

# Walker County

## TRANSIT PLAN

September 2012



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# **Walker County Transit Plan**

**Developed by the  
Houston-Galveston Area Council  
Transportation Department**

**For the residents, workers and students of  
Walker County, Texas**

**Approved by the Walker County Commissioners'  
Court September 10, 2012**

## **Disclaimer**

Funding for the preparation of this planning document was provided by a grant from the U.S. Department of Transportation, Federal Transit Administration and Federal Highway Administration and coordinated by the Texas Department of Transportation-Public Transportation Division. The contents of this document reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the U.S. Department of Transportation or the Texas Department of Transportation.

## **Preface**

This transit plan is organized by the tasks as outlined in the Scope of Work for the development of the Walker County Transit Plan (WCTP). See Appendix E for a copy of the Scope of Work. The deliverables for each task were identified as file memos or technical memorandums which include a summary of the references from the Scope of Work. The first drafts of the technical memorandum were provided to the project Steering Committee for their review and comments which were incorporated into the WCTP draft document before it was made available to the general public for review.

The recommendations contained in this transit plan are based on information that was received from several sources including but not limited to the following:

- The Walker County Commissioners' Court,
- The WCTP Steering Committee members and other transportation stakeholders,
- Comments and suggestions from the general public. The public involvement process was accomplished by a transit survey that was conducted between December 2011 and January 2012, stakeholder interviews and two public meetings. The first public meeting was held in February 2012 and the second in July 2012. Technical Memo #3 documents the Implementation of Phase One of the Public Involvement Plan. Appendices B and C contain summary information on the survey results and the comments that were received from the public involvement process.

## **Errata**

Several minor edits were made to the draft WCTP as a result of new or clarifying information that was received or relative to comments received during the public review period. Those are outlined below:

- The commuter flows to and from Walker County were revised to incorporate 2010 Longitudinal Employer-Household Dynamics (LEHD) data and the commuter flow maps were revised to also show commuter trips to and from counties outside of the H-GAC region (Technical Memo #2).

- Employment data was updated for 2010.
- The WCTP cost estimates were revised downward to reflect more realistic estimates for the transportation services provided through the Senior Center of Walker County.
- Appendices were added to document the survey questionnaires, meeting notices and news articles.
- Text was added to clarify the disability data that was used in the demographic profile relative to Social Security Income and Supplemental Security Income (SSI).

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## **Walker County Transit Plan Executive Summary**

This Executive Summary provides a very brief overview of some of the key information that is included in the Walker County Transit Plan (WCTP). It starts with a series of questions and answers followed by the key recommendations which are discussed further later:

### **1. Are there unmet public transportation needs in Walker County?**

Yes, there are many mobility limited groups of people in Walker County including the elderly, disabled and low income persons that would likely utilize more public transportation options if they were available. Most of those persons do not have an automobile available or cannot drive. In addition, there are numerous students who live on campus at Sam Houston State University (SHSU) or within the City of Huntsville that do not have an automobile available for routine personal transportation needs. The number of people in Walker County that reported walking or riding a bicycle as their primary modes of transportation is higher than average for similar communities.

### **2. What options are available to address those needs?**

An incremental approach is recommended to inform people of the transportation options already available first, and then to coordinate existing public and private transportation services in Walker County to be more effective and more efficient. A longer term strategy would re-establish the local system of circulator bus routes that operated in Huntsville several years ago as more funding becomes available.

### **3. How much would those options cost and where would the money come from?**

Very preliminary budget estimates indicate that the value of the operating costs of the existing public/private transportation system in Walker County is roughly \$ 614,000 per year (does not include HHSC Transportation costs TBD). An expanded public transit system with the local circulator bus routes would cost roughly \$1.4 million. Those cost estimates do not include capital costs and are very preliminary and subject to change due to the variability of fuel prices and other key cost components. Considering the shortage of available funding to implement a significant expansion of the public transportation services/options in the near future, a *proactive* grants management process is recommended. That process could assist in bringing more transportation resources to Walker County. Several potential sources of local matching funds have been identified.

#### **4. What are the benefits of expanding the public transportation options in Walker County?**

A preliminary estimate is that an additional 42,000 transit trips could be added to the transit system in Walker County each year. There are many other benefits to society such as improved access to employment, shopping, recreation and learning opportunities which would improve the quality of life for many of those who are isolated today.

The **key recommendations** for the Walker County Transit Plan are outlined below and discussed further in the main document:

##### **Short-Term Recommendations (less than five years):**

- Implement a public information campaign regarding the Commute Solutions program including (but not limited to) information about the regional Carpool and STAR Vanpool formation and incentives.
- In coordination with The District, acquire one additional shuttle bus and driver for expanded demand response services countywide and for the Senior Center to expand its coverage area. Enable the Senior Center to become a sub-recipient of the formula allocation for elderly and disabled funds under the 5310 program.
- Negotiate with the apartment owners regarding the expansion of the apartment shuttles services to include evenings and weekend services that could also be accessed by fare-paying members of the general public. That negotiation could lead to the development of a Public Private Partnership (PPP).
- Coordinate the expansion of Express Bus services in the IH 45 corridor initially connecting Walker County to Montgomery County through a Public Private Partnership (PPP), coordinated with Greyhound Bus Lines and The District.

##### **Mid-Term Recommendations (5-10 years):**

- Develop a coordinated user-side subsidy transportation voucher program using prepaid transportation stored value smart/debit cards (Harris County RIDES model);
- Develop a Ways-to-Work car loan program in Walker County;
- Coordinate capital improvements for enhancing the TxDOT Park and Ride lot and the Greyhound Bus Terminal for coordinated multi-modal transfers (carpool and vanpool staging, local van to express bus transfers). Evaluate the possibility/feasibility of relocating the Greyhound Bus terminal. Identify and acquire land for a

park and ride system. Allow students to park off campus and access a shuttle to and from the University <sup>1</sup>;

**Long-Term Recommendations (more than 10 years):**

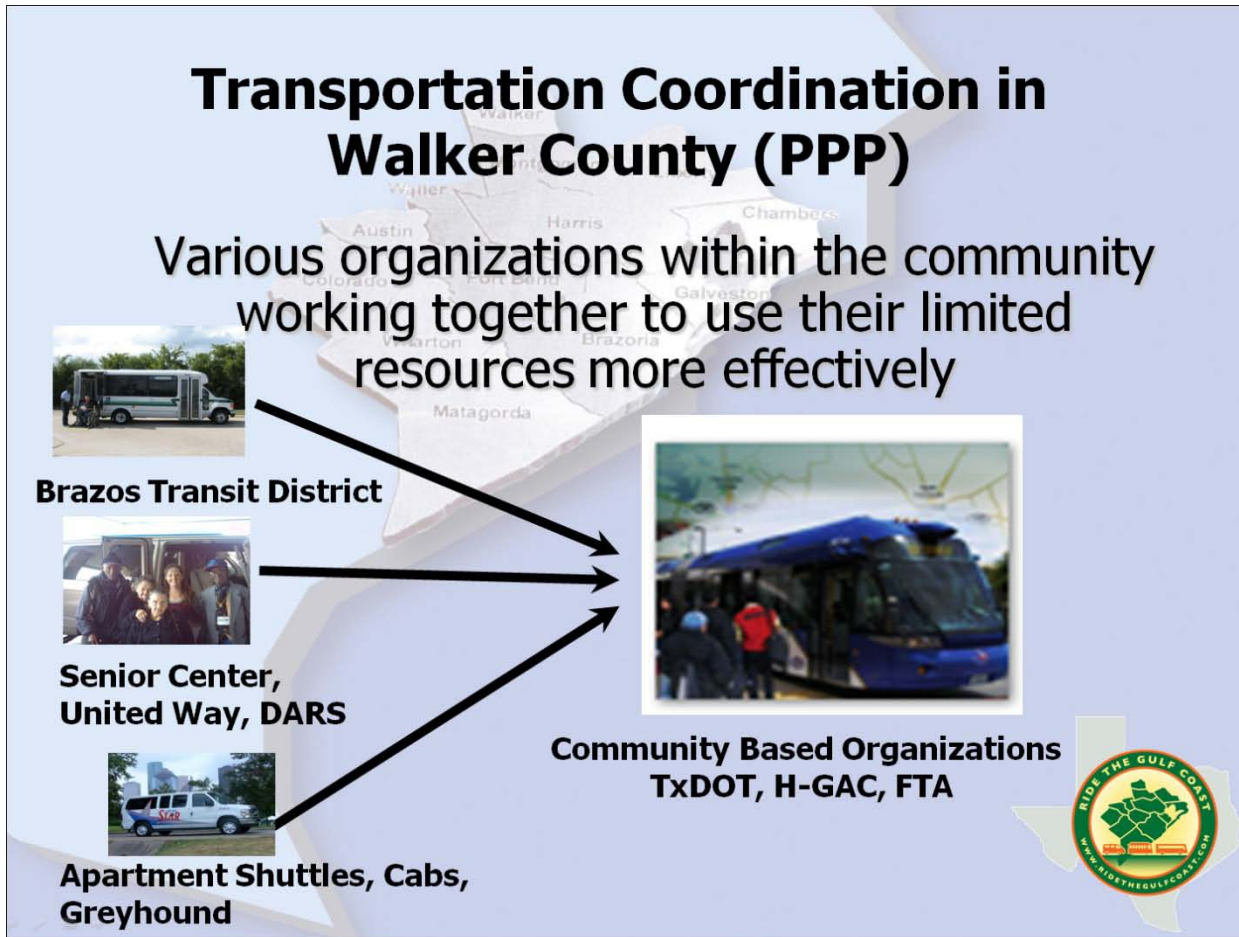
- Implement local deviated fixed routes in Huntsville;
- Implement intra-county connector routes between Huntsville, Riverside and New Waverly;
- Initiate planning activities such as corridor preservation and conceptual planning to prepare Walker County and the City of Huntsville for the implementation of higher speed passenger rail services in the IH 45 corridor between Houston and Dallas.

