

KFH GROUP, INC.

**BULLOCH COUNTY
TRANSIT DEVELOPMENT PLAN**

Final Report

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Prepared for the

Coastal Georgia Regional Development Center

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CHAPTER 1

GOALS AND ISSUES

PROJECT BACKGROUND

This particular planning effort was conducted in response to a recommendation made in the *Regional Plan for Rural and Public Transportation* developed for the Coastal Georgia Regional Development Center (CGRDC) in November of 2005. That recommendation suggested that additional planning be conducted in Bulloch County with the City of Statesboro and Georgia Southern University (GSU) to consider whether there might be better service alternatives to meet the needs in that County than simply providing the number of demand-responsive small buses required to meet demand estimated based on the typical rural transit dependent population. In that study it was estimated that the demand for rural general public transportation in Bulloch County is 88,768 trips per year, in addition to any particular demand generated by GSU.

In particular, GSU has initiated fixed-route, fixed-schedule transit services to link remote parking areas with the campus center, and Statesboro is a growing city just under the Federal Transit Administration (FTA) threshold as an Urbanized Area based on the Census Bureau determination of size classification for federal transportation funding and planning requirements. The study is needed to examine the potential for providing a small city fixed-route system serving both the town and the university. Because Statesboro is not an urbanized area at this time, it continues to be eligible for FTA Section 5311 rural transit funding administered by the Georgia Department of Transportation (GDOT). A potential advantage to using Section 5311 funding is that the federal capital funding (80% federal, with a 15% Georgia state match) could be available to purchase vehicles, if the service is open to the general public.

Historically, in Georgia Section 5311 rural public transportation has always been provided as demand-responsive service, however, GDOT is now willing to consider fixed-route, fixed-schedule service under Section 5311 if the demand can be demonstrated. Such systems exist in many other states, and if it is found to be feasible for Bulloch County, it could be a model for other small cities in Georgia. A fixed-route system also offers a potential advantage for the Georgia Department of Human Resources (DHR) and other human service transportation, in that clients could be given tickets or tokens for trips, and they could then utilize the fixed-route system as if they are general public riders. Agency costs for those trips that could be provided by the fixed routes would be significantly reduced. The study will need to look at services that will meet these needs as well as those of the university and other general public trips. Any service proposals developed in this study would need to be fully coordinated with the proposed regional coordinated system, which could potentially serve the more rural parts of the County, linking with a fixed-route system and connecting to destinations outside the County.

The scope of work for this Transit Development Plan (TDP) is similar to the typical Short-Range Transit Plan in that it calls for the identification of the area's transit goals and objectives, the current status of its transit services, its unmet transit needs, and the appropriate course of action needed to address the objectives in the short-range future, typically a five year horizon.

STUDY ADVISORY COMMITTEE AND INITIAL MEETING

Initially the staff of the CGRDC developed a list of persons to invite to the initial meeting to hear an overview of the study process and discuss goals and objectives for public transit in the County, City, and at GSU. Staff representatives included the GDOT Public Transit Coordinator for the region, CGRDC's Coordinated Transportation Manager, and the CGRDC Planning Director. Invitees included all the persons identified in Appendix A, basically including key stakeholders from the County Committee formation. The initial meeting was held on February 1, 2007 at the Bulloch County Board of Commissioners office building in Statesboro

The consultant, KFH Group, presented an overview of the study as a Power Point presentation, which is included in Appendix B. The presentation reiterated the background for the project, and the roles of the various parties. It also included information about local fixed-

route transit systems operated in comparable communities: the AppalCART system serving Appalachian State University, the town of Boone, and Watauga County in North Carolina; the Harrisonburg Department of Public Transportation in Harrisonburg, Virginia serving James Madison University; and Advance Transit in Wilder, Vermont, serving Dartmouth College and Dartmouth Hitchcock Medical Center. All three of these started as Section 5311 fixed-route systems, though the Harrisonburg system has just graduated to the Section 5307 program as its urbanized area population exceeded 50,000 in the 2000 Census. James Madison University and Appalachian State University are public universities almost equal in size to Georgia Southern University and Dartmouth is a private university that is slightly smaller. All three of these systems are successful operations combining services tailored to university needs along with scheduled and demand-responsive services serving other needs in the community. They were included in the presentation to provide possible models, and present examples to illustrate that there are successful examples of systems in environments comparable to Bulloch County and Statesboro.

Following the presentation, a number of points were discussed. Representatives from GSU presented an update on the GSU system. Georgia Southern's existing shuttle has grown to carry about the same annual ridership as AppalCART (about 750,000 trips per year) within the two years it has been operating. During that time a new, natural gas powered fleet of eight buses has been introduced (owned by the contract management firm-now First Transit). The need for transit is driven by parking demand—there is a demand for 12,000 spaces, but there are only 3,000 spaces available in the campus core. The service is primarily between the stadium parking lot and the central campus area on a single route, with frequencies adjusted by time of day. The service is funded primarily through a student transportation fee of \$45 per semester. From the GSU perspective, a system utilizing Section 5311 funding could be of benefit by:

- Allowing the purchase of more buses to operate a second route serving the east side of the campus; allowing for the purchase of public buses that would allow the GSU to avoid paying for capital as part of their operating contract;
- Potentially allow for routes off-campus linking student-oriented apartment complexes outside the zone with restricted campus parking to the central campus area (as a means of further reducing campus parking demand); and

- Potentially allow for an off-campus route to connect the campus with shopping and restaurants in the retail district along Northside Drive, northeast of the campus area.

While these are potential benefits, the fact that there is a contractor in place who has already invested in new equipment and a natural gas refueling facility reduces the urgency that the GSU might have had if the study had been initiated two or three years ago.

From the City of Statesboro perspective, the key issues concern:

- the cost,
- the allocation of local costs,
- the details of the financing and fare structure, and
- the service policies (where, how often, type of service, etc.).

Given the plan for regional coordinated services, there is a concern that the details of that effort be developed before adding another type of service for consideration. The City is interested in seeing the agreements between the universities and the transit systems in Harrisonburg and Boone. Similarly, the County has a concern about the cost and service policies. The County is also concerned about developing a plan that addresses other needs (than the University) and other user types. Outside of Statesboro the population density declines substantially, and though there may be individual needs and a few pockets of concentrated poverty, a different service type (demand-responsive) will be needed—so the plan needs to address both the fixed-route needs in town and the rural needs.

Study Goals

Based on these discussion points, the following goals for the study were proposed:

1. Develop, in detail, service plans that address:
 - a. University needs,
 - b. Other general public needs in the City, and
 - c. Countywide general public and human service transportation needs.
 - d. Integrate these services with the proposed Regional Coordinated system, and with DHR client transportation needs.

2. Present models from other successful systems comparable in scale and institutional character to Georgia Southern and Statesboro, to determine how these services can be provided through a joint effort.
3. Develop costs for the proposed system based on the service design, including both annual operating costs and capital costs (for replacement and expansion).
4. Develop a funding plan for the proposed services. Maximize use of available federal and state programs. Include details on proposed public fares and expected revenue from that source.
5. Develop equitable cost allocation proposals that would indicate the total amount of local match needed and the relative shares and estimated dollar amounts to be paid by the different stakeholders, including the City, County, and GSU.

Service Goals

In terms of the goals for the public transit services to be developed, these included:

1. Addressing the basic mobility needs of persons living in autoless households, of low-income households, of persons with disabilities, and seniors—countywide. This implies linking low-income and high density residential areas with key destinations including human service agencies, educational opportunities (Ogeechee Technical College), employment areas, basic retail, and other public services.
2. Addressing the needs of the University for transit services that support the parking management program, including on-campus shuttles from remote parking, services linking off-campus apartments with the campus, and linkages between the campus and retail/restaurant businesses in the City.
3. Providing services that can be utilized by persons who are clients of human service agencies needing transportation to obtain services—again linking areas where clients are located with places providing the services.
4. Applying appropriate service concepts to address these various markets, potentially including fixed-route, fixed-schedule service; route deviation scheduled services, and demand-responsive services to meet the needs in the most cost-effective manner.

STUDY PROCESS AND ORGANIZATION OF THIS REPORT

Work on this project took place in two phases over a period of two years. This report combines the results of both phases. Phase I included the initial meeting and goals development (Chapter 1), assessment of existing service and unmet needs (Chapter 2), development of service options (Chapter 4), and initial development of organizational and funding options (Chapter 5). At the end of Phase I, the study Advisory Committee was interested in the potential, but had additional questions to address before making any decisions about seeking funding. Phase II was designed to address some of these questions—in particular it included a random household telephone survey of Bulloch County residents to determine public sentiment regarding the need and support for public transportation, and updates of the information about the peer systems initially collected in Phase I. The survey results are included in Chapter 3 of this report, and the other chapters have been revised to reflect the updated information from the peer systems. During the course of Phase II, the Bulloch County Commissioners voted not to provide funding for the Regional Coordinated system or any other transit during FY 2009. The County is anticipating performing a comprehensive transportation study of all modes during the coming year in anticipation of being designated an Urbanized Area following the 2010 Census. This study will be presented as input to the broader study, and it is anticipated that the County will revisit the issue of public transportation again in the future. The City of Statesboro has not yet considered a separate role in developing a public transportation system, and it could apply for federal and state funding itself, or together with the University, and this study provides information and plans that could inform City and University decisions regarding their role in public transportation.

CHAPTER 2

EXISTING SERVICE AND UNMET NEEDS

The purpose of this chapter is two-fold: first, to identify the current transit service provided by Southern Express, the transit system at GSU; and second, to present an analysis of current conditions of the service area that may affect transit need within the TDP time frame. Using Census demographics and potential trip generating origins and destinations within the area, the analysis focuses on potentially transit dependent populations and their transportation needs in Bulloch County. This information, combined with the survey information provided in Chapter 3, will serve as a basis for recommendations for service alternatives.

EXISTING TRANSIT SERVICES

Southern Express

GSU provides a fixed-route service, called Southern Express, to its student population that lives on or near its campus in Statesboro, Georgia. Southern Express operates eight buses on one route that starts at the south side of campus at Paulson Stadium. From here, the buses run northwest, picking up students who live in apartment complexes directly adjacent to the campus. The route then continues west through the campus' main thoroughfare, accessing The University Book Store, Russell Student Union, and several administrative buildings. The buses continue on to the College of Education and the Chemistry/Nursing Buildings and then stop at the campus' Recreation Activities Center before returning to Paulson Stadium to complete the route. Figure 2-1 for full route and stops. Students can board and alight only at the seven designated bus stops along the route.

There are five different types of parking zones on campus: visitor, commuter, resident, sports complex/RAC/stadium, and faculty/staff. While on-campus parking demand is at 12,000 spaces, only 3,000 spaces are available. Commuters and residents must pay \$128 and \$70 respectively for annual parking permits. The sports complex/RAC/stadium parking available at both Paulson Stadium and the Recreation Activities Center is free to students, though it is restricted daily from midnight to 6:00 a.m. and during home football games. Some parking spaces in more convenient locations are also designated for carpools. Carpool permits are offered at a discount to encourage two or more commuters to drive together and decrease the number of cars on campus. With three-quarters of the campus parking demand currently unmet, GSU has an urgent need for transportation alternatives to driving alone.

Southern Express begins full service on the first day of classes in August of the new academic year. Buses depart from Paulson Stadium every 3-4 minutes from 7:00 a.m. to 4:00 p.m. Monday to Friday. From Monday to Thursday, a reduced number of buses runs approximately every 15 minutes from 4:00 p.m. to 9:00 p.m. Service on Friday ends at 5:00 p.m. and no weekend service is currently available. All of the buses in Southern Express' fleet run on compressed natural gas, a clean, alternative fuel that generates less exhaust and greenhouse gases than its gasoline and diesel counterparts.

The Southern Express provides 700,000-800,000 trips per year. GSU's transit system is currently funded through an annual transportation fee of \$90 that the school charges each student that takes over four hours of class. Existing operations already utilize all this funding and any expansion of service or capital will require additional financial support. The University seeks to open its routes to other student housing developments and will look to the analysis of this TDP for feasible funding and service alternatives.

Human Service Transportation in Bulloch County

The only other transportation services available in Bulloch County and Statesboro are human service transportation provided to clients by various programs. The DHR coordinated transportation system contracts with two providers to provide specialized services. Concerted Services, Inc., provides demand-responsive services county-wide for persons that are clients under the programs of the Department of Family and Children's Services (DFCS), and under

Aging programs (for persons 60 and above to senior centers and nutrition sites). DFCS uses TANF (Temporary Assistance to Needy Families) funds to provide transportation to persons leaving welfare who need transportation to their mandatory work experience and to child care, and to Able Bodied Adults Without Dependents (ABAWD) to Food Stamp work experience activities. The other provider in the DHR program is the Pineland Community Services Board, which provides transportation primarily for persons with developmental disabilities to day programs, under the TANF/SA program. All of these DHR-funded trips are scheduled through the human service agency, which notifies the transportation service provider. Only eligible clients can ride, and only for the specified trip purposes. In FY 2007, approximately 14,524 trips were provided under the DHR programs. At a cost of \$123,610 for FY08, DHR estimates that 25,538 trips will be provided at a cost of \$214,229.

Another human service transportation program that provides some transportation is the Georgia Department of Labor's Rehabilitative Services program. The program provides counseling, education and training, rehabilitation, job placement, and supported employment. Eligibility requirements include a permanent disability, an impediment to employment, and a desire to work. All clients require special services related to their disability, which they must document to receive services. The agency says that 90 percent of its clients are unable to drive or do not have a car. Many are provided transportation by family, and clients are sometimes reimbursed for self-provided transportation at a rate of \$0.10 per mile. The agency also contracts with TF& S Transportation for client transportation. In FY 2005 the total cost for this was \$10,550 for 181 trips. The cost for individual trips varies between \$37 and \$80 dollars, with average cost of \$58. Agency staff see a strong need for public transportation in the community.

A major issue for many is that persons who need client transportation programs to reach training or employment under the programs lose those benefits when they leave the program for employment, and there is no public transportation to allow them to continue to work on their own. Also, even though they have some transportation through these programs, if they have mobility problems that require client transportation to agency activities, they probably need transportation to have basic mobility for activities of daily life, such as shopping, work, personal business (going to the bank, get a haircut, etc.) and medical trips (if they are not on Medicaid).

SUMMARY OF DEMOGRAPHICS AND UNMET NEEDS

A detailed review of demographics and transit needs for Bulloch County, including the City of Statesboro, has demonstrated specific areas of transit need across the County and within the City. This summary is based on the results of data collected on demographics and major activity centers and then analyzed using Geographic Information Systems (GIS) and other data analysis tools.

TECHNICAL METHODOLOGY OF IDENTIFYING TRANSIT NEEDS

The process of assessing transit needs in Bulloch County was a multi-part effort that involved reviewing and summarizing the demographic characteristics of the County and the major trip generators, which reflect potential commuting patterns of County residents. The results of the process are summarized below and are intended to help the study team identify: 1) those geographic areas of the County that have high relative transit needs and whether or not these areas are served by public transportation, and 2) those County origins and destinations which are the major trip generators for the existing and potential transit users. The results of this process along with other task work will provide a thorough understanding of the transit needs in the County.

Transit Dependent Populations

The first step in identifying transit needs was an examination of the population segments that are most likely to require alternative mobility options to the personal automobile due to age, disability, income status, or simply because they reside in a household in which there are no available vehicles. The data utilized in this analysis was gathered from the 2000 Census (Summary Files 1 and 3) data tables and includes the following segments of the population:

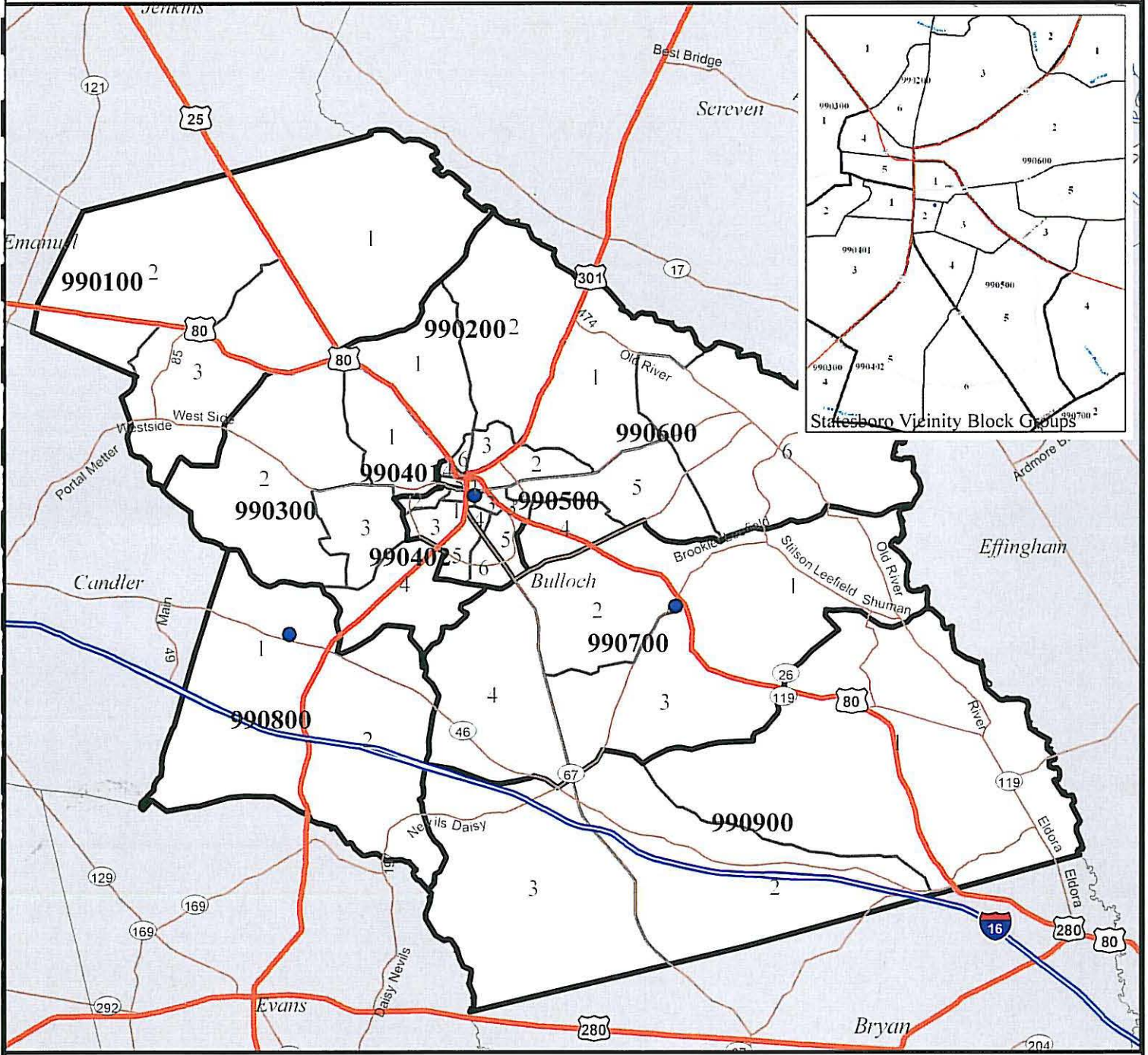
- Young Adults – Persons between ages 18 and 24. This group refers mostly to the student population at Georgia Southern University. While many students have cars, parking is very limited on campus and transit becomes a key remedy to improve

student mobility between residences, classes, and recreation. This group may also include young adults who have limited or no access to a personal vehicle.

- Elderly – Persons age 60 and above. This group may include those who either choose not to drive any longer, have previously relied on a spouse for mobility, or because of factors associated with age can no longer drive.
- Disabled – Persons age 16 and above. This group includes those who have a disability lasting six months or more that makes leaving the home alone for simple trips such as shopping and medical visits difficult for them.
- Poverty Status – Persons of all ages. This segment includes those individuals living below the poverty level who may not have the economic means to either purchase or maintain a personal vehicle.
- Autoless Households – Number of households without an automobile. One if not the most significant factor in determining transit need is the lack of an automobile available for use by members of a household.

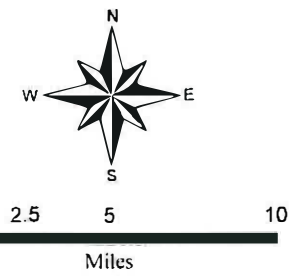
In order to identify the geographic areas that have high relative transit needs, the numeric data on these five segments of the population were gathered and summarized on the block group level for each segment. Each of the five segments was then ranked separately and mapped; then the five individual rankings were summed to produce an overall ranking of each block group, which was also mapped. Next, the block groups were divided into thirds and classified—relative to each other—as having high, medium, or low transit needs. See Figure 2-2 for a visual representation of Bulloch County’s block groups and Table 2-1 for the list of block groups and related Census data.) Four types of maps were created in representing all the demographic data that was analyzed in this process:

- Number of Persons – This first type maps absolute numbers of each of the five segments of population by block groups. These maps portray need by the amount of transit dependent persons throughout the County. The thresholds for high, medium, and low needs for these maps were based on standard thresholds used in similar Short-Range Transit Plans.



Legend

- Places
- Bulloch County
- Surrounding Counties
- Highways
 - Interstate
 - U.S.
 - State
- 123 Census Tracts
- 1234 Block Groups



NOTE: All block group ID numbers in Bulloch County begin with the sequence 13031, representing Georgia State and Bulloch County. The next six numbers (in black above) indicate the census tract and the last number (in gray above) indicates the specific block group within each census tract. The complete block group ID for the southern-most block group, for example, is 130319909003.

Data Source: Census 2000, ESRI Data CD

**Table 2-1: BULLOCH COUNTY
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK GROUP**

| Block Group Number | Land Area (Square Miles) | Households | Population | Population Density (Persons/ SqMi) | Elderly | Young Adults | Mobility Disabled | Below Poverty | Autoless Households |
|--------------------|--------------------------------|------------|------------|--|---------|--------------|----------------------|------------------|------------------------|
| 130319901001 | 42.8 | 369 | 864 | 20.2 | 151 | 69 | 48 | 103 | 13 |
| 130319901002 | 37.0 | 629 | 1,495 | 40.4 | 206 | 183 | 101 | 296 | 47 |
| 130319901003 | 29.1 | 579 | 1,395 | 47.9 | 229 | 111 | 122 | 291 | 41 |
| 130319902001 | 13.6 | 716 | 1,815 | 133.9 | 202 | 100 | 72 | 26 | 8 |
| 130319902002 | 24.7 | 667 | 1,703 | 68.9 | 221 | 151 | 105 | 312 | 25 |
| 130319902003 | 2.1 | 602 | 1,681 | 804.8 | 187 | 225 | 213 | 288 | 39 |
| 130319902004 | 0.4 | 299 | 646 | 1,599.1 | 178 | 81 | 66 | 167 | 68 |
| 130319902005 | 0.4 | 353 | 825 | 2,157.6 | 174 | 98 | 138 | 512 | 87 |
| 130319902006 | 0.6 | 403 | 844 | 1,456.6 | 153 | 107 | 52 | 83 | 9 |
| 130319903001 | 10.4 | 564 | 1,412 | 135.2 | 188 | 113 | 50 | 266 | 0 |
| 130319903002 | 34.4 | 611 | 1,507 | 43.9 | 207 | 108 | 105 | 99 | 8 |
| 130319903003 | 8.2 | 738 | 1,917 | 234.2 | 270 | 152 | 146 | 40 | 10 |
| 130319903004 | 12.1 | 816 | 1,810 | 149.2 | 105 | 580 | 30 | 567 | 51 |
| 130319904011 | 0.3 | 456 | 1,051 | 3,237.7 | 201 | 190 | 110 | 469 | 107 |
| 130319904012 | 0.9 | 296 | 674 | 759.3 | 124 | 74 | 98 | 71 | 28 |
| 130319904013 | 2.4 | 722 | 1,361 | 555.5 | 240 | 481 | 156 | 491 | 87 |
| 130319904025 | 2.3 | 991 | 4,954 | 2,159.1 | 21 | 4,528 | 136 | 1,426 | 100 |
| 130319904026 | 1.8 | 2,028 | 4,457 | 2,472.2 | 51 | 3,849 | 184 | 3,123 | 82 |
| 130319905001 | 0.3 | 236 | 413 | 1,250.0 | 68 | 89 | 29 | 134 | 59 |
| 130319905002 | 0.2 | 365 | 629 | 3,936.6 | 48 | 214 | 33 | 188 | 53 |
| 130319905003 | 0.5 | 364 | 780 | 1,666.2 | 214 | 128 | 93 | 98 | 11 |
| 130319905004 | 0.5 | 299 | 660 | 1,253.5 | 166 | 195 | 34 | 190 | 0 |
| 130319905005 | 2.2 | 721 | 1,692 | 755.4 | 317 | 575 | 98 | 359 | 10 |
| 130319906001 | 21.5 | 433 | 1,043 | 48.5 | 110 | 89 | 61 | 164 | 27 |
| 130319906002 | 3.8 | 639 | 1,450 | 383.4 | 101 | 232 | 174 | 688 | 90 |
| 130319906003 | 0.9 | 433 | 804 | 918.2 | 166 | 123 | 60 | 70 | 20 |
| 130319906004 | 6.2 | 829 | 2,018 | 323.8 | 337 | 234 | 43 | 218 | 11 |
| 130319906005 | 12.8 | 715 | 1,596 | 124.5 | 297 | 253 | 96 | 444 | 119 |
| 130319906006 | 44.2 | 435 | 991 | 22.4 | 125 | 62 | 80 | 129 | 8 |
| 130319907001 | 41.2 | 632 | 1,342 | 32.6 | 190 | 154 | 87 | 200 | 30 |
| 130319907002 | 17.6 | 532 | 1,209 | 68.6 | 194 | 108 | 75 | 159 | 8 |
| 130319907003 | 25.7 | 472 | 1,254 | 48.7 | 200 | 120 | 71 | 129 | 16 |
| 130319907004 | 26.6 | 499 | 1,322 | 49.7 | 175 | 118 | 66 | 238 | 34 |
| 130319908001 | 22.8 | 368 | 989 | 43.4 | 124 | 91 | 68 | 204 | 24 |
| 130319908002 | 47.4 | 526 | 1,243 | 26.2 | 172 | 135 | 69 | 200 | 31 |
| 130319909001 | 90.4 | 1,181 | 3,146 | 34.8 | 364 | 254 | 169 | 304 | 15 |
| 130319909002 | 43.4 | 726 | 1,883 | 43.4 | 265 | 157 | 28 | 32 | 14 |
| 130319909003 | 50.3 | 498 | 1,108 | 22.0 | 209 | 116 | 90 | 147 | 59 |
| | 682.1 | 22,742 | 55,983 | 27,127.6 | 6,950 | 14,647 | 3,456 | 12,925 | 1,449 |

- Density of Persons by Standard Thresholds – This second type maps the density of each of the five population segments by block groups. These maps are important because they show density by thresholds that are used to determine the feasibility of regular fixed-route transit service. The threshold for high need is based on the commonly accepted guideline that a population density of at least 2,000 persons per square mile is required to support fixed-route service. The next three thresholds—medium, low, and very low—represent decreasing levels of need from the standard for fixed-route density. While general population density maps were created, these density maps of the various transit dependent populations within Bulloch County are useful as complements to the maps of absolute numbers for these populations. While it is important to estimate transit demand by the sheer number of potentially transit dependent persons, visualizing their density helps determine the feasibility of fixed-route service versus demand-responsive service.
- Density of Persons by Natural Break Thresholds – This third type of map is similar to the second, but the thresholds are delineated by natural breaks in the population segments’ data. Natural breaks identify pairs of points within the data between which there is a significant difference in the values. In classifying the population segments by natural breaks, typically additional block groups are identified as high need. This method helps gauge transit need better when the surveyed areas are more rural and population densities do not reach the high levels of the standard thresholds.
- Overall Ranking – The last type of map displays overall rankings of the block groups, having taken all five transit dependent population segments into account. This ranking was generated twice, first based on the density of persons in each segment and second based on the percentage of persons in each segment. The thresholds for high, medium, and low needs for these maps were determined by the datasets’ natural breaks.

Each of the five population segments was represented by the first, second, and third types of maps. Two overall ranking maps were created, representing all five population segments simultaneously. Two additional maps represented the block groups by general population density, classified by standard thresholds and natural break thresholds. While Census data at the block group level was available to create all these maps for Bulloch County, close-up maps of Statesboro required Census data at the block level to capture greater detail in this smaller area.

The results of all rankings are summarized below.

IDENTIFICATION OF TRANSIT NEEDS IN BULLOCH COUNTY

Young Adults, Persons Ages 18-24

This population segment indicates transit need as young adults may live in a household which has an automobile, but access is limited because the vehicle must be shared; or they may not have the economic means to purchase their own vehicle and thus depend on alternate mobility options such as transit. Also, as previously discussed, they may have a car available but parking is not available, as is the case on GSU's campus for example. Bulloch County's block groups were ranked based on the number of young adults ages 18-24 and the results are presented in Figure 2-3. The majority of the County shows either a medium or high ranking number of young adults. However, it is important to realize that block groups cover large physical areas, so a large shaded block group may actually represent the need of small pockets within the block group's area. This is often the case for block groups that are largely rural but contain or are adjacent to a town center where a high number of persons resides. The block groups with over 200 young adults are found primarily in Statesboro, as expected with GSU's large student population. The southeastern area of Bulloch County also indicates a high number of young adults; this may be due to the area's proximity to Savannah's suburbs.

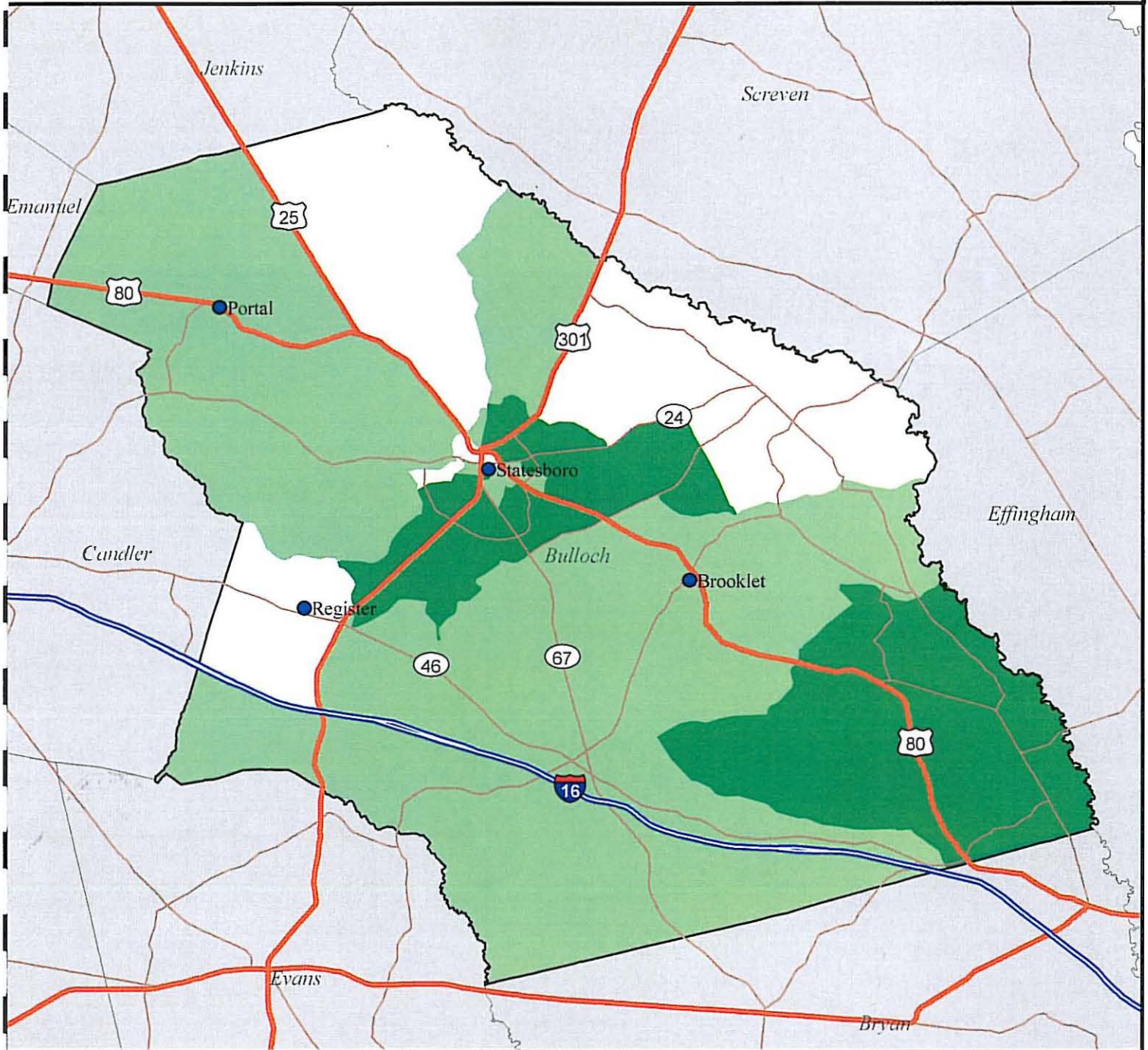
Figure 2-4 portrays the population density of young adults. The high need block groups are located in Statesboro, mostly in conjunction with GSU's location. Figure 2-5 portrays the density of young adults by natural break thresholds. Again, need is demonstrated in Statesboro with the high need block groups covering a larger range, between 1,339 and 2,135 persons per square mile, and additional block groups within the City's boundary qualifying as low need, ranging from 140-585 persons per square mile.

Elderly Population, Persons Age 60, and Over

Older persons become dependent on transit due to a variety of reasons: they choose to stop driving, they previously relied on a spouse for mobility, or they can no longer operate a personal vehicle due to factors associated with age. While older persons can sometimes depend

FIGURE 2-3:
BULLOCH COUNTY

NUMBER OF PERSONS AGES
18-24 PER CENSUS BLOCK GROUP

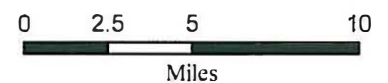
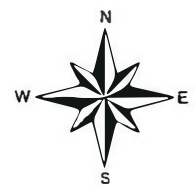


Legend

- Places
- Bulloch County
- XYZ Surrounding Counties

- Highway**
- Interstate
 - U.S.
 - State/Major Rd

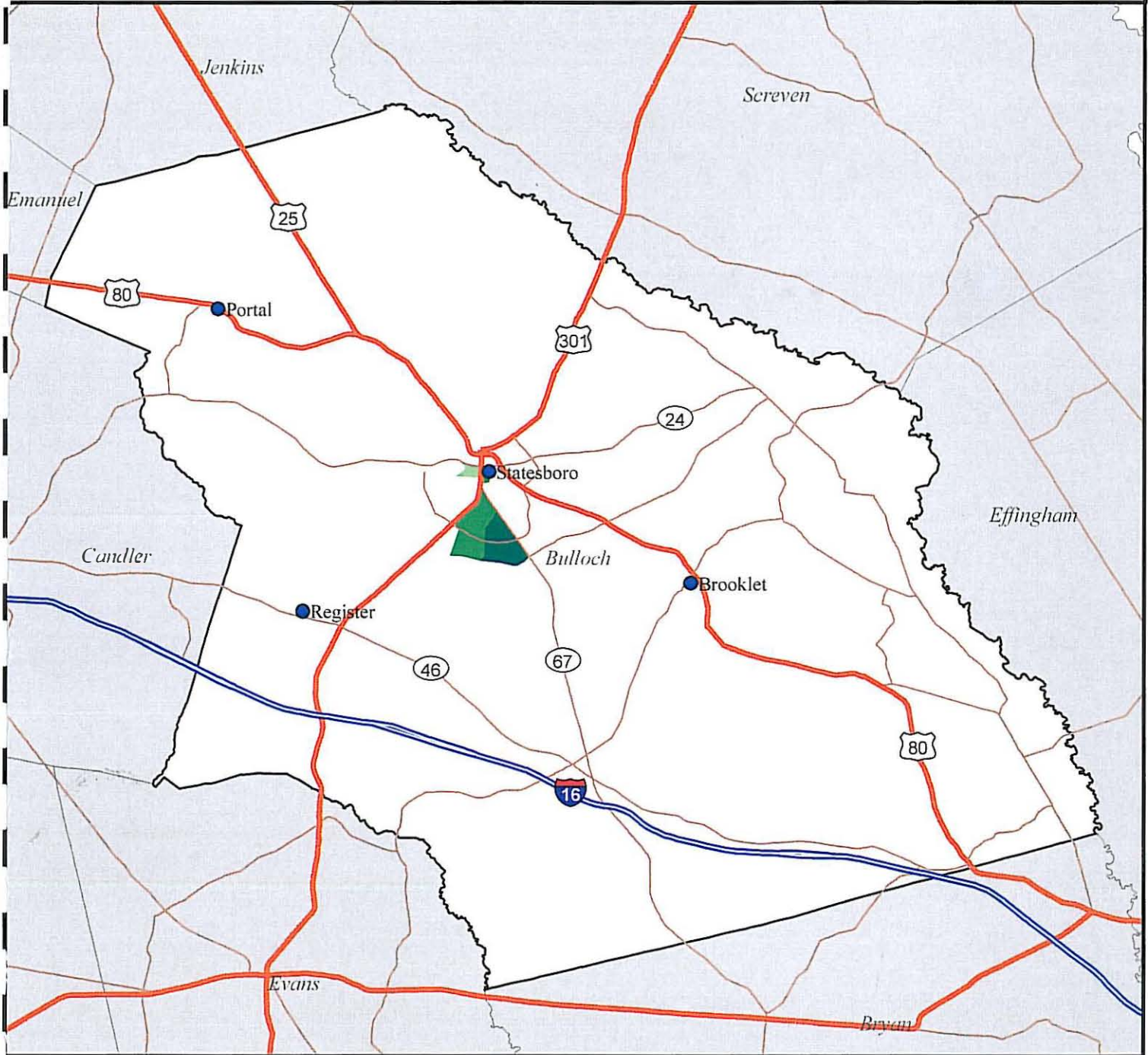
- Number of Persons**
- High (Over 200)
 - Medium (100-200)
 - Low (0-100)





Data Source: Census 2000, ESRI Data CD

FIGURE 2-4:
BULLOCH COUNTY

POPULATION DENSITY OF PERSONS
AGES 18-24 BY STANDARD THRESHOLDS



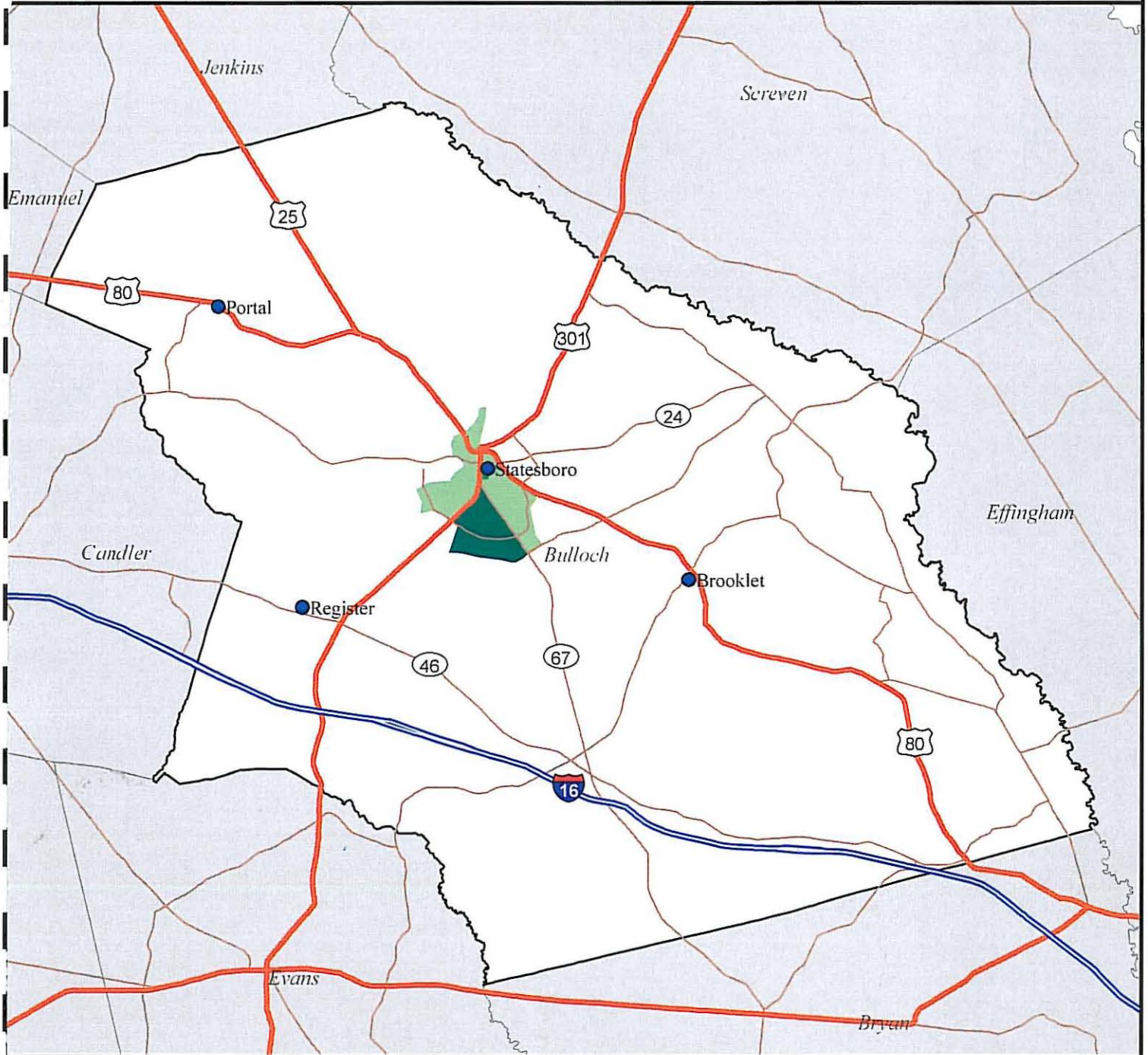
Legend

| | | | |
|----------------------------|------------------|----------------------|--|
| ● Places | Highway | Density (Pop/Sq.mi) |   |
| □ Bulloch County | — Interstate | ■ High (Over 2000) | |
| □ XYZ Surrounding Counties | — U.S. | ■ Medium (1000-2000) | |
| | — State/Major Rd | ■ Low (500-1000) | |
| | | □ Very Low (0-500) | |

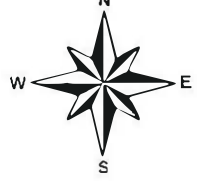
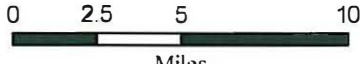
Data Source: Census 2000, ESRI Data CD

FIGURE 2-5:
BULLOCH COUNTY

POPULATION DENSITY OF PERSONS
AGES 18-24 BY NATURAL BREAKS



Legend

| | | | |
|------------------------|------------------|---------------------|--|
| ● Places | Highway | Density (Pop/Sq.mi) |   |
| □ Bulloch County | — Interstate | ■ High (1339-2135) | |
| □ Surrounding Counties | — U.S. | ■ Medium (585-1339) | |
| | — State/Major Rd | ■ Low (140-585) | |
| | | □ Very Low (1-140) | |

Data Source: Census 2000, ESRI Data CD

on friends or relatives for rides, or call upon human services agencies to provide specialized transportation, transit is a good alternative that allows them independence in carrying out daily tasks. Typically affordable and far-reaching, especially when using deviated fixed-route and demand-response systems, transit provides more mobility options for older persons that are aging in place and choose to drive less or not at all. Transit becomes a particularly applicable option as Baby Boomers grow older and increase the demand for greater mobility options.

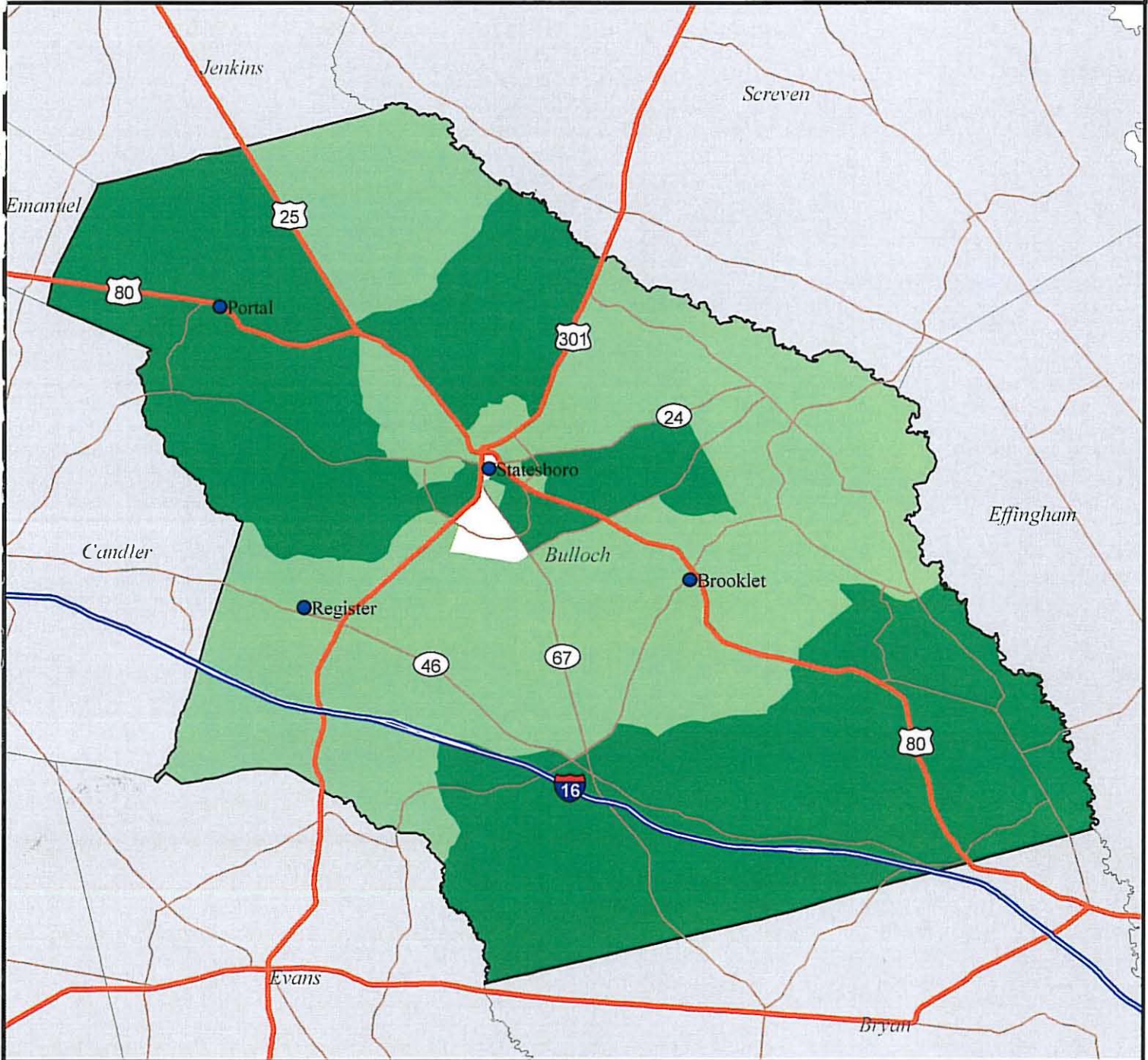
Figure 2-6 shows that almost all block groups within Bulloch County have 100 or more persons age 60 and older. Block groups surrounding Portal, near Statesboro, and in the southern part of the County have over 200 older adults. While the pure number of older persons may be high throughout the County, Figure 2-7 indicates that the densest population of older persons is between 500 and 1,000 persons per square mile. When the density of older persons is classified by natural breaks, more block groups in Statesboro register as low to high need, as seen in Figure 2-7. Figure 2-8 also illustrates that Bulloch County's highest density of older persons in one block group is 619 persons per square mile. Though the population density of older persons alone may not merit a fixed-route service in Statesboro, it is helpful to visualize the distribution of population density for this population segment and remember that this is only one of many population segments being analyzed.

