

## Ward 6 Staff



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# Ward 6 Newsletter

TUCSON FIRST

September 19, 2016

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*It was a night that kicked off with peace and ended up in violence. Police in Birmingham, Ala., say one person was killed and five were injured as they stood in the streets of a public housing community after an anti-violence rally Sunday night, AL.com reports. Cops say as many as five dozen shots were fired at around 8:15pm, about an hour after the rally ended, from what were likely multiple guns; police think the shooting began with one person and that others jumped in with their own firearms.*

*A female student has died of an apparent self-inflicted gunshot wound after shooting and injuring another female student at a high school in the west Texas town of Alpine, the Brewster County sheriff said Thursday, per the AP. "The shooter appears to have shot herself," Brewster County Sheriff Ronny Dodson told radio station KVLV. A gun was found near the suspected shooter, he said. Dodson said a federal law enforcement officer was also injured during the incident, which began*



**Important Phone Numbers**

Ward 6 Office  
791-4601

Tucson Police Department  
911 or nonemergency  
791-6813

Water Issues  
791-3242/800-598-9449  
Emergency: 791-4133

Street Maintenance  
791-3154

Graffiti Removal  
792-2489

Abandoned Shopping Carts  
791-3171

Neighborhood Resources  
837-5013

SunTran/SunLink  
792-9222  
TDD: 628-1565

Environmental Services  
791-3171

Park Tucson  
791-5071

Planning and Development Services  
791-5550

Pima Animal Care Center  
724-5900

Pima County Vector Control  
Cockroaches 724-3401

## Continued: A Message From Steve

shortly before 9:00 am.



In June, Linda Matlack began inquiring about all of the people who had died from gun violence in South Jersey since January 2015, a task that would consume so much energy she barely had time to reflect on the victims.

*“There were 88 as of early August,” said Matlack, who is coordinating a “Memorial to the Lost” exhibit for the Medford Friends Meeting to raise awareness about gun violence. Pale-green, blue, and yellow T-shirts,*

*each representing a crime victim, will be mounted on PVC pipe frames and arranged in rows on the meetinghouse lawn Saturday.*

*The exhibit will be created by the Quakers in collaboration with Heeding God’s Call to End Gun Violence, a Philadelphia-based interfaith organization.*

*“Wow, I’ve been so busy I haven’t even read the list,” Matlack said in an interview this week when asked how many were children. It contained four teens and a 10-year-old Burlington Township boy, Ruben Johnson III, who was killed by his father last month.*

*Matlack said the list was compiled before she learned an eight-year-old Camden girl, Gabby Carter, was shot in the head on Aug. 24. Several men had opened fire across the street from the child’s house. “So now there will be 89 T-shirts.”*



These stories are maddeningly easy to find. It’s not only Arizona that brags on a gun culture.

Please come on Sunday, September 25<sup>th</sup> as we join cities across the nation in the Concert Across America to End Gun Violence. The event will take place from 10:00 am until 9:00 pm, over at the Monterey Court, 505 W Miracle Mile. Local bands will donate their time and talents to this event. Donation boxes will be there in support of the Christina Taylor Green Park Beautification Project, the Gabe Zimmerman Memorial Scholarship, and the January 8<sup>th</sup> Permanent Memorial. What you support is totally up to you. I’ll be there from about 3:00 pm until 5:00 pm. I hope to see you there.

**THE CONCERT  
ACROSS AMERICA™  
TO END GUN VIOLENCE**

9.25.16



## Water Related Items



That's Senator Flake doing a photo op in front of Lake Mead. You can see the Mead "bathtub ring" in the background. Due to the cooperation of California, Arizona, and Nevada, we will likely avoid a shortage on Mead this year. Still, odds are that we'll hit a shortage at the end of next year. If we don't, the chances are even higher for 2018.

The three lower basin states have worked to come up with an agreement that allows each state access to water it voluntarily leaves in the lake in order to forestall a shortage declaration. That's an important step because without that assurance, none of us would have the incentive to risk losing our allocations by not taking the full amount of water we're allowed every year.

Even with the cooperation, though, it's troubling that some of the people engaged in the issue seem to think this is a passing phenomenon. Take this comment from California Senator Feinstein for example:

"We have to get through this emergency. And we have to realize that we have to store water – from the wet years to the dry years. And we have to go into desalination and into more recycling and more grants to the states."

It's troubling to hear a policymaker seem to think this is a temporary problem. And it's troubling to see that she joins many in the policy arena in pointing to desalination as a key part of the solution. Desal is one of the most costly and least efficient ways to source water.

We are in a structural deficit in terms of taking water from Lake Mead. That simply means we draw out more than is being replenished. That same dynamic is happening in water sources throughout the southwest.

It's not a temporary 'wet year, dry year' issue. For example, look at the image of the Salton Sea in the Imperial Valley of southern California on the next page.

That's a comparison of satellite images taken in 1984 and in 2015. It's not junk science – you can see the waterline receding. Along with that will come impacts to agriculture and surrounding communities, and health threats from dust blown from the exposed parts of the dry, pesticide-laden seabed.

To address that local issue, there's talk of forming an 'enhanced infrastructure financing district.' The hope is that by taking restoration measures, they'll increase investment in the area. The goal is \$3B in revenues. As with the Feinstein 'desalination' comment – this is expensive stuff once you're in the position of restoration.

Amy and I are in contact with a group that is working on a long-term solution to the Salton Sea issue – and on use of saltwater for crop irrigation more generally. I'm hoping to be able to join them soon in promoting real solutions that are more forward thinking than what seems to be in vogue at the national policy level right now.



