

WARNER ROBINS AREA TRANSPORTATION STUDY (WRATS)

**TRANSIT FEASIBILITY STUDY
TRANSIT SURVEY SUMMARY
06/29/12**

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Study 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.

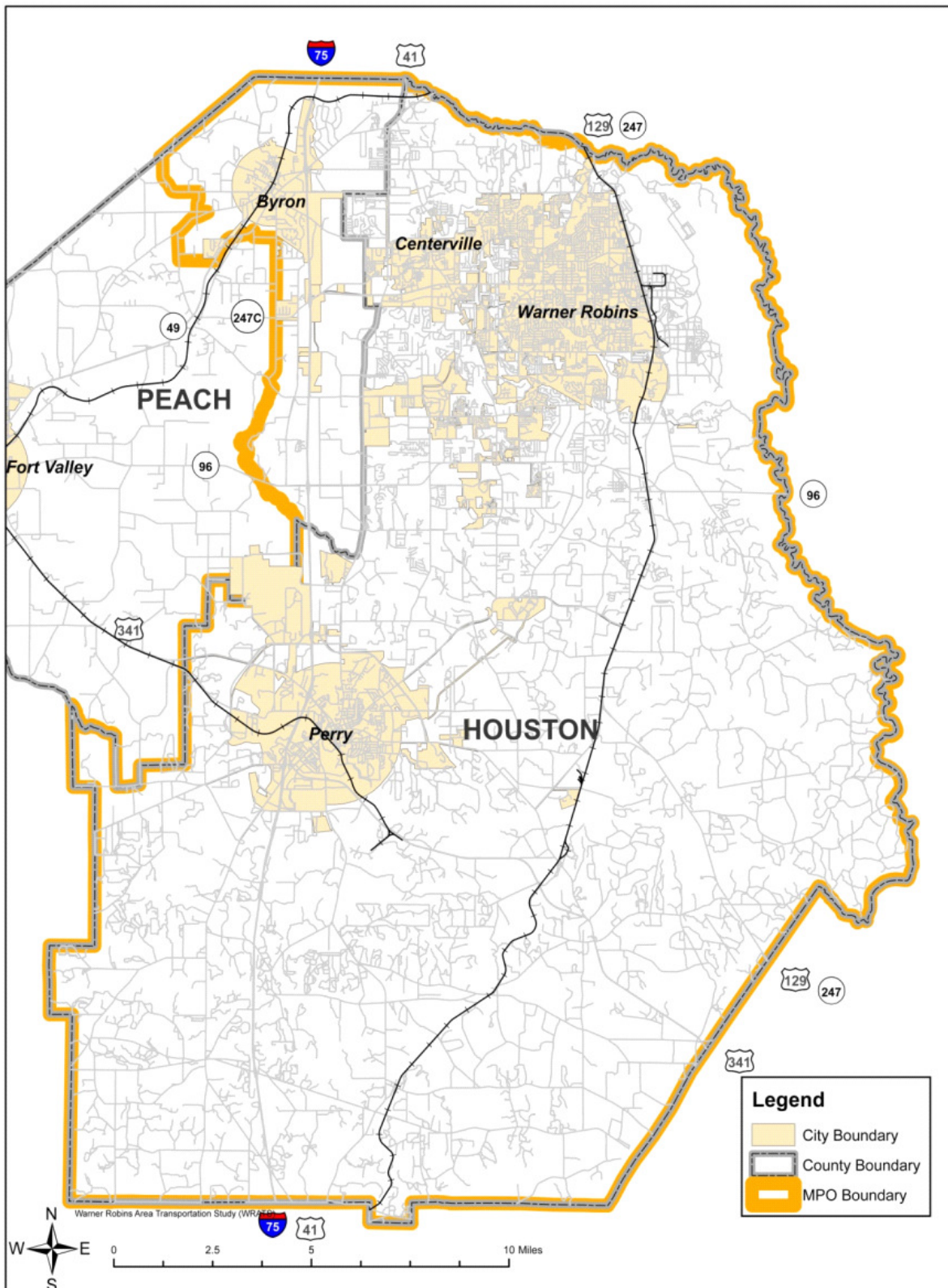
The Transit Feasibility Study (TFS) examines the need for transit services in the Warner Robins metropolitan planning area. As the area continues to grow and develop there is increasing interest in the potential for transit service. Recent success of the BiRD commuter bus service between Macon and Robins 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.

This document summarizes the results of a Transit Survey conducted as part of the TFS to gain insights to residents perceptions of the need for transit service in the Warner Robins metropolitan area, whether and how they would use transit services if offered, what areas should be served by transit, what aspects of transit service were most important to them, and whether they would be willing to have taxes pay for transit services.

