

# 2024 Washoe County Household Travel Survey Final Report



Prepared for:  
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Contents

- 1. Introduction and Executive Summary..... 5
- 2. Survey Overview ..... 8
  - 2.1 Sample Design..... 8
    - 2.1.1 Sample Frame and Selection..... 8
    - 2.1.2 Sample Preparation..... 8
  - 2.2 Survey Methodology..... 10
    - 2.2.1 Survey Recruitment and Retrieval Instruments..... 10
    - 2.2.2 Smartphone Application ..... 11
    - 2.2.3 Verifying and Editing Survey Data..... 12
    - 2.2.4 Sample Monitoring ..... 14
  - 2.3 Branding and Public Outreach ..... 15
- 3. Survey Processing, Data Cleaning, and Data Quality Checks ..... 16
  - 3.1 Overview of Survey Processing and Data Cleaning..... 16
    - 3.1.1 Logic and Edit Checks ..... 16
- 4. Weighting and Expansion Methodology..... 17
  - 4.1 Reason for Expanding Household Data..... 17
  - 4.2 Methodology for Expanding Household Data..... 17
  - 4.3 Assessment of Weighting Factors ..... 18
  - 4.4 Person-Level Weights..... 44
  - 4.5 Trip Weights and Rates ..... 74
  - 4.6 GPS Data..... 108
  - 4.7 Trip Logic for Non-App Data ..... 109
- 5. Trends Charts ..... 110
- 6. Appendices..... 120
  - 6.1 Invitation Postcard ..... 120
  - 6.2 Survey Flow Chart ..... 121
    - 6.2.1 Welcome Page ..... 121
    - 6.2.2 Step 1 – Household Information ..... 122
    - 6.2.3 Step 2 – How Will You Participate ..... 127
    - 6.2.4 Step 3 – Travel Diaries..... 128
  - 6.3 Online Survey Instrument ..... 130
  - 6.4 App Survey Instrument ..... 165

Figure 1 - Trips Recorded by Mode of Travel by Activity Type .....	5
Figure 2 - Location of Completed Households.....	6
Figure 3 - Location of Completed Household in the City of Fernley.....	7
Figure 4 Survey Type by Completed Household .....	14
Figure 5 - District Map.....	18
Figure 6 - Map of Workplace Locations .....	56
Figure 7 - Map of Workplace Locations for the City of Fernley .....	57
Figure 8 - Average Car Occupancy by Time of Day .....	107
Figure 9 - Average Trips Rates by Household/Person Comparison .....	110
Figure 10 - Average Trip Rates by Household Size Comparison .....	111
Figure 11 - Average Trip Rates by Number of Vehicles Comparison .....	112
Figure 12 - Average Trip Rates by Number of Household Workers Comparison .....	113
Figure 13 - Total Trips Comparison .....	114
Figure 14 - Average Daily Trips Comparison .....	115
Figure 15 - Average Trip Duration Comparison .....	116
Figure 16 - Travel Mode Percent Distribution Comparison .....	117
Figure 17 - Average Trips Rates by Household Income Comparison .....	118
Figure 18 - Average Trip Rates by Person Age Comparison.....	119
<i>Table 1 - Region.....</i>	<i>19</i>
Table 2 – Number of Household Workers by District .....	20
Table 3 - Household Size by District.....	24
Table 4 - Number of Students per household by District .....	27
Table 5 - Household Income by District .....	30
Table 6 - Number of Vehicles Available to the Household .....	34
Table 7 – Household Vehicles Owned/Leased.....	37
Table 8 - Number of Household Drivers by District .....	40
Table 9 - Gender by District .....	44
Table 10 - Age Category by District.....	46
Table 11 - Race/Ethnicity by District.....	50
Table 12 - Number of Jobs by District.....	54
Table 13 - Telecommute by District.....	58
Table 14 - Telecommute by Industry .....	61
Table 15 - Educational Attainment by District.....	65
Table 16 - Total Hours Worked - Primary Job .....	69
Table 17 - Total Hours Worked - All Jobs .....	69
Table 18 - Percent Employed by District.....	70
Table 19 - Percent Flex Time by District.....	71
Table 20 - Primary Industry.....	72
Table 21 - Primary Occupation.....	73
Table 22 - Household Trip Rates by District.....	74
Table 23 - Person Trip Rates by District .....	75
Table 24 – Household Trip Rates by Household Size by District.....	76
Table 25 – Person Trip Rates by Age by District.....	79
Table 26 – Household Trip Rates by Number of Household Workers by District.....	83
Table 27 – Household Trip Rates by Income by District .....	86
Table 28 - Activity Type by District.....	90

Table 29 - Mode of Travel by District.....	93
Table 30 - Mode of Travel to School by District.....	95
Table 31 - Mode of Travel to Work by District.....	97
Table 32 - Day of Week by District.....	100
Table 33 - Avg. Trip Duration by District.....	101
Table 34 - Avg. School Trip Duration by District .....	102
Table 35- Avg. Work Trip Duration & Distance by District.....	103
Table 36: Avg. Trip Distance by District .....	104
Table 37: Avg. School Trip Distance by District.....	105
Table 38: Avg. Work Trip Distance by District.....	106

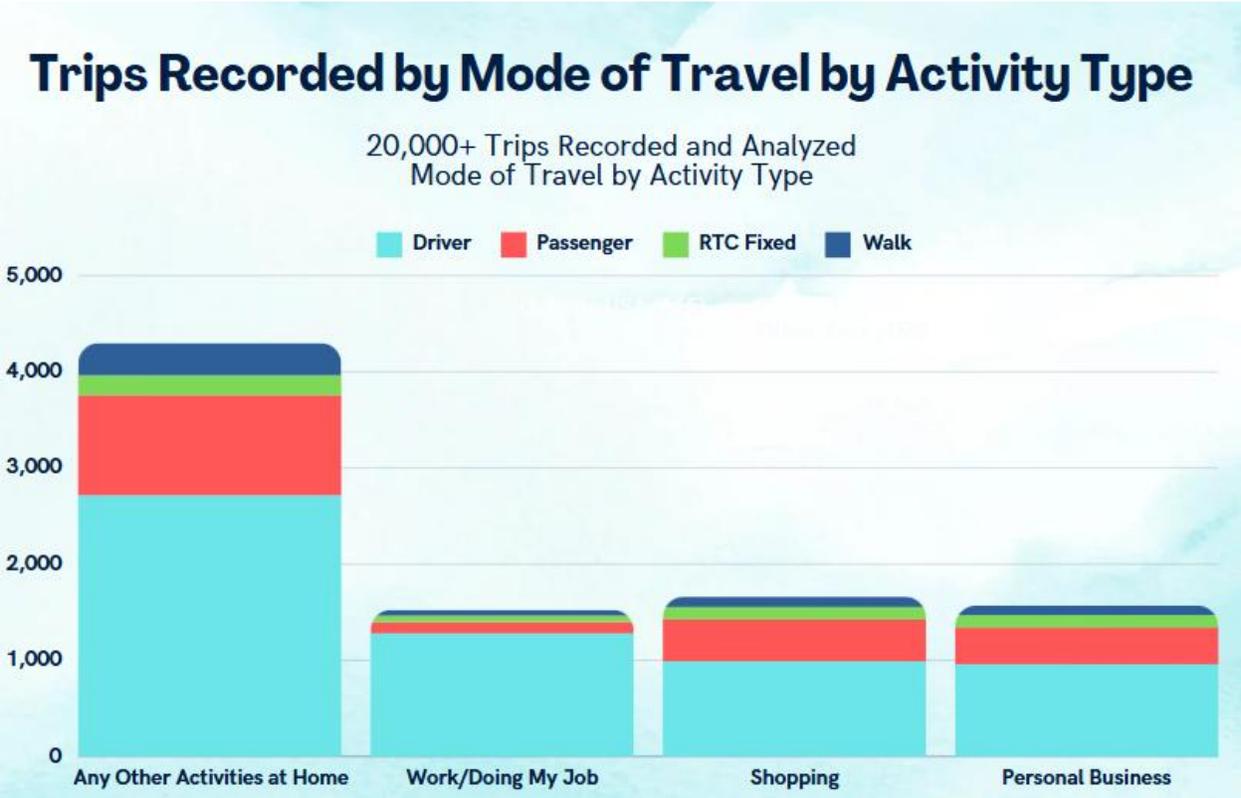
# 1. Introduction and Executive Summary

In the fall of 2024, the Regional Transportation Commission of Washoe County (RTC) issued a request for proposals seeking professional services for the 2024 Household Travel Survey (HTS). Information collected as part of the HTS will be incorporated into the RTC Travel Demand Model (TDM) update, used in support of advanced model development, and analyzed to provide an assessment of current travel behavior in the Washoe County region.

RTC contracted with ETC Institute to conduct the 2024 HTS. The initial contract called for collection of 2,000 completed household surveys from January to June 2024. A total of 1,998 households reported travel details. Of those, 268 households had at least one household member completed the survey via smartphone app, 881 completed the survey over-the-phone (CATI), and 849 completed the survey via the web (CAWI).

A total of over 20,000 individual trips were collected among the various collection methods. A chart of the mode of those trips is shown below. When it refers to “Any Other Activities at Home”, this would not include their 1<sup>st</sup> trip, or where they started their day.

Figure 1 - Trips Recorded by Mode of Travel by Activity Type



The survey process included a random address-based approach using mailed postcards. The survey collected socio-demographic data and a one-day (24-hour) period of household travel behavior during weekdays (Monday through Friday). The survey covered the RTC modeling domain, which includes the RTC Travel Demand Model (TDM) area.

The map below shows a heatmap of the completed household locations.

Figure 2 - Location of Completed Households

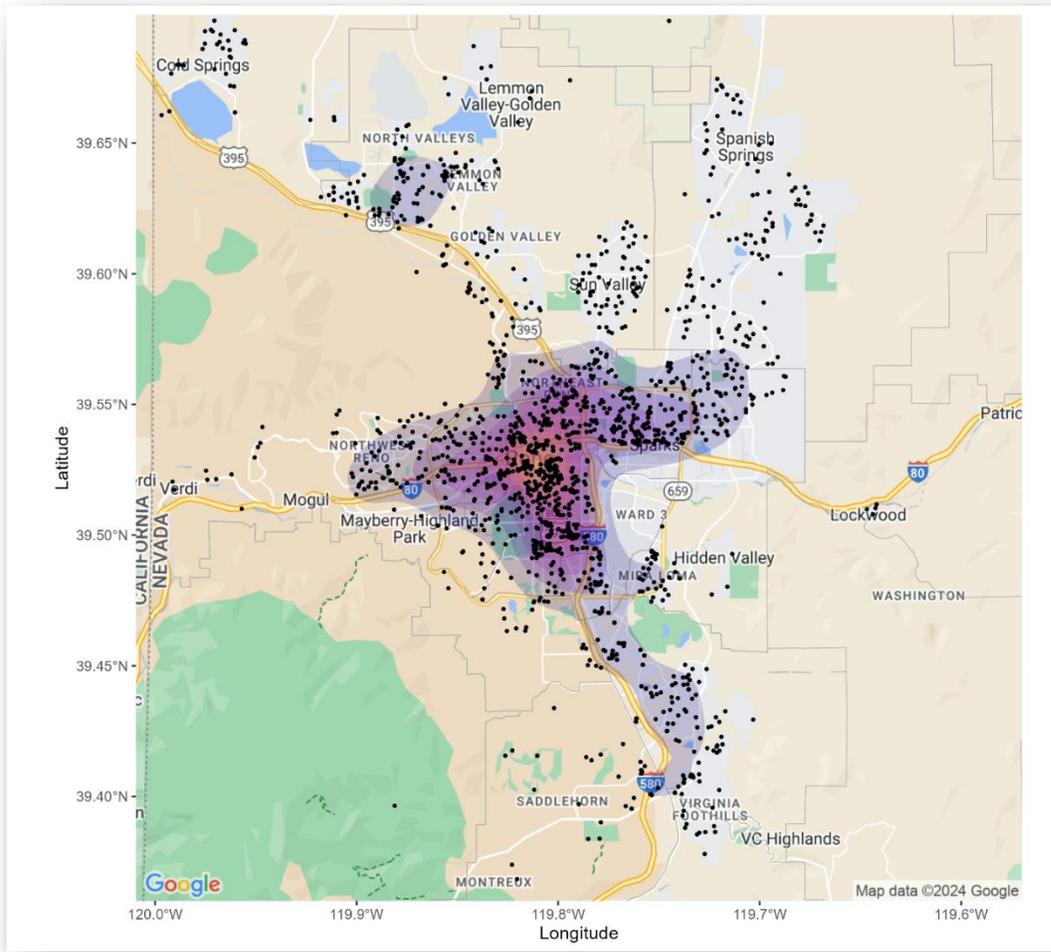
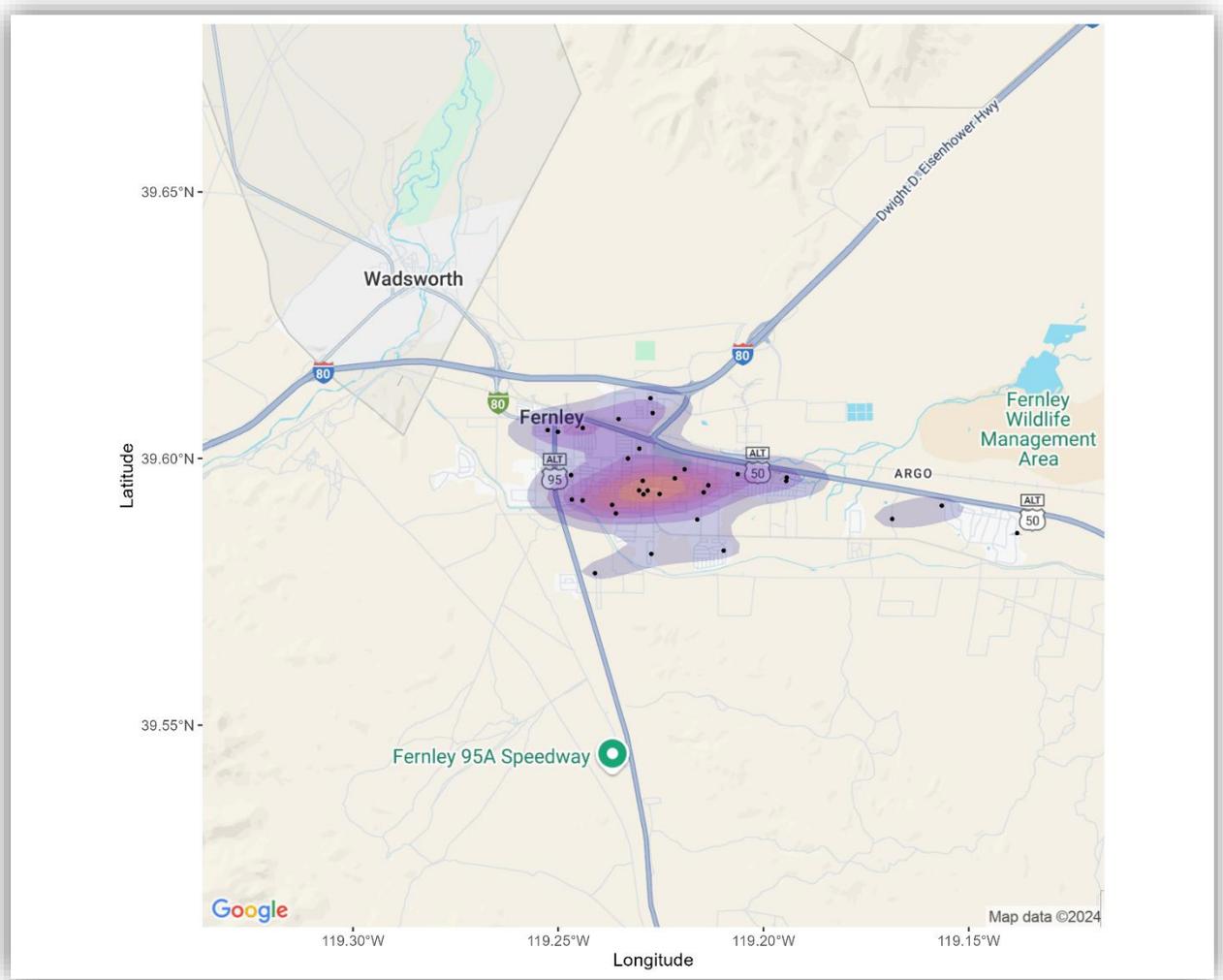


Figure 3 - Location of Completed Household in the City of Fernley



## 2. Survey Overview

### 2.1 Sample Design

#### 2.1.1 Sample Frame and Selection

ETC Institute used address-based sampling (ABS) and convenience sampling to ensure the household survey data would be representative of the region's population and support the region's modeling needs. The address-based sample (ABS) involved the random selection of households in the region based on the respondent's address. ABS was used to ensure the household survey sample would be representative of the region's population regarding geographic location, socio-economic factors (e.g., household income and employment status), and demographic factors (such as gender, age, and race). Some convenience sampling was used to ensure that households with characteristics that are important to regional modeling but represent a very small percentage of the region's population, would also be well represented. The three groups of households for which convenience sampling was used were (1) households that did not own vehicles, (2) households with members who use public transit, and (3) households with member(s) who used a rideshare service. The convenience sample included asking some transit riders who participated in the 2024 RTC on-board transit survey (also collected by ETC) to complete the household survey as well.

Using ABS, households were recruited through mailed postcards and invitation postcards. The invitation mailings directed respondents to a log in page on a project website ([Washoe County Household Travel Survey | RTC \(washoe-county-travel-survey.com\)](https://washoe-county-travel-survey.com)). Respondents entered their unique household pin to log in. After logging into the survey, respondents were asked a handful of questions to determine, based on the geography of their residence, and their household demographics, whether they could participate.

#### 2.1.2 Sample Preparation

One factor that can greatly influence the quality of data collected is the percentage of households recruited that participate in the survey. A low response rate can inherently bias the survey results. Consequently, a great deal of emphasis was placed on measures that would maximize the response rate to the survey.

**Building Awareness of the HTS.** Given the private nature of the data to be collected, public awareness was an important factor in the success of the survey. Persons who participated in the pilot survey indicated that the initial mailing from RTC was important because they knew the survey was legitimate.

ETC Institute worked with RTC to develop and administer an awareness campaign to inform the community about the survey. The campaign involved a two-tiered strategy.

- **Tier 1 – General Awareness.** This tier involved building general awareness about the study in the region through newspaper and other general media sources. Press releases were sent by RTC to newspapers, radio stations, and television stations in the region. Prior to the survey, articles were published in the area newspapers to promote the survey. Representatives from ETC Institute also met with representatives from the RTC Region.
- **Tier 2 – Detailed Awareness.** The second tier involved direct communication with each of the households that were recruited to participate in the study. ETC Institute worked with RTC to design a series of direct mailings that included tailored postcard mailings. In addition, ETC Institute established local and toll-free numbers that allowed households in the study area to contact ETC institute if they had questions about the study.

**Survey Administration Procedures.** ETC Institute administered the HTS to a randomly selected sample in the geographic region of Washoe County.

Surveys were conducted when school was in session (e.g., not during holiday periods such as winter break or spring break). Each of the major elements of the survey administration process are briefly described below:

- **Pre-Notification Postcard.** ETC Institute mailed a postcard to all households that were randomly selected to participate in the survey. The postcard was both in English and in Spanish.
- **Initial Solicitation.** A few days after the postcards were mailed, ETC Institute called each of the households that received a postcard to confirm their address and collect household level data from all households that agreed to participate in the study. Households that agreed to participate were assigned a travel day for the survey and were given instructions regarding how the information would be retrieved. This data included, but was not limited to, the following:
  - Number of people in the household.
  - Annual household income and type of residence.
  - **Vehicle Information** – number owned, number available, make, model, commercial or private use.
  - **Person Information** – age, sex, ethnicity, employment/student status, occupation by employment category.
  - **Employment Information** – self-employed, employer name and address, home office/business, telecommuting.

## 2.2 Survey Methodology

The HTS was initially designed to collect travel behavior data from 2,000 households in the region beginning January 2024 and concluding in June 2024. The study was designed as a mixed-mode survey providing app, web, and CATI options for recruitment and retrieval. This section of the report describes the survey instruments design, and the data variables captured in the survey instruments.

### 2.2.1 Survey Recruitment and Retrieval Instruments

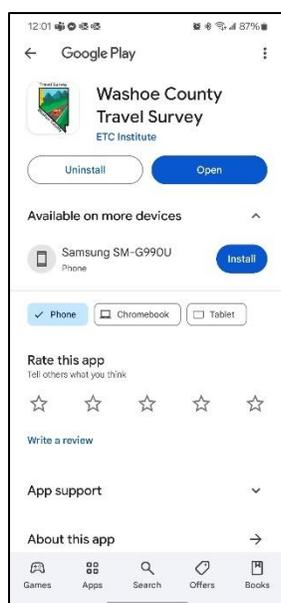
Information that was gathered from each of the participating households was entered into a Household Database as soon as the household was recruited. Each household that was recruited was assigned a unique PIN to monitor the household's participation in the survey throughout the survey administration process.

- **Instructional Email.** ETC Institute emailed instructions for how to participate in the travel survey by using one of the three following methods: over-the-phone (CATI) collection with an ETC Institute call Center employee, online where the participating household could go online and fill out the information or downloading the app and passively collecting travel information. Spanish versions of the online survey instrument and app were provided for households that did not speak English.
- **Reminder Calls and/or Text.** ETC Institute placed a reminder call and/or reminder text to each household the day before they were scheduled to begin the travel survey. The pre-travel day reminder call/text was used to confirm the household's participation. The call/text was also used to (1) review the procedures for recording travel information to ensure participants understood the importance of recording specific addresses, (2) answer any questions that the household had regarding the survey, (3) schedule a call-back time for the data retrieval call, (4) stress the importance of the survey, and (5) emphasize the anonymity of the data provided.
- **Data Retrieval.** ETC Institute placed a follow-up call at a pre-arranged callback time within two days after travel diary activity was scheduled. This call was used to retrieve household activity and trip data. Every attempt was made to personally interview each of the people who completed a travel diary. In some cases, a proxy provided information for household members who were not available. Adult members of the household usually reported the activities and trips for minors in the household. These data retrieval calls were arranged for all households participating in the survey regardless of methodology for completion to either confirm trip data or complete with the responding household over the phone.
- **Reporting of Income.** 100% of the households that participated in the HTS provided annual household income data. ETC Institute's interviewers explained the importance of providing the household income data during the initial recruitment call and informed them about being ineligible to participate in the survey without the information.
- **Thank You Email.** After ETC Institute had received all completed surveys from a household, ETC Institute emailed the household thanking them for their participation and informing them they were done with the survey at that time.

**Incentivizing the Survey Process.** From previous experience, ETC Institute determined that an incentive survey process typically yields a greater response rate, so ETC Institute began offering up to \$100 depending on the survey method (i.e., over the phone with an ETC Institute call Center employee, downloading the app, etc.) for completed survey. Respondents were informed that incentives were being offered at the sole discretion of ETC Institute and had no direct affiliation with RTC.

All incentives were distributed by ETC Institute in the form of an e-gift card emailed and sent in an SMS message to the participating household.

## 2.2.2 Smartphone Application



In addition to collecting travel diary data over the phone and online, a mobile app created by ETC Institute was used to collect location data from households that were willing to participate in the smartphone survey collection method. During the initial recruitment call with households, participants were asked if they were willing to participate in downloading the app on their mobile devices and allow it to collect travel information for their designated travel day.

**Household Travel App.** The app that was created by ETC Institute was designed to capture an individual's travel information for one 24-hour period. Respondents were asked to log on either during their travel day or on the day after their assigned travel day to verify their trip information and provide missing details such as name of locations and how many people traveled to that location with them. At that time, respondents were able to add in any missing stop information or remove incorrect stop information.

**Recruitment.** Participants that were asked to participate in the HTS were also asked during the initial recruitment call if at least one of the older members (age 13+) of their household would also agree to participate via app. If at that time the older household member agreed to participate via app, they were walked through the process of downloading the app on their mobile device during the recruitment call.

**Mobile App Process.** Households that participated in the app data collection method were involved in the project for at least three days:

- Day 1 – The recruited households were given instructions on how to download the app on their mobile device for everyone over the age of 16 in the household, or with parental consent for those under 16 that had a mobile device. If participants needed additional help, an ETC Institute call Center employee walked them through the process of downloading the app while on the phone with them during the initial recruitment call.

- Day 2 – All household members who had downloaded the app on their mobile device were asked to let it run in the background for at least a full 24-hours (3am-3am).
- Day 3 – Households were asked after their 24-hour period had concluded to go back to the app on their mobile device and fill out basic information regarding their travels from the previous day.

**App Data Elements.** The following types of app survey data were collected by ETC Institute:

- The position of the vehicle by longitude and latitude in one second increments and the time and date at each position.
- Distance and direction traveled since the last position.
- Vehicle’s distance, speed, elevation, and heading.

### 2.2.3 Verifying and Editing Survey Data

ETC Institute prepared four data files for the HTS including:

- Household Information File
- Personal Information File
- Vehicle Information File
- Activity/Trip Information File

The following sections list the key information that was verified, collected, or derived about each completed household.

#### *2.2.3.1 Household Information File*

Household-level details were collected for each household in the final dataset. Among the variables reported in the data are:

- Household size
- Household income
- Number of vehicles
- Number of bicycles in working condition

### *2.2.3.2 Personal Information File*

Specific questions were asked about each household member living in the home on the date the recruitment survey was completed. Key person-level variables collected about household members include:

- Age
- Gender
- Relationship of all household members to recruit survey respondent
- Licensed driver status (age eligible)
- Employment status (age eligible)
- If employed, additional data items related to work
- Student status
- If a student, additional data items related to school
- Highest level of education earned
- Hispanic origin
- Race

### *2.2.3.3 Vehicle Information File*

Specific questions were asked about each household vehicle available in the home on the date the recruitment survey was completed. Key vehicle variables collected include:

- Year
- Make
- Model
- Type of fuel
- Commercial usage
- Odometer reading

### *2.2.3.4 Activity/Trip Information File*

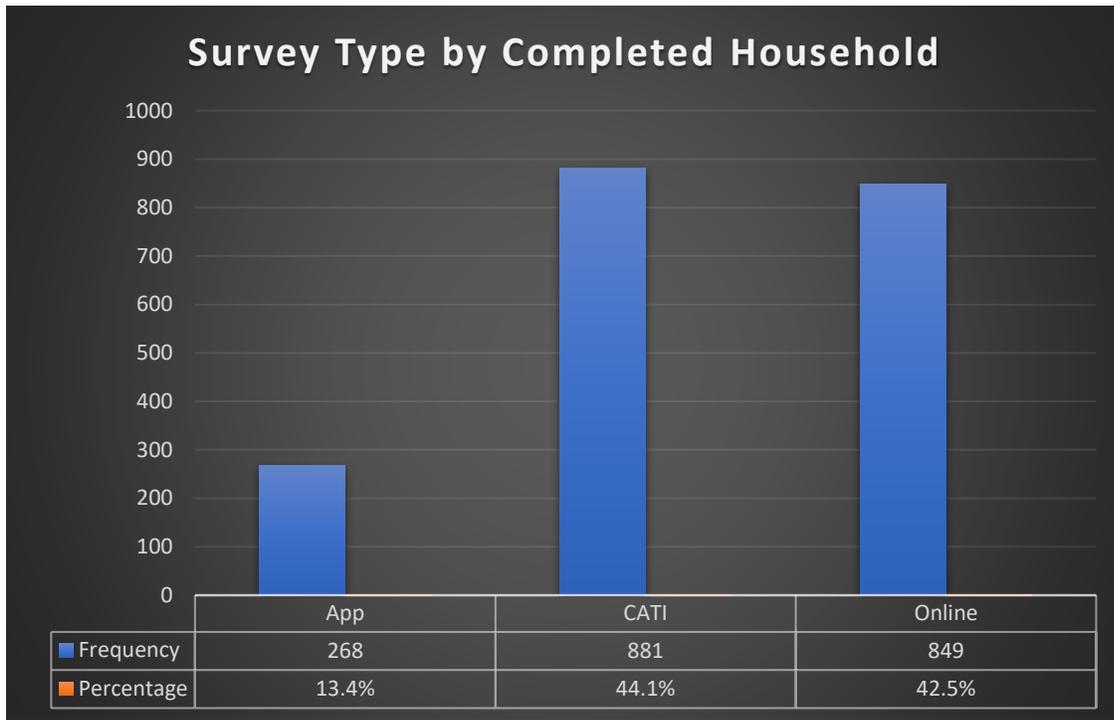
The travel day began at 3 a.m. on the assigned date of travel. Data was collected for each trip made by each household member through the day until 3 a.m. the following day. Key trip-related details collected include:

- Trip start and end locations
- Trip start and end times
- Mode of travel
- If a vehicle was used, additional data items related to the vehicle and passengers
- Primary activity at each location (trip purpose)

## 2.2.4 Sample Monitoring

Recruitment and retrieval results were monitored daily. Each sample mail group was monitored to assess sample yields. The figure below shows the percentage of completed households by survey mode (i.e., app, CATI, web). *Note: an “App” household includes at least one person in the household participating via smartphone app.*

Figure 4 Survey Type by Completed Household



## 2.3 Branding and Public Outreach

ETC Institute utilized public branding and outreach to legitimize the survey so residents would be more likely to participate. ETC Institute worked with representatives at RTC to develop the postcard that were sent out to a randomly selected sample of households in the Washoe County region. These documents directed respondents to a log in page on a project website

([SouthernNevadaTravelSurvey.com](http://SouthernNevadaTravelSurvey.com)).

The website included a video message explaining what a household survey is and the importance of participation. The website also included links to the RTC website and pictures of Washoe County provided by RTC to further promote legitimacy of the survey. The site also explained the survey process as well as the importance of public participation.

## 3. Survey Processing, Data Cleaning, and Data Quality Checks

### 3.1 Overview of Survey Processing and Data Cleaning

Data processing and data cleaning were conducted on an ongoing basis throughout the study. Updates were made to variables that impacted data collection during the administration of the survey.

A series of automated edits, range checks, and consistency checks were performed within the survey instrument, and a designated data review team (DRT) performed frequency reviews and problem resolution to monitor, correct, and update the data. Automated checks were run to evaluate the validity of reported trip data. The following sections provide more details for each of the data quality checks used.

#### 3.1.1 Logic and Edit Checks

ETC Institute conducted data processing and geocoding activities concurrently with the data collection task. This allowed a higher level of control on the quality of the completed data, since the daily attention to completed households allows for quick identification of where interviewer training may need to be strengthened. ETC Institute utilized an online version of the survey for this project to further increase legibility and accuracy of data retrieved. The online version of the survey also allowed ETC Institute's data review team (DRT) to review the travel diary data obtained from the recruited households to help ensure the data was logical and to determine if a household needed to be called back due to illogical or missing information. Screenshots of the online survey are included in [Appendix 5.3](#).

As data were compiled into the database, they were edited and corrected. A data analyst from ETC Institute conducted ongoing verification of the aggregate, cumulative data file. ETC Institute used a specialized program to perform routine and customized quality checks on the data to confirm that submitted data met project requirements. The edit check program was used to check the following:

- Data range checks to ensure data is not outside the expected ranges. For example:
  - Times between locations were logical
  - Distance between locations were logical
- Data checks for missing data, including a flag for persons who report no travel (this will be done by a combination of computerized queries and direct data viewing).
- File consistency (household size matches number of person records, etc.)
- Consistency between arrival and departure times.
- Employment data for all respondents reporting a "work" activity.
- Consistency among shared trips within the household.

If a record was indicated as illogical or needed further clarification, it was sent back to the call center staff by the review team to reach back out to the household to verify or update the information.

## 4. Weighting and Expansion Methodology

### 4.1 Reason for Expanding Household Data

It is important that the data collected appropriately represent all residents of the study region. One way to achieve this result is by monitoring the demographics and subgroups during collection to ensure that they closely align with independent data sources such as the United States Census. An additional way to ensure proper representation is through the application of weighting factors that adjust the value, or weight, placed on records during analysis. For this project, both previously mentioned methods were used to help ensure the data properly represents the study area. The monitoring of the data demographics and subgroups was achieved through a consistent review of a project dashboard that was connected to the survey data source in real time. This allowed all team members to actively review the progress of the survey project.

The weighting process occurred after the completion of the data collection effort. The weighting, or "expansion" process began by calculating the number of completed surveys by district, income level, household size, and number of employed household members. Altogether there were twenty total districts in the county. Not surprisingly, districts where the population is greater tended to have more completed surveys over areas with lower numbers of residents. The next step was to research each district and determine the number of households by the sampling plan goals which included: income level, household size, and the number of employed household members.

### 4.2 Methodology for Expanding Household Data

To expand the Household Travel Survey data, the survey data was weighted using census data for the area. The process to expand the data is called Iterative Proportional Fitting (IPF). IPF is a computational technique used to reconcile conflicting data that share some hierarchical relationships. IPF iteratively adjusts the values in each data set while respecting constraints and proportions, converging towards a solution where the constraints are satisfied. In each iteration, the adjustments are made based on the discrepancies and the weights of the data points, ensuring that the final result is a consistent representation that maintains original constraints. This process is repeated until the differences between the data sets are minimized, and the desired alignment is achieved.

### 4.3 Assessment of Weighting Factors

After the final weights were produced, we appended the results to the dataset based on the appropriate combination of the district, household size, number of employed in the household, and income level. The weight factors for each household were summed up by the district to confirm that the dataset represented the number of households for each district. The weighted demographics were also compared to census data to ensure they appropriately reflected the study area. After the weighting process was completed, all the goals were completed successfully.

Figure 5 shows the district map for the study area. The City of Fernley is included in the district “Washoe East”. Table 1 on the following page shows a breakdown of the number of completes and weighted percentages for each district.

Figure 5 - District Map

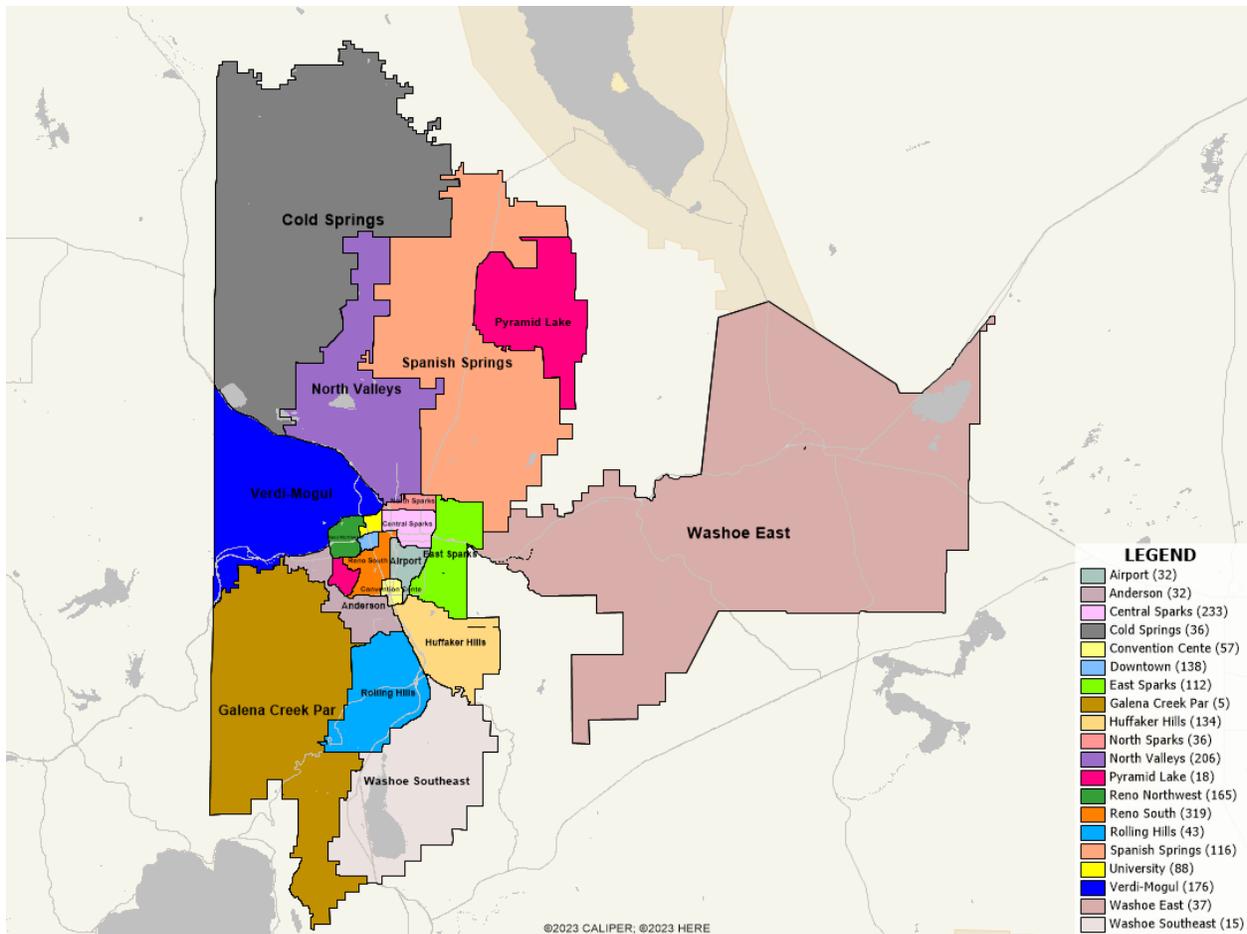


Table 1 - Region

District	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
Airport	32	%1.6	2,136	%1.1
Anderson	32	%1.6	5,854	%3.0
Central Sparks	233	%11.7	17,807	%9.2
Cold Springs	36	%1.8	5,377	%2.8
Convention Center	57	%2.9	3,486	%1.8
Downtown	138	%6.9	5,183	%2.7
East Sparks	112	%5.6	16,037	%8.3
Galena Creek Park	5	%0.3	1,581	%0.8
Huffaker Hills	134	%6.7	17,208	%8.9
North Sparks	36	%1.8	3,778	%2.0
North Valleys	206	%10.3	20,858	%10.8
Pyramid Lake	18	%0.9	4,421	%2.3
Reno Northwest	165	%8.3	11,687	%6.0
Reno South	319	%16.0	20,556	%10.6
Rolling Hills	43	%2.2	7,413	%3.8
Spanish Springs	116	%5.8	21,443	%11.1
University	88	%4.4	5,525	%2.9
Verdi-Mogul	176	%8.8	20,151	%10.4
Washoe East	37	%1.9	140	%0.1
Washoe Southeast	15	%0.8	2,694	%1.4
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 2 – Number of Household Workers by District

Household Workers	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
0	452	22.6%	50,730	26.2%
1	705	35.3%	72,247	37.4%
2	560	28.0%	54,888	28.4%
3	208	10.4%	12,400	6.4%
4+	73	3.7%	3,069	1.6%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
0	9	28.1%	780	36.5%
1	13	40.6%	449	21.0%
2	6	18.8%	603	28.2%
3	4	12.5%	304	14.2%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
0	2	6.3%	31	0.5%
1	8	25.0%	1,435	24.5%
2	19	59.4%	4,388	75.0%
3	3	9.4%	0	0.0%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
0	76	32.6%	5,548	31.2%
1	106	45.5%	8,414	47.3%
2	35	15.0%	1,806	10.1%
3	12	5.2%	1,741	9.8%
4+	4	1.7%	298	1.7%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
0	4	11.1%	132	2.4%
1	15	41.7%	2,108	39.2%
2	14	38.9%	3,081	57.3%
3	2	5.6%	55	1.0%
4+	1	2.8%	1	0.0%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
0	12	21.1%	1,542	44.2%
1	18	31.6%	621	17.8%
2	19	33.3%	1,308	37.5%
3	5	8.8%	16	0.4%
4+	3	5.3%	0	0.0%

