

NORTH-SOUTH BUS RAPID TRANSIT

60% Progress - Project Update

TRANSPORTATION COMMISSION NOVEMBER 5, 2025

Project Quick Facts

Metro Transit's **2**nd **bus rapid transit** route

About **9 miles of**new BRT
runningway

23 new stations

Shares 3.5 miles and 9 stations with existing BRT corridor through the isthmus



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Shares 3.5 miles and 9 stations with existing BRT corridor through the isthmus



Benefits of bus rapid transit along Route B



BRT access for +53,000 people



+40,000 jobs



+43 schools and childcare centers, 10 grocery stores, 4 hospitals, and more.



Improved accessibility and station amenities for all



14,000 lower-income families



Safety improvements along 4.5 miles of high injury network



Faster, more reliable service on a route used by nearly 6,000 people per day



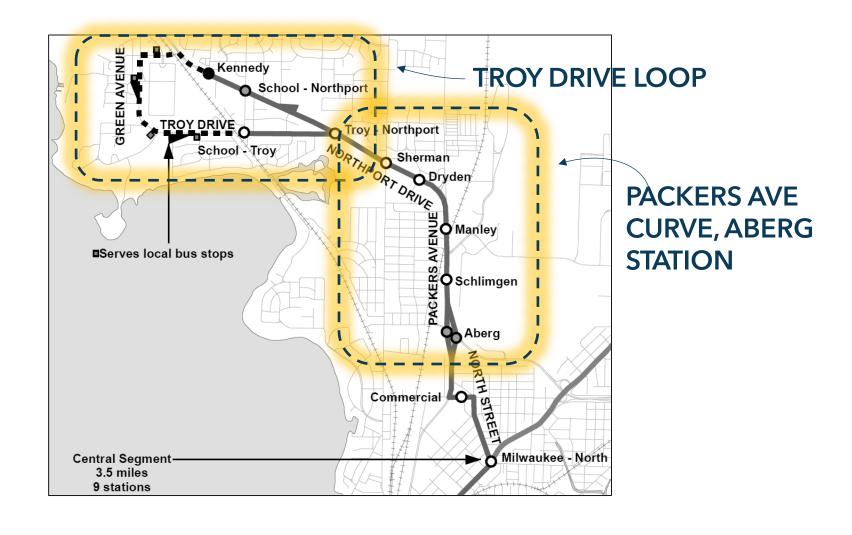
40% people of color

Project Status





North Segment Changes



TROY DRIVE LOOP



Mixed Traffic

Side Bus Lanes

Center Bus Lanes

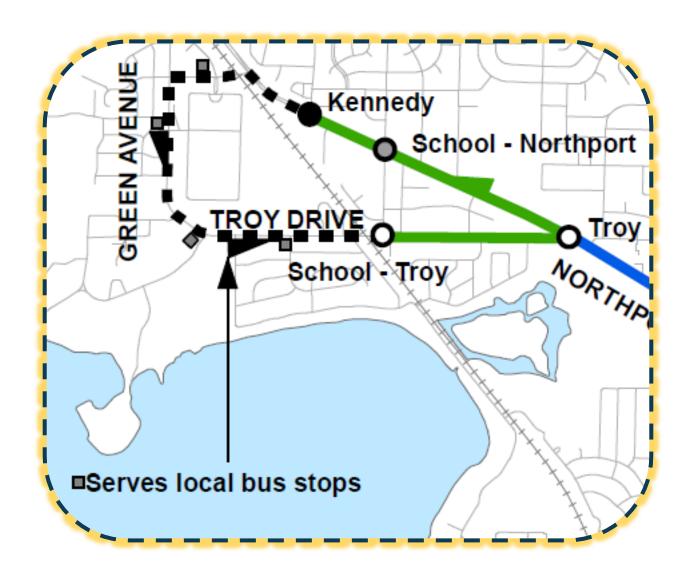
Route continues as local service

- Side Running Station
- O Center Running Station
- Terminal with Charging

PREVIOUS DESIGN:

- West end of Troy Drive loop included two BRT stations on Green Ave at Murphy and Troy
- Clockwise route loop

TROY DRIVE LOOP

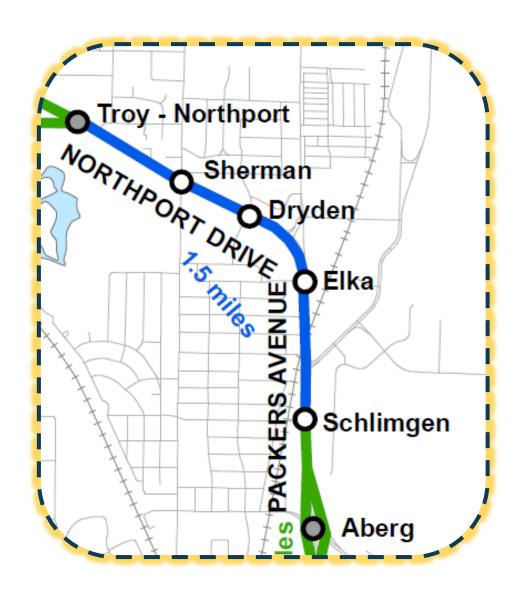


CHANGES:

- West end of Troy Drive loop served by four local bus stops
- Reduces project cost at lower ridership stops
- Route loops counterclockwise to accommodate future Kennedy Charger and reduce wait times (previously approved by the Transportation Commission)

Note: Changes will require amendment to LPA

PACKERS & NORTHPORT CURVE



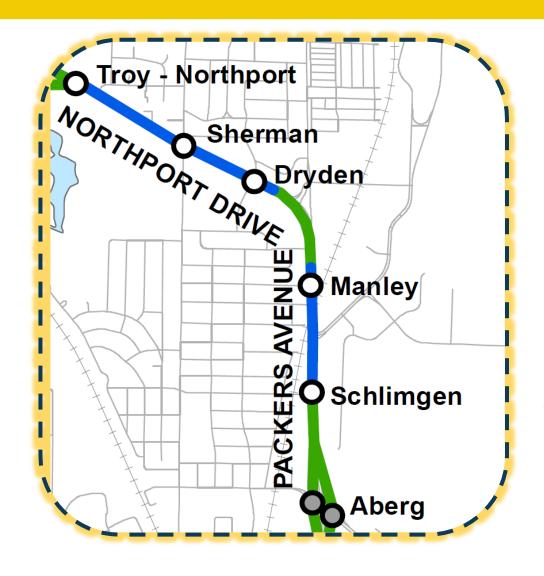
PREVIOUS DESIGN:

- Center-running bus lanes between Dryden and Elka-additional infrastructure needed
- Station located at Packers and Elka

Mixed Traffic
Side Bus Lanes
Center Bus Lanes
Route continues as local service
Side Running Station

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PACKERS & NORTHPORT CURVE



CHANGES:

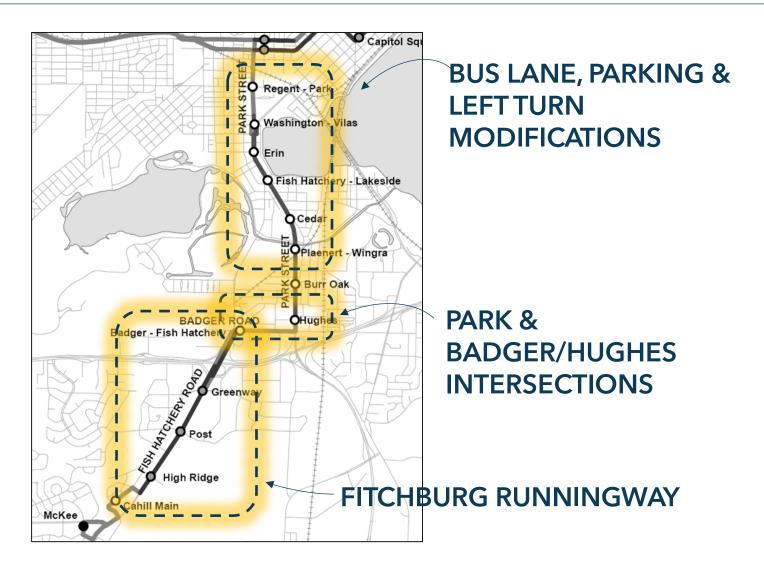
- No additional infrastructure planned—bus runs in mixed traffic along curve
- Minimal travel time changes expected
- Station relocated from Packers & Elka to Packers & Manley due to space, access, and safety benefits.
- Northbound Aberg station moved to the south side of the intersection

