

# 3.0 Planning Process

The DC's Transit Future System Plan is the result of a planning process focused on establishing a new, efficient, high-quality surface-transit network that supports community and economic development initiatives and connects residents and neighborhoods to employment centers, commercial areas, recreational facilities, and multimodal transportation hubs. The plan is the culmination of a process that has its roots in several earlier studies that were commissioned to identify potential solutions to the current transportation challenges that face the District of Columbia, as shown in Table 3-1.

## 3.1 Planning Process and Previous Studies

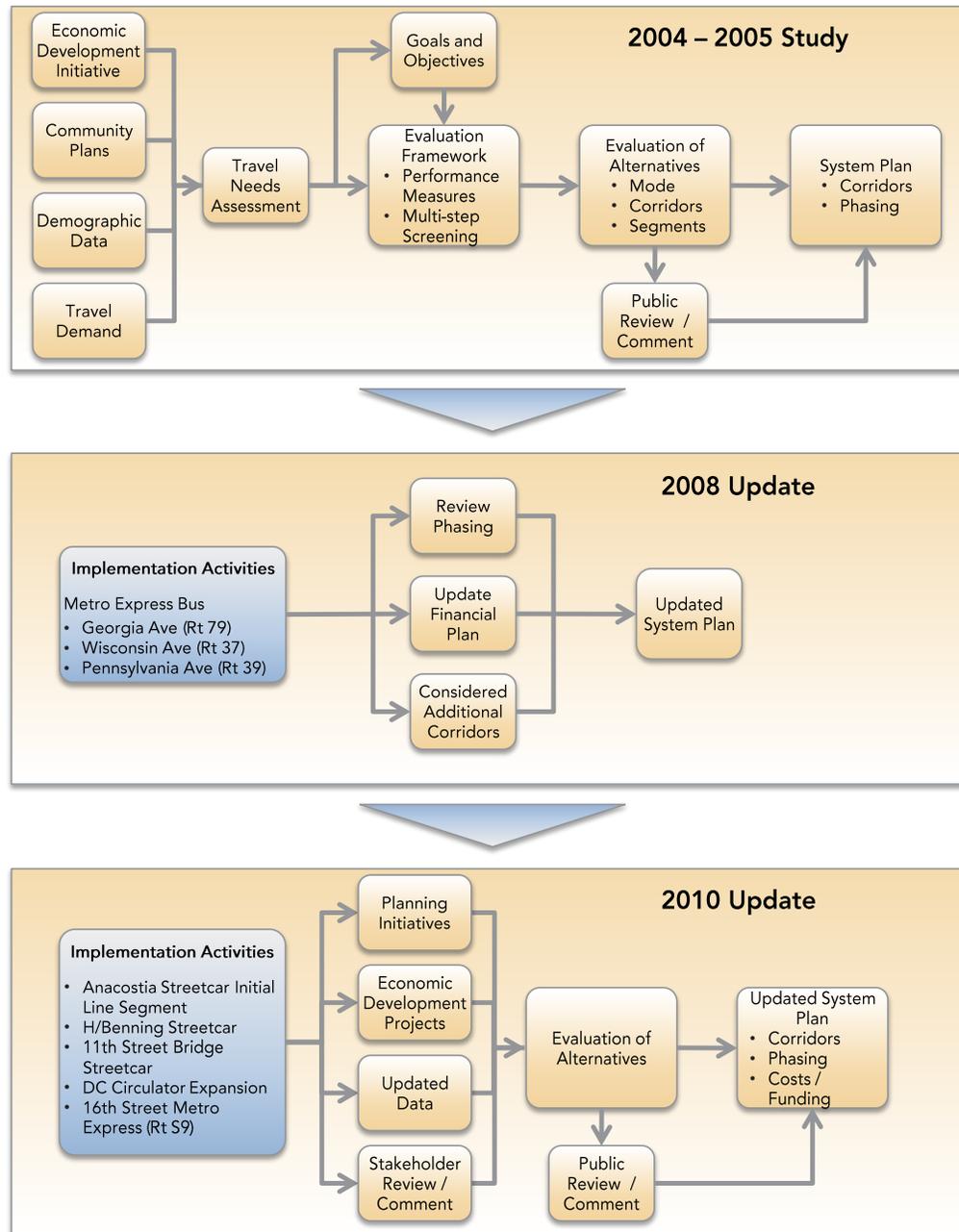
The DC's Transit Future System Plan has direct roots in the 2004-2005 DC's Transit Future Alternatives Analysis (DCAA). The methodology for this study and an update

completed in 2008 are described in detail in Appendix B. Figure 3-1 shows the process that was followed in developing the system plan from the initial system plan developed in 2005 through two subsequent updates in 2008 and 2010.

