

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

**2040 LRTP  
TRANSPORTATION ISSUES SURVEY  
HARD COPY SUMMARY  
08/26/15**

*Prepared by Atkins North America*

**ATKINS**

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## Introduction

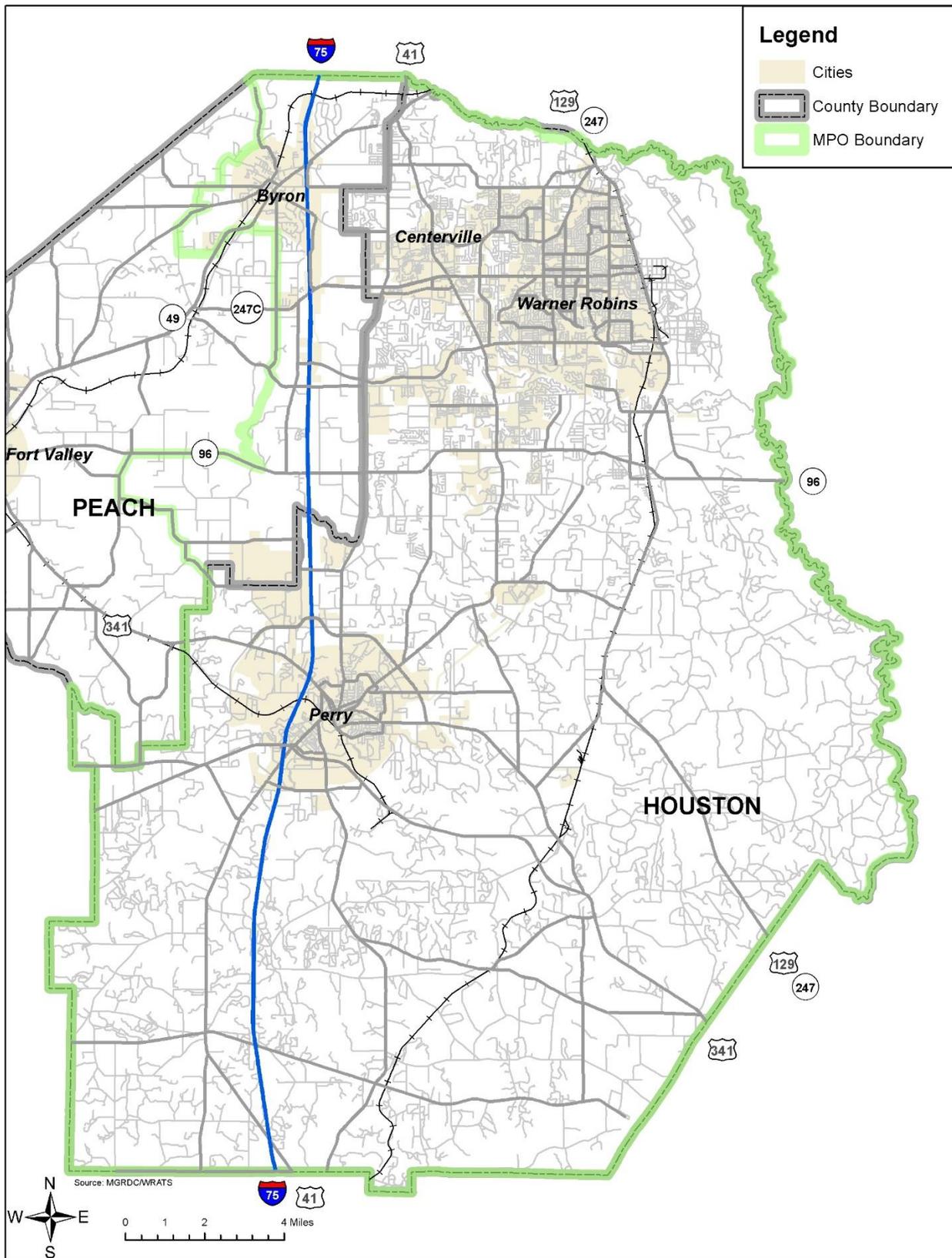
The Warner Robins Area Transportation Study (WRATS) is the designated Metropolitan Planning Organization (MPO) for the Warner Robins Urbanized Area as shown below in Figure 1. WRATS plans and coordinates transportation improvements for the Warner Robins metropolitan planning area consistent with federal 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. **This summary is for hard copy surveys received from Warner Robins Housing Authority (WRHA) clients only. The on-line Transportation Issues Survey of the general public is summarized in a separate document. Because we received the WRHA surveys in hard-copy form they needed to be manually entered into SurveyMonkey separately from the on-line Transportation Issues Survey responses.**

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 this 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 104 hard copy surveys collected although some were only partially 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**

	<b>Very satisfied</b>	<b>Satisfied</b>	<b>Dissatisfied</b>	<b>Very Dissatisfied</b>	<b>No Opinion</b>	<b>Total</b>	<b>Weighted Average</b>
Overall levels of roadway congestion	<b>5.62%</b> 5	<b>25.84%</b> 23	<b>23.60%</b> 21	<b>30.34%</b> 27	<b>14.61%</b> 13	89	3.22
Access to multi-use trails and greenways	<b>0.00%</b> 0	<b>25.00%</b> 20	<b>20.00%</b> 16	<b>23.75%</b> 19	<b>31.25%</b> 25	80	3.61
Availability of transit services	<b>7.00%</b> 7	<b>12.00%</b> 12	<b>22.00%</b> 22	<b>51.00%</b> 51	<b>8.00%</b> 8	100	3.41
Condition and maintenance of roads	<b>3.13%</b> 3	<b>35.42%</b> 34	<b>39.58%</b> 38	<b>15.63%</b> 15	<b>6.25%</b> 6	96	2.86
Availability and condition of sidewalks	<b>4.17%</b> 4	<b>35.42%</b> 34	<b>31.25%</b> 30	<b>20.83%</b> 20	<b>8.33%</b> 8	96	2.94
Safety of bicyclists	<b>3.09%</b> 3	<b>24.74%</b> 24	<b>34.02%</b> 33	<b>19.59%</b> 19	<b>18.56%</b> 18	97	3.26

Few survey respondents were very satisfied with any aspect of the current transportation system in the Warner Robins region. The aspects of the WR region’s transportation system asked about in the survey that the most respondents were satisfied with were the availability and condition of sidewalks and the condition and maintenance of roads with slightly about 39% indicating that they were satisfied or very satisfied.

Survey respondents tended to be most dissatisfied with the availability of transit (73%) and the condition and maintenance of roads (55%). 54% 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 (31%), probably indicating that trails and greenways are of less concern to this group of individuals.

