

	Description	Traffic Operations	Section 106 / Historic Resources	Community/Connectivity	Design / Operations / Construction	Miscellaneous	
Group A : MLK east of Main Business District	Alternative 1: MLK Avenue Mainline	<p>The MLK Avenue Mainline Double Track Alternative (1) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road past the Anacostia Metro Rail Station, travel east to MLK Avenue, turn left onto MLK Avenue and continue north toward the 11th Street Bridge approach. The streetcar would turn back on a crossover to the opposite track to return from the 11th Street Bridge approach toward Anacostia. This alternative would run southbound on MLK Avenue; turn right onto Howard Road, left on Firth Sterling to connect with the end of line of the Phase 1 Anacostia Streetcar.</p> <p>Track Length: 1.36 miles Route Miles: 0.68 miles Cost Estimate*: \$40.8 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Added congestion along MLK Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Historic streetcar route Improved access to the Anacostia Historic District Would not require archeological survey <p>Disadvantages</p> <ul style="list-style-type: none"> None 	<p>Advantages</p> <ul style="list-style-type: none"> Travels through the heart of the community Direct access to MLK amenities Access to Anacostia Metro Station Access to residential areas within ten minute walk (¼ mile) in each direction of MLK <p>Disadvantages</p> <ul style="list-style-type: none"> None Perceived parking/access troubles in eyes of business owners 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> MLK's northern end is narrow Possible impact to parking along MLK 	
	Alternative 2: MLK Avenue / 13 th Street	<p>The MLK Avenue/13th Street Alternative (2) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road, travel past the Anacostia Metro Station, travel east to turn left onto MLK Avenue. The alignment would then turn right onto Pleasant Street, left onto 13th Street, continue north to turn left onto Good Hope road and a left on to MLK Avenue to create a loop. The alignment would link back to MLK Avenue from the 11th Street Bridge approach. Returning from the 11th Street Bridge approach toward Anacostia, this alternative would run southbound on MLK Avenue; turn right onto Howard Road, left onto Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.46 miles Route Miles: 1.10 miles Cost Estimate*: \$51.1 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Changing traffic pattern on Pleasant Street (currently one way street in opposite direction) Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Historic streetcar route Would not require archeological survey <p>Disadvantages</p> <ul style="list-style-type: none"> Increase traffic in residential area of historic district 	<p>Advantages</p> <ul style="list-style-type: none"> Travels through the heart of the community Easy access to MLK amenities from 13th Street (0.1 miles) Access to Anacostia Metro Station Short walk from 13th (0.1 miles) to access business and cultural destinations along MLK Good access to residential neighborhoods off of MLK (1/4 mile or 10 minute walk from alignment to residential areas between Anacostia Freeway and eastern extent of study area. Sidewalk facilities available along W, V, U and Good Hope Road to access MLK <p>Disadvantages</p> <ul style="list-style-type: none"> None 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Tight turning radii may have property impacts Narrow residential streets (Pleasant Street SE) with limited frontage 	<p>Advantages</p> <ul style="list-style-type: none"> Open up 13th Street for redevelopment possibilities <p>Disadvantages</p> <ul style="list-style-type: none"> Potential impact to residential parking on Pleasant Street and 13th Street
	Alternative 3: MLK Avenue / 14 th Street	<p>The MLK Avenue/14th Street Alternative (3) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road past the Anacostia Metro Station, and then travel east to turn left onto MLK Avenue. The alignment would then turn right onto W Street, left onto 14th Street, continue north to turn left onto Good Hope Road and turn left on to MLK Avenue to create a loop. The alignment would link back to MLK Avenue from the 11th Street Bridge approach. Returning from the 11th Street Bridge approach toward Anacostia, this alternative would run southbound on MLK Avenue; turn right onto Howard Road, and then turn left onto Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.69 miles Route Miles: 1.24 miles Cost Estimate*: \$59.2 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Increased traffic in the residential area of the historic district Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Good access to Frederick Douglass Historic House site on 14th Would not require archeological survey <p>Disadvantages</p> <ul style="list-style-type: none"> Proximity to Frederick Douglass National Historic Site (a National Historic Landmark) 	<p>Advantages</p> <ul style="list-style-type: none"> Travels through the heart of the community Easy access from 14th Street to MLK amenities (0.2 miles) Access to Anacostia Metro Station Good access to residential neighborhoods off of MLK (1/4 mile or 10 minute walk from alignment to residential areas between Anacostia Freeway and 18th Street SE). Sidewalk facilities available along W, V, U and Good Hope Road to access MLK Improved access to Ketcham Recreation Center <p>Disadvantages</p> <ul style="list-style-type: none"> None 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Tight turning radii may have property impacts North end of 14th Street SE (north of U Street SE) is very narrow. May impact parking facilities at Anacostia Warehouse Super market 	<p>Advantages</p> <ul style="list-style-type: none"> Improved access to commercial businesses along Good Hope Road <p>Disadvantages</p> <ul style="list-style-type: none"> Less development opportunity along 14th Street SE. Coordination needed with Fire Department (Engine Company 15) located on 14th Street SE and V Street SE.