**Table 3-1: Early Studies**

Year	Study	Sponsor	Summary
1997	Vision, Strategy and Action Plan	DDOT	The plan recommended intra-city connections between the radial WMATA rail lines, designating ten corridors for transit improvements that would connect District neighborhoods and help support community economic development initiatives.
1999	Transit Service Expansion Plan	WMATA	The plan advanced five corridors for further study.
2001	Core Capacity Study	WMATA	The study identified system-wide Metrorail improvements to accommodate estimated future ridership.
2002	Transit Development Study	WMATA	The study considered each of the previously identified corridors for surface rail transit and recommended four priority corridors for implementation.
2003	Regional Bus Study	WMATA	The study identified bus improvements to serve inside previously designated corridors and to aid in District circulation and Metrorail system capacity relief.
<b>2004 - 2010</b>	<b>DC's Transit Future Alternatives Analysis (DCAA)</b>		
2004 - 2005	DC's Transit Future Alternatives Analysis (DCAA)	WMATA DDOT	The study refined a city-wide system plan of enhanced, multimodal surface transit on designated corridors.
2006	Georgia Avenue/7th Street Rapid Bus Service Plan	WMATA DDOT	The study resulted in the implementation of the Metro Express (Metro Extra at the time) limited-stop bus service, Route 79, in 2007.
2007	30s Line Study	WMATA DDOT	The study identified a restructuring of five bus routes, resulting in a combination of local, limited-stop and shuttle routes to serve Wisconsin and Pennsylvania Avenues. New Metro Express limited-stop bus services, Routes 37 and 39, were initiated in 2008.
2008	16 <sup>th</sup> Street Line Study	WMATA DDOT	The study resulted in the implementation of the Metro Express limited-stop bus service, Route S9, along 16th Street NW.
2009	Benning Road/H Street Study (Metrobus Routes X1, X2 and X3)	WMATA DDOT	The study identifies improved bus service levels and a planned Metro Express limited-stop service in the heavily travelled corridor
2009	DC Circulator New Routes	DDOT	Further expansion of DC Circulator to serve Adams Morgan, Woodley Park, Columbia Heights, Capitol Riverfront, Capitol Hill, and the Nationals Park Stadium area.
CURRENT	DC's Transit Future System Plan (DCAA) Update	DDOT	This updates the plan for a system of streetcars and limited stop bus services in the District.

Figure 3-1: System Planning Process



**DC Alternatives Analysis and System Plan (2005)**

In 2005, DDOT completed the DCAA, which evaluated specific streetcar and enhanced bus service options for corridors that were identified in the 2002 Transit Development Study and included an extensive public, agency, and stakeholder review process. The evaluation consisted of a three-step screening process designed to select the best mix of transit investments in each of the corridors by measuring performance of alternatives relative to the following four goals.

**Goal 1: Enhance Access and Mobility**

Objectives:

1. Increase neighborhood and activity center connectivity
2. Improve access to regional centers
3. Increase ridership demand

## Goal 2: Support Community and Economic Development

Objectives:

1. Support community development initiatives
2. Enhance development benefits

## Goal 3: Maximize System Performance

Objectives:

1. Increase capacity
2. Enhance efficiency and cost-effectiveness

## Goal 4: Protect and Enhance Environmental Quality

Objectives:

1. Limit adverse impacts
2. Support environmental benefits

As shown in Appendix B, a total of 24 evaluation measures related to these goals were used to identify the best performing transit investment options to serve study area needs.

Governmental agencies, neighborhood groups, businesses, community organizations and the public were actively involved in developing the recommended plan. Outreach efforts included focus groups, presentations, briefings, community workshops, and public meetings. The planning process resulted in a recommended network of streetcar and enhanced bus services operating in 12 corridors across the city. Figure 3-3 at the end of this chapter shows the 2005 recommended System Plan. The plan also included a phasing strategy that emphasized the short term implementation of lower cost Metro Express bus services in several corridors throughout the city and an initial streetcar line segment in Southeast DC connecting the Anacostia Metrorail Station with the nearby Naval Annex. A 25-year financial plan to support the construction and operation of the recommended system was also developed as part of the 2005 study. The financial plan relied on a combination of federal capital grants, local government contributions, farebox revenues, value capture in the form of a Benefit Assessment District, and parking fee revenues to fund the construction and operation of the system.

### Complementary Studies

Between 2005 and 2008, DDOT began implementing the short-term improvements included in the plan. In March 2007, new Metro Express bus services were launched in the Georgia Avenue/ 7th Street NW Corridor to be followed by similar services in the Wisconsin Avenue and

Pennsylvania Avenue SE Corridors in 2008. An Environmental Assessment for the Anacostia Light Rail Line (located along the CSX railroad) was completed.

### 2008 System Plan Update

In 2008 DDOT initiated an update of the transit system plan based on a re-evaluation of potential streetcar segments that considered the impact of substantial growth in development that had occurred in the District since 2005. The system plan update incorporated recommendations for additional streetcar segments along Florida Avenue NE, 8th Street NE, and U Street NW to respond to rapid growth in the NoMa area and the U Street Corridor. Since the opening of the New York Avenue Metrorail Station in the NoMa district in late 2004, the area added 5,000 new jobs and more than \$1 billion in new residential and commercial development.

