Introduction:
The purpose of this project is to choose a streetcar route for phase two expansion. The first route proposed is down 6th Ave. to just past Irvington rd, the second is down Broadway Blvd. to El Con Mall, and the third is down Campbell Ave to eventually Tucson Mall. To choose the best route, a set of criteria or factors are formed. This includes population density and average annual income, accessibility and connectivity, and proximity to destination. Based on the best route chosen, streetcar stops will be formulated as well.

Lit Review:
The factors that go into streetcar expansion all present benefits that will help out the Tucson area economically, socially and environmentally. Population density and average annual income of each route affects streetcar ridership. Accessibility and connectivity provide the opportunity to network between transportation modes, such as the bus system, biking and walking. Proximity to destination shows how many destinations between live, work and play are on the specified route. This factor is important when determining where to place streetcar stops as well.

Methods:
A case study was performed on the three routes to determine the best route for implementation. Qualitative research was also done among various case studies and journals involving factors for streetcar projects. Based on the academic research, the criteria of factors were found which were used in determining the best route. After the criteria was created, extensive field work was done for each factor and route. Each route was then ranked 1-3 on each factor.

Results:
Based on the factors researched and outlined for streetcar implementation, the Campbell route was determined as the best route for expansion. The Campbell route has, the densest area, adequate average annual income, the most bus stops, highest daily vehicular congestion, bike lanes, a healthy balance of live, work and play and the most ‘big destinations’. The route also has the largest mall in Tucson and two University sponsored student apartments, each of which will greatly increase ridership totals and create economic growth within the area. On the 4.9 mile route, 13 stops were strategically placed throughout.

Conclusion:
Although the Campbell route was chosen as the best route, each corridor would improve Tucson economically with job creation, socially with revitalization and environmentally with reduced greenhouse gas emissions. Overall, the main factors that contributed to this study included average annual income, population density (population/mile), bus stops, possible Park & Ride development areas, traffic counts/day, bike lanes, sidewalk access, proximity to destination (live, work and play destinations on each route) and ‘big destinations.

Recommendations/limitations:
Some limitations of the project include limited cost evaluation of each route and missing some businesses/housing from data during field work. Recommendations for future studies include creating a case study showing which expansion (phase 1 or 2) has performed better or showing either the growth or decline after phase 2 of the streetcar has been implemented.

Objectives of a streetcar project:
- Spur development in the surrounding area and create economic growth
- Efficiently move commuters from one destination to another in an ever growing population
- Decreasing vehicular traffic while increasing streetcar ridership
- Connect alternative modes of transportation together (bus, light rail, walking, biking)
- Promote transit oriented development