## Important Phone Numbers

Senator John McCain (R)  
520-670-6334

Senator Jeff Flake (R)  
520-575-8633

Congresswoman Martha McSally (R)  
(2<sup>nd</sup> District)  
(202) 225-2542

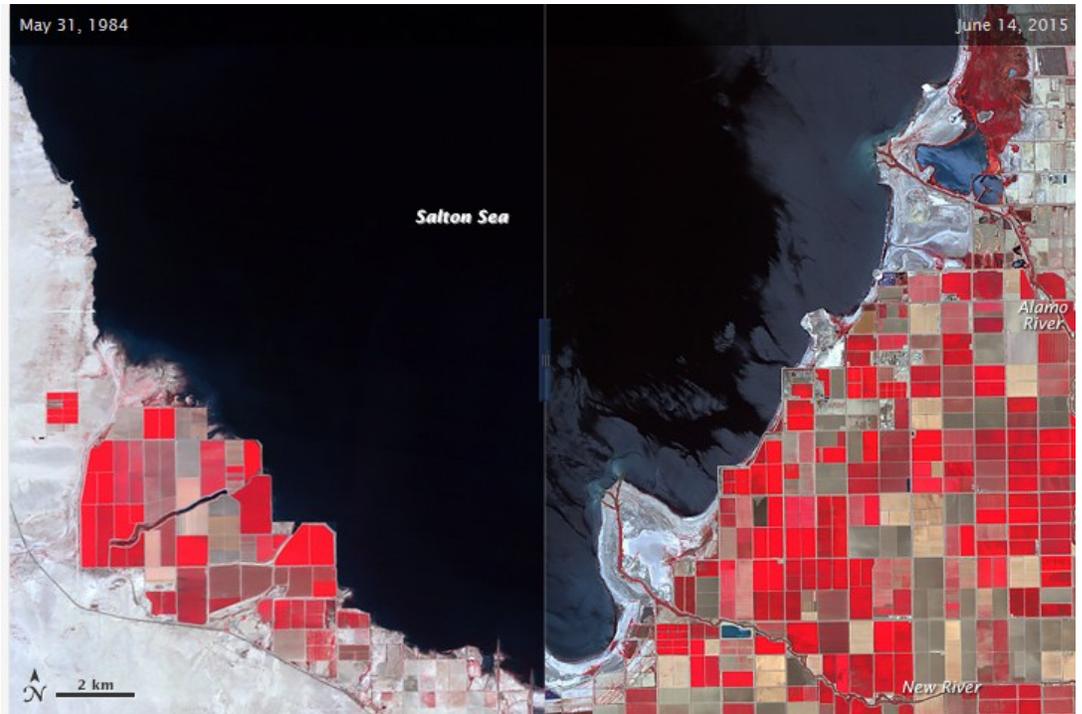
Tucson Office: 520-881-3588

Congressman Raul Grijalva (D)  
(3<sup>rd</sup> District)  
520-622-6788

Governor Doug Ducey (R)  
602-542-4331  
Tucson office:  
520-628-6580

Mayor Jonathan Rothschild  
520-791-4201

ZoomTucson Map  
<http://maps.tucsonaz.gov/zoomTucson/>



Along similar lines, I hosted a group of some pretty water smart people at the ward office last week. We had a couple of dozen participants in a phone and in-person conversation related to how we advance a conservation message at the state level. We had water experts from Tucson, Yuma, Prescott, and Maricopa County, hydrologists from the University of Arizona, educators from across the grade-level spectrum, legislators, and candidates involved in the meeting.

We are committed to bringing the discussion of water conservation into the offices of state policymakers. Currently, the Governor's Water Augmentation Council, which Ducey formed to investigate long-term water solutions for Arizona, is too narrowly focused – for them, it's 'find more sources of water.' Many believe that conservation is the real long-term key to working within the environmental realities in which we live.

Stay tuned for the continuation of the work that will be needed to hold off a shortage declaration on the Colorado River. This is all critically important stuff – at the most basic local level, it affects what you pay every time you turn on your tap.

#### **Audubon Society Habitat at Home Program**



On another very local level, the Tucson Audubon Society is offering a program that involves your front and back yard – literally. The Habitat at Home program is geared toward helping people in Tucson create bird-friendly habitats right outside their windows.

The cornerstone of the program is planting native vegetation around your house. Audubon will also talk to you about things such as bird-proofing your windows, installing nesting boxes, and other things that create a safe bird habitat at your home. They're coordinating this ef-

fort with a nationwide Audubon program – the Plants for Birds initiative.

Some local bird species are declining. This program is one way of helping to stall that decline.

They're offering Saturday morning classes, and you can also have someone come out to your house to give you some tips on-site. There are different levels you can shoot for in the remake of your yard and house. Some are modest – others are extensive. All will make a difference both in terms of your enjoyment, and for the bird population we have locally.

For more information, contact Kendall Kroesen at the Tucson Audubon Society ([kkroesen@tucsonaudubon.org](mailto:kkroesen@tucsonaudubon.org) or 209.1806), or check out the program's website at [tucsonaudubon.org/what-we-do/urban/436-landscape.html](http://tucsonaudubon.org/what-we-do/urban/436-landscape.html).

### **Fred Gray's Retirement**

This is related to the outdoors, habitat, and generally how we enjoy our open spaces around the city.

Our Parks and Recreation Department Director, Fred Gray, is retiring after a long and very successful career leading our Parks Department. In my book, Fred is one of the genuinely good guys on the city leadership team. The loss will be felt. We at the Ward 6 office wish him and his family the best as he moves on to new challenges.

Parks are one of the city's core missions as defined in our charter. Our parks budget has taken some significant hits since the recession. Under Fred's leadership, we've maintained a quality system, despite the financial challenges. We will be talking about funding sources for our parks in the very near term.

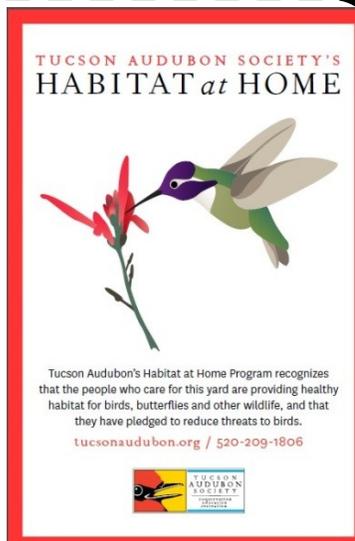
Sincere thanks to Fred for his hard work.

### **Reid Park Zoo Renovations**

Under Fred's leadership, we have established an excellent working relationship with the Reid Park Zoological Society. Without their help, many of the new exhibits and amenities you experience out at the zoo wouldn't have been possible.

At tomorrow's M&C meeting, we will finalize a financial participation agreement between the city and the Zoological Society folks that will fund renovations and upgrades to the animal health facility housed at the zoo. The existing facility is nearly 40 years old. It is struggling to keep up with the challenges of maintaining the health of the zoo's expanding animal population.

In February of 2014 we funded the design of the new facility. Now the design is completed and Lloyd Construction is poised to start construction. I've worked with Lloyd on campus, and they're building the new AC Marriott downtown. They'll do a great job on the health center.



The construction costs for the facility will be just over \$3.5M. The Zoological Society is taking on the obligation of funding all of that. Without their involvement, we'd have a great set of construction documents, but no money to build with.



