

**WARNER ROBINS AREA TRANSPORTATION STUDY (WRATS)**

**TRANSIT FEASIBILITY STUDY  
EXISTING CONDITIONS REPORT  
06/18/12**

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## Introduction

The Metropolitan Planning Organization (MPO) for the Warner Robins Urbanized Area is the Warner Robins Area Transportation Study (WRATS). WRATS plans and coordinates transportation improvements for the Warner Robins metropolitan planning area consistent with federal surface transportation legislation.

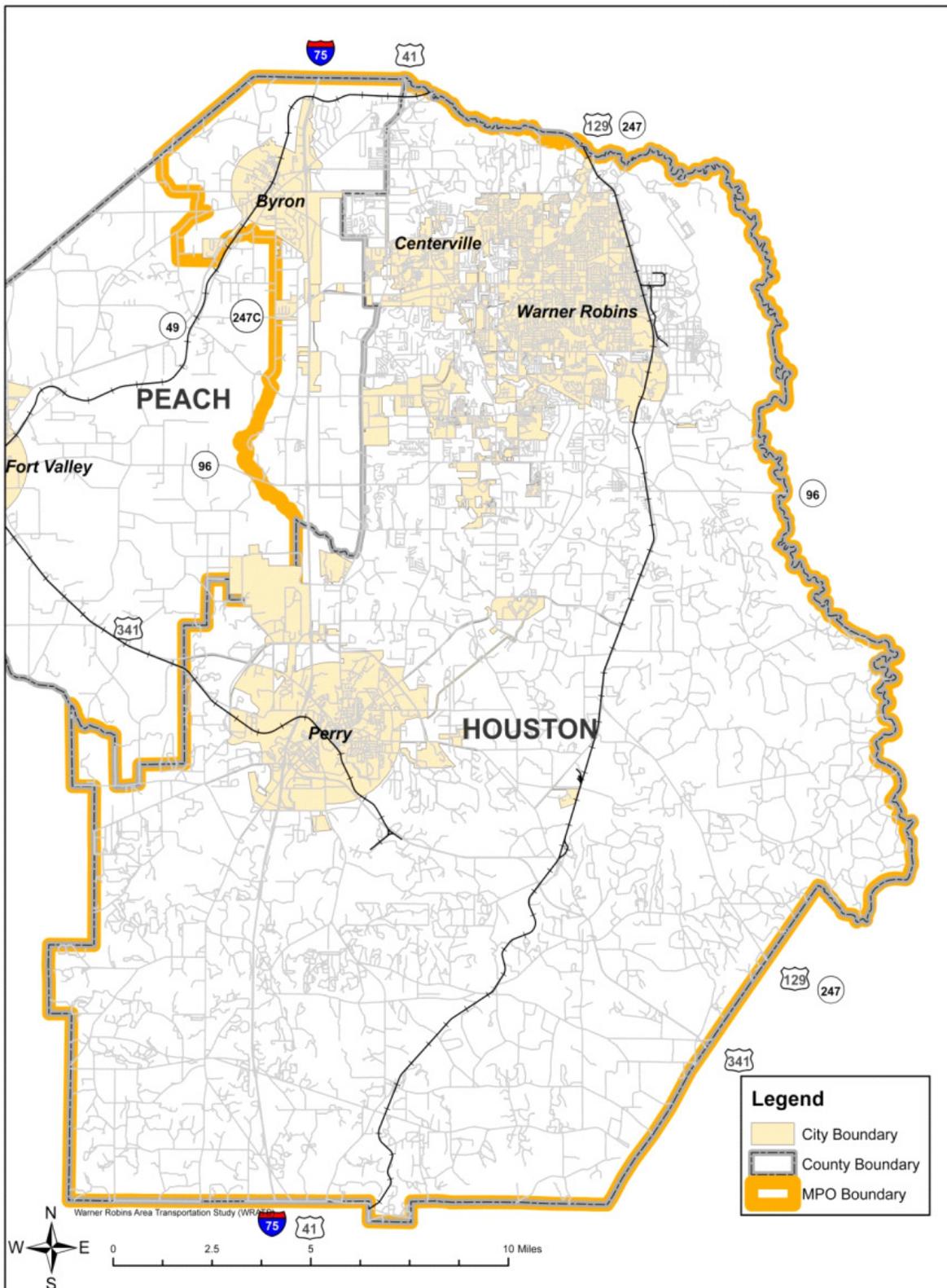
The Warner Robins metropolitan planning area consists of all of Houston County and the northeastern portion of Peach County, Georgia. It includes the incorporated cities of Warner Robins, Byron, Centerville and Perry, as shown in Figure 1. The metropolitan planning area of Warner Robins consists of 417 square miles and approximately 149,000 people.

The Transit Feasibility Study (TFS) examines the need for transit services in the Warner Robins metropolitan planning area. As the area continues to grow and develop there is increasing interest in the potential for transit service. Recent success of the BiRD commuter bus service between Macon and Robins Air Force Base (RAFB) underscores the potential for similar service within the Warner Robins metropolitan area. In addition, numerous human service agencies and not for profits have stated that there is a need for transit service in Warner Robins among the populations that they serve. RAFB has been a strong supporter of transit and vanpool service, on base shuttle service, and commute alternatives as a means of reducing the number of vehicles entering and exiting the base and the amount of parking necessary on the base.

A transit feasibility study conducted by WRATS in 2003 recommended possible phased transit service options and assessed probable ridership and costs. However no action was taken as a result of the 2003 TFS, in part due to concern about who would pay for transit operations and operate the service, and in part due to concerns about the effectiveness of transit service in Warner Robins. A 2001 transit route feasibility study for service between Macon and RAFB resulted in the successful BiRD commuter service.

The 2012 WRATS TFS will update the study conducted in 2003 to reassess the market for transit taking into account demographic and development changes since 2003, and collecting new information from the public and stakeholder agencies on their views about the need for transit service in the Warner Robins metropolitan area. The TFS will provide a Transit Master Plan that identifies costs and funding associated with any recommended transit service options and an Implementation Plan that addresses phasing, marketing and operations for any recommended transit services

Figure 1 - WRATS Study Area



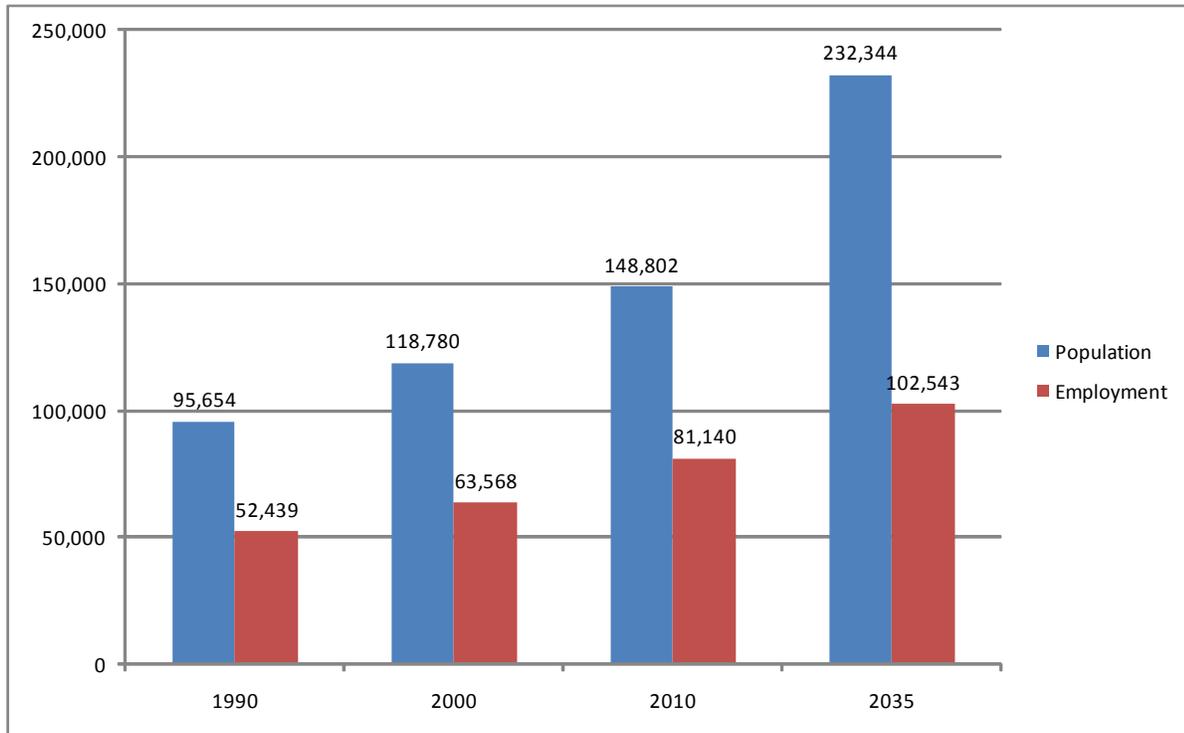
## Demographic Trends

The Warner Robins metropolitan area has continued to grow even during the current recession. Over the past 20 years the annual growth rate of population in the study area (2.3%) has exceeded the annual growth rate for Georgia overall (2.0%). As can be seen in Figure 2, the population in 1990 was 95,654 and by 2010 had grown to 148,802 – a growth of 55.6%.

**Figure 2 - Population and Employment Trends**

	Population				Employment			
	1990	2000	2010	2035	1990	2000	2010	2035
GA	6,478,216	8,816,453	9,687,453					
Houston County	89,208	110,765	139,900	218,812	50,227	61,022	78,229	96,192
Peach County	21,189	23,668	27,695	38,520	9,157	10,538	10,393	14,396
<b>Total</b>	<b>110,397</b>	<b>134,433</b>	<b>167,595</b>	<b>257,332</b>	<b>59,384</b>	<b>71,560</b>	<b>88,622</b>	<b>110,588</b>
<b>% change</b>		21.8%	24.7%	53.5%		20.5%	23.8%	24.8%
Peach County (part)	6,446	8,015	8,902	13,532	2,212	2,546	2,911	6,351
<b>WRATS Total</b>	<b>95,654</b>	<b>118,780</b>	<b>148,802</b>	<b>232,344</b>	<b>52,439</b>	<b>63,568</b>	<b>81,140</b>	<b>102,543</b>
<b>% change</b>		24.2%	25.3%	56.1%		21.2%	27.6%	26.4%

Source: USDoC Census Bureau, USDoC BEA, WRATS

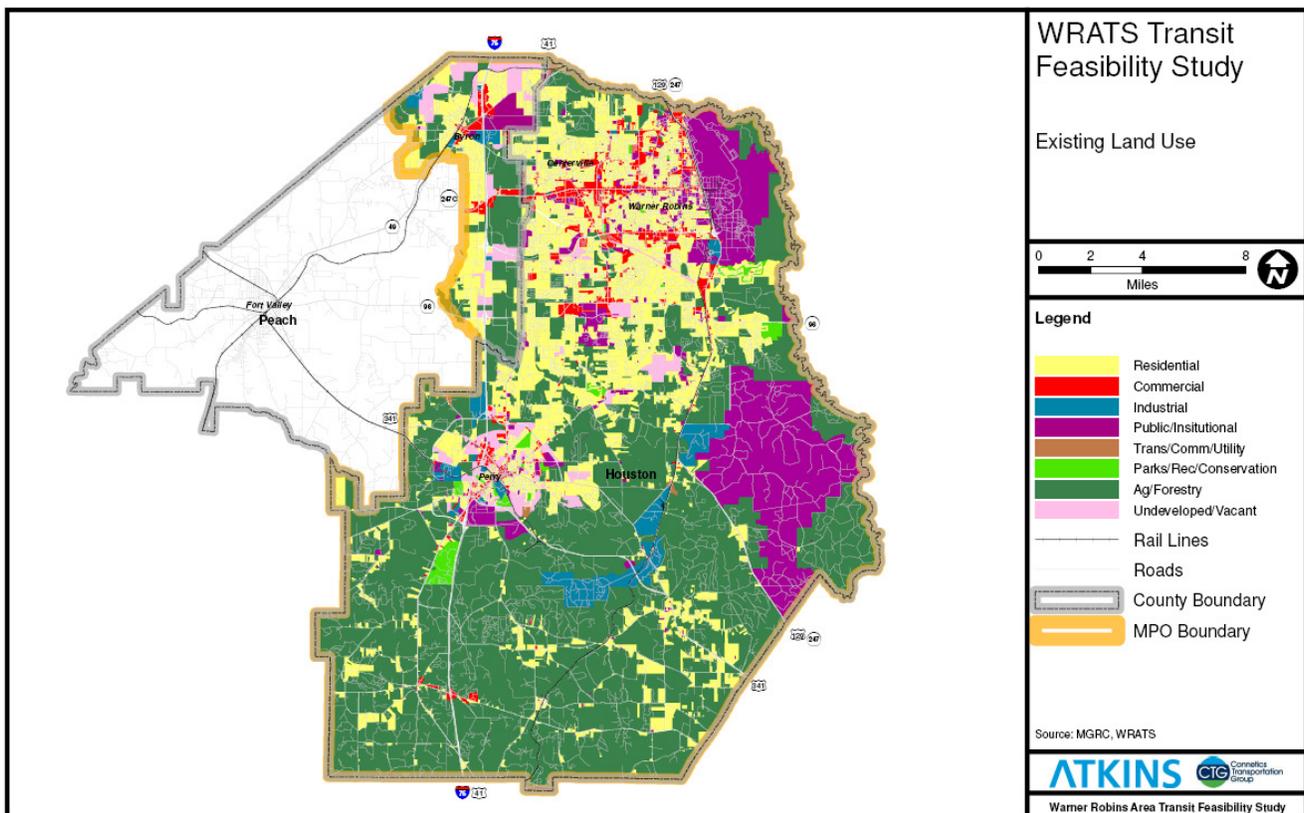


Over the same period, employment grew from 52,439 to 81,140 – or by 54.7%. Population of the WRATS Study Area is projected to grow to over 230,000 by 2035 and employment is projected to grow to over 100,000 during the same time period. Population density for the study area has increased from approximately 229 people per square mile in 1990 to 360 people per square mile in 2010.

