

Route 14

- **14 Existing** – Route 14 begins at Bayshore Mall on Port Washington Road, traveling south on Port Washington then east on Silver Spring Drive, south on Santa Monica Boulevard, southeast on Wilson Drive, west on Capitol Drive, south on Humboldt Boulevard, west on Ogden Avenue, south on Astor Street and Prospect Avenue to Wisconsin Avenue, where it ends at Wisconsin and Cass. In the other direction, Route 14 travels north on Van Buren Street, east on E Kilbourn Avenue, north on Astor Street, and then follows the same streets as the southbound direction.
- **14-A** – Option 14-A follows the existing route south to Wisconsin Avenue, then continues further west on Wisconsin Avenue to 12th Street. 14-A then turns around via E Kilbourn Avenue and N 11th Street to head back east on Wisconsin Avenue and then follow the same routing north at Van Buren Street.
- **14-B** – 14-B follows the existing route south to Wisconsin Avenue, then continues further west on Wisconsin to 17th Street. At 17th Street, it turns around via Clybourn and 16th Street to then head back east on Wisconsin Avenue and follow the same routing north at Van Buren Street.

Route 19

- **19 Existing** - Route 19 begins at Florist Avenue and Teutonia Avenue near the Silver Mill shopping center, then travels south on Teutonia Avenue, west on Silver Spring Drive, south on 35th Street, southeast on Cameron Avenue, south on 32nd Street, southeast on Atkinson Avenue, south on Dr MLK Jr Drive, west on Kilbourn Avenue, south on 6th Street, west on Lapham Boulevard, south on 11th Street, southwest on Windlake Avenue, and south on 13th Street to Zellman Court (just south of College Avenue). Some trips continue further south on 13th Street, east on Rawson Avenue, south on 6th Street, east on Marquette Avenue, south on Howell Avenue, west on Drexel Avenue, southeast through Drexel Town square, and south on Howell to Centennial Drive near the Target (just south of Puetz Road). Route 19 follows the same streets in the other direction (northbound).
- **19 on 6th Street (Downtown)** – Route 19 would follow the existing route; however, after traveling south on Dr. MLK Jr. Drive, the route would travel west onto McKinley Avenue and south onto 6th Street, then follow the existing routing. Northbound would travel north on 6th Street, east on McKinley Avenue, and north on Dr MLK Jr Drive, then follow the existing routing.
- **19 and New Route (Oak Creek)** – Route 19 would follow the existing routing to end at Zellman Court (just south of College Avenue). A New Route would replace the southern end of Route 19 and follow the existing routing that travels from Zellman Court south on 13th Street, east on Rawson Avenue, south on 6th Street, east on Marquette Avenue, south on Howell Avenue, west on Drexel Avenue, southeast through Drexel Town square, and south on Howell to Centennial Drive near the Target. The new route would follow the same streets north to Zellman Court.

Route 20

- **20 Existing** – Route 20 begins at 2nd Street and National Avenue, makes a loop via Virginia Street and 1st Street, and then travels west on National Avenue, south on 11th Street, west on Mitchell Street, southwest on Forest Home Avenue, south on 16th Street, southwest on Windlake Avenue, south on 20th Street, west on College Ave, and south on 27th Street to Sycamore Avenue (just south of College Avenue) near the Franklin Walmart. Route 20 follows the same streets in the other direction (northbound).
- **20 Reduced** - Route 20 would follow the existing routing; however, while traveling south on 20th Street, the route would turn around at Edgerton Avenue near Ronald Reagan High School, just south of Layton Avenue, before traveling back north on S 20th Street and follow the same streets on the existing routing. The option would no longer travel to the Franklin Walmart along 27th Street just south of College Avenue.

Route 24

- **24 Existing** – Route 24 begins at 17th Street and Fond du Lac, travels south on 17th Street, east on Clybourn Street, south on 16th Street/Cesar Chavez Drive, southwest on Forest Home Avenue, and south on 76th Street. During the day, Route 24 loops through Southridge and then continues south on 76th Street, east on Grange Avenue, and east on Northway before turning back west onto Grange Avenue to follow the same routing in the other direction. In the evenings, Route 24 alternates between traveling to Greendale and ending at Southridge Mall on Edgerton Avenue. Buses currently come every 20 minutes during the busiest parts of the day.
- **24 High Frequency** – Route 24 would follow the same routing as it does today, but buses would come every 15 minutes during the busiest parts of the day.

