,150	101.6%	1.8	1.3	A
	Right Turn						
	Subtotal	1,149	1,166	101.4%	2.0	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	3	3	100.0%	38.9	32.3	E
	Through						
	Right Turn	15	17	110.7%	20.7	5.3	C
	Subtotal	18	20	108.9%	23.6	3.9	C
Total		2,464	2,498	101.4%	6.5	1.0	A

Intersection 4

US 50/Friday Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	24	24	99.6%	106.0	10.3	F
	Through	1,279	1,290	100.9%	9.6	0.4	A
	Right Turn						
	Subtotal	1,303	1,314	100.8%	11.4	0.6	B
SB	Left Turn						
	Through	1,123	1,137	101.3%	9.7	3.6	A
	Right Turn	8	7	91.3%	7.3	9.4	A
	Subtotal	1,131	1,145	101.2%	9.6	3.6	A
EB	Left Turn	13	14	103.8%	76.7	10.0	E
	Through						
	Right Turn	24	24	99.2%	44.8	17.9	D
	Subtotal	37	37	100.8%	56.4	10.2	E
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,471	2,496	101.0%	11.3	1.6	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 5

US 50/Park Ave-Heavenly Village Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	79	80	100.9%	56.3	5.6	E
	Through	1,211	1,226	101.2%	24.5	1.7	C
	Right Turn	114	112	97.9%	11.5	0.9	B
	Subtotal	1,404	1,417	100.9%	25.3	1.8	C
SB	Left Turn	82	84	102.9%	80.8	7.0	F
	Through	1,080	1,069	99.0%	27.8	4.3	C
	Right Turn	8	7	87.5%	24.8	6.7	C
	Subtotal	1,170	1,161	99.2%	31.6	4.3	C
EB	Left Turn	6	5	75.0%	68.2	21.9	E
	Through	14	15	106.4%	63.2	17.2	E
	Right Turn	135	131	96.8%	40.6	22.1	D
	Subtotal	155	150	96.8%	43.3	20.6	D
WB	Left Turn	330	327	99.2%	101.4	28.0	F
	Through	18	16	91.1%	44.0	8.2	D
	Right Turn	105	103	98.0%	24.0	4.3	C
	Subtotal	453	447	98.6%	81.4	21.2	F
Total		3,182	3,175	99.8%	36.4	5.3	D

Intersection 6

US 50/Pioneer Trail

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	8	9	107.5%	96.9	17.0	F
	Through	1,103	1,120	101.5%	21.8	1.0	C
	Right Turn	19	19	98.4%	16.4	4.7	B
	Subtotal	1,130	1,147	101.5%	22.2	1.1	C
SB	Left Turn	324	304	93.9%	102.0	11.6	F
	Through	1,241	1,229	99.0%	6.1	0.8	A
	Right Turn	5	4	80.0%	2.6	2.0	A
	Subtotal	1,570	1,537	97.9%	25.0	1.6	C
EB	Left Turn	3	2	76.7%	64.1	18.2	E
	Through						
	Right Turn	9	10	115.6%	27.6	10.5	C
	Subtotal	12	13	105.8%	33.7	11.9	C
WB	Left Turn	16	15	95.6%	77.0	18.8	E
	Through						
	Right Turn	440	450	102.3%	34.0	5.3	C
	Subtotal	456	465	102.0%	35.4	5.2	D
Total		3,168	3,162	99.8%	25.6	1.7	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Existing Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 7

Bellamy Ct/Heavenly Village Pkwy

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	33	29	88.8%	8.0	1.3	A
	Through						
	Right Turn	143	138	96.2%	4.9	1.0	A
	Subtotal	176	167	94.8%	5.4	1.0	A
EB	Left Turn	40	41	101.5%	2.9	0.2	A
	Through	113	116	102.7%	0.6	0.1	A
	Right Turn						
	Subtotal	153	157	102.4%	1.2	0.1	A
WB	Left Turn						
	Through	164	163	99.5%	0.5	0.4	A
	Right Turn	27	28	101.9%	0.1	0.0	A
	Subtotal	191	191	99.8%	0.4	0.3	A
Total		520	514	98.9%	2.3	0.5	A