Figure ES-1 provides a conceptual graphic illustration of a potentially coordinated public/private transportation system in Walker County.

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<sup>1</sup> Comments about the relocation of the bus terminal and the acquisition of land for the park and ride system were provided by Aron Kulhavy, City of Huntsville, Public Works.

Figure ES-1. Conceptual Transit Coordination Plan



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## Introduction

There are many diverse transportation related needs and many opinions have been expressed about how to address those needs during the development of the Walker County Transit Plan (WCTP). A few sample comments are highlighted below:

“I am visually impaired, and I live alone. That means that there are no licensed drivers in my home. I find Huntsville and Walker County particularly difficult, as compared with other places I have lived in the country, to navigate as a person with a vision-related disability. There is a lack of sidewalks, so it is often unsafe for me to walk to the places that I need to go, and there is no public transportation except for a taxi. Taxis are expensive and not always as reliable as necessary for arriving on time for appointments. I think some sort of public transportation system is very much needed in Walker County.”

“Please fix the roads of Huntsville first before you go spending money on some bus route. There are too many pot holes and patches everywhere. Please do some leveling. I cannot enter or exit any businesses from the road without destroying my car. I can’t turn on cross streets without destroying my car. This is so much more important than some crummy bus route. As if Huntsville had the population and tax base to mitigate such a thing... come on guys get your head in the game.”

“I believe that many people with a lack of transportation in our county are suffering; some people cannot get to work or keep stable employment because of transportation. Others find it hard to make it to doctor’s appointments or engage in their children’s activities because of the lack of transportation. I believe the lack of transportation presents a hardship for many poor people and senior citizens.”

“I believe if there was a transit line such as a bus, it would be used more widely. Not everything is walking distance in Huntsville and it would save a lot of people on gas money. I live on campus now and do not mind walking around campus but demands require trips to stores such as Wal-Mart and that's not walking distance and it could be easier with public transit.”

Walker County has a unique public/private transportation system that carries an estimated 92,000 one-way passenger trips each year or approximately 368 daily trips. In addition to the more traditional countywide demand response public transit services for elderly, disabled and low-income persons there are some other non-traditional types of transportation services provided. There is a system of privately funded apartment complex shuttles for many student residents to and from Sam Houston State University (SHSU). The potential value of that shuttle service could be considered as part of a coordinated transportation system if those vehicles could also be used for extended hours during weekdays and for weekend transportation services for the general public. The vehicles would have to be compliant with the Americans with Disabilities Act

(ADA) and the drivers would need to be certified if they do not already have a Commercial Drivers License (CDL).

There are several instances of transportation services being funded by other entities that could be counted as local cash match which could be used to *leverage* more federal funds in a more coordinated transportation system in the future. For example, the local office of the Texas Department of Assistive and Rehabilitative Services (DARS), a division of the Texas Health and Human Services Commission (HHSC), provided funding of more than \$11,000 in 2011 for taxi transportation for their clients. Most of those DARS clients are not eligible for the Medical Transportation Program (MTP), which is provided by the HHSC primarily for non-emergency medical transportation for Medicaid clients. Those DARS clients have various travel needs beyond those provided by the MTP program.

There is also a unique network of volunteers from local churches who deliver groceries and meals to many of the homebound elderly, disabled and low-income persons in Walker County. Those volunteer transportation services are coordinated through the Walker County Senior Center and the Good Shepherd Mission (GSM). Those volunteers' time has value that may not be documented today and could be a source of in-kind local match in a coordinated transportation system. In addition, the GSM has funds budgeted for Travelers-Aid which includes fuel purchases and Greyhound bus tickets for some of those in need.

During a conversation with the site manager (Mr. Elroy) of the Greyhound Bus station in Huntsville, he mentioned that there is a need for better transportation options for the senior citizens in Huntsville. He also added that if there were north-south and east-west local circulator routes in Huntsville with a stop at the bus station, he would be willing to help coordinate those services.

It is important to keep in mind that many people who responded to the WCTP survey also pointed out that they felt that higher priority needs are for more substantial investments to improve the transportation infrastructure in Walker County, particularly road improvements, better sidewalks, bicycle and pedestrian paths.

## **Background**

In its role as the lead agency for regional transit service planning and coordination in the Gulf Coast Planning Region, H-GAC staff contacted Walker County Judge Pierce and the former Mayor Turner of the City of Huntsville about the potential for development of a transit plan for Walker County. Letters of support were received from them. Walker County had been identified

as the only county within the Gulf Coast Planning Region that did not have an updated transit plan at that time. Funding for the development of the Walker County Transit Plan (WCTP) was provided by a grant from the Federal Transit Administration (FTA) through the Texas Department of Transportation Public Transportation Division.

A project Steering Committee was conceived to guide the development of the WCTP, and representatives from various agencies were invited to participate on the Steering Committee. In addition to the key elected officials, representatives from the major employers, community based organizations and Health and Human Service agencies were invited to join the Steering Committee.

The development of the WCTP was planned with a comprehensive scope of work and an optimistic schedule that anticipated the utilization of a consultant firm to complete the work within a six-month time frame. Subsequent decisions were made to change that approach to utilize H-GAC staff, partly due to reduced funding for consultant support at that time.

A decision was made to conduct a workshop with the Walker County Commissioners' Court to provide an opportunity for early consultation and coordination with them and with other elected officials in Walker County. The Commissioners' Court agenda is typically sent to all the elected officials in Walker County. The workshop was conducted on October 24, 2011, and a summary of the comments received, the questions asked and the concerns that were raised follows.

Questions were asked about: 1) How the need for transit services would be determined; 2) How potential users would be identified and; 3) About the Sam Shuttle that was discontinued due to lower than anticipated ridership.

Another question was raised by Commissioner Gaines about how information would be collected to determine if there are unmet transit needs in Walker County and if people would use public transportation if it was available.

One recommendation proposed was to conduct an online public transportation survey that could also be administered through a local newspaper insert. Another suggestion was offered at the workshop (by Brazos Transit staff) to develop a survey instrument that could be administered through a utility bill insert. That would ensure the survey went to each household in the county. (A subsequent conversation with the utility company advised the utility bill insert was not viable at that time).

Another consideration mentioned by Andy Isbell is that a large population of students in Walker County have access to computers and the internet, so an online survey would probably work best for that group.



Various options for the survey were discussed including an online and a mail-back paper survey to be made available by a variety of methods including distribution by various agency staff to consumers and by making the survey forms available at local libraries, City Halls and the County Courthouse. Those options were discussed as part of the Steering Committee meeting.

A PowerPoint presentation was given during the Commissioners' Court Workshop which outlined the background information to be used in the transit plan. The presentation included information about the following:

- Population and employment by census tract, current and future (2035).
- Transit Needs Index (from the 2006 regional transit coordination plan) to be updated.
- Journey to Work travel patterns (Census 2000) to and from Walker County, to be updated.
- Ridership data from the senior center and the medical transportation program. Ridership data for Walker County from Brazos Transit was forthcoming.

Another question was raised by Commissioner Gaines about the status of the SAM Shuttle that had been discontinued because it was not as successful as anticipated. The District staff clarified the funding arrangement and the fact that The District lost money on that project because; 1) all of the entities did not pay as agreed and; 2) the anticipated ridership level was not achieved. Related questions about the service frequency, fuel prices at the time and whether or not that service was set up primarily for students were discussed. It was noted that a vanpool had been formed after the SAM Shuttle was discontinued and continues to operate today.

The next steps were identified for H-GAC coordination as listed below:

- Establish Steering Committee based on Commissioners' Court input received by 10-31-11 and coordinate a Kick-off Meeting for early November.
- Draft a Project Schedule for the kickoff meeting and two tentative public meetings.
- Draft a Questionnaire for the Public Transportation Survey.
- Receive historical and current ridership data from the District.
- Follow up with Andy Isbell, the Planning Director, for more information about apartment complexes that provide private transportation services for SHSU students.
- Review the results of the BearKat Survey (2008) to determine if more SHSU student surveying is needed for the transit plan.

## Project Steering Committee

The initial contact list for the WCTP Steering Committee is shown in **Table 1-1**. Several stakeholders were added to the contact list as they were identified and they provided guidance, reviewed and commented on the technical memorandum as they were drafted.