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South Segment Changes



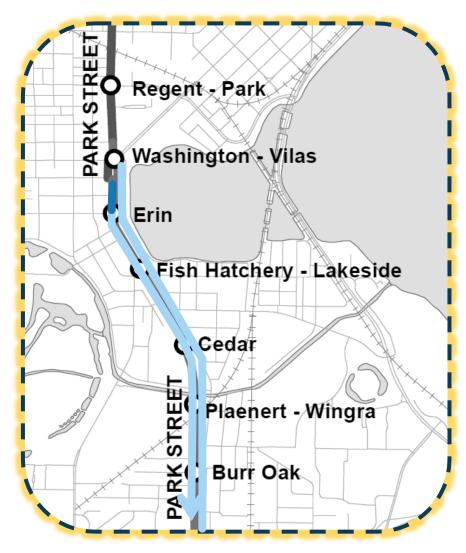
CHANGES TO BUS LANE



PREVIOUS DESIGN:

- Northbound bus lane to West Washington
- Southbound bus lane starts at Erin (buses in mixed traffic West Washington to Erin)
- Northbound left to Vilas prohibited

CHANGES TO BUS LANE



NEW DESIGN:

- Northbound bus lane to West Washington
- Southbound bus lane starts at Emerald (queue jump at West Washington gives buses priority into bus lane)
- Northbound left onto Vilas is retained

CHANGES TO PARKING



PREVIOUS DESIGN:

- Very limited on-street parking planned for S. Park Street, which included:
 - Southbound between Vilas and Erin
 - Limited, short segments of short-term parking and loading on northbound S.
 Park Street north and south of Olin Avenue

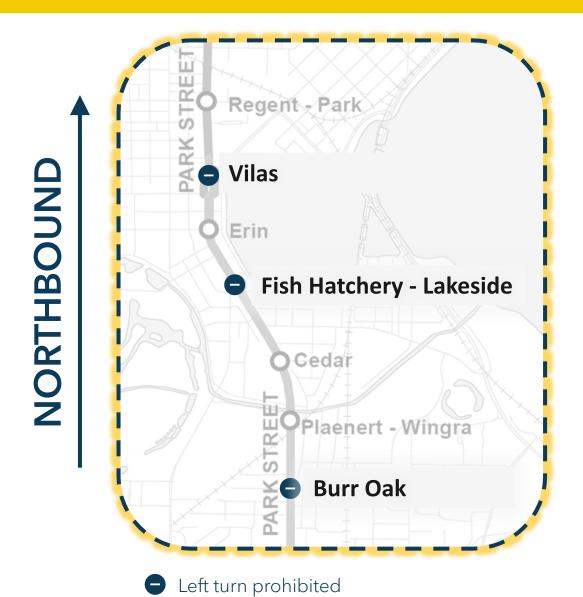
CHANGES TO PARKING



CHANGES BEING EXPLORED:

- Slightly more on-street parking for S. Park Street, which include:
 - Southbound between Vilas and Erin
 - More continuous, off-peak short-term parking and loading on northbound and southbound S. Park Street in travel lane between Cedar and Fish Hatchery/Lakeside