<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
0	33	23.9%	1,328	25.6%
1	56	40.6%	2,891	55.8%
2	35	25.4%	954	18.4%
3	11	8.0%	10	0.2%
4+	3	2.2%	0	0.0%
<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
0	25	22.3%	5,809	36.2%
1	37	33.0%	4,842	30.2%
2	37	33.0%	4,515	28.2%
3	11	9.8%	650	4.1%
4+	2	1.8%	222	1.4%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
0	2	40.0%	548	34.6%
1	3	60.0%	1,033	65.4%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
0	18	13.4%	3,876	22.5%
1	35	26.1%	6,401	37.2%
2	46	34.3%	5,626	32.7%
3	23	17.2%	1,135	6.6%
4+	12	9.0%	170	1.0%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
0	8	22.2%	1,329	35.2%
1	13	36.1%	292	7.7%
2	10	27.8%	1,421	37.6%
3	4	11.1%	349	9.2%
4+	1	2.8%	387	10.2%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
0	47	22.8%	5,162	24.7%
1	77	37.4%	7,082	34.0%
2	55	26.7%	6,848	32.8%
3	20	9.7%	1,349	6.5%
4+	7	3.4%	417	2.0%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
0	5	27.8%	1,689	38.2%
1	5	27.8%	764	17.3%
2	6	33.3%	1,771	40.1%
3	2	11.1%	197	4.5%

<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
0	38	23.0%	2,931	25.1%
1	52	31.5%	4,687	40.1%
2	47	28.5%	3,550	30.4%
3	24	14.5%	421	3.6%
4+	4	2.4%	98	0.8%
<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
0	66	20.7%	7,234	35.2%
1	117	36.7%	8,648	42.1%
2	78	24.5%	3,463	16.8%
3	45	14.1%	982	4.8%
4+	13	4.1%	229	1.1%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
0	9	20.9%	1,540	20.8%
1	14	32.6%	4,293	57.9%
2	13	30.2%	1,000	13.5%
3	4	9.3%	296	4.0%
4+	3	7.0%	284	3.8%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
0	28	24.1%	4,994	23.3%
1	34	29.3%	5,921	27.6%
2	45	38.8%	7,309	34.1%
3	8	6.9%	3,214	15.0%
4+	1	0.9%	5	0.0%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
0	20	22.7%	703	12.7%
1	36	40.9%	3,453	62.5%
2	22	25.0%	701	12.7%
3	7	8.0%	638	11.6%
4+	3	3.4%	29	0.5%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
0	35	19.9%	4,382	21.7%
1	49	27.8%	8,200	40.7%
2	59	33.5%	5,599	27.8%
3	18	10.2%	1,043	5.2%
4+	15	8.5%	928	4.6%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
0	10	27.0%	54	38.4%
1	11	29.7%	44	31.1%
2	11	29.7%	43	30.5%
3	4	10.8%	0	0.1%
4+	1	2.7%	0	0.0%

<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
0	5	33.3%	1,118	41.5%
1	6	40.0%	671	24.9%
2	3	20.0%	905	33.6%
3	1	6.7%	0	0.0%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 3 - Household Size by District

Household Size	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
1	579	29.0%	52,915	27.4%
2	617	30.9%	67,047	34.7%
3	344	17.2%	31,609	16.3%
4+	458	22.9%	41,764	21.6%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
1	12	37.5%	651	30.5%
2	8	25.0%	575	26.9%
3	6	18.8%	368	17.2%
4+	6	18.8%	541	25.4%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
1	6	18.8%	1,170	20.0%
2	11	34.4%	2,217	37.9%
3	5	15.6%	1,243	21.2%
4+	10	31.3%	1,225	20.9%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
1	101	43.3%	6,028	33.9%
2	65	27.9%	5,291	29.7%
3	31	13.3%	2,362	13.3%
4+	36	15.5%	4,126	23.2%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
1	5	13.9%	788	14.7%
2	13	36.1%	2,019	37.5%
3	7	19.4%	718	13.4%
4+	11	30.6%	1,851	34.4%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
1	18	31.6%	1,079	31.0%
2	18	31.6%	1,057	30.3%
3	7	12.3%	686	19.7%
4+	14	24.6%	663	19.0%
<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
1	53	38.4%	3,302	63.7%
2	47	34.1%	1,405	27.1%
3	26	18.8%	302	5.8%
4+	12	8.7%	173	3.3%

<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
1	20	17.9%	4,487	28.0%
2	39	34.8%	5,747	35.8%
3	26	23.2%	2,545	15.9%
4+	27	24.1%	3,258	20.3%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
2	4	80.0%	948	60.0%
3	1	20.0%	633	40.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
1	19	14.2%	4,142	24.1%
2	46	34.3%	6,479	37.7%
3	27	20.1%	2,949	17.1%
4+	42	31.3%	3,638	21.1%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
1	8	22.2%	830	22.0%
2	13	36.1%	1,311	34.7%
3	7	19.4%	741	19.6%
4+	8	22.2%	896	23.7%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
1	54	26.2%	3,857	18.5%
2	63	30.6%	6,574	31.5%
3	29	14.1%	3,714	17.8%
4+	60	29.1%	6,714	32.2%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
1	8	44.4%	943	21.3%
2	4	22.2%	2,253	51.0%
3	4	22.2%	555	12.6%
4+	2	11.1%	670	15.2%
<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
1	59	35.8%	4,008	34.3%
2	41	24.8%	3,860	33.0%
3	27	16.4%	2,302	19.7%
4+	38	23.0%	1,516	13.0%
<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
1	100	31.3%	8,481	41.3%
2	77	24.1%	6,077	29.6%
3	60	18.8%	2,874	14.0%
4+	82	25.7%	3,124	15.2%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
1	6	14.0%	1,406	19.0%
2	18	41.9%	3,386	45.7%
3	7	16.3%	929	12.5%
4+	12	27.9%	1,693	22.8%

<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
1	21	18.1%	3,981	18.6%
2	49	42.2%	7,682	35.8%
3	22	19.0%	3,813	17.8%
4+	24	20.7%	5,967	27.8%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
1	41	46.6%	2,263	41.0%
2	27	30.7%	1,192	21.6%
3	9	10.2%	1,125	20.4%
4+	11	12.5%	945	17.1%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
1	38	21.6%	5,003	24.8%
2	59	33.5%	7,621	37.8%
3	35	19.9%	3,199	15.9%
4+	44	25.0%	4,329	21.5%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
1	7	18.9%	37	26.2%
2	8	21.6%	48	34.3%
3	6	16.2%	27	19.1%
4+	16	43.2%	29	20.4%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
1	3	20.0%	459	17.0%
2	7	46.7%	1,304	48.4%
3	2	13.3%	525	19.5%
4+	3	20.0%	405	15.1%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 4 - Number of Students per household by District

Household Students	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
0	1,545	77.3%	133,453	69.0%
1	263	13.2%	35,457	18.3%
2	120	6.0%	15,530	8.0%
3	43	2.2%	5,751	3.0%
4+	27	1.4%	3,143	1.6%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
0	24	75.0%	1,506	70.5%
1	7	21.9%	623	29.2%
2	1	3.1%	7	0.3%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
0	25	78.1%	3,905	66.7%
1	4	12.5%	1,281	21.9%
2	1	3.1%	9	0.2%
3	2	6.3%	659	11.3%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
0	176	75.5%	13,845	77.8%
1	34	14.6%	1,915	10.8%
2	12	5.2%	1,551	8.7%
3	6	2.6%	82	0.5%
4+	5	2.1%	413	2.3%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
0	26	72.2%	3,201	59.5%
1	5	13.9%	1,459	27.1%
2	4	11.1%	589	11.0%
3	1	2.8%	128	2.4%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
0	42	73.7%	2,551	73.2%
1	11	19.3%	678	19.4%
2	2	3.5%	257	7.4%
3	2	3.5%	0	0.0%
<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
0	121	87.7%	4,733	91.3%
1	14	10.1%	306	5.9%
2	2	1.4%	144	2.8%
4+	1	0.7%	0	0.0%

<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
0	79	70.5%	10,717	66.8%
1	22	19.6%	3,587	22.4%
2	9	8.0%	1,602	10.0%
3	2	1.8%	130	0.8%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
0	4	80.0%	948	60.0%
1	1	20.0%	633	40.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
0	105	78.4%	11,302	65.7%
1	13	9.7%	3,813	22.2%
2	10	7.5%	1,478	8.6%
3	4	3.0%	539	3.1%
4+	2	1.5%	77	0.4%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
0	26	72.2%	2,554	67.6%
1	5	13.9%	873	23.1%
2	2	5.6%	1	0.0%
3	1	2.8%	327	8.7%
4+	2	5.6%	22	0.6%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
0	146	70.9%	13,249	63.5%
1	26	12.6%	3,691	17.7%
2	23	11.2%	2,729	13.1%
3	6	2.9%	267	1.3%
4+	5	2.4%	922	4.4%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
0	14	77.8%	1,959	44.3%
1	3	16.7%	1,867	42.2%
4+	1	5.6%	595	13.5%
<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
0	139	84.2%	8,316	71.2%
1	17	10.3%	2,377	20.3%
2	8	4.8%	960	8.2%
3	1	0.6%	33	0.3%
<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
0	273	85.6%	15,514	75.5%
1	27	8.5%	2,979	14.5%
2	13	4.1%	1,882	9.2%
3	3	0.9%	55	0.3%
4+	3	0.9%	125	0.6%

<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
0	37	86.0%	6,947	93.7%
1	3	7.0%	78	1.1%
2	1	2.3%	39	0.5%
3	2	4.7%	350	4.7%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
0	80	69.0%	13,631	63.6%
1	17	14.7%	4,232	19.7%
2	12	10.3%	2,461	11.5%
3	3	2.6%	937	4.4%
4+	4	3.4%	182	0.8%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
0	55	62.5%	2,579	46.7%
1	26	29.5%	1,927	34.9%
2	3	3.4%	663	12.0%
3	1	1.1%	0	0.0%
4+	3	3.4%	357	6.5%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
0	135	76.7%	13,783	68.4%
1	21	11.9%	2,739	13.6%
2	12	6.8%	940	4.7%
3	7	4.0%	2,240	11.1%
4+	1	0.6%	449	2.2%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
0	26	70.3%	96	68.2%
1	5	13.5%	20	14.3%
2	4	10.8%	22	15.7%
3	2	5.4%	2	1.8%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
0	12	80.0%	2,118	78.6%
1	2	13.3%	379	14.1%
2	1	6.7%	196	7.3%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 5 - Household Income by District

Household Income	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
\$0-\$24,999	354	17.7%	24,429	12.6%
\$25,000-\$44,999	343	17.2%	30,017	15.5%
\$45,000 to \$74,999	415	20.8%	35,645	18.4%
\$75,000 to \$124,999	484	24.2%	52,237	27.0%
\$125,000+	402	20.1%	51,007	26.4%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
\$0-\$24,999	8	25.0%	481	22.5%
\$25,000-\$44,999	6	18.8%	586	27.5%
\$45,000 to \$74,999	7	21.9%	317	14.9%
\$75,000 to \$124,999	7	21.9%	528	24.7%
\$125,000+	4	12.5%	223	10.4%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
\$0-\$24,999	1	3.1%	31	0.5%
\$25,000-\$44,999	6	18.8%	548	9.4%
\$45,000 to \$74,999	1	3.1%	39	0.7%
\$75,000 to \$124,999	14	43.8%	3,027	51.7%
\$125,000+	10	31.3%	2,209	37.7%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
\$0-\$24,999	73	31.3%	3,663	20.6%
\$25,000-\$44,999	48	20.6%	4,142	23.3%
\$45,000 to \$74,999	52	22.3%	4,019	22.6%
\$75,000 to \$124,999	39	16.7%	2,621	14.7%
\$125,000+	21	9.0%	3,361	18.9%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
\$0-\$24,999	3	8.3%	278	5.2%
\$25,000-\$44,999	2	5.6%	636	11.8%
\$45,000 to \$74,999	11	30.6%	1,306	24.3%
\$75,000 to \$124,999	8	22.2%	2,239	41.6%
\$125,000+	12	33.3%	919	17.1%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
\$0-\$24,999	13	22.8%	751	21.6%
\$25,000-\$44,999	13	22.8%	915	26.3%
\$45,000 to \$74,999	8	14.0%	780	22.4%
\$75,000 to \$124,999	14	24.6%	814	23.4%
\$125,000+	9	15.8%	225	6.5%

<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
\$0-\$24,999	34	24.6%	1,527	29.5%
\$25,000-\$44,999	28	20.3%	1,408	27.2%
\$45,000 to \$74,999	27	19.6%	805	15.5%
\$75,000 to \$124,999	33	23.9%	823	15.9%
\$125,000+	16	11.6%	619	11.9%
<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
\$0-\$24,999	12	10.7%	1,478	9.2%
\$25,000-\$44,999	22	19.6%	2,877	17.9%
\$45,000 to \$74,999	37	33.0%	3,169	19.8%
\$75,000 to \$124,999	23	20.5%	5,063	31.6%
\$125,000+	18	16.1%	3,451	21.5%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
\$125,000+	5	100.0%	1,581	100.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
\$0-\$24,999	5	3.7%	1,359	7.9%
\$25,000-\$44,999	13	9.7%	1,256	7.3%
\$45,000 to \$74,999	20	14.9%	3,025	17.6%
\$75,000 to \$124,999	56	41.8%	4,688	27.2%
\$125,000+	40	29.9%	6,880	40.0%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
\$0-\$24,999	4	11.1%	346	9.2%
\$25,000-\$44,999	8	22.2%	734	19.4%
\$45,000 to \$74,999	5	13.9%	692	18.3%
\$75,000 to \$124,999	14	38.9%	1,154	30.5%
\$125,000+	5	13.9%	852	22.6%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
\$0-\$24,999	43	20.9%	2,268	10.9%
\$25,000-\$44,999	40	19.4%	3,515	16.9%
\$45,000 to \$74,999	38	18.4%	3,979	19.1%
\$75,000 to \$124,999	56	27.2%	7,225	34.6%
\$125,000+	29	14.1%	3,871	18.6%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
\$0-\$24,999	2	11.1%	180	4.1%
\$25,000-\$44,999	2	11.1%	168	3.8%
\$45,000 to \$74,999	2	11.1%	209	4.7%
\$75,000 to \$124,999	5	27.8%	1,831	41.4%
\$125,000+	7	38.9%	2,033	46.0%

<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
\$0-\$24,999	27	16.4%	2,015	17.2%
\$25,000-\$44,999	29	17.6%	2,580	22.1%
\$45,000 to \$74,999	42	25.5%	2,173	18.6%
\$75,000 to \$124,999	32	19.4%	2,404	20.6%
\$125,000+	35	21.2%	2,515	21.5%
<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
\$0-\$24,999	71	22.3%	3,879	18.9%
\$25,000-\$44,999	59	18.5%	4,254	20.7%
\$45,000 to \$74,999	66	20.7%	4,608	22.4%
\$75,000 to \$124,999	55	17.2%	4,391	21.4%
\$125,000+	68	21.3%	3,424	16.7%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
\$0-\$24,999	2	4.7%	449	6.1%
\$25,000-\$44,999	1	2.3%	803	10.8%
\$45,000 to \$74,999	10	23.3%	945	12.7%
\$75,000 to \$124,999	16	37.2%	2,123	28.6%
\$125,000+	14	32.6%	3,093	41.7%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
\$0-\$24,999	8	6.9%	1,530	7.1%
\$25,000-\$44,999	14	12.1%	1,166	5.4%
\$45,000 to \$74,999	25	21.6%	3,688	17.2%
\$75,000 to \$124,999	27	23.3%	5,714	26.6%
\$125,000+	42	36.2%	9,344	43.6%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
\$0-\$24,999	21	23.9%	1,635	29.6%
\$25,000-\$44,999	15	17.0%	1,447	26.2%
\$45,000 to \$74,999	15	17.0%	1,115	20.2%
\$75,000 to \$124,999	23	26.1%	1,163	21.1%
\$125,000+	14	15.9%	165	3.0%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
\$0-\$24,999	20	11.4%	2,103	10.4%
\$25,000-\$44,999	26	14.8%	2,447	12.1%
\$45,000 to \$74,999	33	18.8%	3,746	18.6%
\$75,000 to \$124,999	51	29.0%	6,065	30.1%
\$125,000+	46	26.1%	5,791	28.7%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
\$0-\$24,999	4	10.8%	25	17.8%
\$25,000-\$44,999	10	27.0%	27	19.5%
\$45,000 to \$74,999	8	21.6%	27	19.0%
\$75,000 to \$124,999	10	27.0%	36	25.4%
\$125,000+	5	13.5%	26	18.3%

<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
\$0-\$24,999	3	20.0%	431	16.0%
\$25,000-\$44,999	1	6.7%	506	18.8%
\$45,000 to \$74,999	8	53.3%	1,004	37.3%
\$75,000 to \$124,999	1	6.7%	329	12.2%
\$125,000+	2	13.3%	424	15.7%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 6 - Number of Vehicles Available to the Household

Household Vehicles	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
0	347	17.4%	22,428	11.6%
1	733	36.7%	75,524	39.1%
2	653	32.7%	65,676	34.0%
3	179	9.0%	20,175	10.4%
4+	86	4.3%	9,531	4.9%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
0	11	34.4%	505	23.6%
1	12	37.5%	857	40.1%
2	7	21.9%	502	23.5%
3	2	6.3%	272	12.8%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
0	2	6.3%	0	0.0%
1	15	46.9%	1,957	33.4%
2	8	25.0%	1,639	28.0%
3	6	18.8%	2,258	38.6%
4+	1	3.1%	0	0.0%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
0	80	34.3%	4,972	27.9%
1	94	40.3%	7,057	39.6%
2	40	17.2%	4,812	27.0%
3	13	5.6%	835	4.7%
4+	6	2.6%	130	0.7%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
0	1	2.8%	76	1.4%
1	6	16.7%	957	17.8%
2	18	50.0%	2,308	42.9%
3	7	19.4%	2,034	37.8%
4+	4	11.1%	1	0.0%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
0	12	21.1%	1,067	30.6%
1	21	36.8%	1,465	42.0%
2	20	35.1%	953	27.3%
3	2	3.5%	0	0.0%
4+	2	3.5%	0	0.0%

<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
0	44	31.9%	2,486	48.0%
1	59	42.8%	2,109	40.7%
2	33	23.9%	587	11.3%
3	2	1.4%	0	0.0%
<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
0	6	5.4%	924	5.8%
1	48	42.9%	8,497	53.0%
2	44	39.3%	5,455	34.0%
3	9	8.0%	709	4.4%
4+	5	4.5%	452	2.8%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
2	5	100.0%	1,581	100.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
0	8	6.0%	1,000	5.8%
1	46	34.3%	7,342	42.7%
2	58	43.3%	6,868	39.9%
3	16	11.9%	1,168	6.8%
4+	6	4.5%	830	4.8%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
0	3	8.3%	360	9.5%
1	15	41.7%	1,667	44.1%
2	12	33.3%	1,349	35.7%
3	4	11.1%	339	9.0%
4+	2	5.6%	63	1.7%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
0	26	12.6%	1,079	5.2%
1	70	34.0%	8,912	42.7%
2	61	29.6%	6,431	30.8%
3	35	17.0%	3,815	18.3%
4+	14	6.8%	620	3.0%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
1	4	22.2%	213	4.8%
2	9	50.0%	3,483	78.8%
3	5	27.8%	725	16.4%
<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
0	30	18.2%	2,051	17.6%
1	61	37.0%	4,514	38.6%
2	64	38.8%	4,458	38.1%
3	7	4.2%	206	1.8%
4+	3	1.8%	458	3.9%

<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
0	79	24.8%	4,534	22.1%
1	124	38.9%	10,710	52.1%
2	97	30.4%	4,582	22.3%
3	13	4.1%	373	1.8%
4+	6	1.9%	357	1.7%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
0	1	2.3%	85	1.1%
1	13	30.2%	3,317	44.7%
2	23	53.5%	2,486	33.5%
3	5	11.6%	1,378	18.6%
4+	1	2.3%	148	2.0%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
0	2	1.7%	170	0.8%
1	30	25.9%	4,734	22.1%
2	49	42.2%	9,064	42.3%
3	20	17.2%	3,681	17.2%
4+	15	12.9%	3,795	17.7%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
0	21	23.9%	1,476	26.7%
1	40	45.5%	1,470	26.6%
2	25	28.4%	2,284	41.3%
3	2	2.3%	296	5.4%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
0	19	10.8%	1,258	6.2%
1	57	32.4%	8,798	43.7%
2	67	38.1%	6,257	31.0%
3	21	11.9%	1,536	7.6%
4+	12	6.8%	2,303	11.4%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
0	1	2.7%	0	0.0%
1	13	35.1%	65	46.4%
2	9	24.3%	35	25.1%
3	7	18.9%	17	11.8%
4+	7	18.9%	23	16.6%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
0	1	6.7%	386	14.3%
1	5	33.3%	883	32.8%
2	4	26.7%	542	20.1%
3	3	20.0%	532	19.8%
4+	2	13.3%	350	13.0%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

Table 7 – Household Vehicles Owned/Leased

Household Vehicles Owned / Leased	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
0	348	17.5%	25,503	13.3%
1	730	36.8%	72,288	37.6%
2	653	32.9%	65,469	34.0%
3	174	8.8%	19,930	10.4%
4+	81	4.1%	9,258	4.8%
<b>Grand Total</b>	<b>1,986</b>	<b>100.0%</b>	<b>192,448</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
0	12	37.5%	505	23.6%
1	12	37.5%	857	40.1%
2	7	21.9%	502	23.5%
3	1	3.1%	272	12.7%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
0	2	6.3%	0	0.0%
1	15	46.9%	1,957	33.4%
2	8	25.0%	1,639	28.0%
3	6	18.8%	2,258	38.6%
4+	1	3.1%	0	0.0%
<b>Central Sparks</b>	<b>232</b>	<b>11.7%</b>	<b>17,772</b>	<b>9.2%</b>
0	81	34.9%	7,627	42.9%
1	93	40.1%	4,371	24.6%
2	39	16.8%	4,809	27.1%
3	13	5.6%	835	4.7%
4+	6	2.6%	130	0.7%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
0	1	2.8%	76	1.4%
1	6	16.7%	957	17.8%
2	18	50.0%	2,308	42.9%
3	7	19.4%	2,034	37.8%
4+	4	11.1%	1	0.0%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
0	12	21.1%	1,067	30.6%
1	21	36.8%	1,465	42.0%
2	20	35.1%	953	27.3%
3	3	5.3%	1	0.0%
4+	1	1.8%	0	0.0%

<b>Downtown</b>	<b>136</b>	<b>6.8%</b>	<b>5,118</b>	<b>2.7%</b>
0	43	31.6%	2,469	48.2%
1	58	42.6%	2,061	40.3%
2	33	24.3%	587	11.5%
3	2	1.5%	0	0.0%
<b>East Sparks</b>	<b>110</b>	<b>5.5%</b>	<b>15,459</b>	<b>8.0%</b>
0	6	5.5%	666	4.3%
1	47	42.7%	8,359	54.1%
2	43	39.1%	5,273	34.1%
3	9	8.2%	709	4.6%
4+	5	4.5%	452	2.9%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
2	5	100.0%	1,581	100.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
0	8	6.0%	1,000	5.8%
1	46	34.3%	7,342	42.7%
2	60	44.8%	6,917	40.2%
3	15	11.2%	1,120	6.5%
4+	5	3.7%	829	4.8%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
0	3	8.3%	360	9.5%
1	15	41.7%	1,667	44.1%
2	12	33.3%	1,349	35.7%
3	4	11.1%	339	9.0%
4+	2	5.6%	63	1.7%
<b>North Valleys</b>	<b>205</b>	<b>10.3%</b>	<b>20,844</b>	<b>10.8%</b>
0	26	12.7%	1,122	5.4%
1	71	34.6%	8,874	42.6%
2	61	29.8%	6,560	31.5%
3	34	16.6%	3,670	17.6%
4+	13	6.3%	619	3.0%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
1	4	22.2%	213	4.8%
2	10	55.6%	3,483	78.8%
3	4	22.2%	725	16.4%
<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.1%</b>
0	33	20.0%	2,558	21.9%
1	59	35.8%	4,099	35.1%
2	63	38.2%	4,365	37.4%
3	7	4.2%	206	1.8%
4+	3	1.8%	458	3.9%

<b>Reno South</b>	<b>316</b>	<b>15.9%</b>	<b>20,470</b>	<b>10.6%</b>
0	77	24.4%	4,477	21.9%
1	123	38.9%	10,681	52.2%
2	99	31.3%	4,637	22.7%
3	11	3.5%	318	1.6%
4+	6	1.9%	357	1.7%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.9%</b>
0	1	2.3%	85	1.1%
1	14	32.6%	3,395	45.8%
2	22	51.2%	2,408	32.5%
3	5	11.6%	1,378	18.6%
4+	1	2.3%	148	2.0%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
0	3	2.6%	478	2.2%
1	30	25.9%	4,518	21.1%
2	48	41.4%	8,970	41.8%
3	20	17.2%	3,681	17.2%
4+	15	12.9%	3,795	17.7%
<b>University</b>	<b>87</b>	<b>4.4%</b>	<b>5,461</b>	<b>2.8%</b>
0	20	23.0%	1,412	25.8%
1	40	46.0%	1,470	26.9%
2	25	28.7%	2,284	41.8%
3	2	2.3%	296	5.4%
<b>Verdi-Mogul</b>	<b>174</b>	<b>8.8%</b>	<b>20,107</b>	<b>10.4%</b>
0	17	9.8%	1,213	6.0%
1	59	33.9%	9,056	45.0%
2	67	38.5%	6,267	31.2%
3	21	12.1%	1,539	7.7%
4+	10	5.7%	2,033	10.1%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
0	2	5.4%	2	1.4%
1	12	32.4%	63	45.0%
2	9	24.3%	35	25.1%
3	7	18.9%	17	11.8%
4+	7	18.9%	23	16.6%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
0	1	6.7%	386	14.3%
1	5	33.3%	883	32.8%
2	4	26.7%	542	20.1%
3	3	20.0%	532	19.8%
4+	2	13.3%	350	13.0%
<b>Grand Total</b>	<b>1,986</b>	<b>100.0%</b>	<b>192,448</b>	<b>100.0%</b>

Table 8 - Number of Household Drivers by District

Household Drivers	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
0	186	9.3%	12,123	6.3%
1	689	34.5%	68,260	35.3%
2	649	32.5%	81,517	42.2%
3	255	12.8%	17,974	9.3%
4+	219	11.0%	13,460	7.0%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>32</b>	<b>1.6%</b>	<b>2,136</b>	<b>1.1%</b>
0	5	15.6%	9	0.4%
1	17	53.1%	1,300	60.9%
2	3	9.4%	424	19.9%
3	5	15.6%	350	16.4%
4+	2	6.3%	52	2.4%
<b>Anderson</b>	<b>32</b>	<b>1.6%</b>	<b>5,854</b>	<b>3.0%</b>
0	1	3.1%	0	0.0%
1	6	18.8%	1,170	20.0%
2	13	40.6%	2,256	38.5%
3	7	21.9%	1,252	21.4%
4+	5	15.6%	1,176	20.1%
<b>Central Sparks</b>	<b>233</b>	<b>11.7%</b>	<b>17,807</b>	<b>9.2%</b>
0	43	18.5%	3,029	17.0%
1	109	46.8%	5,149	28.9%
2	61	26.2%	7,551	42.4%
3	9	3.9%	1,219	6.8%
4+	11	4.7%	860	4.8%
<b>Cold Springs</b>	<b>36</b>	<b>1.8%</b>	<b>5,377</b>	<b>2.8%</b>
1	8	22.2%	1,107	20.6%
2	19	52.8%	3,483	64.8%
3	5	13.9%	292	5.4%
4+	4	11.1%	494	9.2%
<b>Convention Center</b>	<b>57</b>	<b>2.9%</b>	<b>3,486</b>	<b>1.8%</b>
0	4	7.0%	54	1.6%
1	26	45.6%	2,205	63.3%
2	18	31.6%	1,210	34.7%
3	2	3.5%	0	0.0%
4+	7	12.3%	16	0.4%

<b>Downtown</b>	<b>138</b>	<b>6.9%</b>	<b>5,183</b>	<b>2.7%</b>
0	18	13.0%	1,369	26.4%
1	62	44.9%	2,722	52.5%
2	30	21.7%	740	14.3%
3	21	15.2%	236	4.6%
4+	7	5.1%	115	2.2%
<b>East Sparks</b>	<b>112</b>	<b>5.6%</b>	<b>16,037</b>	<b>8.3%</b>
0	5	4.5%	179	1.1%
1	31	27.7%	7,143	44.5%
2	52	46.4%	7,117	44.4%
3	13	11.6%	906	5.7%
4+	11	9.8%	692	4.3%
<b>Galena Creek Park</b>	<b>5</b>	<b>0.3%</b>	<b>1,581</b>	<b>0.8%</b>
2	4	80.0%	948	60.0%
3	1	20.0%	633	40.0%
<b>Huffaker Hills</b>	<b>134</b>	<b>6.7%</b>	<b>17,208</b>	<b>8.9%</b>
0	1	0.7%	178	1.0%
1	34	25.4%	6,562	38.1%
2	49	36.6%	8,069	46.9%
3	24	17.9%	1,314	7.6%
4+	26	19.4%	1,085	6.3%
<b>North Sparks</b>	<b>36</b>	<b>1.8%</b>	<b>3,778</b>	<b>2.0%</b>
0	1	2.8%	12	0.3%
1	16	44.4%	1,497	39.6%
2	12	33.3%	1,363	36.1%
3	4	11.1%	337	8.9%
4+	3	8.3%	568	15.0%
<b>North Valleys</b>	<b>206</b>	<b>10.3%</b>	<b>20,858</b>	<b>10.8%</b>
0	15	7.3%	459	2.2%
1	69	33.5%	6,182	29.6%
2	79	38.3%	10,968	52.6%
3	18	8.7%	1,344	6.4%
4+	25	12.1%	1,905	9.1%
<b>Pyramid Lake</b>	<b>18</b>	<b>0.9%</b>	<b>4,421</b>	<b>2.3%</b>
1	8	44.4%	943	21.3%
2	6	33.3%	2,876	65.1%
3	3	16.7%	526	11.9%
4+	1	5.6%	76	1.7%

<b>Reno Northwest</b>	<b>165</b>	<b>8.3%</b>	<b>11,687</b>	<b>6.0%</b>
0	17	10.3%	919	7.9%
1	62	37.6%	5,405	46.3%
2	42	25.5%	3,763	32.2%
3	25	15.2%	1,330	11.4%
4+	19	11.5%	270	2.3%
<b>Reno South</b>	<b>319</b>	<b>16.0%</b>	<b>20,556</b>	<b>10.6%</b>
0	48	15.0%	3,027	14.7%
1	104	32.6%	9,627	46.8%
2	72	22.6%	5,618	27.3%
3	49	15.4%	1,153	5.6%
4+	46	14.4%	1,131	5.5%
<b>Rolling Hills</b>	<b>43</b>	<b>2.2%</b>	<b>7,413</b>	<b>3.8%</b>
0	1	2.3%	85	1.1%
1	9	20.9%	2,267	30.6%
2	19	44.2%	3,615	48.8%
3	9	20.9%	1,357	18.3%
4+	5	11.6%	89	1.2%
<b>Spanish Springs</b>	<b>116</b>	<b>5.8%</b>	<b>21,443</b>	<b>11.1%</b>
0	2	1.7%	346	1.6%
1	25	21.6%	4,472	20.9%
2	69	59.5%	11,460	53.4%
3	15	12.9%	2,591	12.1%
4+	5	4.3%	2,574	12.0%
<b>University</b>	<b>88</b>	<b>4.4%</b>	<b>5,525</b>	<b>2.9%</b>
0	14	15.9%	890	16.1%
1	34	38.6%	1,430	25.9%
2	23	26.1%	2,083	37.7%
3	10	11.4%	807	14.6%
4+	7	8.0%	316	5.7%
<b>Verdi-Mogul</b>	<b>176</b>	<b>8.8%</b>	<b>20,151</b>	<b>10.4%</b>
0	10	5.7%	1,552	7.7%
1	52	29.5%	7,706	38.2%
2	59	33.5%	7,251	36.0%
3	29	16.5%	1,989	9.9%
4+	26	14.8%	1,653	8.2%
<b>Washoe East</b>	<b>37</b>	<b>1.9%</b>	<b>140</b>	<b>0.1%</b>
0	1	2.7%	15	10.8%
1	10	27.0%	48	34.2%
2	14	37.8%	59	42.4%
3	4	10.8%	8	5.9%
4+	8	21.6%	9	6.7%

<b>Washoe Southeast</b>	<b>15</b>	<b>0.8%</b>	<b>2,694</b>	<b>1.4%</b>
1	7	46.7%	1,323	49.1%
2	5	33.3%	662	24.6%
3	2	13.3%	329	12.2%
4+	1	6.7%	379	14.1%
<b>Grand Total</b>	<b>1,998</b>	<b>100.0%</b>	<b>193,334</b>	<b>100.0%</b>

## 4.4 Person-Level Weights

The dimensions at the person-weighting level included the following:

- Sex by age
- Race / Ethnicity
- Population by District

The following tables present the weighted and unweighted frequencies for several person-level variables (e.g., gender, race, etc.).

Table 9 - Gender by District

Person Gender	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
Female	2512	50.6%	233,365	49.0%
Male	2451	49.4%	242,718	51.0%
Refused	3	0.1%	105	0.0%
<b>Grand Total</b>	<b>4966</b>	<b>100.0%</b>	<b>476,188</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>74</b>	<b>1.5%</b>	<b>5,480</b>	<b>1.2%</b>
Female	35	47.3%	2,600	47.4%
Male	39	52.7%	2,880	52.6%
<b>Anderson</b>	<b>87</b>	<b>1.8%</b>	<b>14,891</b>	<b>3.1%</b>
Female	44	50.6%	6,372	42.8%
Male	43	49.4%	8,518	57.2%
<b>Central Sparks</b>	<b>510</b>	<b>10.3%</b>	<b>44,214</b>	<b>9.3%</b>
Female	265	52.0%	21,872	49.5%
Male	245	48.0%	22,342	50.5%
<b>Cold Springs</b>	<b>100</b>	<b>2.0%</b>	<b>15,987</b>	<b>3.4%</b>
Female	49	49.0%	7,314	45.7%
Male	51	51.0%	8,673	54.3%
<b>Convention Center</b>	<b>142</b>	<b>2.9%</b>	<b>7,990</b>	<b>1.7%</b>
Female	73	51.4%	4,367	54.7%
Male	69	48.6%	3,623	45.3%
<b>Downtown</b>	<b>281</b>	<b>5.7%</b>	<b>7,712</b>	<b>1.6%</b>
Female	145	51.6%	3,449	44.7%
Male	136	48.4%	4,262	55.3%
<b>East Sparks</b>	<b>300</b>	<b>6.0%</b>	<b>39,089</b>	<b>8.2%</b>
Female	147	49.0%	19,722	50.5%
Male	153	51.0%	19,367	49.5%

<b>Galena Creek Park</b>	<b>11</b>	<b>0.2%</b>	<b>3,795</b>	<b>0.8%</b>
Female	4	36.4%	1,567	41.3%
Male	7	63.6%	2,228	58.7%
<b>Huffaker Hills</b>	<b>380</b>	<b>7.7%</b>	<b>41,624</b>	<b>8.7%</b>
Female	202	53.2%	21,234	51.0%
Male	178	46.8%	20,389	49.0%
<b>North Sparks</b>	<b>95</b>	<b>1.9%</b>	<b>10,017</b>	<b>2.1%</b>
Female	42	44.2%	4,532	45.2%
Male	53	55.8%	5,485	54.8%
<b>North Valleys</b>	<b>564</b>	<b>11.4%</b>	<b>60,834</b>	<b>12.8%</b>
Female	277	49.1%	30,230	49.7%
Male	287	50.9%	30,604	50.3%
<b>Pyramid Lake</b>	<b>38</b>	<b>0.8%</b>	<b>10,985</b>	<b>2.3%</b>
Female	17	44.7%	4,325	39.4%
Male	21	55.3%	6,660	60.6%
<b>Reno Northwest</b>	<b>384</b>	<b>7.7%</b>	<b>24,797</b>	<b>5.2%</b>
Female	198	51.6%	11,710	47.2%
Male	186	48.4%	13,087	52.8%
<b>Reno South</b>	<b>792</b>	<b>16.0%</b>	<b>42,665</b>	<b>9.0%</b>
Female	402	50.8%	21,735	50.9%
Male	390	49.2%	20,930	49.1%
<b>Rolling Hills</b>	<b>115</b>	<b>2.3%</b>	<b>18,129</b>	<b>3.8%</b>
Female	60	52.2%	8,630	47.6%
Male	55	47.8%	9,499	52.4%
<b>Spanish Springs</b>	<b>295</b>	<b>5.9%</b>	<b>58,688</b>	<b>12.3%</b>
Female	155	52.5%	28,794	49.1%
Male	140	47.5%	29,894	50.9%
<b>University</b>	<b>173</b>	<b>3.5%</b>	<b>11,806</b>	<b>2.5%</b>
Female	73	42.2%	5,831	49.4%
Male	100	57.8%	5,975	50.6%
<b>Verdi-Mogul</b>	<b>474</b>	<b>9.6%</b>	<b>50,779</b>	<b>10.7%</b>
Female	238	50.2%	24,751	48.7%
Male	236	49.8%	26,028	51.3%
<b>Washoe East</b>	<b>112</b>	<b>2.3%</b>	<b>338</b>	<b>0.1%</b>
Female	66	58.9%	195	57.6%
Male	46	41.1%	143	42.4%
<b>Washoe Southeast</b>	<b>36</b>	<b>0.7%</b>	<b>6,265</b>	<b>1.3%</b>
Female	20	55.6%	4,135	66.0%
Male	16	44.4%	2,130	34.0%
<b>Grand Total</b>	<b>4,963</b>	<b>100.0%</b>	<b>476,083</b>	<b>100.0%</b>

Table 10 - Age Category by District

Person Age	Unweighted		Weighted	
All Districts	Frequency	Percentage	Frequency	Percentage
0 - 4	201	4.1%	32,580	6.8%
5 - 15	417	8.4%	55,405	11.6%
16 - 17	65	1.3%	10,396	2.2%
18 - 64	3837	77.4%	298,588	62.8%
65 - 74	317	6.4%	58,825	12.4%
75+	122	2.5%	19,845	4.2%
<b>Grand Total</b>	<b>4959</b>	<b>100.0%</b>	<b>475,639</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>74</b>	<b>1.5%</b>	<b>5,480</b>	<b>1.2%</b>
0 - 4	3	4.1%	534	9.7%
5 - 15	7	9.5%	635	11.6%
18 - 64	55	74.3%	3,627	66.2%
65 - 74	7	9.5%	486	8.9%
75+	2	2.7%	199	3.6%
<b>Anderson</b>	<b>88</b>	<b>1.8%</b>	<b>14,930</b>	<b>3.1%</b>
0 - 4	4	4.5%	78	0.5%
5 - 15	6	6.8%	1,328	8.9%
16 - 17	2	2.3%	9	0.1%
18 - 64	70	79.5%	9,861	66.1%
65 - 74	4	4.5%	3,136	21.0%
75+	2	2.3%	517	3.5%
<b>Central Sparks</b>	<b>510</b>	<b>10.3%</b>	<b>44,214</b>	<b>9.3%</b>
0 - 4	34	6.7%	5,462	12.4%
5 - 15	70	13.7%	4,348	9.8%
16 - 17	6	1.2%	199	0.5%
18 - 64	348	68.2%	28,481	64.4%
65 - 74	37	7.3%	4,271	9.7%
75+	15	2.9%	1,453	3.3%
<b>Cold Springs</b>	<b>100</b>	<b>2.0%</b>	<b>15,987</b>	<b>3.4%</b>
0 - 4	3	3.0%	1,035	6.5%
5 - 15	13	13.0%	2,403	15.0%
16 - 17	1	1.0%	270	1.7%
18 - 64	71	71.0%	9,879	61.8%
65 - 74	11	11.0%	2,283	14.3%
75+	1	1.0%	117	0.7%