**Table 1-1. Preliminary Contact List for Potential Steering Committee Members**

Agency	Contact	Email	Phone	Address
Local Elected Official (or representative)	Danny Pierce, County Judge; Sherri Pegoda Admn. Asst.	<a href="mailto:spegoda@co.walker.tx.us">spegoda@co.walker.tx.us</a>	(936) 436-4910	1100 University Ave. Room 204 Huntsville, TX 77340
Walker County Staff	Andy Isbell, Planning Dir.	<a href="mailto:aisbell@co.walker.tx.us">aisbell@co.walker.tx.us</a>	936-436-4939	1301 Sam Houston Avenue #113 Huntsville, TX 77340
City of Huntsville	J. Turner, Mayor	<a href="mailto:jturner@huntsville.tx.gov">jturner@huntsville.tx.gov</a>	(936) 291-5400	City Hall 1212 Ave. M Huntsville, TX. 77340
Brazos Transit District	Margie Lucas, Wendy Weedon	<a href="mailto:mlucas@btd.org">mlucas@btd.org</a> ; <a href="mailto:wendy.weedon@btd.org">wendy.weedon@btd.org</a>	(979)778-0607	Brazos Transit District 1759 N. Earl Rudder Freeway Bryan, TX. 77803
Senior Center Walker County	Frank Ivory, Exec.Dir.	<a href="mailto:seniorcenterofwalkercounty@yahoo.com">seniorcenterofwalkercounty@yahoo.com</a>	(936) 295-6151	340-F State Highway 75 North Huntsville, TX. 77320
Chamber of Commerce	Carol Smith, Pres.	<a href="mailto:csmith@chamber.huntsville.tx.us">csmith@chamber.huntsville.tx.us</a>	877-646-8068	P.O. Box 538 Huntsville, TX 77342
Sam Houston State Univ.	David Kapalko, Asst. Dir. Parking and Transportation	<a href="mailto:dak015@shsu.edu">dak015@shsu.edu</a>	(936) 294-2505	SHSU P.O. Box 2329 Huntsville, TX 77341-2329
Huntsville Independent School District		Dr. Steve R. Johnson	(936) 295-3421	441 FM 2821 East Huntsville, TX 77320

Texas Depart of Health Human Services	Dept. Rehab. Srvs. Huntsville Field Office Kimberly Mitchell	<a href="mailto:Kimberly.mitchell@dars.state.tx.us">Kimberly.mitchell@dars.state.tx.us</a>	(936) 435- 8500	168 A Col. Etheredge Blvd. Huntsville, TX 77340
Texas Dept. Criminal Justice	Brad Livingston, Executive Director	<a href="mailto:Exec.serv@tdcj.state.tx.us">Exec.serv@tdcj.state.tx.us</a>	936-437- 2101	P.O. Box 99 Huntsville, TX 77342- 0099
United Way	Kay Cooks, Director		936-291- 8986	344 Highway 75 North Suite 300 Huntsville, TX 77320
Texas Workforce Commission	Carol Rackley, Office Manager		936-291- 3336 ext. 211	901 Normal Park Drive Suite 7 Huntsville, TX 77320- 3770
Hospital District	Robert Hardy	<a href="mailto:wchd@sbcglobal.net">wchd@sbcglobal.net</a>	936-295- 0038	1411 11 <sup>th</sup> Street Huntsville, TX 77340- 3813
American Legion Post 95		<a href="mailto:post95@att.net">post95@att.net</a> ,	936-291- 0129	1919 Industrial Drive Huntsville, TX 77320
Ministerial Alliance	Reverend Kyle Dennis, First Christian Church	<a href="mailto:fcchuntsville@sbcglobal.net">fcchuntsville@sbcglobal.net</a>	936-295- 3677	P.O. Box 11189 Huntsville, TX 77340
TXDOT- PTN	Darla Walton, Travis Madison	<a href="mailto:Darla.walton@txdot.gov">Darla.walton@txdot.gov</a> , <a href="mailto:Travis.madison@txdot.gov">Travis.madison@txdot.gov</a>	(979)778- 9668	TxDOT East Region 1300 North Texas Ave. Bryan, TX. 77803

A teleconference was coordinated with the Steering Committee members on November 10, 2011 and the results of that meeting are summarized below:

### **Walker County Transit Plan Steering Committee Meeting Summary**

Attendees by teleconference call:

Wendy Weedon and Margie Lucas, Brazos Transit District

Carol Smith, Huntsville Chamber of Commerce

David Kapalko, Sam Houston State University

Kimberly Mitchell, DARS

Kay Cooks, United Way

Darin Pacher, TDCJ

Lucy Ybarra, Workforce Commission

Judge Pierce and Commissioner Paulsel, Walker County

H-GAC staff: Kari Hackett, Lydia Abebe, Meredith Alberto, Rosalind Hebert, Marco Bracamontes, Keith Garber and Mike Fuller

Following introductions, each attendee was invited to state their name, organization, and what they thought were important considerations for a vision or goals for the transit planning process in Walker County.

The purpose of the Steering Committee was identified: to “provide direction, oversight, review and comment for the development of the transit plan and the deliverables.”

One schedule adjustment was recommended to continue the online survey through January 2012 to accommodate the holiday schedules for SHSU students, faculty and staff.

It was discussed that the survey would be available online and a paper version would be distributed as a mail-back. This may be sent out widely as a newspaper insert (or by other options). A question to identify trip purposes has been added to the survey form. Mr. Kapalko offered to facilitate a university-wide email distribution of the online survey, but would need one week’s lead time to process approvals. Ms. Smith offered to include information on the survey in the Chamber’s November 21<sup>st</sup> newsletter. She also suggested a potential Vision Statement: That Walker County would have the best public transit system available.

Judge Pierce and Commissioner Paulsel joined the call and expressed their support for the transit plan study, particularly as it addresses congestion along the IH 45 corridor between north Harris

County, Montgomery County, and Walker County. This corridor is congested due to the high volume of students commuting to and from classes at Sam Houston State University and to the population traveling in the area due to business with the Texas Department of Criminal Justice.

Ms. Mitchell asked the group to consider adding a question to assess special disability needs (both general mobility needs and transportation impairment) of the public and also offered to facilitate online participation in the survey at her office for DARS clients. Ms. Cooks offered to distribute paper surveys through United Way and to collect and mail them back.

Ms. Weedon with The District commented that all BTM vehicles are ADA compliant and there is no need to ask any questions that deal with mobility impairment or accessibility issues.

Next steps were identified for H-GAC staff as summarized below:

- H-GAC staff will finalize the online survey and the logistics of a mail-back option for the paper survey.
- This paper survey can be distributed to the senior center, public libraries and through the steering committee members.
- The survey would be made available on The District vehicles.
- H-GAC staff will conduct one-on-one interviews with some of the steering committee members.

The following information outlines some of the discussion related to the development of a potential WCTP vision statement and related goals.<sup>1</sup>

The process of developing concise statements for an organization's Vision and Goals Statements can be very time consuming. An alternative approach was being considered in the early stages of developing the Walker County Transit Plan; that is to glean some relevant information from some of the discussions that had already taken place.

A potential Vision statement was provided during the first Steering Committee Meeting: "Walker County shall have the best transit system available." (Ms. Carol Smith, President of the Huntsville Chamber of Commerce).

A related goal could be to: ***Optimize the Public Transportation Services in Walker County given the available resources.***

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<sup>1</sup> Information from H-GAC Memo.  
WCTP Final

A priority for consideration is: “the Interstate Highway (IH 45) Corridor between Huntsville and Conroe and into Houston.” (Judge Pierce).

A related goal could be to: ***Improve or expand inter-city connectivity using public transportation between the larger cities in the region particularly along the I-45 Corridor.***

Other potential goals are related to questions or comments that were made by the County Commissioners or members of the Steering Committee as summarized below:

How do you determine if there is a need for more transit services, and how can you determine who would use it? (Commissioner Gaines).

A related goal could be to: ***Document the demographic factors that could indicate a potential market for expanded public transit services.***

Another related goal could be to: ***Document the public comments related to the desirability (or not) of an expanded public transit system.***

Some of the comments from the meeting participants are noted below:

“It will be important to address the large number of prison guards that work at the TDCJ facilities in Walker County” (Darin Pacher). (An estimate of 6,700 workers at the TDCJ sites was provided, including prison guards/staff, Windham School District employees and UTMB medical staff).<sup>2</sup>

“If 20-30 cars are taken off the roads each day, then that is some progress” (Gaines).

A related goal would be to: ***Increase ridesharing opportunities including carpooling, vanpooling and public transit.***

A Public Involvement Plan was developed and is presented as Technical Memo #1 in the following pages.

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<sup>2</sup> Data for 2011 from an email message from Darin Pacher.

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# WALKER COUNTY TRANSIT PLAN

## Technical Memo #1

DRAFT

## PUBLIC INVOLVEMENT PLAN





## **1.0 INTRODUCTION**

This Public Involvement Plan (PIP) is an important component of the Walker County Transit Plan (WCTP). The primary goal of the PIP is to seek input from the general public including the transit-dependent population, non-transit users, students, employees, employers and representatives of local transportation stakeholder agencies. The transportation stakeholder agencies include the Brazos Transit District, the United Way, the Senior Center of Walker County and other agencies whose customers or clients may rely on public transportation services in Walker County. The input received from these groups will help to identify any real or perceived gaps in transit services and any unmet transit related needs in Walker County. The objectives of the PIP are to:

- Make relevant information about the development of the transit plan and the existing transit system available to the public.
- Establish and maintain a good rapport with the community to keep them apprised of the plan development process.
- Coordinate internal and external communications about the various aspects of the planning process as they relate to public perception and understanding of the Walker County Transit Plan.
- Develop positive and reciprocally beneficial relationships with the news media.

Several underlying communication principles are part of the PIP which will guide the development and implementation of it. They include:

- Building on existing community partnerships and communication networks.
- Developing, disseminating and displaying timely, high quality, innovative, user-friendly and community appropriate information.
- Coordinating closely with local jurisdictions, businesses and community based organizations.

The following key elements are important for the successful implementation of the WCTP Public Involvement Plan (PIP):

- Coordination with Commissioners' Court and elected officials
- WCTP Steering Committee
- Media Outlets
- Transit Survey

- Coordination with Community Agencies
- Public Meetings

## **2.0 PUBLIC OUTREACH**

Public outreach for the Walker County Transit Plan (WCTP) will be conducted in two phases. Phase I is designed to begin a dialogue with the community and to gather input that is integral to the development of the WCTP. This input will be used in the development of the draft WCTP document. Work conducted during Phase I will consist of the following items:

- discussions with the leadership of Walker County,
- administration of a transit survey,
- media coordination and public relations,
- development and distribution of informational materials,
- establishment of the project website and,
- stakeholder meetings.

