Bus Speed and Reliability Program
BSRP

Introduction for Agency Stakeholders
February 2, 2023

Welcome

- Please introduce yourself in the chat
  - Name, job title, city/agency
- Type your questions any time using the Q&A feature
  - These will be addressed following the presentation
- This meeting is primarily informational
  - Stakeholder engagement coming up in 2023

What is the Bus Speed and Reliability Program?

A **continuous** program intended to improve travel times while maintaining or improving reliability

A process for making **small-scale** interventions tailored to the needs and values of communities

A UTA-led effort that relies on **partnerships** with UDOT, cities, and other agencies

What are some related efforts?

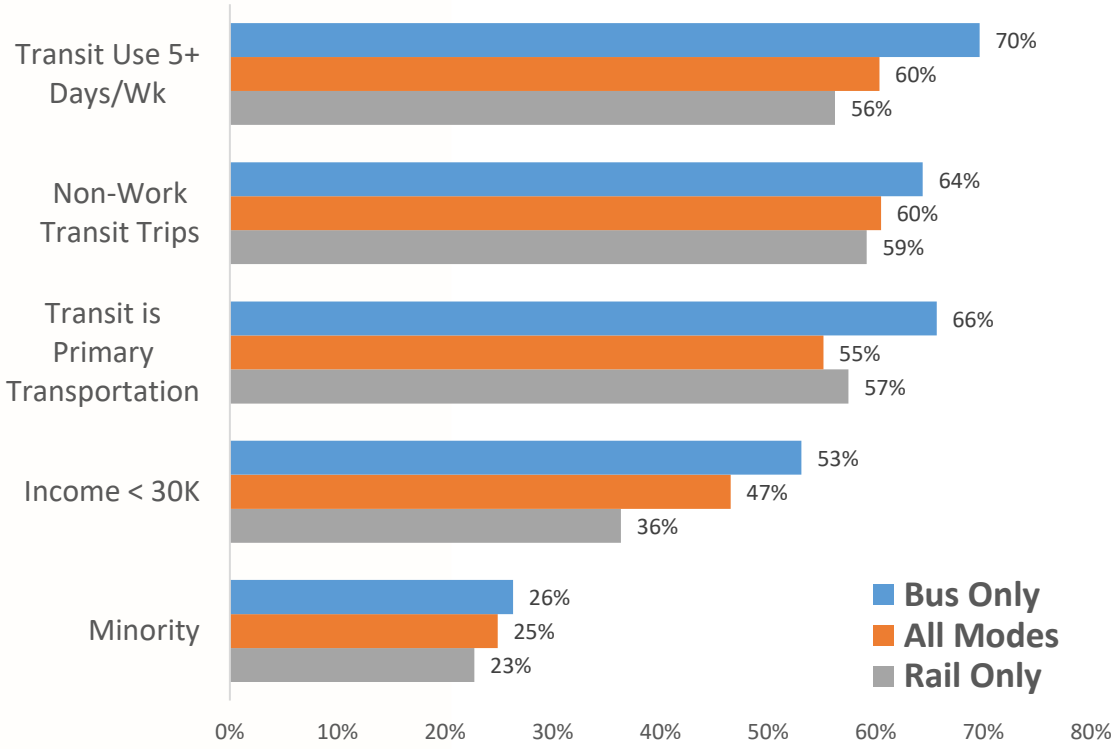
To name a few…

- Transit Signal Priority Coordination
- MPO Core Routes
- Redwood Road Multimodal Study
- Life on State
- 200 South Reconstruction
- Central Corridor Transit Study

Why improve speed and reliability?

- Improved rider experience
- Expanded ridership on existing routes
- Alignment with local and regional goals
  - Implementing Core Routes, improving air quality, traffic reduction, travel options
- Efficiency
  - Time, labor, energy, vehicles
- Safety for all modes of transportation
  - Reduced conflicts with traffic, bikes/peds
- Operator working conditions

