



January 8, 2025

Highglen Homes Limited
10148 Warden Avenue
Markham, ON L6C 1N3

Attention: Mr. John Perciasepe

**Re: Traffic Opinion Letter
Proposed Residential Development
Finch Avenue & Nature Haven Crescent
City of Pickering, Durham Region**

1.0 INTRODUCTION

CGE Transportation Consulting is pleased to provide this traffic opinion letter in support of eight (8) single family residential lots, located at the northeast corner of Finch Avenue and Nature Haven Crescent (east intersection), in the City of Pickering.

Due to the small scale of the proposed development (8 residential lots), we have prepared a traffic opinion letter instead of a full comprehensive transportation study. The traffic opinion letter will analyze the existing traffic conditions at the key intersection and comment on whether the proposed development has any impacts to the surrounding road network.

The subject site is located to the immediate east of a small residential subdivision that has 38 single family lots. The proposed eight houses will add to this community and make up for a total of 46 lots.

All of these houses in this subdivision access Finch Avenue via Nature Haven Crescent at two intersections. Both intersections are unsignalized.

Finch Avenue is an Arterial-C road west of Altona Road and Arterial Road B east of Altona Road. It has two east-west travel lanes in the vicinity of the study area. It is under the jurisdictional control of the City of Pickering and has a speed limit of 50 km/hour. Nature Haven Crescent is a two-lane local road with 40 km/hour speed limit and is also under the City of Pickering jurisdictional control.

The subject site location is illustrated in Figure 1. The site plan is shown in Appendix A. large day light triangles are provided on both sides of Nature Haven Crescent, looking at Finch Avenue.

Figure 1 Site Location



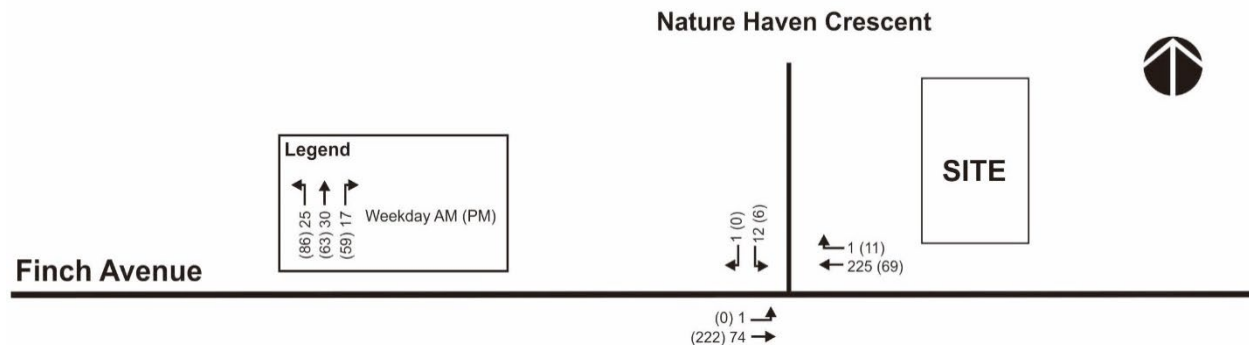
2.0 EXISTING TRAFFIC VOLUMES

Traffic data was undertaken by Accu-Traffic on Thursday November 14, 2019 from 7-9am and 4-6pm. The date and time were chosen to reflect the residential nature of the development.

As expected, the subject site is a minor traffic generator with negligible number of vehicles travelling through the site accesses during the weekday peak hours.

The peak hour traffic volumes are shown in Figure 2. The raw data for the turning movement counts are shown in Appendix B.

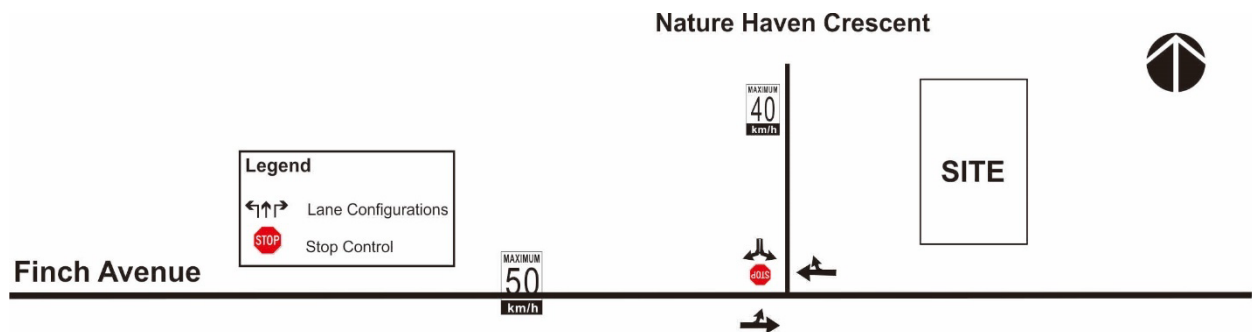
Figure 2 Existing Peak Hour Traffic Volumes



There is one outbound lane and one inbound lane on Nature Haven Crescent. It meets Finch Avenue at an unsignalized T-intersection. This section of Finch Avenue is flat horizontally and vertically and there are adequate sight line distances in both eastbound and westbound direction on Finch Avenue.

