
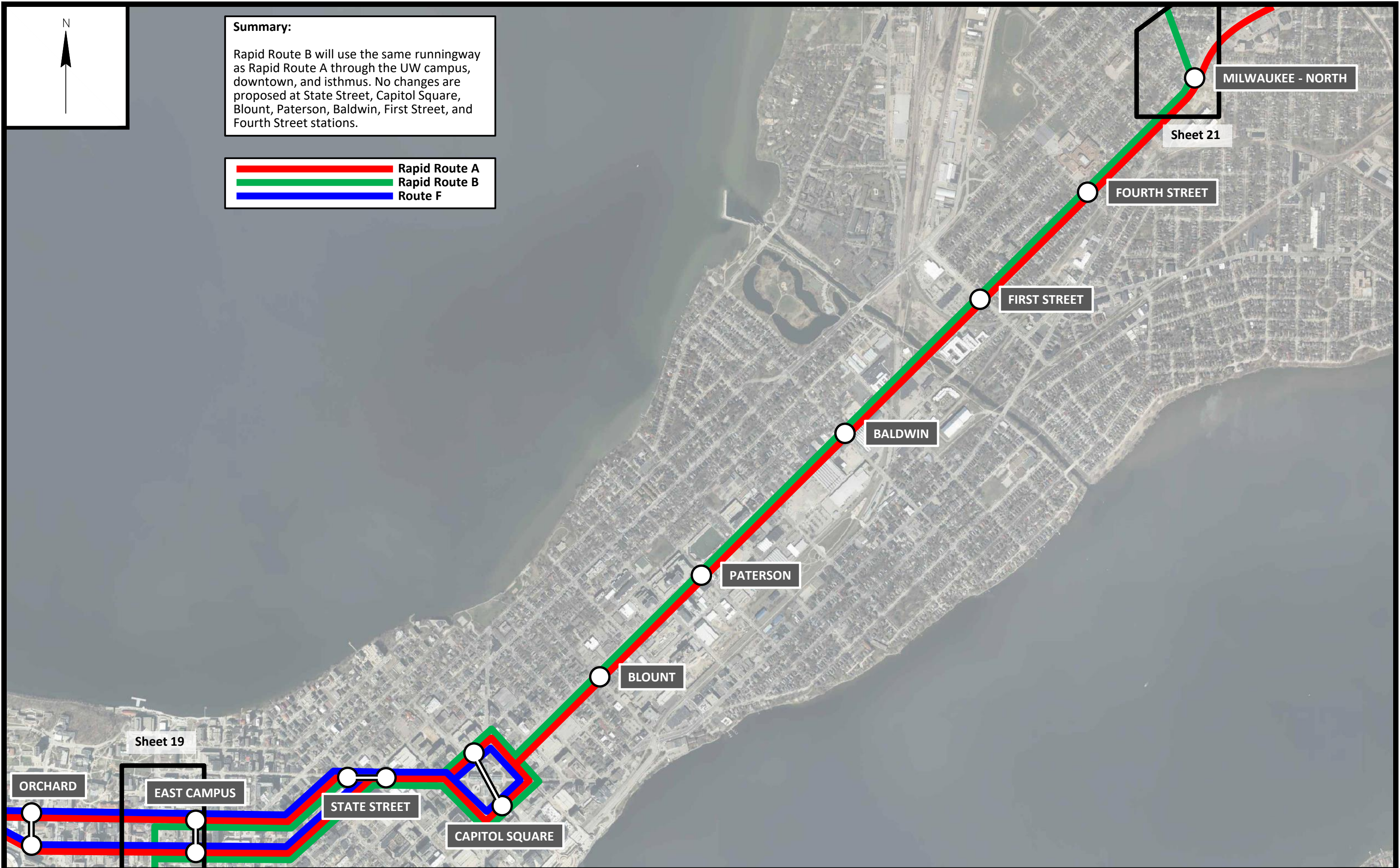


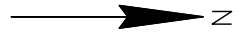


Summary:

Rapid Route B will use the same runningway as Rapid Route A through the UW campus, downtown, and isthmus. No changes are proposed at State Street, Capitol Square, Blount, Paterson, Baldwin, First Street, and Fourth Street stations.

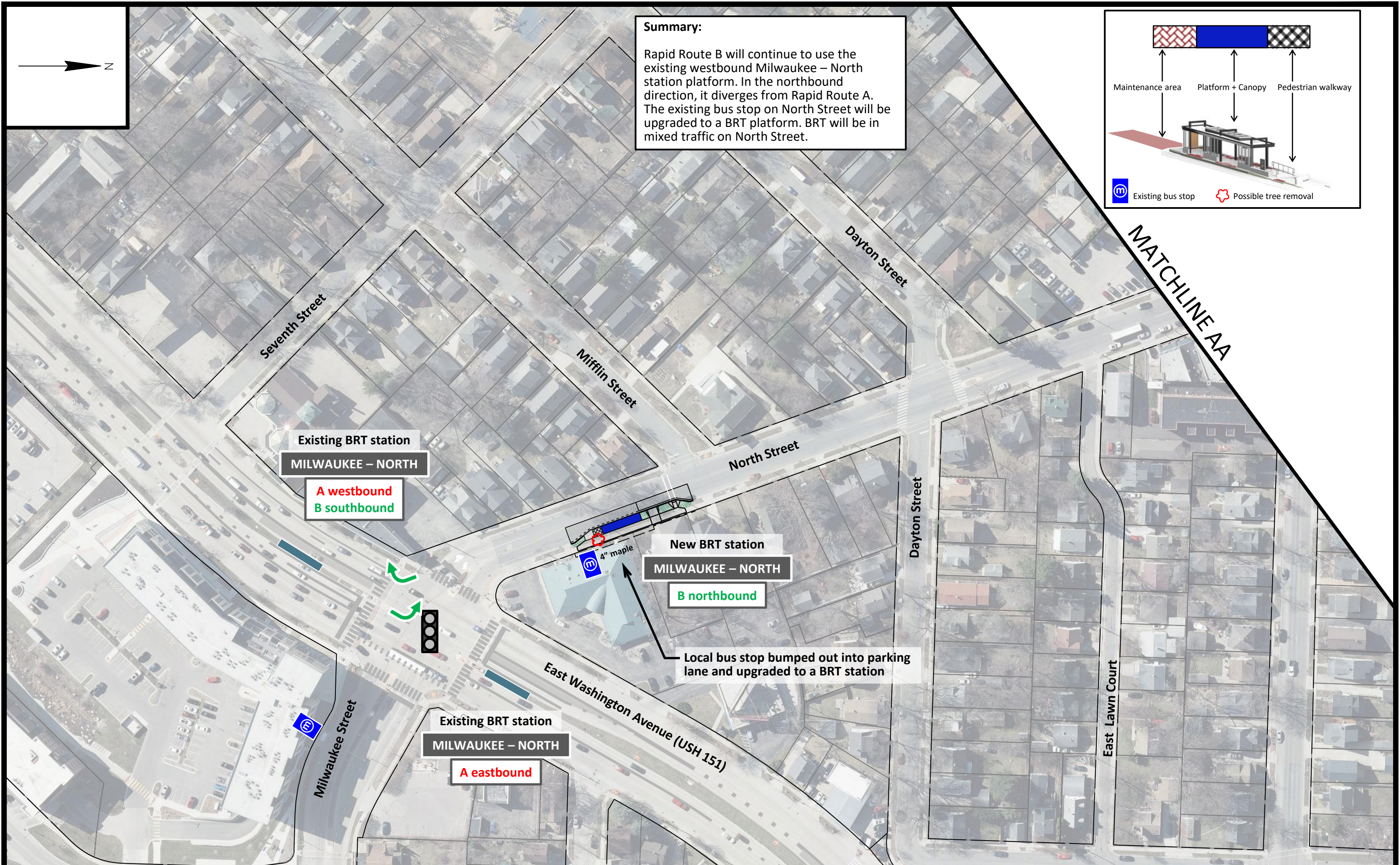
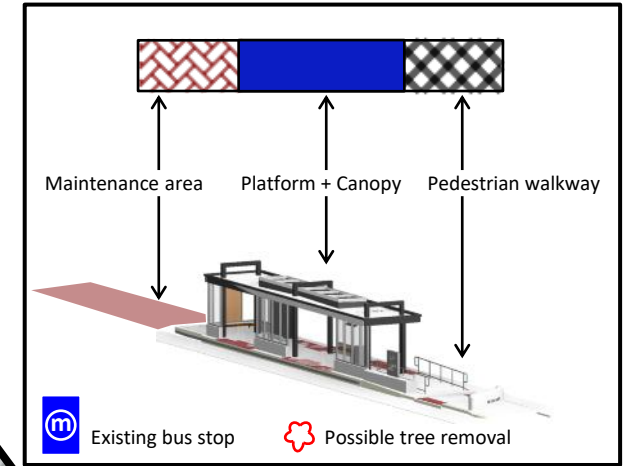
-  Rapid Route A
-  Rapid Route B
-  Route F

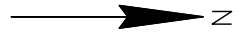




Summary:

Rapid Route B will continue to use the existing westbound Milwaukee – North station platform. In the northbound direction, it diverges from Rapid Route A. The existing bus stop on North Street will be upgraded to a BRT platform. BRT will be in mixed traffic on North Street.





Summary:
BRT runs in mixed traffic on North Street.



