

Ward 6 Staff



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Ward 6 - Newsletter

Tucson First

February 20, 2014

Alpaca

This newsletter will include some heavy lifting items, but maybe the most important one is shown on the left hand side-bar; the photos of me and my staff.

Don't all of the ladies shown look just so sweet and innocent? Well note the photo-shop work they performed simply to send a message that I might be getting close to possibly start thinking about maybe needing a haircut. I think my wife put them up to it, but nobody's talking. I'll be asking TPD to bring in lie-detector equipment and get to the bottom of this. I run a very tight ship and this sort of thing has to be investigated and the culprit(s) brought to justice. I'll let you know how the investigation unfolds.

1300 E. 10th

A couple of newsletters ago I shared that there's a 115 year old house in Rincon Heights that has a storied history with the UA and City leaders in general. Many of us worked with the developer to try to save the structure but he insisted on \$60K to buy off his investors for a year and think about redesign of the parcel. You can see in the photos below that the conversation has sadly ended.



This will now be 32 new student housing beds. It was an historic structure that contained open beam ceilings, hardwood floors, built in fireplaces, tiled walls in the main bathroom with a built-up tub and period fixtures. Now it's rubble.

Student housing has gotten to the point at which new properties like this that are very close to campus are taking residents from other properties that lay a little further away. Some of the new towers are under 100% occupied. The market may be becoming saturated. But as long as there is seemingly a buck to be made, screw the history of our community and build, build, build.

This house is gone. It had been here since 1897. Frustrations flowing from incidents such as this carry over to subsequent projects.

Infill Incentive District

And so what of neighborhood protections? We have three different processes in play right now that



Important Phone Numbers

Tucson Police Department

911 or 791-4444
nonemergency

Mayor & Council Comment Line

791-4700

Neighborhood Resources

791-4605

Park Wise

791-5071

Water Issues

791-3242

Pima County Animal Control

243-5900

Street Maintenance

791-3154

Planning and Development Services 791-5550

Southwest Gas

889-1888

Gas Emergency/ Gas Leaks

889-1888

West Nile Virus

Hotline

243-7999

Environment

Service

791-3171

Graffiti Removal

792-2489

AZ Game & Fish

628-5376

Continued: A Message From Steve

bear on how development is conducted in and around mid-town neighborhoods. I say mid-town because the dynamics of what we're challenged with in the mid and downtown areas isn't replicated out on the far east side or far west side. What we have is a combination of a downtown set of standards, others that are being developed for building along the streetcar route, others for historic neighborhoods, and those on the perimeter of the UA. Embedded in that is a set of boundaries we established called the Infill Incentive District. It's an area that allows some exemptions from underlying zoning restrictions if projects meet certain other standards. Some of us felt that since its adoption we've seen some unfortunate development take place that exposed some gaps in what we adopted as the IID last year.

With that in mind, we put in motion a process through which stakeholders would meet with Staff and work out some new IID guidelines. That process began while three other similar processes were also in play. Those were related to the streetcar route, another related to development standards surrounding the Downtown Links project, and a retooling of our parking regulations in the area. Since the boundaries overlap in many areas, we felt it made sense to consolidate some of the work so we're not duplicating efforts. We expect to see some of the recommendations come back to us from that consolidated effort this summer. What we made clear on Wednesday is that we want strict scrutiny on any projects being proposed before the new standards are adopted. Areas at the intersection of University and 4th Avenue and others along the streetcar route are of particular sensitivity. No surprise administrative approvals without good public involvement. We received that assurance on Wednesday.

The community just lost a 115 year old iconic house because a developer and his investors had their eyes on a different prize than what the residents in the area valued. We made it clear to Staff that until the consolidated project is completed, we're going to have every project under a microscope to make sure all voices are given a place at the design/development table.

Water Rates

Since 2009 we've raised our water rates annually by from 8% up to 10%. In the past 2 years the increases have stabilized at 8.3%. That's what Tucson Water is asking for again in fiscal year '15.

A part of our managing the increases has been for us to adopt new rate structures that incentivize conservation. You all have done a great job at cutting back on how much is used at your homes. With the droughts in California and anticipated increases in CAP water prices, it's critical that we continue on the conservation trajectory we're on.

CAP water is our long term life line. We're funding our full allocation annually, banking about 1/3 of what we buy as an investment in the future. Staff projections indicate that that source is going up from our current cost of \$23M to \$32M in 2019. It's important that we continue putting it in the bank while it's relatively inexpensive.

