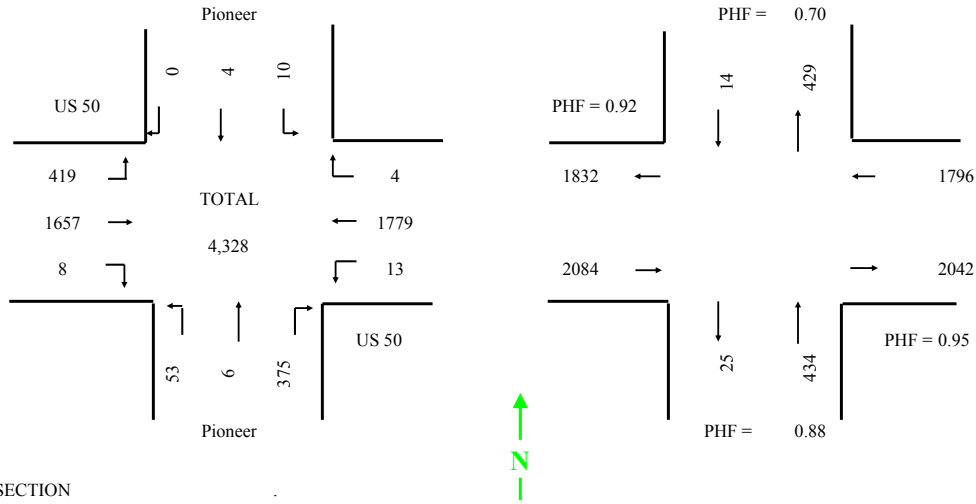


## **Appendix M. Traffic Volume Data**

## INTERSECTION TURNING MOVEMENT SUMMARY

**INTERSE** US 50 - Pioneer **TIME:** 4:00 PM to 6:00 PM  
**JURISDICTION:** **DATE:** 8-24-07, Fri  
**PROJECT TITLE:** **PROJECT NO:**

PEAK HOUR PERIOD: 4:45 PM to 5:45 PM  
 PEAK 15 MINUTE PERIOD: 5:15 PM to 5:30 PM



INTERSECTION  
 PEAK HOUR FACTOR: 0.97

PERIOD END	US 50 Eastbound			US 50 Westbound			Pioneer Northbound			Pioneer Southbound			TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	
4:15 PM	83	327	0	0	350	0	11	0	124	5	0	0	900
4:30 PM	190	758	0	3	755	1	22	2	235	9	2	0	1977
4:45 PM	292	1118	3	3	1126	2	28	2	358	9	3	0	2944
5:00 PM	400	1512	5	8	1583	3	42	2	466	13	4	0	4038
5:15 PM	492	1930	7	12	2011	5	62	5	555	14	5	0	5098
5:30 PM	622	2361	10	15	2433	6	74	7	664	17	7	0	6216
5:45 PM	711	2775	11	16	2905	6	81	8	733	19	7	0	7272
6:00 PM	756	2982	13	16	3125	6	125	14	807	20	7	0	7871

**MOD COUNTS**

PERIOD END	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
4:15 PM	83	327	0	0	350	0	11	0	124	5	0	0	900
4:30 PM	107	431	0	3	405	1	11	2	111	4	2	0	1077
4:45 PM	102	360	3	0	371	1	6	0	123	0	1	0	967
5:00 PM	108	394	2	5	457	1	14	0	108	4	1	0	1094
5:15 PM	92	418	2	4	428	2	20	3	89	1	1	0	1060
5:30 PM	130	431	3	3	422	1	12	2	109	3	2	0	1118
5:45 PM	89	414	1	1	472	0	7	1	69	2	0	0	1056
6:00 PM	45	207	2	0	220	0	44	6	74	1	0	0	599

**RLY TOTALS**

BEGINNING AND ENDING	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
4:00 PM	400	1512	5	8	1583	3	42	2	466	13	4	0	4038
4:15 PM	409	1603	7	12	1661	5	51	5	431	9	5	0	4198
4:30 PM	432	1603	10	12	1678	5	52	5	429	8	5	0	4239
4:45 PM	419	1657	8	13	1779	4	53	6	375	10	4	0	4328
5:00 PM	356	1470	8	8	1542	3	83	12	341	7	3	0	3833
5:15 PM	264	1052	6	4	1114	1	63	9	252	6	2	0	2773
5:30 PM	134	621	3	1	692	0	51	7	143	3	0	0	1655
5:45 PM	45	207	2	0	220	0	44	6	74	1	0	0	599

