



Stateline Area Transportation Study

SLATS Transit Plan

STEERING COMMITTEE MEETING #1 – JUNE 19, 2019

Agenda

- Introductions
- Project Update
 - Data Requests
 - Public Engagement Progress
 - Rider/Community Survey
 - Existing Conditions
- Service Planning Approach
 - Fixed and Flexible Services
 - Workforce-Specific Transportation
- Next Steps

Cover Photos:

1: Visit Beloit; 2: Beloit Transit System (Flickr); 3: Stateline Mass Transit District; 4: Beloit College via US News & World Report

Project Update

TRANSIT STUDY

In summer 2019, the Stateline Area Transportation Study (SLATS) – the transportation planning organization for the Beloit Region -- is conducting a transit study to identify challenges to local transit systems and establish strategies to meet these challenges. This study will include:

- **An evaluation of overall transit needs, and how well transit is functioning in the region.**
- **Determining the feasibility of extending transit service to major employment areas in the region and making connections across state lines.**
- **Stakeholder involvement and community engagement.**
- **Recommendations for regional transit improvements.**



Beloit Transit System bus (The Transit Camera | Flickr)

Data Requests

- Data Requests
 - **SLATS** – Complete
 - **Beloit Transit System** – In progress
 - Ridership data
 - Funding / operating cost data (last 5 years)
 - **SMTD** – In progress
 - Ridership data
 - Funding / operating cost data (last 5 years)

Public Engagement Themes

- Positive feedback on customer service, amenities, fleet, facilities.
- Lacking hours/days of service
- Lacking coverage
- Downtown orientation may be insufficient
- Long travel times
- Most passenger interactions were BJE users
- Low service use



Rider/Community Survey

- Draft of surveys distributed this week to Steering Committee
- Most community survey responses will be completed online
 - Email to stakeholder group
 - Shared via City/SMTD social media channels
 - Link provided in Downtown Beloit newsletter and City of Beloit newsletter
- Paper copies of survey will also be made available
- Discussion: Rider Survey distribution

STATELINE AREA TRANSPORTATION STUDY

Community Travel Behavior Survey

Stateline Area Transportation Study (SLATS), the planning organization serving the Stateline area, is conducting a transit study to develop a plan for improving transit services throughout the region. SLATS is currently conducting public engagement to learn more about transportation needs in the community. The transit plan will address services provided by Beloit Transit, Stateline Mass Transit District (SMTD), and Rock County Transit. Beloit Transit provides regular fixed-route service within Beloit and to Janesville SMTD provides on-demand curb-to-curb services in the Rockton area, and Rock County Transit provides on-demand shared rides to Rock County residents age 55 and older.

1. What is your primary form of transportation?

- | | |
|---|--|
| <input type="checkbox"/> Automobile | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Public transit | <input type="checkbox"/> Uber/Lyft |
| <input type="checkbox"/> Beloit Transit | <input type="checkbox"/> Bike |
| <input type="checkbox"/> SMTD | <input type="checkbox"/> Walk and/or use mobility device
(wheelchair, motorized cart, etc.) |
| <input type="checkbox"/> Rock County Transit | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Stateline Mass Transit District (SMTD) | |

2. Do you or anyone in your household use Beloit Transit, SMTD and/or Rock County Transit on a regular basis?

- | | |
|---|---|
| <input type="checkbox"/> Yes, I/they use Beloit Transit | <input type="checkbox"/> No, my household does not use Beloit Transit or SMTD |
| <input type="checkbox"/> Yes, I/they use SMTD | |
| <input type="checkbox"/> Yes, I/they use both | |

3. If you use Beloit Transit, SMTD and/or Rock County Transit, how often do you ride?

- | | |
|---|----------------------------------|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Monthly |
| <input type="checkbox"/> A few times a week | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Weekly | <input type="checkbox"/> Never |

4. What is the nearest intersection to your home?

Street 1 _____ Street 2 _____

5. Where do you work? (Nearest intersection or name of place)

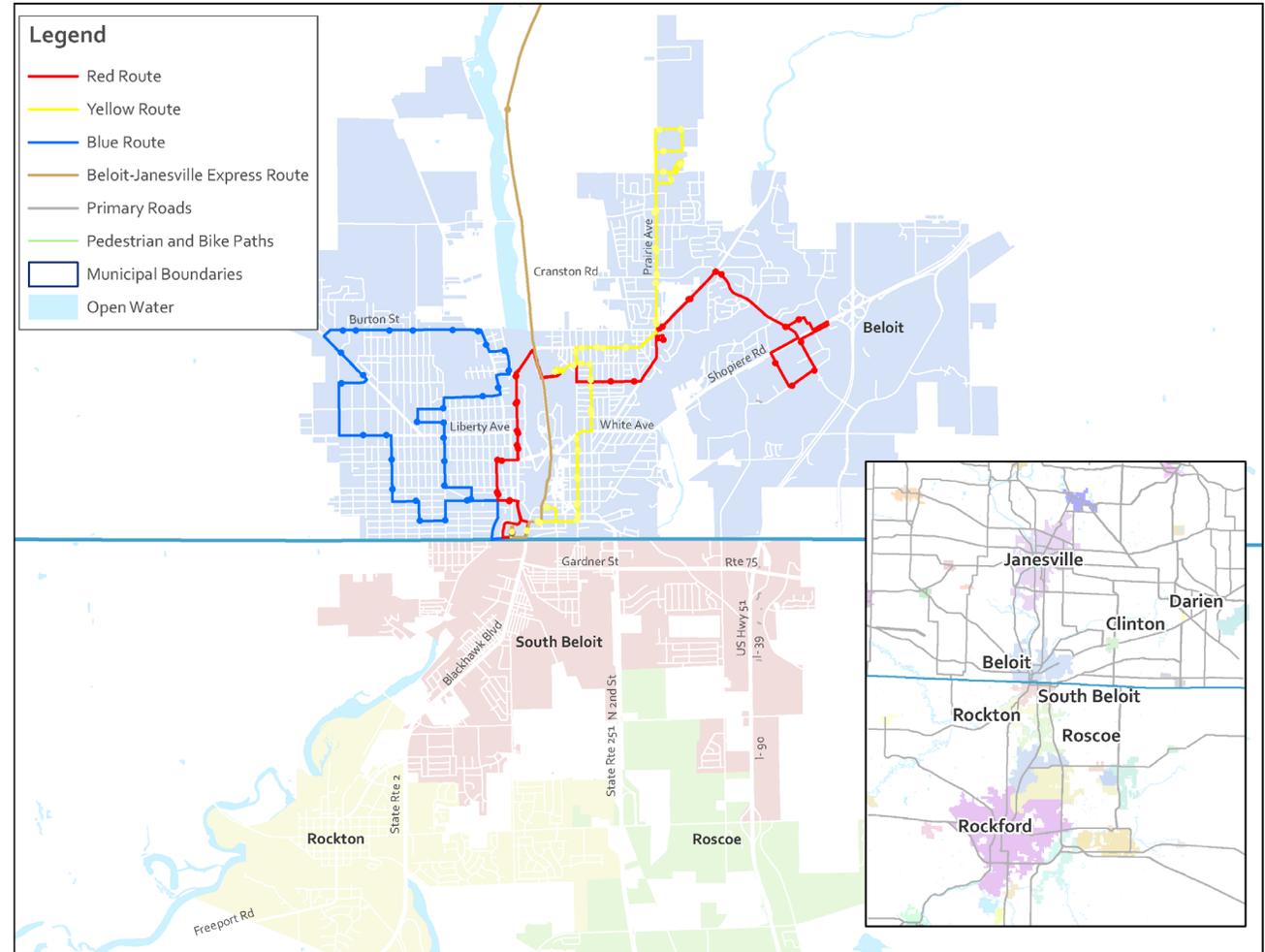
Street 1 _____ Place _____
Street 2 _____

6. If you work away from home, how do you typically commute to work? If you don't work outside the home, how do you typically travel to your primary destination?

- | | |
|--|--|
| <input type="checkbox"/> Ride the bus | <input type="checkbox"/> Drive or ride in someone else's vehicle |
| <input type="checkbox"/> Drive or ride in my own vehicle | |

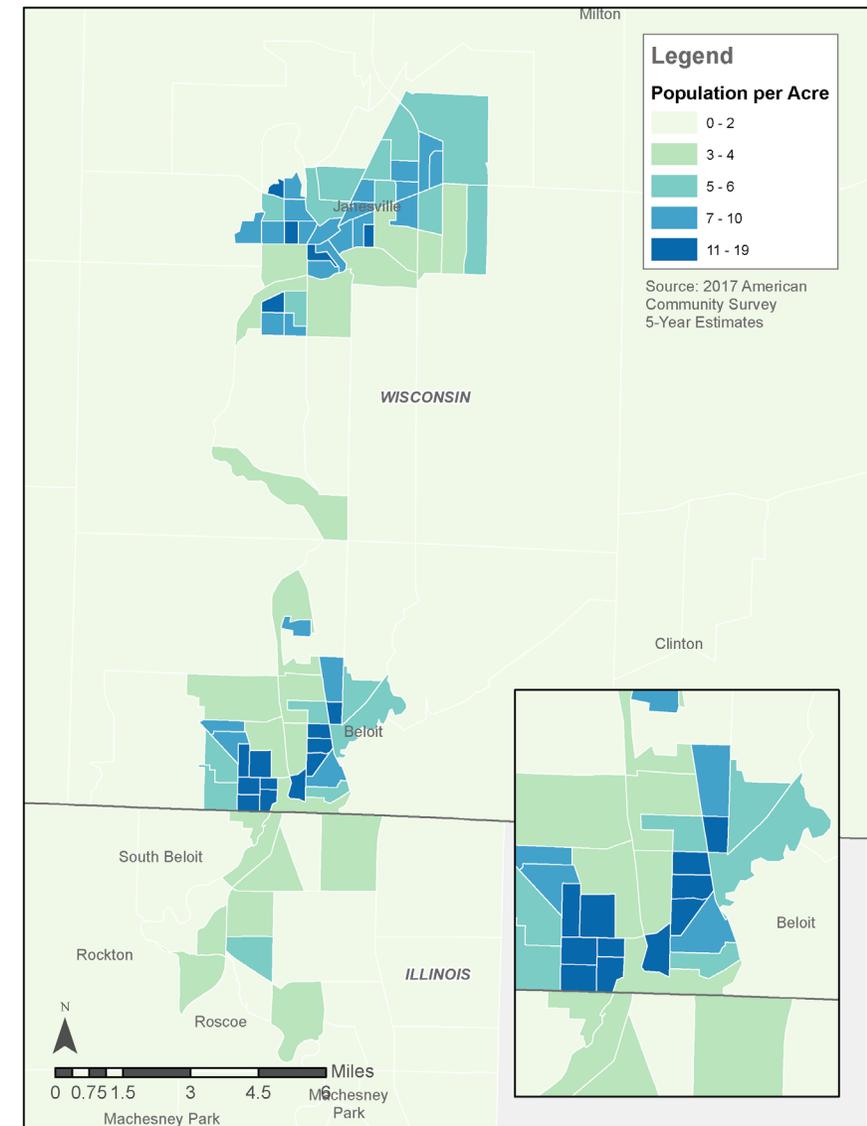
Existing Conditions Analysis

- **Study Area:**
 - Beloit Transit System service area (City of Beloit)
 - SMTD service area (Rockton, Roscoe, South Beloit; Rockton & Roscoe Townships)
 - Broader Stateline region (Janesville, Rockford areas)
 - Workforce transportation markets



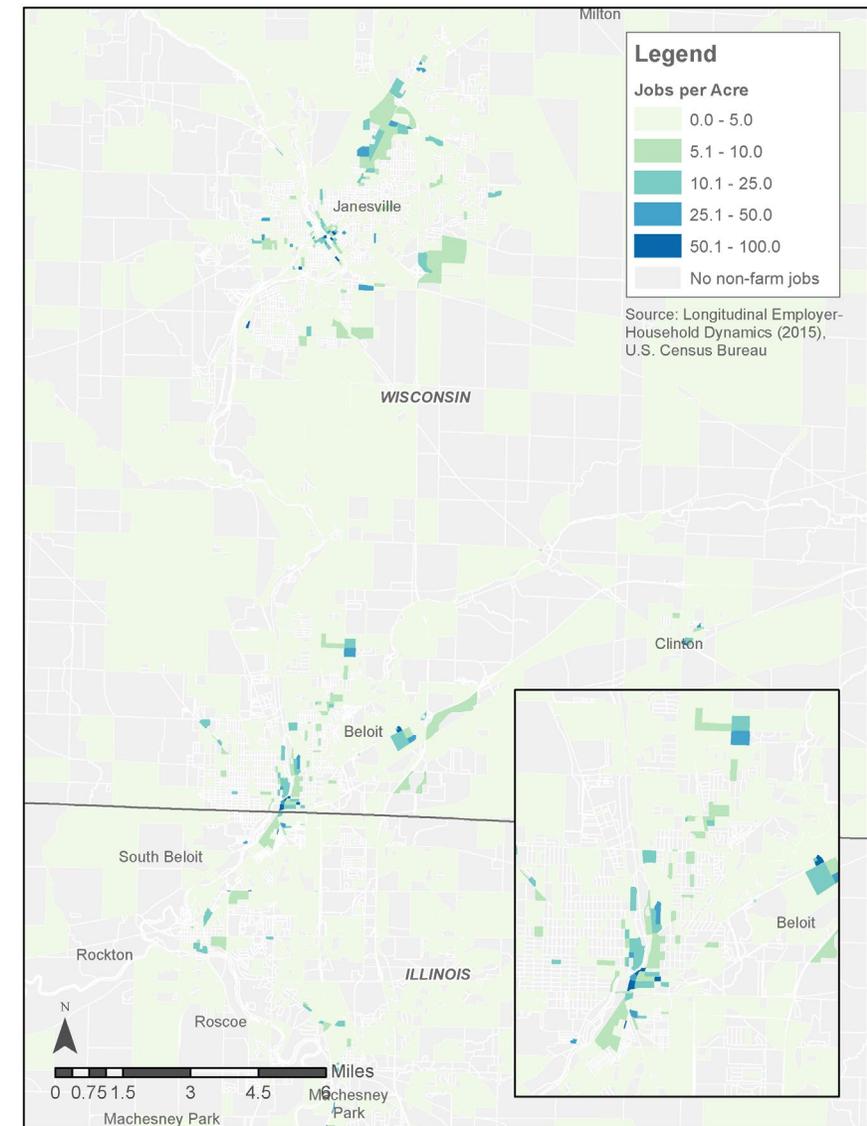
Existing Conditions Analysis

- **Population Density**
 - Areas of high population density are concentrated in and near downtown Beloit, as well as downtown Janesville.
 - Areas south of the state line have lower average population density



