



5th/6th Street Complete Streets

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About the Project

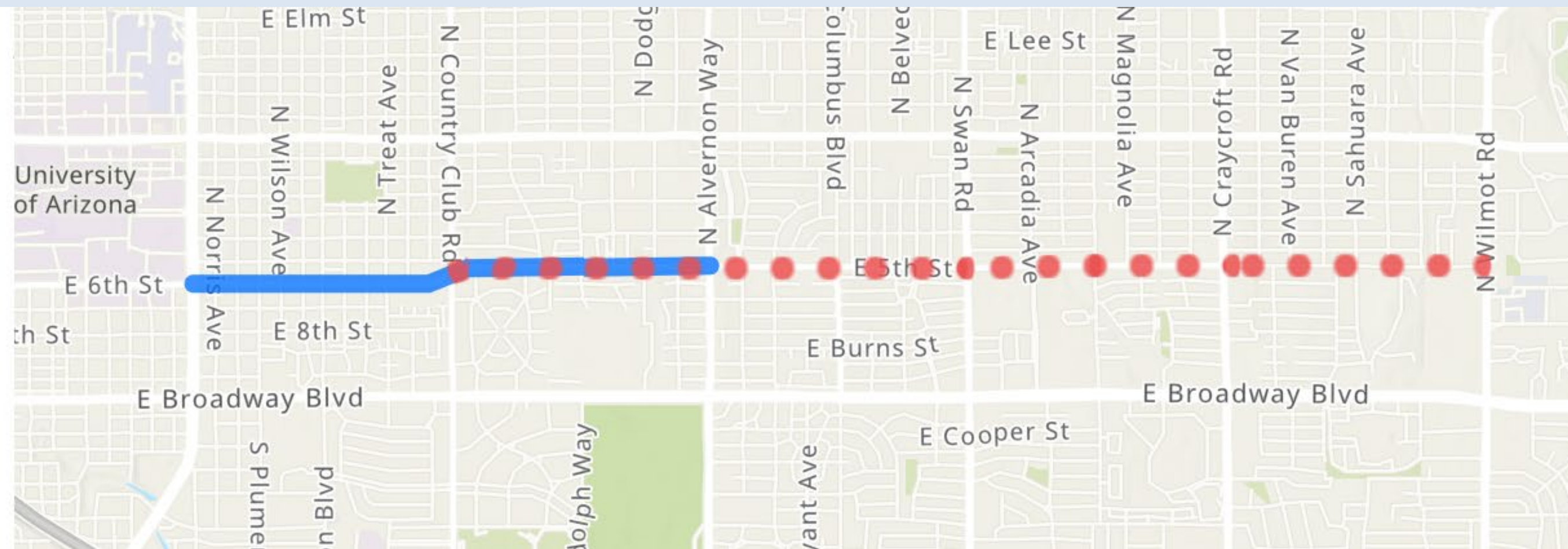
- **Prop 407 Tucson Delivers Strong Connections**
 - Campbell Avenue to Alvernon Way
 - Complete sidewalks, ramps, lighting
 - Enhanced street crossings
 - New landscaping

- **Prop 101 Tucson Delivers Better Streets**
 - Country Club Road to Wilmot Road
 - New pavement
 - New ADA-compliant curb ramps

Fifth St/Sixth St Projects

Project Name

-  Pedestrian Safety & Walkability (Prop 407)
-  Pavement Reconstruction (Prop 101)



About the Project

- Repaving provides a blank slate to rethink the striping on the road to improve safety and address changing community needs



What are the options under consideration?

Option A (Existing): 4 lanes

Two vehicle lanes in each direction
Center turn lane only at signalized intersections
No bike lanes



What are the options under consideration?