Route 28

- **28 Existing** - Route 28 begins at Grange and 108th Street, and travels east on Grange, southwest on Forest Home Avenue, west on Janesville Road, north on 108th Street / Mayfair Road, serves Mayfair Mall directly before returning to Mayfair Road and traveling north on 108th Street, west on Burleigh Road, north on N 124th Street, then makes a one-way loop by traveling east on Hampton Avenue, north on Lovers Lane Road, west on Silver Spring Drive, and south on 124th Street following the same streets in the other direction (southbound).
- **28 Reconfigured** - Route 28-A would follow the same routing to 124th Street, but eliminate the one-way loop by traveling east on W Hampton Avenue, north on N Lovers Lane Road, east on Silver Spring Drive and west on Silver Spring Road, then turning back south onto Lovers Lane Road, west on Hampton, and south on 124th Street following the same streets in the other direction (southbound).

Route 30

- **30 Existing**- Route 30 begins at UWM and travels south on either Maryland or Downer Avenues between Kenwood Boulevard and North Avenue, southwest on Farwell Avenue, west on Ogden Avenue, south on Van Buren Street, west on Wisconsin Avenue, north on 35th Street, west to northwest on Highland Boulevard, east on Vliet Street north on 40th Street, northwest on Lisbon Avenue, and north on Sherman Boulevard and N 43rd Street to Woolworth Avenue Mill Road. The route then makes a small loop via Woolworth Avenue, 46th Street and Mill Road traveling back south on 43rd Street and follows the same streets in the other direction.
- **30 Reconfigured** – Reconfigured Route 30 would follow the existing routing, however, while traveling north on Sherman Blvd, the route would travel east on Florist Avenue to Teutonia Avenue, then turn around at the Silver Mill Shopping Center to follow the same streets in the other direction.

Route 34

- **34 Existing** - Route 34 begins on 92nd Street at Grantosa Drive, travels south on 92nd Street, east on Congress Street, southeast on Fond du Lac Avenue, east on Capitol Drive, south on Hopkins Street, east on Locust Street, south on 8th Street, continues south on 6th Street, then turns around via Michigan St, Vel R Phillips Avenue, and Clybourn Street at the Intermodal Station. Route 34 follows the similar streets in the opposite direction.
- **34 Reduced** – Reduced Route 34 would follow the existing routing to 8th Street, but then turn around at North Avenue to come back northbound via 7th Street. This option would no longer travel south to the Intermodal Station.

Route 51

- **51 Existing** - Route 51 begins on Oklahoma Avenue at 124th Street, travels east on E Oklahoma Avenue to Delaware Ave (just east of Kinnickinnic Avenue), then turns northwest on Delaware Avenue and south on New York Avenue. The route travels west on Oklahoma Avenue in the other direction (westbound). Eight trips per day travel further east on Oklahoma to Superior Street / Lake Drive and then south on Superior Lake Drive ending near Fransiscan Shore before turning around and traveling back in the other direction.
- **51 Reduced** – Reduced Route 51 would follow the same routing as the existing Route 51, but the eight trips to Lake Drive would no longer be served under this option. Frequency would be reduced during non-busy times of the day.