### Existing Land Use

Figure 3 below shows Existing Land Use (ELU) for the Warner Robins metropolitan area. Land Use is an important determinant of travel, and potential transit markets, generally providing the location of land uses associated with different types of trips (i.e. office and industrial centers for work trips, commercial areas for shopping and personal business trips, and institutional zoning associate with educational and medical related trips). In particular land use maps may show concentrations of land uses within corridors or specific areas which can help to identify prospective transit service areas.

**Figure 3 – Existing Land Use Map**

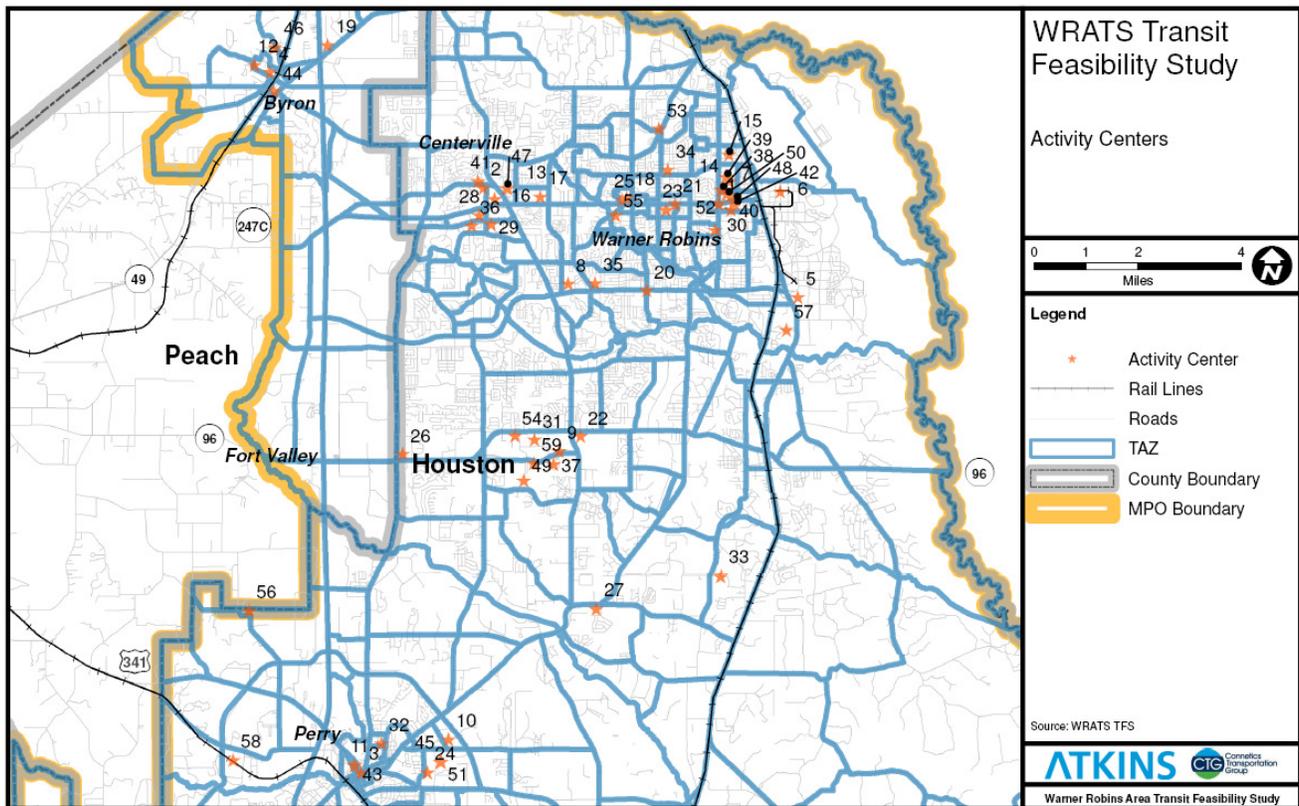


As can be seen in Figure 3, the majority of commercial and residential land uses are in the northern and western portions of Houston County within Warner Robins and Centerville, close to Perry, and in Byron or along the I-75 corridor. Most of the Public and Institutional land uses are also located in these areas with the exception of the large area of Oaky Woods in the eastern portion of Houston County. The large institutional area in the northeastern corner of Houston County is Robins Air Force Base which is also the largest employment center in the metropolitan area. Several commercial corridors are readily identifiable; Watson Boulevard (GA-247C), Russell Parkway, GA-96, GA-247, I-75 near Byron and near Perry.

## Activity Centers

Activity Centers are locations where one would expect a significant amount of trip making to occur based on the land uses, density and mix of businesses or institutions within an area. Fifty nine Activity Centers were identified in the Warner Robins metropolitan area by WRATS and consultant staff. Figure 4 shows the location of identified activity centers. Figure 5 lists the fifty nine Activity Centers, and are keyed to the numbers used to identify their location on Figure 4. Types of activity centers include downtowns or town centers, major employment centers, retail and commercial centers or corridors, colleges and high schools, government and social service complexes, recreational and cultural centers, and medical facilities. Activity centers are important potential transit trip generators.

**Figure 4 – Activity Centers Map**



As can be seen in Figure 4, the distribution pattern of activity centers is similar to those seen for the commercial areas in the Existing Land Use map, with a great number of the activity centers within or near the Watson Boulevard, Russell Parkway, GA-96, and GA-247 corridors and near Perry or Byron.

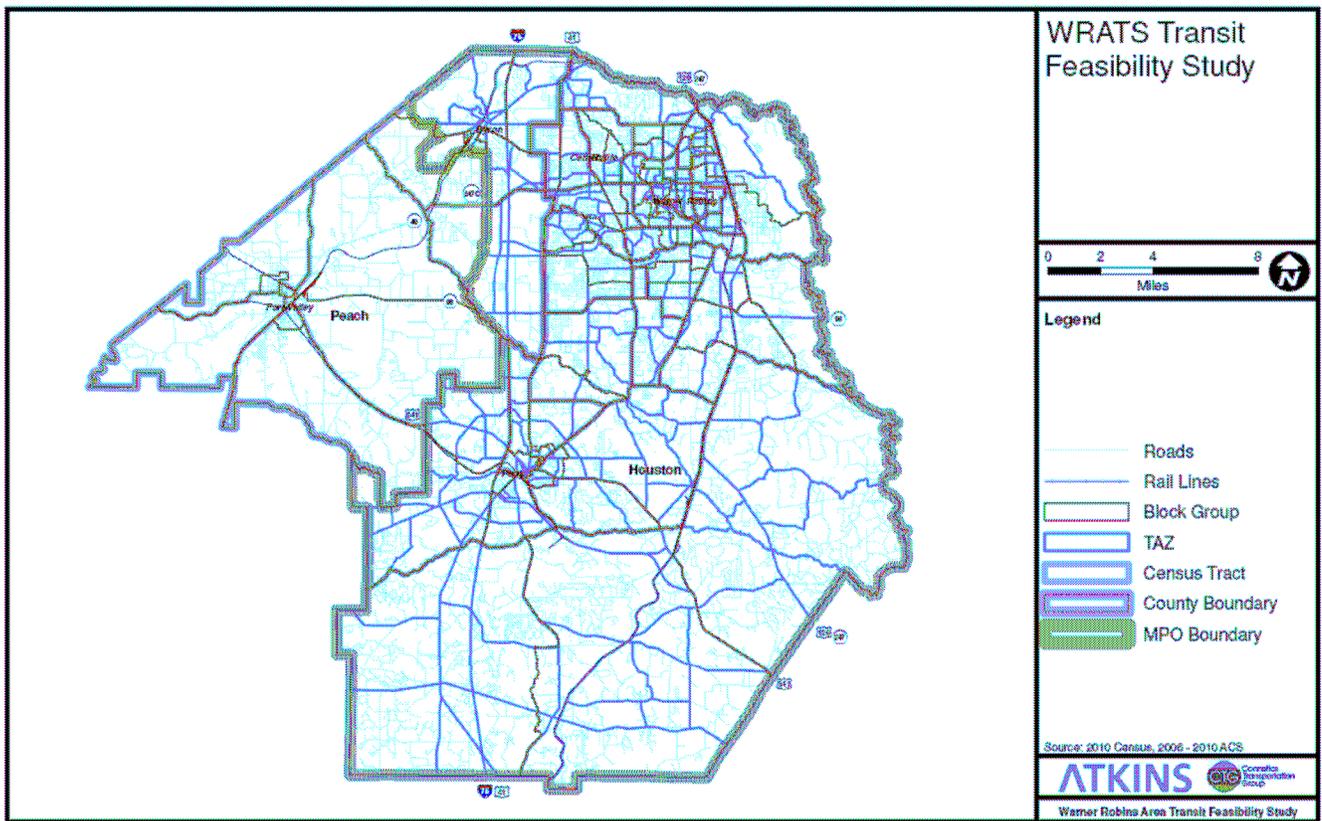
**Figure 5 – Activity Centers List**

Number	Location	Type
1	Warner Robins Town Center	Town Center
2	Centerville Town Center	Town Center
3	Perry Town Center	Town Center
4	Byron Town Center	Town Center
5	Museum of Aviation	Cultural
6	Robins AFB	Government
7	Warner Robins Government Complex	City Hall/Courthouse
8	Houston County Annex/State Courthouse	City Hall/Courthouse
9	Houston County Magistrate Court	City Hall/Courthouse
10	Houston County Judicial Complex	City Hall/Courthouse
11	City of Perry	City Hall/Courthouse
12	Byron Municipal Building	City Hall/Courthouse
13	Centerville City Hall	City Hall/Courthouse
14	Middle Georgia Community Action Agency	Social Service
15	Houston County Council on Aging	Social Service
16	Galleria Mall S.C.	Retail Center
17	Warner Robins Place S.C.	Retail Center
18	Houston Mall S.C.	Retail Center
19	Peach Shops at Byron	Retail Center
20	Russell Parkway Commercial Corridor	Commercial Corridor
21	Watson Boulevard Commercial Corridor	Commercial Corridor
22	State Route 96 Commercial Corridor	Commercial Corridor
23	Houston Medical Center	Hospital
24	Perry Hospital	Hospital
25	Houston Med-stop at Houston Mall	Medical
26	Houston Med-stop at Lake Joy	Medical
27	Houston Med-stop at Houston Lake	Medical
28	Cantrell Center for Physical Therapy	Medical
29	Middle Georgia Orthopaedic	Medical
30	Warner Robins HS	School
31	Houston County HS	School
32	Perry HS	School
33	Veterans HS	School
34	Northside HS/Tabor JHS	School
35	Houston County Career and Tech Center	School
36	Fort Valley State University (Warner Robins Campus)	College
37	Middle Georgia Technical College (Warner Robins Campus)	College
38	Health Tech of Georgia	College
39	Georgia Military College (Warner Robins Campus)	College
40	Macon State College	College
41	Centerville Library	Library
42	Nola Brantley Memorial Library	Library
43	Perry Branch Library	Library
44	Byron Public Library	Library
45	Perry Community Center	Recreational
46	Byron Community Center	Recreational
47	Centerville Community Center	Recreational
48	Warner Robins Civic Center	Recreational
49	Little League Complex and Southeast Region HQ	Recreational
50	Warner Robins Senior Activity Center	Recreational
51	Perry Senior Center	Recreational
52	Happy Hour Service Center (Developmentally Disabled Services)	Social Service
53	Peachbelt Health and Rehab Center (nursing home)	Medical
54	Phoenix Center Behavioral Health Services	Social Service
55	Abilities Discovered (Developmentally Disabled Services)	Social Service
56	Perry-Houston County Airport	Government
57	Warner Robins Industrial Park	Industrial Center
58	Perry Industrial Park	Industrial Center
59	Cohen Walker Drive Corridor (DFACS, Dept of Labor, Houston County Health Dept)	Social Services

## Levels of Demographic Analysis

In order to examine potential transit markets in detail, it is important to look at demographic data for small geographic areas. Figure 6 shows a map of the TFS Study Area and different small area geographies for which demographic data are regularly compiled and available. The table below Figure 6 shows the number of these small areas, or portions thereof, within the Study Area and for the portions of the Study Area within Houston and Peach Counties.