Disabled Persons

This population segment includes persons age 16 and older who have a disability lasting six months or more that makes it difficult for them to leave the home alone for everyday trips, including shopping and medical visits. Block groups were ranked by the number of disabled persons per group and presented in Figure 2-9. Only one block group covering the northeastern part of Statesboro demonstrates high need, with over 200 disabled persons. The block groups surrounding Portal, near Statesboro, and in the County's southeastern corner have moderate need, between 100 and 200 disabled persons, while the rest of the County has relatively low need. Figure 2-10 shows that Bulloch County has a very low density of disabled persons. In classifying the density of disabled persons by natural breaks in Figure 2-11, only block groups in Statesboro demonstrate any need, ranging from 18 to 361 persons per square mile. At 361

FIGURE 2-6:
BULLOCH COUNTY

NUMBER OF PERSONS AGE 60 AND
OLDER PER CENSUS BLOCK GROUP

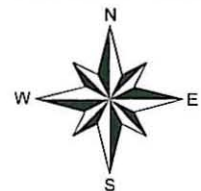


Legend

- Places
- Bulloch County
- ▭ Surrounding Counties

- Highway**
- Interstate
 - U.S.
 - State/Major Rd

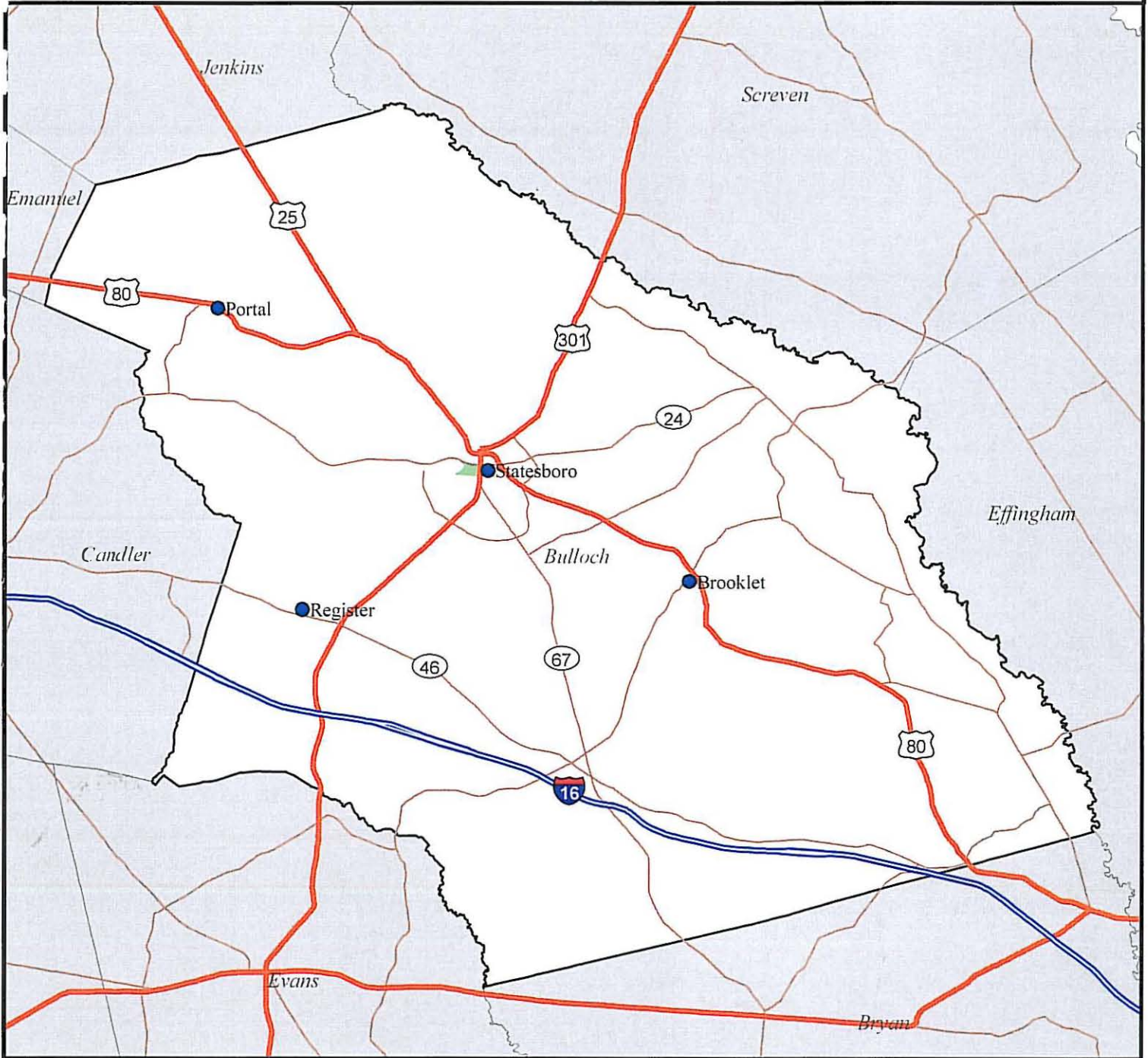
- Number of Persons**
- High (Over 200)
 - Medium (100-200)
 - Low (0-100)





Data Source: Census 2000, ESRI Data CD

FIGURE 2-7:
BULLOCH COUNTY

POPULATION DENSITY OF PERSONS AGE
60 AND OLDER BY STANDARD THRESHOLDS

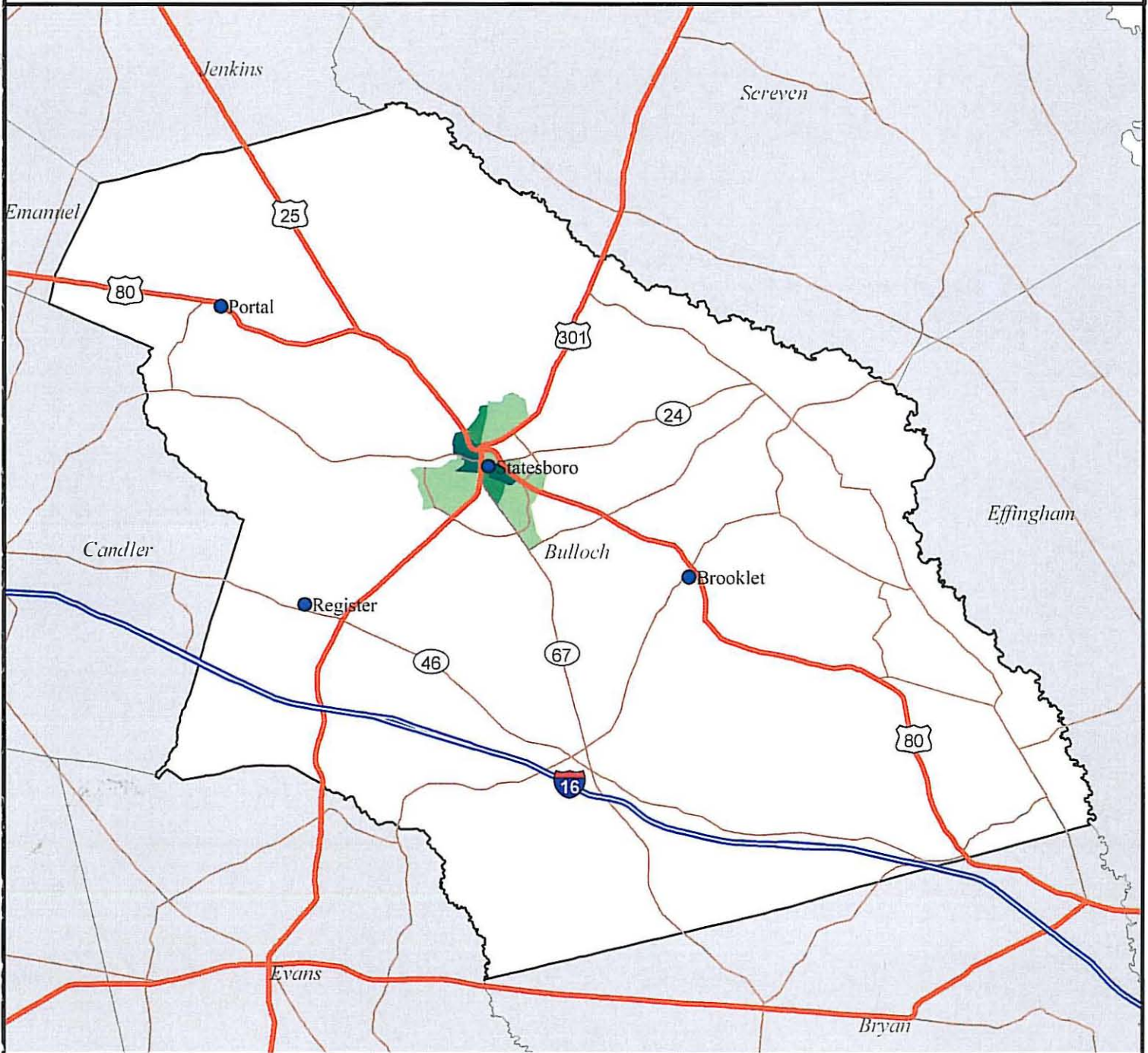


Legend

| | | | |
|------------------------|------------------|----------------------|--|
| ● Places | Highway | Density (Pop/Sq.mi) |   |
| □ Bulloch County | — Interstate | ■ High (Over 2000) | |
| □ Surrounding Counties | — U.S. | ■ Medium (1000-2000) | |
| | — State/Major Rd | ■ Low (500-1000) | |
| | | ■ Very Low (0-500) | |

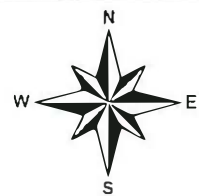
Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS
AGE 60 AND OLDER BY NATURAL BREAKS



Legend

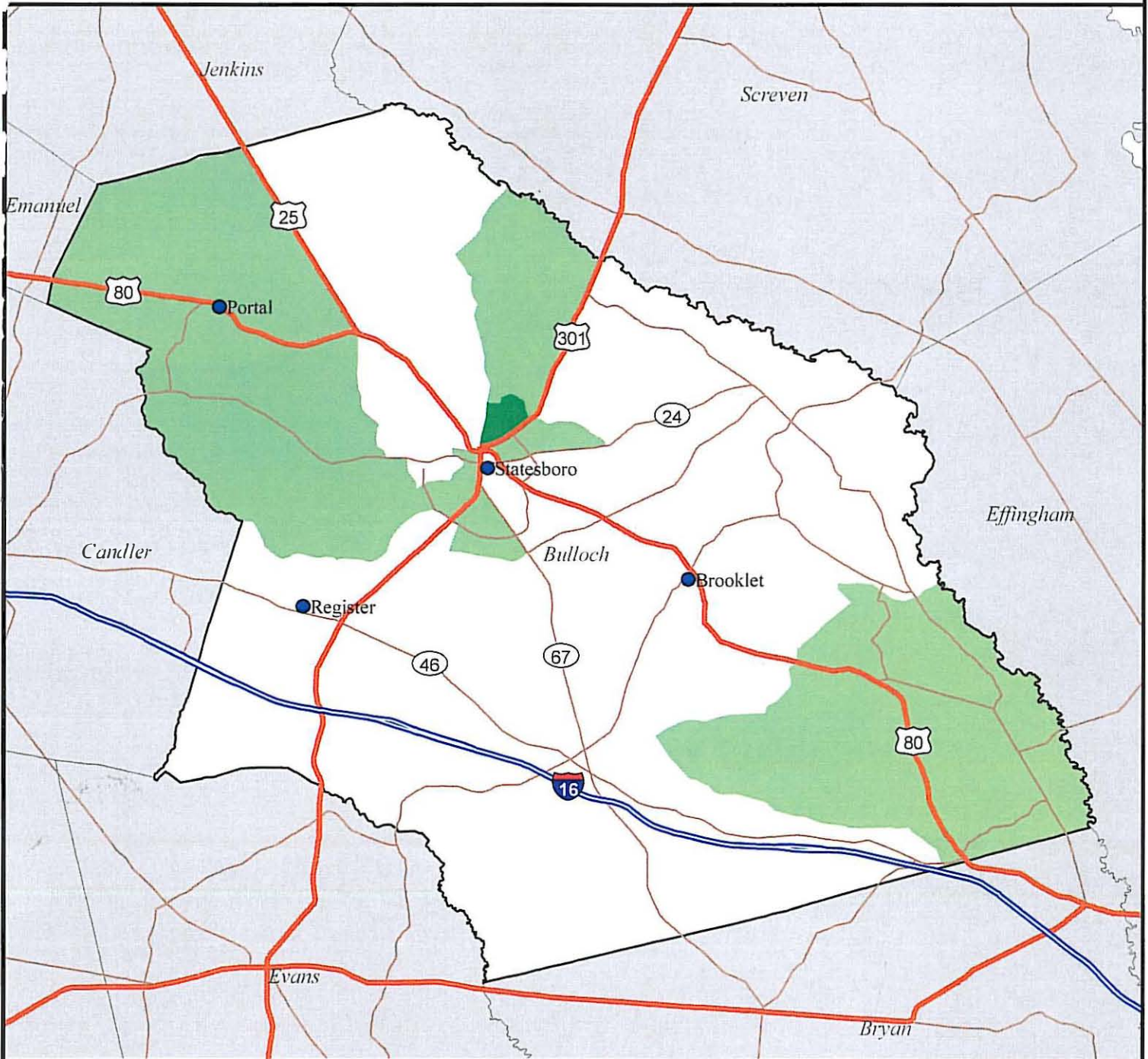
- | | | |
|------------------------|------------------|---------------------|
| ● Places | Highway | Density (Pop/Sq.mi) |
| □ Bulloch County | — Interstate | ■ High (315-619) |
| □ Surrounding Counties | — U.S. | ■ Medium (206-315) |
| | — State/Major Rd | ■ Low (54-206) |
| | | □ Very Low (3-54) |



Data Source: Census 2000, ESRI Data CD

FIGURE 2-9:
BULLOCH COUNTY

NUMBER OF DISABLED PERSONS
PER CENSUS BLOCK GROUP



Legend

- Places
- Bulloch County
- Surrounding Counties

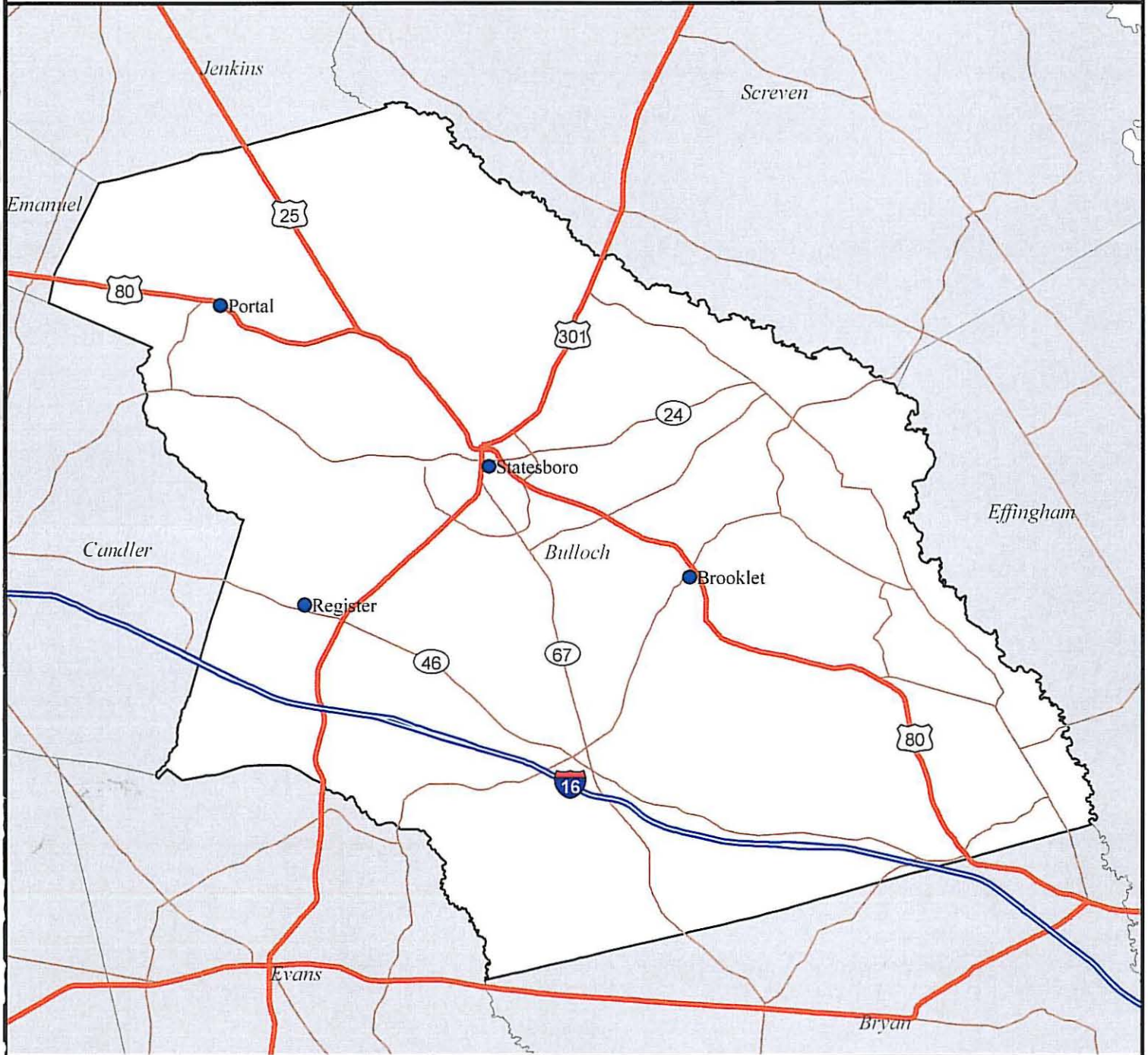
- Highway
- Interstate
 - U.S.
 - State/Major Rd

- Number of Persons
- High (Over 200)
 - Medium (100-200)
 - Low (0-100)



Data Source: Census 2000, ESRI Data CD

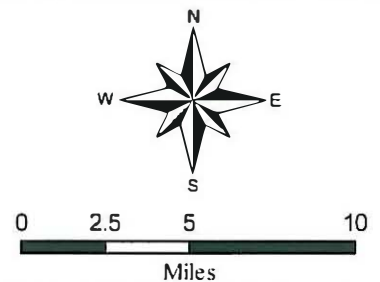
POPULATION DENSITY OF DISABLED PERSONS BY STANDARD THRESHOLDS



Legend

- Places
- Bulloch County
- Surrounding Counties
- Highway
 - Interstate
 - U.S.
 - State/Major Rd

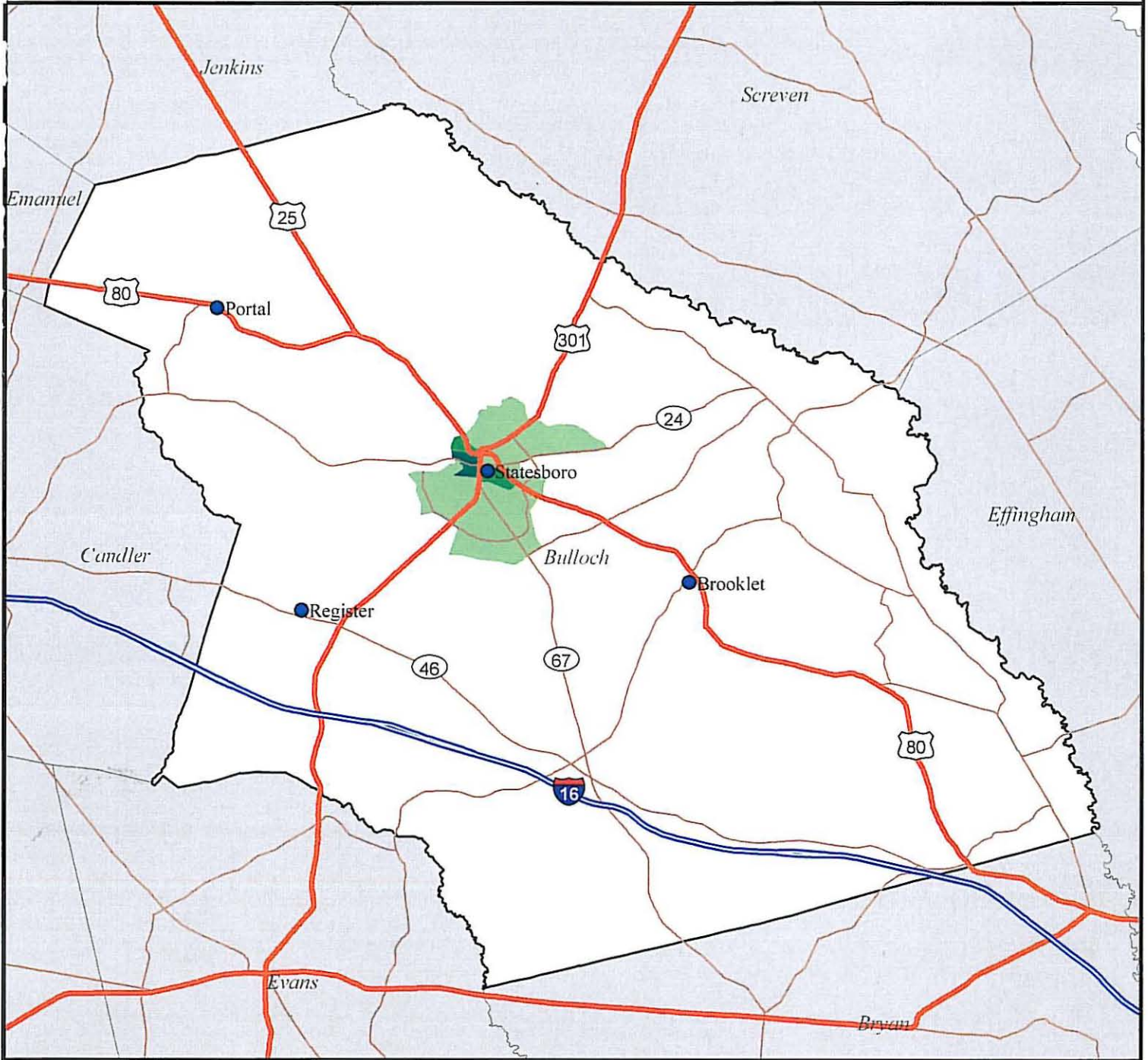
- Density (Pop/Sq.mi)
- High (Over 2000)
 - Medium (1000-2000)
 - Low (500-1000)
 - Very Low (0-500)



Data Source: Census 2000, ESRI Data CD

FIGURE 2-11:
BULLOCH COUNTY

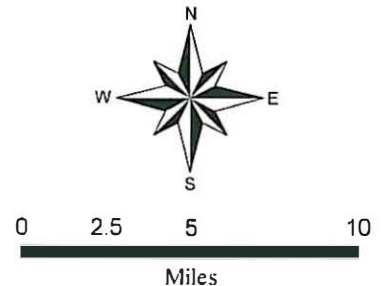
POPULATION DENSITY OF DISABLED PERSONS BY NATURAL BREAKS



Legend

- Places
- Bulloch County
- Surrounding Counties
- Highway
 - Interstate
 - U.S.
 - State/Major Rd

- Density (Pop/Sq.mi)
- High (207-361)
 - Medium (110-207)
 - Low (18-110)
 - Very Low (1-18)



Data Source: Census 2000, ESRI Data CD

persons per square mile, the highest density identified per block group is potentially a significant component of the overall transit market.

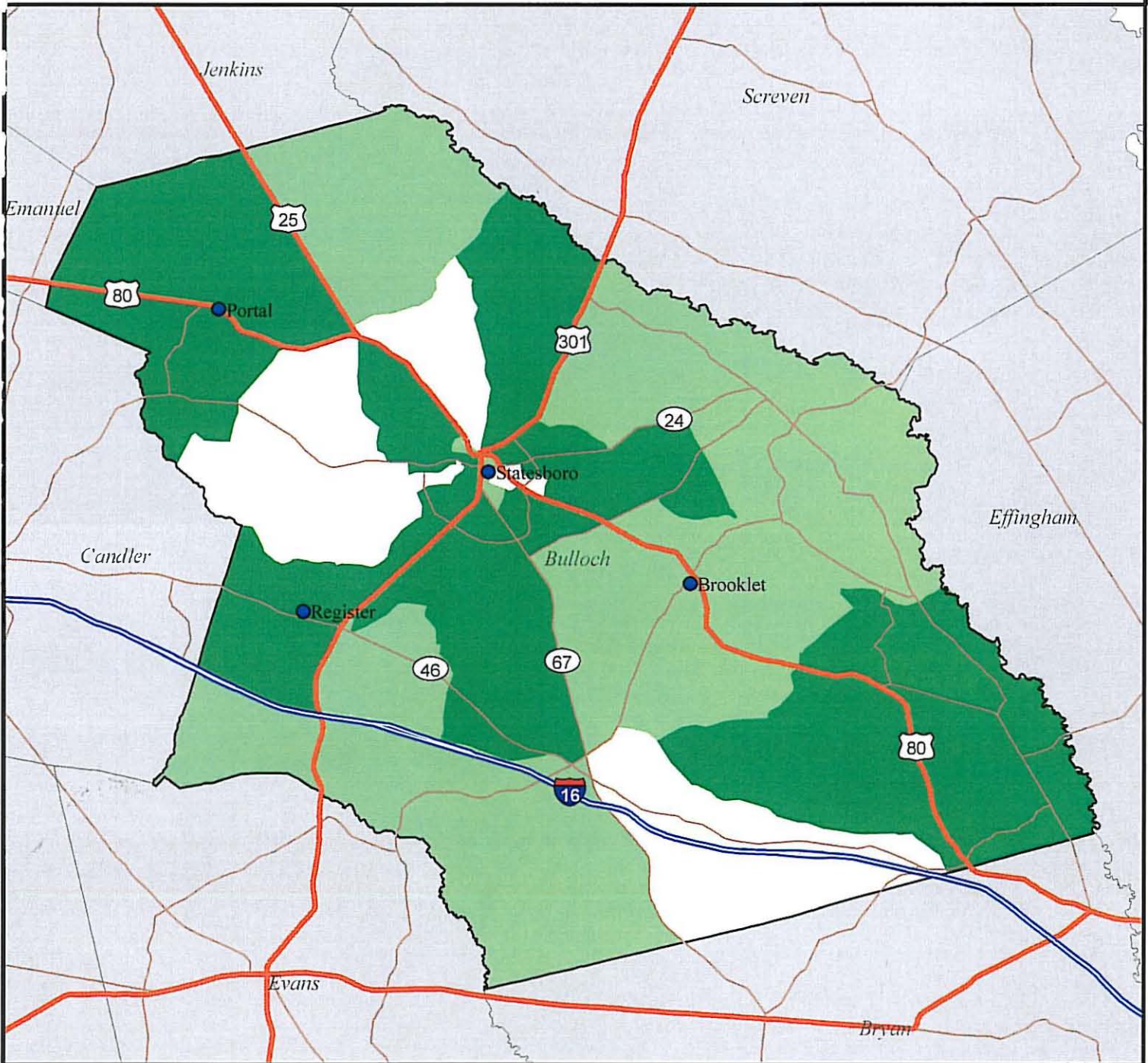
Persons Below Poverty

Individuals living below the poverty level often need various transportation options, including transit, because they may not have the economic means to either purchase or maintain a personal vehicle. Figure 2-12 represents the block groups ranked by number of persons below poverty. The majority of block groups have 100 or more persons below poverty. About half the needy block groups exhibit medium need, between 100-200 persons per square mile, and half have high need with over 200 persons per square mile. Many of the block groups with a high number of persons below poverty also have high numbers of young adults, older adults, or disabled persons, including the block groups surrounding Portal and Statesboro and in southeast Bulloch County. Figure 2-12 shows that the block groups surrounding Register also have medium to high levels of persons below poverty. The block groups around Brooklet have 100-200 persons below poverty.

Figures 2-13 and 2-14 classify the density of persons below poverty by standard thresholds for fixed-route transit and natural break thresholds respectively. These maps are similar to the previous density maps portraying the other population segments in that the high need block groups are centered in Statesboro. Population density mapped by natural breaks also tends to show more needy block groups than density mapped by standard thresholds. The block group with the highest density in Figure 2-14 includes the residential area that caters to GSU students. The high value of this block group at 1,732 persons per square mile likely reflects the student population, considered below poverty because their income is probably based only on part-time work, if they work at all, while going to school full-time. The other high need block groups are located in the northwestern part of Statesboro. While more block groups are shown with need in Figure 2-14, the thresholds for low and medium need between 80 and 621 persons per square mile are significantly less than the same thresholds in Figure 2-13, which are between 500 and 2,000 persons per square mile.

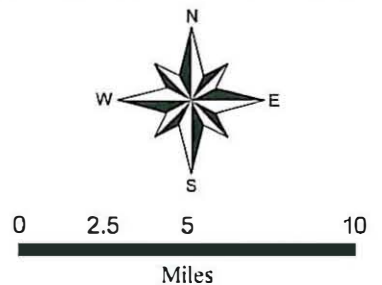
FIGURE 2-12:
BULLOCH COUNTY

NUMBER OF PERSONS BELOW
POVERTY PER CENSUS BLOCK GROUP



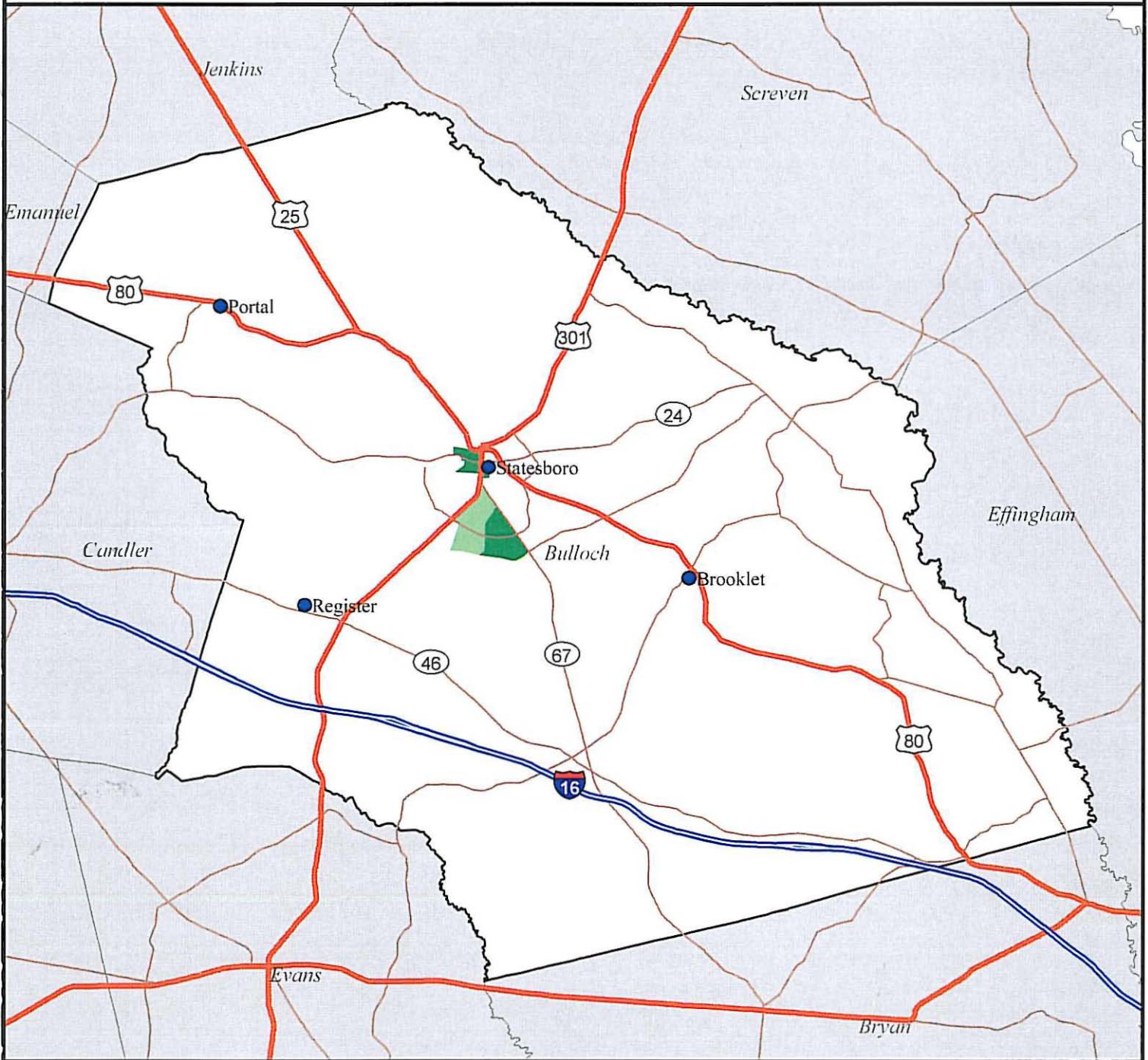
Legend

- | | | |
|------------------------|------------------|--------------------|
| ● Places | Highway | Number of Persons |
| □ Bulloch County | — Interstate | ■ High (Over 200) |
| □ Surrounding Counties | — U.S. | ■ Medium (100-200) |
| | — State/Major Rd | □ Low (0-100) |


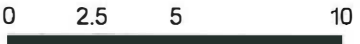


Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS BELOW
POVERTY BY STANDARD THRESHOLDS

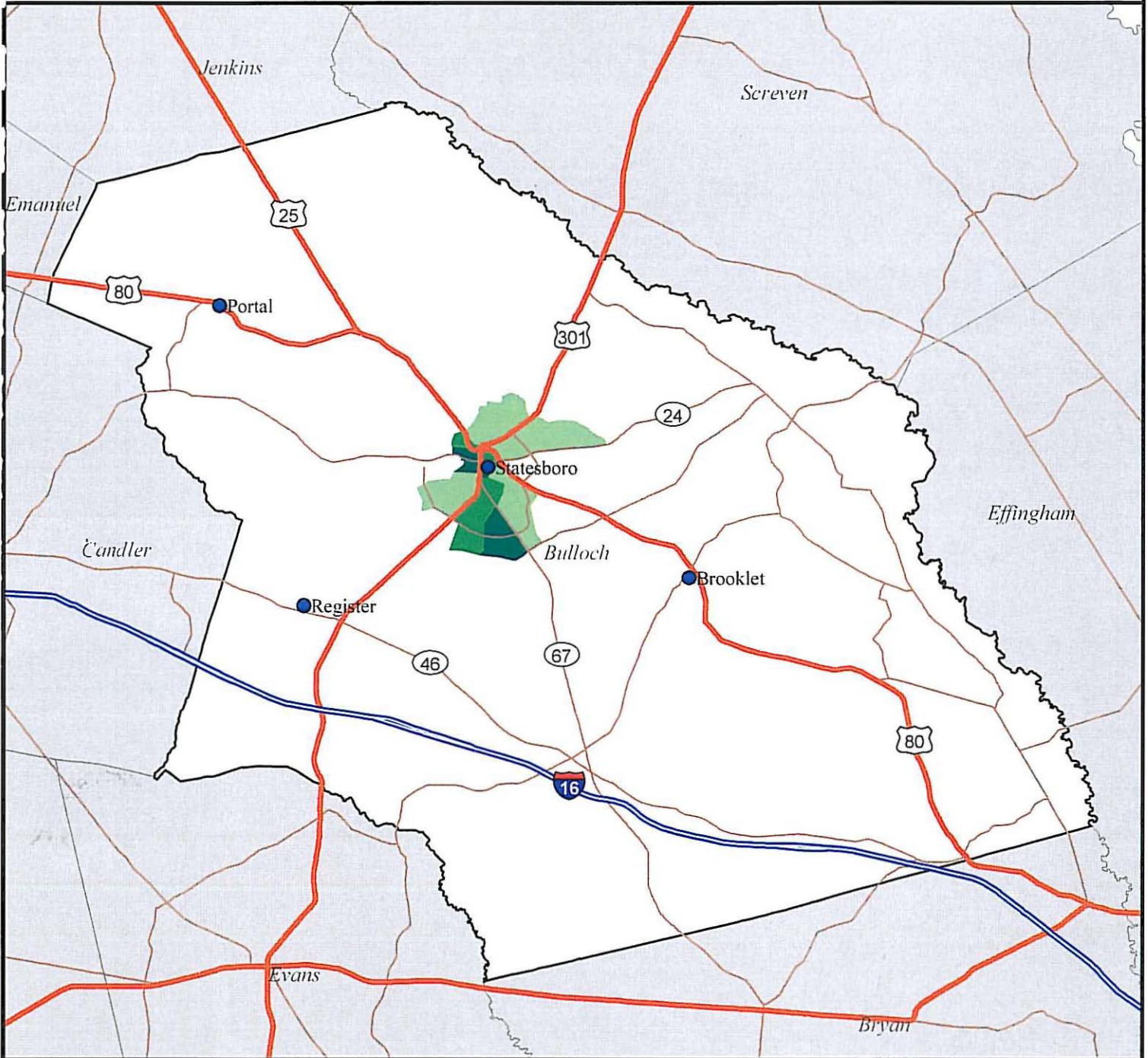


Legend

| | | | |
|------------------------|------------------|----------------------|---|
| ● Places | Highway | Density (Pop/Sq.mi) |   Miles |
| □ Bulloch County | — Interstate | ■ High (Over 2000) | |
| □ Surrounding Counties | — U.S. | ■ Medium (1000-2000) | |
| | — State/Major Rd | ■ Low (500-1000) | |
| | | □ Very Low (0-500) | |

Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS
BELOW POVERTY BY NATURAL BREAKS



Legend

| | | | |
|------------------------|------------------|---------------------|--|
| ● Places | Highway | Density (Pop/Sq.mi) | |
| □ Bulloch County | — Interstate | ■ High (621-1732) | |
| □ Surrounding Counties | — U.S. | ■ Medium (209-621) | |
| | — State/Major Rd | ■ Low (80-209) | |
| | | □ Very Low (1-80) | |

Data Source: Census 2000, ESRI Data CD

Autoless Households

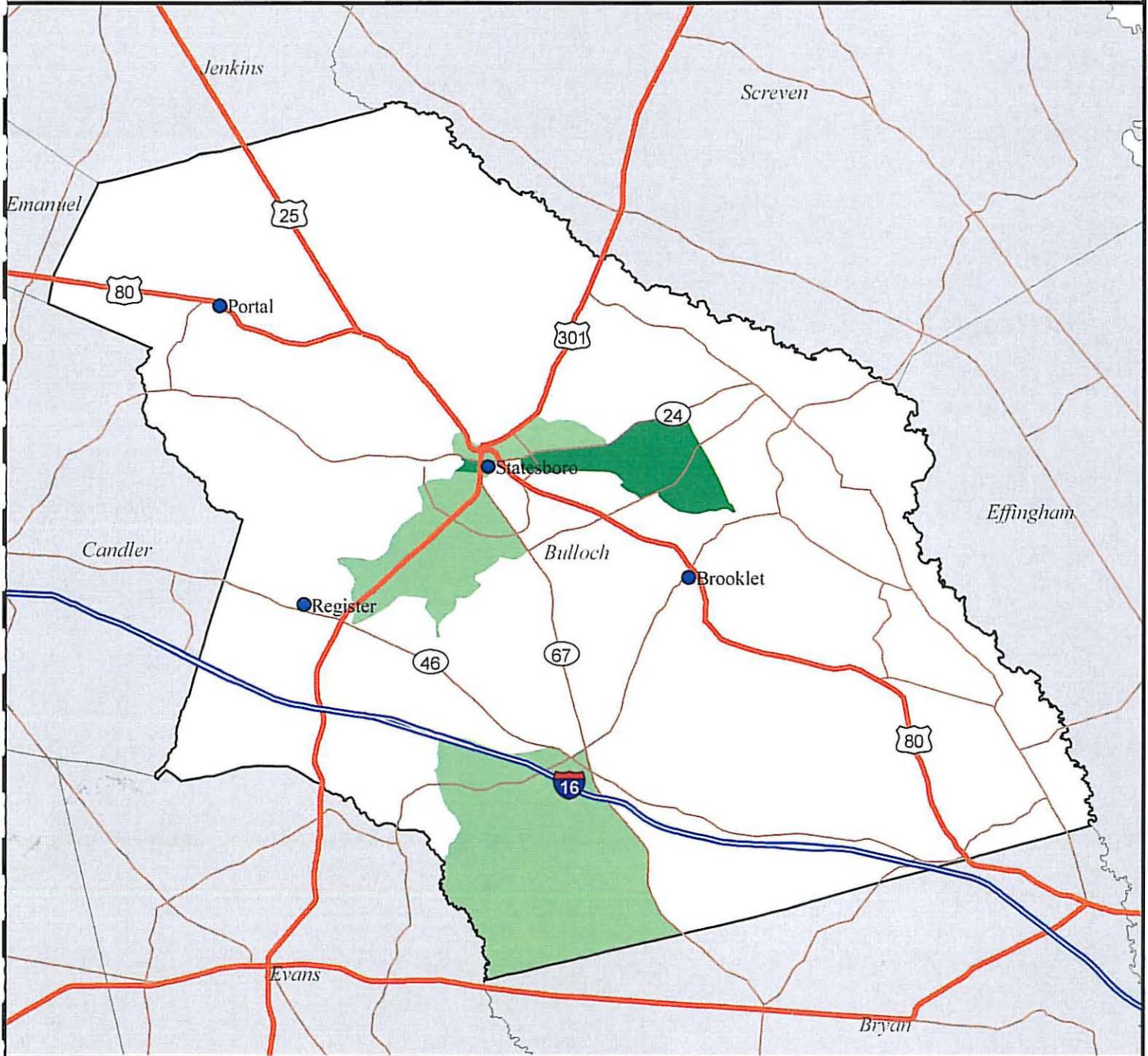
Autoless households are one of, if not the best indicator of potential transit needs and demand. Without an automobile, alternative mobility options including public transportation must be used. Block groups were ranked based on the number of autoless households and the results presented in Figure 2-15. The block groups with more than 100 autoless households are found primarily in Statesboro and one in southern Bulloch County. Capturing the density of autoless households, Figure 2-16 shows that Bulloch County outside Statesboro has relatively low need by persons in autoless households. In classifying the density of autoless households by natural breaks in Figure 2-17, only block groups in Statesboro demonstrate medium or high need. However, the range for high need as identified by natural breaks is only 0.07-0.52 units per acre, which are small values even within the low overall standard threshold for fixed-route transit at 0-3 units per acre as shown in Figure 2-16.

Transit Need by Ranked Density of Transit Dependent Persons

As described previously, transit needs in Bulloch County were identified by first ranking block groups based on the five population segments and then summing those five individual rankings to ascertain the block groups' overall rankings for potentially transit dependent persons. This process was first conducted using density values for each of the five population segments. Ranking block groups by density helps identify areas with high concentrations of persons who are likely to have transit needs. Figure 2-18 presents the results of this overall density ranking, showing that the highest concentration of potentially transit dependent persons is in Statesboro. The next highest ranking block groups are located directly outside the Statesboro region, likely reflecting residential suburbs close to the City, and around the towns of Portal, Register, and Brooklet.

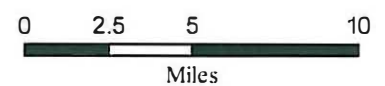
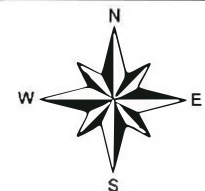
FIGURE 2-15:
BULLOCH COUNTY

NUMBER OF AUTOLESS HOUSEHOLDS
PER CENSUS BLOCK GROUP



Legend

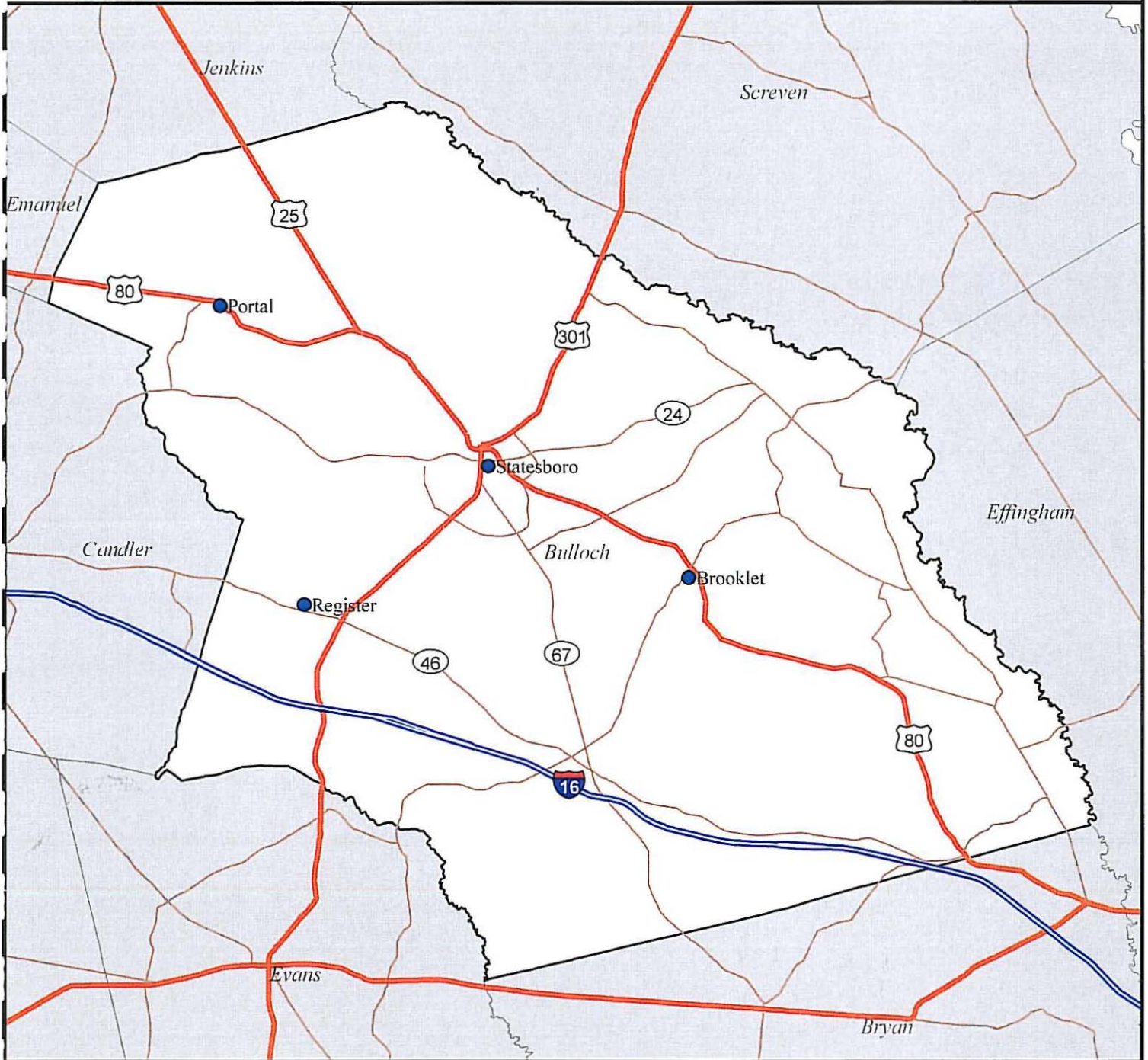
- | | | |
|------------------------|------------------|----------------------|
| ● Places | Highway | Number of Households |
| □ Bulloch County | — Interstate | ■ High (Over 100) |
| □ Surrounding Counties | — U.S. | ■ Medium (50-100) |
| | — State/Major Rd | □ Low (0-50) |



Data Source: Census 2000, ESRI Data CD

FIGURE 2-16:
BULLOCH COUNTY

DENSITY OF AUTOLESS HOUSEHOLDS
BY STANDARD THRESHOLDS

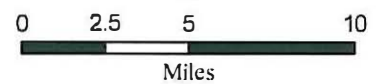
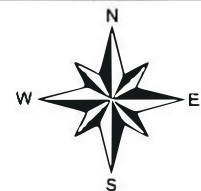


Legend

- Places
- Bulloch County
- Surrounding Counties

- Highway
- Interstate
 - U.S.
 - State/Major Rd

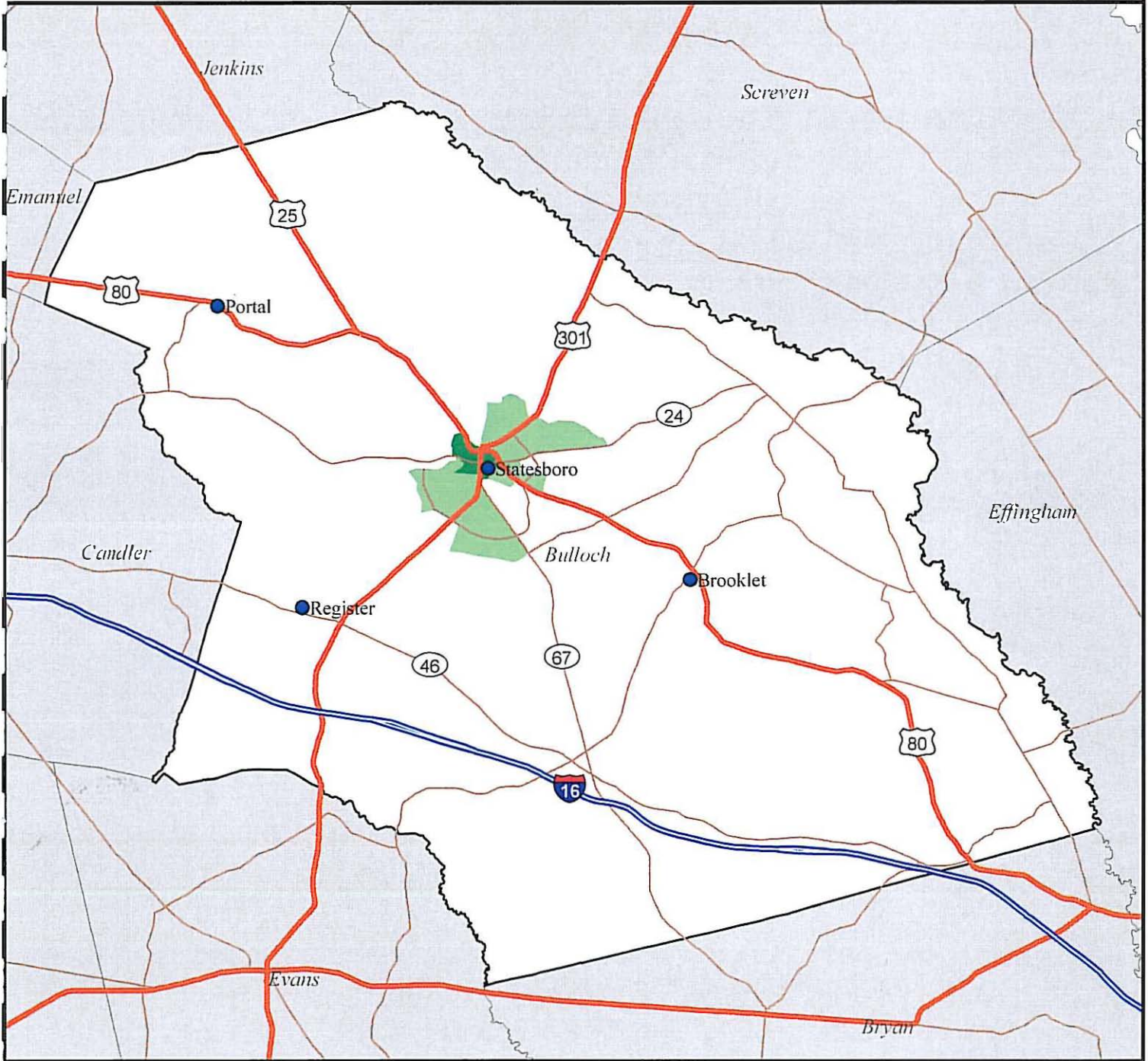
- Household Density (Units/Acre)
- High (Over 6)
 - Medium (3-6)
 - Low (0-3)



Data Source: Census 2000, ESRI Data CD

FIGURE 2-17:
BULLOCH COUNTY

DENSITY OF AUTOLESS
HOUSEHOLDS BY NATURAL BREAKS

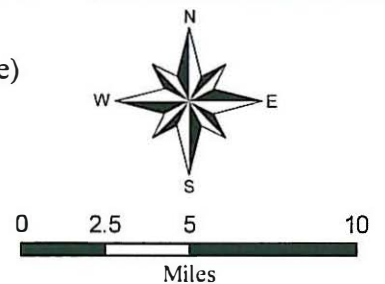


Legend

- Places
- Bulloch County
- Surrounding Counties

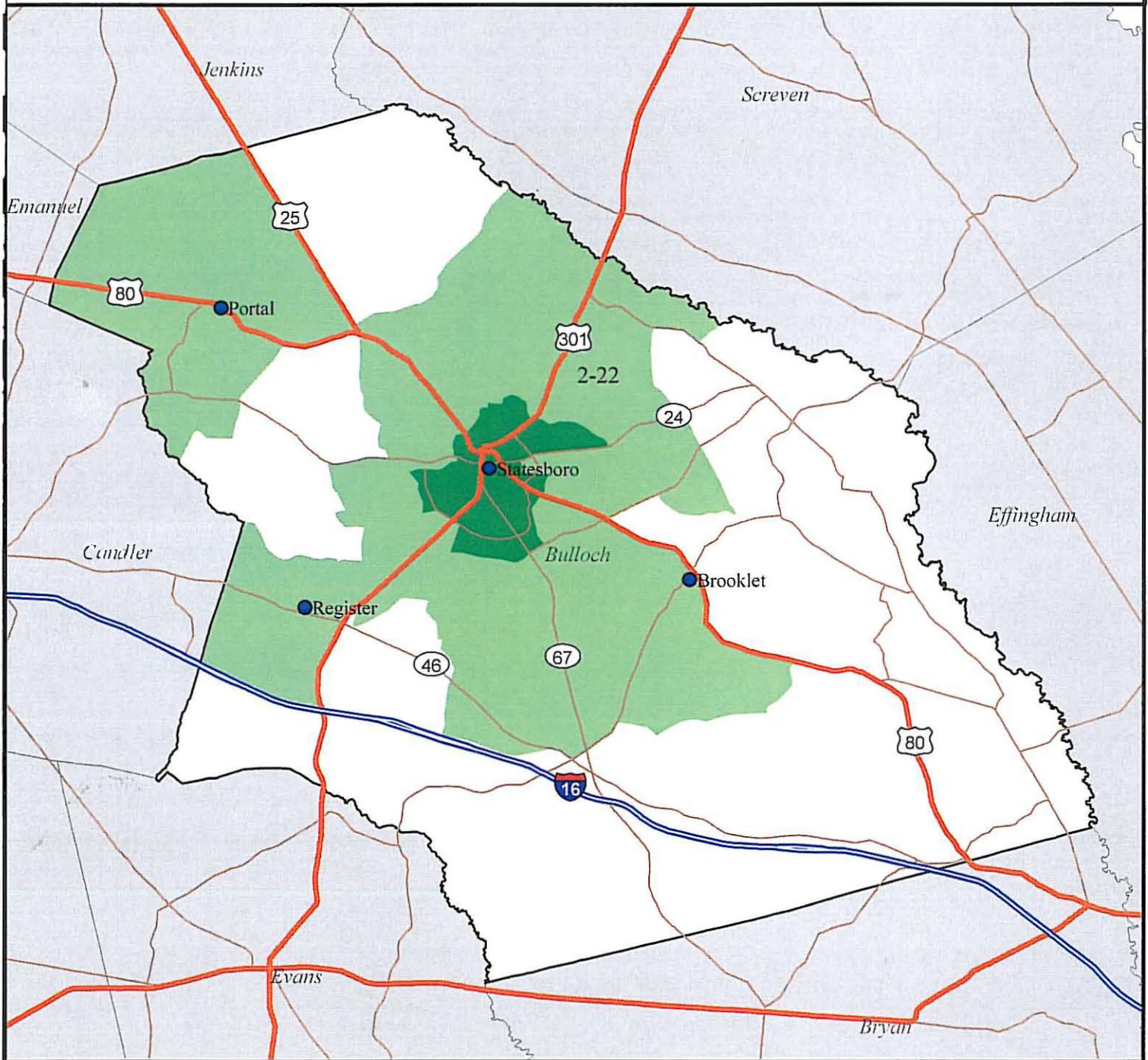
- Highway
- Interstate
 - U.S.
 - State/Major Rd

- Household Density (Units/Acre)
- High (0.07-0.52)
 - Medium (0.02-0.07)
 - Low (0.00-0.02)



Data Source: Census 2000, ESRI Data CD

RELATIVE TRANSIT NEED BY RANKED
DENSITY OF TRANSIT DEPENDENT PERSONS

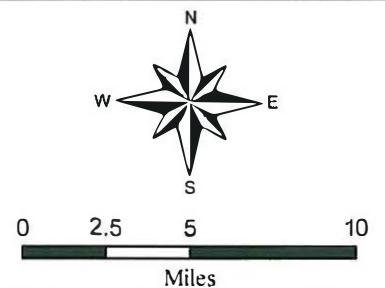


Legend

- Places
- Bulloch County
- XYZ Surrounding Counties

- Highway**
- Interstate
 - U.S.
 - State/Major Rd

- Relative Transit Need**
- High
 - Medium
 - Low



Data Source: Census 2000, ESRI Data CD

Transit Need by Ranked Percentage of Transit Dependent Persons

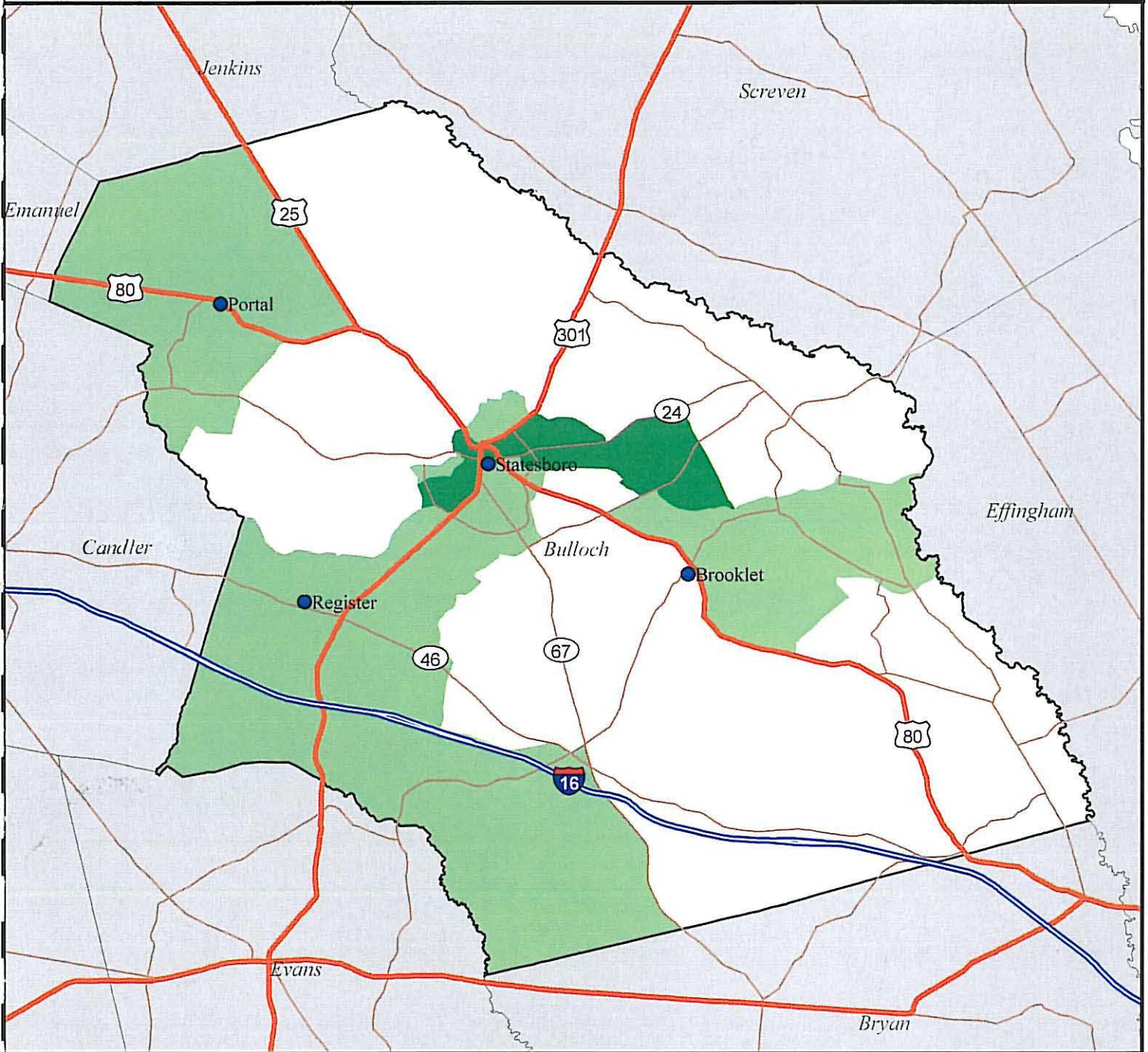
Block groups were also ranked based on the percentage of each of the five population segments and the rankings summed to provide a picture of relative transit needs in the County. Unlike the density ranking that portrays the concentration of transit dependent persons, the percentage ranking captures the proportion of people within a block group that likely has transit needs. The percentage ranking indicates that there are potentially transit dependent persons throughout the County that may not live in dense clusters. Presented in Figure 2-19, the results of this ranking show that the areas of highest relative need are found along the western part of the County and in the central belt of the County, including Statesboro. The high need block groups are centered on Statesboro, while Portal, Register, and Brooklet all have areas of medium transit need. The areas of high percentage ranking are more likely to be appropriate for demand-responsive service than for fixed-route service.

