

**TUCSON URBAN CORRIDOR  
DRAFT ENVIRONMENTAL ASSESSMENT  
PUBLIC COMMENTS AND RESPONSE**

No.	Comment	Response
	<b>Comments received via email</b>	
1	<p>What about the wonderful vintage streetcars that Tucson has? Will it be possible to use them on the new system, i.e., like San Francisco does with their vintage trolleys on surface Muni lines up and down Market Street? Beside providing public transportation they bring history and charm to that experience! They're an asset to any urban environment. Thanks for your kind attention.</p> <p>Gail Toomey</p>	<p>TDOT is currently evaluating the feasibility of existing and future Old Pueblo Trolley operations. This includes the possibility of operating Old Pueblo Trolley fleet on the modern streetcar tracks.</p>
2	<p>My concern is for temporary lodging for cars while owners use the bus. Have adequate park 'n' ride opportunities been addressed? We need to maximize our potential to get people out of their cars!! Thanks!</p> <p>Jeri Ogden</p>	<p>No park-and-rides are being constructed specifically as part of the modern streetcar project. However, there are existing and planned parking garages, surface lots, and on-street parking areas along the modern streetcar line that can be used by passengers to "park and ride". For example, the City of Tucson coordinates all of its downtown parking through the ParkWise program. As such, there may be opportunities to offer free parking validation, etc. for modern streetcar passengers through this program.</p>
3	<p>I am more horrified than ever for the future of Tri Delta.</p> <p>Another problem, what is the time frame as of now? I know you don't have Federal funding yet and it may not happen in the current environment. However, assuming it will happen, is anyone aware that the City of Tucson has passed an ordinance requiring sorority and fraternity houses to install fire sprinkler systems before July 2010 and all three Greek houses along 2nd Street need to do this, a lengthy (8 to 10 weeks) and very expensive project, only possible during the summer when the houses are not occupied by students. There could be a big traffic jam on 2nd Street.</p> <p>We are hoping to meet the requirement of the ordinance in summer of 2009 after engineering plans, permits and money are set. At least two more houses are affected, Alpha Chi Omega and Delta Chi, both a little to the east of Cherry on First Street, and there could be more that I haven't identified. Gamma Phi at the corner of First and Cherry is installing a system this summer. To further complicate matters, there are not a lot of good, local companies to do such work. We might have to go to 2010 because other housing facilities like care homes and some businesses are affected by other parts of the ordinance.</p> <p>What is your information re schedule and/or the UA's schedule for 2nd Street?</p> <p>Joyce Schumann</p>	<p>TDOT is aware of the sprinkler installation in houses along 2nd Street. This issue will be coordinated with UA, as appropriate, during final design and construction of the modern streetcar project.</p> <p>The construction schedule for 2nd Street will be determined during final design. This effort will be coordinated with UA's 2nd Street redesign and pedestrian improvement project.</p>
4	<p>I have NOT reviewed the report or attended the public open house; however, I am concerned about public transportation.</p> <p>After studying the map on the postcard invitation, I have a few comments (I did speak to someone at your office briefly).</p>	<p>A new Sun Tran bus stop will be added at 2nd Street and Cherry to provide transfer opportunities between Sun Tran and modern streetcar. The existing Sun Tran bus stop on the UA mall will remain. In future, Sun Tran will circulate buses through the UA campus using 2nd Street, Cherry, and the mall instead of only the mall. This will allow Sun Tran to serve both the modern streetcar at 2nd Street and Cherry and the Sun Tran bus stop on the</p>

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	<p>1.) The Sun Tran stop on the eastside of campus has been so beneficial to me. Unless a transit center for midtown is planned or another solution to transferring bus passengers in this area has been developed, the proposed route needs to intersect with the existing Sun Tran stops in the area.</p> <p>2.) During the telephone conversation, there was mention of the cooperation in the proposed plan between the University of Arizona and the City of Tucson. There was no mention of the inclusion of Sun Tran in this plan. I would assume, however, that Sun Tran is a member of the RTA.</p> <p>3.) There are few businesses on University Blvd. to Park Avenue and the streetcar running on this street duplicates the present #1 Sun Tran route. This route connects a large portion of Tucson with intersecting routes to other areas in Tucson including transit centers, major north/south routes, etc. Have the streets north or south of University Blvd. been considered as a part of the route? Has running the streetcar line through the UA Main Business District been considered?