Phase II is designed to present the draft WCTP to the community as the project team seeks comment and buy-in from the transportation stakeholders in Walker County. Two public meetings will be coordinated during a 30-day public comment period in the February 2012 timeframe. The general public will have an opportunity to preview the Draft WCTP and to submit comments, questions and opinions on it in advance of, during or after the public meetings.

## **2.1 COMMISSIONERS' COURT**

Letters of support for the development of the Walker County Transit Plan were received from the County Judge and Mayor of Huntsville several months before the project started. During more recent communications with the judge's office, it was recommended that a workshop be coordinated with the county commissioners' in advance of the project startup. The Commissioners' Court meetings are open to the public, and the meeting notices are routinely sent to the elected officials in Walker County. The workshop on the transit plan was facilitated on October 24, 2011 to answer any questions and to address any concerns that the commissioners had at that time.

## **2.2 STEERING COMMITTEE**

The purpose of the WCTP Steering Committee is to provide direction, oversight, review and comment for the development of the transit plan and the deliverables. A preliminary list of

potential steering committee members was developed which included representatives of the key organizations in Walker County. Those individuals were invited to participate on the steering committee or to designate a staff member. The county commissioners were given the opportunity to recommend others to participate on the steering committee. The kick-off meeting of the steering committee was coordinated by teleconference on November 10, 2011 to explain the development of the transit plan and to seek their guidance.

### **2.3 MEDIA/PUBLIC RELATIONS**

The H-GAC Public Outreach staff will implement a media and public relations (PR) campaign to convey key messages and pertinent information to the media, general public, local municipalities, businesses, residents and transit users. The objective of the media and public relations campaign will be to maintain a steady stream of information utilizing multiple communication mediums.

As a part of the campaign, H-GAC staff will be responsible for media relations with key media outlets in Walker County including but not limited to local newspapers, radio and television outlets and newsletters for organizations such as the Walker County Chamber of Commerce, the City of Huntsville Library and the Sam Houston State University. Other subtasks of the media/PR campaign include:

- Disseminating public education information about the Walker County Transit Plan translated for community understanding.
- Developing effective and tailored program messaging to establish a positive project image among key stakeholders.
- Developing messaging to communicate plan activities, events, and milestones (including public presentations, meetings, and the public comment period).

### **2.4 TRANSIT SURVEY**

A Walker County Transit Survey will be coordinated to gather information about transit related needs. The survey will be designed to answer some of the questions raised during the workshop with the county commissioners: 1) Is there a need for expanded public transportation services, and 2) If so, who would use it? The survey will be available online through the internet and in hard copy format. Hard copy survey forms will be distributed to local community-based

organizations to facilitate responses from those who would not have access to the online survey or who would prefer to respond using the paper version.

## **2.5 COMMUNITY AND AGENCY COORDINATION**

H-GAC staff will engage the community, area agencies, and local stakeholders and will prepare written correspondence for dissemination to stakeholders within Walker County. Additionally, H-GAC staff will seek appropriate opportunities to engage stakeholders in a series of interviews to be coordinated in the January-February 2012 timeframe. Some of the stakeholder interviews may be conducted by teleconference to reduce project travel time and costs. The interviews will provide more opportunities for the stakeholders as representatives of the community based organizations to clarify the transit related needs from their perspectives. At a minimum, interviews will be coordinated with representatives of the Brazos Transit District, the United Way and the Senior Center of Walker County.

H-GAC staff has developed an initial list of key stakeholders from background research and community contacts. H-GAC staff will utilize several strategies to collect and prepare available information to be included in the WCTP. Included in the information gathering and documenting process will be the following: accessing various geographic information systems (GIS) based data sources, partnering with key stakeholders for the purpose of information sharing; and, researching partnering agencies and relevant web-based information resources.

## **2.6 PUBLIC MEETINGS:**

The workshop with the Walker County Commissioners' Court was coordinated in lieu of a public meeting in the beginning stages of development of the WCTP. Two public meetings are being considered during the February 2012 timeframe to provide opportunities for the general public to receive a presentation on the key elements of the WCTP and to provide their comments. The meetings will be coordinated for several hours during the daytime and early evening using an open house format. A formal presentation will be made during the first 30 minutes of each open house meeting. Display materials will be developed by H-GAC staff to represent key elements of the WCTP and will include the following:

- Display Boards with visuals and graphics related to the WCTP;
- A PowerPoint presentation outlining the key findings and recommendations in the WCTP.

### **3.0 PUBLIC FEEDBACK**

Public interaction and resulting comments will be documented and used to make communications with stakeholders more effective and productive. Input received during Phase I will be incorporated into the Draft WCTP document. Comments received during Phase II will be incorporated into the final WCTP document.

### **4.0 REVISIONS TO THE PIP**

This PIP is considered a working document and shall be reviewed, updated and revised periodically over the tenure of the WCTP as deemed necessary by the H-GAC management team. Additionally, the H-GAC Public Outreach staff may recommend periodic adjustments within the PIP to better accommodate optimal public involvement.

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# Walker County Transit Plan

## Technical Memo-2

### Data Collection and Review of Existing Transit Services

*SCOPE: H-GAC staff will review existing demographic data and transit service characteristics including but not limited to population and employment estimates and projections, densities, the number of elderly, disabled, youth, minorities and low income persons.*

Census data for 2010 indicates that 13,332 people were living in poverty in Walker County which is 26 percent of the population (all ages) and the highest proportion in the H-GAC region. The median income at \$37,160 is the second lowest in the region (Small Area Income and Poverty Estimates). Those values and other indicators listed below reveal that there are several potential markets for expanded public transportation options. Those markets include the elderly, handicapped and low income individuals, students and others who are more affluent and have their own personal transportation.

#### Demographics

The demographic profile of Walker County in **Table 2-1** reveals 7.1 percent of the population is over 65 years of age which is twice as high as the (H-GAC) regional proportion of 3.4 percent. Fifteen percent of the population in Walker County has a disability which is slightly lower than the regional share at 16.5%, however approximately **30%** of the **households** in Walker County have one or more persons that receive benefits from either Social Security Income or Supplemental Security Income (SSI) due to age or disability status (ACS Economic Profile)<sup>3</sup>.

Ten percent of the households in Walker County do not have an automobile which is significantly higher than the regional 7.4 percent.

<b>Table 2-1. Walker County Demographic Profile ( H-GAC Region)</b>	
2000 Population	61,758
2010 Population Estimate	67, 861
2000-2010 Change	9.9% (25.4%)
1990-2000 Change	21.3%
Persons over 65 (ACS 2007-2009)	7.1% (3.4%)
Persons under 5 (ACS 2007-2009)	3,018

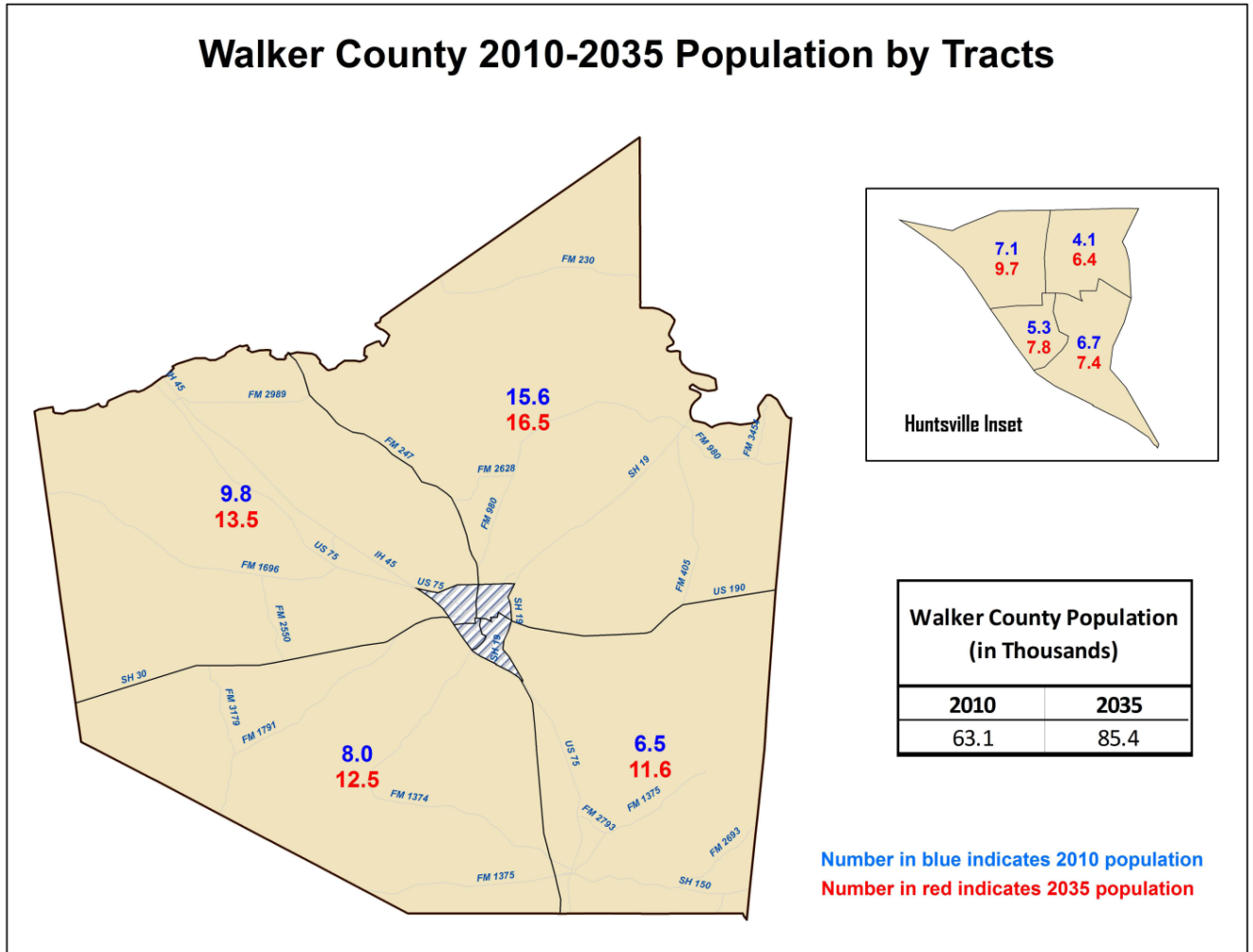
<sup>3</sup> Selected Economic Characteristics, 2006-2010 American Community Survey 5-Year Estimates.

