

Table 1

Existing San Diego Archaeological Center Driveway Counts Summary ¹

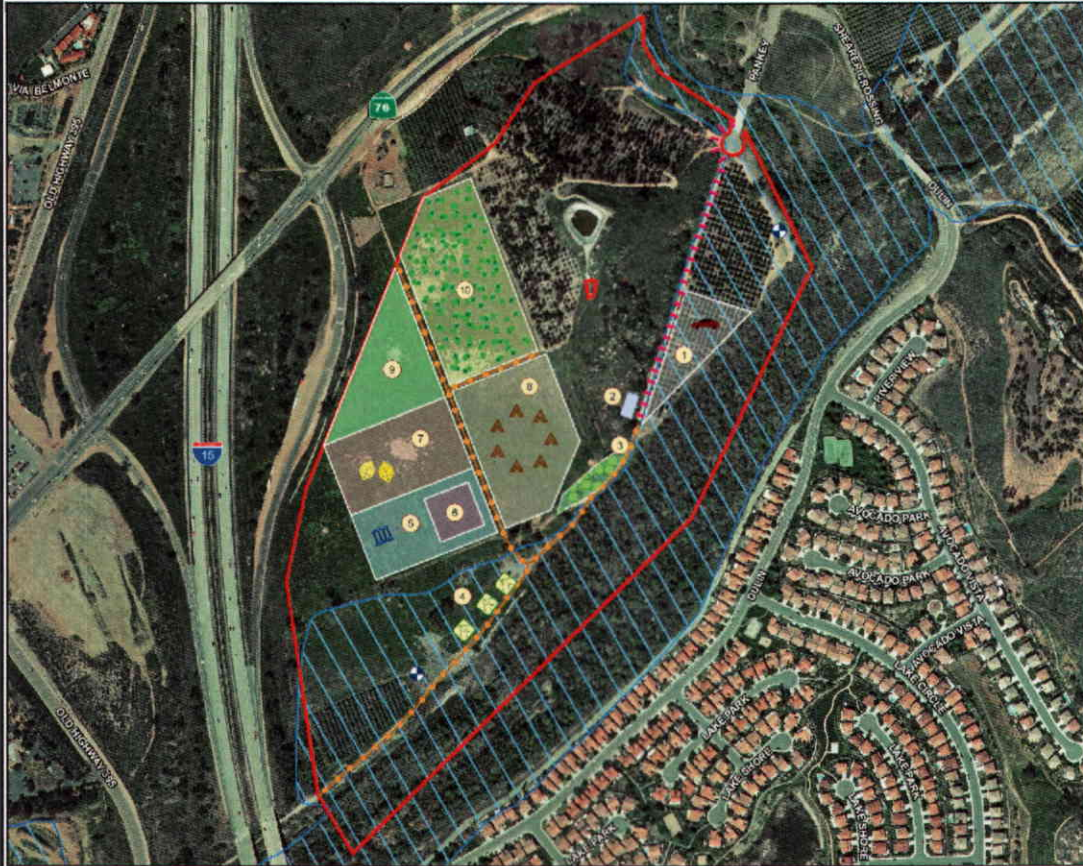
Peak Hour								Daily ²
Morning				Evening				
Time Period	Inbound	Outbound	Total	Time Period	Inbound	Outbound	Total	
7:00 AM - 7:15 AM	0	0	0	4:00 PM - 4:15 PM	0	6	6	
7:15 AM - 7:30 AM	2	2	4	4:15 PM - 4:30 PM	0	0	0	
7:30 AM - 7:45 AM	0	0	0	4:30 PM - 4:45 PM	0	3	3	
7:45 AM - 8:00 AM	1	0	1	4:45 PM - 5:00 PM	0	0	0	
8:00 AM - 8:15 AM	2	3	5	5:00 PM - 5:15 PM	0	0	0	
8:15 AM - 8:30 AM	0	0	0	5:15 PM - 5:30 PM	0	0	0	
8:30 AM - 8:45 AM	0	0	0	5:30 PM - 5:45 PM	0	0	0	
8:45 AM - 9:00 AM	0	0	0	5:45 PM - 6:00 PM	0	0	0	
Total³	5	5	10	Total	0	9	9	

¹ Peak hour and daily trips have been obtained by driveway counts (see Appendix B) made for Kunzman Associates, Inc. on Thursday, January 14, 2010. Driveway traffic counts were conducted in 15-minute intervals for the entire 24 hour period on Thursday, January 14, 2010.

