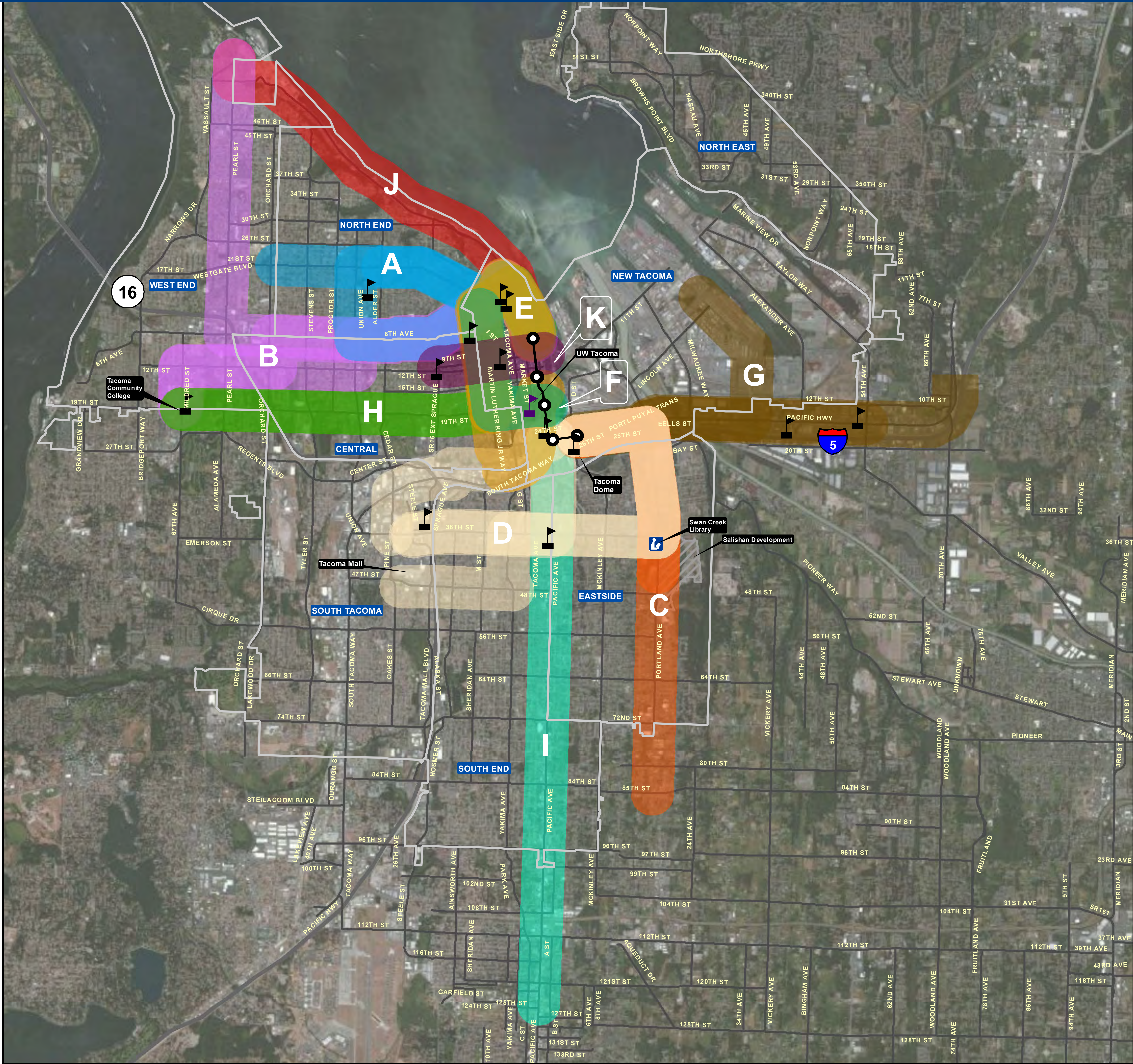


# ALL POTENTIAL CORRIDORS

## TACOMA LINK EXPANSION



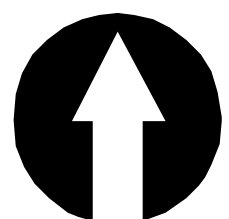
### Tacoma Link Expansion: All Potential Corridors