<b>Convention Center</b>	<b>142</b>	<b>2.9%</b>	<b>7,990</b>	<b>1.7%</b>
0 - 4	6	4.2%	783	9.8%
5 - 15	11	7.7%	574	7.2%
16 - 17	2	1.4%	15	0.2%
18 - 64	118	83.1%	5,858	73.3%
65 - 74	4	2.8%	664	8.3%
75+	1	0.7%	95	1.2%
<b>Downtown</b>	<b>281</b>	<b>5.7%</b>	<b>7,712</b>	<b>1.6%</b>
0 - 4	6	2.1%	58	0.8%
5 - 15	9	3.2%	117	1.5%
18 - 64	252	89.7%	5,746	74.5%
65 - 74	10	3.6%	1,448	18.8%
75+	4	1.4%	342	4.4%
<b>East Sparks</b>	<b>300</b>	<b>6.0%</b>	<b>39,089</b>	<b>8.2%</b>
0 - 4	13	4.3%	2,699	6.9%
5 - 15	28	9.3%	4,431	11.3%
16 - 17	7	2.3%	869	2.2%
18 - 64	218	72.7%	23,776	60.8%
65 - 74	24	8.0%	5,521	14.1%
75+	10	3.3%	1,792	4.6%
<b>Galena Creek Park</b>	<b>11</b>	<b>0.2%</b>	<b>3,795</b>	<b>0.8%</b>
16 - 17	1	9.1%	633	16.7%
18 - 64	5	45.5%	1,930	50.8%
65 - 74	3	27.3%	165	4.4%
75+	2	18.2%	1,067	28.1%
<b>Huffaker Hills</b>	<b>380</b>	<b>7.7%</b>	<b>41,624</b>	<b>8.8%</b>
0 - 4	8	2.1%	3,062	7.4%
5 - 15	30	7.9%	5,177	12.4%
16 - 17	7	1.8%	1,503	3.6%
18 - 64	305	80.3%	25,614	61.5%
65 - 74	15	3.9%	2,776	6.7%
75+	15	3.9%	3,492	8.4%
<b>North Sparks</b>	<b>94</b>	<b>1.9%</b>	<b>10,017</b>	<b>2.1%</b>
0 - 4	7	7.4%	59	0.6%
5 - 15	13	13.8%	1,676	16.7%
18 - 64	64	68.1%	6,726	67.1%
65 - 74	9	9.6%	1,551	15.5%
75+	1	1.1%	5	0.0%

<b>North Valleys</b>	<b>560</b>	<b>11.3%</b>	<b>60,287</b>	<b>12.7%</b>
0 - 4	27	4.8%	4,761	7.9%
5 - 15	61	10.9%	8,130	13.5%
16 - 17	20	3.6%	2,981	4.9%
18 - 64	404	72.1%	38,304	63.5%
65 - 74	34	6.1%	4,142	6.9%
75+	14	2.5%	1,969	3.3%
<b>Pyramid Lake</b>	<b>38</b>	<b>0.8%</b>	<b>10,985</b>	<b>2.3%</b>
0 - 4	1	2.6%	29	0.3%
5 - 15	4	10.5%	2,379	21.7%
16 - 17	1	2.6%	405	3.7%
18 - 64	26	68.4%	4,975	45.3%
65 - 74	5	13.2%	3,027	27.6%
75+	1	2.6%	170	1.5%
<b>Reno Northwest</b>	<b>383</b>	<b>7.7%</b>	<b>24,795</b>	<b>5.2%</b>
0 - 4	14	3.7%	955	3.9%
5 - 15	21	5.5%	2,912	11.7%
16 - 17	2	0.5%	121	0.5%
18 - 64	316	82.5%	16,471	66.4%
65 - 74	21	5.5%	3,300	13.3%
75+	9	2.3%	1,036	4.2%
<b>Reno South</b>	<b>792</b>	<b>16.0%</b>	<b>42,665</b>	<b>9.0%</b>
0 - 4	30	3.8%	2,173	5.1%
5 - 15	49	6.2%	5,723	13.4%
16 - 17	1	0.1%	91	0.2%
18 - 64	672	84.8%	27,727	65.0%
65 - 74	31	3.9%	4,846	11.4%
75+	9	1.1%	2,106	4.9%
<b>Rolling Hills</b>	<b>115</b>	<b>2.3%</b>	<b>18,129</b>	<b>3.8%</b>
0 - 4	6	5.2%	2,118	11.7%
5 - 15	6	5.2%	777	4.3%
16 - 17	1	0.9%	195	1.1%
18 - 64	87	75.7%	9,829	54.2%
65 - 74	11	9.6%	4,355	24.0%
75+	4	3.5%	855	4.7%
<b>Spanish Springs</b>	<b>296</b>	<b>6.0%</b>	<b>58,754</b>	<b>12.4%</b>
0 - 4	18	6.1%	4,911	8.4%
5 - 15	40	13.5%	6,645	11.3%
16 - 17	2	0.7%	2,133	3.6%
18 - 64	186	62.8%	34,574	58.8%
65 - 74	34	11.5%	7,996	13.6%
75+	16	5.4%	2,495	4.2%

<b>University</b>	<b>173</b>	<b>3.5%</b>	<b>11,806</b>	<b>2.5%</b>
0 - 4	2	1.2%	948	8.0%
5 - 15	5	2.9%	207	1.8%
16 - 17	1	0.6%	0	0.0%
18 - 64	155	89.6%	9,863	83.5%
65 - 74	10	5.8%	789	6.7%
<b>Verdi-Mogul</b>	<b>474</b>	<b>9.6%</b>	<b>50,779</b>	<b>10.7%</b>
0 - 4	10	2.1%	2,046	4.0%
5 - 15	34	7.2%	7,697	15.2%
16 - 17	6	1.3%	959	1.9%
18 - 64	385	81.2%	30,888	60.8%
65 - 74	27	5.7%	7,087	14.0%
75+	12	2.5%	2,102	4.1%
<b>Washoe East</b>	<b>112</b>	<b>2.3%</b>	<b>338</b>	<b>0.1%</b>
0 - 4	4	3.6%	5	1.6%
5 - 15	9	8.0%	51	15.0%
16 - 17	5	4.5%	14	4.0%
18 - 64	79	70.5%	215	63.6%
65 - 74	12	10.7%	41	12.1%
75+	3	2.7%	13	3.7%
<b>Washoe Southeast</b>	<b>36</b>	<b>0.7%</b>	<b>6,265</b>	<b>1.3%</b>
0 - 4	5	13.9%	864	13.8%
5 - 15	1	2.8%	196	3.1%
18 - 64	21	58.3%	4,244	67.8%
65 - 74	8	22.2%	939	15.0%
75+	1	2.8%	21	0.3%
<b>Grand Total</b>	<b>4959</b>	<b>100.0%</b>	<b>475,639</b>	<b>100.0%</b>

Table 11 - Race/Ethnicity by District

Race/Ethnicity	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
White / Caucasian	2987	60.4%	321,112	67.7%
Hispanic / Mexican-American	965	19.5%	58,408	12.3%
Multiple Ethnicity	463	9.4%	55,409	11.7%
Asian / Pacific Islander	252	5.1%	26,013	5.5%
Black / African-American	167	3.4%	11,473	2.4%
Native American	94	1.9%	1,364	0.3%
Other	18	0.4%	389	0.1%
<b>Grand Total</b>	<b>4946</b>	<b>100.0%</b>	<b>474,169</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>74</b>	<b>1.5%</b>	<b>5,480</b>	<b>1.2%</b>
Hispanic / Mexican-American	29	39.2%	2,265	41.3%
White / Caucasian	27	36.5%	2,228	40.7%
Multiple Ethnicity	10	13.5%	641	11.7%
Asian / Pacific Islander	4	5.4%	324	5.9%
Native American	3	4.1%	20	0.4%
Other	1	1.4%	1	0.0%
<b>Anderson</b>	<b>88</b>	<b>1.8%</b>	<b>14,930</b>	<b>3.1%</b>
White / Caucasian	61	69.3%	13,241	88.7%
Black / African-American	18	20.5%	188	1.3%
Hispanic / Mexican-American	7	8.0%	357	2.4%
Other	1	1.1%	39	0.3%
Multiple Ethnicity	1	1.1%	1,104	7.4%
<b>Central Sparks</b>	<b>505</b>	<b>10.2%</b>	<b>44,213</b>	<b>9.3%</b>
White / Caucasian	224	44.4%	19,178	43.4%
Hispanic / Mexican-American	176	34.9%	10,711	24.2%
Multiple Ethnicity	62	12.3%	10,481	23.7%
Asian / Pacific Islander	19	3.8%	2,458	5.6%
Native American	19	3.8%	0	0.0%
Black / African-American	3	0.6%	1,385	3.1%
Other	2	0.4%	1	0.0%
<b>Cold Springs</b>	<b>100</b>	<b>2.0%</b>	<b>15,987</b>	<b>3.4%</b>
White / Caucasian	79	79.0%	11,949	74.7%
Hispanic / Mexican-American	9	9.0%	1,737	10.9%
Multiple Ethnicity	5	5.0%	1,656	10.4%
Asian / Pacific Islander	4	4.0%	269	1.7%
Native American	2	2.0%	248	1.6%
Black / African-American	1	1.0%	128	0.8%

<b>Convention Center</b>	<b>141</b>	<b>2.9%</b>	<b>7,305</b>	<b>1.5%</b>
Hispanic / Mexican-American	68	48.2%	2,433	33.3%
White / Caucasian	60	42.6%	3,190	43.7%
Asian / Pacific Islander	7	5.0%	457	6.2%
Multiple Ethnicity	5	3.5%	540	7.4%
Black / African-American	1	0.7%	685	9.4%
<b>Downtown</b>	<b>280</b>	<b>5.7%</b>	<b>7,709</b>	<b>1.6%</b>
White / Caucasian	207	73.9%	5,311	68.9%
Hispanic / Mexican-American	47	16.8%	618	8.0%
Multiple Ethnicity	22	7.9%	576	7.5%
Black / African-American	2	0.7%	468	6.1%
Asian / Pacific Islander	2	0.7%	736	9.6%
<b>East Sparks</b>	<b>294</b>	<b>5.9%</b>	<b>39,089</b>	<b>8.2%</b>
White / Caucasian	158	53.7%	27,363	70.0%
Hispanic / Mexican-American	68	23.1%	4,752	12.2%
Multiple Ethnicity	37	12.6%	4,215	10.8%
Asian / Pacific Islander	23	7.8%	2,113	5.4%
Native American	5	1.7%	0	0.0%
Other	2	0.7%	0	0.0%
Black / African-American	1	0.3%	645	1.7%
<b>Galena Creek Park</b>	<b>11</b>	<b>0.2%</b>	<b>3,795</b>	<b>0.8%</b>
White / Caucasian	11	100.0%	3,795	100.0%
<b>Huffaker Hills</b>	<b>379</b>	<b>7.7%</b>	<b>41,609</b>	<b>8.8%</b>
White / Caucasian	201	53.0%	29,870	71.8%
Asian / Pacific Islander	56	14.8%	4,681	11.2%
Black / African-American	50	13.2%	966	2.3%
Multiple Ethnicity	43	11.3%	3,919	9.4%
Hispanic / Mexican-American	20	5.3%	1,922	4.6%
Native American	5	1.3%	102	0.2%
Other	4	1.1%	149	0.4%
<b>North Sparks</b>	<b>95</b>	<b>1.9%</b>	<b>10,017</b>	<b>2.1%</b>
White / Caucasian	44	46.3%	6,963	69.5%
Hispanic / Mexican-American	29	30.5%	1,464	14.6%
Multiple Ethnicity	12	12.6%	1,105	11.0%
Asian / Pacific Islander	10	10.5%	485	4.8%
<b>North Valleys</b>	<b>564</b>	<b>11.4%</b>	<b>60,834</b>	<b>12.8%</b>
White / Caucasian	351	62.2%	34,193	56.2%
Hispanic / Mexican-American	127	22.5%	12,492	20.5%
Multiple Ethnicity	64	11.3%	9,149	15.0%
Native American	10	1.8%	775	1.3%
Black / African-American	8	1.4%	1,672	2.7%
Asian / Pacific Islander	3	0.5%	2,552	4.2%
Other	1	0.2%	0	0.0%

<b>Pyramid Lake</b>	<b>38</b>	<b>0.8%</b>	<b>10,985</b>	<b>2.3%</b>
White / Caucasian	28	73.7%	9,917	90.3%
Hispanic / Mexican-American	6	15.8%	303	2.8%
Asian / Pacific Islander	2	5.3%	339	3.1%
Native American	1	2.6%	41	0.4%
Multiple Ethnicity	1	2.6%	385	3.5%
<b>Reno Northwest</b>	<b>382</b>	<b>7.7%</b>	<b>24,795</b>	<b>5.2%</b>
White / Caucasian	245	64.1%	18,763	75.7%
Hispanic / Mexican-American	53	13.9%	2,144	8.6%
Multiple Ethnicity	35	9.2%	2,037	8.2%
Black / African-American	26	6.8%	772	3.1%
Asian / Pacific Islander	17	4.5%	1,063	4.3%
Native American	5	1.3%	16	0.1%
Other	1	0.3%	1	0.0%
<b>Reno South</b>	<b>791</b>	<b>16.0%</b>	<b>42,665</b>	<b>9.0%</b>
White / Caucasian	483	61.1%	27,040	63.4%
Hispanic / Mexican-American	203	25.7%	7,245	17.0%
Multiple Ethnicity	62	7.8%	4,859	11.4%
Asian / Pacific Islander	20	2.5%	2,267	5.3%
Black / African-American	12	1.5%	1,236	2.9%
Native American	9	1.1%	17	0.0%
Other	2	0.3%	1	0.0%
<b>Rolling Hills</b>	<b>114</b>	<b>2.3%</b>	<b>18,129</b>	<b>3.8%</b>
White / Caucasian	81	71.1%	15,436	85.1%
Multiple Ethnicity	11	9.6%	1,120	6.2%
Asian / Pacific Islander	6	5.3%	787	4.3%
Black / African-American	6	5.3%	194	1.1%
Native American	5	4.4%	85	0.5%
Hispanic / Mexican-American	4	3.5%	312	1.7%
Other	1	0.9%	195	1.1%
<b>Spanish Springs</b>	<b>296</b>	<b>6.0%</b>	<b>58,754</b>	<b>12.4%</b>
White / Caucasian	196	66.2%	44,596	75.9%
Hispanic / Mexican-American	36	12.2%	3,772	6.4%
Multiple Ethnicity	35	11.8%	6,597	11.2%
Native American	18	6.1%	44	0.1%
Asian / Pacific Islander	6	2.0%	2,717	4.6%
Black / African-American	4	1.4%	1,024	1.7%
Other	1	0.3%	2	0.0%

<b>University</b>	<b>173</b>	<b>3.5%</b>	<b>11,806</b>	<b>2.5%</b>
White / Caucasian	105	60.7%	7,223	61.2%
Hispanic / Mexican-American	36	20.8%	1,271	10.8%
Asian / Pacific Islander	21	12.1%	1,238	10.5%
Multiple Ethnicity	9	5.2%	1,467	12.4%
Black / African-American	1	0.6%	608	5.1%
Other	1	0.6%	0	0.0%
<b>Verdi-Mogul</b>	<b>473</b>	<b>9.6%</b>	<b>49,464</b>	<b>10.4%</b>
White / Caucasian	321	67.9%	35,129	71.0%
Asian / Pacific Islander	48	10.1%	3,399	6.9%
Hispanic / Mexican-American	35	7.4%	4,526	9.1%
Multiple Ethnicity	31	6.6%	4,934	10.0%
Black / African-American	28	5.9%	1,477	3.0%
Native American	9	1.9%	0	0.0%
Other	1	0.2%	0	0.0%
<b>Washoe East</b>	<b>112</b>	<b>2.3%</b>	<b>338</b>	<b>0.1%</b>
White / Caucasian	76	67.9%	180	53.4%
Multiple Ethnicity	16	14.3%	54	15.9%
Hispanic / Mexican-American	12	10.7%	84	24.9%
Black / African-American	5	4.5%	4	1.2%
Native American	3	2.7%	16	4.6%
<b>Washoe Southeast</b>	<b>36</b>	<b>0.7%</b>	<b>6,265</b>	<b>1.3%</b>
White / Caucasian	29	80.6%	5,545	88.5%
Asian / Pacific Islander	4	11.1%	130	2.1%
Multiple Ethnicity	2	5.6%	570	9.1%
Black / African-American	1	2.8%	19	0.3%
<b>Grand Total</b>	<b>4946</b>	<b>100.0%</b>	<b>474,169</b>	<b>100.0%</b>

Table 12 - Number of Jobs by District

Number of Jobs	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
1	2786	98.0%	233,449	97.2%
2	52	1.8%	6,361	2.6%
3	4	0.1%	38	0.0%
4+	1	0.0%	297	0.1%
<b>Grand Total</b>	<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>38</b>	<b>1.3%</b>	<b>2,567</b>	<b>1.1%</b>
1	38	100.0%	2,567	100.0%
<b>Anderson</b>	<b>57</b>	<b>2.0%</b>	<b>10,212</b>	<b>4.3%</b>
1	56	98.2%	10,212	100.0%
2	1	1.8%	0	0.0%
<b>Central Sparks</b>	<b>230</b>	<b>8.1%</b>	<b>19,869</b>	<b>8.3%</b>
1	223	97.0%	18,477	93.0%
2	6	2.6%	1,390	7.0%
3	1	0.4%	2	0.0%
<b>Cold Springs</b>	<b>56</b>	<b>2.0%</b>	<b>8,441</b>	<b>3.5%</b>
1	54	96.4%	8,313	98.5%
2	2	3.6%	128	1.5%
<b>Convention Center</b>	<b>89</b>	<b>3.1%</b>	<b>3,566</b>	<b>1.5%</b>
1	88	98.9%	3,566	100.0%
3	1	1.1%	0	0.0%
<b>Downtown</b>	<b>178</b>	<b>6.3%</b>	<b>4,823</b>	<b>2.0%</b>
1	176	98.9%	4,822	100.0%
2	2	1.1%	0	0.0%
<b>East Sparks</b>	<b>155</b>	<b>5.5%</b>	<b>17,075</b>	<b>7.1%</b>
1	150	96.8%	16,733	98.0%
2	5	3.2%	343	2.0%
<b>Galena Creek Park</b>	<b>3</b>	<b>0.1%</b>	<b>1,033</b>	<b>0.4%</b>
1	3	100.0%	1,033	100.0%
<b>Huffaker Hills</b>	<b>257</b>	<b>9.0%</b>	<b>22,308</b>	<b>9.3%</b>
1	252	98.1%	21,847	97.9%
2	5	1.9%	461	2.1%
<b>North Sparks</b>	<b>50</b>	<b>1.8%</b>	<b>6,114</b>	<b>2.5%</b>
1	50	100.0%	6,114	100.0%
<b>North Valleys</b>	<b>288</b>	<b>10.1%</b>	<b>26,872</b>	<b>11.2%</b>
1	279	96.9%	26,460	98.5%
2	8	2.8%	393	1.5%
3	1	0.3%	19	0.1%

<b>Pyramid Lake</b>	<b>23</b>	<b>0.8%</b>	<b>4,897</b>	<b>2.0%</b>
1	23	100.0%	4,897	100.0%
<b>Reno Northwest</b>	<b>241</b>	<b>8.5%</b>	<b>13,613</b>	<b>5.7%</b>
1	239	99.2%	13,292	97.6%
2	2	0.8%	321	2.4%
<b>Reno South</b>	<b>482</b>	<b>17.0%</b>	<b>20,015</b>	<b>8.3%</b>
1	476	98.8%	19,904	99.4%
2	5	1.0%	95	0.5%
3	1	0.2%	16	0.1%
<b>Rolling Hills</b>	<b>66</b>	<b>2.3%</b>	<b>10,520</b>	<b>4.4%</b>
1	65	98.5%	10,520	100.0%
2	1	1.5%	0	0.0%
<b>Spanish Springs</b>	<b>152</b>	<b>5.3%</b>	<b>30,200</b>	<b>12.6%</b>
1	144	94.7%	26,866	89.0%
2	7	4.6%	3,037	10.1%
4+	1	0.7%	297	1.0%
<b>University</b>	<b>117</b>	<b>4.1%</b>	<b>7,679</b>	<b>3.2%</b>
1	113	96.6%	7,646	99.6%
2	4	3.4%	33	0.4%
<b>Verdi-Mogul</b>	<b>297</b>	<b>10.4%</b>	<b>27,730</b>	<b>11.5%</b>
1	293	98.7%	27,570	99.4%
2	4	1.3%	159	0.6%
<b>Washoe East</b>	<b>49</b>	<b>1.7%</b>	<b>129</b>	<b>0.1%</b>
1	49	100.0%	129	100.0%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.5%</b>	<b>2,480</b>	<b>1.0%</b>
1	15	100.0%	2,480	100.0%
<b>Grand Total</b>	<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>

Figure 6 - Map of Workplace Locations

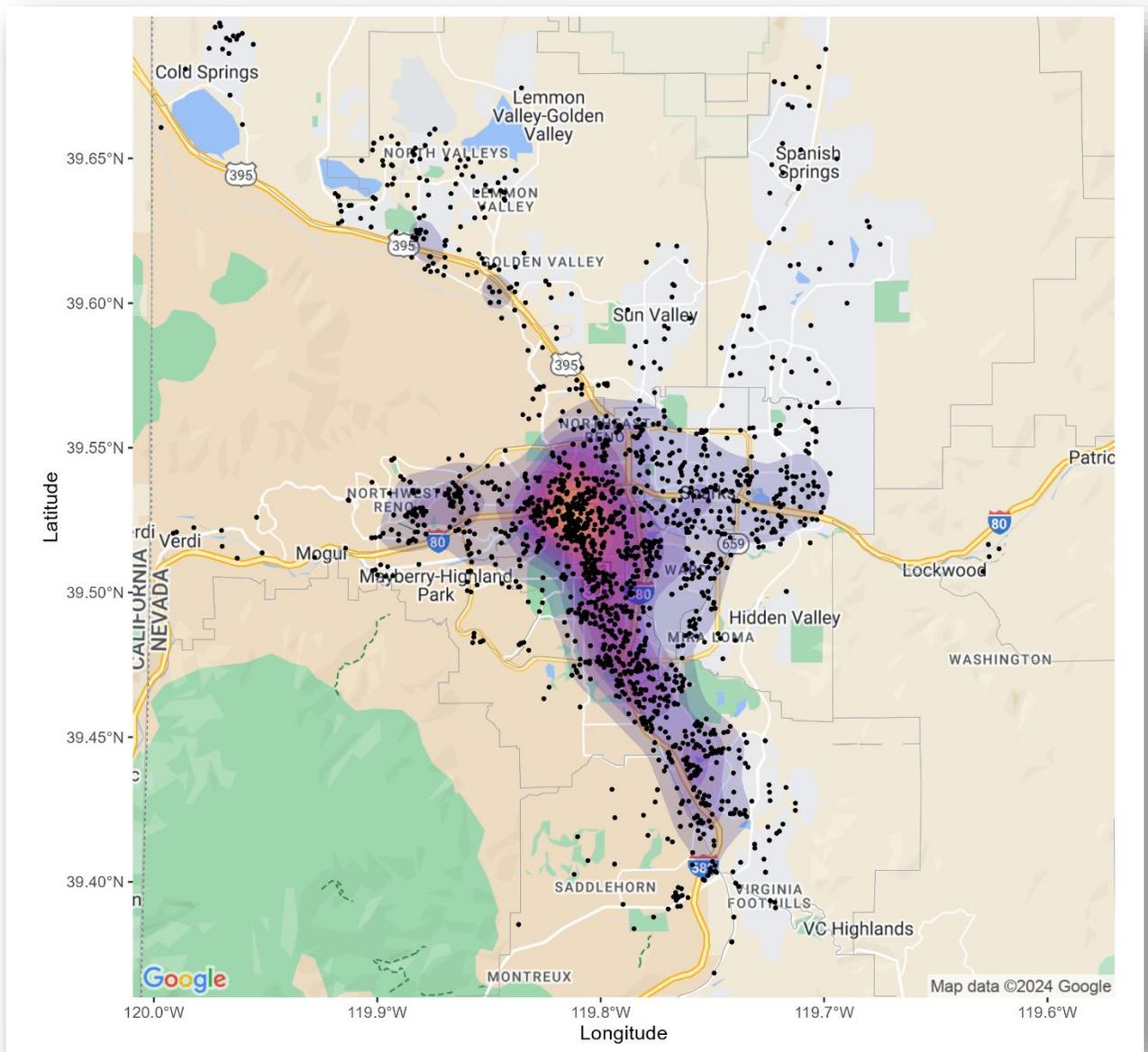


Figure 7 - Map of Workplace Locations for the City of Fernley

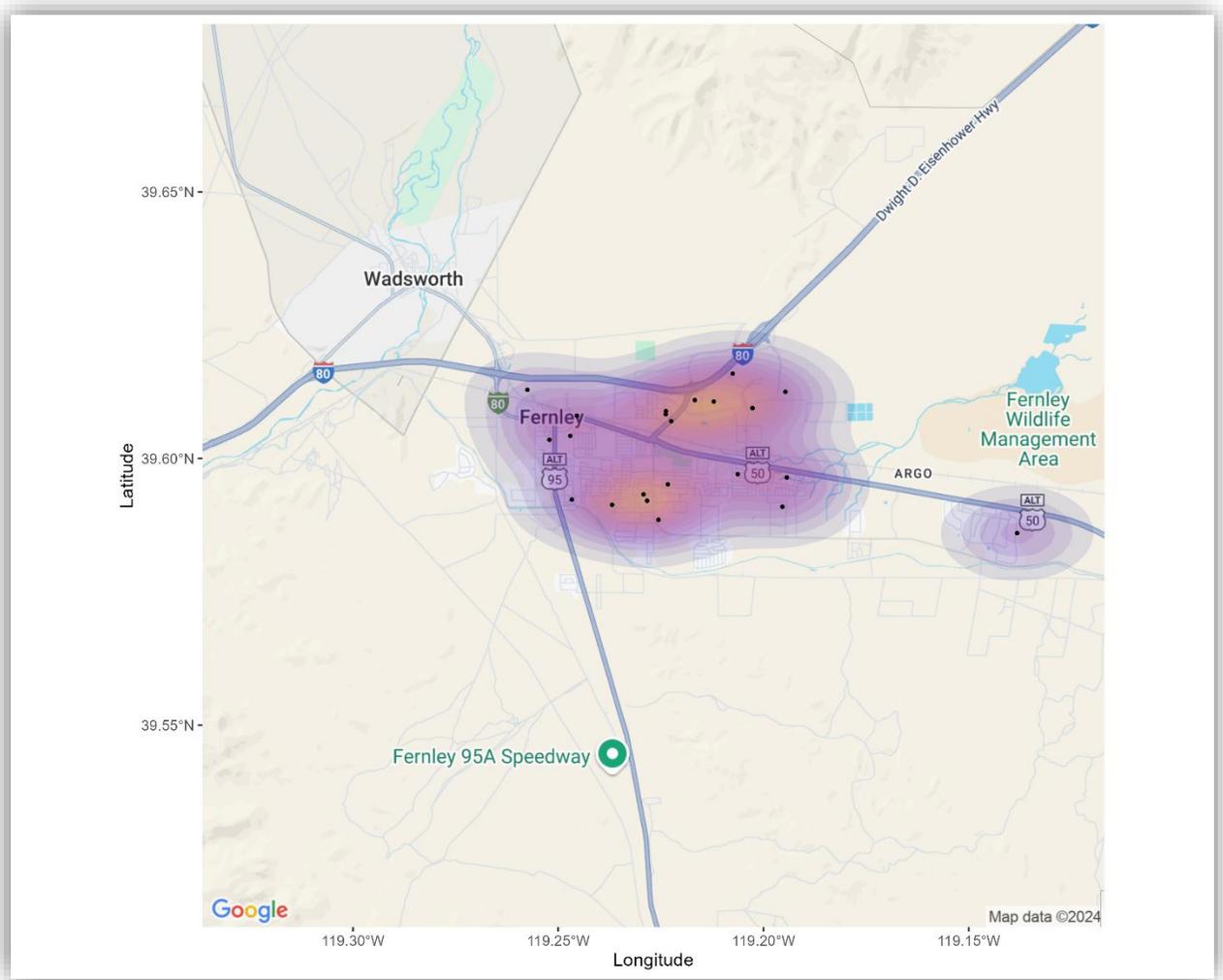


Table 13 - Telecommute by District

Telecommute	Unweighted		Weighted	
All Districts	Frequency	Percentage	Frequency	Percentage
No	2530	89.0%	194,286	80.9%
Yes, Hybrid or Flexible Location	236	8.3%	29,957	12.5%
Yes, Only Remote	77	2.7%	15,902	6.6%
<b>Grand Total</b>	<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>38</b>	<b>1.3%</b>	<b>2,567</b>	<b>1.1%</b>
No	33	86.8%	1,949	75.9%
Yes, Hybrid or Flexible Location	4	10.5%	618	24.1%
Yes, Only Remote	1	2.6%	0	0.0%
<b>Anderson</b>	<b>57</b>	<b>2.0%</b>	<b>10,212</b>	<b>4.3%</b>
No	48	84.2%	6,908	67.7%
Yes, Hybrid or Flexible Location	7	12.3%	2,199	21.5%
Yes, Only Remote	2	3.5%	1,104	10.8%
<b>Central Sparks</b>	<b>230</b>	<b>8.1%</b>	<b>19,869</b>	<b>8.3%</b>
No	200	87.0%	17,246	86.8%
Yes, Hybrid or Flexible Location	26	11.3%	2,406	12.1%
Yes, Only Remote	4	1.7%	218	1.1%
<b>Cold Springs</b>	<b>56</b>	<b>2.0%</b>	<b>8,441</b>	<b>3.5%</b>
No	50	89.3%	7,644	90.6%
Yes, Hybrid or Flexible Location	5	8.9%	795	9.4%
Yes, Only Remote	1	1.8%	1	0.0%
<b>Convention Center</b>	<b>89</b>	<b>3.1%</b>	<b>3,566</b>	<b>1.5%</b>
No	82	92.1%	3,405	95.5%
Yes, Hybrid or Flexible Location	6	6.7%	161	4.5%
Yes, Only Remote	1	1.1%	0	0.0%
<b>Downtown</b>	<b>178</b>	<b>6.3%</b>	<b>4,823</b>	<b>2.0%</b>
No	168	94.4%	4,474	92.8%
Yes, Hybrid or Flexible Location	9	5.1%	347	7.2%
Yes, Only Remote	1	0.6%	2	0.0%
<b>East Sparks</b>	<b>155</b>	<b>5.5%</b>	<b>17,075</b>	<b>7.1%</b>
No	142	91.6%	15,702	92.0%
Yes, Hybrid or Flexible Location	7	4.5%	1,112	6.5%
Yes, Only Remote	6	3.9%	262	1.5%
<b>Galena Creek Park</b>	<b>3</b>	<b>0.1%</b>	<b>1,033</b>	<b>0.4%</b>
No	1	33.3%	137	13.3%
Yes, Hybrid or Flexible Location	1	33.3%	633	61.3%
Yes, Only Remote	1	33.3%	263	25.5%

<b>Huffaker Hills</b>	<b>257</b>	<b>9.0%</b>	<b>22,308</b>	<b>9.3%</b>
No	230	89.5%	16,530	74.1%
Yes, Hybrid or Flexible Location	20	7.8%	4,570	20.5%
Yes, Only Remote	7	2.7%	1,208	5.4%
<b>North Sparks</b>	<b>50</b>	<b>1.8%</b>	<b>6,114</b>	<b>2.5%</b>
No	44	88.0%	5,508	90.1%
Yes, Hybrid or Flexible Location	4	8.0%	273	4.5%
Yes, Only Remote	2	4.0%	333	5.4%
<b>North Valleys</b>	<b>288</b>	<b>10.1%</b>	<b>26,872</b>	<b>11.2%</b>
No	256	88.9%	22,611	84.1%
Yes, Hybrid or Flexible Location	26	9.0%	1,645	6.1%
Yes, Only Remote	6	2.1%	2,616	9.7%
<b>Pyramid Lake</b>	<b>23</b>	<b>0.8%</b>	<b>4,897</b>	<b>2.0%</b>
No	20	87.0%	4,235	86.5%
Yes, Hybrid or Flexible Location	2	8.7%	493	10.1%
Yes, Only Remote	1	4.3%	170	3.5%
<b>Reno Northwest</b>	<b>241</b>	<b>8.5%</b>	<b>13,613</b>	<b>5.7%</b>
No	219	90.9%	10,504	77.2%
Yes, Hybrid or Flexible Location	15	6.2%	2,073	15.2%
Yes, Only Remote	7	2.9%	1,036	7.6%
<b>Reno South</b>	<b>482</b>	<b>17.0%</b>	<b>20,015</b>	<b>8.3%</b>
No	441	91.5%	17,021	85.0%
Yes, Hybrid or Flexible Location	32	6.6%	1,590	7.9%
Yes, Only Remote	9	1.9%	1,404	7.0%
<b>Rolling Hills</b>	<b>66</b>	<b>2.3%</b>	<b>10,520</b>	<b>4.4%</b>
No	54	81.8%	8,149	77.5%
Yes, Hybrid or Flexible Location	10	15.2%	793	7.5%
Yes, Only Remote	2	3.0%	1,579	15.0%
<b>Spanish Springs</b>	<b>152</b>	<b>5.3%</b>	<b>30,200</b>	<b>12.6%</b>
No	119	78.3%	23,796	78.8%
Yes, Hybrid or Flexible Location	22	14.5%	4,702	15.6%
Yes, Only Remote	11	7.2%	1,702	5.6%
<b>University</b>	<b>117</b>	<b>4.1%</b>	<b>7,679</b>	<b>3.2%</b>
No	107	91.5%	6,604	86.0%
Yes, Hybrid or Flexible Location	8	6.8%	511	6.7%
Yes, Only Remote	2	1.7%	564	7.3%
<b>Verdi-Mogul</b>	<b>297</b>	<b>10.4%</b>	<b>27,730</b>	<b>11.5%</b>
No	261	87.9%	19,463	70.2%
Yes, Hybrid or Flexible Location	25	8.4%	4,836	17.4%
Yes, Only Remote	11	3.7%	3,430	12.4%

<b>Washoe East</b>	<b>49</b>	<b>1.7%</b>	<b>129</b>	<b>0.1%</b>
No	41	83.7%	116	89.8%
Yes, Hybrid or Flexible Location	6	12.2%	4	2.8%
Yes, Only Remote	2	4.1%	10	7.5%
<b>Washoe Southeast</b>	<b>15</b>	<b>0.5%</b>	<b>2,480</b>	<b>1.0%</b>
No	14	93.3%	2,284	92.1%
Yes, Hybrid or Flexible Location	1	6.7%	196	7.9%
<b>Grand Total</b>	<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>

Table 14 - Telecommute by Industry

Telecommute by Industry		Unweighted		Weighted	
Industry		Frequency	Percentage	Frequency	Percentage
<b>Administration and Support of Waste Management and Remediation Services</b>		<b>17</b>	<b>0.6%</b>	<b>1,218</b>	<b>0.5%</b>
	No	13	76.5%	810	66.5%
	Yes, Hybrid or Flexible Location	4	23.5%	408	33.5%
<b>Agriculture, Forestry, Fishing and Hunting</b>		<b>11</b>	<b>0.4%</b>	<b>755</b>	<b>0.3%</b>
	No	8	72.7%	362	48.0%
	Yes, Hybrid or Flexible Location	2	18.2%	387	51.2%
	Yes, Only Remote	1	9.1%	6	0.8%
<b>Arts, Entertainment, and Recreation</b>		<b>72</b>	<b>2.5%</b>	<b>6,336</b>	<b>2.6%</b>
	No	63	87.5%	5,496	86.7%
	Yes, Hybrid or Flexible Location	8	11.1%	840	13.3%
	Yes, Only Remote	1	1.4%	0	0.0%
<b>Casino, Hotel, Food Services and Other Accommodation</b>		<b>341</b>	<b>12.0%</b>	<b>22,368</b>	<b>9.3%</b>
	No	337	98.8%	21,756	97.3%
	Yes, Hybrid or Flexible Location	3	0.9%	349	1.6%
	Yes, Only Remote	1	0.3%	263	1.2%
<b>Construction</b>		<b>98</b>	<b>3.4%</b>	<b>6,458</b>	<b>2.7%</b>
	No	90	91.8%	5,990	92.8%
	Yes, Hybrid or Flexible Location	5	5.1%	198	3.1%
	Yes, Only Remote	3	3.1%	269	4.2%
<b>Educational Services</b>		<b>319</b>	<b>11.2%</b>	<b>27,729</b>	<b>11.5%</b>
	No	300	94.0%	24,788	89.4%
	Yes, Hybrid or Flexible Location	5	1.6%	653	2.4%
	Yes, Only Remote	14	4.4%	2,287	8.2%

Telecommute by Industry		Unweighted		Weighted	
Industry		Frequency	Percentage	Frequency	Percentage
<b>Finance and Insurance</b>		<b>140</b>	<b>4.9%</b>	<b>9,075</b>	<b>3.8%</b>
No		112	80.0%	5,952	65.6%
Yes, Hybrid or Flexible Location		26	18.6%	3,097	34.1%
Yes, Only Remote		2	1.4%	26	0.3%
<b>Healthcare and Social Assistance</b>		<b>413</b>	<b>14.5%</b>	<b>31,440</b>	<b>13.1%</b>
No		377	91.3%	25,416	80.8%
Yes, Hybrid or Flexible Location		28	6.8%	3,696	11.8%
Yes, Only Remote		8	1.9%	2,329	7.4%
<b>Information</b>		<b>74</b>	<b>2.6%</b>	<b>13,284</b>	<b>5.5%</b>
No		53	71.6%	9,760	73.5%
Yes, Hybrid or Flexible Location		20	27.0%	3,521	26.5%
Yes, Only Remote		1	1.4%	4	0.0%
<b>Management of Companies and Enterprises</b>		<b>78</b>	<b>2.7%</b>	<b>8,549</b>	<b>3.6%</b>
No		63	80.8%	5,626	65.8%
Yes, Hybrid or Flexible Location		13	16.7%	2,471	28.9%
Yes, Only Remote		2	2.6%	452	5.3%
<b>Manufacturing</b>		<b>148</b>	<b>5.2%</b>	<b>13,480</b>	<b>5.6%</b>
No		142	95.9%	10,539	78.2%
Yes, Hybrid or Flexible Location		3	2.0%	269	2.0%
Yes, Only Remote		3	2.0%	2,672	19.8%
<b>Mining, Quarrying, and Oil and Gas Extraction</b>		<b>9</b>	<b>0.3%</b>	<b>956</b>	<b>0.4%</b>
No		7	77.8%	756	79.1%
Yes, Hybrid or Flexible Location		1	11.1%	71	7.5%
Yes, Only Remote		1	11.1%	129	13.5%

Telecommute by Industry		Unweighted		Weighted	
Industry		Frequency	Percentage	Frequency	Percentage
<b>Other Services (except Public Administration)</b>		<b>184</b>	<b>6.5%</b>	<b>12,612</b>	<b>5.3%</b>
No		162	88.0%	10,997	87.2%
Yes, Hybrid or Flexible Location		17	9.2%	1,372	10.9%
Yes, Only Remote		5	2.7%	244	1.9%
<b>Professional, Scientific and Technical Services</b>		<b>101</b>	<b>3.6%</b>	<b>10,463</b>	<b>4.4%</b>
No		69	68.3%	5,912	56.5%
Yes, Hybrid or Flexible Location		19	18.8%	2,612	25.0%
Yes, Only Remote		13	12.9%	1,939	18.5%
<b>Public Administration</b>		<b>70</b>	<b>2.5%</b>	<b>7,671</b>	<b>3.2%</b>
No		60	85.7%	6,179	80.6%
Yes, Hybrid or Flexible Location		5	7.1%	618	8.1%
Yes, Only Remote		5	7.1%	874	11.4%
<b>Real Estate, Rental and Leasing</b>		<b>37</b>	<b>1.3%</b>	<b>6,763</b>	<b>2.8%</b>
No		25	67.6%	3,316	49.0%
Yes, Hybrid or Flexible Location		11	29.7%	2,671	39.5%
Yes, Only Remote		1	2.7%	776	11.5%
<b>Retail Trade</b>		<b>256</b>	<b>9.0%</b>	<b>20,743</b>	<b>8.6%</b>
No		237	92.6%	17,471	84.2%
Yes, Hybrid or Flexible Location		16	6.3%	3,028	14.6%
Yes, Only Remote		3	1.2%	245	1.2%
<b>Something else (specify)</b>		<b>195</b>	<b>6.9%</b>	<b>17,067</b>	<b>7.1%</b>
No		155	79.5%	12,463	73.0%
Yes, Hybrid or Flexible Location		32	16.4%	1,838	10.8%
Yes, Only Remote		8	4.1%	2,766	16.2%