Figure 1 - WRATS Study Area



WRATS Transit Survey

In an effort to gain insights into the public's opinion about transit service in the Warner Robins metropolitan area, an on line survey was prepared and conducted using SurveyMonkey, an internet based survey website. The survey comprises 20 questions that relate to personal and household characteristics and perceptions about the need for transit service, potential use of transit services, and willingness to pay for transit services. Survey questions were adapted from prior transit surveys used in other locations, and reviewed by WRATS and consultant staff for use in this Warner Robins Metropolitan Transit Survey.

The survey was accessible on the internet via a link from the City of Warner Robins website which was published in several local publications including the Macon Telegraph and the Robins Rev-Up, and referenced in television and radio reports, on the Middle Georgia Technical College website and Facebook page and via broadcast emails. It was also published and in the public meeting announcements for public meetings held on May 22, 2012 in Centerville and Perry. The survey was available on line for approximately seven weeks from April 25 through June 15, 2012.

There were a total of 383 surveys collected on line, of which 345 (90.1%) were completely filled out. Hard copies of the survey were also available at the first round of public meetings for the study, but only 2 hard copy surveys were completed. The hard copy surveys were added to the tabulations for surveys completed on line to analyze the survey results.

Transit Survey Questions and Tabulation

The following section lists the 20 questions included in the survey and the responses provided by section. Individual responses to open ended Question 20 asking for additional information or opinion are included in the appendix. Tabulations are for all 385 surveys collected although only 345 were complete.

Each question's tabulation includes the number of surveys that answered or skipped the question. In those instances where a question provided an "other" answer with an open-ended response, the tabulation shows how many respondents provided a written response. In some instances respondents used the open-ended response to provide additional information or clarification for a "non-other" answer, which is why sometimes the number of responses provided is greater than those that answered "other".

Questions about the Survey Respondent

Figure 2 – Question 1 - Gender

1. Are you male or female?	Response Percent	Response Count
Male	43.5%	166
Female	56.5%	216
	answered question	382
	skipped question	3

A majority of survey respondents were female at 56.5%. This is somewhat higher than the percentage of women within the Warner Robins metro area in the 2010 census (51.3%).

Figure 3 – Question 2 - Age

2. Which category below includes your age?	Response Percent	Response Count
15-19	0.8%	3
20-24	4.4%	17
25-34	24.3%	93
35-44	18.8%	72
45-54	26.6%	102
55-64	16.7%	64
65 or older	8.4%	32
	answered question	383
	skipped question	2

The largest age categories responding were ages 45-54 (26.6%), 25-34 (24.3%), and 35-44 (18.8%). Together these groups comprise nearly 70% of survey respondents. Those aged 65 and older represent only 8.4% of respondents, while those aged 24 or younger represent 5.2% of survey respondents. Instructions for the survey requested only those who were 18 years old or older to complete the survey. As compared to the population age distribution in the census ACS 2006 – 2010 5-Year Estimates, respondents under represent those 65 or older and those in the 15 to 19, and 20 to 24 year old age groups.

Figure 4 – Question 3 – Place of Residence

3. In what community or area do you live?	Response Percent	Response Count
Warner Robins	51.6%	196
Perry	5.0%	19
Fort Valley	1.3%	5
Unincorporated Houston County North of Watson Blvd	4.2%	16
Unincorporated Peach County	1.3%	5
Centerville	6.1%	23
Byron	5.3%	20
Robins AFB	0.3%	1
Unincorporated Houston County South of Watson Blvd	12.4%	47
Macon/Bibb County	5.5%	21
OTHER	7.1%	27
	Other (please specify)	34
	answered question	380
	skipped question	5

A majority of respondents (51.6%) reside in the City of Warner Robins with the next largest categories being respondents in unincorporated Houston County south of Watson Boulevard (12.4%) and Centerville (6.1%). These percentages roughly correspond to the distribution of population within the metropolitan area. A significant percentage of survey respondents reside outside the metropolitan area, with 5.5% from Macon or Bibb County and 7.1% from some other location.

Figure 5 – Question 4 – Disability Status

4. Do you have a disability that prevents you from driving?	Response Percent	Response Count
Yes	2.6%	10
No	92.7%	357
Sometimes	4.7%	18
	answered question	385
	skipped question	0

About 7.3% of respondents said that they either have a disability that prevents them from driving, or that sometimes prevents them from driving. This is the only survey question that all 385 respondents answered.

Questions about the Respondent’s Household

Figure 6 – Question 5 – Number in Household

5. How many people live in your household?	Response Percent	Response Count
1	13.0%	50
2	35.2%	135
3	16.9%	65
4	23.2%	89
5 or more	11.7%	45
	answered question	384
	skipped question	1

The largest group of respondents is from 2 person households (35.2%). Single person households represented only 13% of respondents. Households with 3 or more persons represent over 50% (51.8%) of all respondents. The census ACS 2006-2010 5-Year Estimates show 2 person households in the Warner Robins MSA as 31.4% of all households, single person households as 26.0%, and households with 3 or more persons as 42.6% of all households. This means that the survey respondents under represent single person households and over represent 2 person households and households with 3 or more persons for the study area.