Population Density

General population density in Bulloch County was also mapped to determine the appropriate level of transit service, such as fixed-route, deviated fixed-route, or demand-response, which may not be obvious based on transit dependency alone. While the common requirement is a population density of at least 2,000 persons per square mile (or 3 dwelling units per acre) to support a regular fixed-route transit service, an area with a lower density can sometimes support it as well if a large transit dependent population exists. Figure 2-20 shows that the block groups with the highest densities (i.e., those above 2,000 persons per square mile) in the County are found in Statesboro. In classifying the data by natural breaks, Figure 2-21 reinforces the result that all the high need block groups are located in Statesboro. The main difference between the two maps is that more block groups, including the one in which GSU resides, qualify as high need by the standard thresholds for fixed-route service, while they are shown as medium need by the natural break thresholds.

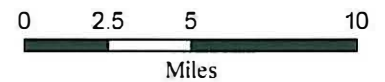
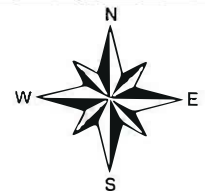
FIGURE 2-19:
BULLOCH COUNTY

RELATIVE TRANSIT NEED BY RANKED
PERCENTAGE OF TRANSIT DEPENDENT PERSONS



Legend

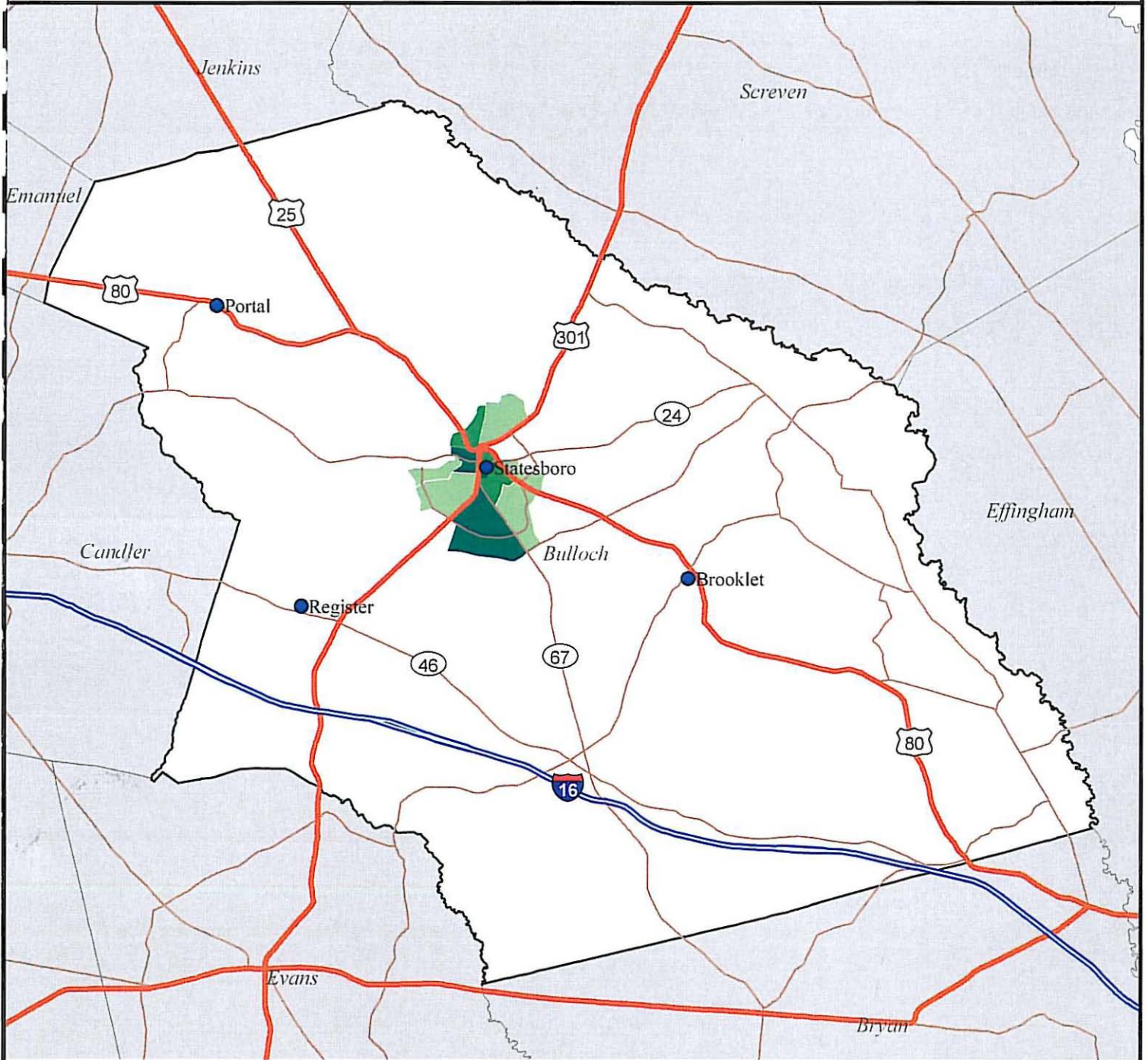
- | | | |
|------------------------|------------------|-----------------------|
| ● Places | Highway | Relative Transit Need |
| □ Bulloch County | — Interstate | ■ High |
| □ Surrounding Counties | — U.S. | ■ Medium |
| | — State/Major Rd | □ Low |



Data Source: Census 2000, ESRI Data CD

FIGURE 2-20:
BULLOCH COUNTY

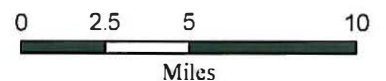
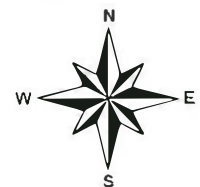
POPULATION DENSITY
BY STANDARD THRESHOLDS



Legend

- Places
- Bulloch County
- Surrounding Counties
- Highway
 - Interstate
 - U.S.
 - State/Major Rd

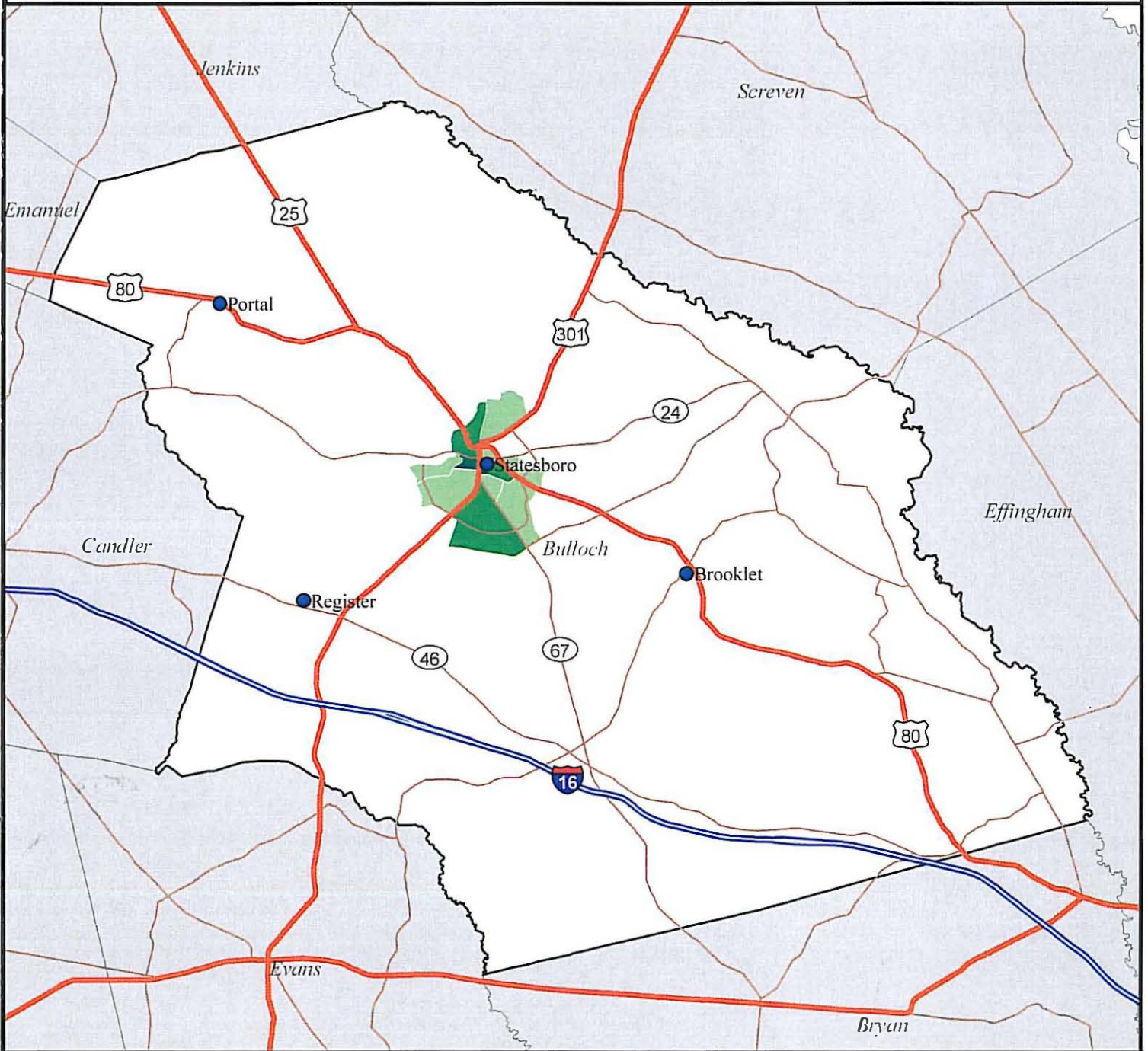
- Density (Pop/Sq.mi)
- High (Over 2000)
 - Medium (1000-2000)
 - Low (500-1000)
 - Very Low (0-500)



Data Source: Census 2000, ESRI Data CD

FIGURE 2-21:
BULLOCH COUNTY

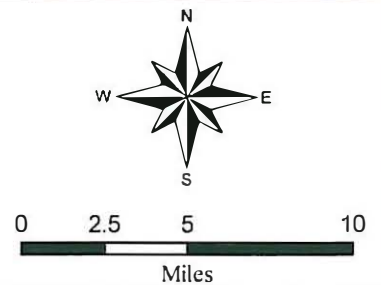
POPULATION DENSITY
BY NATURAL BREAKS



Legend

- Places
- Bulloch County
- Surrounding Counties
- Highway
 - Interstate
 - U.S.
 - State/Major Rd

- Density (Pop/Sq.mi)
- High (2472-3937)
 - Medium (1254-2472)
 - Low (383-1254)
 - Very Low (20-383)



Data Source: Census 2000, ESRI Data CD

Major Trip Generators

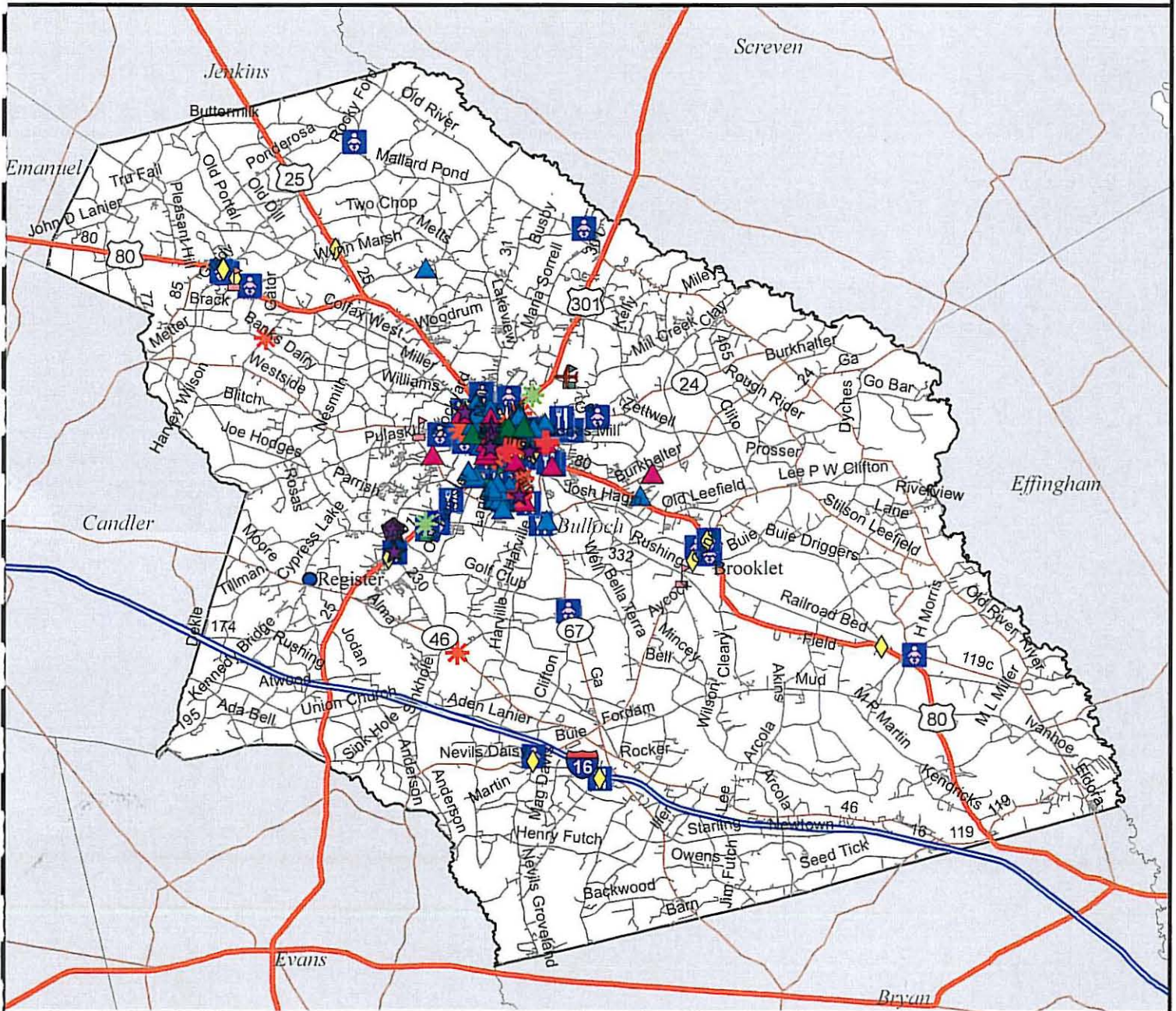
Major trip generators are those origins from which a concentrated transit demand is typically generated and those destinations to which both transit dependent persons and choice riders are attracted. They include high density housing locations such as apartments and subsidized housing, major employers, medical facilities, educational facilities, human services agencies, local and state services, daycares, shopping destinations, restaurants, and airports. Figure 2-22 shows the locations of the trip generators throughout Bulloch County. (See Table 2-2 in Appendix C for a detailed listing.) The majority of trip generators are located in the Statesboro vicinity; Portal and Brooklet each have a high school, some shopping destinations, and daycares. Considered a higher education facility, Georgia Flight School is located northeast of Statesboro. Gateway Regional Industrial Park is located just off U.S. Highway 25/301, approximately mid-way between Register and Statesboro. This industrial park is home to three major employers: Wal-Mart Distribution Center, Briggs & Stratton Corporation, and Viracon Georgia, Incorporated. Ogeechee Technical College is another major destination that lies just outside Statesboro. A few human services agencies, shopping destinations, apartments, daycares, and restaurants are spread across the County, but most destinations lie within Statesboro's City boundaries and will be described in the next part of this section.

IDENTIFICATION OF TRANSIT NEEDS IN THE CITY OF STATESBORO

The process of assessing transit needs in the City of Statesboro was very similar to that of Bulloch County, including reviewing and summarizing the demographic characteristics of the City and the major trip generators. While demographics data were collected at the block group level for Bulloch County, data at the block level were necessary to delineate details of the potentially transit dependent populations within the City of Statesboro.

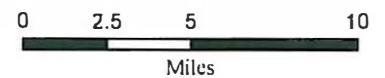
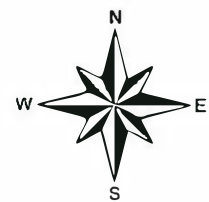
Census block groups are clusters of Census blocks, the smallest geographic unit captured in U.S. Census demographic data. Where Statesboro's City limits capture 20 units at the Census block group level, 495 units are captured at the census block level. Thus, transit needs analysis of the City of Statesboro is more telling at the detailed Census block level and allows for better

MAJOR TRIP GENERATORS



Legend

- | | | |
|----------------------|---------------------------|--------------------------|
| ★ Major Employers | * Human Services Agencies | Highways |
| ◆ Industrial Park | ✱ Local Services | — Interstate |
| ✚ Medical Facilities | ✱ State Services | — U.S. |
| ▲ Senior Housing | 🎓 Colleges/Voc. Schools | — State/Major Rd |
| ▲ Low-Income Housing | 🎓 High Schools | ● Places |
| ▲ Apartments | 🛍 Shopping Destinations | — Bulloch County Streets |
| 👶 Daycares | 🍽 Restaurants | □ Bulloch County |
| | ✈ Airport | ▭ Surrounding Counties |



Data Source: Census 2000, ESRI Data CD, Bulloch County GIS, Statesboro Planning, Internet Research

determination of the best type of transit service to run within the City's boundary. A limitation to using Census data at the block level is that only certain demographic data is available; the following were mapped for Statesboro: Young Adults, Elderly Persons, Population Density, and Household Density. (See Figure 2-23 for a visual representation of Statesboro's Census blocks and Table 2-3 (Appendix D) for the list of blocks and related Census data.) The first three segments were mapped by the same methods described previously for their counterpart maps for Bulloch County. One difference between the City and County maps was the thresholds used to classify the rankings. As the standard thresholds used for the Bulloch County maps were too low for the high population in Statesboro, the City's Young Adults and Elderly Persons maps were classified by natural breaks. Statesboro's Population Density blocks were classified the same as Bulloch County's block groups, by standard thresholds for fixed-route service and by natural breaks.

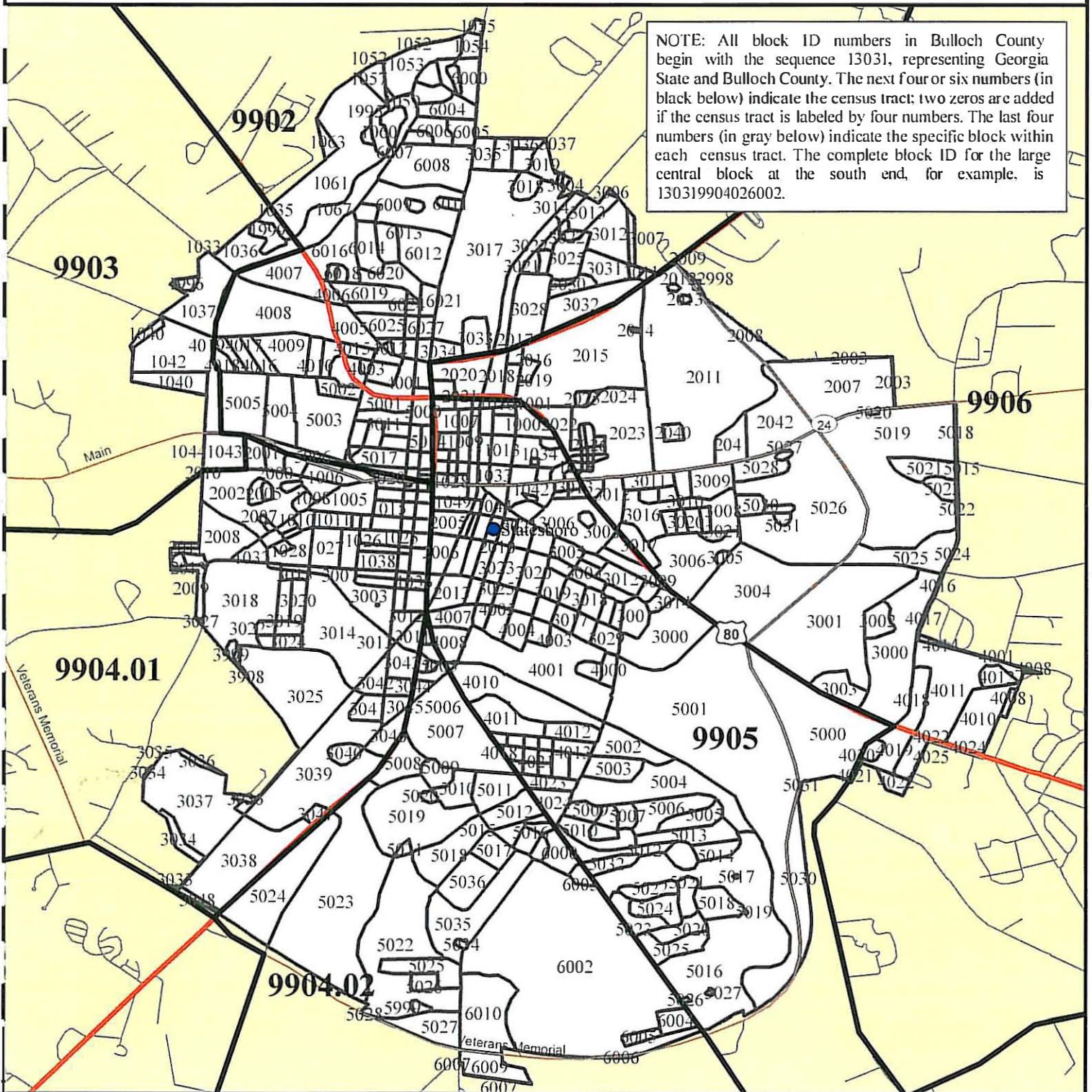
The map of Household Density portrays the number of housing units per acre per Census block. The U.S. Bureau of the Census defines a housing unit as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied as separate living quarters. Separate living quarters are characterized by occupants that live and eat separately from other persons in the building and by direct access from the outside of the building or through a common hall. Like population density, household density helps determine the feasibility of regular fixed-route transit service. The thresholds for high and medium need were based on the commonly accepted guideline that three dwelling units per acre is the minimum household density required to support fixed-route service. Household Density was also classified by natural breaks to keep consistent with the other portrayals of densities for Bulloch County and Statesboro.

The results of these rankings by block for Statesboro provide a detailed understanding of the City's transit needs and are summarized below.

Young Adults, Persons Ages 18-24

The young adult population is particularly relevant in determining transit needs in Statesboro due to the presence of GSU. With over 16,000 students living on or near campus, the available number of parking spaces on campus cannot meet the persistently high demands for

STATESBORO CENSUS BLOCKS



NOTE: All block ID numbers in Bulloch County begin with the sequence 13031, representing Georgia State and Bulloch County. The next four or six numbers (in black below) indicate the census tract; two zeros are added if the census tract is labeled by four numbers. The last four numbers (in gray below) indicate the specific block within each census tract. The complete block ID for the large central block at the south end, for example, is 130319904026002.

Legend

- Places
- ▭ Statesboro City Boundary
- Bulloch County
- Highways
- U.S.
- State/Major Rd
- Bulloch County Streets
- ▭ 123 Census Tracts
- ▭ 1234 Blocks



Data Source: Census 2000, ESRI Data CD

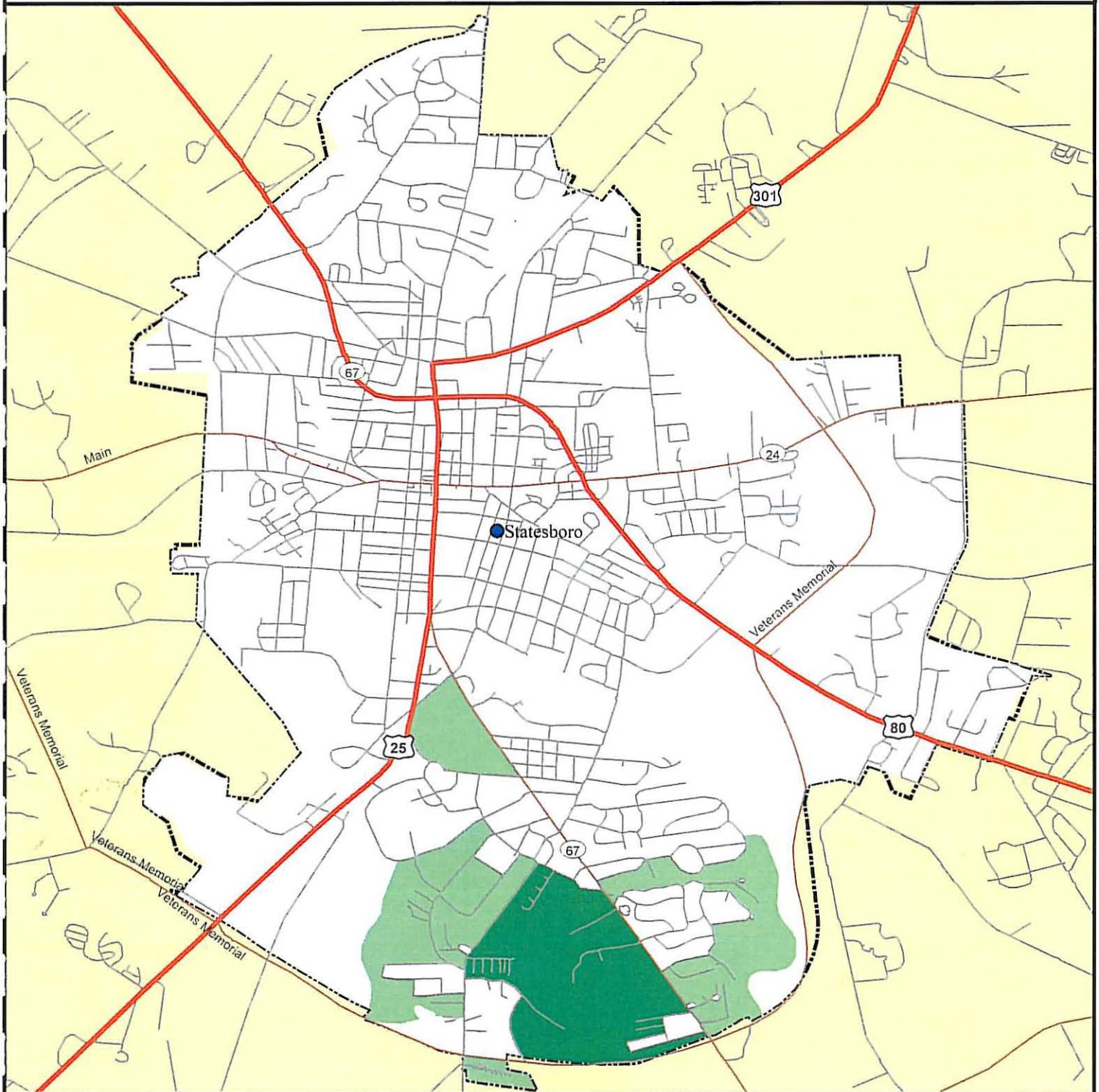
parking. Consequently, transit provides a key alternative to driving individually and helps improve student mobility on GSU's growing campus. Figure 2-24 presents the results for the numeric ranking of young adults by block in Statesboro. Classified by natural breaks, the blocks with the highest need coincide with GSU's campus and nearby student housing.

The population density of young adults was also mapped by block, using the common thresholds for determining the feasibility of fixed-route service. Compared to the numeric ranking, the ranking of blocks by population density identified a greater number of blocks distributed over a larger area within the City as "high need". Figure 2-25 shows that GSU's entire campus area has over 2,000 young adults per square mile and would thus be well suited for a regular fixed-route transit service. Several blocks neighboring GSU and stretching into the central part of Statesboro also have low to high densities of young adults that could potentially be served by transit. Figure 2-26 classifies the young adults population density by natural breaks; because the density of young adults is so high in the GSU area, the thresholds for the whole City increases significantly when compared to the standard thresholds. Consequently, Figure 2-26 portrays fewer blocks—only the highest density blocks on GSU's campus--as being high need, and fewer blocks in central Statesboro are also depicted at low and medium levels.

Elderly Population, Persons Age 60 and Over

Figure 2-27 shows the results after ranking the number of persons age 60 and older by Census block. While needy blocks are spread throughout Statesboro, clusters of high and medium need blocks are located in the northern, eastern, southern, and western parts of the City, slightly outside the City center. While ranking by number results in a widespread distribution of blocks with potentially transit dependent persons, ranking by population density highlights fewer and specific areas within Statesboro where there are concentrations of older people living. Figures 2-28 and 2-29 map the older adults population density by standard thresholds for fixed-transit service and natural breaks respectively. The results are very similar and portray the higher need blocks close to the City center with a few other clusters in southeast Statesboro and the northern part of the City. The main difference between the two maps is that more blocks are designated as high need when using standard thresholds in Figure 2-28. By the common

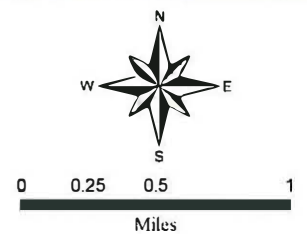
FIGURE 2-24: STATESBORO
NUMBER OF PERSONS
AGES 18-24 PER CENSUS BLOCK



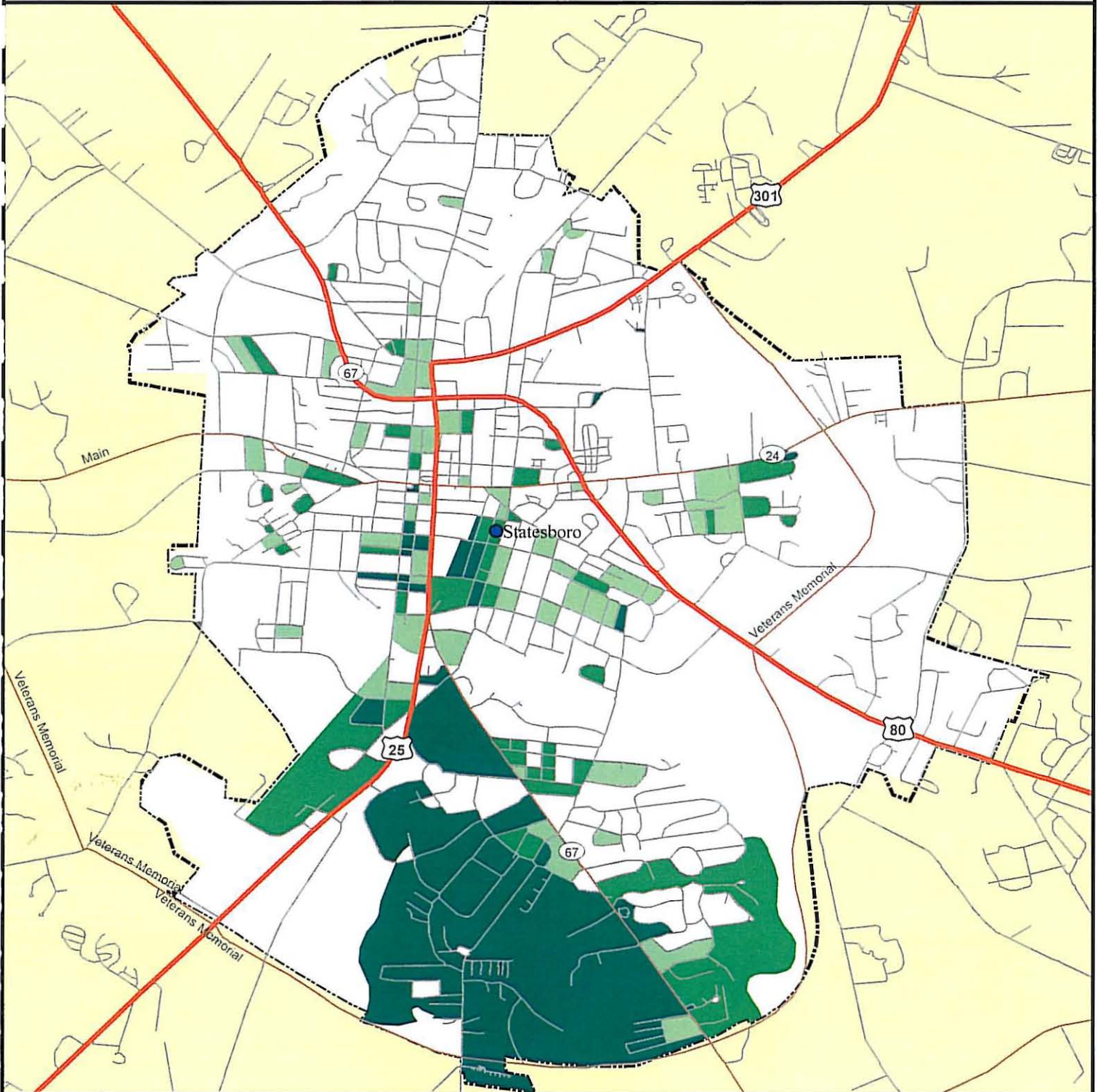
Legend

- | | | |
|----------------------------|-----------------------|---------------------|
| ● Places | Highway | Number of Persons |
| ▭ Statesboro City Boundary | — U.S. | ■ High (1068-2738) |
| ■ Bulloch County | — State | ■ Medium (285-1068) |
| | — Bulloch Cty Streets | □ Low (0-285) |

Data Source: Census 2000, ESRI Data CD

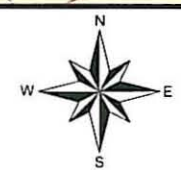


POPULATION DENSITY OF PERSONS
AGES 18-24 BY STANDARD THRESHOLDS



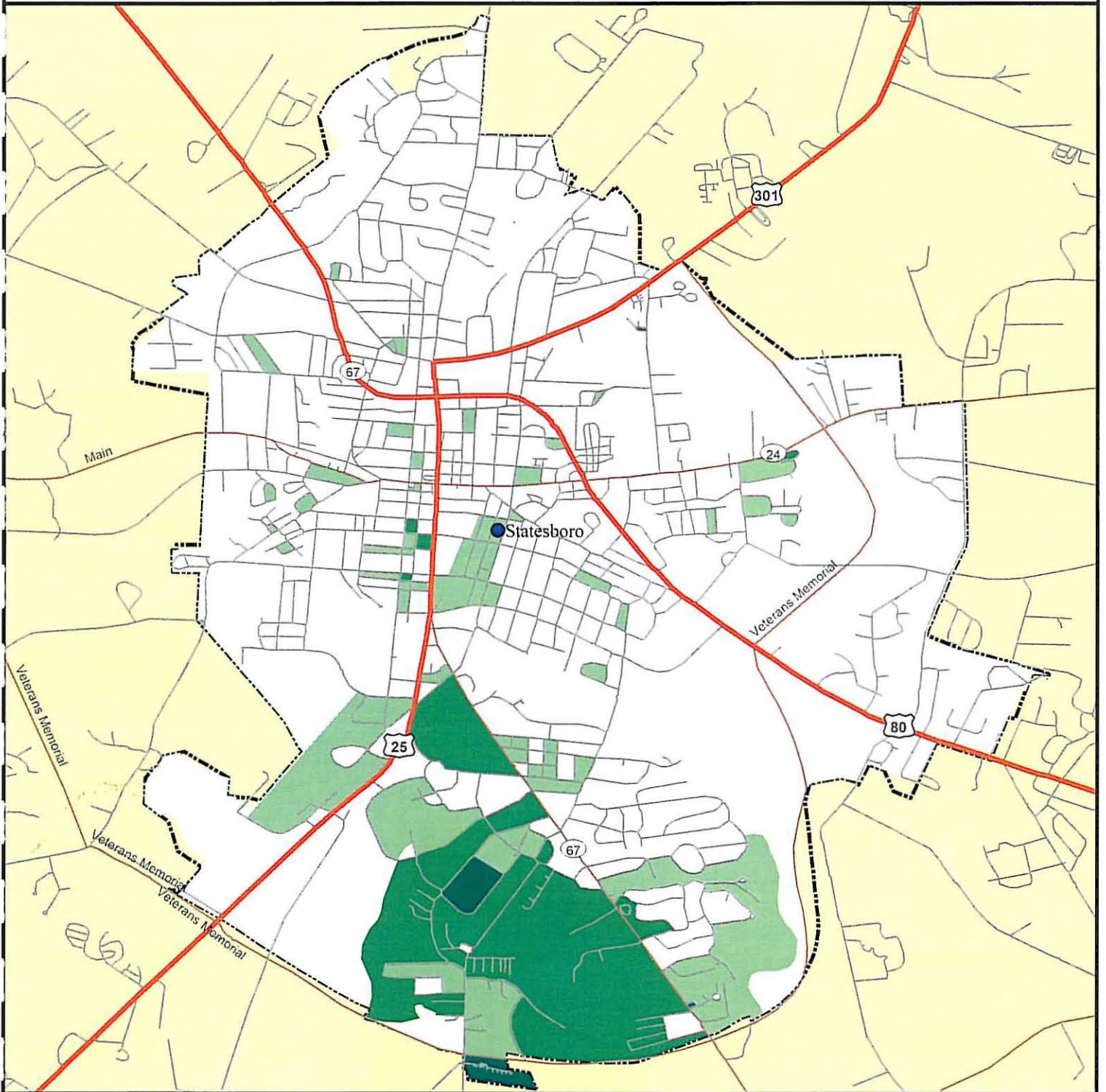
Legend

- | | | |
|----------------------------|-----------------------|----------------------|
| ● Places | Highway | Density (Pop/Sq.mi) |
| ▭ Statesboro City Boundary | — U.S. | ■ High (Over 2000) |
| ■ Bulloch County | — State | ■ Medium (1000-2000) |
| | — Bulloch Cty Streets | ■ Low (500-1000) |
| | | □ Very Low (0-500) |



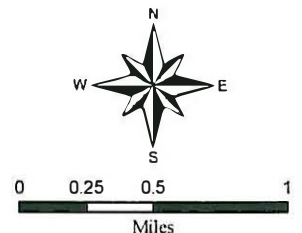
Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS
AGES 18-24 BY NATURAL BREAKS



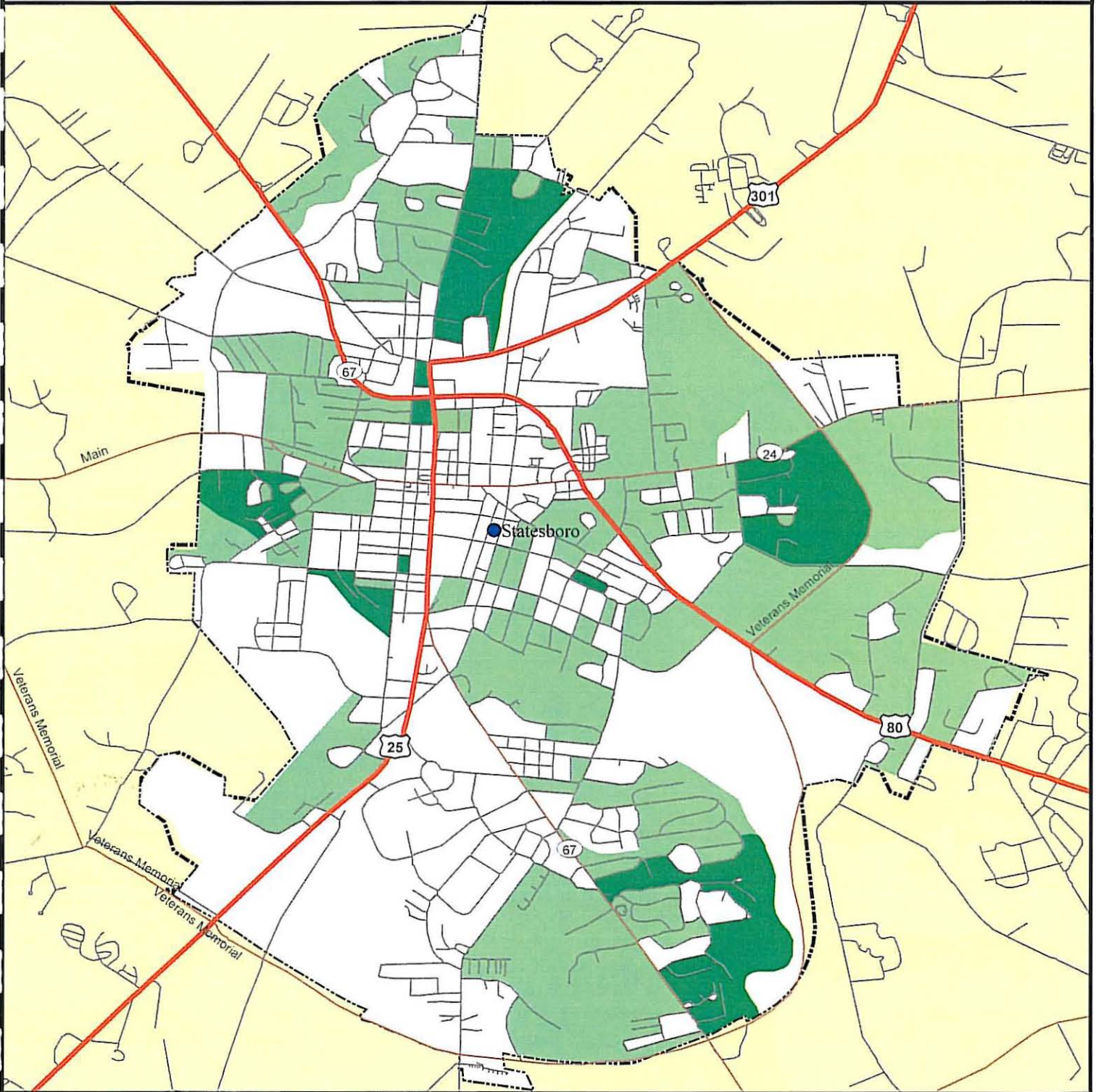
Legend

- Places
- ▭ Statesboro City Boundary
- ▭ Bulloch County
- Highway
 - U.S.
 - State
 - Bulloch Cty Streets
- Density (Pop/Sq.mi)
 - ▭ High (9011-21703)
 - ▭ Medium (3490-9011)
 - ▭ Low (975-3490)
 - ▭ Very Low (0-975)



Data Source: Census 2000, ESRI Data CD

NUMBER OF PERSONS AGE 60
AND OLDER PER CENSUS BLOCK

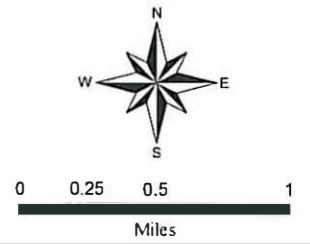


Legend

- Places
- ▭ Statesboro City Boundary
- ▭ Bulloch County

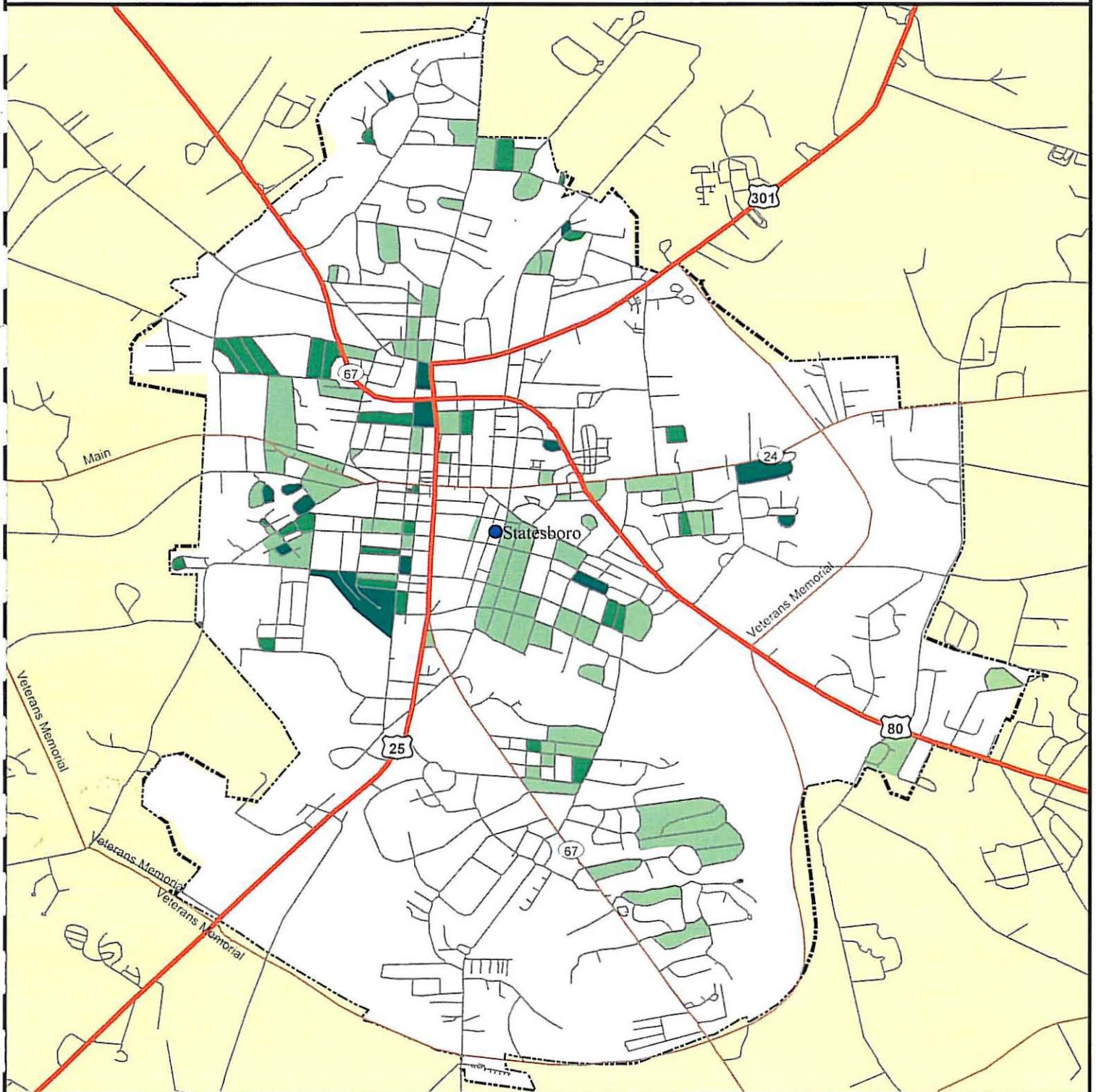
- Highways**
- U.S.
 - State/Major Rd
 - Bulloch County Streets

- Number of Persons**
- ▭ High
 - ▭ Medium
 - ▭ Low



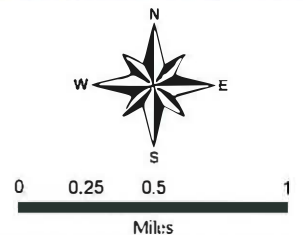
Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS AGE 60 AND OLDER BY STANDARD THRESHOLDS



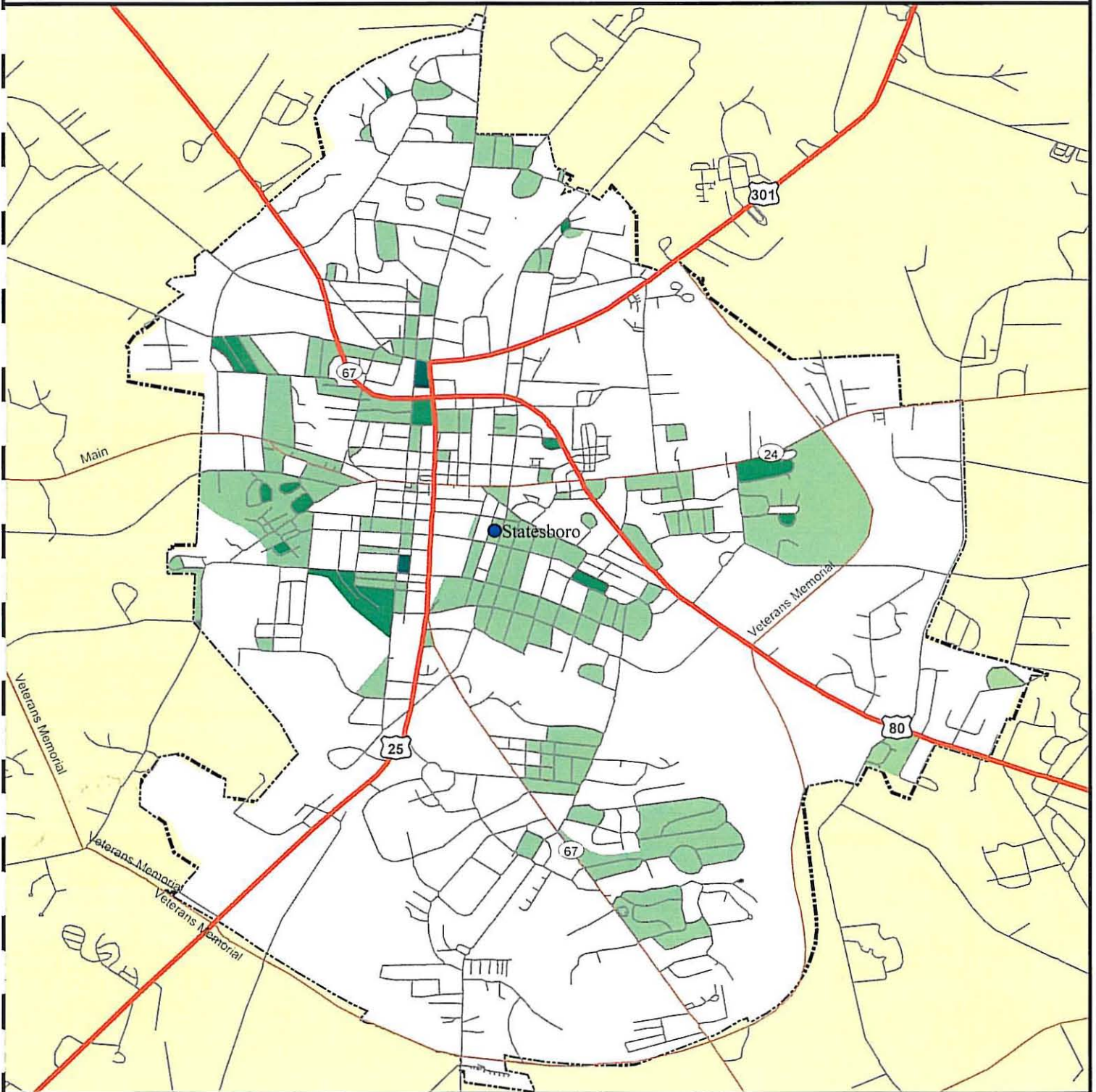
Legend

- | | | |
|----------------------------|--------------------------|----------------------|
| ● Places | Highways | Density (Pop/Sq.mi) |
| ▭ Statesboro City Boundary | — U.S. | ■ High (Over 2000) |
| ■ Bulloch County | — State/Major Rd | ■ Medium (1000-2000) |
| | — Bulloch County Streets | ■ Low (500-1000) |
| | | □ Very Low (0-500) |



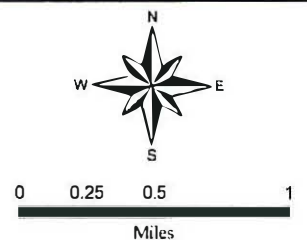
Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY OF PERSONS
AGE 60 AND OLDER BY NATURAL BREAKS



Legend

- | | | |
|----------------------------|--------------------------|----------------------|
| ● Places | Highways | Density (Pop/Sq.mi) |
| ▬ Statesboro City Boundary | — U.S. | ■ High (4482-12178) |
| ■ Bulloch County | — State/Major Rd | ■ Medium (1549-4482) |
| | — Bulloch County Streets | ■ Low (399-1549) |
| | | □ Very Low (0-399) |



Data Source: Census 2000, ESRI Data CD

guideline for the feasibility of fixed-route service, several blocks along Main Street and some just east and west of the City center have high elderly population densities that represent potential demand for fixed-route transit.