Telecommute by Industry		Unweighted		Weighted	
Industry		Frequency	Percentage	Frequency	Percentage
<b>Transportation and Warehousing</b>		<b>188</b>	<b>6.6%</b>	<b>17,040</b>	<b>7.1%</b>
No		173	92.0%	15,697	92.1%
Yes, Hybrid or Flexible Location		11	5.9%	728	4.3%
Yes, Only Remote		4	2.1%	616	3.6%
<b>Utilities</b>		<b>35</b>	<b>1.2%</b>	<b>4,284</b>	<b>1.8%</b>
No		27	77.1%	3,148	73.5%
Yes, Hybrid or Flexible Location		7	20.0%	1,130	26.4%
Yes, Only Remote		1	2.9%	5	0.1%
<b>Wholesale Trade</b>		<b>57</b>	<b>2.0%</b>	<b>1,852</b>	<b>0.8%</b>
No		57	100.0%	1,852	100.0%
<b>Grand Total</b>		<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>

Table 15 - Educational Attainment by District

Educational Attainment	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
<b>All Districts</b>				
Less than a high school graduate	151	3.5%	11,237	2.9%
High school graduate or GED	1148	26.5%	104,832	27.2%
Some College or Associate's degree	1443	33.3%	117,429	30.5%
Bachelor's degree	1169	27.0%	101,473	26.4%
Graduate degree or professional degree	421	9.7%	49,815	12.9%
<b>Grand Total</b>	<b>4332</b>	<b>100.0%</b>	<b>384,786</b>	<b>100.0%</b>
District	Frequency	Percentage	Frequency	Percentage
<b>Airport</b>	<b>64</b>	<b>1.5%</b>	<b>4,312</b>	<b>1.1%</b>
Less than a high school graduate	6	9.4%	703	16.3%
High school graduate or GED	14	21.9%	765	17.7%
Some College or Associate's degree	22	34.4%	1,542	35.8%
Bachelor's degree	16	25.0%	1,078	25.0%
Graduate degree or professional degree	6	9.4%	223	5.2%
<b>Anderson</b>	<b>78</b>	<b>1.8%</b>	<b>13,524</b>	<b>3.5%</b>
Less than a high school graduate	4	5.1%	9	0.1%
High school graduate or GED	13	16.7%	3,395	25.1%
Some College or Associate's degree	30	38.5%	2,814	20.8%
Bachelor's degree	27	34.6%	4,958	36.7%
Graduate degree or professional degree	4	5.1%	2,347	17.4%
<b>Central Sparks</b>	<b>406</b>	<b>9.4%</b>	<b>34,281</b>	<b>8.9%</b>
Less than a high school graduate	14	3.4%	190	0.6%
High school graduate or GED	181	44.6%	15,511	45.2%
Some College or Associate's degree	133	32.8%	10,774	31.4%
Bachelor's degree	51	12.6%	4,636	13.5%
Graduate degree or professional degree	27	6.7%	3,170	9.2%
<b>Cold Springs</b>	<b>83</b>	<b>1.9%</b>	<b>12,058</b>	<b>3.1%</b>
Less than a high school graduate	2	2.4%	761	6.3%
High school graduate or GED	18	21.7%	4,972	41.2%
Some College or Associate's degree	31	37.3%	4,473	37.1%
Bachelor's degree	24	28.9%	1,296	10.7%
Graduate degree or professional degree	8	9.6%	556	4.6%
<b>Convention Center</b>	<b>124</b>	<b>2.9%</b>	<b>5,948</b>	<b>1.5%</b>
Less than a high school graduate	4	3.2%	1	0.0%
High school graduate or GED	35	28.2%	2,592	43.6%
Some College or Associate's degree	38	30.6%	2,149	36.1%
Bachelor's degree	38	30.6%	1,184	19.9%
Graduate degree or professional degree	9	7.3%	22	0.4%

<b>Downtown</b>	<b>266</b>	<b>6.1%</b>	<b>7,537</b>	<b>2.0%</b>
Less than a high school graduate	8	3.0%	86	1.1%
High school graduate or GED	64	24.1%	1,808	24.0%
Some College or Associate's degree	80	30.1%	2,531	33.6%
Bachelor's degree	84	31.6%	2,445	32.4%
Graduate degree or professional degree	30	11.3%	667	8.8%
<b>East Sparks</b>	<b>258</b>	<b>6.0%</b>	<b>31,893</b>	<b>8.3%</b>
Less than a high school graduate	12	4.7%	560	1.8%
High school graduate or GED	80	31.0%	8,331	26.1%
Some College or Associate's degree	71	27.5%	8,153	25.6%
Bachelor's degree	68	26.4%	10,416	32.7%
Graduate degree or professional degree	27	10.5%	4,433	13.9%
<b>Galena Creek Park</b>	<b>11</b>	<b>0.3%</b>	<b>3,795</b>	<b>1.0%</b>
Less than a high school graduate	1	9.1%	633	16.7%
Some College or Associate's degree	1	9.1%	633	16.7%
Bachelor's degree	2	18.2%	896	23.6%
Graduate degree or professional degree	7	63.6%	1,633	43.0%
<b>Huffaker Hills</b>	<b>342</b>	<b>7.9%</b>	<b>33,384</b>	<b>8.7%</b>
Less than a high school graduate	13	3.8%	2,185	6.5%
High school graduate or GED	38	11.1%	3,997	12.0%
Some College or Associate's degree	124	36.3%	10,912	32.7%
Bachelor's degree	127	37.1%	12,040	36.1%
Graduate degree or professional degree	40	11.7%	4,251	12.7%
<b>North Sparks</b>	<b>74</b>	<b>1.7%</b>	<b>8,283</b>	<b>2.2%</b>
Less than a high school graduate	3	4.1%	1	0.0%
High school graduate or GED	20	27.0%	1,781	21.5%
Some College or Associate's degree	29	39.2%	3,235	39.1%
Bachelor's degree	16	21.6%	2,025	24.5%
Graduate degree or professional degree	6	8.1%	1,241	15.0%
<b>North Valleys</b>	<b>474</b>	<b>10.9%</b>	<b>47,788</b>	<b>12.4%</b>
Less than a high school graduate	33	7.0%	3,998	8.4%
High school graduate or GED	198	41.8%	16,975	35.5%
Some College or Associate's degree	140	29.5%	13,020	27.2%
Bachelor's degree	80	16.9%	8,241	17.2%
Graduate degree or professional degree	23	4.9%	5,553	11.6%
<b>Pyramid Lake</b>	<b>33</b>	<b>0.8%</b>	<b>8,577</b>	<b>2.2%</b>
High school graduate or GED	7	21.2%	1,068	12.4%
Some College or Associate's degree	6	18.2%	230	2.7%
Bachelor's degree	10	30.3%	3,444	40.2%
Graduate degree or professional degree	10	30.3%	3,835	44.7%

<b>Reno Northwest</b>	<b>349</b>	<b>8.1%</b>	<b>20,930</b>	<b>5.4%</b>
Less than a high school graduate	3	0.9%	67	0.3%
High school graduate or GED	86	24.6%	5,211	24.9%
Some College or Associate's degree	116	33.2%	8,288	39.6%
Bachelor's degree	97	27.8%	5,637	26.9%
Graduate degree or professional degree	47	13.5%	1,727	8.3%
<b>Reno South</b>	<b>711</b>	<b>16.4%</b>	<b>33,332</b>	<b>8.7%</b>
Less than a high school graduate	16	2.3%	279	0.8%
High school graduate or GED	153	21.5%	6,489	19.5%
Some College or Associate's degree	260	36.6%	13,220	39.7%
Bachelor's degree	224	31.5%	9,716	29.1%
Graduate degree or professional degree	58	8.2%	3,627	10.9%
<b>Rolling Hills</b>	<b>102</b>	<b>2.4%</b>	<b>15,234</b>	<b>4.0%</b>
Less than a high school graduate	5	4.9%	644	4.2%
High school graduate or GED	8	7.8%	1,044	6.9%
Some College or Associate's degree	28	27.5%	4,326	28.4%
Bachelor's degree	44	43.1%	6,637	43.6%
Graduate degree or professional degree	17	16.7%	2,582	17.0%
<b>Spanish Springs</b>	<b>237</b>	<b>5.5%</b>	<b>47,125</b>	<b>12.2%</b>
Less than a high school graduate	4	1.7%	409	0.9%
High school graduate or GED	73	30.8%	13,939	29.6%
Some College or Associate's degree	75	31.6%	12,668	26.9%
Bachelor's degree	55	23.2%	11,769	25.0%
Graduate degree or professional degree	30	12.7%	8,340	17.7%
<b>University</b>	<b>165</b>	<b>3.8%</b>	<b>10,556</b>	<b>2.7%</b>
Less than a high school graduate	3	1.8%	17	0.2%
High school graduate or GED	42	25.5%	4,394	41.6%
Some College or Associate's degree	60	36.4%	3,043	28.8%
Bachelor's degree	46	27.9%	2,274	21.5%
Graduate degree or professional degree	14	8.5%	830	7.9%
<b>Verdi-Mogul</b>	<b>427</b>	<b>9.9%</b>	<b>40,771</b>	<b>10.6%</b>
Less than a high school graduate	10	2.3%	654	1.6%
High school graduate or GED	74	17.3%	11,535	28.3%
Some College or Associate's degree	151	35.4%	13,370	32.8%
Bachelor's degree	139	32.6%	10,849	26.6%
Graduate degree or professional degree	53	12.4%	4,362	10.7%
<b>Washoe East</b>	<b>99</b>	<b>2.3%</b>	<b>281</b>	<b>0.1%</b>
Less than a high school graduate	8	8.1%	14	4.8%
High school graduate or GED	38	38.4%	107	38.0%
Some College or Associate's degree	38	38.4%	130	46.4%
Bachelor's degree	13	13.1%	14	5.0%
Graduate degree or professional degree	2	2.0%	16	5.9%

<b>Washoe Southeast</b>	<b>29</b>	<b>0.7%</b>	<b>5,178</b>	<b>1.3%</b>
Less than a high school graduate	2	6.9%	26	0.5%
High school graduate or GED	6	20.7%	918	17.7%
Some College or Associate's degree	10	34.5%	1,916	37.0%
Bachelor's degree	8	27.6%	1,918	37.0%
Graduate degree or professional degree	3	10.3%	400	7.7%
<b>Grand Total</b>	<b>4332</b>	<b>100.0%</b>	<b>384,786</b>	<b>100.0%</b>

Table 16 - Total Hours Worked - Primary Job

Telecommute	Unweighted		Weighted		
	Hours	Frequency	Percentage	Frequency	Percentage
	0-9	20	0.7%	2,437	1.1%
	10-19	35	1.3%	5,739	2.5%
	20-29	177	6.6%	17,478	7.6%
	30-39	997	37.0%	50,040	21.7%
	40-49	1265	46.9%	130,862	56.8%
	50-59	128	4.7%	16,716	7.3%
	60-69	50	1.9%	4,166	1.8%
	70-79	16	0.6%	2,267	1.0%
	80-89	9	0.3%	534	0.2%
	90-99	1	0.0%	0	0.0%
<b>Grand Total</b>		<b>2698</b>	<b>100.0%</b>	<b>230,239</b>	<b>100.0%</b>

Table 17 - Total Hours Worked - All Jobs

Telecommute	Unweighted		Weighted		
	Hours	Frequency	Percentage	Frequency	Percentage
	0-9	20	0.7%	2,437	1.1%
	10-19	35	1.3%	5,739	2.5%
	20-29	176	6.5%	17,478	7.6%
	30-39	990	36.7%	49,599	21.5%
	40-49	1250	46.3%	128,043	55.6%
	50-59	130	4.8%	16,764	7.3%
	60-69	48	1.8%	6,313	2.7%
	70-79	20	0.7%	1,210	0.5%
	80-89	19	0.7%	764	0.3%
	90-99	3	0.1%	80	0.0%
	100-109	5	0.2%	1,372	0.6%
	110-119	2	0.1%	440	0.2%
<b>Grand Total</b>		<b>2698</b>	<b>100.0%</b>	<b>230,239</b>	<b>100.0%</b>

Table 18 - Percent Employed by District

% Employed District	Unweighted	
	Frequency	Percentage
Airport	38	51.4%
Anderson	57	64.8%
Central Sparks	230	45.0%
Cold Springs	56	56.0%
Convention Center	89	62.7%
Downtown	178	63.3%
East Sparks	155	51.7%
Galena Creek Park	3	27.3%
Huffaker Hills	257	67.6%
North Sparks	50	52.6%
North Valleys	288	51.1%
Pyramid Lake	23	60.5%
Reno Northwest	241	62.8%
Reno South	482	60.9%
Rolling Hills	66	57.4%
Spanish Springs	152	51.4%
University	117	67.6%
Verdi-Mogul	297	62.7%
Washoe East	49	43.8%
Washoe Southeast	15	41.7%
<b>Grand Total</b>	<b>2843</b>	<b>57.2%</b>

Table 19 - Percent Flex Time by District

% Flex Time District	Unweighted	
	Frequency	Percentage
Airport	17	23.0%
Anderson	17	19.3%
Central Sparks	68	13.3%
Cold Springs	13	13.0%
Convention Center	36	25.4%
Downtown	80	28.5%
East Sparks	40	13.3%
Galena Creek Park	1	9.1%
Huffaker Hills	107	28.2%
North Sparks	19	20.0%
North Valleys	88	15.6%
Pyramid Lake	4	10.5%
Reno Northwest	87	22.7%
Reno South	192	24.2%
Rolling Hills	37	32.2%
Spanish Springs	38	12.8%
University	59	34.1%
Verdi-Mogul	106	22.4%
Washoe East	13	11.6%
Washoe Southeast	5	13.9%
<b>Grand Total</b>	<b>1027</b>	<b>36.1%</b>

Table 20 - Primary Industry

Primary Industry	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
Healthcare and Social Assistance	413	14.5%	31,440	13.1%
Casino, Hotel, Food Services and Other Accommodation	341	12.0%	22,368	9.3%
Educational Services	319	11.2%	27,729	11.5%
Retail Trade	256	9.0%	20,743	8.6%
Something else (specify)	195	6.9%	17,067	7.1%
Transportation and Warehousing	188	6.6%	17,040	7.1%
Other Services (except Public Administration)	184	6.5%	12,612	5.3%
Manufacturing	148	5.2%	13,480	5.6%
Finance and Insurance	140	4.9%	9,075	3.8%
Professional, Scientific and Technical Services	101	3.6%	10,463	4.4%
Construction	98	3.4%	6,458	2.7%
Management of Companies and Enterprises	78	2.7%	8,549	3.6%
Information	74	2.6%	13,284	5.5%
Arts, Entertainment, and Recreation	72	2.5%	6,336	2.6%
Public Administration	70	2.5%	7,671	3.2%
Wholesale Trade	57	2.0%	1,852	0.8%
Real Estate, Rental and Leasing	37	1.3%	6,763	2.8%
Utilities	35	1.2%	4,284	1.8%
Administration and Support of Waste Management and Remediation Services	17	0.6%	1,218	0.5%
Agriculture, Forestry, Fishing and Hunting	11	0.4%	755	0.3%
Mining, Quarrying, and Oil and Gas Extraction	9	0.3%	956	0.4%
<b>Grand Total</b>	<b>2843</b>	<b>100.0%</b>	<b>240,145</b>	<b>100.0%</b>

Table 21 - Primary Occupation

Primary Occupation	Unweighted		Weighted	
	Frequency	Percentage	Frequency	Percentage
Management Occupations	340	12.0%	35,192	14.7%
Educational Instruction and Library Occupations	292	10.3%	25,117	10.5%
Food Preparation and Serving Related Occupations	282	10.0%	17,805	7.4%
Office and Administrative Support Occupations	116	4.1%	17,709	7.4%
Sales and Related Occupations	273	9.6%	16,979	7.1%
Healthcare Support Occupations	203	7.2%	14,588	6.1%
Business and Financial Operations Occupations	152	5.4%	12,604	5.3%
Transportation and Material Moving Occupations	144	5.1%	12,217	5.1%
Installation, Maintenance, and Repair Occupations	133	4.7%	11,851	5.0%
Healthcare Practitioners and Technical Occupations	146	5.2%	9,571	4.0%
Production Occupations	96	3.4%	8,291	3.5%
Something else	67	2.4%	8,197	3.4%
Computer and Mathematical Occupations	69	2.4%	8,186	3.4%
Other(specify)	97	3.4%	7,437	3.1%
Architecture and Engineering Occupations	43	1.5%	6,771	2.8%
Arts, Design, Entertainment, Sports, and Media Occupations	67	2.4%	4,613	1.9%
Legal Occupations	42	1.5%	4,494	1.9%
Construction and Extraction Occupations	63	2.2%	4,281	1.8%
Personal Care and Service Occupations	83	2.9%	4,187	1.7%
Community and Social Service Occupations	23	0.8%	2,364	1.0%
Life, Physical, and Social Science Occupations	24	0.8%	2,078	0.9%
Protective Service Occupations	37	1.3%	2,048	0.9%
Building and Grounds Cleaning and Maintenance Occupations	35	1.2%	1,856	0.8%
Military Specific Occupations	3	0.1%	683	0.3%
Farming, Fishing, and Forestry Occupations	3	0.1%	170	0.1%
<b>Grand Total</b>	<b>2833</b>	<b>100.0%</b>	<b>239,288</b>	<b>100.0%</b>

## 4.5 Trip Weights and Rates

Trip weights were generated by simply multiplying the final person weight by 260 to represent the number of trips on any given weekday within a year. These weights should be used to expand the data to the population.

Trip rates in the following tables were calculated by dividing the sum of trips by the sum of households or persons in the survey.

In the following tables, weighted frequencies for trip purpose and mode are shown. It is important to recognize that the travel day for most participants in the study began at home. This contributed to the high percentage of home-based trip purposes reported.

Table 22 - Household Trip Rates by District

Household Trip Rates		
District	Unweighted	Weighted
Airport	8.28	9.59
Anderson	7.00	8.31
Central Sparks	7.10	7.36
Cold Springs	9.44	8.32
Convention Center	8.32	6.69
Downtown	6.80	5.40
East Sparks	8.43	8.29
Galena Creek Park	3.80	3.62
Huffaker Hills	7.39	7.87
North Sparks	9.33	6.66
North Valleys	8.87	8.06
Pyramid Lake	6.11	7.86
Reno Northwest	6.92	6.89
Reno South	7.11	6.16
Rolling Hills	8.12	9.81
Spanish Springs	8.09	8.55
University	6.08	6.27
Verdi-Mogul	7.44	8.59
Washoe East	9.76	7.43
Washoe Southeast	8.60	7.08
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>

Table 23 - Person Trip Rates by District

Person Trip Rates		
District	Unweighted	Weighted
Airport	3.58	3.74
Anderson	2.55	3.26
Central Sparks	3.24	2.96
Cold Springs	3.40	2.80
Convention Center	3.34	2.92
Downtown	3.34	3.63
East Sparks	3.15	3.40
Galena Creek Park	1.73	1.51
Huffaker Hills	2.61	3.25
North Sparks	3.54	2.51
North Valleys	3.24	2.76
Pyramid Lake	2.89	3.16
Reno Northwest	2.97	3.25
Reno South	2.86	2.97
Rolling Hills	3.03	4.01
Spanish Springs	3.17	3.12
University	3.09	2.93
Verdi-Mogul	2.76	3.41
Washoe East	3.22	3.09
Washoe Southeast	3.58	3.04
<b>Grand Total</b>	<b>3.05</b>	<b>3.13</b>

Table 24 – Household Trip Rates by Household Size by District

HH Trip Rates by HH Size	Unweighted	Weighted
1	4.42	4.26
2	6.60	6.85
3	8.38	7.83
4+	12.31	13.35
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>
<b>Airport</b>	<b>8.28</b>	<b>9.59</b>
1	5.33	5.36
2	6.00	5.94
3	16.17	16.68
4+	9.33	13.74
<b>Anderson</b>	<b>7.00</b>	<b>8.31</b>
1	4.17	3.21
2	6.73	10.79
3	6.20	7.00
4+	9.40	10.02
<b>Central Sparks</b>	<b>7.10</b>	<b>7.36</b>
1	4.10	3.88
2	6.69	5.13
3	9.32	8.92
4+	14.33	14.39
<b>Cold Springs</b>	<b>9.44</b>	<b>8.32</b>
1	3.00	2.10
2	6.77	6.29
3	6.57	7.51
4+	17.36	13.51
<b>Convention Center</b>	<b>8.32</b>	<b>6.69</b>
1	4.11	3.57
2	6.67	6.35
3	9.14	7.00
4+	15.43	11.98
<b>Downtown</b>	<b>6.80</b>	<b>5.40</b>
1	4.28	4.43
2	7.68	6.22
3	9.27	9.61
4+	9.17	9.99

<b>East Sparks</b>	<b>8.43</b>	<b>8.29</b>
1	4.40	4.59
2	6.97	7.03
3	8.62	8.01
4+	13.33	15.81
<b>Galena Creek Park</b>	<b>3.80</b>	<b>3.62</b>
2	3.25	2.03
3	6.00	6.00
<b>Huffaker Hills</b>	<b>7.39</b>	<b>7.87</b>
1	4.47	4.52
2	5.93	6.47
3	8.22	8.71
4+	9.76	13.51
<b>North Sparks</b>	<b>9.33</b>	<b>6.66</b>
1	3.63	4.12
2	6.15	6.29
3	7.71	6.76
4+	21.63	9.49
<b>North Valleys</b>	<b>8.87</b>	<b>8.06</b>
1	5.35	4.23
2	7.02	7.13
3	9.24	6.05
4+	13.80	12.29
<b>Pyramid Lake</b>	<b>6.11</b>	<b>7.86</b>
1	3.75	3.97
2	7.25	6.82
3	6.00	7.63
4+	13.50	16.98
<b>Reno Northwest</b>	<b>6.92</b>	<b>6.89</b>
1	4.24	4.39
2	6.05	5.30
3	8.41	8.57
4+	10.95	15.00
<b>Reno South</b>	<b>7.11</b>	<b>6.16</b>
1	4.53	3.76
2	7.09	7.34
3	7.30	6.27
4+	10.13	10.27

<b>Rolling Hills</b>	<b>8.12</b>	<b>9.81</b>
1	4.50	6.48
2	7.33	9.21
3	8.57	8.04
4+	10.83	14.76
<b>Spanish Springs</b>	<b>8.09</b>	<b>8.55</b>
1	4.33	4.35
2	5.86	6.96
3	9.41	8.40
4+	14.75	13.47
<b>University</b>	<b>6.08</b>	<b>6.27</b>
1	4.34	3.75
2	5.56	5.00
3	6.67	10.08
4+	13.36	9.36
<b>Verdi-Mogul</b>	<b>7.44</b>	<b>8.59</b>
1	5.03	5.08
2	6.47	7.64
3	6.94	6.88
4+	11.23	15.59
<b>Washoe East</b>	<b>9.76</b>	<b>7.43</b>
1	2.71	2.57
2	6.75	5.89
3	9.33	9.50
4+	14.50	14.32
<b>Washoe Southeast</b>	<b>8.60</b>	<b>7.08</b>
1	4.33	4.12
2	5.71	5.62
3	12.50	11.86
4+	17.00	8.94
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>

Table 25 – Peron Trip Rates by Age by District

Person Trip Rates by Age	Unweighted	Weighted
0-24	2.47	2.61
25-34	3.19	3.39
35-44	3.57	3.53
45-54	3.22	3.30
55-64	3.27	3.20
65>	2.79	3.23
<b>Grand Total</b>	<b>3.05</b>	<b>3.13</b>
<b>Airport</b>	<b>3.58</b>	<b>3.74</b>
0 - 4	2.33	3.49
5 - 15	2.43	2.77
18 - 64	3.93	3.97
65 - 74	2.29	2.90
75+	4.50	5.36
<b>Anderson</b>	<b>2.55</b>	<b>3.26</b>
0 - 4	0.00	0.00
5 - 15	2.83	2.99
16 - 17	2.00	2.00
18 - 64	2.80	3.84
65 - 74	1.75	2.17
75+	0.00	0.00
<b>Central Sparks</b>	<b>3.24</b>	<b>2.96</b>
0 - 4	2.65	2.47
5 - 15	2.79	2.81
16 - 17	2.33	3.98
18 - 64	3.43	2.95
65 - 74	3.54	4.13
75+	1.87	1.92
<b>Cold Springs</b>	<b>3.40</b>	<b>2.80</b>
0 - 4	2.00	0.95
5 - 15	4.38	3.21
16 - 17	2.00	2.00
18 - 64	3.39	3.17
65 - 74	2.73	1.66
75+	4.00	4.00

<b>Convention Center</b>	<b>3.34</b>	<b>2.92</b>
0 - 4	2.50	2.80
5 - 15	2.73	2.00
16 - 17	4.00	5.95
18 - 64	3.42	3.04
65 - 74	3.25	2.44
75+	5.00	5.00
<b>Downtown</b>	<b>3.34</b>	<b>3.63</b>
0 - 4	2.50	3.95
5 - 15	4.44	7.82
18 - 64	3.31	3.36
65 - 74	4.60	4.76
75+	1.00	1.98
<b>East Sparks</b>	<b>3.15</b>	<b>3.40</b>
0 - 4	2.00	1.75
5 - 15	2.61	2.44
16 - 17	3.29	3.58
18 - 64	3.31	3.58
65 - 74	3.50	4.32
75+	1.60	2.93
<b>Galena Creek Park</b>	<b>1.73</b>	<b>1.51</b>
16 - 17	2.00	2.00
18 - 64	1.80	1.99
65 - 74	2.67	3.66
75+	0.00	0.00
<b>Huffaker Hills</b>	<b>2.61</b>	<b>3.25</b>
0 - 4	2.00	1.59
5 - 15	2.37	3.21
16 - 17	2.14	2.12
18 - 64	2.63	3.28
65 - 74	3.13	4.11
75+	2.67	4.37
<b>North Sparks</b>	<b>3.53</b>	<b>2.51</b>
0 - 4	1.43	4.85
5 - 15	4.46	0.84
18 - 64	3.72	2.70
65 - 74	2.78	3.42
75+	1.00	1.00

<b>North Valleys</b>	<b>3.26</b>	<b>2.78</b>
0 - 4	2.48	0.98
5 - 15	2.52	2.73
16 - 17	2.60	2.55
18 - 64	3.49	2.98
65 - 74	3.21	3.43
75+	2.36	2.53
<b>Pyramid Lake</b>	<b>2.89</b>	<b>3.16</b>
0 - 4	2.00	2.00
5 - 15	2.50	2.50
16 - 17	2.00	2.00
18 - 64	2.88	3.61
65 - 74	3.60	3.12
75+	3.00	3.00
<b>Reno Northwest</b>	<b>2.97</b>	<b>3.25</b>
0 - 4	2.21	1.41
5 - 15	2.76	2.43
16 - 17	3.50	3.72
18 - 64	3.04	3.57
65 - 74	3.57	3.29
75+	0.78	2.01
<b>Reno South</b>	<b>2.86</b>	<b>2.97</b>
0 - 4	2.43	1.53
5 - 15	2.84	2.73
16 - 17	3.00	3.00
18 - 64	2.94	3.39
65 - 74	2.00	2.43
75+	1.44	0.80
<b>Rolling Hills</b>	<b>3.03</b>	<b>4.01</b>
0 - 4	3.33	3.15
5 - 15	2.17	2.45
16 - 17	7.00	7.00
18 - 64	2.87	3.35
65 - 74	4.00	5.12
	3.75	8.82
<b>Spanish Springs</b>	<b>3.17</b>	<b>3.12</b>
0 - 4	2.33	1.47
5 - 15	2.80	2.71
16 - 17	2.50	2.94
18 - 64	3.47	3.45
65 - 74	3.12	3.64
75+	1.75	1.38

<b>University</b>	<b>3.09</b>	<b>2.93</b>
0 - 4	2.00	3.13
5 - 15	2.40	0.01
16 - 17	3.00	3.00
18 - 64	3.14	3.10
65 - 74	2.90	1.42
<b>Verdi-Mogul</b>	<b>2.76</b>	<b>3.41</b>
0 - 4	2.50	1.71
5 - 15	2.24	2.72
16 - 17	2.33	3.77
18 - 64	2.82	3.84
65 - 74	3.70	3.33
75+	0.83	1.34
<b>Washoe East</b>	<b>3.22</b>	<b>3.09</b>
0 - 4	5.25	1.79
5 - 15	3.22	4.06
16 - 17	2.20	1.74
18 - 64	3.51	3.23
65 - 74	1.92	2.66
75+	0.00	0.00
<b>Washoe Southeast</b>	<b>3.58</b>	<b>3.04</b>
0 - 4	5.40	2.18
5 - 15	2.00	2.00
18 - 64	3.14	3.15
65 - 74	3.75	3.54
75+	4.00	4.00
<b>Grand Total</b>	<b>3.05</b>	<b>3.13</b>

Table 26 – Household Trip Rates by Number of Household Workers by District

HH Trips Rates by Workers	Unweighted	Weighted
0	5.53	5.34
1	7.55	7.68
2	8.29	9.17
3+	9.57	10.34
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>
<b>Airport</b>	<b>8.28</b>	<b>9.59</b>
0	5.33	5.27
1	7.15	15.47
2	16.50	12.35
3	6.25	6.55
<b>Anderson</b>	<b>7.00</b>	<b>8.31</b>
0	5.50	8.99
1	4.13	3.87
2	8.32	9.76
3	7.33	7.33
<b>Central Sparks</b>	<b>7.10</b>	<b>7.36</b>
0	5.24	4.57
1	7.23	8.43
2	9.60	10.54
3	9.00	7.61
4+	11.50	8.02
<b>Cold Springs</b>	<b>9.44</b>	<b>8.32</b>
0	6.75	4.86
1	8.60	7.27
2	10.64	9.26
3	5.50	4.25
4+	24.00	24.00
<b>Convention Center</b>	<b>8.32</b>	<b>6.69</b>
0	4.67	4.74
1	9.06	10.55
2	7.05	6.81
3	13.80	34.55
4+	17.33	17.33
<b>Downtown</b>	<b>6.80</b>	<b>5.40</b>
0	5.67	3.84
1	7.16	5.93
2	6.86	5.97
3	7.73	7.53
4+	8.67	10.73

<b>East Sparks</b>	<b>8.43</b>	<b>8.29</b>
0	5.08	5.47
1	7.95	6.78
2	10.00	12.60
3	11.82	13.45
4+	11.50	11.92
<b>Galena Creek Park</b>	<b>3.80</b>	<b>3.62</b>
0	2.00	0.10
1	5.00	5.48
<b>Huffaker Hills</b>	<b>7.39</b>	<b>7.87</b>
0	5.44	5.08
1	7.00	7.40
2	7.78	9.97
3	7.35	9.21
4+	10.00	11.03
<b>North Sparks</b>	<b>9.33</b>	<b>6.66</b>
0	5.00	5.43
1	14.85	7.76
2	6.10	6.44
3	7.75	6.55
4+	11.00	11.00
<b>North Valleys</b>	<b>8.87</b>	<b>8.06</b>
0	5.81	5.50
1	8.62	9.41
2	10.13	7.83
3	10.35	10.52
4+	18.00	12.90
<b>Pyramid Lake</b>	<b>6.11</b>	<b>7.86</b>
0	4.20	5.49
1	4.20	4.61
2	8.67	11.52
3	8.00	7.77
<b>Reno Northwest</b>	<b>6.92</b>	<b>6.89</b>
0	5.26	5.95
1	6.73	7.25
2	7.49	6.59
3	7.75	8.60
4+	13.25	21.44

<b>Reno South</b>	<b>7.11</b>	<b>6.16</b>
0	6.50	4.65
1	6.97	6.85
2	7.26	7.34
3	7.18	6.02
4+	10.31	10.52
<b>Rolling Hills</b>	<b>8.12</b>	<b>9.81</b>
0	6.44	11.83
1	9.93	9.32
2	7.77	10.46
3	6.75	6.00
4+	8.00	8.00
<b>Spanish Springs</b>	<b>8.09</b>	<b>8.55</b>
0	4.64	6.00
1	8.76	6.82
2	9.31	10.02
3	10.50	12.33
4+	8.00	8.00
<b>University</b>	<b>6.08</b>	<b>6.27</b>
0	6.35	4.06
1	4.44	5.63
2	6.64	8.08
3	9.29	10.10
4+	12.33	7.95
<b>Verdi-Mogul</b>	<b>7.44</b>	<b>8.59</b>
0	5.23	5.15
1	8.24	9.56
2	6.95	8.32
3	7.28	9.93
4+	12.13	16.49
<b>Washoe East</b>	<b>9.76</b>	<b>7.43</b>
0	5.50	6.17
1	9.55	6.38
2	9.27	10.09
3	22.25	3.28
4+	10.00	10.00
<b>Washoe Southeast</b>	<b>8.60</b>	<b>7.08</b>
0	5.60	6.13
1	5.50	3.83
2	11.33	10.66
3	34.00	34.00
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>

Table 27 – Household Trip Rates by Income by District

HH Trips Rates by Income	Unweighted	Weighted
\$0-\$24,999	6.56	7.41
\$25,000-\$44,999	7.43	6.12
\$45,000 to \$74,999	7.81	7.09
\$75,000 to \$124,999	8.07	8.19
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>
<b>Airport</b>	<b>8.28</b>	<b>9.59</b>
\$0-\$24,999	4.75	5.29
\$25,000-\$44,999	8.50	13.09
\$45,000 to \$74,999	13.86	14.44
\$75,000 to \$124,999	7.57	7.43
\$125,000+	6.50	7.92
<b>Anderson</b>	<b>7.00</b>	<b>8.31</b>
\$0-\$24,999	9.00	9.00
\$25,000-\$44,999	9.83	2.41
\$45,000 to \$74,999	2.00	2.00
\$75,000 to \$124,999	7.21	8.07
\$125,000+	5.30	10.21
<b>Central Sparks</b>	<b>7.10</b>	<b>7.36</b>
\$0-\$24,999	6.03	10.22
\$25,000-\$44,999	7.23	4.72
\$45,000 to \$74,999	7.35	4.55
\$75,000 to \$124,999	7.44	8.83
\$125,000+	9.29	9.69
<b>Cold Springs</b>	<b>9.44</b>	<b>8.32</b>
\$0-\$24,999	17.00	22.15
\$25,000-\$44,999	2.00	2.00
\$45,000 to \$74,999	8.64	8.47
\$75,000 to \$124,999	6.88	6.32
\$125,000+	11.25	13.19
<b>Convention Center</b>	<b>8.32</b>	<b>6.69</b>
\$0-\$24,999	8.23	3.56
\$25,000-\$44,999	5.92	6.35
\$45,000 to \$74,999	6.88	7.67
\$75,000 to \$124,999	10.29	10.22
\$125,000+	10.11	2.34

<b>Downtown</b>	<b>6.80</b>	<b>5.40</b>
\$0-\$24,999	5.09	4.25
\$25,000-\$44,999	7.61	4.08
\$45,000 to \$74,999	7.48	5.07
\$75,000 to \$124,999	7.42	7.73
\$125,000+	6.63	8.60
<b>East Sparks</b>	<b>8.43</b>	<b>8.29</b>
\$0-\$24,999	9.75	6.46
\$25,000-\$44,999	7.09	6.97
\$45,000 to \$74,999	7.41	6.77
\$75,000 to \$124,999	11.39	9.79
\$125,000+	7.50	9.35
<b>Galena Creek Park</b>	<b>3.80</b>	<b>3.62</b>
\$125,000+	3.80	3.62
<b>Huffaker Hills</b>	<b>7.39</b>	<b>7.87</b>
\$0-\$24,999	9.60	9.04
\$25,000-\$44,999	6.85	6.42
\$45,000 to \$74,999	7.10	6.57
\$75,000 to \$124,999	7.27	6.26
\$125,000+	7.60	9.58
<b>North Sparks</b>	<b>9.33</b>	<b>6.66</b>
\$0-\$24,999	27.75	5.03
\$25,000-\$44,999	9.63	6.76
\$45,000 to \$74,999	5.00	5.17
\$75,000 to \$124,999	6.57	7.15
\$125,000+	6.20	7.80
<b>North Valleys</b>	<b>8.87</b>	<b>8.06</b>
\$0-\$24,999	6.02	6.71
\$25,000-\$44,999	7.63	6.77
\$45,000 to \$74,999	10.63	8.89
\$75,000 to \$124,999	9.52	9.36
\$125,000+	11.24	6.76
<b>Pyramid Lake</b>	<b>6.11</b>	<b>7.86</b>
\$0-\$24,999	4.50	4.98
\$25,000-\$44,999	4.00	5.00
\$45,000 to \$74,999	2.50	2.19
\$75,000 to \$124,999	5.60	5.69
\$125,000+	8.57	10.88

<b>Reno Northwest</b>	<b>6.92</b>	<b>6.89</b>
\$0-\$24,999	6.15	7.39
\$25,000-\$44,999	7.00	5.98
\$45,000 to \$74,999	6.81	6.27
\$75,000 to \$124,999	7.81	8.95
\$125,000+	6.74	6.01
<b>Reno South</b>	<b>7.11</b>	<b>6.16</b>
\$0-\$24,999	6.65	5.24
\$25,000-\$44,999	7.37	6.86
\$45,000 to \$74,999	7.56	5.91
\$75,000 to \$124,999	8.42	5.90
\$125,000+	5.87	7.02
<b>Rolling Hills</b>	<b>8.12</b>	<b>9.81</b>
\$0-\$24,999	3.00	3.62
\$25,000-\$44,999	9.00	9.00
\$45,000 to \$74,999	8.60	14.97
\$75,000 to \$124,999	8.88	9.01
\$125,000+	7.57	9.90
<b>Spanish Springs</b>	<b>8.09</b>	<b>8.55</b>
\$0-\$24,999	4.63	4.96
\$25,000-\$44,999	8.50	4.97
\$45,000 to \$74,999	7.60	8.15
\$75,000 to \$124,999	8.85	8.50
\$125,000+	8.43	9.76
<b>University</b>	<b>6.08</b>	<b>6.27</b>
\$0-\$24,999	5.76	4.59
\$25,000-\$44,999	5.67	5.26
\$45,000 to \$74,999	6.00	5.72
\$75,000 to \$124,999	5.43	9.74
\$125,000+	8.14	11.04
<b>Verdi-Mogul</b>	<b>7.44</b>	<b>8.59</b>
\$0-\$24,999	6.00	15.11
\$25,000-\$44,999	7.27	7.23
\$45,000 to \$74,999	7.82	7.34
\$75,000 to \$124,999	7.59	8.61
\$125,000+	7.74	7.60
<b>Washoe East</b>	<b>9.76</b>	<b>7.43</b>
\$0-\$24,999	5.25	7.83
\$25,000-\$44,999	12.10	6.55
\$45,000 to \$74,999	8.13	12.28
\$75,000 to \$124,999	8.00	4.12
\$125,000+	14.80	7.54

<b>Washoe Southeast</b>	<b>8.60</b>	<b>7.08</b>
\$0-\$24,999	5.33	4.24
\$25,000-\$44,999	3.00	3.00
\$45,000 to \$74,999	10.75	8.76
\$75,000 to \$124,999	10.00	10.00
\$125,000+	7.00	8.58
<b>Grand Total</b>	<b>7.58</b>	<b>7.70</b>