Figure 6 - Small Area Geography and Number by Type



Geographic Area	WRATS Study Area	Houston County	Peach County (part)	Average Area (mi <sup>2</sup> ) within the Study Area
Census Tracts	25	23	2*	16.7
Census Block Groups	79	74	5*	5.3
TAZs	329	301	28	1.3

\* partial

The small area geographic coverage is important because the analysis of potential transit markets relies on the ability to identify areas of activity and populations who are most apt to use transit services. Transit works best in circumstances where there is a density of demand for trips, or an ability to link activity centers that generate lots of trips, and populations who have been shown to use transit services. As can be seen in Figure 6, there are three types of small area geography for which data may be analyzed for the TFS. These are Census Tract, Census Block Group, and Traffic Analysis Zones or TAZs. The analyses focus on the TAZ and Census Block Group levels.

## Traffic Analysis Zone (TAZ) Level Analysis

Traffic Analysis Zones (TAZs) are defined as part of the normal WRATS transportation planning process for examining travel patterns and trip making characteristics in the Warner Robins metropolitan area. The WRATS TAZs were last updated in 2009 in conjunction with development of the area's 2035 Regional Transportation Plan. There are 329 TAZs in the TFS Study Area with an average size of 1.3 square miles. TAZs are designed to aggregate to Census Tracts but are generally bounded by barriers to transportation such as roads, rail lines, rivers or other water features, and sometimes topographic or man-made features that act as barriers to travel such as ravines, mountains, dams, airports or utility corridors. The idea is that the boundaries of a TAZ help to define how travel enters and leaves the TAZ. TAZs may also be used to identify areas of relatively consistent travel behavior such as specific land uses (i.e. commercial, industrial). TAZs are smaller in areas of high population and employment density such as central cities and urban centers and larger in less dense exurban and rural areas.

Travel demand models used in regional transportation planning generally rely on TAZ level estimates of demographic characteristics such as population, number of households by income category, employment by type of industry, and school or university enrollment. TAZ level estimates of these variables for 2010 were recently prepared by the Middle Georgia Regional Commission and WRATS.

Figures 7 through 9 show TAZ level densities per acre for population, employment and retail employment. In each figure, the darker the color is the higher the density of the variable being shown. From the standpoint of public transit, areas with higher population and employment densities tend to have higher rates of public transit use than areas that are less dense. Denser areas also make for more efficient public transit routes. Specialized types of transit, such as demand response and flexibly routed services, are typically a better fit in less dense suburban or rural areas.

Figure 7 shows population density per acre by TAZ. The TAZs that are darkest are those that have the highest population density and would therefore have the best potential areas for traditional transit routes. The darkest two colors represent areas with 5 or more people per acre and with 3 to 5 people per acre residing in them. Examining the pattern of high population density TAZs in Figure 7 shows clusters of the highest density population in Warner Robins and Centerville in areas to the north and south of Watson Boulevard, along Russell Parkway, near the GA-96 corridor, and in Perry.

Figure 8 shows employment density per acre by TAZ. The darkest TAZs are those that have the highest employment density and therefore represent destinations for work trips and areas with the best potential for traditional transit routes. The darkest two color categories represent TAZs with 30 or more employees per acre

and with 10 to 30 employees per acre. Examining the pattern of high employment density by TAZ in Figure 8 shows clusters of high density employment along Watson Boulevard, Russell Parkway, near Perry and, though to a lesser degree, near Byron.

Note that Robins Air Force Base (RAFB), the largest employer in the study area with approximately 25,000 employees, shows dense employment but not among the higher density categories due to the size of the TAZs on the base and the large amount of these TAZs dedicated to runways, clear zones, parking and access roads. Similarly the Frito-Lay plant in southeastern Houston County does not show up as a dense employment TAZ due to the size of the TAZ in which the plant is located.