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

	<b>Major problem</b>	<b>Minor problem</b>	<b>Not a problem</b>	<b>Total</b>	<b>Weighted Average</b>
Lack of transit service	<b>78.43%</b> 80	<b>14.71%</b> 15	<b>6.86%</b> 7	102	1.28
Lack of sidewalks	<b>43.30%</b> 42	<b>40.21%</b> 39	<b>16.49%</b> 16	97	1.73
Poor traffic signal timing	<b>36.08%</b> 35	<b>38.14%</b> 37	<b>25.77%</b> 25	97	1.90
Not enough roads or need for wider roads	<b>41.84%</b> 41	<b>35.71%</b> 35	<b>22.45%</b> 22	98	1.81
Lack of bike lanes and multi-use paths	<b>54.08%</b> 53	<b>28.57%</b> 28	<b>17.35%</b> 17	98	1.63
Poorly planned development	<b>49.47%</b> 47	<b>32.63%</b> 31	<b>17.89%</b> 17	95	1.68
At grade railroad crossings	<b>32.99%</b> 32	<b>39.18%</b> 38	<b>27.84%</b> 27	97	1.95
Too many accidents	<b>48.96%</b> 47	<b>33.33%</b> 32	<b>17.71%</b> 17	96	1.69
Poorly maintained roads	<b>48.45%</b> 47	<b>36.08%</b> 35	<b>15.46%</b> 15	97	1.67

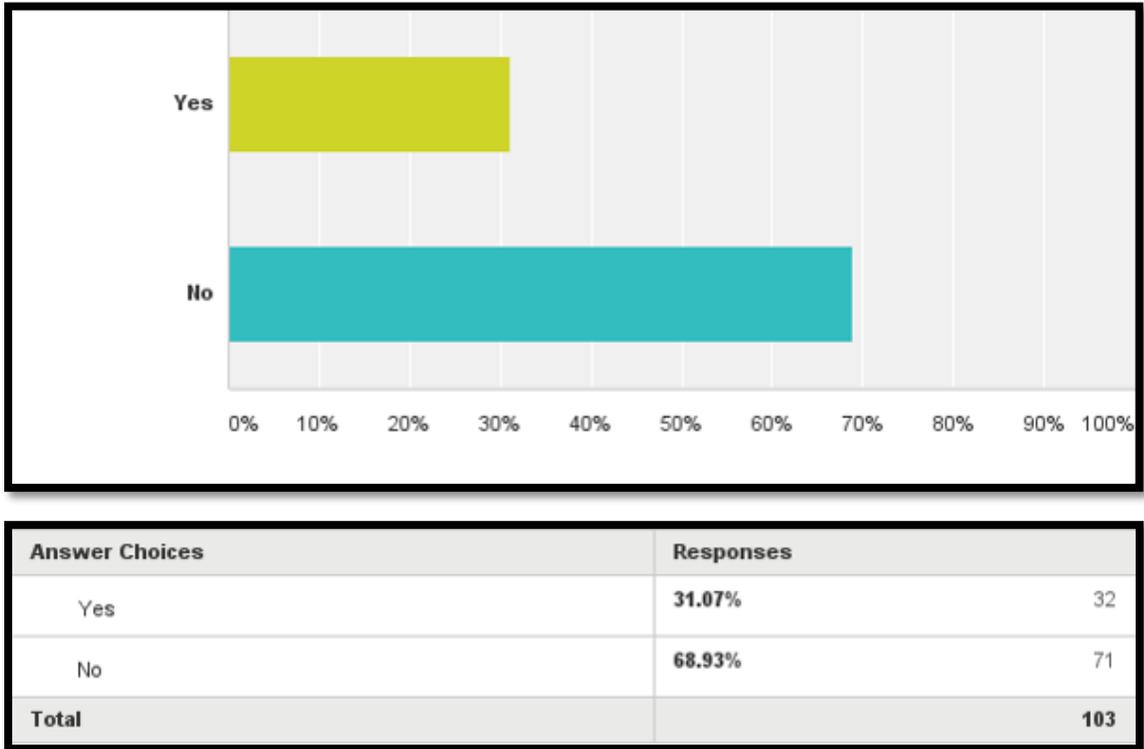
Question 2 asked respondents to rate nine different transportation and land use problems on a scale of “major problem”, “minor problem”, or “not a problem”. The transportation problems most often rated by respondents as major include lack of transit service, lack of sidewalks, and lack of bike lanes and multi-use paths. The transportation problems viewed by respondents as not a problem are at-grade railroad crossings, poor traffic signal timing, and not enough roads or need for wider roads. There seems to be some recognition that poorly planned development is a transportation problem with over 80% 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	84.93% 62	12.33% 9	2.74% 2	73	1.18
Lack of sidewalks	9.09% 3	63.64% 21	27.27% 9	33	2.18
Poor traffic signal timing	8.33% 2	33.33% 8	58.33% 14	24	2.50
Not enough roads or need for wider roads	4.55% 1	45.45% 10	50.00% 11	22	2.45
Lack of bike lanes and multi-use paths	0.00% 0	30.00% 6	70.00% 14	20	2.70
Poorly planned development	0.00% 0	64.29% 9	35.71% 5	14	2.36
At grade railroad crossings	12.50% 1	25.00% 2	62.50% 5	8	2.50
Too many accidents	20.00% 3	40.00% 6	40.00% 6	15	2.20
Poorly maintained roads	26.09% 6	26.09% 6	47.83% 11	23	2.22

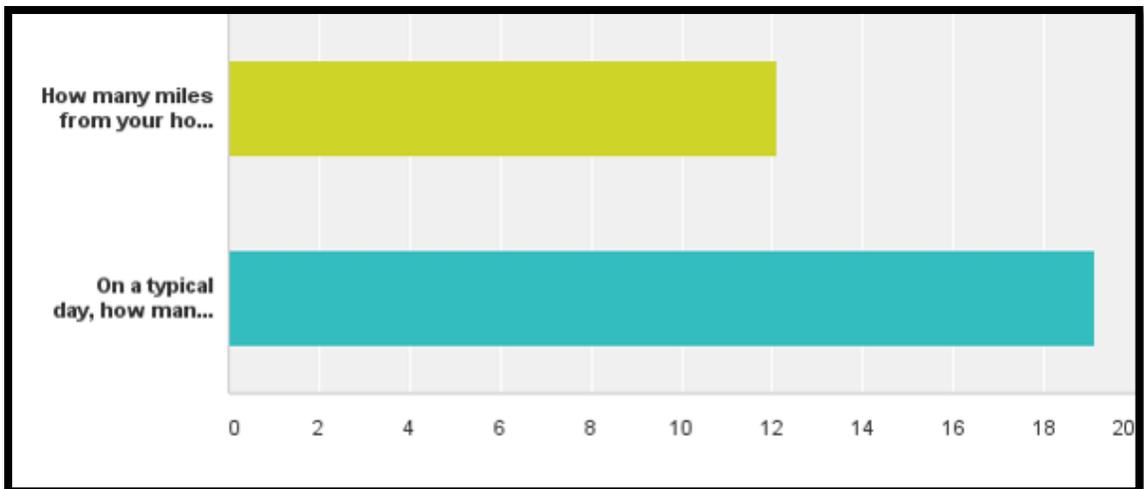
Survey respondents chose “Lack of transit service”, “Lack of sidewalks”, and “Poor traffic signal timing”, most often as their most important three transportation problems to fix. The transportation problems least often chosen as a top three to fix by respondents were, “At-grade Railroad Crossings”, “Too Many Accidents”, and “Poorly planned development”.

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



Approximately 69% of those people who took the survey and answered question 3 indicated that they do not work outside the home whereas approximately 31% do work outside the home. This presumably reflects clients of the WRHA more broadly.

**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?	12	376	31
On a typical day, how many minutes does it take you to travel between home and work?	19	593	31
<b>Total Respondents: 31</b>			

Of those respondents who work outside the home and answered question 5, the average commute distance was 12 miles with a commute time average of 19 minutes.