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Group B: MLK west of Main Business District	Alternative 4: MLK Avenue/ Shannon Place	<p>The MLK Avenue/Shannon Place Alternative (4) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road past the Anacostia Metro Station, and then travel east to turn left onto MLK Avenue. The alignment would then turn left on to Chicago Street SE, right on to Shannon Place, travel north to turn right on to U Street SE and continue right back onto MLK Avenue to create a loop. Returning from the 11th Street Bridge approach toward Anacostia, this alternative would run southbound on MLK Avenue; turn right onto Howard Road, left onto Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.35 miles Route Miles: 1.31 miles Cost Estimate*: \$47.3 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Historic streetcar route Would not require an archeological survey <p>Disadvantages</p> <ul style="list-style-type: none"> None 	<p>Advantages</p> <ul style="list-style-type: none"> Travels through the heart of the community Easy access to MLK amenities (0.1-0.2 miles) Access to Anacostia Metro Station Access to residential on Shannon Place and Chicago St. (0.2 miles or less) Access to residential east of MLK (1/4 miles to 0.1 miles short of eastern extent of study area). Potential improved access to Poplar Point if pedestrian connection over I-295 is provided <p>Disadvantages</p> <ul style="list-style-type: none"> Does not reach as many residential streets east of MLK and north of Chicago St. (1/4 mile/10 minute walk reaches to 15th Street SE) Need for improved pedestrian facilities to connect Shannon Place to MLK and eastern portion of study area. 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Greater tight curved alignment sections Tight turning radii may have property impacts 	<p>Advantages</p> <ul style="list-style-type: none"> Large lots along Shannon and north of MLK offer interesting master-planned redevelopment opportunities <p>Disadvantages</p> <ul style="list-style-type: none"> Currently not much to build upon north of MLK, so starting from scratch (this could also be considered an advantage to developers) Potential impact on parking along Chicago Street (residential) and Shannon Place (commercial/industrial)
	Alternative 5: MLK Avenue / Railroad Avenue	<p>The MLK Avenue/CSX Railroad Alternative (5) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road, travel past the Anacostia Metro Station, continue east to turn left onto MLK Avenue. The alignment would then turn left on to Chicago Street SE, right on to Railroad Avenue travelling north (parallel to the CSX railroad), right on to U Street SE, and right back onto MLK Avenue to create a loop. Returning from the 11th Street Bridge approach toward Anacostia, this alternative would run southbound on MLK Avenue; turn right onto Howard Road, left on to Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.46 miles Route Miles: 1.42 miles Cost Estimate*: \$51.1 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Historic streetcar route <p>Disadvantages</p> <ul style="list-style-type: none"> May require an archeological survey 	<p>Advantages</p> <ul style="list-style-type: none"> Travels through the heart of the community Easy access to MLK amenities (direct access or 0.2 miles walk from Railroad Ave.) Access to residential east of MLK and south of Frederick Douglas Historic Site (1/4 miles to eastern extent of study area). Access to Anacostia Metro Station More access to residential on Shannon and Chicago St. Potential improved access to Poplar Point if pedestrian connection over 295 is provided <p>Disadvantages</p> <ul style="list-style-type: none"> Unpleasant walk to MLK from Railroad Ave, limited sidewalk Limited access to residential off of Railroad Avenue and east of MLK 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Need to acquire CSX right-of-way 	<p>Advantages</p> <ul style="list-style-type: none"> Redevelopment area between MLK and Railroad is large <p>Disadvantages</p> <ul style="list-style-type: none"> Railroad Ave faces the rear of buildings Adjacent to I-295
	Alternative 6: MLK Avenue / Shannon Place / 13 th Street	<p>The MLK Avenue Alternative (6) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn right onto Howard Road, run past the Anacostia Metro Station, travel east to turn left onto MLK Avenue. The alignment would then turn right on to Pleasant Street, left on to 13th Street travelling north, to turn left onto Good Hope Road and left onto MLK Avenue to create a loop. The alignment would link back to MLK Avenue from the 11th Street Bridge approach. Returning from the 11th Street Bridge approach toward Anacostia, this alternative would run southbound on MLK Avenue; turn right onto U Street SE, turn left onto Shannon Place traveling south, turn left onto Chicago Street, turn right onto MLK Avenue traveling south, turn right onto Howard Road and then turn left on to Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.52 miles Route Miles: 1.21 miles Cost Estimate*: \$53.2 