# All Traffic Data

(916)771-8700

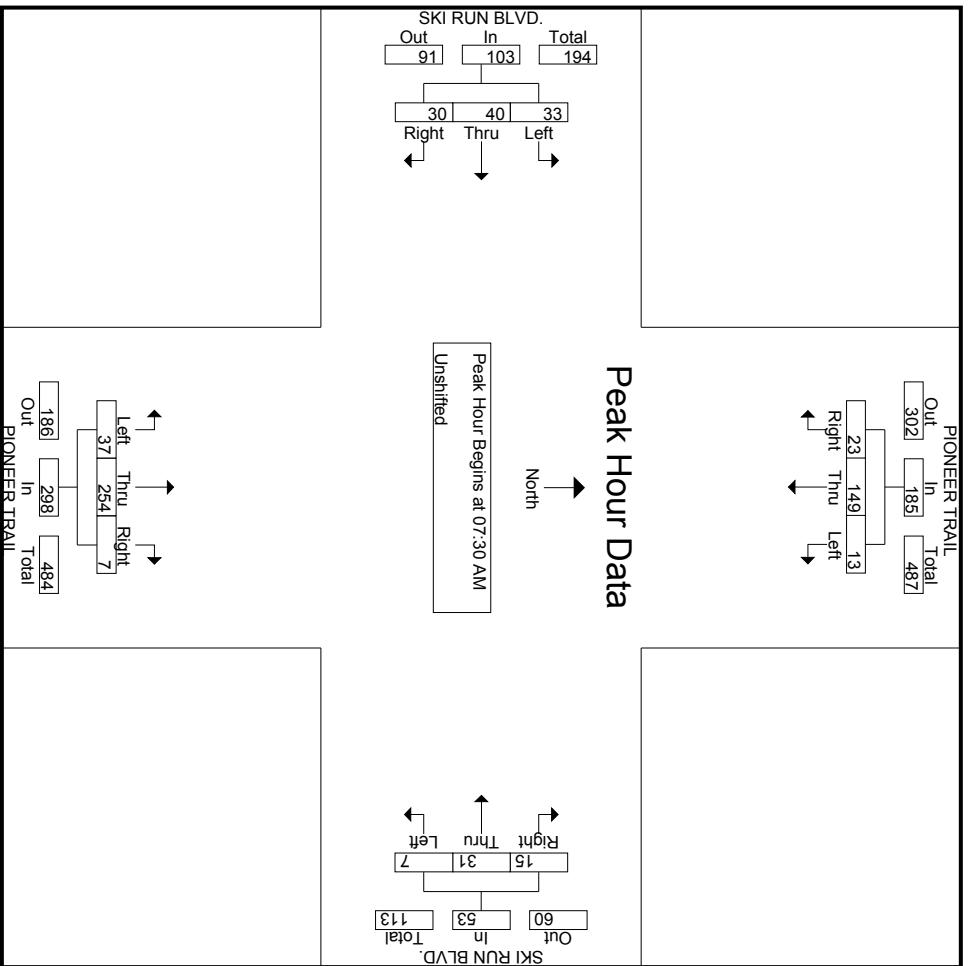
CITY OF SOUTH LAKE TAHOE

File Name : 09-7289-001 PIONEER-SKI RUN-F  
 Site Code : 00000000  
 Start Date : 7/24/2009  
 Page No : 1

## Groups Printed- Unshifted

Start Time	PIONEER TRAIL Southbound				SKI RUN BLVD. Westbound				PIONEER TRAIL Northbound				SKI RUN BLVD. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	27	1	28	1	5	2	8	5	29	2	36	2	7	2	11	83
07:15 AM	1	25	3	29	0	7	4	11	9	38	1	48	1	4	4	9	97
07:30 AM	3	31	7	41	0	7	5	12	6	77	1	84	14	11	11	36	173
07:45 AM	2	36	6	44	3	5	5	13	8	76	2	86	10	11	5	26	169
Total	6	119	17	142	4	24	16	44	28	220	6	254	27	33	22	82	522
08:00 AM	5	37	5	47	1	8	1	10	12	49	2	63	4	8	4	16	136
08:15 AM	3	45	5	53	3	11	4	18	11	52	2	65	5	10	10	25	161
08:30 AM	1	36	6	43	3	7	6	16	8	43	0	51	7	4	6	17	127
08:45 AM	1	46	9	56	0	12	4	16	10	69	4	83	8	4	6	18	173
Total	10	164	25	199	7	38	15	60	41	213	8	262	24	26	26	76	597
04:00 PM	4	93	18	115	1	12	4	17	12	108	3	123	12	12	13	37	292
04:15 PM	6	91	14	111	7	18	3	28	18	102	8	128	18	15	26	59	326
04:30 PM	4	107	13	124	2	6	4	12	18	111	9	138	14	27	14	55	329
04:45 PM	4	76	14	94	5	10	6	21	15	103	2	120	18	22	17	57	292
Total	18	367	59	444	15	46	17	78	63	424	22	509	62	76	70	208	1239
05:00 PM	2	99	12	113	3	8	7	18	14	127	6	147	16	18	16	50	328
05:15 PM	3	95	18	116	1	14	2	17	27	114	3	144	15	23	24	62	339
05:30 PM	7	93	16	116	1	16	4	21	28	125	6	159	19	16	25	60	356
05:45 PM	1	86	7	94	3	19	4	26	19	100	7	126	13	21	27	61	307
Total	13	373	53	439	8	57	17	82	88	466	22	576	63	78	92	233	1330
Grand Total	47	1023	154	1224	34	165	65	264	220	1323	58	1601	176	213	210	599	3688
Appreh %	3.8	83.6	12.6		12.9	62.5	24.6		13.7	82.6	3.6		29.4	35.6	35.1		
Total %	1.3	27.7	4.2	33.2	0.9	4.5	1.8	7.2	6	35.9	1.6	43.4	4.8	5.8	5.7	16.2	
<b>PIONEER TRAIL</b>																	
<b>Southbound</b>				<b>SKI RUN BLVD. Westbound</b>				<b>PIONEER TRAIL Northbound</b>				<b>SKI RUN BLVD. Eastbound</b>					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:30 AM	3	31	7	41	0	7	5	12	6	77	1	84	14	11	11	36	173
07:45 AM	2	36	6	44	3	5	5	13	8	76	2	86	10	11	5	26	169
08:00 AM	5	37	5	47	1	8	1	10	12	49	2	63	4	8	4	16	136
08:15 AM	3	45	5	53	3	11	4	18	11	52	2	65	5	10	10	25	161
Total	13	149	23	185	7	31	15	53	37	254	7	298	33	40	30	103	639

PHF	.650	.828	.821	.873	.583	.705	.750	.736	.771	.825	.875	.866	.589	.909	.682	.715	.923
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:00 PM