**Figure 7 – 2010 Population per Acre by TAZ**

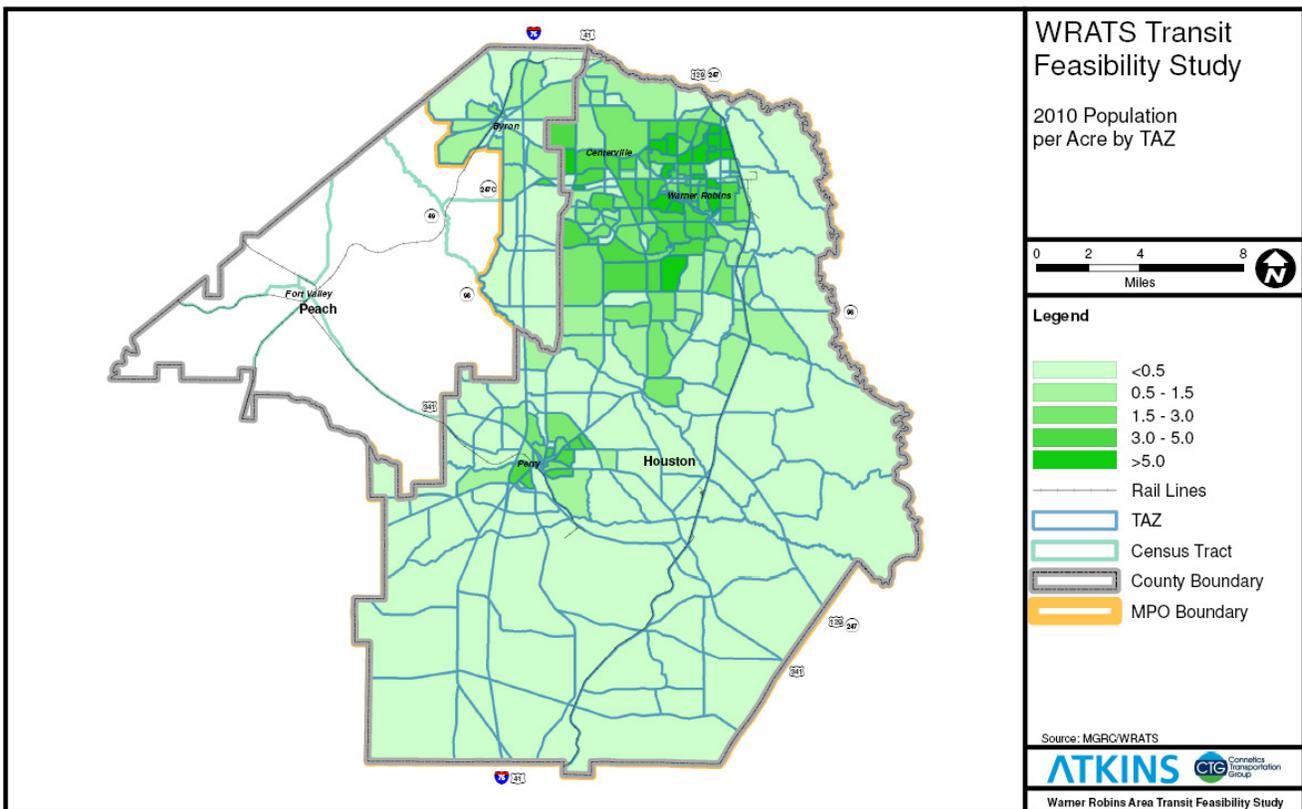


Figure 8 – 2010 Employment per Acre by TAZ

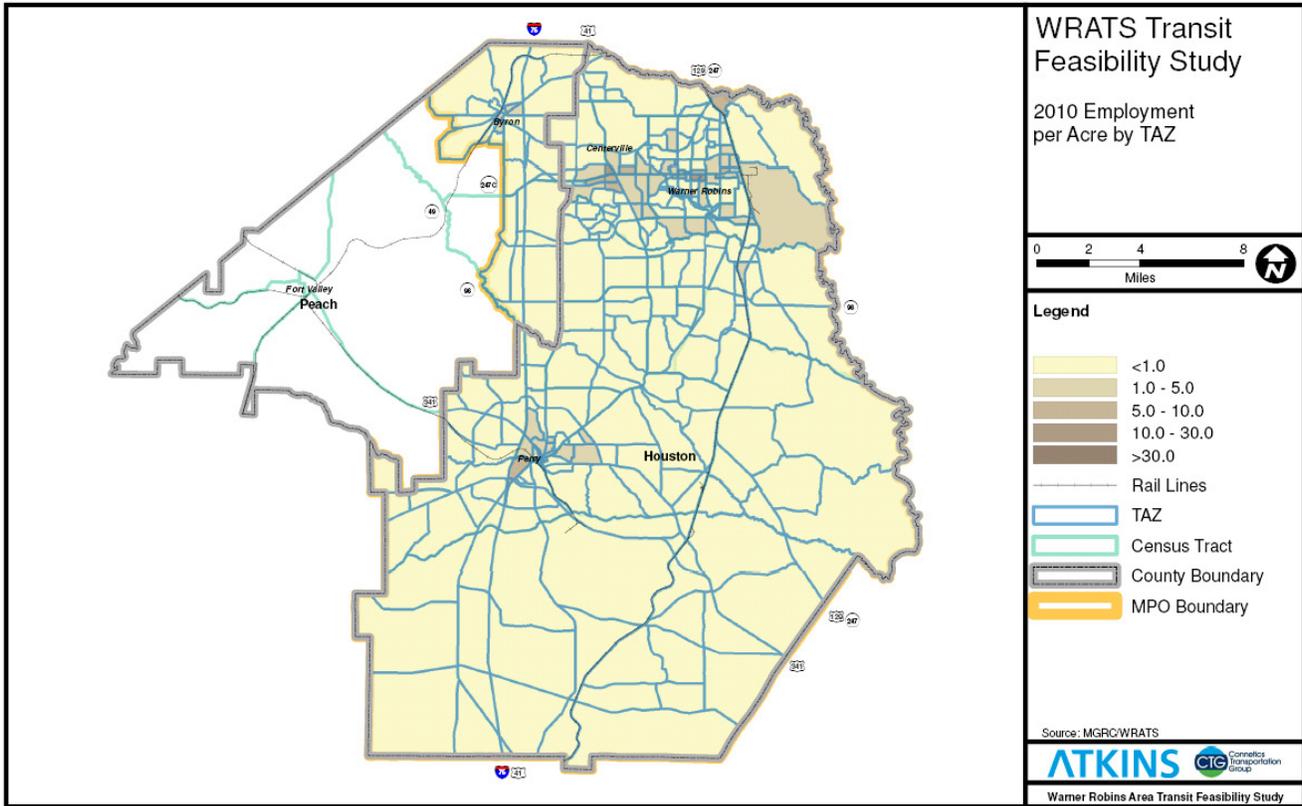


Figure 9 – 2010 Retail Employment per Acre by TAZ

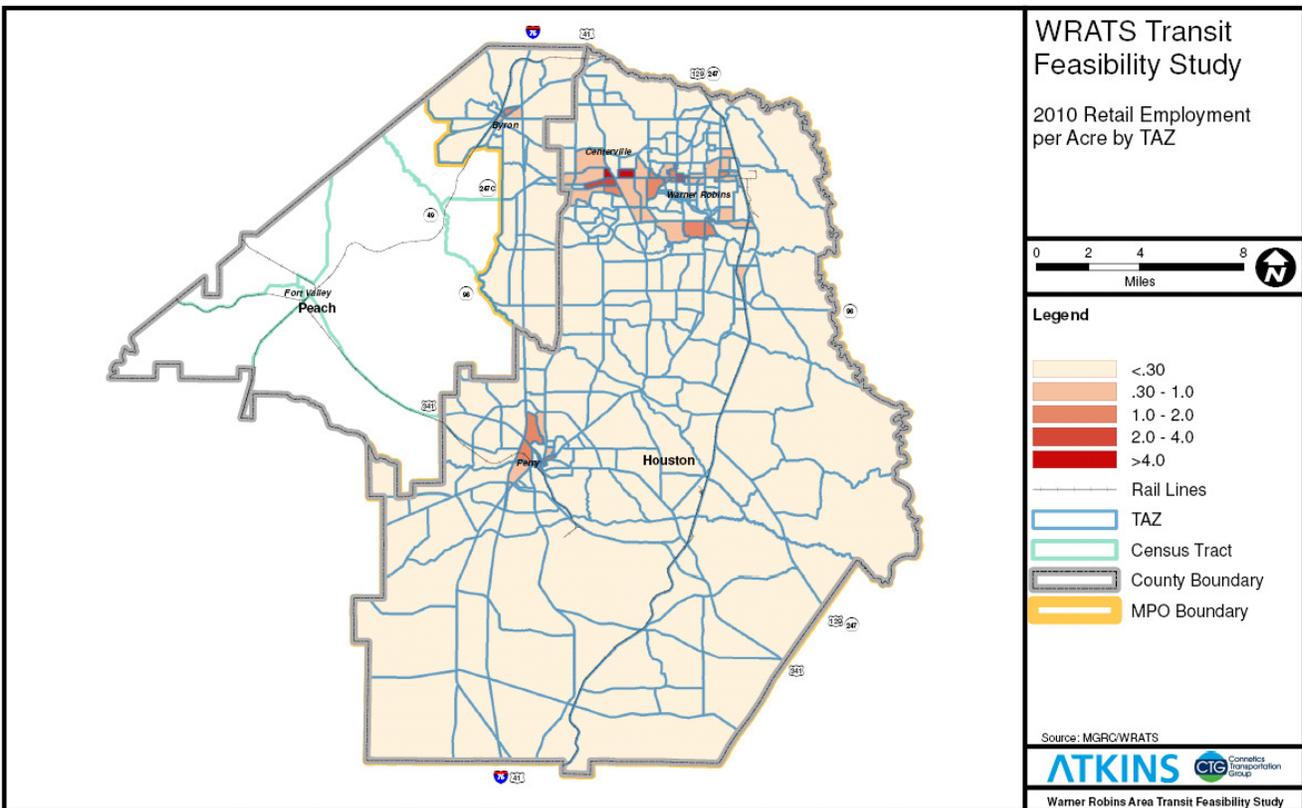


Figure 9 shows 2010 retail employment density per acre by TAZ. Retail employment location is critical for analyzing transit market potential both because of the relation to shopping trips and because retail employees have a higher propensity to use transit. The TAZs with the darkest shades of red have the highest retail employment density, with the two highest categories being 4 or more retail employees per acre and from 2 to 4 retail employees per acre. Examining the pattern of distribution of higher density retail employment TAZs in Figure 9 shows concentrations along Watson Boulevard, particularly in Centerville, along Russell Parkway, in Perry, and in or near Byron.

Looking at the TAZ level density data in Figures 7 through 9 a pattern begins to emerge showing density of population and employment that represents likely markets for traditional transit routes within Houston County generally from GA-96 to the north, particularly within Centerville and Warner Robins along Watson Boulevard and Russell Parkway and residential areas near these corridors, and in or near Perry.

### **Census Block Group (CBG) Level Analysis**

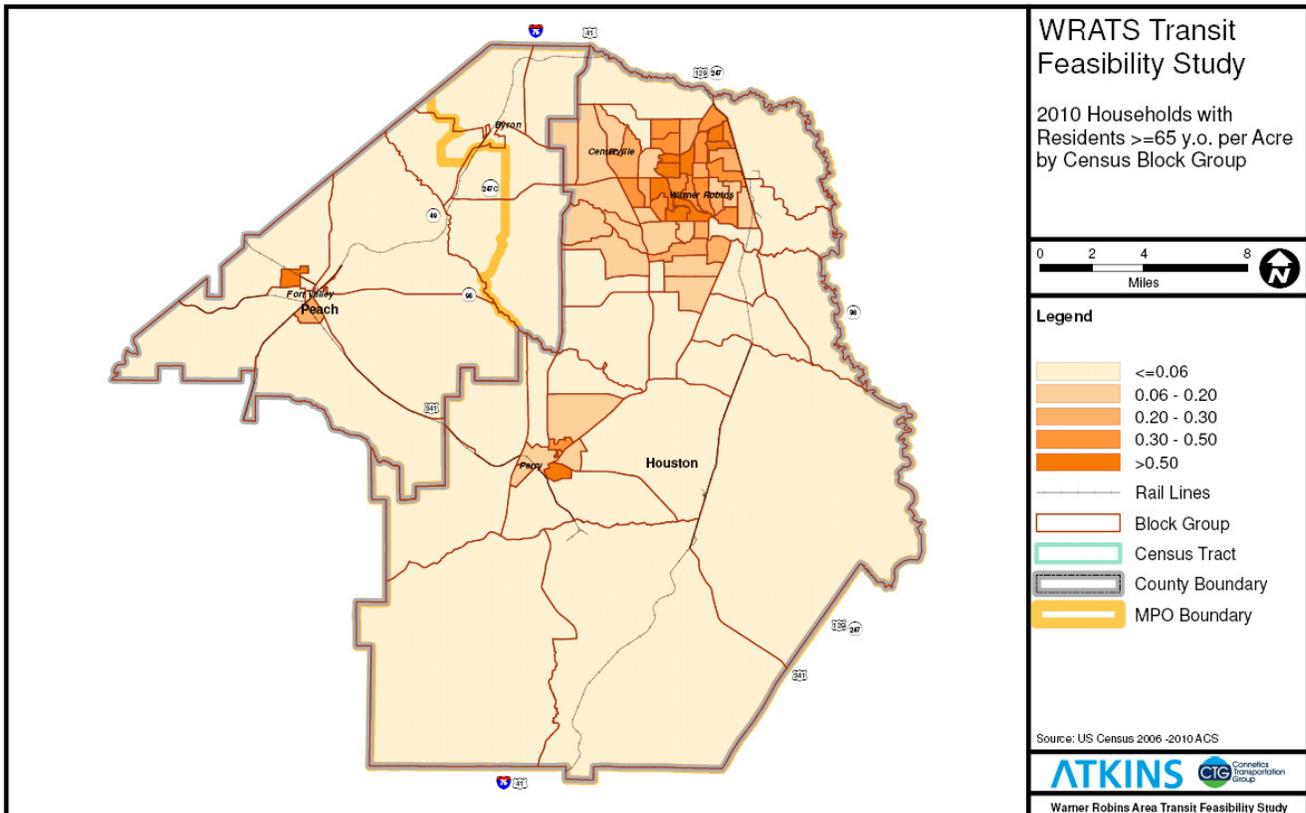
Census Block Groups within the study area are generally larger than TAZs, averaging 5.3 square miles in area but varying in size as do TAZs based on the density of the area in which they are situated. Within the Study Area there are 79 Census Block Groups. There is not necessarily a correlation between CBG and TAZ boundaries although they both aggregate to census tract geography. Census tracts generally conform to boundaries of political jurisdictions such as counties and cities. Boundaries for CBG do not necessarily have a relation to travel demand and can be anything from physical boundaries to property lines or boundaries of political jurisdictions. CBG are aggregations of census blocks which are the smallest unit of census geographic coverage. CBG are the smallest geography for which the Bureau of the Census provides detailed characteristics of households, and household populations.

There are certain population groups that in general depend on alternative forms of transportation, such as public transit, more than other groups. These groups are often referred to as transportation disadvantaged populations, due to age, difficulty operating vehicles, or difficulty gaining access to private vehicles. Detailed household demographic characteristics for CBGs can be used to identify areas of potential transit markets for these populations with a higher propensity to use transit. The following figures show the most recently available data at the CBG level for many of these groups.

The TFS examines data from the American Community Survey (ACS) collected over the period from 2006 – 2010. Unlike the decennial Census, ACS data are collected annually -- though from smaller samples -- and then aggregated into 1 year, 3 year, or 5 year sample sets. This ACS 5-year data is the best publicly available data on detailed household characteristics for small areas and is available nationally through the Census Bureau.

Figure 10 shows the density per acre of Households with residents age 65 or older from the ACS data. Those 65 or older may not feel comfortable driving a car or may have physical impairments that may prohibit them or make it difficult to drive. Within the study area, block groups with a higher density of households with older residents are prevalent in the older parts of Warner Robins and Centerville, along or near Watson Boulevard, and in Perry.

**Figure 10 – 2010 Households with Residents Age 65 or Older Density per Acre**



At the other end of the age spectrum, Figure 11 shows the density per acre of households with children age 18 or younger from the ACS data. Most persons in this group have not yet reached an age where driving is possible, and even older teenagers who are licensed may not have access to a vehicle. The distribution pattern of CBG with a high density of households with children is similar but more dispersed as compared to the CBG density for households with older residents. Again, areas of higher density include the older parts of Warner Robins and Centerville, with concentrations along or near Watson Boulevard, Russell Parkway, GA-96, and near or in Perry.

**Figure 11 – 2010 Households with Children Age 18 or Younger Density per Acre**

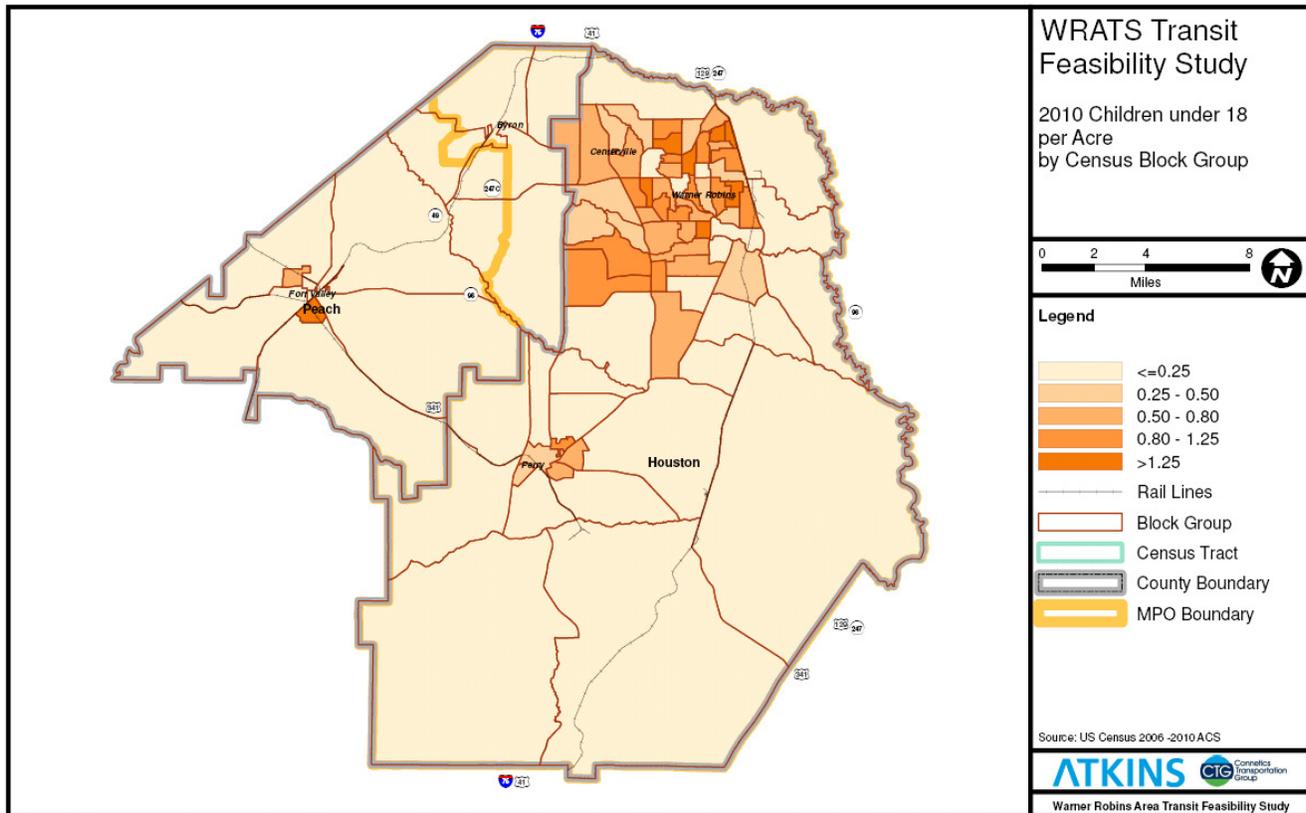


Figure 12 shows the 2000 Estimated Density of Disabled Persons per Acre by Census Block Group. Because of mobility limitations, persons with disabilities represent a good transit market. Disability information is not yet available for the five-year ACS period, due to a change in the way the question was asked in 2009. However, the distribution of 2010 Disabled Persons by population density at the CBG level is apt to be similar to the distribution for the year 2000. Figure 12 shows a similar distribution pattern for disabled person population density at the CBG level when compared to many of the transportation disadvantaged population groups from the ACS examined; disabled populations within the study area tend to be concentrated in the older parts of Warner Robins, in Centerville and in Perry, in particular in or adjacent to the Watson Boulevard, Russell Parkway and GA-96 corridors.