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Changing traffic patterns along Pleasant Street (currently one way in opposite direction) Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> Historic streetcar route Would not require an archeological survey <p>Disadvantages</p> <ul style="list-style-type: none"> None 	<p>Advantages</p> <ul style="list-style-type: none"> Access to Anacostia Metro Station More access to residential on Shannon and Chicago St. Short walk (0.1 - 0.2 miles) from 13th to access business and cultural destinations along MLK Easy access to MLK amenities (0.2 miles walk from Shannon Place) Improved access to Ketcham Recreation Center Access to residential east of (1/4 miles to eastern extent of study area or 0.1 miles short of study area boundary from Shannon Place) <p>Disadvantages</p> <ul style="list-style-type: none"> No direct access to business/cultural amenities along MLK north of Chicago Street Less residential facilities along Shannon Place 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Tight turning radii may have property impacts Greater tight curved alignment sections Narrow residential streets (Pleasant Street SE) with limited frontage 	<p>Advantages</p> <ul style="list-style-type: none"> Open up 13th Street for redevelopment possibilities Redevelopment area between Shannon and 13th is large <p>Disadvantages</p> <ul style="list-style-type: none"> Potential impacts to residential parking on Pleasant Street and 13th Street Impacts to commercial/ industrial parking along Shannon Place

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Group C: MLK outside of Main Business District	Alternative 7: Poplar Point Double Track	<p>The Poplar Point Double Track Alternative (7) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, turn left onto Howard Road traveling west under I-295 to turn right towards the Metro Rail Park & Ride structure. The alignment would continue northeast on a currently undeveloped/unnamed road, turn right on to Good Hope Road SE and travel under I-295 to connect to MLK Avenue and the 11th Street Bridge approach. The streetcar would turn back on a crossover to the opposite track and return from the 11th Street Bridge approach toward Anacostia This alternative would turn right onto Good Hope Road, left onto the currently undeveloped/unnamed road to travel south passing the Metro Rail Park and Ride and turn left onto Howard Road, right on to Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.54 miles Route Miles: 0.77 miles Cost Estimate*: \$46.2 million</p> <p>*This alternative requires a pedestrian bridge over 295, therefore capital costs will increase.</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Would require an archeological survey 	<p>Advantages</p> <ul style="list-style-type: none"> Accesses the Anacostia Metro Station and the Park & Ride facility Connection to future Poplar Point Development Opportunity to access Anacostia Park <p>Disadvantages</p> <ul style="list-style-type: none"> Does not travel through the heart of the community No pedestrian access to community amenities along MLK or southeast side of 295 No residential access to community southeast of 295 295 and railroad tracks act as barriers for pedestrian crossings and redevelopment 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Difficult access to 11th Street Bridge Approach Feasibility of connection to 11th Street bridge will likely cause property impacts 	<p>Advantages</p> <ul style="list-style-type: none"> Potential for riverfront revitalization <p>Disadvantages</p> <ul style="list-style-type: none"> Highway frontage limits redevelopment opportunities Poplar Point development plans not finalized
	Alternative 8: Poplar Point / CSX Railroad	<p>The Poplar Point/CSX Railroad Alternative (8) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue, continue north onto the existing CSX Railroad right-of-way to link up to the 11th Street Bridge approach. The streetcar would turn back on a crossover to the opposite track to return from the 11th Street Bridge approach toward Anacostia This alternative would turn right onto Good Hope Road, left onto the currently undeveloped/unnamed road travelling south passing the Metro Park and Ride and turn left onto Howard Road, then turn right onto Firth Sterling to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 1.25 miles Route Miles: 1.21 miles Cost Estimate*: \$37.5 million</p> <p>*This alternative requires a pedestrian bridge over 295, therefore capital costs will increase.</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Would require an archeological survey 	<p>Advantages</p> <ul style="list-style-type: none"> Accesses the Anacostia Metro Station and the Park & Ride facility Connection to future Poplar Point Development Opportunity to access Anacostia Park <p>Disadvantages</p> <ul style="list-style-type: none"> No pedestrian access from Poplar Point area to residential areas or community amenities along MLK or southeast side of 295 Limited access to the heart of the community Limited pedestrian access to community amenities from CSX right-of-way to MLK Limited residential access, ¼ mile walking boundary from CSX right-of-way ends at 14th Street SE 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Difficult access to 11th Street Bridge Approach Feasibility of connection to 11th Street bridge will likely cause property impacts Need to acquire CSX right-of-way 	<p>Advantages</p> <ul style="list-style-type: none"> Potential for riverfront revitalization <p>Disadvantages</p> <ul style="list-style-type: none"> Adjacent to I-295 Highway frontage and CSX right-of-way limits redevelopment opportunities
