

WARNER ROBINS AREA TRANSPORTATION STUDY (WRATS)

2040 LRTP TRANSPORTATION ISSUES SURVEY SUMMARY 08/14/15

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Introduction

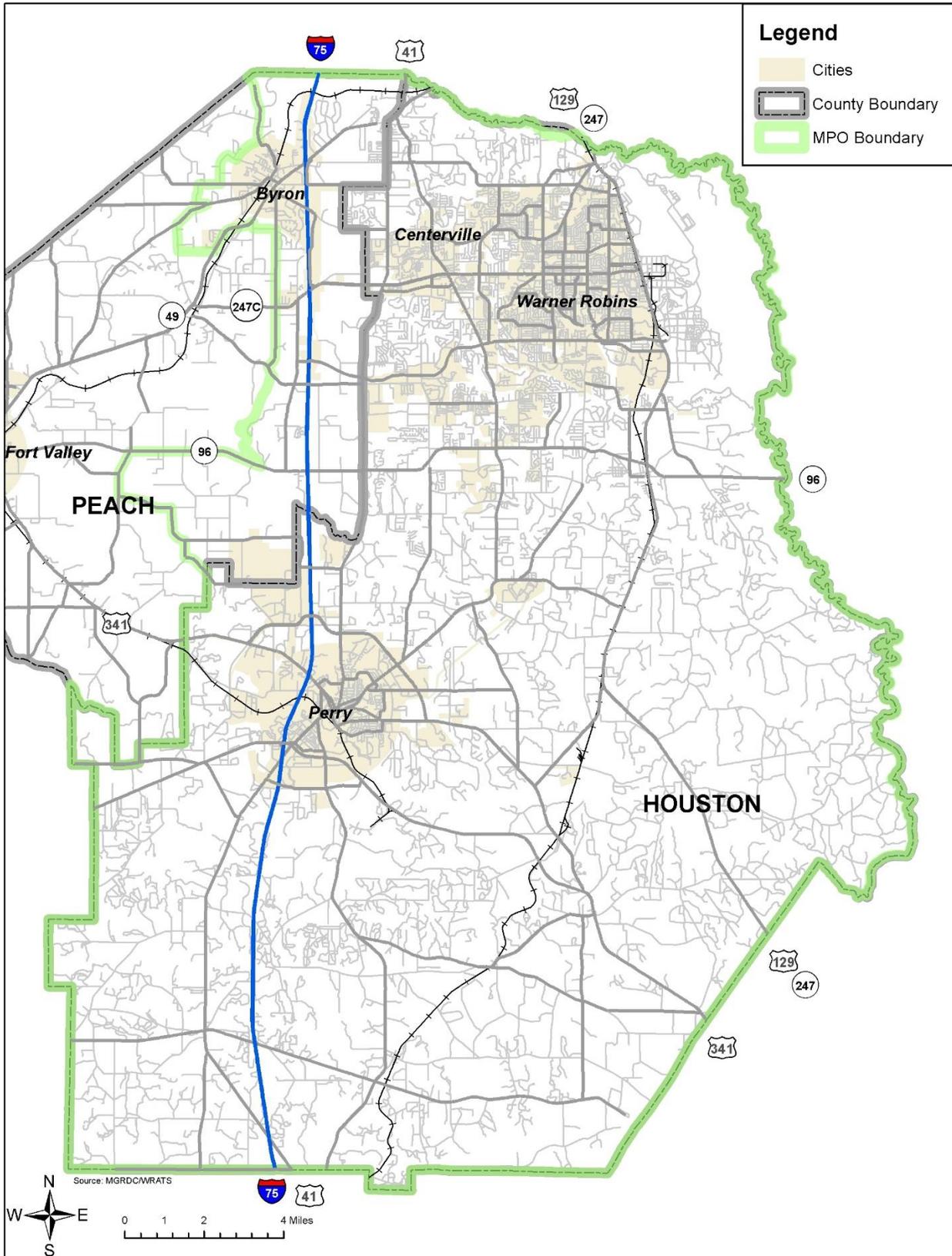
The Warner Robins Area Transportation Study (WRATS) is the designated Metropolitan Planning Organization (MPO) for the Warner Robins Urbanized Area as shown below in Figure 1. WRATS plans and coordinates transportation improvements for the Warner Robins metropolitan planning area consistent with federal surface transportation legislation that requires continuous, coordinated and comprehensive transportation planning in urbanized areas with populations of 50,000 or more people.

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 157,000 people according to 2013 Census population estimates. Local government entities, GDOT and a local transit agency representative comprise WRATS Policy and Technical Coordinating Committees. In addition, WRATS has a Citizen Advisory Committee that allows appointed members to engage in discussion and provide feedback on all WRATS transportation planning and programming activities.

Among its responsibilities, WRATS periodically produces a Long Range Transportation Plan (LRTP) with a horizon of at least 20 years that looks at land use plans and development trends and current and future transportation needs. WRATS is currently developing its 2040 LRTP. The LRTP includes a technical assessment of future travel demand and its impacts, and a financially constrained list of programs and projects that are intended to maintain and improve the regional transportation system. The LRTP development process includes public outreach to ensure that area residents and businesses are aware of and able to participate in creation of the plan.

This document summarizes the results of a Transportation Issues Survey conducted to gain insights into people's perceptions about transportation and development issues in the Warner Robins region and how these should be evaluated in the development of the 2040 LRTP.

Figure 1 - WRATS Study Area



WRATS Transportation Issues Survey

In an effort to gain insights into the public's opinion about transportation issues in the Warner Robins region, an on line survey was prepared and conducted using SurveyMonkey, an internet based survey website. The survey comprises 28 questions that relate to personal and household characteristics, satisfaction with the existing transportation system, current and future transportation problems, modal usage, commute characteristics, experience with traffic congestion, perception of the need for transit and bicycle and pedestrian facilities, and transportation funding issues. The survey was available in both English and Spanish. Survey questions were adapted from prior transportation surveys used in other locations, and reviewed by WRATS and consultant staff for use in this Warner Robins Region Transportation Issues Survey which will be used as part of the public input for the 2040 Long Range Transportation Plan.

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, linked to member local government websites, and referenced in television and radio reports, via the City of Warner Robins Facebook page and via broadcast emails. The survey was available on line for approximately 16 weeks from early January 2015 through the third week in April 2015.

There were a total of 435 surveys collected on line. Hard copies of the survey were also available at the first round of public meetings for the study. A total of 104 hard copy surveys were completed all from Warner Robins Housing Authority clientele. These hard copy surveys are totaled separately in a separate report.

Transportation Issues Survey Questions and Tabulation

The following section lists the 27 questions included in the survey and the responses provided by section. Individual responses to open ended Question 27 asking for additional information or opinion about transportation in the Warner Robins Region are included in the appendix. Tabulations are for all 435 surveys collected although only 353 (81%) were fully completed.

Each question's tabulation includes the number of surveys that answered the question. In those instances where a question provided an "other" answer or with an open-ended response, the tabulation shows how many respondents provided a written response.

Figure 2 – Question 1 – Satisfaction with the current transportation system

	Very satisfied	Satisfied	Dissatisfied	Very Dissatisfied	No Opinion	Total	Weighted Average
Overall levels of roadway congestion	1.16% 5	22.74% 98	42.46% 183	31.09% 134	2.55% 11	431	3.11
Access to multi-use trails and greenways	1.41% 6	18.03% 77	30.21% 129	33.96% 145	16.39% 70	427	3.46
Availability of transit services	2.34% 10	5.61% 24	21.26% 91	56.31% 241	14.49% 62	428	3.75
Condition and maintenance of roads	3.51% 15	52.22% 223	27.63% 118	15.69% 67	0.94% 4	427	2.58
Availability and condition of sidewalks	2.33% 10	23.08% 99	36.13% 155	33.10% 142	5.36% 23	429	3.16
Safety of bicyclists	1.41% 6	12.44% 53	36.15% 154	39.20% 167	10.80% 46	426	3.46

Few survey respondents were very satisfied with any aspect of the current transportation system in the Warner Robins region. The only aspect of the WR region's transportation system asked about in the survey that a majority of respondents were satisfied with was the condition and maintenance of roads with slightly over 55% indicating that they were satisfied or very satisfied.

Survey respondents tended to be most satisfied with the condition and maintenance of roads (55%) and most dissatisfied with the availability of transit (77%) and safety of bicyclists (75%). 73% of respondents are either dissatisfied or very dissatisfied with overall levels of roadway congestion. Respondents had no opinion more often about access to multi-use trails and greenways (16%) and availability of transit services (14%), possibly indicating that these aspects are not of concern to some individuals.

Figure 3 – Question 2 – Please rate the transportation problems identified below.

	Major problem	Minor problem	Not a problem	Total	Weighted Average
Lack of transit service	63.57% 267	23.81% 100	12.62% 53	420	1.49
Lack of sidewalks	58.03% 242	35.25% 147	6.71% 28	417	1.49
Poor traffic signal timing	40.33% 169	42.00% 176	17.66% 74	419	1.77
Not enough roads or need for wider roads	48.09% 201	39.47% 165	12.44% 52	418	1.64
Lack of bike lanes and multi-use paths	57.66% 241	33.97% 142	8.37% 35	418	1.51
Poorly planned development	55.18% 229	34.70% 144	10.12% 42	415	1.55
At grade railroad crossings	26.68% 111	46.15% 192	27.16% 113	416	2.00
Too many accidents	43.51% 181	42.55% 177	13.94% 58	416	1.70
Poorly maintained roads	27.34% 114	49.64% 207	23.02% 96	417	1.96

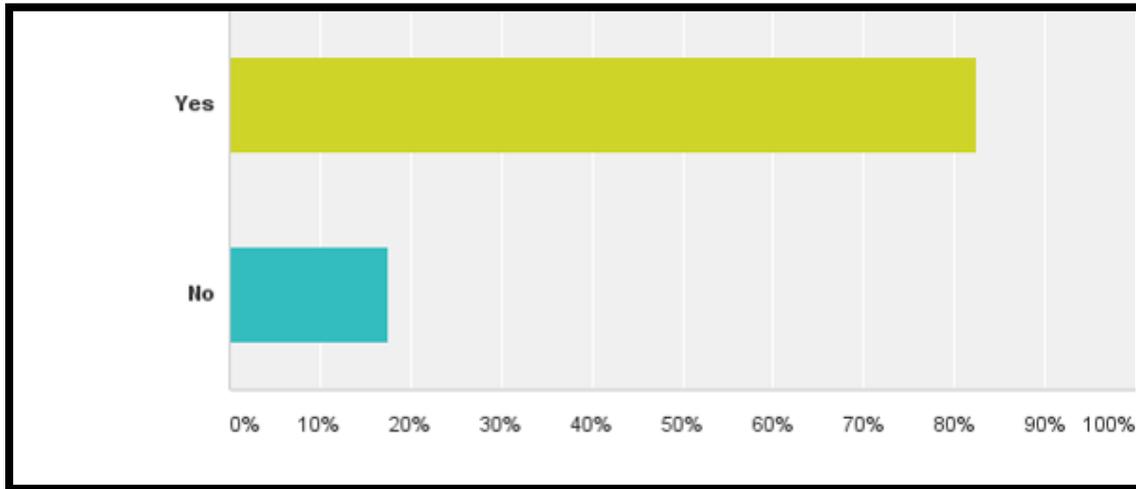
Question 2 asked respondents to rate nine different transportation and land use problems on a scale of “major problem”, “minor problem”, or “not a problem”. The transportation problems most often rated by respondents as major include lack of transit service, lack of sidewalks, and lack of bike lanes and multi-use paths. The transportation problems viewed by respondents as not a problem are poorly maintained roads, at-grade railroad crossings, and poor traffic signal timing. There seems to be some recognition that poorly planned development is a transportation problem with nearly 90% of respondents identifying it as either a major or minor problem.

Figure 4 – Question 3 – Which Three Transportation Problems are Most Important to Fix?

	1st Choice	2nd Choice	3rd Choice	Total	Weighted Average
Lack of transit service	67.45% 172	14.90% 38	17.65% 45	255	1.50
Lack of sidewalks	20.00% 40	49.00% 98	31.00% 62	200	2.11
Poor traffic signal timing	28.24% 37	32.82% 43	38.93% 51	131	2.11
Not enough roads or need for wider roads	37.69% 49	34.62% 45	27.69% 36	130	1.90
Lack of bike lanes and multi-use paths	16.18% 22	36.03% 49	47.79% 65	136	2.32
Poorly planned development	24.81% 33	35.34% 47	39.85% 53	133	2.15
At grade railroad crossings	26.09% 6	39.13% 9	34.78% 8	23	2.09
Too many accidents	27.37% 26	36.84% 35	35.79% 34	95	2.08
Poorly maintained roads	20.65% 19	38.04% 35	41.30% 38	92	2.21

Survey respondents chose “Lack of transit service”, “Lack of sidewalks”, and “Lack of bike lanes and multi-use paths” most often as their most important three transportation problems to fix. The transportation problems least often chosen as a top three to fix by respondents were, “At-grade Railroad Crossings”, “Poorly Maintained Roads”, and “Too Many Accidents”.