</p> <p>4.) The extension of the proposed streetcar line north from Speedway/Cheery Avenue to the west side of the Arizona Health Science Center (AHSC) would bring people to businesses, jobs, and public events; particularly, in the case that the proposed streetcar line ran its routes to midnight (i.e., hospital shifts) and running Sun Tran lines that create transfers between bus lines/streetcar lines running to midnight daily.</p> <p>I plan to review the full plan as soon as I can and may make further comments at a later date. I do not know at this time economic impact and other pertinent facts.</p> <p>Thank you so much for sending information about the funded plan.</p> <p>Cheyenne Littlestar.</p>	<p>mall.</p> <p>Sun Tran is part of TDOT and has been included as an active partner throughout the modern streetcar project. Sun Tran staff are members of the Technical Advisory Committee for the project.</p> <p>The modern streetcar will replace Route 1 between the UA and downtown Tucson. The remainder of the Route 1 will continue to operate as it does today. The modern streetcar will operate on University Boulevard west of Park and serve the Main Gate Square business district with a station location at Tyndall.</p> <p>The current operating plan for the modern streetcar is to operate the modern streetcar until 1am daily. There will be a number of transfer opportunities between modern streetcar and Sun Tran at the Arizona Health Sciences Center. The hours of operation of Sun Tran routes in this area varies by route, but some routes operate until midnight currently.</p>
5	<p>As Mayor Robert Walkup's representative to the Tucson-Pima County Bicycle Advisory Committee, I'm very concerned that there are six locations planned along 4th Avenue (three in the southbound direction, three in the northbound direction) where cyclists will be endangered by the streetcar tracks. These are the boarding locations which are located on the side. As can be seen in the photo, there will be only about 14 inches between the tracks and the curb. The wheels of a bicycle can easily be trapped within the track groove or the cyclist could hit the curb at these locations, causing a crash and possibly leading to serious injury or death.</p> <p>I believe it is for this reason that the Environmental Assessment has left out any discussion of bicycle safety along this critical and heavily-used route for cyclists (ref; page 46, last paragraph). Please address this issue and provide a bicycle-friendly solution to this very serious safety concern. Thank you very much.</p>	<p>The modern streetcar station locations on 4th Avenue are located on the curb as opposed to the median at the request of the Fourth Avenue Merchants Association (FAMA). Median stations would conflict with the Fourth Avenue Street Fair by preventing booths from being located in the areas of the stations. In addition, the curb side stations allowed greater flexibility in accommodating other special events.</p> <p>TDOT recognizes the inherent conflict between bicycle tires and tracks, as this is an issue in all cities with fixed-guideway rail projects. The bicycle tire in the track problem cannot be completely "solved" per se, but the project team has made every effort to design the system to be as bicycle-friendly as possible.</p> <p>TDOT has tried to located stations in the median, wherever possible, to avoid conflicts with the bicycle lane. For example, all stations on University Boulevard and through the UA campus are located in the median. This avoids having to narrow the distance between the</p>

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	<p>Sincerely,</p> <p>Jean M. Gorman  Mayor's Representative  Tucson-Pima County  Bicycle Advisory Committee</p>	<p>track and the outside of the roadway at station locations, thus preventing the bicycle lane or roadway shoulder from being narrowed. In addition, all stations in downtown Tucson are located in the left thru lane, thereby avoiding conflict with cyclists riding in the right thru lane.</p> <p>Another design element to the modern streetcar system that has been made with bicycles exclusively in mind is the track itself. The track being used provides a minimum flangeway width that provides the least amount of hazard to bicycles. There is a substantial difference in the flangeway between the modern streetcar tracks and the existing Old Pueblo Trolley tracks.</p> <p>Overall, the project team has tried to work with the bicycle community as closely as possible. Members of the Tucson-Pima County Bicycle Advisory Committee have participated on the Technical Advisory Committee since the inception of the project and have provided valuable input into the design of the project to minimize adverse impacts on bicycle facilities. TDOT will continue to look for opportunities to improve bicycle conditions as the project moves forward.</p>
	<b>Comments received at the February 4, 2008 public meeting</b>	
6	<p>Shellie is the best project manager and does an excellent job.</p> <p>Anonymous</p>	No response needed.