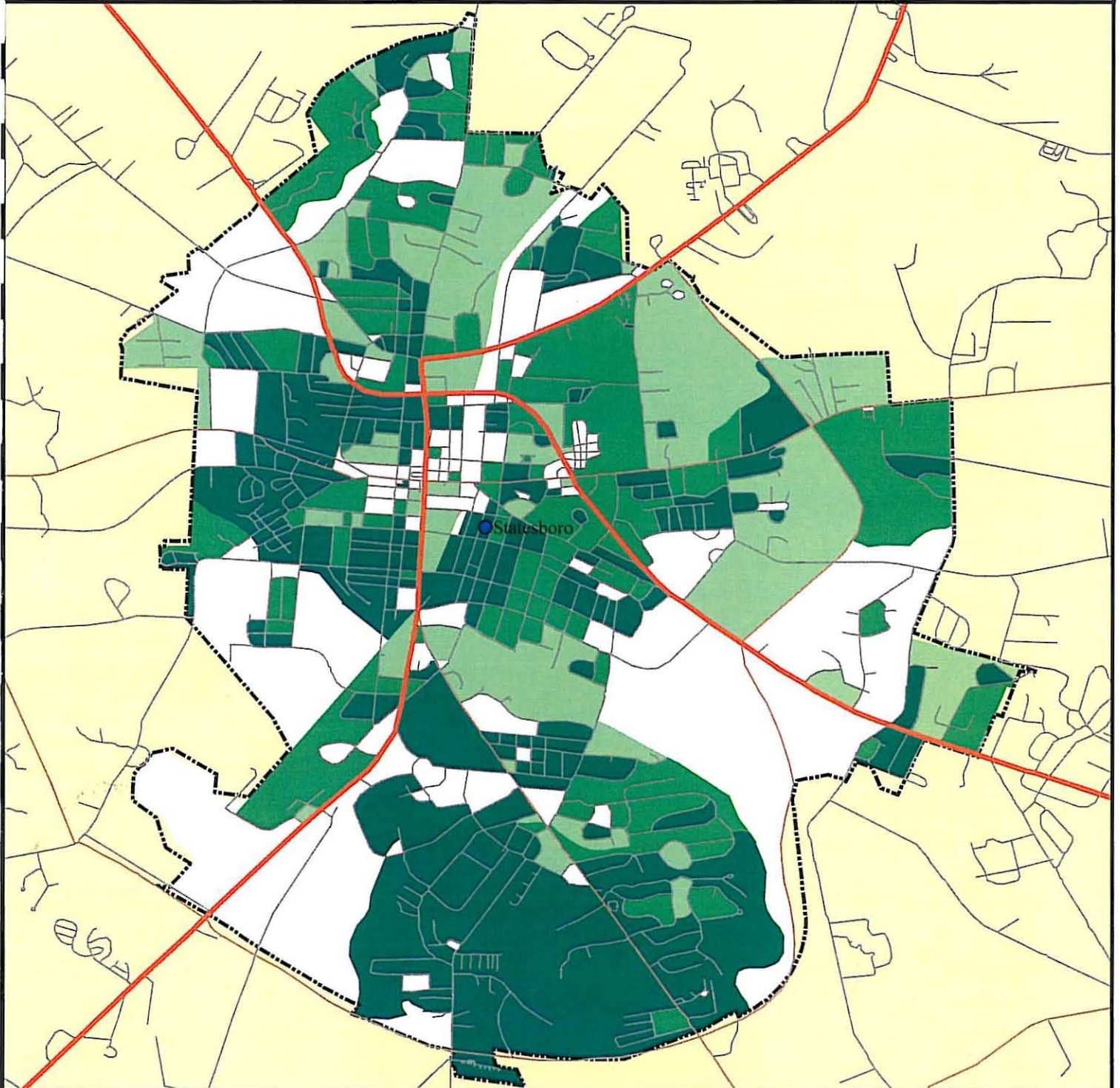
Population Density

The general population density ranking was mapped with two different sets of thresholds, standard for fixed-route feasibility in Figure 2-30 and natural breaks in Figure 2-31. Since the threshold for high density is significantly lower with the standard guidelines (over 2,000 persons per square mile) compared to natural breaks (between 12,160 and 29,134 persons per square mile), many more blocks are designated as high and medium need in Figure 2-30. In using the most accepted guideline for feasibility of fixed-route transit, Figure 2-30 demonstrates not only that the majority of Statesboro has some level of density in its residences, but more importantly, approximately half of the needy blocks have over 2,000 persons per square mile. These high need blocks cover large physical areas around the City, from the GSU campus in the south through the City center to the northern and eastern edges of the City as well. Figure 2-30 shows that the relatively high need areas run in north-south and east-west channels through the City center, with an additional cluster in southeastern Statesboro. The fact that the majority of the City's blocks qualify at the density thresholds required for a fixed-route transit service suggests such service is feasible in the City of Statesboro.

Household Density

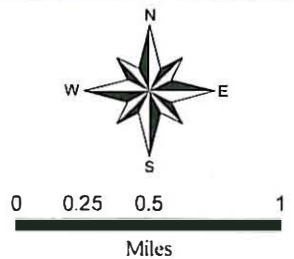
As described earlier, household density can serve as another measure for the feasibility of fixed-route service. Statesboro's household density was ranked and mapped in a similar manner to the general population density, with Figure 2-32 classifying the density by standard thresholds for fixed-route service and Figure 2-33 by natural breaks. The two maps show similar results, except the medium level's range is slightly larger when dividing by natural breaks instead of standard thresholds. This difference visually translates into Figure 2-33 portraying more blocks as medium need. Aside from this variation, both maps show that blocks in the GSU area and

POPULATION DENSITY BY
STANDARD THRESHOLDS



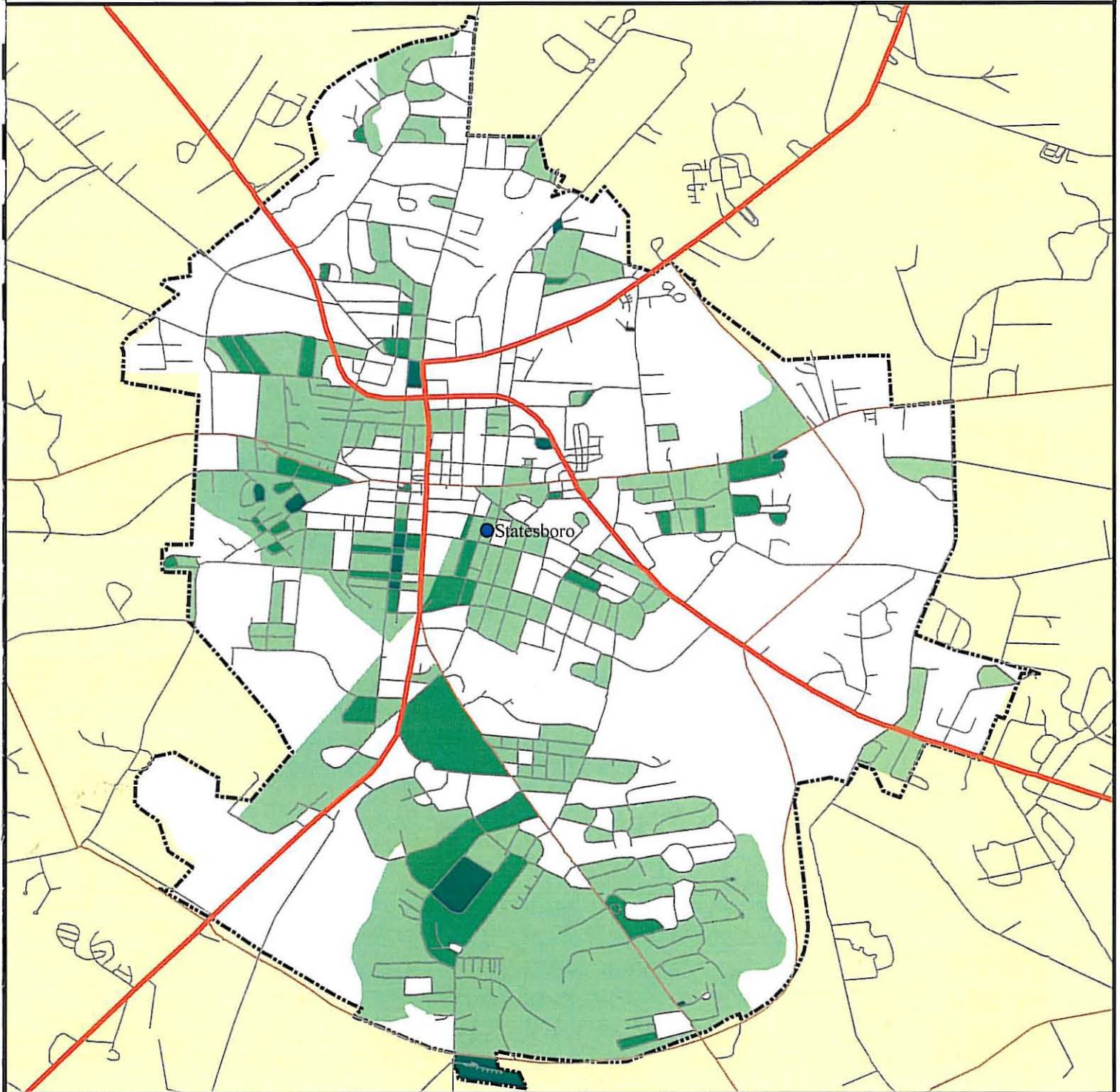
Legend

- | | | |
|----------------------------|--------------------------|----------------------|
| ● Places | Highways | Density (Pop/Sq.mi) |
| ▭ Statesboro City Boundary | — U.S. | ■ High (Over 2000) |
| ■ Bulloch County | — State/Major Rd | ■ Medium (1000-2000) |
| | — Bulloch County Streets | ■ Low (500-1000) |
| | | ■ Very Low (0-500) |



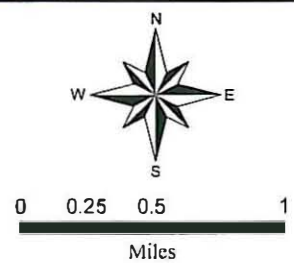
Data Source: Census 2000, ESRI Data CD

POPULATION DENSITY
BY NATURAL BREAKS



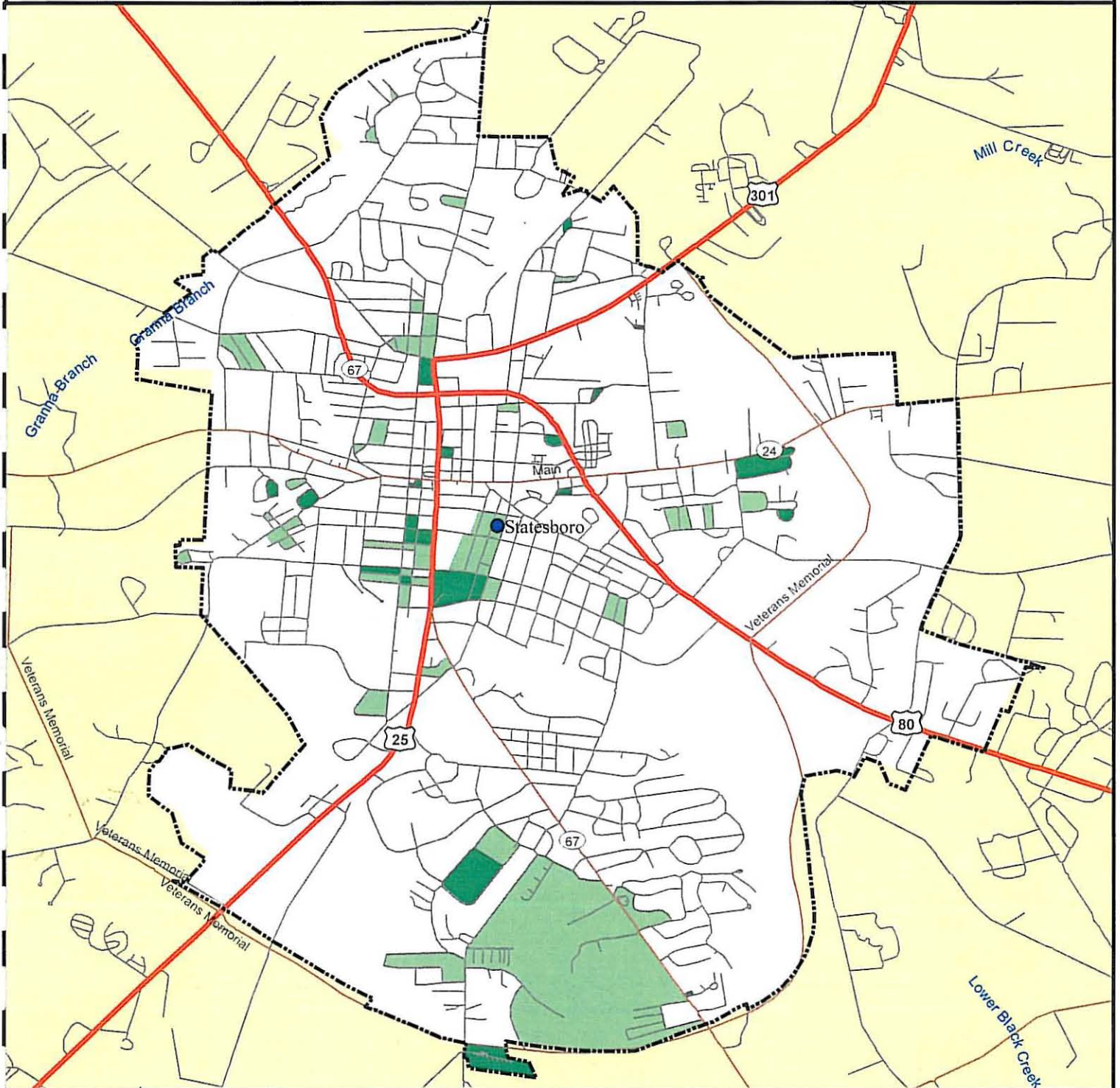
Legend

- | | | |
|----------------------------|--------------------------|-----------------------|
| ● Places | Highways | Density (Pop/Sq.mi) |
| ⬡ Statesboro City Boundary | — U.S. | ■ High (12160-29134) |
| ■ Bulloch County | — State/Major Rd | ■ Medium (5042-12160) |
| | — Bulloch County Streets | ■ Low (1617-5042) |
| | | □ Very Low (0-1617) |



Data Source: Census 2000. ESRI Data CD

FIGURE 2-32: STATESBORO
HOUSEHOLDS DENSITY BY
STANDARD THRESHOLDS



Legend

- Places
- ▭ Statesboro City Boundary
- ▭ Bulloch County

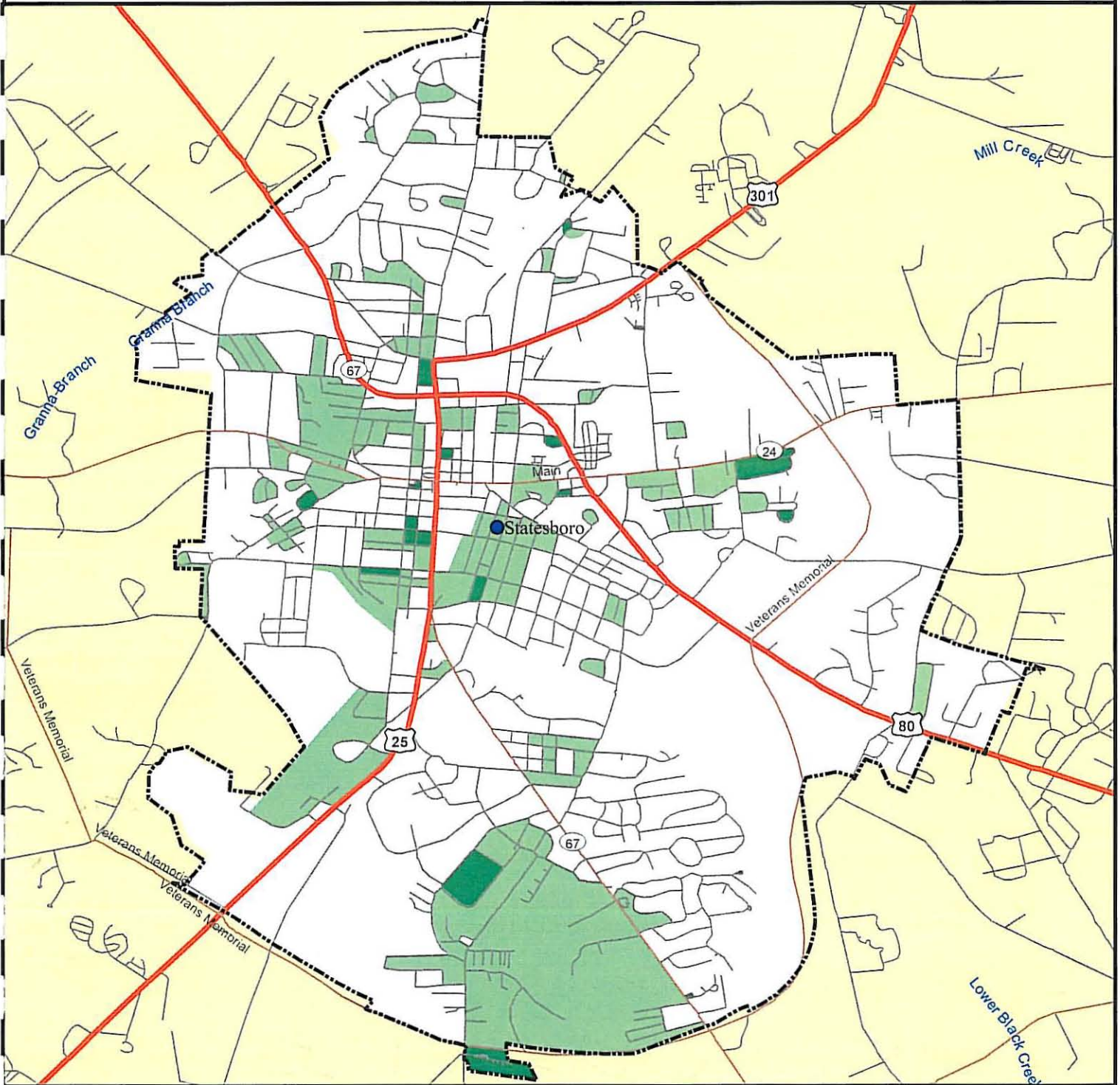
- Highways
- U.S.
 - State
 - Bulloch County Streets

- Density (Units/Acre)
- ▭ High (Over 6)
 - ▭ Medium (3-6)
 - ▭ Low (0-3)



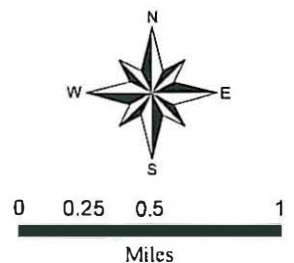
Data Source: Census 2000, ESRI Data CD

HOUSEHOLDS DENSITY
BY NATURAL BREAKS



Legend

- | | | |
|----------------------------|--------------------------|----------------------|
| ● Places | Highways | Density (Units/Acre) |
| ▭ Statesboro City Boundary | — U.S. | ■ High (7-19) |
| ■ Bulloch County | — State | ■ Medium (2-7) |
| | — Bulloch County Streets | □ Low (0-2) |



Data Source: Census 2000, ESRI Data CD

near the City center have the highest density of dwelling units and accordingly have higher potential transit demand.

MAJOR TRIP GENERATORS

As indicated in the previous part of this section, major trip generators help ascertain transit needs and demand by pinpointing the origins and destinations that both transit dependent persons and choice riders may frequent, in this case within the City of Statesboro. Currently, the Southern Express service links apartments that primarily house GSU students to administrative buildings and a few restaurants in the campus area. No other transportation services are available for GSU students to reach destinations off campus, nor are services available to transport the public to and from trip generators throughout the City. A review of the geographic make-up of each of the trip generators in the City is provided below. See Figure 2-34 for a map of all major trip generators in Statesboro and Appendix D, Table 2-2 for a listing of them.

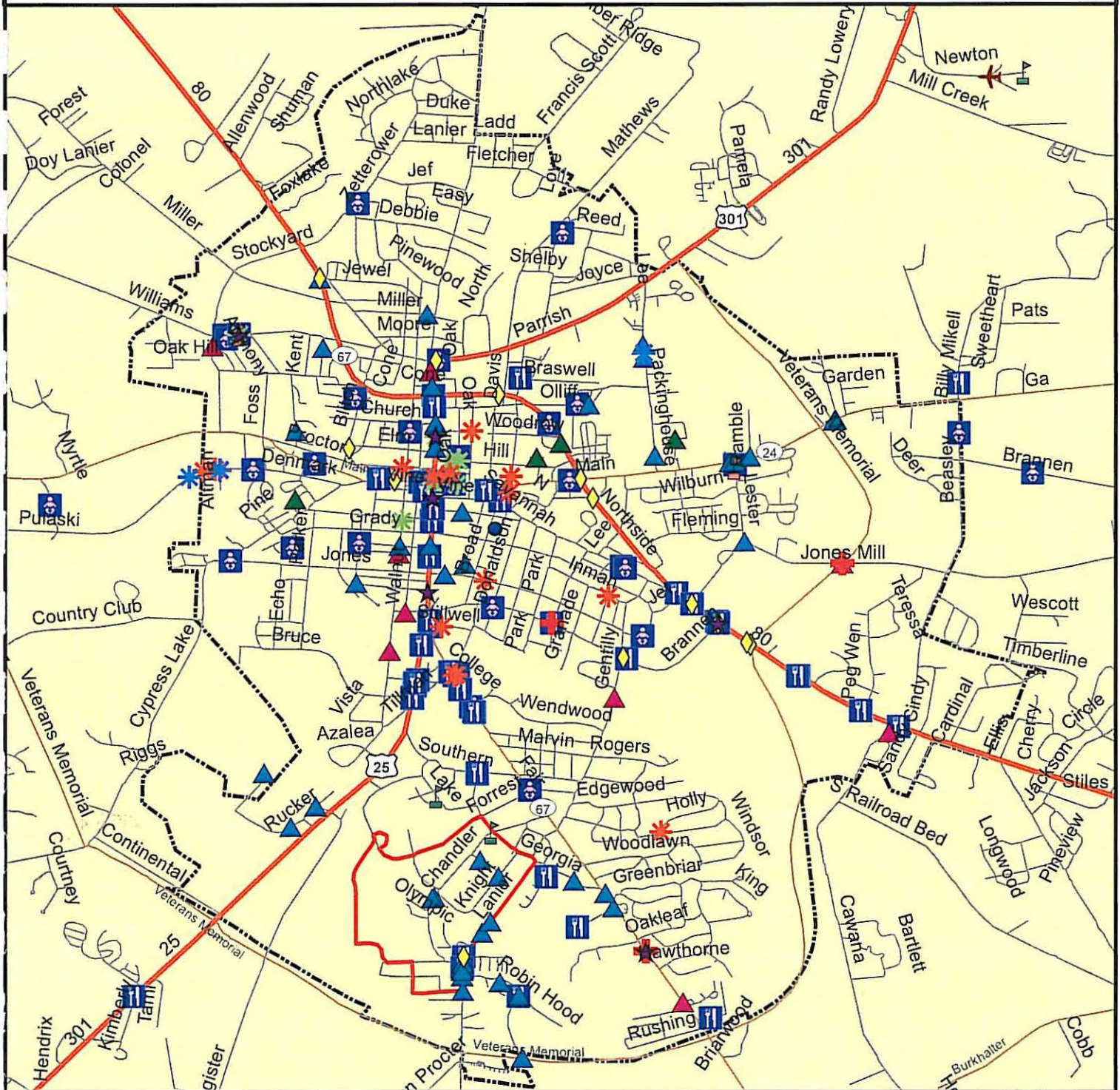
High Density Housing

Potentially trip-generating housing facilities were mapped, including major apartment complexes and separate subsidized housing facilities. Subsidized housing facilities such as senior housing and low-income housing typically house a more transit dependent population. Within the City of Statesboro, major apartment complexes are primarily located around GSU, along North, South, and East Main Streets, and in the northwestern part of the City. Subsidized housing facilities are similarly located around downtown Statesboro along South and East Main Streets, with a few facilities in the northwestern and southeastern parts of the City.

Major Employers

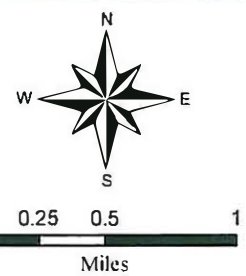
All employers with at least two hundred employees at a single location were identified and mapped across the County. With the exception of Wal-Mart Distribution Center, Briggs & Stratton Corporation, Viracon Georgia, Incorporated, and The Sack Company located at

MAJOR TRIP GENERATORS



Legend

- | | | |
|----------------------|---------------------------|----------------------------|
| ★ Major Employers | * Human Services Agencies | Highways |
| ⊕ Medical Facilities | * Local Services | — U.S. |
| ▲ Senior Housing | * State Services | — State/Major Rd |
| ▲ Low-Income Housing | 🎓 Colleges/Voc. Schools | — Bulloch County Streets |
| ▲ Apartments | 🎓 High Schools | ● Places |
| 👤 Daycares | 🛍️ Shopping Destinations | ▭ Statesboro City Boundary |
| ✈️ Airport | 🍴 Restaurants | — GSU Existing Route |



Data Source: Census 2000, ESRI Data CD, Bulloch County GIS, Statesboro Planning, Internet Research

Gateway Regional Park just outside of Statesboro, all major employers are located within City limits. Several employers are located along North and South Main Streets and the northwestern part of the City. The Wal-Mart Supercenter near Statesboro Mall and East Georgia Regional Medical Center on Fair Road are two additional major employers.

Medical Facilities

Several medical facilities of varying size were identified in Bulloch County, all of which are located in Statesboro. These ranged from smaller walk-in facilities such as East Georgia Women's Center and East Georgia Urgent Care to Willingway Hospital and East Georgia Regional Medical Center, the primary hospital. East Georgia Regional Medical Center and East Georgia Women's Center are located on Fair Road, Willingway Hospital on Jones Mill Road, and East Georgia Urgent Care on Brannen Street closer to downtown.

Educational Facilities

Educational facilities include colleges and universities, career and technical education centers, and high schools. Statesboro High School is the main high school in the City, though Bulloch Academy also has students Grades 9 through 12. Both the Performance Learning Center and Ombudsman Learning Center, located at the W.J. Educational Complex in northwestern Statesboro, also serve high school students.

The two main higher education facilities in Bulloch County are GSU and Ogeechee Technical College. Located within the City of Statesboro, GSU also houses a program for East Georgia College named East Georgia College at Statesboro. Ogeechee Technical College is located just outside Statesboro along U.S. Highway 25/301. GSU is served by the Southern Express' one route; Ogeechee Technical College is not currently served by transit, nor are the high schools and learning centers in Statesboro.

Human Services Agencies, Local Services, and State Services

Human services agencies can also generate a great deal of transit trips, depending on the nature of their services and clientele. Many agencies cater to clients who cannot afford a vehicle

or are unable to drive and therefore represent likely, potential riders of a public transit system, be it regular fixed-route, deviated fixed-route, or demand-response. Several agencies are located on Denmark Street in western Statesboro, some around downtown, and a few in the southeastern part of the City. Local services including courthouses, City Hall, and the Boys and Girls Club are located in northern Statesboro with a large cluster downtown. The Departments of Family and Children Services and of Labor are examples of state services located in Statesboro. These services are found near some human services agencies on Denmark Street and on Packinghouse Road in northeastern Statesboro.

Daycares

Daycares are likely destinations for transit trips as parents drop off their children before going to work or running errands and also pick them up again on their way home. Daycare centers are located throughout Statesboro with the majority near downtown and to the north. A few daycares also lie at the eastern and western edges of the City.

Shopping Destinations

Shopping areas are some of the primary destinations for transit trips. Locations of shopping centers, malls, retail stores, and grocery stores were mapped throughout Bulloch County, with the majority located in Statesboro. Located primarily along East Northside Drive/U.S. Highway 80 East, shopping destinations are not currently served by transit. Statesboro's main retail cluster is centered on Statesboro Mall, which is adjacent to the Wal-Mart Supercenter on U.S. Highway 80 East.

Restaurants

Like shopping destinations, restaurants are a popular recreational destination to which riders may want to take transit. Employees of restaurants may also choose to take transit to work, especially if transit is available during their shifts. Both shopping destinations and restaurants alike are popular destinations for GSU students looking for more recreational options

off campus. Statesboro's restaurants are located primarily along North and South Main Streets. More restaurants are located along East Northside Drive/U.S. Highway 80 East near Statesboro Mall and also near GSU's campus.

Airport

Statesboro Airport is located just northeast of the City, less than four miles away from downtown. Transit service to and from the airport would provide a convenient and affordable means for residents and tourists alike to travel in and out of Statesboro. However, the airport has no commercial air service, and it is not clear that private or corporate aircraft users have a need for transit services.

SUMMARY

Currently, the only transit service in place within Bulloch County is GSU's one-route Southern Express service that solely serves GSU students. The demographic analyses indicate significant numbers of potentially transit dependent persons throughout Bulloch County, representing the County's high need for greater mobility options. Furthermore, the density of persons likely to need transit service meets and often exceeds the standard thresholds for feasibility of regular fixed-route transit service, particularly in Statesboro. The distribution of major trip generators along main corridors within Statesboro reinforces the feasibility of regular fixed-schedule fixed-route service and its potential effectiveness in improving residents' mobility in the City. The smaller number of major trip generators, clustered mostly around Portal and Brooklet, and the lack of high density areas outside Statesboro indicate that a demand-response or route-deviation transit system, offered on a more limited schedule, may be the best fit for rural Bulloch County.

CHAPTER 3

SURVEY OF PUBLIC TRANSPORTATION NEEDS

OVERVIEW

At the culmination of Phase I of this planning process, City and County stakeholders felt that input from the general public was needed concerning the development of a public transportation program- both in terms of whether they thought it was needed and also if they are willing to financially support such a program.

In order to help gauge this public sentiment regarding the need for public transportation in Bulloch County, Phase II of the Plan included a random telephone survey of Bulloch County residents. Research staff from GSU conducted this survey in April, 2008.

There were 22 questions on the survey instrument including probing about travel patterns and needs, availability of drivers' licenses, and vehicles, basic pertinent demographics (residential zip code, household size, and number of elderly residents), specific questions concerning traffic congestion in different areas around Statesboro, and desired public transit service characteristics. KFH Group staff developed the initial questionnaire for the survey effort. The questionnaire was refined by GSU based on local knowledge and to facilitate telephone interview data collection. A copy of the final survey instrument is provided as Appendix E.

The Georgia Southern research team completed 279 telephone surveys for the project. With 20,743 households in Bulloch County, the sample size of 279 is 95% reliable, plus or minus 3.5%. Of the respondents, 210 were from a Statesboro zip code, 32 were from a Brooklet zip code, ten were from a Portal zip code; nine were from a Pembroke zip code (the Bulloch County portion of this zip code area) and the remaining 16 were from a number of smaller towns

in Bulloch County. While some of the identifying town labels for the zip code areas are in surrounding counties, the zip code areas are split over county lines and all of the respondents were from residences located in Bulloch County. In terms of length of tenure in Bulloch County, the respondents represented a cross-section of the community, including relatively new residents (24%) as well as long-term residents (44% have lived in Bulloch County for 21 years or more). These results are shown in Table 3-1.

Table 3-1
How long have you lived in Bulloch County?

| Response | Number | Percent |
|------------------|---------------|----------------|
| 1 Year or Less | 12 | 4% |
| 1-5 Years | 56 | 20% |
| 6-10 Years | 29 | 10% |
| 11-20 Years | 51 | 18% |
| 21-30 Years | 43 | 15% |
| 31-40 Years | 32 | 11% |
| 41 or more years | 51 | 18% |
| No Answer | 5 | 2% |
| | 279 | |

Support for Public Transportation

Of the 279 respondents, 207, or 74%, indicated that public transit is needed in and around the City of Statesboro. Only 15% of the respondents indicated that public transit is not needed. When asked if they would ride public transportation, 41% (115 people) indicated that they would and an additional 15% (43 people) indicated someone in their household would ride. These responses combined show that 57% of the households surveyed would potentially be home to at least one transit user. Table 3-2 provides the full results to this question, organized alphabetically by town/city of respondent.

Table 3-2: SUPPORT FOR PUBLIC TRANSIT

| Respondent Town or Areas | # | Public Transit Needed | | | | | | | | Would You Ride | | | | | | | | Would Other Household Members Ride | | | | | | | |
|--------------------------------|------------|-----------------------|------------|-----------|------------|------------|-----------|-----------|-----------|----------------|------------|------------|------------|------------|-----------|-----------|-----------|------------------------------------|------------|-----------|------------|------------|-----------|-----------|-----------|
| | | Yes | | No | | Don't Know | | No Answer | | Yes | | No | | Don't Know | | No Answer | | Yes | | No | | Don't Know | | No Answer | |
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Statesboro | 210 | 156 | 74% | 31 | 15% | 18 | 9% | 5 | 2% | 87 | 41% | 110 | 52% | 1 | 0% | 0 | 0% | 37 | 18% | 40 | 19% | 8 | 4% | 1 | 0% |
| Brooklet | 32 | 20 | 63% | 6 | 19% | 4 | 13% | 2 | 6% | 11 | 34% | 18 | 56% | 2 | 6% | 1 | 3% | 0 | 0% | 9 | 28% | 0 | 0% | 1 | 3% |
| Portal | 10 | 8 | 80% | 2 | 20% | 0 | 0% | 0 | 0% | 2 | 20% | 6 | 60% | 1 | 10% | 1 | 10% | 2 | 20% | 1 | 10% | 0 | 0% | 0 | 0% |
| Pembroke (Bull. Co.) | 9 | 9 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 6 | 67% | 3 | 33% | 0 | 0% | 0 | 0% | 1 | 11% | 4 | 44% | 1 | 11% | 0 | 0% |
| SE Bull. Co. | 6 | 6 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 3 | 50% | 3 | 50% | | 0% | | 0% | 1 | 17% | 1 | 17% | 1 | 17% | 0 | 0% |
| Register | 3 | 2 | 67% | 0 | 0% | 1 | 33% | 0 | 0% | 2 | 67% | 0 | 0% | 1 | 33% | 0 | 0% | 0 | 0% | 1 | 33% | 0 | 0% | 0 | 0% |
| West. Bull.Co. | 3 | 3 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 67% | 1 | 33% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 33% | 0 | 0% | 0 | 0% |
| NW Bull. Co. | 2 | 1 | 50% | 1 | 50% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 2 | 100% |
| Nevils | 2 | 2 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 50% | 0 | 0% | 1 | 50% | 0 | 0% | 1 | 50% | 0 | 0% | 1 | 50% | 0 | 0% |
| So. Bull. Co. | 1 | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 100% |
| West. Bull.Co. | 1 | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% | 0 | 0% | 1 | 100% | 0 | 0% | 0 | 0% | 0 | 0% |
| Totals | 279 | 207 | 74% | 41 | 15% | 24 | 9% | 7 | 3% | 115 | 41% | 144 | 52% | 6 | 2% | 2 | 1% | 43 | 15% | 57 | 20% | 11 | 4% | 5 | 2% |

Trip Types

In terms of the kinds of trips that should be served by public transportation, a large percentage (87%) indicated that services for seniors and people with disabilities should be provided. It is interesting to note that this percentage is higher than the 74% of the respondents who indicated that public transit is needed. Service to downtown was frequently cited (77%); as was service to shopping centers and major stores (76%); and service geared to social service needs (75%). Table 3-3 provides the full responses to this question.

Table 3-3
What kinds of trips should be served by public transportation?

| Type of Trip | # Responses | % of Total |
|---|-------------|------------|
| Services for seniors and handicapped | 242 | 87% |
| Service to/from downtown | 214 | 77% |
| Service to shopping centers and major stores | 213 | 76% |
| Service geared to social services needs | 208 | 75% |
| Services geared to youth activities | 185 | 66% |
| Services to major employers (those with over 100 employees) | 184 | 66% |

Service Modes

When asked what service mode would be most useful (given that the cost of services may vary), the most frequently reported response was that a mix of both fixed-route and demand-response services would be most useful (131 responses, 47%), followed by scheduled services on regular routes (102 responses, 37%). Demand-response, with trips arranged the day before was cited by only 23 respondents. These results are provided in Table 3-4.

Table 3-4
What types of services would be most useful, given that the cost of services may vary?

| Type of Service | # Responses | % of Total |
|---|--------------------|-------------------|
| Some of each type of service | 131 | 47% |
| Scheduled services on regular routes | 102 | 37% |
| Demand-response, with trips arranged the day before | 23 | 8% |
| Don't know | 10 | 4% |
| Refused | 10 | 4% |
| Missing | 3 | 1% |

Days of the Week and Hours of Service

The most frequently reported response for “What days of the week should transit service operate?” was daily (111 responses), followed by weekdays and Saturdays (75 responses), and weekdays only (69 responses). Table 3-5 shows these results.

There was a wide variety of opinion concerning what time of day transit services should operate. For weekday services, the most commonly occurring start time listed was between 6:30 a.m. and 7:30 a.m. (95 responses), followed by 7:30 a.m. to 8:00 a.m. (64 responses), and 5:30 a.m. to 6:00 a.m. (59 responses). The most commonly occurring ending time was between 5:00 p.m. and 6:00 p.m. (89 responses), followed by 6:30 p.m. and 7:00 p.m. (52 responses), and 7:30 p.m.-8:00 p.m. (30 responses). The full range of start and end times suggested for weekdays, Saturdays, and Sundays is provided in Table 3-6.

Fares

The survey asked respondents to indicate what they thought a reasonable fare would be for fixed-route public transit service. The most commonly reported fare was between 75 cents and \$1.00 (69 responses), followed by \$1.00 to \$1.25 (55 responses), 50 cents to 75 cents (54 responses), and \$1.25 or more (53 responses).

Table 3-5
What time of day should bus services operate?

| | Number | Percent |
|-----------------------------|--------|---------|
| Weekday Start Times: | | |
| 24 Hours Per Day | 4 | 2% |
| 5 a.m. or earlier | 11 | 4% |
| 5:30 a.m. - 6:00 a.m. | 59 | 23% |
| 6:30 a.m. - 7:00 a.m. | 95 | 37% |
| 7:30 a.m. - 8:00 a.m. | 64 | 25% |
| 8:30 a.m. - 9:00 a.m. | 14 | 5% |
| 10:00:00 a.m. | 7 | 3% |
| Other | 4 | 2% |
| Totals | 258 | |

| | | |
|---------------------------|-----|-----|
| Weekday End Times: | | |
| 24 Hours Per Day | 3 | 1% |
| Earlier than 5:00 pm | 16 | 6% |
| 5:00 p.m. - 6:00 p.m. | 89 | 35% |
| 6:30 p.m. - 7:00 p.m. | 52 | 20% |
| 7:30 p.m. - 8:00 p.m. | 30 | 12% |
| 8:30 p.m. - 9:00 p.m. | 25 | 10% |
| 9:30 p.m. - 10:00 p.m. | 21 | 8% |
| 11:00 p.m. - midnight | 11 | 4% |
| Other | 10 | 4% |
| Totals | 257 | |

| | | |
|------------------------------|-----|-----|
| Saturday Start Times: | | |
| 24 Hours Per Day | 5 | 3% |
| 5 am or earlier | 6 | 3% |
| 5:30 a.m. - 6:00 a.m. | 17 | 9% |
| 6:30 a.m. - 7:00 a.m. | 47 | 24% |
| 7:30 a.m. - 8:00 a.m. | 50 | 25% |
| 8:30 a.m. - 9:00 a.m. | 42 | 21% |
| 10:00:00 a.m. | 23 | 12% |
| Other | 10 | 5% |
| Totals | 200 | |

| | | |
|----------------------------|-----|-----|
| Saturday End Times: | | |
| 24 Hours Per Day | 4 | 2% |
| Earlier than 5:00 pm | 30 | 15% |
| 5:00 p.m. - 6:00 p.m. | 60 | 30% |
| 6:30 p.m. - 7:00 p.m. | 19 | 10% |
| 7:30 p.m. - 8:00 p.m. | 15 | 8% |
| 8:30 p.m. - 9:00 p.m. | 17 | 9% |
| 9:30 p.m. - 10:00 p.m. | 25 | 13% |
| 10:30 p.m. - midnight | 24 | 12% |
| Other | 5 | 3% |
| Totals | 199 | |

Table 3-6
What days of the week should transit service operate?

| Response | Number | Percent |
|----------------------------|---------------|----------------|
| Daily | 111 | 40% |
| Weekdays Only | 69 | 25% |
| Weekdays and Saturdays | 75 | 27% |
| Weekdays and Sundays | 6 | 2% |
| Don't Know/Refused/Missing | 18 | 6% |

For demand-response public transit services, the most frequently reported reasonable fare was \$3.00 (91 responses); followed by \$5.00 (89 responses); and \$6.00 or more (43 responses). Table 3-7 provides these results.

Table 3-7
What is a reasonable fare for fixed-route public transit service?

| Fare | # Responses | % of Total |
|-----------------|--------------------|-------------------|
| Free | 1 | 0% |
| Up to 50 Cents | 10 | 4% |
| 50 to 75 Cents | 54 | 19% |
| 75 Cents to \$1 | 69 | 25% |
| \$1 to \$1.25 | 55 | 20% |
| \$1.25 or more | 53 | 19% |
| Don't Know | 26 | 9% |
| Refused/Missing | 11 | 4% |

What is a reasonable fare for demand-response public transit service?

| Fare | # Responses | % of Total |
|-----------------|--------------------|-------------------|
| \$1.00 | 25 | 9% |
| \$3.00 | 91 | 33% |
| \$5.00 | 89 | 32% |
| \$6.00 or more | 43 | 15% |
| Don't Know | 22 | 8% |
| Refused/Missing | 9 | 3% |

Opinions Regarding Traffic Congestion

One of the portions of the survey provided an opportunity for respondents to indicate their opinions regarding traffic congestion in various geographic locations in the Statesboro area. The response categories included: no problem, minor, okay, bad, and very bad. For the purposes of analysis, these responses were grouped into positive, neutral, and negative. These results are provided in Table 3-8. As these data show, the perceived congestion on the East side of Statesboro (Mall, Wal-Mart, and K-Mart) is the worst, followed by the Bypass area between Highways 67 and 301, the South Side (GSU and East Georgia Medical), and the Bypass area between Highways 67 and 80. The Southwest area of Statesboro (Ogeechee Tech and Gateway) had the highest positive perceptions of traffic congestion (i.e., congestion is not perceived to be a problem in this area).

Household Demographics

Households and Senior Citizens

Among the households contacted for this survey, there are a relatively large number of senior citizen residents. There are 151 people between the ages of 60 and 89 residing in the 279 households that participated in the survey (38% of the households). From the household size question, we estimated that the total population of the 279 households is 770 people, resulting in a mean household size of 2.75 and an elderly population of 19.6%. These figures are higher than the 2000 Census data, which show that Bulloch County had an average household size of 2.53 and an aged 60-89 population of 12%.

Households, Drivers, and Vehicles

The survey data indicated that there are 2.2 licensed drivers and 1.9 cars per household among the survey respondents. These data suggest that there are some instances when a licensed driver does not have a car available for use. None of the respondents directly reported that they

**Table 3-8
RESPONDENTS OPINIONS REGARDING TRAFFIC CONGESTION IN SPECIFIC LOCATIONS IN THE AREA**

| Location | No Problem | Minor | Sum of Positive | | Neutral Okay | | Bad | Very Bad | Sum of Negative | | Don't Know or Refused |
|---------------------------------------|------------|-------|-----------------|---------|--------------|-----|-----|----------|-----------------|---------|-----------------------|
| | # | # | # | % Total | # | % | # | # | # | % Total | |
| East Side (Mall, Wal-Mart, K-Mart) | 13 | 16 | 29 | 10% | 55 | 20% | 85 | 98 | 183 | 66% | 11 |
| Bypass b/t Hwy 67 and 301 | 19 | 31 | 50 | 18% | 64 | 23% | 69 | 69 | 138 | 49% | 27 |
| South Side (GSU, East GA Medical) | 18 | 36 | 54 | 19% | 72 | 26% | 59 | 65 | 124 | 44% | 29 |
| Bypass b/t Hwy 67 and 80 | 24 | 25 | 49 | 18% | 78 | 28% | 74 | 50 | 124 | 44% | 26 |
| Downtown Statesboro | 35 | 51 | 86 | 31% | 81 | 29% | 64 | 32 | 96 | 34% | 16 |
| North Side (Main/North Side Drive) | 30 | 39 | 69 | 25% | 93 | 33% | 68 | 23 | 91 | 33% | 26 |
| West Side (Post Office, Health Dept.) | 36 | 42 | 78 | 28% | 92 | 33% | 57 | 28 | 85 | 30% | 24 |
| Southwest (Ogeechee Tech, Gateway) | 58 | 48 | 106 | 38% | 74 | 27% | 25 | 13 | 38 | 14% | 61 |

lived in a household that did not have a car available; however, Census 2000 data for Bulloch County show that 7% of the occupied housing units in the county have no vehicle available for use. These data show the limitations of a telephone survey in reaching people who may need to use public transportation, as many of the likely users may not have a land line installed in their homes.

Special Accommodations for Travel

The survey asked the respondents to indicate if anyone in their households needed a special accommodation in order to travel in a vehicle. Thirty-four, or 12%, indicated that there were people in their households who need mobility accommodations. Table 3-9 shows the specific responses to this question.

Table 3-9
Does anyone in your household require special accommodations in order to travel in a vehicle?

| Accommodation | Number | Percent |
|--|--------|---------|
| Walkers or other Physical Support | 14 | 5% |
| Wheelchair | 11 | 4% |
| Ability to Carry a Mobile Chair or Scooter | 9 | 3% |
| | 34 | 12% |

Helping Provide Rides

The survey also asked the respondents to indicate if they have had to take time from work in the last 30 days to drive a parent, family member, or friend to a doctor’s appointment, dentist, post office, grocery, or other basic shopping or need. Ninety-five respondents (34%) indicated that they did have to take time off in the last 30 days to provide this type of transportation assistance.

Use of Other Transportation Providers

There are a few transportation providers currently operating in Bulloch County, and the respondents were asked if anyone in their households used any of the following providers: Concerted Services, Medicaid Transportation, Taxis, church Providers, or Others. These responses are shown in Table 3-10. These data show that there is relatively little use of these providers among the respondents, with the highest use expressed for Church transportation providers (13 yes respondents, or 5%).

**Table 3-10
OTHER TRANSPORTATION PROVIDERS**

| Transportation Options | Yes | | No | Refused/ Missing | Total |
|-------------------------|--------|---------|-----|---------------------|-------|
| | Number | Percent | | | |
| Churches | 13 | 5% | 250 | 16 | 279 |
| Taxis | 11 | 4% | 254 | 14 | 279 |
| Other | 9 | 3% | 155 | 115 | 279 |
| Medicaid Transportation | 6 | 2% | 260 | 13 | 279 |

Investment in Public Transit

Respondents were asked, given the time and expense of driving others for important activities, what they would be willing to pay on an annual basis to have public transportation available. These results show that the largest number of survey respondents would be willing to pay \$10.00 per year (128 respondents), followed by \$5.00 per year (82 respondents). These results are shown in Table 3-11.

Table 3-11

The costs of time and the expense of driving others are estimated at around \$20 per trip. Would you be willing to pay up to \$1, \$5, or \$10 per year to have public transportation?

| Response | Number | Percent |
|-----------------|---------------|----------------|
| \$1.00 | 23 | 8% |
| \$5.00 | 82 | 29% |
| \$10 | 128 | 46% |
| Don't know | 23 | 8% |
| Refused/Missing | 23 | 8% |

SUMMARY OF FINDINGS

The responses to this telephone survey show that there is support for public transportation in Bulloch County, particularly for services geared to senior citizens and people with disabilities. Further, it would appear that the respondents would be willing to contribute a small annual amount to support such a system. If each household in Bulloch County were assessed a \$10 fee for transit (as was suggested in Table 3-11 above), this would generate \$207,430 in local funds that could be used to leverage at least an equal amount in federal funds.

The survey results also show that this survey effort did not capture the opinions of people who are transit dependent. There were no zero car households reached through this effort, and very few households without a licensed driver. This finding is common when using telephone surveys, as many transit dependent people do not have a land line available in their homes, particularly with the rise in cell phone use. It would appear that the respondents are in support of a system that would help people who are transit dependent, given the responses to the trip purpose question, which had a large number of responses in favor of services geared to seniors, people with disabilities, and social service needs.