Intersection 8

Lake Pkwy-Montreal Rd/

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	36	38	105.3%	12.8	0.6	B
	Through	204	201	98.5%	13.8	0.4	B
	Right Turn	7	7	104.3%	10.4	0.8	B
	Subtotal	247	246	99.7%	13.6	0.4	B
SB	Left Turn	12	11	93.3%	8.1	1.3	A
	Through	223	223	100.0%	9.8	0.8	A
	Right Turn	188	188	100.1%	7.0	2.4	A
	Subtotal	423	422	99.9%	8.5	1.4	A
EB	Left Turn	134	127	94.8%	5.4	0.3	A
	Through	6	7	113.3%	6.7	1.2	A
	Right Turn	68	71	104.3%	3.8	0.4	A
	Subtotal	208	205	98.4%	4.9	0.2	A
WB	Left Turn	9	9	98.9%	4.4	0.4	A
	Through	6	7	116.7%	5.6	0.4	A
	Right Turn	10	11	114.0%	3.1	0.4	A
	Subtotal	25	27	109.2%	4.1	0.3	A
Total		903	901	99.7%	8.9	0.7	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Summer Friday Conditions
PM Peak Hour

Intersection 1

US 50/Lake Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	30	29	95.3%	35.3	2.3	D
	Through	990	1,010	102.1%	34.2	2.2	C
	Right Turn	40	43	108.0%	38.0	4.4	D
	Subtotal	1,060	1,082	102.1%	34.4	2.3	C
SB	Left Turn	220	222	101.0%	28.3	2.6	C
	Through	1,150	1,156	100.5%	9.7	0.7	A
	Right Turn	140	136	97.4%	2.8	0.2	A
	Subtotal	1,510	1,515	100.3%	11.8	0.6	B
EB	Left Turn	140	139	98.9%	19.7	1.0	B
	Through	20	18	91.0%	15.0	1.9	B
	Right Turn	30	30	100.3%	14.1	2.8	B
	Subtotal	190	187	98.3%	18.3	0.7	B
WB	Left Turn	70	68	97.4%	17.4	1.4	B
	Through	20	19	97.0%	13.9	2.5	B
	Right Turn	320	314	98.2%	4.2	0.4	A
	Subtotal	410	402	98.0%	6.9	0.4	A
Total		3,170	3,185	100.5%	19.2	0.8	B

Intersection 2

US 50/Stateline Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	130	126	97.1%	80.1	11.6	F
	Through	1,180	1,211	102.6%	28.0	1.5	C
	Right Turn	40	42	105.0%	21.0	2.6	C
	Subtotal	1,350	1,379	102.1%	32.5	2.1	C
SB	Left Turn	20	20	99.5%	76.5	9.5	E
	Through	1,150	1,172	101.9%	21.3	6.9	C
	Right Turn	30	33	109.0%	18.4	8.5	B
	Subtotal	1,200	1,225	102.1%	22.1	6.9	C
EB	Left Turn	50	52	103.6%	41.1	3.0	D
	Through	10	10	96.0%	49.0	9.1	D
	Right Turn	150	144	95.7%	16.7	3.2	B
	Subtotal	210	205	97.6%	24.4	2.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,760	2,809	101.8%	27.4	3.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Summer Friday Conditions
PM Peak Hour

