Recommendations
The Campus Master Plan Update anticipates significant growth of the number of students enrolled at UW Tacoma. The goal of the City and University is to have the campus's development be a magnet for development throughout downtown. The forecasted traffic generated by the campus will add between 2,200 and 2,700 additional vehicles during the evening commute hour on area roadways even with aggressive strategies to minimize driving and encourage use of transportation alternatives. In addition to the internal improvements envisioned by the Campus Master Plan Update, the following actions are needed to improve traffic mobility in the area. Timing for these improvements would depend on the pace and location of campus development and the general growth of area traffic related to re-development of Downtown Tacoma.

The No Action analysis indicates that many of these improvements would be needed even if the UW Tacoma campus remained the same and growth occurred throughout the downtown area. A partnership between the University, City and non-university development would provide a fair distribution of the improvement costs and create an effective transportation system.

Figure 24 identifies the recommended system improvements to accommodate the forecasted traffic.

**Roadways**

**S 21st Street**
S 21st Street between Market Street and Tacoma Avenue should be widened to five lanes. The conversion of S 19th Street between Fawcett Avenue and Market Street into a pedestrian corridor under the Campus Master Plan Update would increase traffic on S 21st Street, necessitating the widening. This widening, along with the improvements to S 21st Street/Tacoma Avenue described below, would encourage non-university traffic to travel around the campus.

**Pacific Avenue**
A second southbound lane should be created along this corridor by converting the angle parking to parallel parking along the east side of the street. Pacific Avenue currently experiences high levels of traffic congestion and future conditions are likely to increase traffic levels along this corridor. Additional southbound traffic capacity will be needed along this corridor, particularly during the evening commute hours.

This improvement would also provide a benefit to transit operations, allowing buses to load passengers "in-lane", eliminating the need for buses to pull in and out of the flow of traffic at bus stops on Pacific Avenue.

**Intersections**
The following locations would require intersection improvements to improve traffic operations during commute hours:

**S 17th Street/Tacoma Avenue**
Increased traffic from the four structured parking garages on campus would create a need for this intersection to be signaled. The intersection would also be an important pedestrian connection and creates the northwest campus gateway.

**S 17th Street/Market Street**
Increased traffic related to parking activity during the morning and evening commute would create a need for this intersection to be signaled.

**S 17th Street/Pacific Avenue**
High commuter hour traffic would require creating additional lane capacity for vehicles traveling southbound. In conjunction with the Pacific Avenue recommendation above,
Figure 24. Recommended Transportation Improvements

Legend

- **Road widening**
- **Road restriping**
- **Install signal and intersection improvement(s)**
- **Intersection channelization improvement(s)**
- **Restrict turn movements**
- **Bicycle improvements**
- **Transit corridor**
- **Proposed trail underpass**

NOT TO SCALE
Recommendations

the southbound right turn only lane could be restriped creating two through lanes at this intersection.

S 21st Street/Tacoma Avenue
Increased traffic from the closure of the Market Street to S 19th Street connection will require a signal at this location. This project should include improvements to Tacoma Avenue for creating left turn pockets and other improvements to support the S 21st Street widening project.

S 21st Street/Fawcett Avenue
The largest campus parking garage would be located on Fawcett Avenue, just north of S 21st Street. A signal at this location would also support the development of a bicycle corridor along Fawcett Street.

S 21st Street/Court D
A left turn restriction would be needed for vehicles exiting the two parking garages that access Court D. An alternative would be to create an exit for vehicles onto Market Street or Fawcett Avenue.

S 21st Street/C Street
This stopped-controlled intersection has extreme delays during the existing morning and evening commute hours. Planned development on C Street, south of S 21st Street, may contribute to this signal improvement in the near term. This would also provide an opportunity to enhance the safety of pedestrian crossings at the area.

S 21st Street/Pacific Avenue
This intersection is forecasted to carry over 4,000 vehicles during the peak hour of the evening commute. During the evening commute, the signal has an average delay of 1.4 minutes/vehicle under existing conditions and could increase as high as 2.9 minutes/vehicle for Alternative 2. Potential alternatives should be studied for this intersection including: creating a second dedicated left turn lane along the east side of the light rail tracks and eliminating the (low volume) eastbound left turn movement on S 21st Street and creating a third through traffic lane. Any solution would need to be balanced against the goals of retaining adjacent historic buildings, providing short pedestrian crossing times, accommodating transit and light rail movements and keeping the scale of the intersection to fit within the urban context of the area.

S 25th Street/C Street
The growth of traffic on C Street will require a signal at this location in the future. Planned development on C Street, south of S 21st Street, may contribute to this signal improvement in the near term.
Pedestrian and Bicycle Travel

Prairie Line Trail – The development of a pedestrian/bicycle trail along the Prairie Line Rail alignment would create a great asset to the UW Campus and development throughout the downtown area. Secure bicycle parking facilities should be developed to encourage bicycle use.

S 21st Street Underpass – The Prairie Line trail should include a pedestrian and bicycle underpass of S 21st Street to provide a straightforward connection between the campus and the trail.

Fawcett Avenue Bicycle Corridor – The development of this bicycle corridor would provide an important bicycle connection to the western portion of the campus. Throughout campus, bicycle facilities, pathways and traffic calming features should be developed to facilitate bicycle travel. Secure bicycle parking facilities should be developed on-campus near Fawcett Avenue to serve this portion of campus.

Transit

Market Street Transit Corridor – The expected transit demand for the campus and the surrounding development will necessitate the expansion of bus service and routes in the area. The development of Market Street as a transit corridor should include the designated pedestrian crossings, bus stops and shelters and streetscape and traffic calming features to slow traffic and to improve transit operations.
Recommendations