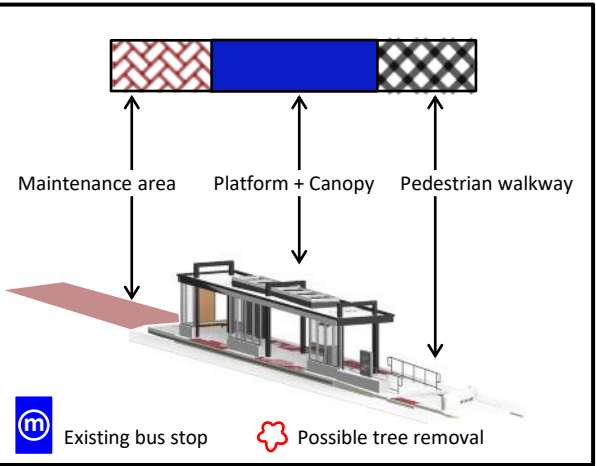
MATCHLINE AA

MATCHLINE BB

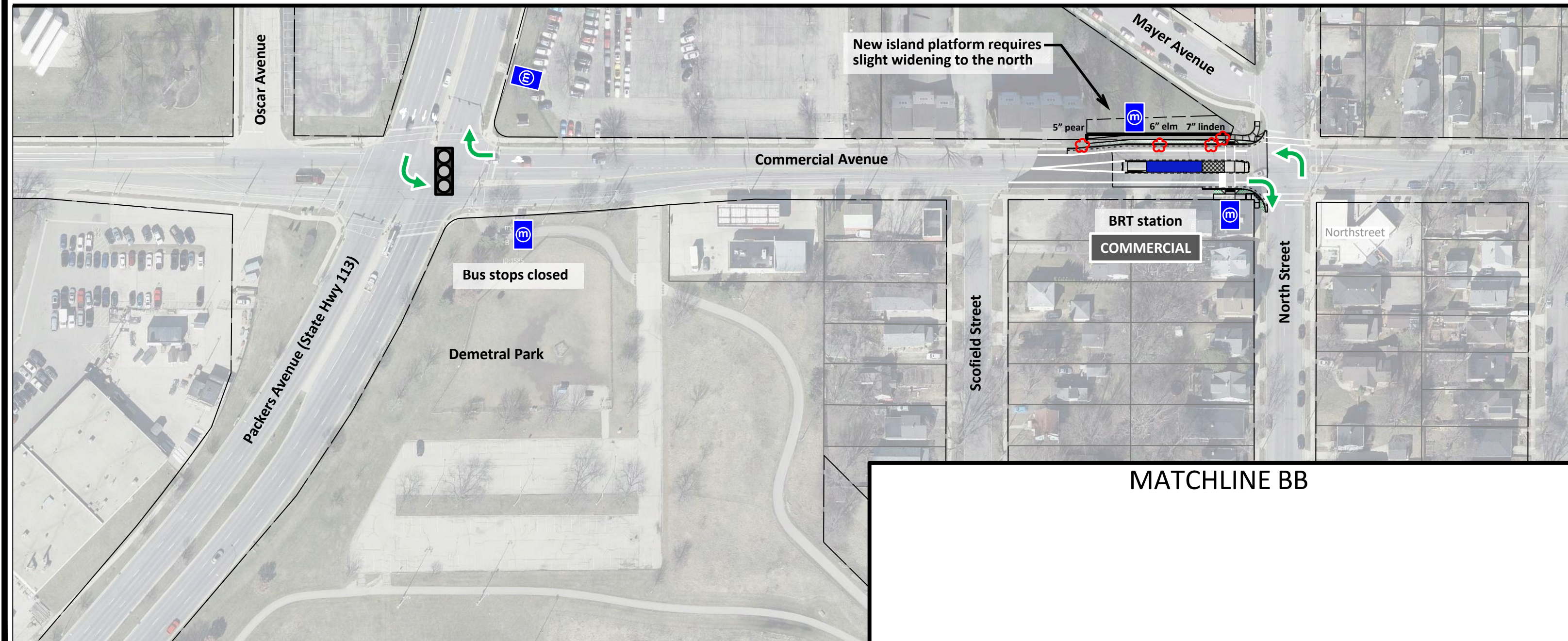


Summary:

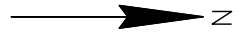
BRT runs in mixed traffic on Commercial and North Street. A new island station is planned at North and Commercial.



MATCHLINE CC

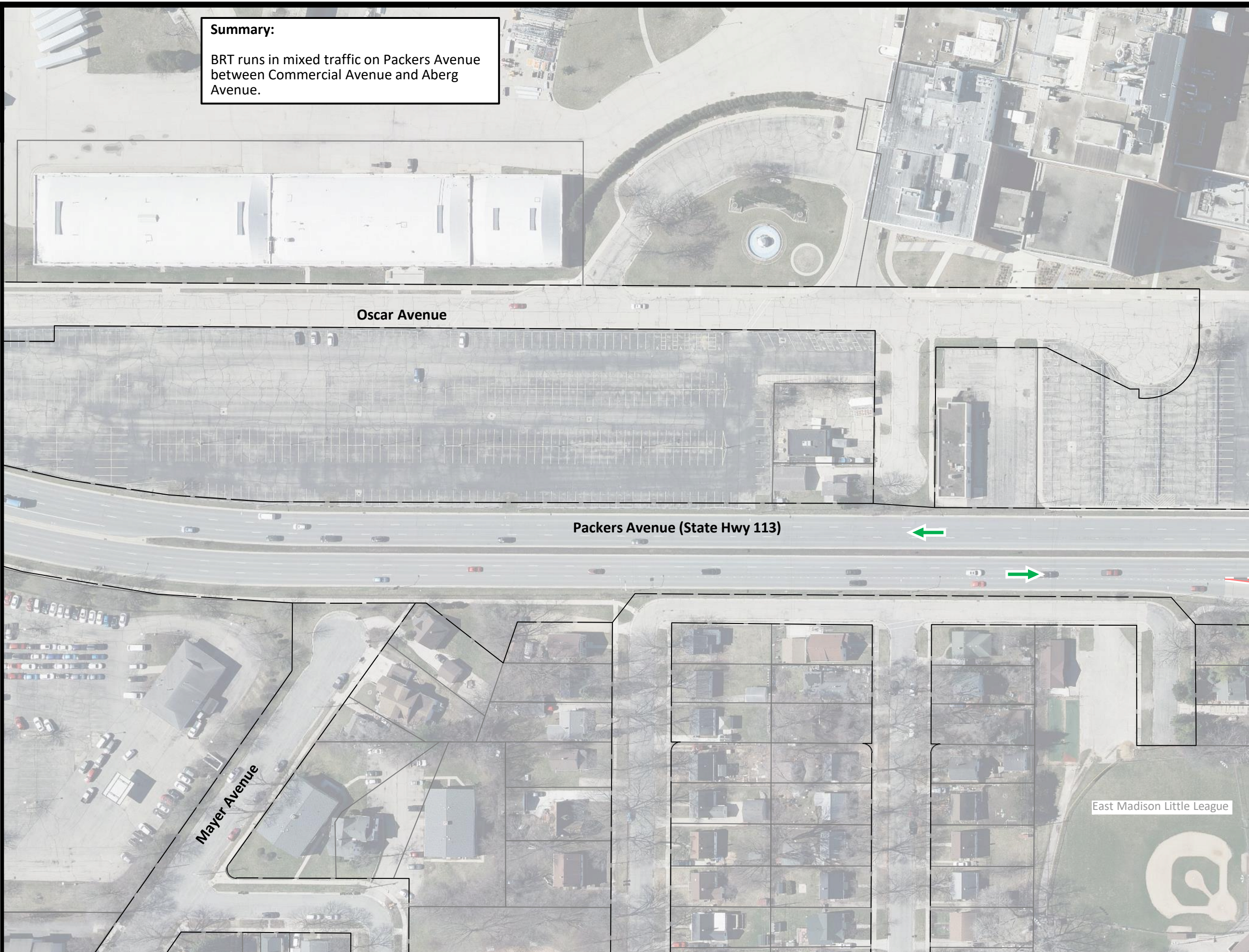


MATCHLINE BB



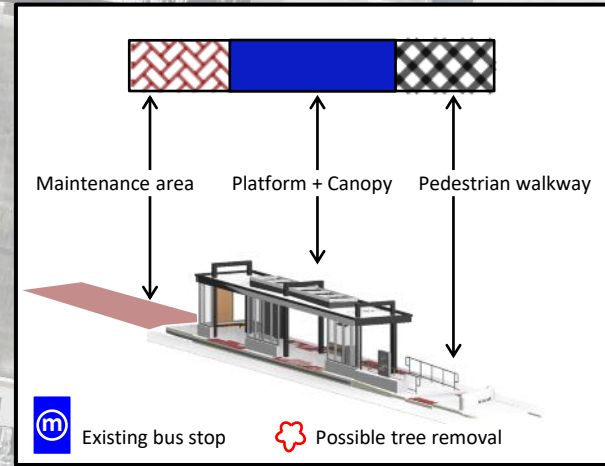
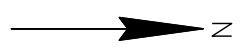
Summary:
BRT runs in mixed traffic on Packers Avenue between Commercial Avenue and Aberg Avenue.

MATCHLINE CC



MATCHLINE DD

East Madison Little League



Summary:
Rapid Route B uses the Packers Avenue ramps as it currently does.