The 2008 update also included refinements to the implementation phasing for the system with a greater emphasis on maximizing ridership potential in the early phases of system development. As a result, streetcar service in the K Street NW, H Street NE/Benning Road, and 8th Street NE Corridors were included in the first phase of system development to be completed by 2015. The project costs and financial plan were updated to reflect the changes in project phasing. The 2008 update also incorporated Washington Metropolitan Transit Authority's (WMATA's) Priority Bus Corridor Network into the system plan. The network consisted of a system of Metro Express limited stop bus services that was based in part on results of the DCAA and System Plan completed in 2005. The Priority Bus Corridor Network included many of the Metro Express bus corridors from the 2005 plan plus additional services along 16th Street NW, 14th Street NW, North Capitol Street, and Rhode Island Avenue NE. Table 3-4 at the end of this chapter includes a summary of the changes recommended in the 2008 update compared to the 2005 DCAA and System Plan. Figure 3-4 at the end of this chapter shows the 2008 recommended changes to the bus and streetcar network.

The bus improvements reflect comprehensive reviews of Metrobus priority corridors conducted by WMATA, in partnership with DDOT, during 2007-2010. For each corridor, the review analyzed existing service performance and developed an improvement strategy that included service, operations, and customer information enhancements. The first phases of service improvements and restructuring have been implemented by establishing Metro Express limited-bus services in several corridors, including Wisconsin Avenue NW, Pennsylvania Avenue SE, 16th Street NW, and Georgia Avenue/7th Street NW.

## 3.2 2010 System Plan Update

DDOT completed a major update of the System Plan in 2010 to validate the recommended network and to address the following key issues:

- **Construction of Initial Streetcar Segments** – DDOT initiated construction of two streetcar segments. The schedule and cost implications of these initial streetcar projects have been integrated into the updated system plan.
  - Anacostia – Construction of the 1.5-mile Anacostia Streetcar Initial Line Segment began in 2009 and will start revenue-service by the fall of 2012.
  - H/Benning – Construction of the streetcar tracks for a portion of the H/Benning Streetcar Line, between 3rd Street NE and Oklahoma Avenue NE, was initiated in 2009, concurrent with the roadway reconstruction of H Street NE and Benning Road NE Great Streets Project. Design-Build work has begun to extend the line to connect with Union Station. The line is scheduled to start revenue service in 2012.
- **Preliminary Design of the K Street Transitway Project** – An Environmental Assessment, preliminary design, and an updated capital cost estimate were completed in 2009 for the initial transitway along K Street NW.
- **11th Street Bridge Reconstruction Project** – The design for the reconstruction of the 11th Street Bridge includes the installation of tracks to accommodate the future extension of the Anacostia Initial Streetcar Line Segment across the Anacostia River. DDOT is using a Design-Build approach for project delivery so that construction can be completed by 2013.
- **New Redevelopment Projects** – Several new large-scale redevelopment projects have been planned for the District of Columbia. These projects include the redevelopment of the former St Elizabeths Hospital Site as the new headquarters for the Department of Homeland Security, which will bring over 14,000 new employees to Southeast DC and the Walter Reed Hospital Redevelopment. Other large mixed-use development plans have been announced for the Soldiers and Airmen's Home, McMillan Reservoir Sand Filtration Site, and the Poplar Point areas. These new projects significantly affected the distribution of forecast population and employment previously considered in the 2008 update.
- **Changes in the Mayoral Administration and DC Council** – A new administration was established for the District of Columbia with the election of Mayor Adrian

Fenty in 2006, and seven new DC Council members have taken office between 2005 and 2009. The 2010 system plan has been updated to better reflect the priorities of the new administration and current DC Council, with greater emphasis on infrastructure investment that spurs economic development and supports continued growth in District population and employment.

The 2010 update includes an extensive review of the results of the previous planning work and recommends changes in the proposed streetcar network and phasing strategy based on the following:

- Review of Transportation Needs and Opportunities;
- Updated Development Plans and Economic Development Projects;
- Re-evaluation of the Streetcar Corridors; and
- Public and Stakeholder Comment.

The results of each of these efforts are described as follows.