The existing lane configuration and traffic control is shown in Figure 3.

Figure 3 Existing Lane Configuration & Traffic Control



3.0 OPERATION ANALYSIS

Intersection capacity analyses contained in this study were undertaken using the Synchro software (Version 8.0), which is based on the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000 published by the Transportation Research Board.

Table 1 summarizes the analysis results for the proposed site access, detailed Synchro calculations are provided in Appendix C.

Table 1 Intersection Analysis Summary

Intersection	Movements	Weekday AM Peak Hour		Weekday PM Peak Hour	
		LOS (v/c)	Delay (s)	LOS (v/c)	Delay (s)
Finch Avenue & Nature Haven Crescent (Stop Control T-intersection)	EBLT SBLR	A (<0.01) B (0.02)	0.1 10.5	- B (0.01)	- 10.4

The Finch Avenue and Nature Haven Crescent intersection operates with excellent delays and sufficient capacity (v/c ratio of 0.02 or better). The queen for southbound movement is less than one vehicle.

3.1 SITE TRIP GENERATION

The projection of new additional traffic volumes generated by the development proposal is estimated based on the *Trip Generation Manual, 11th Edition*, published by the Institute of Transportation Engineers (ITE) for “Single Family Detached Housing” (LUC 210).

Table 2 summarizes the total site trip generation for the proposed development.

Table 2 Site Trip Generation

Land Use		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Residential (8 units)	Trips	2	5	7	6	3	9
	Rates	0.25	0.63	0.88	0.75	0.38	1.13

Based on the foregoing, the development proposal is anticipated to generate 7 two-way trips during the weekday morning peak hour and 9 two-way trips during the afternoon peak hour.

There is ample capacity at the Finch Avenue and Nature Haven Crescent intersection to accommodate these trips. The trip generation graph is shown in Appendix D.

3.2 AUTOTURN ANALYSIS

Garbage and fire truck maneuvering diagram was prepared using the AutoTURN software for the individual residential lot and is provided in Appendix E.

MSUTAC truck template is used to indicate the garbage and fire truck. The snow plow truck is much smaller than the garbage truck and can therefore access the development as well.

3.3 SIGHT LINE DISTANCES

The posted speed on Finch Avenue is 50 km/hour and the design speed is assumed to be 60 km/hour to be conservative. As per the June 2017 TAC Guideline Chapter 9, Page 68, Table 9.9.4 Design Intersection *Sight Distance – Case B1, Left Turn From Stop*, The stopping sight distance for this design speed is 85 meters. The intersection sight distance for passenger cars exiting the access and make left turns is 130 meters.

Table 9.9.4: Design Intersection Sight Distance – Case B1, Left Turn From Stop

Design Speed (km/h)	Stopping Sight Distance (m)	Intersection Sight Distance for Passenger Cars	
		Calculated (m)	Design (m)
20	20	41.7	45
30	35	62.6	65
40	50	83.4	85
50	65	104.3	105
60	85	125.1	130
70	105	146.0	150
80	130	166.8	170
90	160	187.7	190
100	185	208.5	210

Finch Avenue is flat both horizontally and vertically for this section of the roadway. There are no obstructions in both directions, therefore adequate sight distances are available in both eastbound and westbound direction.

4.0 CONCLUSIONS

The key findings are summarized below:

- The traffic generated from the proposed development is minor and will not cause significant impact to the surround road network.
- Six residential lots have driveways via Nature Haven Crescent while two lots connects to Finch Avenue directly.
- The proposed development will generate 7 two-way trips in the morning and 9 two-way trips in the afternoon peak hour.
- It is determined that a standard municipal garbage truck can access the proposed residential units for curbside pick up.
- The existing traffic operations at the Finch Avenue and Nature Haven Crescent intersection is excellent with no queuing issues in all movements during the weekday peak analysis periods.
- There are adequate sight distances in both eastbound and westbound approaches along Finch Avenue.

- Fire truck, garbage truck and snow plow truck can access the proposed development in a cab forward manner.