Table 28 - Activity Type by District

Activity Type	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills
Any Other Activities At Home	26.2%	36.1%	32.3%	32.6%	33.0%	33.6%	30.3%	45.3%	35.4%
Shopping	8.6%	9.1%	18.3%	11.7%	20.7%	11.9%	11.6%	2.4%	10.2%
Personal Business (laundry, dry cleaning, barber, bank, medical, etc.)	13.8%	7.8%	9.4%	7.5%	16.7%	9.9%	13.0%	7.0%	11.6%
Work/Doing My Job (At Regular Place Of Employment/Volunteer Location)	4.7%	17.2%	5.6%	11.8%	8.7%	11.2%	10.5%	7.0%	9.5%
Eat Out	5.2%	3.6%	4.7%	8.9%	6.0%	5.5%	8.4%	5.1%	5.5%
Other Non-Gaming Entertainment Or Recreation	1.0%	11.5%	3.1%	3.4%	2.9%	1.6%	1.3%	0.0%	1.9%
Visit With Friends/Relative	6.1%	2.4%	1.5%	1.0%	0.9%	3.9%	7.2%	0.0%	6.9%
Pick-up/Drop-off Person at School	3.9%	2.7%	0.4%	6.2%	0.9%	0.0%	4.1%	22.1%	4.9%
Attend School (K-12)	0.9%	2.7%	3.2%	2.6%	0.3%	0.0%	3.1%	11.1%	4.7%
Chauffeur Passenger(s) for Uber, Lyft, taxi, limo, etc.	2.6%	0.0%	4.9%	0.0%	0.8%	14.2%	1.7%	0.0%	1.5%
Pick-up/Drop-off Person at Other	4.9%	4.5%	1.1%	1.4%	0.0%	1.0%	2.5%	0.0%	1.6%
Work/Doing My Job (At Other Location)	1.7%	0.0%	1.1%	3.5%	3.6%	0.3%	0.8%	0.0%	2.0%
Work Related (Off-Site Meeting, Delivery)	6.2%	2.3%	1.0%	5.4%	0.1%	1.4%	2.0%	0.0%	0.2%
Gaming	7.5%	0.0%	2.8%	0.0%	0.1%	2.6%	0.4%	0.0%	1.2%
Other (specify)	0.7%	0.1%	0.6%	1.1%	1.2%	0.9%	2.3%	0.0%	1.0%
Pick-up/Drop-off Person at Day Care	1.3%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Civic Or Religious Activities	2.3%	0.0%	0.0%	0.1%	2.6%	0.8%	0.6%	0.0%	1.3%
Attend Child Care (Day Care, Pre-School, After School Care)	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Pick-up/Drop-off Person at Work	2.5%	0.0%	0.7%	2.7%	0.9%	0.0%	0.1%	0.0%	0.0%
Food/Grocery Delivery for DoorDash, UberEats, Instacart, etc.	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.4%
Attend College/University/Trade School	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.1%	0.0%	0.1%
Working At Home (For Pay Or Volunteer)	0.0%	0.0%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>20,492</b>	<b>48,659</b>	<b>130,988</b>	<b>44,758</b>	<b>23,313</b>	<b>28,006</b>	<b>132,880</b>	<b>5,719</b>	<b>135,480</b>

Activity Type	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South
Any Other Activities At Home	38.8%	35.0%	38.4%	31.0%	34.0%
Shopping	12.2%	15.5%	13.9%	15.3%	13.1%
Personal Business (laundry, dry cleaning, barber, bank, medical, etc.)	10.6%	11.0%	15.3%	12.0%	12.3%
Work/Doing My Job (At Regular Place Of Employment/Volunteer Location)	14.4%	8.0%	6.5%	11.4%	9.0%
Eat Out	9.1%	5.9%	3.7%	5.1%	6.2%
Other Non-Gaming Entertainment Or Recreation	2.6%	1.9%	1.6%	2.1%	2.9%
Visit With Friends/Relative	0.8%	5.5%	0.7%	4.7%	5.1%
Pick-up/Drop-off Person at School	0.8%	5.0%	6.9%	3.0%	4.1%
Attend School (K-12)	2.8%	4.7%	5.1%	1.9%	2.9%
Chauffeur Passenger(s) for Uber, Lyft, taxi, limo, etc.	0.1%	0.7%	0.0%	4.3%	5.5%
Pick-up/Drop-off Person at Other	0.7%	0.6%	4.9%	1.5%	1.1%
Work/Doing My Job (At Other Location)	0.3%	1.5%	2.3%	0.4%	1.2%
Work Related (Off-Site Meeting, Delivery)	0.7%	0.8%	0.0%	0.7%	0.3%
Gaming	0.0%	0.4%	0.6%	2.2%	0.6%
Other (specify)	1.4%	0.4%	0.0%	0.8%	0.6%
Pick-up/Drop-off Person at Day Care	0.0%	0.0%	0.0%	0.0%	0.1%
Civic Or Religious Activities	1.4%	1.3%	0.0%	0.5%	0.6%
Attend Child Care (Day Care, Pre-School, After School Care)	0.0%	0.0%	0.0%	0.2%	0.0%
Pick-up/Drop-off Person at Work	2.6%	0.3%	0.0%	1.2%	0.2%
Food/Grocery Delivery for DoorDash, UberEats, Instacart, etc.	0.4%	1.1%	0.0%	0.3%	0.2%
Attend College/University/Trade School	0.4%	0.6%	0.0%	1.0%	0.0%
Working At Home (For Pay Or Volunteer)	0.0%	0.0%	0.0%	0.4%	0.0%
<b>Total</b>	<b>25,177</b>	<b>168,182</b>	<b>34,731</b>	<b>80,537</b>	<b>126,651</b>

Activity Type	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	All Districts
Any Other Activities At Home	27.4%	31.8%	39.1%	33.3%	32.3%	33.0%	33.1%
Shopping	17.8%	16.7%	14.6%	12.8%	13.4%	24.0%	14.2%
Personal Business (laundry, dry cleaning, barber, bank, medical, etc.)	6.0%	7.4%	10.6%	11.5%	28.2%	10.9%	10.6%
Work/Doing My Job (At Regular Place Of Employment/Volunteer Location)	9.2%	12.7%	11.1%	9.9%	7.1%	2.6%	9.8%
Eat Out	7.2%	4.2%	1.5%	8.7%	0.5%	9.3%	6.1%
Other Non-Gaming Entertainment Or Recreation	20.0%	7.8%	4.0%	2.6%	0.5%	0.0%	4.1%
Visit With Friends/Relative	1.7%	3.2%	3.2%	4.0%	7.5%	5.6%	4.1%
Pick-up/Drop-off Person at School	5.4%	3.7%	0.0%	2.3%	1.6%	1.0%	3.5%
Attend School (K-12)	0.7%	3.7%	0.0%	3.6%	0.9%	1.0%	3.2%
Chauffeur Passenger(s) for Uber, Lyft, taxi, limo, etc.	0.0%	0.3%	2.4%	1.2%	0.0%	0.0%	2.0%
Pick-up/Drop-off Person at Other	0.3%	1.7%	0.1%	2.1%	1.0%	2.7%	1.6%
Work/Doing My Job (At Other Location)	1.2%	0.8%	3.1%	1.7%	3.1%	0.0%	1.3%
Work Related (Off-Site Meeting, Delivery)	0.9%	0.6%	2.1%	1.9%	0.0%	0.0%	1.2%
Gaming	1.1%	0.2%	2.4%	0.5%	0.0%	5.5%	1.0%
Other (specify)	0.0%	0.8%	2.8%	0.6%	0.0%	0.0%	0.8%
Pick-up/Drop-off Person at Day Care	0.0%	1.5%	0.0%	0.3%	0.0%	0.0%	0.8%
Civic Or Religious Activities	1.0%	0.6%	0.1%	0.5%	0.0%	0.0%	0.7%
Attend Child Care (Day Care, Pre-School, After School Care)	0.2%	0.9%	0.0%	0.4%	3.4%	0.0%	0.5%
Pick-up/Drop-off Person at Work	0.0%	0.1%	1.0%	0.5%	0.0%	0.0%	0.5%
Food/Grocery Delivery for DoorDash, UberEats, Instacart, etc.	0.0%	0.4%	0.0%	0.3%	0.0%	3.5%	0.3%
Attend College/University/Trade School	0.0%	0.2%	1.7%	0.7%	0.5%	0.0%	0.3%
Working At Home (For Pay Or Volunteer)	0.0%	0.6%	0.0%	0.6%	0.0%	1.0%	0.2%
<b>Total</b>	<b>72,736</b>	<b>183,243</b>	<b>34,647</b>	<b>173,164</b>	<b>1,041</b>	<b>19,070</b>	<b>1,489,475</b>

Table 29 - Mode of Travel by District

Mode of Travel	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks
Driver (Personal Car/Truck/Van)	39.9%	74.1%	38.6%	73.5%	43.6%	37.8%	63.1%	77.4%	64.8%	69.6%
Passenger (Personal Car/Truck/Van)	43.2%	23.7%	22.4%	25.5%	26.7%	8.2%	25.6%	22.6%	21.9%	13.4%
Walk	4.3%	0.0%	23.2%	0.3%	3.4%	25.3%	1.7%	0.0%	5.6%	0.4%
RTC Fixed Route Bus	4.8%	0.0%	11.6%	0.0%	16.6%	15.7%	1.6%	0.0%	1.0%	0.1%
Taxi/Limo/Rideshare (Uber/Lyft)	6.2%	2.1%	1.6%	0.0%	0.3%	8.5%	3.6%	0.0%	4.1%	2.3%
School Bus	0.4%	0.1%	1.1%	0.6%	0.0%	0.4%	1.6%	0.0%	1.3%	8.3%
Bike	0.0%	0.0%	0.5%	0.0%	2.6%	2.2%	0.9%	0.0%	1.1%	4.6%
Other	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.4%	0.0%	0.1%	0.0%
Private Bus / Employer Shuttle/ Hotel Shuttle	1.2%	0.0%	0.1%	0.0%	0.2%	0.0%	1.0%	0.0%	0.0%	1.3%
Commercial Vehicle	0.0%	0.0%	0.9%	0.0%	5.9%	0.0%	0.2%	0.0%	0.0%	0.0%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.4%	0.0%	0.0%	0.0%
RTC FlexRide	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%
RTC Vanpool	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>20,492</b>	<b>48,659</b>	<b>130,988</b>	<b>44,758</b>	<b>23,313</b>	<b>28,006</b>	<b>132,880</b>	<b>5,719</b>	<b>135,480</b>	<b>25,177</b>

Mode of Travel	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	All Districts
Driver (Personal Car/Truck/Van)	59.3%	69.4%	53.8%	52.3%	60.2%	71.2%	61.3%	69.3%	61.9%	73.2%	60.8%
Passenger (Personal Car/Truck/Van)	26.5%	30.1%	25.2%	21.5%	19.2%	25.3%	22.8%	17.6%	36.3%	26.8%	23.2%
Walk	1.1%	0.0%	7.8%	7.1%	0.0%	0.5%	4.5%	4.6%	0.0%	0.0%	5.2%
RTC Fixed Route Bus	2.5%	0.0%	5.9%	10.6%	0.2%	0.5%	2.1%	2.9%	0.0%	0.0%	3.8%
Taxi/Limo/Rideshare (Uber/Lyft)	0.9%	0.0%	6.2%	4.6%	2.2%	0.2%	3.2%	2.1%	0.6%	0.0%	2.5%
School Bus	5.7%	0.0%	0.0%	0.3%	0.0%	0.7%	0.0%	2.1%	1.2%	0.0%	1.5%
Bike	3.3%	0.0%	0.7%	1.5%	2.8%	0.0%	1.0%	1.0%	0.0%	0.0%	1.2%
Other	0.3%	0.0%	0.0%	0.6%	15.4%	0.3%	0.0%	0.1%	0.0%	0.0%	1.0%
Private Bus / Employer Shuttle/ Hotel Shuttle	0.0%	0.0%	0.1%	0.5%	0.0%	1.1%	4.6%	0.0%	0.0%	0.0%	0.4%
Commercial Vehicle	0.3%	0.0%	0.1%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.3%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.5%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.1%
RTC FlexRide	0.3%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%
RTC Vanpool	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>168,182</b>	<b>34,731</b>	<b>80,537</b>	<b>126,651</b>	<b>72,736</b>	<b>183,243</b>	<b>34,647</b>	<b>173,164</b>	<b>1,041</b>	<b>19,070</b>	<b>1,489,475</b>

Table 30 - Mode of Travel to School by District

Mode of Travel	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks
Driver (Personal Car/Truck/Van)	23.7%	60.6%	46.9%	54.8%	9.1%	9.2%	50.0%	66.7%	59.1%	21.1%
Passenger (Personal Car/Truck/Van)	47.4%	28.0%	39.3%	45.2%	8.9%	13.1%	36.1%	33.3%	32.1%	3.3%
School Bus	4.0%	0.4%	3.5%	0.0%	0.0%	12.6%	8.8%	0.0%	3.8%	75.7%
Walk	25.0%	0.0%	8.3%	0.0%	8.8%	0.0%	3.4%	0.0%	3.1%	0.0%
Taxi/Limo/Rideshare (Uber/Lyft)	0.0%	11.0%	0.0%	0.0%	0.0%	40.2%	1.8%	0.0%	1.9%	0.0%
RTC Fixed Route Bus	0.0%	0.0%	0.8%	0.0%	37.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Bike	0.0%	0.0%	1.2%	0.0%	17.5%	24.8%	0.0%	0.0%	0.0%	0.0%
Private Bus / Employer Shuttle/ Hotel Shuttle	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%
Commercial Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RTC FlexRide	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>1,124</b>	<b>4,710</b>	<b>21,045</b>	<b>4,356</b>	<b>614</b>	<b>928</b>	<b>11,683</b>	<b>1,899</b>	<b>15,577</b>	<b>1,376</b>

Mode of Travel	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	All Districts
Driver (Personal Car/Truck/Van)	38.2%	31.8%	52.3%	55.4%	71.4%	66.1%	43.4%	57.4%	52.8%	50.0%	52.6%
Passenger (Personal Car/Truck/Van)	34.4%	68.2%	26.2%	33.4%	28.6%	31.1%	0.0%	28.2%	44.2%	50.0%	33.6%
School Bus	25.3%	0.0%	0.0%	1.7%	0.0%	2.3%	0.0%	9.1%	3.0%	0.0%	7.1%
Walk	1.1%	0.0%	12.1%	1.4%	0.0%	0.5%	10.2%	4.5%	0.0%	0.0%	3.4%
Taxi/Limo/Rideshare (Uber/Lyft)	0.0%	0.0%	9.5%	0.2%	0.0%	0.0%	31.5%	0.4%	0.0%	0.0%	1.7%
RTC Fixed Route Bus	1.0%	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Bike	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.4%
Private Bus / Employer Shuttle/ Hotel Shuttle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	0.0%	0.0%	0.0%	0.1%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.1%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commercial Vehicle	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RTC FlexRide	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>18,937</b>	<b>4,361</b>	<b>6,268</b>	<b>10,362</b>	<b>5,015</b>	<b>22,227</b>	<b>1,233</b>	<b>16,273</b>	<b>82</b>	<b>392</b>	<b>148,460</b>

Table 31 - Mode of Travel to Work by District

Mode of Travel	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks
Driver (Personal Car/Truck/Van)	83.8%	92.1%	52.8%	92.5%	75.2%	62.8%	82.6%
Passenger (Personal Car/Truck/Van)	7.7%	2.4%	5.8%	6.6%	8.2%	6.2%	0.8%
Taxi/Limo/Rideshare (Uber/Lyft)	2.0%	5.5%	0.1%	0.1%	0.8%	12.5%	6.5%
Walk	3.3%	0.0%	25.3%	0.8%	0.0%	4.0%	2.2%
Bike	0.0%	0.0%	0.5%	0.0%	7.9%	0.1%	3.0%
RTC Fixed Route Bus	0.0%	0.0%	7.2%	0.0%	7.9%	11.1%	0.8%
Private Bus / Employer Shuttle/ Hotel Shuttle	3.1%	0.0%	0.5%	0.0%	0.0%	0.0%	3.8%
Commercial Vehicle	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
RTC FlexRide	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>2,589</b>	<b>9,457</b>	<b>10,086</b>	<b>9,280</b>	<b>2,885</b>	<b>3,605</b>	<b>17,568</b>

Mode of Travel	Galena Creek Park	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South
Driver (Personal Car/Truck/Van)	100.0%	80.3%	63.5%	81.0%	98.1%	79.6%	60.7%
Passenger (Personal Car/Truck/Van)	0.0%	2.2%	9.9%	6.9%	1.9%	5.9%	4.6%
Taxi/Limo/Rideshare (Uber/Lyft)	0.0%	8.1%	2.6%	1.7%	0.0%	7.2%	13.8%
Walk	0.0%	4.5%	0.0%	0.1%	0.0%	4.0%	3.7%
Bike	0.0%	4.6%	10.0%	1.9%	0.0%	1.0%	4.1%
RTC Fixed Route Bus	0.0%	0.1%	0.0%	5.7%	0.0%	1.4%	7.4%
Private Bus / Employer Shuttle/ Hotel Shuttle	0.0%	0.0%	4.1%	0.0%	0.0%	0.3%	2.6%
Commercial Vehicle	0.0%	0.0%	0.0%	1.8%	0.0%	0.2%	0.8%
School Bus	0.0%	0.1%	10.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
RTC FlexRide	0.0%	0.0%	0.0%	0.8%	0.0%	0.4%	0.0%
E-Scooter (Bird or Personal)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>400</b>	<b>15,961</b>	<b>3,883</b>	<b>17,147</b>	<b>3,067</b>	<b>10,076</b>	<b>13,280</b>

Mode of Travel	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	All Districts
Driver (Personal Car/Truck/Van)	78.5%	93.5%	63.0%	81.5%	99.9%	94.7%	79.9%
Passenger (Personal Car/Truck/Van)	3.4%	5.1%	12.7%	8.4%	0.0%	5.3%	5.3%
Taxi/Limo/Rideshare (Uber/Lyft)	9.8%	0.0%	7.9%	3.6%	0.0%	0.0%	4.7%
Walk	0.0%	0.1%	3.1%	2.9%	0.0%	0.0%	3.1%
Bike	8.3%	0.0%	3.0%	1.5%	0.1%	0.0%	2.2%
RTC Fixed Route Bus	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	2.1%
Private Bus / Employer Shuttle/ Hotel Shuttle	0.0%	0.6%	9.8%	0.2%	0.0%	0.0%	1.1%
Commercial Vehicle	0.0%	0.0%	0.2%	0.9%	0.0%	0.0%	0.8%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
RTC FlexRide	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
E-Scooter (Bird or Personal)	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.1%
<b>Total</b>	<b>8,173</b>	<b>25,888</b>	<b>5,665</b>	<b>23,441</b>	<b>107</b>	<b>490</b>	<b>183,048</b>

The following table presents the frequency of trips by day of week.

Table 32 - Day of Week by District

Day of Week	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks
Monday	28.3%	43.9%	31.9%	5.1%	14.4%	25.2%	20.7%	10.6%	22.7%	43.2%
Tuesday	1.1%	20.9%	28.6%	41.9%	17.0%	18.6%	12.9%	0.0%	8.6%	28.5%
Wednesday	45.8%	26.8%	20.8%	38.1%	46.6%	15.6%	31.7%	89.4%	19.4%	10.7%
Thursday	3.9%	0.0%	4.3%	12.9%	5.4%	27.4%	9.0%	0.0%	16.2%	10.2%
Friday	20.9%	8.4%	14.4%	1.9%	16.6%	13.2%	25.8%	0.0%	33.1%	7.4%
<b>Total</b>	<b>20,492</b>	<b>48,659</b>	<b>130,988</b>	<b>44,758</b>	<b>23,313</b>	<b>28,006</b>	<b>132,880</b>	<b>5,719</b>	<b>135,480</b>	<b>25,177</b>

Day of Week	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	All Districts
Monday	22.0%	9.8%	42.1%	38.9%	49.8%	28.5%	7.6%	22.7%	43.7%	8.1%	27.3%
Tuesday	12.7%	23.6%	20.2%	15.4%	0.0%	13.2%	10.8%	16.3%	22.2%	1.2%	15.7%
Wednesday	13.6%	54.9%	2.8%	17.7%	27.8%	10.2%	22.1%	34.6%	19.8%	27.3%	22.6%
Thursday	32.8%	2.5%	16.1%	10.5%	10.1%	7.8%	13.9%	9.3%	1.1%	0.0%	12.2%
Friday	18.9%	9.2%	18.9%	17.5%	12.3%	40.3%	45.6%	17.1%	13.2%	63.4%	22.1%
<b>Total</b>	<b>168,182</b>	<b>34,731</b>	<b>80,537</b>	<b>126,651</b>	<b>72,736</b>	<b>183,243</b>	<b>34,647</b>	<b>173,164</b>	<b>1,041</b>	<b>19,070</b>	<b>1,489,475</b>

Table 33 - Avg. Trip Duration by District

Average Trip Duration Mode of Travel	District																				Avg Total
	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	
RTC Vanpool			17.3			36.3															28.1
Commercial Vehicle			39.0		16.4		3.0			20.0	44.4		14.5	42.3			10.7	6.2	12.0		21.5
Private Bus / Employer Shuttle/ Hotel Shuttle	5.3	4.0	22.5		10.0		21.2			5.0	9.0		10.8	22.4		26.3	10.7	20.0			16.9
School Bus	5.0	10.0	7.8	10.0	3.0	10.1	10.4		11.6	11.5	11.8		8.0	12.5		15.5	8.5	11.1	17.7		11.2
Walk	11.7	5.0	12.2	26.0	7.0	7.8	10.4		16.7	8.3	13.3		11.6	10.2	6.0	9.4	12.2	12.9	36.0		11.0
Passenger (Personal Car/Truck/Van)	8.4	12.6	8.9	15.5	8.4	7.7	9.4	25.0	8.7	8.6	11.3	26.1	8.8	8.5	12.1	12.7	8.8	13.3	13.4	10.2	10.4
Driver (Personal Car/Truck/Van)	8.3	10.8	10.0	20.6	8.3	7.7	10.1	17.7	8.7	9.8	11.0	10.4	9.2	8.1	11.3	14.5	7.9	10.5	15.0	11.1	10.4
Bike	8.3	6.5	8.1		4.3	7.5	4.9		10.8	7.3	15.4		13.1	8.2	9.5		10.3	14.7	8.3		10.2
RTC Fixed Route Bus	8.2	7.7	9.4	16.0	9.4	9.4	12.2		11.5	5.5	13.8		9.4	10.6	16.0	12.9	9.8	11.0			10.1
Other			13.5		1.0	4.5	9.5		12.0		12.8		14.0	9.0	6.3	12.3		12.2			9.5
RTC FlexRide			7.3	10.5	11.0	7.8			9.0		9.1	2.0	16.2	11.9				9.6			9.5
Taxi/Limo/Rideshare (Uber/Lyft)	6.9	7.6	7.4	13.7	4.2	5.1	8.9		8.8	9.1	10.9		7.2	7.7	5.5	11.7	5.3	8.2	5.6		7.7
E-Scooter (Bird or Personal)			4.4		7.0	2.0	17.3							4.8		11.0	7.5				7.5
<b>Avg Total</b>	<b>8.5</b>	<b>10.5</b>	<b>10.2</b>	<b>18.8</b>	<b>8.0</b>	<b>7.9</b>	<b>10.1</b>	<b>19.2</b>	<b>9.3</b>	<b>8.5</b>	<b>11.5</b>	<b>13.4</b>	<b>9.4</b>	<b>8.8</b>	<b>10.9</b>	<b>14.0</b>	<b>8.7</b>	<b>11.1</b>	<b>14.2</b>	<b>10.8</b>	<b>10.4</b>

Table 34 - Avg. School Trip Duration by District

Average School Trip Duration																					
Mode of Travel	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	Avg Total
Commercial Vehicle														42.0							42.0
Walk	9.8		17.2		16.3	17.0	10.5		6.7		12.3		6.9	14.0		3.0	15.1	28.0			13.3
School Bus	5.0	10.0	8.0		3.0	9.2	10.8		11.3	10.6	12.7			12.3		14.6	7.0	12.0	7.0		10.9
Passenger (Personal Car/Truck/Van)	4.0	6.0	9.3	14.2	13.0	12.1	10.2	20.0	9.9	7.3	12.6	5.0	10.6	8.0	12.8	11.3	17.0	9.2	14.0	11.0	10.8
Private Bus / Employer Shuttle/ Hotel Shuttle					12.0												10.0				10.7
Driver (Personal Car/Truck/Van)	4.0	11.9	10.4	14.4	7.6	6.2	9.4	20.0	9.6	10.0	10.3	7.5	10.6	8.3	11.6	12.4	7.7	9.6	14.2	10.3	10.2
RTC FlexRide											9.0										9.0
RTC Fixed Route Bus			6.9		7.0		10.0			5.0	12.0			8.6			21.0	10.0			8.8
Taxi/Limo/Rideshare (Uber/Lyft)		10.5		28.0	11.0	8.5	3.0		11.3		15.0		9.0	4.8			6.0	2.5			8.7
Bike			11.0		1.0	8.0					15.0							10.0			8.1
E-Scooter (Bird or Personal)					5.5												5.0				5.3
Other			8.7		1.0																4.9
<b>Avg Total</b>	<b>6.6</b>	<b>10.3</b>	<b>10.9</b>	<b>14.7</b>	<b>7.7</b>	<b>8.4</b>	<b>9.8</b>	<b>20.0</b>	<b>9.7</b>	<b>9.3</b>	<b>11.5</b>	<b>6.1</b>	<b>9.9</b>	<b>9.0</b>	<b>12.1</b>	<b>12.1</b>	<b>10.2</b>	<b>9.9</b>	<b>13.6</b>	<b>10.7</b>	<b>10.6</b>

Table 35- Avg. Work Trip Duration & Distance by District

Average Work Trip Duration																					
Mode of Travel	Airport	Anderson	Central Sparks	Cold Springs	Convention Center	Downtown	East Sparks	Galena Creek Park	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East	Washoe Southeast	Avg Total
Commercial Vehicle			38.2							20.0	37.2		17.0	76.5			5.7	6.8	11.7		20.4
Private Bus / Employer Shuttle/ Hotel Shuttle	3.0	4.0	26.3				20.3			5.0	7.0		10.8	21.1		22.5	9.4	20.0			16.1
Passenger (Personal Car/Truck/Van)	8.3	6.0	11.8	27.3	7.6	8.9	8.7		9.1	12.0	10.9	197.0	9.5	7.6	9.7	21.7	9.4	35.7		15.0	15.0
RTC Fixed Route Bus			9.2		6.5	10.7	27.7		20.0	9.0	15.7		14.7	15.1			6.7	9.2			12.7
Bike	11.0	8.0	5.0		5.0	6.7	6.3		13.3	8.0	17.3		18.9	8.9	7.5		15.3	20.0	1.0		12.2
Driver (Personal Car/Truck/Van)	10.0	12.8	13.1	24.9	9.6	6.9	10.9	12.5	8.2	11.0	12.2	12.5	9.3	7.3	12.4	20.9	7.7	10.8	18.5	13.5	11.3
Walk	11.5		11.6	38.0	6.0	11.5	10.7		7.3		5.0		11.0	9.5		12.5	8.6	12.2	36.0		11.1
RTC FlexRide				10.0	11.0	6.5					6.0		9.0					8.5			8.2
E-Scooter (Bird or Personal)			2.0		7.0											11.0	10.0				7.5
Taxi/Limo/Rideshare (Uber/Lyft)	5.0	8.3	8.5	17.0	2.5	5.4	9.9		8.7	5.0	6.9		7.2	7.0	5.0		5.0	7.8			7.2
Other			8.7				9.0							5.5							6.1
School Bus			3.5		3.0	2.0			4.5	8.0											4.0
<b>Avg Total</b>	<b>9.7</b>	<b>11.7</b>	<b>13.6</b>	<b>24.6</b>	<b>8.4</b>	<b>7.4</b>	<b>11.1</b>	<b>12.5</b>	<b>8.5</b>	<b>10.2</b>	<b>12.8</b>	<b>34.2</b>	<b>9.9</b>	<b>8.5</b>	<b>11.0</b>	<b>20.7</b>	<b>7.8</b>	<b>11.7</b>	<b>15.6</b>	<b>13.8</b>	<b>11.4</b>

Table 36: Avg. Trip Distance by District

Average Trip Distance Mode of Travel	District																			Avg Total	
	Airport	Anderson	Central Sparks	Cold Springs	Convention Cente	Downtown	East Sparks	Galena Creek Par	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University	Verdi-Mogul	Washoe East		Washoe Southeast
Private Bus / Employer Shuttle/ Hotel Shuttle	2.08	0.56	15.5		1.33		15.2			0.34	0.86		8.62	8.86		14	4.57	10.5			8.65
Refused																	6.29				6.29
RTC Vanpool			2.17			5.85															4.27
Driver (Personal Car/Truck/Van)	2.23	3.48	3.25	11.1	2.66	2.41	3.33	4.86	2.37	3.73	4.79	3.32	2.88	2.17	3.51	4.57	1.94	3.75	10.9	3.08	3.67
Passenger (Personal Car/Truck/Van)	2.04	4.36	2.75	7.43	1.81	2	3.24	6.43	2.3	2.63	3.8	15.8	2.43	2.44	3.77	3.66	2.22	5.75	9.08	2.64	3.52
School Bus	0.54	2.52	2.16	0.52	0.37	2.9	1.96		1.93	3.63	1.86		2.31	2.98		8.92	2.56	2.16	8.54		3.11
RTC FlexRide			1.27	4.94	0.28	1.75			2.09		2.13	0.77	6.88	2.12					1.29		2.33
RTC Fixed Route Bus	1.59	1.69	2.07	4.98	1.4	2.17	4.39		4.2	0.91	3.63		2.62	1.89	5.14	2.21	1.73	3.13			2.27
Taxi/Limo/Rideshare (Uber/Lyft)	2.22	1.67	1.38	5.14	0.78	1.07	3.03		2.42	1.43	3.65		1.88	1.94	0.91	3	1.36	1.93	2.19		2.01
Commercial Vehicle			5.46		0.63	0.19				3.86	1.54		5.61	1.73			0.72	0.32	0.64		2
Other			2.86		0.32	0.47	1.37		3.65		5.41		3.73	2	0.28	3.06		1.42			1.98
Bike	2.21	2.27	1.48		0.7	1.26	1.06		2.16	0.61	2.66		2.24	1.47	2.75		1.72	2.37	1.69		1.83
E-Scooter (Bird or Personal)			0.65		0.68	0.58	2.46							0.5		0.84	1.03				0.95
Walk	0.3	0.06	0.4	0.5	0.26	0.29	0.4		0.41	0.19	0.38		0.42	0.35	0.07	0.27	0.36	0.36	0.74		0.36
<b>Avg Total</b>	<b>1.94</b>	<b>3.29</b>	<b>2.51</b>	<b>9.65</b>	<b>1.86</b>	<b>1.88</b>	<b>3.23</b>	<b>5.19</b>	<b>2.29</b>	<b>2.49</b>	<b>4.18</b>	<b>5.78</b>	<b>2.59</b>	<b>1.98</b>	<b>3.27</b>	<b>4.42</b>	<b>1.79</b>	<b>3.71</b>	<b>9.18</b>	<b>2.93</b>	<b>3.17</b>

Table 37: Avg. School Trip Distance by District

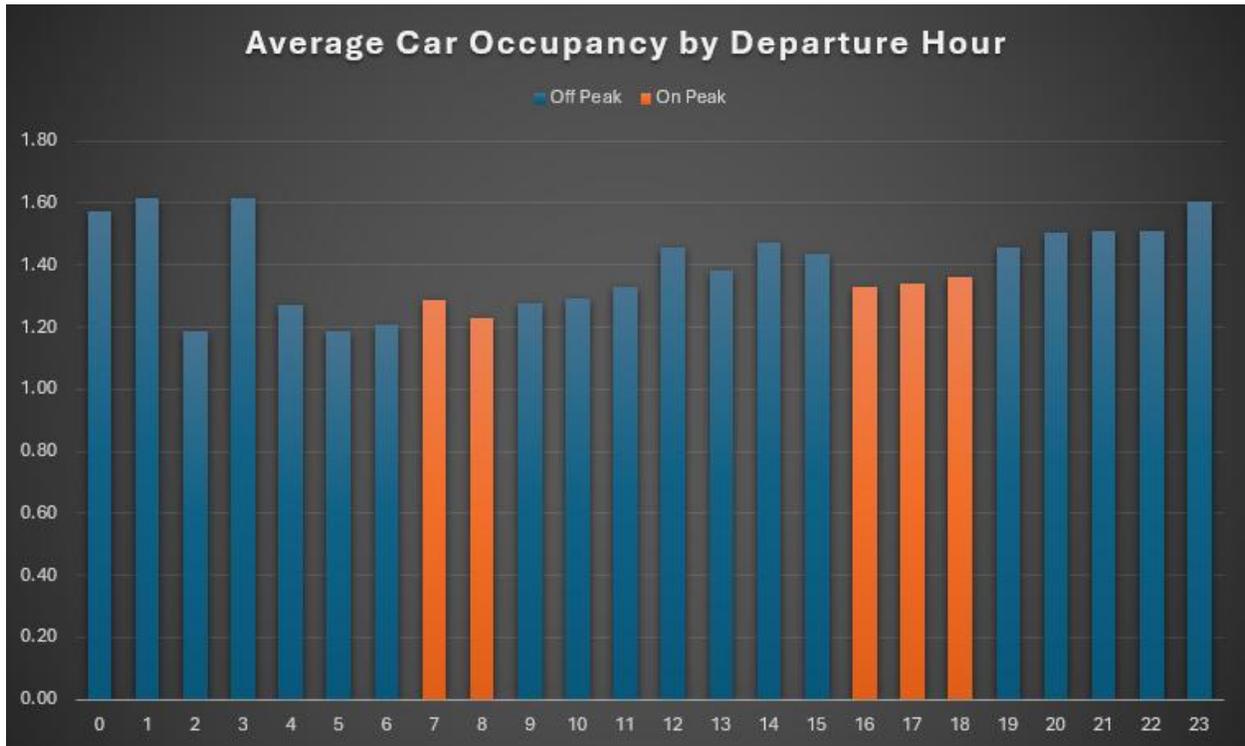
Average School Trip Distance Mode of Travel	District																	Avg Total			
	Airport	Anderson	Central Sparks	Cold Springs	Convention Cente	Downtown	East Sparks	Galena Creek Par	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University		Verdi-Mogul	Washoe East	Washoe Southeast
RTC FlexRide										4.2											4.2
Passenger (Personal Car/Truck/Van)	0.2	2.28	2.99	6.56	3.58	3.68	4.56	7.21	2.13	5.35	3.75	0.53	2.26	1.86	2.74	3.51	8.03	2.8	8.9	2.49	3.52
Driver (Personal Car/Truck/Van)	0.2	2.99	3.65	6.74	2.29	0.92	2.97	7.21	2.78	3.15	3.19	1.91	3.05	1.94	2.8	3.78	1.84	3.16	10	2.71	3.27
School Bus	0.54	2.52	2.27		0.37	2.61	1.96		1.74	3.63	1.83			3.34		8.91	2.56	2.27	2.26		2.84
Taxi/Limo/Rideshare (Uber/Lyft)		2		17.4	1.08	2.64	0.47		3.84		4.32		3.18	0.94			1.62	0.66			2.8
RTC Fixed Route Bus			2.43		1.37		5.75			1.8	3.38			2.7			1.87	1.51			2.34
Bike			2.14		0.06	0.53					2.48							6.3			1.78
Other			2.49		0.59																1.54
Commercial Vehicle														1.02							1.02
Walk	0.21		0.57		0.79	0.43	0.42		0.26		0.21		0.38	0.49		0.14	0.4	1.19			0.46
Private Bus / Employer Shuttle/ Hotel Shuttle					0.43												0.42				0.42
E-Scooter (Bird or Personal)					0.24												0.42				0.3
<b>Avg Total</b>	<b>0.25</b>	<b>2.65</b>	<b>2.67</b>	<b>7</b>	<b>1.5</b>	<b>1.79</b>	<b>3.18</b>	<b>7.21</b>	<b>2.41</b>	<b>3.66</b>	<b>3.2</b>	<b>1.15</b>	<b>2.47</b>	<b>1.89</b>	<b>2.78</b>	<b>4.01</b>	<b>1.57</b>	<b>2.93</b>	<b>9.08</b>	<b>2.58</b>	<b>3.05</b>

Table 38: Avg. Work Trip Distance by District

Average Work Trip Distance Mode of Travel	District																	Avg Total				
	Airport	Anderson	Central Sparks	Cold Springs	Convention Cente	Downtown	East Sparks	Galena Creek Par	Huffaker Hills	North Sparks	North Valleys	Pyramid Lake	Reno Northwest	Reno South	Rolling Hills	Spanish Springs	University		Verdi-Mogul	Washoe East	Washoe Southeast	
Private Bus / Employer Shuttle/ Hotel Shuttle	0.85	0.56	17.5				15.2		0.34	0.63		7.11	7.02		12.7	4.59	10.7					8.05
Passenger (Personal Car/Truck/Van)	1.63	1.72	4.54	14.7	2.6	1.86	1.48		2.14	2.91	3.51	152	2.67	2.87	3.2	6.21	3.18	22.3		1.97		6.72
Driver (Personal Car/Truck/Van)	2.7	3.92	5.28	14.9	3.78	2.26	3.49	1.96	2.26	4.04	4.22	4.28	3.14	1.81	4.17	7.67	1.91	3.72	14	3.72		4.12
RTC Fixed Route Bus			3.16		1.48	2.57	7.79		1.54	1.33	5.62		4.71	5.06			2.23	2.53				3.87
RTC FlexRide				2.7	0.28	2.17					1.09		7.09					1.34				2.27
Bike	2.79	2.85	0.25		0.88	1.71	1.11		2.43	0.82	3.65		3.23	1.82	1.53		1.94	3.39	0.14			2.26
Commercial Vehicle			6.45							3.86	1.33		13.4	1.73			0.47	0.34	0.56			2.06
Taxi/Limo/Rideshare (Uber/Lyft)	1.36	2.11	1.51	3.9	0.56	0.81	3.81		2.5	0.27	2.4		2.14	1.49	0.95		1.01	2.39				1.85
Other			2.49				2.92							1.21								1.46
E-Scooter (Bird or Personal)			0.23		1.25											0.84	1.63					0.99
School Bus			0.64		0.37	0.09			1.6	0.77												0.78
Walk	0.33		0.43	0.62	0.22	0.38	0.83		0.21		0.01		0.56	0.29		0.27	0.2	0.36	0.74			0.38
<b>Avg Total</b>	<b>2.43</b>	<b>3.5</b>	<b>4.65</b>	<b>13.9</b>	<b>3.01</b>	<b>1.85</b>	<b>3.59</b>	<b>1.96</b>	<b>2.25</b>	<b>2.83</b>	<b>4.05</b>	<b>21.7</b>	<b>3.27</b>	<b>2.04</b>	<b>3.57</b>	<b>7.45</b>	<b>1.95</b>	<b>4.17</b>	<b>8.1</b>	<b>3.43</b>		<b>3.88</b>

Figure 8 shows the average number of people in the vehicle, for those respondents that indicated their transport mode was a vehicle. In addition, it shows the average number of people in the vehicle at different times of day. The departure time was used to determine the travel time. The columns in orange are considered “peak hours”, which was determined to be 7am-8am and 4pm-6pm, or the times of day when traffic is generally higher due to work commutes.

Figure 8 - Average Car Occupancy by Time of Day



## 4.6 GPS Data

Participants in the 2024 Household Survey had the option of participating via app downloaded on their phone prior to their travel day.

The algorithm used by our apps to detect the locations where the smartphone user has stopped, utilizes the phone's GPS and motion sensor data. Generically, the goal is to differentiate between stationary periods (when the user has stopped) and moving periods (when the user is on the move). On the following page is a high-level outline of the algorithm:

### 1. Data Collection

The user's phone continuously collects GPS and motion sensor data. The motion sensor provides information about the phone's acceleration, rotation, and orientation.