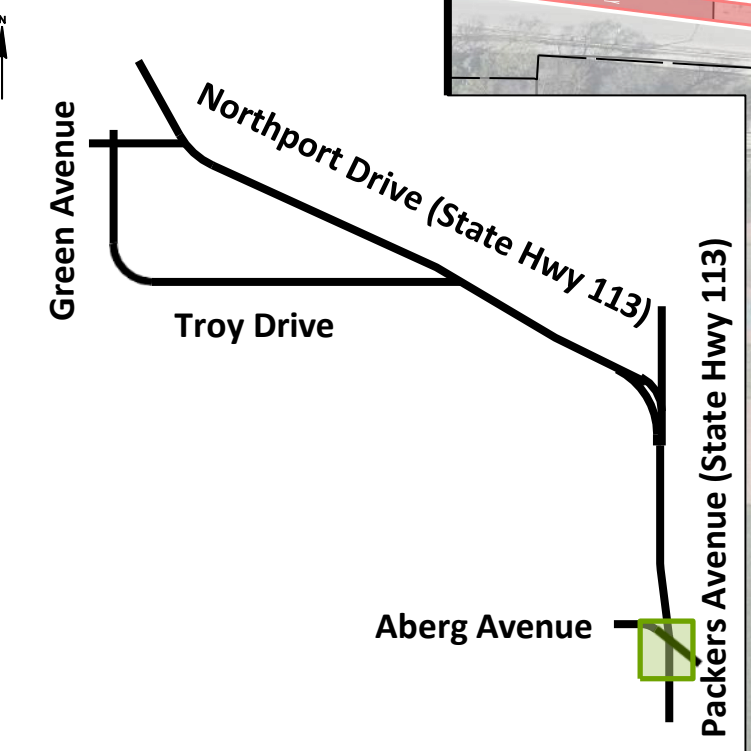
MATCHLINE DD

Slight change in geometry allows BRT to exit from the middle lane, bypassing traffic queueing to turn right on Aberg.

BRT station
ABERG

Packers Avenue (State Hwy 113)

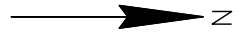
MATCHLINE EE



BRT station
ABERG

New crosswalk across Aberg Avenue for better access to the station

Starkweather Creek Path
Aberg Avenue



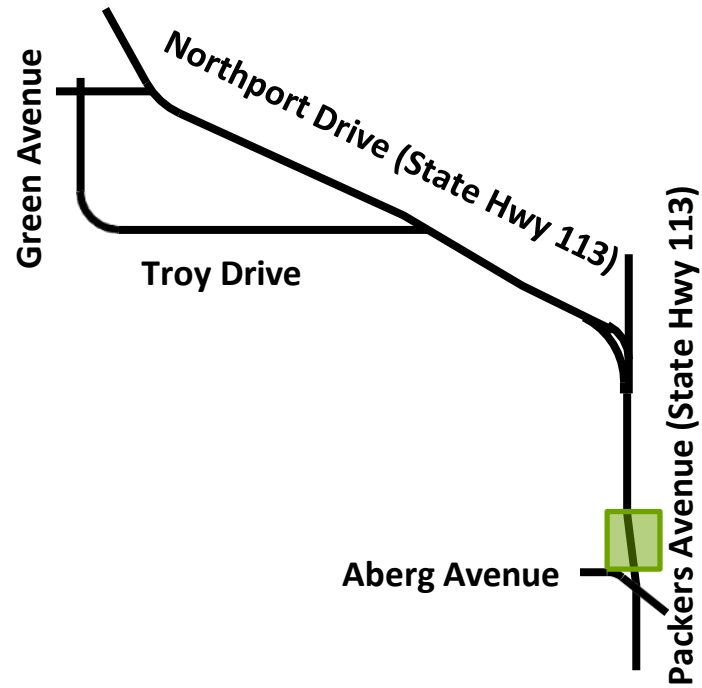
Summary:
BRT transitions from mixed traffic operations on the on and off ramps to and from Aberg Avenue, to center running bus lanes.

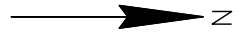
MATCHLINE EE

MATCHLINE FF

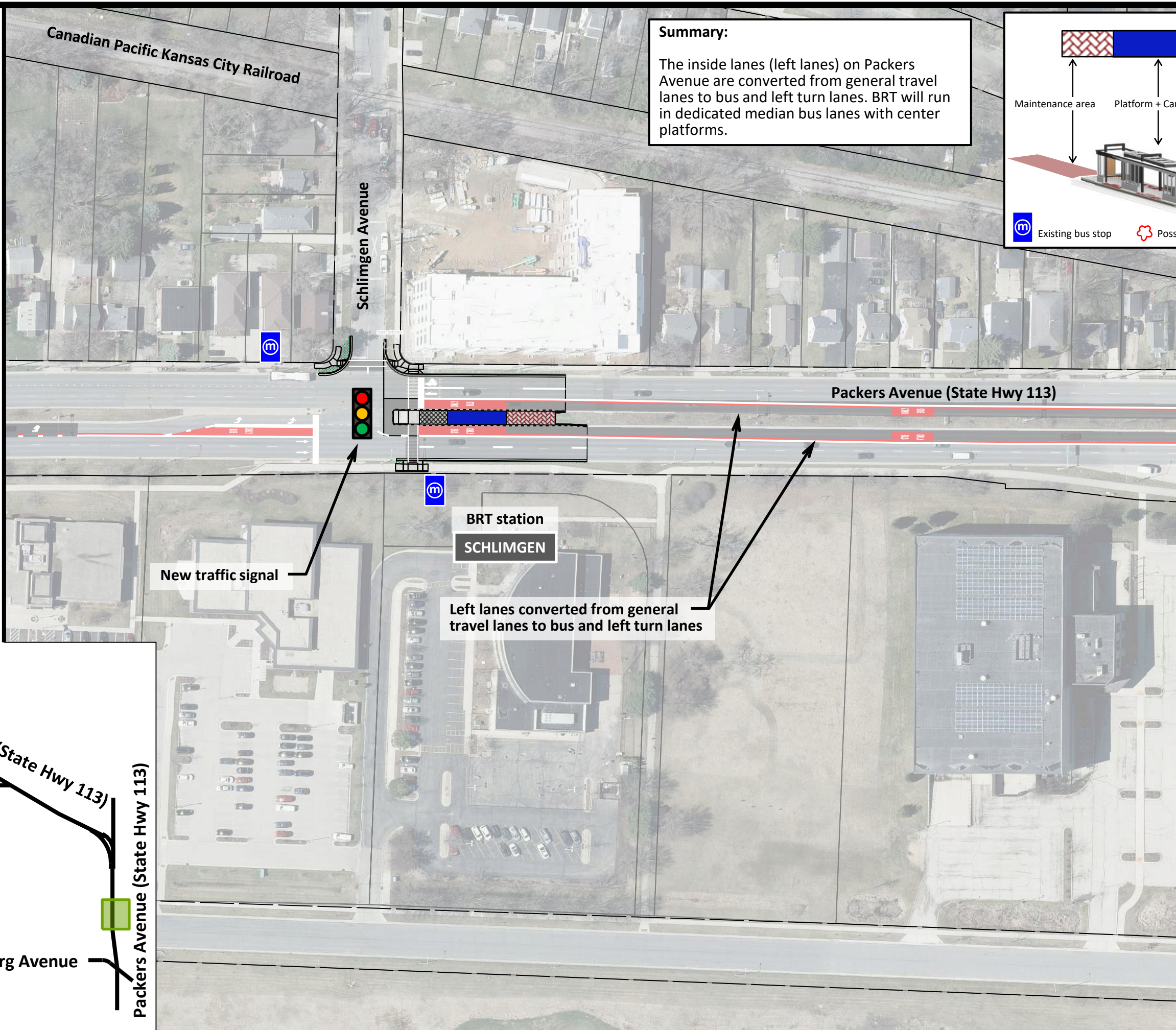
Packers Avenue (State Hwy 113)

Northbound left lane converted from general traffic to bus + left turn only starting here

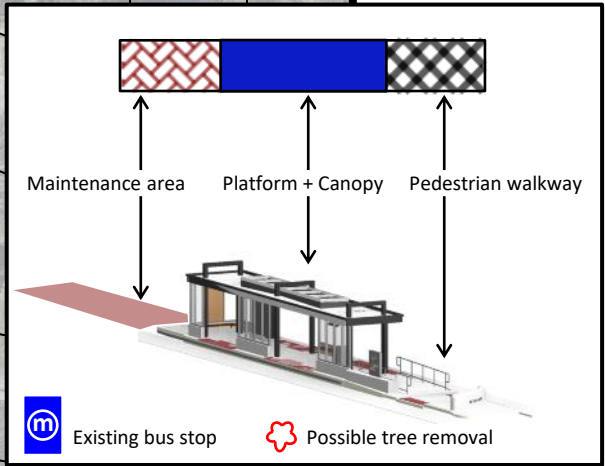




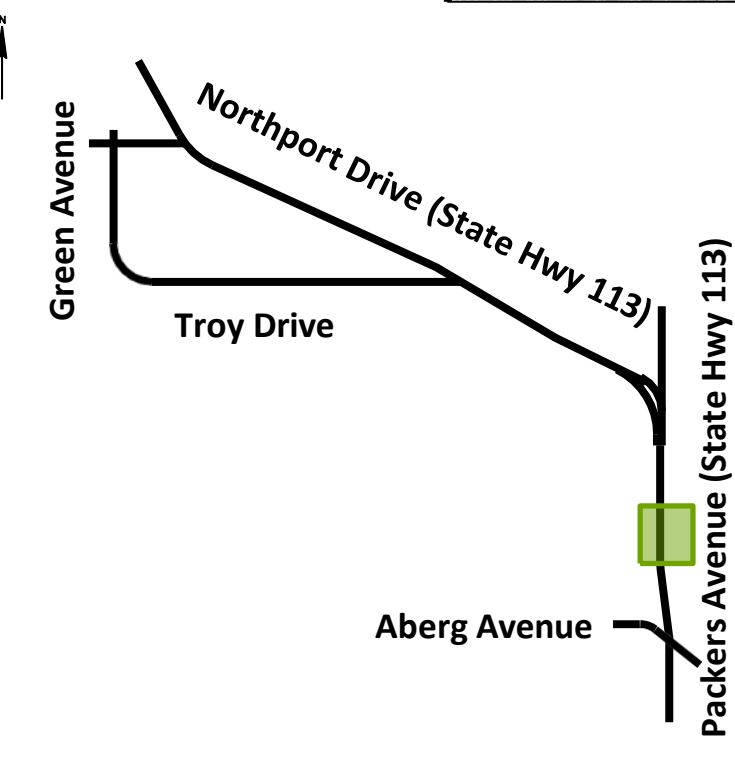
MATCHLINE FF

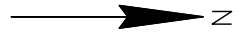


Summary:
The inside lanes (left lanes) on Packers Avenue are converted from general travel lanes to bus and left turn lanes. BRT will run in dedicated median bus lanes with center platforms.