Bus improvements mean ridership and equity



UTA bus riders (relative to rail) are more likely to

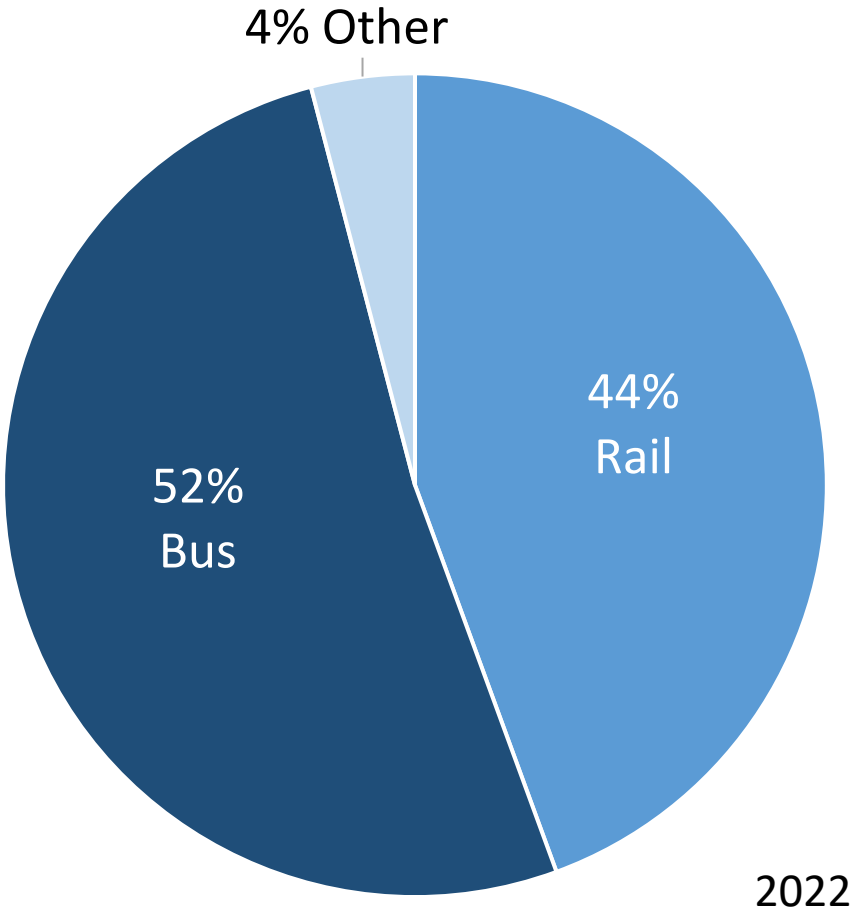
- Use transit…
  - more frequently
  - for non-work trips
  - as primary mode of transport
  - throughout the pandemic
- Have lower household income
- Identify as minority/non-white

Bus commutes take time

Utah workers who commute by bus have average commute times **77%** longer than workers who commute alone by car (ACS 2016-2020).

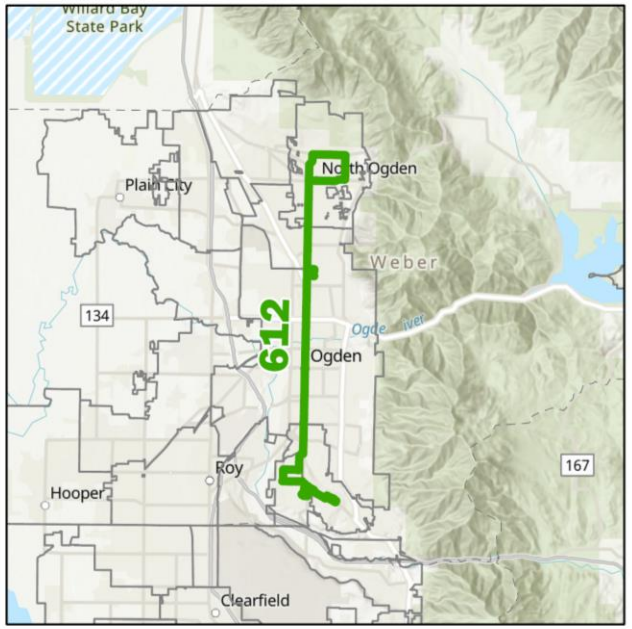
- **39 minutes** average for bus commuters
- **22 minutes** average for car commuters.

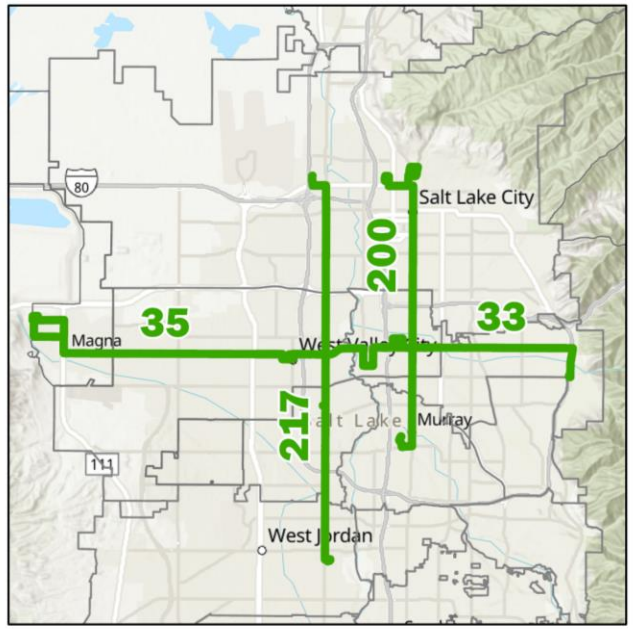
What mode carries the most UTA riders?



