



NORTH-SOUTH BUS RAPID TRANSIT

60% Progress – Project Update

TRANSPORTATION COMMISSION
NOVEMBER 5, 2025



Project Quick Facts

Metro Transit's 2nd
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



Project Quick Facts

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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

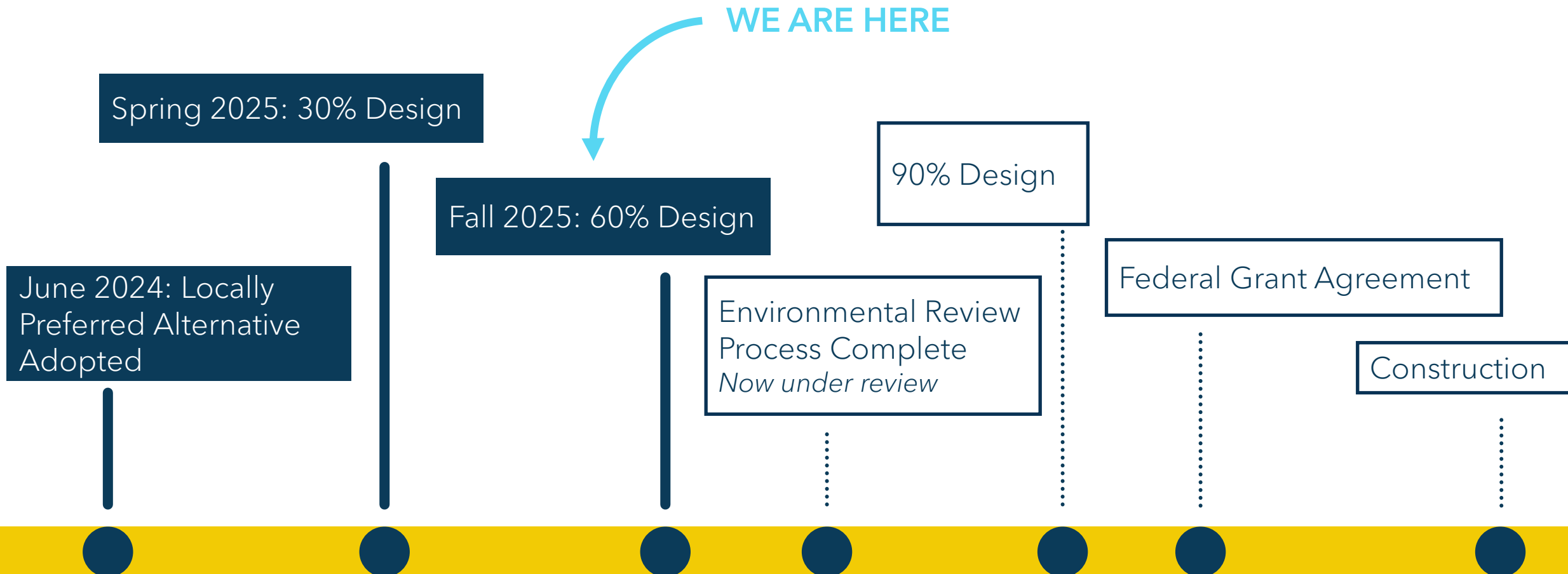


Faster, more reliable service on a route used by nearly 6,000 people per day



40% people of color

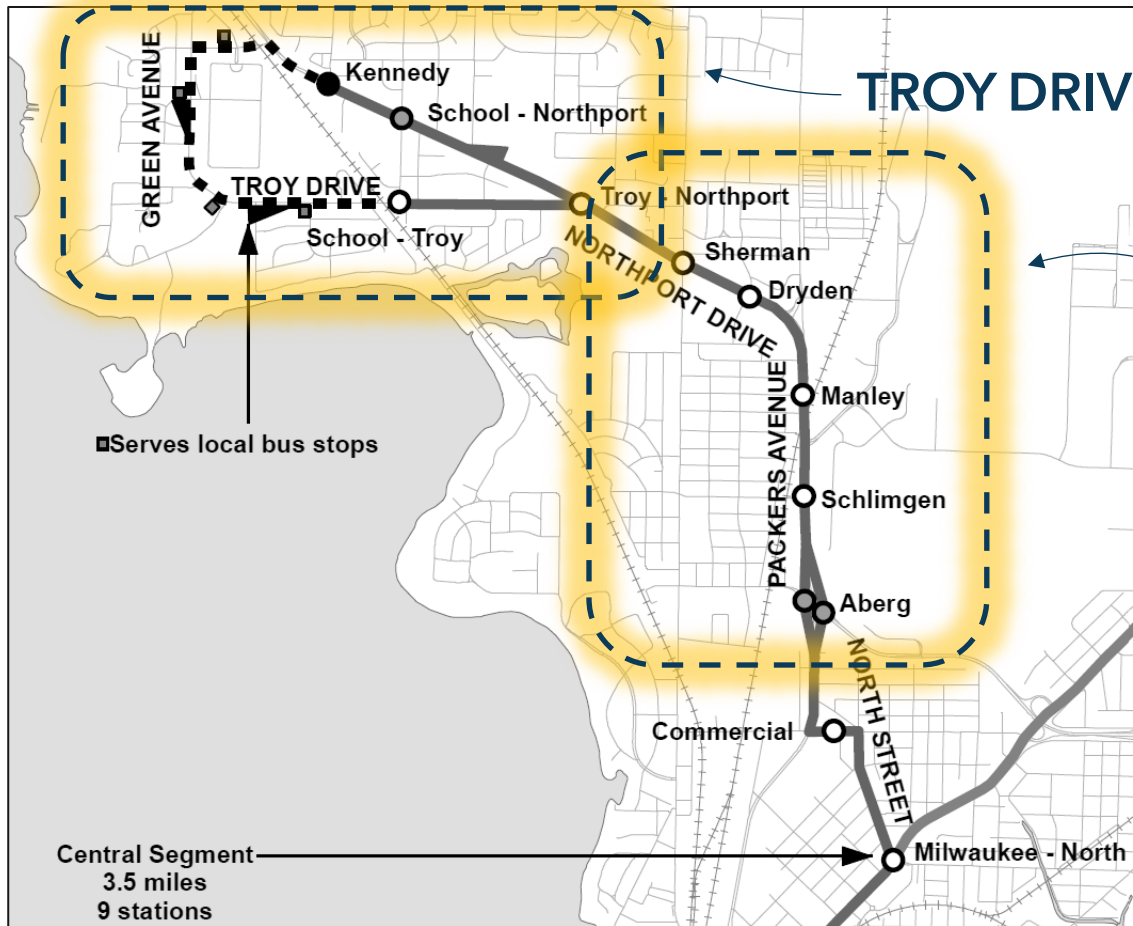
Project Status



An abstract graphic featuring a light blue background. On the left, a large dark blue circle is positioned next to a light blue line that curves upwards and then downwards. A small dark blue dot is located on the upper curve of this line. At the bottom, a yellow line curves upwards and then downwards, with a small dark blue dot on its lower curve. In the top right corner, another light blue line curves downwards and then horizontally to the right.