Yours truly,

CGE TRANSPORTATION CONSULTING

A handwritten signature in blue ink, appearing to read 'Casey Ge', is positioned below the company name.

Casey Ge, P.Eng.
President

Appendix A: Site Plan

Appendix B: Turning Movement Counts (Raw Data)

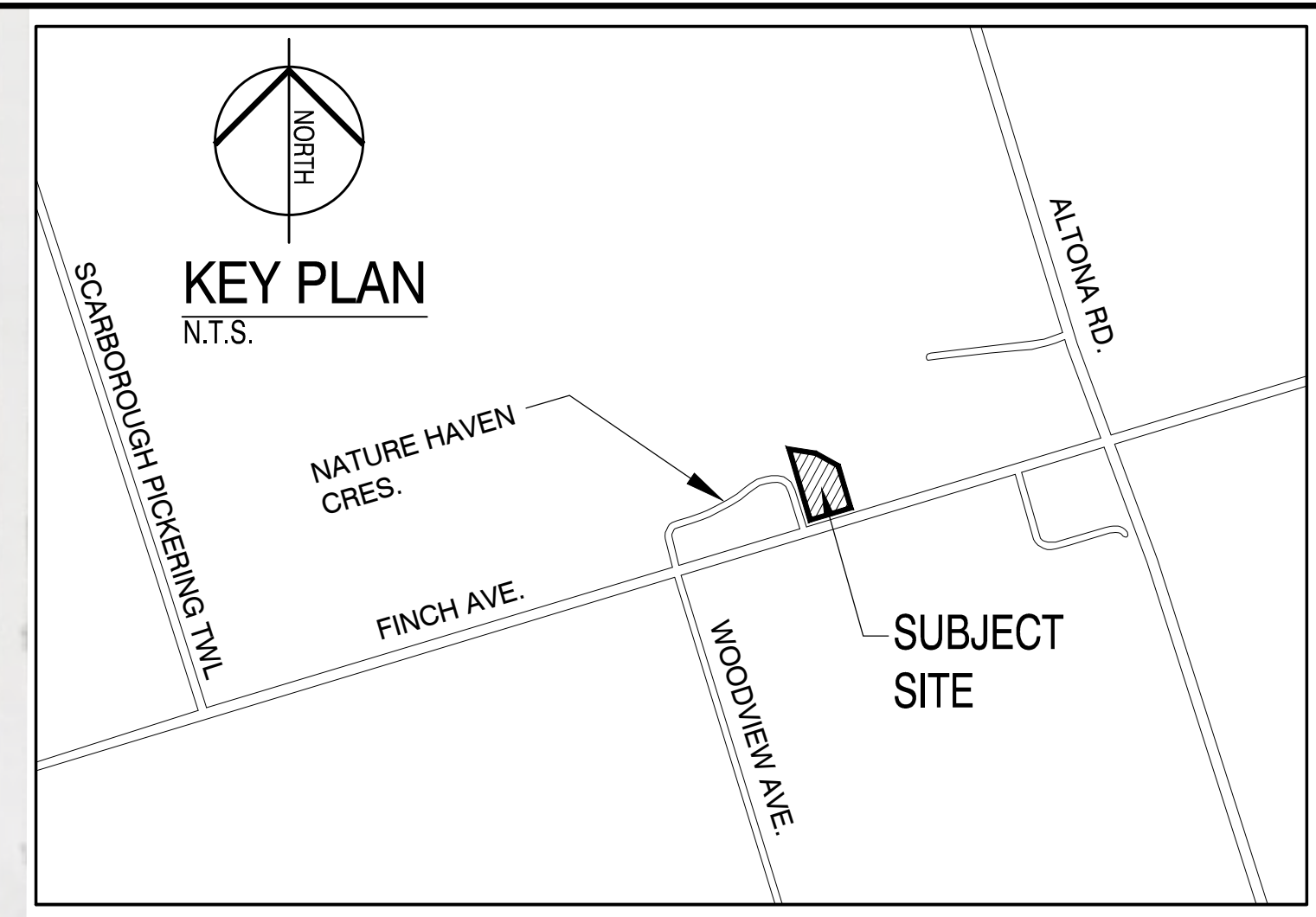
Appendix C: Synchro Outputs

Appendix D: Trip Generation Graph

Appendix E: AutoTURN Diagram – MSUTAC

Appendix A

Site Plan



OVERALL SITE STATISTICS									
ROAD WIDENING						515.18			
BLOCK 1						24.97			
NET LOT AREA (MINUS ROAD WIDENING & BLOCK 1 AREA)						4581.16			
TOTAL AREA :						5121.31m2			
RESIDENTIAL ZONE:						BASED ON "S3-7 ZONE"			
TOTAL UNITS						8 SINGLE DETACHED			
(MAX U.P.H. 0.46379 ha / 8 = 17.25)									
LOT No.	MODEL TYPE	LOT AREA (m²)	LOT FRONTAGE (m)	BUILDING HEIGHT (m) 9.0m MAX.	UNIT G.F.A. (m²)	COVERAGE W/ PORCH (m²) 38% MAX.	COVERAGE PERCENTAGE %	LANDSCAPE AREA (m²)	LANDSCAPE PERCENTAGE %
1	MODEL-A	488.78	15.20	9.00	000.0	185.72	38.00	000.0	0.00
2	MODEL-A	488.78	15.20	9.00	000.0	185.72	38.00	000.0	0.00
3	MODEL-C	488.16	15.69	9.00	000.0	185.50	38.00	000.0	0.00
4	MODEL-A	456.32	15.20	9.00	000.0	173.40	38.00	000.0	0.00
5	MODEL-B	711.63	15.05	9.00	000.0	270.41	38.00	000.0	0.00
6	MODEL-D	570.96	15.05	9.00	000.0	216.96	38.00	000.0	0.00
7	MODEL-D	539.49	15.05	9.00	000.0	205.00	38.00	000.0	0.00
8	MODEL-B	837.28	15.09	9.00	000.0	318.16	38.00	000.0	0.00
TOTAL:		3204.63 m2	91.39 m	9.00 m	0.00 m2	1217.71 m2	38.0 m2	0.00 m2	0.0 m2
PARKING						PROVIDED		REQUIRED	
8 LOTS WITH 2 SPACES IN GARAGE AND 2 SPACES IN DRIVEWAY						32 SPACES		16 SPACES	
TOTAL						32 SPACES		16 SPACES	

NOTE:

PART OF LOT 33
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF PICKERING
CITY OF PICKERING
REGIONAL MUNICIPALITY OF DURHAM

SCALE 1 : 250