### 2. Preprocessing

The raw GPS and motion sensor data can be noisy and inconsistent. Preprocessing involves filtering and smoothing the data to improve its accuracy. Some of the smoothing is typically done by the phone's firmware; for the remaining cases/data, we use various techniques like moving averages.

### 3. Speed Estimation

We use the point speed values provided by the GPS data stream. Where those values appear erratic or unreliable, we calculate the speed directly from the GPS points' location and timestamp data, receding back in time as far as reasonable to bypass erratic data.

### 4. Define Thresholds

We use a threshold value for the user's speed, above which the user is considered to be moving, and below which the user is considered to be stationary. The threshold value may change depending on the granularity of desired location detection and the accuracy of the GPS data.

### 5. Identify Stops

The app analyzes the preprocessed speed data to detect periods when the user's speed falls below the defined threshold. These periods indicate that the user has potentially stopped. This test is combined with motion flags provided by the phone's sensors to confirm (or reject) a stopped condition.

### 6. Temporal Check

To reduce the chances that brief pauses or slow movements would be recorded as stops (e.g., during traffic), the app checks that the "stopped" condition occurred for a minimum duration before considering it as a stop. This time duration can be customized.

### 7. Location Clustering

The app groups the locations identified as stopped based on proximity, creating clusters which represent the locations where the user has stopped.

## 8. Post-Processing

A stopped location is tested against proximity to known traffic control devices and is tagged as an “in-traffic stop” if stop duration is also less or equal to a specified time as discussed with the client.

## 4.7 Trip Logic for Non-App Data

Our data review process includes visual review of all participant travel data by ETC trained data review staff. The online tools created by ETC for CATI and end-user data entry of trip information include Google API search intelligence to record accurate locations based on address or name search as shown in the test image below.

By using the Google API intelligence, trip logic can be built into the end-user tools so respondents or call Centerr staff can review real time whether logic errors, such as time between stops or distance between stops, occur.

Stop details for Nick  
ETC INSTITUTE  
725 W Frontier Ln #7203, Olathe, Kansas

Location Activity Place Type Travel Mode Persons

Please select location  
(Earlier used locations. Click to select.)

- Home 602 County Rd 328, Adkins, Texas 78101, USA
- Work (Nick/38/M) 725 W Frontier Ln #7203, Olathe, Kansas 66061, USA
- School (Nick/38/M) 2923 W 155th Terrace, Overland Park, Kansas 66224, USA
- Burlington 20030 W 151st St, Olathe, Kansas 66061, USA

(Please edit/change address as needed, using the map interface)  
Selected location: ETC INSTITUTE @ 725 W Frontier Ln #7203, Olathe, Kansas 66061

ETC INSTITUTE @ 725 W Frontier Ln #7203, Olathe, Kansas 66061

Map Satellite

Zoom to Area

Google

ETC INSTITUTE 725 W Frontier Ln #7203 Olathe Kansas 66061

Keyboard shortcuts Map data ©2021 Terms of Use Report a map error

## 5. Trends Charts

This section compares the 2024 Washoe County Household Travel Survey data against the 2015-2016 Household Travel Survey report. The 2024 data will be shown in orange, and the 2016 data will be shown in blue for reference.

Figure 5 shows the average trips rates by both overall households, and by individual person. On average, households made .28 more trips in 2024 than in 2016, but on an individual basis, individuals made .30 less trips in 2024 than in 2016.

Figure 9 - Average Trips Rates by Household/Person Comparison

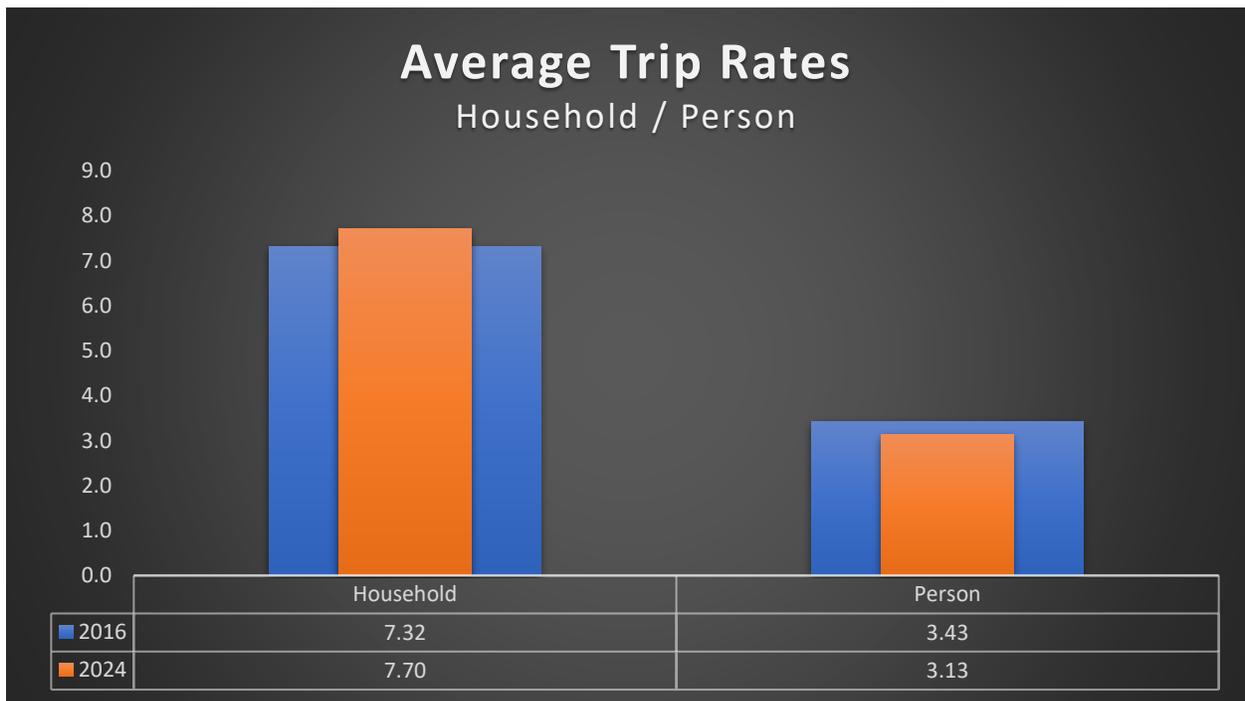


Figure 6 below shows the average trip rates based on household size. Household sizes of 2 or less made on average more trips in 2024 than in 2016, and household sizes of 3 or more on average made less trips in 2024 than in 2016.

Figure 10 - Average Trip Rates by Household Size Comparison

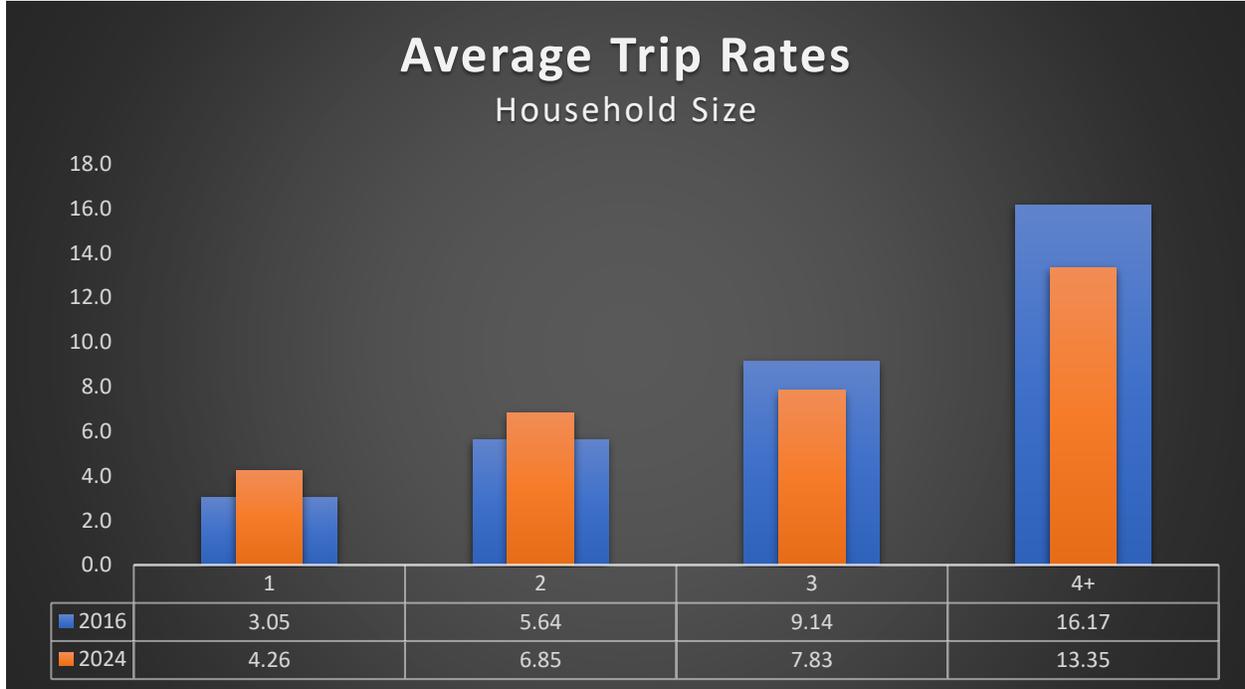


Figure 7 shows the average trips rates based on number of vehicles available to the household. For those households that had 2 or more vehicles, the average trip rates had no significant difference between 2024 and 2016.

Figure 11 - Average Trip Rates by Number of Vehicles Comparison

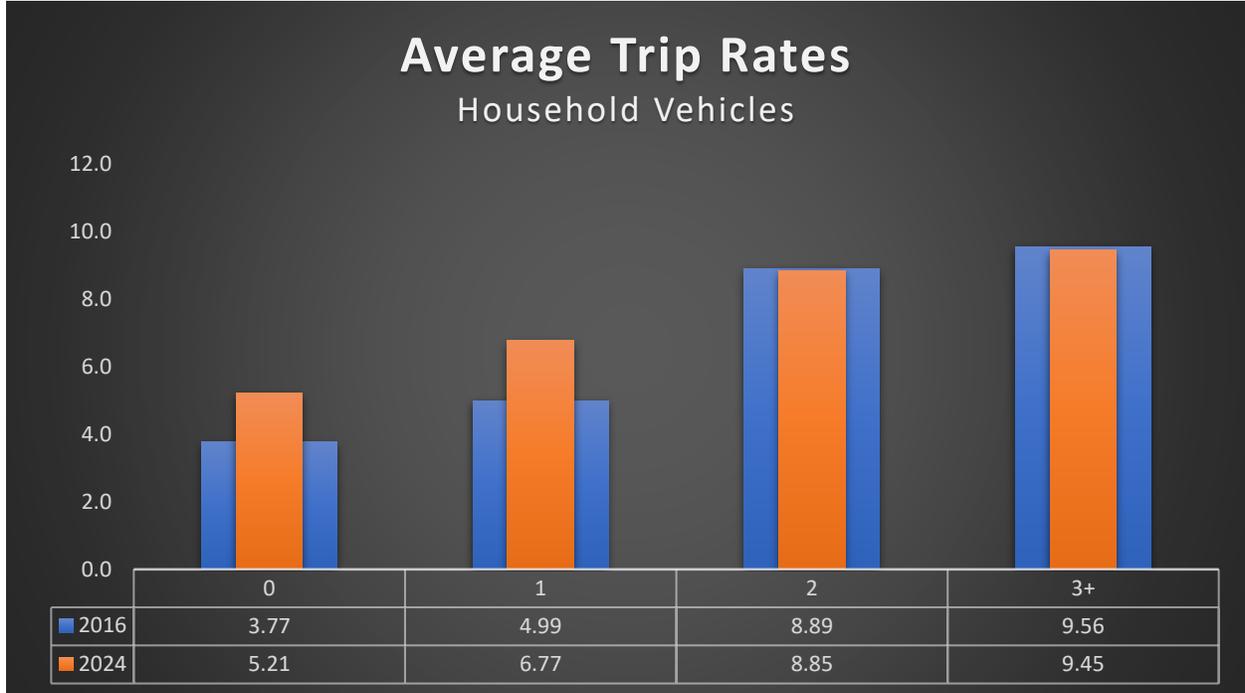


Figure 8 shows the average trip rates based on the number of employed people in the household. In 2024, households with 2 or more employed people on average made 2.58 less trips than in 2016.

Figure 12 - Average Trip Rates by Number of Household Workers Comparison

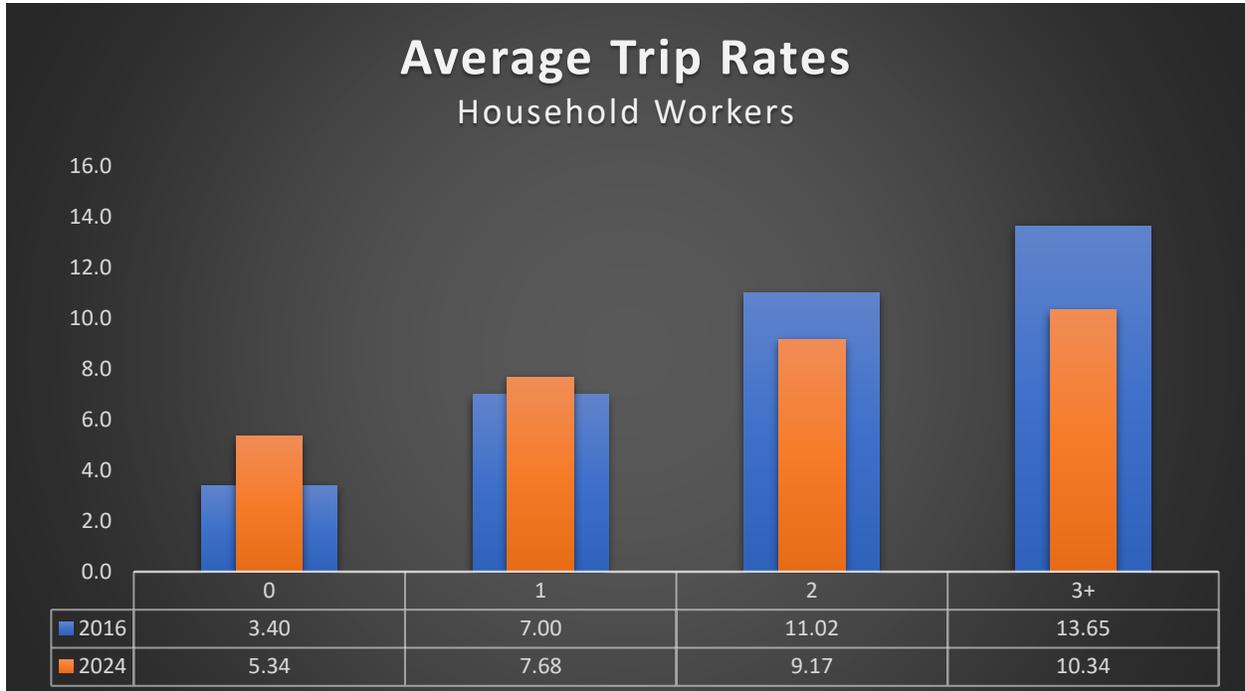
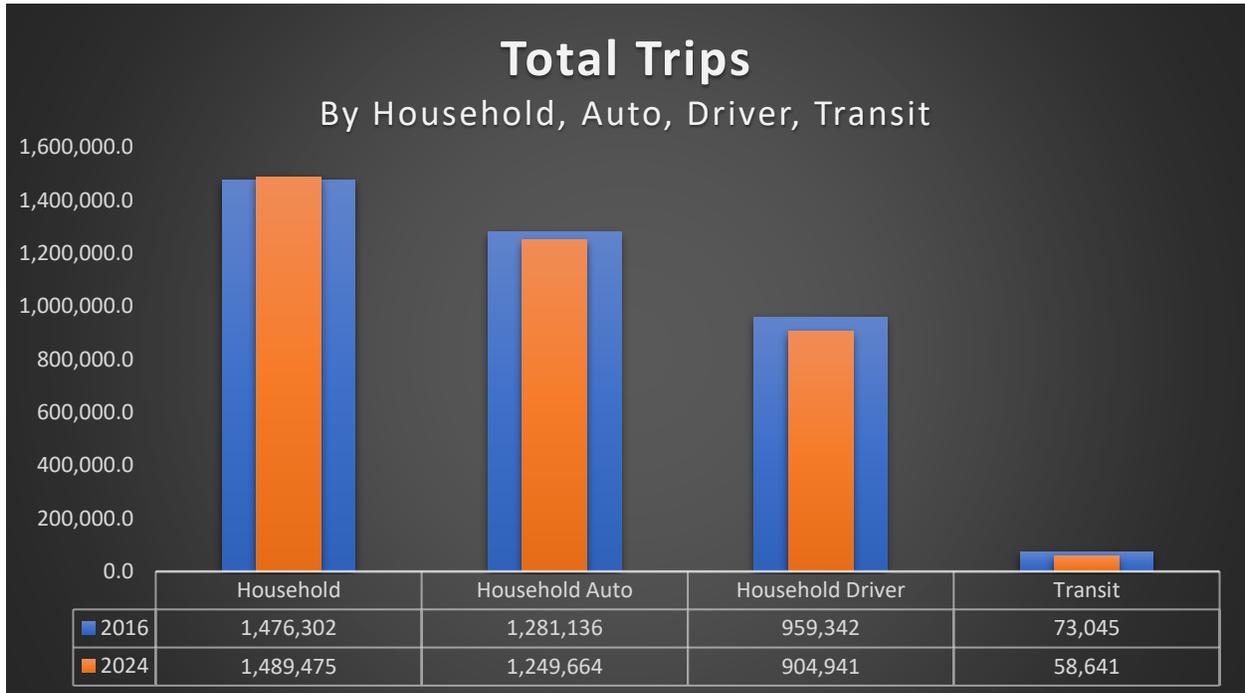


Figure 9 below shows the total trips made by household, by households that were using an automobile to make the trip, by households where the respondent indicated they were the driver, and by respondents that indicated they took transit.<sup>1</sup> As can be seen in the figure below, “Household Auto”, “Household Driver”, and “Transit” indicated less total trips in 2024 than in 2016.

Figure 13 - Total Trips Comparison



<sup>1</sup> The 2016 transit categories included – RTC Ride, RTC Access (paratransit services), RTC Intercity, Sierra Spirit, RTC Rapid, RTC Vanpool, Amtrak, and Other Bus.  
The 2024 transit categories included – RTC Fixed Route Bus, RTC FlexRide, and RTC Vanpool.

Figure 10 shows the average daily trips made by household, households where the respondent indicated they were the driver (“Driver Trips Per Household”), person level trips, and households where the respondent indicated they traveled by transit (“Transit Trips Per Household”). Those that indicated they used transit made 0.2 more average daily trips in 2024 than in 2016.

Figure 14 - Average Daily Trips Comparison

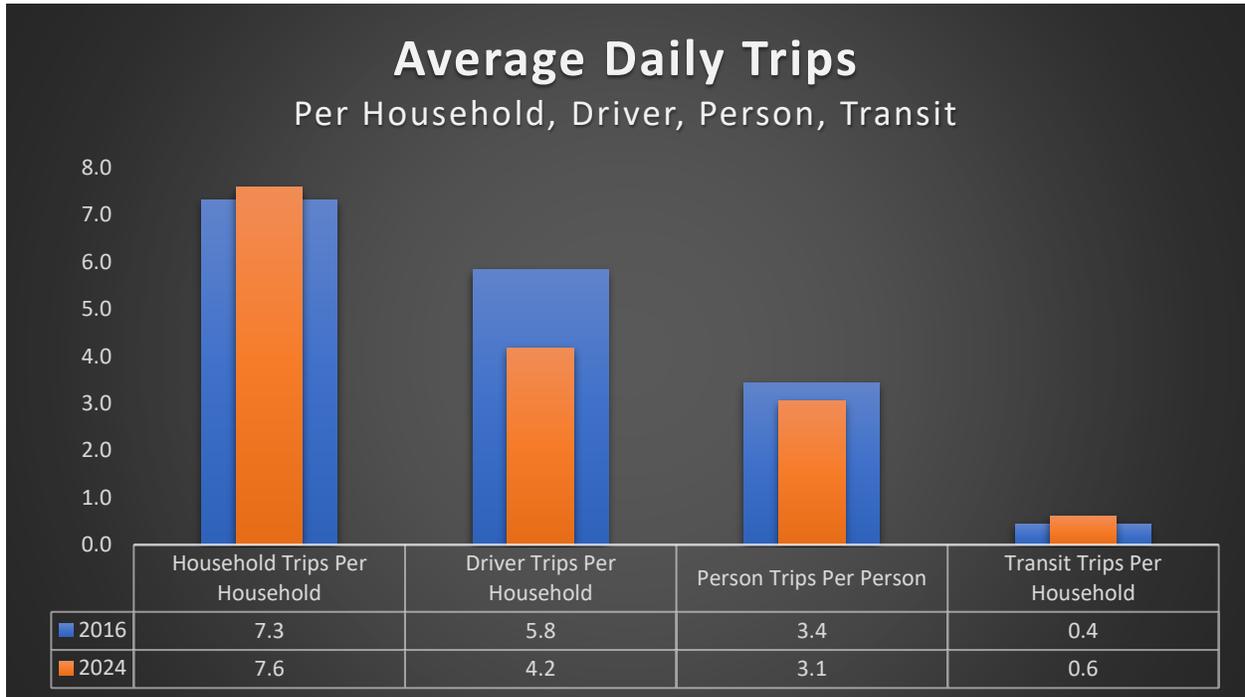


Figure 11 shows the average trip duration for all trips and for those trips that were from Home to Work. There was a decrease in trip durations both overall and from Home to Work from 2016 to 2024, an average of 5.8 minutes less in 2024 than in 2016.

Figure 15 - Average Trip Duration Comparison

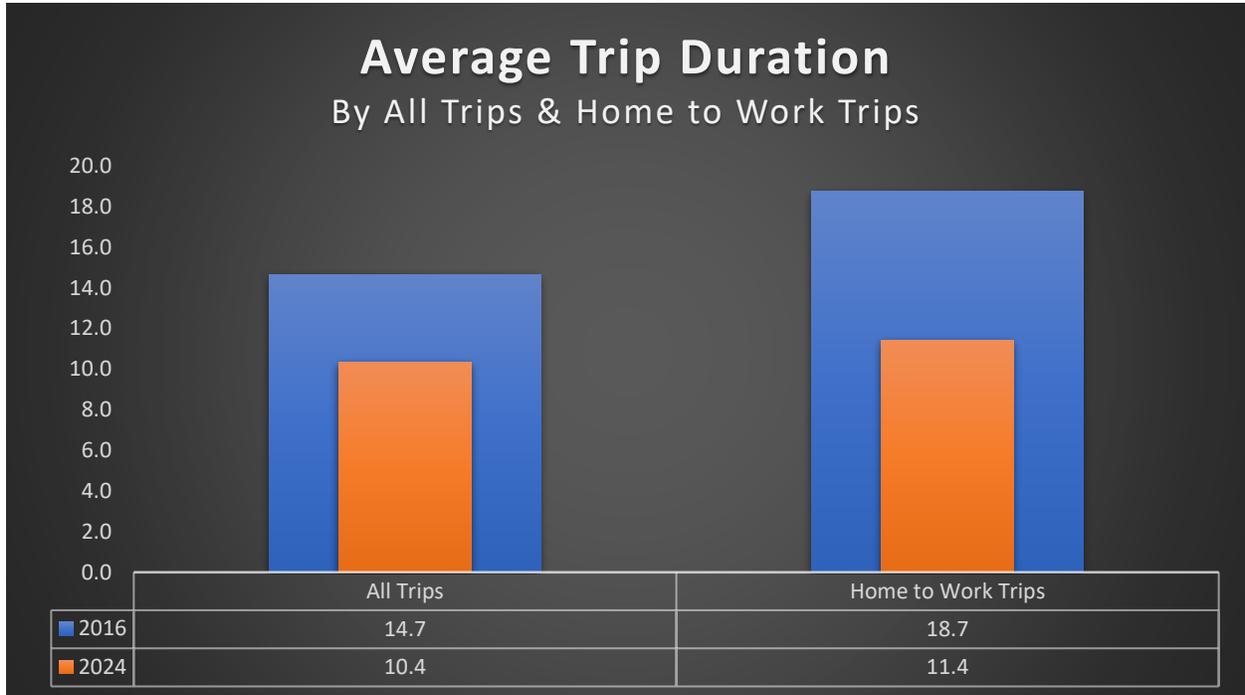


Figure 12 shows the travel mode percent distribution based on if it was a private vehicle, a non-motorized travel such as walk or regular bike, public transit, and private transportation such as a taxi. There was less than 2% difference in all travel mode distributions between 2016 and 2024.

Figure 16 - Travel Mode Percent Distribution Comparison

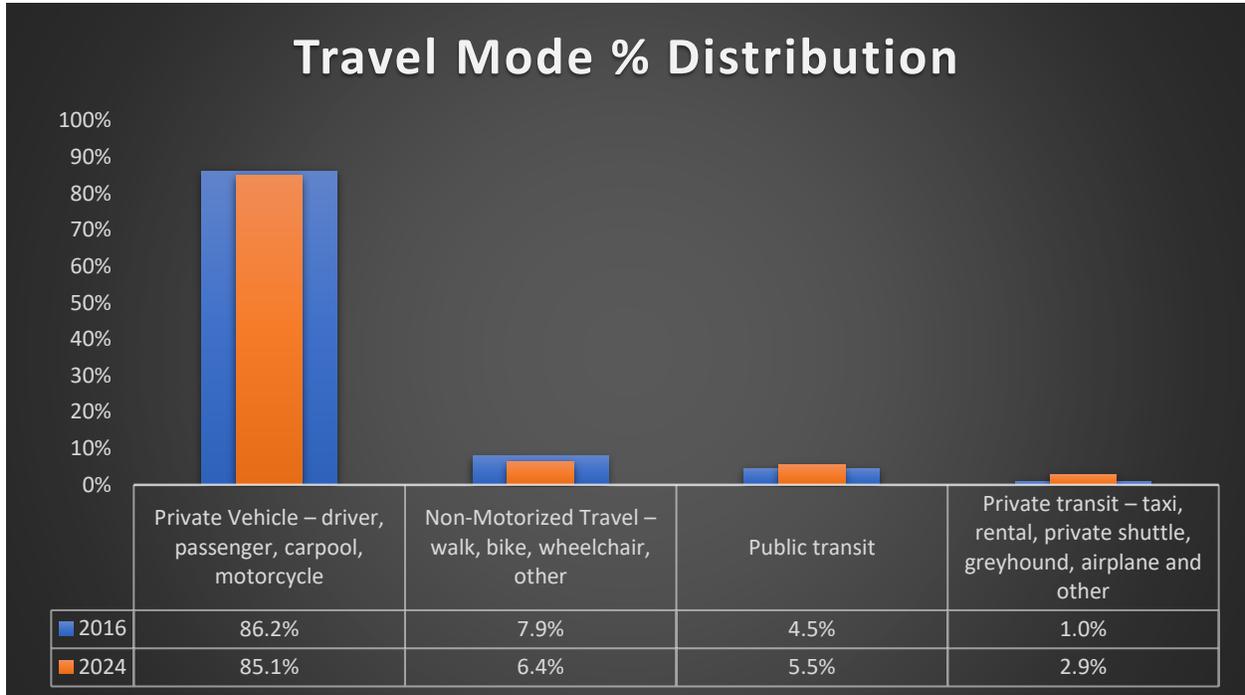


Figure 13 shows the average trip rates based on income range. In 2024, the most reported income range by respondents was \$100,000 or more (31.0%). For that income range, there were 2.45 less average trips rates in 2024 than in 2016.

Figure 17 - Average Trips Rates by Household Income Comparison

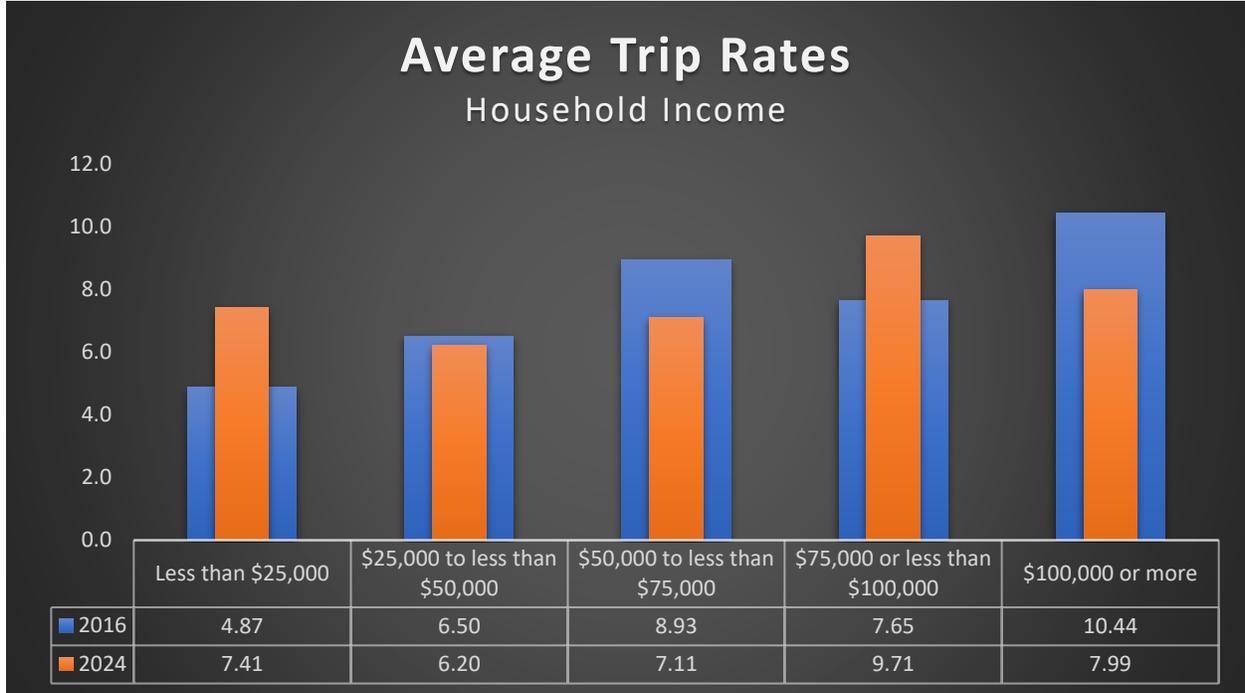
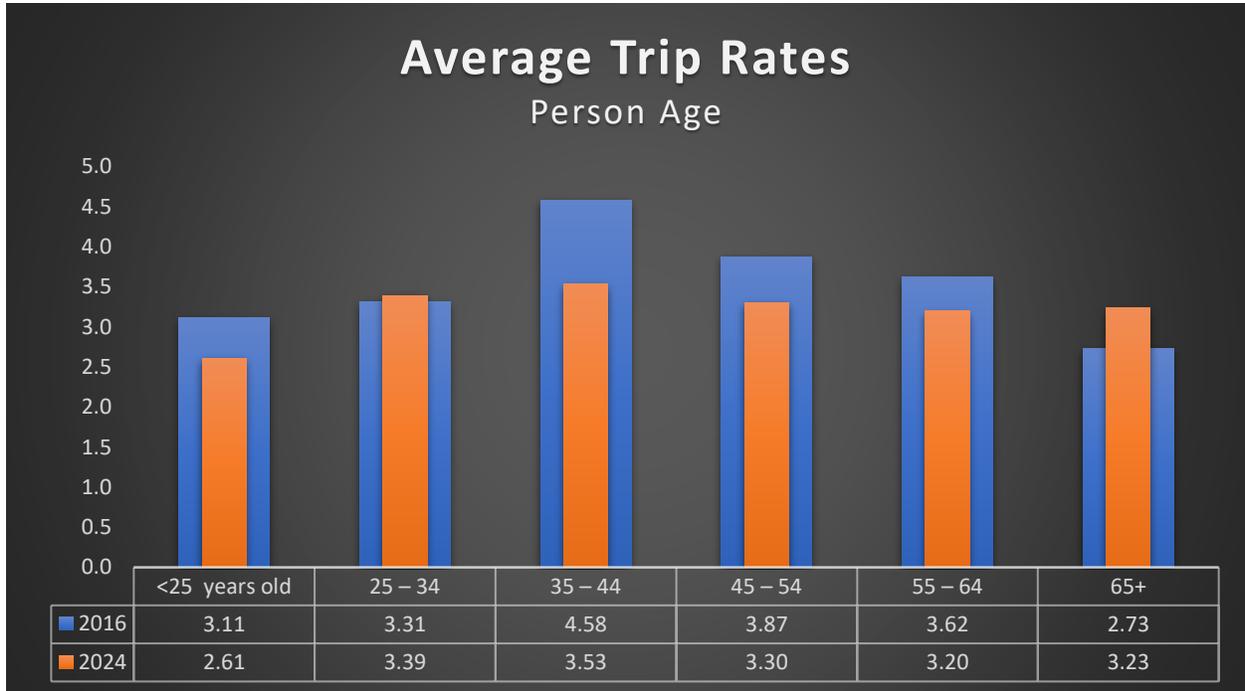


Figure 14 shows the average trips rates by age categories. The most significant difference between 2024 and the previous 2016 report shows that those ages 35-44 had a 1.05 difference in average trip rates.

Figure 18 - Average Trip Rates by Person Age Comparison



## 6. Appendices

The following section contains appendices with examples of survey materials used during the project.

### 6.1 Invitation Postcard

The postcard features a scenic background of a town in a valley under a sunset sky. At the top left is the RTC logo. The main headline reads "GET PAID TO IMPROVE WASHOE COUNTY!". To the right, there is a Spanish translation: "Participe en una encuesta para mejorar el transporte en el Condado de Washoe y reciba hasta una tarjeta de regalo de \$50. Para saber más, visite WashoeCountyTravelSurvey.com." Below the headline, it says "Earn up to \*\$50 amount depends on participation type". The postcard is divided into three numbered steps: 1. "Scan the QR code or sign up at" with a QR code and the URL "WashoeCountyTravelSurvey.com". 2. "We'll Reach Out" with the text "After you sign up, we'll check your qualifications and then contact you." 3. "Get Rewarded" with the text "You'll receive your prepaid card\* within 5-10 business days after completion." A small disclaimer at the bottom reads: "\*Reward provided by ETC Institute in the form of a prepaid gift card. RTC contracted with ETC Institute to collect data on the travel practices of Washoe County residents. ETC is offering a reward to promote the collection of travel survey data. RTC is not affiliated with any of these reward programs and is not responsible for the distribution of any rewards."

#### Who is conducting this survey?

The Regional Transportation Commission of Washoe County (RTC) and ETC Institute are conducting a household travel survey in Washoe County.

#### What is a Household Travel Survey?

- ✓ Household Travel Surveys help determine the amount of travel generated in an area by local residents.
- ✓ Participants use a smartphone app, website or other methods to record where, when, how and why they travel.

#### Why should I participate?

- ✓ You will improve the roads in Washoe County.
- ✓ You will help the RTC to decide on where transportation dollars should be spent.
- ✓ Your travel patterns are representative of many residents, so your participation matters.



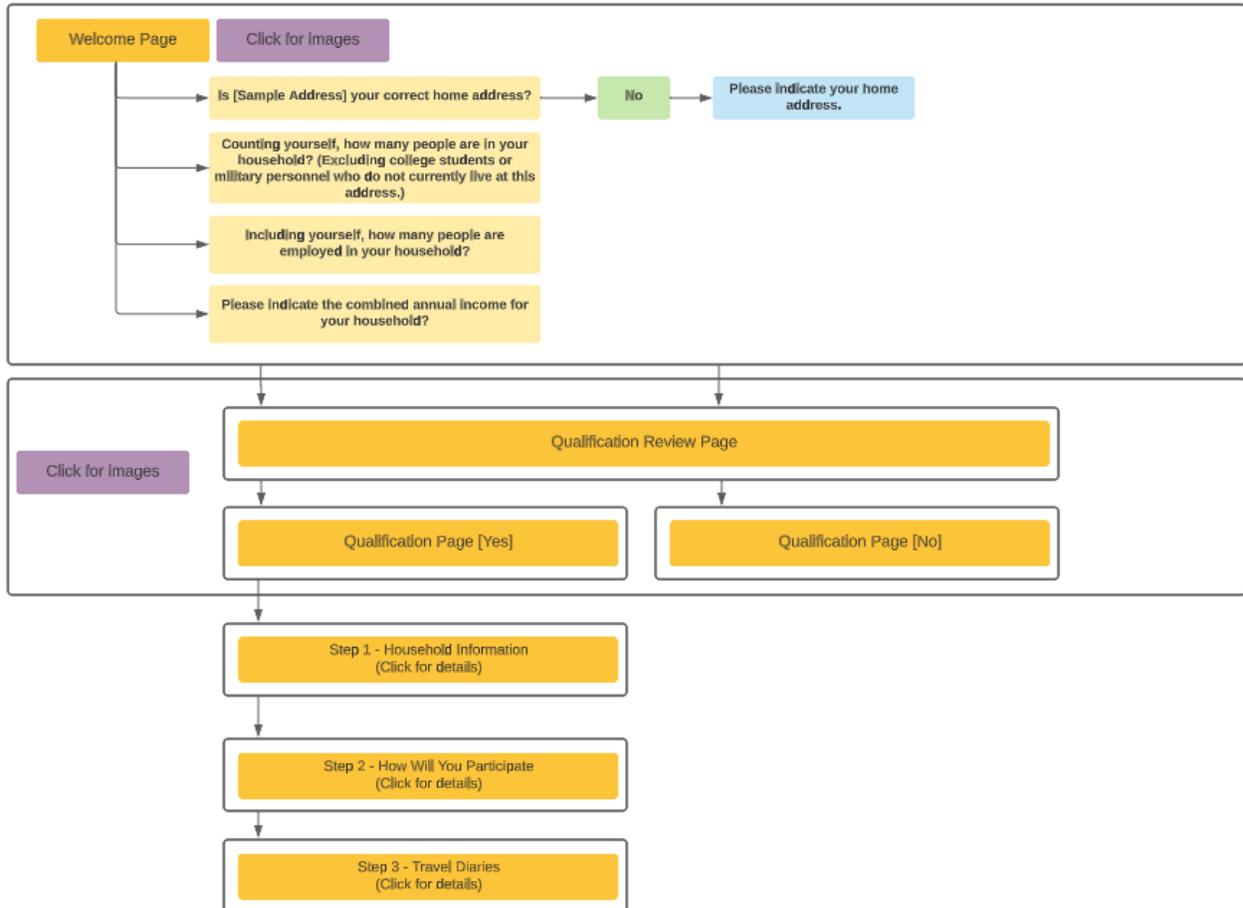
 [WashoeCountyTravelSurvey.com](http://WashoeCountyTravelSurvey.com)



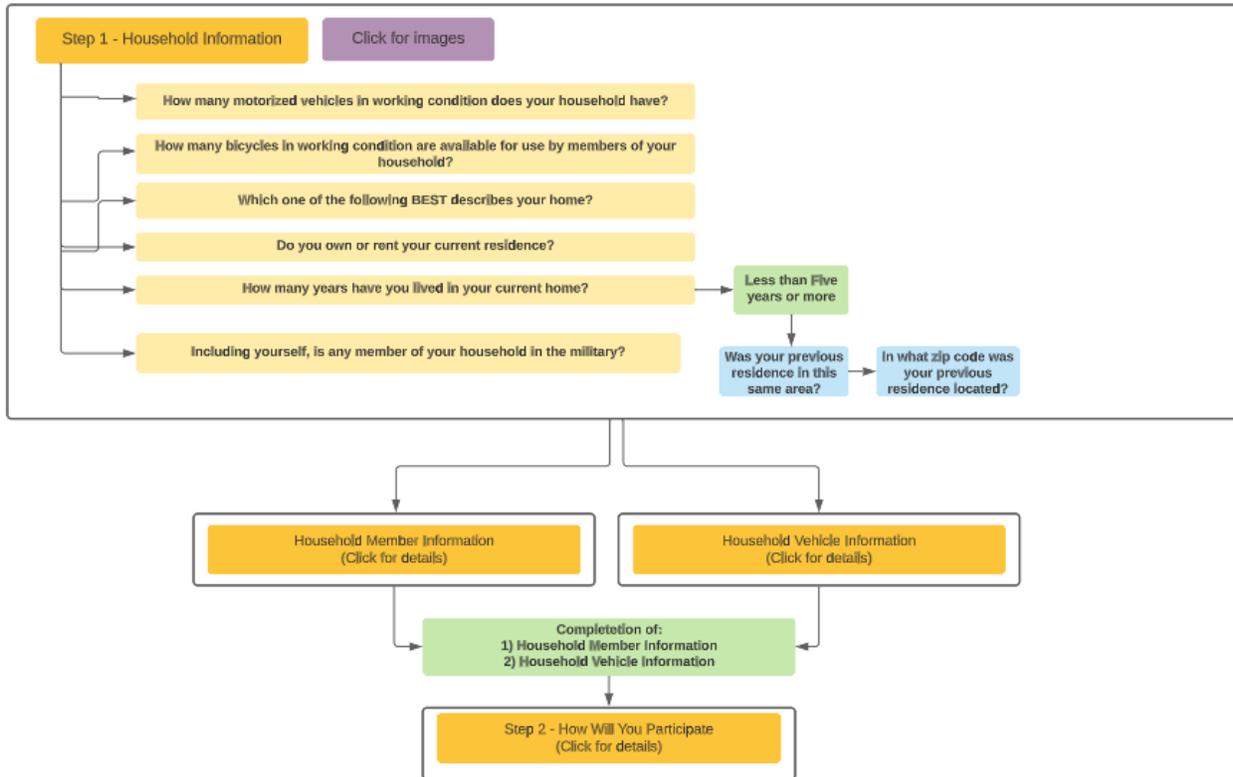
## 6.2 Survey Flow Chart

The images in this section show the flow of the survey.