CHAPTER 4

SERVICE OPTIONS

This chapter presents basic service options over the next five years based on the analysis documented in Chapter 2 regarding the transit needs and major trip generators in Bulloch County and Statesboro and the survey of public transportation needs. These service options demonstrate a number of potential route structures that link the most likely origin areas with the key destinations of a fixed-route system serving both Statesboro and GSU. While a low population density and few major trip generators in the rest of Bulloch County indicate transportation need that can be met with a number of demand-responsive small buses, Statesboro has significant population densities of more than 2,000 persons per square mile. Not only is this characteristic a general standard for successful fixed-route service, but many of Statesboro's high density areas also correspond with its populations of typically transit dependent persons—older adults, persons with disabilities, and persons living below poverty. Statesboro also hosts a large population of young adults that are mostly GSU students, another prime transit dependent population as the campus cannot currently meet its large parking demand. Furthermore, Statesboro's current qualification for Section 5311 funding and the certainty that Statesboro will continue to grow make fixed-route transit service a viable, fitting option that builds upon the initiative taken by GSU and its Southern Express service.

Several service alternatives were initially reviewed by the Study Advisory Committee at the second Committee Meeting in mid-May. Committee members gave input and suggestions for changes to the proposed fixed routes that were then developed into additional service alternatives. All service options including their advantages and disadvantages are summarized below, after a recap of Statesboro's transit need and potential.

SUMMARY OF TRANSIT POTENTIAL

The results of the needs analysis and identification of major trips generators were used as the foundation for developing service options. Several of the key findings of the needs assessment that affected the development of alternatives are summarized below.

Where People Who Need Transit Live

While all Bulloch County needs analysis maps indicated high relative transit need in Statesboro, only certain Census data were available at the block level for close-up analysis of the City. These data included young persons ages 18-24, older persons over age 60, and population and housing densities. As expected with the presence of GSU, southern Statesboro has a high concentration of young persons. The density of older adults corresponds with high general population density in the areas just west and east of downtown, with some pockets of density north of downtown as well. Study Advisory Committee members and other local contacts also provided input on the large number of people with lower incomes that live in western Statesboro. GSU representatives also indicated that many off-campus student housing complexes just west and south of the campus would benefit from transit service. All of these factors were taken into consideration in developing service options that would reach the majority of these areas.

Where People Need to Go on Transit

Major trip generators are clustered in the downtown area, largely on North and South Main Street and East and West Main Streets. Northside Drive East is also dotted with several destinations, including the main shopping area of Statesboro Mall and Wal-Mart near the intersection of Northside Dr. East/US-80 East and Veterans Memorial Parkway. Major employers that were considered in developing service include the Department of Labor on Packinghouse Road, GSU and East Georgia Regional Medical Center in southern Statesboro, and several companies in Gateway Regional Industrial Park about four miles southwest of Statesboro. City hall and other local services downtown and a human services park on Denmark Street were also key destinations that were considered. Input from the Committee meetings

highlighted the need for transit service to Mill Creek Park, a multi-purpose recreational complex located near East Main Street and Beasley Road. GSU representatives also asked for transit service from the campus to Statesboro Mall and Wal-Mart. Aside from these key destinations, service alternatives were created to serve as many major trip generators as possible between all the proposed routes in each option.

SERVICE OPTIONS

There are two basic considerations in designing an effective and efficient transit system in the area. The system is *effective* if it meets the travel needs of the residents. This means identifying the markets for transit and determining if those markets are served. A system is *efficient* if it meets those needs in a manner that maximizes travel while minimizing resources expended. To the extent possible, services would be scheduled in such a way as to maximize the convenience of transfers between proposed routes as well as the Southern Express at GSU.

Options have been examined in terms of how well they service under- or un-served areas, major housing origins, and major employment, medical, educational, human service, and commercial destinations. Preliminary costs, vehicle needs, and the advantages and disadvantages of each service option are among the issues that both the County and City should consider in implementing one of the service alternatives presented below. The options are focused on the development of Statesboro's services and are presented in a conceptual way (timetables have not been developed for each combination). Note also that every alternative has incorporated GSU's existing service as is, so the Southern Express is not further outlined in each description. At some point in the future, following the selection and prioritization of alternatives, the selected options could be fully developed to include such details as costs and operating parameters. At that point, a more detailed implementation plan would need to be developed.

Service Option 1

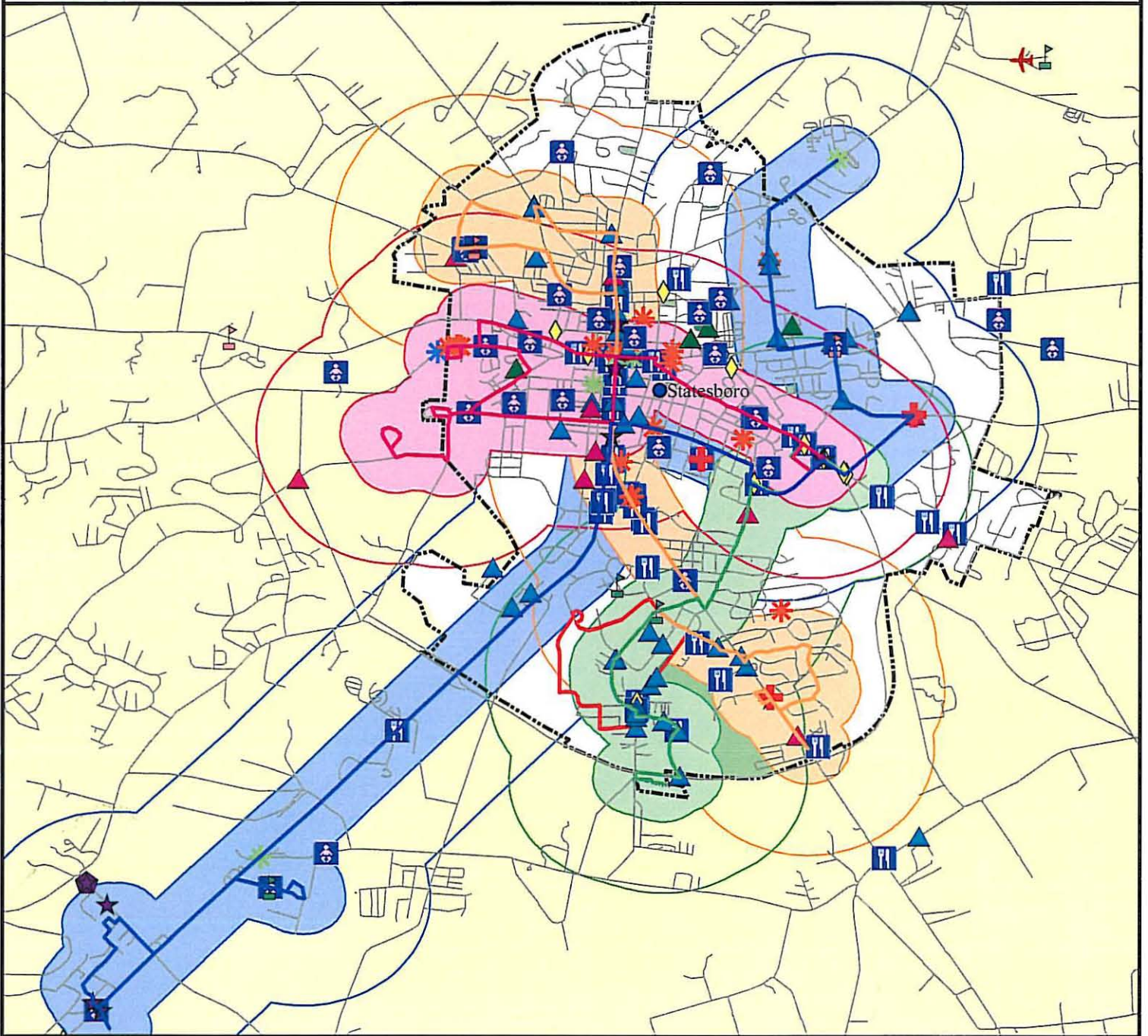
This alternative consists of four proposed routes that serve the majority of areas within Statesboro, as well as Ogeechee Technical College and Gateway Regional Industrial Park just southwest of the city limits. The Pink Route travels between eastern and western Statesboro via downtown, connecting several apartments to shopping, restaurants, and human service agencies and local services. The Orange Route serves the northwestern and southeastern parts of the city via downtown, connecting several apartments to daycares, shopping, restaurants, and local services. The Green Route links apartments neighboring GSU to campus and shopping (Walmart and Statesboro Mall). The Blue Route runs between Bulloch County Correctional Institute and Gateway Regional Industrial Park, connecting apartments and Willingway Hospital to shopping and restaurants before heading to Ogeechee Technical College and employers in the Industrial Park. See Figure 4-1 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/Americans with Disabilities Act (ADA) service are included). Table 4-1 outlines the estimated service hours, miles, and cost for this option.

| | |
|---|-------------|
| • Estimated annual operating cost: | \$2,229,344 |
| • Estimated capital cost: | \$435,000 |
| • Estimated total cost, excluding Southern Express: | \$2,664,344 |

Advantages:

- Routes cover nearly all major destinations, including service to Ogeechee Technical College and Gateway Regional Industrial Park.
- One-seat trip for residents from western Statesboro to services downtown and major shopping on the Pink Route.
- Direct trip for GSU students from campus to shopping, as the school requested, on Green Route.

Figure 4-1:
OPTION I



| | | | | |
|----------------------|---------------------------|---------------------------------|----------------------------|------|
| Legend | | | | |
| ★ Major Employers | * Human Services Agencies | ● Places | — Proposed Alternatives | |
| ■ Industrial Park | * Local Services | — GSU Existing Route | — Blue Route | |
| ✚ Medical Facilities | * State Services | — Bulloch County Streets | — Pink Route | |
| ▲ Low-Income Housing | 🎓 Colleges/Voc Schools | ⬜ Statesboro City Boundary | — Orange Route | |
| ▲ Senior Housing | 🏫 High Schools | Households Density (Units/Acre) | — Green Route | |
| ▲ Apartments | 🛒 Shopping Destinations | ■ High (Over 6) | ■ Buffer Distances (Miles) | |
| 👶 Daycares | 🍴 Restaurants | ■ Medium (3-6) | ■ 0.25 | |
| ✈ Airport | | ■ Low (0-3) | ■ 0.75 | |
| | | | | |
| | | | | |

Data Source: Census 2000, ESRI Data CIO Bulloch County GIS, Macdonald Planning, Internet Research

Table 4-1: COSTING FOR SERVICE OPTION 1

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------|-------------|---------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|------------|----|--|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-----------|-------------|-----------|-------------|
| Statesboro/Bulloch Option 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blue | 22.6 | 16 | 84.8 | 60 | 2 | 60 | 2 | 11 | 0 | 11 | 0 | 11 | 248.6 | 22 | 254 | 63,144.4 | 5,588 | 45 | \$251,460 | Shuttle Bus | 55,000 | \$110,000 | | | | | | | | | | | | | | | | | | | | | | |
| Pink | 9.6 | 14 | 41.1 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 105.6 | 11 | 254 | 26,822.4 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | | |
| Orange | 13.8 | 14 | 59.1 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 151.8 | 11 | 254 | 38,557.2 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | | |
| Green | 8.7 | 12 | 43.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 130.5 | 15 | 306 | 39,933.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | | | | | | | | | | | | | | | | | | | | | | |
| Potential City Route TOTALS | | | | | | | | | | | | | | | | | | | | | | | | 9 | | 9 | | | | | | | | | | | | | | | \$988,870 | \$435,000 | | |
| TOTALS incl Southern Express | | | | | | | | | | | | | | | | | | | | | | | | 13 | | 17 | | | | | | | | | | | | | | | | \$2,229,344 | \$435,000 | \$2,664,344 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

Disadvantages:

- Blue Route is nearly double the length of other routes, making for longer headways and waiting times for riders.
- Residents in western Statesboro must transfer to reach employment at GSU, employment and medical appointments at East Georgia Regional Medical Center, employment in the Industrial Park, and employment or classes at Ogeechee Tech.
- Serves Correctional Institute and Willingway Hospital, which Committee members have since said are not destinations that need to be served by transit.
- Does not serve Mill Creek Park, which Committee members have since said is a necessary destination for transit service.
- Most expensive option as two base vehicles are needed for Blue Route.

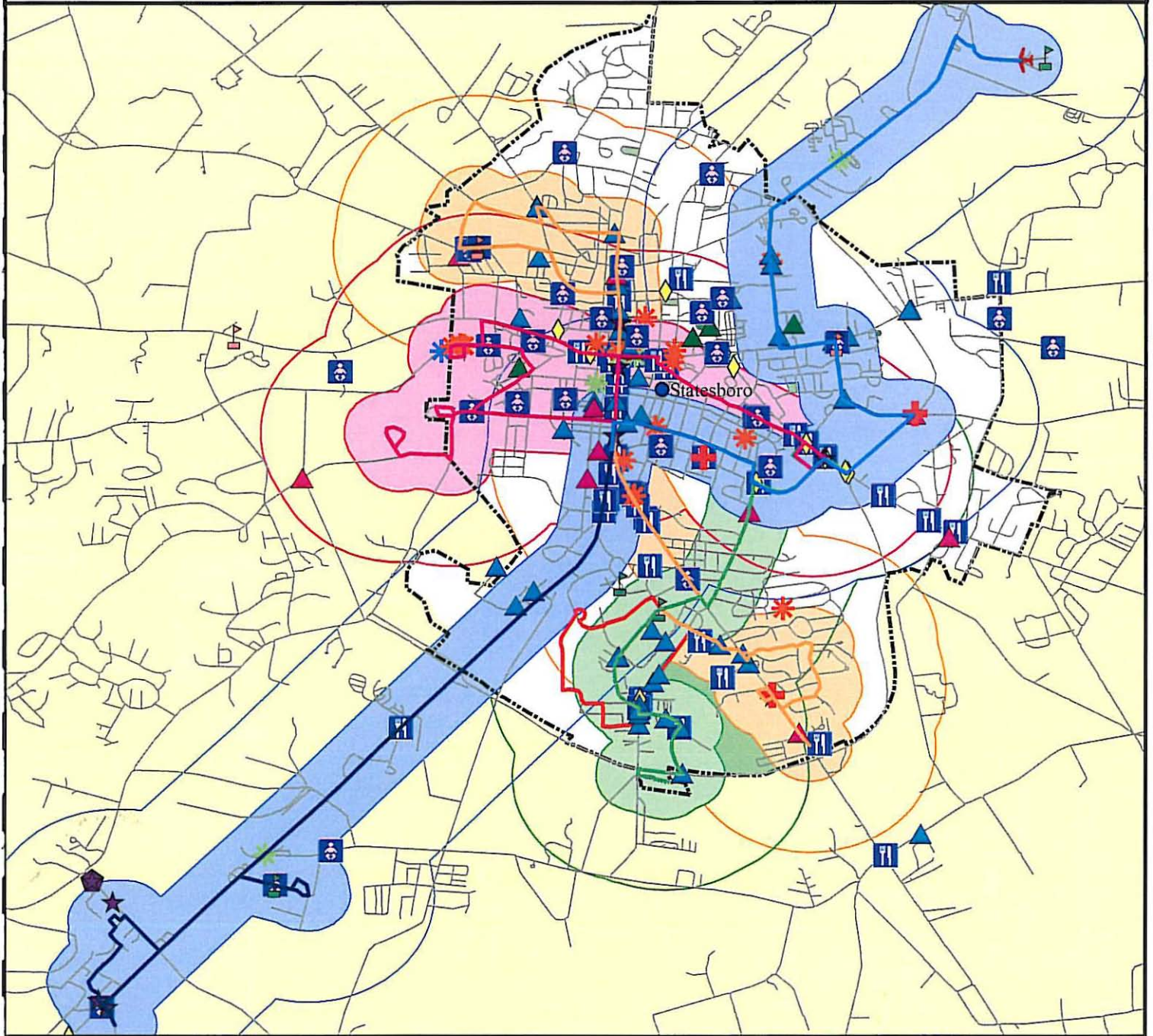
Service Option 2

This alternative is identical to the first, except that the Blue Route is divided into northern and southern sections, the Blue North and Blue South Routes, respectively. While the combined routes still cover the same area, with the addition of the municipal airport as a destination for Blue North, having a separate route that serves Ogeechee Tech and the Industrial Park saves money in the service costs and shortens the headways. See Figure 4-2 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-2 outlines the estimated service hours, miles, and cost for this option.

- Estimated annual operating cost: \$2,149,334
- Estimated capital cost: \$435,000
- Estimated total cost, excluding Southern Express: \$2,584,334

Advantages:

- Same as those of Option 1.
- Also, headways and waiting times shortened for riders of Blue North and South.
- Cuts service cost by running Blue South only four times a day, likely during peak periods, rather than hourly.



| | | | | |
|----------------------|---------------------------|-----------------------------------|----------------------------|----------------------------|
| Legend | | | | |
| ★ Major Employers | * Human Services Agencies | ● Places | — GSU Existing Route | — Proposed Alternatives |
| ■ Industrial Park | * Local Services | — Bulloch County Streets | — Statesboro City Boundary | — Blue North Route |
| ✚ Medical Facilities | * State Services | ■ Households Density (Units/Acre) | ■ High (Over 6) | — Blue South Route |
| ▲ Low-Income Housing | 🎓 Colleges/Voc Schools | ■ Medium (3-6) | ■ Low (0-3) | — Pink Route |
| ▲ Senior Housing | 🎓 High Schools | | | — Orange Route |
| ▲ Apartments | 🛍 Shopping Destinations | | | — Green Route |
| 👶 Daycares | 🍽 Restaurants | | | ■ Buffer Distances (Miles) |
| ✈ Airport | | | | ■ 0.25 |
| | | | | ■ 0.75 |

0 0.25 0.5 1
Miles

Data Source: Census 2000, FSI Data CD, Bulloch County GIS, Maeshiro Planning, Internet Research

Table 4-2: COSTING FOR SERVICE OPTION 2

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------------|---------------------------|---------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|------------|----|--|----|--|--|--|--|--|--|--|--|--|--|--|-----------|-------------|--|-----------|-----------|-------------|
| Statesboro/Bulloch Option 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | 85 (M-Th), 44 (F) | 160 days (128 M-Th, 32 F) | | | 12,288 | 101 | \$1,240,474 | Shuttle Bus | | | | | | | | | | | | | | | | | | | | | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Blue North | 13.7 | 14 | 58.7 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 150.7 | 11 | 254 | 38,277.8 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | |
| Blue South | 12.5 | 16 | 46.9 | 60 | 1 | 60 | 1 | 4 | 0 | 4 | 0 | 4 | 50 | 4 | 254 | 12,700.0 | 1,016 | 45 | \$45,720 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | |
| Pink | 9.6 | 14 | 41.1 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 105.6 | 11 | 254 | 26,822.4 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | |
| Orange | 13.8 | 14 | 59.1 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 151.8 | 11 | 254 | 38,557.2 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | |
| Green | 8.7 | 12 | 43.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 130.5 | 15 | 306 | 39,933.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | | | | | | | | | | | | | | | | | | | | | |
| Potential City Route TOTALS | | | | | | | | | | | | | | | | | | | | | | | | 9 | | 9 | | | | | | | | | | | | \$908,860 | | | \$433,000 | | |
| TOTALS Incl Southern Express | | | | | | | | | | | | | | | | | | | | | | | | 13 | | 17 | | | | | | | | | | | | | \$2,149,334 | | | \$435,000 | \$2,584,334 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

Disadvantages:

- Same as those of Service Option 1.
- Also, riders no longer have a one-seat ride from Blue South destinations to Blue North destinations.
- Serves Statesboro Airport, which Committee members have since said is not a necessary transit destination.
- One of more expensive options due to five routes compared to three or four.

Service Option 3

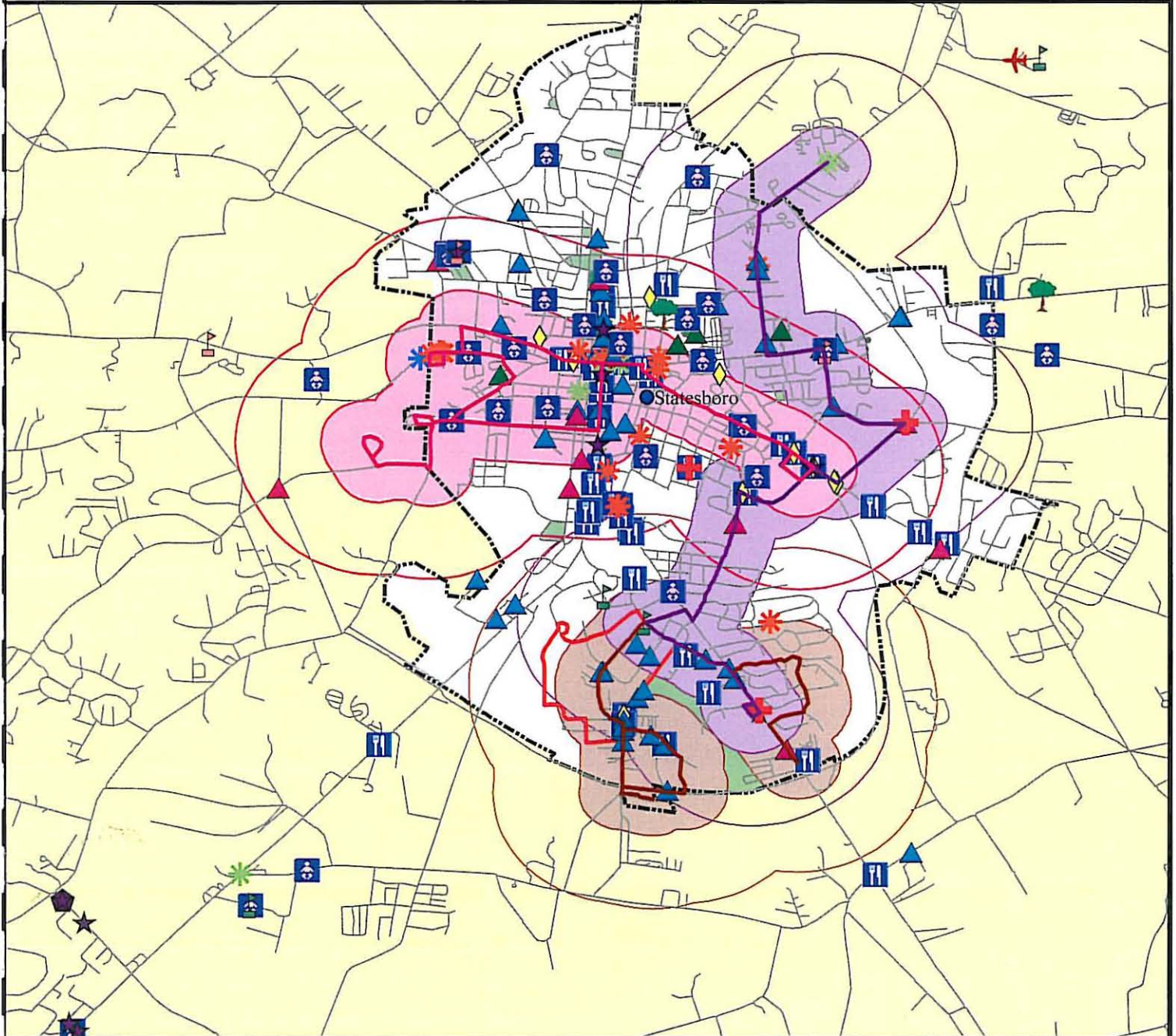
This alternative consists of three proposed routes that cover slightly less area than Options 1 and 2, but still serve the majority of key destinations. The Pink Route is the same as previously described. The Purple Route connects Statesboro Municipal Airport and East Georgia Regional Medical Center, passing by Bulloch County Correctional Institute, several apartments and shopping destinations, as well as Willingway Hospital. The Brown Route links GSU and student apartments just outside campus. See Figure 4-3 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-3 outlines the estimated service hours, miles, and cost for this option.

- | | |
|---|-------------|
| • Estimated annual operating cost: | \$1,977,884 |
| • Estimated capital cost: | \$325,000 |
| • Estimated total cost, excluding Southern Express: | \$2,302,884 |

Advantages:

- One-seat trip for residents from western Statesboro to services downtown and major shopping on the Pink Route.
- Direct trip for GSU students from campus to shopping on the Purple Route.
- Connects off-campus student apartments on eastern and southern sides of GSU to the main campus via Brown Route.
- Lowest operating and capital costs.

Figure 4-3:
OPTION 3



Legend

- | | | | |
|----------------------|---------------------------|----------------------------|---------------------------|
| ★ Major Employers | ✳ Human Services Agencies | 🌳 Parks | — Proposed Alternatives |
| 🏭 Industrial Park | ✳ Local Services | ● Places | — Pink Route |
| ✚ Medical Facilities | ✳ State Services | — GSU Existing Route | — Purple Route |
| 🏠 Low-Income Housing | 🎓 Colleges/Voc Schools | — Bulloch County Streets | — Brown Route |
| 👴 Senior Housing | 🎓 High Schools | ⬜ Statesboro City Boundary | ■ Buffer Distance (Miles) |
| 🏠 Apartments | 🛍 Shopping Destinations | ■ High (Over 6) | ■ 0.25 |
| 👵 Daycares | 🍴 Restaurants | ■ Medium (3-6) | ■ 0.75 |
| ✈ Airport | | ■ Low (0-3) | |



Data Source: Census 2000, ESRI Data CD, Bulloch County GIS, Macdonald Planning, Internet Research

Table 4-3: COSTING FOR SERVICE OPTION 3

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost |
|-------------------------------------|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------|-------------|---------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|--------------------|
| Statesboro/Bulloch Option 3 | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | | | | | | | | | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | |
| Pink | 9.6 | 14 | 41.1 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 105.6 | 11 | 254 | 26,822.4 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | |
| Purple | 13.3 | 16 | 49.9 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 146.3 | 11 | 254 | 37,160.2 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | |
| Brown | 7.8 | 12 | 39 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 117 | 15 | 306 | 35,802.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | |
| Potential City Route TOTALS | | | | | 7 | | 7 | | | | | | | | | | | | \$737,410 | | | \$325,000 | |
| TOTALS incl Southern Express | | | | | 11 | | 15 | | | | | | | | | | | | \$1,977,884 | | | \$325,000 | \$2,302,884 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

4-12

Disadvantages:

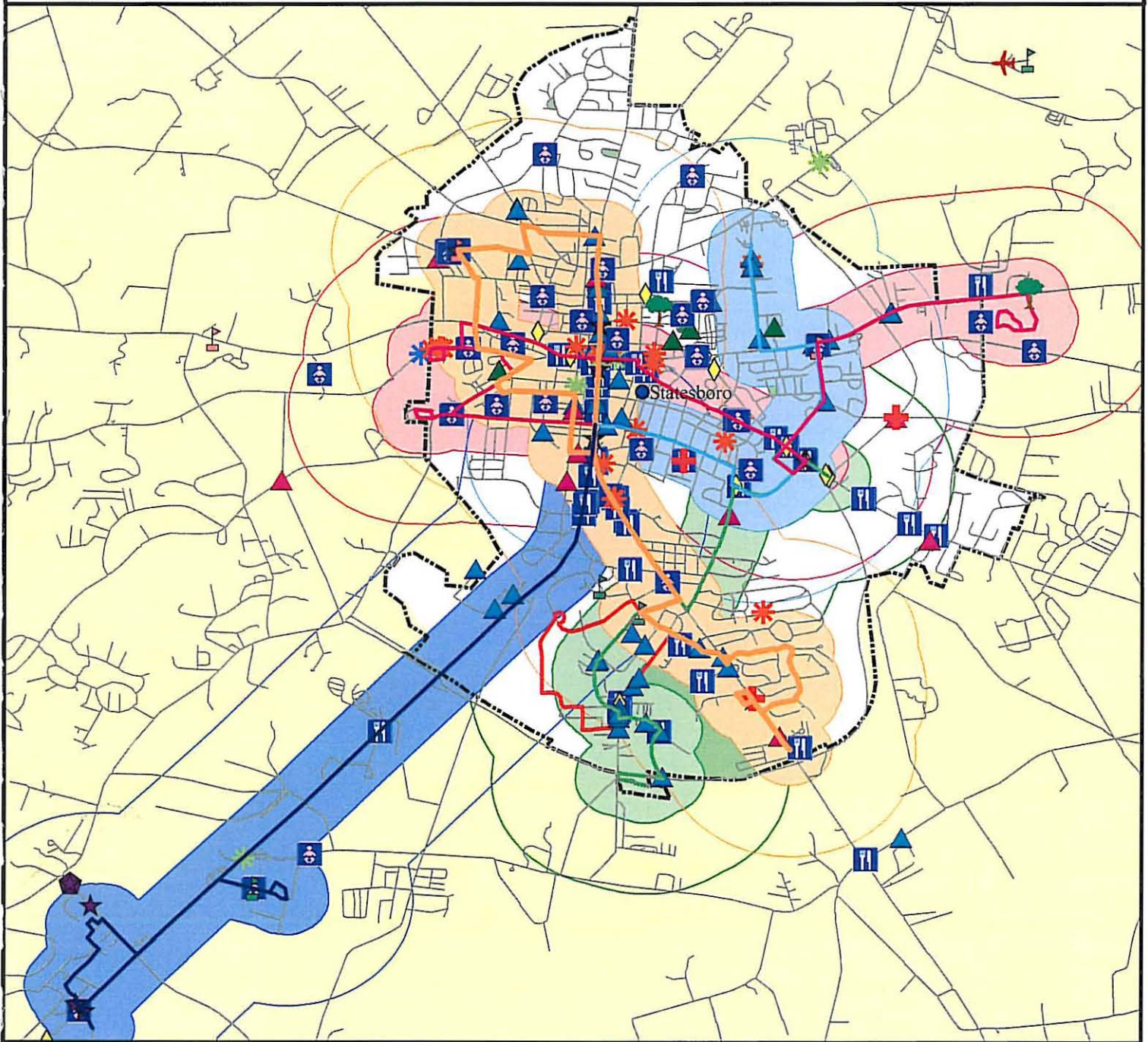
- Residents in western Statesboro must transfer from the Pink to the Purple Route to reach employment at GSU and employment and medical appointments at East Georgia Regional Medical Center.
- Does not serve Ogeechee Tech or the Industrial Park.
- Does not directly serve some apartments, daycares, and Performance Learning Center in northwestern Statesboro, though most are within 0.75 mile of Pink Route.
- Does not serve student housing west of GSU or west side of campus.
- Serves the Correctional Institute and Willingway Hospital, which Committee members have since said are not destinations that need to be served by transit.
- Does not serve Mill Creek Park, which Committee members have since said is a necessary destination for transit service.

Service Option 4

This alternative consists of five proposed routes that serve the majority of areas within Statesboro, as well as Ogeechee Tech and the Industrial Park. The New Pink Route is similar, but has been extended to Mill Creek Park. The New Orange Route is similar but also serves the residential area in western Statesboro. The New Blue North Route is similar, but ends at the Department of Labor, rather than extending to the Correctional Institute. All these changes were made at the recommendation of the Study Advisory Committee after the Second Committee Meeting. The Green and Blue South Routes are the same as previously described. See Figure 4-4 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-4 outlines the estimated service hours, miles, and cost for this option.

- Estimated annual operating cost: \$2,149,334
- Estimated capital cost: \$435,000
- Estimated total cost, excluding Southern Express: \$2,584,334

Figure 4-4:
OPTION 4



Legend

- | | | | |
|----------------------|---------------------------|---------------------------------|-------------------------|
| ★ Major Employers | ✱ Human Services Agencies | 🌳 Parks | Proposed Alternatives |
| 🏭 Industrial Park | ✱ Local Services | ● Places | — New Blue North Route |
| ✚ Medical Facilities | ✱ State Services | — GSU Existing Route | — Blue South Route |
| ▲ Low-Income Housing | 🎓 Colleges/Voc Schools | — Bulloch County Streets | — New Pink Route |
| ▲ Senior Housing | 🏫 High Schools | ⬜ Statesboro City Boundary | — New Orange Route |
| ▲ Apartments | 🏪 Shopping Destinations | Households Density (Units/Acre) | — Green Route |
| 👶 Daycares | 🍽️ Restaurants | ■ High (Over 6) | Buffer Distance (Miles) |
| ✈️ Airport | | ■ Medium (3-6) | ■ 0.25 |
| | | ■ Low (0-3) | □ 0.75 |



Data Source: Census 2000, USDI Data CQ, Bulloch County GIS, Statesboro Planning, Internet Research

Table 4-4: COSTING FOR SERVICE OPTION 4

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost | | | | | | | | | | | | | | | | | | | |
|---|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------|-------------------|---------------------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|------------|----|--|----|--|--|--|--|--|--|--|--|--|--|--|-----------|-------------|-----------|-----------|-------------|
| Statesboro/Dalton Option 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | | 85 (M-Th), 44 (F) | 160 days (128 M-Th, 32 F) | | | 12,288 | 100.95 | Shuttle Bus | | | | | | | | | | | | | | | | | | | | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Blue North (No airport) | 7.2 | 14 | 30.9 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 79.2 | 11 | 254 | 20,116.8 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | |
| Blue South | 12.5 | 16 | 46.9 | 60 | 1 | 60 | 1 | 4 | 0 | 4 | 0 | 4 | 50 | 4 | 254 | 12,700.0 | 1,016 | 45 | \$45,720 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | |
| New Pink (Extended to Mills Creek Park) | 12.9 | 14 | 55.3 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 141.9 | 11 | 254 | 36,042.6 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | |
| New Orange | 13 | 14 | 55.7 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 143 | 11 | 254 | 36,322.0 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | |
| Green | 8.7 | 12 | 43.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 130.5 | 15 | 306 | 39,933.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | | | | | | | | | | | | | | | | | | | | |
| County Demand-Response/ADA | | | 20 | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | | | | | | | | | | | | | | | | | | | | |
| Potential City Route TOTALS | | | | | | | | | | | | | | | | | | | | | | | | 9 | | 7 | | | | | | | | | | | | \$908,860 | | \$435,000 | | |
| TOTALS incl Southern Express | | | | | | | | | | | | | | | | | | | | | | | | 13 | | 17 | | | | | | | | | | | | | \$2,149,334 | | \$435,000 | \$2,584,334 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

4-15

Advantages:

- One-seat trip for residents from western Statesboro to services downtown and major shopping on the Pink Route; also provides one-seat trips for kids in particular from western Statesboro to Mill Creek Park.
- One-seat trip for residents from western Statesboro to employment and medical appointments at GSU and East Georgia Regional Medical.
- Direct trip for GSU students from campus to shopping on Green Route.
- Connects off-campus student apartments on eastern side of GSU to main campus via Orange Route; connects southside apartments to campus via Green Route.
- Connects downtown to Ogeechee Tech and Industrial Park.

Disadvantages:

- Riders traveling from Ogeechee Tech or Industrial Park to GSU area or northern Statesboro must transfer.
- Does not serve student housing west of GSU or west side of campus.
- One of more expensive options due to five routes compared to three or four.

Service Option 5

This alternative is similar to Option 3, but extends transit service based on input from the Study Advisory Committee. The New Pink Route is similar, but has been extended to Mill Creek Park. The New Purple Route is also extended to Mill Creek Park and ends at the Department of Labor. The New Brown Route has expanded to connect off-campus student housing on the west side to main campus, including added service to the west side of campus. See Figure 4-5 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-5 outlines the estimated service hours, miles, and cost for this option.

- Estimated annual operating cost: \$1,977,884
- Estimated capital cost: \$325,000
- Estimated total cost, excluding Southern Express: \$2,302,884

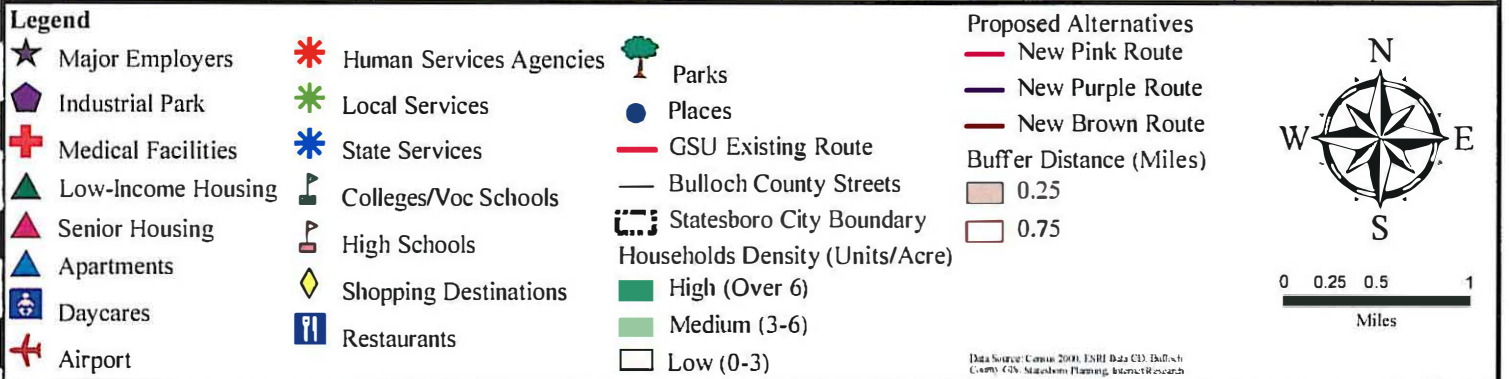
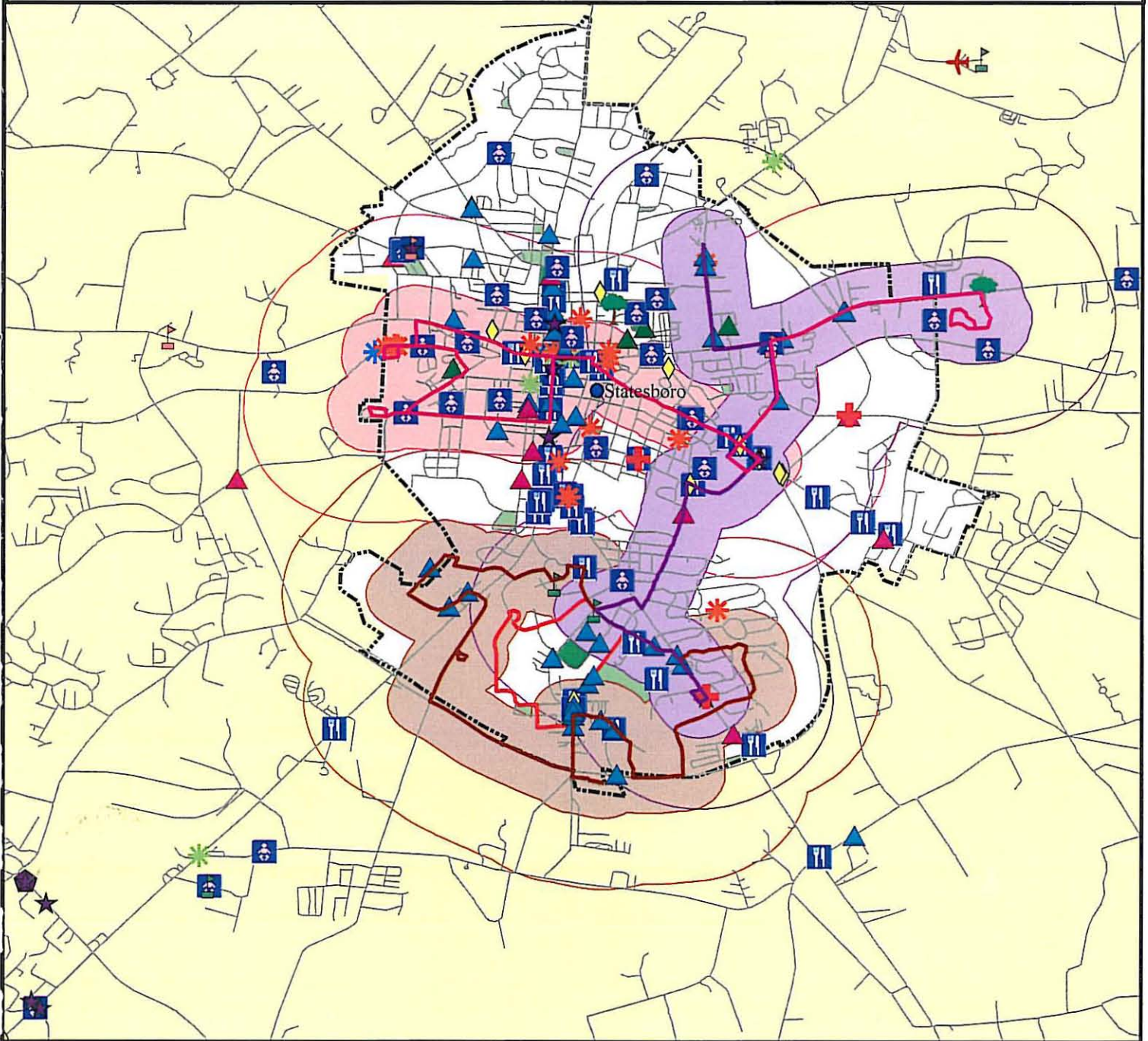


Table 4-5: COSTING FOR SERVICE OPTION 5

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost |
|---|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------|-------------|---------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|--------------------|
| Statesboro/Bulloch Option 5 | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | | | | | | | | | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | |
| New Pink (Extended to Mills Creek Park) | 12.9 | 14 | 55.3 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 141.9 | 11 | 254 | 36,042.6 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | |
| New Purple (No airport, extended to Mills Cre | 13.6 | 15 | 54.4 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 149.6 | 11 | 254 | 37,998.4 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | |
| New Brown (Expanded Loop) | 8.5 | 12 | 42.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 127.5 | 15 | 306 | 39,015.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | |
| Potential City Route TOTALS | | | | | 7 | | 7 | | | | | | | | | | | | \$737,110 | | | \$325,000 | |
| TOTALS incl Southern Express | | | | | 11 | | 15 | | | | | | | | | | | | \$1,977,884 | | | \$325,000 | \$2,302,884 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

Advantages:

- One-seat trip for residents from western Statesboro to services downtown and major shopping on the New Pink Route; also provides one-seat trips for kids in particular from western Statesboro to Mill Creek Park.
- Riders going to Mill Creek Park from shopping area have double options on New Pink and New Purple Routes.
- Direct trip for GSU students from campus to shopping on New Purple Route.
- GSU students get campus oriented New Brown Route that connects student housing in outskirts to each other and main campus.
- Cheapest operating and capital costs, plus more areas served than in Option 3.

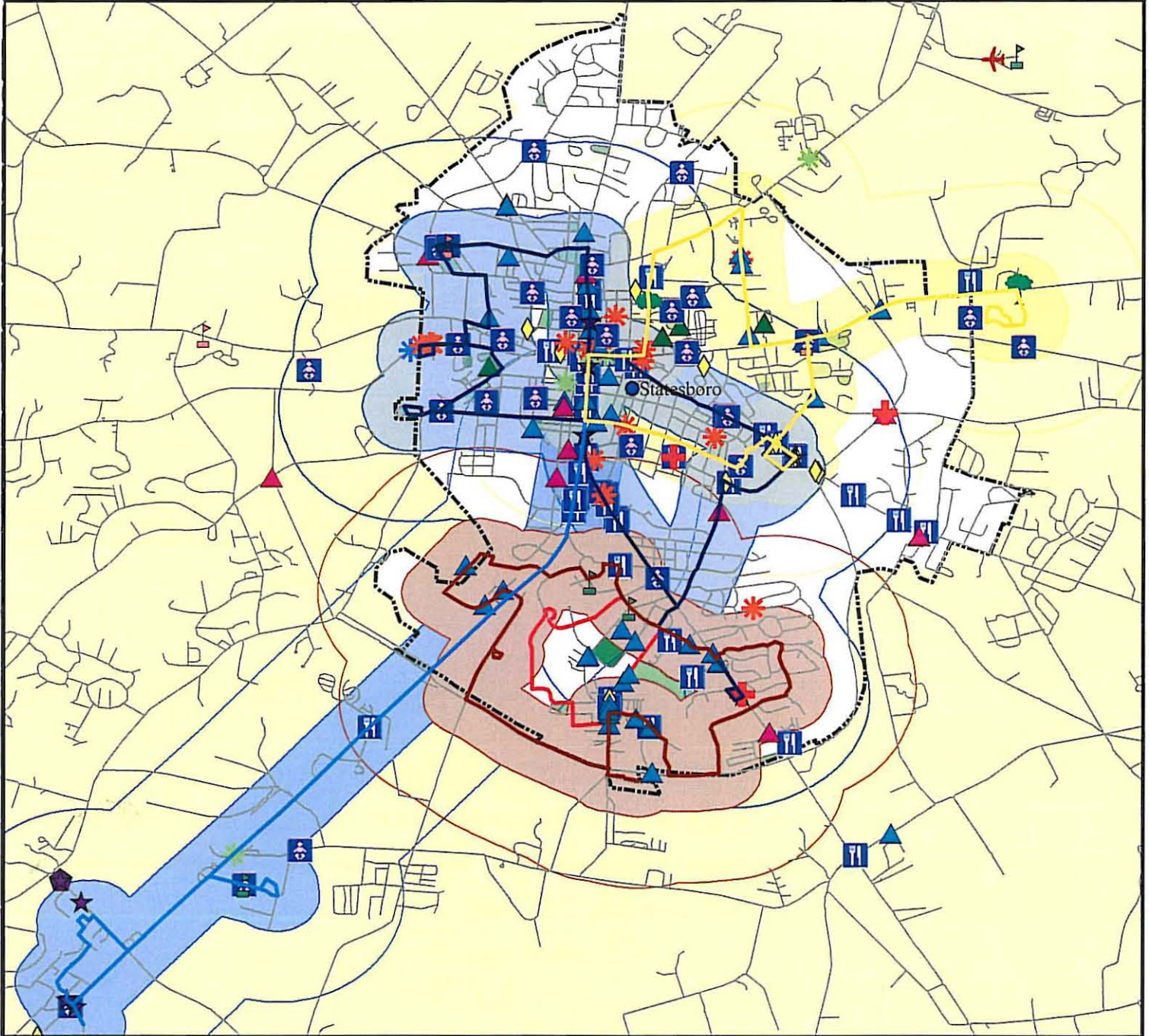
Disadvantages:

- Residents in western Statesboro must transfer from New Pink to New Purple Route to reach employment at GSU and employment and medical appointments at East Georgia Regional Medical.
- Does not serve Ogeechee Tech or the Industrial Park.
- Does not directly serve some apartments, daycares, and Performance Learning Center in northwestern Statesboro, though most of these are within 0.75 mile of New Pink Route.

Service Option 6

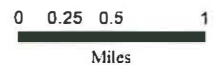
This alternative proposes four routes. The Navy Route is a loop that connects western Statesboro to major shopping, GSU, and East Georgia Regional Medical. The Gold Route is a loop around eastern Statesboro connecting downtown to the Department of Labor, Mill Creek Park, and major shopping. The Blue South and New Brown Routes are the same as previously described. See Figure 4-6 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-6 outlines the estimated service hours, miles, and cost for this option.

- Estimated annual operating cost: \$2,023,604
- Estimated capital cost: \$380,000
- Estimated total cost, excluding Southern Express: \$2,403,604



Legend

- | | | | |
|----------------------|---------------------------|----------------------------|---------------------------|
| ★ Major Employers | * Human Services Agencies | 🌳 Parks | — Navy Route |
| 🏭 Industrial Park | * Local Services | ● Places | — Blue South Route |
| ⊕ Medical Facilities | * State Services | — GSU Existing Route | — Gold Route |
| ▲ Low-Income Housing | 🎓 Colleges/Voc Schools | — Bulloch County Streets | — New Brown Route |
| ▲ Senior Housing | 🎓 High Schools | ⬛ Statesboro City Boundary | ■ Buffer Distance (Miles) |
| ▲ Apartments | 🛍️ Shopping Destinations | ■ High (Over 6) | ■ 0.25 |
| 👶 Daycares | 🍴 Restaurants | ■ Medium (3-6) | □ 0.75 |
| ✈️ Airport | | □ Low (0-3) | |



Data Source: Census 2000, ESRI Data CD, Bulloch County GIS, Statesboro Planning, Internet Research

Table 4-6: COSTING FOR SERVICE OPTION 6

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost | |
|------------------------------|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-------------|-------------------|---------------------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|------------|--|
| Statesboro/Bulloch Option 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | | 85 (M-Th), 44 (F) | 160 days (128 M-Th, 32 F) | | | 12,288 | 100.95 | \$1,240,474 | Shuttle Bus | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | | |
| Navy Loop | 12.1 | 14 | 51.9 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 133.1 | 11 | 254 | 33,807.4 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | |
| Blue Route South | 12.5 | 16 | 46.9 | 60 | 1 | 60 | 1 | 4 | 0 | 4 | 0 | 4 | 50 | 4 | 254 | 12,700.0 | 1,016 | 45 | \$45,720 | Shuttle Bus | 55,000 | \$55,000 | | |
| Gold Loop | 9.9 | 14 | 42.4 | 60 | 1 | 60 | 1 | 11 | 0 | 11 | 0 | 11 | 108.9 | 11 | 254 | 27,660.6 | 2,794 | 45 | \$125,730 | Shuttle Bus | 55,000 | \$55,000 | | |
| New Brown (Expanded Loop) | 8.5 | 12 | 42.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 127.5 | 15 | 306 | 39,015.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | | |
| Potential City Route TOTALS | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS incl Southern Express | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 12 | | 16 | | | | | | | | | | | | | \$2,023,604 | | \$380,000 | \$2,403,604 | | |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

4-21

Advantages:

- One-seat trip for residents from western Statesboro to services downtown, major shopping, GSU, and East Georgia Regional Medical on Navy Route; especially beneficial for employees to these places.
- One-seat trip for residents that live near downtown to Mill Creek Park and shopping on Gold Route.
- Direct trip for GSU students from campus to shopping on Navy Route.
- GSU students get campus oriented New Brown Route that connects student housing in outskirts to each other and main campus.
- Serves Ogeechee Tech and Industrial Park.
- One of cheaper operating and capital costs with large service area covered.

Disadvantages:

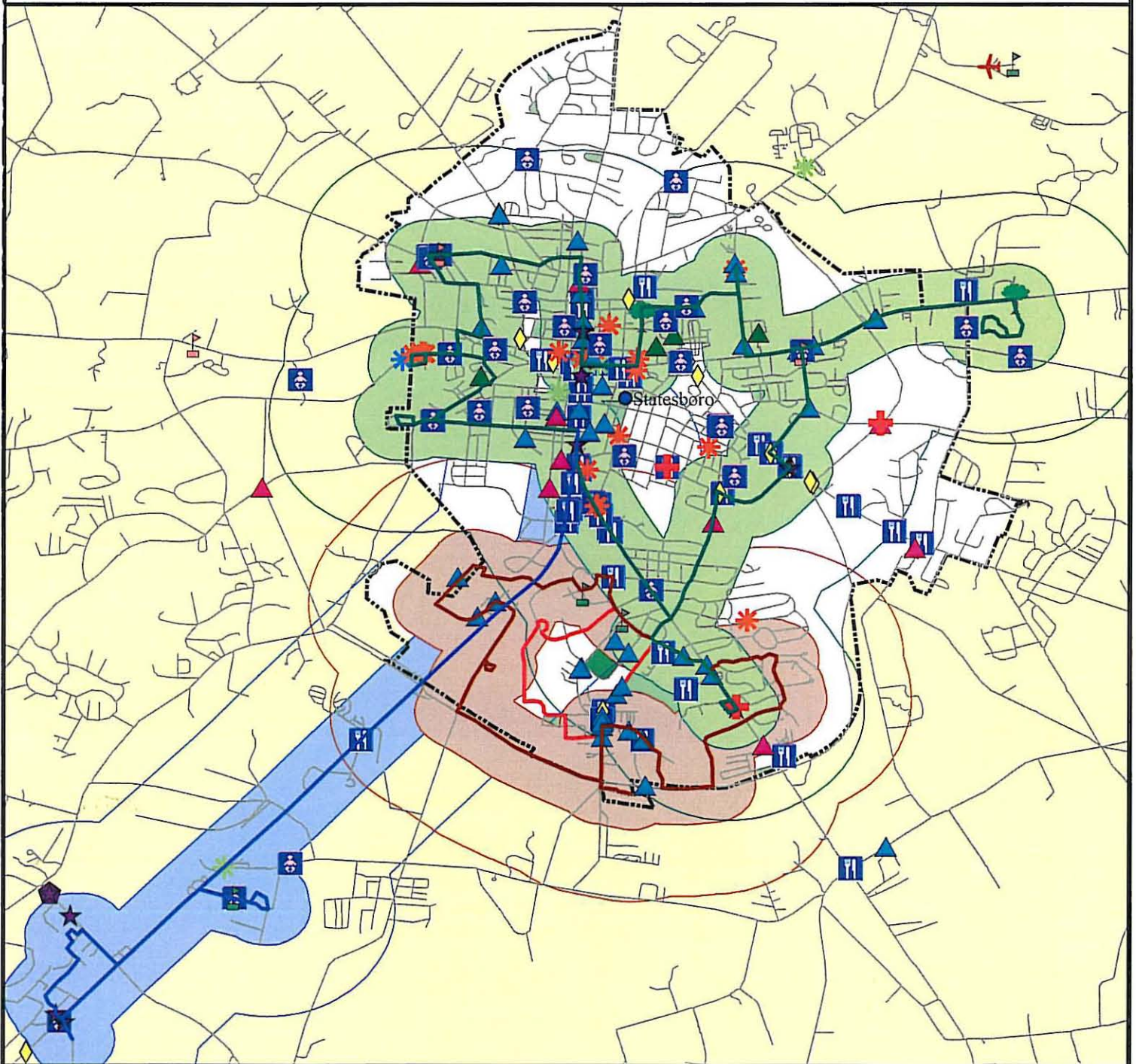
- Residents in western Statesboro must transfer from Navy to Gold Routes to reach Mill Creek Park, a particular hassle for children.
- Nature of loop can make some trips much longer, (i.e., if bus traveling in western direction, but shortest distance for rider's trip is in eastern direction, rider must ride all the way around to reach destination.)
- Riders coming from Ogeechee Tech and Industrial Park must transfer to reach destinations other than south end of downtown.