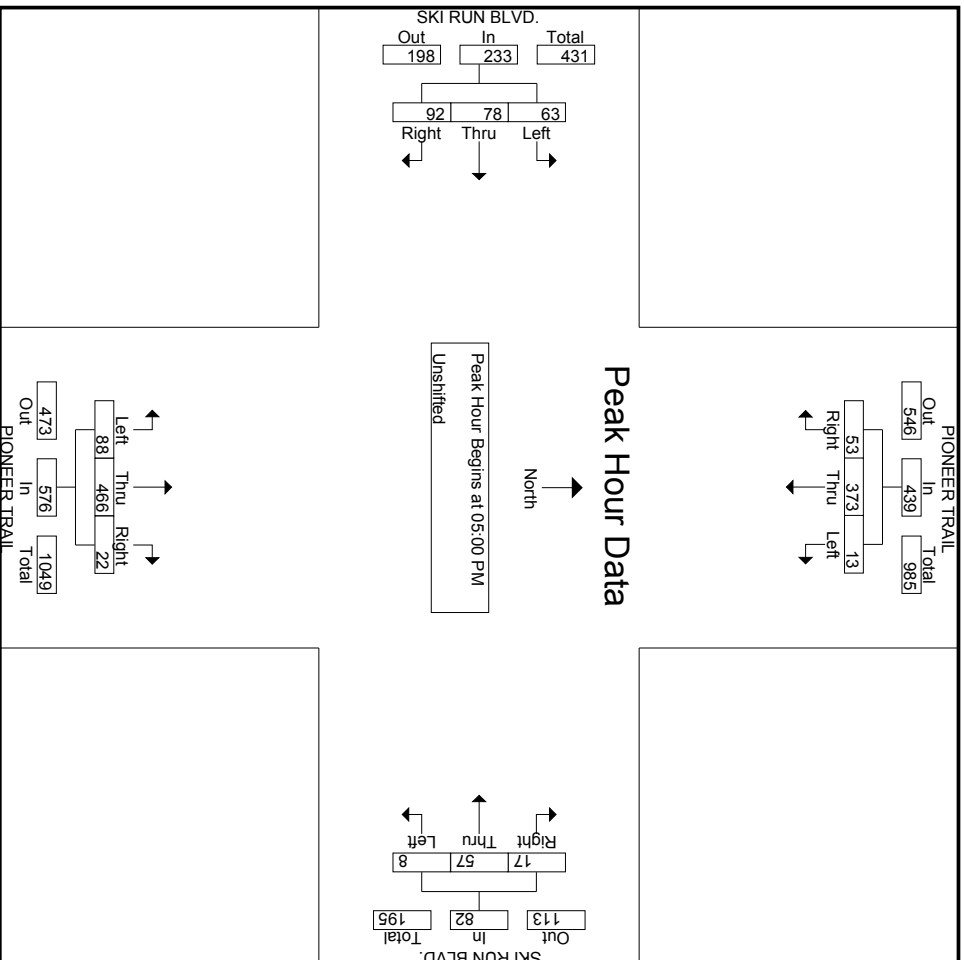
Time	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	PHF	Vol	
05:00 PM	2	99	12	113	3	8	7	18	14	127	6	147	16	18	16	23	16	62	328
05:15 PM	3	95	18	116	1	14	2	17	27	114	3	144	15	23	24	24	62	339	
05:30 PM	7	93	16	116	1	16	4	21	28	125	6	159	16	16	25	27	60	356	
05:45 PM	1	86	7	94	3	19	4	26	19	100	7	126	13	21	27	27	61	307	
Total Volume	13	373	53	439	8	57	17	82	88	466	22	576	63	78	92	92	233	1330	
% App. Total	3	85	12.1	94.6	9.8	69.5	20.7	78.8	15.3	80.9	3.8	90.6	27	33.5	39.5	94.0	9.34		
PHF	.464	.942	.736	.946	.667	.750	.607	.788	.786	.917	.786	.906	.829	.848	.852	.940	.934		

# All Traffic Data

(916)771-8700

CITY OF SOUTH LAKE TAHOE

File Name : 09-7289-001 PIONEER-SKI RUN-F  
 Site Code : 00000000  
 Start Date : 7/24/2009  
 Page No : 3



All Traffic Data  
(916)771-8700

SOUTH LAKE TAHOE

Site Code : 00000000  
Start Date: 10/24/01  
File I.D. : BECGLB-P  
Page : 1

Start Time	GLENWOOD WAY Southbound				BECKA DRIVE Westbound				Northbound				RANCHO DRIVE Eastbound				Total
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	
4:00pm	2	5	0	7	0	0	1	1	2	8	3	13	0	0	1	1	22
4:15	1	8	0	9	0	0	0	0	4	5	1	10	0	1	2	3	22
4:30	0	6	0	6	1	0	2	3	2	4	0	6	0	0	1	1	16
4:45	1	6	0	7	1	0	1	2	2	6	2	10	0	0	3	3	22
our Total	4	25	0	29	2	0	4	6	10	23	6	39	0	1	7	8	82
5:00pm	6	13	0	19	0	0	2	2	5	9	0	14	0	0	0	0	35
5:15	2	9	0	11	1	0	2	3	1	8	0	9	0	0	2	2	25
5:30	1	8	0	9	0	0	1	1	1	8	0	9	0	0	1	1	20
5:45	0	9	1	10	0	0	1	1	5	7	0	12	0	0	2	2	25
our Total	9	39	1	49	1	0	6	7	12	32	0	44	0	0	5	5	105
rand	13	64	1	78	3	0	10	13	22	55	6	83	0	1	12	13	187
of Total	7.0%	34.2%	.5%	41.7%	1.6%	0.0%	5.3%	7.0%	11.8%	29.4%	3.2%	44.4%	0.0%	.5%	6.4%	7.0%	
pprch %	16.7%	82.1%	1.3%		23.1%	0.0%	76.9%		26.5%	66.3%	7.2%		0.0%	7.7%	92.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 10/24/01

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes				Percentages				
				Left	Thru	Rght	Peds	Total	Left	Thru	Rght	Peds
Southbound	GLENWOOD WAY	05:00pm	.645	9	39	1	0	49	18.3	79.5	2.0	.0
Westbound	BECKA DRIVE		.583	1	0	6	0	7	14.2	.0	85.7	.0
Northbound			.786	12	32	0	0	44	27.2	72.7	.0	.0
Eastbound	RANCHO DRIVE		.625	0	0	5	0	5	.0	.0	100.0	.0

