

West Shore Calculations: Percent increase in traffic counts along SR 89: 2015 - 2017

Count location	Back (S/W of count pt.)												Ahead (N/E of count pt.)														
	Peak				Peak				AADT				Peak				Peak				AADT						
	Hour		Month		Month		AADT		Hour		Month		Month		AADT		Hour		Month		Month		AADT				
	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.	% change	2015	2017	Diff.
Inside Tahoe Basin																											
Bliss SP Rd.	550	600	50	9.1	5800	6300	500	8.6	3500	3800	300	8.6	530	580	50	9.4	5800	6300	500	8.6	3400	3700	300	8.8			
Rubicon Glen Dr.	530	580	50	9.4	5800	6300	500	8.6	3400	3700	300	8.8	500	540	40	8.0	5600	6100	500	8.9	3200	3490	290	9.1			
El Do/Placer County Line	410	460	50	12.2	5400	5900	500	9.3	3100	3380	280	9.0	410	460	50	12.2	5400	5900	500	9.3	3100	3380	280	9.0			
McKinney Creek Rd.	550	600	50	9.1	6800	7400	600	8.8	4000	4360	360	9.0	600	660	60	10.0	7000	7600	600	8.6	4300	4680	380	8.8			
Ward Creek Bridge	1000	1250	250	25.0	10700	12100	1400	13.1	6600	7500	900	13.6	1000	1250	250	25.0	10700	12100	1400	13.1	6600	7500	900	13.6			
Fir Ave.	1050	1250	200	19.0	11000	12100	1100	10.0	6900	7500	600	8.7	1150	1250	100	8.7	11200	12100	900	8.0	7000	7600	600	8.6			
Tahoe City - 28/89	1450	1600	150	10.3	17300	18000	700	4.0	11100	12100	1000	9.0	1400	1450	50	3.6	16300	16800	500	3.1	10800	12000	1200	11.1			
Outside Tahoe Basin																											
Squaw Valley Rd. ^a	1600	1400	-200	-12.5	12700	13300	600	4.7	9900	10000	100	1.0	1450	1450	0	0.0	12900	15000	2100	16.3	10300	11500	1200	11.7			

AADT = Annual Average Daily Traffic

a) Decreases or no/low increases in peak hour traffic compared to peak month/AADT counts may be due to high congestion that reduces the number of vehicles passing a given count station during the peak period.