10 5 0 10

METRES

BENCHMARK

ELEVATIONS ARE GEODETIC AND REFERRED TO CITY OF PICKERING B.M. NO. 1-090, ELEVATION = 140.989 M

NOTES:

LEGAL SURVEY INFORMATION AND LOT DIMENSIONS SHOWN ON THIS PLAN ARE TAKEN FROM A PLAN PREPARED BY: ERTL SURVEYORS ONTARIO LAND SURVEYORS WWW.ES-OLS.COM 1234 REID STREET, UNIT 10, RICHMOND HILL, L4B 1C1 TELEPHONE (905) 731-7834 FAX (905) 731-7852 EMAIL INFO@ES-OLS.COM DATED: FEB. 23 2018 WHICH MAY NOT BE FINAL AND ARE NOT GUARANTEED. THE FINAL REGISTERED PLAN OF SUBDIVISION SHALL BE REFERRED TO FOR CONFIRMATION OF THE DATA.

230 Finch Ave-Nature Haven Cres.

GROSS SITE AREA: 5121.31 m²/ 1.265 Ac/ 0.512 Ha

LANDSCAPED AREA / OPEN SPACE:	Approx. 2786.67 m² ± = 54.4% (GROSS SITE AREA)
BUILDING AREA:	Approx. 1614.87 m² ± = 31.5% (GROSS SITE AREA)
DRIVEWAY AREA:	Approx. 450.55 m² ± = 8.8% (GROSS SITE AREA)
HARD SURFACE AREA: (Roadway & Walkways)	Approx. 289.22 m² ± = 5.3% (GROSS SITE AREA)

LEGEND

- STORM CONNECTION
- SANITARY CONNECTION
- WATER CONNECTION
- HYDRO CONNECTION
- DOUBLE CATCH BASIN
- CATCH BASIN
- STREET LIGHT
- HYDRANT
- TRANSFORMER
- CABLE TV PEDESTAL
- BELL PEDESTAL
- ENTRANCE DOOR LOCATION
- GARAGE DOOR LOCATION
- COMMUNITY MAILBOX
- ENGINEERED FILL LOT
- VALVE AND CHAMBER
- SANITARY MANHOLE
- STORM MANHOLE
- AIR-CONDITIONING UNIT
- PROPOSED GRADE
- EXISTING GRADE
- PROPOSED SWALE GRADE
- ESTABLISHED GRADE
- DOWNSPOUT LOCATION
- SUMP PUMP
- PROPOSED BERM
- SWALE DIRECTION
- HYDRO METER
- GAS METER
- MUNICIPAL ADDRESS
- FINISHED FLOOR ELEVATION
- T/WALL TOP OF FOUNDATION WALL
- FIN. BASEMENT FLOOR SLAB
- UNDERGRADE FOOTING ELEVATION
- TPZ FENCE
- PROPERTY BOUNDARY
- PRECAST CONCRETE UNIT PAVERS
- PRECAST CONCRETE PATIO SLABS
- CHAINLINK FENCE
- WOOD PRIVACY FENCE / SCREEN
- SNOW STORAGE AREA