All Traffic Data  
(916)771-8700

Site Code : 00000000  
Start Date: 10/24/01  
File I.D. : BECGLB-P  
Page : 2

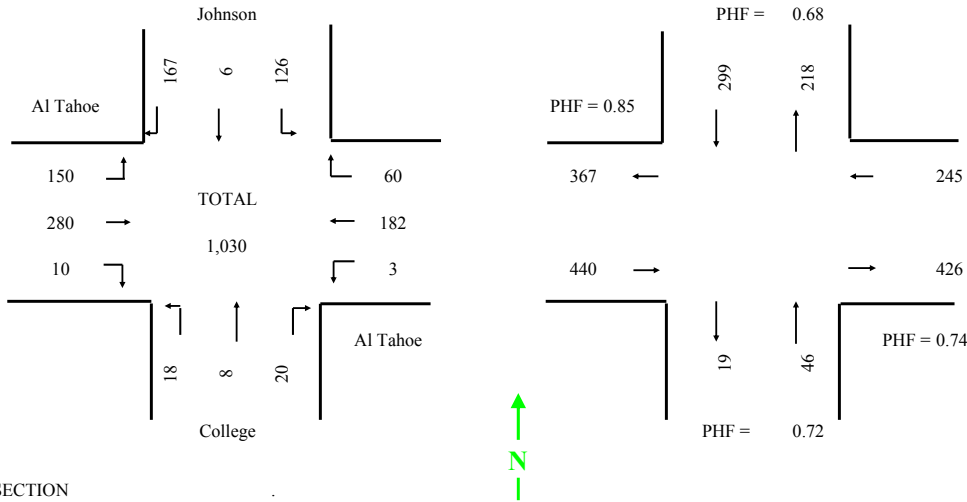
SOUTH LAKE TAHOE

Location	Inbound	Outbound	Total
GLENWOOD WAY	1	39	40
RANCHO DRIVE	13	12	25
	0	1	1
	5	13	18
	0	0	0
	5	13	18
	1	39	40
	5	5	10
	45	44	89
	12	32	44
BECKA DRIVE	0	9	9

## INTERSECTION TURNING MOVEMENT SUMMARY

**INTERSE Al Tahoe - College** **TIME:** 4:00 PM to 6:00 PM  
**JURISDICTION:** **DATE:** 8-24-07, Fri  
**PROJECT TITLE:** **PROJECT NO:**

PEAK HOUR PERIOD: 4:15 PM to 5:15 PM  
 PEAK 15 MINUTE PERIOD: 5:00 PM to 5:15 PM



INTERSECTION  
 PEAK HOUR FACTOR: 0.88

PERIOD END	Al Tahoe Eastbound			Al Tahoe Westbound			College Northbound			Johnson Southbound			TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	
4:15 PM	41	72	6	0	61	32	5	7	8	22	0	21	275
4:30 PM	68	123	9	0	96	46	11	11	11	58	2	50	485
4:45 PM	111	193	12	0	140	62	14	15	19	86	3	74	729
5:00 PM	151	280	15	3	202	80	16	15	19	114	6	112	1013
5:15 PM	191	352	16	3	243	92	23	15	28	148	6	188	1305
5:30 PM	223	404	16	4	288	110	27	15	28	171	7	191	1484
5:45 PM	246	455	16	5	333	126	31	17	32	186	8	209	1664
6:00 PM	267	498	18	5	272	134	32	17	34	200	8	229	1714

**OD COUNTS**

PERIOD END	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
4:15 PM	41	72	6	0	61	32	5	7	8	22	0	21	275
4:30 PM	27	51	3	0	35	14	6	4	3	36	2	29	210
4:45 PM	43	70	3	0	44	16	3	4	8	28	1	24	244
5:00 PM	40	87	3	3	62	18	2	0	0	28	3	38	284
5:15 PM	40	72	1	0	41	12	7	0	9	34	0	76	292
5:30 PM	32	52	0	1	45	18	4	0	0	23	1	3	179
5:45 PM	23	51	0	1	45	16	4	2	4	15	1	18	180
6:00 PM	21	43	2	0	-61	8	1	0	2	14	0	20	50

**RLY TOTALS**




















BEGINNING AT	A	B	C	D	E	F	G	H	I	J	K	L	TOTAL
4:00 PM	151	280	15	3	202	80	16	15	19	114	6	112	1013
4:15 PM	150	280	10	3	182	60	18	8	20	126	6	167	1030
4:30 PM	155	281	7	4	192	64	16	4	17	113	5	141	999
4:45 PM	135	262	4	5	193	64	17	2	13	100	5	135	935
5:00 PM	116	218	3	2	70	54	16	2	15	86	2	117	701
5:15 PM	76	146	2	2	29	42	9	2	6	52	2	41	409
5:30 PM	44	94	2	1	-16	24	5	2	6	29	1	38	230
5:45 PM	21	43	2	0	-61	8	1	0	2	14	0	20	50



## Synchro Level of Service and Queuing Analysis

CTC Bike Trail  
3: Pioneer Trail & US 50

Existing Conditions  
Friday PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95		1.00	0.95	
Fr <sub>t</sub>		1.00			1.00	0.85	1.00	1.00		1.00	1.00	
Fl <sub>t</sub> Protected		0.96			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1797			1781	1583	1770	3537		1770	3538	
Fl <sub>t</sub> Permitted		0.79			0.73	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1478			1364	1583	1770	3537		1770	3538	
Volume (vph)	10	4	0	75	6	400	13	1657	8	419	1779	4
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	4	0	82	7	435	14	1801	9	455	1934	4
RTOR Reduction (vph)	0	0	0	0	0	5	0	0	0	0	0	0
Lane Group Flow (vph)	0	15	0	0	89	430	14	1810	0	455	1938	0
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		10.3			10.6	41.1	5.3	68.3		30.5	94.0	
Effective Green, g (s)		10.3			10.3	40.3	4.3	68.9		30.0	94.6	
Actuated g/C Ratio		0.08			0.08	0.33	0.04	0.57		0.25	0.78	
Clearance Time (s)		4.0			3.7	3.5	3.0	4.6		3.5	4.6	
Vehicle Extension (s)		3.0			2.0	2.5	2.5	5.0		2.5	5.0	
Lane Grp Cap (vph)		126			116	579	63	2011		438	2762	
v/s Ratio Prot						c0.18	0.01	c0.51		c0.26	0.55	
v/s Ratio Perm		0.01			0.07	0.09						
v/c Ratio		0.12			0.77	0.74	0.22	0.90		1.04	0.70	
Uniform Delay, d <sub>1</sub>		51.3			54.3	35.8	56.8	23.1		45.6	6.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d <sub>2</sub>		0.4			23.4	4.8	1.3	6.3		53.4	1.0	
Delay (s)		51.7			77.7	40.7	58.1	29.4		99.0	7.5	
Level of Service		D			E	D	E	C		F	A	
Approach Delay (s)		51.7			47.0			29.6			24.9	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM Average Control Delay		29.2										
HCM Volume to Capacity ratio		0.91										
Actuated Cycle Length (s)		121.2										
Intersection Capacity Utilization		86.7%										
Analysis Period (min)		15										
c Critical Lane Group												