There are other factors that are driving our Tucson Water costs. Those include the combination of debt service and staffing accounting for nearly 1/2 of our total fixed costs. Why the debt service? Because continuing to build and improve our infrastructure is important for being able to deliver water to our customers on a reliable basis. Our 5 year Capital Improvement Plan includes 25,000 meters of water line replacement annually, \$30M in reservoir rehabilitation, \$42M in main replacements, \$25M in well drilling, and more. It's not cheap, but it's what we need to do in order to keep getting water to our customers – you.

One final note; rating agencies who set our borrowing rates look at the days of working capital we've got in our reserves. Right now we're at about 105 days. That's projected to drop to 85 for the next few years. That's the minimum agencies want to see. The fiscal health of the department is therefore important from the standpoint of continuing to reduce the percentage of fixed costs that our debt service represents. If we allow our working capital to slip, borrowing costs will increase. Tucson Water is an enterprise department





Important Phone Numbers

Senator John McCain (R)
520-670-6334

Senator Jeff Flake (R)
520-575-8633

Congressman Ron Barber (D)
(2nd District)
520-881-3588

Congressman Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Janice Brewer (R)
Governor of Arizona
602-542-4331

Toll free:
1-800-253-0883

State Legislators

Toll Free Telephone:
1-800-352-8404

Internet:
www.azleg.gov

Mayor Jonathan Rothschild
791-4201

City Infoguide
<http://cms3.tucsonaz.gov/infoguide>

so any of the cash shortfalls they experience somehow ends up in rates. It's important that we do what we can to improve the working capital they've got on hand.

Nobody likes the rate increases, but we're a pretty competitive utility when it comes to the rates we charge, and this is a key resource. We moved the process of considering the 8.3% increase forward towards a public hearing in June. Between now and then our Citizen's Advisory Committee will look at all of the data and weigh in. I'll circle back to this topic as we get deeper into the discussion.



More Props to Tucson Fire

Last time I shared the details of a TFD rescue of some residents in a house fire. More to share this week.

At 5am on Tuesday morning, TFD was called out to a showclub on Speedway. The building was so engulfed with smoke that there was virtually zero visibility when the firefighters arrived. To those of us who haven't had to deal with a situation like that, the added danger laid in the fact that there were multiple wires hanging from a drop ceiling / a situation in which a firefighter can get caught and entangled. That's life threatening. As with the house fire I reported on last week, TFD personnel cut a hole in the roof to allow the smoke to escape – visibility was therefore increased and the fire was extinguished in 17 minutes with no injuries.

The club will be closed for an extended period of time, but the great news is that no surrounding structures were involved, and once again TFD responded successfully to a situation that could have been tragic. Again this week, thanks to Chief Critchley and his well-trained men and women. The community is well served by what they do.

Bus Routes and Rates

We spent a lot of time on Wednesday discussing four documents, each related to the bus system. To set the framework for the exchange the City Manager had suggested we set a goal of allocating \$40.7M from the General Fund to the bus system. The budget numbers Staff gave to us 3 weeks ago have a \$46.8M assumption. That means they've set an internal goal of reducing costs and/or increasing revenues of \$6.1M. They came close in the recommendations we were offered.



Rates:

You've seen parts of this before – it's the rate structure being proposed by Staff.

	CURRENT	PROPOSED	PROPOSED FY'15 W/DISCOUNT
BASE FARE	1.50	1.75	1.75
ECONOMY FARE	0.50	0.65	0.65
EXPRESS FARE	2.00	2.65	2.65
UP-CHARGE-EXPRESS FARE	0.50	0.90	0.90
UP-CHARGE-ECONOMY TO EXPRESS FARE	1.50	2.00	2.00

	CURRENT	PROPOSED	PROPOSED FY'15 W/DISCOUNT
PERIOD PASSES			
DAY PASS	3.50	7.00	6.00
30 DAY PASS	42.00	63.00	63.00
ECONOMY 30 DAY PASS	15.00	23.40	23.50
EXPRESS 30 DAY PASS	56.00	95.22	96.00
UA/PCC BASE FARE SEMESTER PASS	173.00	315.00	268.00
UA/PCC SEMESTER EXPRESS PASS	230.00	476.10	405.00
UA ANNUAL BASE FARE PASS	413.00	756.00	605.00
UA ANNUAL EXPRESS PASS	550.00	1142.64	915.00

To summarize, they proposed a base fare increase of .25 cents, increasing some of the multipliers to better reflect peoples' actual riding frequencies and giving a discount to various riders to encourage long term pass

purchases. Also included was a built in fare increase of 4% every two years, starting in 2017 and extending out to 2025. Finally, it was proposed that we increase the economy fare to 50% of the base fare over a six year period. If we do all of that, the yield will be \$2.4M. Remember the \$6.1M target. This is a part of that.