Intersection 3

US 50/Transit Way

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,330	1,347	101.3%	12.1	1.4	B
	Right Turn	40	41	101.8%	10.4	1.9	B
	Subtotal	1,370	1,387	101.3%	12.1	1.4	B
SB	Left Turn	20	20	98.0%	16.6	2.7	C
	Through	1,280	1,293	101.0%	4.0	3.8	A
	Right Turn						
	Subtotal	1,300	1,312	100.9%	4.2	3.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	7	74.0%	62.6	26.7	F
	Through						
	Right Turn	20	22	110.5%	35.6	10.7	E
	Subtotal	30	30	98.3%	42.2	11.9	E
Total		2,700	2,729	101.1%	8.6	2.2	A

Intersection 4

US 50/Friday Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	30	27	90.3%	106.1	15.9	F
	Through	1,290	1,308	101.4%	10.4	1.0	B
	Right Turn						
	Subtotal	1,320	1,335	101.1%	12.3	1.3	B
SB	Left Turn						
	Through	1,260	1,251	99.3%	14.0	5.4	B
	Right Turn	20	21	106.5%	11.9	6.2	B
	Subtotal	1,280	1,272	99.4%	13.9	5.4	B
EB	Left Turn	70	71	101.7%	108.5	23.2	F
	Through						
	Right Turn	30	34	111.7%	80.7	28.6	F
	Subtotal	100	105	104.7%	99.7	23.9	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,700	2,712	100.4%	16.5	3.2	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Summer Friday Conditions
PM Peak Hour

Intersection 5

US 50/Park Ave-Heavenly Village Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	90	87	96.4%	58.5	3.9	E
	Through	1,220	1,234	101.1%	24.0	1.0	C
	Right Turn	110	117	106.2%	11.2	0.4	B
	Subtotal	1,420	1,437	101.2%	25.0	0.9	C
SB	Left Turn	80	81	101.8%	82.7	9.7	F
	Through	1,210	1,182	97.7%	26.9	5.3	C
	Right Turn	10	10	100.0%	19.6	7.5	B
	Subtotal	1,300	1,273	97.9%	30.4	5.2	C
EB	Left Turn	10	10	98.0%	61.3	7.2	E
	Through	40	37	92.3%	54.4	5.6	D
	Right Turn	150	148	98.9%	33.2	10.7	C
	Subtotal	200	195	97.5%	38.7	8.2	D
WB	Left Turn	300	304	101.5%	75.1	15.6	E
	Through	20	25	122.5%	35.0	9.2	C
	Right Turn	110	112	102.0%	23.7	6.5	C
	Subtotal	430	441	102.6%	59.8	11.7	E
Total		3,350	3,347	99.9%	32.4	3.9	C

Intersection 6

US 50/Pioneer Trail

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	10	12	122.0%	97.3	16.0	F
	Through	1,100	1,115	101.4%	23.9	0.7	C
	Right Turn	20	22	111.5%	20.7	5.0	C
	Subtotal	1,130	1,150	101.8%	24.6	0.9	C
SB	Left Turn	350	328	93.7%	87.5	16.7	F
	Through	1,320	1,314	99.5%	7.6	0.8	A
	Right Turn	10	11	109.0%	5.0	1.5	A
	Subtotal	1,680	1,652	98.4%	23.4	3.7	C
EB	Left Turn	10	8	83.0%	80.1	35.2	F
	Through	10	10	96.0%	82.9	24.6	F
	Right Turn	10	14	137.0%	39.1	19.8	D
	Subtotal	30	32	105.3%	62.8	23.8	E
WB	Left Turn	20	20	98.0%	90.3	11.9	F
	Through	10	8	78.0%	88.3	29.5	F
	Right Turn	490	494	100.8%	35.4	4.4	D
	Subtotal	520	522	100.3%	38.3	4.6	D
Total		3,360	3,355	99.9%	26.5	2.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Summer Friday Conditions
PM Peak Hour