MATCHLINE GG





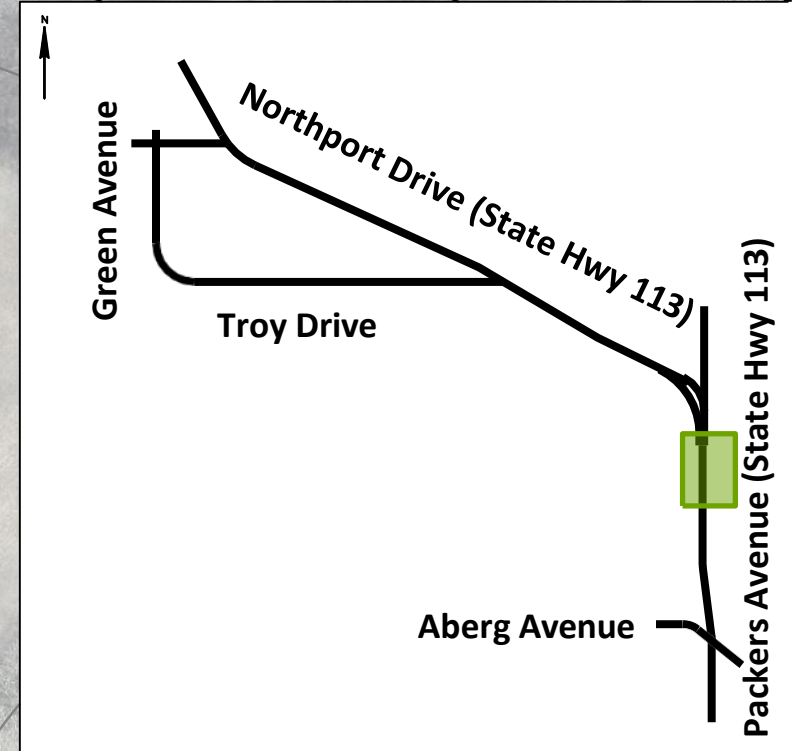
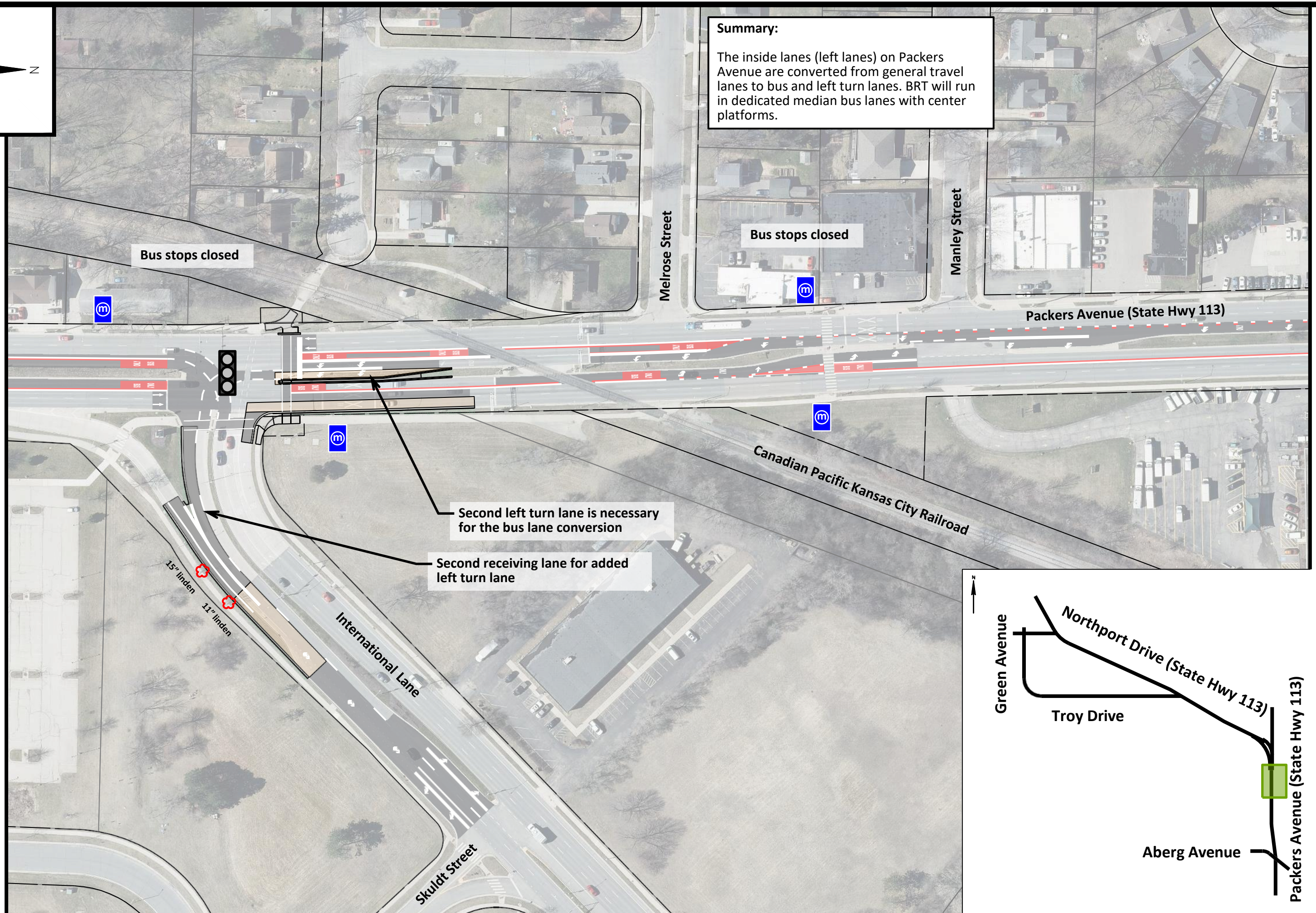
Summary:
The inside lanes (left lanes) on Packers Avenue are converted from general travel lanes to bus and left turn lanes. BRT will run in dedicated median bus lanes with center platforms.