**Figure 12 – 2000 Estimated Density per Acre of Disabled Persons by Census Block Group**

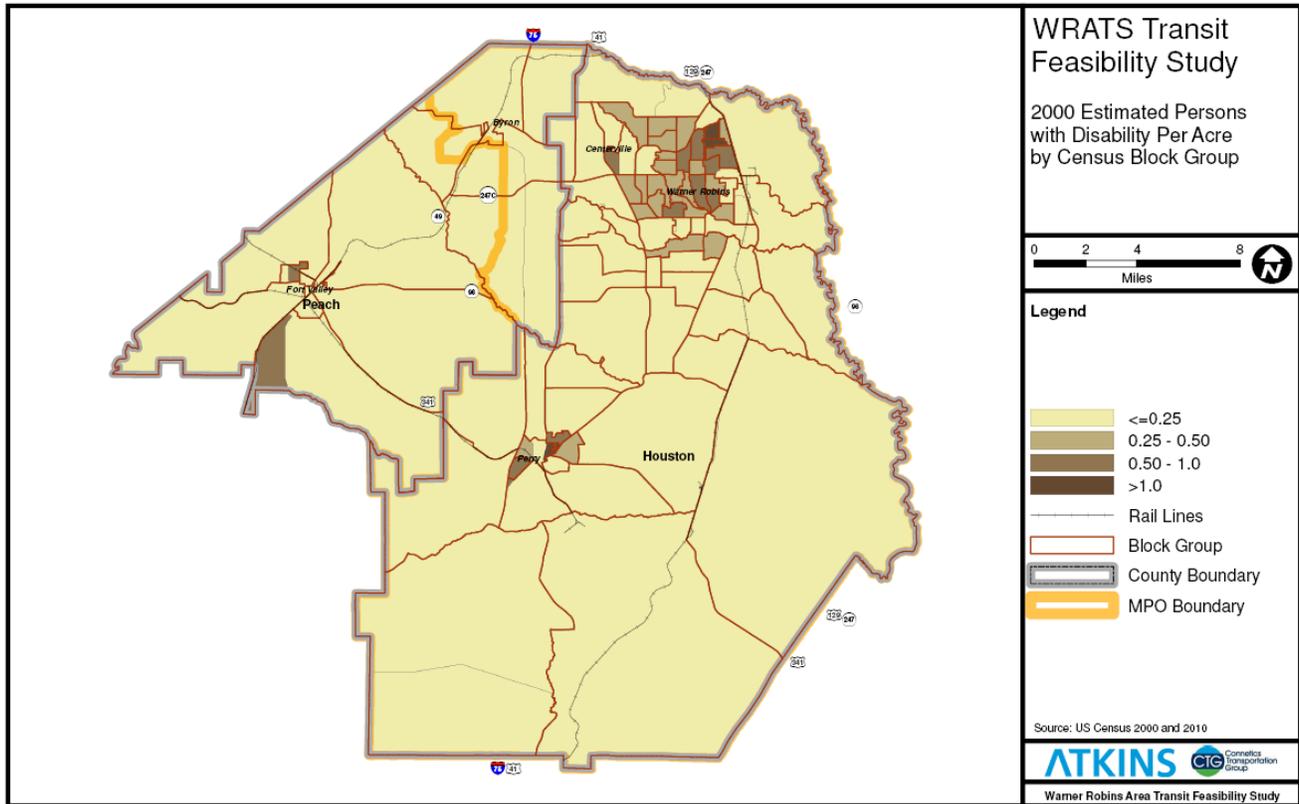


Figure 13 shows the density per acre of Zero Car Households at the CBG level from ACS data. The darkest color block groups in the map have the highest density of Zero Car Households. The darkest color category represents those block groups that have more than ½ households per acre with zero cars. Households with no access to a vehicle also demonstrate a higher likelihood of using transit because of their limited access to private transportation options. As can be seen in Figure 13, within the Study Area, Zero Car Households are distributed in the older parts of Warner Robins, near downtown and near the Watson Boulevard corridor, between North Davis Drive and GA-247, and in Perry. Outside the study area within Peach County the CBG containing Fort Valley State University shows up in dark orange indicating a high density of Zero Car Households, presumably consistent with a resident population of college students.

It is not uncommon to find the highest concentration of these households living in areas where there are high concentrations of people with low median incomes because of the added cost required to own and operate a vehicle. Figure 14 shows the 2010 Median Annual household Income (\$1,000s) by CBG from the ACS data, with the lowest median income shown in the darkest colors. In addition to the older parts of Warner Robins and Centerville, there is a band of lower income CBGs in northern Peach County, Perry and in the more rural and exurban portions of Houston County.

Figure 13 – 2010 Zero Car Household Density per Acre

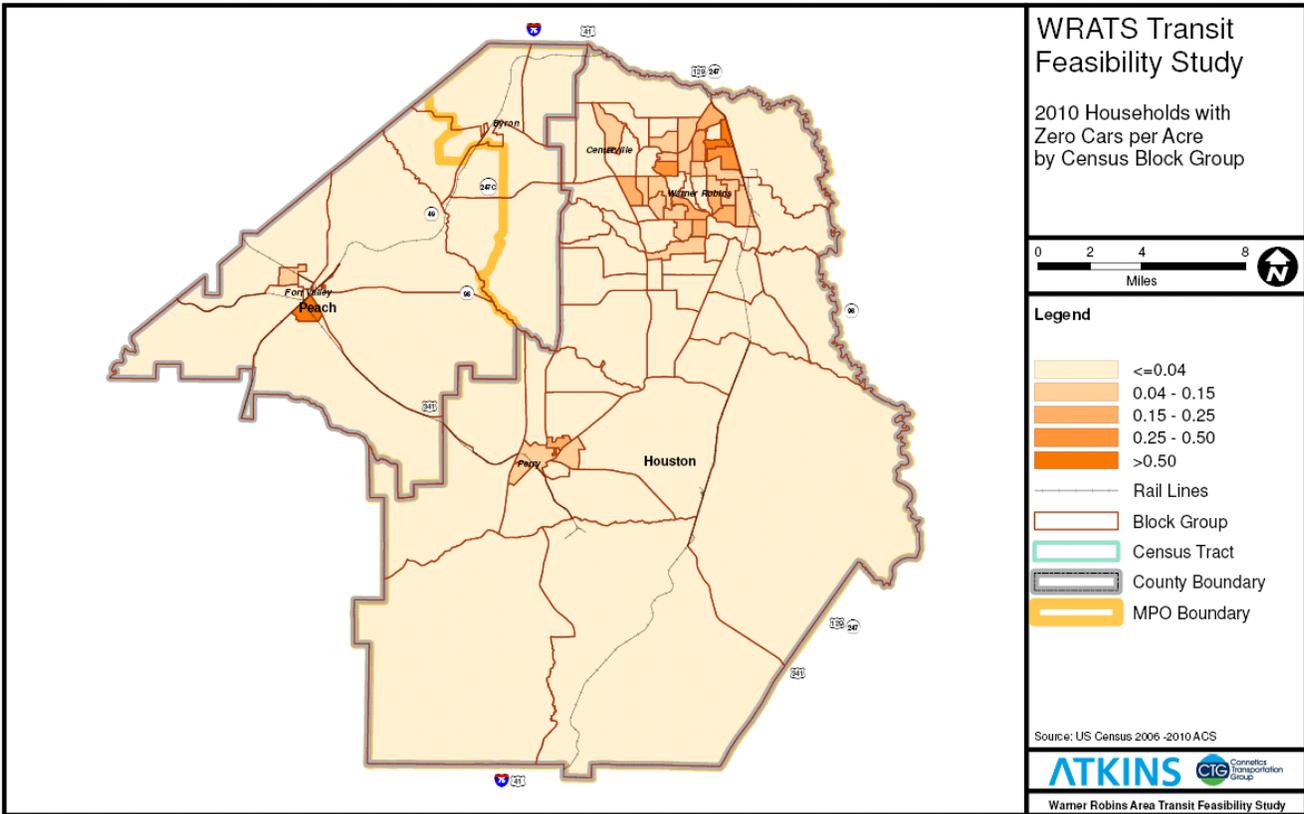


Figure 14 – 2010 Median Household Income (\$1000's) by Census Block Group

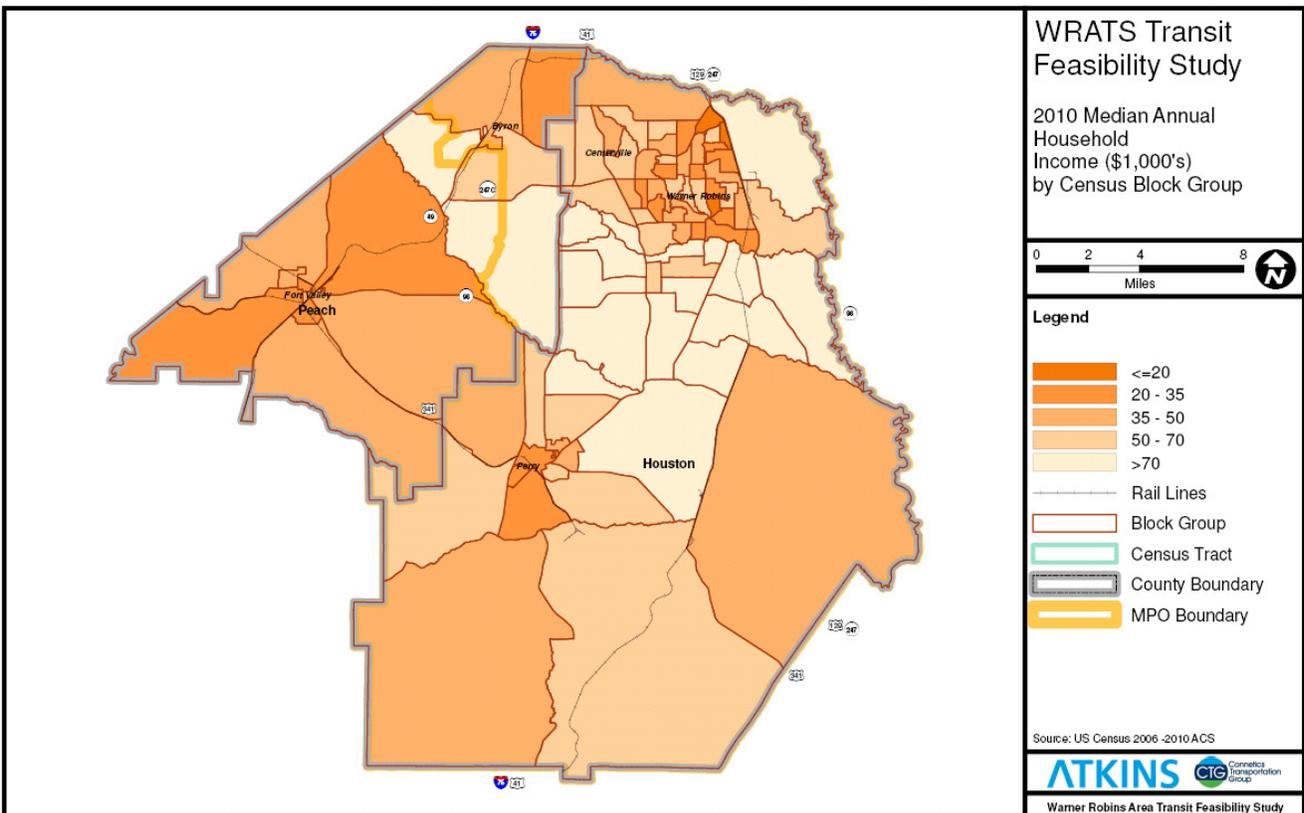


Figure 15 shows the distribution of minority population density by CBG from the ACS data. The pattern for distribution of minority population density at the CBG level is similar to the distribution of higher density block groups for many of the other populations previously examined, with the highest concentrations of minority populations in the older parts of Warner Robins, Centerville, in Perry, and along or near the Watson Boulevard and Russell Parkway corridors.