Intersection 7

Bellamy Ct/Heavenly Village Pkwy

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	40	36	89.3%	7.1	0.5	A
	Through						
	Right Turn	140	143	102.4%	4.6	0.4	A
	Subtotal	180	179	99.4%	5.1	0.4	A
EB	Left Turn	40	38	94.8%	2.8	0.3	A
	Through	130	135	103.9%	0.6	0.1	A
	Right Turn						
	Subtotal	170	173	101.8%	1.1	0.2	A
WB	Left Turn						
	Through	140	135	96.3%	0.2	0.0	A
	Right Turn	30	27	90.7%	0.0	0.0	A
	Subtotal	170	162	95.3%	0.2	0.0	A
Total		520	514	98.8%	2.2	0.2	A

Intersection 8

Lake Pkwy-Montreal Rd/

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	40	39	97.5%	13.0	0.5	B
	Through	210	215	102.3%	14.3	0.4	B
	Right Turn	10	8	75.0%	10.4	0.8	B
	Subtotal	260	261	100.5%	14.0	0.4	B
SB	Left Turn	20	19	96.0%	8.3	1.2	A
	Through	230	233	101.3%	9.8	0.6	A
	Right Turn	180	172	95.3%	6.7	0.5	A
	Subtotal	430	424	98.6%	8.5	0.5	A
EB	Left Turn	120	122	101.8%	5.8	0.5	A
	Through	10	12	116.0%	5.6	1.1	A
	Right Turn	70	67	95.6%	3.5	0.2	A
	Subtotal	200	201	100.3%	5.0	0.3	A
WB	Left Turn	10	9	90.0%	4.4	0.9	A
	Through	10	10	97.0%	6.0	0.8	A
	Right Turn	20	21	105.5%	3.4	0.5	A
	Subtotal	40	40	99.5%	4.2	0.5	A
Total		930	926	99.5%	9.1	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 1

US 50/Lake Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	30	27	89.7%	34.7	2.7	C
	Through	993	989	99.6%	33.0	3.6	C
	Right Turn	40	40	99.3%	34.8	4.1	C
	Subtotal	1,063	1,056	99.3%	33.1	3.5	C
SB	Left Turn	226	217	96.2%	28.8	4.6	C
	Through	1,153	1,165	101.0%	10.1	0.9	B
	Right Turn	140	140	99.9%	2.7	0.2	A
	Subtotal	1,519	1,522	100.2%	12.1	1.1	B
EB	Left Turn	140	141	100.4%	19.4	1.1	B
	Through	20	22	110.5%	14.5	2.8	B
	Right Turn	30	30	99.7%	15.7	1.4	B
	Subtotal	190	193	101.3%	18.3	0.8	B
WB	Left Turn	70	67	95.6%	17.9	1.9	B
	Through	20	22	111.5%	14.3	3.2	B
	Right Turn	337	335	99.4%	4.4	0.7	A
	Subtotal	427	424	99.4%	7.1	0.5	A
Total		3,199	3,195	99.9%	18.8	1.3	B

Intersection 2

US 50/Stateline Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	131	124	94.5%	79.7	12.6	E
	Through	1,183	1,187	100.3%	26.5	2.2	C
	Right Turn	40	42	105.3%	20.7	3.9	C
	Subtotal	1,354	1,352	99.9%	31.2	1.9	C
SB	Left Turn	20	19	94.0%	80.6	19.0	F
	Through	1,153	1,189	103.1%	26.2	17.2	C
	Right Turn	30	29	97.3%	23.1	15.7	C
	Subtotal	1,203	1,237	102.8%	27.0	17.1	C
EB	Left Turn	50	50	100.0%	39.6	4.4	D
	Through	10	11	107.0%	42.8	9.3	D
	Right Turn	151	153	101.1%	17.8	2.5	B
	Subtotal	211	213	101.1%	24.1	2.0	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,768	2,803	101.3%	28.8	7.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 3