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

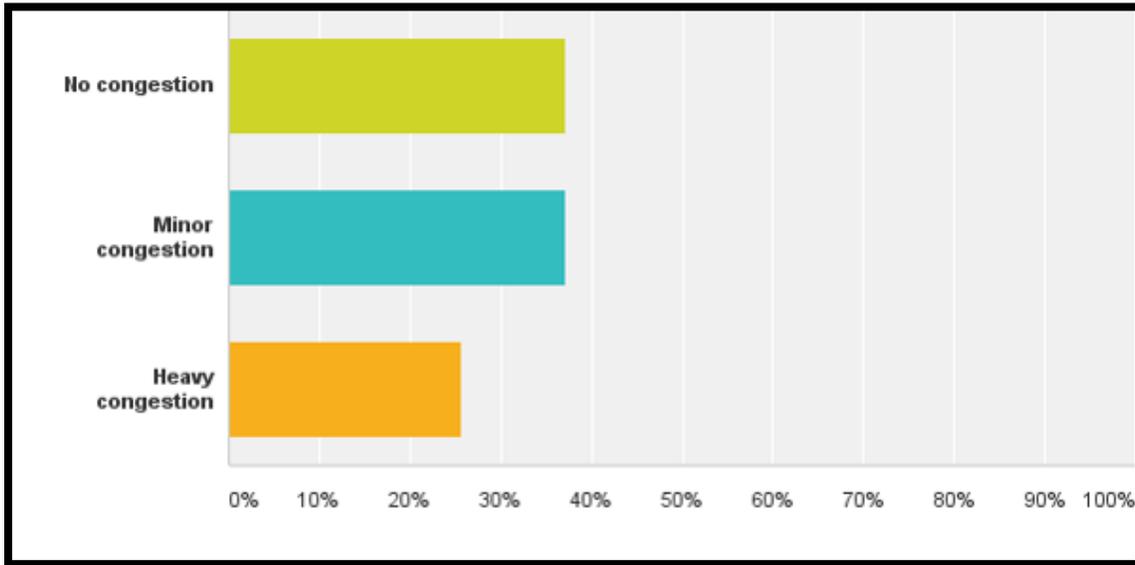
Question 5 asked the respondents for their work zip code. Twenty five WRHA respondents who work outside the home work in Houston County (83%), most in Warner Robins based on the zip code provided. Another three respondents (10%) work in Peach County zip codes. Therefore most of WRHA clients responding to the survey who work outside the home work within the MPO boundary.

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

County	Number	%
Bibb	1	3.1
Houston	24	75.0
Peach	4	12.5
Other	3	9.4
<b>TOTAL</b>	<b>32</b>	<b>100.0</b>

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.

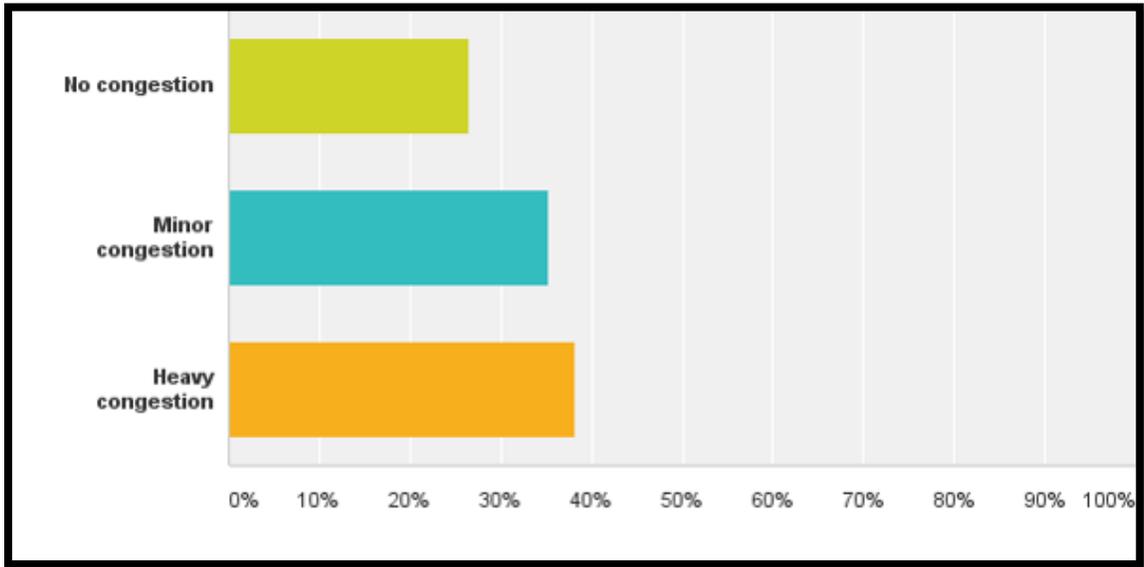
**Figure 9 – Question 8 – How Would You Rate Your Level of Congestion on Your Way to Work?**



Answer Choices	Responses
No congestion	37.14% 13
Minor congestion	37.14% 13
Heavy congestion	25.71% 9
<b>Total</b>	<b>35</b>

Most respondents feel that they encounter only minor congestion on their way to work. Approximately 74% 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	26.47% 9
Minor congestion	35.29% 12
Heavy congestion	38.24% 13
<b>Total</b>	<b>34</b>

Approximately 38% of respondents perceive that they experience heavy congestion on the way home from work. This is a significant increase from those respondents who feel that there is heavy congestion on their way to work. This likely indicates that congestion in the PM peak in the Warner Robins region is worse than during the AM peak. Of note, respondents from the WRHA generally indicate that congestion is less of a problem whether going to or from work than do general respondents to the on-line Transportation Issues Survey.

**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	50.50%	51
carpool in a personal automobile	26.73%	27
vanpool	2.97%	3
walk	37.62%	38
bicycle	7.92%	8
taxi or limo	19.80%	20
public bus	0.99%	1
other	18.81%	19
<b>Total Respondents: 101</b>		

The dominant travel mode among survey respondents for trips within the region is single occupant personal automobile with nearly 51% of respondents indicating that mode. Walk and bicycle modes, at over 46%, are much higher among survey respondents than the general population. Among respondents from the WRHA there is a much lower percentage of respondents who drive alone in a personal automobile 51% versus 92%, and generally a much higher share of other modes particularly: walk 38% versus 8%, carpool 27% versus 15%, bicycle 8% versus 3%, and taxi or limo 19% versus 3%.

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 walked sometime recently than is reflected in their response as to how they normally make trips within the region. Other modes percentages are about the same in response as to how they normally travel to and from destinations in the region.

**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	51.02%	50
carpool in a personal automobile	23.47%	23
vanpool	3.06%	3
walk	44.90%	44
bicycle	8.16%	8
taxi or limo	18.37%	18
public bus/subway/train	2.04%	2
other	23.47%	23
<b>Total Respondents: 98</b>		

**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	31.96% 31	26.80% 26	7.22% 7	5.15% 5	28.87% 28	97	2.72
At least once a week I have problems finding a ride to get where I want to go.	48.48% 48	5.05% 5	6.06% 6	16.16% 16	24.24% 24	99	2.63
At least once a week I have problems finding a place to park.	24.74% 24	13.40% 13	10.31% 10	13.40% 13	38.14% 37	97	3.27
Walking and bicycling are effective transportation options for me.	20.62% 20	14.43% 14	4.12% 4	34.02% 33	26.80% 26	97	3.32
My community is safe enough to walk or bicycle to the places that I want to go.	21.88% 21	26.04% 25	14.58% 14	29.17% 28	8.33% 8	96	2.76
If it were safe and convenient I would walk or bicycle to and from places that I want to go.	27.27% 27	21.21% 21	13.13% 13	23.23% 23	15.15% 15	99	2.78
Walking and bicycling to go places is a good way to get exercise.	55.56% 55	21.21% 21	8.08% 8	7.07% 7	8.08% 8	99	1.91
My community has appropriate public transit options.	14.29% 11	6.49% 5	9.09% 7	53.25% 41	16.88% 13	77	3.52
If it were safe and convenient I would ride transit to and from places that I want to go.	67.96% 70	13.59% 14	1.94% 2	4.85% 5	11.65% 12	103	1.79

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 a majority of respondents agree that walking and bicycling are “a good way to get exercise” (56%), but comparatively few (35%) view those modes as potentially effective transportation for their circumstances. About half of respondents agree with the statement that “my community is safe enough to walk or bicycle” (48%), a significantly higher percentage than the on-line survey (33%).