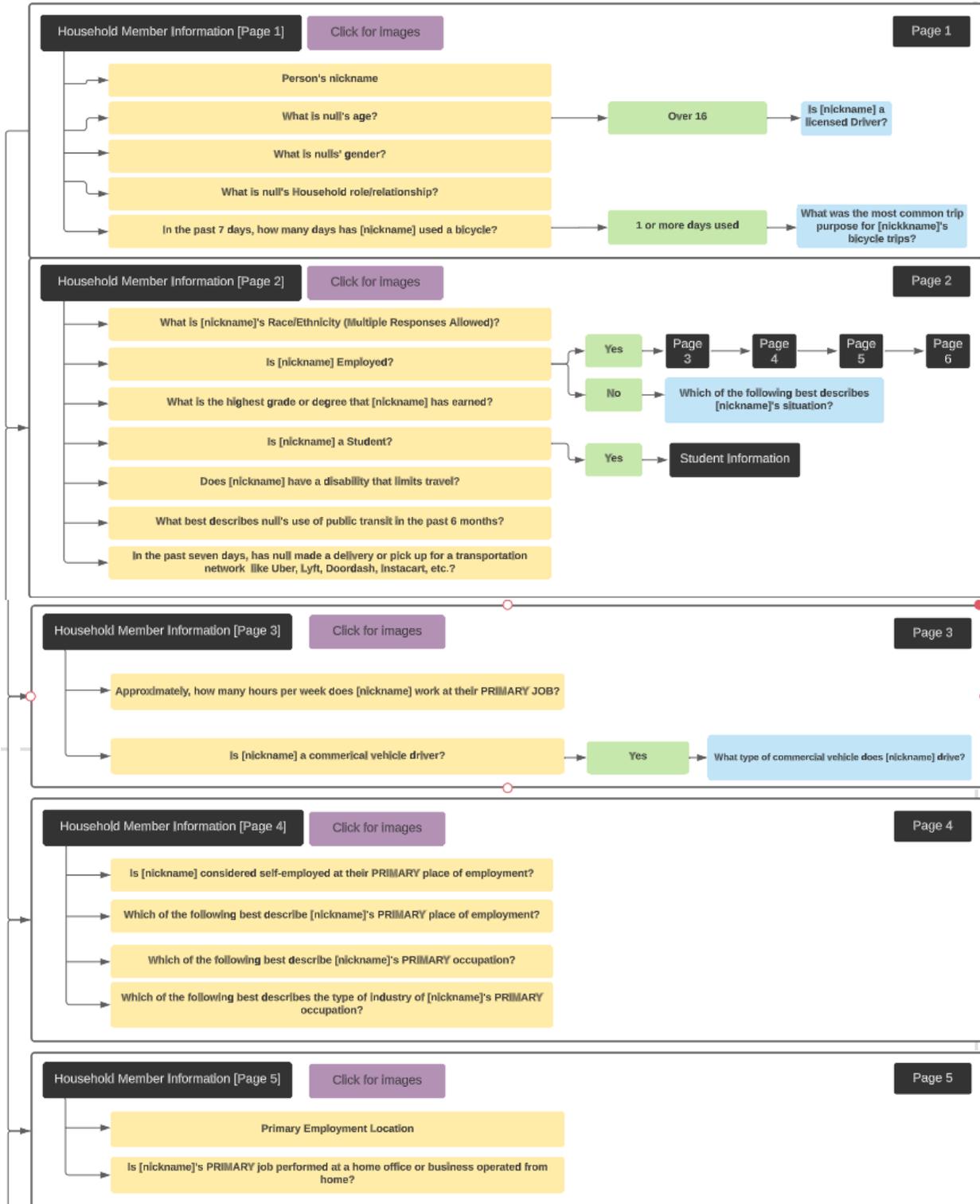
### 6.2.1 Welcome Page

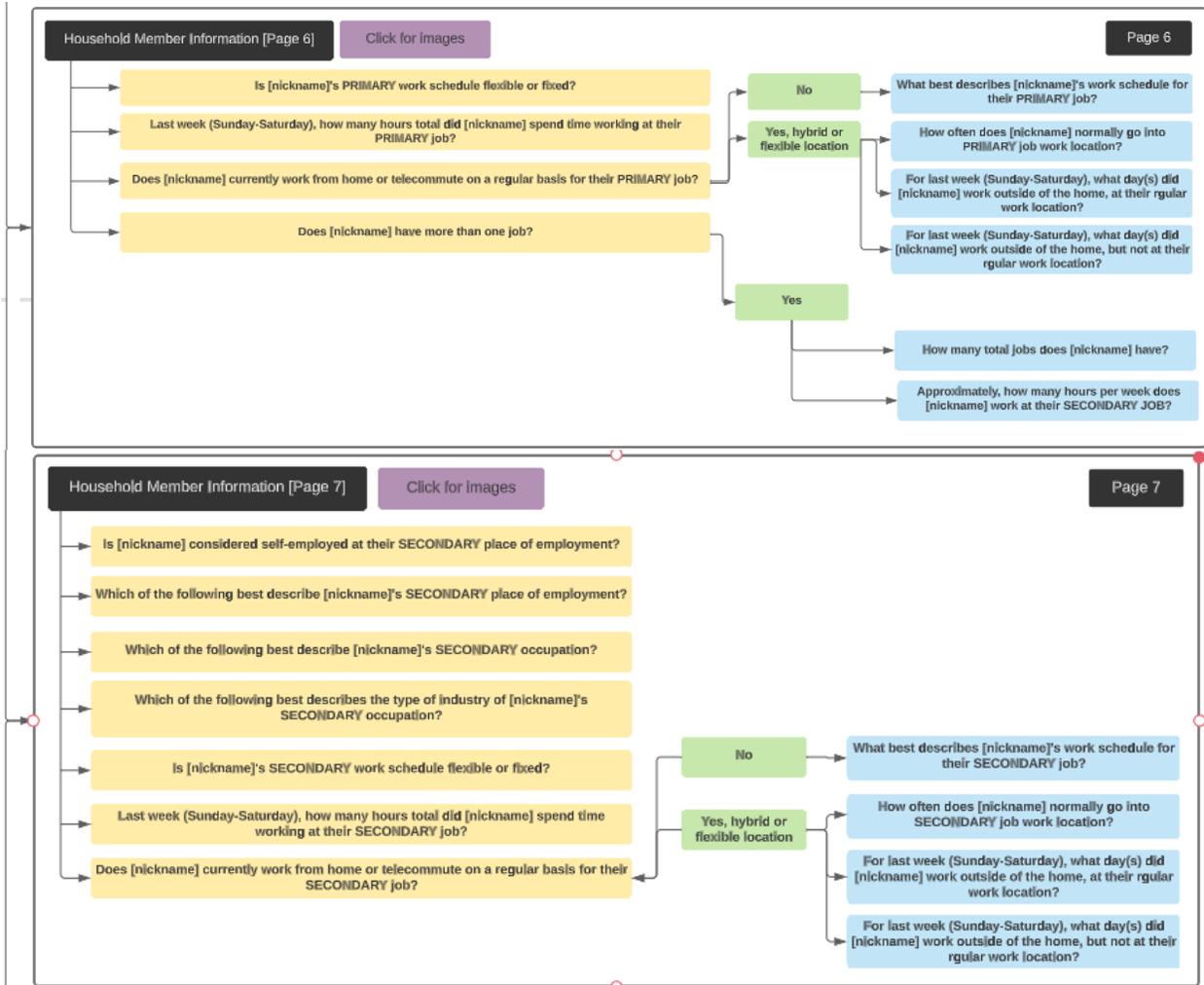


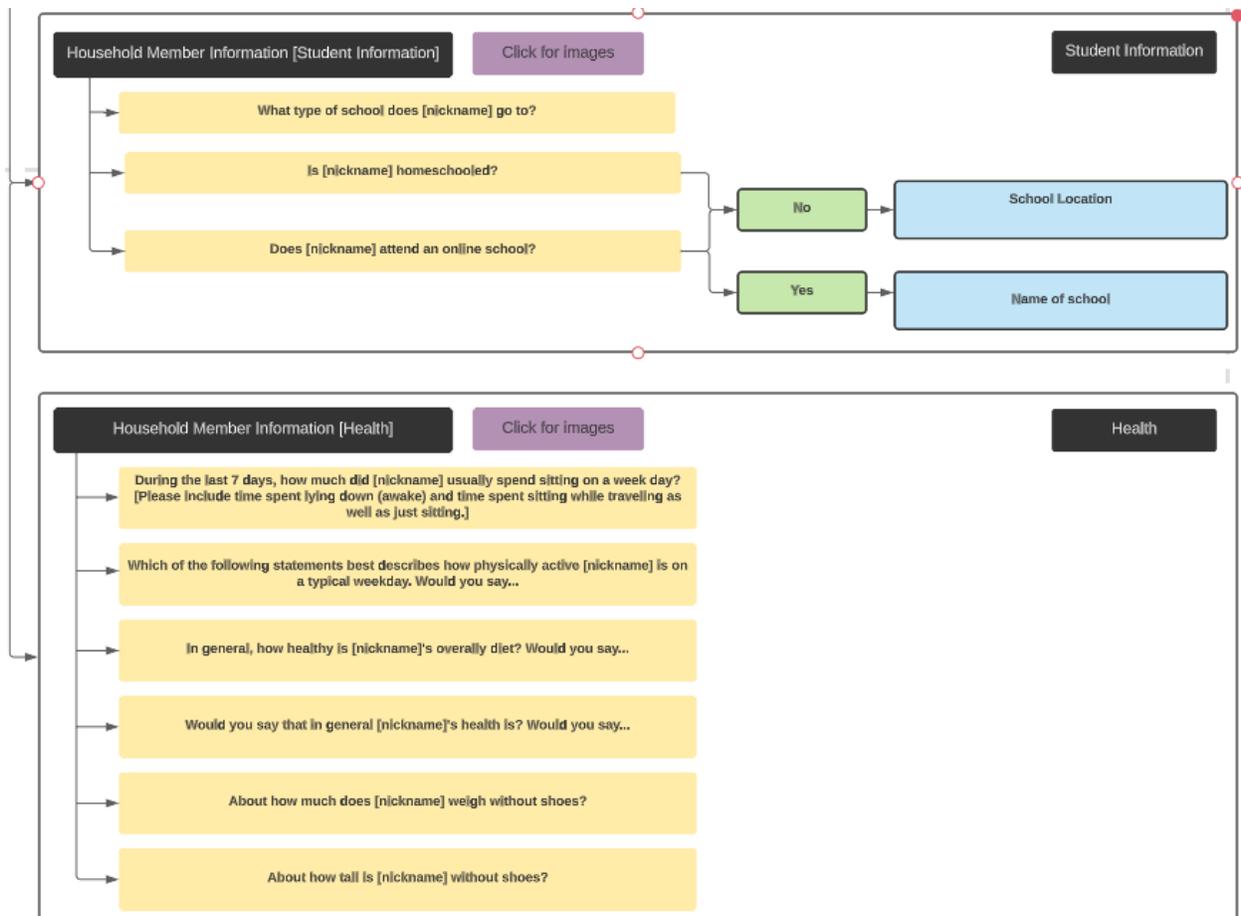
## 6.2.2 Step 1 – Household Information



## Household Member Information





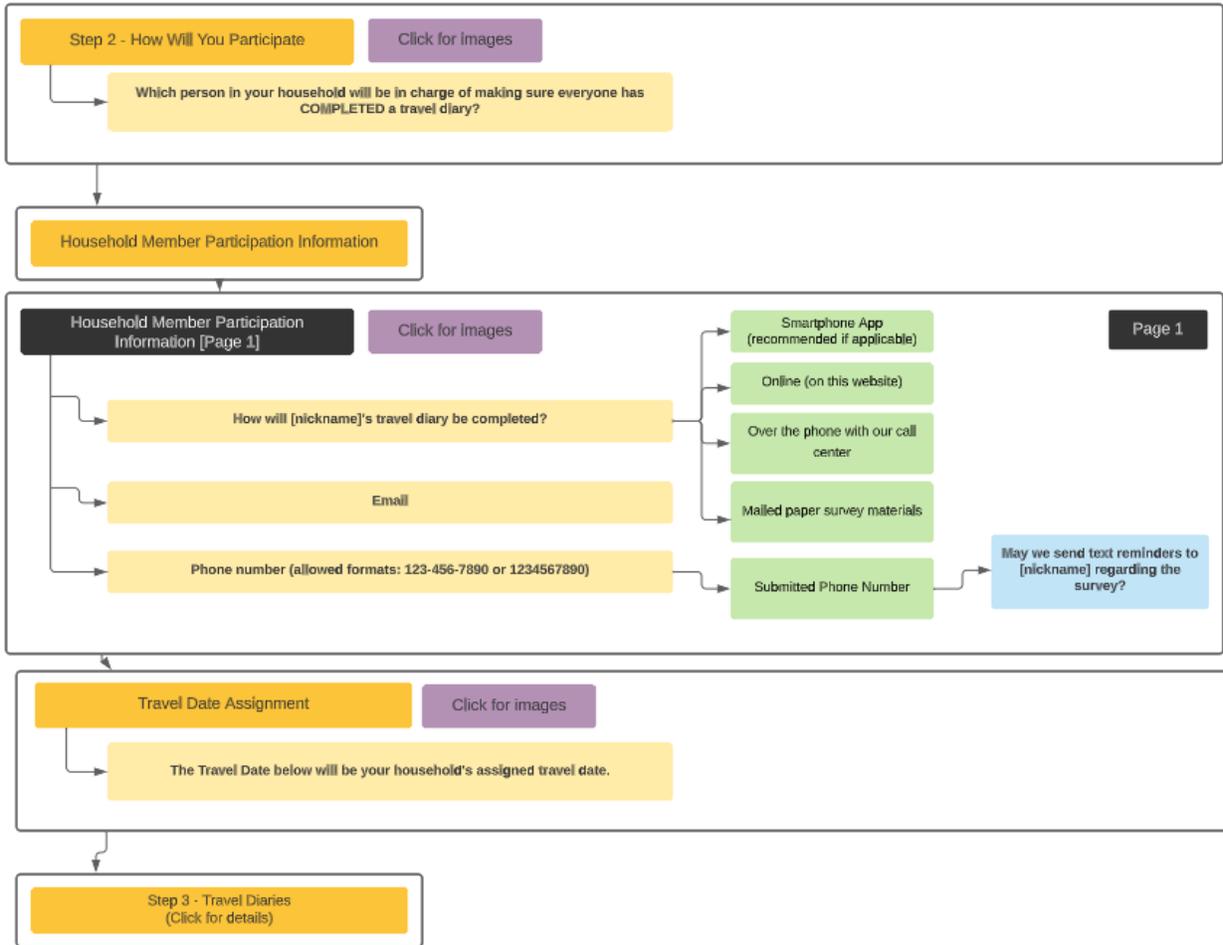


Vehicle Information

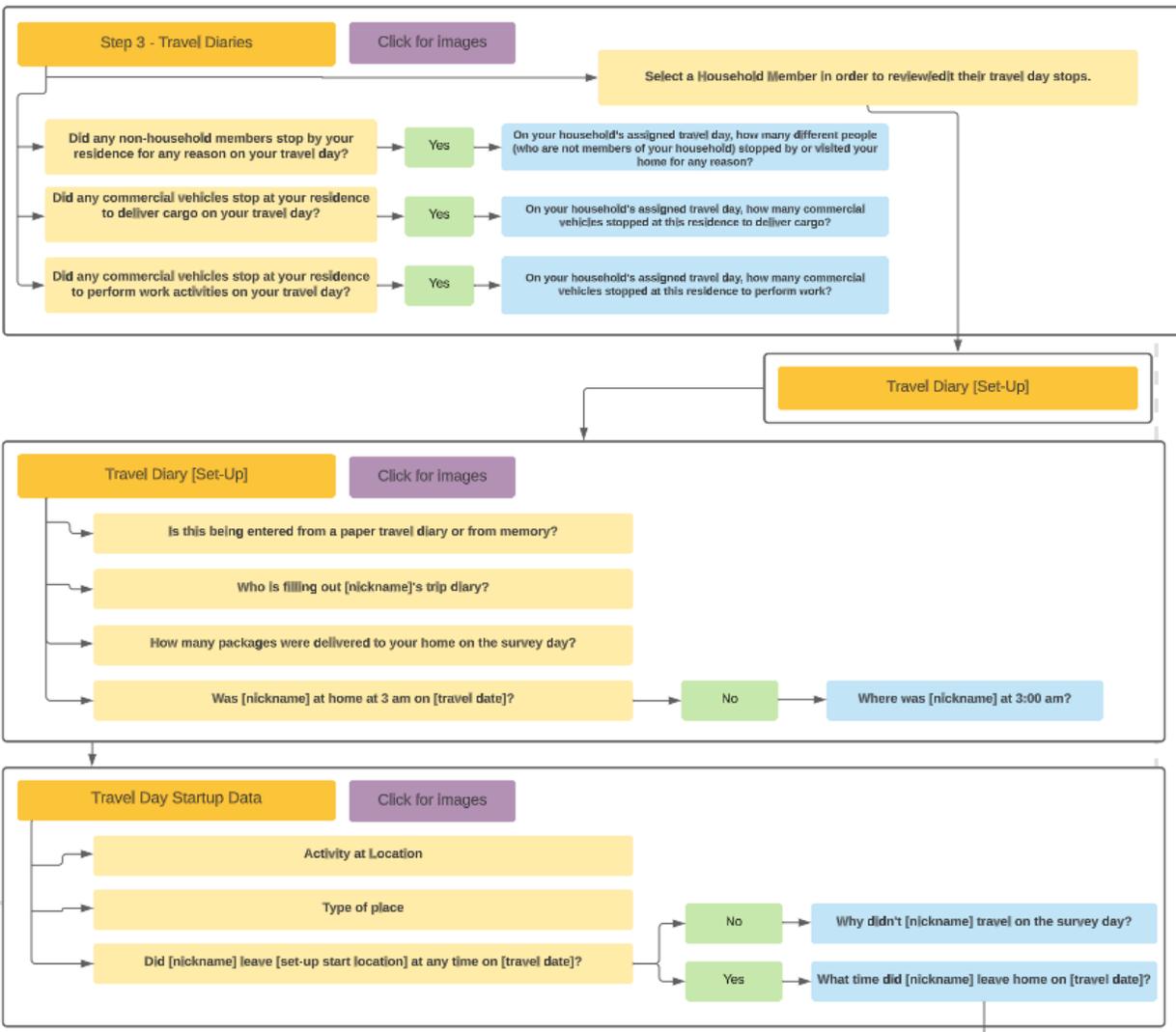
Household Vehicle Information [Page 1] [Click for images](#) Page 1

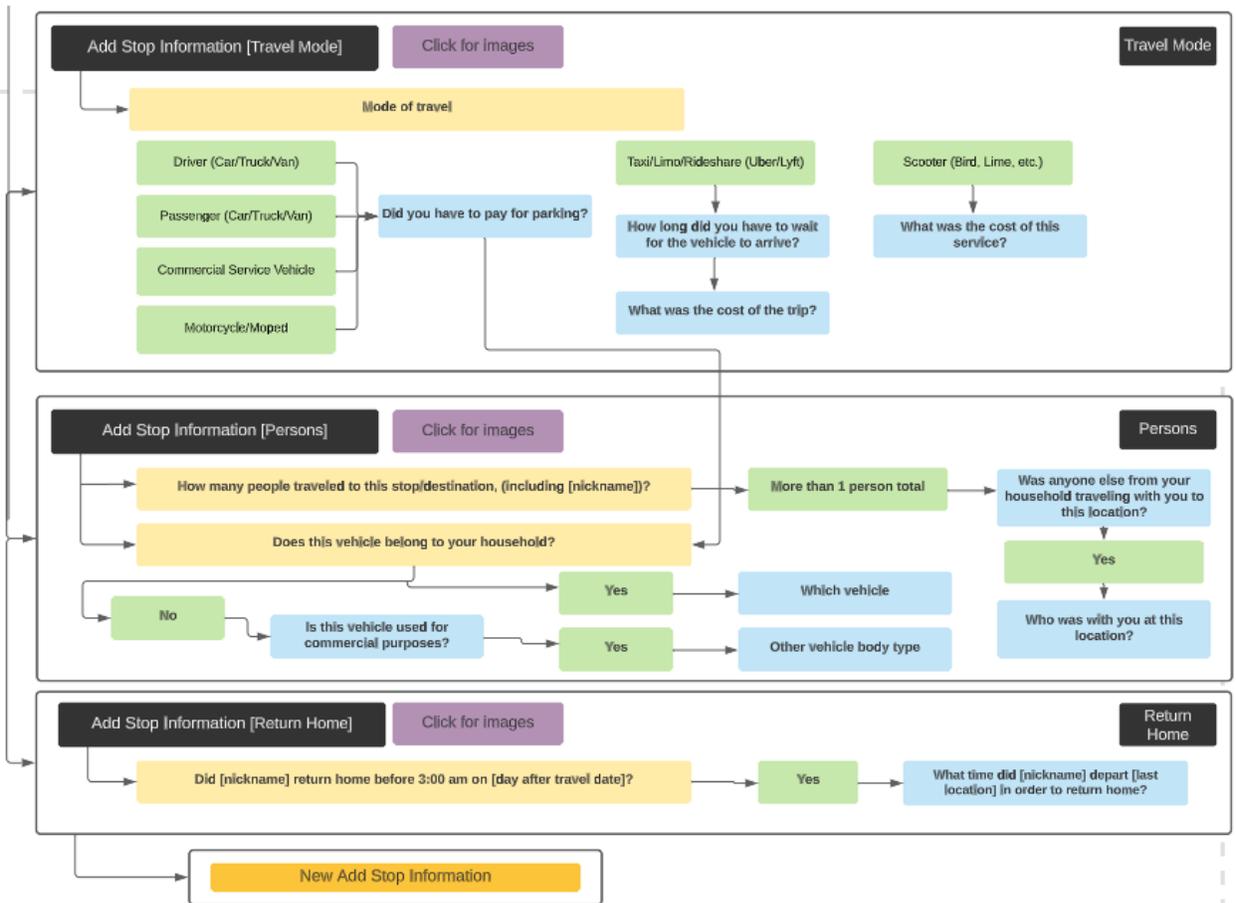
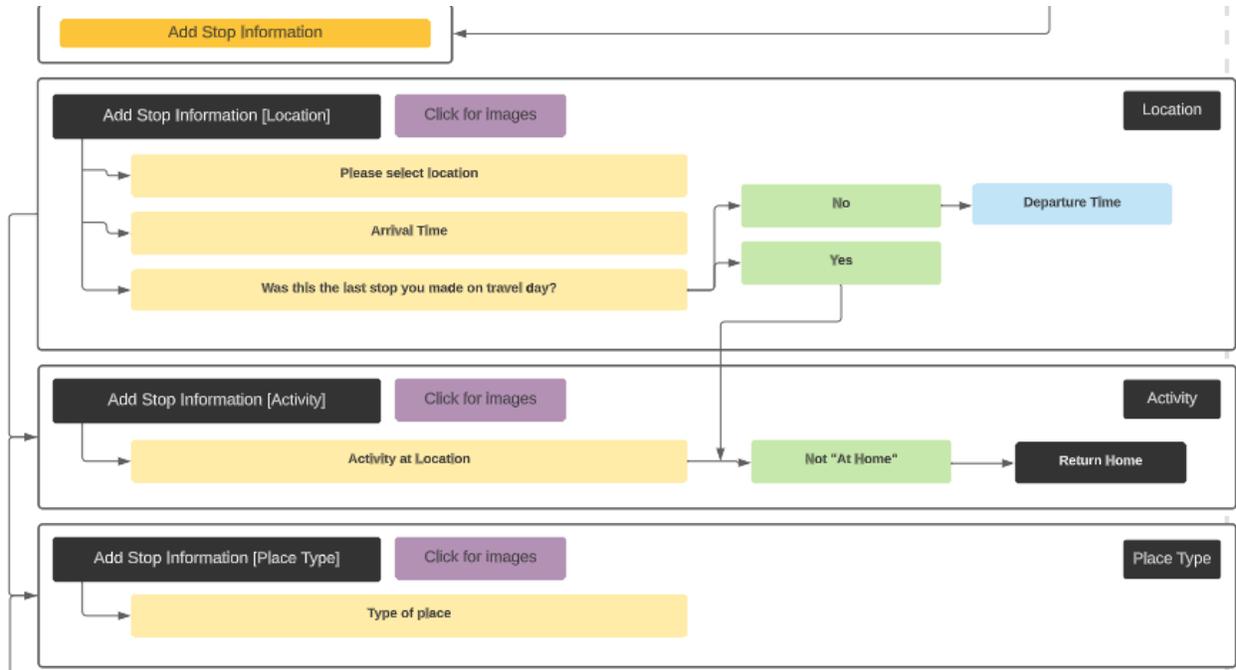
- Vehicle Type
- Vehicle make
- Vehicle model
- Vehicle Year
- Fuel Vehicle Uses
- Is this vehicle used for commercial purposes?  
Yes → How is this vehicle used commercially?
- Do you own or lease this vehicle?
- Odometer Reading (approx. miles)
- Vehicle Nickname (Please provide a nickname for this vehicle such as "Nick's car"  
This will help you later when filling out the trip diary.)

### 6.2.3 Step 2 – How Will You Participate



## 6.2.4 Step 3 – Travel Diaries





## 6.3 Online Survey Instrument

The following survey images were used for testing purposes and were not submitted in the final dataset.

### Qualifying Page

### Washoe County Travel Survey

Household PIN: AYERH  
840 University Ridge Dr, Reno, Nevada, 89512  
[Home](#)

¿Prefiere participar en español? Haga clic aquí. For Help, call 844-755-8511 or email [travelsurvey@etcinstitute.com](mailto:travelsurvey@etcinstitute.com)

Thank you for your interest in this important survey. The information you provide will help local planning organizations better understand the transportation needs of your community.

**Answer the questions below to see if you qualify.**

**Is 840 University Ridge Dr Reno Nevada 89512 your correct home address?**

Yes  No

**Counting yourself, how many people are in your household? (Excluding college students or military personnel who do not currently live at this address.)**

<input type="radio"/> 1 Person	<input type="radio"/> 4 Persons	<input type="radio"/> 7 Persons	<input type="radio"/> 10 Persons
<input type="radio"/> 2 Persons	<input type="radio"/> 5 Persons	<input type="radio"/> 8 Persons	<input type="radio"/> 10+ Persons
<input type="radio"/> 3 Persons	<input type="radio"/> 6 Persons	<input type="radio"/> 9 Persons	<input type="radio"/> Unknown

**Including yourself, how many people are employed in your household?**

None  One  Two or More

**Please indicate the combined annual income for your household?**

<input type="radio"/> Less than \$9,999	<input type="radio"/> \$40,000 to \$44,999	<input type="radio"/> \$75,000 to \$79,999	<input type="radio"/> \$115,000 to \$124,999
<input type="radio"/> \$10,000 to \$14,999	<input type="radio"/> \$45,000 to \$49,999	<input type="radio"/> \$80,000 to \$84,999	<input type="radio"/> \$125,000 to \$134,999
<input type="radio"/> \$15,000 to \$19,999	<input type="radio"/> \$50,000 to \$54,999	<input type="radio"/> \$85,000 to \$89,999	<input type="radio"/> \$135,000 to \$149,999
<input type="radio"/> \$20,000 to \$24,999	<input type="radio"/> \$55,000 to \$59,999	<input type="radio"/> \$90,000 to \$94,999	<input type="radio"/> \$150,000 to \$199,999
<input type="radio"/> \$25,000 to \$29,999	<input type="radio"/> \$60,000 to \$64,999	<input type="radio"/> \$95,000 to \$99,999	<input type="radio"/> \$200,000 or more
<input type="radio"/> \$30,000 to \$34,999	<input type="radio"/> \$65,000 to \$69,999	<input type="radio"/> \$100,000 to \$104,999	<input type="radio"/> Don't Know
<input type="radio"/> \$35,000 to \$39,999	<input type="radio"/> \$70,000 to \$74,999	<input type="radio"/> \$105,000 to \$114,999	<input type="radio"/> Refused

[Check Qualification](#)

Is 840 University Ridge Dr Reno Nevada 89512 your correct home address?

Yes

No

Please indicate your home address.

(Please edit/change address as needed, using the map interface)

Selected location: Home @ 840 University Ridge Dr, Reno, Nevada 89512

Home @ 840 University Ridge Dr, Reno, Nevada 89512

Map Satellite



Zoom to Area

Home 840 University Ridge Dr Reno Nevada 89512

RN 39.55827 -119.815923

STEP 1 – HOUSEHOLD INFORMATION

STEP 1 - HOUSEHOLD INFORMATION

STEP 2 - HOW WILL YOU PARTICIPATE

An adult household member who is at least 18 years old and authorized to answer questions on behalf of all household members should complete Step 1.

How many motorized vehicles in working condition does your household have?

Type number

Don't Know

Refused

How many bicycles in working condition are available for use by members of your household?

Type number

Don't Know

Refused

Which one of the following BEST describes your home?

Single-Family Home (unattached)

Duplex

Mobile Home

Don't Know

Condo

Apartment

Other

Refused

How many years have you lived in your current home?

One year or less

Four years

Refused

Two years

Five years or more

Three years

Don't Know

Do you own or rent your current residence?

Own/Paying Mortgage

Provided by job or military

Don't Know

Rent

Other

Refused

Including yourself, is any member of your household in the military?

Yes

Refused

No

How many years have you lived in your current home?

One year or less
  Four years
  Refused

Two years
  Five years or more

Three years
  Don't Know

Was your previous residence in this same area?

Yes
  Don't Know

No
  Refused

In what zip code was your previous residence located?

Don't Know
  Refused

Household Member Information

Since age, employment, and other factors can impact travel patterns, please provide the following information for each person who is currently living in your household. To get started please click on the pencil icon in the Edit/Delete column in the table below.

Edit/Delete	Person	Name	Age	Gender	Relationship	Race/Ethnicity	Employment Status	Student	Disability that limits travel	Status
 	1									PENDING (Click here)

Showing 1 to 1 of 1 entries

Household Vehicle Information

Since the types of vehicles that are being used and the purpose they are being used for can impact travel patterns, please provide the following information for each of the vehicles in your household. To get started please click on the pencil icon in the Edit/Delete column in the table below.

Edit/Delete	Vehicle	Type	Year	Make	Model	Fuel Type	Is this vehicle used for commercial purposes?	If Yes, how is this vehicle used commercially?	Do you own or lease this vehicle?	Odometer Reading	Vehicle Nickname	Status
 	1											PENDING (Click here)

## Household Member Information Pages

### Household Member Demographics Person 1

Page 1 Incomplete    Page 2 Incomplete    Language Incomplete

Person's nickname

What is null's age?

  Don't Know  Refused

What is null's Gender?

Male     Female     Don't Know     Refused

What is null's Household role/relationship to the Head of Household?

Head of household     Aunt / Uncle  
 Husband / Wife / Unmarried Partner     Other Relative  
 Mother / Father / In-law     Other Non-Relative  
 Brother / Sister / In-law     Household Help  
 Grandfather / Grandmother     Don't Know  
 Grandson / Granddaughter     Refused  
 Son / Daughter / In-law

In the past 7 days, how many days has null used a bicycle?

  Don't Know  Refused

X

Next

Save changes & Exit

What is Test's age?



999

Don't Know

Refused

Would you be able to provide the age range for Test?

- |  |  |  |   |
|--|--|--|---|
| <input type="radio"/> 0 to 4 years old   | <input type="radio"/> 16 to 17 years old | <input type="radio"/> 35 to 44 years old | <input type="radio"/> 65 years old or older |
| <input type="radio"/> 5 to 12 years old  | <input type="radio"/> 18 to 24 years old | <input type="radio"/> 45 to 54 years old | <input type="radio"/> Don't Know            |
| <input type="radio"/> 13 to 15 years old | <input type="radio"/> 25 to 34 years old | <input type="radio"/> 55 to 64 years old | <input type="radio"/> Refused               |

In the past 7 days, how many days has Test used a bicycle?



1

Don't Know

Refused

What was the most common trip purpose for Test's bicycle trips?

- |                              |                                |   |                                  |
|------------------------------|--------------------------------|---|----------------------------------|
| <input type="radio"/> Work   | <input type="radio"/> Shopping | <input type="radio"/> Recreation / Exercise | <input type="radio"/> Don't Know |
| <input type="radio"/> School | <input type="radio"/> Visiting | <input type="radio"/> Other                 | <input type="radio"/> Refused    |

Page 1 Completed	Page 2 Incomplete	Language Incomplete
---------------------	----------------------	------------------------

**What is Test's Race/Ethnicity (Multiple Responses Allowed)?**

<input type="checkbox"/> Black / African-American	<input type="checkbox"/> White / Caucasian
<input type="checkbox"/> Hispanic / Mexican-American	<input type="checkbox"/> Other
<input type="checkbox"/> Asian / Pacific Islander	<input type="checkbox"/> Don't Know
<input type="checkbox"/> Native American	<input type="checkbox"/> Refused

**Is Test Employed?**

<input type="radio"/> Yes	<input type="radio"/> Don't Know
<input type="radio"/> No	<input type="radio"/> Refused

**What is the highest grade or degree that Test has earned?**

<input type="radio"/> Less than a high school graduate	<input type="radio"/> Graduate degree or professional degree
<input type="radio"/> High school graduate or GED	<input type="radio"/> Don't Know
<input type="radio"/> Some College or Associate's degree	<input type="radio"/> Refused
<input type="radio"/> Bachelor's degree	

**Is Test a Student? (Note: children in daycare are considered students)**

<input type="radio"/> Yes	<input type="radio"/> Don't Know
<input type="radio"/> No	<input type="radio"/> Refused

Does Test have a disability that limits travel?

- Yes  Don't Know  
 No  Refused

What best describes Test's use of public transit in the past 6 months?

- Never  Weekly basis  
 Rarely (3 times or less)  Daily  
 Once per month  Don't Know  
 Two to three times per month  Refused

In the past seven days, has Test made a delivery or pick up for a transportation network company like Uber, Lyft, Doordash, Instacart, etc?

- Yes  Don't Know  
 No  Refused

X

Prev

Next

Save changes & Exit

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Incomplete	Page 4 Incomplete	Page 5 Incomplete	Page 6 Incomplete
Student Information Incomplete	Language Incomplete				

Approximately, how many hours per week does Test work at their PRIMARY JOB?

VARIES FROM WEEK TO WEEK  DON'T KNOW  Refused

Is Test a commercial vehicle driver?

Yes  Don't Know  
 No  Refused

X

Is Test a commercial vehicle driver?

Yes  Don't Know  
 No  Refused

What type of commercial vehicle does Test drive?

Cargo transport vehicle  Other  
 Commercial service vehicle  Don't Know  
 Cargo transport and service vehicle  Refused

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Incomplete	Page 5 Incomplete	Page 6 Incomplete
Student Information Incomplete	Language Incomplete				

Which of the following best describe Test's PRIMARY employment status?

- Employed full-time 30 or more hours per week
- Employed part-time less than 30 hours per week
- Self-employed full-time 30 or more hours per week
- Self-employed part-time less than 30 hours per week
- Don't Know
- Refused

Which of the following best describe Test's PRIMARY place of employment?

<input type="radio"/> Office (non-government)	<input type="radio"/> School, College/University/Trade School
<input type="radio"/> Office (government)	<input type="radio"/> Restaurant/Fast Food, Cafe, Bar & Grill
<input type="radio"/> Home Office/Residential Workplace	<input type="radio"/> Convenience/Drug Store/Gas Station
<input type="radio"/> Casino Hotel	<input type="radio"/> Grocery Store
<input type="radio"/> Hotel/Motel/Campsite (No Casino)	<input type="radio"/> Recreational facility/Fitness Club
<input type="radio"/> Coworking Space	<input type="radio"/> Other Retail /Shopping
<input type="radio"/> Industrial Warehouse/Manufacturing	<input type="radio"/> Other Personal Business (i.e. Bank, Automotive Dealer, Beauty Salon, etc.)
<input type="radio"/> Medical Offices/Hospital	<input type="radio"/> Outdoor Park/Beach/Sports Field/Open Space
<input type="radio"/> School; Daycare/Preschool	<input type="radio"/> Airport
<input type="radio"/> School; Elementary	<input type="radio"/> Other
<input type="radio"/> School; Middle/Junior High	<input type="radio"/> Don't Know
<input type="radio"/> School; High School	<input type="radio"/> Refused

Which of the following best describe Test's PRIMARY occupation?

- Management Occupations
- Business and Financial Operations Occupations
- Computer and Mathematical Occupations
- Architecture and Engineering Occupations
- Life, Physical, and Social Science Occupations
- Community and Social Service Occupations
- Legal Occupations
- Educational Instruction and Library Occupations
- Arts, Design, Entertainment, Sports, and Media Occupations
- Healthcare Practitioners and Technical Occupations
- Healthcare Support Occupations
- Protective Service Occupations
- Food Preparation and Serving Related Occupations
- Building and Grounds Cleaning and Maintenance Occupations
- Personal Care and Service Occupations
- Sales and Related Occupations
- Office and Administrative Support Occupations
- Farming, Fishing, and Forestry Occupations
- Construction and Extraction Occupations
- Installation, Maintenance, and Repair Occupations
- Production Occupations
- Transportation and Material Moving Occupations
- Military Specific Occupations
- Something else
- Other(specify)
- Don't Know
- Refused

Which of the following best describes the type of industry of Test's PRIMARY occupation?