7	<p>Concern with drainage on University Boulevard at 4th Avenue. Historically when the old trolley tracks were covered over Trinity Church sustained flooding into the basement from the street water over flowing the curb, sidewalk, and on to the property when the tracks were excavated the water flow down and across the street returned. This occurs during heavy rains in monsoons. Appreciate consideration of drainage issues in this neighborhood in the design phase.</p> <p>Ed Hawkey  Trinity Presbyterian Church</p>	The modern streetcar project will not alter the drainage pattern on 4th Avenue or University Boulevard. The modern streetcar track profile will match the existing pavement adjacent to it and not raise or lower the grade of the roadway. The project will pay attention during the design phase to the covering/removal of historic tracks so that it does not alter the roadway profile and/or drainage pattern in the street today.
8	<p>University Boulevard is the single most popular bicycle route in Tucson. Please consider that on Saturday mornings as many as 100 bicyclists per hour pass along University Boulevard. Contact Ann Chanecka at City of Tucson.</p> <p>Vincent Pawlowski  Prescott College</p>	All modern streetcar stations on University Boulevard are located in the median of the roadway to be as bicycle-friendly as possible. This avoids having to narrow the distance between the track and the outside of the roadway at station locations, thus preventing the bicycle lane or roadway shoulder from being narrowed.
9	<p>I'm glad to see that the sound vibration issues are being addressed. Overall, this keeps the public supportive of the project due to helpfulness and transparency.</p> <p>Anonymous</p>	No response needed.
10	<p>I want to applaud your work. Can't wait to ride it. Hurry up!</p> <p>Emma Talen</p>	No response needed.
11	The issue we have discussed over the past two years (I have been on the Technical Advisory Committee and my wife Pat Dunford is a member of the Community Liaison Group)	The use of the existing of Old Pueblo Trolley infrastructure will be determined during final design.

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	<p>seem to have been covered. I would like to hear more of the positive aspects – including air quality, noise reduction over buses, etc.</p> <p>Perhaps a close look at the historic street railway overhead (OCS) that is in place should be reviewed and used in the presentation, i.e., in double tracked areas, use span wire and in single track areas use the historic bracket arm conduction on OPT and that will be installed on the 4th Avenue underpass project.</p> <p>LRV's and modern streetcars have only a single pantograph on each car rather than the two pantographs shown on both the video and the still photograph/displays.</p> <p>Richard Guthrie Old Pueblo Trolley</p>	<p>The mistake in the video simulation showing the double pantograph will be corrected during the next round of video simulation.</p>
12	<p>I am interested that the noise/vibration is being addressed for older buildings in the area.</p> <p>Alice Roe Blennan Elm Neighborhood</p>	<p>No response needed.</p>
13	<p>No comment</p> <p>Chris Rogers Granite Contractor</p>	<p>No response needed.</p>
14	<p>Covered major concerns of AAA house and UA engineering/biomedical. Will make a positive impact on environment.</p> <p>Pat Dunford Old Pueblo Trolley</p>	<p>No response needed.</p>
15	<p>Councilor Regina Romera fully supports the modern streetcar. It will be good for downtown revitalization and for linking the university to downtown – both the east side and the west side. The connection to Congress and the Menlo Park neighborhood is critical. Thank you for working to make that happen. Transportation options are critical to have a walkable, bikeable urban downtown for Tucson.</p> <p>Diana Rhodes Councilor Regina Romero</p>	<p>No response needed.</p>
<b>Comments received via mail</b>		
16	<p>The House Corporation Board Members of Delta Delta Delta collegiate sorority, a.k.a. Tri Delta, have carefully reviewed the Environmental Assessment Report and appreciate knowing that some of our concerns have been recognized. It is the mission of the House Corporation board to provide a safe and comfortable environment for our collegiate members, one that fosters Delta Delta Delta's values including a high regard for education and philanthropy. We have a wonderful group of about 150 young women, 39 who live in the 58-year—old house and others who come daily for meals and activities. Our sorority chapter is highly regarded by their peers and adult University leaders. Sadly we do feel threatened – socially, economically and environmentally – by the streetcar project. We have been told</p>	<p>The specific noise and vibration mitigation measures related to the sorority house are discussed in Section 4.4 of the Draft EA.</p> <p>TDOT is advocating as long of a span of service and as high of a frequency as possible. The hours of operation for the modern streetcar will be as follows: Weekdays: 5 a.m. to 1a.m. (20 hours), Saturdays: 6 a.m. to 1 a.m. (19 hours), and Sundays: 7 a.m. to 1 a.m. (18 hours). Modern streetcar will operate every 10 minutes in the peak and 20 minutes in the off-peak. While Downtown Tucson's peak is the morning and evening (6 a.m. to 8 a.m. and 4 p.m. to 6 p.m.), the UA's peak is during the middle of the day from approximately 10 a.m.</p>