Most respondents (59%) 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 (62%) and most agree that if it

were (available) safe and convenient they would ride transit (82%).

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

	<b>Strongly agree</b>	<b>Somewhat agree</b>	<b>Somewhat disagree</b>	<b>Strongly disagree</b>	<b>No opinion</b>	<b>Total</b>	<b>Weighted Average</b>
Mass transit is mostly a social service for people who cannot afford a car	<b>42.42%</b> 42	<b>17.17%</b> 17	<b>9.09%</b> 9	<b>24.24%</b> 24	<b>7.07%</b> 7	99	2.36
A good mass transit system is important for the local economy	<b>79.41%</b> 81	<b>13.73%</b> 14	<b>1.96%</b> 2	<b>0.98%</b> 1	<b>3.92%</b> 4	102	1.36
I think more people will start to use mass transit because of the rising costs of driving a car	<b>71.00%</b> 71	<b>16.00%</b> 16	<b>6.00%</b> 6	<b>1.00%</b> 1	<b>6.00%</b> 6	100	1.55
The Warner Robins region should begin developing a mass transit system	<b>87.25%</b> 89	<b>5.88%</b> 6	<b>2.94%</b> 3	<b>0.98%</b> 1	<b>2.94%</b> 3	102	1.26
People in the Warner Robins region would be willing to pay more in some type of tax to develop a transit system	<b>47.52%</b> 48	<b>27.72%</b> 28	<b>6.93%</b> 7	<b>6.93%</b> 7	<b>10.89%</b> 11	101	2.06
I would be willing to pay more in some type of tax to develop a transit system	<b>47.00%</b> 47	<b>22.00%</b> 22	<b>8.00%</b> 8	<b>9.00%</b> 9	<b>14.00%</b> 14	100	2.21
I would ride transit if it were available, convenient and affordable	<b>71.57%</b> 73	<b>17.65%</b> 18	<b>2.94%</b> 3	<b>0.98%</b> 1	<b>6.86%</b> 7	102	1.54

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

Most respondents agree with a statement that says that transit is mostly a social service for people who cannot afford a car (60%). Most respondents (89%) 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 (93%), and that a good mass transit system is important to the local economy (93%).

Fewer respondents agreed that residents would be willing to pay more in some type of tax to develop a transit system (56%) but over two thirds of respondents (69%) 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	2.97% 3	22.77% 23	40.59% 41	26.73% 27	6.93% 7	101	3.12
Retaining or recruiting new jobs and employers	10.20% 10	14.29% 14	27.55% 27	34.69% 34	13.27% 13	98	3.27
Access to recreational opportunities	7.29% 7	21.88% 21	30.21% 29	29.17% 28	11.46% 11	96	3.16
Offering quality K-12 education	31.31% 31	31.31% 31	21.21% 21	7.07% 7	9.09% 9	99	2.31
Availability of housing that is affordable	16.00% 16	19.00% 19	27.00% 27	33.00% 33	5.00% 5	100	2.92
Managing growth and urban sprawl	7.22% 7	18.56% 18	28.87% 28	18.56% 18	26.80% 26	97	3.39
Preserving greenspace, parks, and public lands	8.00% 8	19.00% 19	40.00% 40	17.00% 17	16.00% 16	100	3.14
Variety of housing choice (large-lot homes, townhomes, condominiums, apartments)	14.14% 14	24.24% 24	27.27% 27	24.24% 24	10.10% 10	99	2.92
Providing alternatives to driving like transit, bicycling and walking	8.00% 8	14.00% 14	20.00% 20	48.00% 48	10.00% 10	100	3.38

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 (62%), variety of housing choice (38%), and availability of affordable housing (35%). Interestingly, although these areas also were ranked most favorably by general on-line survey respondents, respondents from WRHA tended to rank these areas less favorably by comparison.

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 (68%), dealing with traffic congestion (67%), access to recreational opportunities (59%), and preserving greenspace, parks and public lands (57%). Again, the responses from WRHA respondents are similar to the general on-line survey respondents although generally the rankings are less negative by comparison.

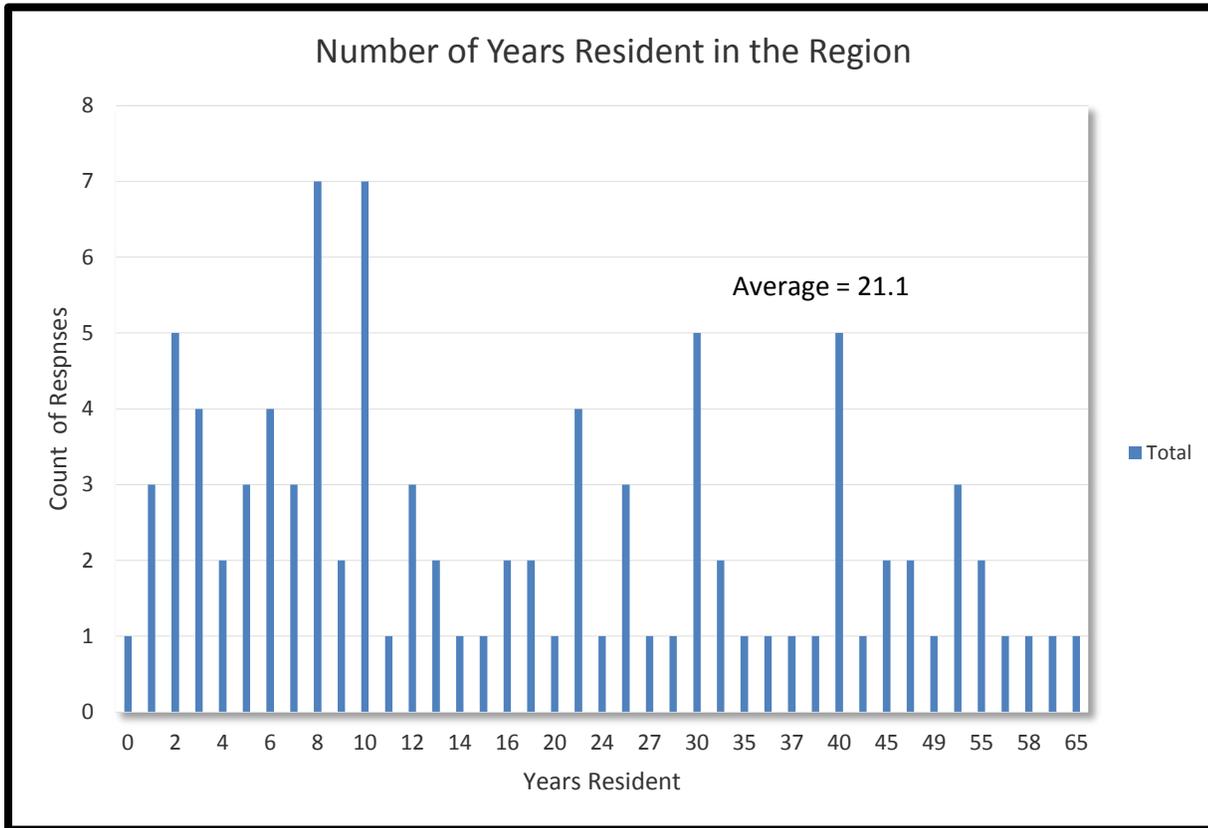
**Figure 16 – Question 15 – Sources of Funding for Transportation Improvements - Please rate your support for the following:**