Right now our farebox recovery is 22.8%. M&C have set a goal of 25%. If we implement the proposed rate structure, we'd hit that mark in 2014, and by 2023 we would have been at 28% (including the built in 4% increases). What we were asked to do on Wednesday was to set this as the benchmark for a series of public hearings and finally decide later this spring. The Council voted to set the staff recommendation as our beginning point for the public hearings. Had we set the bar lower, we'd have had to come back later and re-start the whole public process if we ended up wanting to increase rates above the level at which we will now begin. We decided correctly to not limit our options – and in the process we did not obligate ourselves to any particular fare level either at or below what you see in the charts above.

We have a budget hole. Part of that is transit. We also want to maintain the efficiency and effectiveness of our transit system. Without doing that, we'll simply lose riders and dig the fiscal hole even deeper. This is a balance (service efficiencies and the fares needed to minimize the hit on the General Fund.) Public hearings will begin later this spring on the level of fares, but Wednesday was a good step towards a discussion that can now include the widest set of options we had before us.

One final note is that we have to finalize the RTA commitment to funding streetcar O&M as soon as possible. They've said we'll have about \$12M for that purpose that will be spread out over however many number of years it will fund. Of course we don't know what the annual costs will be, so the duration of the \$12M is still an unknown. We also understand that RTA funding is not what they anticipated, so that makes M&C concerned that this O&M money may be on the chopping block. That means more General Fund support. It's key for our budget planning that we get the amount for at least FY'15 locked down as soon as possible so we know our real fiscal target.

Route Efficiencies

For this part of the transit system discussion we had three other documents to consider. They were a 4-page Target Budget Service Review, a 53 page Bus/Rail Interface (how the bus routes will be impacted by the streetcar route), and a nearly 700 page Comprehensive Operational Analysis (COA). The COA looked at every route in our system, stop by stop, and the demographics of our ridership to make recommendations as to how to change how we're doing what we're doing in order to make the system more efficient. Between COA and the Bus/Rail Interface report, Staff recommendations would save about \$2.5M. As I noted in the opening, Staff set a goal of \$6.1M. These recommendations, coupled with their farebox recommendations amounted to \$4.9M.

The Target Budget Service Review was a series of recommendations that were simply budget based. That is, the suggested changes had nothing to do with being market driven and each scenario we were offered would decrease ridership, result in overcrowding and/or increase ride times. Our goal is to increase the efficiency of the system. None of the proposals in this study met that threshold so we deep-six'd all of them. They would have brought in an additional \$4M in savings, but there was no way to compute the cost of lost ridership and simply turning people away from the transit system in general.

There were three parts to the Bus/Rail Interface study. One was to terminate 6 routes at the UA and not continue them into downtown. That would have increased travel time, forced patrons to transfer from the bus over to the streetcar, hike from the Mall over to their nearest streetcar stop – generally resulting in increased travel time, increased transfers and likely losing discretionary riders. We said 'no' to those proposed changes. Staff did however recommend merging two routes and increasing the frequency of service on an express route that the market indicates can justify the increases. Those changes, along with eliminating the Downtown Loop (it will become duplicative once the streetcar is up and running) will save the system \$536K. I supported all of those changes since they directly speak to the goal of improving service and increasing system efficiencies.

That left the COA. You can find the full document by going online to our February 19th study session and finding the addendum for item #7. It's 700 pages so I'll summarize:

I thought it was interesting to find that 57% of our riders earn under \$50K, 60% of them ride because they lack a car, and if we eliminated the route on which they rode, we'd immediately lose 17% of our ridership. That's our base and we have to preserve it.

The data showed that the Sun Tran riders have a pretty low elasticity level when it comes to rate increases. They need to ride and will find a way to pay for any increases we implement (within the reasonable limits of what we're considering). That's not necessarily the case though for the Express riders. They have cars and as long as we keep the system both in line with the cost of driving and convenient in terms of ride time, we'll keep them. Adding the express route noted above will help with that – and these are generally our full fare customers, so they help our farebox recovery rate.