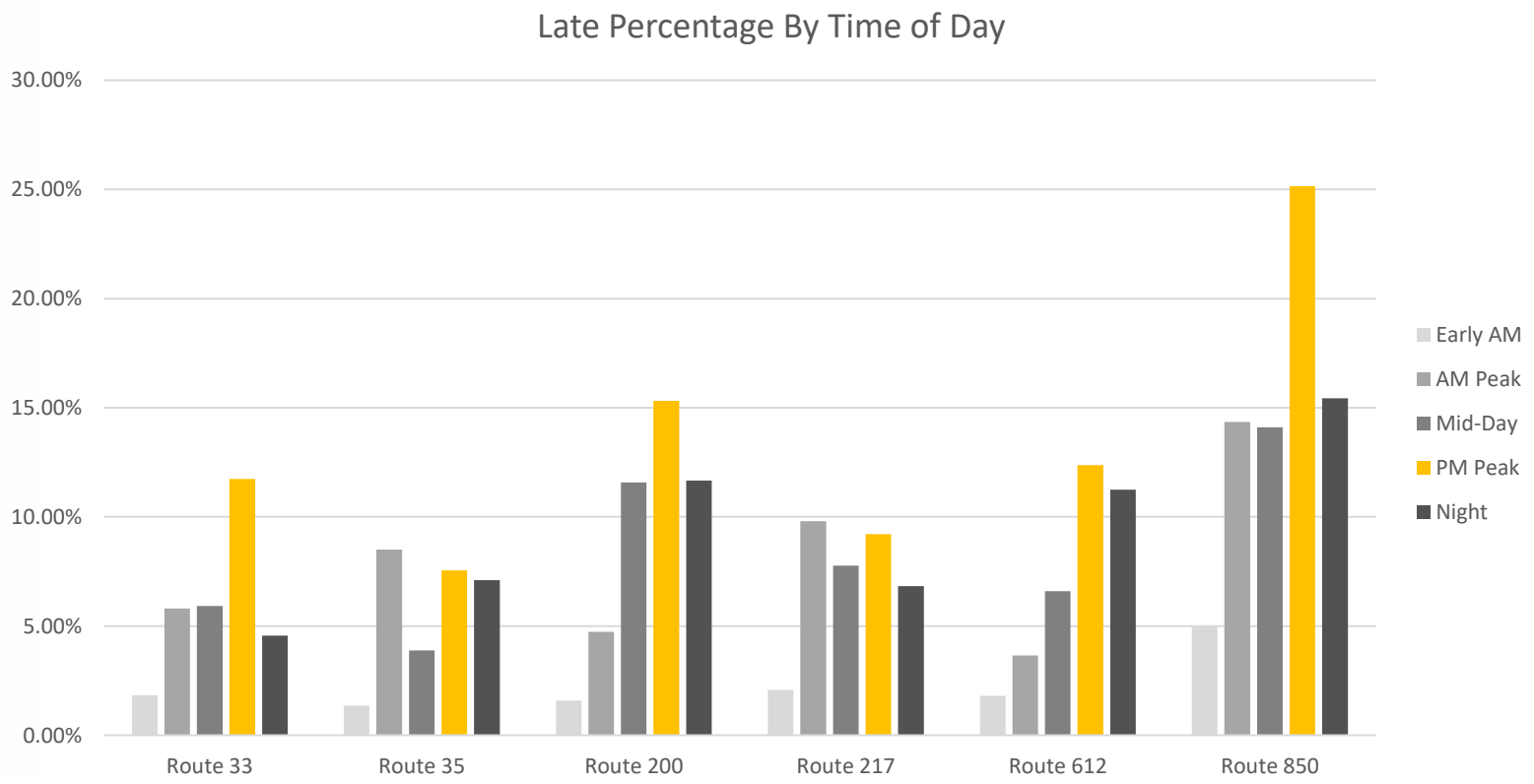
2022 Total Ridership

What are the initial study routes? Why?