#### Legend

- Existing Tacoma Link
- Link Stations
- Swan Creek Library
- UW Tacoma
- Post-secondary/vocational Schools
- Streets - Arterial
- Council Boundaries
- Salishan
- North End Corridor (A1, A2, and A3)
- North End Central Corridor (B1, B2, B3, and B4)
- Eastside Corridor (C1 and C2)
- South End Corridor (D1, D2, D3, and D4)
- North Downtown Central Corridor (E1 and E2)
- South Downtown MLK Corridor (F)
- Pacific Highway Corridor (G1, G2, and G3)
- South Downtown Central Corridor (H1 and H2)
- PLU Corridor (I)
- Point Defiance RustonWy Study Corridor (J)
- Downtown to Sprague Ave via 11th Corridor (K)

Maps show 1/2-mile-wide corridor study areas

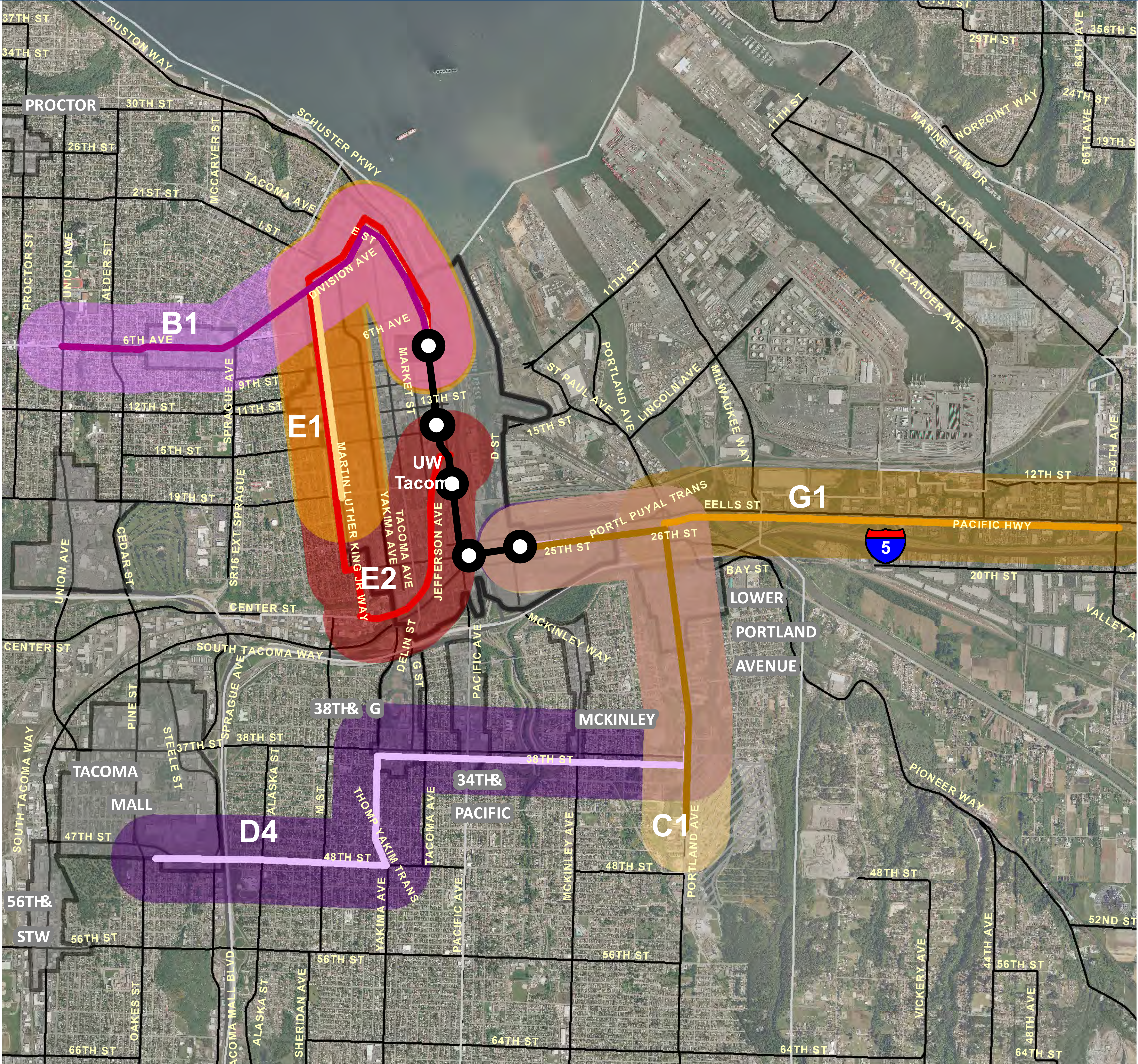
0 0.5 Miles





# MEETS ALL SCREENING CRITERIA

## TACOMA LINK EXPANSION



**Tacoma Link Expansion: Meets all first level screening criteria**

**Legend**

- Existing Tacoma Link
- Link Stations
- Council Boundaries
- Salishan
- Streets - Arterial
- Highways
- B1
- C1
- D4
- E1
- E2
- G1
- North End Central Corridor (B1)
- Eastside Corridor (C1)
- South End via Portland 48th Corridor (D4)
- North Downtown Central Corridor (E1)
- North Downtown Central Loop Corridor (E2)
- Pacific Highway Corridor (G1)

Maps show 1/2-mile-wide corridor study areas

0 0.5 Miles





# ALTERNATIVE: NORTH END CENTRAL CORRIDOR (B1)

## TACOMA LINK EXPANSION

### Benefits\*

- High potential to attract riders due to existing transit ridership
- Faster service to Tacoma Dome
- Zoning supportive of higher density mixed use development
- Approximate cost estimated at \$163 million
- High viability for funding from local improvement district based upon assessed value