² See Appendix B.

³ The morning peak hour starts at 7:15 AM and the evening peak hour starts at 4:00 PM.

Figure 1
Site Plan



Proposed Pala Gateway Cultural Center

Pala Band Of Mission Indians

- 1 Parking
- 2 Museum
- 3 Oak Grove Interpretive Station
- 4 Interpretive Signs: Hunting/Fishing
- 5 Meeting Area
- 6 Dance Area
- 7 Gaming - Traditional
- 8 Village
- 9 Agricultural Crop Garden
- 10 Native Plants Garden
- Vehicle Access
- Pedestrian Trail
- Well
- FEMA 100 yr Flood Plain



APPENDIX A

GLOSSARY OF TRANSPORTATION TERMS

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

DRIVEWAY COUNTS

Volumes for: Thursday, January 14, 2010					City:	Escondido					
Location: San Diego Archeological Center Dwy 1 West Exit Only					Project:	10-4018-001					
					Daily Totals					Total	
					NB	SB	EB	WB			Total
					0	46	0	0			46
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00		0			12:00		0				
00:15		0			12:15		0				
00:30		0			12:30		0				
00:45		0			12:45		0				
01:00		0			13:00		0				
01:15		0			13:15		0				
01:30		0			13:30		1				
01:45		0			13:45		3	4			4
02:00		0			14:00		0				
02:15		0			14:15		0				
02:30		0			14:30		0				
02:45		0			14:45		0				
03:00		0			15:00		0				
03:15		0			15:15		3				
03:30		0			15:30		4				
03:45		0			15:45		2	9			9
04:00		0			16:00		6				
04:15		0			16:15		0				
04:30		0			16:30		3				
04:45		2	2		16:45	2	0	9			9
05:00		0			17:00		0				
05:15		0			17:15		0				
05:30		0			17:30		0				
05:45		0			17:45		0				
06:00		0			18:00		0				
06:15		0			18:15		0				
06:30		0			18:30		0				
06:45		1	1		18:45	1	1	1			1
07:00		0			19:00		0				
07:15		2			19:15		0				
07:30		0			19:30		0				
07:45		0	2		19:45	2	0				
08:00		3			20:00		0				
08:15		0			20:15		0				
08:30		0			20:30		1				
08:45		0	3		20:45	3	0	1			1
09:00		1			21:00		0				
09:15		3			21:15		0				
09:30		1			21:30		0				
09:45		0	5		21:45	5	0				
10:00		0			22:00		0				
10:15		0			22:15		0				
10:30		5			22:30		0				
10:45		2	7		22:45	7	0				
11:00		2			23:00		0				
11:15		0			23:15		0				
11:30		0			23:30		0				
11:45		0	2		23:45	2	0				

Total Vol.					Daily Totals :					Total				
					NB	SB	EB	WB			Total			
					0	46	0	0			46			
Split %					AM					PM				
					100.0%					47.8%				
AM Peak					PM Peak									
Hr.		10:15			Hr.		15:15				15:15			
Volume		9			Volume		15				15			
P.H.F.		0.450			P.H.F.		0.625				0.625			
7 - 9 Vol.		5			4 - 6 Vol.		9				9			
Peak Hr.		07:15			Peak Hr.		16:00				16:00			
Volume		5			Volume		9				9			
P.H.F.		0.417			P.H.F.		0.375				0.375			