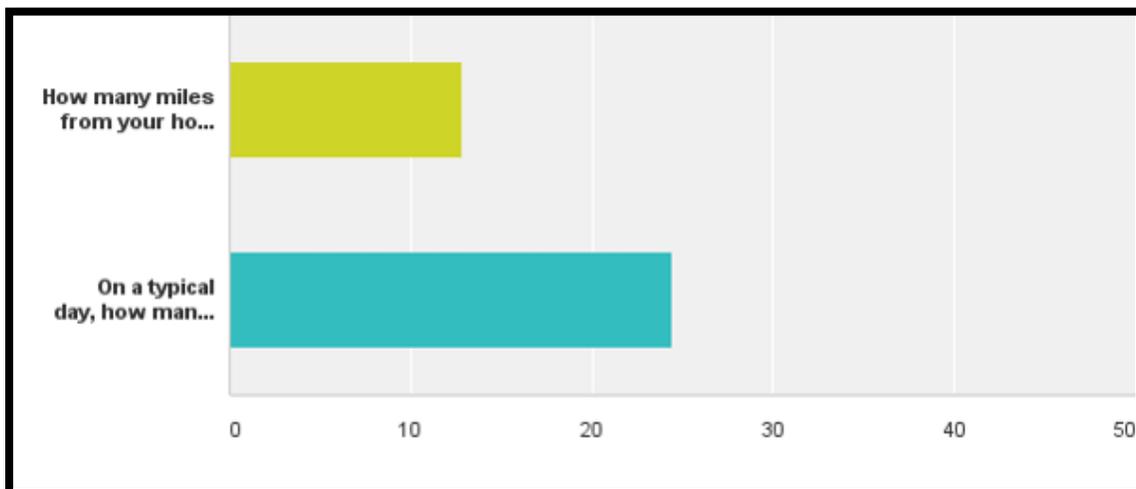
Figure 5 – Question 4 – Do you Work outside the Home?



Answer Choices	Responses
Yes	82.43% 319
No	17.57% 68
Total	387

Approximately 82% of those people who took the survey and answered question 3 indicated that they work outside the home whereas approximately 18% do not.

Figure 6 – Question 5 – What is the length of your commute and how long does it typically take?

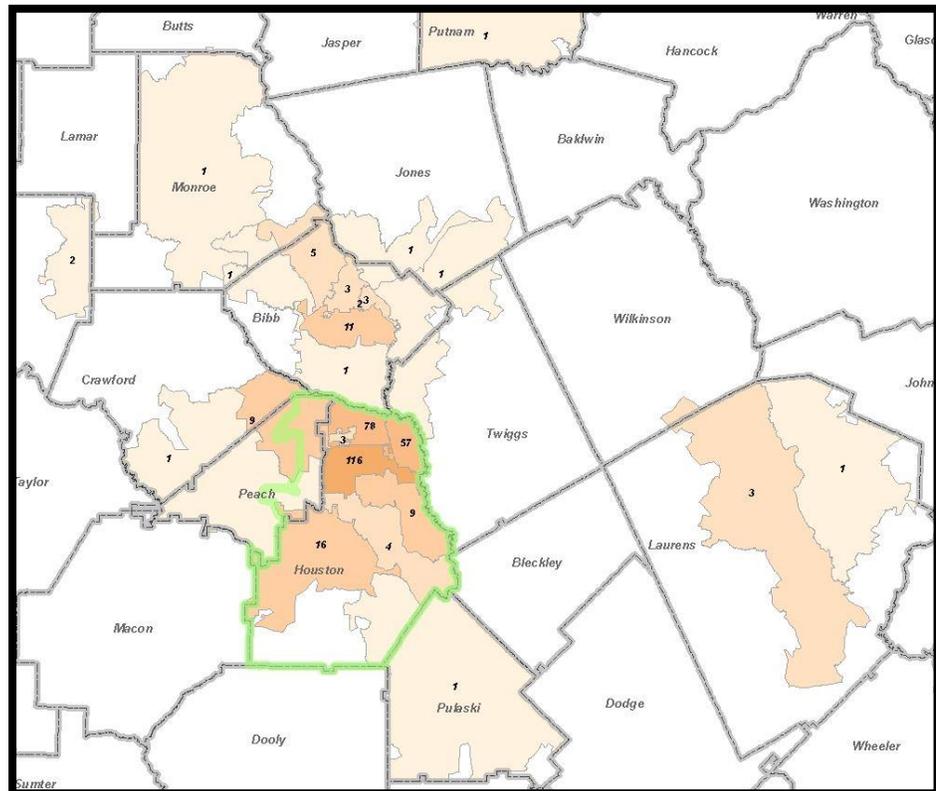


Answer Choices	Average Number	Total Number	Responses
How many miles from your home to your work location?	13	4,222	329
On a typical day, how many minutes does it take you to travel between home and work?	24	8,029	329
Total Respondents: 329			

Of those respondents who work outside the home, the average commute distance was 13 miles with a commute time average of 24 minutes.

Figure 7 – Question 6 – In What Zip Code is Your Main Job Site Located?

30169	1
30308	1
30334	1
31005	9
31008	9
31021	3
31024	1
31027	1
31028	3
31029	1
31030	1
31036	1
31047	4
31053	1
31069	16
31088	116
31093	78
31097	2
31098	57
31201	3
31202	1
31204	3
31206	11
31207	2
31210	5
31211	1
31216	1
31217	1
31220	1
Total	335



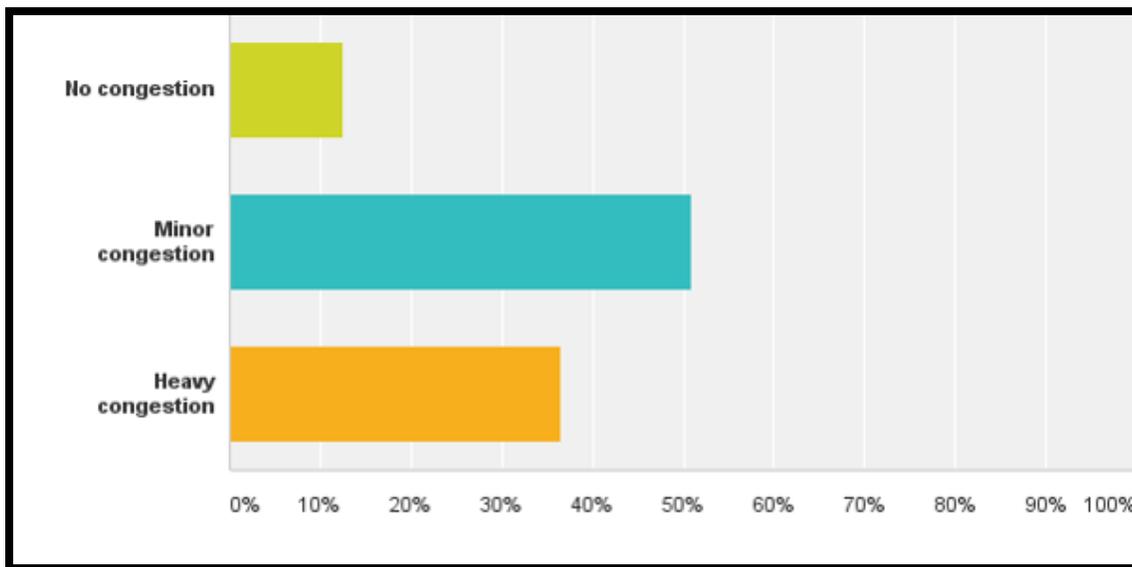
Question 5 asked the respondents work zip code. Figure 6 shows the count of responses by work zip code and a map showing the distribution of responses. As can be seen the majority of work zip codes for those who replied were in Houston and Peach Counties but a number work in other counties particularly Bibb. Within Houston County the respondents work zip codes were predominantly in the northern portion of the county including RAFB.

Figure 8 – Question 7 – In which County is Your Main Job Located?

County	Number	%
Bibb	33	9.8
Houston	287	85.4
Peach	4	1.2
Other	12	3.6
TOTAL	336	100.0

We also asked which county the respondent’s main job location is in because sometimes zip codes overlap county boundaries. As can be seen in Figure 8, the majority of respondents, who provided their county of work, work in Houston County.

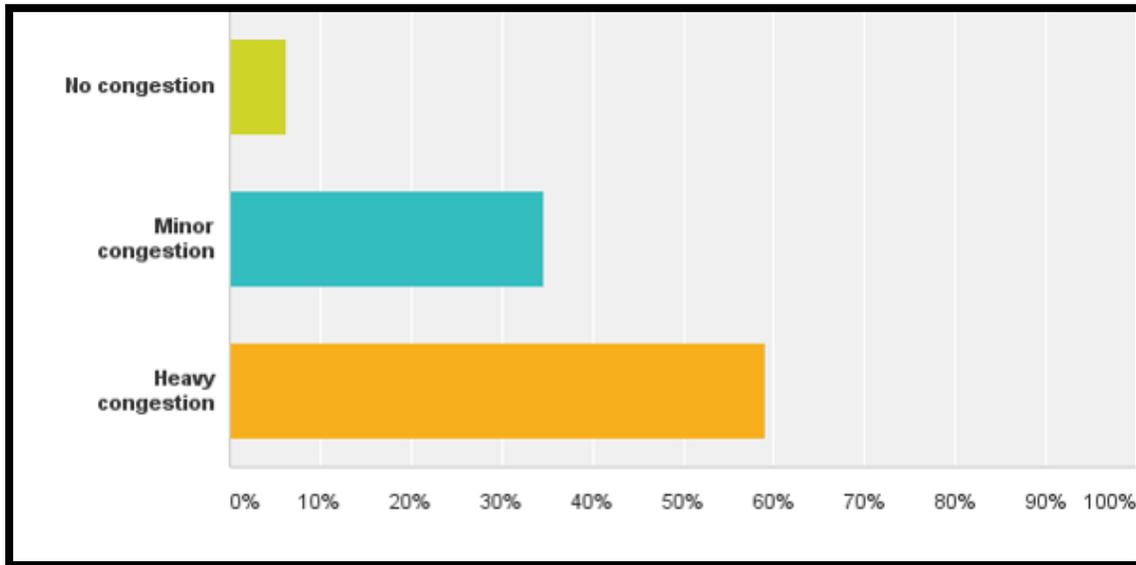
Figure 9 – Question 8 – How Would You Rate Your Level of Congestion on Your Way to Work?



Answer Choices	Responses	
No congestion	12.46%	43
Minor congestion	51.01%	176
Heavy congestion	36.52%	126
Total		345

Most respondents feel that they encounter only minor congestion on their way to work. Approximately 63% rated congestion on their way to work as either minor or no congestion.

Figure 10 – Question 9 – How Would You Rate Your Level of Congestion on Your Way Home after Work?



Answer Choices	Responses
No congestion	6.34% 22
Minor congestion	34.58% 120
Heavy congestion	59.08% 205
Total	347

Nearly the opposite of the response about congestion on the way to work; approximately 59% of respondents perceive that they experience heavy congestion on the way home from work. This likely indicates that congestion in the PM peak in the Warner Robins region is significantly worse than during the AM peak.

Figure 11 – Question 10 – How Do You Normally Travel to and from Destinations in the Region, including Work? (select all that apply)

Answer Choices	Responses	
drive alone in a personal automobile	91.71%	354
carpool in a personal automobile	14.51%	56
vanpool	1.30%	5
walk	7.77%	30
bicycle	2.59%	10
taxi or limo	2.59%	10
public bus	0.52%	2
other	2.85%	11
Total Respondents: 386		

The dominant travel mode among survey respondents for trips within the region is single occupant personal automobile with nearly 92% of respondents indicating that mode. Walk and bicycle modes, at over 10%, seem to be higher among survey respondents than the general population when compared to Census 5-Year ACS data for work trips at 1.2%. The two respondents who indicated that they sometimes take public bus may be BiRD riders to RAFB because that's the only public bus available currently in the Warner Robins Region.

Question 11 asks about recent experience of the respondent with respect to travel mode. As can be seen in Figure 12, of those respondents who answered this question, more people indicated that they had carpooled, walked and bicycled sometime recently than is reflected in their response as to how they normally make trips within the region. Only a few more indicated that they had ridden in a taxi or limo, or in a van pool.

Figure 12 – Question 11 – In the past 90 days, have you traveled to places you want to go, including work, by any of the following? (select all that apply)

Answer Choices	Responses	
drive alone in a personal automobile	90.50%	343
carpool in a personal automobile	34.30%	130
vanpool	1.85%	7
walk	16.36%	62
bicycle	5.54%	21
taxi or limo	3.17%	12
public bus/subway/train	0.53%	2
other	5.01%	19
Total Respondents: 379		

Figure 13 – Question 12 – Please indicate whether you agree or disagree with the following statements.

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No opinion	Total	Weighted Average
At least once a week I'm seriously delayed by traffic congestion	44.44% 168	36.77% 139	8.99% 34	7.41% 28	2.38% 9	378	1.87
At least once a week I have problems finding a ride to get where I want to go.	10.08% 38	4.77% 18	7.96% 30	44.30% 167	32.89% 124	377	3.85
At least once a week I have problems finding a place to park.	16.45% 62	20.42% 77	19.63% 74	29.71% 112	13.79% 52	377	3.04
Walking and bicycling are effective transportation options for me.	6.90% 26	15.38% 58	12.20% 46	50.93% 192	14.59% 55	377	3.51
My community is safe enough to walk or bicycle to the places that I want to go.	12.20% 46	20.42% 77	21.49% 81	40.58% 153	5.31% 20	377	3.06
If it were safe and convenient I would walk or bicycle to and from places that I want to go.	31.03% 117	32.36% 122	11.67% 44	18.04% 68	6.90% 26	377	2.37
Walking and bicycling to go places is a good way to get exercise.	70.48% 265	22.61% 85	0.53% 2	2.66% 10	3.72% 14	376	1.47
My community has appropriate public transit options.	3.71% 14	3.45% 13	8.22% 31	73.47% 277	11.14% 42	377	3.85
If it were safe and convenient I would ride transit to and from places that I want to go.	40.11% 152	27.97% 106	8.71% 33	15.57% 59	7.65% 29	379	2.23

Question 12 asks respondents whether they agree or disagree with a series of twelve statements as a means to determine their opinion about various aspects of transportation including traffic congestion, availability of transport, parking, walking and bicycling, and transit usage.