### Review of Transportation Needs and Opportunities

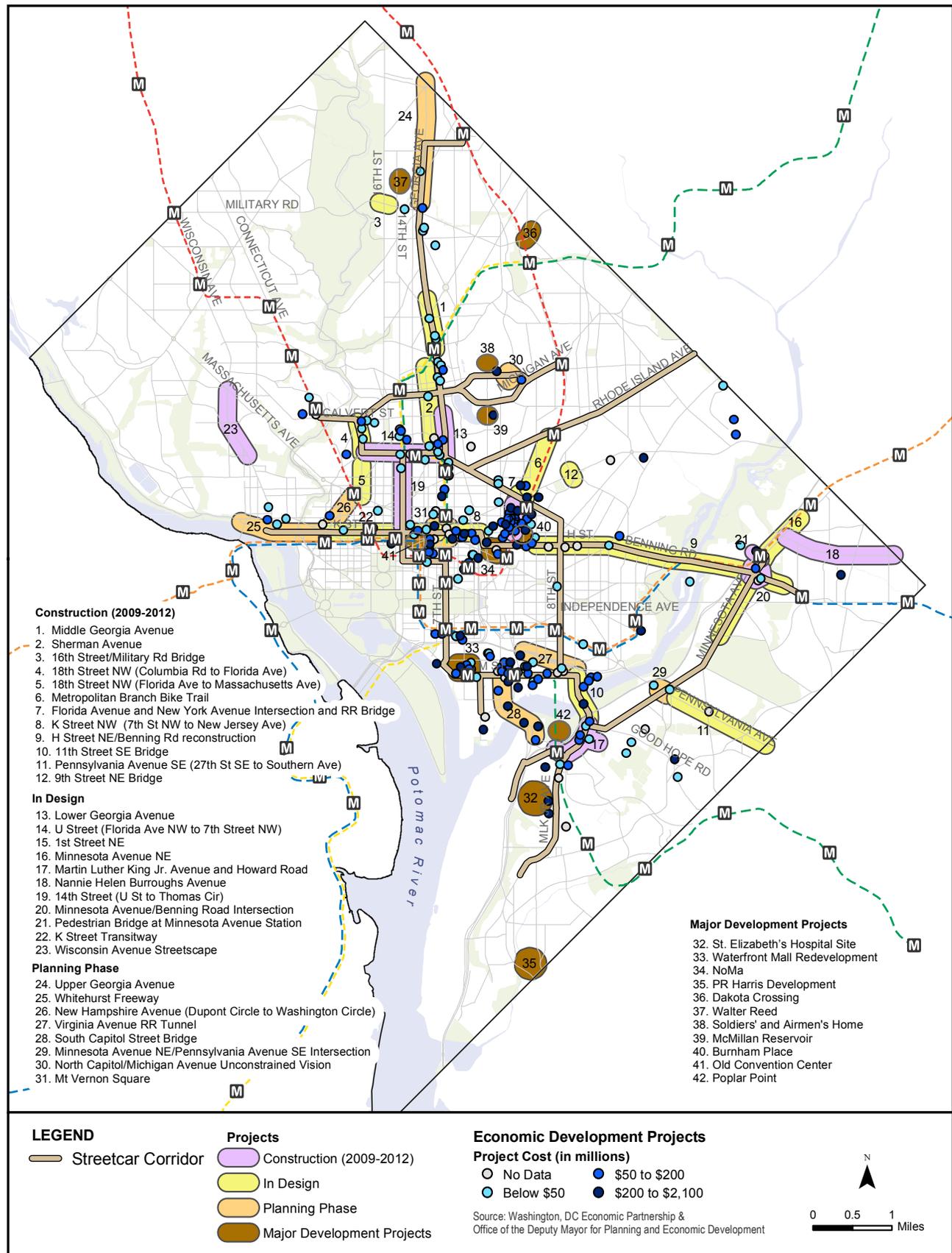
The results of previous plans and updates were reviewed across the DDOT administrations to identify opportunities and constraints associated with new transportation planning initiatives and upcoming construction projects that could affect the proposed streetcar system corridors and phasing. Figure 3-2 summarizes the roadway construction, planning, and development projects located along the streetcar corridors. The review included 19 projects that are currently in the planning and design phase and offered opportunities to potentially incorporate streetcar elements and supporting improvements into these on-going projects. It also included future projects located along:

- Georgia Avenue NW;
- 18th Street NW;
- Florida Avenue NE/NW;
- K Street NW;
- H Street NE;
- U Street NW;
- Minnesota Avenue NE;
- 14th Street NW; and
- Michigan Avenue NE.

The following key issues were also identified for consideration in refining the system plan:

- Need to emphasize better transit connections in Northeast DC which tends to be underserved by transit;

Figure 3-2: Roadway Construction, Planning, and Development Projects



- Streetcars need to connect neighborhoods to Metrorail, commuter rail, and regional bus services;
- Streetcar service ought to extend further east to the Benning Road Metrorail Station to accommodate transfer activity between the Metrorail Blue Line and the streetcar system;
- Transit service to the M Street SE corridor needs to be more than just a special events service;
- The Capitol Hill area and Good Hope Road SE have constrained street rights-of-way;
- Consideration for additional service to redevelopment occurring in the Buzzard Point area;
- The Mount Vernon Square area may present challenges for streetcar connections and traffic operations; and
- The Florida Avenue corridor serves many attractive transit destinations and is a major traffic carrier.