Existing Conditions Analysis

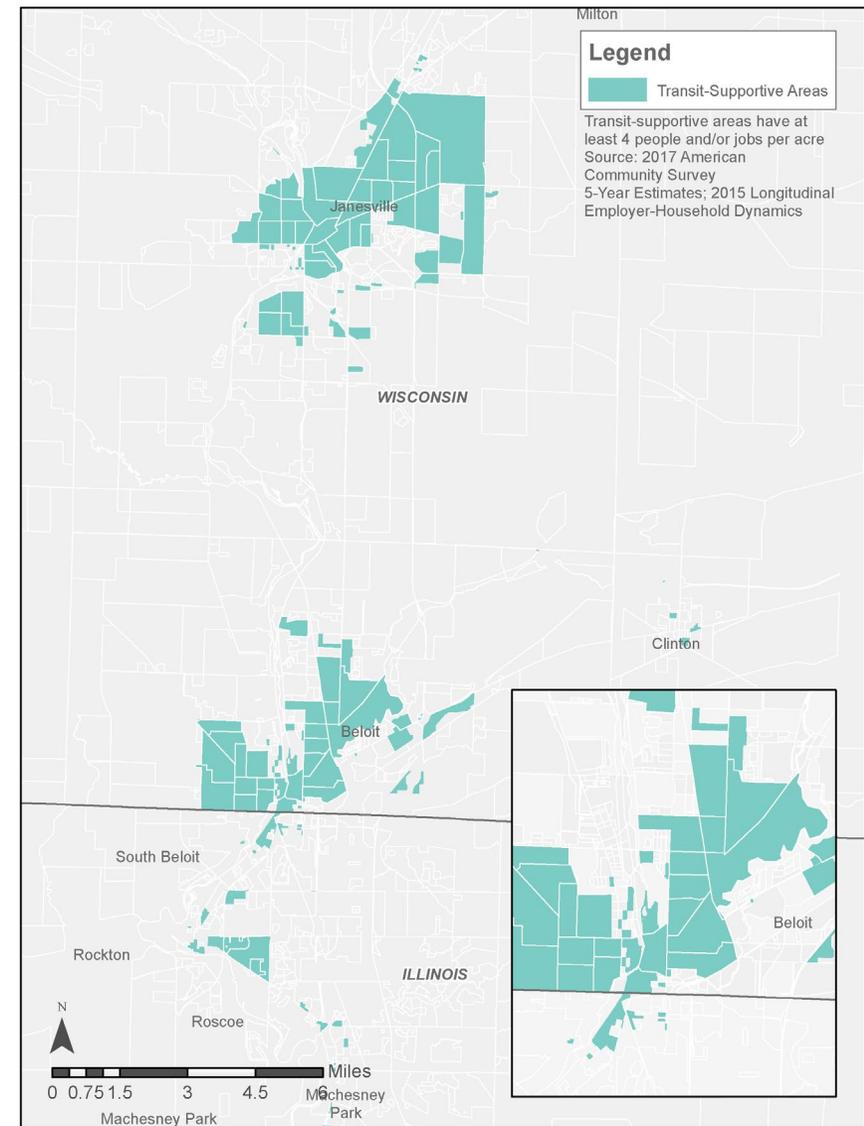
- **Employment Density**
 - Areas of high employment density are concentrated along the Rock River, with other employment centers in northeastern Beloit and on the north side of Janesville.
 - Other employment centers are sparsely located across the SLATS study area; some of these are not currently served by transit.



Existing Conditions Analysis

- **Transit-Supportive Areas**

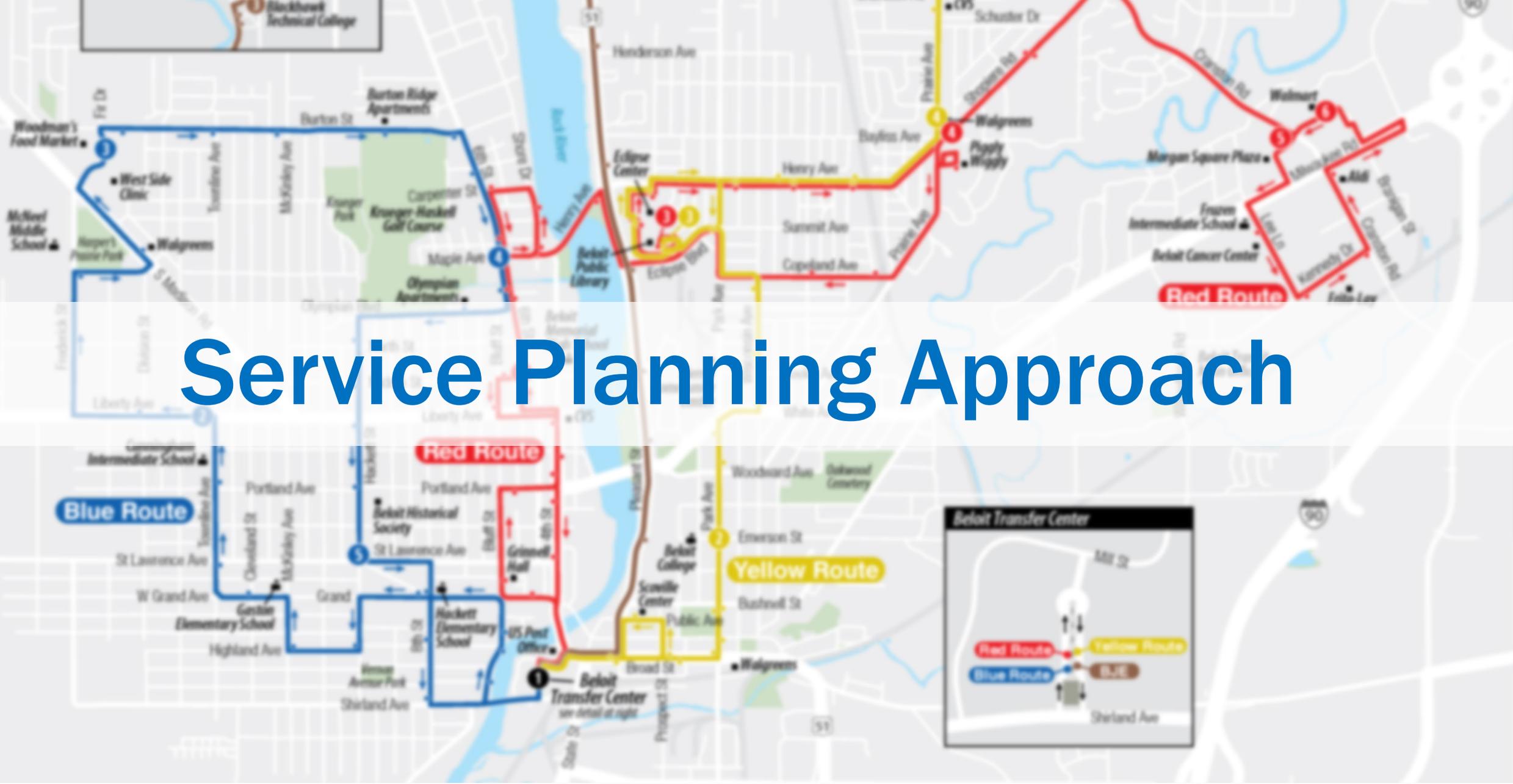
- Transit-supportive areas (TSAs) are identified in Census block groups with at least 4 people and/or at least 4 jobs per acre.
- TSAs are found in much of the City of Beloit and City of Janesville, and to a lesser extent in rural areas and in communities south of the state line.



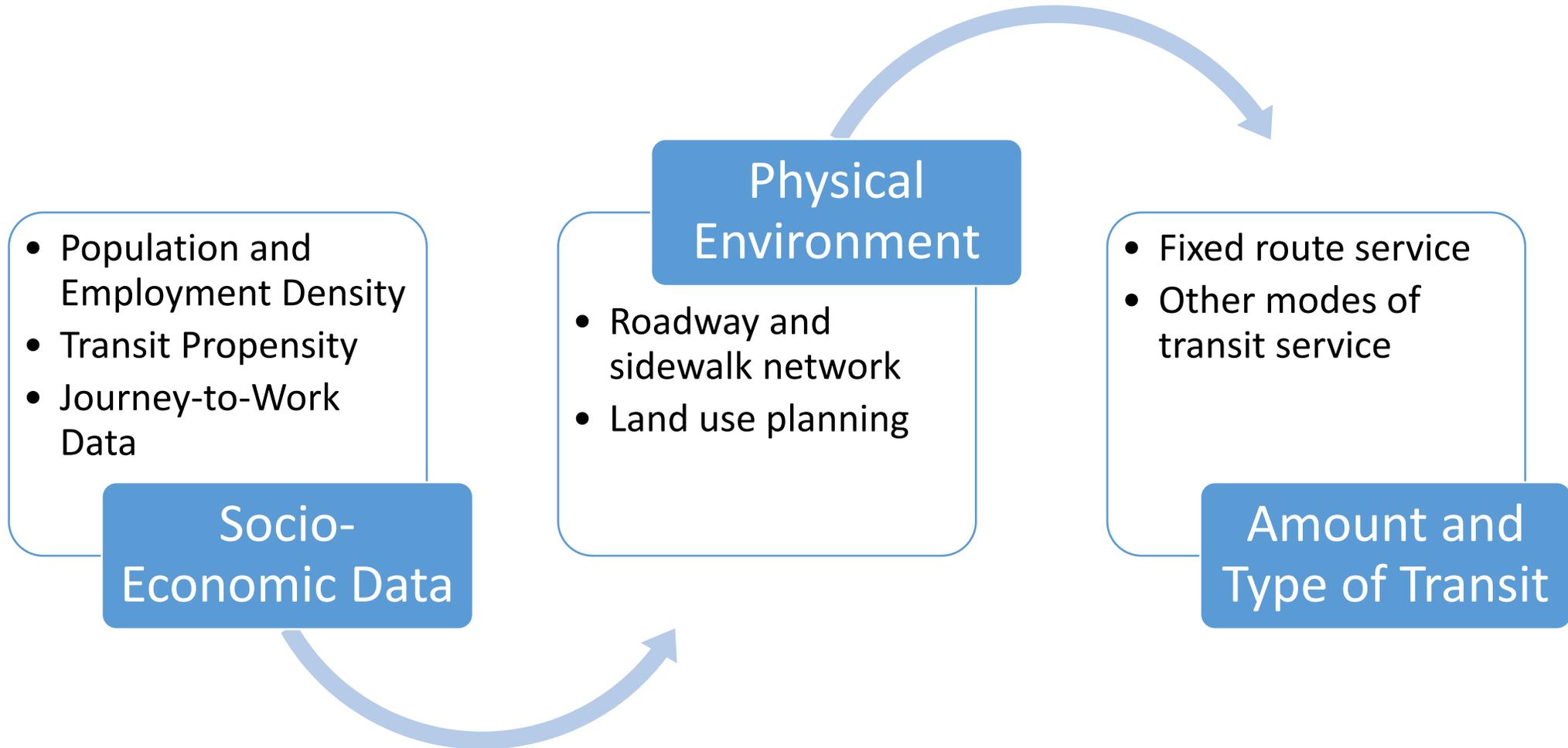
Transit Market Analysis

- How do we allocate transit resources across a region?
- Quantitative/Geographic Factors
 - Employment Density
 - Population and Housing Density
 - Automobile Availability
 - Commercial Buildings – Land Use
 - Intersection Density
 - Pop. of Older Adults, People w/ Disabilities, etc.
- Stakeholder Input – Development of Vision and Mission

Service Planning Approach



Service Planning Process

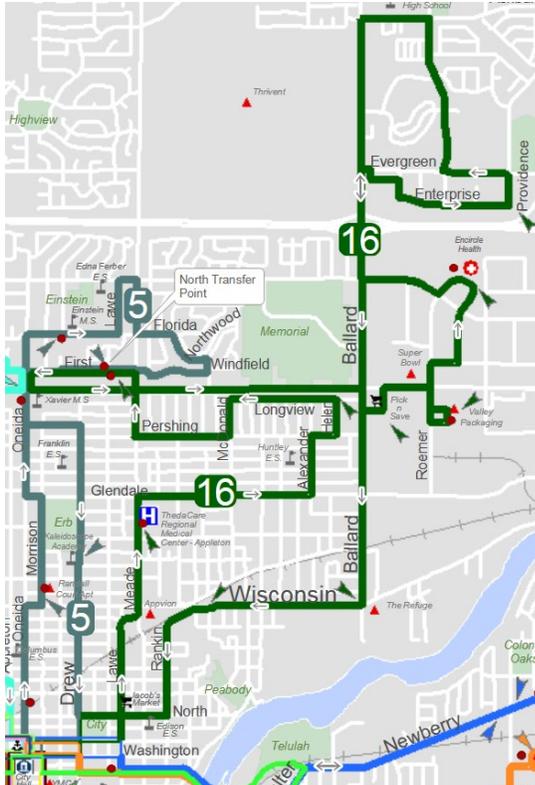


Transit Service Planning

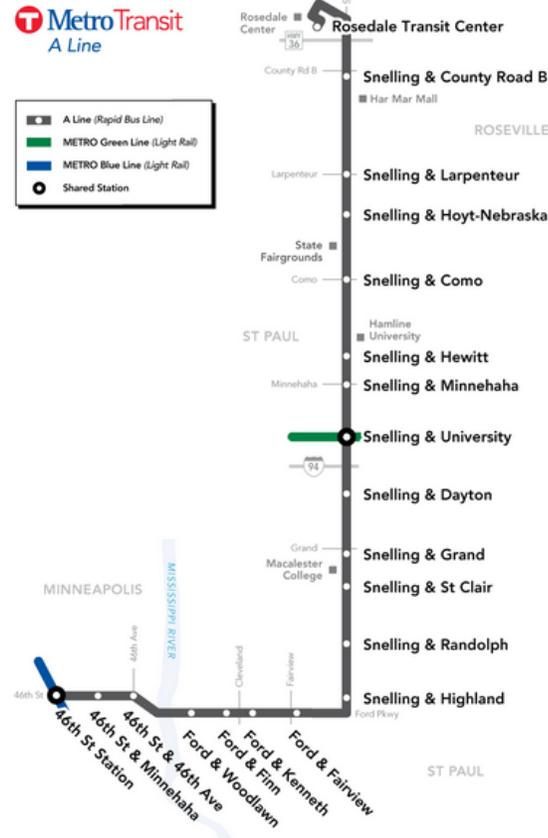
- Transit service planning involves a number of planning and policy considerations, including:
 - **Mode:** Fixed vs. Flexible
 - Depends on density, demand, and budget
 - **Priorities:** Speed/Directness vs. Coverage
 - **Frequency and Span:** Match trip times to observed demand
 - **Service Design:** Radial vs. Gridded Network

Transit Service Planning

“Nearness” or “Coverage”



Speed or “Directness”



Trade-Offs

Workforce Transportation

- What considerations go into successful workforce transportation?
 - Employer locations (urban vs. suburban/ex-urban)
 - Employee characteristics (location, income, shift times)
 - Relationship to existing transit network
 - Service needed (first/last-mile, late-night, or non-traditional)

Workforce Transportation

- What are some examples of successful workforce transportation programs?
 - Private employer shuttles (major corporations and business parks)
 - Subsidized employer shuttles (Pace Shuttle Bug, Amazon, UPS routes)
 - First- and last-mile programs (Valley Transit Connector, ATJ)
 - Overnight/off-hours programs (Valley Transit Connector)
 - Vanpool programs (multiple agencies)
 - Shared-ride taxi
 - TNC partnerships