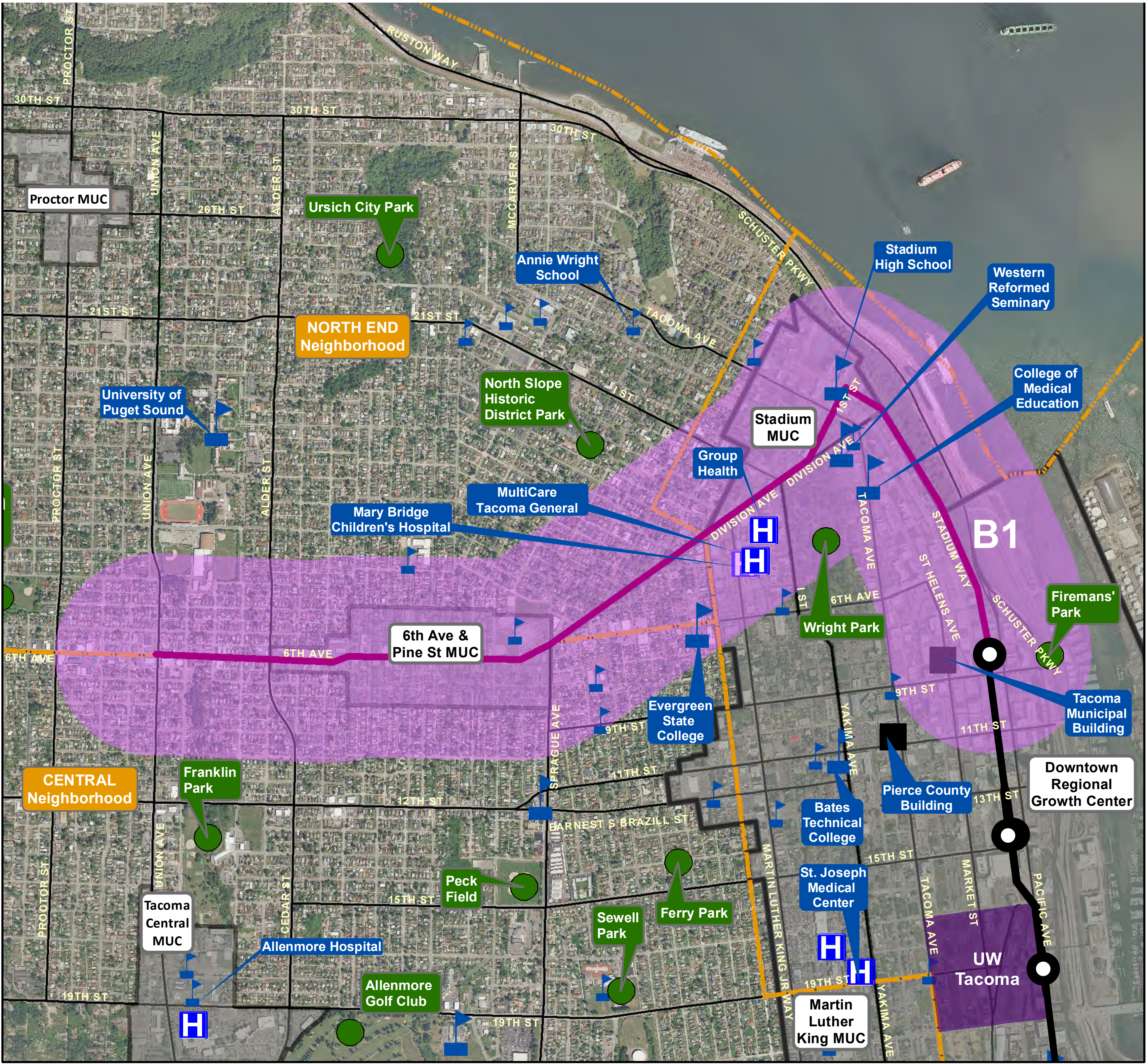
### Disadvantages\*

- Does not provide faster service to Downtown Tacoma compared to existing transit
- Low amount of developable vacant land
- Potential for effects on historic or park resources

*\*Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

#### Designated Mixed Use Centers and Regional Destinations:

6th Avenue and Pine Street Mixed Use Center; Stadium Mixed Use Center; Martin Luther King Mixed Use Center; Downtown Regional Growth Center



#### Tacoma Link Expansion: North End Central Corridor (B1)

- Legend**
- Existing Tacoma LINK Corridor
  - Link Stations
  - Other Community Institutions
  - Hospitals
  - Parks
  - Schools
    - Primary School
    - Secondary School, Post-secondary and Vocational School
  - Corridor
    - B1
    - North End Central Corridor (B1)
  - Neighborhood Boundary
  - Mixed Use Centers
  - Streets - Arterial
  - Highways