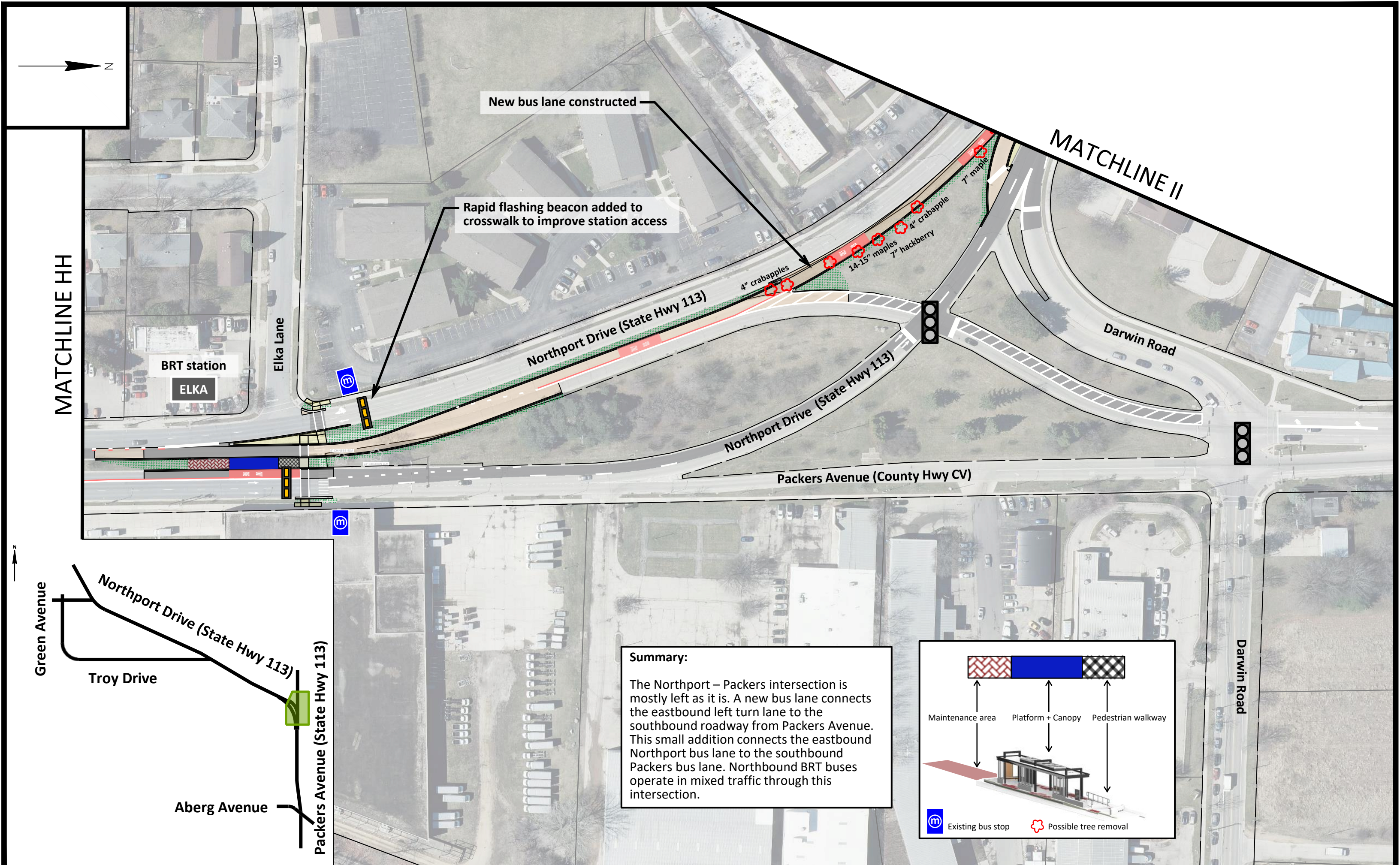
Bus stops closed

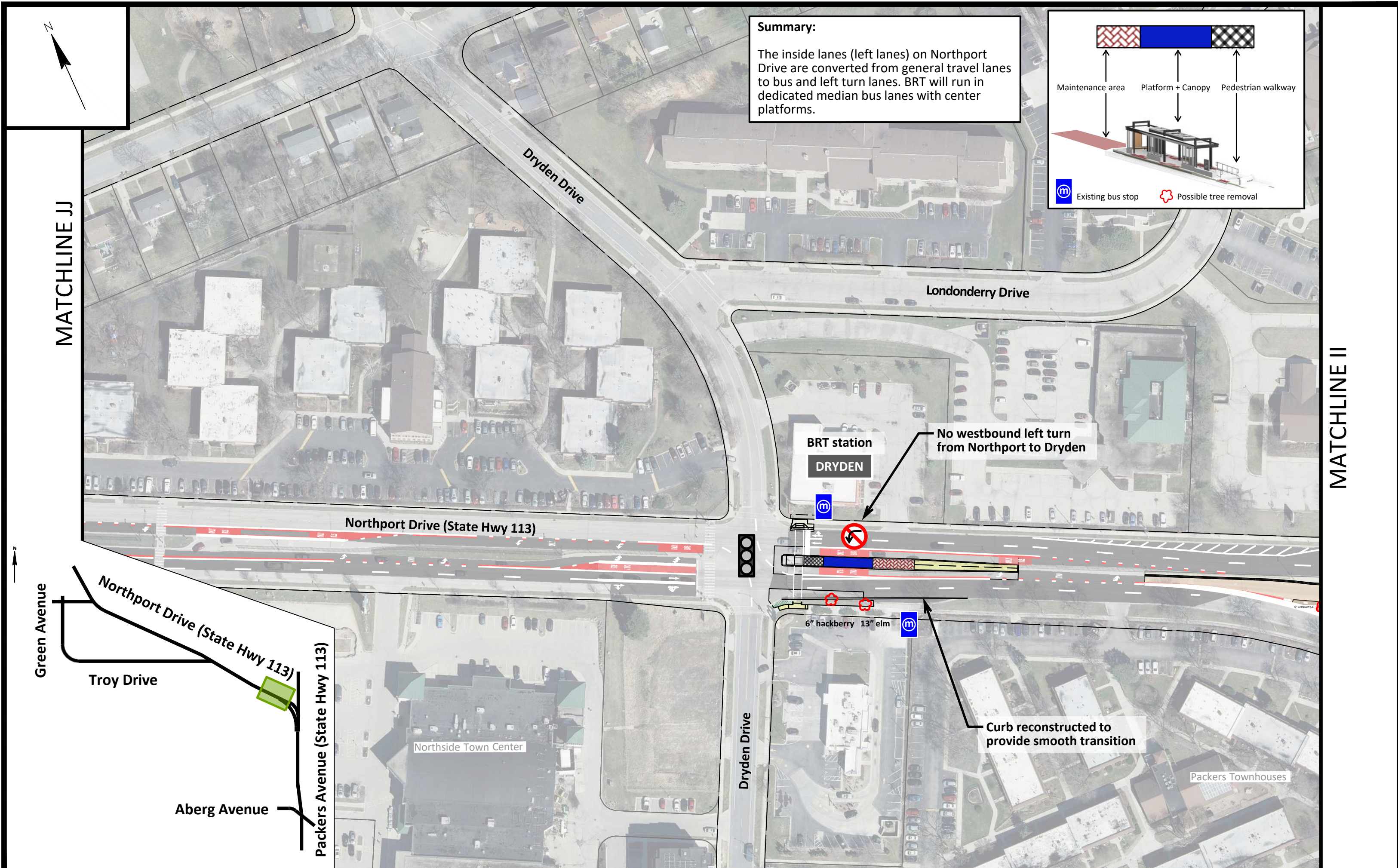
Bus stops closed

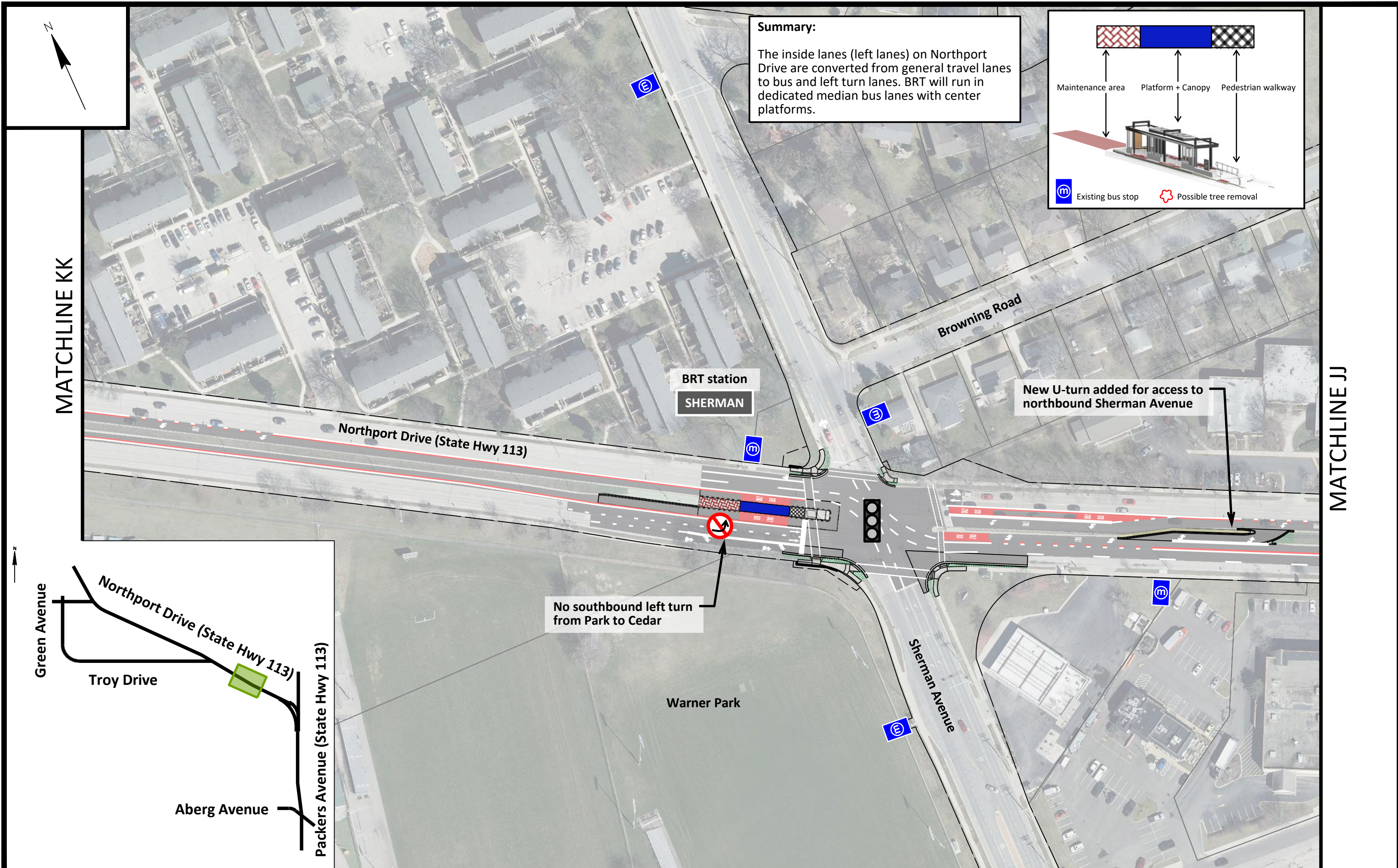
MATCHLINE GG

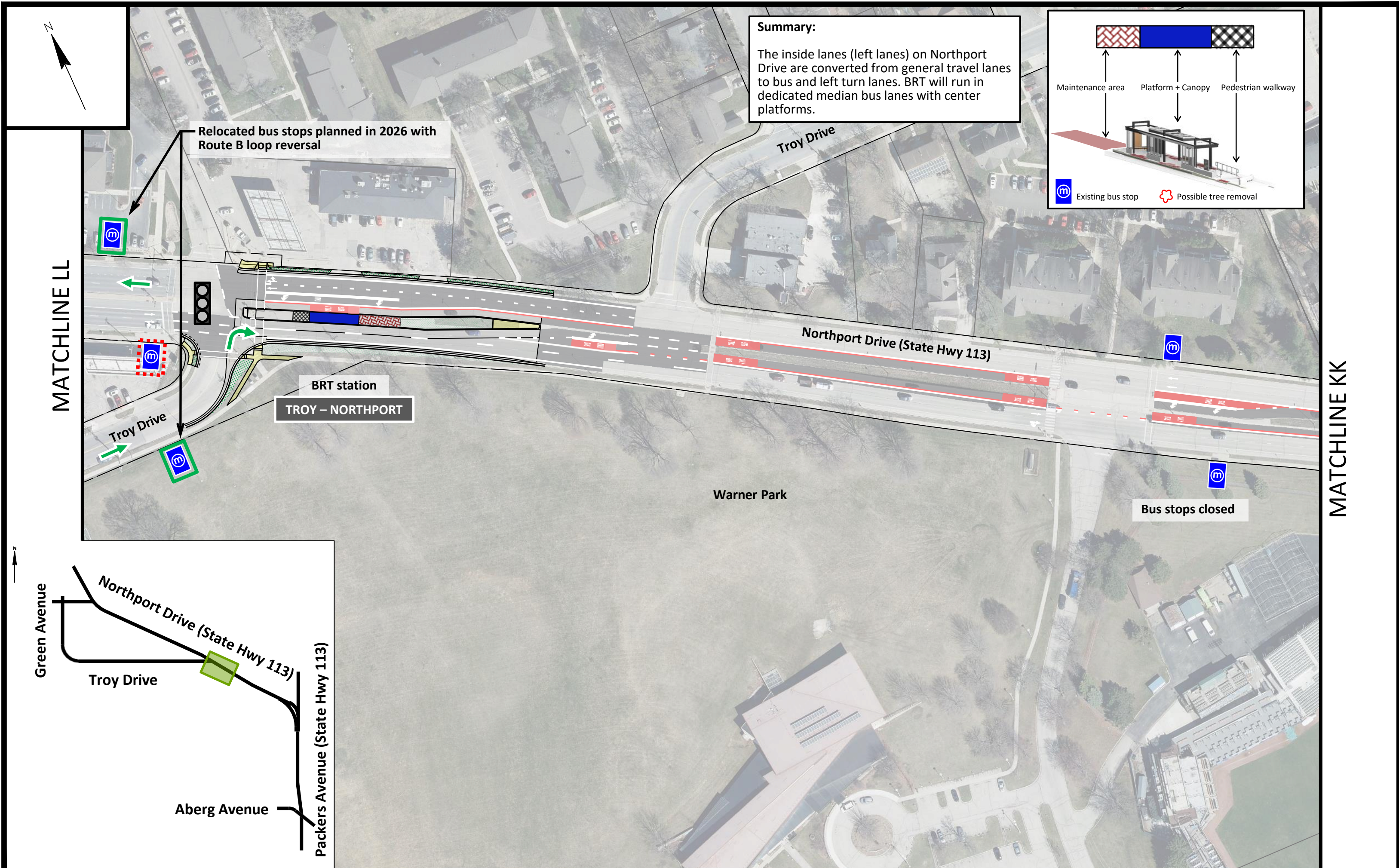
MATCHLINE HH

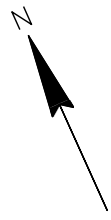




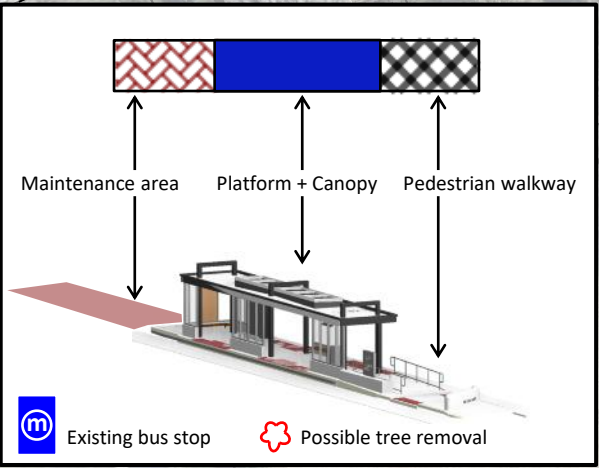








Summary:
BRT runs in mixed traffic on Northport Drive west of Sherman Avenue. The Route B Troy – Northport loop will be reversed to counter-clockwise 2026 in coordination with the Knutson Drive reconstruction and Kennedy terminal.



MATCHLINE MM

Relocated bus stops planned in 2026 with Route B loop reversal