Service Option 7

This alternative proposes three routes. The Forest Green Route is a large loop that connects western Statesboro and downtown to the Department of Labor, Mill Creek Park, major shopping, GSU, and East Georgia Regional Medical. The Blue South and New Brown Routes are the same as previously described. See Figure 4-7 for a map of these proposed routes, which are overlaid on household density and major trip generators. The estimated costs of implementing this option are listed below (operating and capital costs of County demand-response/ADA service are included). Table 4-7 outlines the estimated service hours, miles, and cost for this option.

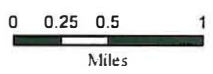
- Estimated annual operating cost: \$2,023,604
- Estimated capital cost: \$380,000
- Estimated total cost, excluding Southern Express: \$2,403,604

Figure 4-7:
OPTION 7



Legend

- | | | | |
|----------------------|---------------------------|-----------------------------------|---------------------------|
| ★ Major Employers | * Human Services Agencies | 🌳 Parks | — Proposed Alternatives |
| 🏭 Industrial Park | * Local Services | ● Places | — Forest Green Route |
| ⊕ Medical Facilities | * State Services | — GSU Existing Route | — Blue South Route |
| ▲ Low-Income Housing | 🎓 Colleges/Voc Schools | — Bulloch County Streets | — New Brown Route |
| ▲ Senior Housing | 🎓 High Schools | ⬜ Statesboro City Boundary | — Buffer Distance (Miles) |
| ▲ Apartments | 🛍 Shopping Destinations | 🏠 Households Density (Units/Acre) | ■ 0.25 |
| 👶 Daycares | 🍽 Restaurants | ■ High (Over 6) | ■ 0.75 |
| ✈ Airport | | ■ Medium (3-6) | |
| | | ■ Low (0-3) | |



Data Source: Census 2010, ESRI Data City, Bulloch County GIS, Municipal Planning, Internet Research

Table 4-7: COSTING FOR SERVICE OPTION 7

| Route | Round-trip Route Length | Estimated Speed | Cycle Time | Base Headway | Base Vehicles | Peak Headway | Peak Vehicles | Base Span | Peak Span | Base Period Trips | Peak Period Trips | Total Trips | Daily Miles | Daily Hours | Days per Year | Annual Miles | Annual Hours | Cost Per Hour | Annual Operating Cost | Vehicle Type | Estimated Cost | Incremental Capital Cost | Total Cost |
|-------------------------------------|-------------------------|-----------------|------------|--------------|---------------|--------------|---------------|-----------|-----------|-------------------|-------------------|-------------|-----------------|--------------------------|---------------|--------------|--------------|---------------|-----------------------|--------------|----------------|--------------------------|-------------|
| Statesboro/Bulloch Option 7 | | | | | | | | | | | | | | | | | | | | | | | |
| Existing Routes | | | | | | | | | | | | | | | | | | | | | | | |
| GSU Southern Express | 3 | 9 | 20 | 15 | 4 | 4 | 8 | 5 | 9 | 15 | 135 | 150 | 85(M-Th), 44(F) | 160 days (128M-Th, 32 F) | | | 12,288 | 100.95 | \$1,240,474 | Shuttle Bus | | | |
| Potential City Routes | | | | | | | | | | | | | | | | | | | | | | | |
| Forest Green Loop | 17.9 | 14 | 76.7 | 60 | 2 | 60 | 2 | 11 | 0 | 11 | 0 | 11 | 196.9 | 22 | 254 | 50,012.6 | 5,588 | 45 | \$251,460 | Shuttle Bus | 55,000 | \$110,000 | |
| Blue Route South | 12.5 | 16 | 46.9 | 60 | 1 | 60 | 1 | 4 | 0 | 4 | 0 | 4 | 50 | 4 | 254 | 12,700.0 | 1,016 | 45 | \$45,720 | Shuttle Bus | 55,000 | \$55,000 | |
| New Brown (Expanded Loop) | 8.5 | 12 | 42.5 | 60 | 1 | 60 | 1 | 15 | 0 | 15 | 0 | 15 | 127.5 | 15 | 306 | 39,015.0 | 4,590 | 45 | \$206,550 | Shuttle Bus | 55,000 | \$55,000 | |
| County Demand-Response/ADA | | 20 | | | 4 | | 4 | 10 | 0 | | | | | 40 | 254 | | 10,160 | 27.5 | \$279,400 | Shuttle Van | 40,000 | \$160,000 | |
| Potential City Route TOTALS | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 8 | | 8 | | | | | | | | | | | | \$783,130 | | | \$380,000 | |
| TOTALS incl Southern Express | | | | | 12 | | 16 | | | | | | | | | | | | \$2,023,601 | | | \$380,000 | \$2,403,601 |

Note: GSU's annual hours and cost per hour based on FY07 numbers from GSU.

4-24

Advantages:

- One-seat trip for residents from western Statesboro to all major destinations (within city boundaries) on the Forest Green Route; especially beneficial for employees to GSU and East Georgia Regional Medical and for children to Mill Creek Park.
- Direct trip for GSU students from campus to shopping on the Forest Green Route.
- GSU students get a campus oriented New Brown Route that connects student housing in outskirts to each other and main campus.
- Serves Ogeechee Tech and Industrial Park.
- One of cheaper operating and capital costs with large service area covered.

Disadvantages:

- Nature of loop can make some trips much longer, especially since the Forest Green Route so large, (i.e., if bus traveling in western direction, but shortest distance for rider's trip is in eastern direction, rider must ride all the way around to reach destination.)
- Riders coming from Ogeechee Tech and Industrial Park must transfer to reach destinations other than south end of downtown.

Summary of Service Alternatives

Table 4-8 provides a summary of each service alternative, including the proposed routes, the number of vehicles required, and the total operating and capital costs.

**Table 4-8
SUMMARY OF ALTERNATIVES**

| Options | Description | Number Vehicles | Annual Operating Cost |
|---------|---|-----------------|-----------------------|
| 1 | 4 Routes: Blue, Pink, Orange, and Green. Blue Route is one long route, serving industrial park and correctional institute on either ends; requires two buses. Pink Route connects western residential area to major shopping. Orange Route connects northwestern residential area to GSU and East GA Regional Medical. Green Route connects GSU and major shopping. | 17 | \$2,229,344 |
| 2 | 5 Routes: Blue North, Blue South, Pink, Orange, and Green. Same routes as Option 1, except Blue Route broken into two parts that meet at southern end of downtown. Blue North connects downtown to shopping, the Dept of Labor, and airport. Blue South connects downtown to Ogeechee Tech and industrial park; would run less frequently. | 17 | \$2,149,334 |

| Options | Description | Number Vehicles | Annual Operating Cost |
|---------|---|-----------------|-----------------------|
| 3 | 3 Routes: Pink, Purple, and Brown. Same Pink Route as Options 1 and 2. Purple Route runs north-south from correctional institute to East GA Regional Medical. Brown Route serves the eastern and southern outskirts of GSU, passing through center of campus. | 15 | \$1,977,884 |
| 4 | 5 Routes: New Blue North, Blue South, New Pink, New Orange, and Green. Similar to Option 1 with slight modifications for "new" routes. New Blue North Route ends at Dept of Labor and nearby apartments; does not pass Willingway Hospital anymore. New Pink Route extends to Mill Creek Park. New Orange Route extends down through residential area west of downtown. | 17 | \$2,149,334 |
| 5 | 3 Routes: New Pink, New Purple, and New Brown Loop. Both New Pink and New Purple Routes extended to Mill Creek Park. New Purple Route ends at Dept of Labor. New Brown Loop expanded to serve western part of campus and nearby apartments too. | 15 | \$1,977,884 |
| 6 | 4 Routes: Navy Loop, Gold Loop, New Brown Loop, and Blue South. Navy Loop connects western residential area to GSU, East GA Regional Medical, major shopping, and downtown. Gold Loop connects Dept. of Labor, downtown, major shopping, and Mill Creek Park. New Brown Loop same as Option 5. Blue South same as Options 2 and 4. | 16 | \$2,023,604 |
| 7 | 3 Routes: Forest Green Loop, New Brown Loop, and Blue South. Forest Green Loop runs through northern Statesboro, connecting Mill Creek Park, Dept of Labor, downtown, western residences, and major shopping, to GSU and East GA Regional Medical; requires two buses. New Brown Loop same as Options 5 and 6. Blue South same as Options 2, 4, and 6. | 16 | \$2,023,604 |

*Total vehicles for peak period, includes 8 Southern Express and 4 demand-response/ADA.

Table 4-9 provides a more detailed description of each route, listed in alphabetical order.

Table 4-9
DESCRIPTION OF EACH ROUTE

| Proposed Route | Description |
|----------------|---|
| Blue | New service between Bulloch County Correctional Institute and Gateway Regional Industrial Park. Service connects apartments and Willingway Hospital to shopping and restaurants before heading to Ogeechee Technical College and employers in the Industrial Park. Connects to Pink, Orange, and Green routes in Option 1 for access throughout Statesboro. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Blue North | New service linking Statesboro Municipal Airport, the eastern part of the city, and the south end of downtown. Connects to Blue South, Pink, and Green routes to access Ogeechee College/Gateway Regional Industrial Park, downtown, and GSU respectively. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| New Blue North | New service linking the Department of Labor and nearby apartments, the eastern part of the city, and the south end of downtown. Connects to Blue South, Pink, Green, and Orange routes to access Ogeechee College/Gateway Regional Industrial Park, downtown, GSU, and East Georgia Regional Medical respectively. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Blue South | New service linking central Statesboro to Ogeechee Technical College and Gateway Regional Industrial Park. 1-hour headway, 7:00 am-9:00 am and 4:00 pm-6:00 pm, 254 days. |
| Brown | New shuttle service between GSU campus and student apartments just outside campus. In Option 3, connects to Southern Express route and Purple route toward shopping (Wal-Mart and Statesboro Mall). 1-hour headway, 7:00 am-10:00 pm, 306 days. |
| New Brown | New shuttle service between GSU campus and student apartments just outside campus; route expanded to cover west side of campus and nearby apartments. In Option 5, connects to Southern Express route and Purple route toward shopping (Wal-Mart and Statesboro Mall). In Option 6, connects to Southern Express route and Navy route toward shopping and downtown. 1-hour headway, 7:00 am-10:00 pm, 306 days. |
| Forest Green | Combination of Navy and Gold Routes. New loop service linking residential area in northeastern Statesboro to GSU and East Georgia Regional Medical, main shopping area, Mill Creek Park, Department of Labor, and downtown including City Hall and other local services. The route services several apartments and human services agencies. The main benefit is a one-seat ride, though trip time may be extended depending on the destination and the direction of travel along the loop. In Option 7, connects to Blue South Route for access to Gateway Regional Industrial Park and Ogeechee Tech; also connects to the Southern Express Route and the new Brown Route servicing the area neighboring GSU. 1-hour headway, 7:00 am-6:00 pm, 254 days. |

| Proposed Route | Description |
|------------------|---|
| Gold | New loop service linking Department of Labor, downtown, and major shopping; also extends to Mill Creek Park. Route serves many apartments and human service agencies in eastern Statesboro. In Option 6, connects to Navy route for access to western Statesboro, GSU, and East Georgia Regional Medical; also connects to Blue South route for access to Gateway Regional Industrial Park and Ogeechee Tech. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Green | New service linking apartments neighboring GSU to campus and to shopping (Wal-Mart and Statesboro Mall). In options 1 and 2, connects to Blue, Pink, and Orange routes for access throughout Statesboro. 1-hour headway, 7:00 am-10:00 pm, 306 days. |
| Navy | New loop service linking western Statesboro to downtown, major shopping, and East Georgia Regional Medical. Route serves many apartments and human service agencies in western and central Statesboro. In Option 6, connects to Gold route for access to eastern Statesboro and Mill Creek Park, to Brown route to access apartments near GSU, and to Blue South route to access Gateway Regional Industrial Park and Ogeechee Tech. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Orange | New service between northwestern and southeastern parts of the city via downtown. Connects several apartments to daycares, shopping, restaurants, and local services. In Options 1 and 2, connects to Blue, Pink, and Green routes for access throughout Statesboro. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| New Orange Route | Similar to original Orange route, but extended down through northwest Statesboro to serve more residences. New service between northwestern and southeastern parts of the city via downtown. Connects several apartments to daycares, shopping, restaurants, and local services. In Options 1 and 2, connects to Blue, Pink, and Green routes for access throughout Statesboro. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Pink | New service between eastern and western Statesboro via downtown. Connects several apartments to shopping, restaurants, and human service agencies and local services. Connects to Blue, Orange, and Green routes in Option 1 for access throughout Statesboro. Connects to Blue North, Blue South, Orange, and Green routes in Option 2 for access throughout Statesboro. Connects to Purple route in Option 3 to access eastern part of city. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| New Pink | New service between eastern and western Statesboro via downtown; also extends to Mill Creek Park. Connects several apartments to shopping, restaurants, and human service agencies and local services. Connects to New Blue North, Blue South, Orange, and Green routes in Option 4 for access throughout Statesboro. Connects to New Purple route in Option 5 to access Department of Labor, East Georgia Regional Medical, and GSU. 1-hour headway, 7:00 am-6:00 pm, 254 days. |
| Purple | New service between Statesboro Municipal Airport and East Georgia Regional Medical Center. Passes by Bulloch County Correctional Institute, several apartments and shopping destinations, as well as Willingway Hospital. In Option 3, connects to Pink route to access downtown and Brown route and Southern Express to access GSU and neighboring apartments. 1-hour headway, 7:00 am-6:00 pm, 254 days. |

| Proposed Route | Description |
|----------------|---|
| New Purple | New service between Department of Labor and East Georgia Regional Medical Center; also extends to Mill Creek Park. Passes by several apartments, shopping destinations, and GSU. In Option 5, connects to New Pink route to access downtown and New Brown route and Southern Express to access GSU and neighboring apartments. 1-hour headway, 7:00 am-6:00 pm, 254 days. |

SUMMARY

The main issues to consider in comparing the service options are as follows:

- Each alternative covers the majority of physical origins and destinations that have been identified as major trip generators.
- The main differences between alternatives involves whether riders would have one-seat rides from residential areas to certain destinations, or if riders would need to transfer to another route.
- Loop routes can be convenient in providing one-seat rides to various destinations, but they can also extend trip times considerably depending on the direction of travel and the proximity of origins and destinations.

These options are meant to be a starting point from which Statesboro can initiate a fixed-route transit service and improve the proposed routes as needed. If decision-makers believe certain routes may compliment each other and fit the needs of the city better, additional alternatives that make different combinations of the proposed routes can also be developed.

CHAPTER 5

POTENTIAL MODELS: TRANSIT IN COMPARABLE COMMUNITIES

INTRODUCTION

The purpose of this chapter is to present an analysis of the two peer systems identified in Chapter 1, the AppalCART system in Boone, North Carolina; and the City of Harrisonburg system in Harrisonburg, Virginia. This peer analysis is included to assist local decision-makers by presenting information about the public transportation systems that have developed in very comparable environments, and to show the way in which they are organized and funded.

PEER ANALYSIS

The consultant, KFH Group, collected information on the local fixed-route transit systems operated in Boone, North Carolina and in Harrisonburg, Virginia. The two respective systems, AppalCART and Harrisonburg Transit, were chosen as models because the cities are comparable to Statesboro and house universities almost equal in size to GSU. Based on Census 2000 data, where Statesboro had a population of nearly 23,000, Boone had about 13,500 people and Harrisonburg had about 40,500. GSU's student population of approximately 16,500 is comparable to Appalachian State University's (ASU) at just over 15,000 and to James Madison University's (JMU) at 17,400. Both AppalCART and Harrisonburg Transit utilize fixed-route services to successfully meet university needs, as well as scheduled and demand-responsive services to meet other needs within the community.

AppalCART, Appalachian State University, and Boone, NC

AppalCART is the transportation authority that serves Watauga County, including the Town of Boone and ASU. In January 1980, Watauga County first established the Watauga County Transportation Authority to consolidate and coordinate existing public transportation that were being provided by the county’s human services agencies. The County soon adopted a Transportation Development Plan to become eligible to receive state and federal funding to match the Transportation Authority’s local funding. In 1981, the Transportation Authority incorporated ASU’s bus service into its operations and consequently established itself as AppalCART. Table 5-1 presents the FY 2007 ridership and service levels by type of service. These can be compared to the proposed Statesboro/Bulloch/GSU services in Chapter 4 of this report.

Table 5-1: RIDERSHIP AND SERVICE LEVELS: AppalCART

| For FY 2007 | Ridership | Hours |
|----------------------|------------------|---------------|
| Fixed Routes Total | 844,990 | 28,137 |
| University Portion * | 760,491 | 25,323 |
| City Portion* | 84,499 | 2,814 |
| County | 16,520 | 9,362 |
| ADA | 10,595 | 3,802 |
| Other | 17,874 | 917 |
| TOTALS | 889,979 | 42,218 |

*Estimated split between University and City is 90/10.

Originally, AppalCART’s Board of Authority could only recommend actions, which then moved on to the County commissioners for final approval. To streamline the decision-making process, particularly regarding budget issues, AppalCART became an independent authority in July 1986. The Boone Town Council also voted to join the authority at this time and to contribute to AppalCART’s local funding source. Today, AppalCART has eight members on its Board of Authority, consisting of two ASU representatives, one Boone Town Council member,

one Watauga County Commissioner, one human service agency representative, one user representative, and two at-large members. AppalCART receives state and federal funding, with matching local funds provided by ASU, Boone, and Watauga County. ASU contributes the majority of local funding, as university students make up approximately 90 percent of AppalCART's ridership. The university collects an annual transportation fee from all students. The fee is currently \$58 per student, which was recently increased by a vote of the students. The additional funding allowed AppalCART to purchase more vehicles and increase its service, which ASU strongly depends on to reduce the campus' high parking demands. While AppalCART does not have a written contract with ASU, ASU influences the authority through its two Board members and its majority contribution in local funding. Most AppalCART routes are designed with the university in mind, as students make up the majority of ridership, and ASU requests additional service or service changes based on demand. ASU holds a few public forums per year, where the public may make specific service requests that are then examined by the Board; but for the most part, decisions regarding service to ASU are advocated by the university representatives on AppalCART's Board of Authority.

Starting in July 2006, ASU, Boone, and Watauga County increased their local funding to make the system fare-free for everyone. Originally, the general public paid \$0.50 per trip on routes in town. Aside from the annual transportation fee, ASU students rode for free, as long as they provided their student ID. The Board decided to implement this fare-free system to simplify operations, as operators do not need to check student IDs anymore, and promote mass transit to potential riders in the public for which fares were previously cost-prohibitive. Table 5-2 presents information on the operating budget for AppalCART, including the contributions from the various stakeholders. Note that there is no farebox revenue because it is free fare, and that unlike Georgia there is a significant state contribution for operations. Also, in looking at the total operating cost, it should be noted that in the North Carolina transit program administrative expenses are funded using the higher ratio allowed by FTA (up to 80%) rather than the 50% rate allowed in the Georgia program (which includes these expenses under operations).

Table 5-2: FY 2008 BUDGETED OPERATING FUNDING AppalCART

| Funding | Operating | Administrative |
|--|---------------------|-----------------------|
| Federal Share (S.5311) | \$ 322,960 | \$ 326,851 |
| State Share | \$ 468,000 | \$ 16,533 |
| Local Share – County | \$ 26,134 | \$ 73,069 |
| | | (total local) |
| Local Share – Boone | \$ 65,000 | |
| Local Share - ASU | \$ 548,870 | |
| Other Local: | | |
| Human Service Contracts | \$ 165,234 | |
| Local Apartment Complex | \$ 60,000 | |
| Fares - County | \$ 14,000 | |
| Special Services | \$ 8,000 | |
| Miscellaneous | \$ 14,672 | |
| Advertising | \$ 15,000 | |
| Subtotals | \$ 1,707,870 | \$ 416,453 |
| TOTAL- Operating and Administrative | \$ 2,124,323 | |

Harrisonburg Transit, James Madison University and Harrisonburg, VA

Established in 1983, Harrisonburg Transit consists of fixed-route and paratransit services that serve the general public. Owned and operated by the City of Harrisonburg, Harrisonburg Transit is funded at the federal level by the U.S. Department of Transportation, at the state level by the Virginia Department of Transportation, and at the local level by the City of Harrisonburg and JMU. While JMU students make up the vast majority of the system's ridership, Harrisonburg Transit runs the service operations and route planning because JMU is ineligible for federal and state funding. Harrisonburg Transit qualifies to receive S.5307 funds as Harrisonburg is an urbanized area with a population of 50,000 or more.

The fixed-route service runs seven days a week, from 7:00 a.m. until midnight from Monday through Thursday and on Sunday and until 3:00 a.m. on both Friday and Saturday. The service's 28 accessible vehicles run five city routes, nine JMU routes, and four night routes with

some service to nearby Mennonite areas. The regular fare per trip is \$1, while seniors pay \$0.50 per trip, and JMU and city students ride for free. Harrisonburg Transit also runs the ADA paratransit service that complements the fixed-route service. With seven accessible vehicles, the ADA paratransit service runs the same hours as fixed-route service with a fare of \$2 per trip. Harrisonburg Transit currently coordinates its paratransit services with The Arc of Harrisonburg and Rockingham and with Friendship Industries, an organization that promotes employment and training opportunities for persons with disabilities. Harrisonburg Transit runs a third service for schools in the area, including daily service to and from school as well as athletic and field trips.

On fixed-route service, daily ridership during the school year ranges from 7,000-11,000 total trips per day, with 6,500-6,900 passengers per day related to the University service, and another 500-600 of which are non-JMU public riders. The paratransit service runs approximately 22,000 trips per year, all with curb-to-curb service, supplemented with a taxi program. Table 5-3 presents the ridership and service levels by type of service for FY 2007. It should be noted that there is another rural service provider in the County, so the ridership on rural services is only a portion of the overall transit demand in the county.

Table 5-3: RIDERSHIP AND SERVICE LEVELS: Harrisonburg Transit

| For FY 2007 | Ridership | Hours |
|--------------------------|------------------|---------------|
| Fixed Routes Total | 1,468,943 | 43,588 |
| University Portion (89%) | 1,314,375 | |
| City Portion (11%) | 154,568 | |
| ADA Paratransit Total | 22,230 | 8,078 |
| University Portion (15%) | 3,395 | |
| City Portion (85%) | 18,835 | |
| Taxi Cab Program Total | 1,103 | 382 |
| University Portion (40%) | 437 | |
| City Portion (60%) | 666 | |
| TOTALS | 1,492,276 | 52,048 |

The system's operating budget for FY 2008 is \$2,742,162. Table 5-4 presents a summary of the FY 2008 funding for this system. Note that the funding from JMU is used as revenue, rather than local match. Also, the system outside the University is not fare free, so there is actual farebox revenue.

Table 5-4: HARRISONBURG TRANSIT OPERATING FUNDING FY 2008

| Funding Source | Amount | % Total |
|----------------------------------|---------------------|----------------|
| Federal Share | \$ 765,140 | 28% |
| S. 5307 Operating Assistance | \$ 731,140 | |
| MPO Planning | \$ 34,000 | |
| State Assistance | \$ 470,750 | 17% |
| Local Revenues | \$ 1,280,800 | |
| JMU Transit Contract | \$ 1,150,000 | |
| Other Farebox Revenues/Contracts | \$ 130,800 | |
| Local Assistance | \$ 225,472 | |
| Subtotal, Local | \$ 1,506,272 | 55% |
| TOTAL | \$ 2,742,162 | |

The City of Harrisonburg and JMU have a written contract regarding Harrisonburg Transit's bus service, outlining the types and costs of transit services provided. (See Appendix F for a copy of the Terms of Agreement.) Harrisonburg Transit provides a Standard City Transit Service that is open to the public and runs all year. This regular service includes paratransit service for persons with disabilities as described in the ADA. All other services are geared toward the JMU student population, with expanded services during the academic year and summer session. Expanded services include increasing the number of buses and thus the frequency of service, expanding the times at which service is provided, and providing service to special events including church and graduation. Because current operations utilize all available federal and state funding, JMU must pay for any additional service that it requests due to

increases in its student population. Previously, JMU had not played a role in route planning, but the university recently hired an employee to work more closely with Harrisonburg Transit in regards to JMU's transportation needs.

CONCLUSIONS

These examples demonstrate that in two communities comparable in size to Statesboro, with university communities of comparable size, public transit systems have been successfully established through partnerships between local governments and the universities. In both cases the primary impetus is the need for the universities to provide transit services to students and faculty to connect their residences with the campus destinations while avoiding severe congestion and parking problems. At the same time, combining these university needs with the available federal transit programs allows for the provision of public transit services in the broader community by using the university funding as revenue to a public system. Given the Georgia transit program, the organizational model found in Harrisonburg is probably more appropriate, as Georgia does not provide transit funding directly to private non-profit organizations such as that found in Boone. In Harrisonburg the City has taken on a key role as the transit provider and manager to both the City and JMU, with a key role for the University. This arrangement benefits the University because it allows federal and state transit funding to be used for the university services, which are open to the general public. The major difference between both of these systems and the Georgia possibilities is the fact that both North Carolina and Virginia provide some level of state operating assistance, which reduces the local match requirements as compared to Georgia. In the next chapter funding options under the current Georgia programs are presented to define the possible local costs.

CHAPTER 6

ORGANIZATIONAL AND FUNDING OPTIONS

INTRODUCTION

The purpose of this chapter is to develop and present alternative organizational and funding options that could be used to implement public transit service in the City of Statesboro and Bulloch County. The previous chapters established potential needs for such a service, established that there are a number of possible route and service options, and estimated costs for the options presented. This chapter provides information regarding the general options available for organizing a public transit system in Georgia, and several potential alternative organizational and funding models are presented. Key policy questions have yet to be decided by the study Advisory Committee and GDOT before a single recommended alternative can be selected and finalized. These questions are presented, along with suggestions regarding the next steps in the possible implementation of public transit in Statesboro, Georgia Southern University (GSU), and Bulloch County.

ORGANIZATIONAL ALTERNATIVES FOR STATESBORO, GSU, AND BULLOCH COUNTY

To this point it has been assumed that any public transit system developed in Bulloch County, Statesboro, or at GSU would be funded in part with federal transit operating and capital funding from the FTA Section 5311 program of transit assistance for rural areas. At this time, Statesboro and Bulloch County fall under the 50,000 person population threshold that is the upper limit for this program. The FTA S.5311 program is administered by GDOT's Office of Intermodal Programs, and under its guidelines only public entities are eligible applicants: cities, counties, and (recently) Regional Development Commissions (RDC). At the moment there are

no multi-jurisdictional transit authorities in Georgia funded under S.5311. Multi-jurisdictional S.5311 programs are generally operated by RDC's, though the Hall County system is a jointly-funded program of the county and the City of Gainesville. A regional transit authority would be a public entity, and it is likely that GDOT would regard it as eligible for funding under S.5311—although there are no such examples at the moment. In a number of other states private non-profit entities are permitted to be applicants for S.5311 funding, allowing multi-party organizations to be created as transit operating agencies. Another comparable S.5311/university system of this sort is the Advance Transit system serving the White River Junction, Vermont/Lebanon, New Hampshire area and Dartmouth University, which is a private non-profit corporation funded by federal, state, local, university and medical center funds. However, this option (a private non-profit organization) is not likely to be an eligible recipient under the GDOT program in the foreseeable future.

The organizational structure used in the ASU peer example, a regional transit authority, utilizes general North Carolina enabling legislation to allow the creation of transit authorities by local jurisdictions by a simple act of the local governing bodies, without any need for a referendum. Such transit authorities do not have taxing authority, but are funded by the participating local governments. In Georgia, the general authorizing legislation for the creation of transit authorities has a limitation requiring that transit authorities can only be created in “metropolitan areas”, and that a metropolitan area is any area in which the city population exceeded 43,617 persons in the federal Census of 1950 or any later federal Census.¹ It further allows the General Assembly to pass special legislation to create transit authorities in metropolitan areas as defined above. While the general legislation is non-specific, this population limitation suggests that it was intended to allow a particular geographic area to create an authority. Given this statute, it is likely that creation of a transit authority like that in Boone would require state enabling legislation in Georgia, and might not be possible without amending the cited statute (unless Statesboro achieves the required population threshold). There are other significant issues with the creation of a transit authority, including the additional costs involved if there are employees of the authority (human resource costs, etc.), and the need to develop a

¹ Georgia Code, Title 32. Highways, Bridges, and Ferries, Chapter 9, Mass Transportation, O.C.G.A. S. 32-9-9 (2006): Creation of transit authority by special legislation, authority's attributes and powers.

source of working capital to keep the buses running between grant reimbursements and during periods between grant cycles.

The other organizational example, the City of Harrisonburg/JMU system, is probably a better model for this area, given the current programs. The transit system there is run by the City of Harrisonburg, with the transit staff as employees of the City. James Madison University is a partner in the program through its agreement with the City, and its provision of a substantial amount of the annual operating funds for the system. With the City or the County as the applicant, it would meet the GDOT/FTA requirement that the applicant be a public entity. An agreement between the public entity (City or County) that is the applicant and the other parties could be developed, as in the case of Harrisonburg/JMU, and in the case of Hall County and the City of Gainesville here in Georgia.

There are two other issues to be considered with regard to the local organization and applicant role. One is that the Statesboro/Bulloch urbanized area may well cross the 50,000 population threshold in the next Census, and the other is the proposed Regional Coordinated System of rural public and agency transportation. The Urbanized Area is a Census-defined area that is developed in part based on population density and commuting patterns, so it will include an area larger than the City of Statesboro. This change would mean that area inside the Census-designated Urbanized Area would become an FTA S.5307 recipient, no longer eligible for Section 5311 funding. Section 5307 funding is also administered by GDOT, but the amounts available to each urbanized area are defined by an FTA formula, rather than being at the discretion of the state, as is the case with S.5311 funding. If this threshold is reached, it would affect transit funding for this area approximately two years after the 2010 Census. It is likely that portions of the County would still be considered as outside the Urbanized Area, and therefore eligible for S.5311 funding. Under such a scenario, it would make sense for the transit services in the Urbanized Area to be provided by the City, with an agreement regarding GSU funding and services, and the rural county services to be funded under an application from either the County or the CGRDC as part of the proposed regional rural coordinated system.

Although there are many issues and details to be worked out, such as organizational division would position the area to transition to the S.5307 program and participate in the regional system, while retaining local control and management of the fixed-route system in the City, at GSU, and in the immediate surrounding area. Clearly the final decisions regarding the

institutional roles of the major stakeholders remain to be worked out. It is likely that the funding plan will also affect the final organizational structure as well.

FUNDING

Operations

In Chapter 4 a number of different conceptual service plans were developed and presented, and estimated costs developed based on typical operating costs for small transit systems in Georgia, and on the current GSU operating contract. While the stakeholder group has shown interest in several different service options, there has been no final selection of a service pattern. It is likely that the final choices will be made in a more iterative fashion if this effort progresses to the point of developing a specific proposed operating budget. However, to illustrate the potential ways in which funding under S.5311 could work to support a fixed-route public transit system, the GSU services, and county-wide demand-responsive transit, service Option 6 was selected to provide a cost number. Many of the different service options have similar total annual operating costs, so even if this is not the exact final alternative, it is a reasonable basis to examine funding possibilities.

Under the S.5311 program, federal transit funds are potentially available to fund up to 50 percent of the net operating deficit. The net operating deficit is calculated by taking the total operating cost (which in the GDOT program implementation includes both administrative and operating expenses), and subtracting farebox revenue. Farebox revenue is the cash that general public riders pay to ride the system. GDOT imposes a performance standard that requires that the farebox revenue equal at least ten percent of the total operating expense. It enforces this requirement by taking the ten percent “off the top” in the grant application budget development. Thus GDOT assumes that the farebox revenue will be either ten percent or the actual, whichever is higher. If the actual is less than ten percent, then the applicant must make up the difference with local cash. From the state perspective, this provides local applicants with some incentive to attract enough general public riders and charge enough in fares to obtain the ten percent from them. So, the net operating deficit is the total operating expense minus either ten percent, or the

actual farebox revenue, whichever is greater. In our examples we have assumed the ten percent level.

This leaves 90 percent of the operating cost to be funded from other sources. Some portion of it will be funded with S.5311 dollars at the ratio described above: up to 50 percent of the net operating deficit. However, there may be other sources of income for the system if it provides services to other entities. Under the S.5311 guidelines, S.5311 systems can count income from providing transportation to human service agency clients as either revenue or match. The expenses of providing this service are included in the system operating budget. Under the current GDOT S.5311 program, this additional income to the transit operation for providing agency transportation is considered “Purchase of Service”, or POS. Currently, most POS for Georgia S.5311 systems is obtained under contracts with human service agencies. The income from the contract with the human service agency can be considered as either local operating match, or as revenue. One key policy question is whether or not FTA or GDOT would consider income from providing transit service to a university as match in the same way that human service transportation income is included. Whether or not income from GSU for operating campus-related services is considered as match or revenue could make a significant difference in the amount of other local funding that is required. This is illustrated in the following examples:

Alternative A: Using GSU Funding as Revenue

Table 6-1 presents an example in which funding from GSU is used as revenue. This is similar to the Harrisonburg model, in which the costs of operating campus-oriented services (open to the general public in all cases) is included in the overall operating expense of a combined system. In this case GSU makes a contribution to the system to help offset these expenses. The contribution amount should be proportional to the amount service received by GSU, but is subject to negotiation (in part based on the way in which capital funding is applied). In this case, it is assumed that the university basically is contributing an amount equal to the operating costs of the current system, with its benefit from participating coming from the ability to use federal capital funding. The GSU contribution is added to the ten percent farebox amount to provide the total system revenue, and then S.5311 federal funding covers 50 percent of the

remaining amount, or \$410,622. This leaves a local operating match requirement of \$410,622, to be split between the City and County (in some proportion yet to be determined). Another possible source of income is human service agency contract income from the Department of Human Resources (DHR) (which comes through CGRDC), but this could be directed toward the Regional Coordinated System, or split between the Regional Coordinated System and the demand-responsive component of the Statesboro/GSU/Bulloch system, with some agency trips able to use the fixed-route system (clients are given tickets or tokens to use on the buses).

Table 6-1: ALTERNATIVE A: USING GSU AS REVENUE

| | |
|--|---------------|
| Annual Operating Cost (includes existing GSU) | \$2,023,604 |
| Estimated Fare Revenue (10% GDOT requirement) | \$202,360 (1) |
| GSU Funding (arbitrarily estimated at \$1,000,000) | 1,000,000 |
| Net Operating Deficit: | \$821,244 |
| Funding Sources: | |
| S.5311 (GDOT) | \$410,622 |
| Local Match (City/County) | \$410,622 |

(1) GDOT takes the 10% required farebox off the top. Actual farebox is likely to be \$55,000 (at a \$1.00 average fare), so additional local of \$130,850 could be needed.

Alternative B: Using GSU Funding as Match

Table 6-2 presents the same scenario in which the GSU funding is used as match—note that this is not currently done, and it is not clear if FTA would accept this approach. In this case the total operating expense is developed in the same way, including the expenses of the GSU campus-related services, and the ten percent farebox revenue amount is subtracted to leave the net operating deficit. Up to 50 percent of this amount could be covered by S.5311 federal funds, leaving a local match requirement of \$910,622. The GSU funds are applied to this amount, leaving no need for additional local cash match. It is clear why most of Georgia’s S. 5311 recipients have chosen to use POS from human service transportation as match, because it dramatically reduces the amount of local cash match required. **Again, it is not clear that FTA or GDOT would accept GSU funding as equivalent to human service agency contract income for use as match.**

**Table 6-2: ALTERNATIVE B: ORGANIZATION OPTION A,
SERVICE OPTIONS 6 OR 7**

| Using GSU as Match: | |
|--|---------------|
| Annual Operating Cost (includes existing GSU): | \$2,023,604 |
| Estimated Fare Revenue (10% GDOT requirement): | \$202,360 (1) |
| Net Operating Deficit: | \$1,821,244 |
| Funding Sources: | |
| Section 5311 (GDOT) | \$910,622 |
| Local Match: GSU | \$910,622 |

(1) GDOT takes the 10% required farebox off the top. Actual farebox is likely to be \$55,000 (at a \$1.00 average fare), so additional local of \$130,850 could be needed.

Capital Funding: Another Piece of the Puzzle

There are many examples of university transit systems that have merged with local public transit systems, and a primary benefit is that the university-related services are then eligible for FTA transit capital funding for purchasing buses, shelters, maintenance facilities, fareboxes, computers, etc. Federal capital funding, including S.5311 funding, can pay up to 80 percent of the cost of such capital items if they are open to the general public. In Georgia, GDOT matches this federal amount with 15 percent state funding, so the local cash contribution for vehicles is only five percent. Under the current GDOT S.5311 program, facilities are not considered an eligible expense, only buses, computers, and incidental capital. Because these services have always been demand-responsive, only recently has the state permitted the purchase of fareboxes under this program. Typically GDOT does the vehicle procurement for all S.5311 systems under a statewide contract, and the local systems simply select the type of vehicle desired from those available under the state contract. In all of the cases presented here there is an assumption that the vehicles for the City/County services would be obtained under the GDOT state contract at the 95 percent federal/state match. These vehicles would be what GDOT calls shuttle buses, small 20-24 seat buses with a wheelchair lift, based on a truck-type chassis (with the engine mounted out in front of the driver).

Using Federal/State Funds to Purchase the Existing Southern Express Buses

Currently, GSU's vehicles are owned by the contractor providing service to the University, and the cost of them is included in the hourly operating rate. If the option of using S.5311 capital funding through a joint public transit system had been considered earlier, the buses could have been covered by federal/state funds, and the hourly operating cost to GSU would be significantly lower, based solely on the operating expense (and the cost of the facility, as S.5311 currently does not cover facility capital). It may be possible for GSU to purchase these vehicles from the contractor at an appropriately depreciated price, and use S.5311 capital plus GDOT funding to pay 95 percent of the cost. GSU would then need to renegotiate its contract to reduce the hourly rate reflecting the fact that the bus capital is no longer included. Table 6-3 presents Alternative C, with some assumptions about the value of the buses included to illustrate this option.

At this point the cost of the buses, their estimated service life, the amount remaining, and the current value has not been determined. In addition, purchase of used vehicles with FTA funds is more likely to involve additional complications related to the determination of the appropriate price, and GDOT does not have any policy that would contemplate use of federal or state funding for purchase of used vehicles under Section 5311 (although some Georgia S.5307 systems have purchased used vehicles in the past).

Use of FTA "Capital Cost of Contracting" Provisions with a "Turnkey" Service Contract

GSU purchases services under what is known as a "turnkey" contract, meaning that the contractor supplies everything—the driver labor, benefits, vehicles, maintenance, etc. In the situation where a transit agency is purchasing service under a turnkey contract, FTA policy allows for the use of the 80 percent funding level to pay 50 percent of the cost of the turnkey contract, under the theory that the bus and maintenance facility capital (and capitalized maintenance) is part of the contract rate. Under this scenario, if GSU were to be part of the public system, and its turnkey contract was included, GSU could obtain federal funding for a

**Table 6-3: ALTERNATIVE C: USING S.5311 CAPITAL TO BUYOUT
GSU CONTRACTOR BUSES, GSU AS REVENUE**

| | |
|---|---------------|
| Annual Operating Cost (includes existing GSU): | |
| GSU Operating Contract (includes facility but not buses) | \$930,000 (1) |
| City/County Services: Operating Only | 783,130 |
| Combined City/County and GSU Operating: | 1,713,130 |
| Annual Operating Revenue: | |
| Estimated Fare Revenue (10% GDOT Requirement) | \$171,313 (2) |
| GSU Contribution as Revenue | \$930,000 |
| Net Operating Deficit: | \$611,817 |
| Section 5311 (GDOT) | \$305,909 |
| Local Match (City/County Contribution) | \$305,909 |
| Additional Local Match for Vehicle Capital: | |
| Vehicles for City/County Services (.05*380,000 Vehicle Capital) | \$19,000 |
| Initial Purchase of GSU buses | \$60,000 (3) |
| | \$79,000 |

(1) Assumes 10 buses at \$150,000 each are being amortized by the contractor over five years. These costs would be avoided, reducing the hourly operating cost by an assumed 25%.

(2) GDOT takes the 10% required farebox off the top. Actual farebox is likely to be \$55,000 (at a \$1.00 average fare), so additional local of \$81,203 could be needed.

(3) In the initial year the buses are purchased by the local transit operation at an assumed unit cost of \$120,000 each or a total cost of \$1,200,000. This is paid by S.5311(f) at a rate of 80% federal 15% state, leaving 5% local share: \$60,000.

significant part of its current expense, and the payment for the remaining portion of its operating expense could cover a significant portion of the remaining budget needs. Table 6-4 (Alternative D) presents this scenario using the same examples, with the GSU contribution used as farebox revenue, and Table 6-5 (Alternative E) presents this scenario with the GSU contribution used as match. In the example using it as revenue, we have shown GSU providing funds equal to the amount remaining after the federal contribution, \$744,000 as farebox revenue, leaving a remaining local cash match requirement of \$315,209. However, this amount is negotiable—GSU is likely to achieve significant savings from the use of federal funds for the capital cost of contracting, and in this example, none of those savings are shared with the partners. A higher contribution from GSU would lower the local cash match (and lower the S.5311 operating share), yet it could still reflect significant savings to GSU. For example, splitting the “benefit”

of the federal capital contribution equally with the rest of the system, the GSU annual contribution might increase to \$1,000,000, reducing the local cash match to \$187,209. Yet GSU would still be saving \$240,000 per year over their current payment.

Table 6-4: ALTERNATIVE D: USING S.5311 CAPITAL FOR TURN-KEY OPERATION, GSU AS REVENUE

| | |
|---|---------------|
| Annual Operating Cost (includes existing GSU): | |
| GSU Turn-key Contract | \$1,240,000 |
| Less Section 5311 Capital at 80% of 50% of total | \$496,000 |
| Operating Expense | \$744,000 |
| City/County Services: Operating Only | \$783,130 |
| Combined City/County and GSU Operating: | \$1,527,130 |
| Estimated Fare Revenue (10% GDOT Requirement) | \$152,713 (1) |
| GSU Contribution as Revenue: | \$744,000 |
| Net Operating Deficit: | \$630,417 |
| Section 5311 (GDOT) | \$315,209 |
| Local Match (City/County Contribution) | \$315,209 |
| Additional Local Match for Vehicle Capital for City/County Services (.05*380,000 Vehicle Capital) | \$19,000 |

(1) GDOT takes the 10% required farebox off the top. Actual farebox is likely to be \$55,000 (at a \$1.00 average fare), so additional local of \$81,203 could be needed.

The other scenario, Alternative E, shows the use of the FTA capital cost of contracting approach, with the GSU contribution used as match, which may or may not be possible. In this case, the federal share increases to over \$1,183,209 per year in capital and operating—and there is no local cash match requirement after GSU provides \$687,209 as a contribution for local match. In this case, GSU would have a major savings, reducing its annual operating cost from \$1,240,000 to \$687,209.

**Table 6-5: ALTERNATIVE E: USING S.5311 CAPITAL FOR
TURN-KEY OPERATION, GSU AS MATCH**

| | |
|--|---------------|
| Annual Operating Cost (includes existing GSU): | |
| GSU Turn-key Contract: | \$1,240,000 |
| Less Section 5311 Capital at 80% of 50% of total | \$496,000 |
| Operating Expense | \$744,000 |
| City/County Services: Operating Only | \$783,130 |
| Combined City/County and GSU Operating: | \$1,527,130 |
| Estimated Fare Revenue (10% GDOT Requirement) | \$152,713 (1) |
| Net Operating Deficit: | \$1,374,417 |
| Section 5311 (GDOT) | \$687,209 |
| Local Match (GSU Contribution) | \$687,209 |
| Additional Local Match for Vehicle Capital for City/County Services (.05*380,000 Vehicle Capital) | \$19,000 |

(1) GDOT takes the 10% required farebox off the top. Actual farebox is likely to be \$55,000 (at a \$1.00 average fare), so additional local of \$81,203 could be needed.

Funding Issues and Strategies

In looking at these scenarios from the local perspective, the most favorable one is that which minimizes the local contribution and maximizes the federal share. However, there are at least two factors that should temper this perspective. One is that Georgia's S.5311 annual allocation for the entire state is \$15,087,041 (FY 2007). Currently there are no GDOT allocation formulas, but it is entirely possible that the state might limit the amount available to one area. There are 103 counties and cities in the program, and it is not clear that it would make sense to allocate as much to one city/county/university every year as to a ten-county regional system. In addition, there are many counties that have no public transportation, and GDOT has tried to maintain the capacity to add systems. Over time, this will increase the budget pressure on the S.5307 program, so over time it is likely that annual funding amounts could not be sustained at the level shown in the scenario with the capital cost of contracting and S.5311 operating funding. At the moment, GDOT is able to fund all applications in this program.

The other factor to be considered is the likely transition to S.5307 funding if the urbanized area population increases to over 50,000 in the next federal Census. If that took place, the transition to S.5307 would likely follow two years after the Census, or approximately 2012. At that point the amount of funding available for this area would be set by a federal allocation amount. While that amount is not known at this time, the smallest S.5307 allocation in Georgia is currently \$500,167 for Brunswick, with Dalton receiving \$536,009, Hinesville \$578,175, and Gainesville receiving \$805,000. It would seem prudent to develop a funding package that requires annual federal funding at these levels, so that there is no crisis in 2012. Strategically, it might make sense to take advantage of the S.5311 program for bus capital while there is no state formula sub-allocation, and develop operations based around a \$500,000-\$600,000 federal contribution to operate those buses and fund the initial operating years.

Key Questions to be Answered

Obviously at this point there are a number of unanswered questions. These include:

- FTA and GDOT S.5311 policy regarding use of university funding as match.
- Amounts of funding available from GDOT under S.5311.
- Use of S.5311 for the capital cost of contracting under S.5311—both FTA policy and GDOT policy.
- Policy regarding the possible use of S.5311 capital to purchase used buses.
- GSU policy regarding the nature of its participation—a contract for specified services, or a contribution to the funding package of a system in which they hold policy roles.
- GSU policy regarding the level of participation.
- Local governmental participation for local match.
- The possible role of the CGRDC Regional Coordinated System.
- The possible role of DHR funding as part of the overall package.

The system proposed in this report represents a significant change from any previous rural transit system in Georgia, and so it is not surprising that there are unanswered questions, because other parties will need to address these policy questions. The two peer systems were included to show that such a system is possible under these funding programs, with participation by multiple parties.

LOCAL CONCERNS

These findings on the financial and organizational aspects of local fixed-route transit were presented to the Study Advisory Committee at a meeting in Statesboro on June 14, 2007. There were a number of questions about the route plans and the funding options. The general consensus was that a combined university-public transit system may make sense in this case, but there are far too many unanswered questions and details to be developed for the group to make a decision to move forward on an application for funding at this time. There was also a concern that the study has demonstrated need and potential feasibility, but not public demand. At that point in time neither the City nor the County has heard public calls for a transit system, though it is recognized that the idea has not received any public attention. There are also current budget issues that make it difficult to bring up the concept of adding new programs in the immediate future, but at the same time there is recognition that planning for future implementation of a public transit system is a logical step, given the increasing energy costs faced by everyone. At the conclusion of that meeting, there was general agreement that there is enough interest to warrant additional work on this concept, a Phase II, that would obtain public input and determine how fixed-route service would relate to the Regional Coordinated System. The second phase work led to the household survey results presented in Chapter 3 of this report, and the relationship with the implementation of the Regional Coordinated System is addressed in the next section.

RELATIONSHIP TO THE REGIONAL COORDINATED SYSTEM

To this point most of the discussion in this chapter (and the funding alternatives) has addressed the potential for a system involving fixed-route service in Statesboro, its immediate

environs, and the GSU campus. However, there is a Regional Coordinated Transportation effort underway, also led by the CGRDC, that calls for implementation of county-wide demand-responsive service in all of the non-urbanized areas of the ten-county CGRDC region. The proposed demand-responsive services would serve DHR clients under a POS contract, and be open to the general public with the trips of general public riders funded by a combination of user fares, local match, and federal S.5311 funding under the GDOT program. Currently, as Statesboro is a “non-urbanized” area, services in Statesboro would be eligible for funding under this program. As demand-responsive service, general public users would need to make advance reservations for their trips, which would operate from the curb of the trip origin to the destination, and return home.

The proposed share for Bulloch County for the startup year (FY 2009) of the Regional Coordinated System is \$58,700 per year, based on the County’s share of the non-urban population of the ten-county region (see Table 6-6). This is the highest share of any of the counties in the region, and it is because the entire population of Statesboro is included as non-urban, whereas both Brunswick and Hinesville are urbanized areas, and their populations are subtracted from the county totals when allocating the county shares.

The CGRDC presented the proposed FY 2009 Regional Coordinated System request for local share to the Bulloch County Board of County Commissioners at a work session on April 14, 2008. At that meeting the County Manager recommended to the Board that the County not fund the Regional Coordinated System for FY 2009, owing to financial constraints on the County, and the fact that the County has received funding from GDOT for multimodal Transportation Master Plan to be conducted over the coming year. There was interest from several of the Commissioners, and discussion of the eventual need for some form of public transportation. One concern was that the City had not been approached to provide local share for the Regional Coordinated System, despite the fact that the majority of the population (and likely ridership) is in the City.

Table 6-6: LOCAL MATCH REQUIREMENTS FOR THE TEN-COUNTY REGIONAL COORDINATED SYSTEM (FY 2009)

| | Share of Non-Urban Population | Local Share (Match)1 | Local Farebox (Users)2 | Total Local Funding | Rounded |
|-----------|--------------------------------------|-----------------------------|-------------------------------|----------------------------|----------------|
| Bryan | 8.10% | \$20,446 | \$4,543 | \$24,989 | \$25,000 |
| Bulloch | 19.00% | \$47,959 | \$10,657 | \$58,616 | \$58,700 |
| Camden | 15.00% | \$37,862 | \$8,414 | \$46,276 | \$46,300 |
| Chatham | 18.60% | \$46,949 | \$10,433 | \$57,382 | \$57,400 |
| Effingham | 12.90% | \$32,561 | \$7,236 | \$39,797 | \$39,800 |
| Glynn | 5.30% | \$13,378 | \$2,973 | \$16,351 | \$16,400 |
| Liberty | 8.50% | \$21,455 | \$4,768 | \$26,223 | \$26,300 |
| Long | 3.50% | \$8,834 | \$1,963 | \$10,798 | \$10,800 |
| McIntosh | 3.70% | \$9,339 | \$2,075 | \$11,415 | \$11,500 |
| Screven | 5.30% | \$13,378 | \$2,973 | \$16,351 | \$16,400 |
| | 0.999 | \$252,162 | \$56,036 | \$308,197 | \$308,600 |

1) Based on the local match requirement of \$252,162 for a ten-county system with a vanpool program.

2) GDOT requires that ten percent of the costs be covered by users (after subtracting the revenue from DHR Purchase of service contracts). This amount is subtracted in the budget--if user fares do not provide this amount, the local match source is responsible for providing the difference.

