

ALTERNATIVE: SOUTH END VIA PORTLAND 48TH CORRIDOR (D4)

TACOMA LINK EXPANSION

Benefits*

- Moderate amount of developable vacant land
- Serves the greatest number of regional destinations and activity centers
- Low potential for impacts on historic resources

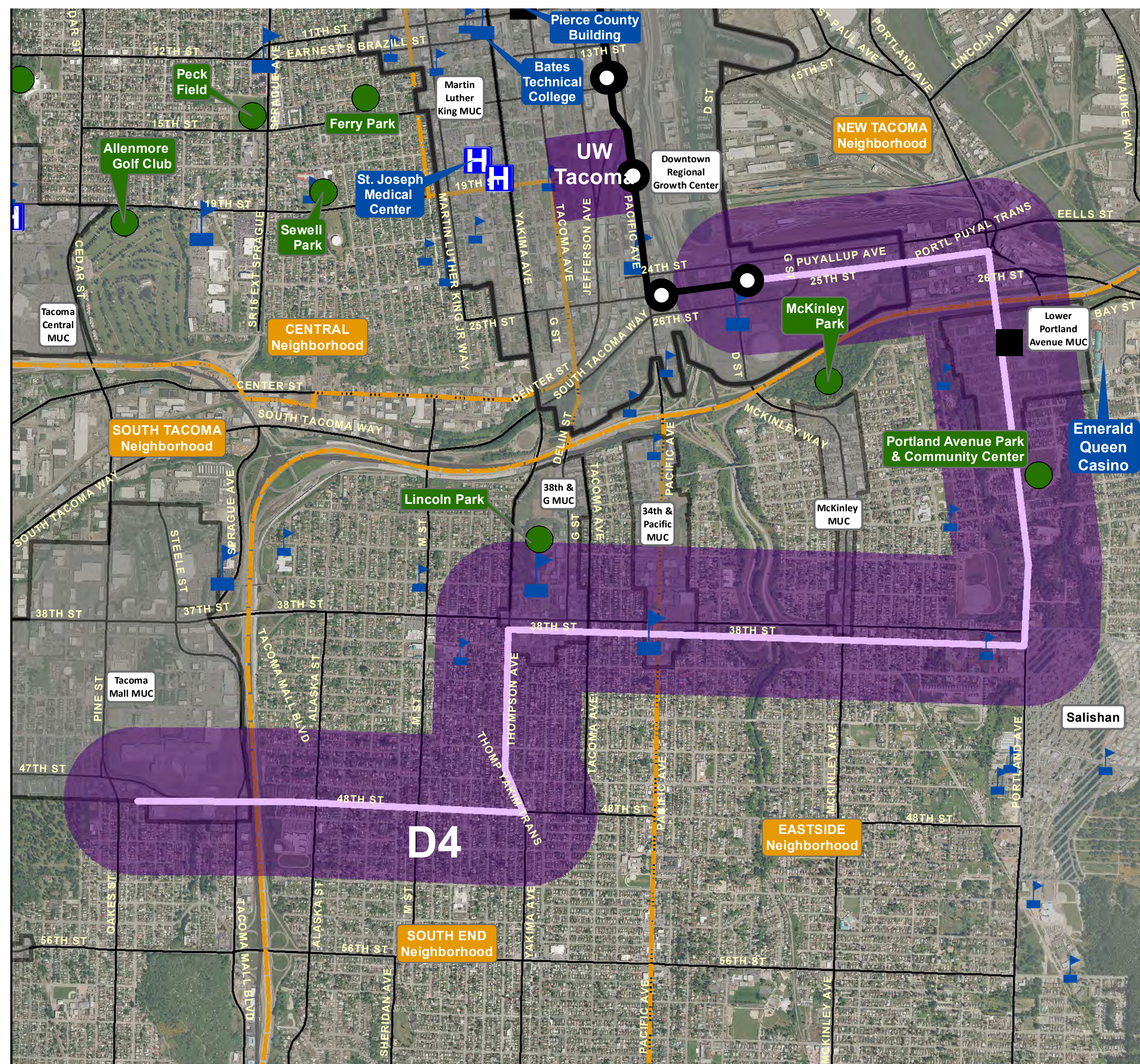
Disadvantages*

- Not faster to Downtown and Tacoma Dome than existing transit
- Zoning does not support higher density mixed use development
- Approximate cost estimated at \$292 million
- Estimated cost exceeds maximum eligible for Small Starts FTA grant

*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; McKinley Mixed Use Center; 34th and Pacific Mixed Use Center; 38th and G Mixed Use Center; Tacoma Mall Regional Growth Center; Downtown Regional Growth Center



Tacoma Link Expansion: South End via Portland 48th Corridor (D4)

Legend

- | | |
|--|---|
| Existing Tacoma LINK | Corridor |
| Link Stations | D4 |
| Other Community Institutions | South End via Portland 48th Corridor (D4) |
| Hospitals | Neighborhood Boundary |
| Parks | Mixed Use Centers |
| Schools | Salishan |
| Primary School | Streets - Arterial |
| Secondary School, Post-secondary and Vocational school | Highways |

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

Distance: 5.4 miles

Cost: \$292 million†

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

0 0.5 Miles