Figure 7 – Question 6 – Number of Autos Available to Household

6. How many automobiles are owned or used by your household?	Response Percent	Response Count
None	2.9%	11
1	25.5%	98
2	39.3%	151
3 or more	32.3%	124
	answered question	384
	skipped question	1

Figure 8 – Question 7 – Number of Daily Trips per Household

7. How many trips are made from your house to somewhere else on an average day, considering all persons in your household? Hint: think of each person and count each time they went for a walk, drove the car or were given a ride, took a cab and so on	Response Percent	Response Count
Fewer than one a day	0.5%	2
1 to 3	33.9%	130
4 to 6	44.3%	170
7 to 10	16.7%	64
More than 10 a day	4.7%	18
	answered question	384
	skipped question	1

Respondent Income and Employment Status

Figure 9 – Question 8 – Household Annual Income

8. What is the approximate annual income of your household considering all persons living there?	Response Percent	Response Count
Less than \$10,000	5.7%	21
\$10,000 to \$20,000	5.4%	20
\$20,000 to \$35,000	8.6%	32
\$35,000 to \$50,000	14.6%	54
\$50,000 to \$75,000	23.2%	86
\$75,000 to \$100,00	23.2%	86
More than \$100,000	19.4%	72
	answered question	371
	skipped question	14

The largest two household annual income categories of survey respondents were \$50 to \$75 thousand (23.2%), and \$75-100 thousand (23.2%). The next highest annual household income category was \$100 thousand or more (19.4%). Collectively these high income groups represent almost 67% of all respondents as compared to 54.5% of all households in the Census ACS 2006-2010 5-Year Estimates suggesting that the survey over represents high income households and under represents low to moderate income households.

Figure 10 – Question 9 – Employment Status

9. What is your employment status?	Response Percent	Response Count
Student	11.8%	45
Employed full-time	69.4%	265
Employed part-time	7.6%	29
Unemployed/looking for work	3.4%	13
Retired	6.3%	24
Not employed outside the home and not seeking employment	1.6%	6
	answered question	382
	skipped question	3

A majority of respondents are employed full-time (69.4%) or are students (11.8%). Another 6.3% are retired. Those unemployed and looking for work, and those not employed outside the home and not seeking work represent only 5.0% of survey respondents.

Place of Employment /School and Related Trip Information

Figure 11 – Question 10 – Location of Employment or School

10. Where do you (or others in your household) usually work and/or attend school?	Response Percent	Response Count
Houston Medical Center	0.6%	2
Robins AFB	30.9%	112
Houston County Annex	8.0%	29
Russell Parkway	2.5%	9
Middle Georgia Tech	28.7%	104
Fort Valley State	0.8%	3
Perry (Where?)	2.5%	9
Galleria Mall	0.6%	2
Warner Robins City Hall	1.7%	6
Watson Blvd/Highway 247 Connector	1.4%	5
Warner Robins Industrial Park	0.8%	3
Macon State	1.9%	7
Macon (Where?)	7.4%	27
Other (Where?)	12.4%	45
Other (please specify where)		81
	answered question	363
	skipped question	22

A majority of respondents work at Robins AFB (30.9%) or work or attend school at Middle Georgia Technical College (28.7%). This likely reflects the publicity the transit survey received in these locations that led many people in these locations to take the survey. Robins AFB and MGTC are both generally supportive of transit.

Figure 12 – Question 11 – Mode of Transport to Work or School

11. How do you get to work and/or school most of the time?	Response Percent	Response Count
Work at home	0.8%	3
Drive myself	84.2%	310
Get a ride (as a passenger)	9.0%	33
Walk	0.8%	3
Bike	0.8%	3
Taxi	0.8%	3
Other (please specify)	3.5%	13
Other (please specify)		25
	answered question	368
	skipped question	17

A majority of respondents (84.2%) typically drive themselves to work or school. Another 9.0% get rides as passengers to work or school.

Figure 13 – Question 12 – Typical Work Schedule

12. What is your typical work schedule?	Response Percent	Response Count
Regular business hours	70.8%	254
Retail hours (including nights and weekends)	3.3%	12
Shift Work/Varying hours	14.2%	51
Other (please specify)	11.7%	42
Other (please specify)		49
	answered question	359
	skipped question	26

Most respondents work regular business hours (70.8%) but a significant number (14.2%) do shift work or have varying hours. Few respondents work retail hours (3.3%). Many of those who responded “other” (11.7%) are retired.