Sun Tran has a lower average fare than most of its peers, which means we have a higher subsidy per passenger than most. I found it interesting that our peak ridership occurs in the middle of the afternoon, not at rush hour. Some of the survey data showed that people value frequency, expanded hours of operation and more weekend service. Since most of the recommendations increase wait times, I asked staff to make sure we're addressing those survey factors and not driving customers into their cars and out of the bus.

Also of interest is that about 40% of our riders are students. Most are not coming from around the streetcar route. I suggested that we need to offer Pima College Students an annual pass (the fare proposal only does that for UA students), that the price of annual student passes need to be based on 10 months of ridership, not the 12 months that the current model is based on (college doesn't run for 12 months), and that we need to aggressively market the bus product to all college students. I believe each of those suggestions was well received by Staff.

The total saved from all of the COA recommendations is right at \$2M. I appreciated the level of study that went into what we were presented and voted to adopt all of what was on the table for further public review. You know that I don't bite hook, line and sinker at what Staff presents to us, but with the level of research that went into these transit system proposals, I felt their due diligence was compelling and feel we should use the recommendations as the baseline for further public review. It's about the transit system, but it's also about the budget.

Ronstadt Transit Center



On Wednesday we approved Staff moving forward issuing a Request for Proposals relative to the Ronstadt Transit Center, plus two adjacent parcels. The total project site area is just under 5 acres. It is my hope that as this process unfolds we allow room for creative proposals that meet the project purpose and goals. Those are spelled out in the RFP as follows:

Project Purpose & Goals

To create a distinctive, multi-modal transit center and mixed-use development that contributes to an active, economically robust downtown.

Uses & Character

1. The project should incorporate (1) a transit center, (2) private development featuring a mix of uses, and (3) public open space, which are thoughtfully integrated and serve a diversity of people working, living, and visiting downtown. Examples of types of land uses that are encouraged include housing, retail, daily services (e.g., daycare, grocery, pharmacy), employment, educational uses, and recreation and entertainment venues.
2. The project should incorporate community open space that is urban in character, well integrated with surrounding uses, highly visible to and actively used by people of all ages; includes some natural features; and has a clearly responsible entity in charge of its programming and maintenance.
3. The design of the project should create a signature destination that integrates the arts, recognizes the community's cultural diversity, includes sustainable/environmentally sensitive design, activates the streetscape, and offers architecture responsive to the urban historic fabric and views. Sensitivity to the needs of downtown neighborhoods, transit users, adjacent properties, and local downtown businesses is important.

Transportation & Infrastructure

4. The project should incorporate establishment of the Ronstadt Transit Center as an adaptable hub that can serve multiple modes of transportation over time, including, but not limited to, public buses, shuttles, bicycles,

and pedestrians. It should provide connections to the modern streetcar and Amtrak inter-city rail, and should accommodate complementary programs and facilities such as bike share, car share, drop-offs, and taxis.

5. The project should enhance the physical infrastructure and facilities for current bus riders and increase the appeal of transit to new riders. Examples of improvements identified by community members as desirable include incorporation of retail, food, and services; better designed bathrooms; air conditioning; shade; drinking fountains; and a play area.

6. The project should provide pedestrian and bicycle connectivity to surrounding uses, to walkways/alleys, roadways, and bikeways, to adjacent residential and commercial areas, and to transportation modes, such as between the bus facilities and the modern streetcar line at the southern boundary of the RTC project area and the Historic Train Depot at the northeastern end of the property.

7. The project should be based on thoughtful site design that considers not only access and egress, but also contributes to improving surrounding multi-modal transportation circulation.

Financial & Economic Vitality

8. The project should be delivered in a timely manner providing a sufficient infusion of private investment to economically benefit public transit, the City's tax base, and downtown revitalization efforts.

Communication & Participation

9. The project team should be committed to regular, collaborative meetings and communication with the City and other agencies, and community engagement with stakeholders.

As you can see, there's a lot in play for proposers to consider. These criteria were developed through an extensive public process that extends back to last year. Staff deserves credit for being inclusive in what we've got in the RFP scope. What's important to understand at this point is that all we're asking for now are companies' resumes. From those, the selection committee will draft a Phase II document that further defines what we're after. At this point though, we just want to establish qualified proposers.

