

Transit Stop FAQs

Frequently asked questions about buses, bus stops, and public transportation.



Why isn't there a bus stop on every block on my street?

Bus stop spacing is implemented differently in different urban contexts. In a downtown area or a denser business district, bus stops are spaced around 1 per block. In more suburban or lower density areas, bus stops are spaced closer to every 2 blocks.



Will a bus stop negatively impact my property value?

Generally, studies have measured a correlation between proximity to transit and increased property values. The National Association of Realtors' Community and Transportation Preference Survey polled 3,000 adults living in the 50 largest metropolitan areas nationwide and found that 62% said that having public transit nearby was important to them.



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

Various studies conducted in a variety of U.S. cities have shown no statistically significant differences in the amount of crime between neighborhoods with transit and those without. The implementation of transit stops can actually contribute to a decrease in crime, due to the "eyes on the street" effect.



I have concerns about people occupying the new transit bench or shelter when they're not taking the bus.

Public spaces are often the only places that some people in our city have to sit in. However, there is no reason to assume that transit stops are any more attractive than other public spaces, except for those who are taking the bus somewhere. It would be unlikely that someone with limited resources would pay a transit fare simply to sit at a bus stop that has been improved with new furnishings.



The new stop location seems less safe than the old location.

Transportation Division staff have specialized training and expertise on safety, and they work in close collaboration with UTA staff on stop placement and design to make sure it is responsive to their extensive safety data, customer feedback, and operator observations.



Why are you moving the stop/why can't you put the stop somewhere else instead?

Bus stop placement is based on a technical evaluation, and stops are there to serve the traveling public. Staff does not base infrastructure decisions on the preferences of individual property owners and lessees because people move, neighbors disagree, and because ultimately, transit efficiency and rider needs are priorities for the City that expand travel choices and improve our air quality.



I have concerns about noise and exhaust from buses.

The City is working actively toward increasing opportunities to expand UTA's electric fleet and charging infrastructure, but this will take time. In the meantime, buses are not different from a variety of other heavy vehicles that utilize our City streets, including mail and delivery trucks, construction vehicles, private commercial buses, and others. UTA buses have the advantage of a rigorous maintenance schedule.



EQUITY

Equity in transportation is a goal the Transportation Division works toward, and the City makes transit decisions based on set standards and data. Therefore, transit service and infrastructure decisions aren't a question of any particular resident getting special treatment. Transit improvements are very important to the City, and ADA accessible stops in particular are a high priority for our local officials.



STOP RELOCATION CRITERIA

Considerations taken into account when moving transit stops

- Grade of 2% or Less
- 5' X 8' Landing Zone
- Transfer Proximity
- Stop Spacing
- Drive Access Conflicts
- Far Side
- O/D Adjacency
- Land Use Compatibility
- Preservation of Pedestrian Corridors
- Pedestrian Accessibility
- Bike Accessibility
- Parking Conflicts
- Tree Conflicts
- Tree/Shade Adjacency
- Lighting Adjacency
- Clear Zone
- Compatibility with Sister Stop
- Stormwater Infrastructure Conflicts