Perhaps not surprisingly the large majority of respondents agree that walking and bicycling are “a good way to get exercise” (93%), but comparatively few (22%) view those modes as potentially effective transportation for their circumstances. Most respondents disagree with the statement that “my community is safe enough to walk or bicycle” (62%).

Most respondents (81%) agree that at least once a week they are seriously delayed by traffic congestion.

Most respondents indicate that they disagree that their community has appropriate public transit options (84%) and agree that if it were (available) safe and

convenient they would ride transit (68%).

Figure 14 – Question 13 – Please indicate whether you agree or disagree with the following statements.

	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No opinion	Total	Weighted Average
Mass transit is mostly a social service for people who cannot afford a car	13.24% 49	23.51% 87	24.86% 92	35.95% 133	2.43% 9	370	2.91
A good mass transit system is important for the local economy	52.83% 196	30.73% 114	6.74% 25	6.74% 25	2.96% 11	371	1.76
I think more people will start to use mass transit because of the rising costs of driving a car	40.00% 148	31.89% 118	13.51% 50	9.73% 36	4.86% 18	370	2.08
The Warner Robins region should begin developing a mass transit system	58.76% 218	23.99% 89	5.39% 20	8.09% 30	3.77% 14	371	1.74
People in the Warner Robins region would be willing to pay more in some type of tax to develop a transit system	24.93% 92	31.17% 115	18.43% 68	21.41% 79	4.07% 15	369	2.49
I would be willing to pay more in some type of tax to develop a transit system	33.42% 123	33.42% 123	11.68% 43	19.02% 70	2.45% 9	368	2.24
I would ride transit if it were available, convenient and affordable	46.34% 171	25.75% 95	10.03% 37	14.09% 52	3.79% 14	369	2.03

Question 13 presents respondents with a series of seven statements regarding transit and asks whether they agree, disagree, or have no opinion.

Most respondents disagree with a statement that says that transit is mostly a social service for people who cannot afford a car (60%). Most respondents (72%) indicated that they would use transit if it were available, convenient, and affordable.

Most respondents agree that the Warner Robins Region should begin developing a mass transit system (83%), and that a good mass transit system is important to the local economy (83%).

Fewer respondents agreed that residents would be willing to pay more in some type of tax to develop a transit system (56%) but nearly 2 out of 3 respondents (66%)

indicated that they personally would be willing to pay more in some type of tax to develop a transit system.

Figure 15 – Question 14 – How would you rate the Warner Robins Region performance in the following areas?

	Excellent	Good	Fair	Poor	Not sure	Total	Weighted Average
Dealing with traffic congestion	0.82% 3	18.03% 66	38.80% 142	41.26% 151	1.09% 4	366	3.24
Retaining or recruiting new jobs and employers	3.01% 11	23.56% 86	35.89% 131	24.11% 88	13.42% 49	365	3.21
Access to recreational opportunities	3.89% 14	18.61% 67	30.56% 110	45.00% 162	1.94% 7	360	3.23
Offering quality K-12 education	35.69% 131	34.88% 128	17.17% 63	4.63% 17	7.63% 28	367	2.14
Availability of housing that is affordable	13.15% 48	40.00% 146	27.40% 100	13.15% 48	6.30% 23	365	2.59
Managing growth and urban sprawl	3.04% 11	20.44% 74	40.61% 147	32.60% 118	3.31% 12	362	3.13
Preserving greenspace, parks, and public lands	2.75% 10	18.46% 67	32.51% 118	41.87% 152	4.41% 16	363	3.27
Variety of housing choice (large-lot homes, townhomes, condominiums, apartments)	12.57% 46	40.71% 149	33.33% 122	10.11% 37	3.28% 12	366	2.51
Providing alternatives to driving like transit, bicycling and walking	0.55% 2	4.41% 16	14.88% 54	75.48% 274	4.68% 17	363	3.79

Question 14 asked respondents to rate the Warner Robins Region’s performance on a variety of areas dealing with transportation and development. The three areas that respondents viewed most favorably for the region were quality K-12 education (70%), variety of housing choice (53%), and availability of affordable housing (53%).

The three areas that respondents rated the Warner Robins Region’s performance least favorably by rating it fair or poor were: providing alternatives to driving (90%), access to recreational opportunities (76%), and preserving greenspace, parks and public lands (74%). Ratings for managing growth and urban sprawl were also fairly negative (73%).

Figure 16 – Question 15 – Sources of Funding for Transportation Improvements - Please rate your support for the following:

	Support	Might support	Do not support	Not sure	Total	Weighted Average
Tolls on new roads or bridges	10.03% 36	24.51% 88	62.40% 224	3.06% 11	359	2.58
Tolls on existing roads or bridges	6.13% 22	13.65% 49	76.60% 275	3.62% 13	359	2.78
Tax on the amount of gas that you buy	8.86% 32	24.38% 88	62.88% 227	3.88% 14	361	2.62
Tax based on the distance that you drive instead of the amount of gas that you buy	5.01% 18	16.71% 60	71.31% 256	6.96% 25	359	2.80
Vehicle registration fees	15.28% 55	42.78% 154	37.78% 136	4.17% 15	360	2.31
Sales taxes such as special purpose local options (SPLOST) taxes	38.23% 138	45.71% 165	13.02% 47	3.05% 11	361	1.81
Property taxes	15.73% 56	26.12% 93	53.93% 192	4.21% 15	356	2.47
Benefit district taxes (where a group of local businesses/residents agree to an incremental tax on their properties to fund nearby improvements)	17.27% 62	47.91% 172	26.18% 94	8.64% 31	359	2.26
Development impact fees on new developments	30.75% 111	41.83% 151	18.28% 66	9.14% 33	361	2.06

Question 15 asked respondents to rate their support for a variety of transportation funding mechanisms including tolls, taxes, special purpose taxes, and fees. Toll and fuel taxes had the least support, followed closely by property taxes. Sales taxes, such as SPLOST, had the most support or possible support, followed by impact fees on new development, benefit district taxes, and vehicle registration fees. SPLOST had the highest level of support with 38% of respondents indicating that they would support a SPLOST for transportation improvements. Toll on existing roads or bridges had the least support with 80% of respondents indicating that they would not support this option.

Question 16 asked respondents how long they have lived in the Warner Robins Region. 224 Respondents answered within a range of 0 years to 66 years for an average of 21 years. In other words, most respondents to the Transportation Issues Survey have been residents of the Warner Robins Region for a long time.

Figure 17 – Question 16 – How Many Years have You Lived in the Warner Robins Region?

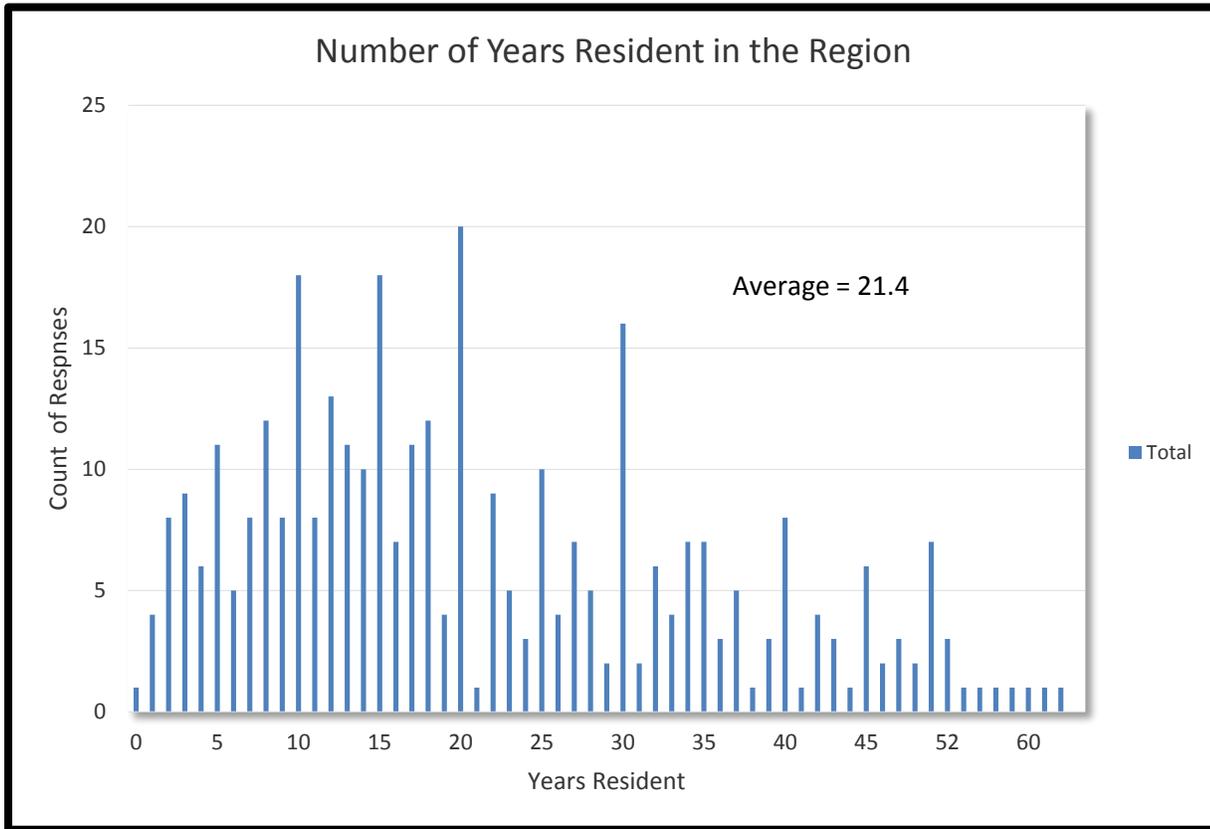
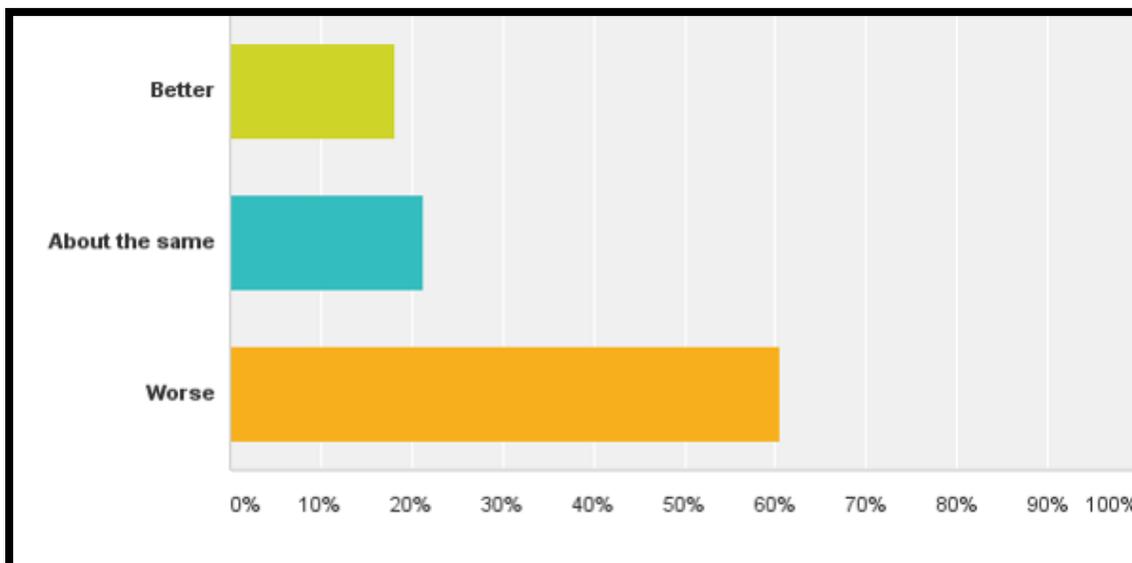


Figure 18 – Question 17 – Have you ever lived in a different metropolitan area?

Answer Choices	Responses	
Yes	78.99%	282
No	21.01%	75
Total		357

A majority of survey respondents have lived in a region other than Warner Robins at some time.

Figure 19 – Question 18 – If yes, how does your transportation experience in Warner Robins compare to the metro area you used to live in?



Answer Choices	Responses	
Better	18.21%	53
About the same	21.31%	62
Worse	60.48%	176
Total		291

Of those respondents who have lived in different metro areas, 60% indicated that their transportation experience in the Warner Robins Region is worse than where they previously lived, another 18% indicated that their transportation experience in the Warner Robins Region is better than where they used to live.

Figure 20 – Question 19 – If yes, which metro area did you used to live in?

Respondents’ answers as to which metro areas they had lived in previously ranged considerably. Some respondents listed multiple metro areas. Metro areas listed were located all over the United States; many were located in the southeastern United States. The most common in Georgia were Atlanta, Athens, and Macon. Quite a few were metro areas in Florida with many of those indicating Tampa, Miami, and Pensacola. A significant minority included metro areas outside the United States and areas recognizable as locations of military installations likely indicative of the military background of many Warner Robins Region residents including those associated with RAFB.

Figure 21 – Question 20 – What is Your Home Zip Code?

83% of survey respondents who provided their home zip code are from Houston County. Another 4% are from Peach County. So most respondents live within the WRATS MPO boundary.