### Economic Development Projects

Based on information provided by the DC Office of Planning, Office of the Deputy Mayor for Planning and Economic Development, and the Washington DC Economic Partnership, the locations of the major planned developments in the District were mapped for comparison to the planned streetcar system. Figure 3-2 presents the location of these developments and categorizes them based on their costs. As shown in the figure, the largest clusters of high value development are focused in the “NoMa” area located just northeast of the downtown core and in the Capitol Riverfront area near the new Nationals Park. The NoMa area contains 11 development projects that exceed \$200 million in project cost. The Capitol Riverfront area contains 14 planned developments that exceed \$200 million in project cost. Other clusters of planned development are located in the U Street NW, 7th Street NW, K Street NW, and Georgia Avenue NW Corridors.

The review of streetcar plans by the Office of Planning and the Office of the Deputy Mayor for Planning and Economic Development resulted in the following suggestions:

- Re-evaluate possible streetcar connections in the Michigan Avenue/Irving Street corridor, where the Soldiers and Airmen’s Home and McMillan Reservoir areas include major planned mixed-use developments that were not considered in the original 2005 Alternatives Analysis Study;
- Re-evaluate streetcar connections to the St Elizabeths Hospital campus, planned site of the new headquarters for the Department of Homeland Security, which will

bring more than 14,000 new jobs to the area of South-east DC served by Martin Luther King, Jr. Avenue; and

- Consider features to protect critical viewsheds along proposed streetcar lines in the District. The DC Office of Planning and the National Capital Planning Commission (NCPC) has identified viewsheds that could be impacted by the proposed lines.

### Consistency with WMATA Priority Bus Corridor Network

The recommended Metro Express limited-stop bus network was updated in 2010 to be consistent with WMATA’s Priority Bus Corridor Network. The Priority Bus Corridor Network included all of the 10 recommended Metro Express limited stop corridors from the 2008 Update plus three additional corridors: H Street/Benning Road NE, Minnesota Avenue NE, and Florida Avenue/8th Street SE. These three corridors were added to the recommended plan from the 2010 Update increasing the number of Metro Express limited-stop bus corridors to 13.

### Re-evaluation of the Streetcar Corridors

The re-evaluation follows the same three-step screening process utilized for the initial system planning effort. This process includes measuring the performance of potential streetcar corridor segments against the goals and objectives established for the project. Table 3-2 identifies the criteria considered in the evaluation and identifies those measures that were updated as part of the 2010 Update. The 2010 Update includes a re-evaluation of the transit options considered for the 2005 and 2008 plans based on updated population and employment projections, ridership forecasts, planned development and redevelopment projects, and cost estimates.

The re-evaluation also considers additional corridors that were not previously evaluated in response to requests received through the public and agency review process. The re-evaluation process also places a greater emphasis on economic and community development factors in determining the appropriate corridors for streetcar investment and the construction phasing of the streetcar system. This includes how the streetcar corridors support the DC Great Streets Initiative and other planning initiatives, serve planned development and redevelopment projects, connect neighborhoods and commercial areas that are not well-served by the existing Metrorail system, and provide improved access to economically distressed areas of the city.

**Table 3-2: Evaluation Measures**

Objective	Measure	Date
<b>Goal 1: Access and Mobility</b>		
Transit Travel	Change in mode share to regional centers	2005
Accessibility	Number of regional activity centers served	2005
	Population per route mile near proposed stops	2009 Update
	Employment per route mile near proposed stops	2009 Update
Ridership	Total daily boardings	2009 Update
	Daily boardings per route mile	2009 Update
<b>Goal 2: Community and Economic Development</b>		
Support of City Initiatives	Designated Great Street Corridors served	2009 Update
	Current development projects served	2009 Update
	Planning Initiatives Served	2009 Update
Zoning, Land Use, and Development	Zoning and land use compatibility	2009 Update
	Zoning potential/capacity of underutilized un-built land	2009 Update
Community Support	Level of community support for alternatives	2009 Update
<b>Goal 3: System Performance</b>		
Travel Time Savings	Average % Reduction in transit travel times	2005
	Average transit travel time savings to major trip destinations	2005
Person Through-Put	Change in transit capacity	2005
	Local bus peak load factors	2009 Update
	BRT and Streetcar peak load factors	2009 Update
Cost Savings	Operating cost per vehicle mile	2009 Update
	Annual operating cost per annual boarding	2009 Update
	Annualized capital cost per annual boarding	2009 Update
	Annualized capital cost per new annual boardings	2009 Update
<b>Goal 4: Environmental Quality</b>		
Community Fit	Visual compatibility of proposed stops within communities	2005
Environmental Impact	Potential to avoid adverse impacts	2005

The detailed evaluation methodology and results for each of the segments are included in Appendix B of this report. The re-evaluation revealed the following major results.