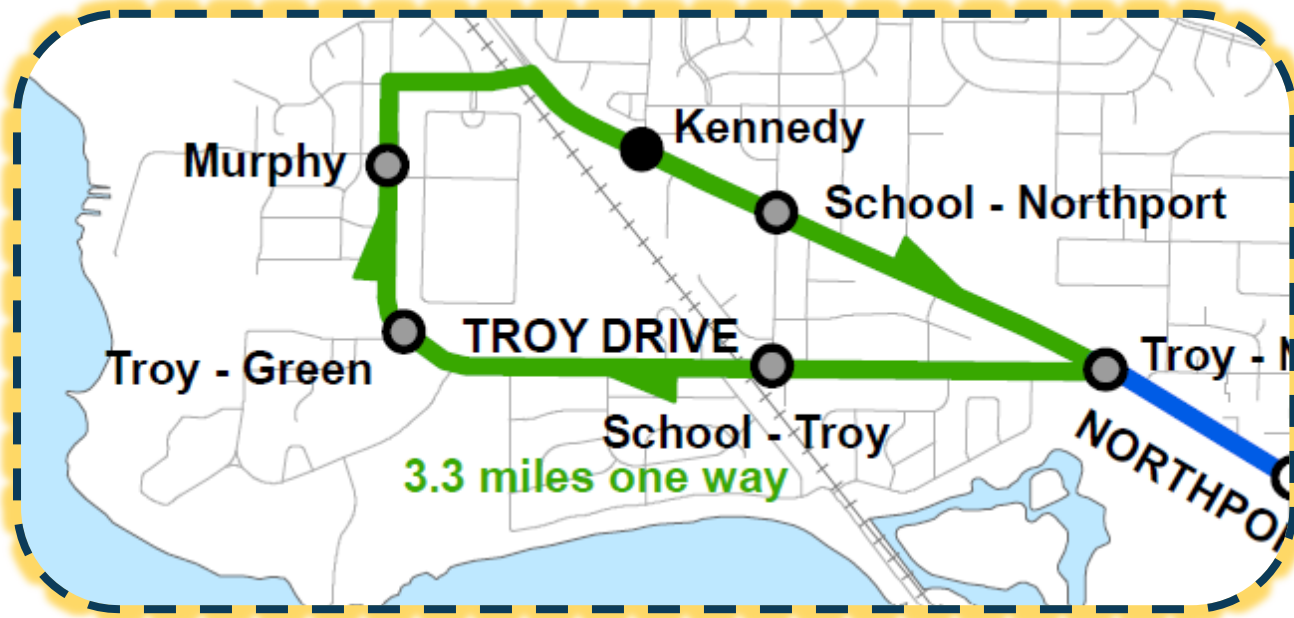
Recent Design Changes

North Segment Changes



PACKERS AVE
CURVE, ABERG
STATION

TROY DRIVE LOOP

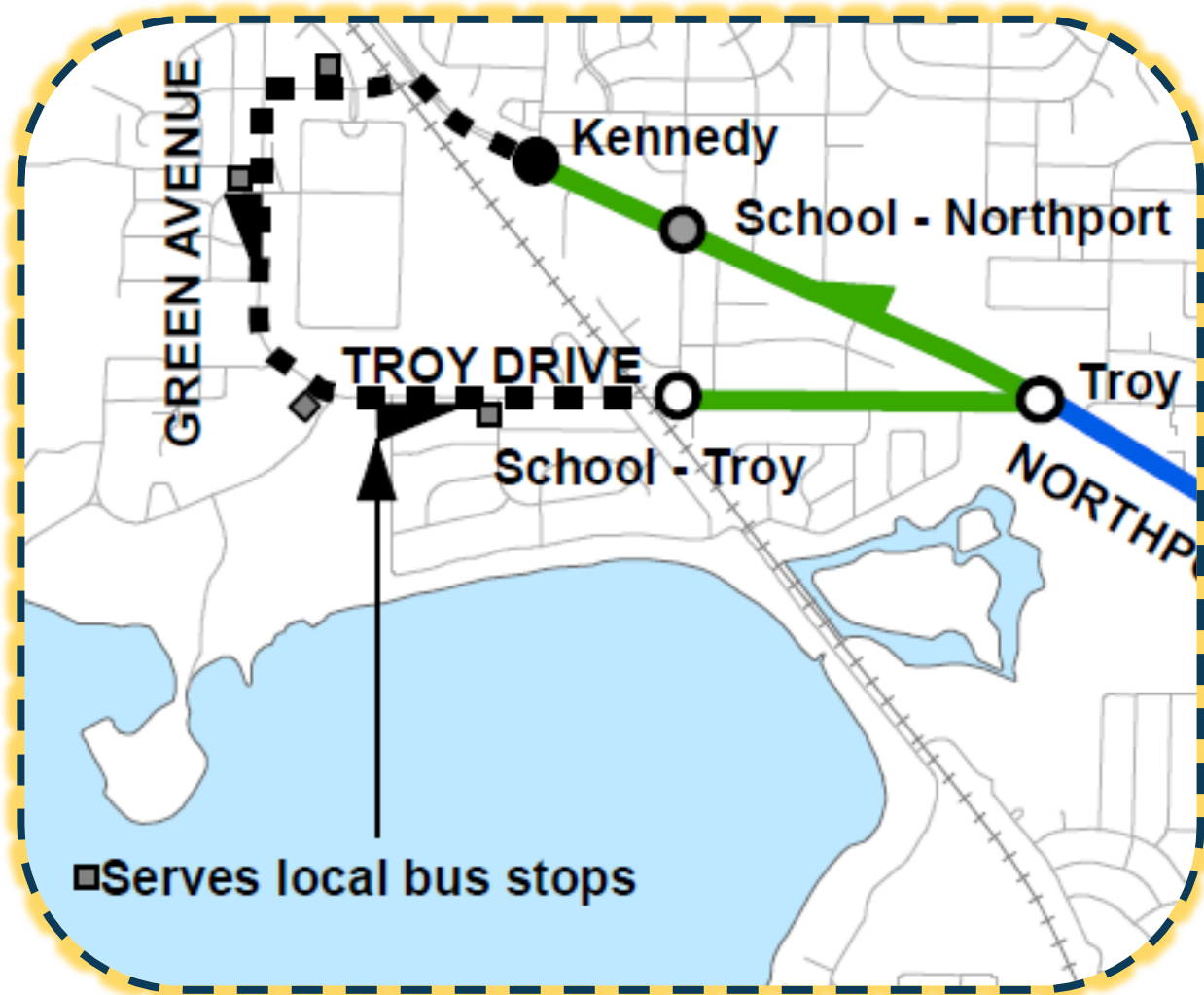


- Mixed Traffic
- Side Bus Lanes
- Center Bus Lanes
- Route continues as local service
- Side Running Station
- Center Running Station
- Terminal with Charging