CTC Bike Trail  
50: Becka Dr & Glenwood Way

Existing Conditions  
Friday PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	5	1	0	6	12	32	0	9	39	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	5	1	0	7	13	35	0	10	42	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	130	123	43	129	124	35	43			35		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	130	123	43	129	124	35	43			35		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	99	99			99		
cM capacity (veh/h)	828	756	1027	830	755	1038	1565			1577		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	5	8	48	53
Volume Left	0	1	13	10
Volume Right	5	7	0	1
cSH	1027	1002	1565	1577
Volume to Capacity	0.01	0.01	0.01	0.01
Queue Length 95th (ft)	0	1	1	0
Control Delay (s)	8.5	8.6	2.0	1.4
Lane LOS	A	A	A	A
Approach Delay (s)	8.5	8.6	2.0	1.4
Approach LOS	A	A		

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization	13.7%		ICU Level of Service A
Analysis Period (min)	15		

CTC Bike Trail  
8: College Dr & Al Tahoe Blvd

Existing Conditions  
Friday PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔		↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		0.94			1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1721			1778	1583	1770	1794		1770	1863	1583
Flt Permitted		0.89			0.71	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1564			1316	1583	1770	1794		1770	1863	1583
Volume (vph)	18	8	20	126	6	167	3	182	60	150	280	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	9	22	137	7	182	3	198	65	163	304	11
RTOR Reduction (vph)	0	14	0	0	0	112	0	11	0	0	0	6
Lane Group Flow (vph)	0	37	0	0	144	70	3	252	0	163	304	5
Turn Type	Perm			Perm		Perm	Prot			Prot		Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8						6
Actuated Green, G (s)		43.8			43.8	43.8	3.8	40.8		17.4	53.4	53.4
Effective Green, g (s)		43.8			43.8	43.8	3.8	41.7		16.4	54.3	54.3
Actuated g/C Ratio		0.38			0.38	0.38	0.03	0.37		0.14	0.48	0.48
Clearance Time (s)		4.0			4.0	4.0	4.0	4.9		3.0	4.9	4.9
Vehicle Extension (s)		2.0			2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)		601			506	609	59	657		255	888	755
v/s Ratio Prot							0.00	c0.14		c0.09	0.16	
v/s Ratio Perm		0.02			c0.11	0.04						0.00
v/c Ratio		0.06			0.28	0.11	0.05	0.38		0.64	0.34	0.01
Uniform Delay, d1		22.1			24.2	22.6	53.3	26.6		46.0	18.6	15.6
Progression Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.2			1.4	0.4	0.1	1.7		3.8	1.1	0.0
Delay (s)		22.3			25.6	23.0	53.4	28.3		49.8	19.7	15.7
Level of Service		C			C	C	D	C		D	B	B
Approach Delay (s)		22.3			24.1			28.6			29.9	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	113.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

CTC Bike Trail  
40: Ski Run Blvd & Pioneer Trail

Existing Conditions  
Friday PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕		↙	↕		↙	↕	↗	↙	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3252		1770	3420		1770	1863	1583	1770	1828	
Flt Permitted	0.70	1.00		0.70	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1308	3252		1307	3420		1770	1863	1583	1770	1828	
Volume (vph)	63	78	92	8	57	17	88	466	22	13	373	53
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	85	100	9	62	18	96	507	24	14	405	58
RTOR Reduction (vph)	0	83	0	0	15	0	0	0	13	0	9	0
Lane Group Flow (vph)	68	102	0	9	65	0	96	507	11	14	454	0
Turn Type	Perm			Perm			Prot			Perm	Prot	
Protected Phases		6			2		7	4			3	8
Permitted Phases	6			2					4			
Actuated Green, G (s)	5.2	5.2		5.2	5.2		4.7	14.6	14.6	1.0	10.9	
Effective Green, g (s)	5.7	5.7		5.7	5.7		4.7	14.6	14.6	1.0	10.9	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.14	0.44	0.44	0.03	0.33	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	224	557		224	585		250	817	694	53	598	
v/s Ratio Prot		0.03			0.02		c0.05	0.27		0.01	c0.25	
v/s Ratio Perm	c0.05			0.01					0.01			
v/c Ratio	0.30	0.18		0.04	0.11		0.38	0.62	0.02	0.26	0.76	
Uniform Delay, d1	12.1	11.8		11.5	11.7		13.0	7.2	5.3	15.8	10.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1		0.0	0.0		0.4	1.1	0.0	1.0	4.9	
Delay (s)	12.3	11.9		11.5	11.7		13.3	8.3	5.3	16.8	14.9	
Level of Service	B	B		B	B		B	A	A	B	B	
Approach Delay (s)		12.0			11.7			8.9			15.0	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	33.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