Volumes for: Thursday, January 14, 2010					City: Escondido		Daily Totals				Total
Location: San Diego Archeological Center Dwy 2 Entrance W/o Eastern Dwy					Project: 10-4018-002		NB	SB	EB	WB	46
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00			0	0	12:00			0	2		
00:15			0	0	12:15			0	1		
00:30			0	0	12:30			0	2		
00:45			0	0	12:45			0	0	5	5
01:00			0	0	13:00			0	0		
01:15			0	0	13:15			0	0		
01:30			0	0	13:30			0	3		
01:45			0	0	13:45			0	1	4	4
02:00			0	0	14:00			0	0		
02:15			0	0	14:15			0	0		
02:30			0	0	14:30			0	0		
02:45			0	0	14:45			0	0		
03:00			0	0	15:00			0	1		
03:15			0	0	15:15			0	2		
03:30			0	0	15:30			0	2		
03:45			0	0	15:45			0	0	5	5
04:00			0	0	16:00			0	0		
04:15			0	0	16:15			0	0		
04:30			0	0	16:30			0	0		
04:45			0	0	16:45			0	0		
05:00			0	0	17:00			0	0		
05:15			0	0	17:15			0	0		
05:30			0	0	17:30			0	0		
05:45			0	0	17:45			0	0		
06:00			0	0	18:00			0	0		
06:15			0	0	18:15			0	0		
06:30			0	0	18:30			0	0		
06:45			0	1	18:45			0	1	1	1
07:00			0	0	19:00			0	1		
07:15			0	2	19:15			0	0		
07:30			0	0	19:30			0	0		
07:45			0	1	19:45			0	0	1	1
08:00			0	2	20:00			0	0		
08:15			0	0	20:15			0	0		
08:30			0	0	20:30			0	0		
08:45			0	0	20:45			0	0		
09:00			0	4	21:00			0	0		
09:15			0	8	21:15			0	0		
09:30			0	2	21:30			0	0		
09:45			0	2	21:45			0	0		
10:00			0	2	22:00			0	0		
10:15			0	1	22:15			0	0		
10:30			1	0	22:30			0	0		
10:45			0	1	22:45			0	0		
11:00			0	0	23:00			0	0		
11:15			1	0	23:15			0	0		
11:30			0	2	23:30			0	0		
11:45			0	1	23:45			0	0		

Total Vol.							Daily Totals :				Total	
							NB	SB	EB	WB	16	
							0	0	2	44	46	
					AM		PM					
Split %					6.7%	93.3%	65.2%				100.0%	34.8%
AM Peak					PM Peak							
Hr.					10:30	09:00	09:00				12:00	12:00
Volume					2	16	16				5	5
P.H.F.					0.500	0.500	0.500				0.625	0.625
7 - 9 Vol.					4 - 6 Vol.							
Peak Hr.					Peak Hr.							
Volume					Volume							
P.H.F.					P.H.F.							

Volumes for: Thursday, January 14, 2010					City:	Escondido					
Location: San Diego Archeological Center Dwy 2 Access Rd E/o Eastern Dwy					Project:	10-4018-003					
					Daily Totals					Total	
					NB	SB	EB	WB			1
					0	0	0	1			1
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00				0	12:00				0		
00:15				0	12:15				0		
00:30				0	12:30				0		
00:45				0	12:45				0		
01:00				0	13:00				0		
01:15				0	13:15				0		
01:30				0	13:30				0		
01:45				0	13:45				0		
02:00				0	14:00				0		
02:15				0	14:15				0		
02:30				0	14:30				0		
02:45				0	14:45				0		
03:00				0	15:00				0		
03:15				0	15:15				0		
03:30				0	15:30				0		
03:45				0	15:45				0		
04:00				0	16:00				0		
04:15				0	16:15				0		
04:30				0	16:30				0		
04:45				0	16:45				0		
05:00				0	17:00				0		
05:15				0	17:15				0		
05:30				0	17:30				0		
05:45				0	17:45				0		
06:00				0	18:00				0		
06:15				0	18:15				0		
06:30				0	18:30				0		
06:45				0	18:45				0		
07:00				0	19:00				0		
07:15				0	19:15				0		
07:30				0	19:30				0		
07:45				0	19:45				0		
08:00				0	20:00				0		
08:15				0	20:15				0		
08:30				0	20:30				0		
08:45				0	20:45				0		
09:00				0	21:00				0		
09:15				0	21:15				0		
09:30				0	21:30				0		
09:45				0	21:45				0		
10:00				0	22:00				0		
10:15				0	22:15				0		
10:30				0	22:30				0		
10:45				1	22:45	1	1		0		
11:00				0	23:00				0		
11:15				0	23:15				0		
11:30				0	23:30				0		
11:45				0	23:45				0		

