

- Further analysis also will be needed to compare Greenmount Avenue with Charles and St. Paul streets to determine the best route between 33rd Street and North Avenue. Greenmount Avenue did not perform as well as Charles and St. Paul streets in this area, with the study finding lower projected ridership. However, employment densities to the west of the corridor and the distribution of transit-oriented population east of Greenmount Avenue warrant further analysis.
- Bus rapid transit, light rail and subway all will advance as options for further study and alternatives development.

In the alternative analysis phase starting in 2024, the project team will assess transit, traffic operations and environmental impacts of each alternative as well as combinations of different types of transit modes and connections to key destinations. The review also will evaluate potential access to federal funding.

Throughout the analysis phase, public engagement will be conducted to share progress and solicit input from the community. The next round of public engagement activities is planned for mid-2024.

The Maryland Transit Administration is one of the largest multi-modal transit systems in the United States, and operates Local Bus, Commuter Bus, Light Rail, Metro Subway, MARC Train Service and a comprehensive Mobility paratransit system. The goal of the Maryland Transit Administration is to provide safe, efficient, reliable transit across Maryland with world-class customer service. To learn more, visit mta.maryland.gov, check us out at facebook.com/mtamaryland and follow us on Twitter [@mtamaryland](https://twitter.com/mtamaryland).

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