PRELIMINARY

NOT TO BE USED FOR CONSTRUCTION

18	
17	
16	
15	
14	
13	
12	
11	
10	
9	
8	
7	
6	
5	
4	
3	
2	
1	

10 JAN. 07, 2025 REVISED SIGHT TRIANGLE SIZE TO 5m x 10m & ISSUED TO CLIENT FOR REVIEW/RE-SUBMISSION.

9 OCT. 09, 2024 REVISED AS PER SPA 2nd SUBMISSION COMMENTS & ISSUED TO CLIENT FOR REVIEW/RE-SUBMISSION.

8 OCT. 09, 2024 REVISED AS PER SPA 2nd SUBMISSION COMMENTS & ISSUED TO CLIENT FOR REVIEW/RE-SUBMISSION.

7 MAR. 26, 2024 REVISED GARAGE WIDTH TO 5.8m AS PER COMMENTS & ISSUED TO CLIENT FOR REVIEW.

6 AUG. 23, 2023 REVISED PAVED LOT 1 DRIVEWAY AS PER COMMENTS & ISSUED TO CLIENT FOR REVIEW.

5 JULY 20, 2023 REVISED AS PER CLIENTS COMMENTS & ISSUED TO CLIENT FOR REVIEW.

4 MAR. 30, 2023 REVISED AS PER CITY COMMENTS & ISSUED TO CLIENT FOR REVIEW.

3 SEPT. 21, 2021 REV. LOT CONFIGURATION & ISSUED TO CLIENT FOR REVIEW.

2 MAY 04, 2021 ADDED ADDITIONAL AREA STATS & ISSUED TO CLIENT FOR REVIEW.

1 DEC. 16, 2020 ISSUED TO CLIENT FOR REVIEW.

No. DATE: WORK DESCRIPTION:

jardin
DESIGN GROUP INC
64 JARDIN DR. SUITE 3A
VAUGHAN, ONT. L4K 3P3
TEL: 905 660-3377 FAX: 905 660-3713
EMAIL: info@jardindesign.ca

The undersigned has reviewed and takes responsibility for this design and has the qualifications and meets the requirements set out in the Ontario Building Code to be a designer

QUALIFICATION INFORMATION

Walter Botter	21031
NAME	SIGNATURE
jardin design group inc.	27763
FIRM NAME	BCIN

CONTEXT SITE PLAN
(C O L O U R)

230 Finch Ave-Nature Haven Cres.
(PICKERING)

TYPE	SP
SCALE:	1:250
PROJ. No.	20-34
No.	A-01

BILD

Appendix B

Turning Movement Counts (Raw Data)

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:30:00

To: 8:30:00

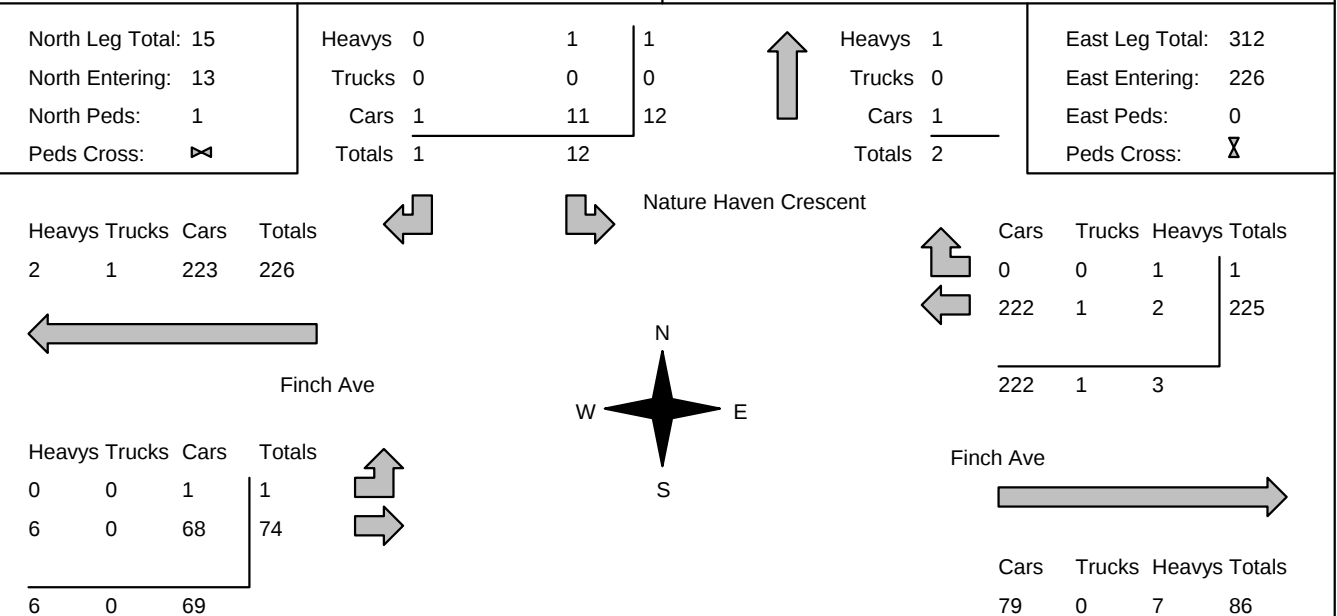
Municipality: Pickering
Site #: 1918600001
Intersection: Finch Ave & Nature Haven Crescen
TFR File #: 1
Count date: 14-Nov-19