This isn't going to be a fast track process, nor should it. The parcel is too important to get developed properly for us to do this in a sprint. The estimated project schedule looks something like this:

Issuance of Phase I Document, March 1, 2014

Completion of Phase I Evaluation and Shortlist: June 1, 2014

Issuance of Phase II Document: July 1, 2014

Due Date for Phase II Responses: October 1, 2014

Completion of Phase II Evaluation: January 1, 2015

Negotiations and Recommendation for Award to Mayor and Council: March 1, 2015

So we took a positive step. What we cannot do is to draw such tight restrictions on how the parcels are developed that nobody shows any interest. We are required by law to maintain a transit function on the property. We've expanded that to also ask for multi-modal consideration. In addition, some retail elements, and other amenities such as open space, improved rider facilities and architectural elements that fit contextually with the downtown core. I'm looking forward to seeing the process unfold. I'm convinced that we can hit a home run on this ground and all stakeholders will benefit from the finished product.

City Bond Projects

The various jurisdictions in Pima County are combing through their needs lists and putting together projects that they'll want the voters to react to in 2015 on a County Wide Bond Election. Since late last year we've had a group of citizens looking over dozens of submissions and applying criteria to each of them, finally coming down to a list of 25 projects we'll be asking to see on the ballot.

The criteria included things such as broad community support, ability to create a positive economic impact, having a regional benefit, minimizing future O&M obligations, and increasing quality of life. There were more, but that's the general theme of what the committee was considering.

Of the 25 projects identified, the committee is proposing that three of them be submitted as County Bond projects since their impact extends more broadly than just within the City limits. Those projects are the Adaptive Rec Center at Reid Park, improvements to 'A' Mountain, and the Reid Park African Zoo Expan-

sion. Assuming those will end up as County projects in the list, our focus will then be on the remaining 22. Here's the list:

1. Upgrades to lighting on a variety of sports fields throughout the City
2. The proposed Reid Park Zoo Hippo Exhibit
3. Additions to the Urban Greenway system
4. The South 12th Avenue Corridor
5. Improvements along the Historic Miracle Mile
6. Facility upgrades throughout Reid Park
7. The Jacobs Park Recreation Center
8. Façade improvements along the Sunshine Mile on Broadway
9. Expansion and improvements at Kennedy Park
10. Upgrades throughout Murrieta Park
11. Expanding Udall Park
12. Improvements to the El Pueblo Center
13. Expanding the Quincy Douglas Center
14. Expanding Silverlake Park
15. Expanding the Clements Senior Center
16. Remodeling and expanding The Loft Cinema
17. Upgrades to Purple Heart Park
18. Expanding the Freedom Center
19. Improvements throughout Lincoln Park
20. Upgrades to the Oury Park Cultural Festival area
21. Renovating the Oury Pool
22. ...and rehabilitating the Performing Arts Center.

If you'd like to see a detailed description of any of these, you can go on line and look them up under M&C agenda item #9 on our February 19th study session. The broader Pima County Bond Advisory Committee will continue their own vetting process and we're hoping to have the lists finalized by the middle of next year. These 25 projects will add about \$87M to the overall County Bond Package. We don't yet know what the full amount of that election will be, but this list is just the parks component of the package – more others to come as the Bond Committee tackles more of the proposed projects and applies the criteria to them.

The City list touches all parts of town and is consistent with the visioning statements reflected in both Plan Tucson and Imagine Greater Tucson. You can weigh in with the Pima County Bond Advisory Committee if you'd like to share your thoughts on any of the proposed projects. There's plenty of review still yet to be done on the whole package.



Time to lighten things up –

That was some pretty heavy weight stuff. I'll close this week with some easier reading.

Wednesday, Jeanette Mare from Ben's Bells, and Clarke Romans from the National Alliance on Mental Illness (NAMI) shared with us their work in support of providing mental health first aid to every worker in the downtown core. They've put together a 90

minute training program and have just begun making the rounds. If you'd like to get your workers involved, give us a call at the Ward 6 office (791.4601) and we'll help to make that happen. And if you see somebody who you feel could benefit from some immediate counsel, call 622-6000, the community mental health hotline and tell the operator "this is a mental health crisis." They're always on line to help. (this is the training that the gun shop guys are rejecting so far when I had reached out through one of their allies and offered it in support of the suicide prevention effort I wrote about last newsletter.)



This is an image of the ocean – inside of Biosphere 2. Some of us from the Ward 6 office did a road trip last week and toured the place. The people who give the tours know their stuff, and are totally dedicated to the science mission of the place. It used to be tied in with Columbia University, but now Dr. Joaquin Ruiz and his staff from the UA manage and operate the facility. I mention it here because they offer daily group tours, and are also gearing up for summer Science Academy's for youth. The 6th – 9th Grade Academy will run from July 6th – 12th, and the 9th – 12th Grade program will go from July 13th – 19th. You can register now by contacting Nancy Boklund

(520.838.6192,) or nboklund@email.arizona.edu. In case you're a winter visitor and aren't familiar with the place, check it out at b2science.org. Their site will give you directions on how to set up your own visit.