CTC Bike Trail  
40: Ski Run Blvd & Pioneer Trail

Existing + Project Conditions  
Friday PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3252		1770	3420		1770	1863	1583	1770	1828	
Flt Permitted	0.70	1.00		0.64	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1308	3252		1183	3420		1770	1863	1583	1770	1828	
Volume (vph)	63	78	92	8	57	17	88	466	22	13	373	53
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	85	100	9	62	18	96	507	24	14	405	58
RTOR Reduction (vph)	0	79	0	0	14	0	0	0	13	0	9	0
Lane Group Flow (vph)	68	106	0	9	66	0	96	507	11	14	454	0
Turn Type	Perm			Perm			Prot		Perm	Prot		
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6			2					4			
Actuated Green, G (s)	7.1	7.1		7.1	7.1		4.6	15.5	15.5	0.7	11.6	
Effective Green, g (s)	7.6	7.6		7.6	7.6		4.6	15.5	15.5	0.7	11.6	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.13	0.43	0.43	0.02	0.32	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	278	690		251	726		227	807	685	35	592	
v/s Ratio Prot		0.03			0.02		c0.05	0.27		0.01	c0.25	
v/s Ratio Perm	c0.05			0.01					0.01			
v/c Ratio	0.24	0.15		0.04	0.09		0.42	0.63	0.02	0.40	0.77	
Uniform Delay, d1	11.7	11.5		11.2	11.3		14.4	7.9	5.8	17.3	10.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.0		0.0	0.0		0.5	1.1	0.0	2.7	5.3	
Delay (s)	11.9	11.5		11.2	11.3		14.8	9.0	5.8	20.1	16.2	
Level of Service	B	B		B	B		B	A	A	C	B	
Approach Delay (s)		11.6			11.3			9.8			16.3	
Approach LOS		B			B			A			B	

Intersection Summary

HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	35.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

CTC Bike Trail  
40: Ski Run Blvd & Pioneer Trail

Existing Conditions  
Friday PM Peak























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		200	135		135	90		100	85		0
Storage Lanes	1		0	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35				30
Link Distance (ft)		444			279			5306				696
Travel Time (s)		8.6			5.4			103.4				15.8
Volume (vph)	63	78	92	8	57	17	88	466	22	13	373	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	68	185	0	9	80	0	96	507	24	14	463	0
v/c Ratio	0.24	0.23		0.03	0.11		0.30	0.55	0.03	0.05	0.65	
Control Delay	18.8	9.6		17.1	13.6		20.8	9.5	3.8	22.1	14.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	18.8	9.6		17.1	13.6		20.8	9.5	3.8	22.1	14.8	
Queue Length 50th (ft)	13	8		2	6		19	43	0	3	81	
Queue Length 95th (ft)	48	34		12	23		66	206	10	17	183	
Internal Link Dist (ft)		364			199			5226				616
Turn Bay Length (ft)	150			135			90		100	85		
Base Capacity (vph)	567	1468		513	1494		393	1160	995	267	992	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.13		0.02	0.05		0.24	0.44	0.02	0.05	0.47	

Intersection Summary

Area Type: Other

CTC Bike Trail  
40: Ski Run Blvd & Pioneer Trail

Existing + Project Conditions  
Friday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		200	135		135	90		100	85		0
Storage Lanes	1		0	1		1	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35				30
Link Distance (ft)		444			279			5306				696
Travel Time (s)		8.6			5.4			103.4				15.8
Volume (vph)	63	78	92	8	57	17	88	466	22	13	373	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lane Group Flow (vph)	68	185	0	9	80	0	96	507	24	14	463	0
v/c Ratio	0.21	0.21		0.03	0.09		0.32	0.57	0.03	0.06	0.67	
Control Delay	17.3	8.8		16.0	12.7		24.1	10.8	4.3	26.5	17.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.3	8.8		16.0	12.7		24.1	10.8	4.3	26.5	17.1	
Queue Length 50th (ft)	13	8		2	6		19	43	0	3	81	
Queue Length 95th (ft)	48	33		12	23		73	224	11	20	214	
Internal Link Dist (ft)		364			199			5226				616
Turn Bay Length (ft)	150			135			90		100	85		
Base Capacity (vph)	562	1456		509	1481		376	1125	965	245	956	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.13		0.02	0.05		0.26	0.45	0.02	0.06	0.48	

Intersection Summary

Area Type: Other



# Tahoe Region Bicycle/Pedestrian Trail Usage Model Results

**TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model**

At Location of Peak Demand in Corridor

Location	Greenway, Sierra Tract to Ski Run Blvd, Table B S2 (Segments 2-45, 2-50, 2-70)
Scenario	Class I/Shared Use Path: Stand Alone Segments 2-45, 2-50, 2-70
Analyst	KC, KF, SRI, RB

Corridor	Maximum Feasible Demand	Use Factor -- Reduction from Maximum (5)					Daily Use Estimate	Peak Hour Use Estimate	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
		Class	Grade	Continuity	Maintenance Value	Recreational Congestion					
<b>BICYCLISTS</b>											
Resident Bike to Facility	360	Note 1	0%	5%	0%	9%	13%	25%			
Visitor Bike to Facility	140	Note 1	0%	8%	0%	18%	6%	29%			
Bicyclists Drive to Facility	32	Note 2	0%	8%	0%	30%	4%	38%			
Total -- Best Estimate									0.000	0	0.0
High End of Estimate Range										0	0
Low End of Estimate Range										0	0
<b>PEDESTRIANS</b>											
Resident Walk to Facility	220	Note 3	0%	2%	0%	9%	10%	20%			
Visitor Walk to Facility	100	Note 3	0%	4%	0%	24%	5%	30%			
Pedestrians Drive to Facility	21	Note 4	0%	8%	0%	28%	5%	37%			
Total -- Best Estimate									0.000	0	0.0
High End of Estimate Range										0	0
Low End of Estimate Range										0	0
<b>TOTAL -- Best Estimate</b>										0	0
High End of Estimate Range										0	0
Low End of Estimate Range										0	0
<b>Notes</b>											
1. From Table B											
2. 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.											
3. From Table C											
4. 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.											
5. From Table D											
6. 0.153 for Class I facility, 0.096 for Class II facility											
7. 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.											
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**TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model**