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

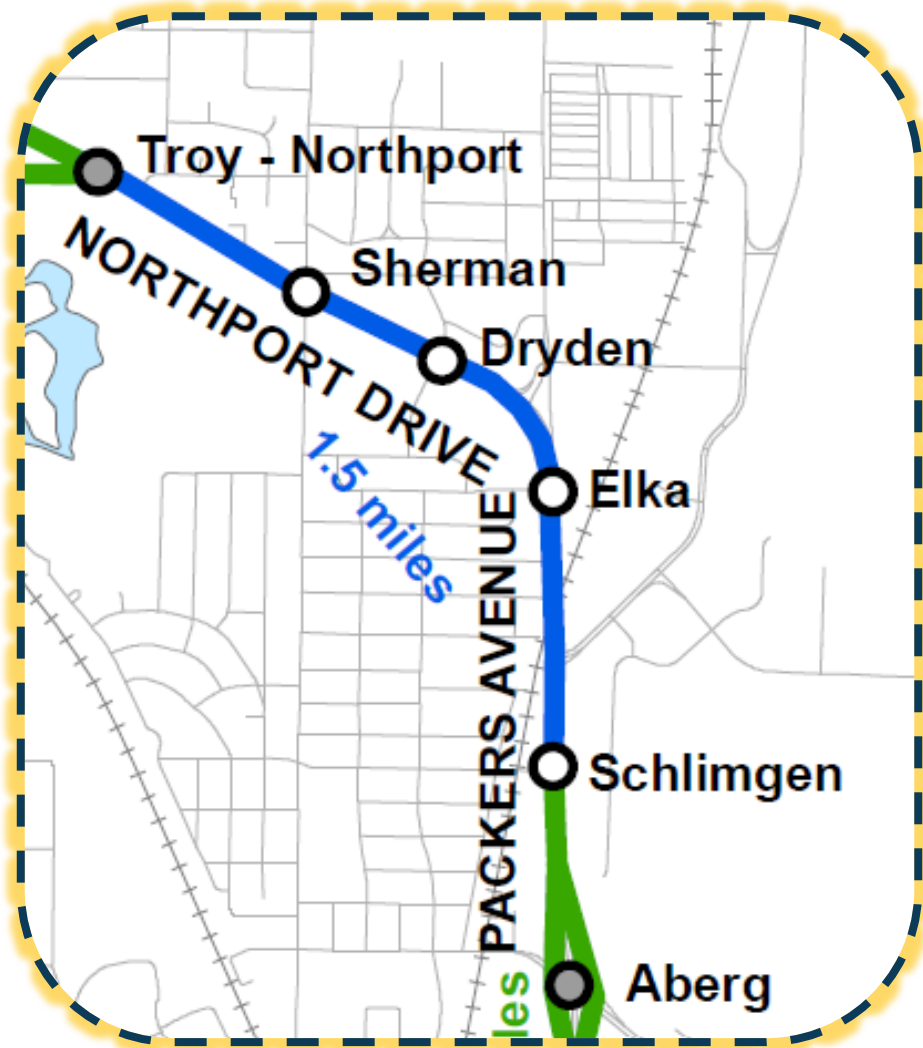


CHANGES:

- 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

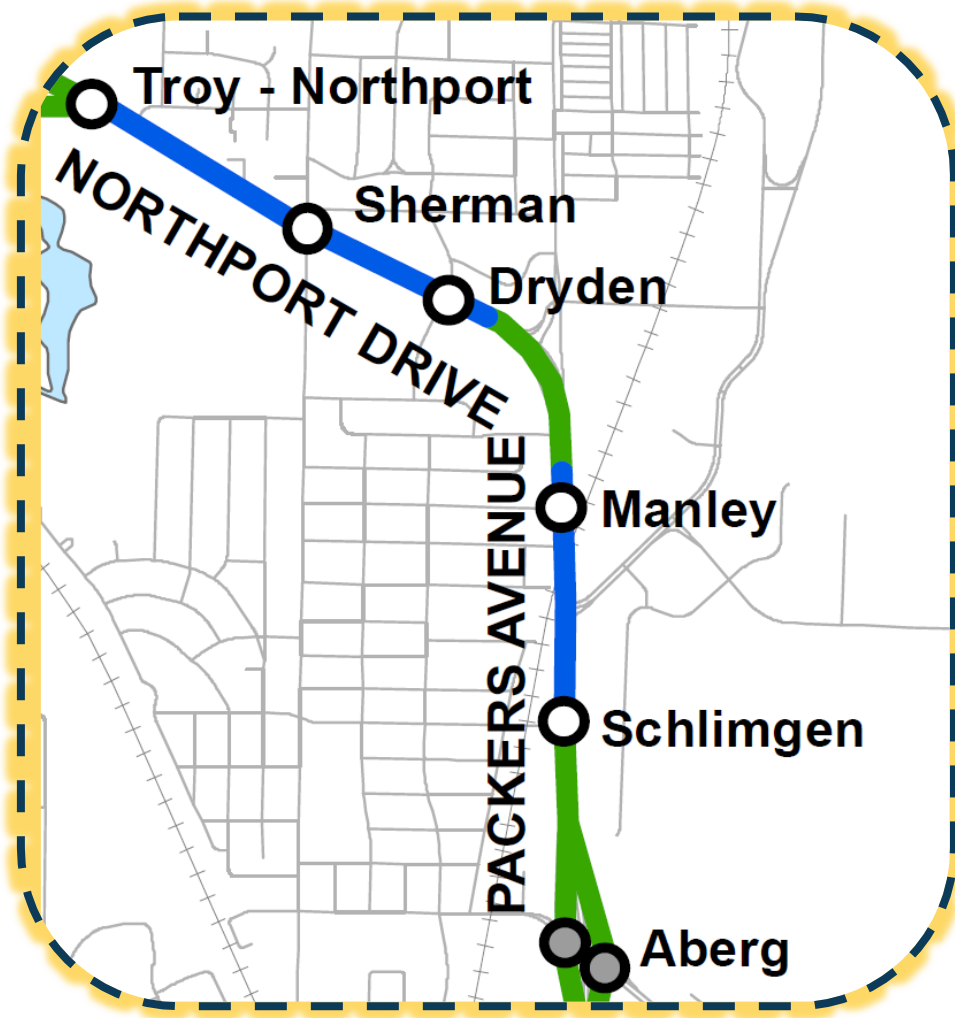


PREVIOUS DESIGN:

