



UTA BUS STOP IMPROVEMENT PROGRAM

Frequently Asked Questions - July 2024

Why are you moving the stop? Why did you choose these locations?

- Bus stop placement is based on technical evaluation and guidelines and located to best serve riders. The [UTA Bus Stop Plan](#) guides the technical evaluation and direction for bus stops in the service area.
- Bus stop spacing is implemented differently depending on setting. Bus stop spacing may vary from around one per block to one every two to three blocks. These decisions are based on the walkability and density of the surrounding neighborhood, nearby destinations, and connections to other routes.
- Technical Considerations for Bus Stops:
 - » Grade of 2% or less
 - » 5' X 8' landing zone
 - » Proximity to transfer points
 - » Stop spacing
 - » Drive access conflicts
 - » Preference for far side after intersection
 - » Proximity to major destinations
 - » Compatibility with surrounding land uses (urban, suburban, rural)
 - » Maintain pedestrian pathways
 - » Visibility of riders to approaching vehicles & operators
 - » Pedestrian accessibility, a clear width of 8-12 feet is preferred where transit is present (avoid less than 6 feet)
 - » Bike loading access
 - » Avoid parking conflicts
 - » Avoid tree conflicts
 - » Proximity to trees/shade
 - » Proximity to street lighting
 - » Clear and unobstructed zone, at least 10 feet clear distance from crosswalk or curb return
 - » Compatibility with stop in opposite direction
 - » Avoid utility infrastructure conflicts
 - » Conveniently and safely serves riders

What does UTA consider when locating bus stops?

- Provide a fully ADA accessible landing surface for people with disabilities using the transit service
- Provide the safest, most pleasant waiting and boarding experience possible for riders
- Provide access to destinations and neighborhoods along the route
- Optimize travel time on the route by preventing excessive stopping and dwell times
- Regulations and policies of local municipalities
- Operational considerations to allow the bus to efficiently and safely service the bus stop

Why can't UTA place the stop somewhere else instead?

- UTA staff do not base infrastructure decisions on the preferences of individual property owners or lessees because people move, and neighbors disagree. Using objective criteria to place stops aim to make transit efficiency and rider needs priorities that support expanded travel choices.





How will these improvements optimize travel time?

- This project aims to optimize travel time on the route. UTA accomplishes this by applying technical evaluations and guidelines when considering bus stop improvements. Better bus stop locations means buses can pull into traffic faster, more accessible stops mean riders can board the bus quickly and better spacing of stops decreases time on the route. UTA is committed to improving the rider experience, from the comfort of the stops to efficient travel times.

I have concerns with safety regarding the placement of a bus stop in front of my property.

- The implementation of transit stops may contribute to safety, due to the “eyes on the street” effect, as well as support for positive neighborhood and community connection.
- Transit stops are public spaces and well-utilized by those are riding transit. Bus stops are most often used by the local and surrounding community for public transit purposes.

I have concerns about the safety of having a bus operate on my street.

- UTA staff have specialized training and expertise on safety, and they work in close collaboration with city staff on stop placement and design to make sure it is responsive to their extensive safety data, customer feedback, and operator observations to avoid risk or safety hazards.
- Additionally, UTA has a primary goal to locate bus stops adjacent to safe crossings. UTA considers the presence of signalized, marked, and/or grade-separated crossings when placing bus stops, and for locations without those features, UTA considers the number of lanes, speed limit, and traffic volumes to support safe transit access.
- UTA bus operators all have a state issued professional Commercial Driver’s License (CDL) and participate in extensive required training to uphold the highest safety standards while operating buses across UTA’s service area.

I have concerns about the environmental impact of a bus operating in my neighborhood.

- UTA strives to keep up with advancements in fuel technologies, including using bio-diesel fuel mixtures, clean diesel, compressed natural gas (CNG), and electric vehicles. In addition, UTA buses have the advantage of a rigorous maintenance schedule and routine check-ups to meet all state and federal emissions standards.
- UTA is working with local governments to increase opportunities to expand the electric fleet and charging infrastructure to improve air quality, but this will take time. In the meantime, buses are no different than a variety of other heavy vehicles that utilize city streets, including mail and delivery trucks, construction vehicles, private commercial buses, snow plows, and others.

What does Equity & Accessibility mean to UTA?

- Equity in access to transportation is a priority that UTA uses in making transit planning decisions and is based on set standards and data. Transit service design and infrastructure decisions, including providing ADA accessible bus stops, reflect the equitable treatment of communities based on need. UTA also complies with the rules and regulations as outlined in Title VI of the Civil Rights Act of 1964, ensuring nondiscriminatory transportation to enhance the social and economic quality of life for all.