Respondent's Views on Transit

Figure 14 – Question 13 – Purposes for Using Transit

13. If you were able to use public transit in the Warner Robins metro area, where would you be going? Check all that might apply on a regular basis.	Response Percent	Response Count
I would not use transit	27.5%	101
For school	22.9%	84
For shopping	37.3%	137
For entertainment (e.g. movies)	30.2%	111
For visiting family and friends	16.6%	61
For work	52.9%	194
For groceries	22.6%	83
For appointments (e.g. hospital, doctor, dentist)	36.8%	135
For recreational events (e.g. baseball, soccer, music)	25.3%	93
	Other (please specify purpose)	14
	answered question	367
	skipped question	18

A majority of respondents indicated that if they used public transit service in the Warner Robins metropolitan area it would be for work (52.9%), with the next most frequent trip purposes being shopping (37.3%) and personal business appointments (36.8%). 27.5% of respondents indicated that they would not use transit service if it were available.

Figure 15 – Question 14 – Transit Service Frequency Expectations

14. For a bus system to be useful for you, how often would you expect a bus to come by?	Response Percent	Response Count
About twice every half hour	13.9%	51
About once every half hour	30.0%	110
About once an hour	15.8%	58
Several times a day	11.4%	42
A few times a day, but not everyday	1.4%	5
I could work around the schedule provided	9.8%	36
I am not likely to use it no matter how frequently it comes by	17.7%	65
	answered question	367
	skipped question	18

A majority of respondents indicated that they would expect transit service frequency of once every half hour in order for transit to be useful for them (30.0%). The next largest category was those who felt that hourly transit service would be useful (15.8%). Approximately 10% said that they could work with the schedule provided. 17.7% said that they would not be likely to use transit regardless of the frequency of service.

Figure 16 – Question 15 – Importance of Transit Service Characteristics

15. What aspects of transit service do you feel are important and would encourage you to use it?	Very Important	Somewhat Important	Not Important	Not Sure	Response Count
Frequent service	67.8%(242)	25.5%(91)	4.5% (16)	2.2% (8)	357
Direct and convenient routes	77.7%(278)	16.2%(58)	4.2% (15)	2.0% (7)	358
Clean and comfortable buses and passenger facilities	72.6 (260)	21.5%(77)	3.9% (14)	2.0% (7)	358
Security on buses and at passenger facilities	74.3%(266)	17.6%(63)	5.9% (21)	2.2% (8)	358
Early and/or late operating hours	45.7%(163)	35.9%(128)	16.2%(58)	2.2% (8)	357
Easy access to schedule information by route	66.5%(236)	26.2% (93)	5.4% (19)	2.0% (7)	355
Courtesy/friendliness of bus drivers	52.5%(187)	34.0%(121)	11.0%(39)	2.5% (9)	356
Cost of bus fare	61.1%(218)	29.7%(106)	7.0% (25)	2.2% (8)	357
Employer incentives to use transit	44.2%(156)	30.3%(107)	20.7%(73)	4.8% (17)	353
Other (please specify)	37.7% (20)	9.4% (5)	26.4%(14)	26.4%(14)	53
Other (please specify)					28
answered question					362
skipped question					23

Ranking the importance of different transit service characteristics stated by survey respondents, by what was “very important”, yields; first - direct and convenient routes (77.7%), second – security on buses and at passenger facilities (74.3%), and third – frequent service (67.8%). The least important characteristics were employer incentives to use transit (44.2%), early and/or late operating hours (45.7%), and courtesy/friendliness of bus drivers (52.5%).

Figure 17 – Question 16 – Transit Service Area

16. If transit services are started in the Warner Robins metro area, how much of the area should be covered?	Response Percent	Response Count
All of Houston County	32.6%	117
All of Warner Robins and Centerville	18.1%	65
All major destinations within the urban area	18.9%	68
Areas of high population and employment	17.5%	63
Areas where residents live who don't have cars or can't drive	6.7%	24
Other	6.1%	22
	Other (please specify)	24
	answered question	359
	skipped question	26

The most frequent response of respondents as to where transit service should be provided in the Warner Robins metro area is all of Houston County (32.6%). The response rate for all major destinations within the metro area was the next most frequent (18.9%).

Figure 18 – Question 17 – Frequency of Transit Use

17. How often do you think you would use the bus?	4 or more days per week	2 to 3 days per week	1 day per week	Occasionally	Never	Response Count
Weekdays	35.6% (126)	19.2% (68)	2.3% (8)	19.8% (70)	23.2% (82)	354
Weeknights	12.7% (39)	13.7% (42)	4.6% (14)	28.7% (88)	40.4% (124)	307
Saturdays	9.1% (29)	7.9% (25)	11.6% (37)	38.7% (123)	32.7% (104)	318
Sundays	6.1% (19)	6.1% (19)	11.0% (34)	37.5% (116)	39.2% (121)	309
	answered question					362
	skipped question					23

Asked about their frequency of transit use for different days/time periods, a majority of respondents indicated that during weekdays they would use public transit 4 or more days per week (35.6%), with a significant number saying that they would use weekday public transit 2 to 3 days per week (19.2%) or occasionally (19.8%). 23.2% said that they would not use weekday transit service. A majority indicated that they would not use weeknight

transit service (40.4%), or use it only occasionally (23.2%). Similarly most indicated that they would use weekend transit services occasionally or never.