Persons with a disability (2006 -2008)	8,101	
Persons with a disability (%)	15%	(16.5%)
Non-English Spoken at Home	14.3%	
Persons Hispanic or Latino	9,849	
Households (ACS 2007-2009)	19,262	
Median Household Income (ACS 2010)	\$34,259	(\$53,549)
Persons below poverty (Small Area and ACS 2010)	13,300 (26%)	(16.6%)
Households without an automobile (2010)	10%	(6.1%)
Land Area (square miles)	787	
Density (persons per square mile)	78	
<i>U.S Census 2010</i>		

**Figure 2-1** shows the current and projected 2035 population distribution by Census Tracts which are referred to as sectors in the following discussion. The total population is projected to increase by 22,000 (from 63,100 to 85,400) with the largest increase, more than 5,000 people, projected in the southeast sector of Walker County (from 6,500 to 11,600). Within the City of Huntsville inset, the northwest sector is projected to grow from 7,100 to 9,700, an increase of 2,600 people.



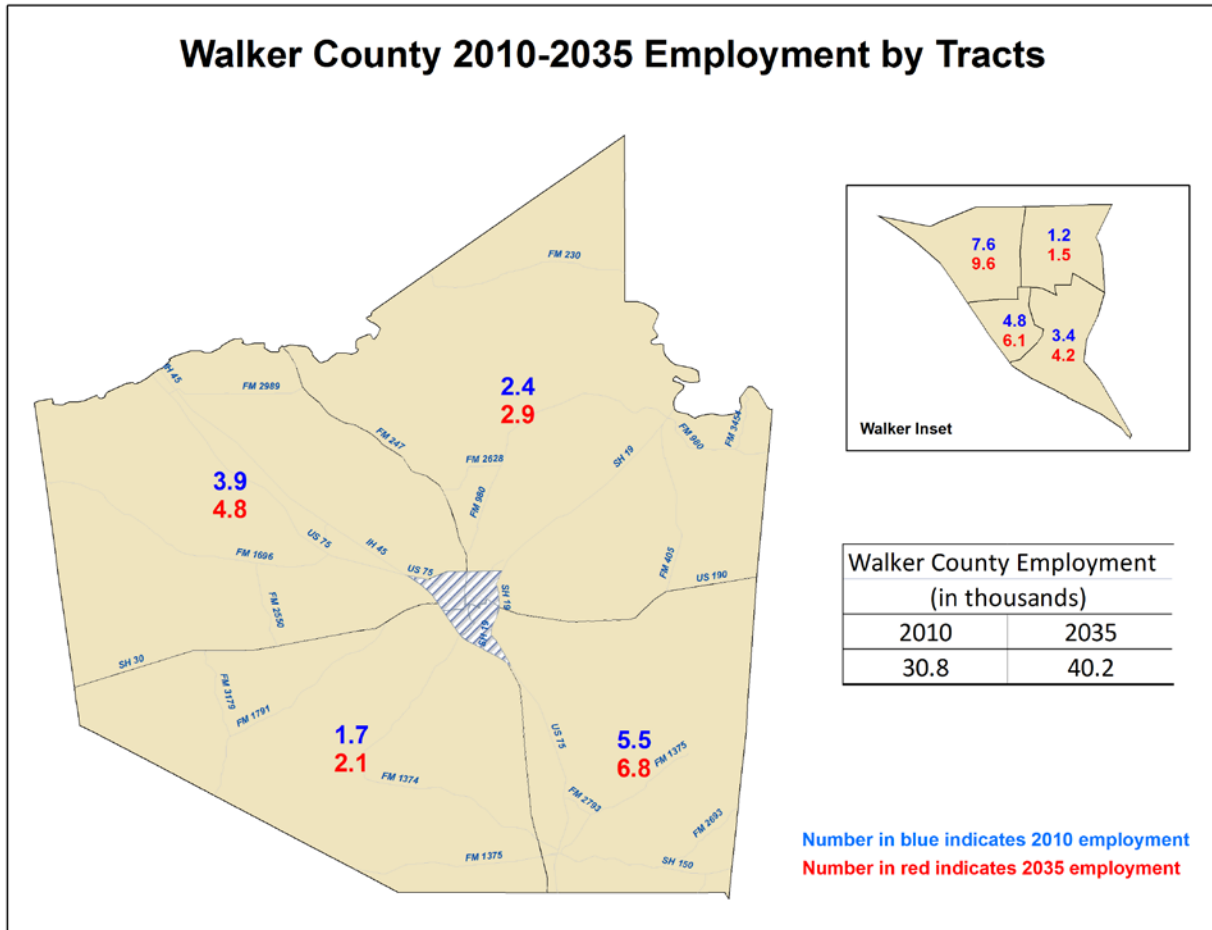
**Figure 2-1. Current and Projected Population <sup>4</sup>**



**Figure 2-2** illustrates the current and projected employment distributions. Total employment is projected to increase from 30,800 to 40,200. The areas showing the largest projected employment increases are in the same sectors that are projected to have the largest population increases in Figure 1. Employment in the southeast sector of Walker County is projected to increase from 5,500 to 6,800 an increase of 1,300 jobs. The northwest sector of the City of Huntsville (inset) is projected to grow from 7,600 to 9,600 jobs.

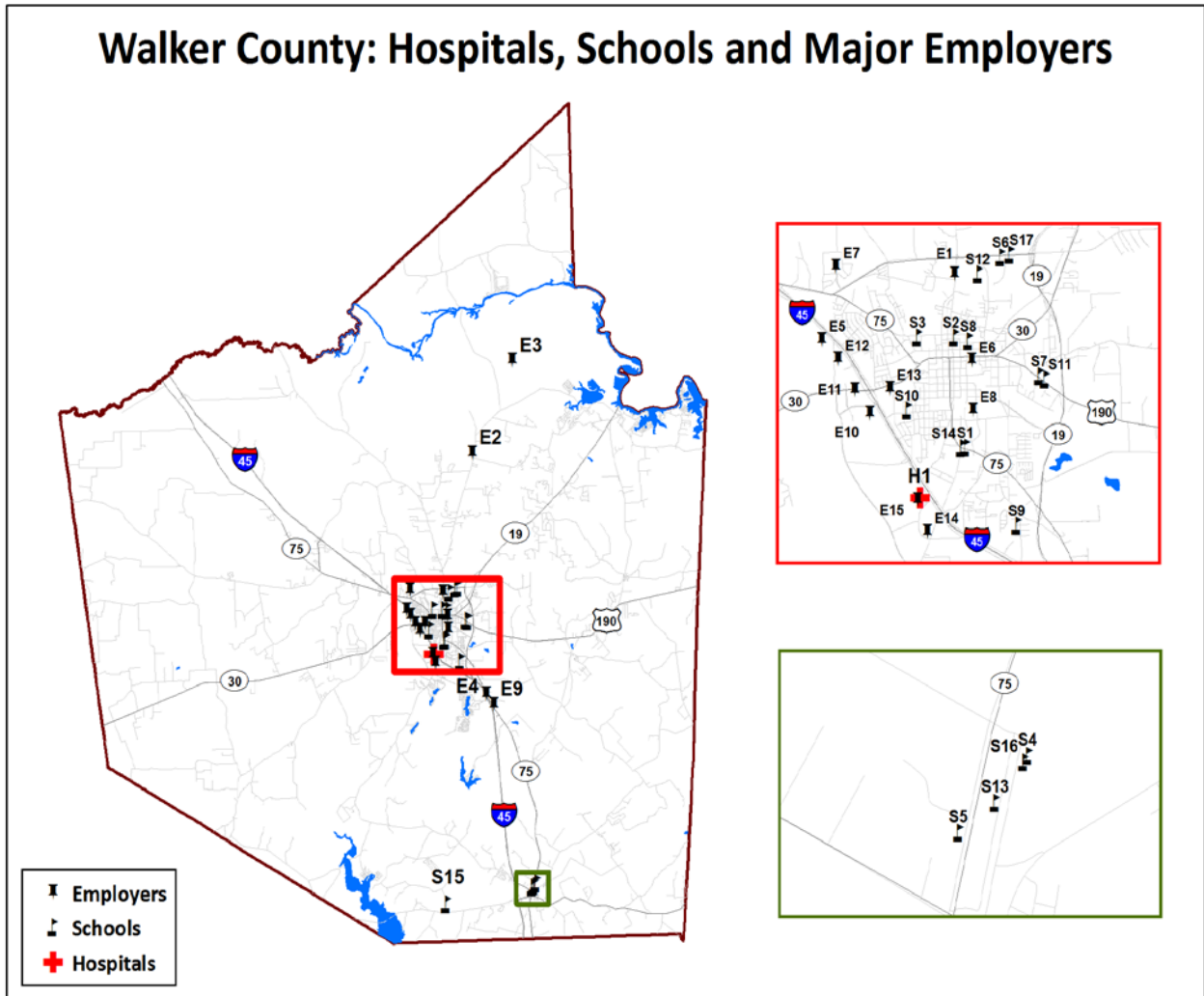
<sup>4</sup> The 2010 Population in Figure 2-1 is a pre-census estimate. The 2010 Census population for Walker County is 67,861.