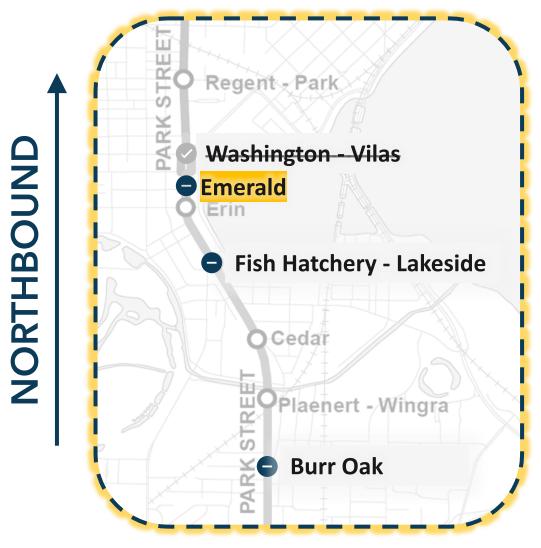
LEFT TURN CONSOLIDATION - NORTHBOUND S. PARK ST



PREVIOUS DESIGN:

- Left turns prohibited:
 - Burr Oak (station)
 - Fish Hatchery (ped/bike connection)
 - Vilas

LEFT TURN CONSOLIDATION - NORTHBOUND S. PARK ST

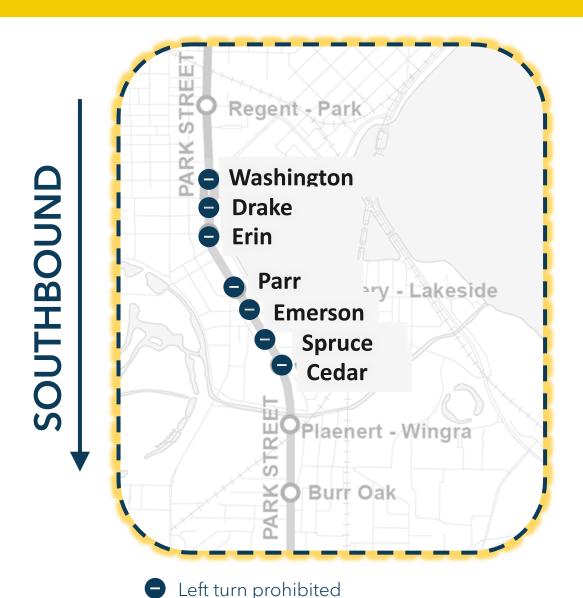


CHANGES:

- Left turns now also prohibited on Emerald
- Left turns now permitted on Vilas

Left turn prohibited

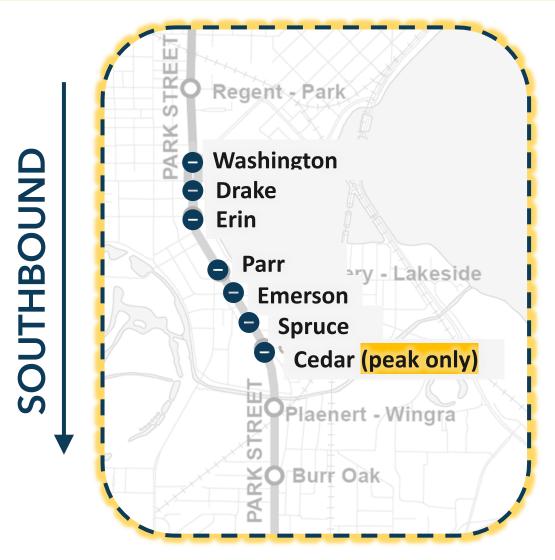
LEFT TURN CONSOLIDATION - SOUTHBOUND S. PARK ST



PREVIOUS DESIGN:

- Left turns prohibited:
 - Washington (station)
 - Drake (runningway)
 - Erin (station)
 - Parr (runningway)
 - Emerson (runningway)
 - Spruce (runningway)
 - Cedar (station)

LEFT TURN CONSOLIDATION - SOUTHBOUND S. PARK ST



CHANGES:

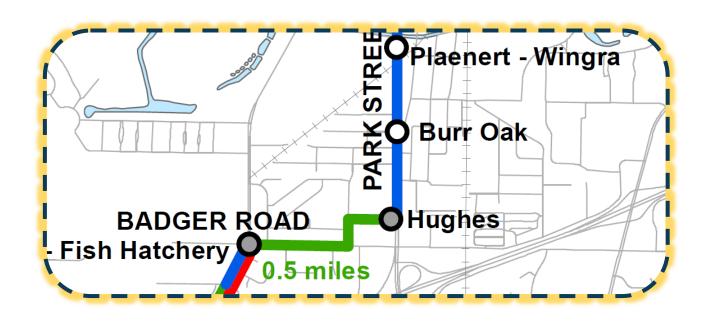
 Left turns now prohibited to Cedar only during peak period

Left turn prohibited

Left turn restrictions, changes, and alt routes

Left Turn Restrictions	Alternative Route
Northbound High Ridge (station)	Caddis
Northbound Burr Oak (station)	Dane or North
Southbound Cedar PM peak only (station)	Wingra
Southbound Spruce (runningway)	Olin
Southbound Emerson (runningway)	Lakeside or Olin
Northbound Fish Hatchery (ped/bike connection)	Cedar
Southbound Parr (runningway)	Lakeside
Southbound Erin (station)	Drake
Northbound Emerald (added)	Drake or Erin
Southbound Drake (runningway)	Emerald
Northbound Vilas (runningway)	Regent or Braxton
Northbound Dryden (station)	Sherman to Windon
Eastbound Sherman (station, U turn added)	Troy

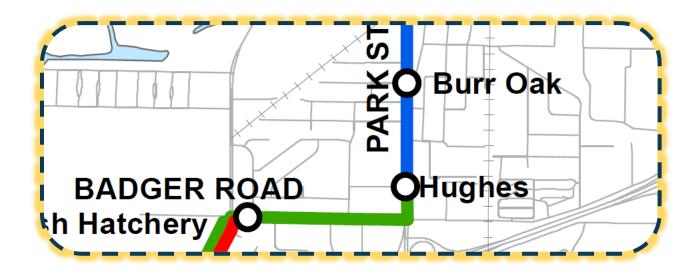
PARK & BADGER/HUGHES INTERSECTIONS



PREVIOUS DESIGN:

 Routing used Hughes Place and Cypress Way to continue west from S. Park Street to Badger Road

PARK & BADGER/HUGHES INTERSECTIONS

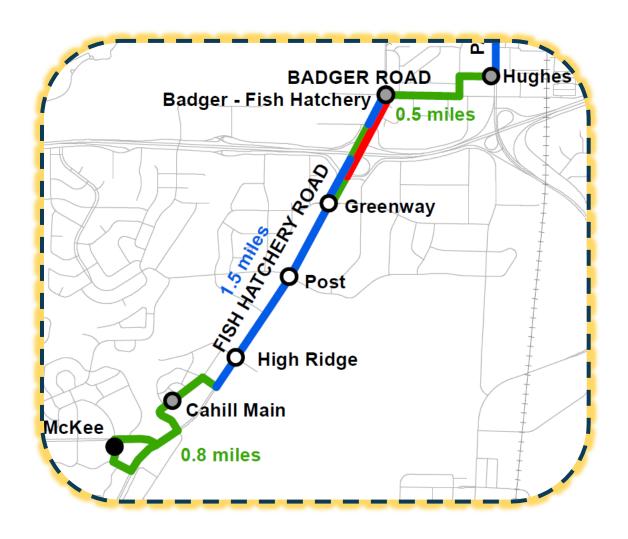


CHANGES:

- Route will continue west on Badger Road directly from S. Park Street
- Updated design reduces bus and general traffic congestion in this area