US 50/Transit Way

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	1,334	1,319	98.9%	11.2	1.9	B
	Right Turn	40	42	104.5%	11.1	2.3	B
	Subtotal	1,374	1,361	99.0%	11.2	1.9	B
SB	Left Turn	20	21	103.0%	18.6	2.0	C
	Through	1,284	1,317	102.6%	5.9	4.0	A
	Right Turn						
	Subtotal	1,304	1,338	102.6%	6.1	3.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	10	96.0%	61.4	31.0	F
	Through						
	Right Turn	20	22	111.5%	35.1	18.1	E
	Subtotal	30	32	106.3%	43.6	22.3	E
Total		2,708	2,730	100.8%	9.1	2.6	A

Intersection 4

US 50/Friday Ave

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	31	30	96.1%	102.2	16.0	F
	Through	1,294	1,285	99.3%	10.1	0.7	B
	Right Turn						
	Subtotal	1,325	1,315	99.2%	12.2	0.8	B
SB	Left Turn						
	Through	1,264	1,274	100.8%	17.4	4.8	B
	Right Turn	20	20	102.0%	14.2	6.8	B
	Subtotal	1,284	1,294	100.8%	17.4	4.9	B
EB	Left Turn	70	67	95.6%	103.2	32.4	F
	Through						
	Right Turn	30	29	95.3%	84.0	31.3	F
	Subtotal	100	96	95.5%	97.4	30.0	F
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		2,709	2,704	99.8%	17.7	3.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 5

US 50/Park Ave-Heavenly Village Pkwy

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	90	87	97.0%	60.3	6.6	E
	Through	1,220	1,202	98.5%	25.0	2.0	C
	Right Turn	123	122	99.0%	12.0	1.5	B
	Subtotal	1,433	1,411	98.5%	26.1	1.8	C
SB	Left Turn	84	83	98.8%	88.0	8.7	F
	Through	1,210	1,201	99.2%	30.5	4.3	C
	Right Turn	10	9	93.0%	19.7	7.6	B
	Subtotal	1,304	1,293	99.1%	34.1	4.4	C
EB	Left Turn	10	10	100.0%	60.0	15.4	E
	Through	40	35	87.0%	57.9	10.9	E
	Right Turn	150	150	100.1%	44.7	20.5	D
	Subtotal	200	195	97.5%	47.8	17.9	D
WB	Left Turn	342	335	98.0%	133.1	36.3	F
	Through	24	25	103.3%	43.3	13.9	D
	Right Turn	115	116	100.7%	28.9	6.0	C
	Subtotal	481	476	98.9%	103.3	28.5	F
Total		3,418	3,374	98.7%	41.2	5.7	D

Intersection 6

US 50/Pioneer Trail

Signal

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	10	10	96.0%	91.0	20.8	F
	Through	1,109	1,096	98.9%	24.2	1.2	C
	Right Turn	20	19	94.5%	22.6	3.0	C
	Subtotal	1,139	1,125	98.8%	24.7	1.1	C
SB	Left Turn	364	343	94.1%	93.8	10.7	F
	Through	1,348	1,348	100.0%	7.2	0.6	A
	Right Turn	10	11	109.0%	4.4	2.1	A
	Subtotal	1,722	1,701	98.8%	24.5	1.8	C
EB	Left Turn	10	11	110.0%	98.1	37.3	F
	Through	10	12	115.0%	77.5	26.5	E
	Right Turn	10	11	113.0%	39.9	11.2	D
	Subtotal	30	34	112.7%	71.2	20.0	E
WB	Left Turn	20	19	93.0%	85.3	18.0	F
	Through	10	9	94.0%	86.8	15.9	F
	Right Turn	494	478	96.8%	34.2	7.6	C
	Subtotal	524	506	96.6%	37.1	7.4	D
Total		3,415	3,366	98.6%	27.0	1.6	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Heavenly Epic Discovery Project
Cumulative Plus Project Summer Friday Conditions
PM Peak Hour