30188	1
31003	1
31005	46
31008	12
31021	1
31025	1
31028	15
31029	1
31030	1
31036	1
31047	27
31052	2
31069	21
31088	133
31089	1
31093	70
31098	4
31099	1
31206	2
31216	1
31419	1
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33024	1
39846	1
46205	1
87117	1
97066	1
Total	349

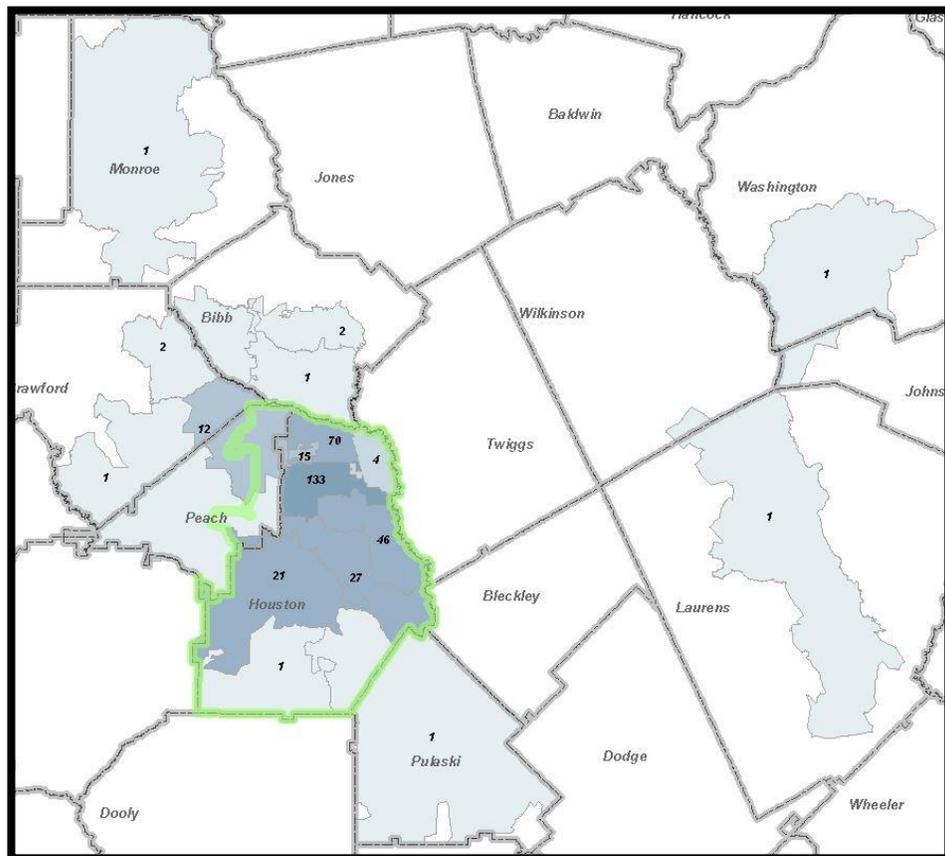
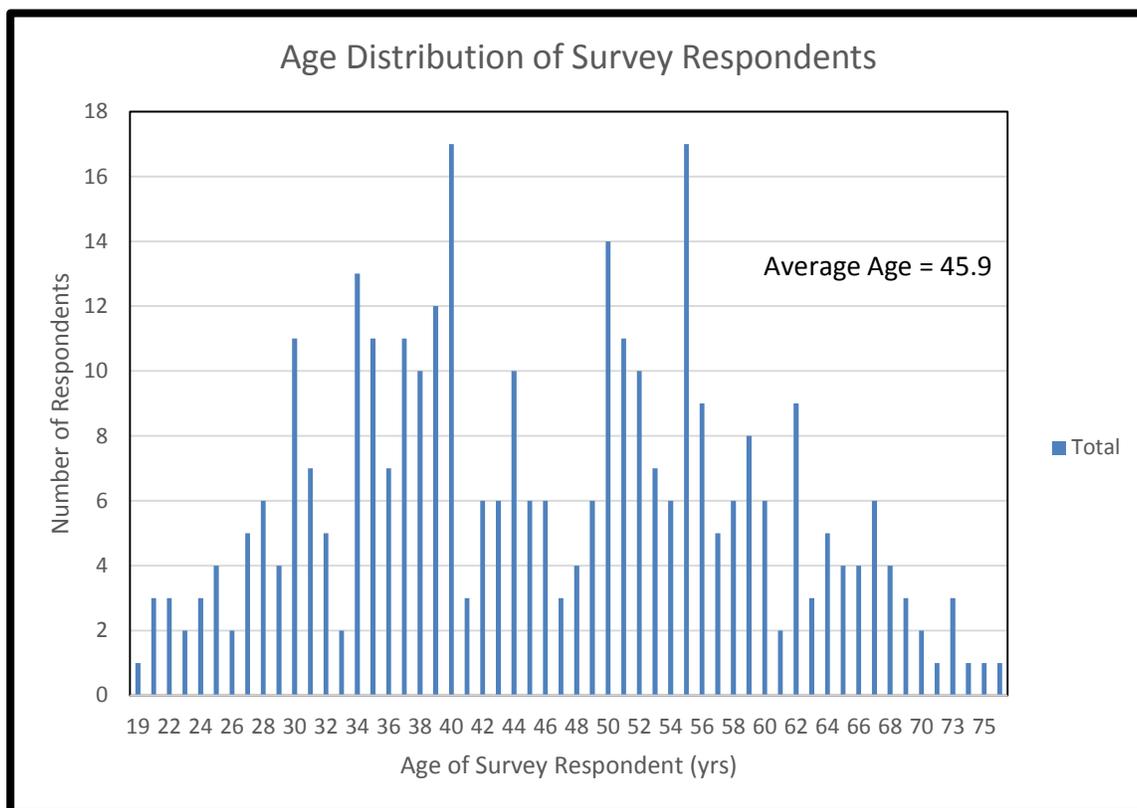


Figure 22 – Question 21 – What is your gender?

Answer Choices	Responses	
Male	32.48%	114
Female	67.52%	237
Total		351

A majority of respondents are women (68%), a significantly higher share than the overall population of the Warner Robins, GA Metro Area (52%) as estimated in the Census 2013 5-Year ACS data. (Interestingly, women were also disproportionately represented in a Warner Robins Region on-line Transit Survey in 2012.)

Figure 23 – Question 22 – What is your Age?



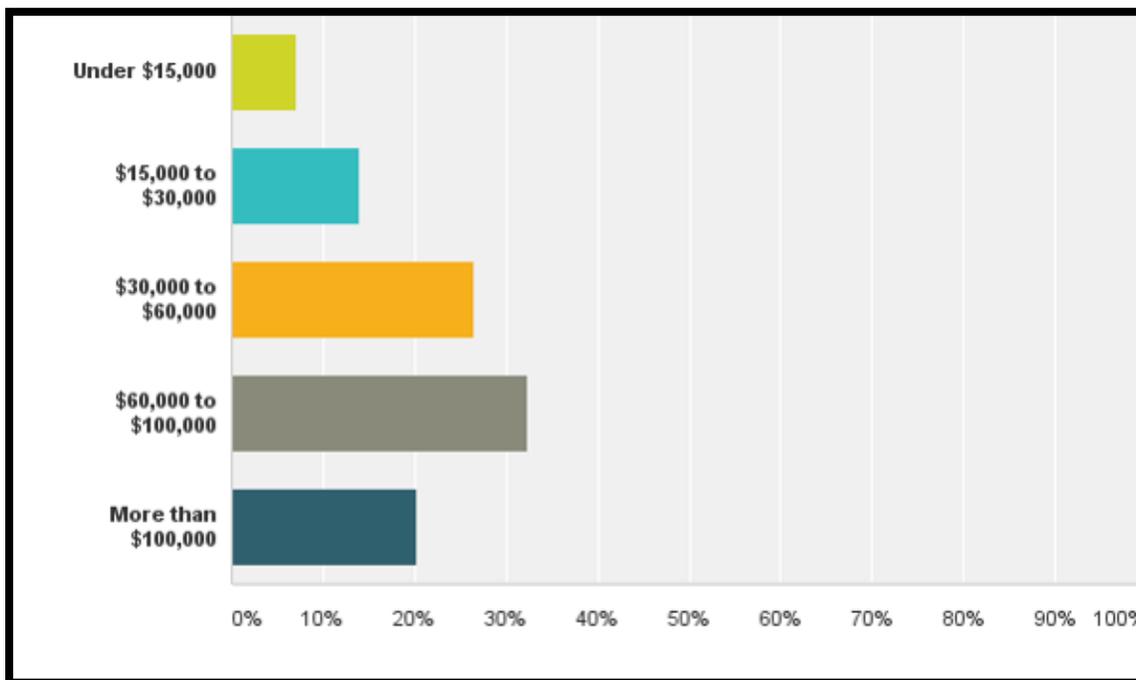
Survey respondents varied in age from 19 to 77 years old with an average age of 45.9 years old.

Figure 24 – Question 23 – Which of the following best describes your race?

Answer Choices	Responses
American Indian or Alaska Native	0.29% 1
Asian	0.87% 3
Black or African American	25.80% 89
Native Hawaiian or Pacific Islander	0.00% 0
White/Caucasian	68.12% 235
Some other race	4.93% 17
Total	345

Of the survey respondents who answered the question about their race, approximately 68% identified as White, 26% identified as Black, about 1% as Asian, and 5% as Some Other Race. This compares to 61% White, 32% Black, 2% Asian, and 5% All Other Races for the Warner Robins, GA Metro Area estimates from the Census 2013 5-Year ACS data.

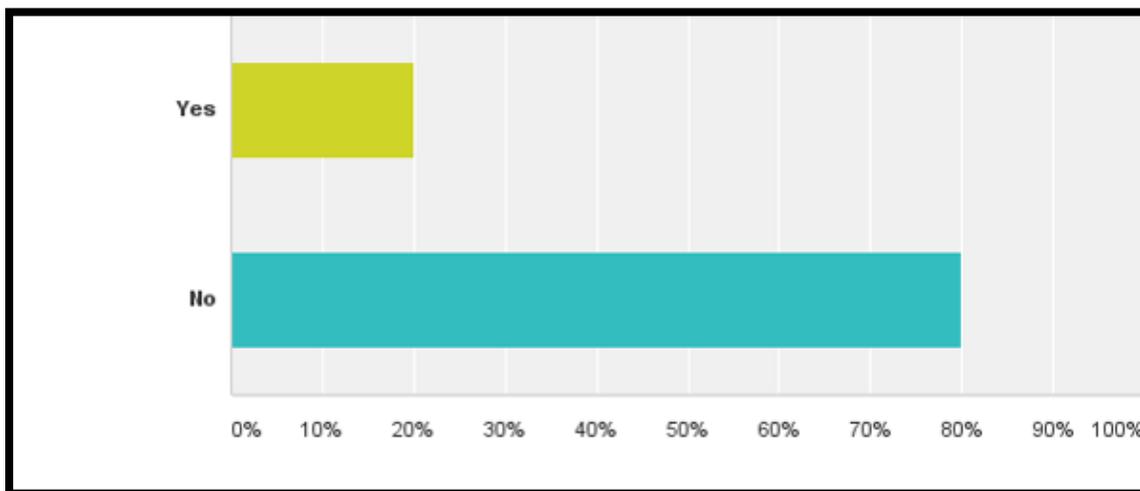
Figure 25 – Question 24 – Which of the following best describes your annual household income?



Answer Choices	Responses	
Under \$15,000	7.12%	24
\$15,000 to \$30,000	13.95%	47
\$30,000 to \$60,000	26.41%	89
\$60,000 to \$100,000	32.34%	109
More than \$100,000	20.18%	68
Total		337

The most frequently selected category for annual household income of respondents is \$60 to \$100 thousand per year (32%) which means respondents are likely to be more affluent than the overall regional household population. The estimated median annual household income for the Warner Robins, GA Metro Area from the Census 2013 5-Year ACS data is just under \$52 thousand.

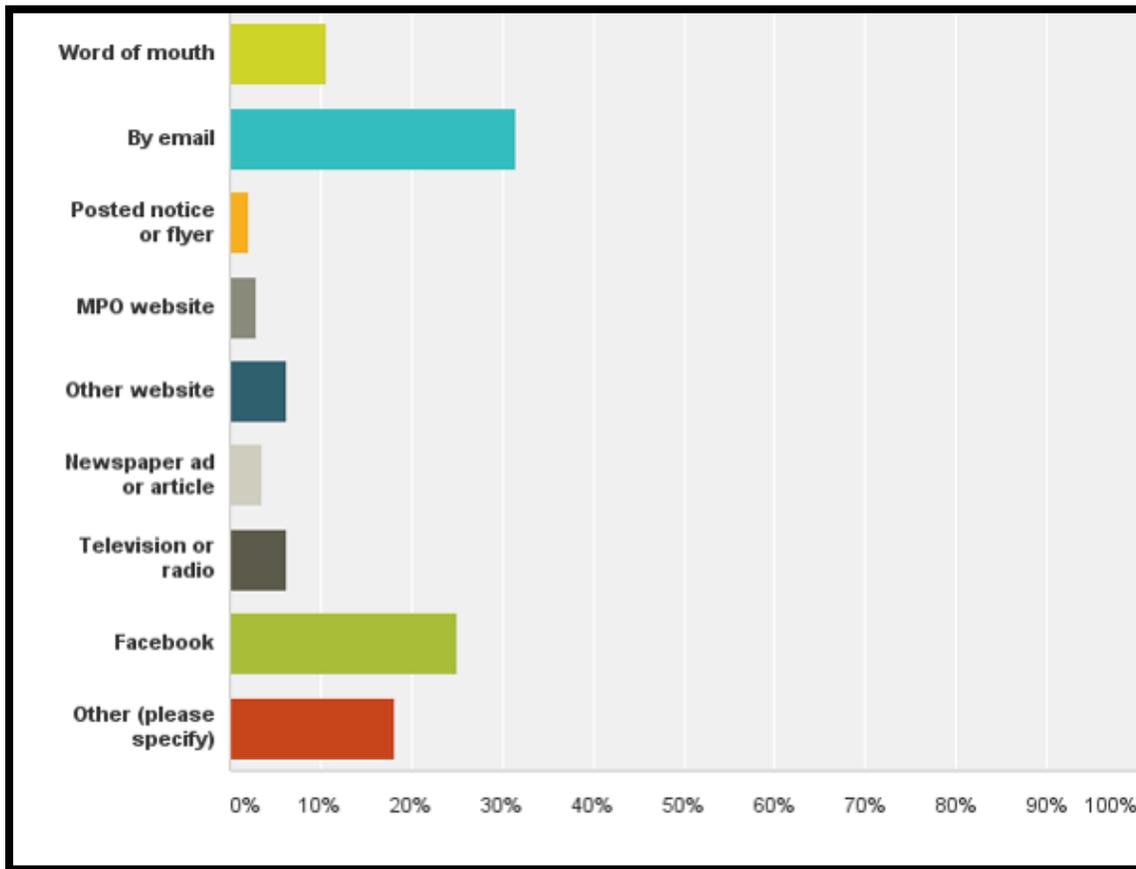
Figure 26 – Question 25 – Are you or any member of your household disabled or mobility impaired?