Once M&C approve this agreement, permitting and then construction will start. Many thanks to the Zoological Society folks for their support in continuing to make the city parks system something the entire region is proud of.

### **Three Other City Partnerships and Programs**

#### ***Pima College Bridge to College***

Plan Tucson talks about building relationships and collaborations with groups in the region. The Zoological Society is one example of that. We're also supporting the work going on over at Pima College in their Bridge to College program.

This program helps students fill in educational gaps as they work to advance their job skills. It serves 100 students, each of whom must test at the 9<sup>th</sup> grade level or above in at least two of three subject areas – math, reading, and writing. Anyone 16 years or older who qualifies and lacks a high school diploma is eligible for financial assistance. These Adult Education classes help in areas such as time management, test-taking skills, note-taking, and career searches. In 2015, the last time we jointly funded the program, just under 80% of the program participants improved by 2.4 grade levels before they exited the program.

The city's contribution to the funding of this program is just over \$65K. During the last round, 100% of the students who took part showed an increase in college-readiness. It's a part of our playing a role in workforce development in the area.

#### ***Environmental Services Recycling Rewards***



Another program that you may not be familiar with is run through our Environmental Services (E.S.) department. Beginning in October of each year, some of our E.S. staff randomly look into the recycle bins outside people's homes. They'll check for how well you're doing in terms of recycling the right materials. The checks are done at the curb, prior to collection. If you're doing it right, our inspectors will leave you a Recycling Reward Card that you can use at a variety of local businesses. They're good until December of 2017.

It's common that we find contaminants in the recycle bins. If that's the case in these inspections, the homeowner will be left some literature explaining what's acceptable to recycle and what's not. Common contaminants are things such as plastic bags, plastic wrap, garden hoses, and just trash.

To get more information on how to recycle correctly, check out the E.S. website at [www.tucsonaz.gov/es/residential-recycling](http://www.tucsonaz.gov/es/residential-recycling).

***And don't forget to join us on the 22<sup>nd</sup> at 5:30 when we will host members of the Mesa Code Enforcement team. They're coming down to share with us how they go about code***

*enforcement. From our research, it appears theirs is a pretty well run and effective program. We hope to be able to poach some good ideas from them.*

### **Homebuyer Assistance**

We kicked off the third partnership I'm sharing last week in the homebuyer expo. The event was held in the Student Union Ballroom on the UA campus. Taking part were lenders, experts in home mortgages, several of the UA area neighborhood representatives, and city staffers. Jonathan and I shared a few words in support of the event.

The prime catalyst for the event was the newly-funded Pathway to Purchase program that's now available through the Industrial Development Authority of Tucson. Through that program, you can receive up to \$20K in down payment assistance. It's only available for homes purchased within Tucson city limits – which was the whole point of the expo. Let's turn rentals around the University into owner-occupied homes.

There are income levels you'll need to meet in order to qualify, but at \$92K annually for the maximum assistance, it's really an accessible program. The homes purchased through this program are for the buyer's primary residence. Protections against flipping or buying and turning the house into a rental are all in place.

For more information on this program you can start with Karen Valdez. Contact her at [kvaldez@bdfc.com](mailto:kvaldez@bdfc.com) or call 623.3377.

### **Let's Talk Buses**



On Saturday, October 1<sup>st</sup>, Gene Caywood and his crew will be unveiling the new Old Pueblo Trolley museum and restoration facility. It's located at the corner of 4<sup>th</sup> Ave and 36<sup>th</sup> Street. The event will take place from 2:00 pm until 5:00 pm.

Gene will be there to do the dedication, tell the story of how Old Pueblo Trolley acquired the space, and talk about the plans they have for its use now that they're in and ready to operate. I've toured the place in the 'before' condition, so it'll be cool to see

how they've outfitted it.

In the picture you can see some of the historic buses they've got on site – some in pretty good shape, and some getting ready for the long and costly restoration process. It's an absolute labor of love for the guys running the place. It'd be great if you could stop in for a while and show your support.



If you'd like to get more information on the event, or on Old Pueblo Trolley's work in general, contact Gene at [caywoodgm@juno.com](mailto:caywoodgm@juno.com).

### *Modern Day Bus Items*

Last week I shared some information about one of the more controversial bus pullouts that has been designed into the Broadway widening project. There was a little umbrage taken by some of the people involved in building the road at my description of the site. I'm happy to give their perspective.

This is an image of the pullout as it is now designed. It's just east of Country Club on the south side of Broadway.



Characterizing this as one of the more contentious of the 11 bus pullouts in the design of the Broadway, Euclid to Country Club+ project is an accurate description. But staff wanted me to point out that in an effort to mitigate concerns, they've reduced it from 12' to 10' wide. Due to some evident misunderstanding between the design team and Sun Tran (now clarified), they're doing another redesign of the stop, expanding the shelter, but shortening the stop itself. The result should be a little more distance between the adjacent house to the south and where the buses stop for passengers. Currently that distance is about 40' and includes some of the vegetation you see in the picture.

The misunderstanding was over whether Sun Tran needed a double stop or a double shelter. They needed the latter, but the first design showed the former. The expanded shelter is necessary because of the number of boardings that take place at this location. Here's a chart showing boardings for not only this bus stop, but all of them that are programmed in for the Broadway project.