Intersection 7

Bellamy Ct/Heavenly Village Pkwy

Side Street Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	42	42	99.5%	9.5	3.4	A
	Through						
	Right Turn	152	153	100.5%	6.6	3.5	A
	Subtotal	194	195	100.3%	7.2	3.5	A
EB	Left Turn	48	45	94.0%	3.2	0.3	A
	Through	139	136	97.6%	0.6	0.1	A
	Right Turn						
	Subtotal	187	181	96.7%	1.2	0.1	A
WB	Left Turn						
	Through	179	186	104.1%	0.6	0.5	A
	Right Turn	31	31	100.0%	0.1	0.1	A
	Subtotal	210	217	103.5%	0.5	0.4	A
Total		591	593	100.3%	2.9	1.3	A

Intersection 8

Lake Pkwy-Montreal Rd/

All-way Stop

Direction	Movement	Volume (vehicles)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	40	42	104.8%	14.8	5.2	B
	Through	210	205	97.6%	14.8	2.3	B
	Right Turn	10	11	107.0%	11.7	3.5	B
	Subtotal	260	258	99.0%	14.6	2.8	B
SB	Left Turn	20	19	96.0%	10.0	3.0	A
	Through	230	230	99.8%	11.1	2.9	B
	Right Turn	195	200	102.4%	7.7	2.5	A
	Subtotal	445	448	100.8%	9.5	2.8	A
EB	Left Turn	140	139	99.1%	5.9	0.4	A
	Through	10	12	116.0%	6.0	1.4	A
	Right Turn	70	71	101.0%	3.6	0.3	A
	Subtotal	220	221	100.5%	5.2	0.4	A
WB	Left Turn	10	9	92.0%	4.5	0.5	A
	Through	10	10	103.0%	6.1	0.7	A
	Right Turn	20	19	94.0%	3.1	0.4	A
	Subtotal	40	38	95.8%	4.2	0.4	A
Total		965	965	100.0%	9.7	2.1	A

APPENDIX 3.13-A
FOREST SERVICE SKI AREA
RECREATIONAL OPPORTUNITY
ENHANCEMENT ACT (SAROEAE)
CONSISTENCY REVIEW

1f	Not compromise snow sports operations or functions	The activity is compatible with existing snow sports operations and will be covered by snow during winter operations. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation.	The Forest Flyer mountain coaster will be situated in a less visually prominent location which is on the periphery of existing snow sports infrastructure. The mountain coaster has been designed to not compromise snow sports operations. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation. The Sky Meadows mountain coaster will not interfere with existing snow sports operations including groomed runs, gladed runs, or base areas. The Sky Meadows will change tree skiing opportunities within the Sky Meadows basin.	Cable-Based Activities are situated outside or span existing ski runs and will result in no substantial change in snow sports operations. Infrastructure will have limited effect on tree skiing opportunities due to the fact that the poles are similar to trees and would be similarly avoided. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation. Where possible, trees will be incorporated into the layout and design of cable-based activities.	The activity is compatible with existing snow sports operations and will be covered by snow during winter operations. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation.	The activity is compatible with existing snow sports operations and will be covered by snow during winter operations. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation.	The lookout tower will be situated in a discrete location which is on the periphery of existing snow sports infrastructure. The lookout tower will enhance an existing winter overlook destination and not compromise snow sports operations. This activity will supplement existing visitation and Heavenly Mountain Resort will remain primarily a snow sports operation.
1g	Increase utilization of snow sports facilities and not require extensive new support facilities, such as parking lots, restaurants, and lifts.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack, Big Easy and Comet lifts. No new permanent roads will be constructed.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack and Comet lifts. No new permanent roads will be constructed.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack and Comet lifts. No new permanent roads will be constructed.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack and Comet lifts. No new permanent roads will be constructed.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack and Comet lifts. No new permanent roads will be constructed.	No additional parking lots, lifts, or lodges will be required for this activity. The primary access for all of these activities will be through the existing Gondola. Proposed activities will utilize existing lodges including Tamarack Lodge, East Peak Lodge, Sky Deck and the ski school building. Proposed activities will utilize the existing Tamarack and Comet lifts. No new permanent roads will be constructed.
4	Factors that may affect whether other additional seasonal or year-round recreation activities and associated facilities besides those listed in paragraph 2 may be approved under paragraph 1 of this section include but are not limited to the degree to which visitors are able to engage with the natural setting, the extent to which the activities and facilities could be expected to lead to exploration and enjoyment of other NFS lands, and the similarity of the activities and associated facilities to those enumerated in paragraph 2 or paragraph 3 of this section.	N/A - Allowable under SAROE A	Degree of engagement - exposure to new clients (non-skiing). Lowest level on the progression/level of difficulty. Foreground and background views. The user has control over their speed. Lead to further exploration - Get there by walking. Located in adventure peak area, easy to access. Zone concept. Similarity to other activities - Adjacent to the sledding hill, The Coaster is designed to serpentine through rock outcroppings and forest area (similar to both tree skiing and mountain biking) which would place the rider in the natural setting and allow them to interact with these natural features. Ride would follow the contours of the landscape which would allow the user to have a gravity sports experience.	N/A (SAROE A describes ropes courses/zip lines as allowable. The design and operation of the sky cycle canopy tour is similar to these allowable activities and therefore consistent with SAROE A.)	N/A - Allowable under SAROE A	Frisbee Golf - N/A - Allowable under SAROE A. Jeep Tour - Visitors with physical disabilities will be accommodated, providing access to NFS lands throughout the SUP area to those who might not be able to experience it otherwise.	N/A