Next Steps

Next Steps

- Continued employer outreach -- Bird's Eye, meeting coordinated by Beloit Economic Development
- Outreach to IDOT and WisDOT to understand any programmatic challenges associated with regional coordination
- Needs Assessment Deliverable
- Survey Deployment
- Set date for next steering committee meeting
- Develop transit service recommendations

Discussion

Thank You



Stateline Area Transportation Study

SLATS Transit Plan

STEERING COMMITTEE MEETING #2 – JULY 25, 2019

Agenda

- **Introductions**
- **Existing Conditions Update**
 - Market Analysis/Demographics
 - Transit Service Coverage
 - Transit Service Performance
- **Discussion Exercise #1:** Transit Needs & Gaps
- **Discussion Exercise #2:** Transit Service Priorities
- **Outreach Update**
- **Project Schedule and Next Steps**

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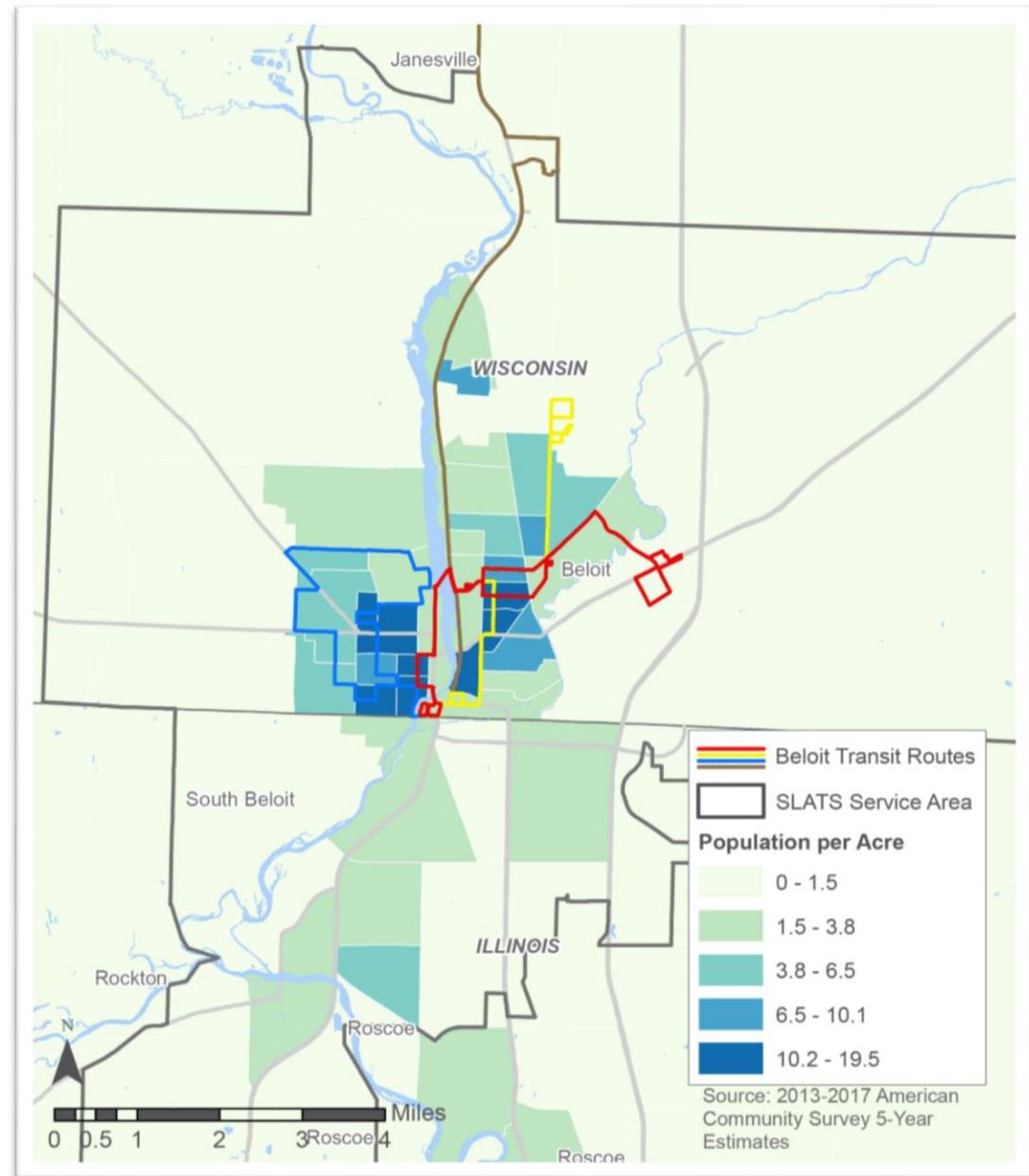
Existing Conditions Update

Market Analysis/Demographics

- Population Density
- Population Age 65 and Older
- Population Experiencing Poverty
- Population by Race and Ethnicity
- Zero-Vehicle Households
- People with Disabilities

Population Density

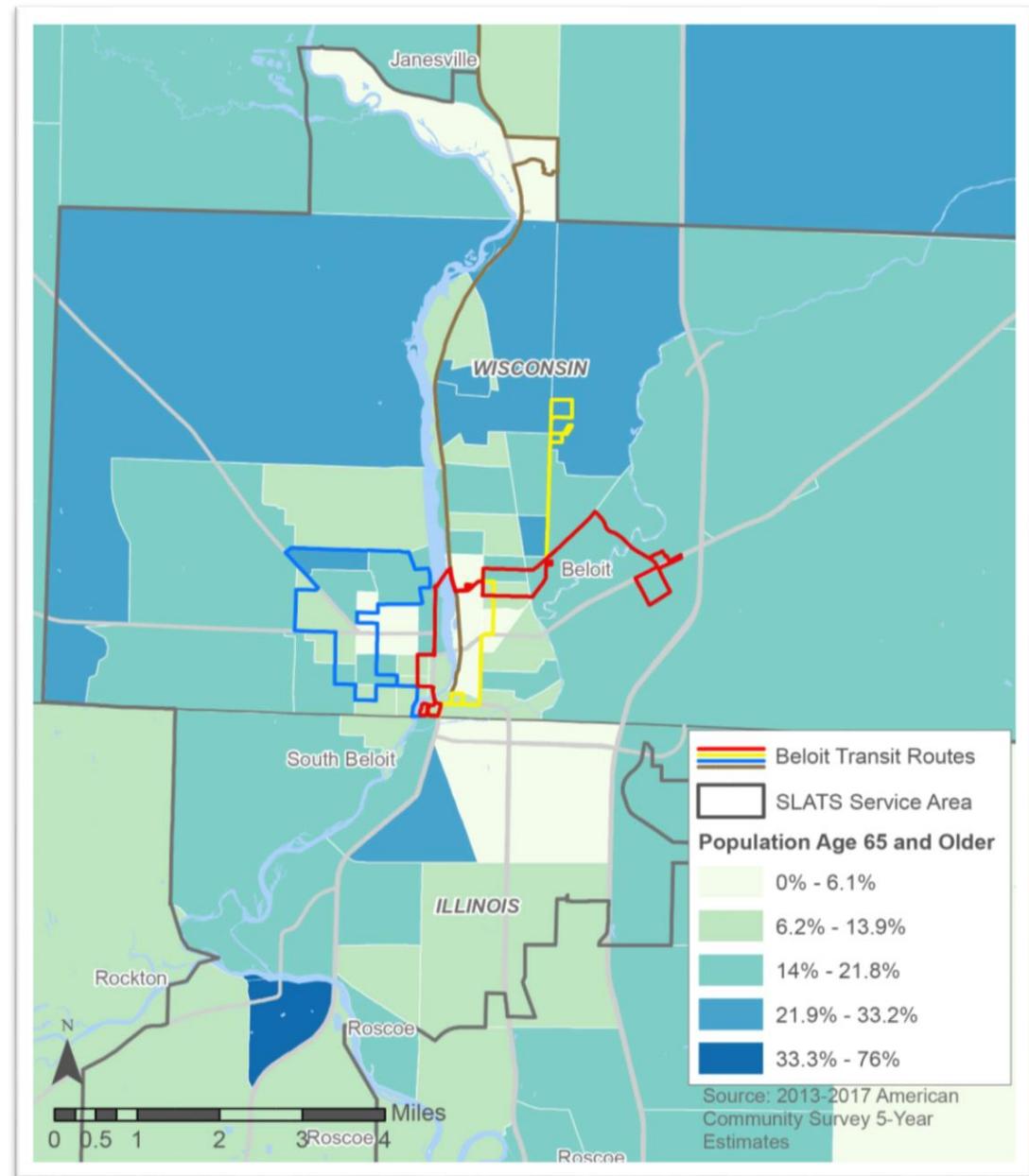
Areas of highest population density are concentrated in Beloit, and primarily in areas covered by existing transit routes.



Population Age 65 and Older

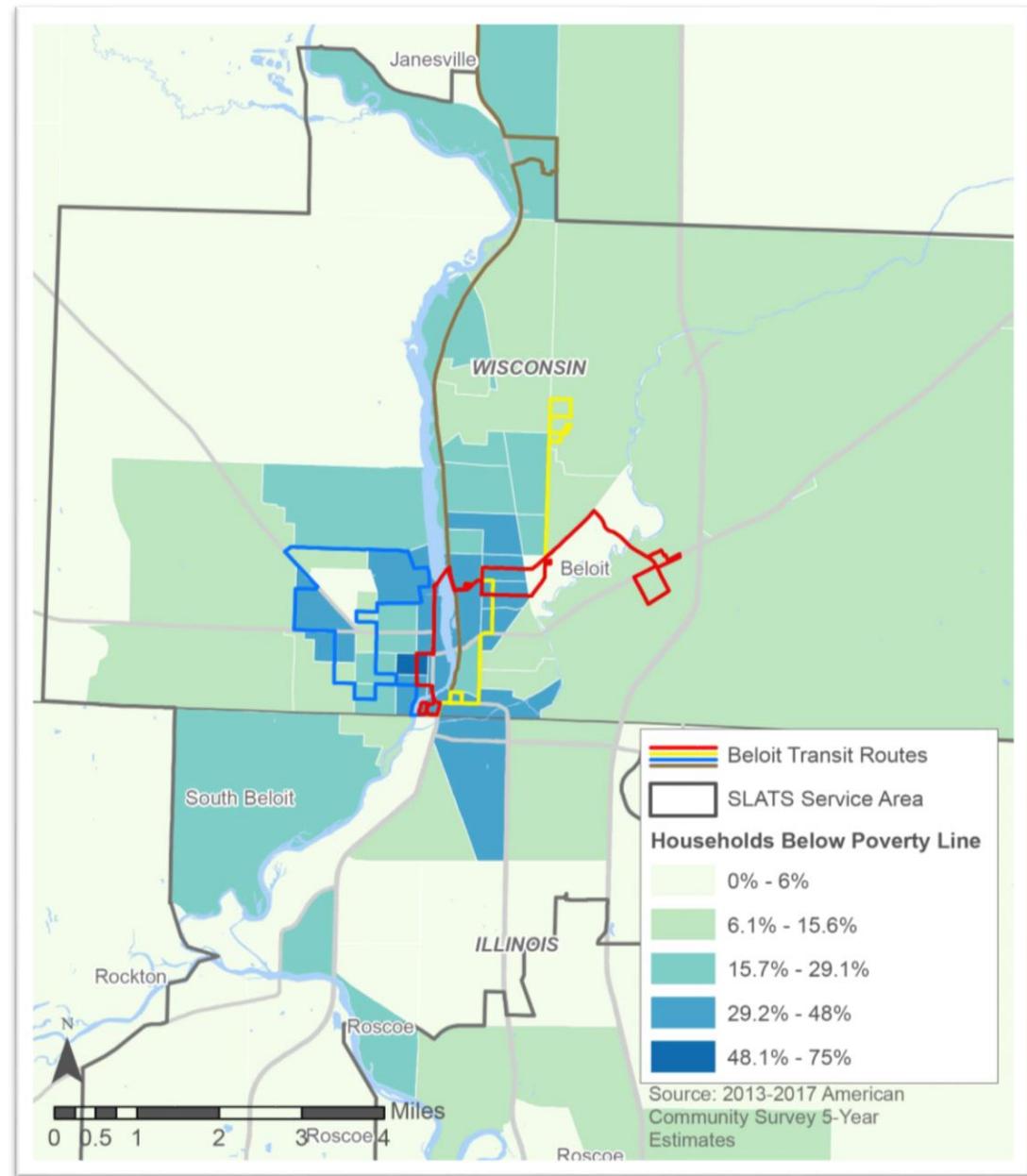
Areas of high elderly population are spread out, and are often beyond the reach of fixed route transit.

This makes coverage via paratransit or demand-response service very important.



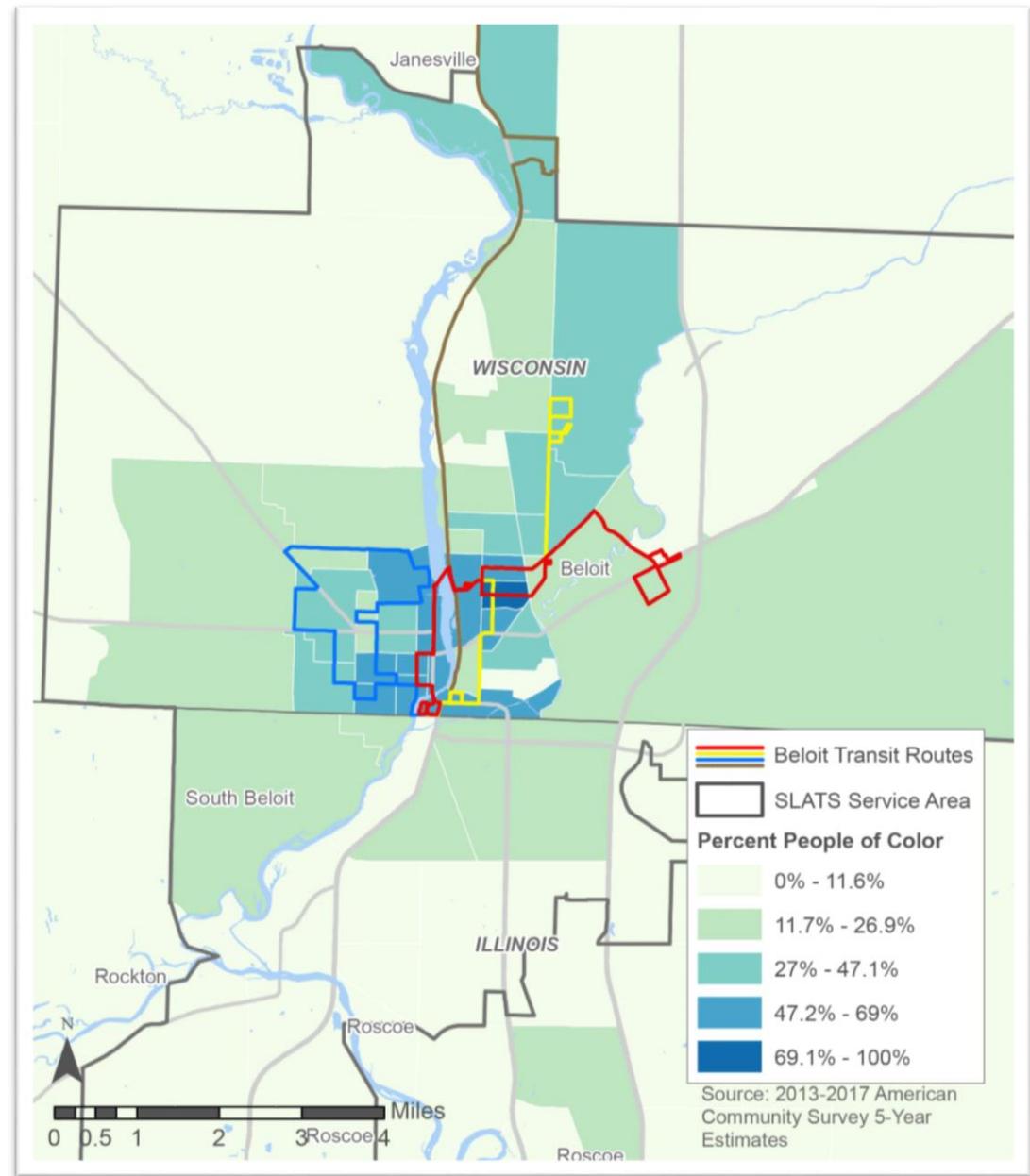
Population Experiencing Poverty

Areas with a high percentage of households experiencing poverty are primarily located in Beloit and along the existing transit network, with some areas located south of the state line.