- Martin Luther King, Jr. Avenue – Updated ridership estimates for this segment exceed 15,000 daily boardings or over 7,000 daily boardings per mile which is substantially greater than projections from the 2005 study. This result is due in part to recent plans to locate the new headquarters for the US Department of Homeland Security in this area adding 14,000 new employees. The segment also performs well for supporting city economic development initiatives and cost-effectiveness criteria.
- Benning Road – This segment has projected ridership that is 42% higher than projections from the 2005 study. This result is due in part to the planned extension of the line further east to connect to the Benning Road Metrorail Station, included in the 2010 Update. The Benning Road segment also serves a designated “Great Streets” corridor and provides enhanced transit service to planned major redevelopment projects near its intersection with Minnesota Avenue.
- 14th Street NW (South of U Street NW) – This segment was not included in the original system plan from 2005. Ridership projections for the 2010 Update approach 14,000 riders per day. The segment is highly ranked for cost-effectiveness and it serves some of the highest population densities in the city, with more than 34,000 persons per route mile living within ¼ mile of the line.
- Rhode Island Avenue – This corridor was not included in the original system plan completed in 2005. The corridor performs well for cost-effectiveness measures, provides needed capacity, and relief for Metrobus crowding, and has transit-supportive land-use and high development potential.
- Columbia Road/Michigan Avenue – This corridor performs higher for the Community and Economic Development related measures than was the case in the 2005 study. This result is due in part to new major redevelopment projects planned for the Soldier’s and Airmen’s Home site and the McMillan Reservoir area.

## Public Outreach and Agency Review and Comment

A series of eight open houses, one in each ward of the city, were held during October and November 2009 to provide information regarding the draft update of the system plan and to solicit public comment. These open houses attracted over 400 attendees. The open house included display boards and project staff arranged in a series of stations that addressed different aspects of the system plan. Appendix A includes the materials and information that were provided at the each of the open houses. The displays addressed the following key issues:

- Previous planning studies;
- Purpose and need for transit investments;
- Recommended streetcar system plan and phasing;
- Historical legacy of streetcars in DC;
- Community benefits associated with streetcar services; and
- Streetcar vehicle characteristics.

Comment cards were used to facilitate citizen feedback on the proposed streetcar system and to gather suggestions for improving the entirety of Washington's transportation network. Additionally, each station had a large tablet for documenting the meeting participants' verbal comments. Participants could also submit comments after the meetings via email or by calling the project "hotline". In total

418 separate comments were collected via these methods and summarized by type and by ward. While most of the comments were in favor of implementing the streetcar system, some expressed concerns about:

- Long lead times;
- Lack of proposed streetcar lines in their ward;
- Potential adverse impacts to traffic;
- Visual impacts of overhead wires;
- Potential impacts to the existing bus system; and
- Overall project costs.

Table 3-3 illustrates the number and types of the comments received by location.

The updated system plan also reflects the results of agency review process. This process included briefings, review and comment by staff from the National Capital Planning Commission, US Commission of Fine Arts, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), WMATA, and the Downtown Business Improvement District.

## Revised Streetcar Network Plan

Table 3-4 summarizes the key changes to the streetcar component of the system plan recommended in the 2010 update as well as the previous changes in the 2008 update. Figure 3-5 shows the recommended 2010 System Plan.

**Table 3-3: Key Issues Raised at Public Meetings**

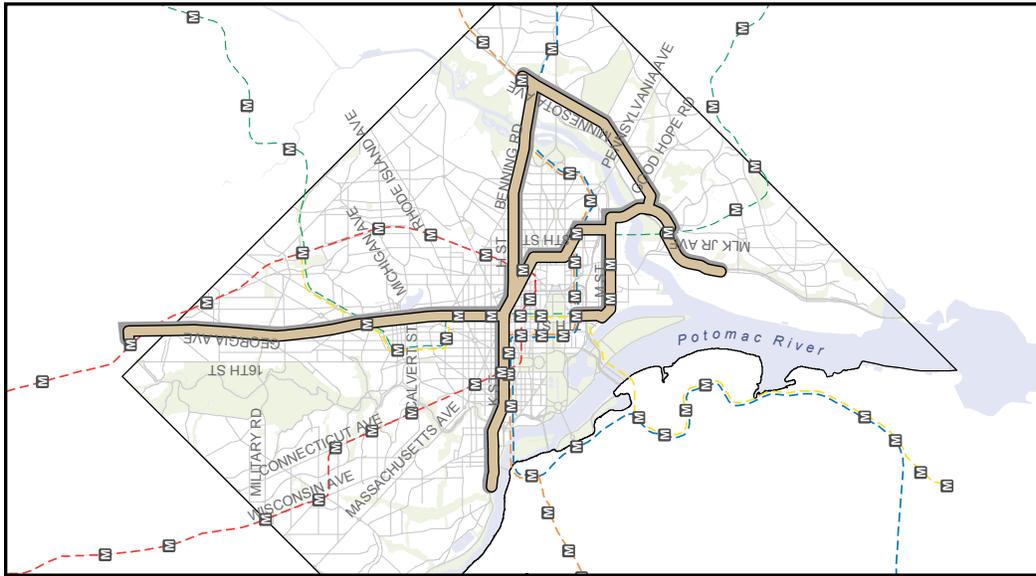
Key Issues	Wards							
	1	2	3	4	5	6	7	8
<b>Positive Issues</b>								
• Environmental Benefits						+		--
• Improved Mobility	+	+			+			
• Requested More Lines In Ward	+		++	+	+	+		
• Economic Development		O						
<b>Neutral Issues</b>								
• Traffic	-	-	±	+	±		+	--
• Timeline	O					O		-
• Routing	±±		±±	O		-		-
<b>Negative Issues</b>								
• Visual Impact (Wires)	OO	-	±	+	±	--	O	
• Impacts on Bus Service				-				-
• Noise	--		-					--
• Parking	±							
• Cost	-		OO	OO	O			