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	<p>that "we are on the campus and we have to accept what the University does.". We are trying very hard to do that.</p> <p>As the report notes, noise and vibration will be problems and we appreciate the mention of mitigated window replacements and other suggestions. Our sleeping porch for 34 women, the house director's apartment, and some student sleep/study rooms are situated on the east end of the house beside and/or above the Cherry Street station. Yes, we are concerned about noise and vibration from the streetcar, and we are perhaps even more concerned about noise from the streetcar passengers, entering and exiting at that station!</p> <p>The hours of operation in the report are disappointing. That question was asked at several meetings over the past three years and a 16-hour day was a possibility. To quote one written response, "Hours of operation have not been determined, but might be similar to those of the Portland line, running every 10-15 minutes, 5:30 a.m. until 10:30 or 11:30 Sunday thru Thursday and 1:00 a.m. on Friday and Saturday." connecting buses do not run past 11:00 on most routes. I hoped the hours will be adapted to the level of real need and out of respect for the student "neighbors."</p> <p>Our corner will be exposed to increased congestion, congestion much closer to our building that before after the needed footage is negotiated. some changes in landscaping and perhaps appropriate walls or fences, complimenting our nice, very well constructed building, will be needed to prevent trespassers from cutting across the corner of our property, dashing to or from the Cherry Street station. Any wall or fence will need to allow access to and from our eastside "bicycle courtyard" which happens also to be an emergency exit from the sleeping porch.</p> <p>All of us in Greek Village will want to improve security and protect our sites from transients, vandals an theft, already problems without the easy access from other parts of the city. One intent of the streetcar is to create smooth linkage between the downtown and the U, but the lack has been some protection from people who have no real need to be on campus, night or day.</p> <p>It was with some relief that the most recent maps show the Cherry Street station placed south (barely) of the alley that runs between First and Second Streets. it is very important to allow food services, Waste Management and emergency vehicles easy access to that alley. During construction, it will be important to all of us along the alley that the intention to "notify in advance and... to minimize the inconveniences as much as possible" will be strictly observed for safety and health reasons.</p> <p>Re Air Quality Problems, Greek Village is a residential community. Some members suffer allergies. Do we/the project need to provide alternative housing for members who may suffer from poor air quality during construction? we also wonder how construction noise and vibration, etc. will affect our students, their eating, meeting, sleeping and studying in the sorority house. Do we need to work together to take care of the window problem before</p>	<p>to 2 p.m. Therefore, the peak hour for this route has been identified as 6 a.m. to 6 p.m. The frequency of operation for modern streetcar is as follows: 5 a.m. to 6 a.m. - 20 minute frequency, 6 a.m. to 6 p.m. - 10 minute frequency, and 6 p.m. to 1 a.m. - 20 minute frequency.</p> <p>TDOT does not anticipate there being any problem with trespassing at the corner of 2nd Street and Cherry, especially since the modern streetcar station will be located in the median of the roadway.</p> <p>The operation of the modern streetcar system through the UA campus is a similar situation to the operation of existing Sun Tran buses through the UA campus. The UA is a not a closed campus and advocates greater connectivity with the surrounding areas in its Comprehensive Campus Plan.</p> <p>Access to the alley behind Tri Delta will be preserved. TDOT will continue to work with Tri Delta on this issue during final design.</p> <p>Air quality issues related to construction of the modern streetcar are discussed in Section 4.14 of the Draft EA. All construction activities will follow all applicable laws and regulations related to noise and vibration, air quality, debris and soils, utilities, water quality, and traffic.</p> <p>Replacement of the windows prior to construction is recommended.</p> <p>TDOT is aware of the sprinkler installation in houses along 2nd Street. This issue will be coordinated with UA, as appropriate, during final design and construction of the modern streetcar project.</p> <p>The construction schedule for 2nd Street will be determined during final design. This effort will be coordinated with UA's 2nd Street redesign and pedestrian improvement project.</p>