	<b>Support</b>	<b>Might support</b>	<b>Do not support</b>	<b>Not sure</b>	<b>Total</b>	<b>Weighted Average</b>
Tolls on new roads or bridges	<b>19.80%</b> 20	<b>18.81%</b> 19	<b>44.55%</b> 45	<b>16.83%</b> 17	101	2.58
Tolls on existing roads or bridges	<b>14.00%</b> 14	<b>18.00%</b> 18	<b>51.00%</b> 51	<b>17.00%</b> 17	100	2.71
Tax on the amount of gas that you buy	<b>18.00%</b> 18	<b>25.00%</b> 25	<b>48.00%</b> 48	<b>9.00%</b> 9	100	2.48
Tax based on the distance that you drive instead of the amount of gas that you buy	<b>10.00%</b> 10	<b>22.00%</b> 22	<b>45.00%</b> 45	<b>23.00%</b> 23	100	2.81
Vehicle registration fees	<b>26.26%</b> 26	<b>28.28%</b> 28	<b>31.31%</b> 31	<b>14.14%</b> 14	99	2.33
Sales taxes such as special purpose local options (SPLOST) taxes	<b>29.29%</b> 29	<b>27.27%</b> 27	<b>23.23%</b> 23	<b>20.20%</b> 20	99	2.34
Property taxes	<b>25.00%</b> 24	<b>33.33%</b> 32	<b>21.88%</b> 21	<b>19.79%</b> 19	96	2.36
Benefit district taxes (where a group of local businesses/residents agree to an incremental tax on their properties to fund nearby improvements)	<b>21.00%</b> 21	<b>32.00%</b> 32	<b>19.00%</b> 19	<b>28.00%</b> 28	100	2.54
Development impact fees on new developments	<b>27.00%</b> 27	<b>26.00%</b> 26	<b>19.00%</b> 19	<b>28.00%</b> 28	100	2.48

Question 15 asked respondents to rate their support for a variety of transportation funding mechanisms including tolls, taxes, special purpose taxes, and fees. Tolls 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 29% of respondents indicating that they would support a SPLOST for transportation improvements. Tolls on existing roads or bridges had the least support with 51% 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 65 years for an average of 21 years. So WRHA respondents to the Transportation Issues Survey have generally 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?**

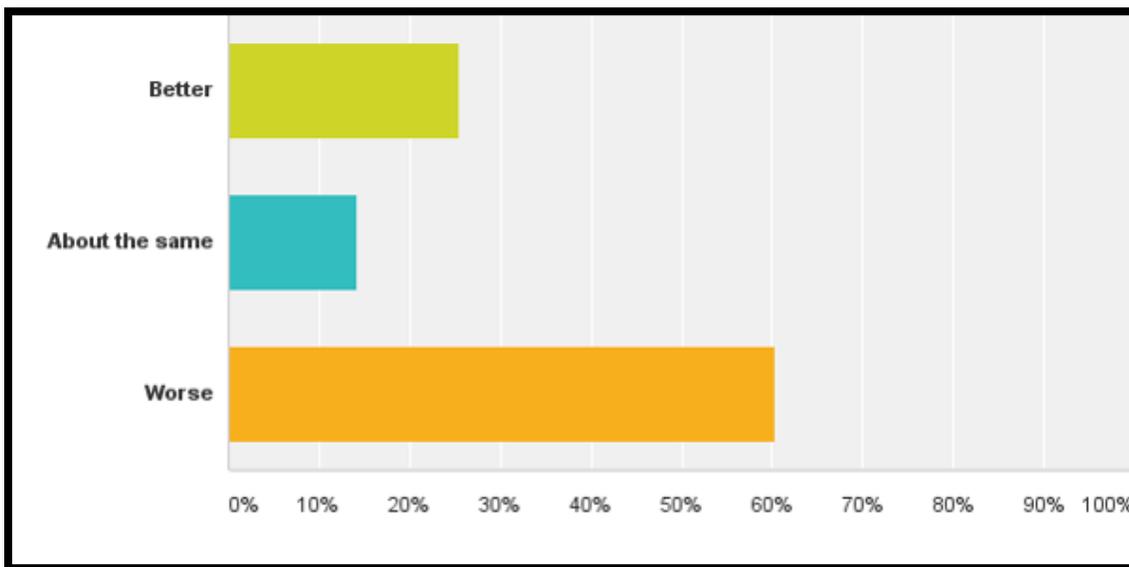


**Figure 18 – Question 17 – Have you ever lived in a different metropolitan area?**

Answer Choices	Responses	
Yes	60.40%	61
No	39.60%	40
<b>Total</b>		<b>101</b>

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	25.40%	16
About the same	14.29%	9
Worse	60.32%	38
<b>Total</b>		<b>63</b>

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 25% 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 Unites States; many were

located in the southeastern United States. The most common in Georgia were Atlanta, Macon, and Albany. A number were metro areas in Florida with many of those indicating Tampa, Miami, and Daytona Beach. A few were from the northeast, primarily New York and Philadelphia, a few from Texas, and the remainder scattered through other parts of the southeast and the mid-west.

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

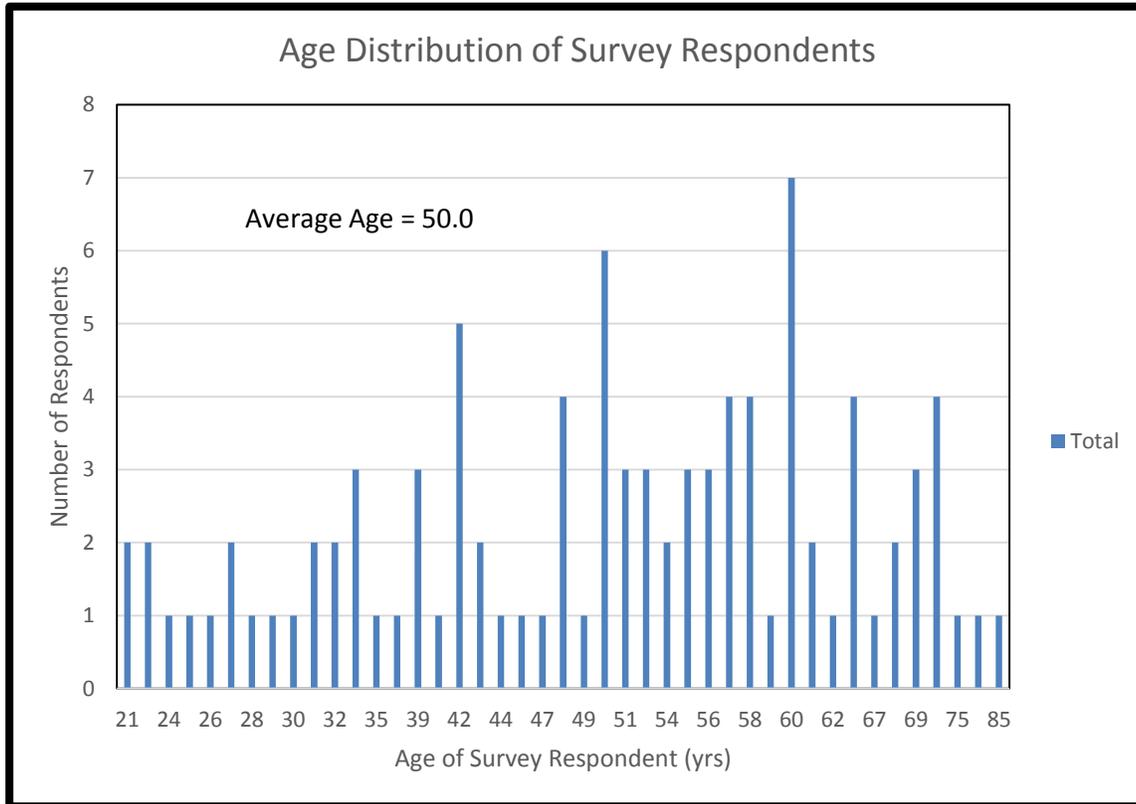
Not surprisingly as WRHA clients, 92% of survey respondents who provided their home zip code are from Warner Robins within northern Houston County in zip codes 31088 and 31093.