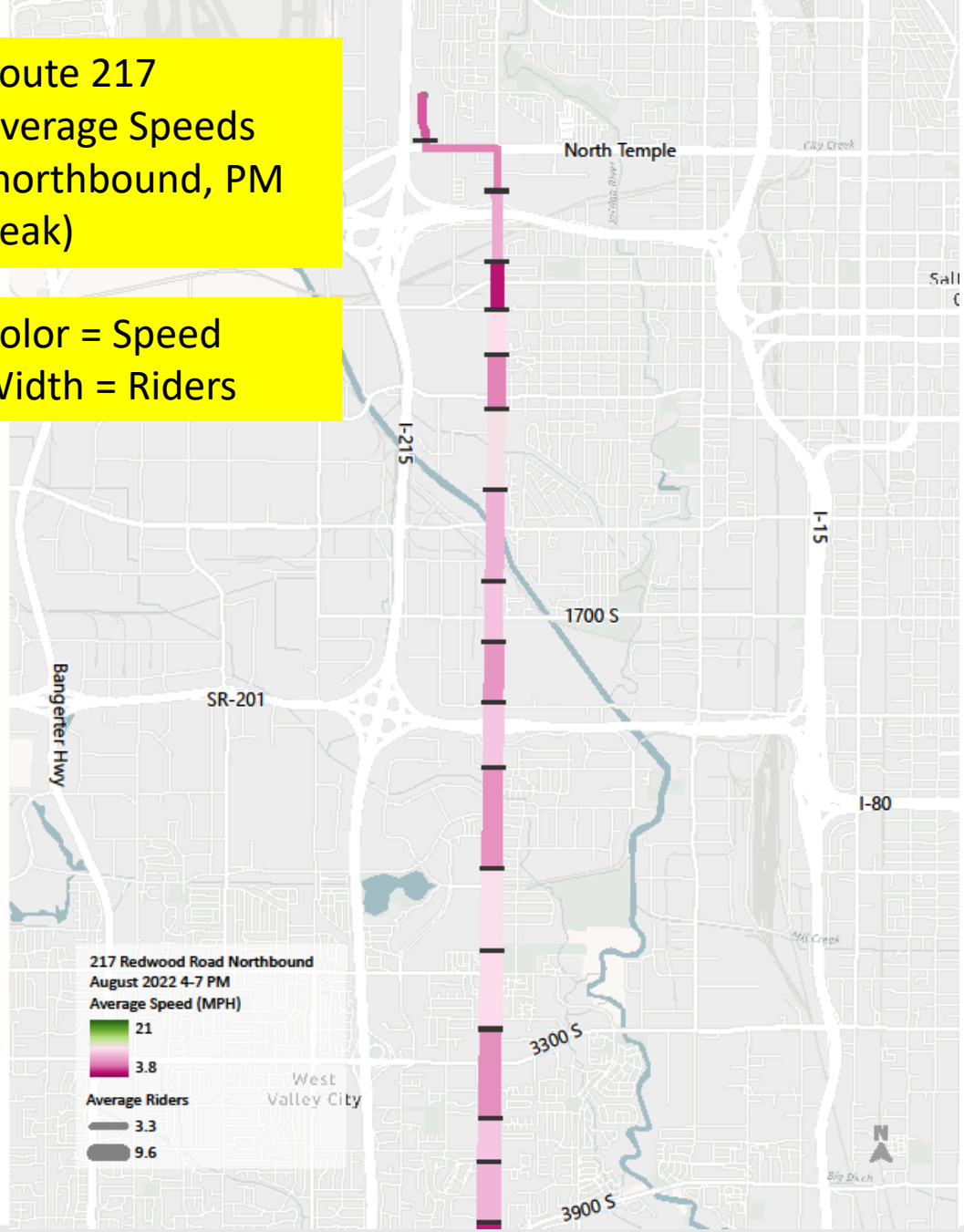
When are delays most severe?