Route 52

- **52 Existing** - Route 52 begins in front of Kelly Senior Center on Lake Drive, travels south on Lake Drive, west on College Avenue, north on Pennsylvania Avenue, west on Howard Avenue, north on Clement Avenue, west on Montana Street, and north on Herman Street to Kinnickinnic Avenue. It then travels southeast on Kinnickinnic Avenue and south on Clement Avenue and follows the same streets in the other direction (southbound).
- **52-A** – Option 52-A would follow existing routing, but travel west on Oklahoma Avenue from Clement Avenue, south on Chase Avenue, and west on Holt Avenue. The route would then make a loop by turning north onto 6th Street, and then traveling back east on Oklahoma Avenue to Clement Avenue following the same streets in the other direction (southbound).
- **52-B** – Option 52-B would follow existing routing, but travel west on Howard Avenue from Clement Avenue, north on Chase Avenue, continue north on 1st Street, east on Becher Street, east on Bay Street, and turns around just east of Kinnickinnic Avenue. The route would follow the same streets in the other direction (southbound).
- **52-C** – Option 52-C would travel from Chicago Avenue west on Drexel Avenue, north on 15th Avenue, west on College Avenue, north on Pennsylvania Avenue, west on Howard Avenue, north on Clement Avenue, west on Oklahoma Avenue, south on Chase Avenue, and west on Holt Ave, then make a loop by turning north onto 6th Street, and then traveling back east onto E Oklahoma Avenue Clement Avenue following the same streets in the other direction (southbound). This option would no longer serve the Kelly Senior Center just north of College Avenue.

Route 55

- **55 Existing** - Route 55 currently starts at Layton and 108th Street, travels east on Layton Avenue, north on Brust Avenue, southeast on Whitnall Avenue, east on Layton Avenue to Packard Avenue where the route branches off during the week. Every other bus travels north on Packard Avenue, west on Plankinton Avenue, northwest on Kinnickinnic Avenue to Armour Avenue. The other buses continue east on Layton Avenue and south on Lake Drive to the Kelly Senior Center. Routing follows the same streets in the western direction, though all buses serve the Hales Corners Park and Ride Lot before ending near Layton and 108th Street. On weekends, Route 55 buses do not serve Lake Drive.
- **55-A** – Option 55-A would follow the same routing that exists today to Armour Avenue via Packard. This option would no longer serve Lake Drive south of Layton Avenue to the Kelly Senior Center.
- **55-B** - Option 55-B would follow the same routing as it does today to Packard Avenue, but continue north on Packard Avenue past Howard Avenue, northwest on South Lake Drive, west on Oklahoma Avenue, turnaround using Delaware and New York Avenues, east on Oklahoma Avenue and southeast on south Lake Drive ending near Franciscan Shore. This option would continue south on Lake Drive and follow similar streets in the western direction with all buses continuing to serve the Hales Corners Park and Ride Lot before ending near Layton and 108th Street. This option would no longer serve Lake Drive south of Layton Avenue to the Kelly Senior Center.

Route 56

- **56 Existing** - Route 56 currently starts near 1st Street and Mitchell Street, travels north on 1st Street, west on Greenfield Avenue, south on Miller Park Way / 43rd Street, east on Morgan Avenue, south on 27th Street, southwest on Loomis ending near Loomis and 27th Street. In the other direction, Route 56 loops back to Morgan Avenue and follows the same streets in the other direction.
- **56-A and 74-A** - 56-A would follow the same route as it does today to Miller Park Way / 43rd Street, but then travel west on Burnham Street, southwest on Beloit Road, and end at 92nd Street before looping around to travel back in the other direction. 74-A would start at Loomis and 27th Street, north towards Morgan Avenue, west on Morgan Avenue, north on 43rd Street / Miller Park Way, west on National Avenue and loops through the VA Hospital on National Avenue and 50th Street and follows the same streets in the other direction ending near Loomis and 27th Street.
- **56-A and 74-B** – 56-A would follow the same route as it does today to Miller Park Way / 43rd Street, but then travel west on Burnham Street, southwest on Beloit Road, and end at 92nd Street before looping around to travel back in the other direction. 74-B would start at Loomis and 27th Street, north towards Morgan Avenue, west on Morgan Avenue, north on 43rd Street / Miller Park Way / Brewers Boulevard, continues north on highway 175, east on Wisconsin Avenue and loops back in the other direction via 35th Street, Wells Street and 37th Street following the same streets ending near Loomis and 27th Street.