BUS STOP ACTIVITY REPORT  
Date Checked From: 01-01-15 To 02-29-16

Stops	Stop Abbr	Stop Name	Origin:		CoT	RTA	CoT & RTA		CoT & RTA	CoT & RTA	CoT & RTA	Total		Pre-existing Bus Pull Out?	30% Design Notes
			Ons	Offs			Y	N				Y	N		
1	BRCA(NW)	Broadway/Campbell	113	84	Y	Y	197	Y	Y	Y	Y	5	0	Y	Full Pullout
	BRCA(NW)	Broadway/Campbell	54	43	Y	Y	97	N	Y	Y	Y	4	1	Y	Full Pullout
2	BRCA(SE)	Broadway/Campbell	87	98	Y	Y	185	Y	Y	Y	Y	5	0	Y	Full Pullout
	BRCA(SE)	Broadway/Campbell	51	79	Y	Y	130	Y	Y	Y	Y	5	0	Y	Full Pullout
3	BRCC(NE)	Broadway/Country Club	117	109	Y	Y	226	Y	N	Y	Y	4	1	N	Full Pullout
	BRCC(NE)	Broadway/Country Club	95	58	Y	Y	153	Y	N	Y	Y	4	1	N	Full Pullout
4	BRCC(SE)	Broadway/Country Club	100	84	Y	Y	184	Y	Y	Y	Y	5	0	N	Full Pullout
	BRCC(SE)	Broadway/Country Club	59	71	Y	Y	130	Y	Y	Y	Y	5	0	N	Full Pullout
5	BRCY(NW)	Broadway/Cherry	36	31	Y	Y	67	N	Y	N	N	3	2	N	Full Pullout
	BRCY(NW)	Broadway/Cherry	16	10	Y	Y	26	N	Y	N	N	3	2	N	Full Pullout
6	BRCY(SE)	Broadway/Cherry	39	49	Y	Y	88	N	N	N	N	2	3	N	Partial Pullout
	BRCY(SE)	Broadway/Cherry	11	28	Y	Y	39	N	N	N	N	2	3	N	Partial Pullout
7	BREU(NW)	Broadway/Euclid	40	205	Y	Y	245	Y	Y	Y	Y	5	0	Y	Dedicated Lane
	BREU(NW)	Broadway/Euclid	15	163	Y	Y	178	Y	Y	Y	Y	5	0	Y	Full Pullout
8	BREU(SE)	Broadway/Euclid	132	45	Y	Y	177	Y	Y	Y	Y	5	0	Y	Full Pullout
	BREU(SE)	Broadway/Euclid	126	22	Y	Y	148	Y	Y	Y	Y	5	0	Y	Full Pullout
9	BRHI(NE)	Broadway/Highland	25	26	Y	Y	51	N	N	Y	Y	3	2	N	Partial Pullout
	BRHI(NE)	Broadway/Highland	10	20	Y	Y	30	N	N	Y	Y	3	2	N	Partial Pullout
10	BRHI(SE)	Broadway/Highland	27	38	Y	Y	65	N	Y	Y	Y	4	1	N	Partial Pullout
	BRHI(SE)	Broadway/Highland	14	11	Y	Y	25	N	Y	Y	Y	4	1	N	Partial Pullout
11	BRSR(NW)	Broadway/Santa Rita	56	27	Y	Y	83	N	Y	N	N	3	2	N	Stop No Longer there
	BRSR(NW)	Broadway/Santa Rita	22	25	Y	Y	47	N	Y	N	N	3	2	N	Middle of Park and Highland
11	BRPK(NW)	Broadway/Park Av	30	46	Y	Y	159	Y	Y	N	N	4	1	N	Full Pullout
	BRPK(NW)	Broadway/Park Av	2	35	Y	Y	84	N	Y	N	N	3	2	N	Full Pullout
12	BRFR(SE)	Broadway/Fremont	36	45	Y	Y	81	N	Y	N	N	3	2	N	Stop No Longer there
	BRFR(SE)	Broadway/Fremont	28	26	Y	Y	54	N	Y	N	N	3	2	N	Moved West to Park (see below)
12	BRPK(SE)	Broadway/Park Av	-	-	Y	Y	81	N	N	N	N	2	3	N	Full Pullout
	BRPK(SE)	Broadway/Park Av	-	-	Y	Y	54	N	N	N	N	2	3	N	Full Pullout
13	BRPL(NW)	Broadway/Plumer	44	54	Y	Y	98	N	Y	Y	Y	4	1	Y	Full Pullout
	BRPL(NW)	Broadway/Plumer	41	26	Y	Y	67	N	Y	Y	Y	4	1	Y	New Signal
14	BRPL(SE)	Broadway/Plumer	32	52	Y	Y	84	N	Y	Y	Y	4	1	N	No Pullout
	BRPL(SE)	Broadway/Plumer	16	28	Y	Y	44	N	Y	Y	Y	4	1	N	No Pullout
15	BRTR(NW)	Broadway/Treat	11	18	Y	Y	29	N	N	N	N	2	3	N	Partial Pullout
	BRTR(NW)	Broadway/Treat	9	5	Y	Y	14	N	N	N	N	2	3	N	Partial Pullout
16	BRTR(SE)	Broadway/Treat	11	15	Y	Y	26	N	Y	N	N	3	2	N	Partial Pullout
	BRTR(SE)	Broadway/Treat	5	6	Y	Y	11	N	Y	N	N	3	2	N	Partial Pullout
17	BRTU(NW)	Broadway/Tucson	58	55	Y	Y	113	Y	Y	Y	Y	5	0	N	Full Pullout
	BRTU(NW)	Broadway/Tucson	49	42	Y	Y	91	N	Y	Y	Y	4	1	N	Full Pullout
18	BRTU(SE)	Broadway/Tucson	64	48	Y	Y	112	Y	Y	Y	Y	5	0	N	Full Pullout
	BRTU(SE)	Broadway/Tucson	16	17	Y	Y	33	N	Y	Y	Y	4	1	N	Full Pullout