9	Utilize the Scenery Management System (FSM 2380), Built Environment Image Guide (Publication FS-710), and the Recreation Opportunity Spectrum (FSM 2310) to ensure that additional seasonal or year-round recreation activities and associated facilities are located and constructed to harmonize with the surrounding natural environment.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.	Preliminary screening indicates substantial conformance with these planning tools. Detailed analysis and determinations will occur through the NEPA process.
10	Authorization of additional seasonal or year-round recreation activities and associated facilities is subject to terms and conditions deemed appropriate by the Authorized Officer.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.	Activity-specific operating plans, operation manuals, training, and safety checks will be required, as appropriate, for all proposed activities.
11	The acreage necessary for additional seasonal or year-round recreation activities and associated facilities may not be considered in determining the acreage encompassed by a ski area permit. Permit area expansions must be based on needs related to snow sports rather than additional seasonal or year-round recreation.	All proposed activities occur within the existing special use permit boundary.	All proposed activities occur within the existing special use permit boundary.	All proposed activities occur within the existing special use permit boundary.	All proposed activities occur within the existing special use permit boundary.	All proposed activities occur within the existing special use permit boundary.	All proposed activities occur within the existing special use permit boundary.
12	Additional seasonal or year-round recreation activities and associated facilities that were authorized before November 7, 2011, and that do not meet the criteria in paragraphs 1 through 11 of this section may continue to be authorized during the term of the current permit. When that permit terminates or is revoked, do not reauthorize additional seasonal or year-round recreation activities and associated facilities that do not conform to paragraphs 1 through 11 of this section.	N/A	N/A	N/A	N/A	N/A	N/A
13	Notwithstanding FSM 2340.3, paragraph 3, and 2343.03, paragraph 1, a proposal that complies with paragraphs 1 through 12 of this section may be approved.	N/A	N/A	N/A	N/A	N/A	N/A
			Forest Flyer	Mid Station Canopy Tour	East Peak Lodge Hiking Trail	Disc Golf Course	
			Sky Meadows Coaster	Sky Cycle	Panorama Trail	Mountain Excursion Jeep Tour	
				East Peak Zipline Canopy Tour		East Peak Reservoir Water Activities	
				Sky Meadows Zipline Canopy Tour			
				Sky Meadows Challenge Course			