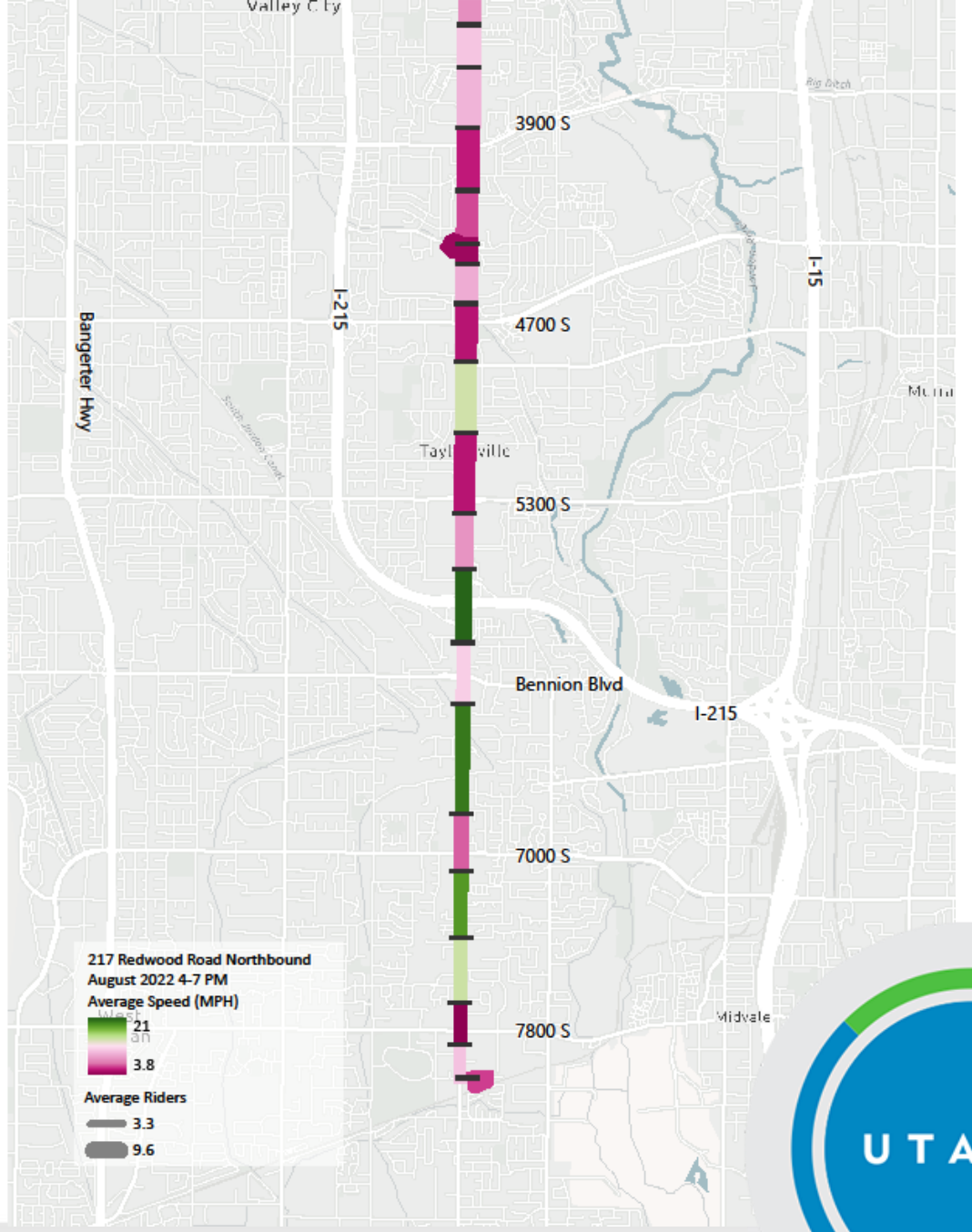


Weekdays during August Change Day period (8/7/22 - 12/10/22)

Route 217
Average Speeds
(northbound, PM peak)