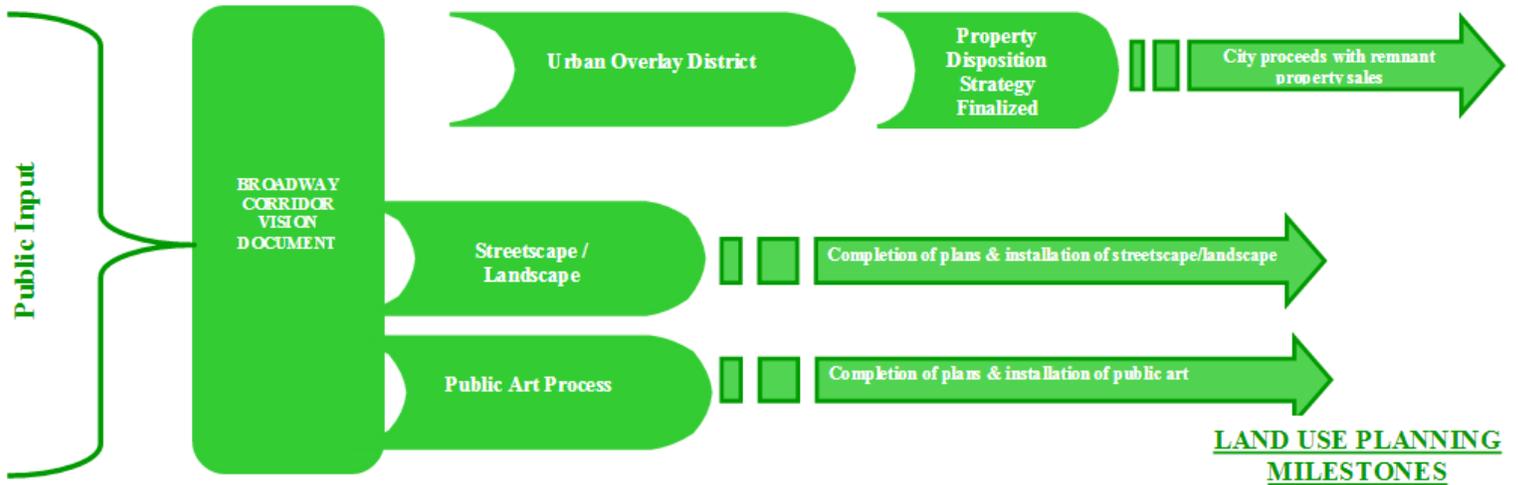
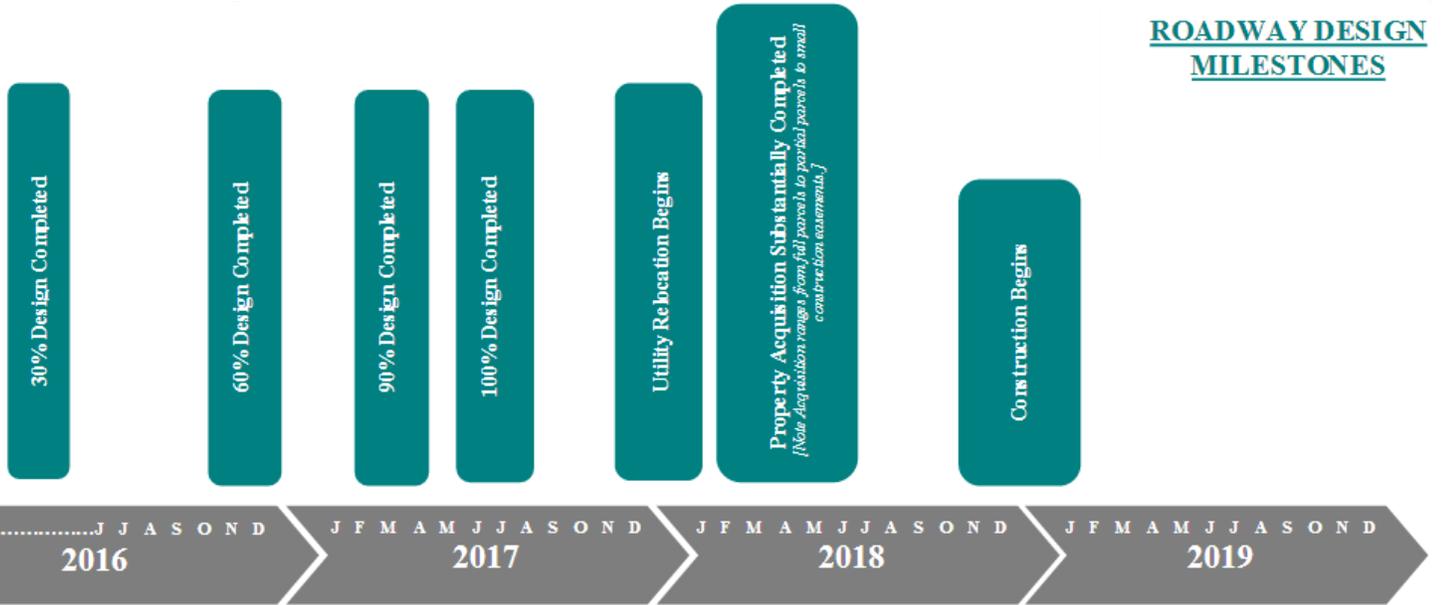
True enough – this bus stop has a large number of boardings. But it’s interesting to note the stops highlighted in yellow. Those are stops that have fewer boardings than are called for in either city or RTA policy for an area requiring a pullout. Here are those criteria:

1. The RTA Criteria for Bus Pullouts are:
  - a. Located on arterial and collector streets
  - b. Located at signalized intersections
  - c. Located on the far side of an intersection
  - d. Located at stops where the combined passenger entry and exits are 100 or greater
2. The City Of Tucson Criteria for Bus Pullouts are:
  - a. Major Roadway Projects
  - b. At high activity stops (over 100 on/off boardings)
  - c. Located at the far side of a signalized intersection.

The argument over pullouts on Broadway is ideological. The RTA wants them so cars aren’t impacted by a bus stopping in the drive lane. But if the goal is to make the transit system more efficient, the pullouts are a detriment. It’s clear from the chart that if city and RTA policy was being followed, most of the pullouts that are programmed into this segment of Broadway would be eliminated.

We'll have that conversation during the study session on Tuesday. But I wanted to give the design team their due in terms of working within the direction they have been given, evidently by both M&C and the RTA.

The design changes will be posted online when they've reached 60%. There will be an open house at 90%. Here's a flowchart showing those estimated time frames.



**Bus Fares**

We now have four transit fare options to consider. Early in the spring, the staff and city manager offered a proposal as a part of our budget balancing exercise. We conducted a Title VI analysis, and while that was going on three more fare proposal options were added to the mix. This chart shows each in terms of its revenue generating projection.

Fare Option	Additional Revenue		Total Revenue
	FY 2017 (3/4)	FY 2018	
Option 1	\$443,010	\$1,471,500	\$1,914,510
Option 2	\$181,341	\$408,325	\$589,666
Option 3	\$504,606	\$1,481,960	\$1,986,566
Option 4 (9/20/16)	\$622,663	\$1,288,597	\$1,911,260
Transit Task Force	\$116,841	\$657,075	\$773,916

I've shared the details of Options 1, 2 and 3, as well as what the Transit Task Force (TTF) proposed. Now we have this new option. We'll be voting on something during the Tuesday regular session. The last fare increase occurred on July 1<sup>st</sup>, 2011.

The general description of Option 4 is that it preserves our low-income fare, proposes a dime increase to the base fare, adjusts others based on their 'multipliers,' and adds a surcharge if riders pay in cash as opposed to using a SunGo card. Here it is in chart form:

Comparison of Additional Revenue ST & SV	FY 17 (9/12ths)	FY18	Total (2 years)
City Manager's Recommended	443,010	1,471,500	1,914,510
Proposed 9/20/16 Option	622,663	1,288,597	1,911,260
Difference	179,653	(182,903)	(3,250)
Percentage of City Manager's	41%	-12%	0%

Revenue Forecast	FY 17 (9/12ths)	FY18	Total (2 years)
No Change in Fares	8,861,265	12,326,700	21,187,965
City Manager's Recommended	9,304,277	13,798,195	23,102,472
Proposed 9/20/16 Option	9,483,928	13,615,297	23,099,225

Note: FY17 figures assume increase effective October 2016. FY18 is an annualized figure.