Weather conditions:

Person counted:
Person prepared:
Person checked:

** Non-Signalized Intersection **

Major Road: Finch Ave runs W/E



Peds Cross: ☒
West Peds: 0
West Entering: 75
West Leg Total: 301

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 16:00:00 To: 18:00:00	One Hour Peak From: 16:45:00 To: 17:45:00
Municipality: Pickering Site #: 1918600001 Intersection: Finch Ave & Nature Haven Crescen TFR File #: 1 Count date: 14-Nov-19	Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **	Major Road: Finch Ave runs W/E	

North Leg Total: 17 North Entering: 6 North Peds: 0 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys 0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks 0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars 0</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals 0</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys 0	0	0	Trucks 0	0	0	Cars 0	6	6	Totals 0	6		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys 0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks 0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars 11</td> <td style="padding: 2px;">11</td> <td style="padding: 2px;">11</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals 11</td> <td style="padding: 2px;">11</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys 0	0	0	Trucks 0	0	0	Cars 11	11	11	Totals 11	11		East Leg Total: 308 East Entering: 80 East Peds: 0 Peds Cross:
Heavys 0	0	0																									
Trucks 0	0	0																									
Cars 0	6	6																									
Totals 0	6																										
Heavys 0	0	0																									
Trucks 0	0	0																									
Cars 11	11	11																									
Totals 11	11																										

Heavys	Trucks	Cars	Totals
0	1	68	69

Nature Haven Crescent

Cars	Trucks	Heavys	Totals
11	0	0	11
68	1	0	69
79	1	0	

Finch Ave

Finch Ave

Heavys	Trucks	Cars	Totals
0	0	0	0
0	0	222	222
0	0	222	

Cars	Trucks	Heavys	Totals
228	0	0	228

Peds Cross:

West Peds: 2

West Entering: 222

West Leg Total: 291

Comments

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Finch Ave & Nature Haven Cresce						Count Date: 14-Nov-19		Municipality: Pickering					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	5	0	1	6	0	6	8:00:00	0	0	0	0	0	
9:00:00	9	0	0	9	1	9	9:00:00	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	4	0	1	5	0	5	17:00:00	0	0	0	0	0	
18:00:00	6	0	0	6	0	6	18:00:00	0	0	0	0	0	

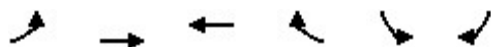
Appendix C

Synchro Outputs

HCM Unsignalized Intersection Capacity Analysis

3: Finch Avenue & Nature Haven Crescent

2019-11-20



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	74	225	1	12	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	80	245	1	13	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	246				328	245
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	246				328	245
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	100
cM capacity (veh/h)	1320				666	794
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	82	246	14			
Volume Left	1	0	13			
Volume Right	0	1	1			
cSH	1320	1700	674			
Volume to Capacity	0.00	0.14	0.02			
Queue Length 95th (m)	0.0	0.0	0.5			
Control Delay (s)	0.1	0.0	10.5			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	10.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			21.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Finch Avenue & Nature Haven Crescent

2019-11-20



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	222	69	11	6	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	241	75	12	7	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	87				322	81
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87				322	81
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1509				671	979
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	241	87	7			
Volume Left	0	0	7			
Volume Right	0	12	0			
cSH	1509	1700	671			
Volume to Capacity	0.00	0.05	0.01			
Queue Length 95th (m)	0.0	0.0	0.2			
Control Delay (s)	0.0	0.0	10.4			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	10.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		21.7%		ICU Level of Service	A	
Analysis Period (min)			15			