Route 57

- **57 Existing** – Route 57 begins at the Intermodal Station on St. Paul Avenue and 5th Street. It travels north on Vel R Phillips Avenue, east on Michigan Street, north on Water Street, west on Cherry Street, north on Dr MLK Jr Drive, west on Walnut Street, northwest on Lisbon Avenue, north on 60th Street, west on Keefe Avenue, northwest on Appleton Avenue, and west on Silver Spring Drive and Silver Spring Road to Lovers Lane Road, where it turns around and follows the same routing in the other direction.
- **57 High Frequency** – Route 57 would follow the same routing as it does today, but buses would come every 15 minutes during the busiest times of the day.

Route 58

- **58 Existing** – Route 58 begins at Green Bay and Hampton, travels north to Villard Ave, west on Villard Avenue, northwest on Appleton Avenue, west on Silver Spring Drive, and then loops around via Silver Spring Road and Lovers Lane Road. The route follows the same streets in the other direction (eastbound).
- **58 Reduced** – 58 would follow the same routing as it does today to Appleton Avenue, but end at Appleton Avenue by turning around via Lancaster Avenue and N 84th Street to come back east.

New Route 59

- **59-A** – Option 59-A would begin at Chicago Avenue and Drexel Avenue, travel west on Drexel Avenue, south on Howell Avenue, west on Susan Drive and through Drexel Town Square via Town Square Way and 6th Street, west on Drexel Avenue, and north on 20th Street / IKEA Way to IKEA. The route follows the same streets in the other direction to Drexel Avenue and 15th Avenue, then travels north on 15th Avenue, east on Marquette Avenue, and south on Chicago Avenue to eastern end.
- **59-B** – Option 59-B would begin at Chicago Avenue and Drexel Avenue, travel west on Drexel Avenue, south on Howell Avenue, west on Susan Drive and through Drexel Town Square via Town Square Way and 6th Street, west on Drexel Avenue, and north on 20th Street / IKEA Way to IKEA then back south on 20th Street / IKEA Way, travel west on Drexel Avenue, north on 27th Street, and turn around just south of College Avenue near the Walmart. The route follows the same streets in the other direction to Drexel Avenue and 15th Avenue, then travels north on 15th Avenue, east on Marquette Avenue, and south on Chicago Avenue to eastern end.
- **59-C** - Option Route 59-C would begin on Lake Drive just south of Oklahoma Avenue and travel southeast on Lake Drive, south on Packard Avenue, east on Layton Avenue, south on Lake Drive, west on College Avenue, south on Chicago Avenue, south on 10th Avenue, west on Marquette Avenue, south on Chicago Road, west on Drexel Avenue, south on Howell Avenue, west on Susan Drive and through Drexel Town Square via Town Square Way and 6th Street, west on Drexel Avenue, and north on 20th Street / IKEA Way to IKEA. The route follows the same streets in the other direction to get back to the northern end, traveling northwest on Lake Drive, west on Oklahoma Avenue, turnaround using Delaware and New York Avenues, east on Oklahoma Avenue and southeast on south Lake Drive ending near Franciscan Shore.

Route 63

- **63 Existing** – Route 63 begins on Port Washington Road in front of Bayshore Mall, makes a U-turn to travel south on Port Washington Road, west on Silver Spring Drive to Silver Spring Road and south on Lovers Lane Road. The route travels south on Lovers Lane Road to Silver Spring Drive and follows the same streets in the other direction.
- **63 High Frequency** - Route 63 would follow the same routing as it does today, but buses would come every 15 minutes during the busiest times of the day.

NEW Route 65

- **65** – A new Route 65 would begin at Kelly Senior Center located on Lake Drive just north of College Ave. It would travel north on Lake Drive, west on Layton Avenue, north on Packard Avenue, northwest on Lake Drive, west on Oklahoma Avenue, turnaround using Delaware and New York Avenues, east on Oklahoma Avenue and southeast on south Lake Drive ending near Franciscan Shore. The route would travel south on Lake Drive and follows the same streets in the other direction.