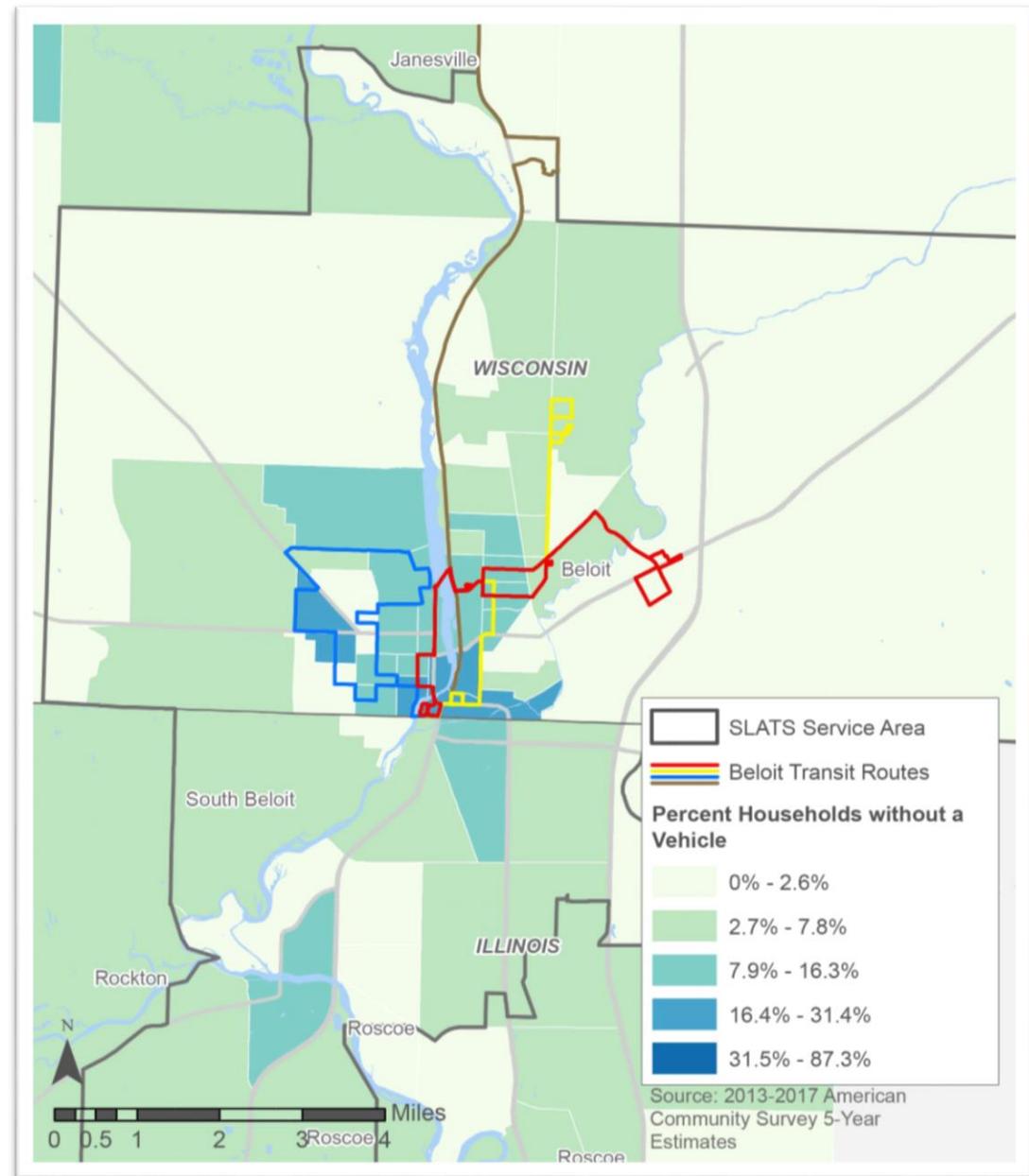
Population by Race and Ethnicity

Within the SLATS planning area, people of color primarily live in Beloit, with the highest concentrations on the west side of the city and on the east side near the Eclipse Center.



Zero-Vehicle Households

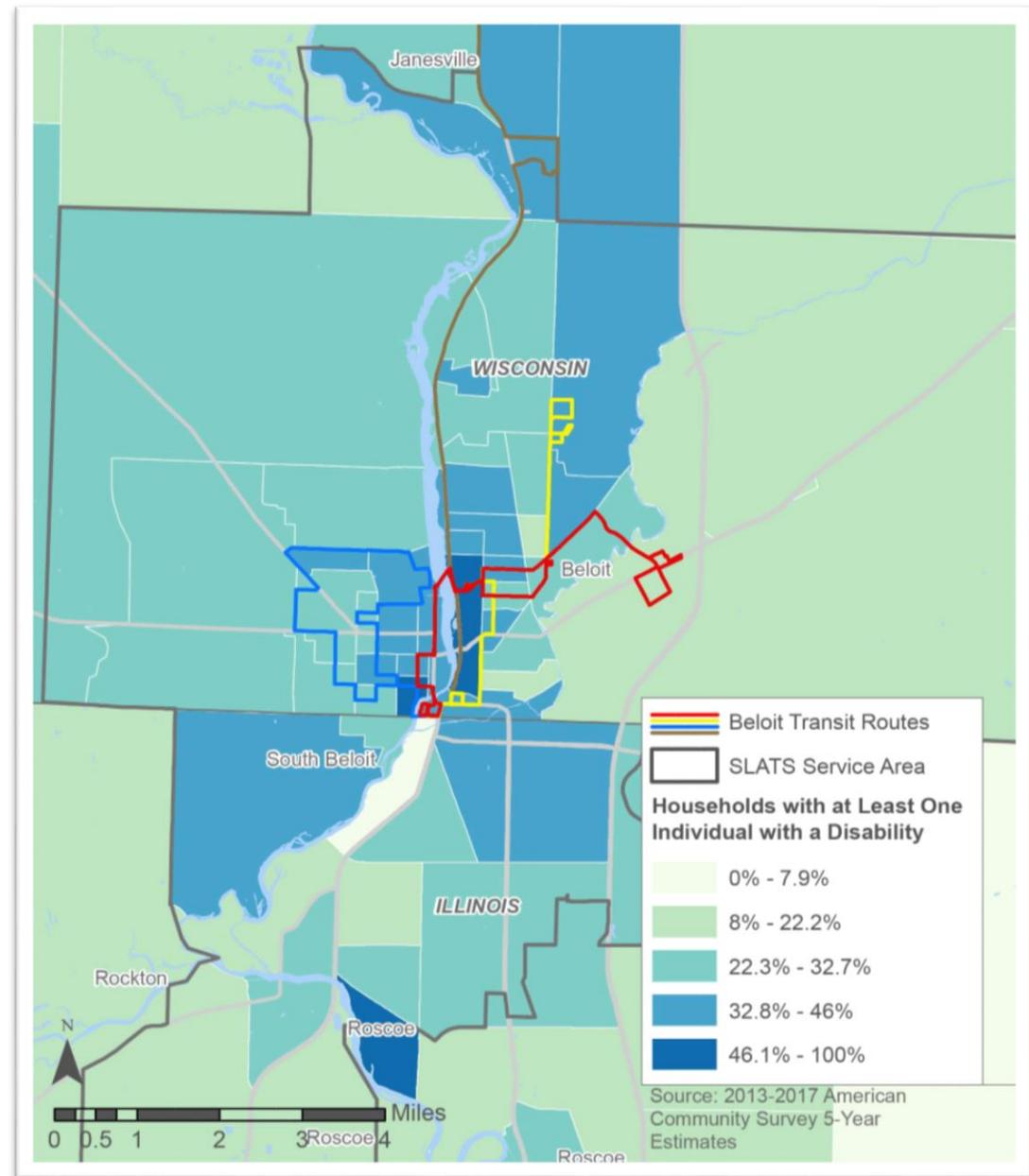
Zero-vehicle households are spread out throughout the region, with a surprising prevalence outside the reach of the existing transit network. In these areas, coverage via alternative services could improve mobility.



People with Disabilities

A very high proportion of households in the SLATS planning area have at least one member with a disability.

These households are spread across the region, including outside the fixed route transit network.



Transit Service Coverage

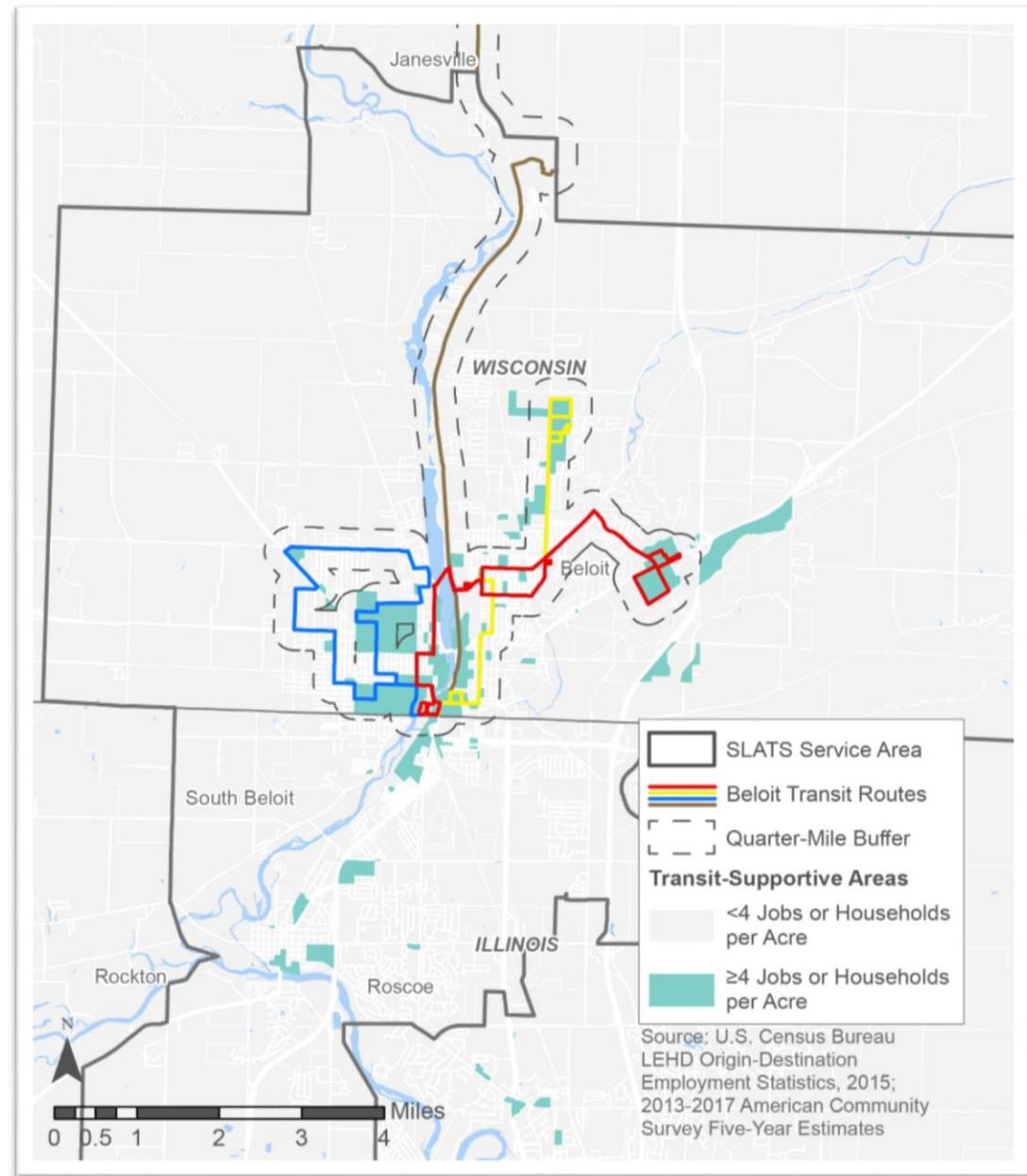
- Geographic coverage of TSAs is relatively good, but quality/usefulness of service is a concern.
- Coverage of employers is not as good, as major job centers are now located outside the reach of the transit network.

Transit-Supportive Areas (TSAs)

Transit-Supportive Areas (TSAs) are places with at least 4 people or 4 jobs per acre.