Northport Drive (State Hwy 113)

UW Credit Union

MATCHLINE LL

Green Avenue

Northport Drive (State Hwy 113)

Troy Drive

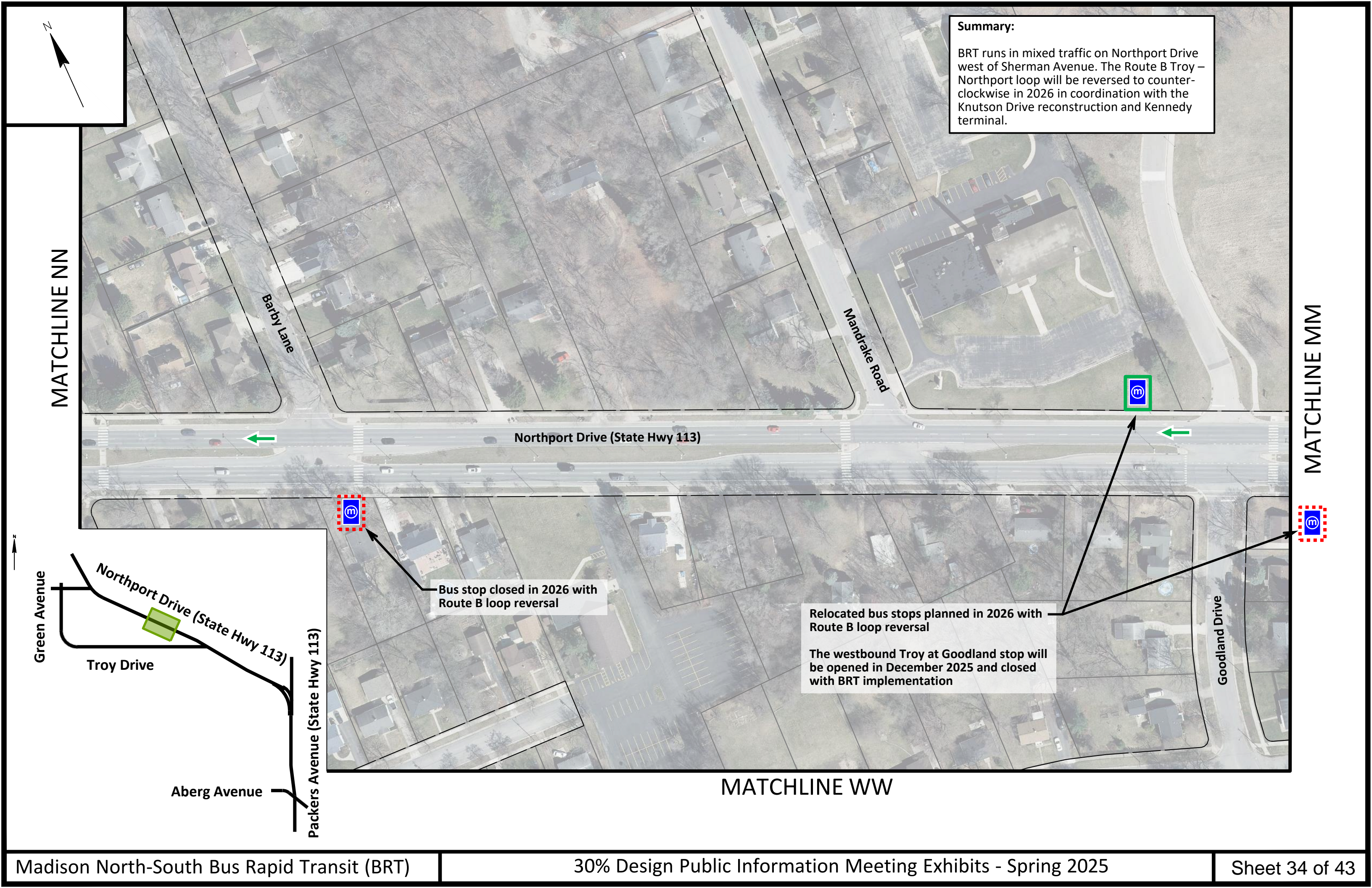
Aberg Avenue

Packers Avenue (State Hwy 113)

Relocated bus stops planned in 2026 with Route B loop reversal

Troy Drive

MATCHLINE WW



Summary:

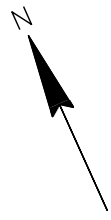
BRT runs in mixed traffic on Northport Drive west of Sherman Avenue. The Route B Troy – Northport loop will be reversed to counter-clockwise in 2026 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

Northport Drive (State Hwy 113)