BlueLine

- **BlueLine Existing** – The BlueLine begins near the Intermodal Station on Clybourn and 5th Street, travels north on 6th Street, west on Wells Street, north on 12th Street, west on Highland Avenue, north on 17th Street, and northwest on Fond du Lac Avenue. Buses then alternate between turning around via 60th Street and Hampton to come back south on Fond du Lac Avenue, and continuing north on 60th Street, west on Villard Avenue, north on 64th Street, west on Mill Road, north on 107th Street, west on Good Hope Road, north on Park Place, west on Bradley Road, north on Boundary Road, turn around at Old Orchard Road, and come back south to Park Place. BlueLine follows the same streets in the other direction (southbound).
- **BlueLine-A with NEW Route 73** – The BlueLine would follow existing routing north on 64th Street, then turn west onto Silver Spring Drive, north onto 91st Street, and turn around just south of Florist Avenue via Flagg Avenue and 92nd Street and follow the same streets in the other direction (southbound). This option would no longer travel to the turnaround via 60th Street and Hampton Avenue. Route 73 would begin at Teutonia Avenue and Florist at the Silver Mill Shopping Center, travel north on Teutonia Avenue, west on Mill Road, north on 107th Street, and then turn around by going west on Brown Deer Road, south on 114th Street, and east on Heather Avenue. The route would then turn south on 107th Street and follow the same streets in the other direction.
- **BlueLine-A with NEW Route 73** - The BlueLine would follow existing routing north on 64th Street then turn west onto Florist Avenue, follow southwest on Flagg Avenue, and turn around at 92nd Street and follow the same streets in the other direction (southbound). This option would no longer travel to the turnaround via 60th Street and Hampton Avenue. Route 73 would begin at Teutonia Avenue and Florist at the Silver Mill Shopping Center, travel north on Teutonia Avenue, west on Mill Road, north on 107th Street, and then turn around by going west on Brown Deer Road, south on 114th Street, and east on Heather Avenue. The route would then turn south on 107th Street and follow the same streets in the other direction.

RedLine

- **RedLine and Route 68 Existing** - RedLine currently begins at 127th Street and travels east on Capitol Drive, south on Downer Avenue, west on Kenwood Boulevard to the University of Wisconsin-Milwaukee. The route travels west on Kenwood Boulevard, north on Maryland Avenue, east on Edgewood Avenue, and turns north on to Downer Avenue and follows the same streets in the other direction (westbound). Route 68 currently begins at the Brown Deer Park and Ride Lot on the northern end and travels east on Brown Deer Road, south on Port Washington Road, east on Capitol Drive to Fratney Street. The route travels south on Fratney Street, east on Vienna Street, north on Humboldt Boulevard, west on Capitol Drive and follows the same streets in the other direction (northbound).
- **RedLine and 68-A** - RedLine would follow existing routing east on Capital Drive, then travel south on Oakland Avenue to Hartford Avenue, east on Hartford Avenue to Downer Avenue, south on Downer Avenue to Kenwood Boulevard, and west on Kenwood Boulevard. The route would travel west on Kenwood Boulevard to Oakland Avenue, north on Oakland Avenue to Capital Drive and follow the same streets in the other direction (westbound). Route 68 would follow existing routing south to Capital Drive then continue east to Downer Avenue, south on Downer Avenue to Kenwood Boulevard and west on Kenwood Boulevard ending at Kenwood Boulevard and Maryland Avenue. The route would travel west on Kenwood Boulevard to Oakland Avenue, north on Oakland Avenue to Hartford Avenue, east on Hartford Avenue to Downer Avenue, and follow the same streets in the other direction (northbound).

PurpleLine

- **PurpleLine Existing** – PurpleLine begins at Bayshore Mall, travels south on Port Washington Road west on Silver Spring Drive, south on Green Bay Avenue, west on Hampton Avenue, south on Teutonia Avenue and south on 27th Street to different turnaround points on the southern end of the route including ending at 27th Street and Loomis Road, ending at 27th Street and the Franklin Walmart just south of College Avenue or ending at IKEA near Drexel Avenue and IKEA Way / 20th Street. PurpleLine follows the same streets in the other direction (northbound).
- **PurpleLine No IKEA**– PurpleLine would follow current routing like today but only travel as far south to the 27th Street and Loomis Road turnaround or to the 27th Street and Franklin Walmart turnaround. This option would no longer travel to the turnaround at IKEA.