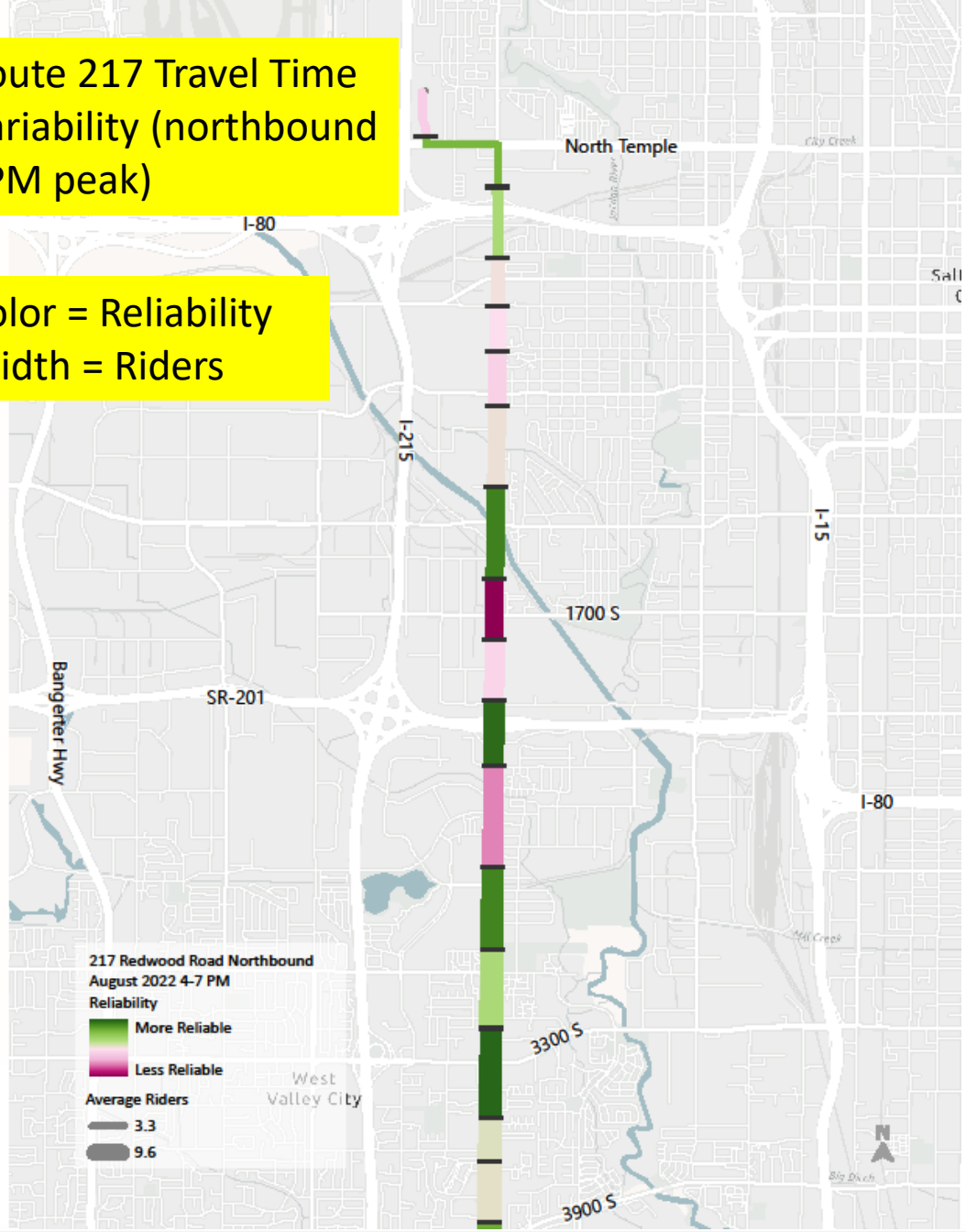
Color = Speed
Width = Riders

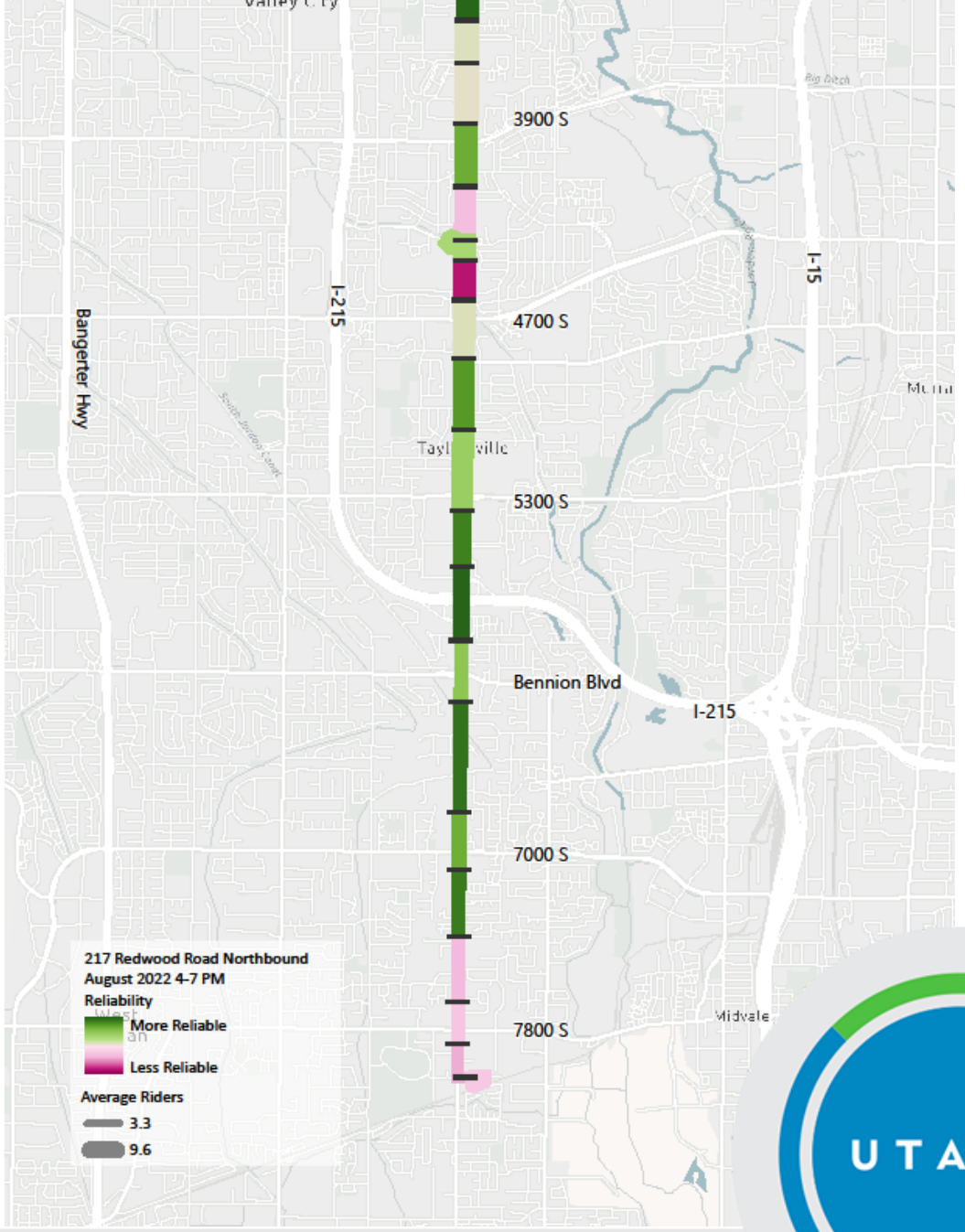




Route 217 Travel Time Variability (northbound , PM peak)

Color = Reliability
Width = Riders





What are some solutions in the “toolkit”?

Signal Priority