78.7 percent of the TSAs located in the SLATS planning area are within ¼ mile of existing bus routes

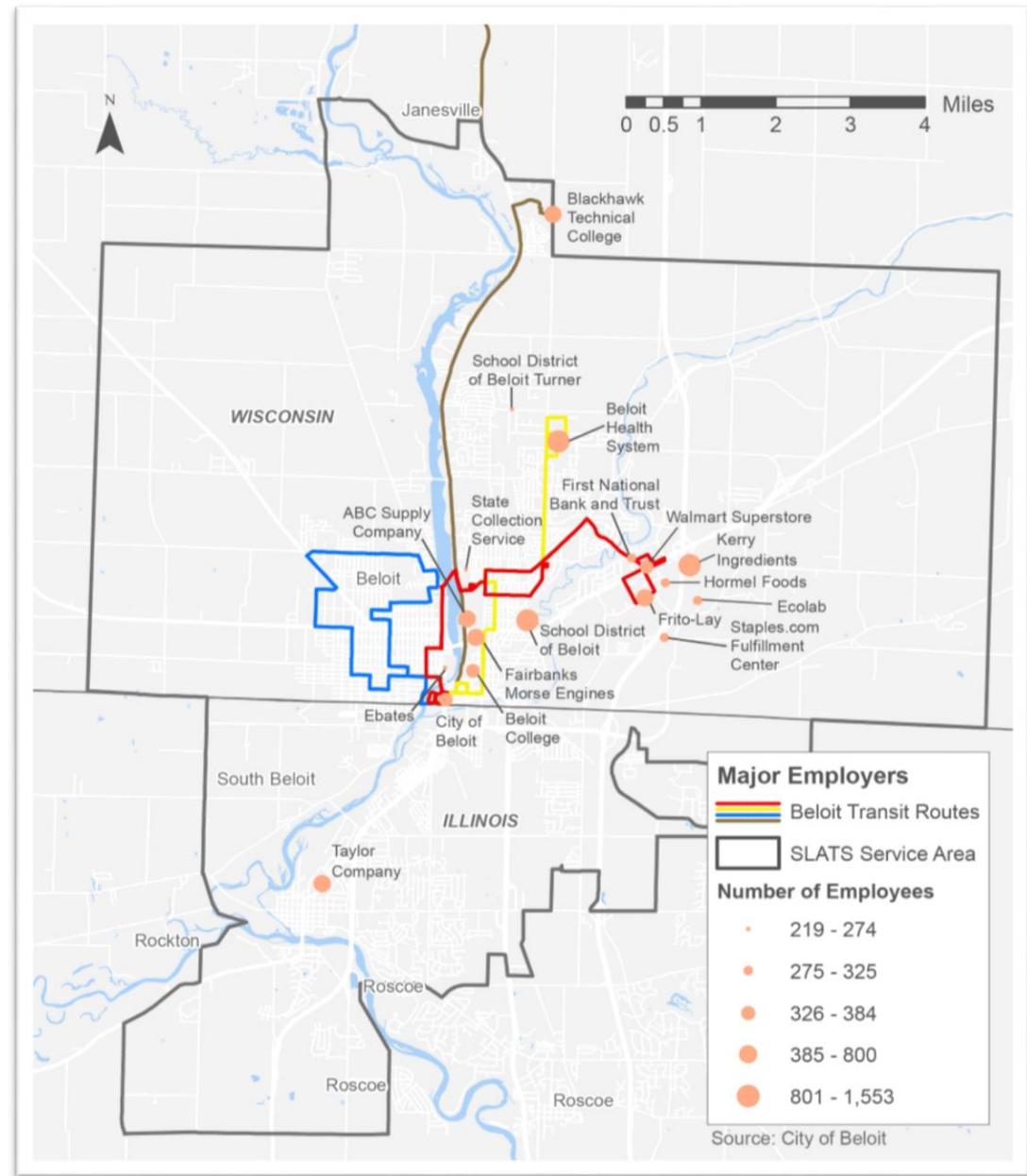
Other transit-supportive areas include the Gateway Business Park, as well as portions of Rockton and South Beloit.



Major Employers

This map shows employers with at least 200 employees. Most of these are located near existing transit routes, but some (particularly in the I-39/I-90 Corridor) are not.

In total, **57.4 percent** of all jobs within the SLATS Metropolitan Planning Area are located within 1/4 mile of an existing bus route.



Transit Service Performance

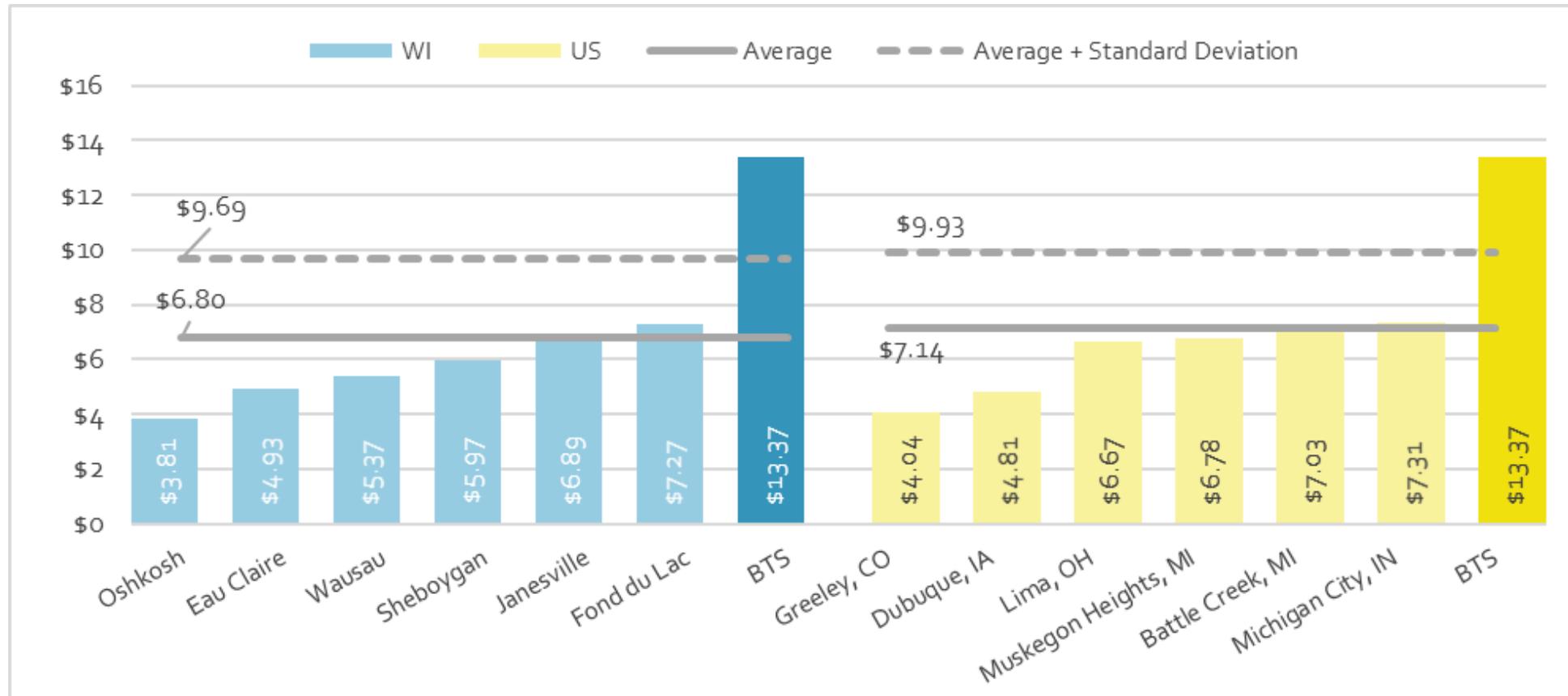
- This section is meant to analyze how existing service coverage and service quality translate to system performance.
- Included are the following:
 - Beloit Transit System – Performance Trends & Peer Analysis
 - Beloit Transit System – Performance by Route
 - Stateline Mass Transit District – Performance Trends
 - Stateline Mass Transit District – Ridership by Municipality

Beloit Transit System – Performance Trends

	2013	2014	2015	2016	2017	Annual rate of change
Revenue hours	20,526	20,466	20,403	19,425	20,222	-0.4%
Passenger trips	251,880	240,252	198,719	180,680	146,198	-12.7%
Operating expenses	\$1,872,263	\$1,935,507	\$1,975,854	\$1,879,917	\$1,952,110	1.1%
Passenger revenue	\$204,153	\$193,684	\$176,760	\$153,860	\$136,295	-9.6%
Service area population	35,871	35,871	35,871	35,871	35,871	0.0%

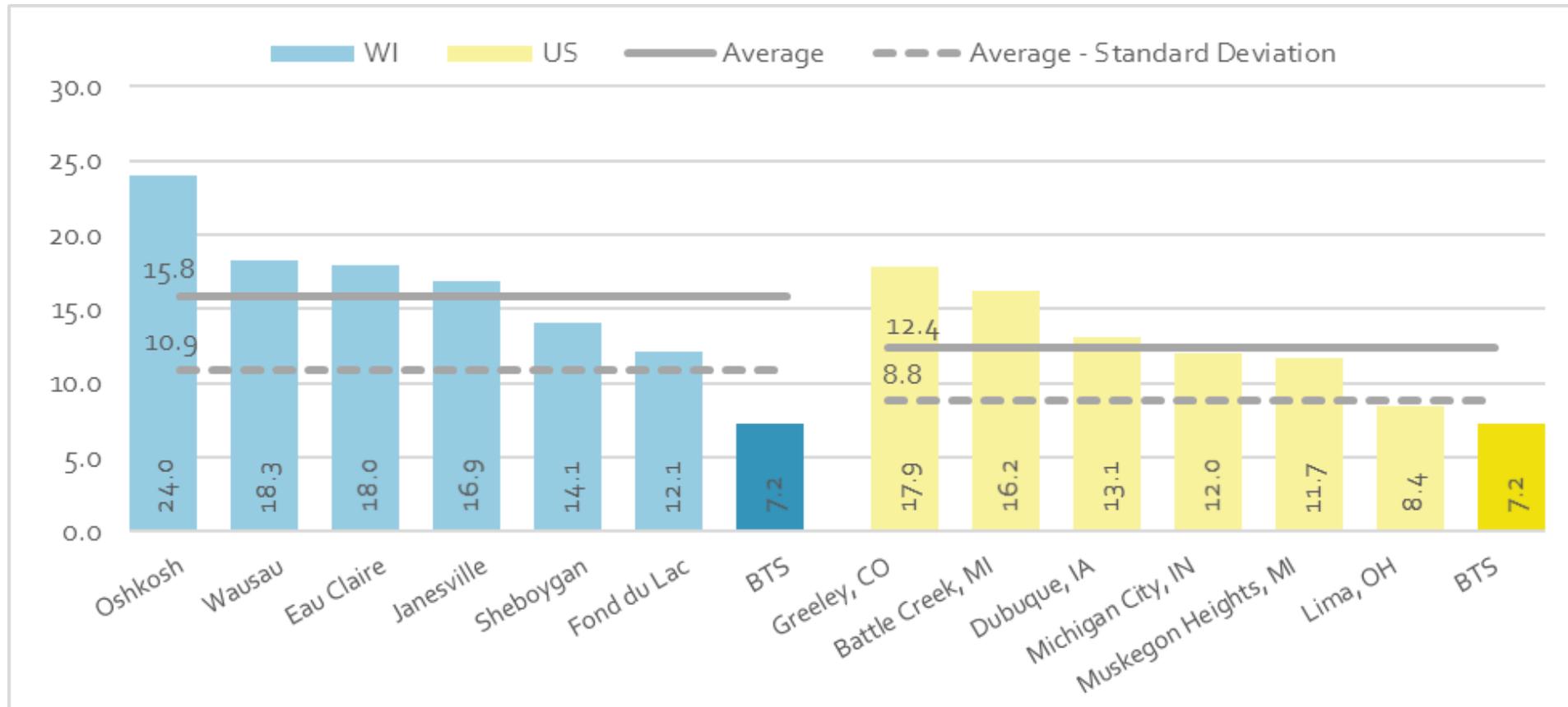
Beloit Transit System – Performance Trends

Peer Analysis – Operating Expenses Per Passenger Trip (2017)



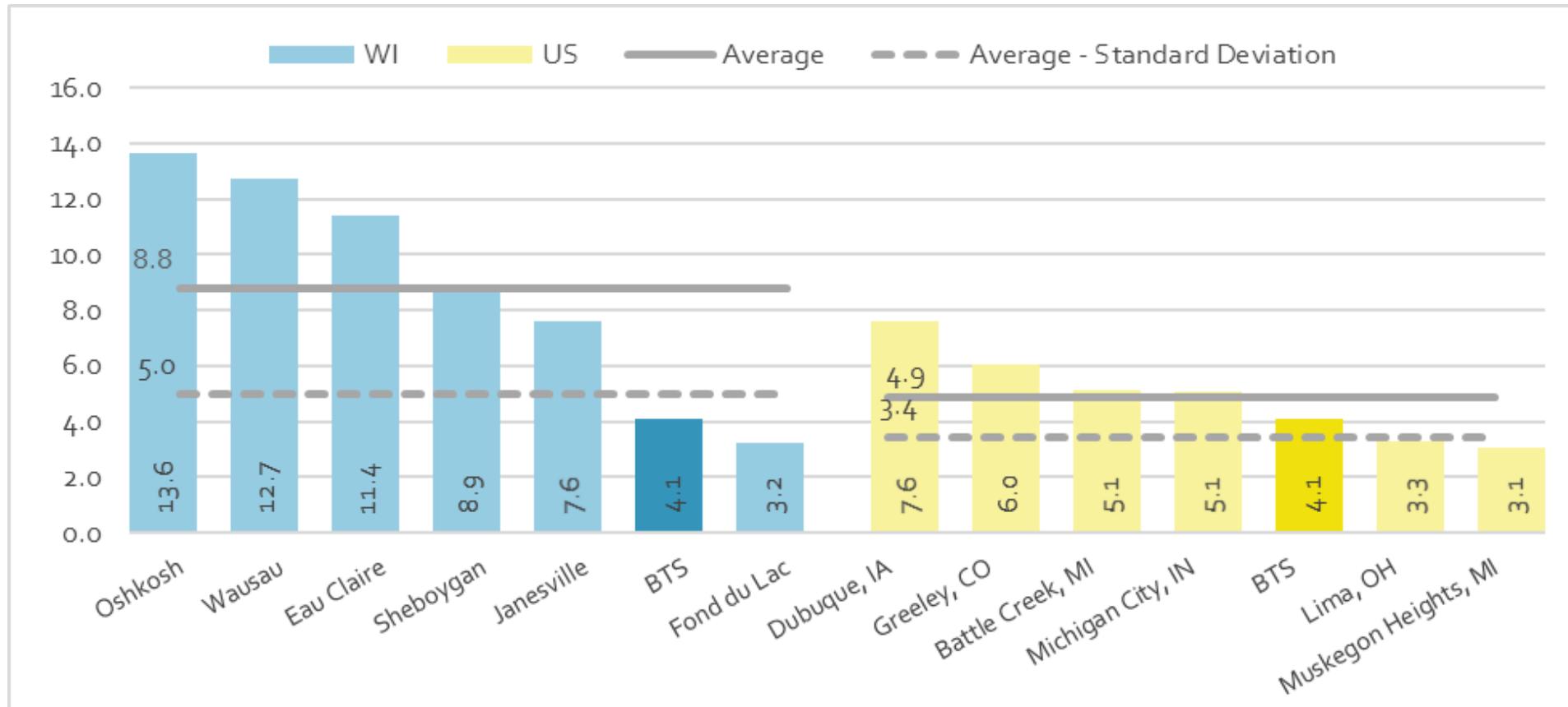
Beloit Transit System – Performance Trends

Peer Analysis – Passengers Per Revenue Hour (2017)



Beloit Transit System – Performance Trends

Peer Analysis – Trips Per Capita (2017)