Note: Changes will require amendment to LPA

FITCHBURG BUS LANE ALIGNMENT



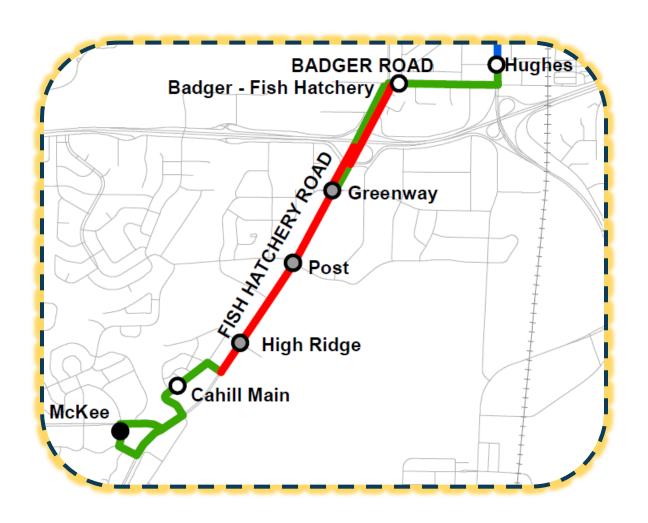
PREVIOUS DESIGN:

- Bus lane alignment was center running in Fitchburg along Fish Hatchery Road
- Northbound left turn prohibited at High Ridge

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Center Bus Lanes
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Side Running Station

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FITCHBURG BUS LANE ALIGNMENT



CHANGES:

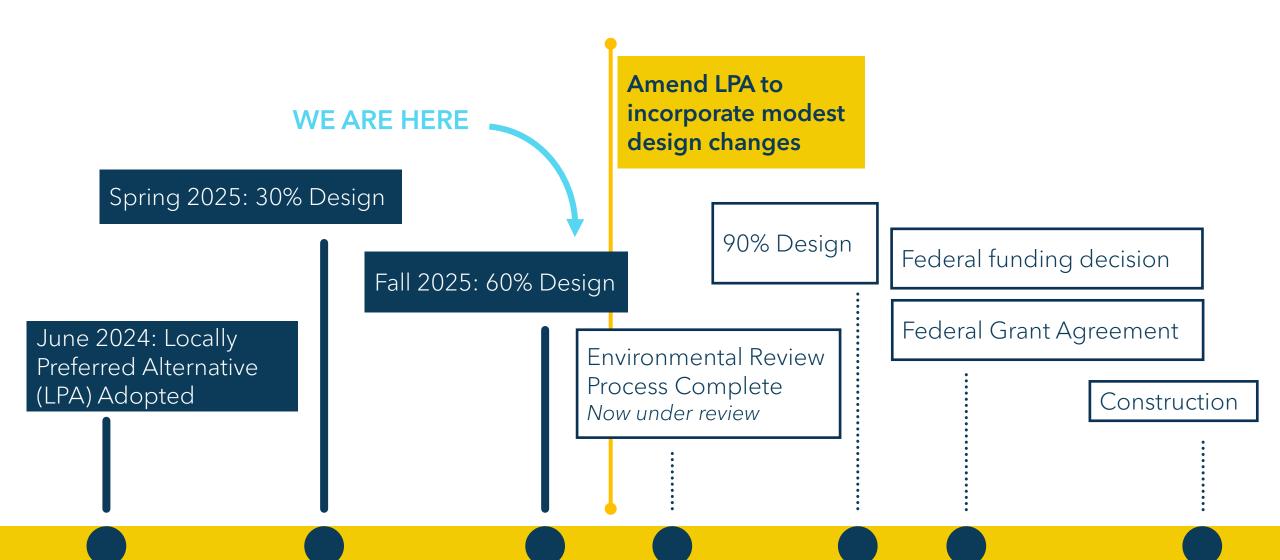
- Bus lane alignment will be <u>side-</u> <u>running</u> on Fish Hatchery Road in Fitchburg
- Reduces project cost, reduces major intersection widening, minimal impact on transit travel times.
- Northbound left turn retained at High Ridge

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Project Status





Questions?

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