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

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PACKERS & NORTHPORT CURVE



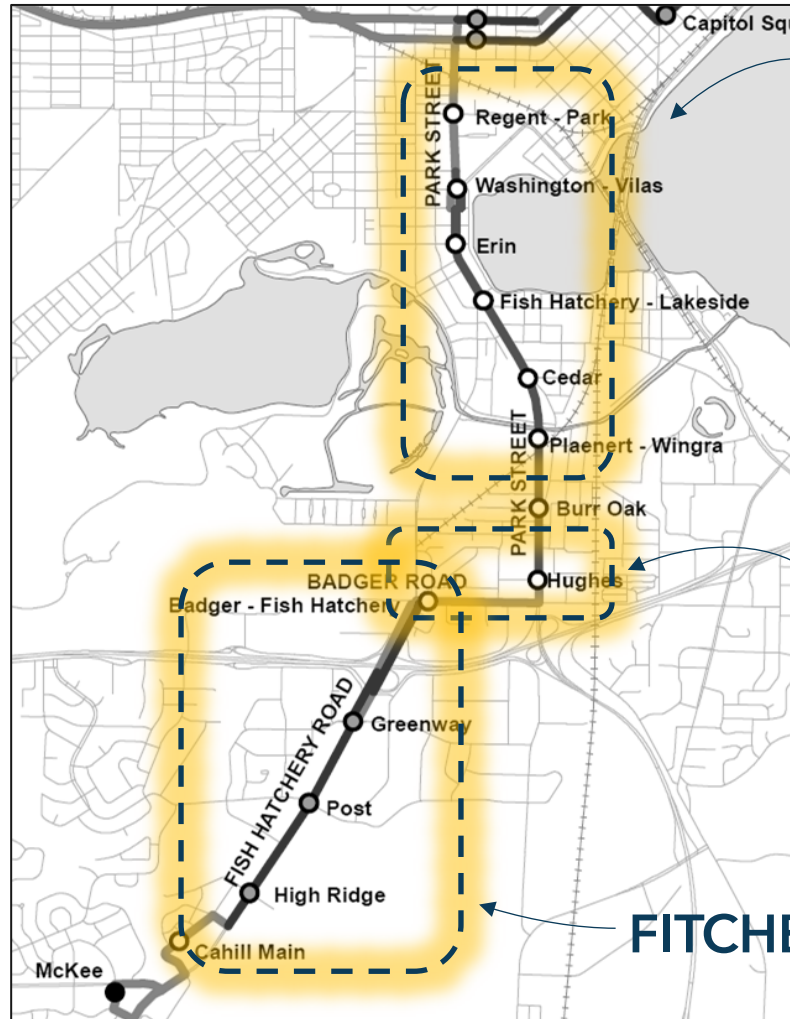
CHANGES:

- 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



**BUS LANE, PARKING &
LEFT TURN
MODIFICATIONS**

**PARK &
BADGER/HUGHES
INTERSECTIONS**

FITCHBURG RUNNINGWAY

CHANGES TO BUS LANE



Bus lanes

PREVIOUS DESIGN:

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

CHANGES TO BUS LANE



— Added bus lane segment

NEW DESIGN:

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

CHANGES TO PARKING



On-street 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

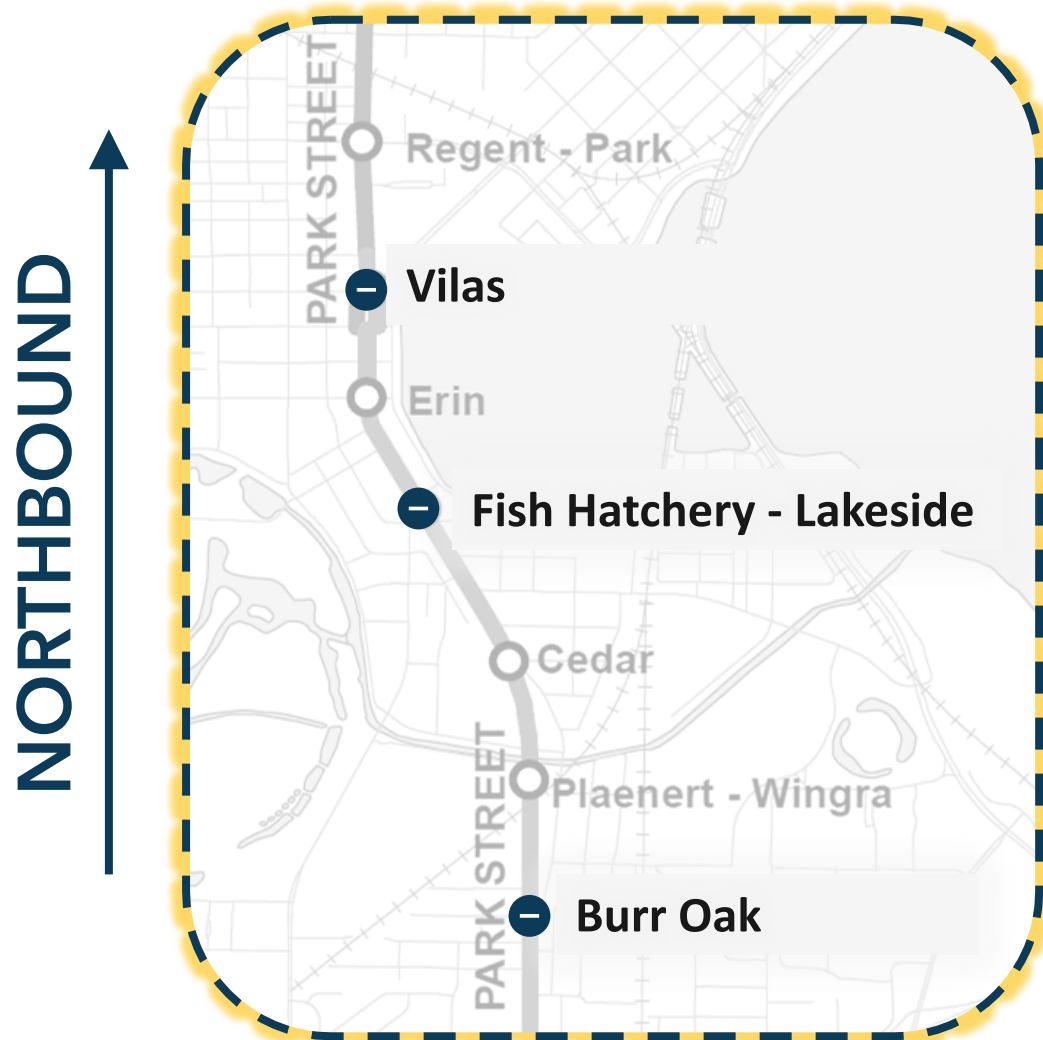


On-street parking Off-peak on-street parking

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
 - Lowers costs and improves geometry
-

