ALTERNATIVE: PACIFIC HIGHWAY CORRIDOR (G1) **TACOMA LINK EXPANSION**

Benefits*

- Travel time to downtown may be slightly better than existing transit • Has received low infrastructure investments in the last 10 years
- Has a high amount of vacant land that could be developed
- Has a high amount of underutilized land
- High number of parcels zoned for commercial or industrial use within study area.
- Low potential for impacts on parks and historic resources
- Approximate cost estimated at \$164 Million

Designated Mixed Use Centers and Regional Destinations:

Lower Portland Avenue Mixed Use Center; Downtown Regional Growth Center

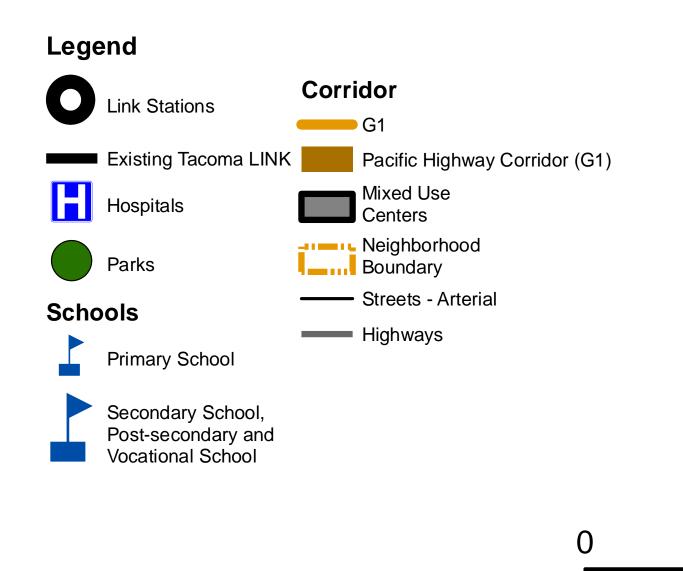
Disadvantages*

- Serves the lowest number of regional destinations and activity centers
- Has lowest number of pedestrian and bicycle connections
- Has lowest potential to attract riders

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



Tacoma Link Expansion: Pacific Highway Corridor (G1)



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

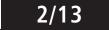
Distance: 3.3 miles

Cost: \$164 million[†]

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









0.5 ◄ Miles