- + (<10 Comments) ++ (≥10 Comments) - Positive comments received  
 - (<10 Comments) -- (≥10 Comments) - Negative comments received  
 ± (<10 Comments) ±± (≥10 Comments) - Mixture of both positive and negative comments  
 O (<10 Comments) OO (≥10 Comments) - General Comments (no positive or negative leaning)

**Table 3-4: System Plan Changes for DC Streetcar Component**

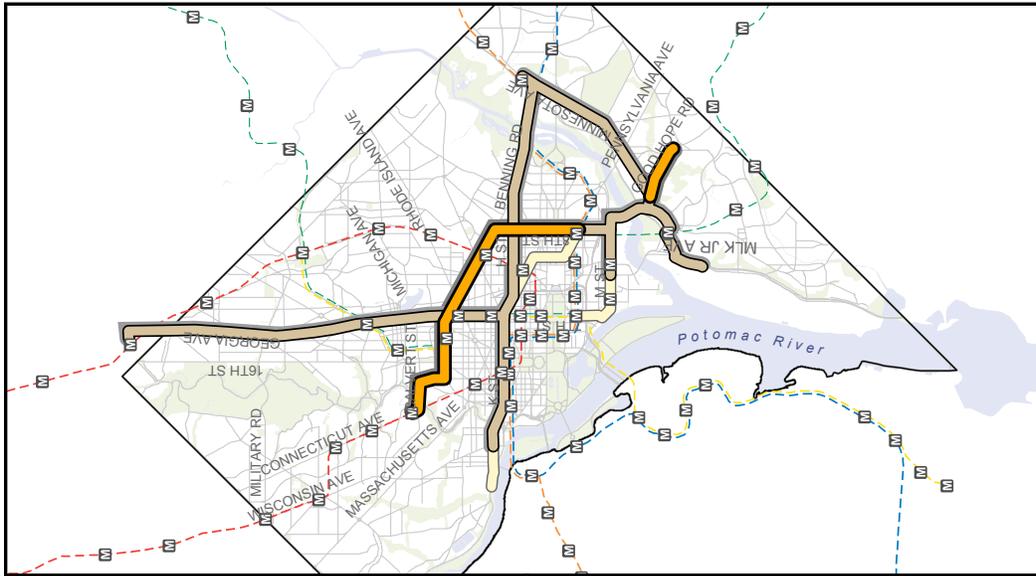
	Segment	Change	Reason
<b>2008 Update Compared to the 2005 Alternatives Analysis and System Plan</b>			
<b>New Segments</b>	Florida Avenue, U St NW, 18 <sup>th</sup> St NW, Calvert St	Added segment to recommended streetcar system	Serves rapidly growing NoMa area and U Street Corridor. Serves Gallaudet University and Adams Morgan activity center which are not directly served by Metrorail.
	Good Hope Road	Added segment to recommended streetcar system	Serves existing Skyland activity center and potential redevelopment in this area.
<b>Minor Adjustments</b>	Georgetown Connection	Shortened streetcar connection to terminate near Wisconsin Avenue	Concerns regarding right-of-way constraints and traffic patterns near Key Bridge.
	M Street SW	Shortened streetcar connection to terminate near South Capitol Street	Identified as a spur connection from the 8 <sup>th</sup> Street SE line for special events and terminated in the area of Nationals Park .
<b>Eliminated Segments</b>	Pennsylvania Avenue SE and 1 <sup>st</sup> /2 <sup>nd</sup> Streets SE	Identified for Metrobus service improvements rather than streetcar	Concerns regarding potential visual impacts to Capitol view shed and security constraints along 1 <sup>st</sup> /2 <sup>nd</sup> Sts SE.
<b>2010 Update Compared to the 2008 Update</b>			
<b>New Segments</b>	Martin Luther King, Jr. Avenue	Added segment to recommended streetcar system	Re-evaluated the segment with updated population, employment, and economic development related measures that consider redevelopment of St Elizabeth's Hospital Site as new Department of Homeland Security headquarters with 14,000 new employees.
	Rhode Island Avenue	Added segment to recommended streetcar system	Evaluated the segment based on request by project stakeholders and status as a one of DC's "Great Streets"; Re-evaluation considered updated population, employment, and economic development related measures.
	Columbia Road-Michigan Avenue	Added segment to recommended streetcar system	Re-evaluated the segment with updated population, employment, and economic development related measures that consider planned redevelopment of a portion of the Soldiers' and Airmen's Home and McMillan Reservoir areas.
	14 <sup>th</sup> Street NW (South of U Street)	Added segment to recommended streetcar system	Evaluated the segment based on updated population, employment, and economic development related measures that consider recent redevelopment projects.
	7 <sup>th</sup> Street SW	Added segment to recommended streetcar system	Re-evaluated the segment with updated population, employment, and economic development related measures; Re-evaluation considered possibility of vehicles operating without overhead wires for short segments including National Mall crossing.
<b>Minor Adjustments</b>	Benning Road	Extended streetcar corridor to terminate at Benning Road Metrorail Station rather than Minnesota Avenue Metrorail Station	This provides a direct connection between the streetcar system and the Metrorail Blue Line service to facilitate transfers.
	M Street SW	Extended streetcar corridor to serve Buzzard Point area	Line extended to serve potential redevelopment and possible maintenance/storage facility site.
	K Street NW/Mt Vernon Square	Modified streetcar connection from Mt Vernon Square to H Street NE by extending it further east on K Street to New Jersey Avenue	Modified to better serve potential transit oriented redevelopment east of Mt Vernon Square.
	Georgetown Connection	Modified connection to Georgetown from M Street NW to K Street NW	Modified to serve revitalized Georgetown Waterfront area.
	Georgia Avenue	Modified northern terminal point from Silver Spring to Takoma Park Metrorail Station	Modified northern terminus to remain within the District of Columbia, allowing for faster project delivery while preserving opportunities to extend to Silver Spring.
<b>Eliminated Segments</b>	Good Hope Road	Deferred streetcar connection to beyond Phase 3	Concerns regarding constrained right-of-way along this two lane roadway resulted in a recommendation to defer this link to beyond Phase 3.
	7 <sup>th</sup> Street NW	Eliminated from recommended streetcar system	This connection was replaced by 14 <sup>th</sup> Street streetcar connection since the 7 <sup>th</sup> Street NW connection in this area is already provided by the Metrorail Green and Yellow Line service.

