

# 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

### 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.

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

Lower Portland Avenue Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: Pacific Highway Corridor (G1)

#### Legend

- |  |                               |
|--|-------------------------------|
| Link Stations  | Corridor<br>G1                |
| Existing Tacoma LINK                                   | Pacific Highway Corridor (G1) |
| Hospitals  | Mixed Use Centers             |
| Parks  | Neighborhood Boundary         |
| <b>Schools</b>   | Streets - Arterial            |
| Primary School   | Highways                      |
| Secondary School, Post-secondary and Vocational School |                               |

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 0.5 Miles