Red Route

2 buses, 80-minute loop

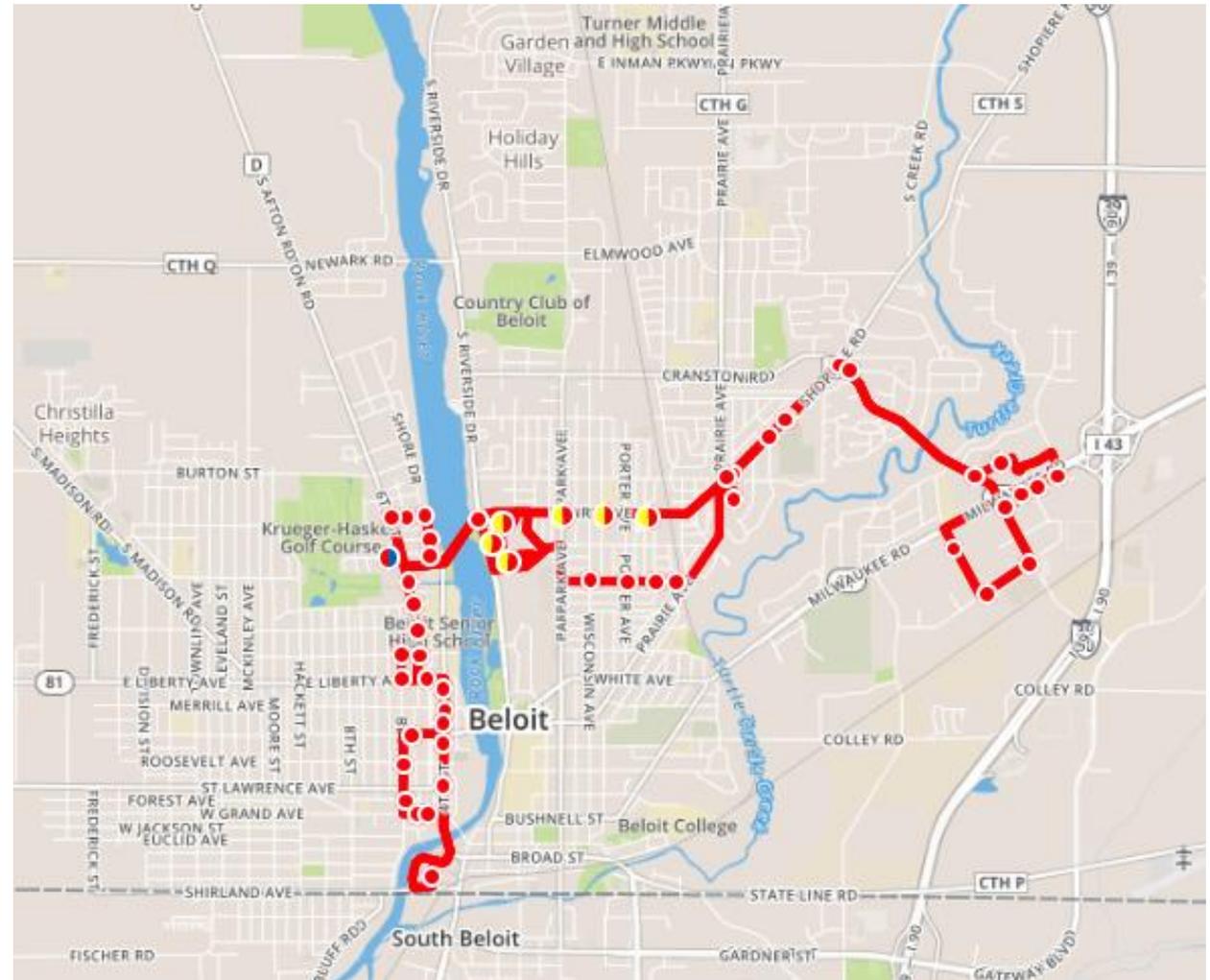
6:00 AM – 6:40 PM

(Weekdays)

1 bus, 80-minute loop

8:40 AM – 4:00 PM

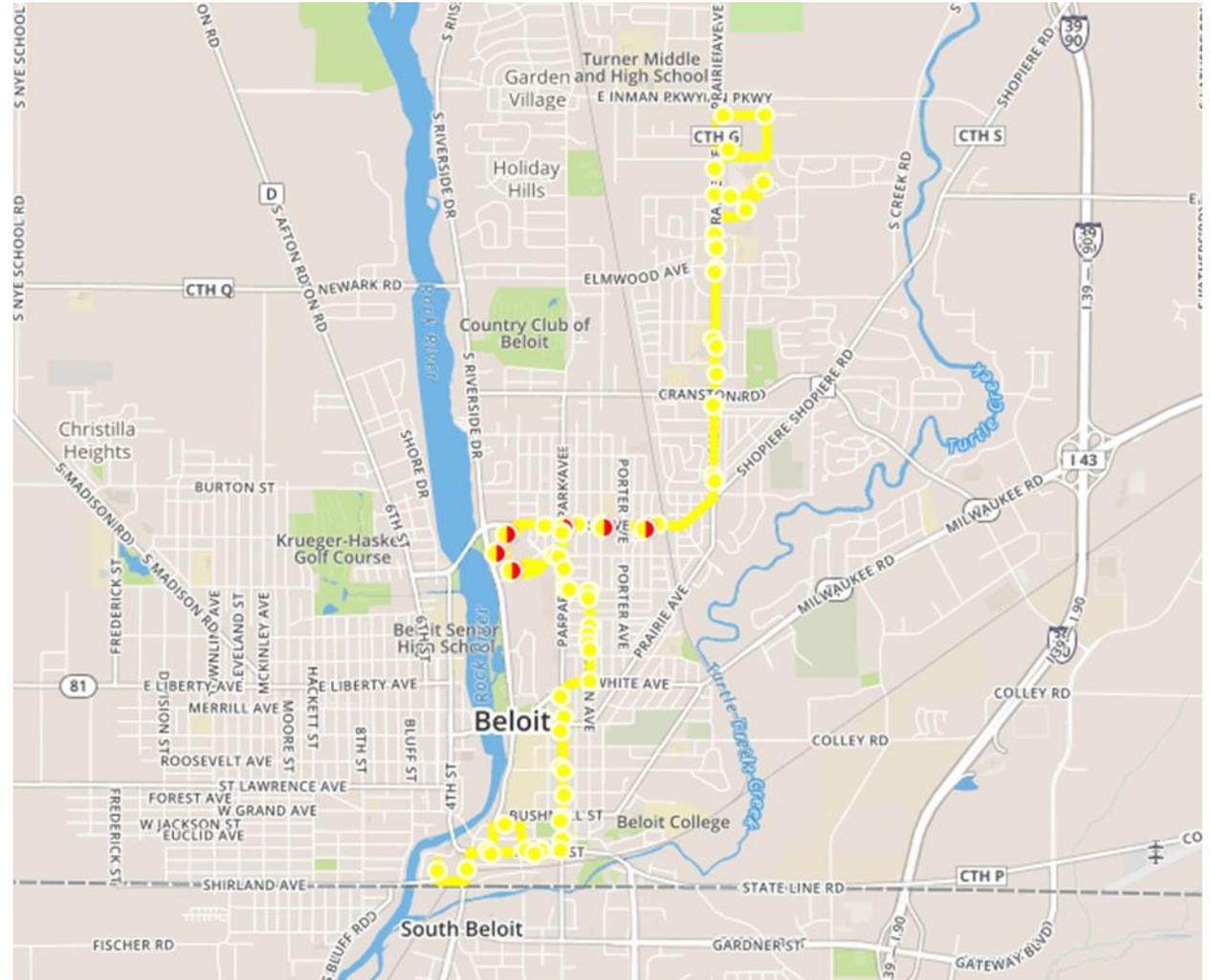
(Saturday)



Yellow Route

2 buses, 80-minute loop
6:00 AM – 6:40 PM
(Weekdays)

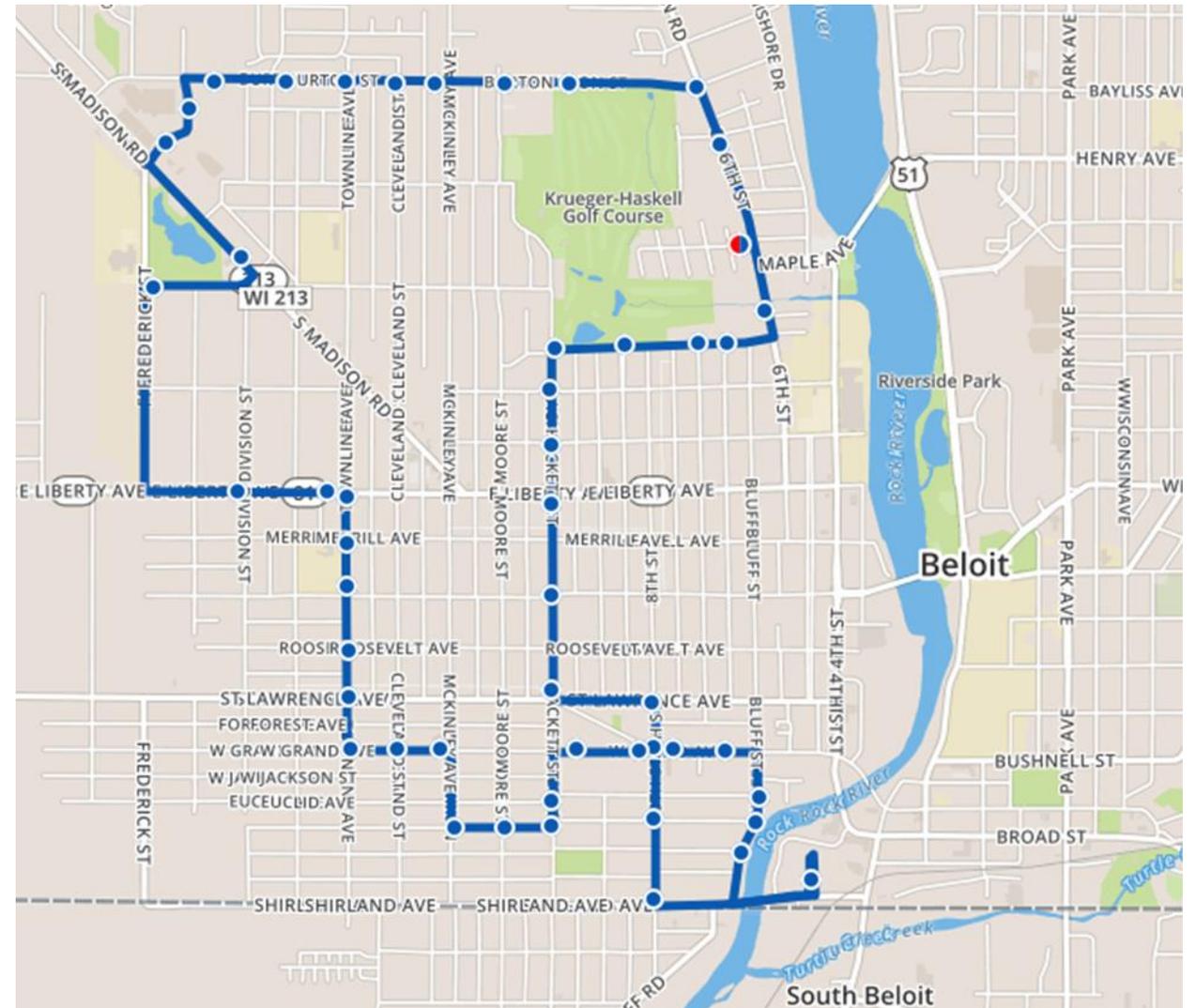
1 bus, 80-minute loop
8:40 AM – 4:00 PM
(Saturday)



Blue Route

1 bus, 40-minute loop
6:00 AM – 6:40 PM
(Weekdays)

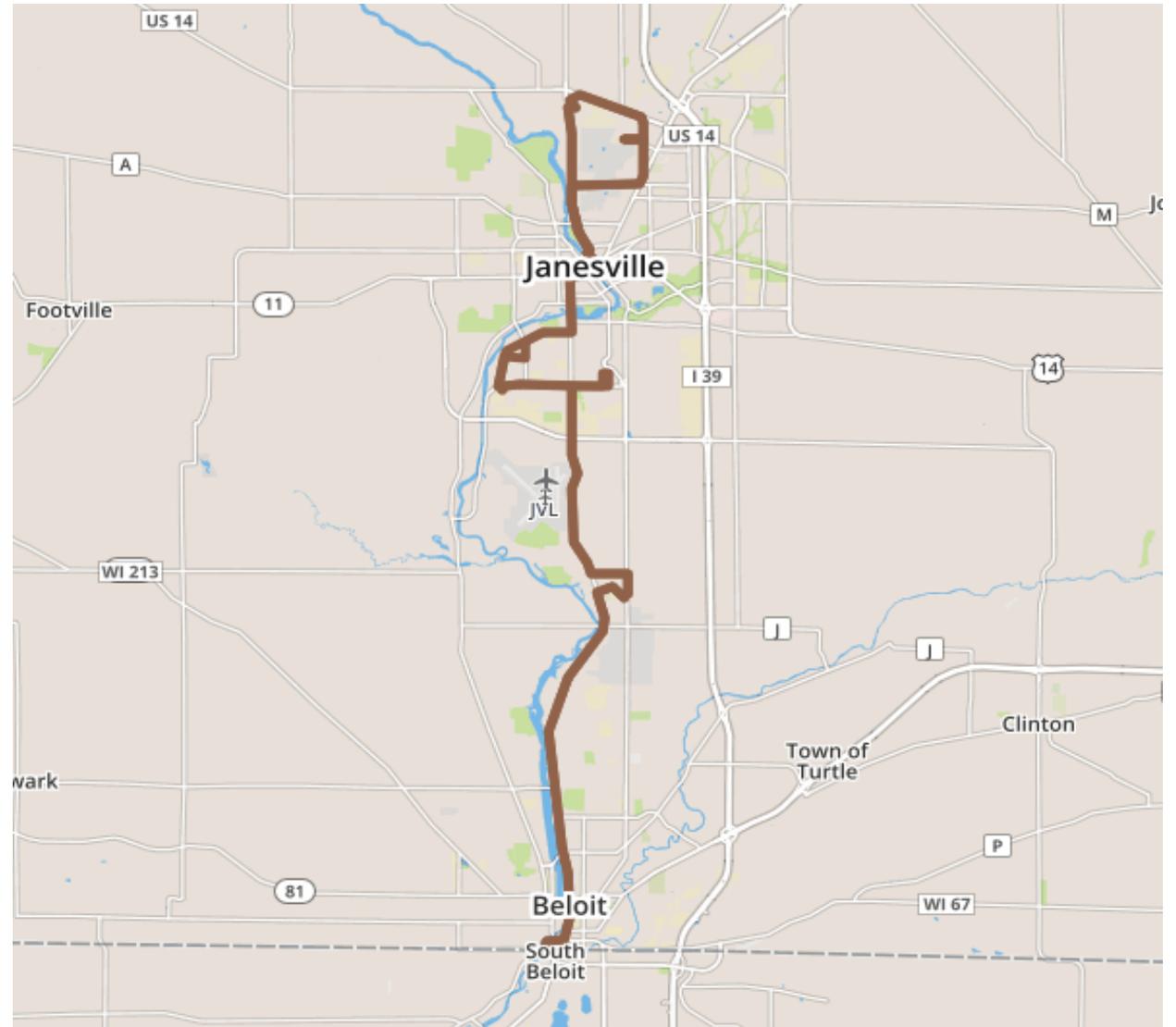
1 bus, 40-minute loop
8:40 AM – 4:00 PM
(Saturday)



Beloit/Janesville Express (BJE)

Jointly Operated by BTS
and Janesville Transit

6:00 AM – 6:15 PM
(Weekdays Only)



Route-Level Performance Summary

Average Daily Ridership	BJE	Red	Yellow	Blue	Total
Weekday	N/A	133	170	113	416
Saturday	--	44	41	26	110

Daily Revenue Hours	BJE	Red	Yellow	Blue	Total
Weekday	N/A	24.67	24.67	12.60	61.94
Saturday	--	7.33	7.33	7.33	22.00

Average Daily Productivity	BJE	Red	Yellow	Blue	Systemwide Average
Weekday	N/A	5.4	6.9	9.0	6.7
Saturday	--	6.0	5.5	3.5	5.0

Source: BTS May 2019 Ridership Sample

SMTD – Performance Trends

	2017	2018	Percent change
Revenue hours	NR	NR	NR
Passenger trips	14,735	16,846	14.3%
Operating expenses	\$778,664	\$812,758	4.4%
Passenger revenue	\$27,770	\$30,417	9.5%
Service area population	42,803	42,803	0.0%

	2017	2018	Percent change
Operating cost per passenger trip	\$52.84	\$48.25	-8.7%
Operating cost per revenue hour	NR	NR	NR
Passenger trips per revenue hour	NR	NR	NR
Passenger trips per capita	0.34	0.39	14.3%
Revenue hours per capita	NR	NR	NR
Fare revenue per passenger trip	\$1.88	\$1.81	-4.2%
Farebox recovery ratio	3.6%	3.7%	4.9%
Subsidy per passenger trip	\$50.96	\$46.44	-8.9%

SMTD – Performance Trends

Ridership by Municipality (FY2017 – FY2018)

Municipality	FY2017 Ridership	Percent of Total	FY2018 Ridership	Percent of Total	Percent Change 2017-2018
South Beloit	7,065	48%	8,471	50.3%	20%
Rockton	4,365	30%	4,026	24%	-8%
Rockton Township	142	1%	669	4%	371%
Roscoe	2,532	17%	2,748	16%	9%
Roscoe Township	631	4%	704	4%	12%
No-Shows	--	--	228	1%	--
Total	14,735	100%	16,846	100%	14%

Source: SMTD. Fiscal Year: July 1 – June 30.