Subsequently, the study team obtained the results of the survey of county residents presented in Chapter 3 of this report, showing general support for public transportation. This information was presented at a meeting of the County Commissioners on May 6, 2008, but the Commissioners voted not to participate in the Regional Coordinated System for FY 2009 owing to financial concerns. As a result, for FY 2009 the only transportation available in Bulloch County will be the DHR Coordinated Transportation system for clients making eligible trips, and the GSU campus shuttles.

However, the Transportation Master Plan effort being conducted by a GDOT contractor for the County and City beginning in the fall of 2008 offers the opportunity for this study effort to be reviewed as part of that study, and for a transit program to be defined as part of that study. CGRDC has indicated its willingness to provide this study and participate at appropriate points in the Transportation Master Plan process to include transit options in that program. In addition,

it is possible that the City, County, and GSU will consider participation in the Regional Coordinated System as part of the FY 2010 budget process.

Impact of Urbanized Area Designation on the Regional Coordinated System

As noted above, the anticipated designation of Statesboro as an Urbanized Area following the 2010 Census will change the potential for funding transit in the Urbanized Area. If the federal programs retain their current structure, it is likely that the Statesboro Urbanized Area will be allocated formula funding under the Section 5307 program, perhaps \$500,000 to \$550,000 per year, which can be used for either capital (80 percent federal, 15 percent state, and five percent local) or operating expenses (up to 50 percent of the net operating deficit can be federal—no state funding in Georgia). The areas of Bulloch County outside the Urbanized Area (likely to be the City and its immediately adjacent areas) will still be eligible for S.5311 funding. To date the Regional Coordinated System has addressed the coordination with the local Urbanized Area services in Hinesville and Brunswick by assuming that the local fixed-route or route deviation services inside the Urbanized Area are funded and operated locally, with the Regional Coordinated System service providing demand-responsive service in the rural portions of Liberty and Glynn counties, and making regional connections across county lines. If that model were to be followed in Bulloch County, the County's share of the region's non-urbanized population would fall significantly, as can be seen in Table 6-7, and the Bulloch County share of the local match for the Regional Coordinated System would be much lower, approximately \$24,000 if one assumes that the Urbanized Area population is 51,000, and the overall County population is 71,000. However, under that scenario the Regional Coordinated System could not provide any internal service inside the Urbanized Area, unless it was provided with funding from the Urbanized Area service. The Regional Coordinated System would carry rural residents into or out of the Urbanized area, but local trips within the Urbanized area would all be provided by the fixed-route and ADA services funded under Section 5307. One could assume that the City of Statesboro and GSU would not provide any of the local match for the Regional Coordinated System, focusing their funding on the fixed-route and ADA services inside the Urbanized Area. Whether the County would also participate in that system is a political question—City of Statesboro residents are also County residents, after all.

**Table 6-7: ESTIMATED BULLOCH COUNTY LOCAL MATCH
IF STATESBORO BECOMES AN URBANIZED AREA**

| | Non-Urban Population (1) | Percentage of Non-Urban Population | Share of Local Match (2) | Local Farebox (Users) (3) | Total Local Funding | Rounded |
|-----------|-------------------------------------|---|-------------------------------------|--|------------------------------------|------------------|
| Bryan | 23,417 | 9.18% | \$23,161 | \$5,142 | \$28,302 | \$28,000 |
| Bulloch | 20,000 | 7.84% | \$19,781 | \$4,391 | \$24,172 | \$24,000 |
| Camden | 43,664 | 17.11% | \$43,186 | \$9,587 | \$52,773 | \$53,000 |
| Chatham | 53,880 | 21.11% | \$53,290 | \$11,830 | \$65,121 | \$65,000 |
| Effingham | 37,535 | 14.71% | \$37,124 | \$8,242 | \$45,366 | \$45,000 |
| Glynn | 15,441 | 6.05% | \$15,272 | \$3,390 | \$18,662 | \$19,000 |
| Liberty | 24,746 | 9.70% | \$24,475 | \$5,433 | \$29,909 | \$30,000 |
| Long | 10,304 | 4.04% | \$10,191 | \$2,262 | \$12,454 | \$12,500 |
| McIntosh | 10,847 | 4.25% | \$10,728 | \$2,382 | \$13,110 | \$13,000 |
| Screven | 15,374 | 6.02% | \$15,206 | \$3,376 | \$18,581 | \$19,000 |
| | 255,208 | 100.00% | \$252,414 | \$56,036 | \$308,450 | \$308,500 |

(1) For comparability, the non-urban population is from the 2000 Census, except for Bulloch County.

To demonstrate the impact of Statesboro gaining status as an Urbanized Area, we have subtracted an estimated Statesboro Urbanized Area population of 51,000 from an estimated Bulloch County population of 71,000, so that the non-urban population of Bulloch County falls to 20,000.

(2) Based on the local match requirement of \$252,162 for a ten-county system with a vanpool program.

(3) GDOT requires that ten percent of the costs be covered by users (after subtracting the revenue from DHR Purchase of service contracts). This amount is subtracted in the budget--if user fares do not provide this amount, the local match source is responsible for providing the difference.

Another aspect of the Regional Coordinated System is that it brings revenue to the public transit program in the form of funding from the DHR Coordinated Human Service Transportation system. Because of the fact that the DHR funding is shown in the Regional Coordinated Budget in terms of a regional total rather than a specific amount by County, it is not shown in the budget. However, the implication of the current Regional Coordinated System program budget is that approximately 80 percent of the overall operating funding of the Regional Coordinated System is DHR program funding. However, if Statesboro becomes an Urbanized Area, and if a separate fixed-route system is created in the city, DHR will be able to purchase bus

tickets or passes on that system for its clients, at a substantial savings per trip over the demand-responsive service that would be provided.

CONCLUSIONS

Despite the decision by the County Commissioners not to provide funding for FY 2009 for Bulloch County participation in the Regional Coordinated System, the potential for development of public transportation in the County, the City of Statesboro, and GSU is significant. This study effort has resulted in a number of key findings that can and should be carried forward into the planned Transportation Master Plan:

- There are populations and areas in both the City and the County with concentrations of persons who are likely to need some kind of transportation, including approximately 1,436 households with no motor vehicle available.
- The university community has a willingness and desire to use public transportation, as evidenced by the rapid and continuing growth of ridership on the GSU “Southern Express” shuttle buses, and the increase in funding provided for that service.
- If GSU is willing to join with the City and County to create a transit system that is open to the general public serving both the campus and town, it could benefit from the availability of state and federal funding to reduce its future capital and operating costs.
- There is significant support for developing a public transportation system, as indicated by the random household telephone survey (conducted by GSU) of Bulloch County residents—74 percent of whom stated that public transportation is needed in the County.
- There is available federal and state funding that could be used to provide most of the capital costs and a significant share of the operating costs for fixed-route service in the City, including campus areas, demand-responsive in the rural areas of the county—if local match is provided.
- There are areas similar to Statesboro in population and campus size that have substantial transit systems that serve campus destinations, city and county areas—as well as providing trips to human service agency clients. These include AppalCART in Boone, North Carolina, which serves Appalachian State University, the city of Boone and Watauga County; and the City of Harrisonburg Transit System in Harrisonburg, Virginia, which serves JMU, the City, and some areas of the

surrounding County. These areas have found that transit is feasible and a benefit to their communities.

- The Regional Coordinated System being implemented in the other counties in the region could provide the demand-responsive service in the county for both human service agency clients and the general public, while fixed-route services in the city and at GSU provide scheduled routes in the areas of higher density and need. These two transit programs would complement each other to provide for county-wide mobility.
- The growth of Statesboro and the surround area into an Urbanized area (population over 50,000) in the next Census will make available funding opportunities (and transit planning responsibilities). The Urbanized Area will be required to designate a Metropolitan Planning Organization (MPO) to be responsible for overall transportation planning, and the Urbanized Area will be allocated funding under the Federal Transit Administration's Section 5307 program of assistance for small urban areas.

APPENDIX A

STUDY ADVISORY COMMITTEE

APPENDIX A: BULLOCH COUNTY PLANNING COMMITTEE

| First Name | Last Name | Title | Agency | Address | City | State | Zip | Telephone | Email |
|------------|-------------|---|---|----------------------------|------------|-------|-------|-----------------|---------------------------------|
| Wendy | Hagins | Director of Auxiliary Services | Georgia Southern University | P. O. Box 8135 | Statesboro | GA | 30460 | 871-1415 | whagins@georgiasouthern.edu |
| Bob | Chambers | Director of Parking & Transportation | Georgia Southern University | P. O. Box 8135 | Statesboro | GA | 30460 | | |
| Kristal | Jones | Regional Resource Coordinator District V District Representative for | Department of Family & Children Services - Region 12 | P. O. Box 1103 | Statesboro | GA | 30459 | 486-7212 | kgiones@dhr.state.ga.us |
| Zoe | Hardenbrook | Internodal Programs | Georgia Dept of Transportation | P. O. Box 610 | Jesup | GA | 31598 | 427-5865 | zoe.hardenbrook@dot.state.ga.us |
| Teresa | Scott | District Planning & Programming Engineer | Georgia Dept of Transportation | P. O. Box 610 | Jesup | GA | 31598 | | teresa.scott@dot.state.ga.us |
| William | Hatcher | Mayor | City of Statesboro | P. O. Box 348 | Statesboro | GA | 30459 | 764-5468 | |
| George | Wood | City Manager | City of Statesboro | P. O. Box 348 | Statesboro | GA | 30459 | 764-5468 | gwood@statesboroga.net |
| Dan | Coty | Chairman | CGRDC Board of Directors | 430 Picnic Road | Brunswick | GA | 31520 | 264-1792 x 12 | avicycoty@hotmail.com |
| J. Garrett | Nevil | Chairman | Bulloch County | 48 Burkhalter Road | Statesboro | GA | 30458 | 764-6345 | |
| Tom | Couch | County Manager | Bulloch County | P. O. Box 347 | Statesboro | GA | 30459 | 764-0158 | tomcouch@bulloch.net |
| Walter | Gibson | Bulloch County Commissioner | CGRDC Board Member | 67 Golf Club Circle | Statesboro | GA | 30458 | 871-1110 | waltgibson@netv.com |
| Ray | Mosely | | CGRDC Board Member | P. O. Box 336 | Porton | GA | 30450 | 865-2410 | raymosl@bulloch.net |
| Gary | Lewis | City of Statesboro Councilman | CGRDC Board Member | 20 Morris Street | Statesboro | GA | 30458 | 764-9270 | |
| George | Jackson | Bulloch County Commissioner | CGRDC Board Member | 4007 Carolina Trail | Statesboro | GA | 30458 | 706-343-5870 | |
| Raybon | Anderson | DOT Board Member - 12th Congressional District | | P. O. Box 1447 | Statesboro | GA | 30458 | | |
| Fred | Fravel | Vice President | KFH Group, Inc. | 4920 Elm Street, Suite 350 | Bethesda | MD | 20814 | 301-951-8660 | ffravel@kfgroup.com |
| Vernon | Martin | Executive Director | Coastal Georgia Regional Development Center | P. O. Box 1917 | Brunswick | GA | 31521 | 264-7363 x. 206 | vmartin@coastalgeorgiadc.org |
| Tricia | Reynolds | Director of Planning & Government Services | Coastal Georgia Regional Development Center | P. O. Box 1917 | Brunswick | GA | 31521 | 264-7363 x. 245 | treynolds@coastalgeorgiadc.org |
| Barbara | Foster | Coordinated Transportation Manager | Coastal Georgia Regional Development Center | P. O. Box 1917 | Brunswick | GA | 31521 | 264-7363 x. 216 | bfoster@coastalgeorgiadc.org |

APPENDIX B

POWERPOINT PRESENTATION



**Bulloch County Transit
Development Plan**

**Initial Meeting
February 1, 2007**



Study Purpose:

For Bulloch County, the City of Statesboro, and Georgia Southern University, identify:

- Transit Goals and Objectives
- Current Status of Transit Services
- Unmet Transit Needs, and then

Develop an appropriate course of action to address these objectives over the next five years.

Roles in the Study

- Georgia Department of Transportation (GDOT)—funding the study
- Coastal Georgia Regional Development Center (CGRDC)—Project managers and stakeholders
- KFH Group, Inc—under contract to CGRDC to perform the study
- Study Advisory Committee—Local stakeholders providing guidance and review:
 - **Bulloch County**
 - **City of Statesboro**
 - **Georgia Southern University**



3

Relationship to Previous Plans

- Need for this plan was identified in the *Regional Plan for Rural and Coordinated Public Transportation (CGRDC, November 30, 2005)*
- That plan suggested a potential demand for 54,000 transit trips in Bulloch County, not including University-related trips.
- It left open the question of whether fixed-route or route-deviation service might be more appropriate than the proposed demand-responsive service



4

Process

- Initiate Project (First Committee Meeting) and Collect Base Data
- Inventory of Existing Services
- Land Use Profile and Analysis
- Population Profile and Analysis
- Develop Alternatives
- Second Committee Meeting
- Service Plans, Budget and Funding Plan for Recommended Option
- Final Committee Meeting



KFH

5

Schedule

- Kick-off Meeting Today-February 1
- Technical Memorandum #1-February 9
- Technical Memorandum #2-Early April
- Second Committee Meeting-mid-April
- Final Committee Meeting-May
- Final Report Completed-
June 30, 2007



KFH

6

Role of Committee

- Assist in Developing Goals and Objectives
- Provide input on key issues and stakeholder perspectives
- Review and advise on proposed alternatives
- Help select a recommended alternative
- Review draft final and final reports
- Provide support for implementation following completion of the report

Potential Program Support: Section 5311

- Section 5311 is the name of the Federal Transit Administration program of assistance for rural and small urban areas
- In Georgia, it is administered by the Georgia Department of Transportation Office of Intermodal Programs
- It provides Federal funding for up to 80 percent of the cost of capital (buses, computers, shelters, etc.), and the state will provide another 15 percent
- It provides Federal funding for up to 50 percent of the net operating deficit
- S. 5311 funded services must be open to the general public

Section 5311 Examples

- In Georgia, 100 counties and cities have Section 5311 service—all of it is demand-responsive.
- In many other states, small cities with universities have used S.5311 to fund successful small fixed-route systems:
 - AppalCART system in Boone, North Carolina/Appalachian State University
 - Advance Transit In Wilder, Vermont/Dartmouth College/Medical Center
 - Harrisonburg Department of Public Transportation in Harrisonburg, Virginia/James Madison University



Next Steps

- Data Collection by the Consultant
- Technical Memorandum #1-Summarizing Goals and Objectives (this meeting)
- Analysis of population, land use, and other data
- Development of service and organizational alternatives based on the analysis
- Technical Memorandum #2-Alternatives



**Bulloch County Transit
Development Plan**

**Organizational Meeting
February 1, 2007**



Georgia
Department of
Transportation

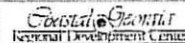


Study Purpose:

For Bulloch County, the City of Statesboro, and Georgia Southern University, identify:

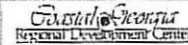
- Transit Goals and Objectives
- Current Status of Transit Services
- Unmet Transit Needs, and then

Develop an appropriate course of action to address these objectives over the next five years.



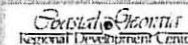
Roles in the Study

- Georgia Department of Transportation (GDOT)—funding the study
- Coastal Georgia Regional Development Center (CGRDC)—Project managers and stakeholders
- KFH Group, Inc—under contract to CGRDC to perform the study
- Study Advisory Committee—Local stakeholders providing guidance and review:
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 - **City of Statesboro**
 - **Georgia Southern University**



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- Need for this plan was identified in the *Regional Plan for Rural and Coordinated Public Transportation (CGRDC, November 30, 2005)*
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- Final Committee Meeting



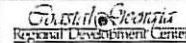
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- Final Report Completed-
June 30, 2007



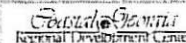
Role of Committee

- Assist in Developing Goals and Objectives
- Provide input on key issues and stakeholder perspectives
- Review and advise on proposed alternatives
- Help select a recommended alternative
- Review draft final and final reports
- Provide support for implementation following completion of the report



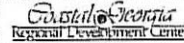
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- In Georgia, it is administered by the Georgia Department of Transportation Office of Intermodal Programs
- It provides Federal funding for up to 80 percent of the cost of capital (buses, computers, shelters, etc.), and the state will provide another 15 percent
- It provides Federal funding for up to 50 percent of the net operating deficit
- S. 5311 funded services must be open to the general public



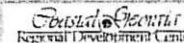
Section 5311 Examples

- In Georgia, 100 counties and cities have Section 5311 service—all of it is demand-responsive.
- In many other states, small cities with universities have used S.5311 to fund successful small fixed-route systems:
 - AppalCART system in Boone, North Carolina/Appalachian State University
 - Advance Transit in Wilder, Vermont Dartmouth College/Medical Center
 - Harrisonburg Department of Public Transportation in Harrisonburg, Virginia James Madison University



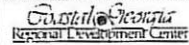
Next Steps

- Data Collection by the Consultant
- Technical Memorandum #1-Summarizing Goals and Objectives (this meeting)
- Analysis of population, land use, and other data
- Development of service and organizational alternatives based on the analysis
- Technical Memorandum #2-Alternatives



Project Contacts

- Tricia Reynolds
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912-264-7363 ext. 245
treynolds@coastalgeorgiarc.org
- Fred Fravel
KFH Group, Inc.
301-951-8660
ffravel@kfhgroup.com

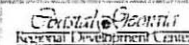


Coastal Georgia
Regional Development Center



Bulloch County Transit Development Plan

Organizational Meeting
February 1, 2007



APPENDIX C

**TABLE OF BULLOCH COUNTY
TRANSIT TRIP GENERATORS**

Table 2-2: BULLOCH COUNTY MAJOR TRIP GENERATORS

| Type | Name | Address | City |
|----------------------|--|--------------------------|------------|
| Airport | Statesboro Airport | 25 Airport Dr S | Statesboro |
| Colleges/Voc Schools | Georgia Southern University | 328 S Main St | Statesboro |
| Colleges/Voc Schools | Ogeechee Technical College | 1 Joseph E Kennedy Blvd | Statesboro |
| Colleges/Voc Schools | Georgia Flight Academy | 600 Airport Blvd | Statesboro |
| Colleges/Voc Schools | East Georgia College at Statesboro | 1709 Chandler Rd | Statesboro |
| Daycares | ABC Day Care | 238 W Main St | Statesboro |
| Daycares | Babys-R-Us | 323 Donaldson St | Statesboro |
| Daycares | Bible Baptist Church | 151 Northside Dr E | Statesboro |
| Daycares | Bridgeway Learning Center | 967 Sthly 24 | Statesboro |
| Daycares | Brooklet Elementary | 600 W Lane St | Brooklet |
| Daycares | Brooklet United Methodist Preschool | 201 N Parker Ave | Brooklet |
| Daycares | Bulloch Academy Inc | 873 Westside Rd | Statesboro |
| Daycares | Child's Care Network | 155 Williams Rd | Statesboro |
| Daycares | Creative Kids | 420 N Cromley Rd | Brooklet |
| Daycares | Creative Learning Center | 114 Oak St | Statesboro |
| Daycares | Dani's Playground | 208 Institute St | Statesboro |
| Daycares | Firm Foundation Baptist Preschool | 953 Mixon Rd | Portal |
| Daycares | Golden Rule Daycare | 108 Anthony St | Statesboro |
| Daycares | Great Beginnings Day Care | 28 James St | Statesboro |
| Daycares | I Belong in Home Daycare | 3214 Pike Rd | Statesboro |
| Daycares | Jon's Daycare | 2 Eason St | Statesboro |
| Daycares | Just For Kids Day Care | 111 N College St | Statesboro |
| Daycares | Kids in Motion | 917 Brannen Rd | Statesboro |
| Daycares | Kids World | 367 Savannah Ave | Statesboro |
| Daycares | Langston Chapel Elementary | 150 Langston Chapel Rd | Statesboro |
| Daycares | Lanika's Learning Center | 239 A Simmons Rd | Statesboro |
| Daycares | Little Littles Beginners Daycare | 417 Mincey St | Statesboro |
| Daycares | Little Rascals | 196 Zetterower Rd | Statesboro |
| Daycares | Love's Day Care | 1 Soloman Cir | Statesboro |
| Daycares | Mary's Child & Daycare Services | 707 W Jones Ave | Statesboro |
| Daycares | Midget Daycare & Learning Center | 27206 Ushy 80 W | Portal |
| Daycares | Mill Creek Elementary | 239 Beasley Rd | Statesboro |
| Daycares | Nevils Elementary | 8438 Nevils-Groveland Rd | Statesboro |
| Daycares | Pamper Me Daycare | 13489 Sthly 67 | Statesboro |
| Daycares | Pittman Park United Methodist Church Nursery | 1102 Fair Rd | Statesboro |
| Daycares | Portal Elementary | 238 Grady St S | Portal |
| Daycares | Roziers Day Care | 1495 S Womack Rd | Portal |
| Daycares | Sandy's Learning Center | 24 E Parrish St | Statesboro |
| Daycares | Savannah Avenue Day Care/Children's Corner | 372 Savannah Ave | Statesboro |
| Daycares | Smiles Giggles & Hugs | 22 Joseph E Kennedy Blvd | Statesboro |
| Daycares | Statesboro Christian Academy & Daycare | 9226 Ushy 301 S | Statesboro |
| Daycares | Statesboro Head Start | 150 Williams Rd | Statesboro |
| Daycares | Steps To The Future Day Care | 1 Orange St | Statesboro |
| Daycares | Stilson Elementary | 15569 Hwy 119 | Brooklet |
| Daycares | Super Kids Child Care Center | 21 Lester Rd | Statesboro |
| Daycares | Supreme Child Care Learning Center | 308 E Main St | Statesboro |
| Housing-Apartments | 24 East Apts | 566 E Main St | Statesboro |
| Housing-Apartments | Bermuda Run | 100 Berumda Run | Statesboro |
| Housing-Apartments | Blakewood Apts | 620 E Olliff St | Statesboro |
| Housing-Apartments | Burnsed Apts | 20 E Cherry St | Statesboro |
| Housing-Apartments | Cambridge at Southern | 130 Lanier Dr | Statesboro |
| Housing-Apartments | Campus Club of Statesboro | 211 Lanier Dr | Statesboro |
| Housing-Apartments | Campus Rentals | 403 Knight Dr | Statesboro |
| Housing-Apartments | Caribe Condos | 121 Rucker Ln | Statesboro |
| Housing-Apartments | College Walk Apts | 210 Lanier Dr | Statesboro |
| Housing-Apartments | Copper Beech | 911 Frontier St | Statesboro |
| Housing-Apartments | Country Club Villas | 224 Lanier Dr | Statesboro |
| Housing-Apartments | Deluxe Inn | 225 N Main St | Statesboro |
| Housing-Apartments | Eagle's Landing Apartment Homes | 1818 Chandler Rd | Statesboro |
| Housing-Apartments | Eagle Creek Town Houses | 220 Lanier Ln | Statesboro |
| Housing-Apartments | Eagle Gate Townhouse Apts | 233 S Mulberry St | Statesboro |
| Housing-Apartments | Eastview Apts | E Main St Ext | Statesboro |
| Housing-Apartments | F & R Apts | 127 N Main St | Statesboro |
| Housing-Apartments | F & R Apts | 214 S College St | Statesboro |
| Housing-Apartments | Fox Ridge Apts | 66 Packinghouse Rd | Statesboro |

Table 2-2: BULLOCH COUNTY MAJOR TRIP GENERATORS

| Type | Name | Address | City |
|-----------------------|---|--------------------------------|------------|
| Housing-Apartments | Garden District Apt | 17931 GA Hwy 67 S | Statesboro |
| Housing-Apartments | Greenbriar & Hawthorne Apts | 21 Greenbriar Apts | Statesboro |
| Housing-Apartments | Laurel Point Apt | 510 E Main St | Statesboro |
| Housing-Apartments | Little Lott's Creek Apts | 14 E Jones Ave | Statesboro |
| Housing-Apartments | Lodge of Statesboro | 406 Institute St | Statesboro |
| Housing-Apartments | Madison Meadows Apartments | 10 Packinghouse Rd | Statesboro |
| Housing-Apartments | Main St Apts | 101 N Main St | Statesboro |
| Housing-Apartments | Mill Run Apts | 300 Jones Mill Rd | Statesboro |
| Housing-Apartments | Morris Heights Apts | 24 Morris St | Statesboro |
| Housing-Apartments | Northside Apts | 61 Packinghouse Rd | Statesboro |
| Housing-Apartments | Parker Apts | 215 S Main St | Statesboro |
| Housing-Apartments | Parker Apts | 310 Miller St | Statesboro |
| Housing-Apartments | Player's Club Apts | 710 Georgia Ave | Statesboro |
| Housing-Apartments | Sandy Hill Apts | 560 E Main St | Statesboro |
| Housing-Apartments | Seasons Apts | 819 Robin Hood Trl | Statesboro |
| Housing-Apartments | See Pines Apts | 9764 Burkhalter Rd | Statesboro |
| Housing-Apartments | Simmons Apts | 26 Lovett St | Statesboro |
| Housing-Apartments | Starline Heights Apartment Community | 900 Stephen Dr | Statesboro |
| Housing-Apartments | Statesboro Place Apts | 1699 Statesboro Place Cir | Statesboro |
| Housing-Apartments | Sterling University Pines | 122 Lanier Dr | Statesboro |
| Housing-Apartments | Talons Lake | 2117 Middle Ground Planta | Statesboro |
| Housing-Apartments | The Exchange at Statesboro | 2000 Stambuk Ln | Statesboro |
| Housing-Apartments | Tillman Park | 36 Courtland St | Statesboro |
| Housing-Apartments | University Pointe Apts | 109 Harvey Dr | Statesboro |
| Housing-Apartments | Varsity Lodge Apartments | 111 Rucker Ln | Statesboro |
| Housing-Apartments | Wildwood Villa Apts | 50 Wildwood Cir | Statesboro |
| Housing-Apartments | Willow Bend | 1822 Chandler Rd | Statesboro |
| Housing-Apartments | Woodlands | 100 Woodland Dr | Statesboro |
| Housing-Elderly | Heritage Inn Health & Rehabilitation Center | 307 Jones Mill Rd | Statesboro |
| Housing-Elderly | Sun Bridge Healthcare | 226 S College St | Statesboro |
| Housing-Elderly | Statesboro Nursing Home | 405 S College St | Statesboro |
| Housing-Elderly | Bethany Home Inc | 345 S Walnut St | Statesboro |
| Housing-Elderly | Westwood Nursing Center | 101 Stockyard Rd | Statesboro |
| Housing-Elderly | Willow Pond Assisted Living | 4344 Country Club Rd | Statesboro |
| Housing-Elderly | Southern Manor Retirement Inn | 1532 Fair Rd | Statesboro |
| Housing-Elderly | Gentilly Gardens of Statesboro | 625 Gentilly Rd | Statesboro |
| Housing-Elderly | Mapleview Personal Care Home | 2622 Cawana Rd | Statesboro |
| Housing-Elderly | Whispering Pines Personal Care | 10098 Burkhalter Rd | Statesboro |
| Housing-Elderly | Statesboro Summit Apts | 241 N Main St | Statesboro |
| Housing-Low-Income | Statesboro Housing Authority | 33 Cone Homes | Statesboro |
| Housing-Low-Income | Braswell Homes | | Statesboro |
| Housing-Low-Income | Butler Homes | | Statesboro |
| Housing-Low-Income | Cone Homes | Jennings Dr and Northside Dr E | Statesboro |
| Housing-Low-Income | Grover Homes | | Statesboro |
| Human Services Agency | American Red Cross | 206 W Railroad St | Statesboro |
| Human Services Agency | Bulloch Counseling Center | 11 College Plz | Statesboro |
| Human Services Agency | Bulloch County WIC | 1 W Altman St | Statesboro |
| Human Services Agency | Bulloch Senior Citizen's Center | 1 Max Lockwood Dr | Statesboro |
| Human Services Agency | CAN Day Habilitation | 9 N Zettcower | Statesboro |
| Human Services Agency | Child Support Enforcement Division | 13 N Main St | Statesboro |
| Human Services Agency | Children's Medical Services | 3 W Altman St | Statesboro |
| Human Services Agency | Concerted Services, Inc | 515 Denmark St | Statesboro |
| Human Services Agency | Conner's Place | 1015 E Inman St | Statesboro |
| Human Services Agency | East GA Counseling Services | 36 Courtland St | Statesboro |
| Human Services Agency | Family Connection | 40 Pulaski Rd | Statesboro |
| Human Services Agency | Food Bank Inc | 108 Proctor St | Statesboro |
| Human Services Agency | Goodwill Industries | 3 College Plz | Statesboro |
| Human Services Agency | Habitat for Humanity | 515 Denmark St | Statesboro |
| Human Services Agency | Labor Dept | 62 Packinghouse Rd | Statesboro |
| Human Services Agency | NAACP | 6390 GA Hwy 46 | Statesboro |
| Human Services Agency | Parent to Parent of GA | 3 W Altman St | Statesboro |
| Human Services Agency | Partnership Mentoring | 9 N Zetterower | Statesboro |
| Human Services Agency | Pineland Mental Health/Mental Retardation/Substance Abuse | 7 S Zetterower Ave | Statesboro |
| Human Services Agency | Prevent Child Abuse Bulloch County | 100 Lee Hill Dr | Statesboro |
| Human Services Agency | Sentinel Offender Services | 13 N Main St | Statesboro |

Table 2-2: BULLOCH COUNTY MAJOR TRIP GENERATORS

| Type | Name | Address | City |
|-----------------------|---|--------------------------|------------|
| Human Services Agency | Social Security Administration | 300 S Zetterower Ave | Statesboro |
| Human Services Agency | United Way of SE GA | 515 Denmark St | Statesboro |
| Human Services Agency | Veteran's Services | 3 W Altman St | Statesboro |
| Human Services Agency | Willow Hill Community Development Center | 4235 Willow Hill Rd | Statesboro |
| Local Services | Board of Education | 150 Williams Rd | Statesboro |
| Local Services | Boys and Girls Club | 515 Denmark St | Statesboro |
| Local Services | Bulloch County Board of Commissioners | 115 N Main St | Statesboro |
| Local Services | Bulloch County Correctional Institute | 17301 Ushy 301 N | Statesboro |
| Local Services | Bulloch County Courthouse | 2 N Main St | Statesboro |
| Local Services | Bulloch County Magistrate Court | 101 Oak St | Statesboro |
| Local Services | Bulloch County Probation Dept | 28 Hill St | Statesboro |
| Local Services | City Hall | 50 E Main St | Statesboro |
| Local Services | Senior Care Pharmacy | 10929 Hwy 301 S | Statesboro |
| Local Services | Senior Center | | Statesboro |
| Local Services | Statesboro Municipal Court | 125 S College St | Statesboro |
| State Services | Bulloch County Dept of Family & Children Services | 41 Pulaski Hwy | Statesboro |
| State Services | Bulloch County Health Dept | 1 W Altman St | Statesboro |
| State Services | Department of Labor | 62 Packinghouse Rd | Statesboro |
| Industrial Park | Gateway Regional Industrial Park | 299 A J Riggs Rd | Statesboro |
| Major Employer | Georgia Southern University | 328 S Main St | Statesboro |
| Major Employer | Bulloch County Board of Education | 150 Williams Rd | Statesboro |
| Major Employer | Wal-Mart Distribution | 299 A J Riggs Rd | Statesboro |
| Major Employer | Wal-Mart Supercenter | 31 Statesboro Mall | Statesboro |
| Major Employer | Briggs & Stratton Corp | 7251 Zell Miller Pkwy | Statesboro |
| Major Employer | East Georgia Regional Medical Center | 1499 Fair Rd | Statesboro |
| Major Employer | Viracoin Georgia Inc | 8373 Zell Miller Pkwy | Statesboro |
| Major Employer | Bulloch County | 115 N Main St | Statesboro |
| Major Employer | City of Statesboro | 26 S Main St | Statesboro |
| Major Employer | The Sack Company | 317 Stockyard Rd | Statesboro |
| Medical | East Georgia Regional Medical | 1499 Fair Rd | Statesboro |
| Medical | Willingway Hospital | 311 Jones Mill Rd | Statesboro |
| Medical | East Georgia Women's Center, P.C. | 1497 Fair Rd | Statesboro |
| Medical | East Georgia Urgent Care, PC | 605 Brannen St | Statesboro |
| Restaurants | Applebee's | 804 US Hwy 80 E | Statesboro |
| Restaurants | Arby's | 622 Fair Rd | Statesboro |
| Restaurants | Beaver House Inn & Restaurant | 121 S Main St | Statesboro |
| Restaurants | Blue Moon Café | 40 E Main St | Statesboro |
| Restaurants | Braswell Foods | 226 N Zetterower Ave | Statesboro |
| Restaurants | Burger King | 602 Fair Rd | Statesboro |
| Restaurants | Checkers | 701 Northside Dr E | Statesboro |
| Restaurants | Chick-Fil-A | 703 Northside Dr E | Statesboro |
| Restaurants | Chicken Run | 6 College Plz | Statesboro |
| Restaurants | China Super Buffet | 409 Fair Rd | Statesboro |
| Restaurants | Church's Chicken | 516 S Main St | Statesboro |
| Restaurants | Daily Grind | 124 Savannah Ave | Statesboro |
| Restaurants | Dairy Queen | 1 Northside Dr E | Statesboro |
| Restaurants | Dingus Magee's | 103 Georgia Ave | Statesboro |
| Restaurants | Dominoes | 17 College Plaza | Statesboro |
| Restaurants | Dos Primos | 200 Lanier Dr | Statesboro |
| Restaurants | Dragon Chinese Restaurant | 600 Northside Dr | Statesboro |
| Restaurants | Duke Sandwich Company | Beasley Rd and E Main St | Statesboro |
| Restaurants | Eagle Diner & Café | 230 S Main St | Statesboro |
| Restaurants | El-Sombrero Restaurant | 406 Fair Rd | Statesboro |
| Restaurants | Fordham's Farnhouse Restaurant | 23657 Hwy 80 E | Statesboro |
| Restaurants | French Quarter Café | 106 Savannah Ave | Statesboro |
| Restaurants | Gnats Landing | 470 S Main St | Statesboro |
| Restaurants | Great Wall | 408 Northside Dr E | Statesboro |
| Restaurants | H's Food | 17187 Hwy 67 | Statesboro |
| Restaurants | Hardee's | 612 Northside Dr E | Statesboro |
| Restaurants | Heavenly Ham of Statesboro | 607 Brannen St | Statesboro |
| Restaurants | Huddle House | 216 Lanier Dr | Statesboro |
| Restaurants | Hungry Howie's | 607 Brannen St | Statesboro |
| Restaurants | IHOP | 800 Hwy 80 E | Statesboro |
| Restaurants | KFC | 202 N Main St | Statesboro |
| Restaurants | Kyoto Fantasy Express | 715 Nothside Dr E | Statesboro |

Table 2-2: BULLOCH COUNTY MAJOR TRIP GENERATORS

| Type | Name | Address | City |
|-------------|--------------------------------------|------------------------------|------------|
| Restaurants | Last Don's Pizza Etc | 2 College Plz | Statesboro |
| Restaurants | Leigh Ann's Caf  | 609 Brannen St | Statesboro |
| Restaurants | Locos Deli & Pub | 91 Briarwood Ln | Statesboro |
| Restaurants | Longhorn Steakhouse | 719 Northside Dr E | Statesboro |
| Restaurants | Maui Smoothies & Coffee House | 620 Fair Rd | Statesboro |
| Restaurants | Mellow Mushroom | 6 University Plaza | Statesboro |
| Restaurants | Moc's | 608 Brannen St | Statesboro |
| Restaurants | Morgan Creek Old Country Store | 6789 Hwy 67 | Brooklet |
| Restaurants | Morris Products, Inc | 27 W Main St | Statesboro |
| Restaurants | Nikko Japanese Steak & Seafood House | 609 Brannen St | Statesboro |
| Restaurants | Ocean Galley Seafood | 503 Northside Dr E | Statesboro |
| Restaurants | Papa John's | 620 Fair Rd | Statesboro |
| Restaurants | Pizza Hut | 129 S Main St | Statesboro |
| Restaurants | Popeye's Chicken & Biscuits | 526 Fair Rd | Statesboro |
| Restaurants | Quiznos | 100 Brampton Rd | Statesboro |
| Restaurants | RJ's Seafood & Steaks | 434 S Main St | Statesboro |
| Restaurants | Ryan's Family Steakhouse | 806 Northside Dr E | Statesboro |
| Restaurants | Shoney's | 222 S main St | Statesboro |
| Restaurants | Snooky's Restaurant | 11 E Kennedy St | Statesboro |
| Restaurants | Sonny's | 1602 Statesboro Place Cir | Statesboro |
| Restaurants | Stephanie Owen's Catering Services | 3 Georgia Ave | Statesboro |
| Restaurants | Statesboro Inn & Restaurant | 106 S Main St | Statesboro |
| Restaurants | Subway | Hwy 80 E | Statesboro |
| Restaurants | Subway | 510 S Main St | Statesboro |
| Restaurants | Subway | 12399 Hwy 301 S | Statesboro |
| Restaurants | Sugar Magnolia | 106 Savannah Ave | Statesboro |
| Restaurants | Taco bell | 224 S Main St | Statesboro |
| Restaurants | Traditions Bakery | 3 N Main St | Statesboro |
| Restaurants | Uncle Shug's Chicken Bam | 201 W Main St | Statesboro |
| Restaurants | Uncle Shug's Chicken Bam | 12399 Hwy 301 S | Statesboro |
| Restaurants | Vandy's Bar-B-Q | 22 W Vine St | Statesboro |
| Restaurants | Wendy's | 500 Fair Rd | Statesboro |
| Restaurants | Wrapsody Grill | 441 S Main St | Statesboro |
| Shopping | Statesboro Mall | 31 Statesboro Mall | Statesboro |
| Shopping | Wal-Mart | 730 Northside Dr E | Statesboro |
| Shopping | Great Discoveries | 246 Northside Dr E | Statesboro |
| Shopping | Antique Mall | 6700 Hwy 67 | Brooklet |
| Shopping | College Plaza Shopping Center | 2 College Plz | Statesboro |
| Shopping | Southern Square Shopping Center | 715 Northside Dr E | Statesboro |
| Shopping | Winn Dixie | 2 Gentilly Square | Statesboro |
| Shopping | Food Lion | 715 Northside Dr | Statesboro |
| Shopping | Big Lots | 503 Northside Dr | Statesboro |
| Shopping | Gary's | 140 W Main St | Statesboro |
| Shopping | Lewis Mart & Health Food Store | 210 Martin Luther King Jr Dr | Statesboro |
| Shopping | Winn Dixie | 602 Brannen St | Statesboro |
| Shopping | Save-A-Lot Foods | 120 Northside Dr E | Statesboro |
| Shopping | A & R Grocery Store | 18 E Parrish St | Statesboro |
| Shopping | Harvey's Supermarket | 603 Northside Dr W | Statesboro |
| Shopping | Dixie Food Mart | 197 Northside Dr E | Statesboro |
| Shopping | Mi San Pedro Grocery Store | 200 Lanier Dr | Statesboro |
| Shopping | Bradley Grocery | 8090 Nevils Groveland Rd | Statesboro |
| Shopping | A2Z Truck Stop | 8741 Hwy 301 S | Statesboro |
| Shopping | Ken's IGA | 102 US Hwy 80 W | Brooklet |
| Shopping | Clyde's Market | 206 Brooklet W | Brooklet |
| Shopping | Parrish Ruby Grocery | 4636 US Hwy 25 | Portal |
| Shopping | Discount Grocery | 533 US Hwy 80 E | Brooklet |
| Shopping | Lanier's IGA Foodliner Inc | 305 Grady St N | Portal |
| Shopping | Clyde's Market | 27215 W Hwy 80 | Portal |
| Shopping | Stilson County Corner Inc | 8286 US Hwy 80 E | Brooklet |
| Shopping | Kmart | 715 Northside Dr E | Statesboro |