Bus stop closed in 2026 with
Route B loop reversal

Relocated bus stops planned in 2026 with
Route B loop reversal

The westbound Troy at Goodland stop will
be opened in December 2025 and closed
with BRT implementation



Summary:
BRT runs in mixed traffic on Northport Drive west of Sherman Avenue. The Route B Troy – Northport loop will be reversed to counter-clockwise in 2026 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE 00

Kennedy Heights

Relocated bus stops planned in 2026 with Route B loop reversal

BRT station

SCHOOL – NORTHPORT

Northport Drive (State Hwy 113)

School Road

Relocated bus stops planned in 2026 with Route B loop reversal

MATCHLINE NN

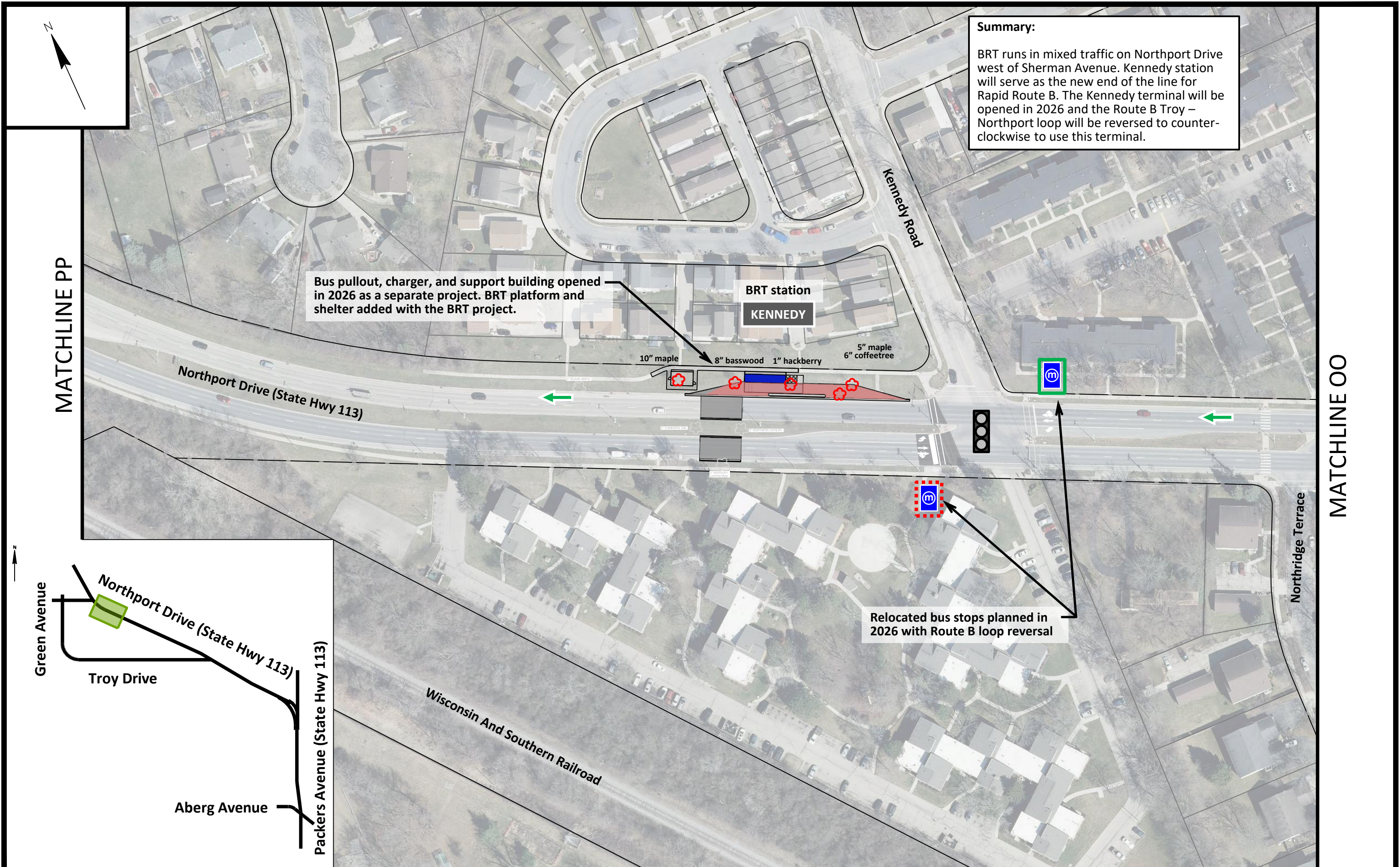
Green Avenue

Northport Drive (State Hwy 113)

Troy Drive

Aberg Avenue

Packers Avenue (State Hwy 113)



Summary:

BRT runs in mixed traffic on Northport Drive west of Sherman Avenue. Kennedy station will serve as the new end of the line for Rapid Route B. The Kennedy terminal will be opened in 2026 and the Route B Troy – Northport loop will be reversed to counter-clockwise to use this terminal.

Bus pullout, charger, and support building opened in 2026 as a separate project. BRT platform and shelter added with the BRT project.

BRT station
KENNEDY

10" maple 8" basswood 1" hackberry 5" maple 6" coffeetree

Relocated bus stops planned in 2026 with Route B loop reversal



Rapid Route B will serve the Knutson at Westport bus stop, but it will not be upgraded to a BRT station

Summary:
BRT runs in mixed traffic on Knutson Drive. The Route B Troy – Northport loop will be reversed to counter-clockwise in 2026 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE QQ

Westport Road

Marion Boulevard

Knutson Drive

Northport Drive (State Hwy 113)

MATCHLINE PP

Relocated bus stops planned in 2026 with Route B loop reversal

North at Central Wisconsin Center

Green Avenue

Troy Drive

Northport Drive (State Hwy 113)

Aberg Avenue

Packers Avenue (State Hwy 113)



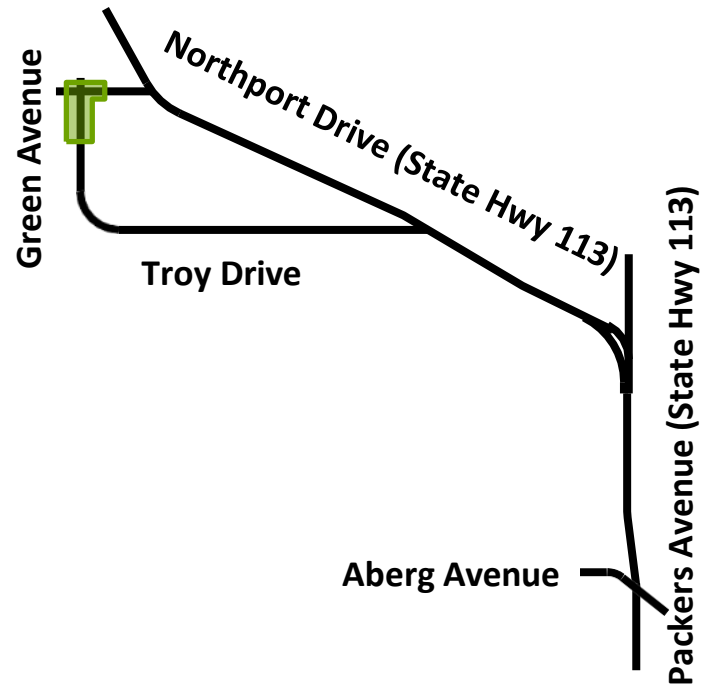
Summary:
BRT runs in mixed traffic on Green Avenue. The Route B Troy – Northport loop will be reversed to counter-clockwise in 2026 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE QQ

Relocated bus stops planned in 2026 with Route B loop reversal

Murphy at Green

MATCHLINE RR



Rapid Route B will serve the Green at Sauthoff bus stop, but it will not be upgraded to a BRT station



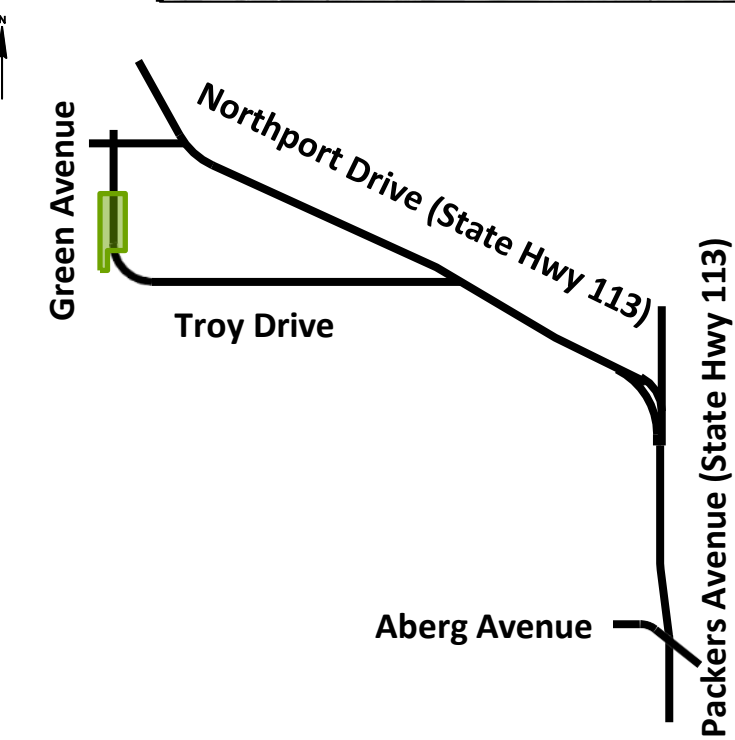
Summary:

BRT runs in mixed traffic on Green Avenue. The Route B Troy – Northport loop will be reversed to counter-clockwise in December 2025 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE RR

MATCHLINE SS

Bus stop closed in 2026
with Route B loop reversal

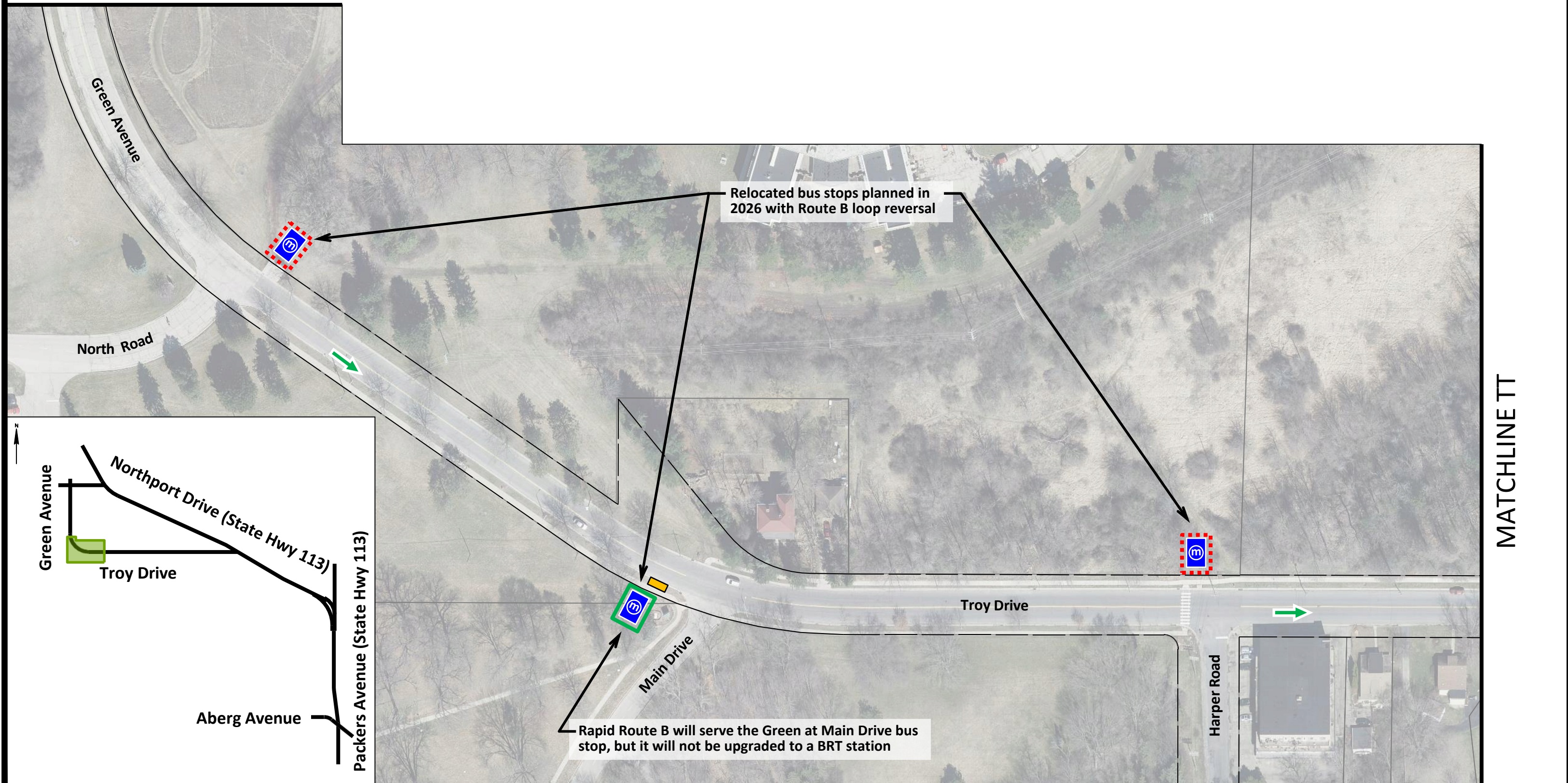




Summary:

BRT runs in mixed traffic on Green Avenue and Troy Drive. The Route B Troy – Northport loop will be reversed to counter-clockwise in December 2025 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE SS





Summary:
BRT runs in mixed traffic on Troy Drive. The Route B Troy – Northport loop will be reversed to counter-clockwise in December 2025 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE TT

MATCHLINE UU

Relocated bus stops planned in 2026 with Route B loop reversal



New sidewalk ramps and crosswalk

Rapid Route B will serve the Troy at Lerdahl bus stop, but it will not be upgraded to a BRT station

Troy Drive

Lerdahl Road

W Karstens Drive



Green Avenue

Northport Drive (State Hwy 113)



Troy Drive

Aberg Avenue

Packers Avenue (State Hwy 113)



Summary:
BRT runs in mixed traffic on Troy Drive. The Route B Troy – Northport loop will be reversed to counter-clockwise in December 2025 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

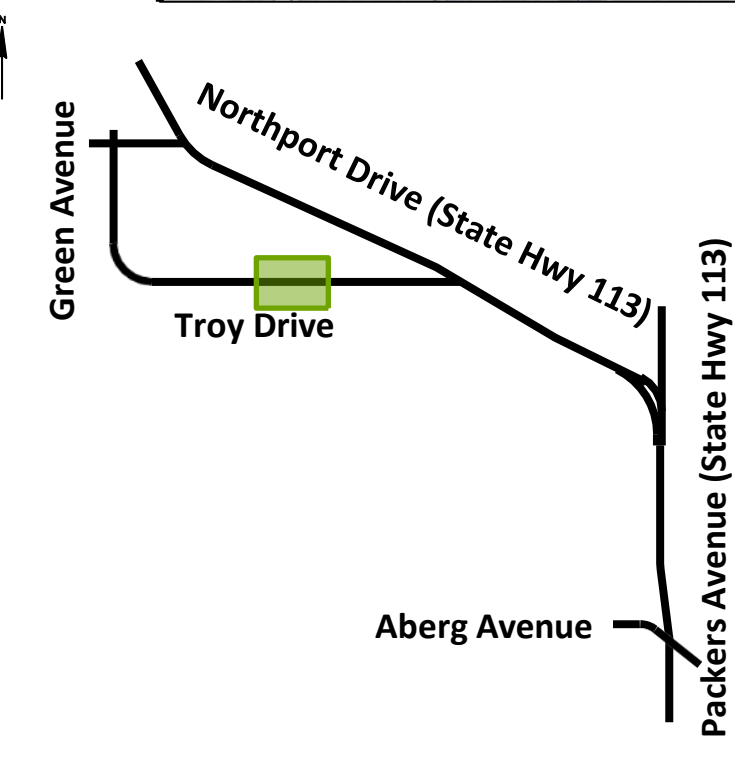
MATCHLINE UU

Bus stop closed in 2026 with Route B loop reversal

Relocated bus stops planned in 2026 with Route B loop reversal
The BRT project will replace the bus stop with an island BRT station

BRT station
SCHOOL – TROY

MATCHLINE VW





Summary:
BRT runs in mixed traffic on Troy Drive. The Route B Troy – Northport loop will be reversed to counter-clockwise in December 2025 in coordination with the Knutson Drive reconstruction and Kennedy terminal.

MATCHLINE W

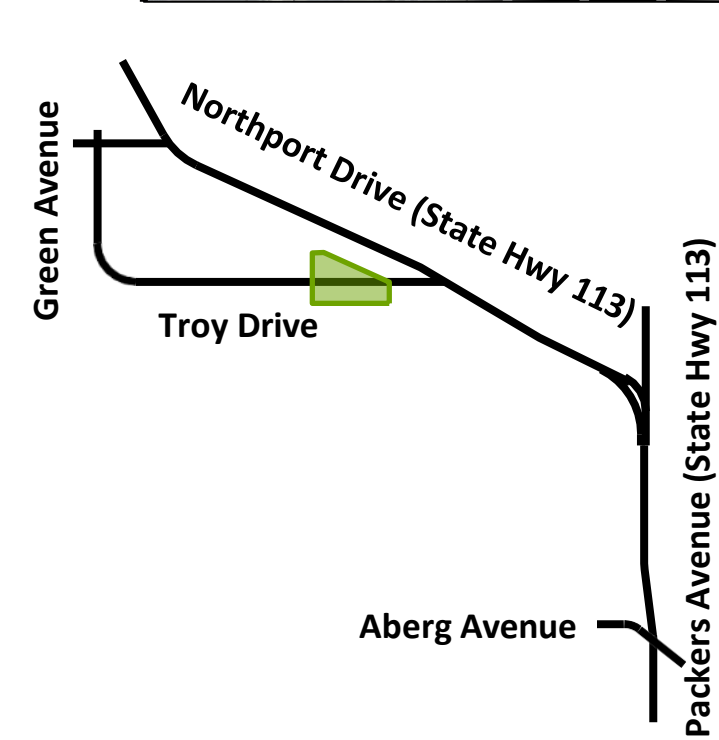
MATCHLINE WW

Bus stop closed in 2026
with Route B loop reversal



Goodland Drive

Troy Drive



Relocated bus stops planned in 2026 with
Route B loop reversal

The eastbound Troy at Goodland stop will
be opened in December 2025 and closed
with BRT implementation



Hovde Road

See sheets 32 and 33