Figure 19 – Question 18 – Receptiveness to Taxes for Transit Service

18. Transit services in Georgia tend to be paid for through municipal and county taxes. Would you like to see some of your tax dollars go towards public transit in the Warner Robins metro area	Response Percent	Response Count
No	20.7%	75
Yes, as long as my taxes don't increase	41.2%	149
Yes, as long as the increase is reasonable	38.1%	138
	answered question	362
	skipped question	23

A majority of respondents indicated that they would be willing to fund transit services with their tax dollars as long as their taxes do not increase (41.2%), or as long as the tax increase is reasonable (38.1%). 20.7% of respondents said that they would not support using their tax dollars to fund transit services.

Figure 20 – Question 19 – Where Transit Service should be provided in the Metro Area

19. Which of the following do you feel best summarizes the need for a public transit system in the Warner Robins metro area?	Response Percent	Response Count
Do not feel a transit system is necessary	15.7%	57
Only between major activity centers in Houston County	19.0%	69
Only in Warner Robins and Centerville	16.2%	59
Within Houston County	26.1%	95
Within Houston and Peach County	23.1%	84
	answered question	364
	skipped question	21

A majority of survey respondents replied that transit services should be provided in the metro area (84.3%). Most respondents indicated that, of those choices as to where metro area transit service should be provided, it should be within Houston County (26.1%). 15.7% of respondents said that they feel a transit system is unnecessary.

Figure 21 – Question 20 – Additional Comments about Transit Service

20. You have come to the end of the survey. Thank you for your time. If you have any additional comments about transit services in the Warner Robins metro area please make them here.	Response Percent	Response Count
	answered question	98
	skipped question	287
<p>Note: Individual Responses listed in the Appendix</p>		

Ninety eight respondents (25.5%) provided additional comments about transit services in the Warner Robins metro area. Individual comments are listed in the appendix of this document.

Survey Summary

A majority of respondents to the transit survey favor starting transit services in the Warner Robins Metropolitan Area. When asked where transit services should be provided, most indicated that it should be provided throughout Houston County. A majority of respondents indicated a willingness to use tax dollars to fund transit service either through existing tax dollars or a reasonable increase in taxes to provide funding for transit. Respondents most frequently said that they would use transit services during weekdays to get to work, to go shopping, or for personal business and appointments. There is little demand among respondents for evening or weekend transit services. A majority of respondents said that transit service frequency would have to be hourly or more often to be useful to them. Those characteristics of transit service that were most important to respondents are direct routing, safety of buses and transit facilities, and frequency of service. A significant number of respondents (27.5%) said that they would not use public transit. 20.7% of respondents indicated that they would not support using tax dollars to fund transit service, and 15.7% said that they did not feel transit services in the metro area are warranted.

The respondents to the survey are predominantly female, higher income, and work at Robins AFB or work or go to school at MGTC, and are most likely to reside in either Warner Robins or unincorporated Houston County. There are fewer low to moderate income survey respondents than in the metro population overall. In addition, there are fewer older residents (>=65 years old) and younger residents (<=18 years old) among survey respondents than in the general population, and single family households are underrepresented.

It should be noted that respondents are a very small percentage of metro area residents, and that some respondents are not area residents but work or do business in the metro area. No attempt was made to develop a statistically significant or representative sample of metro area residents. Respondents were self selected and therefore may represent individuals with stronger positive or negative views regarding transit than the general populace. The views of the respondents are not necessarily reflective of the larger citizenry of the metro area; rather they reflect the views of people who were motivated to participate in the transit survey for whatever reason. This same group is however reflective of those individuals who might attend public meetings for the study and therefore a larger cross-section of people who would engage in public planning processes than would otherwise be reached.