**Figure 2-2. Current and Projected Employment**



**Figure 2-3** shows the locations of major employers, schools and the Hospital which can be considered as major attractors and generators in regards to potential transit connections. A detailed listing of the data for the facilities is provided in Appendix A.

Figure 2-3. Walker County Attractions and Generators



Figures 2-4 and 2-5 illustrate the Transit Need Index (TNI) for Walker County for 2000 and for 2010, respectively. The TNI is one tool that is used in transportation planning to indicate geographic areas with certain factors related to public transportation services in the past. The methodology for calculating the TNI was first developed in the mid 1990's and involved identifying geographic concentrations of data that indicated a propensity to use transit based on transit systems in small towns in Texas at that time. The geographic data for that model was enhanced for the 2006 regional transit coordination plan based on Census 2000 block groups. For the 2011 Updated Regional Transit Coordination Plan, the TNI model was updated to use Census 2010 or American Community Survey data; however, the data that is currently available is for a

different geographic level of detail (not block groups) which represents larger areas. Data was collected on the following six demographic categories:

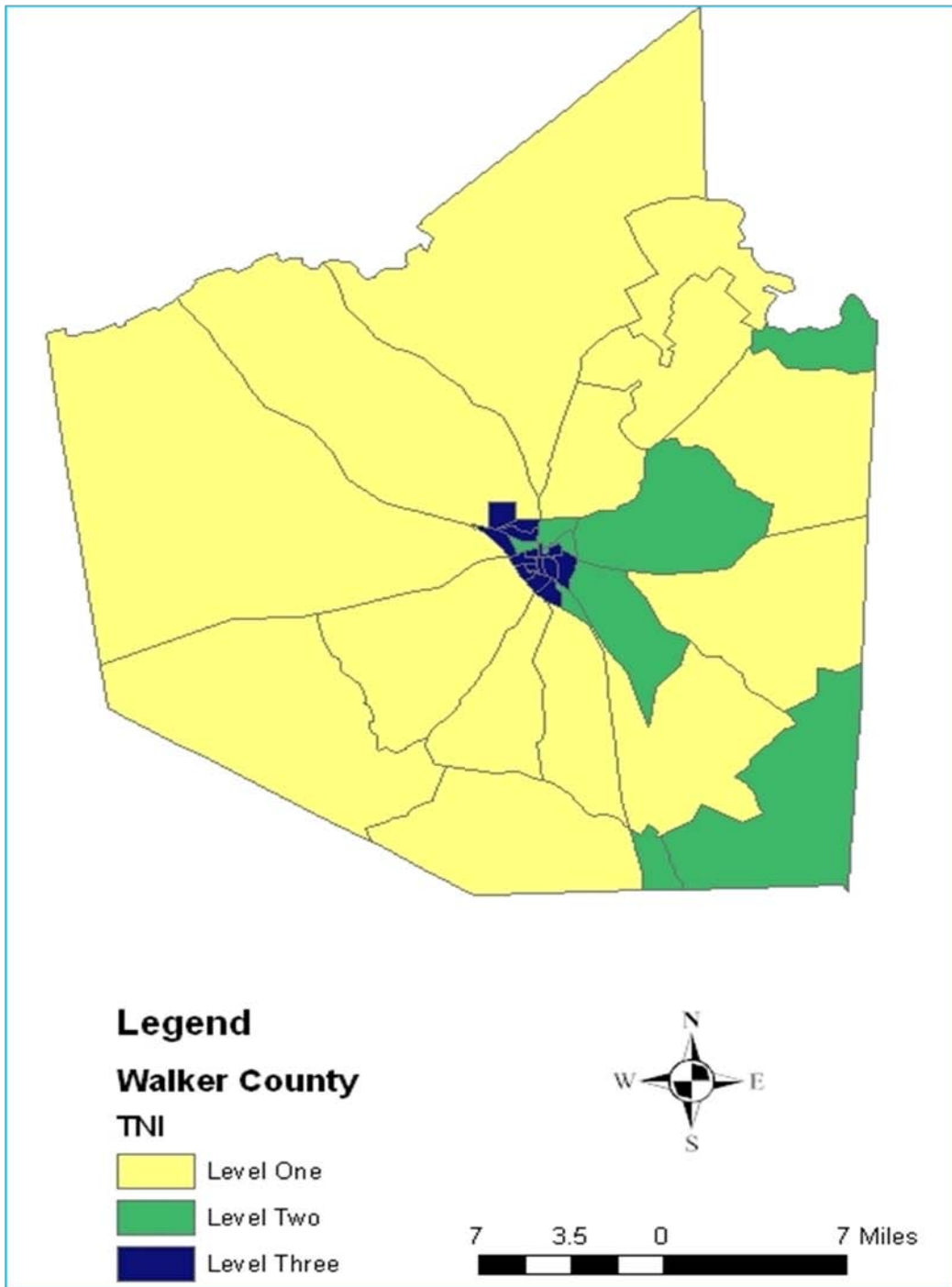
- Population density (persons/square mile)
- Race (all races other than “White, Not Hispanic”)
- Median Household Income
- Auto ownership (zero and one-car households)
- Senior population (persons 65 and older)
- Disabled population

The methodology used to calculate the TNI is planned for revision in the near future. More details about the TNI methodology is included in Appendix B.

**Figure 2-4** shows areas of highest transit need (based on Census 2000 data) primarily within the City of Huntsville. Areas of moderate transit need are indicated east of the City of Huntsville, in the northeast sector (near Riverside) and the southeast sector (near New Waverly).

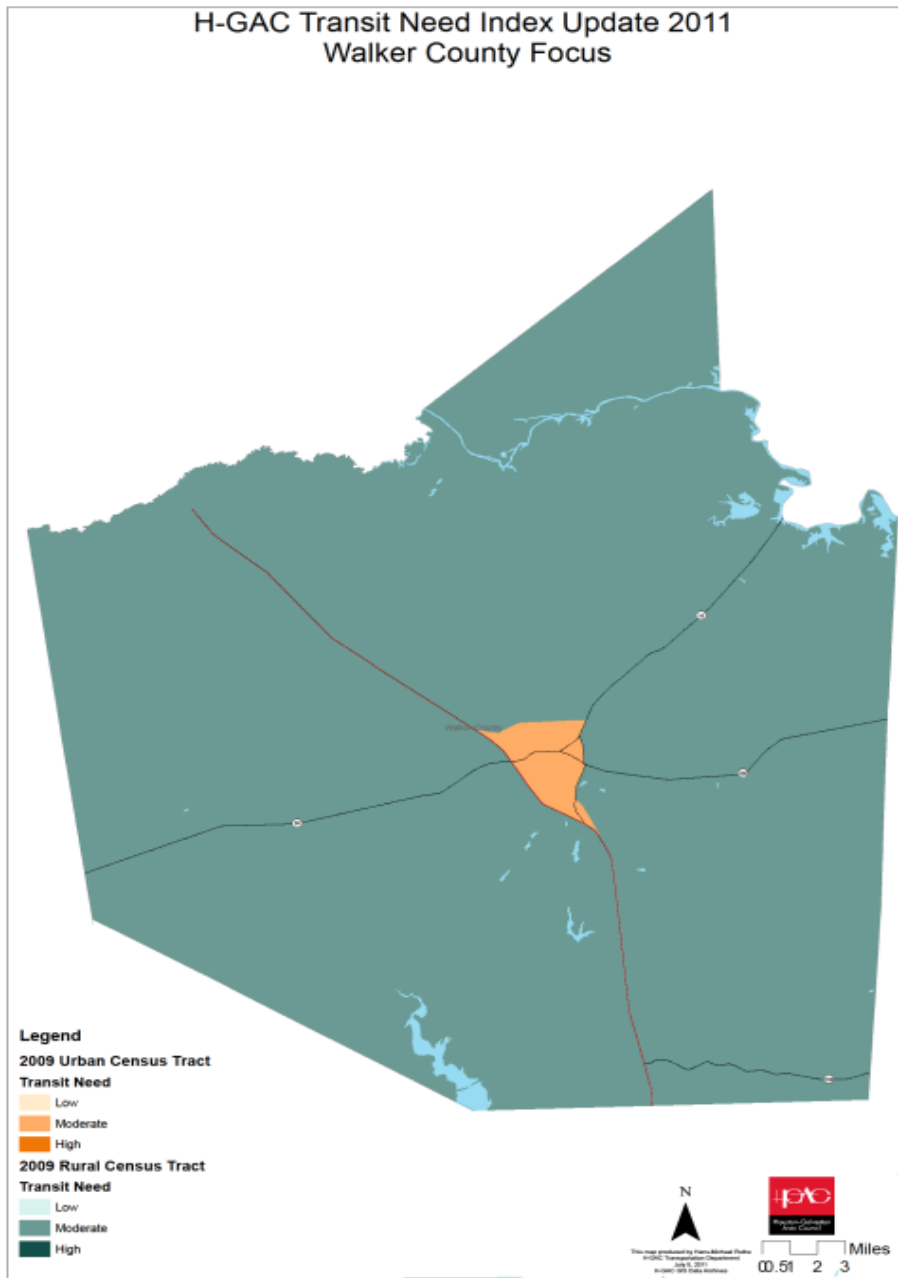
**Figure 2-5** is based on 2010 Census data (at a larger level of geography, not based on block groups) and shows areas of moderate transit need for the urban area within the City of Huntsville. The remainder of Walker County outside of the City of Huntsville has a moderate level of transit need based on the rural index.

