

## Daniel Bursuck

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**From:** John Beall  
**Sent:** Tuesday, June 16, 2020 3:39 PM  
**To:** Daniel Bursuck  
**Subject:** Plan Amendment - Traffic  
**Attachments:** c9-06-26 PAG traffic 1 of 2.pdf; c9-06-26 PAG traffic 2 of 2.pdf

Dan - These were comments in staff report for the previous commercial development rezoning.

"Traffic on the surrounding roadway system is expected to be increased substantially by this development. According to the (TIA), over 19,000 new trips will be generated. Improvements to I-10 and Wilmot Road are anticipated, however, the timing of the improvements is unknown, and it is unclear, even with the proposed improvements, if the surrounding roadway system can safely and adequately convey the projected increased traffic. Also, staff did not see any reference in the TIA to the proposed Swan-Southlands development, south of the site, which is expected to greatly impact traffic in the site vicinity. Staff looks towards review comments and guidance from the Arizona Department of Transportation (ADOT), Pima County Department of Transportation (PCDOT), and the Tucson Department of Transportation (TDOT) on the above items, including the sufficiency of two accesses."



## Transportation Information for Rezoning, Subdivision, and Development Requests

This information is provided for jurisdictional planning departments to assess the impact of the proposed residential or commercial development on surrounding traffic patterns and roads. If the forecasted daily traffic exceeds 500 average daily trips, a more detailed analysis is also provided.

**Delivered to:** Development Services - City of Tucson

**Date Delivered:** 8/25/2006

<b>Case Number</b>	<b>Project Name</b>	<b>Average number of daily trips (ADT) forecasted as a result of the proposed development</b>
S06-185	Starr Pass Vistas Village I	306
S06-186	I-10 and Kolb Rd	1,101
C9-06-26	I-10 and Wilmot	118,228

Pima Association of Governments  
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## Transportation Information for Rezoning, Subdivision and Development Review Requests

This analysis is designed to allow jurisdictional planning departments to further assess the traffic impacts of planned residential and commercial developments that PAG expects will generate more than 500 average daily trips. Nearby roadway data include planned improvements, existing and future volumes and capacities, and bus and bike accessibility.



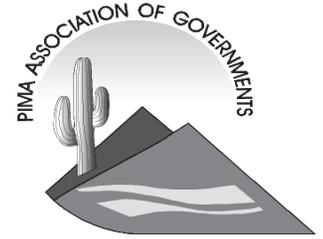
File Number C9-06-26 Description I-10 and Wilmot Date Reviewed 8/25/2006

STREET IDENTIFICATION	Street Number 1	Street Number 2, if applicable.
1. Nearest Existing or Planned Major Street	Wilmot (I-10 to E. Hermans)	
2. Is a street improvement planned as part of PAG's 5-Year Transportation Improvement Program? See <a href="http://www.pagnet.org/tip/">http://www.pagnet.org/tip/</a> for more information on the TIP planning process.	<b>No</b> Year <b>0</b> Planned Action:	Year <b>0</b> Planned Action:
VOLUME/CAPACITY/TRAFFIC GENERATION CONSIDERATIONS		
3. Existing (2005) Daily Traffic Volume (reported in ADT) See <a href="http://www.pagnet.org/TPD/DataTrends/">http://www.pagnet.org/TPD/DataTrends/</a> for more information.	<b>28,691</b>	<b>0</b>
4. Existing (2005) Daily Capacity (reported in ADT)	<b>23,300</b>	<b>0</b>
5. Existing (2005) Number of Lanes	<b>2</b>	<b>0</b>
6. Future (2030) Daily Volume (reported in ADT) (Assuming planned transportation improvement projects are completed.)	<b>42,730</b>	<b>0</b>
7. Future (2030) Daily Capacity (reported in ADT)	<b>48,640</b>	<b>0</b>
8. Future (2030) Number of Lanes	<b>4</b>	<b>0</b>
9. Average daily traffic (ADT) forecasted as a result of the proposed development	<b>118,228</b>	
TRANSIT AND BIKEWAYS CONSIDERATIONS		
10. Present Bus Service (Route, Frequency, Distance)	None	
11. Existing or Planned Bikeway	None	
Remarks:		

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