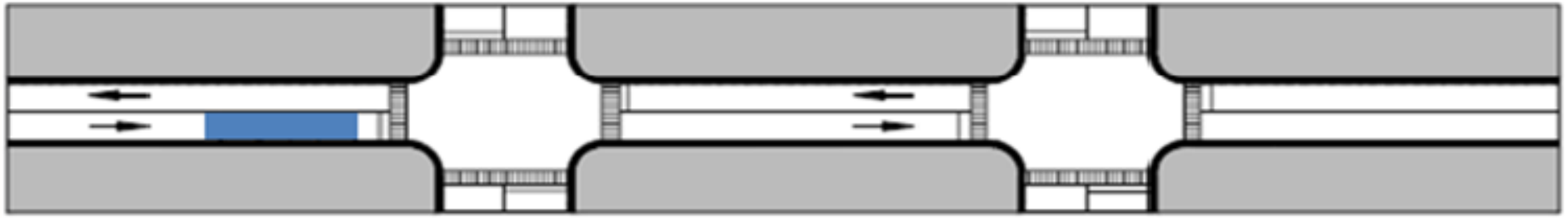
Street Infrastructure

Bus Stop Infrastructure

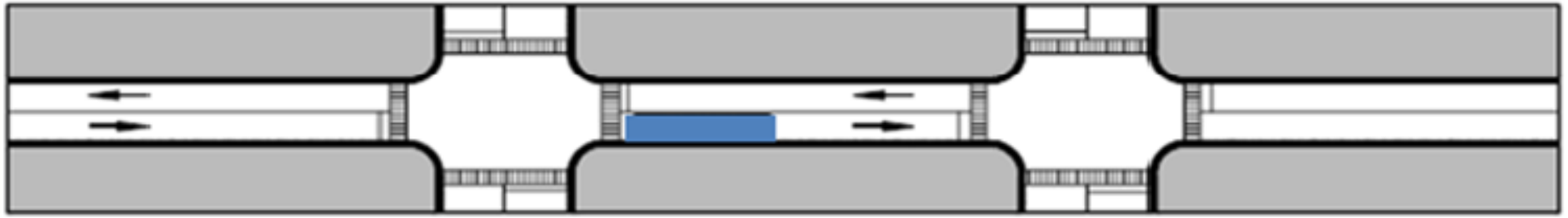
Adjust Difficult Turns or routing

Bus Stop Placement

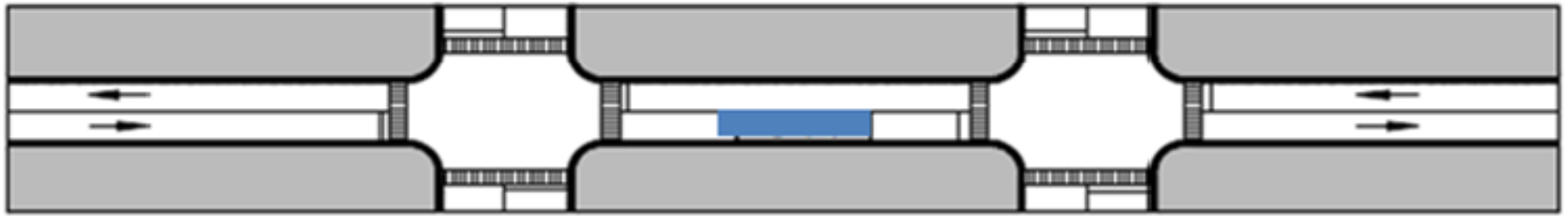
Near-Side



Far-Side



Mid-Block



What have other agencies done?