Option B: 3 lanes

One vehicle lane in each direction
Continuous center turn lane
Buffered bike lanes



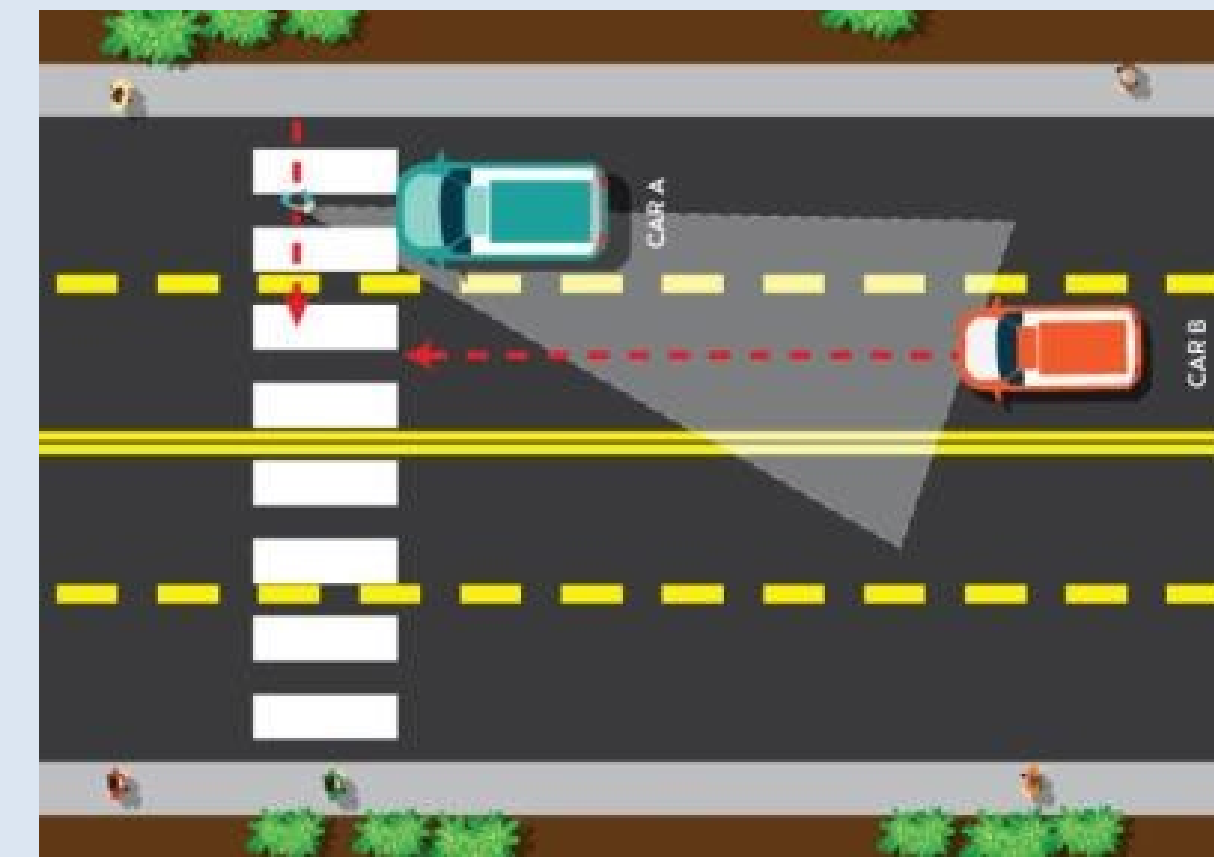
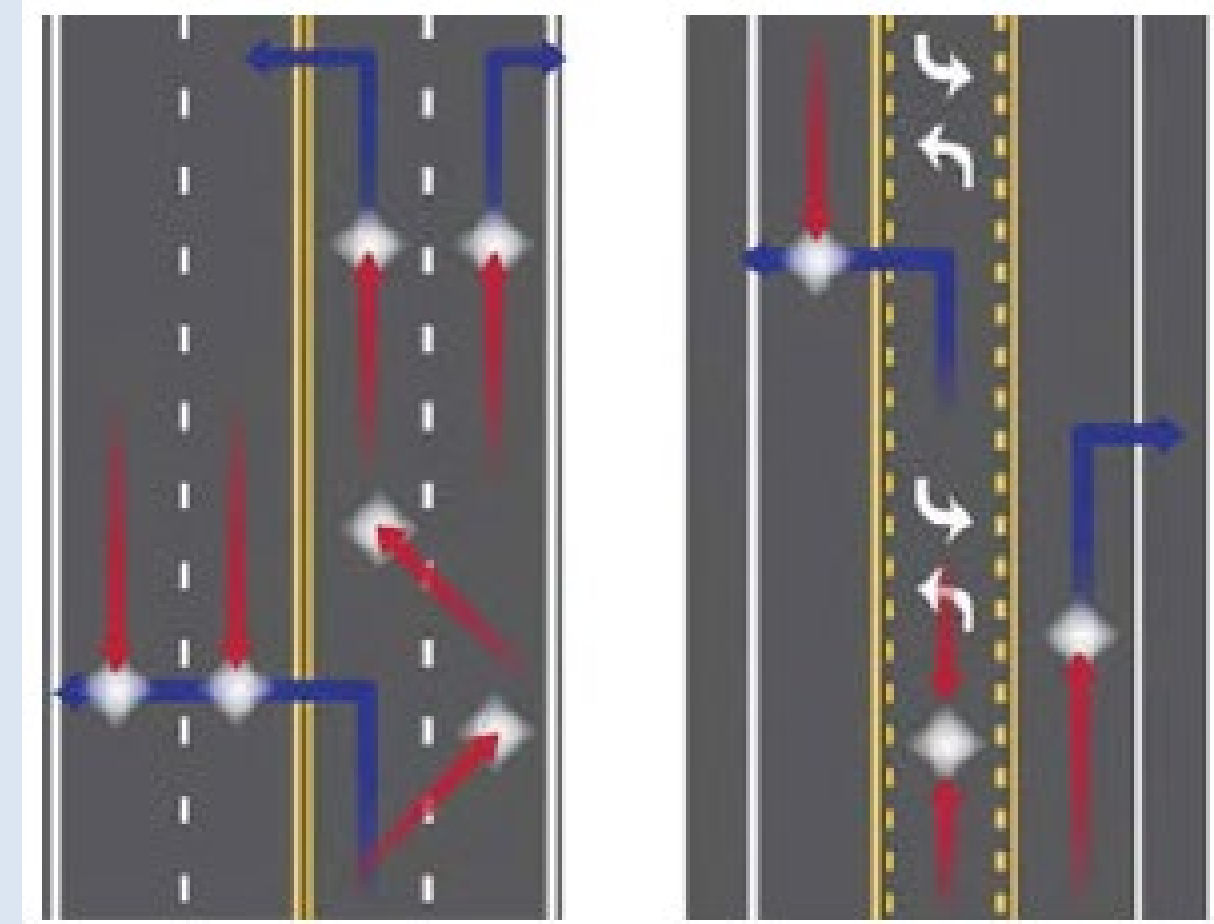
Look familiar?