**Figure 22 – Question 21 – What is your gender?**

Answer Choices	Responses	
Male	23.71%	23
Female	76.29%	74
<b>Total</b>		<b>97</b>

A majority of respondents are women (76%), 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, and in the on-line version of the WRATS 2040 LRTP Transportation Issues Survey.)

**Figure 23 – Question 22 – What is your Age?**



Survey respondents varied in age from 21 to 85 years old with an average age of 50.0 years old.

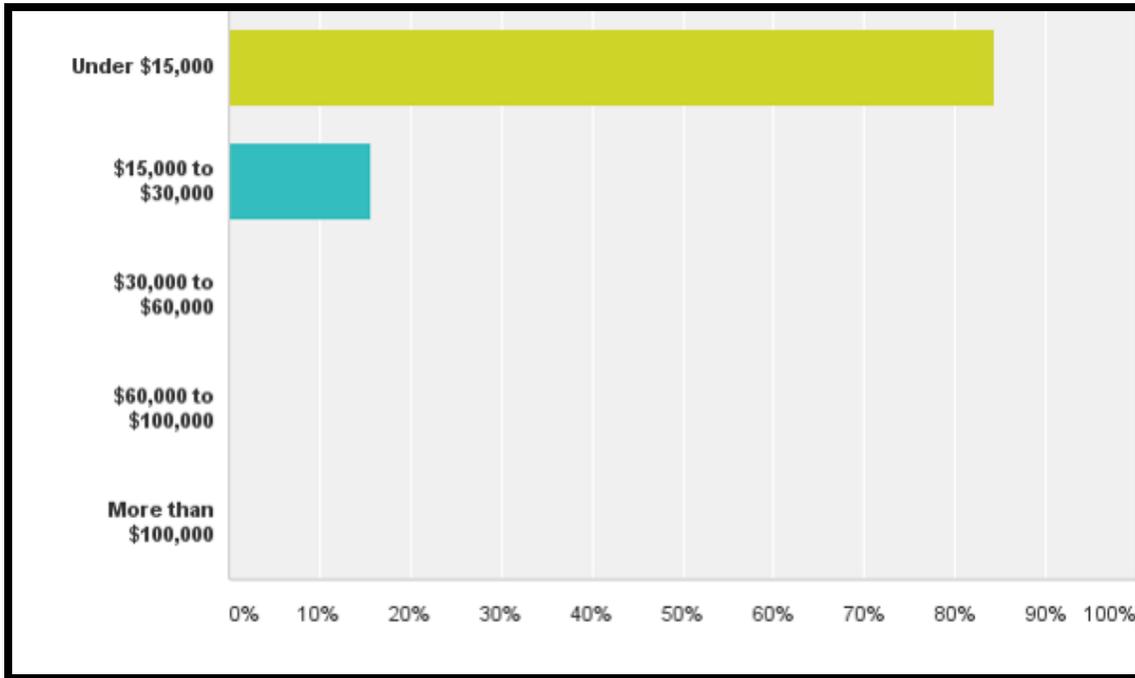
**Figure 24 – Question 23 – Which of the following best describes your race?**

Answer Choices	Responses
American Indian or Alaska Native	2.02% 2
Asian	0.00% 0
Black or African American	84.85% 84
Native Hawaiian or Pacific Islander	0.00% 0
White/Caucasian	11.11% 11
Some other race	2.02% 2
<b>Total</b>	<b>99</b>

Of the survey respondents who answered the question about their race, approximately 85% identified as Black or African American, 11% identified as White, about 2% as American Indian or Alaska Native, and 2% 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. As compared to the on-line Transportation

Issues Survey there was significantly higher identification among WRHA respondents as Black or African American and significantly lower identification as White.

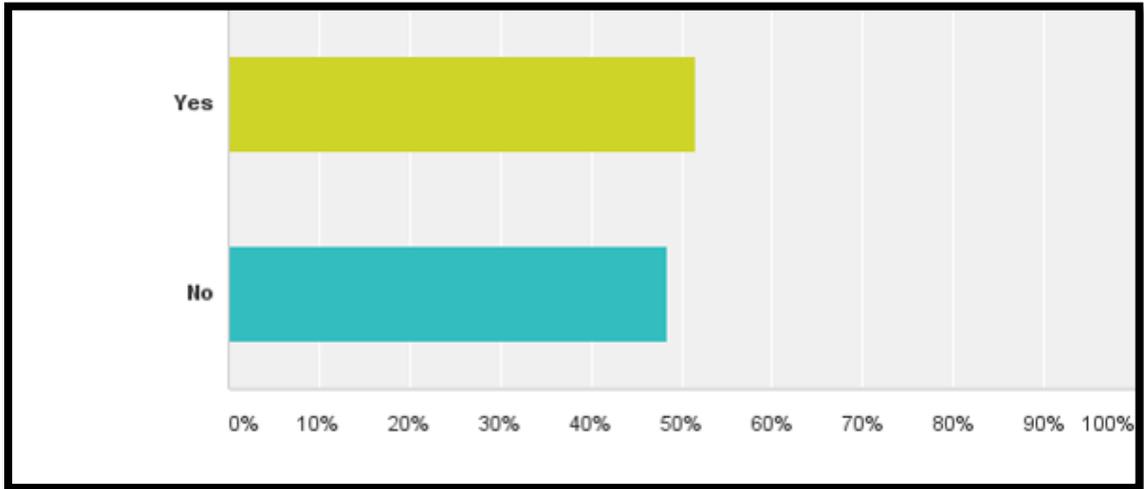
**Figure 25 – Question 24 – Which of the following best describes your annual household income?**



Answer Choices	Responses	Count
Under \$15,000	84.38%	81
\$15,000 to \$30,000	15.63%	15
\$30,000 to \$60,000	0.00%	0
\$60,000 to \$100,000	0.00%	0
More than \$100,000	0.00%	0
<b>Total</b>		<b>96</b>

The most frequently selected category for annual household income of respondents is under \$15 thousand per year (84%) which means WRHA respondents are likely to be poorer 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.