Appendix - Individual Responses to the Open-Ended Transit Question

1	It would be beneficial and create growth in the community. I look forward to it beginning.
2	no comment
3	It is a needed addition to services in the area.
4	I am hoping that the wheelchair bound residents will also enjoy these services!
5	While I would probably not use transit services myself, I think it is definitely needed in Houston County.
6	very much needed because people have places to go and no way to get there or either people charge them alot of money to take them
7	Instead of the need for a bus fare every time you get on a bus, a monthly or yearly payment for a bus card seems like a better idea.
8	providing public transit system would bring more jobs to the warner robins area and allow some houston county residents get around and this most definately would include the elderly. it would also keep traffic down
9	Bus service to RAFB from housing areas would greatly ease congestion and reduce traffic on base.
10	I am like many residents of Houston County who live here, work and worship and go to school here, and am from a larger city -Newark, NJ (therefore, use to a public transit system). I feel the transit system would accommodate the transportation needs of Houston and Peach County as they are continuing to grow. It would also save residents hundreds of dollars per year from the dreadfully slow taxicab companies here.
11	if it can be done like the public transit system in Savannah then I don't see a problem
12	Times are hard and many people need transportation to get to work. During the recent crisis with the government, many people lost their jobs and of course their cars due to non payment. Now they cannot get to their new jobs because they don't have a car. Transit might help turn all these things around.
13	n/a
14	I think a public transit system in Houston County is a good idea. There are people who only get around by cab and being a former cab driver I know how expensive that can be. So I think a public transit system in Houston County would be a good thing for those who can't afford to take a cab everywhere and those who aren't able to drive.
15	This is a much needed service. I have had a hard time finding employment the last few years and dont really have a way around and desperately need this type of service for finding work and for other needs such as shopping.
16	Although I have been fortunate enough to have my own transportation, I am aware of the need and think having a transit system for those who are less fortunate would, from an economic standpoint benefit the individual as well as the area; this increases chances for employment. I hope it comes to fruition.
17	This service is especially important for the old and infirm. It would also hel the rest of us who cannot afford the high costs of
18	Take in consideration the early people area. You could have more often transportation for the areas in more need and maybe 4 time a day a long route for the areas with less need. Thanks,
19	My GED students would greatly benefit from access to public transportation.
20	Public transportation is much needed in the Warner Robins and surrounding areas. I have one vehicle and my son is a full time student at MGTC and I work the 3-11pm shift and have to wake up very early in the morning to ride him to school. Hence the reason I think public transportation is very needful right now.
21	I do think it would be amazing if we have buses going around in Houston County.
22	The public transportation service is really needed for people who want to obtain a job to be able to have affordable transportation who can't purchase a vehicle. Cab fare is to expensive when most people are making minimum wage.
23	I think putting in more sidewalks would be more beneficial to the health and safety of the area. Where there are sidewalks--there is greater safety and more families who get out more.
24	REMEMBER A BIKE RACK ON THE FRONT..
25	Many people need to have transportation to find work and to medical appointments, as well as getting to GED classes and tech school classes.. This would enhance their life style and provide much needed help in the low income areas.
26	I think that sidewalks and bike lanes would be useful also and the transit system may not be needed.
27	Seniors need transportation. I do not own a car I am partially blind. I have neighbors who own cars and have early alzhiemers. If seniors had transit transportation the roads would be safer.
28	I feel we need transit services, because its so hard for people with out cars to get around in houston county and other counties
29	You could check the feasibility of merging with the Maxon High transit Authority and extending service into Houston County.
30	I think a transit system would be very beneficial to Houston County.
31	Good idea.
32	With the growing of Warner Robins and alot of business moving away from the people that really ulitize it and no way to get there.