LEFT TURN CONSOLIDATION - NORTHBOUND S. PARK ST

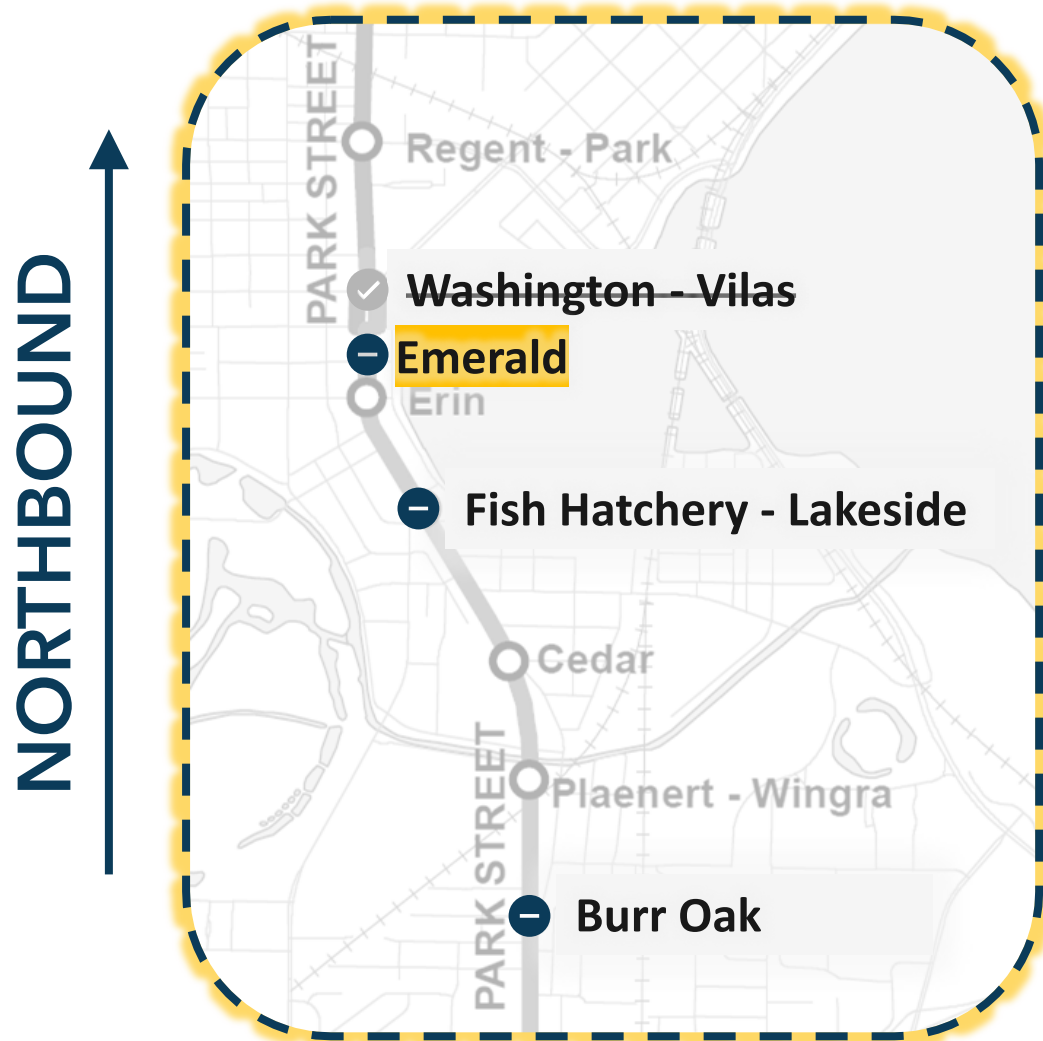


— Left turn prohibited

PREVIOUS DESIGN:

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

LEFT TURN CONSOLIDATION - NORTHBOUND S. PARK ST

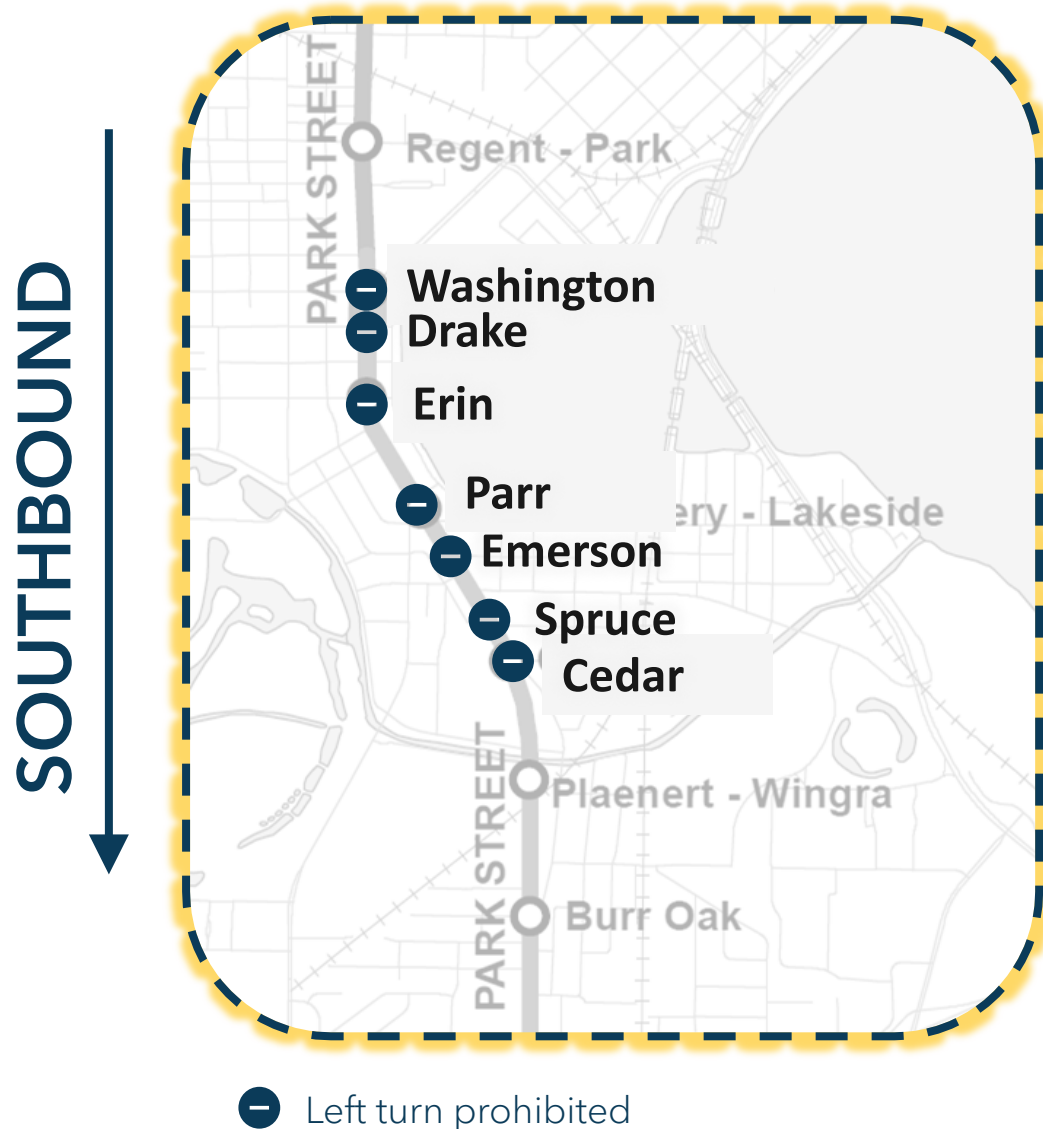


— Left turn prohibited

CHANGES:

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

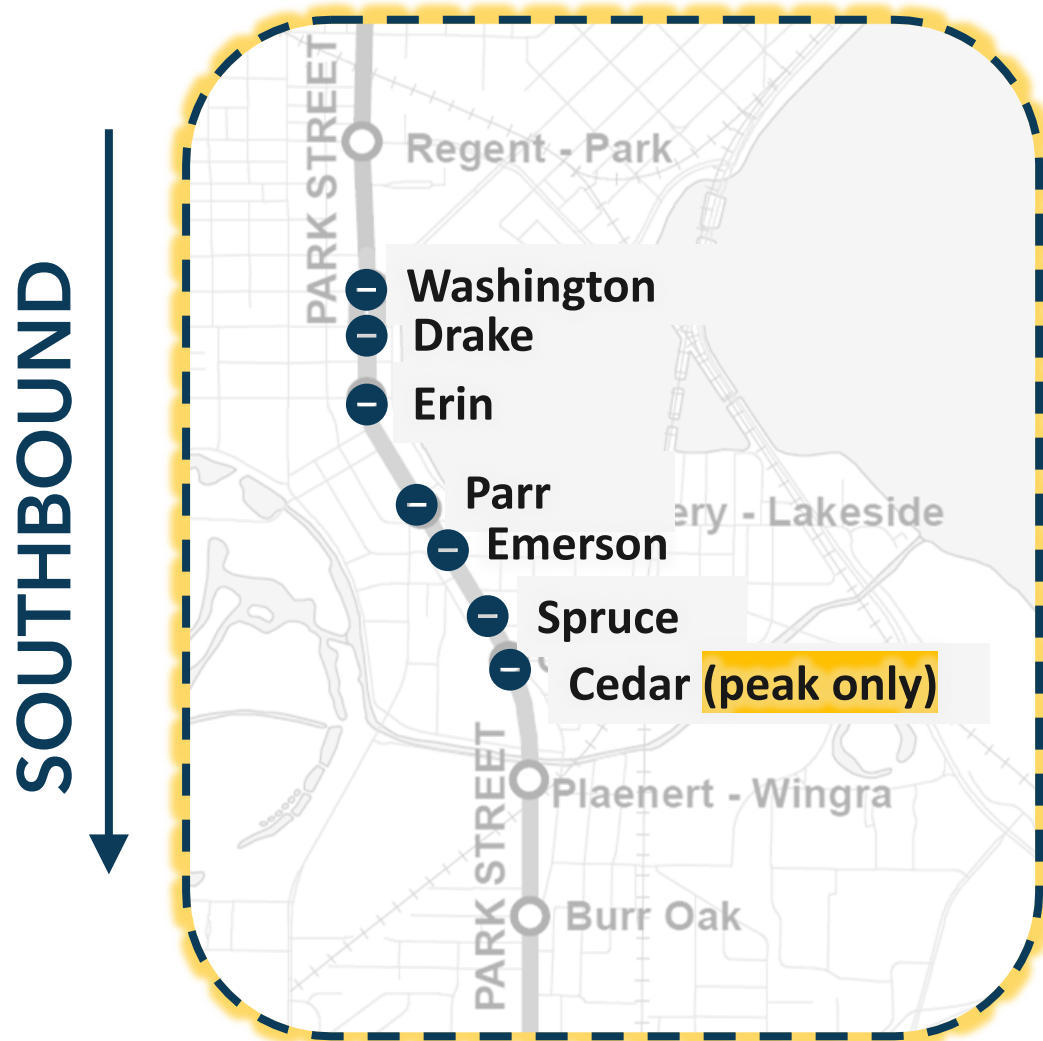
LEFT TURN CONSOLIDATION - SOUTHBOUND S. PARK ST



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



— Left turn prohibited

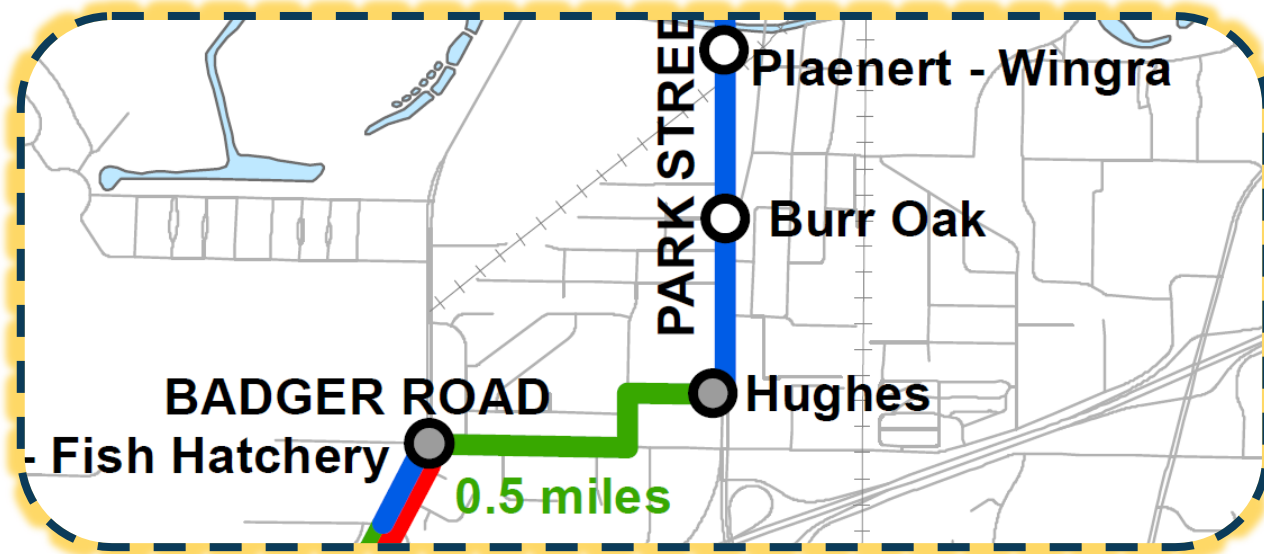
CHANGES:

- Left turns now prohibited to Cedar only during peak period

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

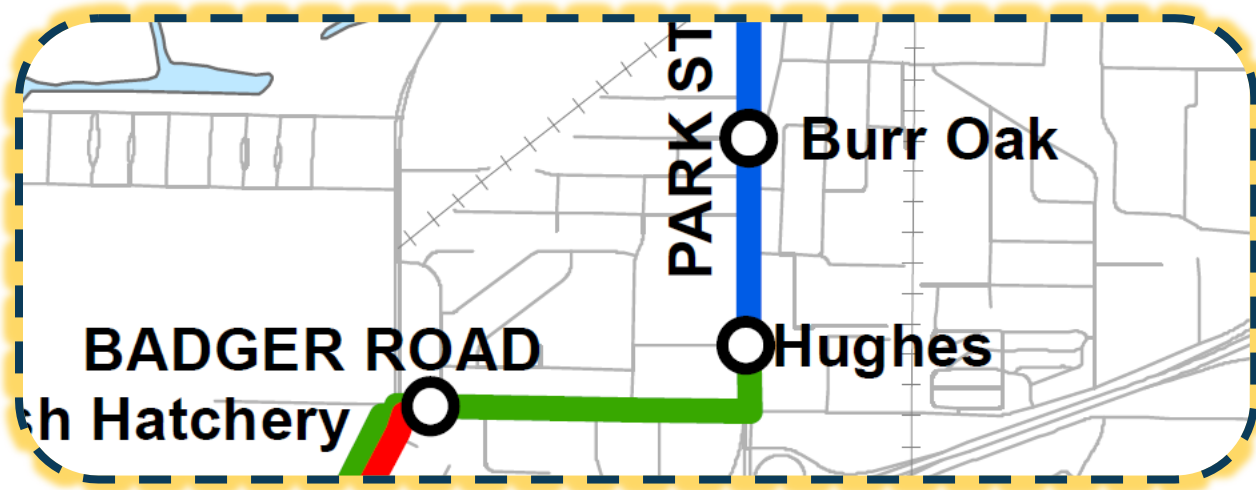
PARK & BADGER/HUGHES INTERSECTIONS



PREVIOUS DESIGN:

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

PARK & BADGER/HUGHES INTERSECTIONS

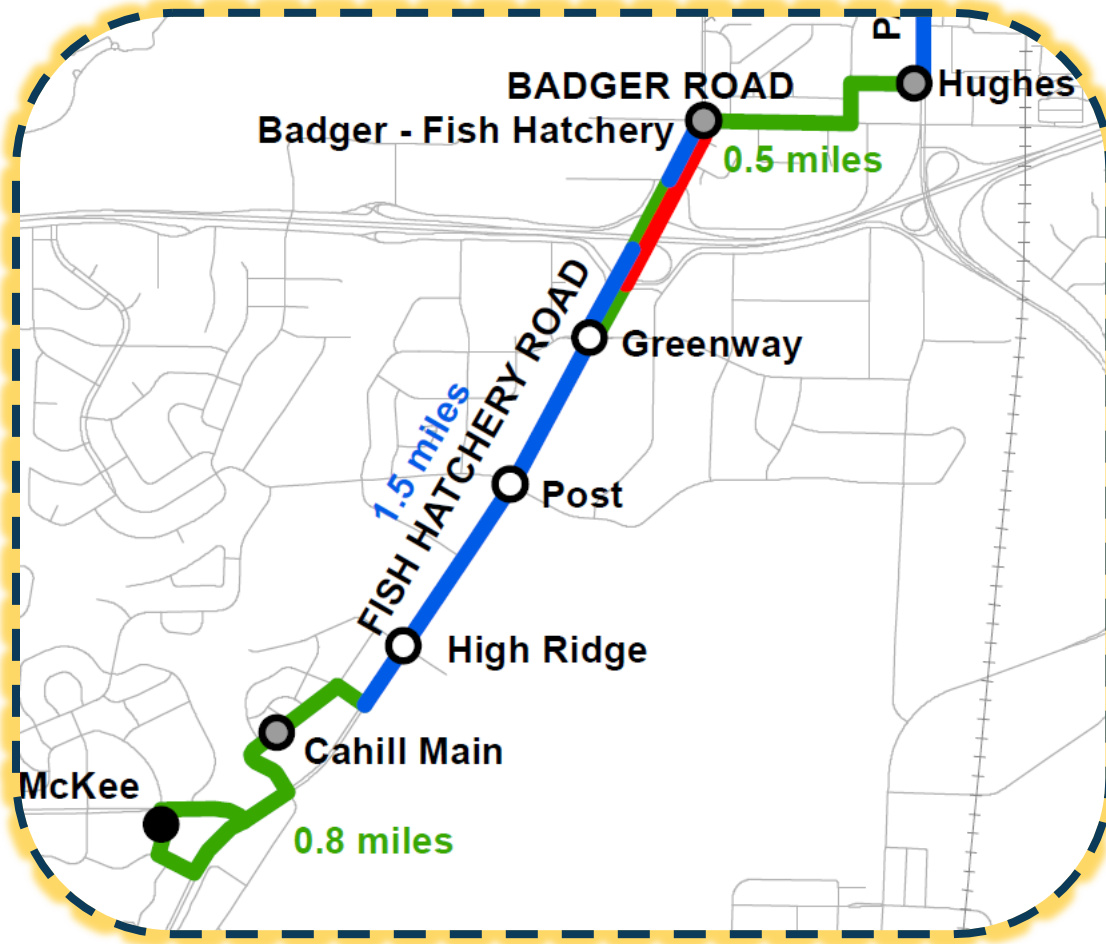


CHANGES:

- 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

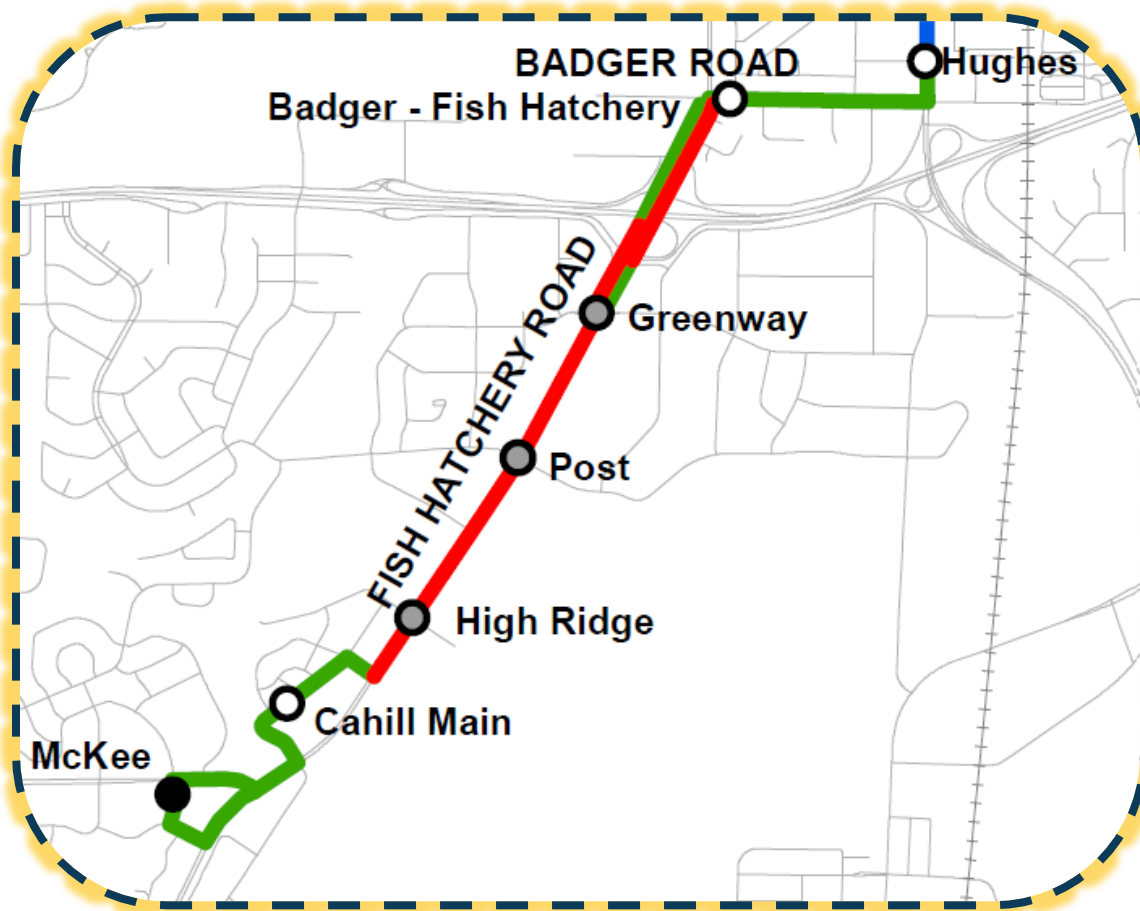


PREVIOUS DESIGN:

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

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FITCHBURG BUS LANE ALIGNMENT



CHANGES:

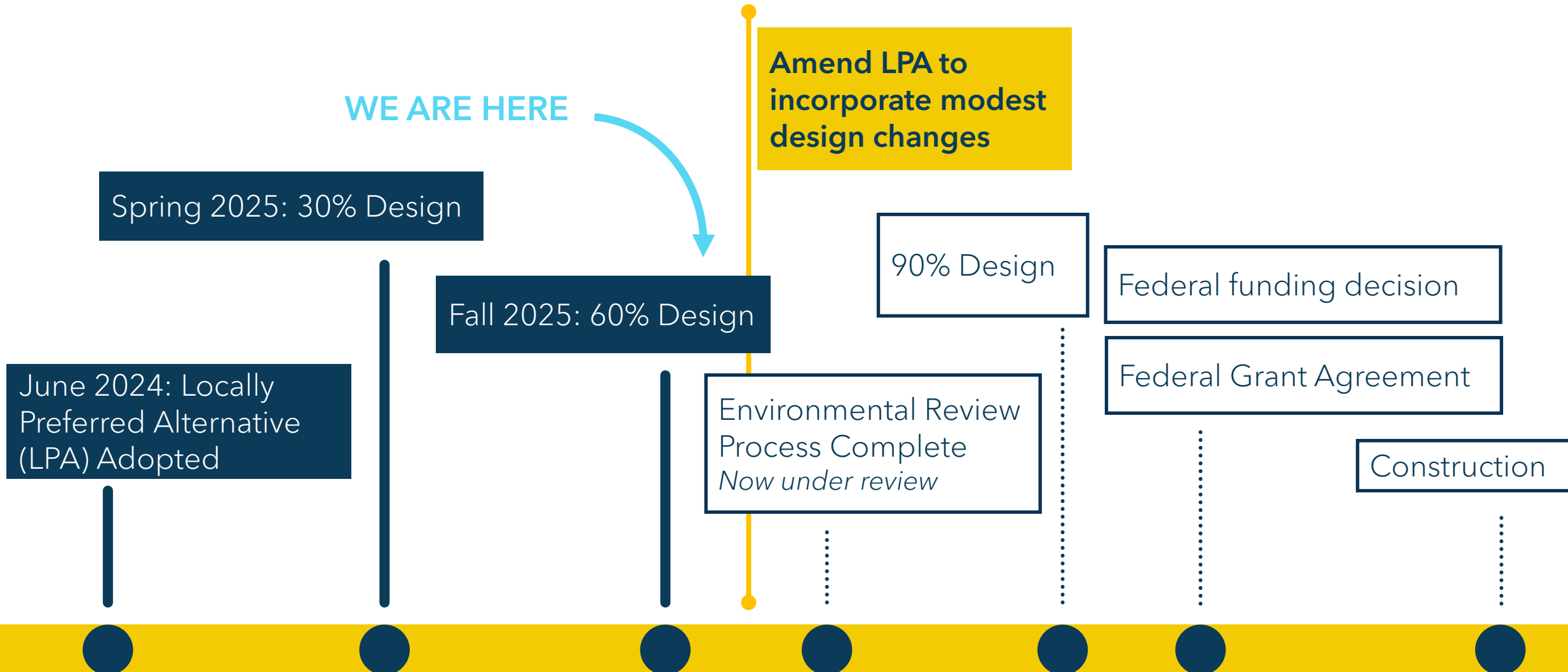
- Bus lane alignment will be side-running on Fish Hatchery Road in Fitchburg
- Reduces project cost, reduces major intersection widening, minimal impact on transit travel times.
- Northbound left turn retained at High Ridge

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The background features abstract geometric shapes. A light blue line enters from the top left, curves down and right, then continues horizontally across the bottom. A yellow line enters from the bottom left, curves up and right, then continues horizontally across the bottom, overlapping the blue line. There are three dark blue circles: a large one on the left, a small one on the blue line's curve, and another small one on the yellow line's curve.

NEXT STEPS and Q & A

Project Status





Questions?

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