APPENDIX D

**TABLE OF STATESBORO
TRANSIT TRIP GENERATORS**

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319902001053 | 0.04984 | 18 | 361 | 9 | 181 | 103 | 2,066.7 | 53 | 1.66 |
| 130319902001054 | 0.01087 | 0 | 0 | 0 | 0 | 8 | 736.2 | 5 | 0.72 |
| 130319902001055 | 0.00342 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902001057 | 0.01374 | 1 | 73 | 0 | 0 | 7 | 509.3 | 3 | 0.34 |
| 130319902001058 | 0.00149 | 3 | 2017 | 0 | 0 | 4 | 2,688.8 | 3 | 3.15 |
| 130319902001059 | 0.01688 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902001060 | 0.01327 | 4 | 301 | 0 | 0 | 22 | 1,658.1 | 9 | 1.06 |
| 130319902001061 | 0.15817 | 17 | 107 | 12 | 76 | 159 | 1,005.2 | 63 | 0.62 |
| 130319902001062 | 0.00343 | 4 | 1165 | 0 | 0 | 22 | 6,407.3 | 8 | 3.64 |
| 130319902001067 | 0.04946 | 4 | 81 | 0 | 0 | 17 | 343.7 | 9 | 0.28 |
| 130319902001995 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003010 | 0.00292 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003011 | 0.00328 | 0 | 0 | 0 | 0 | 2 | 609.1 | 1 | 0.48 |
| 130319902003012 | 0.04273 | 7 | 164 | 5 | 117 | 53 | 1,240.3 | 19 | 0.69 |
| 130319902003013 | 0.02186 | 0 | 0 | 0 | 0 | 2 | 91.5 | 1 | 0.07 |
| 130319902003014 | 0.00847 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003015 | 0.00059 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003017 | 0.25973 | 46 | 177 | 14 | 54 | 180 | 693.0 | 91 | 0.55 |
| 130319902003018 | 0.01371 | 10 | 729 | 0 | 0 | 19 | 1,386.0 | 10 | 1.14 |
| 130319902003019 | 0.01627 | 2 | 123 | 4 | 246 | 29 | 1,782.6 | 10 | 0.96 |
| 130319902003020 | 0.00145 | 2 | 1377 | 0 | 0 | 5 | 3,441.4 | 2 | 2.15 |
| 130319902003021 | 0.03555 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003022 | 0.00502 | 1 | 199 | 1 | 199 | 5 | 996.4 | 3 | 0.93 |
| 130319902003023 | 0.00235 | 5 | 2132 | 2 | 853 | 44 | 18,758.8 | 16 | 10.66 |
| 130319902003024 | 0.00393 | 4 | 1018 | 3 | 763 | 12 | 3,053.6 | 5 | 1.99 |
| 130319902003025 | 0.02976 | 3 | 101 | 13 | 437 | 61 | 2,049.4 | 26 | 1.36 |
| 130319902003026 | 0.00591 | 4 | 677 | 3 | 508 | 25 | 4,232.6 | 10 | 2.65 |
| 130319902003027 | 0.00623 | 4 | 642 | 0 | 0 | 8 | 1,283.5 | 4 | 1.00 |
| 130319902003028 | 0.05417 | 2 | 37 | 1 | 18 | 17 | 313.8 | 8 | 0.23 |
| 130319902003029 | 0.00274 | 0 | 0 | 0 | 0 | 15 | 5,484.2 | 7 | 4.00 |
| 130319902003030 | 0.01155 | 4 | 346 | 1 | 87 | 24 | 2,078.2 | 10 | 1.35 |
| 130319902003031 | 0.02646 | 8 | 302 | 7 | 265 | 56 | 2,116.6 | 29 | 1.71 |
| 130319902003032 | 0.05916 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902003033 | 0.02292 | 3 | 131 | 6 | 262 | 32 | 1,396.0 | 23 | 1.57 |
| 130319902003034 | 0.01402 | 2 | 143 | 3 | 214 | 21 | 1,497.9 | 10 | 1.11 |
| 130319902003035 | 0.01511 | 9 | 596 | 0 | 0 | 18 | 1,191.2 | 7 | 0.72 |
| 130319902003036 | 0.01320 | 14 | 1061 | 0 | 0 | 20 | 1,515.0 | 12 | 1.42 |
| 130319902003037 | 0.00665 | 2 | 301 | 1 | 150 | 11 | 1,654.2 | 4 | 0.94 |
| 130319902003038 | 0.01040 | 6 | 577 | 0 | 0 | 8 | 769.3 | 7 | 1.05 |
| 130319902004000 | 0.00915 | 61 | 6667 | 5 | 546 | 122 | 13,334.1 | 109 | 18.62 |
| 130319902004001 | 0.02327 | 3 | 129 | 14 | 602 | 30 | 1,289.1 | 14 | 0.94 |
| 130319902004002 | 0.00426 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902004003 | 0.01332 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902004004 | 0.00721 | 3 | 416 | 1 | 139 | 6 | 831.9 | 5 | 1.08 |
| 130319902004005 | 0.02878 | 6 | 208 | 3 | 104 | 20 | 695.0 | 9 | 0.49 |
| 130319902004006 | 0.00642 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902004007 | 0.05584 | 0 | 0 | 0 | 0 | 6 | 107.4 | 4 | 0.11 |
| 130319902004008 | 0.11705 | 0 | 0 | 5 | 43 | 8 | 68.3 | 11 | 0.15 |
| 130319902004009 | 0.04013 | 11 | 274 | 10 | 249 | 69 | 1,719.2 | 20 | 0.78 |
| 130319902004010 | 0.01302 | 17 | 1306 | 5 | 384 | 86 | 6,604.4 | 24 | 2.88 |
| 130319902004011 | 0.01094 | 12 | 1097 | 7 | 640 | 47 | 4,296.1 | 13 | 1.86 |
| 130319902004012 | 0.00936 | 5 | 534 | 3 | 320 | 19 | 2,029.4 | 7 | 1.17 |
| 130319902004013 | 0.00309 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902004014 | 0.00792 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902004015 | 0.01207 | 0 | 0 | 1 | 83 | 12 | 994.4 | 5 | 0.65 |
| 130319902004016 | 0.01270 | 16 | 1260 | 13 | 1,024 | 76 | 5,981.4 | 24 | 2.95 |
| 130319902004017 | 0.01201 | 24 | 1998 | 10 | 832 | 90 | 7,491.5 | 27 | 3.51 |
| 130319902004018 | 0.00990 | 17 | 1716 | 3 | 303 | 43 | 4,341.7 | 21 | 3.31 |
| 130319902004019 | 0.00752 | 3 | 399 | 1 | 133 | 12 | 1,596.0 | 6 | 1.25 |
| 130319902005000 | 0.01348 | 48 | 3560 | 1 | 74 | 63 | 4,672.4 | 4 | 0.46 |
| 130319902005001 | 0.01810 | 9 | 497 | 4 | 221 | 39 | 2,155.0 | 18 | 1.55 |
| 130319902005002 | 0.01447 | 12 | 830 | 4 | 277 | 33 | 2,281.2 | 18 | 1.94 |
| 130319902005003 | 0.08714 | 32 | 367 | 39 | 448 | 328 | 3,764.3 | 139 | 2.49 |
| 130319902005004 | 0.04398 | 25 | 568 | 7 | 159 | 90 | 2,046.4 | 35 | 1.24 |
| 130319902005005 | 0.06397 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005006 | 0.01555 | 9 | 579 | 4 | 257 | 49 | 3,151.5 | 25 | 2.51 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319902005007 | 0.00754 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005008 | 0.00160 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005009 | 0.00191 | 1 | 522 | 0 | 0 | 3 | 1,567.2 | 4 | 3.27 |
| 130319902005010 | 0.00883 | 2 | 226 | 5 | 566 | 25 | 2,830.5 | 12 | 2.12 |
| 130319902005011 | 0.01400 | 15 | 1071 | 3 | 214 | 57 | 4,070.5 | 26 | 2.90 |
| 130319902005012 | 0.00761 | 3 | 394 | 8 | 1,051 | 22 | 2,890.3 | 11 | 2.26 |
| 130319902005013 | 0.00711 | 4 | 563 | 5 | 703 | 15 | 2,109.9 | 10 | 2.20 |
| 130319902005014 | 0.00855 | 1 | 117 | 7 | 819 | 19 | 2,222.1 | 3 | 0.55 |
| 130319902005015 | 0.00565 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005016 | 0.00480 | 0 | 0 | 6 | 1,251 | 10 | 2,084.8 | 7 | 2.28 |
| 130319902005017 | 0.02110 | 8 | 379 | 2 | 95 | 18 | 853.0 | 13 | 0.96 |
| 130319902005018 | 0.00919 | 3 | 326 | 2 | 218 | 44 | 1,787.2 | 20 | 3.40 |
| 130319902005019 | 0.00802 | 2 | 250 | 0 | 0 | 5 | 623.8 | 7 | 1.36 |
| 130319902005020 | 0.01136 | 0 | 0 | 1 | 88 | 5 | 440.1 | 1 | 0.14 |
| 130319902005021 | 0.00383 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005022 | 0.00334 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902005023 | 0.00125 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902006000 | 0.01939 | 6 | 309 | 4 | 206 | 27 | 1,392.3 | 15 | 1.21 |
| 130319902006001 | 0.00835 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902006002 | 0.00917 | 3 | 327 | 1 | 109 | 6 | 654.3 | 4 | 0.68 |
| 130319902006003 | 0.01447 | 6 | 415 | 1 | 69 | 45 | 3,109.6 | 19 | 2.05 |
| 130319902006004 | 0.02350 | 2 | 85 | 5 | 213 | 38 | 1,617.2 | 17 | 1.13 |
| 130319902006005 | 0.01532 | 8 | 522 | 6 | 392 | 24 | 1,566.6 | 12 | 1.22 |
| 130319902006006 | 0.01715 | 5 | 292 | 6 | 350 | 35 | 2,040.6 | 14 | 1.28 |
| 130319902006007 | 0.00770 | 3 | 390 | 2 | 260 | 20 | 2,598.7 | 10 | 2.03 |
| 130319902006008 | 0.07836 | 3 | 38 | 0 | 0 | 18 | 229.7 | 12 | 0.24 |
| 130319902006009 | 0.07393 | 19 | 257 | 6 | 81 | 85 | 1,149.7 | 42 | 0.89 |
| 130319902006010 | 0.00398 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902006011 | 0.00566 | 4 | 707 | 5 | 883 | 23 | 4,062.9 | 12 | 3.31 |
| 130319902006012 | 0.05339 | 17 | 318 | 5 | 94 | 49 | 917.8 | 25 | 0.73 |
| 130319902006013 | 0.01800 | 10 | 556 | 1 | 56 | 34 | 1,889.0 | 14 | 1.22 |
| 130319902006014 | 0.02400 | 7 | 292 | 2 | 83 | 31 | 1,291.6 | 13 | 0.85 |
| 130319902006015 | 0.00829 | 0 | 0 | 0 | 0 | 6 | 723.8 | 2 | 0.38 |
| 130319902006016 | 0.04774 | 7 | 147 | 7 | 147 | 39 | 817.0 | 15 | 0.49 |
| 130319902006017 | 0.00354 | 3 | 847 | 6 | 1,694 | 20 | 5,647.0 | 6 | 2.65 |
| 130319902006018 | 0.00385 | 0 | 0 | 0 | 0 | 2 | 519.6 | 1 | 0.41 |
| 130319902006019 | 0.02741 | 10 | 365 | 9 | 328 | 42 | 1,532.2 | 22 | 1.25 |
| 130319902006020 | 0.02574 | 10 | 388 | 11 | 427 | 90 | 3,495.9 | 33 | 2.00 |
| 130319902006021 | 0.01165 | 7 | 601 | 1 | 86 | 28 | 2,404.4 | 11 | 1.48 |
| 130319902006022 | 0.00198 | 1 | 504 | 0 | 0 | 3 | 1,513.4 | 1 | 0.79 |
| 130319902006023 | 0.00393 | 1 | 254 | 3 | 763 | 21 | 5,340.7 | 8 | 3.18 |
| 130319902006024 | 0.01473 | 5 | 339 | 0 | 0 | 16 | 1,086.3 | 7 | 0.74 |
| 130319902006025 | 0.02258 | 1 | 44 | 4 | 177 | 25 | 1,107.2 | 14 | 0.97 |
| 130319902006026 | 0.00684 | 4 | 584 | 0 | 0 | 10 | 1,461.1 | 8 | 1.83 |
| 130319902006027 | 0.00789 | 0 | 0 | 3 | 380 | 18 | 2,282.6 | 17 | 3.37 |
| 130319902006028 | 0.00734 | 4 | 545 | 4 | 545 | 26 | 3,542.1 | 20 | 4.26 |
| 130319902006029 | 0.00566 | 3 | 530 | 5 | 883 | 31 | 5,473.0 | 15 | 4.14 |
| 130319902006030 | 0.00458 | 4 | 874 | 8 | 1,747 | 25 | 5,460.9 | 10 | 3.41 |
| 130319902006031 | 0.00140 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319902006032 | 0.00192 | 0 | 0 | 2 | 1,042 | 7 | 3,645.7 | 4 | 3.26 |
| 130319902006999 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319903001035 | 0.00937 | 0 | 0 | 0 | 0 | 1 | 106.7 | 2 | 0.33 |
| 130319903001036 | 0.03773 | 1 | 27 | 1 | 27 | 3 | 79.5 | 3 | 0.12 |
| 130319903001037 | 0.06691 | 0 | 0 | 0 | 0 | 4 | 59.8 | 1 | 0.02 |
| 130319903001038 | 0.00091 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319903001042 | 0.09568 | 4 | 42 | 7 | 73 | 72 | 752.5 | 26 | 0.42 |
| 130319903001043 | 0.03418 | 2 | 59 | 0 | 0 | 2 | 58.5 | 1 | 0.05 |
| 130319903001996 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319903001999 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011000 | 0.00080 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011001 | 0.00208 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011002 | 0.00185 | 2 | 1078 | 6 | 3,235 | 14 | 7,549.4 | 9 | 7.58 |
| 130319904011003 | 0.00059 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011004 | 0.00547 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011005 | 0.03495 | 13 | 372 | 4 | 114 | 39 | 1,115.8 | 17 | 0.76 |
| 130319904011006 | 0.01523 | 14 | 919 | 19 | 1,247 | 93 | 6,105.1 | 29 | 2.97 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319904011007 | 0.00837 | 0 | 0 | 7 | 836 | 46 | 5,492.6 | 9 | 1.68 |
| 130319904011008 | 0.01202 | 12 | 998 | 3 | 250 | 37 | 3,077.2 | 20 | 2.60 |
| 130319904011009 | 0.00659 | 18 | 2729 | 11 | 1,668 | 144 | 21,836.0 | 54 | 12.79 |
| 130319904011010 | 0.00722 | 8 | 1107 | 0 | 0 | 12 | 1,661.0 | 8 | 1.73 |
| 130319904011011 | 0.01391 | 4 | 288 | 0 | 0 | 9 | 647.1 | 5 | 0.56 |
| 130319904011012 | 0.00296 | 0 | 0 | 1 | 338 | 3 | 1,013.7 | 2 | 1.06 |
| 130319904011013 | 0.00358 | 2 | 558 | 0 | 0 | 3 | 837.5 | 1 | 0.41 |
| 130319904011014 | 0.00972 | 5 | 514 | 1 | 103 | 14 | 1,440.5 | 10 | 1.61 |
| 130319904011015 | 0.01017 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011016 | 0.00737 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011017 | 0.00343 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904011018 | 0.00415 | 0 | 0 | 3 | 723 | 3 | 723.3 | 2 | 0.75 |
| 130319904011019 | 0.00589 | 0 | 0 | 2 | 340 | 5 | 849.1 | 1 | 0.27 |
| 130319904011020 | 0.00450 | 0 | 0 | 3 | 666 | 9 | 1,998.8 | 5 | 1.74 |
| 130319904011021 | 0.00396 | 4 | 1010 | 19 | 4,799 | 43 | 10,861.1 | 25 | 9.87 |
| 130319904011022 | 0.00541 | 0 | 0 | 1 | 185 | 2 | 369.5 | 3 | 0.87 |
| 130319904011023 | 0.00591 | 0 | 0 | 28 | 4,736 | 41 | 6,935.1 | 32 | 8.46 |
| 130319904011024 | 0.00405 | 3 | 740 | 14 | 3,455 | 56 | 13,821.2 | 30 | 11.57 |
| 130319904011025 | 0.01266 | 2 | 158 | 12 | 948 | 38 | 3,000.5 | 24 | 2.96 |
| 130319904011026 | 0.01557 | 3 | 193 | 2 | 128 | 21 | 1,348.5 | 10 | 1.00 |
| 130319904011027 | 0.02600 | 5 | 192 | 2 | 77 | 56 | 2,154.2 | 21 | 1.26 |
| 130319904011028 | 0.02341 | 12 | 513 | 10 | 427 | 64 | 2,734.2 | 24 | 1.60 |
| 130319904011029 | 0.00224 | 1 | 446 | 0 | 0 | 8 | 3,566.2 | 4 | 2.79 |
| 130319904011030 | 0.00390 | 5 | 1281 | 1 | 256 | 23 | 5,890.4 | 12 | 4.80 |
| 130319904011031 | 0.00568 | 4 | 704 | 5 | 880 | 28 | 4,929.3 | 11 | 3.03 |
| 130319904011032 | 0.01153 | 2 | 174 | 0 | 0 | 2 | 173.5 | 3 | 0.41 |
| 130319904011033 | 0.00340 | 9 | 2644 | 4 | 1,175 | 19 | 5,581.9 | 9 | 4.13 |
| 130319904011034 | 0.00654 | 7 | 1070 | 11 | 1,682 | 62 | 9,180.4 | 24 | 5.73 |
| 130319904011035 | 0.00179 | 0 | 0 | 5 | 2,787 | 17 | 9,474.9 | 4 | 3.48 |
| 130319904011036 | 0.01026 | 1 | 97 | 10 | 975 | 26 | 2,535.0 | 27 | 4.11 |
| 130319904011037 | 0.00493 | 60 | 12178 | 0 | 0 | 67 | 13,598.4 | 3 | 0.95 |
| 130319904011038 | 0.01650 | 5 | 303 | 6 | 364 | 47 | 2,849.3 | 18 | 1.71 |
| 130319904012000 | 0.01188 | 8 | 673 | 2 | 168 | 38 | 3,198.6 | 17 | 2.24 |
| 130319904012001 | 0.01450 | 4 | 276 | 8 | 552 | 47 | 3,242.4 | 16 | 1.72 |
| 130319904012002 | 0.09627 | 45 | 467 | 21 | 218 | 239 | 2,482.7 | 104 | 1.69 |
| 130319904012003 | 0.00359 | 10 | 2787 | 2 | 557 | 25 | 6,967.6 | 10 | 4.35 |
| 130319904012004 | 0.00403 | 9 | 2233 | 5 | 1,240 | 54 | 13,395.2 | 17 | 6.59 |
| 130319904012005 | 0.00686 | 4 | 583 | 2 | 292 | 20 | 2,917.5 | 10 | 2.28 |
| 130319904012006 | 0.00129 | 2 | 1549 | 0 | 0 | 7 | 5,423.2 | 3 | 3.63 |
| 130319904012007 | 0.00154 | 1 | 650 | 3 | 1,950 | 10 | 6,501.0 | 2 | 2.03 |
| 130319904012008 | 0.05296 | 16 | 302 | 4 | 76 | 75 | 1,416.1 | 29 | 0.86 |
| 130319904012011 | 0.00520 | 1 | 192 | 2 | 385 | 17 | 3,272.1 | 5 | 1.50 |
| 130319904012012 | 0.00351 | 5 | 1,124 | 3 | 855 | 26 | 7,406.5 | 10 | 4.45 |
| 130319904012013 | 0.01151 | 5 | 434 | 2 | 174 | 30 | 2,606.0 | 16 | 2.17 |
| 130319904013000 | 0.00333 | 0 | 0 | 2 | 600 | 4 | 1,199.9 | 1 | 0.47 |
| 130319904013001 | 0.00206 | 0 | 0 | 11 | 5,341 | 12 | 5,826.7 | 5 | 3.79 |
| 130319904013002 | 0.00642 | 4 | 623 | 14 | 2,181 | 53 | 8,256.3 | 32 | 7.79 |
| 130319904013003 | 0.04933 | 101 | 2048 | 16 | 324 | 242 | 4,905.9 | 91 | 2.88 |
| 130319904013004 | 0.00006 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013005 | 0.00600 | 6 | 1000 | 6 | 1,000 | 38 | 6,335.3 | 15 | 3.91 |
| 130319904013006 | 0.00237 | 1 | 422 | 5 | 2,108 | 34 | 14,332.6 | 10 | 6.59 |
| 130319904013007 | 0.00773 | 8 | 1035 | 0 | 0 | 21 | 2,716.8 | 16 | 3.23 |
| 130319904013008 | 0.00395 | 1 | 253 | 9 | 2,277 | 15 | 3,795.8 | 8 | 3.16 |
| 130319904013009 | 0.01025 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0.15 |
| 130319904013010 | 0.00008 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013011 | 0.01319 | 0 | 0 | 10 | 758 | 11 | 834.3 | 7 | 0.83 |
| 130319904013012 | 0.01227 | 0 | 0 | 8 | 652 | 25 | 2,037.6 | 11 | 1.40 |
| 130319904013013 | 0.00103 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013014 | 0.12626 | 0 | 0 | 0 | 0 | 1 | 7.9 | 1 | 0.01 |
| 130319904013015 | 0.00515 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013016 | 0.00335 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013017 | 0.00146 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013018 | 0.12561 | 7 | 56 | 2 | 16 | 30 | 238.8 | 16 | 0.20 |
| 130319904013019 | 0.01194 | 3 | 251 | 5 | 119 | 23 | 1,925.7 | 13 | 1.70 |
| 130319904013020 | 0.01421 | 4 | 281 | 0 | 0 | 22 | 1,548.2 | 10 | 1.10 |
| 130319904013021 | 0.00811 | 2 | 247 | 5 | 617 | 16 | 1,973.4 | 7 | 1.35 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319904013022 | 0.00567 | 0 | 0 | 1 | 176 | 17 | 2,996.0 | 5 | 1.38 |
| 130319904013023 | 0.00461 | 5 | 1085 | 2 | 434 | 11 | 2,387.5 | 5 | 1.70 |
| 130319904013024 | 0.00832 | 3 | 361 | 1 | 120 | 24 | 2,886.3 | 8 | 1.50 |
| 130319904013025 | 0.15671 | 1 | 6 | 0 | 0 | 1 | 6.4 | 3 | 0.03 |
| 130319904013026 | 0.00193 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013027 | 0.00058 | 1 | 1737 | 1 | 1,737 | 7 | 12,159.6 | 3 | 8.14 |
| 130319904013037 | 0.14860 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013038 | 0.12223 | 2 | 16 | 5 | 41 | 16 | 130.9 | 13 | 0.17 |
| 130319904013039 | 0.17468 | 15 | 86 | 232 | 1,328 | 323 | 1,849.1 | 250 | 2.24 |
| 130319904013040 | 0.01179 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013041 | 0.01633 | 2 | 122 | 57 | 3,490 | 90 | 5,510.4 | 42 | 4.02 |
| 130319904013042 | 0.01620 | 7 | 432 | 11 | 679 | 31 | 1,914.0 | 17 | 1.64 |
| 130319904013043 | 0.02001 | 2 | 100 | 8 | 400 | 17 | 849.5 | 8 | 0.62 |
| 130319904013044 | 0.01069 | 3 | 281 | 8 | 748 | 14 | 1,309.2 | 7 | 1.02 |
| 130319904013045 | 0.01270 | 1 | 79 | 17 | 1,339 | 27 | 2,126.3 | 14 | 1.72 |
| 130319904013046 | 0.02142 | 6 | 280 | 0 | 0 | 8 | 373.5 | 5 | 0.36 |
| 130319904013047 | 0.00611 | 0 | 0 | 2 | 327 | 6 | 981.8 | 6 | 1.53 |
| 130319904013048 | 0.00856 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013049 | 0.00026 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904013999 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025000 | 0.00097 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025001 | 0.00356 | 2 | 561 | 0 | 0 | 5 | 1,403.3 | 6 | 2.63 |
| 130319904025002 | 0.00617 | 0 | 0 | 2 | 324 | 2 | 324.1 | 1 | 0.25 |
| 130319904025003 | 0.00361 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025004 | 0.00208 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025005 | 0.00809 | 0 | 0 | 17 | 2,101 | 37 | 4,572.7 | 18 | 3.48 |
| 130319904025006 | 0.00623 | 1 | 161 | 3 | 482 | 9 | 1,444.9 | 4 | 1.00 |
| 130319904025007 | 0.13391 | 0 | 0 | 1,068 | 7,975 | 1092 | 8,154.6 | 0 | 0.00 |
| 130319904025008 | 0.03248 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025009 | 0.01524 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025010 | 0.02407 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025011 | 0.03474 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025012 | 0.03006 | 0 | 0 | 242 | 8,050 | 244 | 8,117.0 | 2 | 0.10 |
| 130319904025013 | 0.00342 | 0 | 0 | 2 | 584 | 3 | 876.7 | 1 | 0.46 |
| 130319904025014 | 0.00524 | 0 | 0 | 3 | 573 | 6 | 1,145.8 | 3 | 0.90 |
| 130319904025015 | 0.00937 | 0 | 0 | 13 | 1,387 | 21 | 2,240.7 | 15 | 2.50 |
| 130319904025016 | 0.01061 | 5 | 471 | 21 | 1,979 | 34 | 3,204.0 | 15 | 2.21 |
| 130319904025017 | 0.02219 | 0 | 0 | 75 | 3,380 | 85 | 3,831.1 | 53 | 3.73 |
| 130319904025018 | 0.05304 | 0 | 0 | 478 | 9,011 | 482 | 9,086.8 | 2 | 0.06 |
| 130319904025019 | 0.11928 | 0 | 0 | 285 | 2,389 | 287 | 2,406.2 | 0 | 0.00 |
| 130319904025020 | 0.00339 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025021 | 0.00372 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025022 | 0.19337 | 0 | 0 | 811 | 4,194 | 869 | 4,493.9 | 234 | 1.89 |
| 130319904025023 | 0.31384 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025024 | 0.13292 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025025 | 0.03277 | 0 | 0 | 72 | 2,197 | 86 | 2,624.7 | 82 | 3.91 |
| 130319904025026 | 0.00989 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025027 | 0.04130 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025034 | 0.00196 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904025035 | 0.08908 | 2 | 22 | 739 | 8,296 | 859 | 9,642.8 | 157 | 2.75 |
| 130319904025036 | 0.04371 | 0 | 0 | 688 | 15,740 | 770 | 17,616.2 | 371 | 13.26 |
| 130319904025999 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319904026000 | 0.02218 | 0 | 0 | 13 | 586 | 19 | 856.5 | 7 | 0.49 |
| 130319904026001 | 0.00654 | 2 | 306 | 28 | 4,282 | 32 | 4,894.0 | 12 | 2.87 |
| 130319904026002 | 0.58372 | 12 | 21 | 2,738 | 4,691 | 2943 | 5,041.8 | 1283 | 3.43 |
| 130319904026003 | 0.00789 | 1 | 127 | 0 | 0 | 1 | 126.7 | 1 | 0.20 |
| 130319904026004 | 0.01705 | 0 | 0 | 13 | 763 | 18 | 1,056.0 | 9 | 0.83 |
| 130319904026005 | 0.00792 | 3 | 379 | 34 | 4,290 | 46 | 5,804.6 | 26 | 5.13 |
| 130319904026009 | 0.03138 | 2 | 64 | 681 | 21,703 | 745 | 23,742.4 | 379 | 18.87 |
| 130319904026010 | 0.08759 | 1 | 11 | 230 | 2,626 | 253 | 2,888.5 | 124 | 2.21 |
| 130319905001000 | 0.02014 | 3 | 149 | 2 | 99 | 21 | 1,042.5 | 7 | 0.54 |
| 130319905001001 | 0.00094 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001002 | 0.00241 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001003 | 0.00566 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001004 | 0.00239 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001005 | 0.00488 | 1 | 205 | 0 | 0 | 2 | 410.1 | 4 | 1.28 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319905001006 | 0.00625 | 1 | 160 | 2 | 320 | 7 | 1,120.4 | 4 | 1.00 |
| 130319905001007 | 0.01224 | 9 | 735 | 9 | 735 | 37 | 3,022.8 | 23 | 2.94 |
| 130319905001008 | 0.00681 | 8 | 1175 | 8 | 1,175 | 25 | 3,672.3 | 13 | 2.98 |
| 130319905001009 | 0.01045 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001010 | 0.00786 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001011 | 0.00412 | 0 | 0 | 2 | 485 | 13 | 3,153.5 | 11 | 4.17 |
| 130319905001012 | 0.01069 | 5 | 468 | 4 | 374 | 35 | 3,273.3 | 17 | 2.48 |
| 130319905001013 | 0.01495 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001014 | 0.00818 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001015 | 0.00567 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001016 | 0.00455 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001017 | 0.00326 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001018 | 0.00813 | 1 | 123 | 1 | 123 | 2 | 246.0 | 2 | 0.38 |
| 130319905001019 | 0.00765 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001020 | 0.00136 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001021 | 0.00373 | 2 | 536 | 1 | 268 | 7 | 1,875.2 | 20 | 8.37 |
| 130319905001022 | 0.00218 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001023 | 0.00254 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001024 | 0.00415 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001025 | 0.00323 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001026 | 0.00202 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001027 | 0.00284 | 0 | 0 | 2 | 704 | 4 | 1,408.8 | 2 | 1.10 |
| 130319905001028 | 0.01127 | 1 | 89 | 1 | 89 | 8 | 709.8 | 5 | 0.69 |
| 130319905001029 | 0.00283 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001030 | 0.00249 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001031 | 0.00711 | 3 | 422 | 6 | 844 | 12 | 1,687.7 | 7 | 1.54 |
| 130319905001032 | 0.00953 | 3 | 315 | 2 | 210 | 10 | 1,049.0 | 7 | 1.15 |
| 130319905001033 | 0.01094 | 3 | 274 | 20 | 1,828 | 30 | 2,741.6 | 18 | 2.57 |
| 130319905001034 | 0.02821 | 1 | 35 | 2 | 71 | 16 | 567.3 | 5 | 0.28 |
| 130319905001035 | 0.00441 | 10 | 2266 | 8 | 1,813 | 77 | 17,450.9 | 31 | 10.98 |
| 130319905001036 | 0.00108 | 0 | 0 | 0 | 0 | 2 | 1,859.3 | 1 | 1.45 |
| 130319905001037 | 0.00482 | 4 | 831 | 1 | 208 | 7 | 1,453.5 | 3 | 0.97 |
| 130319905001038 | 0.00619 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 | 0.25 |
| 130319905001039 | 0.00270 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001040 | 0.00284 | 0 | 0 | 2 | 703 | 2 | 703.0 | 1 | 0.55 |
| 130319905001041 | 0.00306 | 1 | 327 | 0 | 0 | 1 | 327.1 | 3 | 1.53 |
| 130319905001042 | 0.01948 | 6 | 308 | 9 | 462 | 46 | 2,361.7 | 24 | 1.93 |
| 130319905001043 | 0.00149 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001044 | 0.00985 | 1 | 101 | 0 | 0 | 6 | 608.8 | 3 | 0.48 |
| 130319905001045 | 0.00265 | 2 | 756 | 3 | 1,133 | 5 | 1,888.8 | 2 | 1.18 |
| 130319905001046 | 0.00338 | 0 | 0 | 3 | 886 | 9 | 2,658.8 | 5 | 2.31 |
| 130319905001047 | 0.00624 | 1 | 160 | 0 | 0 | 3 | 480.7 | 3 | 0.75 |
| 130319905001048 | 0.00257 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001049 | 0.01192 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905001050 | 0.00249 | 2 | 802 | 1 | 401 | 26 | 10,427.3 | 14 | 8.77 |
| 130319905001051 | 0.00356 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905002000 | 0.00853 | 5 | 586 | 3 | 352 | 12 | 1,406.5 | 11 | 2.01 |
| 130319905002001 | 0.00675 | 3 | 445 | 11 | 1,630 | 30 | 4,446.3 | 22 | 5.09 |
| 130319905002002 | 0.00730 | 1 | 137 | 8 | 1,097 | 32 | 4,386.1 | 22 | 4.71 |
| 130319905002003 | 0.00317 | 2 | 632 | 9 | 2,842 | 21 | 6,632.1 | 11 | 5.43 |
| 130319905002004 | 0.00348 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905002005 | 0.01783 | 0 | 0 | 8 | 449 | 16 | 897.4 | 13 | 1.14 |
| 130319905002006 | 0.01989 | 0 | 0 | 7 | 352 | 14 | 703.9 | 9 | 0.71 |
| 130319905002007 | 0.01265 | 4 | 316 | 38 | 3,004 | 57 | 4,505.3 | 30 | 3.71 |
| 130319905002008 | 0.01051 | 5 | 476 | 29 | 2,759 | 58 | 5,518.7 | 29 | 4.31 |
| 130319905002009 | 0.01055 | 0 | 0 | 14 | 1,327 | 27 | 2,559.5 | 21 | 3.11 |
| 130319905002010 | 0.01330 | 8 | 601 | 10 | 752 | 31 | 2,330.1 | 18 | 2.11 |
| 130319905002011 | 0.00804 | 6 | 746 | 10 | 1,244 | 29 | 3,607.1 | 20 | 3.89 |
| 130319905002012 | 0.00713 | 3 | 421 | 20 | 2,804 | 50 | 7,011.0 | 38 | 8.33 |
| 130319905002013 | 0.02359 | 11 | 466 | 33 | 1,399 | 224 | 9,494.9 | 92 | 6.09 |
| 130319905002014 | 0.00707 | 0 | 0 | 14 | 1,981 | 28 | 3,961.3 | 29 | 6.41 |
| 130319905003000 | 0.08782 | 8 | 91 | 5 | 57 | 33 | 375.7 | 13 | 0.23 |
| 130319905003001 | 0.02010 | 14 | 696 | 0 | 0 | 41 | 2,039.6 | 18 | 1.40 |
| 130319905003002 | 0.00714 | 2 | 280 | 1 | 140 | 3 | 420.1 | 3 | 0.66 |
| 130319905003003 | 0.00959 | 43 | 4482 | 10 | 1,042 | 106 | 11,049.6 | 0 | 0.00 |
| 130319905003004 | 0.00692 | 1 | 144 | 5 | 722 | 10 | 1,444.8 | 4 | 0.90 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319905003005 | 0.01378 | 11 | 798 | 0 | 0 | 19 | 1,378.3 | 10 | 1.13 |
| 130319905003006 | 0.06307 | 16 | 254 | 10 | 159 | 69 | 1,094.1 | 33 | 0.82 |
| 130319905003007 | 0.00391 | 3 | 768 | 1 | 256 | 10 | 2,558.8 | 6 | 2.40 |
| 130319905003008 | 0.01092 | 0 | 0 | 3 | 275 | 13 | 1,190.6 | 4 | 0.57 |
| 130319905003009 | 0.01717 | 4 | 233 | 6 | 349 | 38 | 2,212.8 | 18 | 1.64 |
| 130319905003010 | 0.00539 | 2 | 371 | 0 | 0 | 12 | 2,226.5 | 5 | 1.45 |
| 130319905003011 | 0.00513 | 2 | 390 | 0 | 0 | 2 | 390.0 | 2 | 0.61 |
| 130319905003012 | 0.01952 | 7 | 359 | 12 | 615 | 26 | 1,331.8 | 17 | 1.36 |
| 130319905003013 | 0.00675 | 3 | 444 | 4 | 592 | 13 | 1,924.5 | 7 | 1.62 |
| 130319905003014 | 0.00909 | 2 | 220 | 3 | 330 | 19 | 2,091.3 | 11 | 1.89 |
| 130319905003015 | 0.00568 | 6 | 1057 | 13 | 2,290 | 27 | 4,755.2 | 17 | 4.68 |
| 130319905003016 | 0.00736 | 8 | 1086 | 7 | 950 | 30 | 4,073.4 | 18 | 3.82 |
| 130319905003017 | 0.01307 | 6 | 459 | 8 | 612 | 29 | 2,219.0 | 16 | 1.91 |
| 130319905003018 | 0.01342 | 2 | 149 | 8 | 596 | 27 | 2,011.6 | 16 | 1.86 |
| 130319905003019 | 0.01398 | 4 | 286 | 2 | 143 | 20 | 1,431.1 | 11 | 1.23 |
| 130319905003020 | 0.02010 | 4 | 199 | 1 | 50 | 23 | 1,144.3 | 11 | 0.86 |
| 130319905003021 | 0.01153 | 5 | 434 | 6 | 521 | 42 | 3,643.8 | 21 | 2.85 |
| 130319905003022 | 0.01134 | 11 | 970 | 2 | 176 | 35 | 3,087.4 | 18 | 2.48 |
| 130319905003023 | 0.01667 | 14 | 840 | 2 | 120 | 39 | 2,339.1 | 29 | 2.72 |
| 130319905003024 | 0.00971 | 6 | 618 | 8 | 824 | 27 | 2,781.8 | 14 | 2.25 |
| 130319905003025 | 0.01059 | 8 | 756 | 2 | 189 | 18 | 1,700.3 | 8 | 1.78 |
| 130319905003026 | 0.01048 | 5 | 477 | 7 | 668 | 19 | 1,813.4 | 11 | 1.64 |
| 130319905003027 | 0.01141 | 7 | 614 | 2 | 175 | 18 | 1,577.9 | 11 | 1.51 |
| 130319905003028 | 0.01096 | 10 | 912 | 0 | 0 | 12 | 1,094.6 | 12 | 1.71 |
| 130319905003029 | 0.01555 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905004000 | 0.01021 | 1 | 98 | 2 | 196 | 20 | 1,959.0 | 7 | 1.07 |
| 130319905004001 | 0.15207 | 39 | 256 | 37 | 243 | 139 | 914.1 | 68 | 0.70 |
| 130319905004002 | 0.00850 | 5 | 588 | 11 | 1,295 | 25 | 2,942.2 | 12 | 2.21 |
| 130319905004003 | 0.01143 | 9 | 788 | 0 | 0 | 18 | 1,575.0 | 9 | 1.23 |
| 130319905004004 | 0.01780 | 11 | 618 | 2 | 112 | 31 | 1,741.8 | 17 | 1.49 |
| 130319905004005 | 0.01364 | 8 | 587 | 2 | 147 | 23 | 1,686.6 | 12 | 1.38 |
| 130319905004006 | 0.00779 | 5 | 642 | 1 | 128 | 16 | 2,053.3 | 9 | 1.80 |
| 130319905004007 | 0.02060 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905004008 | 0.02238 | 0 | 0 | 12 | 536 | 12 | 536.1 | 0 | 0.00 |
| 130319905004009 | 0.00142 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905004010 | 0.08797 | 15 | 171 | 25 | 284 | 75 | 852.5 | 33 | 0.59 |
| 130319905004011 | 0.04061 | 7 | 172 | 0 | 0 | 10 | 246.2 | 7 | 0.27 |
| 130319905004012 | 0.02048 | 15 | 733 | 2 | 98 | 46 | 2,246.6 | 20 | 1.53 |
| 130319905004013 | 0.01176 | 6 | 510 | 3 | 255 | 39 | 3,316.1 | 17 | 2.26 |
| 130319905004014 | 0.00406 | 4 | 984 | 8 | 1,969 | 13 | 3,199.0 | 6 | 2.31 |
| 130319905004015 | 0.00399 | 5 | 1252 | 0 | 0 | 10 | 2,504.3 | 6 | 2.35 |
| 130319905004016 | 0.00433 | 0 | 0 | 8 | 1,848 | 14 | 3,233.2 | 4 | 1.44 |
| 130319905004017 | 0.00421 | 1 | 238 | 5 | 1,188 | 9 | 2,139.1 | 5 | 1.86 |
| 130319905004018 | 0.00709 | 0 | 0 | 13 | 1,833 | 18 | 2,538.4 | 6 | 1.32 |
| 130319905004019 | 0.00461 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905004020 | 0.00414 | 3 | 725 | 6 | 1,449 | 10 | 2,415.4 | 6 | 2.26 |
| 130319905004021 | 0.01014 | 5 | 493 | 5 | 493 | 24 | 2,367.7 | 11 | 1.70 |
| 130319905004022 | 0.00925 | 13 | 1405 | 12 | 1,297 | 35 | 3,783.7 | 14 | 2.36 |
| 130319905004023 | 0.01582 | 9 | 569 | 26 | 1,643 | 48 | 3,033.6 | 20 | 1.98 |
| 130319905004024 | 0.02065 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905004025 | 0.00404 | 2 | 495 | 5 | 1,238 | 11 | 2,724.0 | 5 | 1.93 |
| 130319905004026 | 0.00415 | 3 | 722 | 7 | 1,685 | 11 | 2,647.8 | 4 | 1.50 |
| 130319905004027 | 0.00337 | 0 | 0 | 3 | 889 | 3 | 889.3 | 1 | 0.46 |
| 130319905005000 | 0.18050 | 2 | 11 | 1 | 6 | 13 | 72.0 | 5 | 0.04 |
| 130319905005001 | 0.56427 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905005002 | 0.03738 | 0 | 0 | 2 | 54 | 29 | 775.8 | 10 | 0.42 |
| 130319905005003 | 0.02750 | 5 | 182 | 17 | 618 | 82 | 2,982.3 | 27 | 1.53 |
| 130319905005004 | 0.10616 | 15 | 141 | 14 | 132 | 110 | 1,036.2 | 47 | 0.69 |
| 130319905005005 | 0.02219 | 20 | 901 | 2 | 90 | 49 | 2,208.3 | 26 | 1.83 |
| 130319905005006 | 0.03945 | 26 | 659 | 2 | 51 | 77 | 1,951.9 | 32 | 1.27 |
| 130319905005007 | 0.01053 | 4 | 380 | 2 | 190 | 21 | 1,994.0 | 11 | 1.63 |
| 130319905005008 | 0.00879 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905005009 | 0.01278 | 6 | 469 | 1 | 78 | 24 | 1,877.4 | 11 | 1.34 |
| 130319905005010 | 0.02819 | 7 | 248 | 0 | 0 | 18 | 638.5 | 12 | 0.67 |
| 130319905005011 | 0.00848 | 3 | 354 | 8 | 943 | 20 | 2,357.2 | 7 | 1.29 |
| 130319905005012 | 0.02665 | 11 | 413 | 7 | 263 | 29 | 1,088.3 | 14 | 0.82 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319905005013 | 0.03380 | 19 | 562 | 4 | 118 | 39 | 1,153.9 | 19 | 0.88 |
| 130319905005014 | 0.01513 | 8 | 529 | 0 | 0 | 19 | 1,255.8 | 8 | 0.83 |
| 130319905005015 | 0.01453 | 6 | 413 | 1 | 69 | 12 | 826.0 | 6 | 0.65 |
| 130319905005016 | 0.33126 | 114 | 344 | 374 | 1,129 | 687 | 2,073.9 | 302 | 1.42 |
| 130319905005017 | 0.00034 | 2 | 5827 | 0 | 0 | 10 | 29,133.7 | 4 | 18.21 |
| 130319905005018 | 0.02669 | 1 | 37 | 8 | 300 | 45 | 1,686.1 | 12 | 0.70 |
| 130319905005019 | 0.00032 | 0 | 0 | 0 | 0 | 3 | 9,283.1 | 1 | -4.84 |
| 130319905005020 | 0.01909 | 12 | 629 | 2 | 105 | 46 | 2,409.5 | 18 | 1.47 |
| 130319905005021 | 0.01497 | 3 | 200 | 2 | 134 | 11 | 735.0 | 3 | 0.31 |
| 130319905005022 | 0.01706 | 13 | 762 | 5 | 293 | 46 | 2,696.7 | 18 | 1.65 |
| 130319905005023 | 0.02205 | 9 | 408 | 87 | 3,945 | 132 | 5,985.8 | 58 | 4.11 |
| 130319905005024 | 0.02407 | 10 | 416 | 1 | 42 | 37 | 1,537.5 | 18 | 1.17 |
| 130319905005025 | 0.02849 | 5 | 175 | 20 | 702 | 59 | 2,070.6 | 22 | 1.21 |
| 130319905005026 | 0.00086 | 0 | 0 | 13 | 15,201 | 18 | 21,047.3 | 8 | 14.62 |
| 130319905005027 | 0.00081 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319905005032 | 0.01526 | 13 | 852 | 1 | 66 | 31 | 2,031.2 | 13 | 1.33 |
| 130319906002007 | 0.13752 | 5 | 36 | 6 | 44 | 91 | 661.7 | 34 | 0.39 |
| 130319906002011 | 0.37369 | 26 | 70 | 53 | 142 | 350 | 936.6 | 132 | 0.55 |
| 130319906002012 | 0.00152 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002013 | 0.00167 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002014 | 0.00084 | 0 | 0 | 5 | 5,976 | 17 | 20,318.3 | 8 | 14.94 |
| 130319906002015 | 0.20767 | 6 | 29 | 21 | 101 | 210 | 1,011.2 | 100 | 0.75 |
| 130319906002016 | 0.00743 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002017 | 0.00538 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002018 | 0.01742 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002019 | 0.01051 | 0 | 0 | 2 | 190 | 13 | 1,237.3 | 5 | 0.74 |
| 130319906002020 | 0.03874 | 2 | 52 | 3 | 77 | 24 | 619.5 | 13 | 0.52 |
| 130319906002021 | 0.00856 | 0 | 0 | 0 | 0 | 7 | 818.0 | 5 | 0.91 |
| 130319906002022 | 0.02386 | 3 | 126 | 0 | 0 | 17 | 712.5 | 6 | 0.39 |
| 130319906002023 | 0.12281 | 14 | 114 | 33 | 269 | 188 | 1,530.8 | 69 | 0.88 |
| 130319906002024 | 0.00226 | 0 | 0 | 5 | 2,210 | 23 | 10,163.7 | 10 | 6.90 |
| 130319906002025 | 0.00435 | 0 | 0 | 2 | 460 | 12 | 2,760.4 | 6 | 2.16 |
| 130319906002026 | 0.00444 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002027 | 0.00293 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002028 | 0.00094 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002029 | 0.00106 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002030 | 0.00216 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002031 | 0.00231 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002032 | 0.00177 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002033 | 0.00102 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002034 | 0.00108 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002035 | 0.00196 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002036 | 0.00192 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002037 | 0.00042 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002038 | 0.00101 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002039 | 0.00090 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906002040 | 0.00702 | 8 | 1140 | 2 | 285 | 27 | 3,847.4 | 14 | 3.12 |
| 130319906002041 | 0.02624 | 4 | 152 | 3 | 114 | 32 | 1,219.3 | 12 | 0.71 |
| 130319906002042 | 0.07221 | 12 | 166 | 35 | 485 | 169 | 2,340.4 | 75 | 1.62 |
| 130319906002997 | 0.00000 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906003000 | 0.13532 | 22 | 163 | 4 | 30 | 54 | 399.1 | 24 | 0.28 |
| 130319906003001 | 0.23673 | 25 | 106 | 10 | 42 | 117 | 494.2 | 46 | 0.30 |
| 130319906003002 | 0.01846 | 4 | 217 | 2 | 108 | 25 | 1,354.0 | 12 | 1.02 |
| 130319906003003 | 0.02808 | 4 | 142 | 2 | 71 | 25 | 890.3 | 10 | 0.56 |
| 130319906003004 | 0.16362 | 9 | 55 | 28 | 171 | 96 | 586.7 | 89 | 0.85 |
| 130319906003005 | 0.00284 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906003006 | 0.08249 | 4 | 48 | 3 | 36 | 10 | 121.2 | 6 | 0.11 |
| 130319906003007 | 0.00403 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906003008 | 0.02995 | 8 | 267 | 16 | 534 | 69 | 2,304.2 | 36 | 1.88 |
| 130319906003009 | 0.02352 | 9 | 383 | 12 | 510 | 40 | 1,700.9 | 29 | 1.93 |
| 130319906003010 | 0.00966 | 6 | 621 | 0 | 0 | 17 | 1,759.6 | 10 | 1.62 |
| 130319906003011 | 0.01714 | 14 | 817 | 5 | 292 | 42 | 2,450.8 | 23 | 2.10 |
| 130319906003012 | 0.02406 | 9 | 374 | 3 | 125 | 36 | 1,496.3 | 21 | 1.36 |
| 130319906003013 | 0.00781 | 7 | 896 | 0 | 0 | 13 | 1,664.5 | 9 | 1.80 |
| 130319906003014 | 0.00618 | 1 | 162 | 6 | 971 | 22 | 3,559.9 | 8 | 2.02 |
| 130319906003015 | 0.00595 | 3 | 504 | 0 | 0 | 22 | 3,696.4 | 9 | 2.36 |

**Table 2-3: STATESBORO
DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS BY BLOCK**

| Block Group Number | Land Area (Square Miles) | Elderly | Elderly Population Density (Persons/SqMi) | Young Adults | Young Adults Population Density (Persons/SqMi) | Population | Population Density (Persons/SqMi) | Households | Households Density (Units/Acre) |
|--------------------|-----------------------------|---------|---|--------------|--|------------|--------------------------------------|------------|---------------------------------------|
| 130319906003016 | 0.03566 | 11 | 308 | 6 | 168 | 52 | 1,458.2 | 30 | 1.31 |
| 130319906003017 | 0.01863 | 9 | 483 | 8 | 429 | 25 | 1,341.8 | 14 | 1.17 |
| 130319906003018 | 0.00655 | 3 | 458 | 2 | 305 | 44 | 6,717.3 | 14 | 3.34 |
| 130319906003019 | 0.00567 | 8 | 1410 | 0 | 0 | 27 | 4,759.7 | 14 | 3.86 |
| 130319906003020 | 0.00814 | 7 | 860 | 7 | 860 | 37 | 4,548.2 | 15 | 2.88 |
| 130319906003021 | 0.00515 | 3 | 583 | 9 | 1,749 | 31 | 6,024.6 | 14 | 4.25 |
| 130319906004009 | 0.00032 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906004010 | 0.06550 | 5 | 76 | 6 | 92 | 77 | 1,175.5 | 24 | 0.57 |
| 130319906004011 | 0.10766 | 21 | 195 | 13 | 121 | 90 | 836.0 | 39 | 0.57 |
| 130319906004012 | 0.01341 | 8 | 596 | 0 | 0 | 35 | 2,609.1 | 12 | 1.40 |
| 130319906004016 | 0.00128 | 0 | 0 | 1 | 781 | 9 | 7,031.6 | 2 | 2.44 |
| 130319906004017 | 0.00226 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906004018 | 0.02479 | 2 | 81 | 7 | 282 | 74 | 2,984.6 | 41 | 2.58 |
| 130319906004019 | 0.02506 | 14 | 559 | 4 | 160 | 60 | 2,393.9 | 21 | 1.31 |
| 130319906004020 | 0.00787 | 5 | 635 | 0 | 0 | 14 | 1,779.3 | 8 | 1.59 |
| 130319906004021 | 0.00099 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906004023 | 0.00040 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906004024 | 0.00194 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906004025 | 0.01769 | 1 | 57 | 5 | 283 | 42 | 2,374.8 | 15 | 1.33 |
| 130319906005018 | 0.00261 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005019 | 0.28486 | 23 | 81 | 97 | 341 | 369 | 1,295.4 | 172 | 0.94 |
| 130319906005020 | 0.00106 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005021 | 0.02680 | 9 | 336 | 8 | 299 | 65 | 2,425.7 | 17 | 0.99 |
| 130319906005022 | 0.00310 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005023 | 0.01261 | 1 | 79 | 1 | 79 | 19 | 1,506.3 | 7 | 0.87 |
| 130319906005024 | 0.00235 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005025 | 0.05496 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005026 | 0.24048 | 105 | 437 | 18 | 75 | 236 | 981.4 | 80 | 0.52 |
| 130319906005027 | 0.00258 | 1 | 388 | 12 | 4,655 | 50 | 19,394.8 | 23 | 13.94 |
| 130319906005028 | 0.02546 | 60 | 2356 | 44 | 1,728 | 178 | 6,990.1 | 125 | 7.67 |
| 130319906005029 | 0.00490 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.00 |
| 130319906005030 | 0.01239 | 6 | 484 | 17 | 1,372 | 73 | 5,892.6 | 41 | 5.17 |
| 130319906005031 | 0.00387 | 11 | 2840 | 4 | 1,033 | 42 | 10,842.2 | 24 | 9.68 |
| | 12.52008 | 2,556 | 186,964.3 | 11.047 | 319,148.9 | 22,698 | 1,173,637.6 | 9,235 | 839.8 |

APPENDIX E

FINAL SURVEY INSTRUMENT

4083

Hello, this is _____ from Georgia Southern University. We have been asked to conduct a survey to identify any public transportation needs in Statesboro/Bulloch County. Am I speaking with someone at least 18 years of age or older? **If NO, may I speak with an adult in the household? If refuse, file for call back at another time. If Yes, repeat the above.**

User ID

Caller ID

1. To determine what part of the City/County you live in, please give me your zip code or the nearest intersection to your home?

Zip

Address

2. How long have you lived at your present address? _____

3. How long have you lived in Bulloch County? _____

4. Do you have a driver's license at this time? Yes No

4a. If YES, how do you get to the following destinations?

| | Drive Myself | Car Pool | Ride w/ Fam or Friend | Walk | Taxi | Bike | Other | N/A | Refused |
|----------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Work | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Shopping | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Errands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| School | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Medical/Dental | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Social/Rec | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Church | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If Other, explain _____

4a. If NO, how do you get to the following destinations?

| | Ride w/ Fam or Friend | Ride is Provided | Walk | Taxi | Bike | Other | N/A | Refused |
|----------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Work | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Shopping | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Errands | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| School | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Medical/Dental | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Social/Rec | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Church | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

If ride is provided, by whom _____

If Other, explain _____

5. How many people live in your household?

1 2 3 4 5 More than 5 Don't Know Refused

6. How many motorized vehicles (cars, trucks, SUV's, motorcycles) used only for transportation excluding recreational vehicles like ATV's, are owned by members of the household?

1 2 3 4 5 6 7 More than 7 Don't Know Refused

7. How many people in your household have a driver's license?

1 2 3 4 5 More than 5 Don't Know Refused

Are there any members of the household older than 60 years old? If YES, ask the questions below. If NO, skip to question 9.

8. How many members of the household are ages 60-69?

- None 1 2 3 Don't Know Refused

Describe on a scale of 1 to 5 their comfort with traffic in and around the city:

- 1 (Very Comfortable) 2 (Comfortable) 3 (OK) 4 (Uncomfortable) 5 (Very Uncomfortable) Don't Know Refused

8a. How many members of the household are ages 70-79?

- None 1 2 3 Don't Know Refused

Describe on a scale of 1 to 5 their comfort with traffic in and around the city:

- 1 (Very Comfortable) 2 (Comfortable) 3 (OK) 4 (Uncomfortable) 5 (Very Uncomfortable) Don't Know Refused

8b. How many members of the household are ages 80-89?

- None 1 2 3 Don't Know Refused

Describe on a scale of 1 to 5 their comfort with traffic in and around the city:

- 1 (Very Comfortable) 2 (Comfortable) 3 (OK) 4 (Uncomfortable) 5 (Very Uncomfortable) Don't Know Refused

9. Does anyone in your household use the transportation services provided by the following organizations?

- Concerted Services Medicaid Transportation Taxis Church Other Yes No Don't Know Refused

If YES to Other, please explain

[Empty text box for explanation]

10. Does anyone in your household require special accommodations in order to travel in a vehicle such as:

Wheel Chair Access

- Yes No Don't Know Refused

Ability to carry a Mobile Chair or Scooter

- Yes No Don't Know Refused

Walkers or other physical support effecting vehicle entrance and exit

- Yes No Don't Know Refused

11. On a scale of 1 to 5 please rate the degree of traffic congestion in the following areas:

| | Very Bad | Bad | OK | Minor | No Problem | Don't Know | Refused |
|--|----------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Downtown (Courthouse, City Hall, Etc) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| North Side (Inter-sect Main & North Side Dr) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| West Side (Post Office, County Health Dept) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| East Side (Mall, Wal-Mart, K-Mart) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| South Side (GSU Campus, East GA Regional Medical Center) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| Southwest (Ogeechee Tech, Gateway Business Park) | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| Bypass between Hwy 67 and 301 | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |
| Bypass between Hwy 67 and 80 | <input type="checkbox"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ | <input type="radio"/> ○ |

12. Do you think some type of public transportation service is needed in and around the City of Statesboro?

- Yes No Don't Know Refused

13. Would you use some type of public transportation service in and around the City of Statesboro?

- Yes No Don't Know Refused

If YES, how often? Regularly Occasionally Rarely Don't Know Refused

14. Would other members of the household use some type of public transportation service in and around the City of Statesboro?

- Yes No Don't Know Refused

If YES, how often? Regularly Occasionally Rarely Don't Know Refused

Even if you might not use these services, please give your opinion on the following.

15. What kinds of trips should be served by public transportation? Check all that you think should apply.

- Service to/from downtown
 Service geared to social services needs
 Service to shopping centers and major stores
 Services for seniors and handicapped
 Services to major employers (employers with more than 100 employees)
 Services geared to youth activities
 Other, please explain
 Don't Know
 Refused

16. What types of service would be most useful, given that the cost of services may vary? Please choose only one.

- Scheduled services on regular routes
 Services from rider's origin to their destination, with trip arranged a day ahead of time
 Some of each type of service
 Don't Know
 Refused

17. What do you believe is a reasonable price to pay one-way, per trip for a regularly scheduled service on a regular route?

- Free \$1.00 to \$1.25
 up to 50 cents \$1.25 or more
 50 to 75 cents Don't Know
 75 cents to \$1.00 Refused



4083

18. What do you believe would be a reasonable price to pay for a trip from one's home to any destination in Bulloch County if the trip had to be arranged the day before?

- \$1.00
- \$3.00
- \$5.00
- \$6.00 or more
- Don't Know
- Refused

19. Have you had to take time from work in the last 30 days to drive a parent, family member, or friend to a doctor's appointment, dentist, post office, grocery, or other basic shopping or need?

- Yes
- No

20. The costs of time and the expense of driving others are estimated at around \$20.00 per trip. Would you be willing to pay up to \$1.00, \$5.00, or \$10.00 per year to have a public service available to provide transportation services?

- \$1.00
- \$5.00
- \$10.00
- Don't Know
- Refused

21. What days of the week do you think bus services should operate?

- Every day
- Weekdays only
- Weekdays plus Saturday
- Weekdays plus Sunday
- Don't Know
- Refused

22. What times of the day do you think bus services should operate?

| | Begin at what time | End at what time |
|-----------|--------------------|------------------|
| Weekdays | | |
| Saturdays | | |
| Sundays | | |

APPENDIX F

**TERMS OF AGREEMENT FOR
HARRISONBURG TRANSIT**

HARRISONBURG-JAMES MADISON UNIVERSITY BUS SERVICE**TERMS OF AGREEMENT**

This agreement is made and entered into the Thirty-First (31) of March, 2005 by and between the City of Harrisonburg, hereinafter referred to as City, and James Madison University, hereinafter referred to JMU.

The City agrees to provide bus service for all JMU students and employees presenting a valid JMU identification card for the period of the contract which shall terminate July 31, 2007, unless either the City or JMU deems the service to be unacceptable at the conclusion of any school semester. Should either party wish to terminate the contract at the conclusion of the year, the contract will be terminated.

Bus service is defined below under the headings of standard transit service, expanded transit service, evening-weekend shuttle transit service, Godwin-CI SAT shuttle, and Sunday shuttle transit service. Buses will operate in inclement weather, on all national, state or local holidays which JMU is in session during the Fall and Spring semesters as indicated by the attached University calendar. Any changes in service routes or times must be agreed to at least two (2) weeks in advance by both the City and JMU. All service other than standard service will be operated only while JMU is in session.

TYPES OF TRANSIT SERVICE

Standard City Transit Service: Standard City transit service is defined as that service available to all city residents, twelve (12) months of the year. This service includes but is not limited to Paratransit Service. The service consists of five (5) routes and operates from 7:00 a.m. to 7:00 p.m., Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturdays. (See attached routes and schedules.)

Expanded Transit Service: A total of twelve (12) additional buses will operate when JMU is in session during the Fall and Spring semesters. Ten (10) buses will operate 7:00 a.m. to 7:00 p.m., and two (2) buses will operate 7:30 a.m. to 5:00 p.m., Monday through Friday, routes will be determined and agreed upon by JMU and transit officials before August 1, 2005. Service will be provided for incoming freshman prior to fall semester and graduations beginning August 24, 2005 and terminating July 31, 2007 in accordance with the University calendar. Routes for these services will be studied and expanded as required. Buses will be provided as needed for graduation but will not exceed daily scheduled buses. (See attached routes and schedules, and hours of service.)

Evening-Weekend Shuttle Transit Service Evening shuttle transit service is designated to operate when JMU is in session. Three (3) routes will operate September to May. One (1) floater bus will operate Friday and Saturday 10:00 p.m. to 1:00 a.m. Service will be available to Valley Mall and shopping areas until 10 p.m. Weekday service will operate from campus to off-campus complexes until 12:00 a.m. weekdays and until 3 a.m. on Fridays and Saturdays. Sunday p.m. service will provide fixed routes beginning at 11 a.m. Buses will operate until 2 a.m. during exams. Additional bus service will be provided on Parents' weekend and Homecoming, terminating July 31, 2007, in accordance with the University calendar. Routes for these services will be studied and expanded as required. (See attached routes, schedules, and hours of service.)

Inner-campus Shuttle Two Routes to operate from the College Center Station to Miller Hall. Due to passenger demand it is anticipated that these routes may require additional buses during peak periods. Buses will be added during these times to provide adequate service within campus. (See attached routes, schedules, and hours of service.)

Yellow Express Extra Buses Extra buses will be added at 9:00 a.m. and 10 a.m. and as needed during peak times. This service will vary due to class schedules and demand and should not exceed an average of 10 hours per day for the year. This service will be monitored and adjusted to provide adequate service to and from class.

Shuttle Transit Service Sunday Church Shuttle transit service, designed to provide demand response service, September to May, beginning at 8:30 a.m. at JMU and will conclude at 1:00 p.m. at JMU. (See attached routes and schedules.)

May and Summer Session Transit Service Three (3) routes will operate in addition to the standard City service to meet class schedules.

COST AND REMUNERATION

The City agrees to provide the bus service described above with 30 passenger (or larger) buses for the contractual period as provided below. The cost per year for this contract, # 3422, is as follows:

| The City agrees to | Minimum Hours of Service | Cost |
|----------------------------|--------------------------|---------------------|
| Standard Transit Service | 17,960 | \$120,000.00 |
| Expanded Transit Service | 13,278 | \$434,500.00 |
| Evening-Weekend Service | 5,283 | \$121,000.00 |
| Inner-Campus | 7,102 | \$126,500.00 |
| Yellow Express Extra Buses | 396 | \$10,000.00 |
| May & Summer Sessions | 1,400 | \$28,000.00 |
| TOTAL 2005-2006 | 45,419 | \$840,000.00 |
| TOTAL 2006-2007 | 45,419 | \$865,000.00 |

Cost of additional hours of service requested by JMU will cost \$40.00 per hour of service provided. The cost per hour of additional service provided is determined by cost of the City of Harrisonburg's total transit operating budget cost divided by the total of all modes of hours of transit service.

Termination of the service at the end of any year will result in a full payment to the City for the contract amount for that year. Payment will be made in four (4) equal sums each year on or before August 1; November 1; February 1; and May 1.



Received

AUG 22 2005

Dept. of Public Transportation

CONTRACT MODIFICATION AGREEMENT

Date: August 4, 2005

Contract No.: JMU 3422

Modification No.: One

Issued By: James Madison University
 Attention: Mr. Ron Edwards Phone: (540) 568-7523
 Procurement Services, MSC 5720
 1070 Virginia Ave
 Harrisonburg, VA 22802

Contractor: City of Harrisonburg
 Mr. Reginald S. Smith Phone: (540) 432-0492
 475 East Washington Street Fax: (540) 432-0495
 Harrisonburg, VA 22802

Commodity: City of Harrisonburg Student Bus Service

This Supplemental Agreement is entered into pursuant to the provision of the basic contract.

Description of Modifications:

1. Additional route and schedules for Rockingham Hall:

Added service 2005-2006

| <u>Route</u> | <u>M</u> | <u>T</u> | <u>W</u> | <u>TH</u> | <u>FR</u> | <u>SAT</u> | <u>SUN</u> | <u>hrs week</u> | <u>Weeks</u> | <u>Total Hours</u> |
|--|----------|----------|----------|-----------|-----------|------------|------------|-----------------|--------------|--------------------|
| Rockingham Hall RT 6 | 12 | 12 | 12 | 12 | 12 | 0 | | 60 | 33 | 1,980 |
| Night service | | | | | 5 | 5 | | 10 | 33 | <u>330</u> |
| | | | | | | | | | | 2,310 |
| Cost per hour additional service per Contract | | | | | | | | | | \$ 40.00 |
| Total Cost Additional Service | | | | | | | | | | \$ 92,400 |

Except for the changes provided herein, all other terms and conditions of this contract remain unchanged and in full force and effect

CITY OF HARRISONBURG

By: Reggie Smith
Signature

Reggie Smith
Printed Name

Director of Public Transportation
Title

8/8/05
Date Signed

JAMES MADISON UNIVERSITY

By: Ronald K. Edwards
Signature

Ronald K. Edwards
Printed Name

Assistant Director
Title

8/18/05
Date Signed

1970