#### Proposed 9/20/16 Option Fare Table

	Current	Proposed Multiplier	FY 2017	2018
<b>SUN TRAN FARES</b>		using Base Fare		
<b>SINGLE TRIP FARES</b>				
FULL FARE (Cash), surcharge \$0.25	1.50	N/A	1.75	1.85
BASE FARE (Stored Value)	1.50	Base Fare	1.50	1.60
ECONOMY FARE (Cash), surcharge \$0.15*	0.50	0.50	0.75	0.75
ECONOMY FARE (Stored Value)	0.50	0.50	0.60	0.75
EXPRESS FARE (Cash and Stored Value)*	2.00	1.50	2.25	2.35
<b>PERIOD PASSES</b>				
DAY PASS	3.50	2.50	3.75	4.00
DISCOUNTED DAY PASS*	1.75	1.33	2.00	2.05
30 DAY PASS	42.00	30	45.00	48.00
ECONOMY 30 DAY PASS*	15.00	15	22.50	22.50
EXPRESS 30 DAY PASS	56.00	40	60.00	64.00
UA/PCC BASE FARE SEMESTER PASS	173.00	120	180.00	192.00
UA/PCC SEMESTER EXPRESS PASS	230.00	160	240.00	256.00
UA ANNUAL BASE FARE PASS	413.00	320	450.00	480.00
UA ANNUAL EXPRESS PASS	550.00	380	570.00	608.00
<b>SUN VAN FARES</b>				
<b>REGULAR FARES</b>				
ONE WAY	3.00	2.00	3.00	3.20
<b>LOW INCOME FARES</b>				
ONE WAY	1.00	1.00	1.50	1.60
<b>SUN VAN FARES OPTIONAL ADA FARES</b>				
<b>REGULAR FARES</b>				
ONE WAY (\$2 fee in FY2017, \$2.5 in FY2018 - rounded to nearest dollar)	3.00	Fee	5.00	6.00
<b>LOW INCOME FARES</b>				
ONE WAY (\$2 fee in FY2017, \$2.5 in FY2018 rounded to nearest dollar)	1.00	Fee	3.50	4.00

After multiplier is applied, day pass is rounded down to the nearest nickel.

After multiplier is applied, 30-day, semester and annual passes are rounded down to the nearest fifty cents.

\*For FY2018, a Title VI fare equity analysis is required to fully implement fare multiplier

During our last M&C meeting, I commented that we needed to give some added value back to riders if we are going to increase the price for using the system. We're down by about 4M boardings since the strike. Simply trying to make up that lost revenue by increasing prices may be counter-productive.

In response to that comment, staff is now proposing some upgrades to the system – upgrades that will happen while the fare increases are being rolled out. Those improvements include:

- Increase the number of frequent transit network routes
- Improve marketing efforts
- Repair and improve bus stops and shelters
- Improve the availability of SunGo cards
- Increase the commission being paid to vendors who sell the SunGo cards

Those are good – and I'll be asking for clarification as to what each of them really means, as well as the time frame for implementation. I don't know where the rest of the M&C are on this, but I've told representatives from the Bus Riders Union that if we're going to improve the system, we need revenues with which to do it. It's finding a balance between fares and revenues dedicated to upgrades that I'm working out in my head.

### ***Broadway Design***

We'll also talk about the design process on Tuesday. Above, I've shared the flowchart showing which activities are currently being considered for various times during the design of the roadway. Still to come are establishing a 'corridor vision,' deciding on streetscape/landscape and public art, putting into place some tools for reinvestment, and deciding on how we'll dispose of remnant parcels. I had thought much of that was determined during the citizen task force and open house process, but will be seeking clarification at the study session.

### ***Capital Needs***

Above, I've written about a few things that all roll into the question of capital needs and how we fund them. Earlier I mentioned parks. We have needs all around the city in terms of maintaining and improving our parks system. There are potential partners we can continue to work with – Zoological Society, for one example – but the status quo won't get us to the kind of funding levels we need in order to do what we've heard the community wants from park amenities.

I've written about transit. That whole system needs some sort of capital infusion in order to mitigate its impact on the General Fund. Or, in the alternative, we shift some other capital claim on the General Fund to a new funding source in order to free up needed revenues for transit within what's left over. Those other capital needs could include public safety or roads. My strong preference is to take care of roads by simply asking the voters to extend the existing Prop 409 property tax. Last week I wrote a guest piece for the *Star* and outlined that position. Here's that editorial:

*Would you pay \$20 per year to see our roads continue to be repaved? If you own a home valued at \$100,000 in Tucson city limits, that's about what you've been doing since 2012*

*when the voters first passed Proposition 409. I believe you've been getting a good bang for those bucks. I also believe we should reauthorize those road bonds as soon as possible.*

*Prop. 409 was passed by Tucson voters back in 2012. In it the city committed to investing \$20 million per year into road repair for five consecutive years. Of that money, 85 percent was set aside each year for arterials and 15 percent was allocated for fixing residential streets. The ballot measure included specifically which major streets would be fixed. You knew exactly where the money was going to be spent on the arterials. And for residential roads we formed a Bond Oversight Committee that has reviewed the needs citywide and has been allocating funds each year to address residential areas.*

*More needs to be done. Prop. 409 expires after next year.*

*In addition to continuing our work on roads, the mayor and council are reviewing funding options for other key capital needs. Those include core responsibilities related to public safety, parks and transit. How we make those investments will at some point involve questions we take to you at the ballot box. Will we ask for permission to increase our sales taxing authority? Will those new dollars be earmarked for specific uses? If so, which ones? All of those questions await more public discussion. They await clarifying your priorities. What we know, though, is that road repair is far and away the major capital concern throughout the community.*

*When Prop. 409 was first adopted, it passed by fewer than 1,000 votes. It's my belief that had we asked for a property tax increase for anything other than roads, the question would have failed. But we placed ourselves in the position of being strictly accountable for specific outcomes, on specific timelines and with specific amounts of your tax dollars. And we have delivered as promised.*

*The work is not finished, but the funding is about to run its course. The other capital needs we have identified compete with road funding in terms of prioritizing which come first. Because of state taxing laws and our city charter, we as a governing body may not simply decide to increase sales or property taxes without voter approval, regardless of the merits of what we propose to fund. That's how it should be. We're spending your money.*