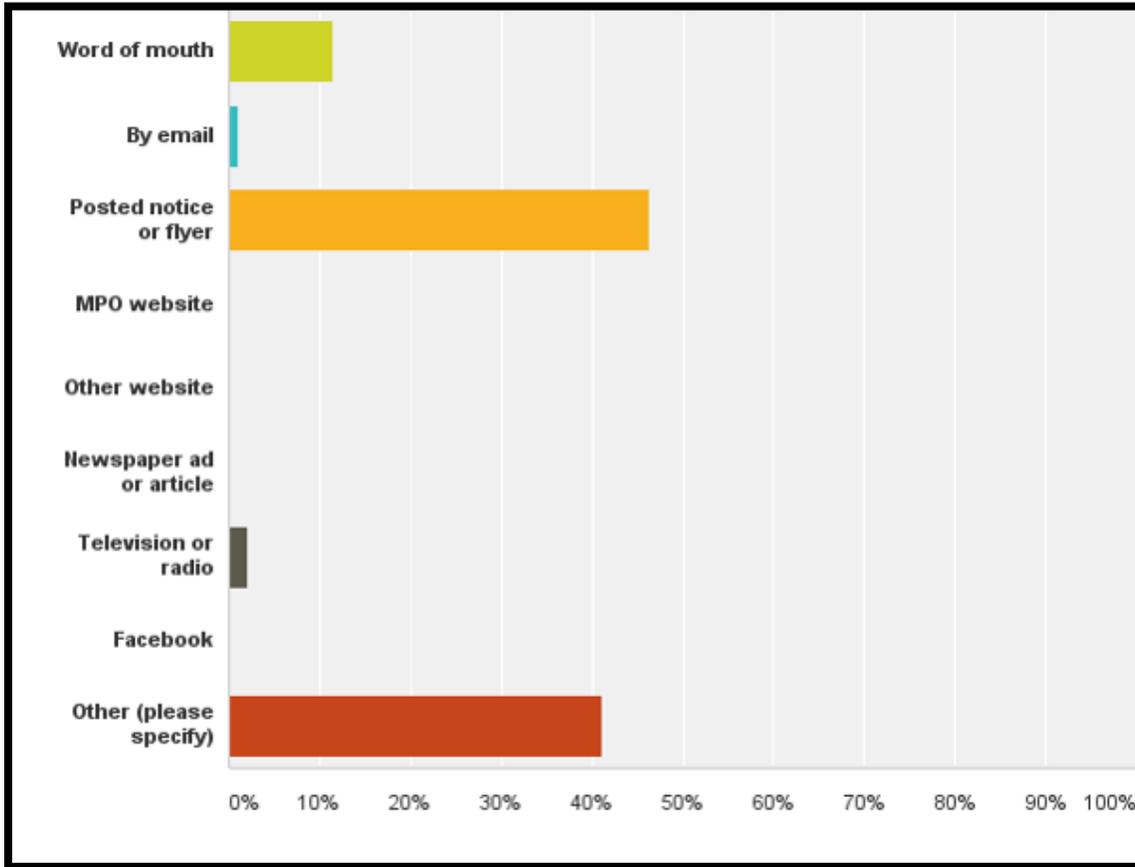
**Figure 26 – Question 25 – Are you or any member of your household disabled or mobility impaired?**



Answer Choices	Responses
Yes	51.58% 49
No	48.42% 46
<b>Total</b>	<b>95</b>

Question 25 asked whether the respondent or any member of their household was disabled or mobility impaired. Over 50% 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?

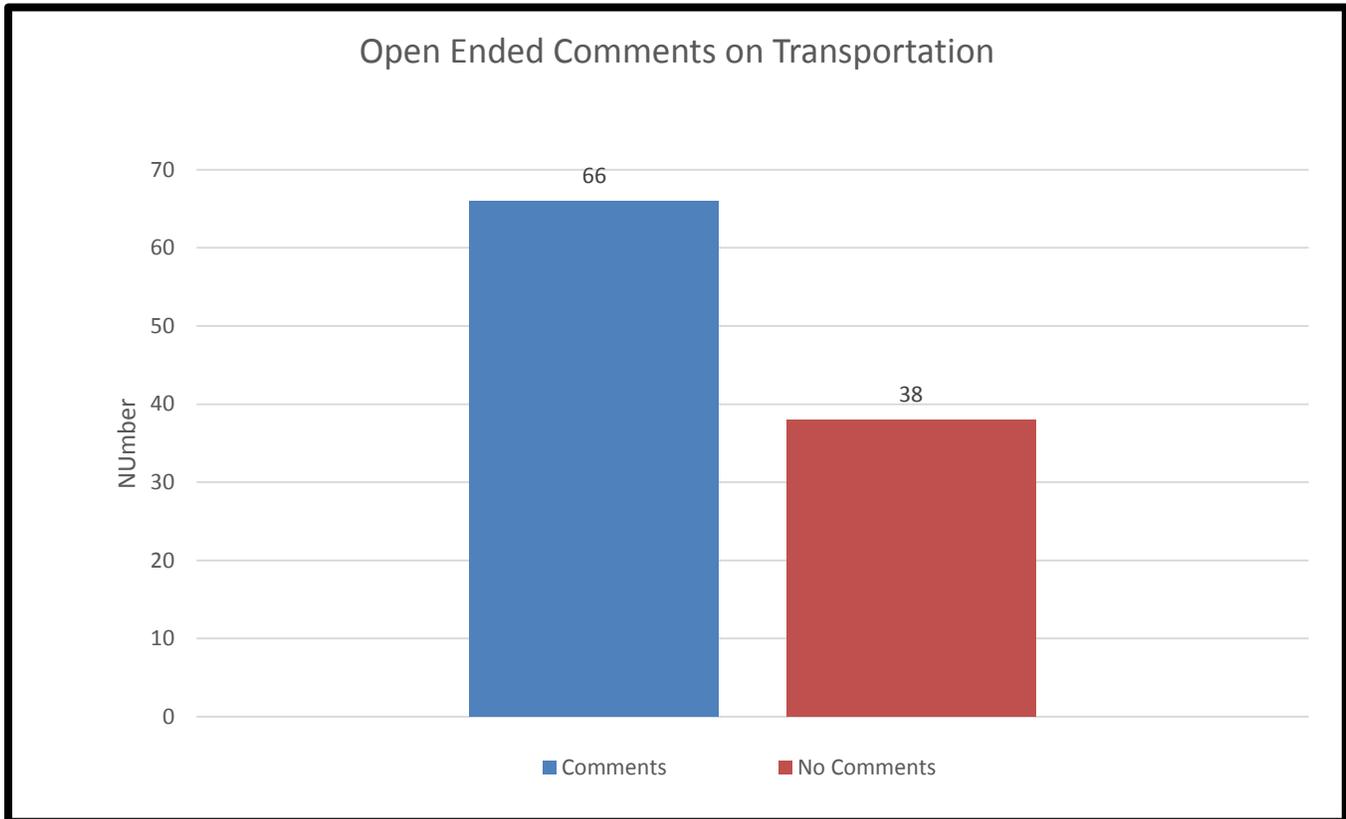


Answer Choices	Responses	Count
Word of mouth	11.58%	11
By email	1.05%	1
Posted notice or flyer	46.32%	44
MPO website	0.00%	0
Other website	0.00%	0
Newspaper ad or article	0.00%	0
Television or radio	2.11%	2
Facebook	0.00%	0
Other (please specify)	41.05%	39
<b>Total Respondents: 95</b>		

WRHA survey respondents most often heard about the WRATS 2014 Transportation Issues Survey via a posted notice or flyer (46%) or, of those who responded “Other”, by having a hard copy of the survey put on their door

or made available to them at their rental office (41%). A number noted the copies attached to their door as being accompanied by a letter indicating a mandatory response.

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



Sixty-six WRHA 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 WRHA respondents are dissatisfied with some aspect of the current transportation system in the Warner Robins region. Areas of dissatisfaction include lack of transit, overall levels of roadway congestion, safety of bicyclists, 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 bike lanes and multi-use paths, and poorly planned development. Lack of transit was clearly the most severe transportation problem identified by WRHA respondents.