**Figure 2-4. Transit Need Index 2000**



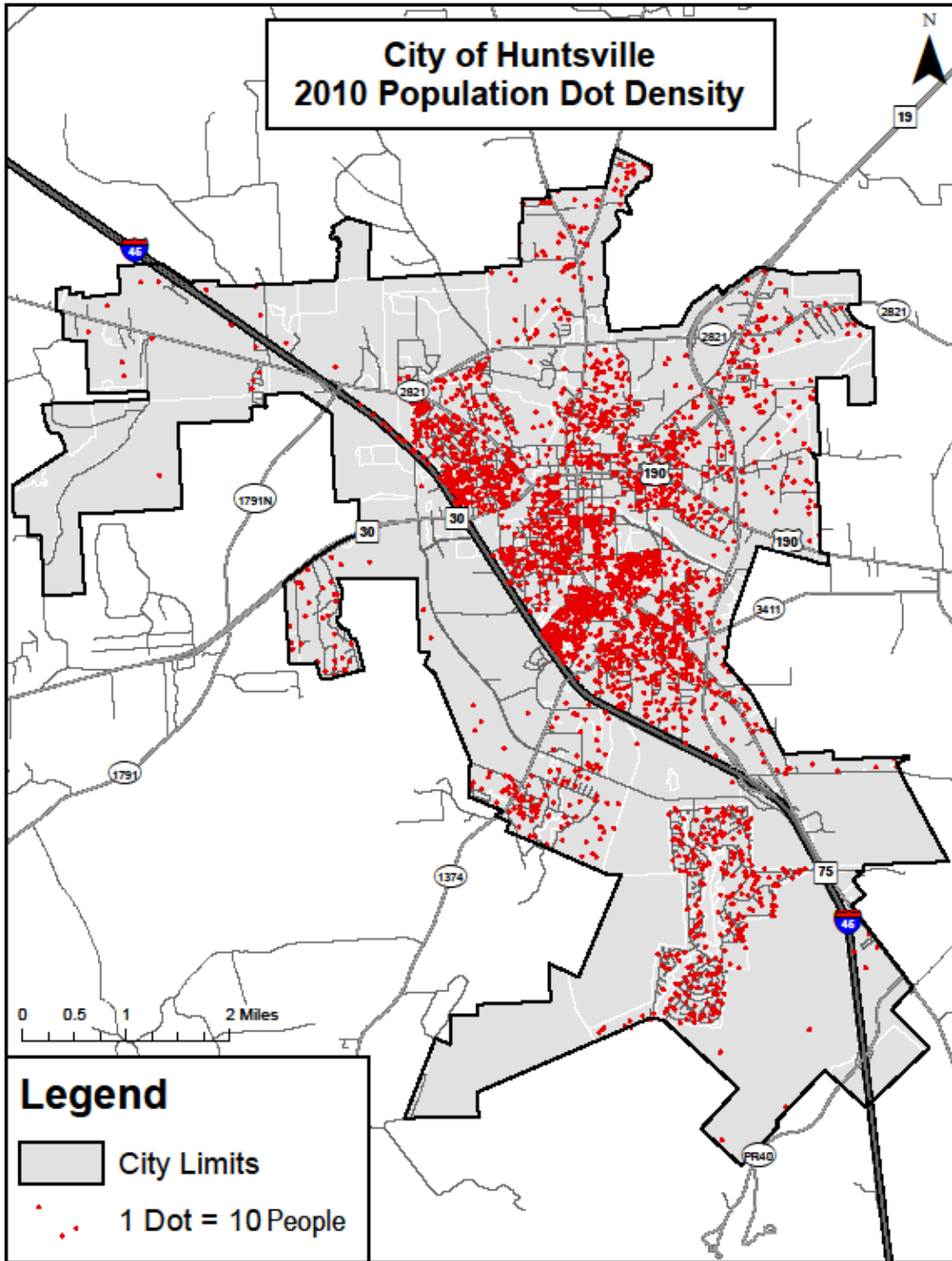
**Figure 3.24 - Walker County TNI, 2000**

**Figure 2-5. Updated Transit Need Index**



The population density within Walker County at 78 persons per square mile is higher than neighboring Liberty County which has a population density of 61 persons per square mile. That is notable because The District has operated several fixed routes in Liberty County which have been considered successful for many years. Further, the City of Huntsville with a population of 30,257 has a population density of 832 persons per square mile (36.35 square miles) which is comparable to other urbanized areas in the region. The population density for the City of Huntsville is shown in **Figure 2-6** and it indicates that the fixed route bus system that operated in the City of Huntsville years ago (see Figure 2-7) covered the higher density areas.

Figure 2-6 Huntsville Population Density





## Walker County Public Transportation Profile

*SCOPE: Transit service data should include ridership trends and measures of effectiveness and efficiency with comparisons to peer service providers. In cooperation with Brazos Transit District staff, this task will also identify potential gaps (or overlaps) in existing transit services as well as barriers, constraints and opportunities for better coordinated transit services in Walker County.*

**Table 2-2** provides a brief summary of the public and private transportation services that operate in Walker County.

**Table 2-2. Public Transportation Summary**

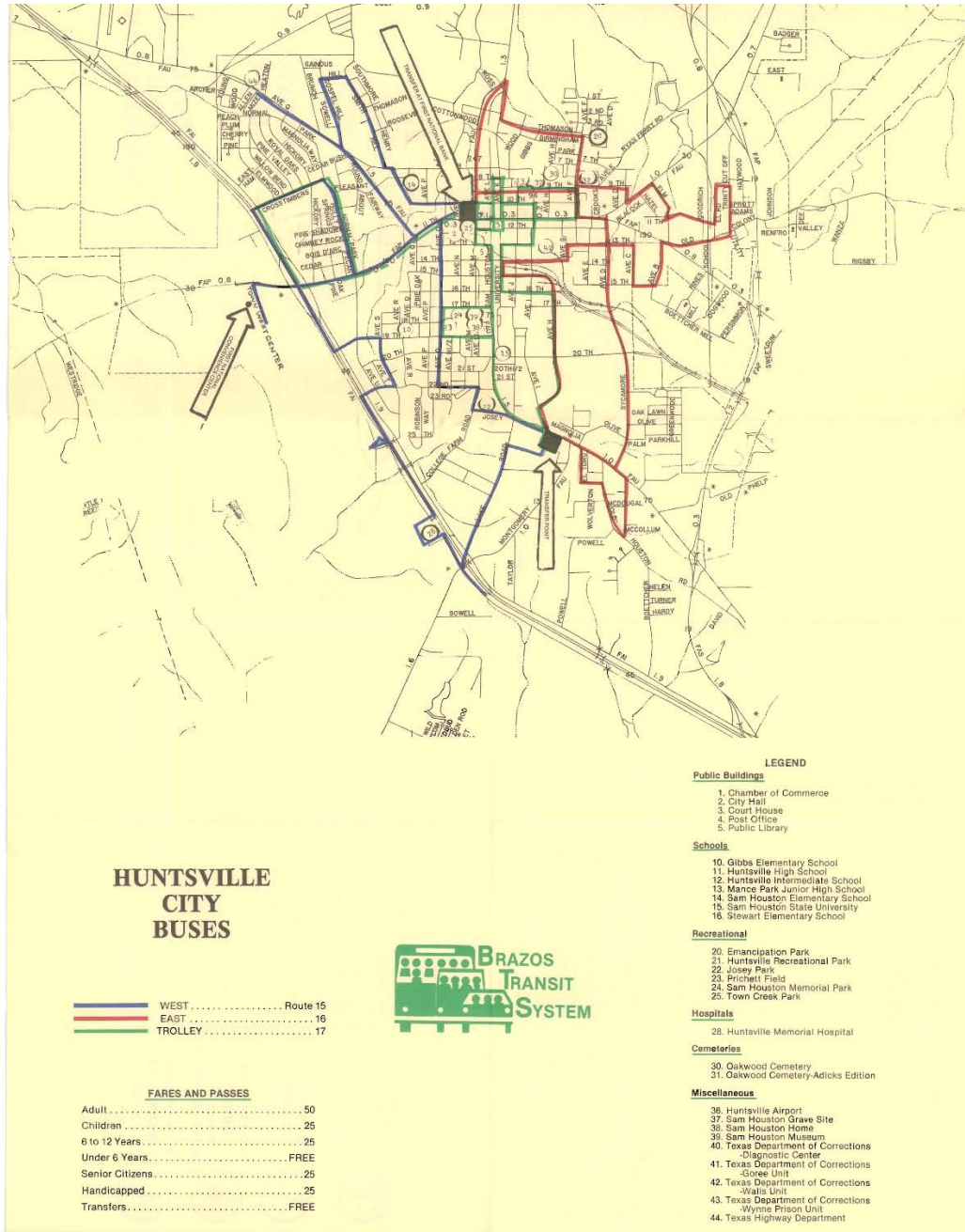
Service Provider	Annual Ridership Estimates	Comments
Brazos Transit District	7,583	Demand Response by advance reservation from 24 hours up to 7 days before the travel appointment.
Senior Center of Walker County	8,500	+ 31,000 meals delivered, volunteer hours should be valued as local match.
Medical Transportation Program (HHS)	3,789	Non-Emergency Medicaid Transportation, by advance reservations.
Apartment Shuttles	TBD	Connects apartment complexes in Huntsville to SHSU.
Tri-County MHMR	TBD	
American Legion Veterans Transportation.	TBD	

### Background – History of Transit Services in Walker County

The Brazos Transit District (The District) has served Huntsville since January 1985 and has a long history of providing transit service in that city and in Walker County. The program began as the first fixed route transit system in a small rural city back in 1985, and that fixed route system operated continuously until 1996 (See **Figure 2-7**). At its inception, the local share for the rolling stock and trolleys, was paid for by First National Bank of Huntsville which also paid

an annual operating subsidy for the trolleys in exchange for all the advertising on the vehicles until 1990. In 1996, the fixed route was discontinued and replaced with a demand/response system so that service could be expanded county wide. That is the service in place today.