Answer Choices	Responses	
Yes	20.06%	70
No	79.94%	279
Total		349

Question 25 asked whether the respondent or any member of their household was disabled or mobility impaired. Approximately 20% of respondents said “yes”. This compares to an estimate of disabled individuals of 12% for the Warner Robins, GA Metro Area from the Census 2013 5-Year ACS data.

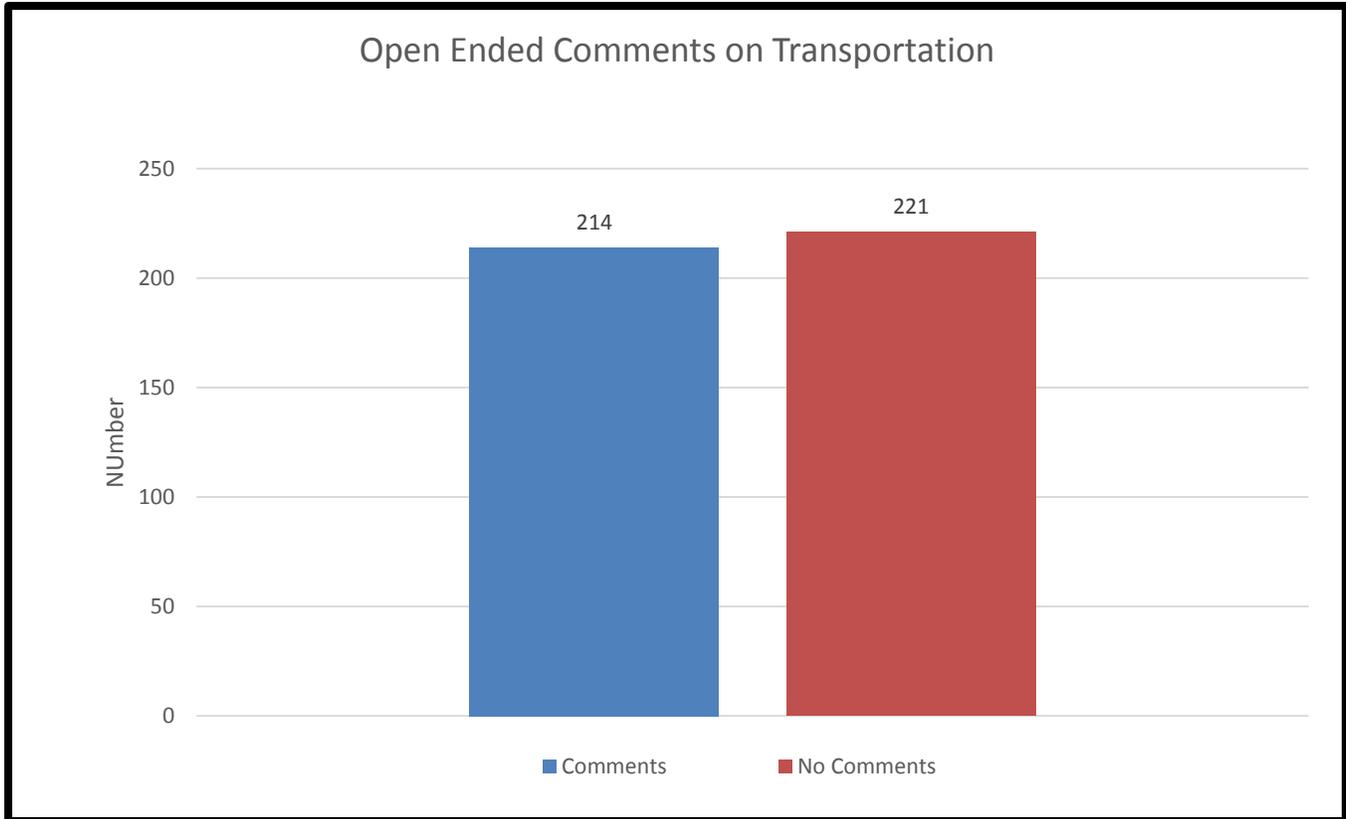
Figure 27 – Question 26 – How did you hear about this survey?



Answer Choices	Responses
Word of mouth	10.63% 37
By email	31.61% 110
Posted notice or flyer	2.01% 7
MPO website	2.87% 10
Other website	6.32% 22
Newspaper ad or article	3.45% 12
Television or radio	6.32% 22
Facebook	25.00% 87
Other (please specify)	18.10% 63
Total Respondents: 348	

Respondents most often heard about the WRATS 2014 Transportation Issues Survey via email (32%) or Facebook (25%). Of those who responded “Other” the most frequently specified sources were co-workers and friends.

Figure 28 – Question 27 – Please share with us your specific concerns or thoughts about transportation in the Warner Robins Region (open-ended question).



Two hundred and fourteen respondents had specific comments on transportation in the Warner Robins Region. These comments are listed individually in the Appendix – Individual Responses to the Open-Ended Transportation Question.

Survey Results Summary

A majority of respondents are dissatisfied with some aspect of the current transportation system in the Warner Robins region, however a majority were satisfied with the condition and maintenance of roads. Areas of dissatisfaction include overall levels of roadway congestion, lack of transit, safety of bicyclists, availability and condition of sidewalks, and access to multi-use trails and greenways. When asked to rate the severity of transportation problems, major transportation problems were most often noted as being lack of transit, lack of sidewalks, and lack of bike lanes and multi-use paths. There seems to be some recognition of poorly planned development as a contributing factor with over 60% of respondents identifying it as either a major or minor problem. When asked which three transportation problems are most important to fix, lack of transit service, lack of sidewalks, and lack of bike lanes or multi-use paths were most frequently chosen – with bike lanes most often being a third choice. Those items least chosen were road maintenance, too many accidents, and at-grade

railroad crossings which may be reflective of a generally good state of road repair, safe operations, and perception of at-grade rail crossings as not a major safety or traffic operations issue.

Most respondents work outside the home and have short to average commutes with a majority working within the MPO boundary. Asked about their work commute, most respondents indicated that congestion going to work (presumably during the a.m. peak period) is minor, while the commute home (during the p.m. peak period) is heavy. Most respondents indicated they usually make trips within the region by auto as single occupant drivers or in carpools. The percentages shift somewhat to other modes when asked about experience over the past 90 days with significantly more indicating carpool, walking and biking, perhaps indicating some latent demand for these modes.

In a series of questions asking whether respondents agreed or disagreed with statements relating to transportation and transit, most respondents disagree that their community has appropriate public transit options and indicate that they would ride transit if it were available, safe, affordable, and convenient. They mostly agree that the Warner Robins Region should begin developing a mass transit system. And a majority of respondents indicated that they personally would be willing to pay more in some type of tax to develop a transit system. They disagree with a statement that their community is safe enough to walk or bicycle but only about 25% of respondents view those as effective means of transportation for them. Most respondents agreed with a statement that at least once a week they are seriously delayed by traffic congestion.

With respect to options for additional transportation funding, respondents supported Special Purpose Local Option Sales Taxes (SPLOST), impact fees on new development, and benefit district taxes most. Vehicle registration fees are slightly favored. Options least likely to receive their support were tolls, fuel related taxes, and property taxes.

When asked to rate the Warner Robins Region performance on a variety of areas, respondents tended to regard quality k-12 education, availability of affordable housing, and variety of housing choice as strengths whereas the areas viewed least favorably were providing alternatives to driving, preserving parks, greenspace and public lands, and access to recreational opportunities.

Respondents on average have lived in the metropolitan area for 22 years and 80% have lived in at least one other metro area. When asked to rate their transportation experience in the Warner Robins Metro area versus others they have lived in 60% indicated it was worse, 20% about the same, and 20% better. The large majority of survey respondents live and work within the WRATS MPO boundary based on zip codes provided for home and work locations, most within Houston County.

Respondents to the survey are predominantly female, white, higher income, and are most likely to reside in Warner Robins, Centerville, or Perry. There are fewer low to moderate income survey respondents than in the metro population overall. Respondent's racial identification reflects the distribution of race among the Warner Robins Regions residents fairly well, as does disability status, and age when looking at the population 18 and older.

Most respondents heard about the Transportation Issues Survey from an email or from Facebook but a significant number had heard via word of mouth, from co-workers or friends, and from local media including the Macon Telegraph and the Robins Rev-Up. Two hundred and fourteen respondents responded to an open ended invitation to provide thoughts or comments on transportation in the Warner Robins Region. These individual comments are listed in the Appendix.

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 transportation than the general populace. The views of the respondents are not necessarily reflective of the larger citizenry of the region; rather they reflect the views of people who were motivated to participate in the transportation issues 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 Transportation Question

Roadways (main & neighborhood) on north side of town need to be kept up including cutting back overgrowth so people do not have to walk in the road. Love the addition of sidewalks in so many areas especially on busy roadways. There are a lot of people in the area who need access to affordable transportation.
It's needed
Watson Blvd from Carl Vinson to Hwy 41 needs relief. A right turn lane on Feagin Mill at Houston Lake Rd heading east is needed. School zone/crossing lights needed on Hwy 96 near Houston County High.
You need to have bicycle paths, instead of the riders being on the side of the road. I think this is a safety hazard for both and auto and the bicyclists. The do not go the speed limit on the roads, and hold up traffic in high traffic areas.
I think WR has warrant for a better and more affordable transit service which should include implementation consideration of a Mass Transit System. I also strongly feel that something should be done to curtail the traffic flow through the Kings Drive Street area (from Elberta Road to Davis Road). It is a residential area, but one would tell from the flow of thru work traffic. I suggest that speed bumpers be installed. I suggest that a traffic light be installed where Dunbar Road and Carl Vinson Parkway intersect for all safety purposes.
Please work with Houston County to develop a park system on the south end of the county (perhaps in Bonaire). It should be similar to North Peach park in Byron. I can't believe as success as this county is that we don't have a park as nice and as safe as North Peach. We should also have a dog park similar to the one in Macon.
My son is a special needs adult that does not drive, he rides a bicycle or takes a taxi to get around. He is unemployed so taxi service is cost prohibitive most of the time. He lives in North Davis Drive area and the stores in that area are limited in services/products offered and the only grocery store is higher priced and does not offer a wide variety of goods. He has difficulty remaining independent and self-sufficient without adequate transportation as most of the social services he needs are too far to travel too to access.
Transportation that will service the surrounding communities such as Peach County. I am also concerned about the cost of fuel...a transit system would help with commute from Peach County and would possibly help defray my fuel costs and reduce wear and tear on my vehicle.
Warner Robins needs mass transit to support the community & Base.
Would like to have some roads made available to Golf Carts.
I worked with Head Start families for years. Transportation issues were a definite concern (lack of transit).
This community is steadily growing; however, the need for public transportation has been ignored. Our school boundaries have expanded. There are many after school activities. Our students at times cannot participate because they ride the school bus and live too far away to walk home. Employees at lower paying jobs don't often have a POV. They rely on the few taxis in town to get to work, buy groceries, or go to appointments. I sincerely hope that this is addressed prior to 2040. People need transportation now. Some cannot drive due to temporary or long term disability. Thank you.
The growth of new subdivisions are not managed for the traffic issues that is rising.
I know many families struggle with the upkeep or purchase of a vehicle, especially for multiple work age children or college age children. This limits the educational and work opportunities for them and low income

families. Warner Robins has failed in the long range planning since it knew that the city would expand to the south as far back as 1978 to make developers accountable for parks. The city needs to move forward to make outside bike and park areas safe and children's playgrounds to be exciting and fun, especially for disadvantaged or physically challenged.
Impossible to safely cross intersection at Houston lake road and Russell parkway by bicycle or foot...it would be insane to even attempt this. Next closest intersection south is very far away. Also, Impossible to ride a bicycle to hoco high school on 96. Need more recreational areas. Perhaps utilize land under Electrical towers traversing warner robins into bike, jogging, roller blading paths.
The support and operation for public transportation should be a welcomed relief to the economic structure and the vitality of the citizens. The potential relief for our law enforcement and educational services.
Need more bike lanes
I think the lack of public transport holds the economic development of Warner Robins ga
Desperately needed...make it happen
I am mostly concerned with getting sidewalks and/or bike lanes and a recreational park in my area. There has been an exponential increase in home building in the area. As a result, there has been an increase traffic on the area's winding roads in which there are no sidewalks or bike lanes. This creates a safety hazard and I don't feel safe allowing my teenage children to walk along the side of the road or cross the street to visit friends in other neighborhoods.
Increasing home developments with no improvements to non-mobile transportation, in particular Hunt Road off of Houston Lake. We have multiple upper middle class communities on Hunt Rd with no sidewalk or bike lane. The road is very curvy and dangerous to walk. Another major issue is lack of parks for the communities in this area. Overall disregard for the constituents in this area.
I seriously think that not only Warner Robins but the state of Georgia should expand when it comes to public transportation. This is an investment that would not only create jobs but allow others to find work in other areas.
I feel that the Warner Robins region has done a good job in trying to anticipate the future needs.
Non-existence and very much needed. Many can not get or obtained gainful employment due to lack of public transportation. Also. Not everyone can afford the cost and maintenance of owning a car. Mass Public transportation would assist in decreasing these problems greatly. I would use it just to avoid the hassle of driving in traffic.
We need a bus transit system.
A High speed rail system from Warner Robins to all other points in the U.S. would be good like they have in Europe and Japan
I think we need some type of public transportation system in Warner Robins. With the growth and expansions, we need some type of public system for people to be able to get to doctor appointments, church and grocery stores. We need more sidewalks especially on the north side of Watson Blvd from Houston Rd west toward the mall area. People living in those long term hotels need a sidewalk to be able to walk up to the eating establishments and drug stores, etc. Also, biking trails would be great for those of us wanting to ride our bikes for exercise. The city just needs to be a little more pedestrian and transportation friendly.
Traffic congestion is becoming an ever-present issue in our city. The lack of public transportation hinders many of our city's lower income families from having access to basic services and being able to be involved in