*There is a legitimate public conversation to be had on how and when we fund the capital we will need in relation to improving core services throughout the community. Before we ask you for permission to change our charter and increase sales-taxing authority we will need to be clear on your priorities. Parks? Public Safety? Transit?*

*Road repair is the one area we know you want us to focus on. I believe we should build on the successes we have demonstrated, keep focused on doing what you've told us is most important to you, and take back to you as soon as possible another ballot question asking to extend Prop. 409 bond funding. While from a public finance perspective, property taxes may not be the best way to fund roads, it's the template we've modeled, and we've done it successfully.*

*We can place an extension of Prop. 409 on the ballot as early as next March. I believe we should do that and increase the proportion we dedicate to fixing residential streets. We'll*

*continue the parallel conversation about what other capital needs to address through charter revisions. How the voters respond to the roads question will be an important barometer for our considering other ballot taxing questions.*

We have a study session item for Tuesday that's focused on each of these capital needs questions. What do we fund, how do we fund it, and when do we ask the voters if they approve. It's all tied together, and it'll be coming to you as a ballot measure, hopefully sooner rather than later.

### **Bike Boulevard Speed Limits**

While on the topic of roads, transit, and generally how we get around, I'll share an upcoming study session item that Jonathan and I have requested. In brief, it's to propose reducing the speed limit on Bike Boulevards by 5 mph as a safety measure. Here's the full text of the study session item we've submitted:

#### ***SUBJECT: Reduce Speed Limits in Bike Boulevards***

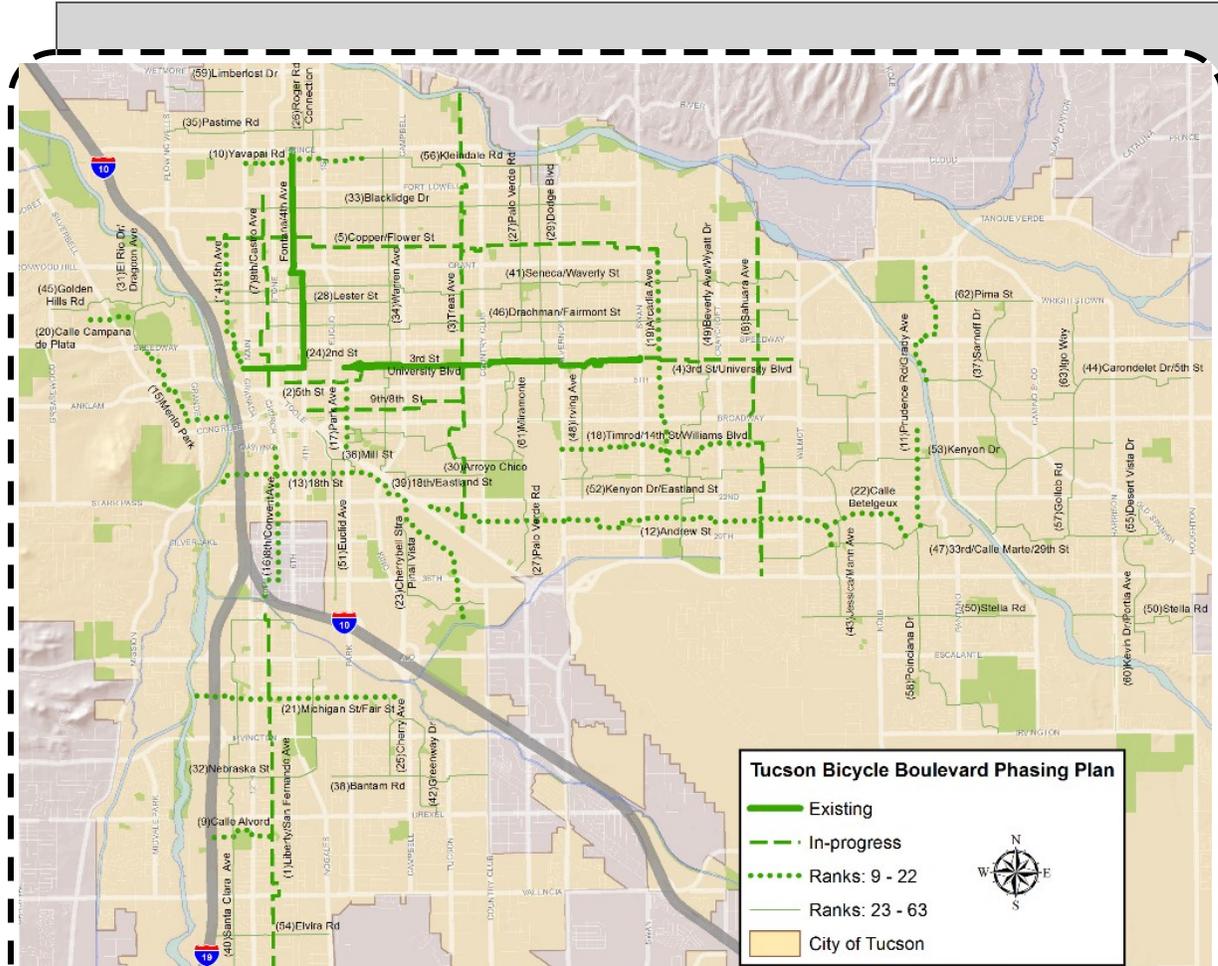
*Please schedule 30 minutes during the October 19th study session to discuss reducing speed limits on Bike Boulevards.*

*State law allows local jurisdictions to adjust speed limits when special hazards are present. Our Bike Boulevards attract increased numbers of bike riders, as well as increased numbers of pedestrians. Reducing speed limits for auto traffic in those areas is something we have the local ability to do.*

*Studies conducted in Europe as well as in Portland, Oregon validate what is intuitively predictable; lowering speed limits in areas that have high bike travel reduces the number of bike/car crashes. Currently we have an established Bike Boulevard that runs through the UA campus and east to Swan. We will be seeking Mayor and Council approval to use that Boulevard as a pilot project, beginning public outreach for the purpose of establishing a reduced speed limit, and measuring for reductions in accidents involving bikes and cars.*

*We have extensions of the Bike Boulevard system currently under consideration for future designation. It is our hope that if the reduction in speeds along 3rd Street shows reduced crashes, we could consider extending this speed reduction policy to other Boulevards as they come on line.*

In the agenda request, I referenced studies conducted in both Europe and in Portland, Oregon which tested the idea of dropping speed limits to see if that made any significant improvement in car/bike/ped crashes. In fact, reducing the speed limit does have that effect. I'll be sharing some of that data in future newsletters, but wanted to at least let you know this is coming so as to get the dialogue started now. On the next page is a map showing our full bike boulevard plan – what we think the network could look like at full build-out. The only one I've asked to consider for this pilot program is the existing 3<sup>rd</sup> Street Boulevard, which is shown as the bold green line running east/west in the middle of the map.