	Alternative 9: CSX Railroad Double Track	<p>The CSX Railroad Double Track Alternative (9) would run from the Phase 1 streetcar end of line at Firth Sterling Avenue near the Anacostia Metro Station entering the existing CSX Railroad right-of-way at the intersection of Howard Road, and continue north toward the 11th Street Bridge approach. The streetcar would turn back on a crossover to the opposite track to return from the 11th Street Bridge approach toward Anacostia. This alternative would use the same existing CSX Railroad right-of-way, travel south to connect to the end of line Phase 1 of Anacostia Streetcar.</p> <p>Track Length: 0.58 miles Route Miles: 0.58 miles Cost Estimate*: \$20.3 million</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> May require an archeological survey 	<p>Advantages</p> <ul style="list-style-type: none"> Access to Anacostia Metro Station <p>Disadvantages</p> <ul style="list-style-type: none"> Limited access to the heart of the community Limited access to business and communities amenities along/adjacent to MLK (either no access or 0.2 miles walk) Limited pedestrian access to community amenities from CSX right-of-way to MLK No pedestrian amenities to access southeast side of 295 from Poplar Point area. Limited residential access, ¼ mile walking boundary from CSX right-of-way ends at 14th Street SE 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Need to acquire CSX right-of-way Feasibility of connection to 11th Street bridge will likely cause property impacts 	<p>Advantages</p> <ul style="list-style-type: none"> Relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Adjacent to I-295 Highway frontage and CSX right-of-way limits redevelopment opportunities

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Group C: Outside of Main Business	Alternative 10: Poplar Point/Shannon Place	<p>The Poplar Point/Shannon Place Alternative (10) would run from the Phase 1 streetcar end of the line at Firth Sterling Avenue, turn right on Howard Road, travelling east past the Anacostia Metro Station. This alternative would turn left onto MLK Avenue, turn left onto Chicago Street, turn right onto Shannon Place, followed by a left reconnecting with Martin Luther King Jr., Avenue. At the 11th Street Bridge approach, the streetcar would turn left at Good Hope Road, left onto the currently undeveloped/unnamed road to travel south passing the Metro Rail Park and Ride and turn left onto Howard Road, right on to Firth Sterling to create a loop and connect to the end of line Phase 1 of Anacostia Streetcar. This would include a stub ended track on MLK Avenue for a future connection to the 11th Street Bridge.</p> <p>Track Length: 1.5 miles Route Miles 1.4 miles Cost Estimate*: \$52.5 million</p> <p>*This alternative requires a pedestrian bridge over 295, therefore capital costs will increase.</p>	<p>Advantages</p> <ul style="list-style-type: none"> Potentially relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Potential traffic operations conflicts at Howard Firth Sterling/Howard Road intersection (common to all alternatives) 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> May require an archeological survey 	<p>Advantages</p> <ul style="list-style-type: none"> Accesses the Anacostia Metro Station and the Park & Ride facility Connection to future Poplar Point Development Opportunity to access Anacostia Park <p>Disadvantages</p> <ul style="list-style-type: none"> Limited access to the heart of the community Limited access to business and communities amenities along/adjacent to MLK (either no access or 0.2 miles walk) Limited pedestrian access to community amenities from CSX right-of-way to MLK No pedestrian amenities to access southeast side of 295 from Poplar Point area. Limited residential access, ¼ mile walking boundary from CSX right-of-way ends at 14th Street SE 	<p>Advantages</p> <ul style="list-style-type: none"> None <p>Disadvantages</p> <ul style="list-style-type: none"> Tight turning radii may have property impacts. 	<p>Advantages</p> <ul style="list-style-type: none"> Relieves parking and congestion impacts along MLK <p>Disadvantages</p> <ul style="list-style-type: none"> Adjacent to I-295 Highway frontage and CSX right-of-way limits redevelopment opportunities

*Note: Order of magnitude cost estimate for each alternative based on an average of \$30 million/ track mile (less curves) and \$35 million/ track mile (more curves/special trackwork/catenary)