Appendix D

Trip Generation Graph



Graph Look Up

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic, C

TRIP TYPE:

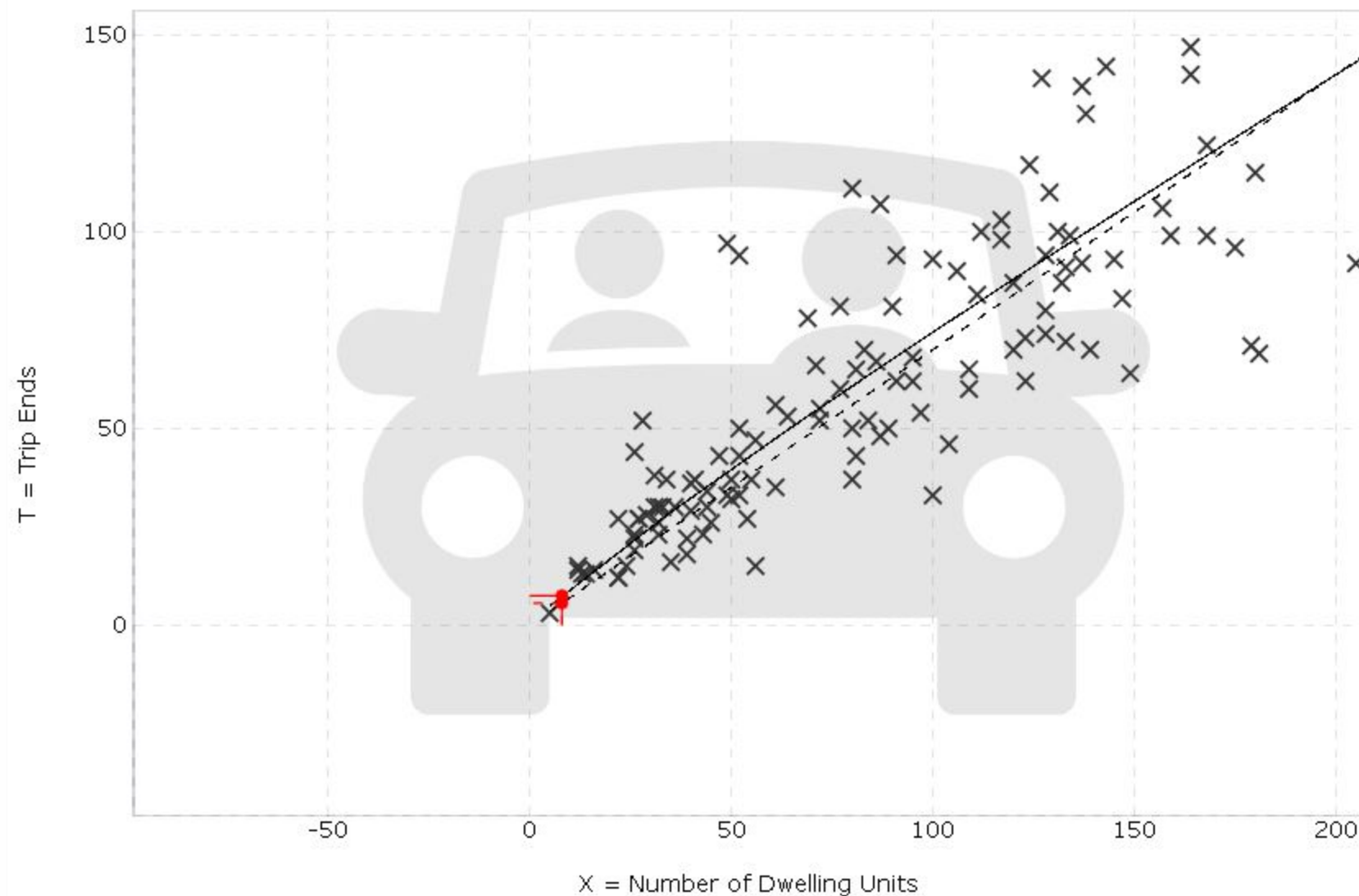
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

8

Calculate

Data Plot and Equation



X Study Site

Reset Zoom

Restore

Fitted Curve

- - - Average Rate

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

Average Rate:

0.70

Range of Rates:

0.27 - 2.27

Standard Deviation:

0.24

Fitted Curve Equation:

 $\ln(T) = 0.91 \ln(X) + 0.12$ R^2 :