Discussion #1: Transit Needs and Gaps

Transit Needs and Gaps

- This guided discussion is intended to engage the steering committee in identifying and understanding existing transit needs and gaps, including:
 - **Geographic gaps** (lack of availability of service in important markets and/or lack of access to major destinations)
 - **Temporal gaps** (lack of availability of service during specific hours when customers need to travel)
 - **Quality-of-service gaps** (lack of frequency, long and inefficient travel times, or other characteristics that make the service less useful for customers)

Geographic Gaps

- Important geographic gaps can include:
 - Gaps in service to low-income or minority neighborhoods
 - Gaps in service to areas with many zero-vehicle households
 - Gaps in service to major employers (Gateway Business Park / I-90 Corridor)
 - Gaps in fixed-route service in transit supportive areas (West Side, South Beloit, Rockton)

Temporal Gaps

- Customers and BTS staff have noted a desire for earlier-morning and later-evening trips, including on the BJE and local connecting services
 - Shift workers have especially significant needs for early-morning and late-evening service
- Saturday service ends at 4pm
 - Typically, many transit agencies start later in the morning on Saturdays but run a full evening span

Quality-of-Service Gaps

- All routes (except BJE): Extremely circuitous routing, leading to long travel times between destinations.
 - **Yellow Route:** 80-minute cycle is long, slow, and includes multiple layovers (at the Library/Eclipse Center and at Beloit Clinic).
 - **Red Route:** 80-minute cycle is long, slow, and includes multiple layovers (at the Library/Eclipse Center and at Walmart)
 - **Blue Route:** One-way loop is very circuitous and offers customers service in only one direction. Misses major destinations and transit-supportive areas in the heart of the west side.
- Saturdays: 3-bus operation yields extremely long travel times
- General lack of service frequency, and slow crosstown trips

Discussion #2: Transit Service Priorities

Transit Service Priorities

- As we mentioned in the previous Steering Committee meeting, there are trade-offs and cost impacts related to various service designs.
 - Frequency: Customers generally respond to increased frequency, but the relationship may be less than 1:1. Trade-off: frequency vs. productivity.
 - Access/Geographic coverage: Providing local access to residential areas or front-door service to employers is especially useful for customers with limited mobility or areas with limited walkability. Trade-off: access vs. speed/directness for other customers.
 - Grid-based vs. radial service design: Radial: easy transfers, good access to downtown. Grid: faster crosstown trips

Transit Service Priorities

- There are also trade-offs between different transit modes:
 - Express service: offers faster travel times between regional destinations, with reduced local access.
 - Local bus: balances speed and access to efficiently serve denser urban areas.
 - Demand-response service: provides geographic access to very low-ridership areas at a relatively low cost per hour, but higher cost per trip.
 - Specialized workforce transportation: can provide service tailored toward the needs of specific employers or workers, but may require additional funding or public-private partnerships.

Transit Service Priorities

- Discuss the service priorities that seem to be emerging from public outreach, and begin to identify service models that are appropriate for further study.

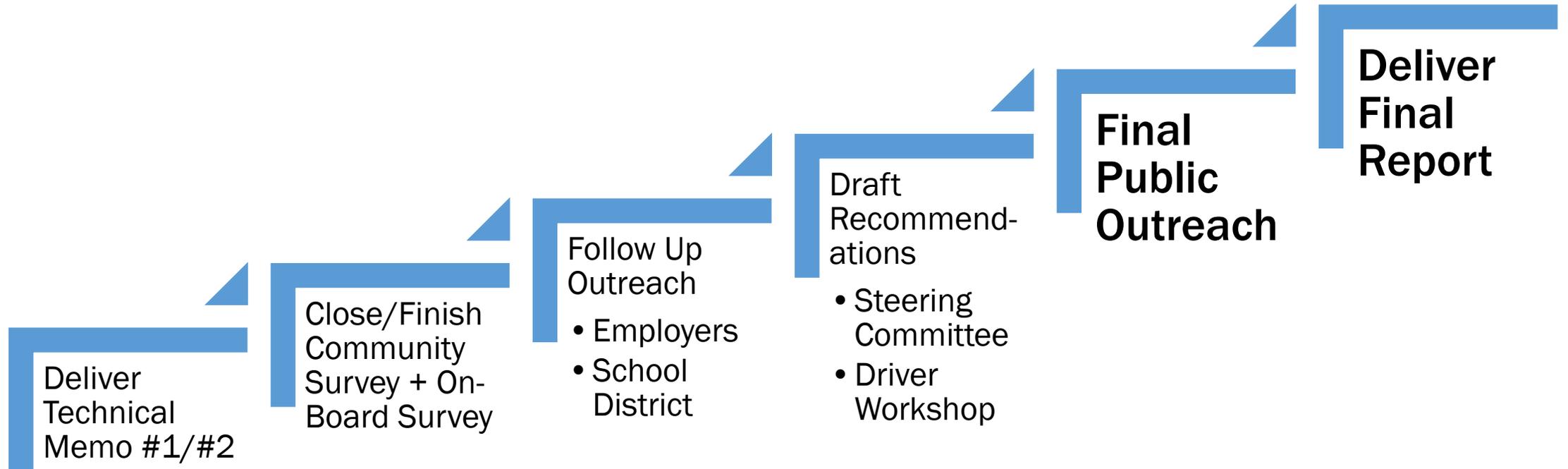
Outreach Update

Outreach Update

- Active outreach activities:
 - **Community Survey**
(online; paper copies being distributed at area locations)
 - **On-board Survey**
(online; surveys completed in person yesterday; paper copies available)
- In progress/to be scheduled:
 - **Employer Outreach**
 - **Recommendations (Driver/Staff) Outreach**
 - **Final Public Outreach**

Project Schedule and Next Steps

Upcoming Tasks



Project Timeline

- What is the goal date for presenting draft recommendations given remaining tasks? (Consider critical deadlines, outreach priorities)
- Date for next Steering Committee meeting: TBD

Thank You



Stateline Area Transportation Study

SLATS Transit Plan

WORKFORCE TRANSPORTATION PLANNING WORKSHOP – 08/22/2019

Agenda

- **Introductions** (7:30a.m. – 7:35a.m.)
- **Transit Plan Progress Report, Meeting Objectives** (7:35a.m. – 7:50a.m.)
- **Examples of Transit Service Solutions** (7:50a.m. – 8:00a.m.)
- **Discussion Exercise #1: Your Workforce/Needs Assessment – Information Sharing** (8:00a.m.-8:15a.m.)
- **Discussion Exercise #2: Promising Options** (8:15a.m. – 8:35a.m.)
- **Survey Questions** (8:35a.m. – 8:45a.m.)
- **Next Steps**

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Introductions

- Name
- Organization
- An Experience with Public Transportation



Project Overview

TRANSIT STUDY

In summer 2019, the Stateline Area Transportation Study (SLATS) – the transportation planning organization for the Beloit Region -- is conducting a transit study to identify challenges to local transit systems and establish strategies to meet these challenges. This study will include:

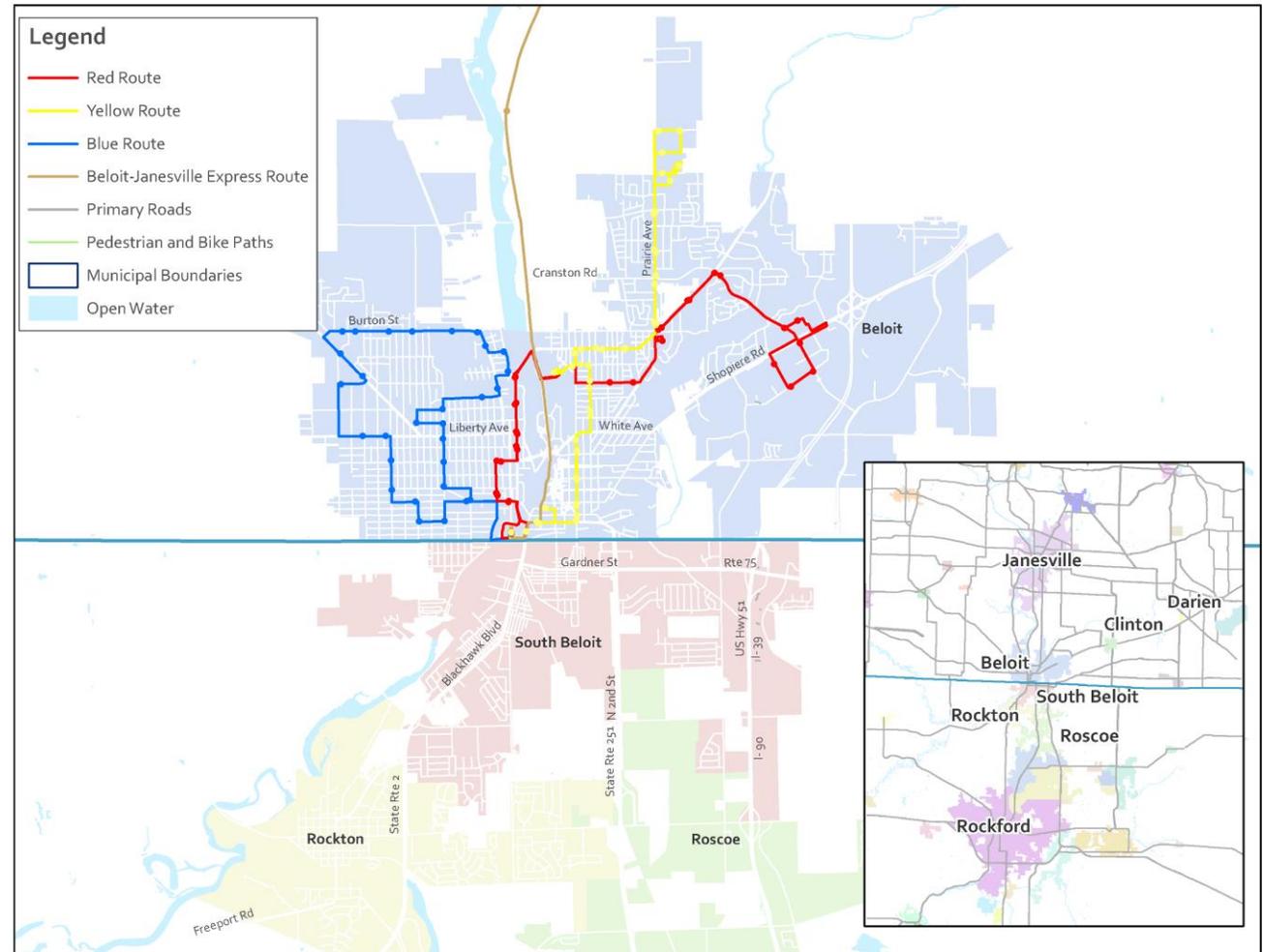
- **An evaluation of overall transit needs, and how well transit is functioning in the region.**
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- **Stakeholder involvement and community engagement.**
- **Recommendations for regional transit improvements.**



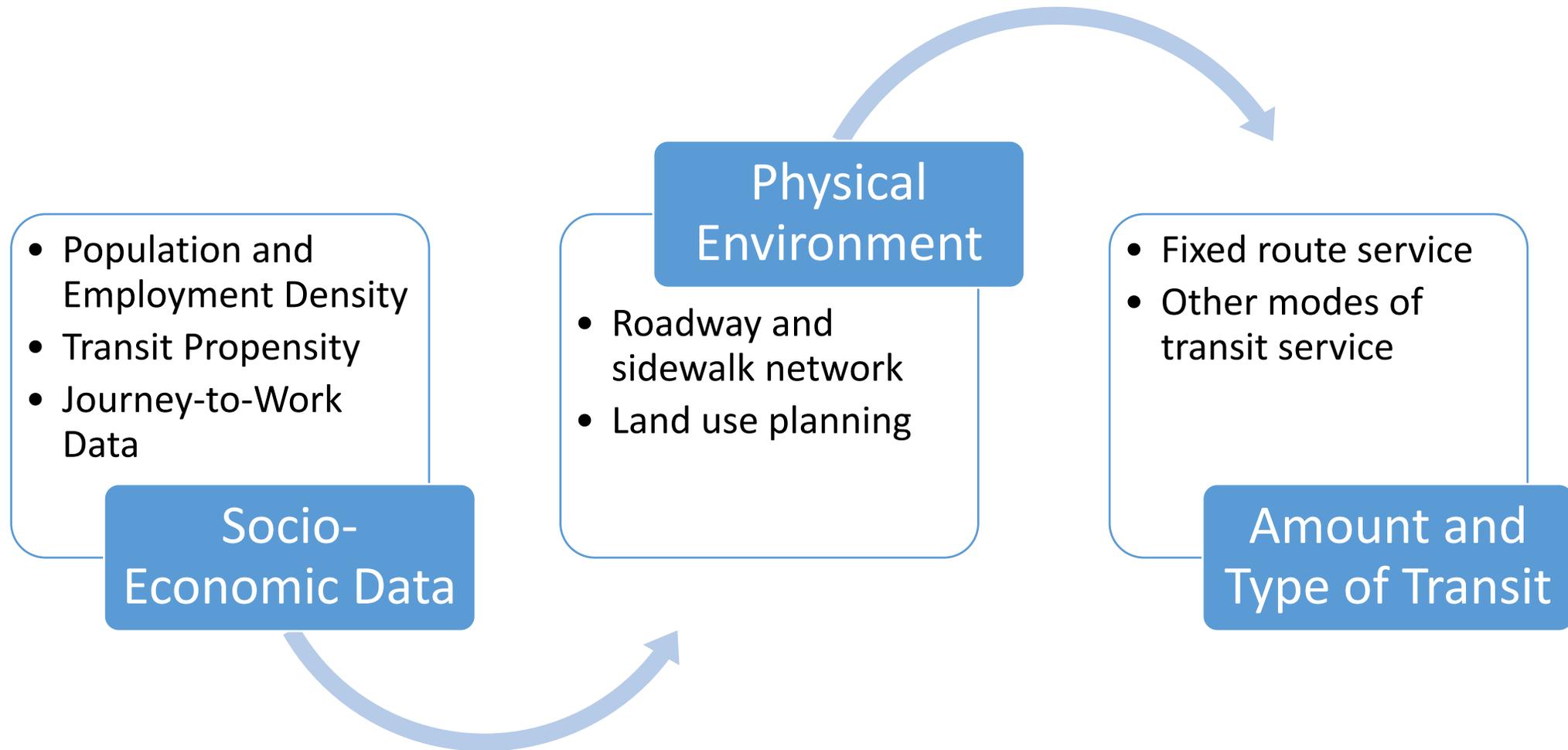
Beloit Transit System bus (The Transit Camera | Flickr)