33	Especially with the economic downturn, Houston County needs public transit to stay competitive.
34	I moved to Warner Robins because it is a beautiful place and not a city where people wander around. I feel that a transit system would more likely bring unwanted visitors to our beautiful neighborhoods and possibly more crime. I am from NJ where we have a great transit system because it is needed to keep traffic down and because parking is ridiculous, but Warner Robins is not a "city" and it is not needed or wanted here by any of my neighbors.
35	Public transportation only makes sense in these times. Traffic is horrendous in Warner Robins, and gasoline is high. Transportation is needed.
36	This is long overdue!!!! I am glad to see a major issue such as this being addressed. Public Transportation would finally put Warner Robins in another category.
37	It might help get the dopeheads and drunks out from behind the wheel
38	Due to the layout of this area and location of services needed relevant to businesses, shopping, healthcare and residences, it's not practical. I don't want to pay higher taxes to subsidize a system doomed to failure from low useage. Bus service from common parking locations to Robins AFB during peak hours would be useful in reducing traffic and emissions. Other than that, it will never be cost effective.
39	I like the plans I saw in the survey.
40	I think this would be very beneficial for lower income people who do not have cars or elderly who can no longer drive. It would also be good to help with the congested traffic at peak times of the day.
41	I see a public transit system mainly as a timely way to get to and from work, especially for apprentice workers without vehicles. And, most people live distant from their employer. That is my major concern for employment after school.
42	we need a transit bus here intown. there are many senior citizens, college students, and unemployed and those that are employed that don't have vehicles to get around
43	I lived in Albany for a bit, and they had public transportation. It really opened up my options for getting a job and going to school, because I could look all over Albany for opportunities rather than just within walking distance. Since I can't drive, public transportation would greatly improve my life.
44	It's way past time for public transit. I hate driving in this traffic. I'd love a bus so I'd getout more!
45	Safety is of utmost importance. Not sure if this would be used by business professionals.
46	Do Not Start This Service - No! No! No!
47	I think it would bring more criminals to Houston County because they would see that as a benefit to living in the county. Look at Bibb County.
48	I would use public transportation. I cannot drive. There are not enough safe places to walk.
49	Question 18: "resonable" - is that a made-up word? Have you heard of proof reading?
50	it's about time you guys thought about this.
51	we do NOT need public transpotation period.
52	Please make the bus stops covered and accessable and maintained.
53	Progress in some aspects are good. Warner Robins is becoming a Macon and our small town feel is gone.
54	Sure hope we get a good quality bus service
55	dont compare this to garbage service. everyone makes garbage but not everyone needs a ride. we feel we co-pay enough! no!, no!, 1,000x's.
56	Please think about possibly adding some routes directly to Macon. Also a route to include dropoff at Groome on Vietnam Veterans Pkwy.
57	Do not spend my tax money on public transport!
58	I drive from North Centerville to the south end of the base and would use it if it were available.
59	Transit services are mainly needed to Robins AFB, The largest employer in the area. Any other bus service, Like the Metro in Atlanta, I am against.
60	With the growth pf our community and the needs of an increasing elderly and physically challenged population, we desperatelyneed public transportation. Personally, it would enable me to live more independently, which is very important to my quality of life.
61	Don't waste tax dollars on transit services.
62	I'm concerned about the cost. The obvious use for a transit system is people going to work at the base and the larger factories. Reduce the traffic! It is impossible to drive in this city around 4-5 o'clock. For many of us, going to work at the base is a stressful 10-15 mile drive in heavy traffic, which ties up a car all day. But really, why would I drop someone off at a bus stop, when I could keep driving a few more miles to the base? How about a prepaid monthly reservation for a carpool van that picks up at my door to take someone to work at the base and bring them home in the afternoon? Random, frequent pickups at bus stops to go to the mall or grocery store probably wouldn't be worth the expense. The county is just to scattered. How about prepaid reservations for mid-day vans to pick up seniors once a week to go grocery shopping or to a mall?
63	The only ones who would ride the bus are people with no cars. Nobody else is willing to give up that freedom. And since nobody wold ride it, the cost of operation would not be supported by the revenue generated. The busses would then fall into disrepair from lack of funding to maintain them. The fares would go up and no one would be able to afford to ride them.

64	If a network of bicycle routes were installed throughout the county and communities that were separate from the streets and highways, similar to the Silver Comet Trail, I feel many residents would rather ride bicycles for local transportation needs than a bus. This would not meet everybody's needs but would probably be welcomed by many and be better for residents' health and the environment. We have two bicycles and wish we could use them everyday for local trips but can't because it's not safe traveling on the highways. Maybe you should do a survey about bicycle usage.
65	The needs to be transportation from outlying areas to business, shopping, working. The southern most part of Houston County as well as the low income areas of Houston County really need transportation to work, medical, and business areas.
66	I would be inclined to use it if it were connected to Macon's transit system. My primary purpose would be for going to work, which would require a ride from close to my house to Macon's transit to and from Warner Robins.
67	Would a special purpose local option sales tax measure be possible only for public transit. I believe that the sales is a more fair tax than a property tax because everyone who shops in our area helps pay for it. I also am in favor of regular daily routes and then special event-specific routes to help boost entertainment and tourist dollars. For example, a route that runs to and from major hotels and shopping during WRALL.
68	I'm sick of the wasteful spending on such a project. Unless it can be operated through the receipts it brings in then the heck with that. I'm taxed enough already and the 49.5 percent of people in this country who pay NO taxes get a free ride? NO TAXPAYER FUNDING SUBSIDIES PERIOD!
69	You need a bike lane from RAFB to I-75 to Moody Rd. to RAFB in addition to rapid transit. Taxes would have to be raised, but lives from pollution and accidents would be less.
70	What is needed most is park and ride to the RAFB and immediately surrounding areas. Help clean up traffic on the main traffic veins.
71	I have been riding the BiRD for almost since it started and LOVE this service. I think it would be wonderful to have a similar service to all the counties with large % of personnel working on the base. The best thing about the BiRD to me, is the 9 trips in the morning, and the 9 trips in the afternoon, allowing me to flex my schedule to work later when it is necessary!!!
72	Coming from a major metropolitan city to Warner Robins, I feel public transit is a long time coming. Thanks for taking the initiative to look into this.
73	Young mothers and students do not have a car and need public transportation to get back and forth to work, day care, and school.
74	We are new from the west coast, and find this area to be greatly lacking in all things regarding public transportation, pedestrian walkways (sidewalks), and lack of YMCA....shameful!!!! I do not consider WR as an "International City" what a joke :(There is no investment in the public sector.
75	WE REALLEY NEED A WAY FOR PEOPLE IN MIDDLE GA IN WHEELCHAIRS TO GET AROUND BETTER ALOT OF POEPL DO NOT HAVE VANS OR ANYTHING
76	Bus Services should be for those who can't drive or have disability. Also for major events and to encourage shopping and going to different attractions in the area. If there was a free transit that would pick up people who cannot drive and take to RAFB that would be great.
77	Having come from a major metropolitan city over 27 years ago, it took me a long time to adjust to not having access to public transportation. I would be thrilled to see (even limited) public transportation around the major roads in Warner Robins. I think it would be a great help to many people, including those working on the base, and the elderly.
78	Currently live in Bibb but may move to Houston County. Busses are needed to reduce traffic along Watson.
79	Make the area safer for foot and bike traffic. Less traffic, less fuel & better health.
80	The Transit System should partner with Bibb County and include transfers between systems. Better yet just Hire MTA for Warner Robins.
81	Let's not look for ways to increase taxes. While those who lived here awhile, they may think traffic is bad. Sorry, but having moved here from the Northeast, you have no idea what traffic is until you drive around Philadelphia, New Jersey, New York and Connecticut.
82	ENCOURAGE (TAX BEAKS ETC.) PRIVATE INDUSTRY TO PROVIDE THE SERVICE USING CLEAN EFFICIENT ENERGY. WE DO NOT NEED LARGE LOUD AIR POLLUTING BUSES CLOGGING THE ROADS DURING RUSH HOUR. SMALL (APPROX. 9 PASSENGERS) COMFORTABLE BUSES WOULD BE DESIREABLE. IF PRIVATE INDUSTRY CAN NOT MAKE IT WORK, THEN IT IS NOT TO BE.
83	A selection of good routes will bring more revenue. Be cognizant of destinations on the routes!
84	While a mass transit system would be beneficial, I am concerned about the infrastructure supporting large buses. For example, the shortest route from Houston Road to Watson involves getting to Kimberly Drive. This would involve going through neighborhoods on very curvy roads with a large vehicle. Of course, if the transit system used smaller vans, this would not be an issue.
85	I will not use it, however I do feel that it is really need for this area.
86	Having a long career in human services, I am extremely concerned about the needs of older adults and individuals with disabilities, who are frequently isolated and do not have accessible, inexpensive transportation options. Personally, as long as I am able to drive, I will drive. However, there are many barriers for individuals who do not have transportation alternatives.