activities outside their immediate area.
The biggest problem is the congestion on Watson Blvd and Russell Parkway in my opinion.
I would much rather ride my bike or walk to work if the conditions were safe and appropriate for doing so. Transportation affects exercise and therefore health. Bike lanes, appropriate crossing and walking trails would be conducive to a healthier Warner Robins. Focus on providing good transportation for all of Houston County, and not just the affluent areas. Take the whole team of folks who will decide these issues down to St Augustine, FL and see how they do business. I guarantee a significant shift in paradigm upon their return. There is great diversity here, with many locating here from all parts of the world. They may live here and work here, but they go elsewhere for fun and convenience. Make the necessary adjustments, and some of these people might decide to spend their time and money here.
I would love to see a way for transportation from my side of town, the Northside, to improve. Since everything is moving its way out of Warner Robins into Centerville, Kathleen, Bonaire, and Perry I would like to see a way for the citizens that have lived here all of their lives to have a way to shop, see doctors, and have access to everything that is offered on the opposite side of town. There are few sidewalks for walking and if there are sidewalks the lots are overgrown and scary to walk by or grass is 3 feet tall and full of trash or debris to make walking or riding a bike or skateboard almost impossible. We need a way to help cut out on having to drive everywhere by a better planned city where everyone including the elderly and those without transportation to have access to businesses and work wherever they need to go since everything is moving farther away. This side of town offers few and far between choices and therefore causes people to rob and steal to have things where they have little access to getting on this side of town.
This area needs a mass transit system. There are many dangers to pedestrians in the area. It is unsafe to walk in the city because of the traffic, and it is unsafe to walk in rural areas because of high weeds, grasses and bushes near the highways.
I believe that Warner Robins missed an opportunity to become a shining beacon in the advancement of roadway construction. When I moved here Robins Parkway was being 4 laned and Moody Road soon followed. Countless roads have been widened and improved for automobile movement but not one of these road improvements included bicycle lanes. It may have been scoffed at at first but now the city is in desperate need of this service. A bicycle path that allows people to move around the city safely would cut down on fuel consumption and lessen the carbon footprint of the area. RAFB could have partnered with the city to include the paths to continue onto the base property, thus lessening the environmental impact the base has on the region. The other benefit would be less congestion of the roadways and perhaps a healthier public living within the city. All for the cost of 3 feet of pavement. It is not too late, but it would take a monumental effort to achieve.
We are aging. This will be a poor community to be in when we cannot drive. We are looking for a walking, bicycle friendly area to move to eventually. The lack of recreational opportunity and park space was also shocking when we moved here. Our children are fat because they can't walk anywhere. I do appreciate the sidewalks on the five lane roads being built.
Traffic congestion and only two main roads to Robins AFB. Lack of consistent enforcement of traffic laws. Random, untimed traffic signals on Watson and Russell. Apparent priority to side traffic at signal intersections along Watson.
Intersection safety: perpendicular intersections offer poor views of oncoming traffic increasing risk of t-bone

<p>type collisions. Some intersections need turn lanes and turn lights. Poor zoning resulted in overly congested roads and hazardous traffic conditions particularly around retail business areas. Also, some business for example auto dealerships seem to be scattered about town with no particular zoning concerns or plans evident. No mass transit available for use by residents, i.e. Senior citizens and young people. Bicycling is extremely hazardous on our roads due to narrow roadways and driver ignorance. It is extremely unsafe to commute via bicycle.</p>
<p>congestion and lack of public transportation which would also benefit robins afb and may even lead to less traffic during lunch time.</p>
<p>Needed for the disabled and mentally challenged and lower income and mental health</p>
<p>I think many of the traffic signals can be switched to flashing at night to improve travel times. At some intersections, you have to wait several minutes, even with no traffic. Some intersections need to be re-stripped, especially N. Houston at Elberta. The yellow lines are non-existent on N. Houston. I also feel that cross-walk and sidewalk use needs to somehow be enforced. I see many people crossing streets 50 ft. from the cross-walks or walking in the street instead of using the sidewalk. Thanks</p>
<p>Warner Robins definitely needs a Transportation System. We have been talking about this for a number of years and it is high time we start putting something in the works to make this become reality. Our fixed income residents and others needs transportation to get to the doctor, super market and other appointments.</p>
<p>I want to see more parks like Savannah's Forsyth Park not just sport parks. A registry of city clubs online so newcomers can know what we have available and where to sign up. Our city needs an indoor pool for our swim teams to practice and compete in that is also available to citizens year round. The Northside of town also needs to have more upscale housing developments and older neighborhoods revitalized. Even if it means tearing down entire neighborhoods and starting over! Specifically the N.Davis Drive Area where old car dealerships, shopping centers and trailer parks should be condemned and torn down. Then rebuilt into housing people want! Example: The old Zayre plaza: Tear down the entire structure and replace it with a u-shaped four story brick and glass building structure. The main floor would house boutiques, grocery store, bistros, eateries and the upper floors would be residential lofts. A parking garage could be built behind the structure for the residents so the store fronts could have parking for patrons. Across from the buildings a green space, planted with a mixture of shade trees, decorative trees and perennial plants, with a brick walk way and lovely street lamps and benches as well as a beautiful fountain in the center would provide a place for the residents to walk pets and exercise as well as spend time outdoors. A residential space like this would revitalize this area and bring in new business too!</p>
<p>Not enough places to to walk or bike with families or exercise. Parks for families.</p>
<p>Not enough roads or lanes on existing roads to support growing population.</p>
<p>Much needed</p>
<p>Impressed with the widening of roads lately and addition of sidewalks that I've been seeing. Safety walking/biking I don't think is there and was amazed moving here that there was no public transport.</p>
<p>The intersection of Moody Rd and Pleasant Hill. Since they made it a 2 way stop it makes it hard to cross in the morning and late afternoon with base traffic. Moody gets backed up because of the base traffic and every once in a while someone will block the intersection. I think either a light or go back to a 4 way stop. Also I think a turn lane should be added to widen Pleasant Hill. Also a turn lane from Russell to Moody Rd in front of Arbys,,,the traffic turning slows down that lane at rush times</p>

Anything that helps the base is a good choice. We have to make sure that we do all we can as a community to keep the base open.
I would love to see more sidewalks in residential areas, bike lanes and a bus system.
Public transit options to traverse up and down major thoroughfares would be best "first-go" at a transit system. We need BIKE LANES and SIDEWALKS. I think we've improved sidewalks, but it's so ad-hoc. Too much of Watson Blvd and Russell with nothing. I live close to the Galleria Mall area but it's not safe to walk or bike to the many restaurants and shops.
Warner Robins desperately needs a public transportation system, parks with walking trails and green space. These improvements would allow individuals to attain employment and would support a healthier lifestyle! We have great outdoor weather here but a serious lack of great outdoor activities.
Although I am currently able to drive and get where I need, I know MANY people, poor or elderly, who cannot. I also believe an environmentally friendly transit system is important to the future of our environment and health.
Need better planning. For example, Willie Lee has become a major traffic route, yet when installing lights, your brain trust did not use left turn signals at the corner of Willie Lee and Watson.
I think that we need a transportation system in place to provide the service to the family that don't have transportation and cannot afford to purchase an automobile for transportation.
We have such a rare and wonderful opportunity to use smart viable development to grow Russell Parkway into a welcoming thoroughfare into the city, and not the congested disorganized mess that is now on Watson. Bike lanes and green space are essential if we are to grow the Robins Region into something that our visitors and families can be proud of. Additionally, safe affordable transit for senior adults would be appreciated by the many current and future retirees who call the Robins Region home.
It's an impediment to work folks who can't afford a car, lack of transportation limits the options for work, and leads to traffic congestion
Hwy 41 needs to be widened to 4 lane, add bicycle lanes and or sidewalks. I see too many people riding bikes on this road that has no shoulder. It would be a nice road for a long sidewalk as well. The traffic on Watson is horrendous! All the stoplights and bad intersections make the road move slowly in addition to being hot spots for traffic accidents.
It is more convenient to drive your car when going places. Senior citizens cannot always climb on and off public transportation. I would like to see excellent roads which have wide lanes, and street names in larger letters, and well maintained.
Warner Robins is way behind the curve in terms of Master Planning (if there ever was any), mass transit, sidewalks, green space and accessible parks and swimming pools for families and people of all ages to enjoy. Not everyone can afford a car or to pay for expensive activities for their children to enjoy. And then there is the blight in poorer parts of town. Builders seem to be able to do whatever without thought for traffic and safety of residents (sidewalks). In the time we have lived here, WR has increased in size and traffic while ignoring the infrastructure that makes one want to continue living here with a sense of community.
There has to be a way to improve the ingress and egress from the base. Somehow, there needs to be expressways or express lanes developed to get people from the base to home and from the home to the base without it being backed up for miles. I feel that the Moody Rd. Intersection and the main drag of Watson Blvd. from the base to Centerville is the biggest problem for people traveling to and from the base and there should

<p>be some planning to put in raised roadway over Watson or a Green St. expressway to get people out of the base area and on their way home quickly. Putting tolls on the new roads is a sure way to encourage people NOT to use it, and putting tolls on existing roads is a sure way to cause people to stop buying houses in Warner Robins. I am pretty sure that tolls are not the answer. Gas tax becomes invisible very quickly and a SPLOST works REALLY well in most locations we have lived. Thanks for paying attention to this issue. We appreciate you!</p>
<p>Sidewalks would benefit many people. There is too much traffic when the Base employees get off from work. Some public transportation might improve things.</p>
<p>I do not want to see nasty, unsafe, road - hogging busses in WR. I don't want to see trashy bus stops. I do not want to see folks standing on every street corner waiting for their bus.</p>
<p>There is little room to make wider roads, there needs to be consideration for more alternate routes around the city, particularly N/S corridor directions. Most of the area is too spread out for mass transit options, but safe bicycle ways would be helpful.</p>
<p>Overall I am satisfied with the transportation in Warner Robins with the exceptions of Russell Pkwy, Watson Blvd and Houston Lake @ Feagin Mill during rush hour. Since I don't keep up with current events, these options might have already been studied, but has alternatives, such as traffic light timing, convertible lanes, etc. been discussed?</p>
<p>Would like to see more bike paths/greenways</p>
<p>I would probably support a small metro link traveling on Watson Blvd and Russell Parkway, however, an expansion into more rural areas would be cost prohibitive and I believe, underutilized. The driving force behind a metro link is increased commerce, businesses would have to be the major financial supporters before I would commit my personal (tax) money to such a cause.</p>
<p>I'm concerned about the lack of public transportation and the ability of the infrastructure to accommodate the rapidly increasing population in the area.</p>
<p>Warner Robins was not built to handle a lot of traffic. There aren't any ways to bypass areas. All of the roads are congested, in general, with stop and go traffic.</p>
<p>I know quite a few underemployed people who are limited by transportation issues. Riding a bicycle in WR is a death wish. The major employer of middle Georgia cannot not be accessed without riding or walking across a busy highway. The area behind RFCU could be made into an attractive parking area, greenway trail end with restaurants, exercise options and a shuttle service to base and around city -- access to the elderly and disabled should be highlighted.</p>
<p>Local transportation would make it much more affordable to get to my job. Taxi cost are costing me 2 hours of work. The city is to spread out to get from one place to another in a reasonable way or time. Most workers at the Mall area do not have cars and hours are shift work.</p>
<p>I am against public transportation.</p>
<p>I think that public transportation in the Warner Robins area would be ideal for many citizens. Working in social services, I see how families struggle with managing/accessing their family's needs, largely due to the lack of transportation services in Houston County.</p>
<p>Many patients cannot get to and from appointments due to lack of transportation. The addition of sidewalks in neighbor hoods should also be implemented as well as on every street. This will increase exercise as well as those without transportation will be able to walk or ride bikes to shop etc.</p>

Area needs safe walkways and bike trails.
NA
Although some kind of transportation may be necessary, we need to think about pollution, traffic and stress!
It is needed.
We need more sidewalks.
the only source of public transportation and Houston County includes taxis, and social service programs there is nothing set up for those who cannot afford a taxi but make too much for social programs a public transit system is long overdue, though apparent it will not happen anytime soon
It is a great need.
Overall Warner Robins really needs public transportation!
Public transportation would benefit the city. People who can't work because of transportation would be able to work. It would also mean less traffic on the roads which would cut down on accidents, repairs needed, and would create much needed jobs.
I would use a public transit system on a daily basis if it were an available option in this area. So many people are unemployed due to a lack of transportation. A public transit system will boost the economy and improve the work force. It's a win/win situation.
Bus service is desperately needed in WR and Macon (Macon to ATL-commuter rail) for people who do not own a car.
Too much congestion on Watson Blvd and Russell Parkway. Highway 41 is not wide enough and needs left turn lanes in several places. We need affordable public transportation for low-income residents. Speed limits on major roads (Watson, Russell, Corder, Carl Vinson, etc.) need to be increased.
It is very difficult to get from one side of town to the other at certain times of the day... Traffic light timing is off so that main streets used for egress from Robins AFB never occurs smoothly.
I think that there should be development of a transportation system first for the disabled then for low-income and those saving money by riding the bus.
Warner Robins should provide transportation to assist low and moderate income families. Often times family members receive training which leads to employment but do not have transportation.
Transportation is STRONGLY private automobile-centric. Commercial and housing projects are islands, unconnected with each except by automobile. One example, hotels on Watson in the Houston Lake areas have no sidewalks connected people to shopping and restaurants. Additionally, access to and from stores is not business friendly. One example, exiting the Wal-Mart / Lowe's stores onto Watson. There is no left turn signal. Traffic backs up.
We have long needed public transportation for the lower income citizens here, especially since they have all the offices for the services that they need located out in the county.
Warner Robins needs transportation to eliminate congestion on the roads. Transportation would be a great advantage because it will keep car accidents at a low rate.
Taxation on those who don't need public transportation is unfair. Our community desperately needs it, but we are already taxed enough.
NEED MORE PARKS!!!!!! South of Russell Pwy around Lake Joy and 96. Also need some type of bus transit system. I am pretty sure that it would be used.