**Figure 15 – 2010 Minority Population Density per Acre**

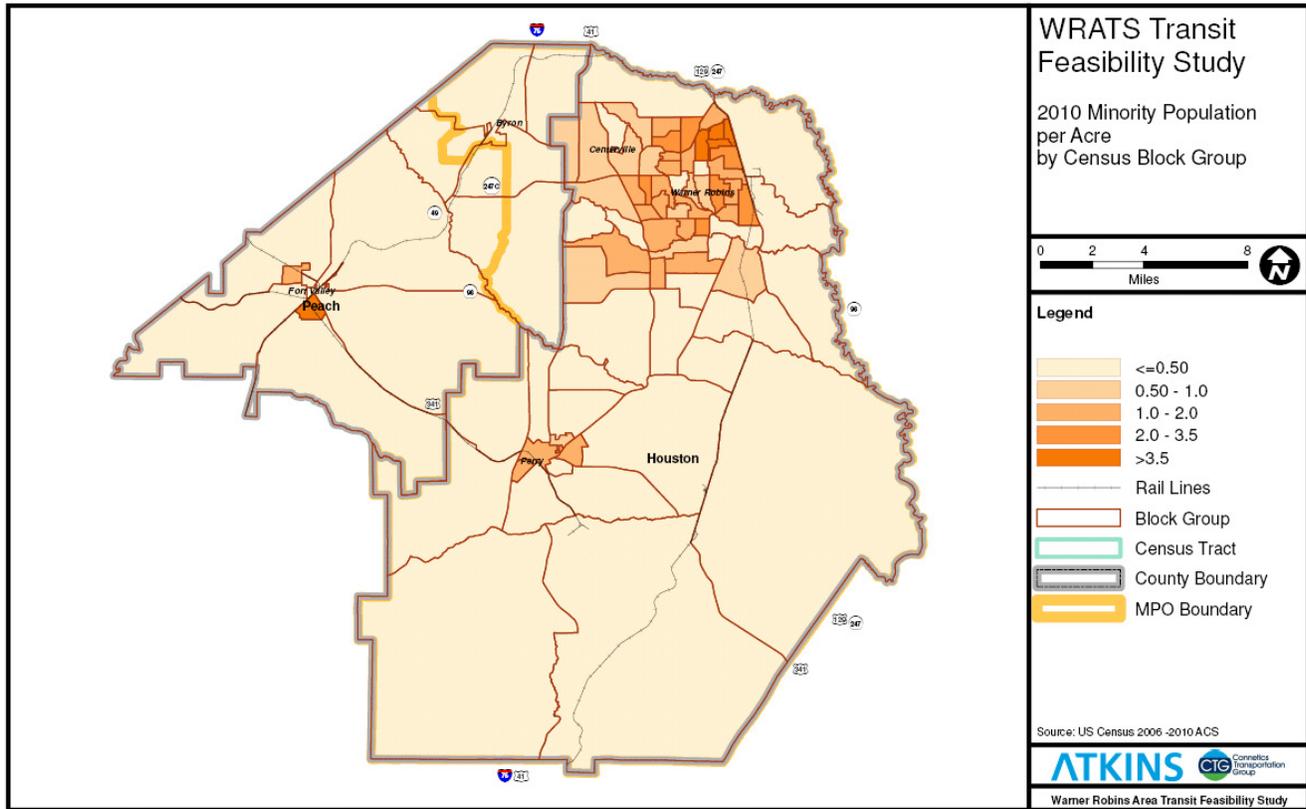
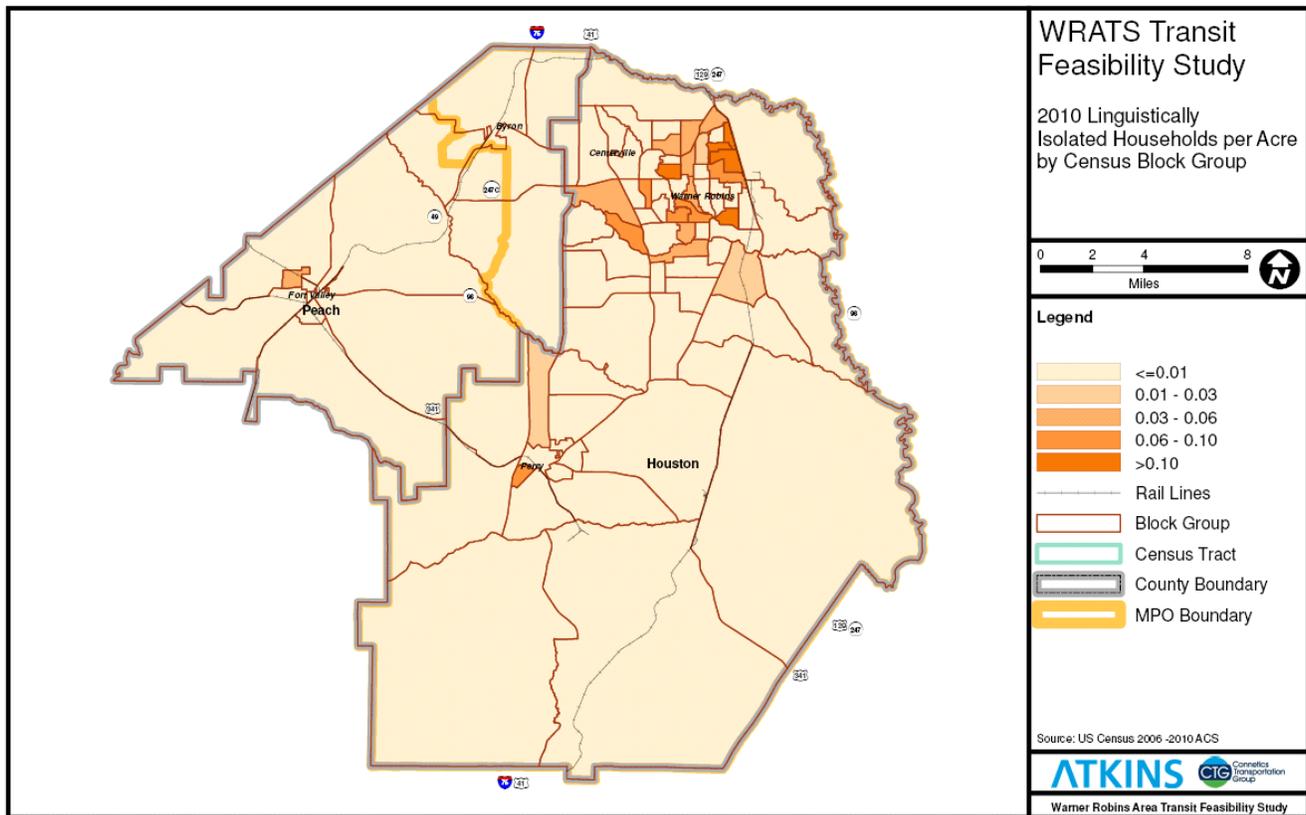


Figure 16 shows the distribution of linguistically isolated household density per acre from the ACS data. Linguistically isolated households are those whose primary language is not English and who have limited to no ability to speak English. The population of higher density block groups of linguistically isolated populations is similar to other ACS populations identified as being good transit markets. The thresholds for the density criteria are lower than for other variables however, with the highest density category at greater than 0.10 households per acre. This indicates that linguistically isolated households are comparatively few within the study area in relation to other market variables examined.

Figure 16 - 2010 Linguistically Isolated Household Density per Acre



As with examining the TAZ data, looking at the CBG density data from the ACS 2006-2010 5 Year data shows patterns for transportation disadvantaged populations that consistently indicate the older parts of Warner Robins, Centerville, Perry and the corridors adjacent to Watson Boulevard, Russell Parkway and GA-96 show the best potential for transit service markets in the Warner Robins metropolitan area.

## Travel Demand Model Data

As the Metropolitan Planning Organization (MPO) for the Warner Robins metropolitan area, WRATS maintains a regional travel demand model in conjunction with the Georgia Department of Transportation (GDOT) for the purpose of transportation planning analyses. The travel demand model estimates trips between TAZs and can be used to examine travel patterns. The Warner Robins travel demand model was updated in 2009 for use in preparing the 2035 WRATS Long Range Transportation Plan. The base year for the current WRATS travel demand model is 2006. The base year for the model is dependent on the most current set of transportation data available at the time the model is intended to be used in order to permit calibration and validation of the model to known conditions. Although the 2006 base year is somewhat dated in 2012, it still allows for analysis of travel markets between different parts of the study area though it would not account for growth or change in development since 2006.

The following graphics, Figure 17 to Figure 23, show estimated total person trips between different districts within the WRATS study area for 2006. The districts comprise TAZs within areas that have been aggregated. The aggregation of TAZs into districts is to permit easier display of travel patterns at the metropolitan level in an understandable way. There are 16 internal districts and 8 external districts. Each figure depicts the daily estimated total person trips traveling between an individual district and all other districts, for total daily trips interchanges of 250 or more per day. Each figure displays travel from a selected district identified as a good potential transit market from either the TAZ population and employment data or the ACS CBG data.

Figure 17 shows estimated daily trips to and from the Robins Air Force Base District. As can be seen, a majority of large trip interchanges (>1,500 trips per day) between RAFB and other districts come from within Houston County, predominantly within Warner Robins, relatively close to the base. Another significant source of trips for RAFB is from I-75 /US-41 to the north of the study area. Figure 18 shows the estimated daily trips to and from the West Russell Parkway District, again the large trip interchanges tend to be from districts close by within Houston County. Figure 19 shows estimated trips for the Houston Medical Center District. The distribution pattern for this district is similar to the other districts presented with most trips coming from districts relatively close by but also from I-75 /US-41 to the north of the study area, from US-247 north, and from Perry. Figure 20 shows estimated daily trips to and from the North Davis Drive District, which is again similar to other districts presented but with fewer large trip interchanges with other districts and generally only large trip interchanges with adjacent districts. The estimated daily trip pattern from the Carl Vinson District shown in Figure 21 is similar to the North Davis Drive District but with a few more large trip interchanges between districts including Byron, Perry and I-75/US-41 north.