At Location of Peak Demand in Corridor

Location	Greenway, Ski Run Blvd to Stateline S1 (Segment 2-80)
Scenario	Class I/Shared Use Path: Stand Alone Segment 2-80
Analyst	KC, KF, SRI, RB

Use Factor -- Reduction from Maximum (5)

Maximum Feasible Demand

Corridor

Corridor	Maximum Feasible Demand	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
<b>BICYCLISTS</b>													
Resident Bike to Facility	950	Note 1	0%	40%	35%	0%	15%	26%	233				
Visitor Bike to Facility	4,510	Note 1	0%	60%	44%	0%	26%	10%	677				
Bicyclists Drive to Facility	240	Note 2	0%	65%	49%	0%	53%	8%	19	0.000	0	0.0	0
Total -- Best Estimate									929		0		0
High End of Estimate Range									1,161		0		0
Low End of Estimate Range									697		0		0

Corridor	Maximum Feasible Demand	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate
<b>PEDESTRIANS</b>													
Resident Walk to Facility	130	Note 3	--	20%	4%	0%	12%	23%	68				
Visitor Walk to Facility	580	Note 3	--	36%	7%	0%	30%	8%	222				
Pedestrians Drive to Facility	41	Note 4	--	37%	16%	0%	40%	13%	11	0.000	0	0.0	0
Total -- Best Estimate									301		0		0
High End of Estimate Range									452		0		0
Low End of Estimate Range									151		0		0

<b>TOTAL -- Best Estimate</b>									1,230		0		0
High End of Estimate Range									1,613		0		0
Low End of Estimate Range									847		0		0

**Notes**

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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## Network Effect

Instructions: Enter information in yellow highlighted cells  
Results are in green highlighted cells.

**Scenario:** Segment 2-45,2-50,2-70 Plus Segment 2-80

From Corridor A To Corridor B

2-45,2-50,2-70 (S2) 2-80 (S1)

Adjust Stand Alone Corridor B: Segment 2-80

## Bicycles

**Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M)**

Total Resident Trips: 4284  
Total Visitor Trips: 2368

**Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table D).**

Calibrated Optimal Rate - Residents: 0.12  
Calibrated Optimal Rate - Visitors: 0.11

Total Resident Trips \* Calibrated Optimal Rate: 514  
Total Visitor Trips \* Calibrated Optimal Rate: 260

**Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.**

Distance between end of Corridor A to Midpoint in Corridor B: 0.7 miles  
Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)  
Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 97%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B: 100%

Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors: 50%

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 49%

**Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.**

Additional feasible resident demand: 249  
Additional feasible visitor demand: 126

**Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.**

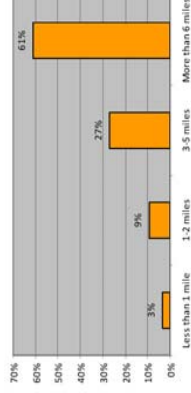
Intra Corridor Maximum Feasible Demand (Model Table B):  
Residents: 950  
Visitor: 4510

## Network Effect

Total Max Feasible Demand Residents: 1199  
Total Max Feasible Demand Visitors: 4636

Enter these values in model for "Maximum Feasible Demand" for Corridor B.

Question 2 (BIKES ONLY): How far do you plan on traveling on your walk/ride today? (N=185)



Source: TCOORP Lake Tahoe Basin - Bike Trail Survey July 2007

### Pedestrians

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M)

Total Resident Trips: 4284  
Total Visitor Trips: 2368

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table I).

Calibrated Optimal Rate - Residents: 0.04  
Calibrated Optimal Rate - Visitors: 0.03

Total Resident Trips \* Calibrated Optimal Rate: 171  
Total Visitor Trips \* Calibrated Optimal Rate: 71

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 0.7 miles  
Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)  
Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 76%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B: 100%

Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors: 30%

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 53%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand: 91  
Additional feasible visitor demand: 38

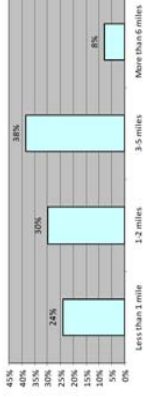
Step 5: Add Step 4 result (additional feasible demand) to the Intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table C): Residents: 130  
Visitor: 580

Network Effect  
Total Max Feasible Demand Residents: 221  
Total Max Feasible Demand Visitors: 618

Enter these values in model for "Maximum Feasible Demand" for Corridor B.

Question 2 (WALKERS/SKATES BLADES ONLY): How far do you plan on travelling on your walk/ride today? (N=154)



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

## Network Effect

Instructions: Enter information in yellow highlighted cells  
Results are in green highlighted cells.

Scenario: **Segment 2-45, 2-50, 2-70 Plus Segment 2-80**

From Corridor A	To Corridor B
2-80 (S1)	2-45, 2-50, 2-70 (S2)
Adjust Stand Alone Corridor B:	Segments 2-45, 2-50, 2-70

## Bicycles

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M).

Total Resident Trips:	4269
Total Visitor Trips:	3024

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table D)

Calibrated Optimal Rate - Residents:	0.12
Calibrated Optimal Rate - Visitors:	0.11

Total Resident Trips * Calibrated Optimal Rate:	512
Total Visitor Trips * Calibrated Optimal Rate:	333

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 1.17 miles  
Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)  
Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 97%

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B:

	70%
	0%

Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 68%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand	348
Additional feasible visitor demand	226

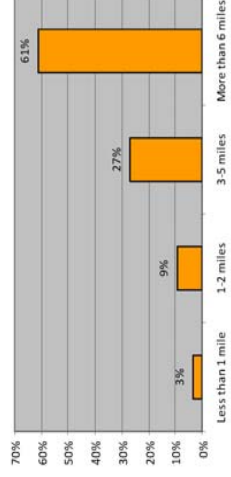
Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table B):	Residents: 360	Visitor: 140
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Network Effect	
Total Max Feasible Demand Residents	708
Total Max Feasible Demand Visitors	366

Enter these values in model for "Maximum Feasible Demand" for Corridor B.