And this is a three-fer. My bride and I visited the UA Poetry Center last weekend to watch a screening of a locally shot film called *Grace of a Stranger*. The Center hosted the screening in support of both the local film effort, but also to introduce those at the screening to a prison based writing program. The program goes into prisons and teaches writing skills (prose, poetry, etc.) to the inmates and the film was scripted from one of the stories written by an inmate. So this was a confluence of three important items; first, the UA Poetry Center is a community asset that you should carve out some time to go visit.

They've got a regular schedule of presentations/readings. Check them out at poetry.arizona.edu. Next, the prison program is similar to our Ward 6 Project RAISE; that is offering skills to people who are otherwise caught in a life downdraft. Kudos to the program organizers. And finally, the support of local film makers. Coincidentally, Shelli Hall from the Visit Tucson film office was also at the screening. Stay tuned for next week's newsletter where I'll give an update on what's happening up in the State Legislature with respect to a possible State-wide film incentive bill.



Finally, heads up for a public meeting that'll occur next Thursday, February 27th at the Ward 6 office, during which we'll have a presentation on new work planned for the Broadmore/Broadway center. The idea is to create more parking by taking down some apartments on the south side of the site. We'll begin the meeting at 6pm in the main community room.

The Planning Center will go over their development plan and answer questions.

Sincerely,

Steve Kozachik
Council Member, Ward 6
ward6@tucsonaz.gov

Events Calendar

What's happening this week in the Downtown, 4th Avenue, and Main Gate areas . . .

Southern Arizona Brewers Festival

Saturday Feb 22nd 2:00pm - 6:00pm

Maker House 283 N. Stone

<http://arizonabeerweek.com/event/?id=630>

Participants will get a commemorative pint glass and exclusive access to your local brewers. Enjoy your brews while you listen to local live music from The Bennu and local eats available for purchase from a selection of Tucson food trucks.

Proceeds go to benefit the Easter Seals Blake Foundation helping them to provide services that assist children and adults with disabilities and/or special needs as well as support to their families.

Fox Theatre, 17 W. Congress St.

Saturday February 22, 7 pm **Paula Poundstone**

www.FoxTucsonTheatre.org

Broadway in Tucson: The Wizard of Oz

February 25, 2014 - March 02, 2014

UA CENTENNIAL HALL 1020 E. University Blvd

http://www.broadwayintucson.com/shows_wizard.html

Ongoing

Rialto Theatre, 318 E. Congress St.

<http://www.rialtotheatre.com/>

Hotel Congress 311 E. Congress St.

<http://hotelcongress.com/>

Loft Cinema 3233 E. Speedway

www.loftcinema.com/

Tucson Museum of Art, 140 N. Main Ave.

www.TucsonMuseumofArt.org

Jewish History Museum, 564 S. Stone Ave.

The Jewish History Museum presents "Cowboys, Merchants, Miners, & Booze," an exhibit that celebrates the lives of Tucson's Jewish pioneers.

www.jewishhistorymuseum.org

Children's Museum Tucson, 200 S. 6th Ave.

Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm

www.childrensmuseumtucson.org

Arizona State Museum 1013 E. University Blvd

November 9, 2013, through July 2015 **Curtis Reframed: The Arizona Portfolios**

www.statemuseum.arizona.edu

UA Mineral Museum 1601 E University Blvd

Ongoing "100 Years of Arizona's Best: The Minerals that Made the State"

Southern Arizona Transportation Museum 414 N Toole Ave.

Explore regional transportation history, and see a freight trains passing by, or ring the locomotive bell at the Southern Arizona Transportation Museum every Saturday, year round.

Tuesday – Thursday, Sunday: 11:00am - 3:00pm; Friday & Saturdays: 10:00am - 4:00pm

<http://www.tucsonhistoricdepot.org/>

Sacred Machine Museum & Curiosity Shop 245 E Congress St

<http://sacredmachine.com/>

Meet Me at Maynards

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Maynards Market and Kitchen, 400 N. Toole Avenue, the historic train depot

Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

For other events in the Downtown/4th Avenue/Main Gate area, visit these sites:

www.MainGateSquare.com

www.FourthAvenue.org

www.DowntownTucson.org