When asked which three transportation problems are most important to fix, lack of transit service was a nearly unanimous choice. Those items least chosen were at-grade railroad crossings, road maintenance, and too many

accidents, and 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 WRHA respondents do not work outside the home and those that do have short to average commutes with a majority working within Houston County and predominantly within Warner Robins. Asked about their work commute, most respondents indicated that congestion going to work (presumably during the a.m. peak period) is minor or non-existent, while the commute home (during the p.m. peak period) is moderate to heavy.

Most WRHA respondents; a little more than half, indicated they usually make trips within the region by auto as single occupant drivers. However, this is a much lower percentage than for the general respondents who responded to the on-line Transportation Issues Survey. Many more WRHA respondents indicate that they carpool, take taxis, or walk or bike than respondents to the on-line Transportation Issues Survey. The modal percentages for WRHA respondents remain fairly constant when asked about their experience over the past 90 days with regard to travel.

In a series of questions asking whether respondents agreed or disagreed with statements relating to transportation and transit, most respondents strongly disagree that their community has appropriate public transit options and indicate that they would ride transit if it were available, safe, affordable, and convenient. Most 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. Interestingly, WRHA respondents are more apt to agree with a statement that says transit is mostly a social service for those who cannot afford a car than respondents to the on-line survey. Both WRHA and on-line survey respondents see development of a mass transit system as important to the local economy.

Unlike on-line survey respondents, WRHA respondents generally agree with a statement that their community is safe enough to walk or bicycle but only about 35% of respondents view those as effective means of transportation for them. Similar to on-line survey respondents, most WRHA 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, WRHA respondents supported Special Purpose Local Option Sales Taxes (SPLOST), impact fees on new development, and benefit district taxes most. Options least likely to receive their support were tolls, fuel related taxes, and property taxes. This response is very similar to the on-line survey respondents' response to transportation funding options.

When asked to rate the Warner Robins Region performance on a variety of areas, WRHA respondents tended to regard quality k-12 education, variety of housing choice, and availability of affordable housing as strengths whereas the areas viewed as poor were providing alternatives to driving, retaining and recruiting new jobs and employers, availability of affordable housing, and access to recreational opportunities. (note: 35% of respondents identified availability of affordable housing as excellent or good while 33% of respondents identified it as poor – a relatively even split.)

Respondents on average have lived in the metropolitan area for 21 years and 60% 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, 15% about the same, and 25% better. The large majority of survey respondents live and work within Houston County, and most within the City of Warner Robins.

WRHA respondents to the survey are predominantly female, black or African-American, lower income, and reside in Warner Robins. There are more low to moderate income survey respondents than in the metro population overall. The WRHA respondents are also more apt to be disabled or mobility impaired and older than the general metro population.

Most respondents heard about the Transportation Issues Survey from the WRHA or through distribution of a hard copy of the Transportation Issues Survey to their place of residence by the WRHA. Sixty-six of the one hundred and four WRHA respondents provided individual comments on transportation in the Warner Robins Region. These individual comments are listed in the Appendix to this document.

It should be noted that respondents are a very small percentage of metro area residents. 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

I just think we need public transportation because I was without a car for a while.
It sure would help a lot of people out around here. Like myself who can't afford a car. Would be a big help and a blessing!!
We as people need this in our area.
Transportation needed.
It is something way overdue and I think the city should do something about it.
Please put a walking path in Ferguson Park. Many people, including myself, walk many miles on the grassy field. In conclusion, yes, transit services are needed.
To help the sick.
Transportation could use some improvement.
I am so proud to know we are getting transportation in the area.
The need (Warner Robins) public transportation bad!
If there were public transportation there would be less people walking in roads and highways
Should have had transit a long time ago, it would help in many ways.
Lack of transportation makes it difficult for disabled and elderly to get around so people prey on them.
Bus service is badly needed. Have to get to doctor, store, work. The cab services are bad.
We need transportation in Warner Robins for the ones who have no way of getting around.
There is no good public transportation in Warner Robins.
Need bus transportation
Need buses because everyone can't afford a car or money for a bike and most places are too far to ride a bike.
There is a need for public transportation in Warner Robins.
It is greatly needed. It would solve several problems concerning my transportation needs. Especially numerous doctor visits that I have attempted to meet and failed.
Can't get around to go pick up medicine or go to the doctor or just for pleasure sometimes.
Need transportation badly.
They need to get it because it will help people with transportation issues.
I think that mass transit would be for the people who don't have ride to go places in the city of Warner Robins.
Much needed for people without cars.
I believe public transportation would benefit the city of Warner Robins economically by increasing the number of people in the workforce.
Warner Robins needs a bus system.
We need a bus system in Warner Robins, GA.
Public transit would be a great asset for the Warner Robins region.
Nothing to share in this subject because I have transportation.
It would be a good idea for public transportation for everyone who doesn't have their own.
Please help us. I'm ready to leave the city because there's no peace because too many people need help here in Warner Robins, Georgia, Houston County.
Need transit badly.
Need transportation badly.
Warner Robins is in desperate need of a transportation system.
Need bus transit badly!!!
Not everyone here is able to have their own car. I need public transportation because I do not have family or friends with a car.
We definitely need public transportation. Taxi's cost way too much.
Desperately need a bus system. It would greatly help seniors, disabled, and poverty stricken people more freedom and an ability to get to doctor, stores, etc. on their own. Many people don't have friends or family that can take them. So many people become shut ins.

Transportation needed.
Need transportation.
Need transportation bad.
Transportation needed here in Warner Robins please.
We need buses.
In my opinion we have needed a bus system since the construction of the mall in Centerville. It is too far out for people on "poor side of town". Also family and children services on Hwy 96?
transportation for all low income areas + cheap prices.
it stinks. anyone who is disabled or incapacitated is at the mercy of cabs or ... with high fares because they can. No Regulation!
we need transportation bad!
we really do need transit transportation in Warner Robins to cut the cost of a cab and be able to get around more in Warner Robins.
we need it. Macon+Atlanta are the closet places to us. And also Perry needs it.
we need it
we need it "stupid"
lots of people need ways to get where they are going. Like to DOCTORS, PHARMACY, or maybe grocery store.
I like the idea
I think we should get transportation. It would be good for our community
I believe having a transit service in Warner Robins would be good. I believe it because there are a lot people who cannot afford taxi services or paying someone else to transport them. What about people who do own cars but if it breaks down, how would they get around on everyday basics. What about elderly people they need some kind of transportation are to age. What about kids whose school is out of district and parents with no transportation
we need it
I can not believe that warner robins does not have public transportation or adequate sidewalks for as big as it is. Until this is rectified, I will not be able to seek employment
the percent of people that have no transportation is too high for my area
I think that this city has no intention of housing public transportation. the powers at be wants to keep poor people on ones side the city and rich on the other side. That is why all the resources are far away from the poor. When I moved to Warner Robins 40 years ago, a survey was going to around about transportation and nothing happen, please. In 2040 we will all be dead!
there is a definite a great need for transportation here. I believe it would help the community grow.
I am disable and need transportation to doctor's app. errands (paying bills, grocery shopping several times a week. if I was to get a job, I hate no transportation to work. There are a couple of transportation services. But it is not affordable.
we need to do better
most recreation for young teens will probably make crime rate go down. Programs for teen mother will help young women stay in school.
Warner Robins Need a public transit system to bring it up to data in the 21 century. This may help to increase the economy - ease congestions and decrease air pollution
Much Needed