Question 2 (BIKES ONLY): How far do you plan on traveling on your walk/ride today? (N=185)



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

## Pedestrians

Step 1: Identify total resident trips from Corridor A to B (Table L) and total visitor trips from Corridor A to B (Table M).

Total Resident Trips:	4269
Total Visitor Trips:	3024

Step 2: Multiply Step 1 Result by the Calibrated Optimal rate for residents and visitors (Table I).

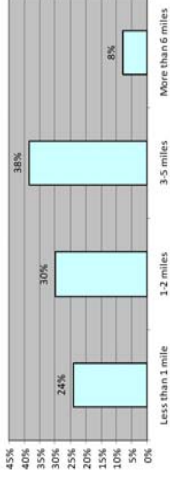
Calibrated Optimal Rate - Residents:	0.04
Calibrated Optimal Rate - Visitors:	0.03

Total Resident Trips * Calibrated Optimal Rate:	171
Total Visitor Trips * Calibrated Optimal Rate:	91

Step 3: Determine Proportion of Total Demand from Corridor A that would continue to Corridor B.

Distance between end of Corridor A to Midpoint in Corridor B: 1.17 miles  
 Compare to average trip lengths (2.4 miles for bicycling; 1.5 miles for walking also see graph to the right)  
 Proportion of trips originating in Corridor A that continue to Corridor B based on distance (estimate): 76%

70%  
0%



Source: TCORP Lake Tahoe Basin - Bike Trail Survey July 2007

Estimate the proportion of trips originating in Corridor A that continue to Corridor B based on land uses near Corridor B:  
 Estimate the proportion of trips affected by geographical barriers (grades...) that would discourage traveling between corridors

Total Proportion of trips from Corridor A to Corridor B (combination of three estimates): 53%

Step 4: Multiply Step 2 Result by Step 3 Result to obtain additional feasible demand for Corridor B.

Additional feasible resident demand	91
Additional feasible visitor demand	48

Step 5: Add Step 4 result (additional feasible demand) to the intra corridor maximum feasible demand.

Intra Corridor Maximum Feasible Demand (Model Table C):	Residents: 220	Visitor: 100
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Network Effect	
Total Max Feasible Demand Residents	311
Total Max Feasible Demand Visitors	148

Enter these values in model for "Maximum Feasible Demand" for Corridor B.

**TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model**

At Location of Peak Demand in Corridor

Location	Greenway, Sierra Tract to Ski Run Blvd, Table B S2 (Segments 2-45, 2-50, 2-70)
Scenario	Class I/Shared Use Path: Entire Greenway
Analyst	KC

Corridor	Maximum Feasible Demand	Use Factor -- Reduction from Maximum (5)					Peak Hour Use Estimate	Peak Hour Factor (6)	Annual / Daily Factor (7)	Annual Use Estimate
		Class	Grade	Continuity	Maintenance	Recreational Value				

**BICYCLISTS**

Resident Bike to Facility	708	Note 1	0%	5%	0%	9%	13%	25%	532	0	0.0	0
Visitor Bike to Facility	366	Note 1	0%	8%	0%	18%	6%	29%	261	0		0
Bicyclists Drive to Facility	66	Note 2	0%	8%	0%	30%	4%	38%	41	0		0
Total -- Best Estimate									834	0		0
High End of Estimate Range									1,043	0		0
Low End of Estimate Range									626	0		0

**PEDESTRIANS**

Resident Walk to Facility	311	Note 3	0%	2%	0%	9%	10%	20%	250	0	0.0	0
Visitor Walk to Facility	148	Note 3	0%	4%	0%	24%	5%	30%	103	0		0
Pedestrians Drive to Facility	43	Note 4	0%	8%	0%	28%	5%	37%	27	0		0
Total -- Best Estimate									380	0		0
High End of Estimate Range									570	0		0
Low End of Estimate Range									190	0		0

**TOTAL -- Best Estimate**

High End of Estimate Range	1,214	0	0
Low End of Estimate Range	1,613	0	0
	816	0	0

**Notes**

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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**TABLE A: Tahoe Region Bicycle and Pedestrian Corridor Use Model**

At Location of Peak Demand in Corridor

Location	Greenway, Ski Run Blvd to Stateline S1 (Segment 2-80)
Scenario	Class I/Shared Use Path: Entire Greenway
Analyst	KC

Use Factor -- Reduction from Maximum (5)

Corridor	Maximum Feasible Demand	Class	Grade	Continuity	Maintenance	Recreational Value	Congestion	Multiplicative Total	Daily Use Estimate	Peak Hour Factor (6)	Peak Hour Use Estimate	Annual / Daily Factor (7)	Annual Use Estimate

**BICYCLISTS**

Resident Bike to Facility	1,199	Note 1	0%	40%	35%	0%	15%	26%	294				0
Visitor Bike to Facility	4,636	Note 1	0%	60%	44%	0%	26%	10%	696				0
Bicyclists Drive to Facility	240	Note 2	0%	65%	49%	0%	53%	8%	19	0.000	0	0.0	0
Total -- Best Estimate									1,009		0		0
High End of Estimate Range									1,261		0		0
Low End of Estimate Range									757		0		0

**PEDESTRIANS**

Resident Walk to Facility	221	Note 3	--	20%	4%	0%	12%	23%	115				0
Visitor Walk to Facility	618	Note 3	--	36%	7%	0%	30%	8%	237				0
Pedestrians Drive to Facility	41	Note 4	--	37%	16%	0%	40%	13%	11	0.000	0	0.0	0
Total -- Best Estimate									363		0		0
High End of Estimate Range									545		0		0
Low End of Estimate Range									182		0		0

**TOTAL -- Best Estimate**

High End of Estimate Range	1,372
Low End of Estimate Range	938

**Notes**

- From Table B
- 480 for corridors with an existing Class I facility, 240 for corridors without an existing Class I facility.
- From Table C
- 135 for corridors with an existing Class I facility, 41 for corridors without an existing Class I facility.
- From Table D
- 0.153 for Class I facility, 0.096 for Class II facility
- 172.8 for facilities maintained year-round, 146.5 for facilities without snow removal.

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