- Designed for vehicle throughput, but...
- Lack of left turn lane constrains capacity at peak times and creates unpredictable conditions



Why change the striping?

- **Improved safety**
 - Reduction in crashes
 - Reduced vehicle conflicts
 - Fewer rear-end, left-turn, and sideswipe crashes
 - Reduced speed differential
 - Vehicles not stopping in travel lanes to make left turns
 - Less extreme speeding
 - Reduction of “multiple threat” crashes



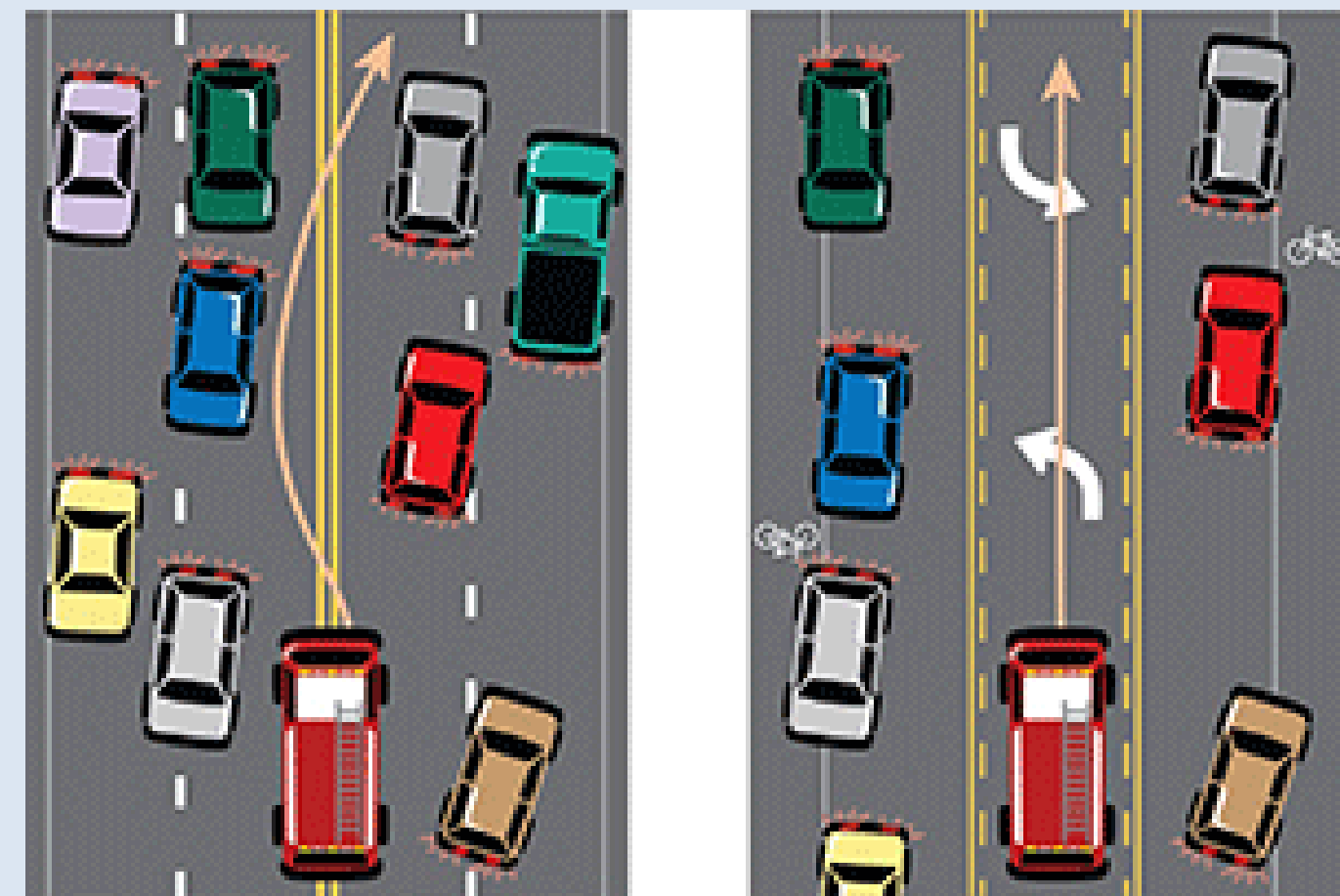
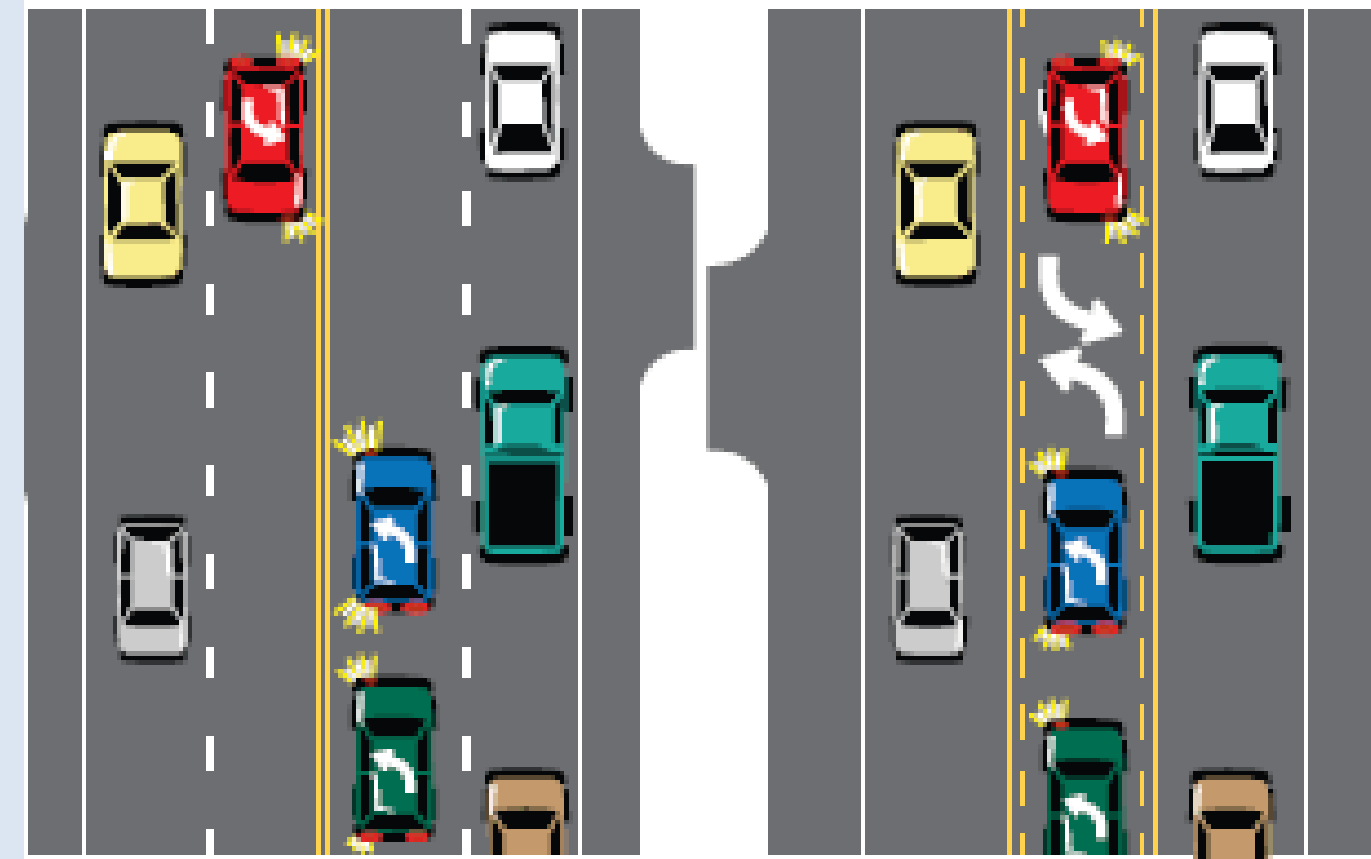
Why change the striping?