Need bus system!
I think we are doing okay. We need to make sure we stay ahead of the curve with future planning and improve existing infrastructure to stay competitive with other areas our size.
My biggest concern is the lack of mass transportation. I think that it would help especially young ones in finding work and being productive, instead of just walking around doing nothing. It would be really great if transit would connect to neighboring areas like Macon. I think being able to get a round more effectively would give this city a moral boost as well as an economic one.
Na
Warner robins has grown. Beyond its ability to adequately control traffic. The roads are crowded and congested. Driving is a stressful experience. We need more recreational areas
Many parents have no transportation to take kids to medical appointments, school activities, and general daily responsibilities.
Everything is in the county if you are low income without transportation the cost to use a cab is 20 one way. Cabs are expensive and the drives are rude. The Rhoades in the low income area are really bad and the traffic is terrible you would think with the base that they would have a better transportation system.
Mass transit is definitely needed for this area. It will help fuel our economy and make this area an actual hub in Georgia. Also many roads need to be widened and maintained better.
We need it now!
Warner Robins needs a bus system it would keep a lot of cars off the roads. Macon is a bigger city with more people and I never experience the amount of traffic there as I do in Warner Robins. Russell, Watson are the two main roads really and they both are horrible. I suggest creating new cities and redeveloping older areas especially the north side of town. To generate people to go towards a different area and get off of these two roads. How hard is it to stop building things on these two roads and overcrowding the land and area with almost 50% of the strip area being empty. I stay use existing areas and renew them.
City Buses will improve transportation issues for those that lack a car due to economical situations. It will improve the safety for children who lack school bus transportation and forced to walk to school. Parents & children should not walk in the streets or median due to no sidewalks; that's a real safety concern. Senior citizens cannot afford taxi services to get out and about; they become prisoners of their own home. I've heard this story repeatedly. They'd appreciate public transportation as well. Warner Robins is in desperate need of public transportation. It's long overdue.
I came to Macon in 1994 for college and visited Warner Robins to get to the base since my dad was in the Army. I moved to Warner Robins after graduation. I have lived here since, except for a 3 year stint in Mesa, AZ. Living in AZ opened my eyes to how wonderful it is to live with well-planned road construction and design. You need to send your city planners out to Maricopa County, AZ, to see how they run things. Roads are built with room to expand them without damaging development. Road projects are announced early to residents and the road engineers hold community meetings to discuss improvements and impact with residents. Road improvement projects have a stated start and end date that is communicated to residents on a temporary electronic sign, starting a few weeks ahead of the start date. Road improvement projects are done by the end date. Road crews work on one project until it is done. You will see road crews on a site every week day that the weather allows until completion. Warner Robins and Houston County appear to me to be reactionary in road and community design. It seems that housing and businesses are allowed to be built anywhere and then

roads are only managed when the traffic becomes nearly unbearable. Here is what is cool about Mesa - major roads are built on a grid that has the major roads intersecting roughly every 1.5 miles. Businesses like grocery stores, restaurants and small shops are located at the intersections of major roads. Neighborhoods are in between. You won't find long stretches of businesses like you do in Warner Robins that cause congestion because people are constantly trying to turn. There were sidewalks almost everywhere. It was a larger metro area than Warner Robins, but it was an easier place to drive and live. I would like to encourage the city, and Houston County, to send some people out to Mesa (it is a suburb of Phoenix) to go check things out and get some ideas. I'm wondering if maybe the problem is the county more than the city because it seems that we have uncontrolled sprawl in the county and then the city just annexes the new development.

1. 247 as you should know is a nightmare. An extensive survey should be done in the morning and afternoon along ALL Robins AFB roads. Traffic lights stay green for almost two minutes to allow a total of ten cars get on base while LITERALLY HUNDREDS of vehicles are stacking up in both directions. Also raise the speed limit from 45 mph to 55 mph on 247. Both Watson and Russell are dilapidated and outdated. THE CHEAPEST AND MOST EFFECTIVE WAY TO QUICKLY SOLVE BASE TRAFFIC IS TO NOTIFY BASE COMMAND AND HAVE THEM TO STAGGER DUTY HOURS FOR CERTAIN SECTIONS LIKE THE OLD DAYS. As of right now there are 25,000 people (over 1/3 of WR population) trying to get on/off RAFB within the matter of an hr or two...I can't be the only one to realize this right?? RIGHT?? Feel free to contact me.

Too sprawled out. Traffic always bad. Need to provide public transportation for kids to college as well as seniors. Sidewalks would make it easier to get outdoors.

The lack of a public transportation system to alleviate the traffic congestion. The horrible timing of traffic light, I waste so much gas and time sitting at a red light and there is no cross traffic even though there are sensors.

We need more parks and green areas. We also need more sidewalks and bicycle paths. The lack of these is a major contributor to the obesity epidemic.

There is obviously a large amount of traffic for a very small town. In order to get where you want to go, you either cut through residential areas such as Kimberly Road, in hopes of avoiding traffic, but pretty much everyone else takes the same route and causes heavy traffic in the neighborhoods, or you have only three main roads to get from one end of town to the other, only THREE. There should be a "downtown" area built as a common, more populated area for shopping, business and entertainment versus having people drive all over this urban sprawl. There should be sidewalks and bike routes for those who choose not to drive everywhere. There should be more incentives for those who choose to take public transportation. There should be an option for folks to become UBER drivers to help with the lack of public transportation. Turn this town into some place people want to visit and not just pass through.

The traffic in Warner Robins can/should be better. A public transit would be really good idea. As long as funds are well managed and people don't feel like their taxes are being wasted. MARTA in Atlanta is choppy for most people but every time I've used it, I've had a pleasurable experience getting to where I wanted to go without the anxiety of being stuck in traffic or paying for crap parking at some crap parking garage. If WR starts doing public transit, make sure it's affordable and self-sustaining. But knowing how most government programs work that may be a pipe dream.

We need left turn arrows in congested areas like in the Galleria mall area. Traffic on Watson Blvd. is atrocious during most hours of the day.

Since the increased construction and roadwork Mt. Zion rd has become a shortcut. Impossible at times to get

<p>onto 96. Suggest a couple stop signs on Mt Zion at Elmdale and maybe one or two others on the east/west leg. It stopped and/or slowed the traffic on Bonanza and Cartwright when they installed a couple stop signs. We also need sidewalks on Mt. Zion. It is impossible to walk/jog/bike anymore safely.</p>
<p>Fix traffic light timing.</p>
<p>Warner Robins has become highly congested and it is affecting the quality of safety on the roads because the road sizes do not support the growing population. There is little to no public transportation and sidewalks are limited for walkers and bicyclers to commute on.</p>
<p>No bike paths or sidewalks. Congestion to the base on Russell and Watson</p>
<p>I have mobility issues that prevent me from driving. I would like options to allow me to be more independent</p>
<p>Traffic lights are poorly timed!!!!</p>
<p>When repairs are done to a road many times the repair is as bad as the problem was. Like when a pot hole is repaired, the repaired area becomes a mound or lump in the road. Who signs off on such a repair. No funds should be paid until the road is returned to a smooth surface. Whoever has been approving the work should be fired. Go around the area and see all the repaired areas and how bad the repairs are. Public money wasted on the work and the one who approves it.</p>
<p>Some areas experience little/no congestion while others are out of control; especially during peak work hours and weekends. Problems are on the main thorough fares (ie. Watson Blvd, Russell Parkway, etc.)</p>
<p>Doing a good job. keep it up.</p>
<p>I truly think Warner Robins should have a bus/mass transit system. With Warner Robins steadily growing, that would be very helpful.</p>
<p>We need more wider roads, there should be 3 lanes on Watson and on Russell Parkway. When I went to Eglin AFB there were 3 lanes near the base instead of two. Traffic is very bad around this city and we need wider lanes or more lanes around the city.</p>
<p>Traffic can be moderate-heavy in certain areas during certain times of the day, although it is definitely tolerable compared to the traffic in other cities. Generally it is not too bad. Although we do lack mass transit options here in Warner Robins, I believe that they would hardly be used in this town and that the cost of implementing them would be far greater than any benefit. There is a lack of sidewalks here, although it seems that not many people walk in this town anyway.</p>
<p>I think it would be quite helpful to have more sidewalks. I have never lived in any other area where there are barley any sidewalks.</p>
<p>Growth causes congestion. Better management of growth, including officers on the road and in our neighborhoods, helps. Urban planning and safety provided could increase walking in a true downtown hub.</p>
<p>This city needs a public transport system!</p>
<p>There are not enough roads. There are only two main roads in town. It is a nightmare driving around town during rush hour and on the weekends. There is so much traffic on Watson Boulevard and Russell Parkway. I have been rear ended four different times in town.</p>
<p>I have never lived in a major city or military town that did not have public transportation. We recycle many items for a greener community, but have not implemented public transportation.</p>
<p>I want more parks and walking tracks in the south end of the county near 96 and Houston Lake Road area such as the one in Byron</p>

I want a bike friendly city before I get much older. I am 65.
<ol style="list-style-type: none"> 1. WAY too many loose dogs in the north end of the city to safely ride my bike or walk my dog for years 2. Too many cars and small truck NOT following the rules of the road and not enough trying to stop them 3. Way too many cars on the road at night with one or NO head lights and no one to stop them as I see every night
Transportation is poor. You see people walking down Watson street going as far as the mall or riding bikes. Reminds me of 3rd world countries where bicycles are the main transportation means for all people old and young. Very embarrassing for a city that has grown in the last 15 years.
I feel we need transportation service for people to get to grocery stores. Not just Dr appts
Public transit is an issue I've had since 1991. Also bike lanes needed. No safe parks to visit. Tired of bad roads that mess up car alignment. And major vehicle congestion due to base workers. Pls provide park n ride areas in Perry, Byron, Warner Robins, and Macon shuttle buses to alleviate amount of cars on road.
I do not support public transportation. New parks, trails, etc. should be utmost importance.
So many things like good health care is unavailable to many who have no way to go and cannot afford to hire a taxi.
Warner Robins needs a transportation system NOW.
Transportation in Warner Robins can help person with disabilities get around a lot better and if people need to get to one place to another; also for people who have cars can get back and forward to work. The elderly can go grocery shopping independently.
Get it!
Public transportation would be a nice addition to warner Robins, sometimes I need to go down town and avoid going because of the small streets and traffic near the base. If there was transportation I could ride the bus down and back during lunch, without having to get in the car. Which would take one more vehicle out of the congestion. As a Real Estate agent I think it would be great to put the clients you work with on the city transportation system and show them the town.
Please address the dangerous intersection of Old Perry Road and Hwy 96 now instead of ignoring it because of the Hwy 96 expansion. It is nearly impossible to get onto Hwy 96 during peak traffic hours and there is no reasonable alternative route.
I'm not sure what can be done because the city is designed so poorly, but I'm glad someone's making an effort!
I think we need buses for those who live on the northside of town. Also, we need pedestrian crossing lights for the school children on the northside of town b/c many if our kids walk, bike or skateboard to school. That being said, northside is obviously the poorer part of town and many don't have reliable vehicles so they walk. It would be nice to see some more safe sidewalks for those people.
4 way intersections are too dangerous here
Heavy traffic & not obeying speed limit on Leisure Lake Drive.
I hate the idea of buses! They are dirty road hogs and cater to an undesirable crowd. It looks bad to have folks standing on every street corner. You need to manage the traffic patterns better and give incentives for carpooling (particularly to RAFB). I will never give up my car to ride a city bus, no matter how much traffic there is.
I believe that Warner Robins has grown in population, but not in roadways and transportation. There are too many vehicles on the roads for the small land area.
A public transit system has been long needed in Warner Robins. The City of Macon is already showing up Warner Robin's ability to provide for its citizens by providing public transit to Robins Air Force Base which is the largest employer in the County; therefore, Warner Robins is losing out on the opportunity to show support for its largest employer and to show support for those citizens who are in great need of a public transit system. There would also be a need for this type of transportation in order to allow provisions for