- |   |  |
|---|--|
| <input type="radio"/> Agriculture, Forestry, Fishing and Hunting                              | <input type="radio"/> Educational Services                                 |
| <input type="radio"/> Mining, Quarrying, and Oil and Gas Extraction                           | <input type="radio"/> Healthcare and Social Assistance                     |
| <input type="radio"/> Utilities   | <input type="radio"/> Arts, Entertainment, and Recreation                  |
| <input type="radio"/> Construction  | <input type="radio"/> Casino, Hotel, Food Services and Other Accommodation |
| <input type="radio"/> Wholesale Trade   | <input type="radio"/> Other Services (except Public Administration)        |
| <input type="radio"/> Information   | <input type="radio"/> Public Administration                                |
| <input type="radio"/> Finance and Insurance   | <input type="radio"/> Manufacturing  |
| <input type="radio"/> Real Estate, Rental and Leasing   | <input type="radio"/> Transportation and Warehousing                       |
| <input type="radio"/> Professional, Scientific and Technical Services                         | <input type="radio"/> Retail Trade   |
| <input type="radio"/> Management of Companies and Enterprises                                 | <input type="radio"/> Something else (specify)                             |
| <input type="radio"/> Administration and Support of Waste Management and Remediation Services |  |

X

Prev

Next

Save changes & Exit

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Completed	Page 5 Incomplete	Page 6 Incomplete
Student Information Incomplete	Language Incomplete				

What is the name of Test's PRIMARY Employer?

Please Enter Text

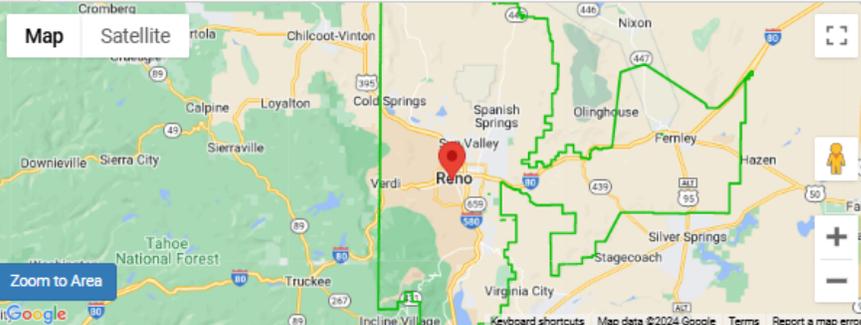
Primary Employment Location

(Please edit/change address as needed, using the map interface)

Selected location:

Find by address or place name

Map Satellite



Zoom to Area

Work Address City State Zip

Studyarea Lat Lon

Is Test's PRIMARY job performed at a home office or business operated from home?

- Yes
- No
- Don't Know
- Refused

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Completed	Page 5 Completed	Page 6 Incomplete	Student Information Incomplete
Language Incomplete						

Is Test's PRIMARY work schedule flexible or fixed?

Flexible / Variable     Fixed / Unchanging     Don't Know     Refused

Does Test currently work from home or telecommute on a regular basis for their PRIMARY job?

No     Yes, hybrid or flexible location  
 Yes, only remote

Does Test have more than one job?

Yes     Don't Know  
 No     Refused

X    [Prev](#)    [Next](#)    [Save changes & Exit](#)

Does Test currently work from home or telecommute on a regular basis for their PRIMARY job?

No     Yes, hybrid or flexible location  
 Yes, only remote

What best describes Test's work schedule for their PRIMARY job?

Regular work week schedule (i.e. Monday through Fr...  
 Compressed schedules (i.e. 4 days of 10 hours)  
 Rotating shift schedule (like hospitals/firefighte...  
 Split shift schedule (working during peak rush tim...  
 On-call schedule (beyond normal working hours)  
 Completely flexible (i.e. make own hours)  
 Other (please specify)

Does Test currently work from home or telecommute on a regular basis for their PRIMARY job?

- No  Yes, hybrid or flexible location  
 Yes, only remote

How often does Test normally go into PRIMARY job work location?

- Several times per year  3 times per week  
 Several times per month  4 times per week  
 1 time per week  5 or more times per week  
 2 times per week

For last week (Sunday-Saturday), what day(s) did Test work outside of the home, at their regular work location?

- Sunday  Thursday  
 Monday  Friday  
 Tuesday  Saturday  
 Wednesday  Did not work outside of the home last week

For last week (Sunday-Saturday), what day(s) did Test work outside of the home, but not at their regular work location?

- Sunday  Thursday  
 Monday  Friday  
 Tuesday  Saturday  
 Wednesday  Did not work outside of the home last week

Does Test have more than one job?

- Yes  Don't Know  
 No  Refused

How many total jobs does Test have?

Don't Know  Refused

Approximately, how many hours per week does Test work at their SECONDARY JOB?

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Completed	Page 5 Completed	Page 6 Completed	Page 7 Incomplete
Student Information Incomplete	Language Incomplete					

Which of the following best describe Test's SECONDARY employment status?

- Employed full-time 30 or more hours per week
- Employed part-time less than 30 hours per week
- Self-employed full-time 30 or more hours per week
- Self-employed part-time less than 30 hours per week
- Don't Know
- Refused

Which of the following best describe Test's SECONDARY place of employment?

- |  |  |
|--|--|
| <input type="radio"/> Office (non-government)            | <input type="radio"/> School; College/University/Trade School                                    |
| <input type="radio"/> Office (government)                | <input type="radio"/> Restaurant/Fast Food, Cafe, Bar & Grill                                    |
| <input type="radio"/> Home Office/Residential Workplace  | <input type="radio"/> Convenience/Drug Store/Gas Station   |
| <input type="radio"/> Casino Hotel                       | <input type="radio"/> Grocery Store  |
| <input type="radio"/> Hotel/Motel/Campsite (No Casino)   | <input type="radio"/> Recreational facility/Fitness Club   |
| <input type="radio"/> Coworking Space                    | <input type="radio"/> Other Retail /Shopping   |
| <input type="radio"/> Industrial Warehouse/Manufacturing | <input type="radio"/> Other Personal Business (i.e. Bank, Automotive Dealer, Beauty Salon, etc.) |
| <input type="radio"/> Medical Offices/Hospital           | <input type="radio"/> Outdoor Park/Beach/Sports Field/Open Space                                 |
| <input type="radio"/> School, Daycare/Preschool          | <input type="radio"/> Airport  |
| <input type="radio"/> School, Elementary                 | <input type="radio"/> Other  |
| <input type="radio"/> School, Middle/Junior High         | <input type="radio"/> Don't Know   |
| <input type="radio"/> School, High School                | <input type="radio"/> Refused  |

Which of the following best describe Test's SECONDARY occupation?

- Management Occupations
- Business and Financial Operations Occupations
- Computer and Mathematical Occupations
- Architecture and Engineering Occupations
- Life, Physical, and Social Science Occupations
- Community and Social Service Occupations
- Legal Occupations
- Educational Instruction and Library Occupations
- Arts, Design, Entertainment, Sports, and Media Occupations
- Healthcare Practitioners and Technical Occupations
- Healthcare Support Occupations
- Protective Service Occupations
- Food Preparation and Serving Related Occupations
- Building and Grounds Cleaning and Maintenance Occupations
- Personal Care and Service Occupations
- Sales and Related Occupations
- Office and Administrative Support Occupations
- Farming, Fishing, and Forestry Occupations
- Construction and Extraction Occupations
- Installation, Maintenance, and Repair Occupations
- Production Occupations
- Transportation and Material Moving Occupations
- Military Specific Occupations
- Something else
- Other(specify)
- Don't Know
- Refused

Which of the following best describes the type of industry of Test's SECONDARY occupation?

- |   |  |
|---|--|
| <input type="radio"/> Agriculture, Forestry, Fishing and Hunting                              | <input type="radio"/> Educational Services                                 |
| <input type="radio"/> Mining, Quarrying, and Oil and Gas Extraction                           | <input type="radio"/> Healthcare and Social Assistance                     |
| <input type="radio"/> Utilities   | <input type="radio"/> Arts, Entertainment, and Recreation                  |
| <input type="radio"/> Construction  | <input type="radio"/> Casino, Hotel, Food Services and Other Accommodation |
| <input type="radio"/> Wholesale Trade   | <input type="radio"/> Other Services (except Public Administration)        |
| <input type="radio"/> Information   | <input type="radio"/> Public Administration                                |
| <input type="radio"/> Finance and Insurance   | <input type="radio"/> Manufacturing  |
| <input type="radio"/> Real Estate, Rental and Leasing   | <input type="radio"/> Transportation and Warehousing                       |
| <input type="radio"/> Professional, Scientific and Technical Services                         | <input type="radio"/> Retail Trade   |
| <input type="radio"/> Management of Companies and Enterprises                                 | <input type="radio"/> Something else (specify)                             |
| <input type="radio"/> Administration and Support of Waste Management and Remediation Services |  |

Does Test currently work from home or telecommute on a regular basis for their SECONDARY job?

- No  Yes, hybrid or flexible location
- Yes, only remote

X

Prev

Next

Save changes & Exit

Does Test currently work from home or telecommute on a regular basis for their SECONDARY job?

- No  Yes, hybrid or flexible location
- Yes, only remote

What best describes Test's work schedule for their SECONDARY job?

- Regular work week schedule (i.e. Monday through Fr...
- Compressed schedules (i.e. 4 days of 10 hours)
- Rotating shift schedule (like hospitals/firefighte...
- Split shift schedule (working during peak rush tim...
- On-call schedule (beyond normal working hours)
- Completely flexible (i.e. make own hours)
- Other (please specify)

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Completed	Page 5 Completed	Page 6 Completed	Page 7 Completed
Student Information Incomplete		Language Incomplete				

What type of school does Test go to?

Daycare / Preschool

Elementary School

Middle School/Junior High

High School

Post Secondary / College / Trade

Other

Don't Know

Refused

Is Test homeschooled?

Yes

No

Don't Know

Refused

Does Test attend an online school?

Yes

No

Don't Know

Refused

X [Prev](#) [Next](#) [Save changes & Exit](#)

Is Test homeschooled?

Yes

No

Don't Know

Refused

Does Test attend an online school?

Yes

No

Don't Know

Refused

Name of school

Is Test homeschooled?

- Yes  Don't Know  
 No  Refused

Does Test attend an online school?

- Yes  Don't Know  
 No  Refused

School Location

(Please edit/change address as needed, using the map interface)

Selected location:

Find by address or place name

Map Satellite



Zoom to Area

School  Address  City  State  Zip   
Studyarea  Lat  Lon

Household Member Demographics Test

Page 1 Completed	Page 2 Completed	Page 3 Completed	Page 4 Completed	Page 5 Completed	Page 6 Completed	Page 7 Completed
Student Information Completed	Language Incomplete					

Does Test speak another language at home other than English?

- Yes  Under 5 years old (Not asked)  
 No

X

Prev

Save changes & Exit

## Vehicle Information Pages

Vehicle Info [ ]

Page 1

### Vehicle Type

- |   |                                       |
|---|---------------------------------------|
| <input type="radio"/> Motorcycle (includes mopeds)  | <input type="radio"/> Cargo Van       |
| <input type="radio"/> Car (includes station wagons) | <input type="radio"/> Service Vehicle |
| <input type="radio"/> Van (mini and passenger)      | <input type="radio"/> Other           |
| <input type="radio"/> Sport Utility Vehicle (SUV)   | <input type="radio"/> Don't Know      |
| <input type="radio"/> Pickup truck                  | <input type="radio"/> Refused         |

### Vehicle make

- |                                       |  |  |
|---------------------------------------|--|--|
| <input type="radio"/> Acura           | <input type="radio"/> Plymouth             | <input type="radio"/> Gillig                           |
| <input type="radio"/> Audi            | <input type="radio"/> Pontiac              | <input type="radio"/> Grumman                          |
| <input type="radio"/> BMW             | <input type="radio"/> Porsche              | <input type="radio"/> Imperial                         |
| <input type="radio"/> Buick           | <input type="radio"/> Range/Land Rover     | <input type="radio"/> International Harvester/Navistar |
| <input type="radio"/> Cadillac        | <input type="radio"/> Saab                 | <input type="radio"/> Iveco/Magirus                    |
| <input type="radio"/> Chevrolet       | <input type="radio"/> Saturn               | <input type="radio"/> Kenworth                         |
| <input type="radio"/> Chrysler        | <input type="radio"/> Subaru               | <input type="radio"/> Lancia                           |
| <input type="radio"/> Dodge           | <input type="radio"/> Suzuki               | <input type="radio"/> Mack                             |
| <input type="radio"/> Ford            | <input type="radio"/> Toyota               | <input type="radio"/> MCI                              |
| <input type="radio"/> Geo             | <input type="radio"/> Volkswagen           | <input type="radio"/> Merkur                           |
| <input type="radio"/> GMC             | <input type="radio"/> Volvo                | <input type="radio"/> MG                               |
| <input type="radio"/> Harley Davidson | <input type="radio"/> Yamaha               | <input type="radio"/> Moto-Guzzi                       |
| <input type="radio"/> Honda           | <input type="radio"/> Daewoo               | <input type="radio"/> Norton                           |
| <input type="radio"/> Hyundai         | <input type="radio"/> Alfa Romeo           | <input type="radio"/> Peterbilt                        |
| <input type="radio"/> Infiniti        | <input type="radio"/> AM General           | <input type="radio"/> Peugeot                          |
| <input type="radio"/> Isuzu           | <input type="radio"/> AMC                  | <input type="radio"/> Renault                          |
| <input type="radio"/> Jaguar          | <input type="radio"/> Austin/Austin Healey | <input type="radio"/> Sterling                         |
| <input type="radio"/> Jeep            | <input type="radio"/> Bluebird             | <input type="radio"/> Thomas Built                     |
| <input type="radio"/> Kawasaki        | <input type="radio"/> Brockway             | <input type="radio"/> Triumph                          |
| <input type="radio"/> KIA             | <input type="radio"/> BSA                  | <input type="radio"/> White/Aufocar-White GMC          |
| <input type="radio"/> Lexus           | <input type="radio"/> Daihatsu             | <input type="radio"/> Yugo                             |
| <input type="radio"/> Lincoln         | <input type="radio"/> Diamond Reo/Reo      | <input type="radio"/> Other Make Moped                 |
| <input type="radio"/> Mazda           | <input type="radio"/> Ducati               | <input type="radio"/> Other Make Motorcycle            |
| <input type="radio"/> Mercury         | <input type="radio"/> Eagle                | <input type="radio"/> Other                            |
| <input type="radio"/> Mercedes-Benz   | <input type="radio"/> Eagle Coach          | <input type="radio"/> Don't Know                       |
| <input type="radio"/> Mitsubishi      | <input type="radio"/> Fiat                 | <input type="radio"/> Refused                          |
| <input type="radio"/> Nissan/Datsun   | <input type="radio"/> Freightliner         |  |
| <input type="radio"/> Oldsmobile      | <input type="radio"/> FWD                  |  |

**Vehicle model**

**Vehicle year**

Don't Know  Refused

**Fuel Vehicle Uses**

Gasoline  Natural Gas  Other  
 Diesel  All Electric plugin  Don't Know  
 Propane  Gas / Electric Hybrid  Refused

**Is this vehicle used for commercial purposes?**

Yes  Don't Know  
 No  Refused

**Do you own or lease this vehicle?**

Owned or leased by a member of household  
 Owned or leased by a non-household member or business  
 Don't Know  
 Refused

**Odometer Reading (approx. miles)**

Don't Know  Refused

X

Save changes & Exit

STEP 2 – HOW WILL YOU PARTICIPATE

**Washoe County Travel Survey**  
Household PIN: AYERH  
840 University Ridge Dr, Reno, Nevada, 89512  
Home

¿Prefiere participar en español? Haga clic aquí. For Help, call 844-755-8511 or email [travelsurvey@etcinstitute.com](mailto:travelsurvey@etcinstitute.com)

STEP 1 - HOUSEHOLD INFORMATION

**STEP 2 - HOW WILL YOU PARTICIPATE**

Step 2 goes much faster than Step 1. Please indicate how each person in your household is going to complete their travel diary.

An adult household member who is at least 18 years old and authorized to answer questions on behalf of all household members should complete Step 2.

Which person in your household will be in charge of making sure everyone has COMPLETED a travel diary?  
NOTE: This person will be the contact person for your household if we have questions about any of the survey responses.

#1 Test (33 years)

Edit	Person	Email	Phone	Survey Mode	Send Reminders	Status
	#1 Test (33)					<b>PENDING</b> (Click here)

Showing 1 to 1 of 1 entries

Prev

Next

**How will Test's travel diary be completed?**  
Note: When choosing how to participate, past participants who have used multiple methods for entering travel information, preferred the ease and speed of the mobile app.  
Your household can receive up to \$100 Visa Prepaid Card (\$20 per app user and \$5 per non-app user).

Smartphone App (recommended if applicable)  
 Online (on this website)  
 Over the phone with our call center  
 Mailed paper survey materials

**Email**

Don't Know  Refused

**Phone number (allowed formats: 123-456-7890 or 1234567890)**

Don't Know  Refused

X

Save changes & Exit

**Washoe County Travel Survey**  
PIN: AYERH  
For Help, call 844-755-8511 or email [travelsurvey@etcinstitute.com](mailto:travelsurvey@etcinstitute.com)

Congratulations on completing Steps 1 and 2!  
The Travel Date below will be your household's assigned travel date.

Thursday July 11th, 2024  Other

Save Date

Please choose an alternate travel date if you will not be ready for the survey on the assigned travel date  
(Note: the survey date is intended to be randomly assigned - please do not change it because you think your household will travel too much or too little on the assigned date)

STEP 3 – TRAVEL DIARIES

**Washoe County Travel Survey**  
Household PIN: AYERH  
840 University Ridge Dr, Reno, Nevada, 89512  
Home

¿Prefiere participar en español? Haga clic aquí. For Help, call 844-755-8511 or email [travelsurvey@etcinstitute.com](mailto:travelsurvey@etcinstitute.com)

STEP 1 - HOUSEHOLD INFORMATION    STEP 2 - HOW WILL YOU PARTICIPATE    **STEP 3 - TRAVEL DIARIES**

Select a Household Member in order to review/edit their travel day stops for Tuesday, July 9th.

#1 Test ( 33 years )

Travel date

 07/09/2024

Who is filling out {name}'s trip diary?

#1 Test (33 years)

Was {name} at home at 3 am on {td}?

Yes

No

Activity at Location

- |  |   |
|--|---|
| <input type="radio"/> Working At Home (For Pay Or Volunteer)                                 | <input type="radio"/> Other Non-Gaming Entertainment Or Recreation                  |
| <input type="radio"/> Any Other Activities At Home   | <input type="radio"/> Civic Or Religious Activities                                 |
| <input type="radio"/> Work/Doing My Job (At Regular Place Of Employment/Volunteer Location)  | <input type="radio"/> Visit With Friends/Relative                                   |
| <input type="radio"/> Work/Doing My Job (At Other Location)                                  | <input type="radio"/> Chauffeur Passenger(s) for Uber, Lyft, taxi, limo, etc.       |
| <input type="radio"/> Work Related (Off-Site Meeting, Delivery)                              | <input type="radio"/> Food/Grocery Delivery for DoorDash, UberEats, Instacart, etc. |
| <input type="radio"/> Attend Child Care (Day Care, Pre-School, After School Care)            | <input type="radio"/> Pick-up/Drop-off Person at Work                               |
| <input type="radio"/> Attend School (K-12)   | <input type="radio"/> Pick-up/Drop-off Person at School                             |
| <input type="radio"/> Attend College/University/Trade School                                 | <input type="radio"/> Pick-up/Drop-off Person at Day Care                           |
| <input type="radio"/> Shopping   | <input type="radio"/> Pick-up/Drop-off Person at Other                              |
| <input type="radio"/> Personal Business (laundry, dry cleaning, barber, bank, medical, etc.) | <input type="radio"/> Other (specify)   |
| <input type="radio"/> Eat Out  | <input type="radio"/> Don't Know  |
| <input type="radio"/> Gaming   | <input type="radio"/> Refused   |

Type of place

- |   |  |
|---|--|
| <input type="radio"/> Residential                             | <input type="radio"/> Restaurant/Fast Food, Cafe, Bar & Grill                                    |
| <input type="radio"/> Transportation Stop (Bus, Train)        | <input type="radio"/> Convenience/Drug Store/Gas Station   |
| <input type="radio"/> Office (non-government)                 | <input type="radio"/> Grocery Store  |
| <input type="radio"/> Office (government)                     | <input type="radio"/> Recreational facility/Fitness Club   |
| <input type="radio"/> Home Office/Residential Workplace       | <input type="radio"/> Other Retail /Shopping   |
| <input type="radio"/> Coworking Space                         | <input type="radio"/> Other Personal Business (i.e. Bank, Automotive Dealer, Beauty Salon, etc.) |
| <input type="radio"/> Industrial Warehouse/Manufacturing      | <input type="radio"/> Outdoor Park/Beach/Sports Field/Open Space                                 |
| <input type="radio"/> Medical Offices/Hospital                | <input type="radio"/> Hotel/Motel/Campsite   |
| <input type="radio"/> School; Daycare/Preschool               | <input type="radio"/> Airport  |
| <input type="radio"/> School; Elementary                      | <input type="radio"/> Other (specify)  |
| <input type="radio"/> School; Middle/Junior High              | <input type="radio"/> Don't Know   |
| <input type="radio"/> School; High School                     | <input type="radio"/> Refused  |
| <input type="radio"/> School; College/University/Trade School |  |

Did {name} leave {address} at any time on {td}?

- |                           |  |
|---------------------------|--|
| <input type="radio"/> Yes | <input type="radio"/> They were out of the area / region all day |
| <input type="radio"/> No  |  |

Is this household approved for submittal?

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| <input type="radio"/> Yes (Submit) | <input type="radio"/> No (Remove) |
|------------------------------------|-----------------------------------|

This was a CATI survey?

- Yes

Select a Household Member in order to review/edit their travel day stops for Tuesday, July 9th.

#1 Test ( 33 years )

Travel date

 07/09/2024

How many packages were delivered to your home on the survey day (Tuesday, July 9th)? For example, deliveries via USPS trucks, or from UPS or FedEx.

 Type number

Don't Know

Refused

Which of the following memberships does your household subscribe to:?

Amazon Prime

UberEats

Walmart+

Grubhub

DoorDash

Other (Specify)

Instacart

None of the above

How likely are you to choose an electric vehicle as your next car purchase?

I already own an electric vehicle.

I plan to buy an electric vehicle within the next 10 years.

I plan to buy an electric vehicle as soon as possible.

I have no plans to buy an electric vehicle.

I plan to buy an electric vehicle within the next 5 years.

Is this being entered from a paper travel diary or from memory?

Paper Travel Diary

Memory

Who is filling out Test's trip diary?

#1 Test (33 years)

Was Test at home at 3 am on Tuesday, July 9th?

Yes

No

Was Test at home at 3 am on Tuesday, July 9th?

Yes

No

Travel Survey Startup Data - Please answer the following questions about the place where you started your survey day.

Where was Test at 3:00 am?

(Previously-entered locations. Click to select.)

 Home 840 University Ridge Dr, Reno, Nevada 89512, USA

 Work (Test/33/F) 725 W Frontier Ln, Olathe, Kansas 66061, USA

(Please edit/change address as needed, using the map interface)

Selected location:

Find by address or place name

Map Satellite



Zoom to Area

Google

Stop/Place Name	Address	City	State	Zip
Studyarea	Lat	Lon		

Please name that stop

Did Test leave 840 University Ridge Dr, Reno, Nevada at any time on Tuesday, July 9th?

Yes

They were out of the area / region all day

No

Why didn't Test travel on the survey day?

Personal illness

Bad weather

Vacation or personal day

No transportation available

Caring for a dependent

No longer a household resident

Home-bound elderly or disabled

Did not need to travel

Worked at home (for pay)

Other

Not scheduled to work

Don't Know

Worked around home (not for pay)

Refused

## Stop Details

### Stop details for Test

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

#### Trip Information Completion Status

Location Incomplete	Activity Incomplete	Place Type Incomplete	Travel Mode Incomplete	Persons Incomplete
------------------------	------------------------	--------------------------	---------------------------	-----------------------

#### Please select location

(Previously-entered locations. Click to select.)

 Home 840 University Ridge Dr, Reno, Nevada 89512, USA

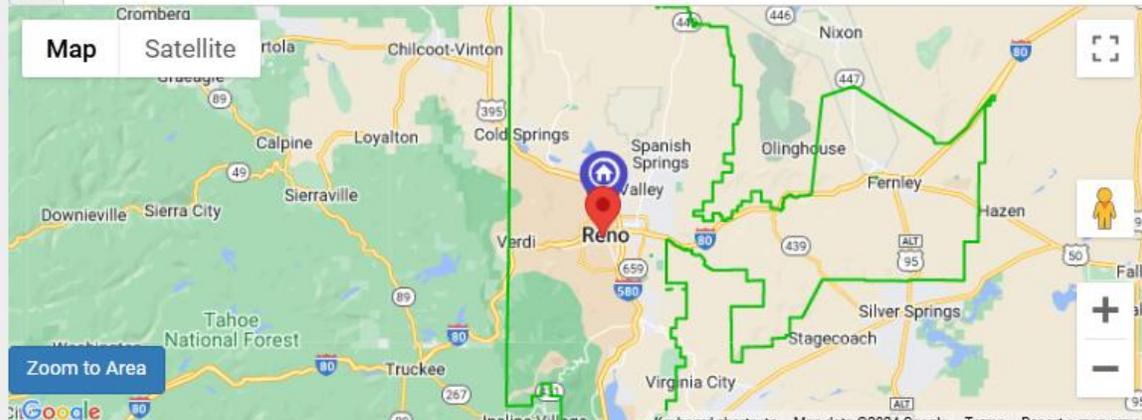
 Work (Test/33/F) 725 W Frontier Ln, Olathe, Kansas 66061, USA

(Please edit/change address as needed, using the map interface)

#### Selected location:

Find by address or place name

Map Satellite



Zoom to Area

Stop/Place Name

Address

City

State

Zip

Studyarea

Lat

Lon

Keyboard shortcuts Map data ©2024 Google Terms Report a map error

### Arrival Time

### Was this the last stop made on the travel day?

Yes

No

### Departure Time

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

#### - Trip Information Completion Status -

Location	Activity	Place Type	Travel Mode	Persons
Completed	Incomplete	Incomplete	Incomplete	Incomplete

### Activity at Location

- Working At Home (For Pay Or Volunteer)
- Any Other Activities At Home
- Work/Doing My Job (At Regular Place Of Employment/Volunteer Location)
- Work/Doing My Job (At Other Location)
- Work Related (Off-Site Meeting, Delivery)
- Attend Child Care (Day Care, Pre-School, After School Care)
- Attend School (K-12)
- Attend College/University/Trade School
- Shopping
- Personal Business (laundry, dry cleaning, barber, bank, medical, etc.)
- Eat Out
- Gaming
- Other Non-Gaming Entertainment Or Recreation
- Civic Or Religious Activities
- Visit With Friends/Relative

Stop details for 1est  
Walmart Supercenter  
2425 E 2nd St, Reno, Nevada

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

- Trip Information Completion Status -

Location Completed	Activity Completed	Place Type Incomplete	Travel Mode Incomplete	Persons Incomplete
-----------------------	-----------------------	--------------------------	---------------------------	-----------------------

Type of place

- Residential
- Transportation Stop (Bus, Train)
- Office (non-government)
- Office (government)
- Home Office/Residential Workplace
- Coworking Space
- Industrial Warehouse/Manufacturing
- Medical Offices/Hospital
- School; Daycare/Preschool
- School; Elementary
- School; Middle/Junior High
- School; High School
- School; College/University/Trade School
- Restaurant/Fast Food, Cafe, Bar & Grill
- Convenience/Drug Store/Gas Station
- Grocery Store
- Recreational facility/Fitness Club
- Other Retail /Shopping
- Other Personal Business (i.e. Bank, Automotive Dealer, Beauty Salon, etc.)
- Outdoor Park/Beach/Sports Field/Open Space
- Hotel/Motel/Campsite
- Airport
- Other (specify)
- Don't Know
- Refused

X      Prev      Next      Save changes & Exit

Stop details for Test  
Walmart Supercenter  
2425 E 2nd St, Reno, Nevada

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

- Trip Information Completion Status -

Location Completed	Activity Completed	Place Type Completed	Travel Mode Incomplete	Persons Incomplete
-----------------------	-----------------------	-------------------------	---------------------------	-----------------------

Mode of travel

- Walk
- Bike
- Driver (Personal Car/Truck/Van)
- Passenger (Personal Car/Truck/Van)
- Commercial Vehicle
- School Bus
- RTC Fixed Route Bus
- RTC FlexRide
- RTC Vanpool
- Taxi/Limo/Rideshare (Uber/Lyft)
- E-Scooter (Bird or Personal)
- Private Bus / Employer Shuttle/ Hotel Shuttle
- Other
- Don't Know
- Refused

X

Prev

Next

Save changes & Exit

**Mode of travel**

- Walk
- Bike
- Driver (Personal Car/Truck/Van)
- Passenger (Personal Car/Truck/Van)
- Commercial Vehicle
- School Bus
- RTC Fixed Route Bus
- RTC FlexRide
- RTC Vanpool
- Taxi/Limo/Rideshare (Uber/Lyft)
- E-Scooter (Bird or Personal)
- Private Bus / Employer Shuttle/ Hotel Shuttle
- Other
- Don't Know
- Refused

**Did you have to pay for parking?**

- Yes
- No
- Don't Know
- Refused

Stop details for Test  
Walmart Supercenter  
2425 E 2nd St, Reno, Nevada

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

- Trip Information Completion Status -

Location Completed	Activity Completed	Place Type Completed	Travel Mode Completed	Persons Incomplete
-----------------------	-----------------------	-------------------------	--------------------------	-----------------------

How many people traveled to this stop/destination, (including Test)?

Does the vehicle used for this trip belong to your household?

- Yes  No  
 Don't Know  Refused

X

Prev

Save changes & Exit

Stop details for Test  
Home  
840 University Ridge Dr, Reno, Nevada

Use buttons at bottom of screen to proceed to the Next screen, go back to the Previous screen, or Save & Exit

- Trip Information Completion Status -

Location Completed	Activity Completed	Place Type Completed	Travel Mode Completed	Persons Completed	Return Home Incomplete
-----------------------	-----------------------	-------------------------	--------------------------	----------------------	---------------------------

Did Test return home before 3:00 am on Wednesday, July 10th?

- Yes  No

X

Prev

Save changes & Exit

### Travel Day Stops

- Please make sure all the stops from the travel day are recorded accurately below.
- You can add, edit, reorder and delete stops.
- Answer questions for each stop by clicking on the pencil icon.
- If you see a stop below in **red** font, that does not necessarily indicate anything is wrong with the stop details. However, you may want to double-check these trip details. Something looks a little odd to us. These stops will receive additional scrutiny during review.
- **Only enter information for trips you have already completed.**
- **Do not enter information for future travel.**

Add Stop

Click to edit another household member's stops

Actions	#	Location/Activity	Status
	Start	<b>Place Name: Home</b> Location: 840 University Ridge Dr, Reno, Nevada Departed at 11:30 am Place Type: Residential	COMPLETED
  	1	<b>Place Name: Walmart Supercenter</b> Location: 2425 E 2nd St, Reno, Nevada Arrived at 12:00 pm Departed at 02:00 pm Place Type: Grocery Store Travel Mode: Driver (Personal Car/Truck/Van)	COMPLETED
  	2	<b>Place Name: Home</b> Location: 840 University Ridge Dr, Reno, Nevada Arrived at 02:30 pm Place Type: Residential Travel Mode: Driver (Personal Car/Truck/Van)	COMPLETED

Showing 1 to 3 of 3 entries

## Washoe County Travel Survey

PIN: AYERH

For Help, call 844-755-8511 or email [travelsurvey@etcinstitute.com](mailto:travelsurvey@etcinstitute.com)

## Your Comments About This Survey

In a few words, please tell us about aspects of the survey process and tools that you liked or disliked. We would appreciate any improvements or suggestions you might have.

### Respondent Feedback

Enter your comments

Next

## Washoe County Travel Survey



# Thank you!

Thank you for participating in this important survey. The results of our study will be used by the Texas Department of Transportation and local governments to plan **transportation improvements** in the area.

You may now close this browser window.

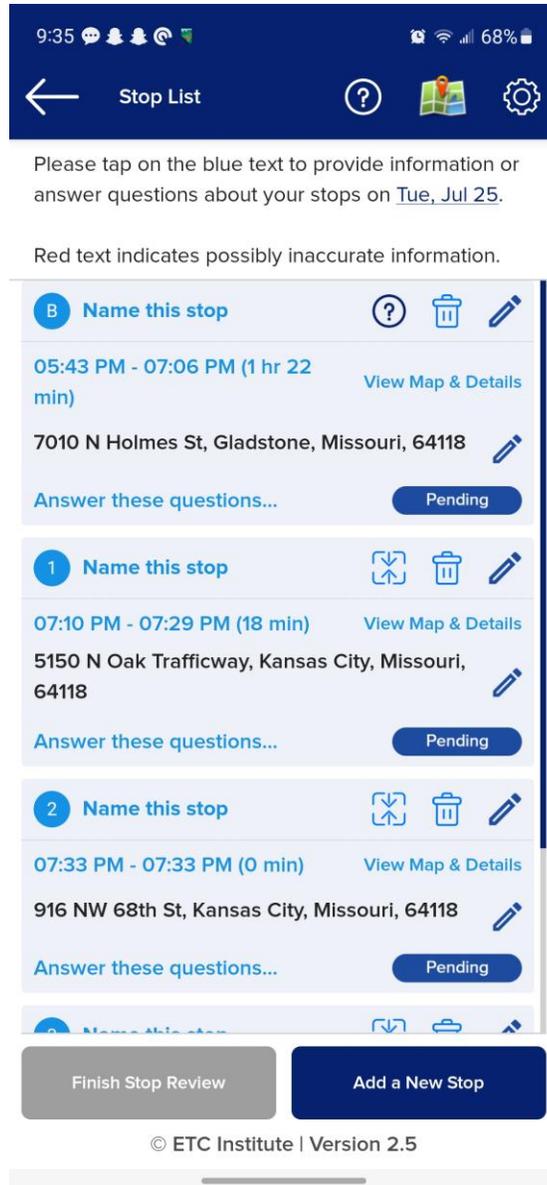
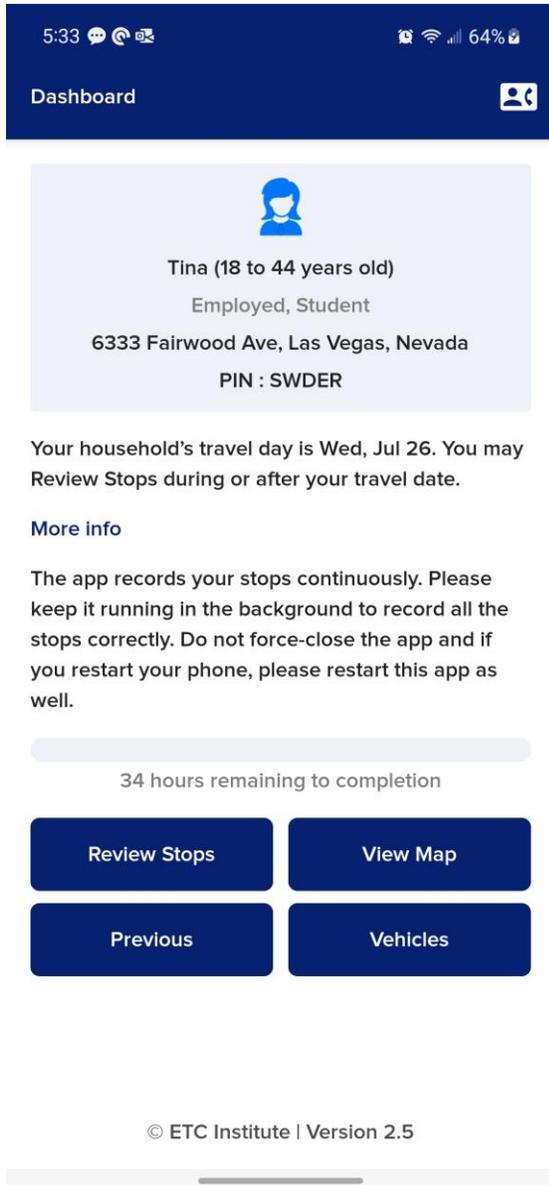
For more information about this study, please visit the

[Travel Survey Program Page](#)



## 6.4 App Survey Instrument

The following images are based on a test survey conducted by an ETC Institute employee and do not depict real data submitted.



**1 Name this stop**   

**07:10 PM - 07:29 PM (18 min)** [View Map & Details](#)

**5150 N Oak Trafficway, Kansas City, Missouri, 64118** 

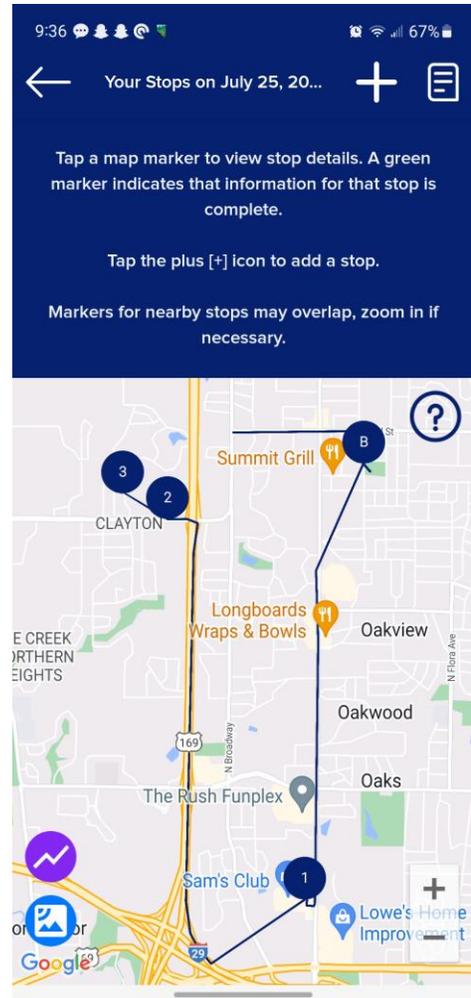
Type of activity?  
[Select answer](#)

Type of place?  
[Select answer](#)

Mode of Travel?  
[Select answer](#)

Was this the last stop of the day?  
**No**

[Hide questions](#) **Pending**



9:38 67%

Creating a new stop (Jul 26) ?

Move the map to select stop address.

Click to Select Location Address or Name

Was this the last stop of the day?

Yes  No

What time did you leave this location?

Stop departure time

Type of activity?

Activity Type

Type of place?

Place type

Cancel Save

9:43 66%

← Stop List ?

Please tap on the blue text to provide information or answer questions about your stops on Wed, Jul 26.

Red text indicates possibly inaccurate information.

**B HOME** ? [trash] [edit]

10:30 AM (Depart) [View Map & Details](#)

6333 Fairwood Ave, Las Vegas, Nevada, 89107 [edit]

[View answers](#) Completed

---

**1 WALMART** [refresh] [trash] [edit]

10:35 AM - 12:00 PM (1 hr 25 min) [View Map & Details](#)

6310 W Charleston Blvd, Las Vegas, Nevada, 89146 [edit]

[View answers](#) Completed

---

**2 HOME** [refresh] [trash] [edit]

12:05 PM Arrive [View Map & Details](#)

6333 Fairwood Ave, Las Vegas, Nevada, 89107 [edit]

[View answers](#) Completed

Finish Stop Review Add a New Stop

© ETC Institute | Version 2.5



9:43 66%

← Complete Trip Diary Wed, Jul 23

Did any non-household members stop by your residence for any reason on your travel day?

Yes  No  Don't know  Refused

---

Did any commercial vehicles stop at your residence to deliver cargo on your travel day?

Yes  No  Don't know  Refused

---

Did any commercial vehicles stop at your residence to perform work activities on your travel day?

Yes  No  Don't know  Refused

---

Were the travels recorded for your household typical for an average weekday?

Yes  No

---

Did you purchase any items online on Jul 26?

Yes  No  Don't know  Refused

---

Do you own a transit pass?

Yes  No  Don't know  Refused

---

Save

## Your comments

In a few words, please tell us about any web, app or other features of this survey that you liked or disliked or provide specific suggestions for improvement.

Enter your feedback

Next

Back to Dashboard



## Congratulations! You have completed this survey!

Our Team will now review your data and may contact you if there are any questions regarding the information you have submitted.

As a reminder, please do not delete this app from your phone until one of our representatives has notified you to do so.

Allow the app to capture stops for the next 5 days to earn an additional reward.

Keep recording for 5 days

No, Thanks