Total Vol.					1	1				0	
					Daily Totals :					Total	
					NB	SB	EB	WB			1
					0	0	0	1			1
					AM			PM			
Split %					100.0%	100.0%				0.0%	
AM Peak	Hr.	Volume	P.H.F.	PM Peak	Hr.	Volume	P.H.F.				
	10:00	1	0.250		10:00	1	0.250				
7 - 9 Vol. Peak Hr.	Volume	P.H.F.				4 - 6 Vol. Peak Hr.	Volume	P.H.F.			

APPENDIX F

AIR QUALITY – URBEMIS 2007 VERSION 9.2.4

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name:

Project Name: Pala Alternative A - Construction and Operational Emissions

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10.Dust</u>	<u>PM10.Exhaust</u>	<u>PM10</u>	<u>PM2.5.Dust</u>	<u>PM2.5.Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2010 TOTALS (tons/year unmitigated)	0.24	1.00	0.65	0.00	0.26	0.07	0.32	0.05	0.06	0.11	98.18

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.01	0.01	0.15	0.00	0.00	0.00	8.72

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.12	0.19	1.50	0.00	0.23	0.05	129.01

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.13	0.20	1.65	0.00	0.23	0.05	137.73

Construction Unmitigated Detail Report.

1/24/2010 9:26:31 AM

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2010	0.24	1.00	0.65	0.00	0.26	0.07	0.32	0.05	0.06	0.11	98.18
Fine Grading 06/01/2010-07/01/2010	0.03	0.29	0.16	0.00	0.26	0.01	0.27	0.05	0.01	0.07	27.02
Fine Grading Dust	0.00	0.00	0.00	0.00	0.26	0.00	0.26	0.05	0.00	0.05	0.00
Fine Grading Off Road Diesel	0.03	0.29	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01	25.84
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17
Building 07/02/2010-10/31/2010	0.16	0.71	0.49	0.00	0.00	0.05	0.05	0.00	0.05	0.05	71.11
Building Off Road Diesel	0.16	0.71	0.48	0.00	0.00	0.05	0.05	0.00	0.05	0.05	69.71
Building Vendor Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Building Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.12
Coating 11/01/2010-12/01/2010	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Architectural Coating	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05

Phase Assumptions

Phase: Fine Grading 6/1/2010 - 7/1/2010 - Default Fine Site Grading Description

Total Acres Disturbed: 4.5

Maximum Daily Acreage Disturbed: 1.12

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

Page: 3

1/24/2010 9:26:31 AM

- 1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 7/2/2010 - 10/31/2010 - Default Building Construction Description

Off-Road Equipment:

- 1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
- 3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 11/1/2010 - 12/1/2010 - Default Architectural Coating Description

- Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
- Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

1/24/2010 9:26:31 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.00	0.01	0.01	0.00	0.00	0.00	8.47
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscape	0.01	0.00	0.14	0.00	0.00	0.00	0.25
Consumer Products	0.00						
Architectural Coatings	0.00						
TOTALS (tons/year, unmitigated)	0.01	0.01	0.15	0.00	0.00	0.00	8.72

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Library	0.12	0.19	1.50	0.00	0.23	0.05	129.01
TOTALS (tons/year, unmitigated)	0.12	0.19	1.50	0.00	0.23	0.05	129.01

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Library		25.00	1000 sq ft	4.00	100.00	739.30
					100.00	739.30

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	48.6	1.0	98.8	0.2
Light Truck < 3750 lbs	10.9	1.8	93.6	4.6
Light Truck 3751-5750 lbs	21.8	0.5	99.0	0.5
Med Truck 5751-8500 lbs	9.6	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.7	0.0	76.5	23.5
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	42.9	57.1
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.5	62.9	37.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.0	0.0	90.0	10.0

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Library				2.0	1.0	97.0