Shoreline, WA

2018

Added Median

2022

What have other agencies done?

Austin, TX

2017

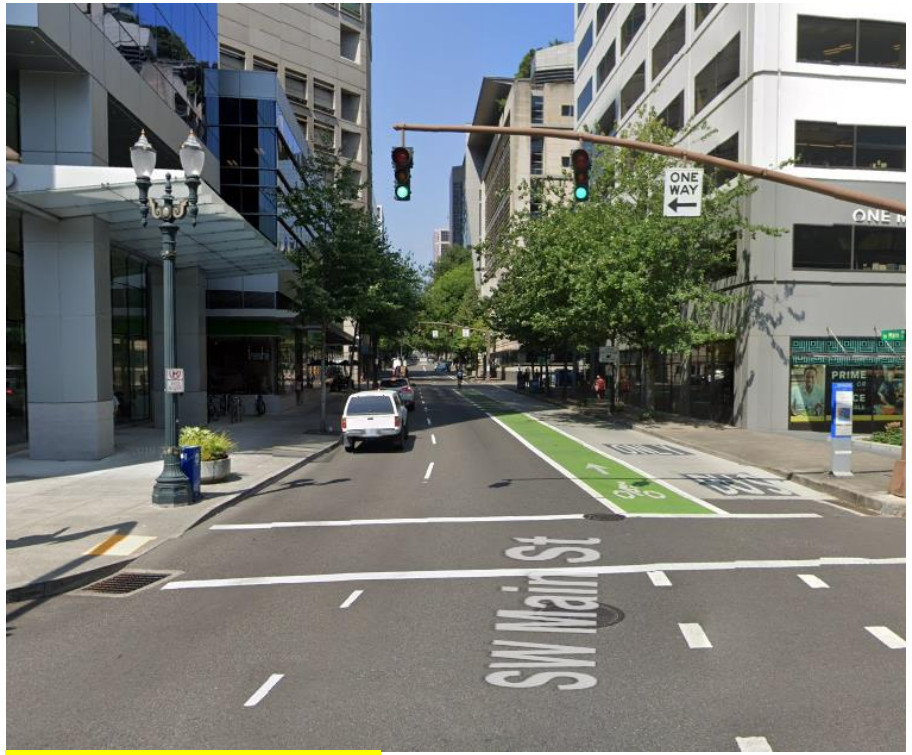
Added Floating Bus Stop

2022

What have other agencies done?

Portland, OR

2017



Added Bus Lane and Bike Lane

2019

What have other agencies done?

Minneapolis, MN 2019

Moved Bus Stop 2022

What have other agencies done?

Kent, WA

Added Sign
Bus can use lane

Woodinville, WA

Added Sign. Bus doesn't stop at tracks

Scale of projects

This program targets ***specific locations*** rather than making large-scale investment in the entire corridor.

Tactical Urbanism is an approach that uses short-term, low-cost, and scalable interventions to test and demonstrate the effectiveness of long-term change.

We need YOU!

- Partnerships are vital to making this program a reality
- Frequent bus routes primarily operate on UDOT roads, with sections on local streets
  - We cannot and will not adjust roadways without buy-in and approval of appropriate agencies.
- All UTA services operate in cities
  - City involvement and buy-in are critical
  - Improving a route anywhere benefits all riders of a route.

Public and user engagement

- Customer comments received through UTA's Customer Service department
  - Calls, emails, comment form, social media
- Continuous bus operator input
- Rider surveys
  - May include intercept, online survey, etc.
- Local, project-specific engagement in partnership with cities

What should you expect in 2023

- Stakeholder workshops later this year
  - Specific to the initial study route(s) in your community
  - In-person near you! Hands on problem solving
  - Expect further information on workshops this spring

- BSRP webpage on UTA's Website

- Development of a toolkit
  - Describes the process of identifying problem locations
  - Outlines strategies to address speed and reliability issues

- Identify and begin planning a pilot project

Questions and follow-up

- Please use the Q&A option to submit any additional questions you have.
- Check your email next week for a one-page FAQ. Please share!
- Who else from your community should we add to our contacts list?

  - Email: MGray@RideUTA.com