

Southeastern Wisconsin **Regional Planning Commission**



Bus Stop Inventory Overview and Findings

Waukesha Area Transit Development Advisory Committee
February 2, 2021

●●●●● Overview

- Conducted as part of the performance evaluation
- Surveyed 601 bus stop locations
- Checked for the presence of pedestrian accommodations and amenities
- Provide recommended bus stop improvements, estimated costs, and potential funding sources



●●●●● Data Collected

- Stop sign
- Bus pad
- Sidewalk
- Nearby curb ramp
- Detectable warning surface
- Shelter
- Bench
- Garbage can
- Lighting
- Damage

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Waukesha_Bus_Stops

Stop Name
Nagawaukee Park & Ride (Hwy 83/I-94)

Does this stop have a sign?
Sign should have the transit logo, route number, and/or stop name

Yes
 No

Does this stop have a bus pad?
(e.g., paved waiting area with access to and from the stop)

Yes
 No

Is there a connecting sidewalk to the bus stop?

Yes
 No

Is there a nearby curb cut connecting to the sidewalk?

Yes
 No

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Pedestrian-friendly Amenities

- No sidewalk (54 locations)
- No bus pad (111 locations)
- No curb ramp (96 locations)
- No detectable warning surface (245 locations)

Top: Route 6 stop on E St. Paul Avenue at Fuller Street (City of Waukesha)

Bottom: Route 2 stop on Arcadian Avenue at Aurora Street (City of Waukesha)





General Amenities

- No signage (18 locations)
- Damage (92 locations)
- No nearby lighting (134 locations)

Top: Route 8 stop on Greenmeadow Drive at Summit Avenue (City of Waukesha)
Bottom: Route 9 on Irving Place at Aldoro Drive (City of Waukesha)



●●●●● Deficiencies – Waukesha County



- No signage (7 locations)
- No bus pad (2 locations)
- No detectable warning surface (9 locations)
- No nearby lighting (3 locations)



*Top: Collins and Cross Parking Lot (City of Oconomowoc)
Bottom: STH 16 and CTH C (Village of Nashotah)*



➤ Waukesha Metro Transit

- Inventory identified deficiencies, including 96 stops without a nearby curb ramp and 54 stops without nearby sidewalk
- Partially fulfills the performance standard



*Bluemound Road at Woelfel Road
(City of Brookfield)*

➤ Waukesha County Transit

- Inventory identified seven locations without signage
- Partially fulfills performance standard



Village Parking Lot (Village of Pewaukee)





Estimated Improvement Costs for Stops Served by Waukesha Metro Transit

Type of Improvement	Number of Locations	Cost ^a	Total Estimated Cost
Bus pad	111 pads	\$7/sf, approx. \$210 each	\$23,310
Sidewalk	3,538 linear feet	\$7/sf, \$35/lf (5'x5')	\$123,830
Curb ramps	96 ramps	\$4,400 ^b	\$422,400
Detectable Warning Surface	245 curbs	\$800	\$196,000

^aEstimated improvement costs used to calculate total costs were provided by the City of Waukesha and Waukesha Metro Transit.

^bCommission staff estimated two curb ramps at each location. These are conservative cost estimates which could be refined with further analyses.





Waukesha County Transit Cost Estimates

Estimated Improvement Costs for Stops Served by Waukesha County Transit

Type of Improvement	Number of Locations	Cost ^a	Total Estimated Cost
Bus pad	2 pads	\$7/sf, approx. \$210 each	\$420
Bus sign installation	3 signs, 4 signs and pole	Sign (\$60), pole (\$40)	\$580
Light poles	3 locations	\$1,500 ^b	\$4,500
Detectable Warning Surface	9 curbs	\$800	\$7,200

^aEstimated improvement costs used to calculate total costs were provided by the City of Waukesha and Waukesha Metro Transit.

^bA range of light pole costs were provided which the Commission used the conservative costs for these estimates assuming no nearby utilities.

Source: City of Waukesha and SEWRPC



●●●●● Next Steps

- Committee consideration of updates to Chapter 4, Performance Evaluation
- Costs and potential funding sources, such as FTA Section 5310, included in Chapter 5, Transit Service Alternatives
- Future efforts could include coordinating with communities and the Wisconsin Department of Transportation to improve pedestrian access



Thank You

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