- **Better walking and biking facilities**
 - Dedicated bike lanes
 - Improved pedestrian crossings
 - Improved comfort



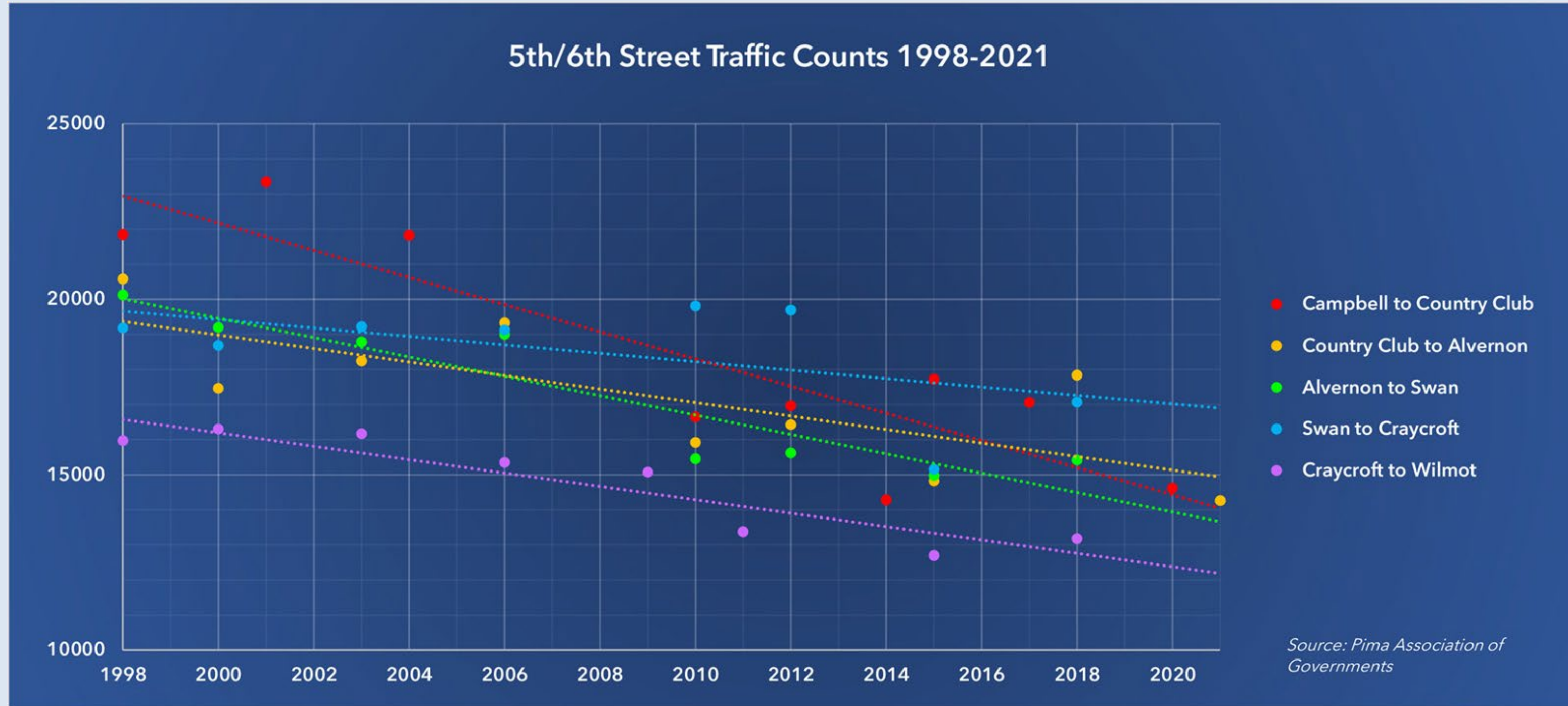
Why change the striping?

- **Better traffic operations**
 - Separated left turn operations
 - Smoother traffic flow
 - Improved emergency response



So what's the downside?

- Increased peak travel times – by 6-8%
- However...



Questions?

Learn more and let us know what you think by taking the survey at <https://bit.ly/5th6thSt>



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