Maps show 1/2-mile-wide corridor study areas

Distance: 2.9 miles

Cost: \$163 million†

† Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles





# ALTERNATIVE: EASTSIDE CORRIDOR (C1)

## TACOMA LINK EXPANSION

### Benefits\*

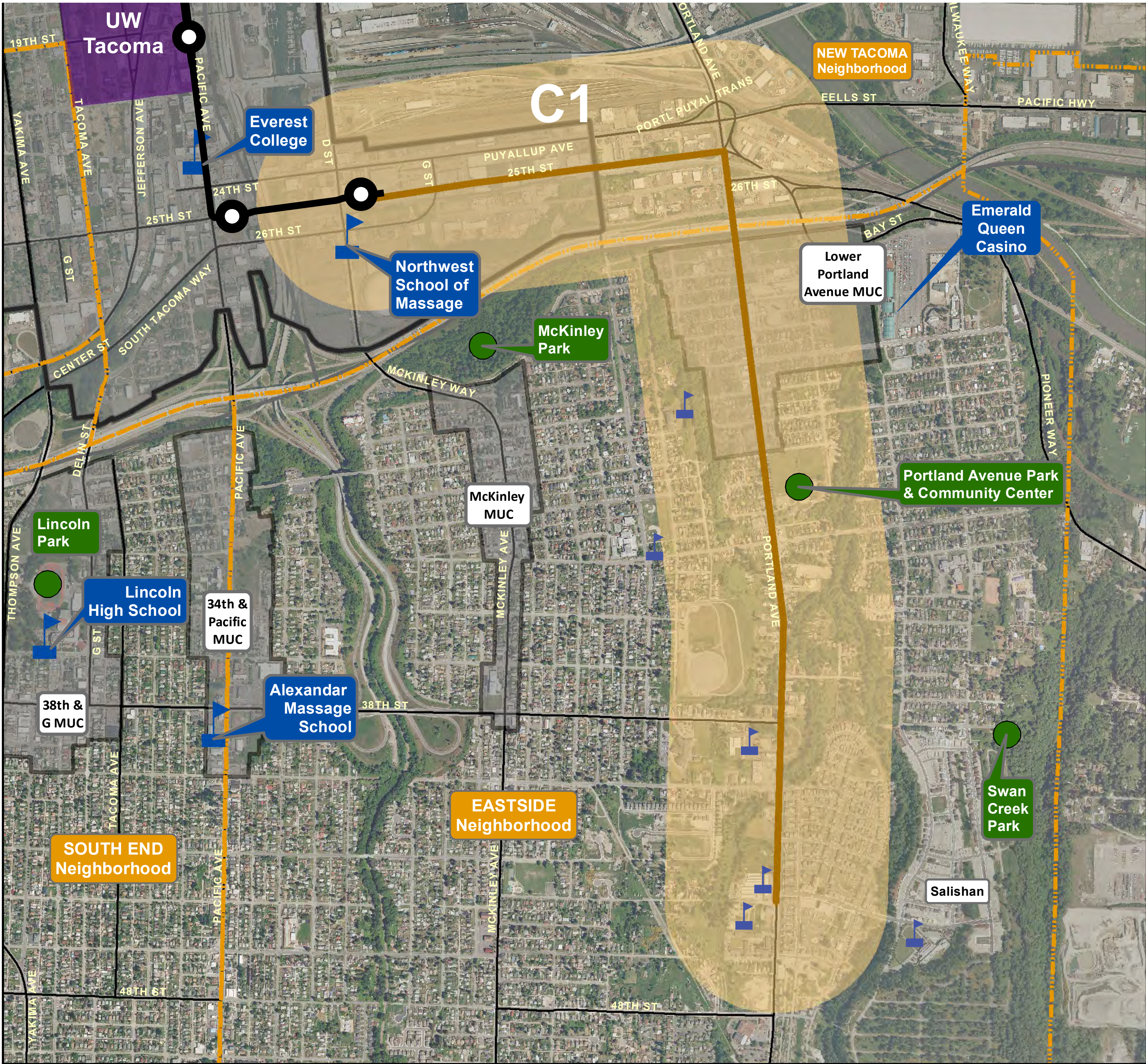
- Faster service to both Tacoma Dome and Downtown
- Serves areas that have high ethnic and economic diversity
- Low potential for impacts on historic resources
- Approximate cost estimated at \$119 Million

### Disadvantages\*

- Has low number of pedestrian and bicycle connections
- Zoning not supportive of higher density mixed use development
- Low viability for funding from local improvement district

*\*Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:  
Lower Portland Avenue Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: Eastside Corridor (C1)

**Legend**

- Existing Tacoma LINK
- Link Stations
- Hospitals
- Parks
- Schools**
- Primary School
- Secondary School, Post-secondary and Vocational School

**Corridor**

- C1
- Eastside Corridor (C1)
- Neighborhood Boundary
- Mixed Use Centers
- Streets - Arterial
- Highways

Maps show 1/2-mile-wide corridor study areas

Distance: 2.3 miles

Cost: \$119 million<sup>†</sup>

<sup>†</sup> Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles





# ALTERNATIVE: NORTH DOWNTOWN CENTRAL CORRIDOR (E1)

## TACOMA LINK EXPANSION

### Benefits\*

- Has high potential to attract riders due to existing transit ridership
- Faster service to Downtown and Tacoma Dome
- Zoning supportive of higher density mixed-use development
- Approximate cost estimated at \$133 Million
- High viability for funding from local improvement based upon assessed value
- Serves areas that have high ethnic and economic diversity

### Disadvantages\*

- Low amount of developable vacant land
- High number of noise sensitive receptors
- Potential for effects on historic or park resources

*\*Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

**Designated Mixed Use Centers and Regional Destinations:**  
Stadium Mixed Use Center; Martin Luther King Mixed Use Center; Downtown Regional Growth Center



**Tacoma Link Expansion: North Downtown Central Corridor (E1)**

**Legend**

- Existing Tacoma LINK
- Link Stations
- Other Community Institutions
- Hospitals
- Parks
- Schools**
- Primary School
- Secondary School, Post-secondary and Vocational school

**Corridor**

- E1
- North Downtown Central Corridor (E1)
- Neighborhood Boundary
- Mixed Use Centers
- Streets - Arterial
- Highways

Maps show 1/2-mile-wide corridor study areas

Distance: 2.3 miles

Cost: \$133 million<sup>†</sup>

<sup>†</sup> Cost estimates are based on unit costs developed from past project costs and engineering data.