Figure 17 – 2006 Estimated Daily Trip Pattern for the Robins Air Force Base District

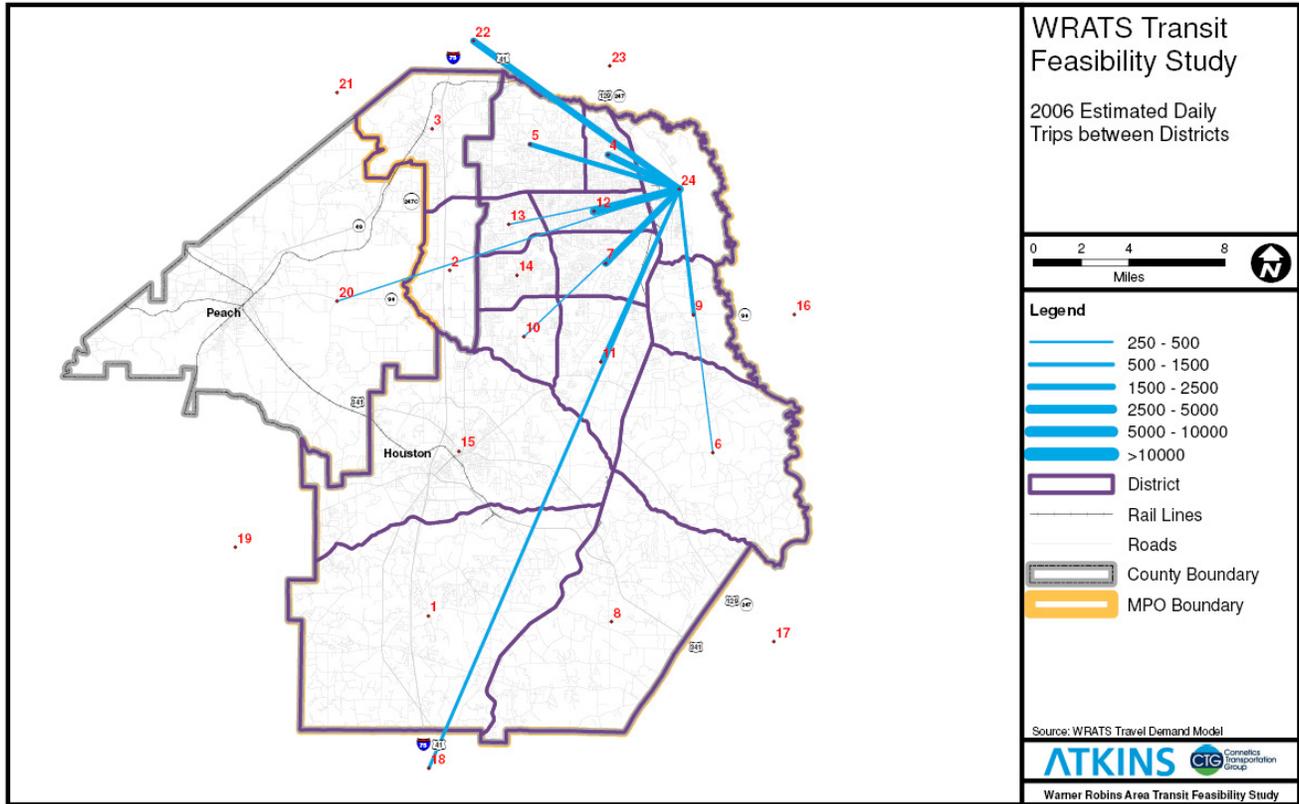


Figure 18 – 2006 Estimated Daily Trip Pattern for the West Russell Parkway District

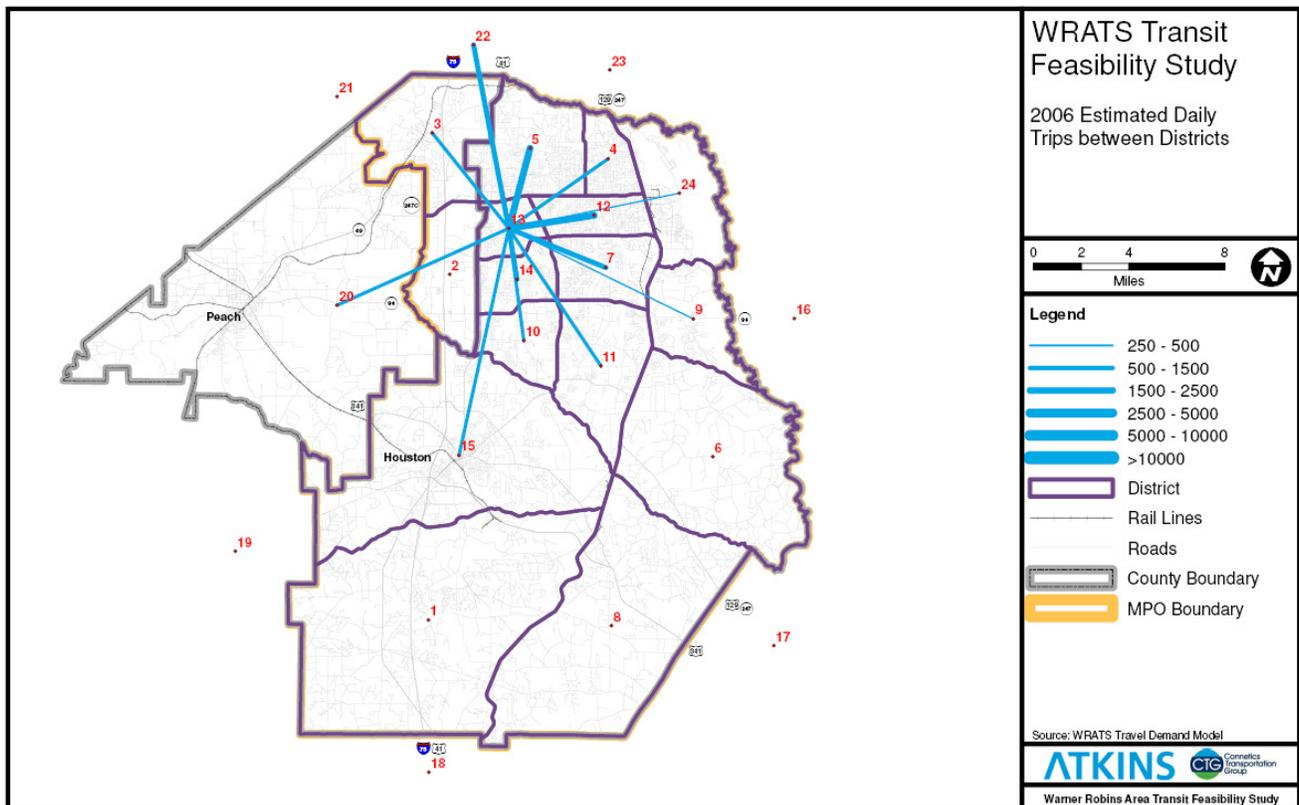


Figure 19 - 2006 Estimated Daily Trip Pattern for the Houston Medical Center District

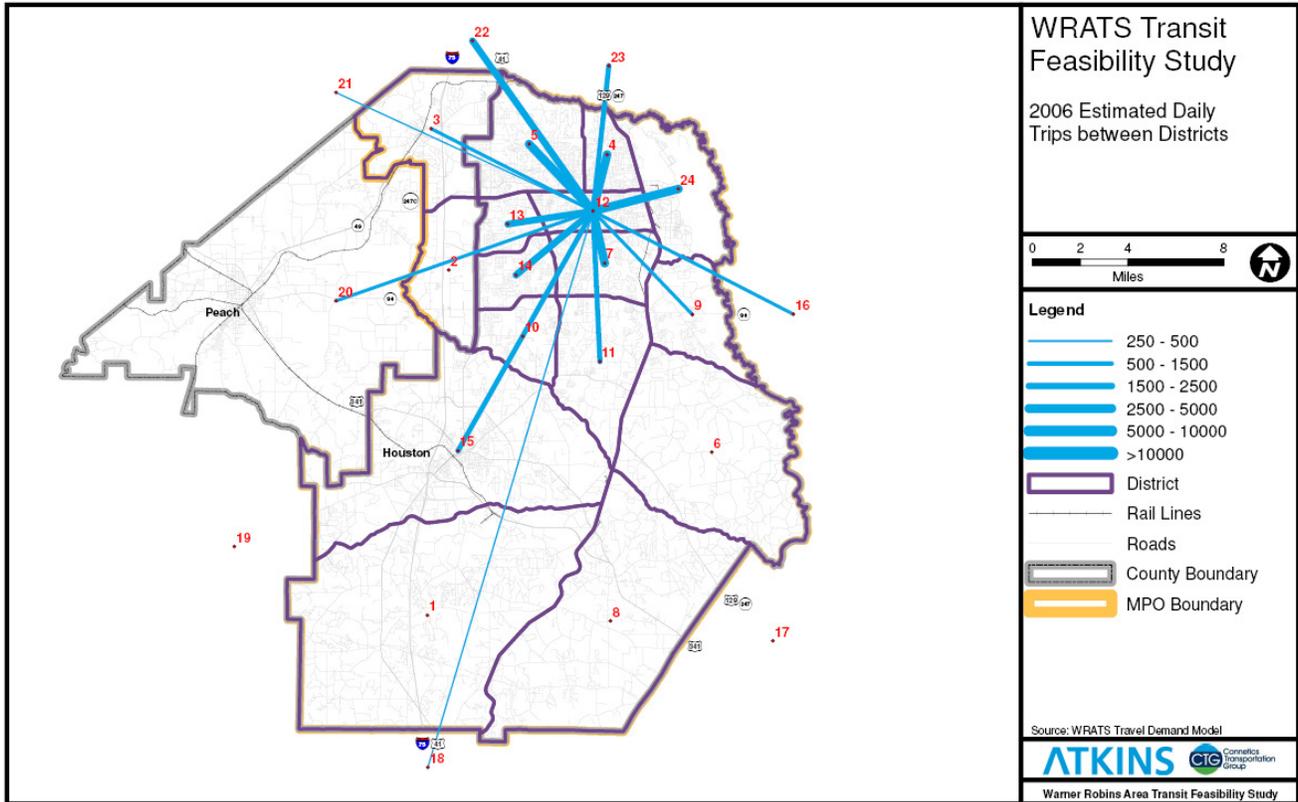


Figure 20 - 2006 Estimated Daily Trip Pattern for the North Davis Drive District

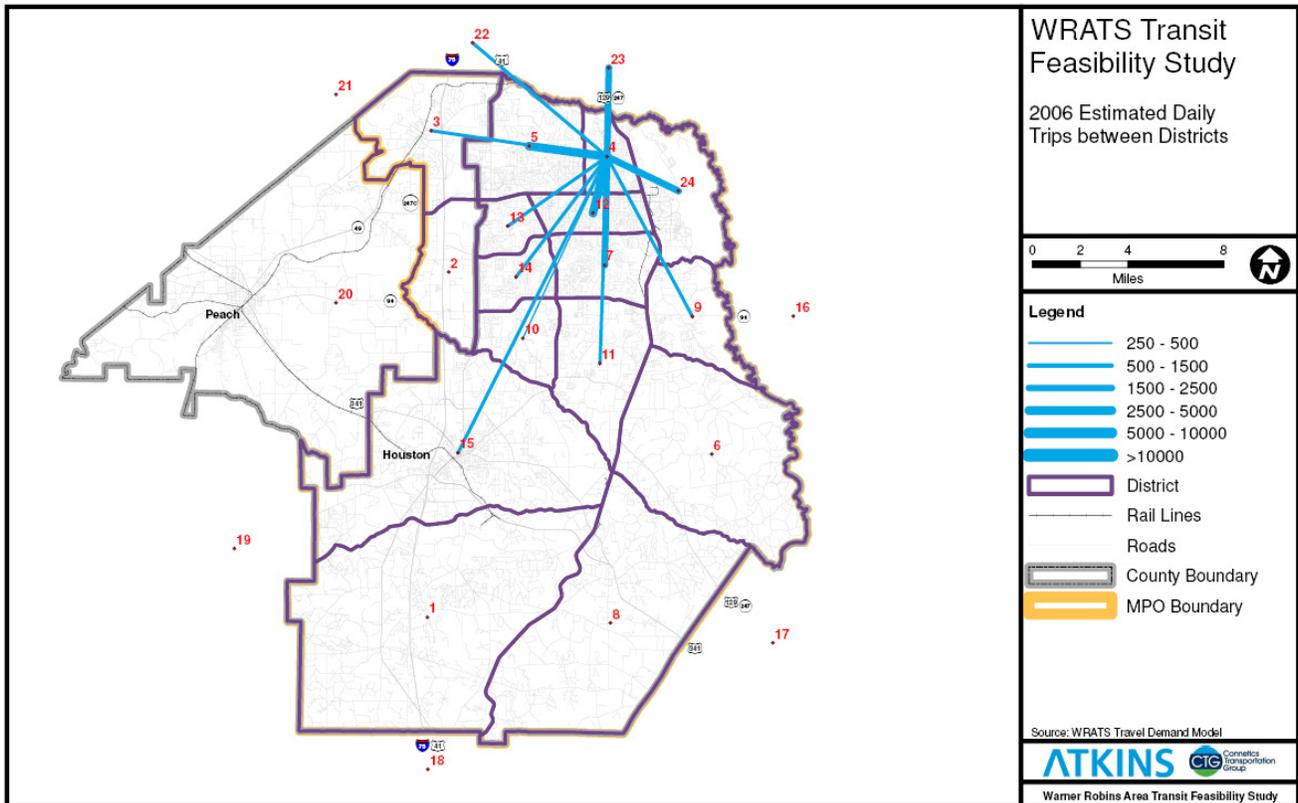


Figure 21 - 2006 Estimated Daily Trip Pattern for the Carl Vinson Parkway District