87	one of the earlier questions... cant remember which one, but it said check all that apply... Houston Co. Annex, Galleria Mall, etc... It will not let me select multiples.
88	I use to ride the public bus trasnit system daily in Spokane WA. and loved it. It cut down on traffic jams, gas usage and made getting to work in the winter time much easier. I think this would help WR to eliminate some of the traffic on Watson & Russell pkwy with base traffic and the 4 oclock rush. It has to be affordable and cover all areas.
89	Parking areas and transport to and from RAFB needed for shift turnover and lunch times.
90	I feel that once all municipalities are more stable in their budgets this would be a good option to consider. At this time I do not feel like our tax dollars should be reallocated or increased to support this function.
91	I think that with the magnitude of the military base plus all the cities and counties talking about "Going Green", eliminating alot of traffic pollution would show a definatue support of that. Less traffic would also mean less accidents which would surely lower the operating cost of our emergency services (i.e. reduce the number of calls they have to respond to) I think it would be a very wise and useful tool. We talk about Houston County being the most progressive in the state....time to back it up.
92	Public Transit Systems brings more crime to the area and do not feel Houston County needs added crime.
93	Transit to and from the base is the top priority in my opinion. Even if the buses stay inside the WR city limits, there are several places (ie large churches) with suitable parking lots on the outskirts of town that people living in the surrounding cities could drive to in order to catch the bus the rest of the way.
94	No interest in riding buses, they are slower than driving, and less dependable. Very interested in a commuter rail option to Atlanta.
95	If a study was done on traffic volume at peak times of the day, this would be HUGE. It takes over 30 minutes to get from the base to Houston Lake Rd from 3:30pm until 5:30pm because not one light is synced. I would say the same is true of Watson. Request GIT to conduct a survey of traffic volume and save the money, buses wouldn't help with the light issue.
96	Start small & limited. Expand as warrants by utilization.
97	What I would really like to see is more bicycle paths/routes. I would love to ride my bicycle to work (at Robins AFB), but I have to get there via Hwy 247 and drivers on that road do not pay attention. Where I work on Robins AFB, most of my co-workers ride bicycles for exercise and most have mentioned they would also like to ride to/from work, but all roads leading into the base are too dangerous due to all of the traffic and inattentive drivers. Bicycle/running paths and sidewalks would be preferred, for me, over a mass transit system.
98	I feel like we should use this money to give our Police Dept, Fire Dept and most of all our City workers a pay raise. I also feel we should use this money to improve our recreation facilities.