Local Tucson



I'm going to double up on this week's Local Tucson selections. Both of these are cool events that you'll enjoy if you can carve out time to take in portions of them.

Modernism Week is coming again – starting at the end of next week. As with the past events, there'll be a Mid-Modern home tour. They're adding a retro slide show being presented by Charles Phoenix. The show is described in the promo material as a 'laugh-out-loud celebration of mid-century futurism.' That should at least make you curious.

To connect with any of the week's activities, check out [www.tucsonmod.com](http://www.tucsonmod.com). The slide show will be shown at The Loft on Sunday, October 2<sup>nd</sup> at 7:00 pm.

And it's also time once again for the Tucson Film Fest. Herb Stratford has taken the reins this year and will be managing the shows from October 20<sup>th</sup> through the 23<sup>rd</sup>. All of the films will be shown at the Scottish Rite Cathedral over at 160 S Scott.



TUCSON  
MODERNISM WEEK  
SEPTEMBER 30 - OCTOBER 8, 2016

# FILM FEST TUCSON

This year there will be 30 films in the Festival. They'll include some U.S. premieres, as well as some special screenings. There will be two silent movies that were made here in Arizona back in the mid-'20s.

I mentioned above the value in collaboration, The Film Fest is a collaboration between groups such as the Tucson Symphony, MOCA, the Tucson Jazz Fest, Tucson Fashion Week, and (circling back) *Tucson Modernism Week*.

You can get tickets at the website: [FilmFestTucson.com](http://FilmFestTucson.com).

Sincerely,



Steve Kozachik  
Council Member, Ward 6  
[Ward6@tucsonaz.gov](mailto:Ward6@tucsonaz.gov)

## Events and Entertainment

### LWV Candidate Forums

The League of Women Voters of Greater Tucson is pleased to present two candidate events in the field of education. For further information, contact the League of Women Voters at 520-327-7652 or [www.lwvgt.org](http://www.lwvgt.org).

#### **Pima County School Superintendent Candidate Debate**

Wednesday, September 21, 2016 | 6 – 7:30 pm

Pima Community College, 1255 N. Stone Avenue

This debate is an opportunity for the community to listen to and ask questions of the candidates; no RSVPs are needed.

#### **Tucson Unified School District Governing Board Candidate Forum**

Thursday, September 29, 2016 | 6:30 – 8:30 pm

YWCA, 525 N Bonita Ave

All candidates have been invited, and we expect a lively exchange of views and responses to audience questions.

### Free Bicycle Safety Classes provided by Pima County

Join Pima County for a free bike safety class and get a free item such as a helmet, U-lock, bike light set, or multitool! Classes for all levels of cyclists may be found at [www.bikeped.pima.gov](http://www.bikeped.pima.gov). The Pima County Bicycle and Pedestrian Program can also set up special, customized classes to suit your needs! Call 724-BIKE for more information or to sign up.

### **Community Interactive: Stories from the Border**

**Thursday, September 29, 2016 | 6:30 – 8:30 pm**

**Fox Tucson Theatre, 17 W Congress St**

Join **Arizona Public Media** and the **Community Foundation for Southern Arizona** for a live, interactive event featuring a panel of respected and accomplished journalists from Mexico and the U.S. Moderated by award-winning news anchor and reporter, **Maria Hinojosa**, host of NPR's *Latino USA* and the PBS series *America by the Numbers*. This event is free and open to the public. Learn more and reserve a ticket at: [azpm.org/borderstories](http://azpm.org/borderstories).

### **Ongoing...**

**Fox Theatre**, 17 W Congress St | [www.FoxTucsonTheatre.org](http://www.FoxTucsonTheatre.org)

**Hotel Congress**, 311 E Congress St | [hotelcongress.com](http://hotelcongress.com)

**Loft Cinema**, 3233 E Speedway Blvd | [www.loftcinema.com](http://www.loftcinema.com)

**Rialto Theatre**, 318 E Congress St | [www.rialtotheatre.com](http://www.rialtotheatre.com)

**Arizona State Museum**, 1013 E University Blvd | [www.statemuseum.arizona.edu](http://www.statemuseum.arizona.edu)

**Arizona Theater Company**, 330 S Scott Ave | [www.arizonatheatre.org](http://www.arizonatheatre.org)

**The Rogue Theatre**, The Historic Y, 300 E University Blvd | [www.theroguetheatre.org](http://www.theroguetheatre.org)

**Tucson Museum of Art**, 140 N Main Ave | [www.TucsonMusuemofArt.org](http://www.TucsonMusuemofArt.org)

**Tucson Convention Center**, 260 S Church St | [tucsonconventioncenter.com](http://tucsonconventioncenter.com)

**Meet Me at Maynards**, 311 E Congress St | [www.MeetMeatMaynards.com](http://www.MeetMeatMaynards.com)

A social walk/run through the Downtown area. Every Monday, rain or shine, holidays too! Check-in begins at 5:15pm.

**Mission Garden**, 929 W Mission Ln | [www.tucsonbirthplace.org](http://www.tucsonbirthplace.org)

A living agricultural museum and ethnobotanical garden at the site of Tucson's Birthplace (the foot of "A-Mountain"). For guided tours call 520-777-9270.

**Children's Museum Tucson**, 200 S 6<sup>th</sup> Ave | [www.childrensmuseumtucson.org](http://www.childrensmuseumtucson.org)

**Tucson Botanical Gardens**, 2150 N Alvernon Way | [www.tucsonbotanical.org](http://www.tucsonbotanical.org)

**Southern Arizona Transportation Museum**, 414 N Toole Ave | [www.tucsonhistoricdepot.org](http://www.tucsonhistoricdepot.org)

**UA Mineral Museum**, 1601 E University Blvd | [www.uamineralmuseum.org](http://www.uamineralmuseum.org)

**Jewish History Museum**, 564 S Stone Ave | [www.jewishhistorymuseum.org](http://www.jewishhistorymuseum.org)