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	<p>construction begins?</p> <p>There is another question of schedule. What is your information re schedule and/or the U's schedule for 2nd Street? Is anyone with this project aware the City of Tucson passed an ordinance (July '07) requiring sorority and fraternity houses to install fire sprinkler systems before July 2010 and all three Greek houses along 2nd Street need to do this, a lengthy (8 to 10 weeks) and very expensive project, only possible during the summer when the houses are not occupied by students. There could be a big traffic jam on 2d Street if everything tries to happen at once.</p> <p>We and Kappa Kappa gamma sorority, on 2nd, are hoping to meet the requirements of the ordinance in summer of 2009 after engineering plans, permits an money are set. At least two more house are affected, both a little to the east o Cherry on First Street, and there could be more that I can't identified. Gamma Phi sorority, a the corner of First and Cherry, is installing a system this summer. Other housing facilities like care homes and some businesses are affected by other parts of the ordinance creating and interesting level of demand.</p> <p>Re Tri Delta's future, thus far we have been able to reassure parents, particularly upset mothers, that their daughters will have graduated before this project materializes. Unfortunately, the next Freshman class will be on campus during construction and early running. Possibly the University, when planning the development of their land in "Greek Village, " eventually freed from parking, might save us site, just in case our worst fears materialize. all our sorority groups are outstanding. why would a young woman choose to live on that busy corner, among wires and posts, when she has 11 other choices? Why would a mother want that for her daughter? Just today, after church, a woman complimented the exterior appearance of the sorority house, remarking "how important first impressions are." We certainly will be challenged and, again, we appreciate it that the project leaders recognize the reality of our concerns.</p> <p>Joyce Schumann House Corporation President Phi Beta Chapter of Delta Delta Delta</p>	
17	<p>The EA is complete and thorough. I agree with its findings of no significant impacts. The mitigation measures recommended during the design and construction of the historic trolley seem reasonable and easily within the scope of construction of this type. I recommend that FTA concur with the EA and proceed to design and construction of this project.</p> <p>Gary Oaks</p>	No response needed.
18	<p>We are writing in response to the Tucson Urban Corridor Environmental Assessment dated January 18, 2008. We would like to begin by expressing our support and grateful appreciation for all your efforts made on behalf of the Tucson Urban Corridor Study and modern streetcar project.</p>	<p>This issue of parking on Avenida del Convento will be addressed during final design. To date, the project team has received direction from TDOT and Rio Nuevo that back-in angle parking is preferred along Avenida del Convento, similar to how it is used on University Boulevard at Main Gate Square. The project team can meet with the Gadsen Company, as requested.</p>

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	<p>There is one concern we wanted to forward to you officially in writing involving the proposed "back-in parking" on Avenida del Convento. We understand this measure has been put in place to ease traffic concerns along the Avendia, however, we feel this would be a mistake. The City of Tucson has recently completed the parking and sidewalks along this stretch of the proposed streetcar route. In addition, the Gadsen Company has carefully included several design features specifically designed to ameliorate traffic issues along this future thoroughfare. We would appreciate the opportunity to discuss this issued further at your earliest convenience. The Gadsen Company is dedicated to working with and supporting the forward-thinking goals of the Tucson Urban Corridor Study, and appreciate your time in addressing our concerns.</p> <p>Please feel free to contact me or my project assistant, Yancy Lucas, with any questions or concerns. He may be reached at (520) 461-1107 or by email at <a href="mailto:yancy@gadsencompany.com">yancy@gadsencompany.com</a>.</p> <p>Again we appreciate your time and look forward to speaking with you soon.</p> <p>Adam Weinstein Partner, The Gadsen Company LLC</p>	