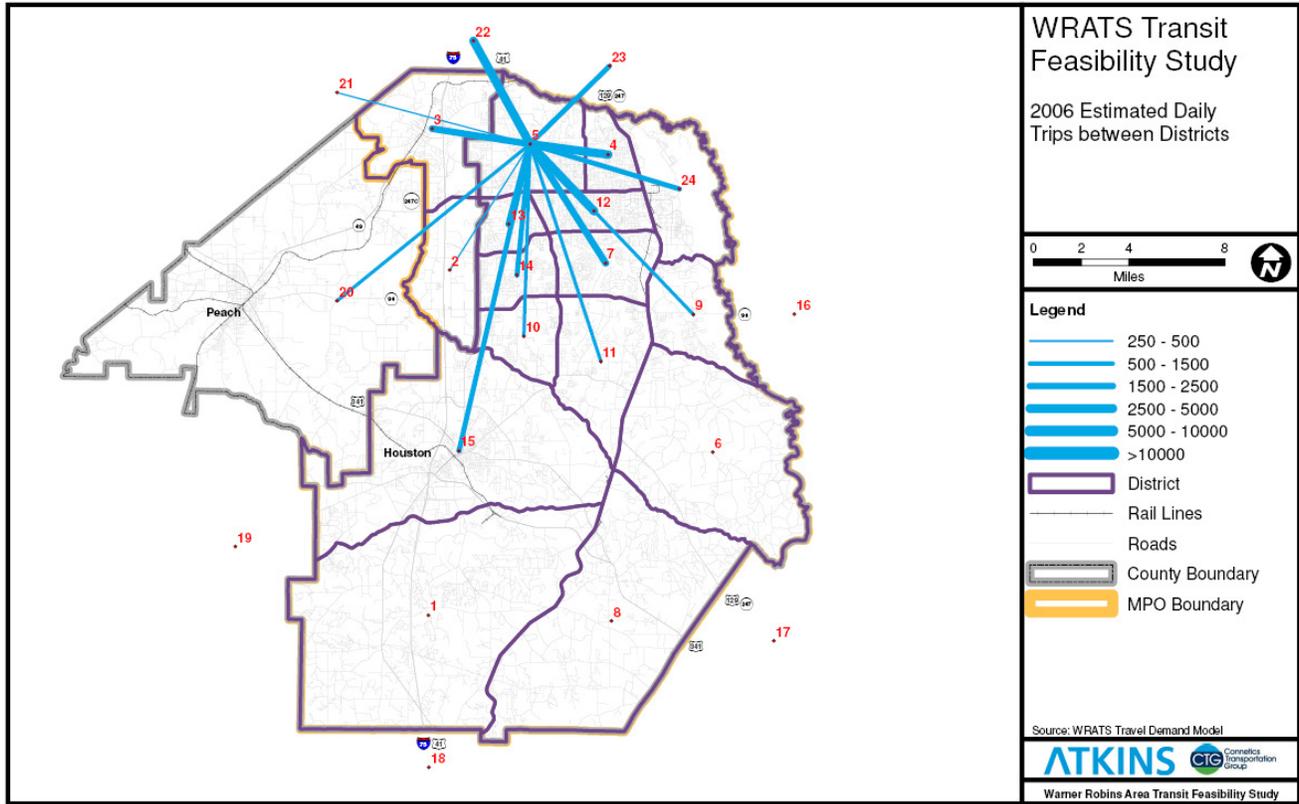


Figure 22 shows the estimated daily travel pattern for the Cohen Walker/MGTC District. Large trip interchanges tend to be from adjacent districts but include Perry, I-75/US-41 north, and Peach County/GA-96 West. Figure 23 show the estimated daily trips to and from the Perry District. The district is fairly large in relation to the city limits of Perry but shows a number of large trip interchanges with districts including I-75/US-41 south, I-75/US-41 north, Peach County/GA-96 West, the Cohen Walker/MGTC District, the Houston Medical Center District, the Carl Vinson Parkway District, and parts of unincorporated Houston County.

Figure 22 - 2006 Estimated Daily Trip Pattern for the Cohen Walker/MGTC District

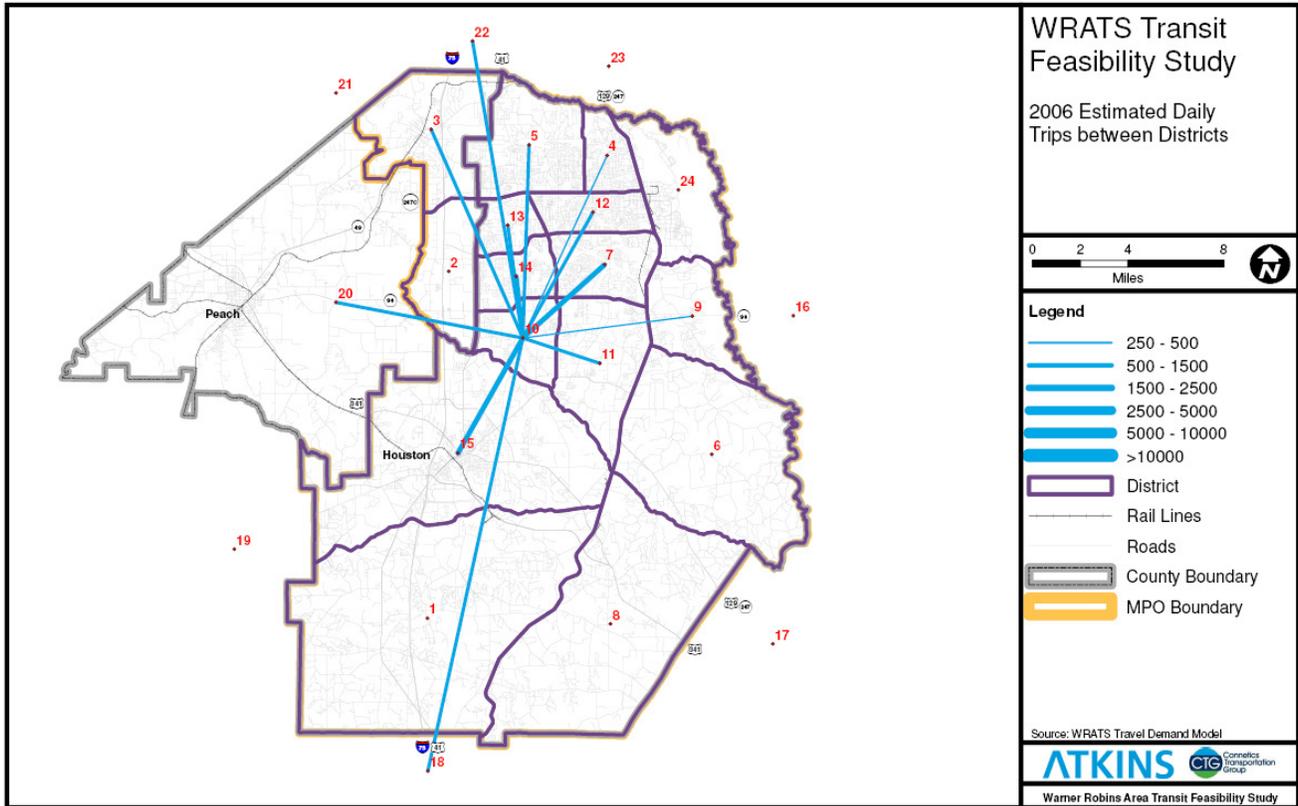
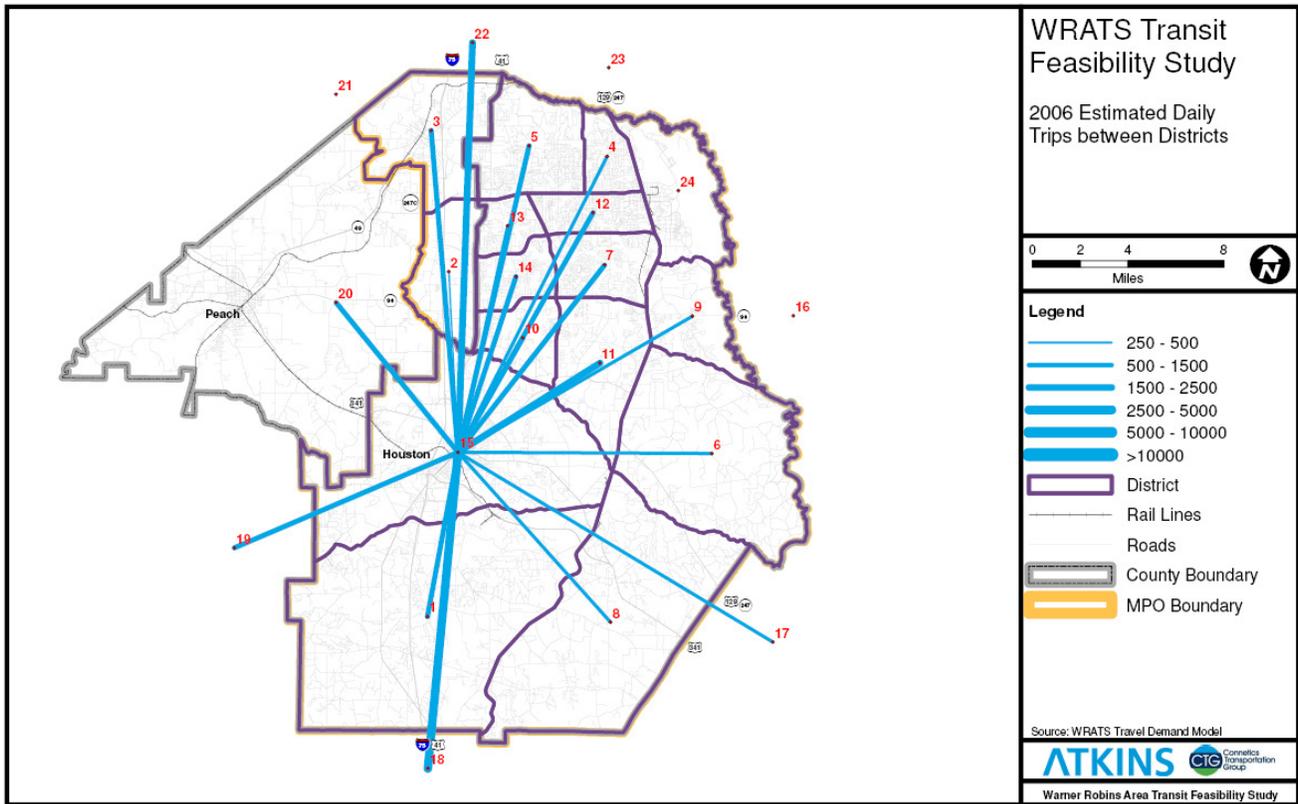


Figure 23 - 2006 Estimated Daily Trip Pattern for the Perry District



## Conclusions from Analysis of Existing Data

Examination of existing sources of data on land use and activity centers, population and employment, household and population socioeconomic data from the ACS and the Census, and data on trips from the WRATS travel demand model indicate that the best probable markets for transit within the Warner Robins metropolitan area exist within the cities of Centerville, Warner Robins and Perry along the Watson Boulevard, Russell Parkway, GA-247, and GA-96 Corridors. Robins Air Force Base is an attractive destination as the region's largest employer with the largest number of their employees living within Houston County. The Watson Boulevard Corridor is a major destination for work, shopping and personal business trips. The Cohen Walker area is a prime destination for school, work, social service, and personal business trips. The older parts of Warner Robins, particularly along North Davis Drive and Elberta Road, have some of the highest densities of households that are predisposed to use transit. Perry has several CBGs with a high density of potential transit market households. Between Perry and the Cohen Walker Area and GA-96 there is less density than in other areas and less density of the transportation disadvantaged populations identified using the ACS data. Further analysis of transit service options and specific transit routes should focus primarily on the areas identified as having the best potential for transit ridership.