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Service Planning Process

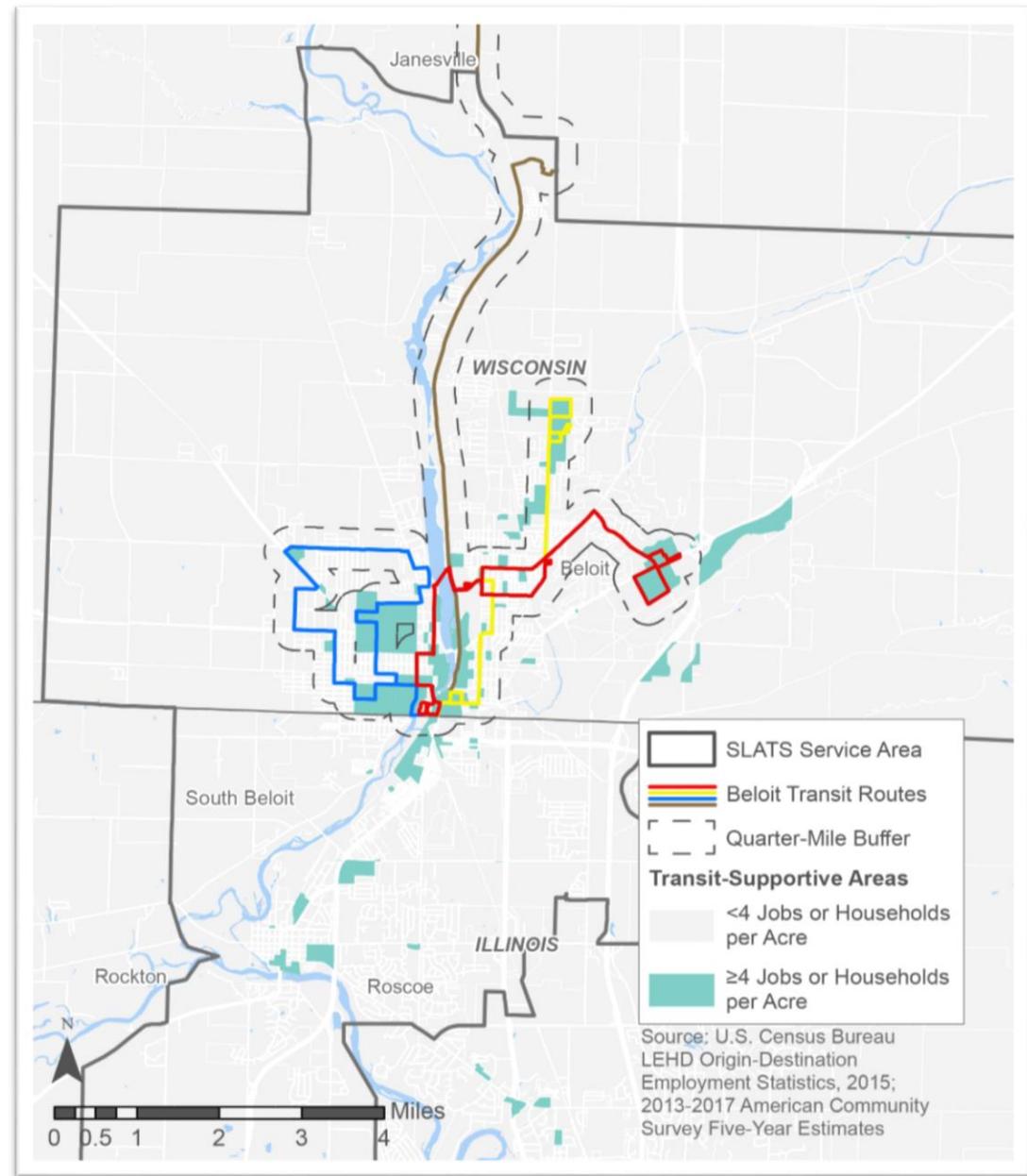


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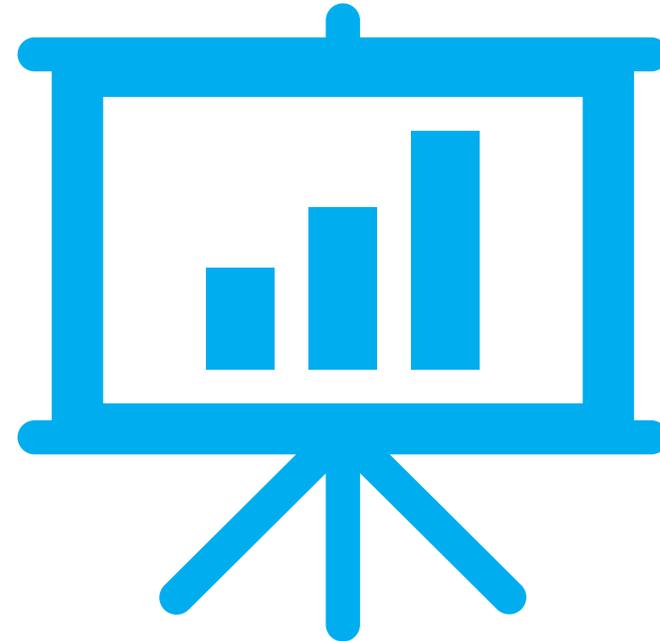
Other transit-supportive areas include the Gateway Business Park, as well as portions of Rockton and South Beloit.



Progress Report/Findings

What we know so far...

- BTS Performance Trends
- SMTD Performance Trends
- Community outreach themes
 - Positive feedback on customer service, amenities, fleet, facilities.
 - Lacking hours/days of service
 - Lacking coverage – Illinois, Gateway Area
 - Downtown orientation may be insufficient
 - Long travel times
 - Low service use
 - Future opportunities



What we have heard...

Surveys

- Community Survey
 - Majority of commute times are < 20 minutes
 - Common transit barriers were transit schedule and stop location
 - High vehicle ownership
- Rider Survey
 - Common requests for evening service

Employer Outreach

- Interest in improving public transit service
- Worker interest in bus service
- Workers would use a convenient, efficient transit option
- Inconsistent reporting of transportation as a barrier to employment
- More common to operate weekdays

What we have heard...

- Rider Survey (cont'd)
 - Barriers to employment?
 - Lack of service to potential jobs
 - Unable to get to or from work at desired times because of limited service hours (6 respondents)
 - Lack of service on weekends
 - Lack of service to second- and third-shift jobs in Janesville
 - Travel time within Beloit is too long
 - Travel time on buses to Madison is too long
 - Need for bus shelters

Workforce Transportation

Workforce Transportation

- What considerations go into successful workforce transportation?
 - Employer locations (urban vs. suburban/ex-urban)
 - Employee characteristics (location, income, shift times)
 - Relationship to existing transit network
 - Service needed (first/last-mile, late-night, or non-traditional)

Workforce Transportation

- Private employer shuttles (major corporations and business parks)
- Subsidized employer shuttles/public transit service (Pace Shuttle Bug, Amazon, UPS routes)
- First- and last-mile programs (Valley Transit Connector, ATJ)
- Overnight/off-hours programs (Valley Transit Connector)
- Vanpool programs (multiple agencies)
- Shared-ride taxi
- TNC partnerships

A newly familiar sight in Minneapolis' Cedar-Riverside neighborhood: the Amazon bus

By Ibrahim Hirsi | 05/30/2017

[Email](#) [Facebook](#) [Twitter](#) [Print](#)



MinnPost photo by Ibrahim Hirsi

Amazon sends buses to Cedar-Riverside to transport employees who work at the company's Shakopee fulfillment center twice a day — seven days a week.

Last summer, when Amazon completed its gigantic fulfillment center in Shakopee and announced it was hiring thousands of employees, some people wondered how workers would get there.

COMMUNITY

Ruby Ride starts in North Mankato today



Ruby Ride starts in North Mankato today

By [KEYC Online Staff](#) | July 1, 2019 at 7:58 AM CDT - Updated July 1 at 7:58 AM



NORTH MANKATO, Minn. (KEYC) - A new daytime ridesharing service starts its one-year trial run today in North Mankato.



Ruby Ride will start its routes with 20 riders this week to work on timing and then add more openings later in the month.



Standing room only on the Epic bus

Madison Metro struggles to keep up with demands of tech giant

BY NATHAN J. COMP

APRIL 2, 2015

RSS



South-metro bus ridership was up slightly in 2017



More than 60 percent of Minnesota Valley Transit Authority ridership is for commuters to Minneapolis. (Courtesy of MVTA)



The Connector is provided by Valley Transit in partnership with United Way Fox Cities



Additional support provided by:



Discussion Part One

Your Company:

- Describe your industry sector and operating hours.
- What is the commute origin of your current workforce?
- Where are you currently doing the majority of your recruiting?
- Please provide input on your perception of worker transportation needs.

Your Company's Physical Environment:

- Served by transit now?
- Are there sidewalks?
- Parking characteristics?
 - On-site parking?
 - Adequate capacity?
 - Cost?

Discussion Part Two

Programs

- Do you provide any transportation-related benefits to employees?
- Does your company have any initiatives related to sustainability or fitness?
- If an effective transit service was provided, would you consider an transit-related benefit program?

Programs

- Would you consider a partnership to invest in transportation service or facilities?
 - Examples:
 - Fares
 - Subsidy
 - Shelters
 - Advertising
 - Pilot Program
- Would you like to continue this conversation and help us in our development of service options?

Survey Questions

Online Employer Survey Questions

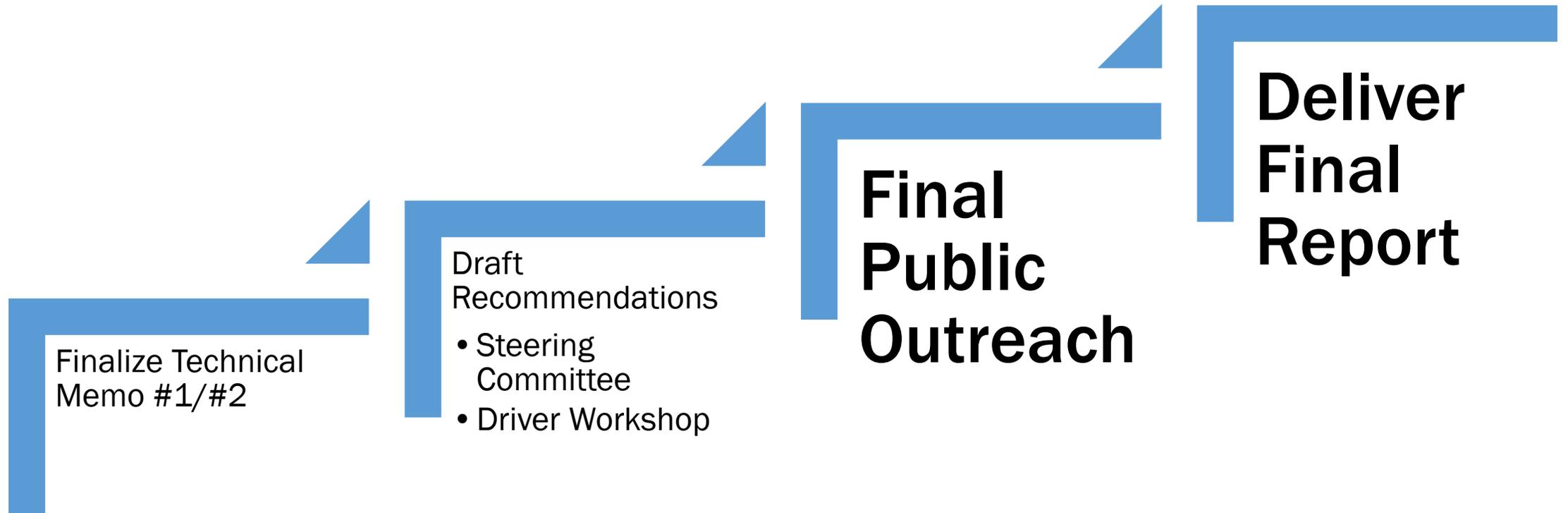
- Current method of commuting
- Familiarity with public transit service
- Transportation as a barrier to employment/recruitment
- Propensity to use transit
- What else would you like to know?
- Are you willing to assist with distribution?

STATELINE AREA TRANSPORTATION STUDY
Community Travel Behavior Survey

Staseline Area Transportation Study (SLATS), the planning organization serving the Staseline area, is conducting a transit study to develop a plan for improving transit services throughout the region. SLATS is currently conducting public engagement to learn more about transportation needs in the community. The transit plan will address services provided by Beloit Transit, Staseline Mass Transit District (SMTD), and Rock County Transit. Beloit Transit provides regular fixed-route service within Beloit and to Janesville SMTD provides on-demand curb-to-curb services in the Rockton area, and Rock County Transit provides on-demand shared rides to Rock County residents age 55 and older.

1. What is your primary form of transportation?
 - Automobile
 - Public transit
 - Beloit Transit
 - SMTD
 - Rock County Transit
 - Staseline Mass Transit District (SMTD)
 - Taxi
 - Uber/Lyft
 - Bike
 - Walk and/or use mobility device (wheelchair, motorized cart, etc.)
 - Other _____
2. Do you or anyone in your household use Beloit Transit, SMTD and/or Rock County Transit on a regular basis?
 - Yes, I/they use Beloit Transit
 - Yes, I/they use SMTD
 - Yes, I/they use both
 - No, my household does not use Beloit Transit or SMTD
3. If you use Beloit Transit, SMTD and/or Rock County Transit, how often do you ride?
 - Daily
 - A few times a week
 - Weekly
 - Monthly
 - Rarely
 - Never
4. What is the nearest intersection to your home?
Street 1 _____ Street 2 _____
5. Where do you work? (Nearest intersection or name of place)
Street 1 _____ Place _____
Street 2 _____
6. If you work away from home, how do you typically commute to work? If you don't work outside the home, how do you typically travel to your primary destination?
 - Ride the bus
 - Drive or ride in my own vehicle
 - Drive or ride in someone else's vehicle

Upcoming Tasks – Aug.-Oct. 2019



Thank You