Figure 3-3: 2005 Recommended Streetcar System Plan



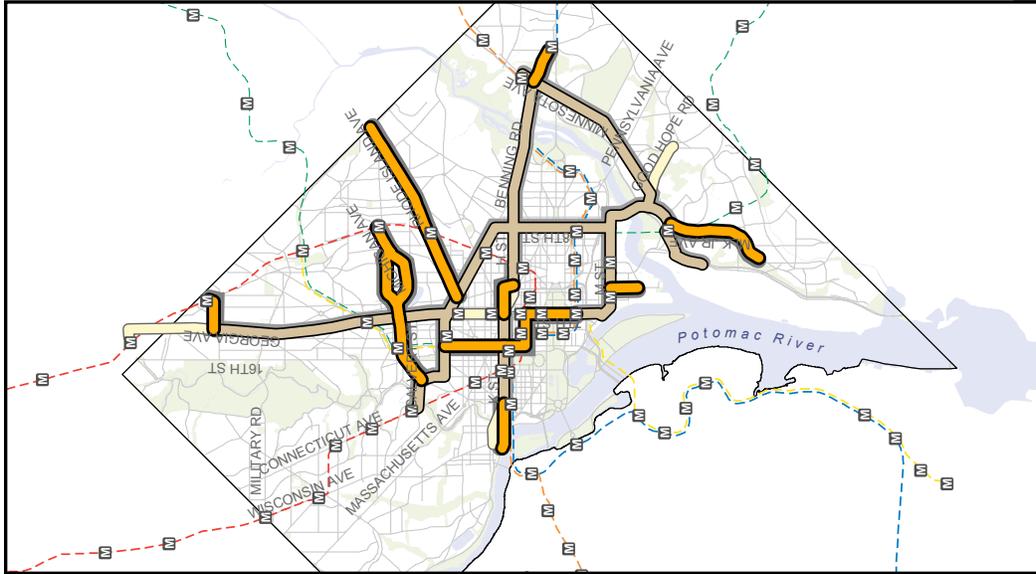
**LEGEND**  
 Recommended 2005 streetcar corridors

Figure 3-4: Streetcar System Plan Changes For 2008 Update



**LEGEND**  
 Streetcar segments retained from 2005 Study  
 New streetcar segments added in 2008 Update  
 Streetcar segments eliminated

Figure 3-5: Streetcar System Plan Changes For 2010 Update



**LEGEND**  
 Streetcar segments retained from 2008 Update  
 New streetcar segments added in 2010 Update  
 Streetcar segments eliminated