probationers/parolees to report to much needed treatment in order to allow for a reduction in crime rates.
The traffic signals on Watson Blvd are ridiculous on the timing/sensor systems they are on. There are many times traveling on Watson is worse than the main stretch in Savannah (abercorn). I find that it is crazy how easy it was to get around in a bigger city, such as Savannah, than it is to get somewhere in Warner Robins. The traffic that is seen on Russell Parkway is also crazy too. I believe if new roads or a better traffic system it would make Warner Robins more pleasurable to drive through. I DESPISE driving at certain times in Warner Robins because of the traffic I come across. I have to drive one way when going to work at 3:00 am and drive another way if I go to the same place at 1:00 pm because of the traffic congestion
A transit system is definitely needed between Watson Blvd and Cohen Walker Blvd. Also from RAFB to the Galleria Mall.
Road conditions are poor. Visibility for entry/exit to businesses are blocked. Traffic Light Engineering needs a better solution for Watson Blvd.
Need some express East-West roads with limited access between GA Hwy 247/Robins AFB to I-75 and south around the GA Hwy 96 corridor between GA Hwy 247 and I-75. These express routes should have limited access/exit points from existing main roads without traffic lights for express travel and to eliminate congestion on main city streets.
Traffic congestion is terrible for a place with the population of the WR area. Dropping all the speed limits in the last few years has only made things worse (I see more accidents and more congestion). The area around Watson Blvd from Home Depot to Galleria Mall is a nightmare, and there are no good options to bypass it. Not to mention the school buses stopping on Watson(!!!) in the afternoons, delaying traffic even more. I'm not sure how you would fix this problem. The only thing I could see working is to (somehow) build an express lane down Watson from Houston Lake to Davis Dr. with no traffic lights and no exits. I'd pay a toll for something like that if it were possible.
Watson Blvd, from Carl Vinson Pkwy. to the interstate is a nightmare. The red lights around Lowes and the Mall need to be better synchronized. Russell Pkwy. has its problems also. A transit system would do wonders for the traffic and the economy.
traffic in the area all along watson blvd is unbearable at times. i often seek other routes to get to the locations i am traveling to . i do not travel down watson to go to work. if at all possible i avoid watson
Warner Robins has a definite need for a public transportation system, I believe it would slow the progression of crime in the neighborhoods, help the elderly be more independent, and create more jobs.
I believe we should have shared transportation to base. Some public transportation available also to those who cannot drive. To major shopping areas and to government offices.
Houston and Peach County is 20 years behind time! People have to catch rides or pay for an over price cab. Buses would benefit a whole lot of People!!! It will help the young stay off the street, and get them back and forth to work!
I am using the taxi cabs as a mode of transportation at this time. It can get a little expensive for me. I'm unemployed and living on a fixed income at this time. I've been looking for employment without success. I'm hoping a new mode of transportation will be available in near future, for those who are not able to afford the taxis or a private vehicle.
Russel Parkway and the 247 connector are way too dangerous with the traffic we have now, especially in morning and evening base traffic.
It will be a major burden lifted off of residents that have to struggle to get places.
Transit is a must in Warner Robins for the Handicap, Elderly and for people that don't have a vehicle.
We should focus on the main streets. Watson Blvd. Russell Parkway. Highway 96. S Houston Lake Rd.
The light at Houston Lake road and Watson headed south, the turn lane to east on Watson only stays green about 8-10 seconds and this is not enough time to disperse the traffic in that lane . You always have to wait 1-2 light changes just to get through this intersection.

Public or paratransit services would help when I am unable to get someone to take me places or if my van broke down. Since I use a power chair it is difficult for me to go in a regular vehicle.
I believe the overdevelopment of the western end of Watson Blvd in relation to the development of the rest of the city has caused many of the traffic problems there. Most of the city is fairly easy to navigate by POV even though some of the traffic lights functionality is poor, especially at night or late night. The majority of the speed zones are correctly posted and are in good relation to traffic/road conditions. I believe that designated bike lanes would be a good improvement(outside of the west end of Watson Blvd), and the possibility of a mass transit sounds appealing but am doubtful of the cost effectiveness in a town the size of Warner Robins. The main users of such a system would likely be employees at the base or lower income households in the metro area. Possibly a 3 or 4 bus maximum setup with routes from Centerville to the base with stops along route. and from the new Russell Ext. to the base with stops along route, as well as along Houston Lake from Watson Blvd to Hwy 96 with stops as well. Bus schedules running from 6 AM to 8 or 10 PM.
I would like to see the public kept abreast on pertinent public transportation issues in the surrounding areas.
Lack of safe sidewalks is the biggest issue, stray dogs, danger when walking in neighborhoods close the Robins AFB.
Warner Robins is spread out over several miles. Other municipalities border us which would benefit from transportation while only Warner Robins residents would contribute to the costs. For instance, the mall is in Centerville. No service could be effective considering how this town is laid out at a reasonable cost to our citizens.
I would like to see something done about the congestion on Watson Blvd. before it gets worse.
Our roads are in terrible condition, mainly for lack of normal maintenance. There are potholes and rough spots everywhere you travel. If you got in the car with someone wearing a blindfold and they drove you around in Warner Robins on almost any road (main or secondary) you would think you were on a ride at the Georgia National Fair.
Bike paths should be made -- many people would use them and bikers would be a lot safer
In a nutshell.....there are too many people and too few roads.....or roads that are not wide enough to handle the traffic.
I think we need public transportation of some type even if it's those small vans. Some people do not drive or are disabled or are senior citizens
Stop building things without taking into account how the traffic will be affected! Too many things being built without installing red lights and stop signs for safe traveling, so that residents can safely enter and exit their neighborhoods, etc.
We need more parks within walking distance to housing. Children shouldn't be asked to cross major Highways and/or roads to get to those parks. WE NEED MORE SIDEWALKS! All neighborhoods should have them.
Traffic on 96 is ridiculous. The red light at the intersection of 96 & 247 is horrible. This needs to be fixed. I also believe there should be a light at 96 & Old Perry Road. Trying to turn left in the morning or afternoon is a completed nightmare. I also believe that there should be a cop directing traffic on 96 in front of Bonaire Elementary or school traffic should be directed to avoid 96. Semi-trucks also hinder traffic on 96. After living in home for almost 5 years they have finally repaired the railroad crossing at 96 & 247, so it is much smoother to cross over.
No public transportation - this is not MACON!
Congestion on our local roads is a growing problem as this region has grown exponentially in the years that I have lived here. The addition of bike lanes/paths and some public transit could serve not only the under privileged in our community, but all citizens. However, an effort would need to be made to make the average citizen aware of such improvements and how it would benefit the community as a whole.
I travel to Warner Robins frequently for work as our main campus is in WR. The amount of traffic and congestion is terrible. I can't imagine driving in it daily. I believe the growth is great but the roads have not

been able to keep up.
Handicap accessibility is over used by many people who are not truly in need of handicap tags or decals. THERE IS A NEED to have SPECIFIC MARKED handicap spaces for WHEELCHAIRS ONLY! There is a need to find law enforcement against many people using handicap tags/decals who DO NOT have a true PHYSICAL DISABILITY. MENTAL OR NOT PHYSICAL DISABILITY should not have a tag/decals for physical accessibility!
Mass transit will likely be a needed issue in the future of Warner Robins and Houston County. It should be addressed now so that a coherent practical solution may be developed rather than a haphazard one borne out of emergency.
I was disappointed to see that the widening of Feagin Mill, between Houston Lake and Moody isn't going to be as wide as Houston Lake to Lake Joy. Also, some of the turning portions of highway 96 aren't wide enough to see around the turning car for oncoming traffic at the Kroger Plaza turn.
I work at a technical college in Warner Robins. Many students have expressed transportation issues in regards to public transit not being available in this area. Our department has begun to pay for transportation services for some of our students from privately owned van/bus companies so students do not miss class. It would be so nice to have a public transportation system in Warner Robins to help people get to school and work on a daily basis.
As subdivisions are built, sidewalks need to be built to create a safe pathway alongside the roads. If these sidewalks can be made wider to create multi-use lanes, this would allow cyclists a safer area to ride. The multi-use lanes would need to be an extensive network for viable use. There needs to be an education program for the public on proper use and for drivers to keep everyone safe.
i saw a gentleman riding his scooter down the middle of the road because theres no sidewalk in front of the old kmart. and I have older people having to walk everywhere.
Some of the biggest reasons for traffic congestion is slow or inattentive driving. People stopped at traffic lights after they turn green, or driving side by side instead of completing a pass, and driving under the posted speed cause congestion. Road design also caused congestion. 4-way stops, and the 8-ways at Osigian and Margie, should be roundabouts. Several traffic lights could be converted to roundabouts. Accel and decel lanes would help. Minimizing left hand turns off and onto roads help (Houston Lake south of Russell Pkwy). Traffic light controlled right turn lanes would help and meter traffic better. Reconfiguring intersections to improve line of sight such as separating left turn lanes and right turn lanes to allow each lane to see around each other without obstruction each others view. Many areas around Houston County that NEED sidewalks for TRANSPORTATION don't have them, but areas that DO have sidewalks use them as exercise paths. That's wrong!
It is my opinion that more should be done to make dangerous intersections more safe. Stop signs which intersect 55mph 4-lane highways cause a lot of accidents. An example is the Tharpe Rd / Russell Pkwy intersection. People at the stop signs gamble with their lives every morning just to make it to work a few seconds faster. A simple traffic light would remove this temptation and save lives.
Watson and Russell/--HORRIBLE Congestion
The two major routes to-and-from the base (Watson Blvd and Russell Pkwy) are heavily congested during rush hour and the speed limits are too slow. The lanes on the eastern portion of Watson Blvd are too narrow.
My concern is for single parents like myself who can't afford descent transport to get to doctors appointments, grocery stores, shopping, work and any other necessary places that we have to get to on a daily basis.
too much speeding, running traffic lights, accidents. Inbound & outbound lights sequined
We need sidewalks and bike lanes. A transit system that offers transportation choices from home communities to work places. We are getting people from all over the U.S. and we are growing, yet we continue to have limited numbers of roads and too many cars. We need an alternative in our town!!! Increasing taxes SPLOSTS would pay for these.
I believe that Houston County would really benefit with a metro bus route among Warner Robins, Perry, Kathleen, and Bonaire. It would help those who have appointments at the Medical Center or other locations.

There could also be one that traveled to the Macon bus station once every 2-3 hours....and one that went to the Atlanta Airport twice a day. You have people who lack vehicles, service members who take leave, etc who could really benefit from this.
I think Warner Robins should have a transit system because it's hard for a person without a car or the lack of money to pay cab fee to get to their destination.
We need Transit so we don't have to walk every day!!!
I have a disability no transportation for life, grocery, store, school and church
Russell Parkway is a horrible place to try to walk between businesses and there are plenty of places around Warner Robins where the citizens have worn the grass down on the side of roads from walking but no one takes notice and installs a sidewalk. Also, I personally know several bicyclists that have been injured by drivers not noticing and respecting the cyclist. The danger to cyclists causes me to not use my bike to do more than ride for exercise in my neighborhood where it's moderately safe. Finally, I worked on Robins AFB, until recently, for most of my time in W.R. and at no time have I been able to catch a bus to work. I live 6 miles away but my commute requires a car for safety and timeliness.
This area needs a bus system. If you don't drive, you have no alternative other than ask people to take you where you need to go. I take people to school, the doctor and other places 2 or 3 times a week because they have no automobile, can't drive anymore, or can't afford taxi fees. The base traffic in the morning and afternoons practically makes the streets a parking lot.
-Complete lack of Public Transportation. -Concerns that the Transportation Infrastructure around Warner Robins (i.e. Public Transportation, Road Conditions, Traffic Signals, etc) are not keeping up (with no foresight of the future) of the rapidly growing population around Warner Robins in Houston County (i.e. Watson BLVD/247 from I-75 to HWY 41 should be expanded NOW from a 4 to a 6 lane Road - don't wait until Watson/247 becomes over-crowded (looks good today, however, it is a matter of time before this current road will become over-crowded).
Warner Robins is a thriving community and the means of no public transportation is not feasible for the economy. Growth of this area is expanding around the 96 corridor and yet your lower income families need access to many of the services in that area. These families mainly live around the northwest part of the city. A mass transit facility should also exist here. It would be very nice to get on a Rail system to Atlanta Metro Area for attendance at major events. Rail can have various stops: Macon, Locust Grove, McDonough....etc (This would be very nice).
Low & moderate income people desperately need transportation around Houston County. We, along with others cannot afford to timely and safely get to the opposite side of town to take advantage of needed services. Something must be done to help the people. The problem is not getting any better. Year by year....month by month...day by day....the problem gets worse!!!
Public transportation outside of taxi's is needed
We need public transportation. I see young and older people, all of the time, walking miles to get to work. It's sad and they shouldn't have to depend on someone else to get them to work.
Warner Robins needs public transportation and sidewalks on both sides of any street in our community. I seen wheel chair users having trouble crossing roads in town.
The base traffic is ridiculous. The traffic lights do not give the flow of traffic any lead time and the base traffic blocks the flow on 347. Watson and Russell Parkway are sad examples of traffic flow and can take up to an hour to move less than 5 miles.
Public transportation would be very beneficial to Warner Robins, mainly because more people will have the transportation to get to and from places without having to find a ride because they would be able to ride the public transportation. Warner Robins could use this and would be very appreciative.
I think it would be a bonus to have in this area for those without transportation as well as for those who may not be able to drive anymore

I think it would benefit the city to have its own transportation system. I work in a low social economic school in Warner Robins and my parents would benefit from the service in a big way.
N/A
I feel that there are too many traffic lights in such a small area and this is a major cause of the congestion. I feel that you should research larger metropolitan areas like Wilmington, Delaware and see how their transportation system, traffic lights, roads, and sidewalks are set up for vehicles, pedestrians and bicyclists. It takes me a longer time to get to work in Warner Robins than when I worked in Macon and I am a Houston County resident.
Too much congestion in new areas. Highway 96 is a nightmare in some places. Poor planning.... such as the intersection of Carl Vinson and Corder Road, when wanting to turn right at the light onto Corder from Carl Vinson (by the SS office) there is NO RIGHT TURN LANE. In the mornings this area is very congested, as is Corder Road. If someone is in that right hand lane going straight instead of turning, you have to sit and wait. This place really needs a right hand turn lane at the light. Simple things like this would help traffic flow better :)
Middle Georgia needs public transportation. Families without cars cannot get to events at their child's school that would benefit them.
I think we need transportation options to larger cities, i.e. Atlanta. Also, we need Uber.