0.90

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 6 (Total), 1 (Entry), 5 (Exit)

Fitted Curve: 7 (Total), 2 (Entry), 5 (Exit)

Graph Look Up

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic, C

TRIP TYPE:

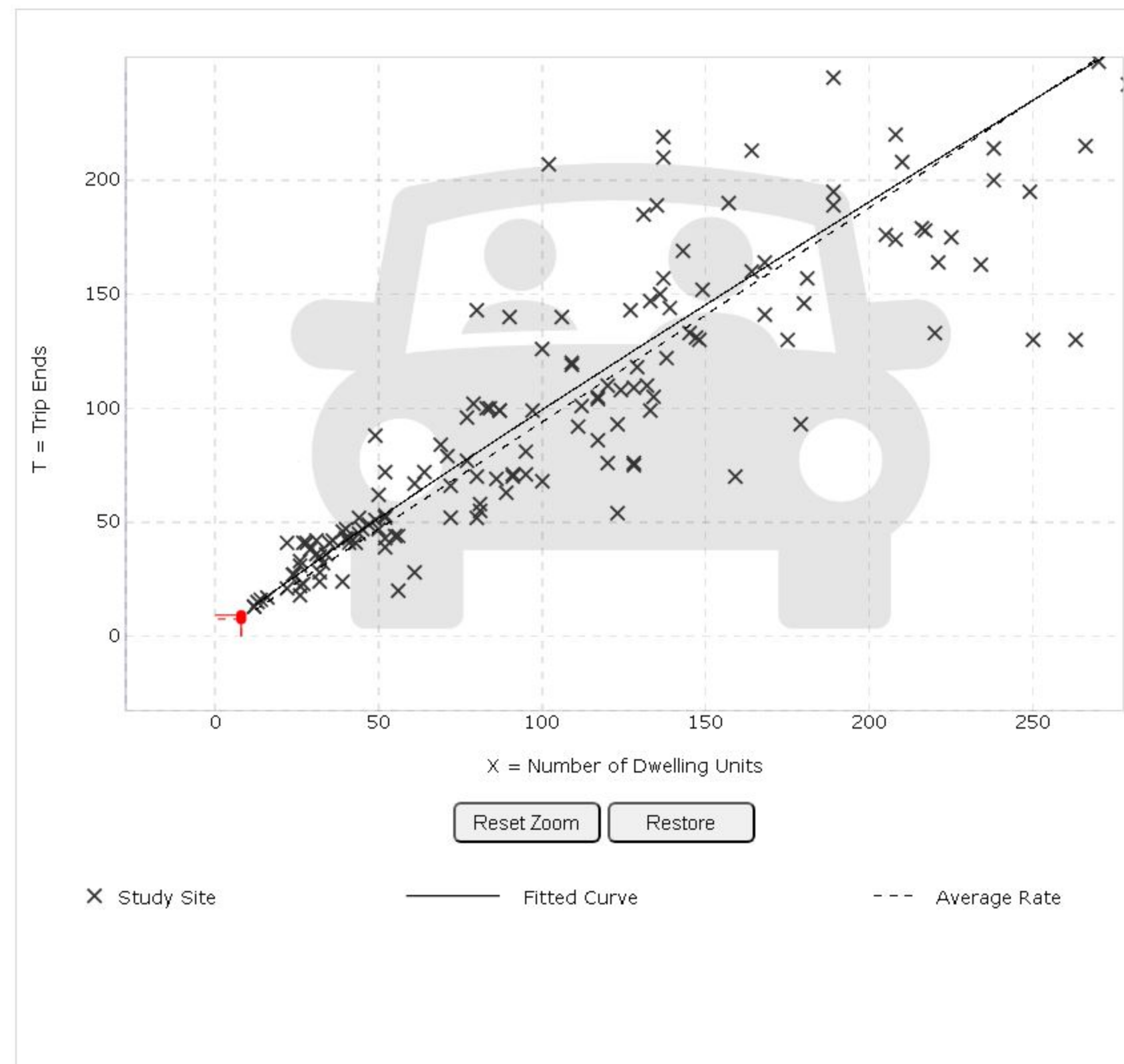
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

8

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

208

Avg. Num. of Dwelling Units:

248

Average Rate:

0.94

Range of Rates:

0.35 - 2.98

Standard Deviation:

0.31

Fitted Curve Equation:

 $\ln(T) = 0.94 \ln(X) + 0.27$

R²:

0.92

Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 8 (Total), 5 (Entry), 3 (Exit)
Fitted Curve: 9 (Total), 6 (Entry), 3 (Exit)

Appendix E

AutoTURN Diagram