**Figure 2-7. Huntsville Local Bus Routes (approximately 1985-1996)**



From 2007 thru 2009, The District had a contract with the City of Huntsville wherein they paid an annual subsidy of \$15,000 for expanded demand response services within the city limits. The Huntsville City Council elected to cancel that contract in 2009 citing low citizen support for the funding.

The District is the designated Section 5311 general public transportation provider for Walker County and currently operates demand response services in Walker County under contract with TxDOT. Section 5311 funding is for rural areas less than 50,000 population. The District reported approximately 7,583 trips in 2010 and 5,389 in 2011. According to Mr. John McBeth, the President /CEO of The District, the lack of local matching funds is a constraint to expanding demand response services in Walker County.

The District provides public transportation services in 16 counties, including Walker County, and its service area includes more than 798,000 people. The funding allocated to The District annually from the State of Texas by formula for nonurban and elderly/disabled transportation is roughly \$740,000 for their entire service area (FY 2011). Fare-box revenues and other sources of funding result in an annual operating budget for The District of approximately \$4.5 M and most of that funding is used to pay for ongoing transit operations, maintenance and capital facilities.

The population in Walker County is estimated at 68,000 roughly 8.5 percent of The District's service area population. If Walker County received a "fair share" of the allocated formula funding from The District based on its relative share of population approximately \$62,900 would be available for transit services in Walker County. Today The District operates one Demand Response vehicle in Walker County with an estimated annual operating cost of \$150,000, which is more than double the hypothetical "fair share" allocation of the formula funds.

### **SAM Shuttle History**

Beginning in the Fall of 2008, a commuter shuttle called the SAM Shuttle was provided between The Woodlands Township and Sam Houston State University (SHSU) in Huntsville. A partnership was established with The District, The Woodlands Township, SHSU, Lone Star College and the cities of Conroe and Shenandoah. The ridership for that service was less than 100 daily (one-way) trips at its highest level which was lower than the goals for the service. The service was discontinued in May 2009. Subsequent to that service being eliminated, one vanpool was formed and has continued to operate in the IH 45 corridor between Conroe and SHSU.

## **The Senior Center of Walker County**

The pictures below were provided courtesy of the Senior Center of Walker County from their website.



The Senior Center of Walker County is a non-profit charitable 501(c3) corporation created to assist seniors 60 years of age and older. The Senior Center serves congregate meals at the center daily and provides other activities. In 2010, 13,000 meals were served at the Senior Center. Staff with the Senior Center and several volunteers from local churches deliver hot meals daily (within Huntsville) to homebound seniors. For those seniors who live outside the Huntsville city limits but within Walker County, five frozen meals are delivered once per week. In 2010, the Senior Center delivered more than 31,000 meals.

The Senior Center vans and buses offer transportation to the center daily (Monday -Friday). Senior Center drivers pick up clients beginning at 8:30 a.m. and return them to their homes following the lunch hour. On Tuesdays and Thursdays, transportation is available for clients for essential shopping, bill payment, public benefit office, post office, beauty or barber shop, medical appointments, pharmacy or other essential purposes within the city limits of Huntsville. In 2010 the Center provided over 8,500 trips. (source: [www.seniorcenterofwalkercounty.com](http://www.seniorcenterofwalkercounty.com)). Title III-B funding in the amount of \$ 41,703 was provided through H-GAC's Area Agency on Aging in 2012 to support the senior center's transportation services. That was matched by \$ 15, 944 in local funds for a total of \$57,647.<sup>5</sup> Funding for all the senior center programs comes from donations, fundraising and H-GAC. The amount of funding spent for transportation was estimated at \$75,000-\$85,000.<sup>6</sup>

### **The Medical Transportation Program (MTP)**

The MTP is administered by the Texas Health and Human Services Commission (HHSC). The MTP provides non-emergency transportation for Medicaid recipients who have no other means of transportation to get to the doctor, dentist or pharmacy. Transportation services include

<sup>5</sup> Source: Area Agency on Aging Vender Agreements, Planning Year 2012.

<sup>6</sup> Source: Frank Ivory email message 7-30-12.

prearranged van pickup, bus passes or money for gasoline. For more information on the services available through the MTP, visit the HHSC website or call 211, the statewide United Way helpline. The MTP program reported 3,789 one-way trips in Walker County in 2008. The *primary* origins and destinations (top five) by zip codes for those medical trips are summarized in **Tables 2-3 and 2-4** and shown graphically in **Figures 2-8 and 2-9**. Other medical trips are scattered throughout Walker County and not as concentrated.

**Table 2-3. Top Five Origins- Walker County Medicaid Trips**

<b>Origin Zip Code</b>	<b>One-Way Trips</b>	<b>Locations</b>
77320	1900	North Central Walker County, City of Huntsville, North-side.
77340	1074	South Central Walker County, Huntsville Memorial Hospital
77358	605	New Waverly vicinity.
77367	36	Riverside vicinity.
77342	8	City of Huntsville-central.

**Table 2-4. Top Five Destinations- Walker County Medicaid Trips**

<b>Destination Zip Code</b>	<b>One-Way Trips</b>	<b>Locations</b>
77340	1545	South Central Walker County, Huntsville Memorial Hospital
77831	109	Western Walker County, near Loma, Wesley Grove.
75862	98	North Walker County near Deep River Plantation.
77320	62	North Central Walker County, City of Huntsville, North-side.
77358	22	New Waverly vicinity.

Figure 2-8. Medical Transportation Program Origins

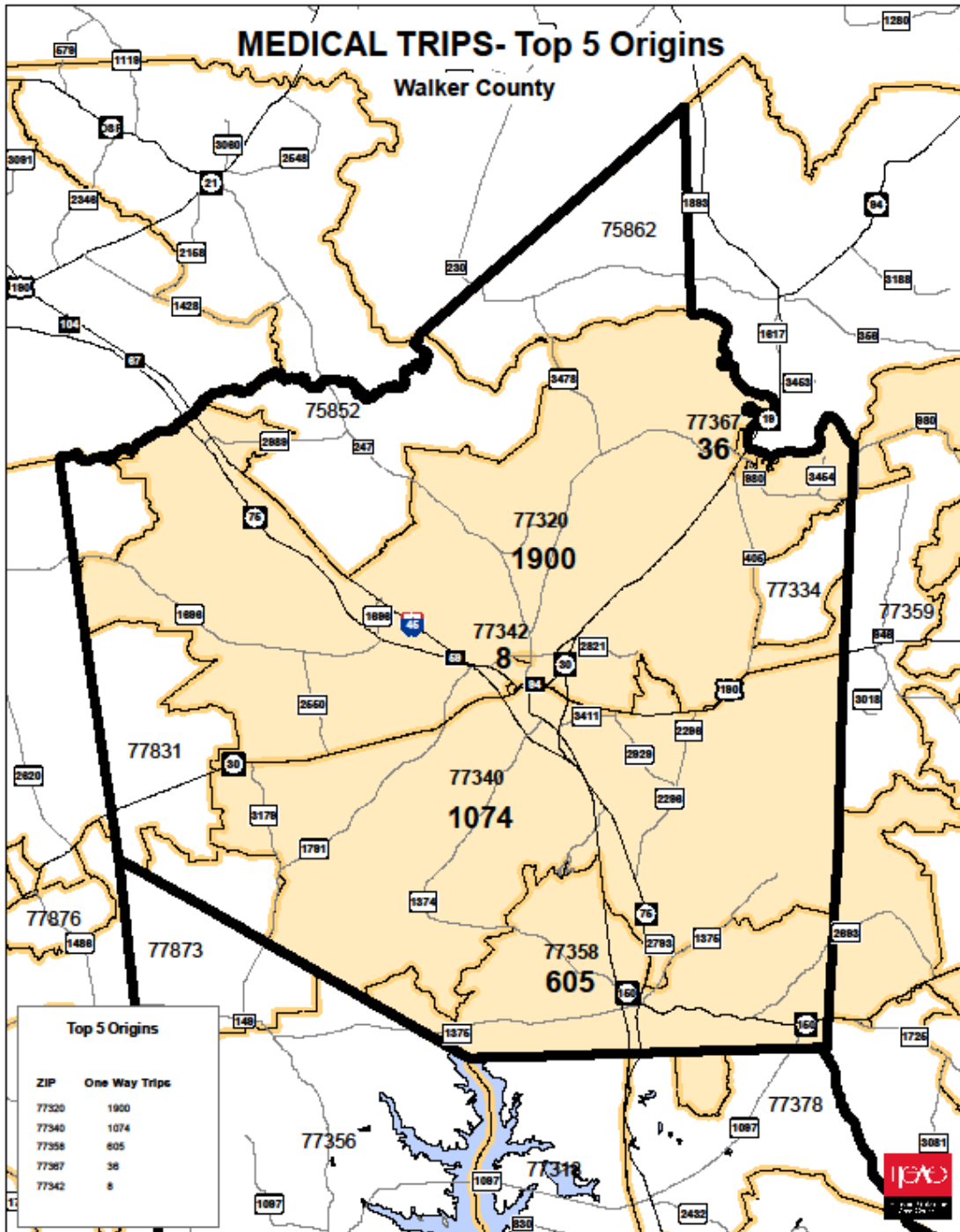
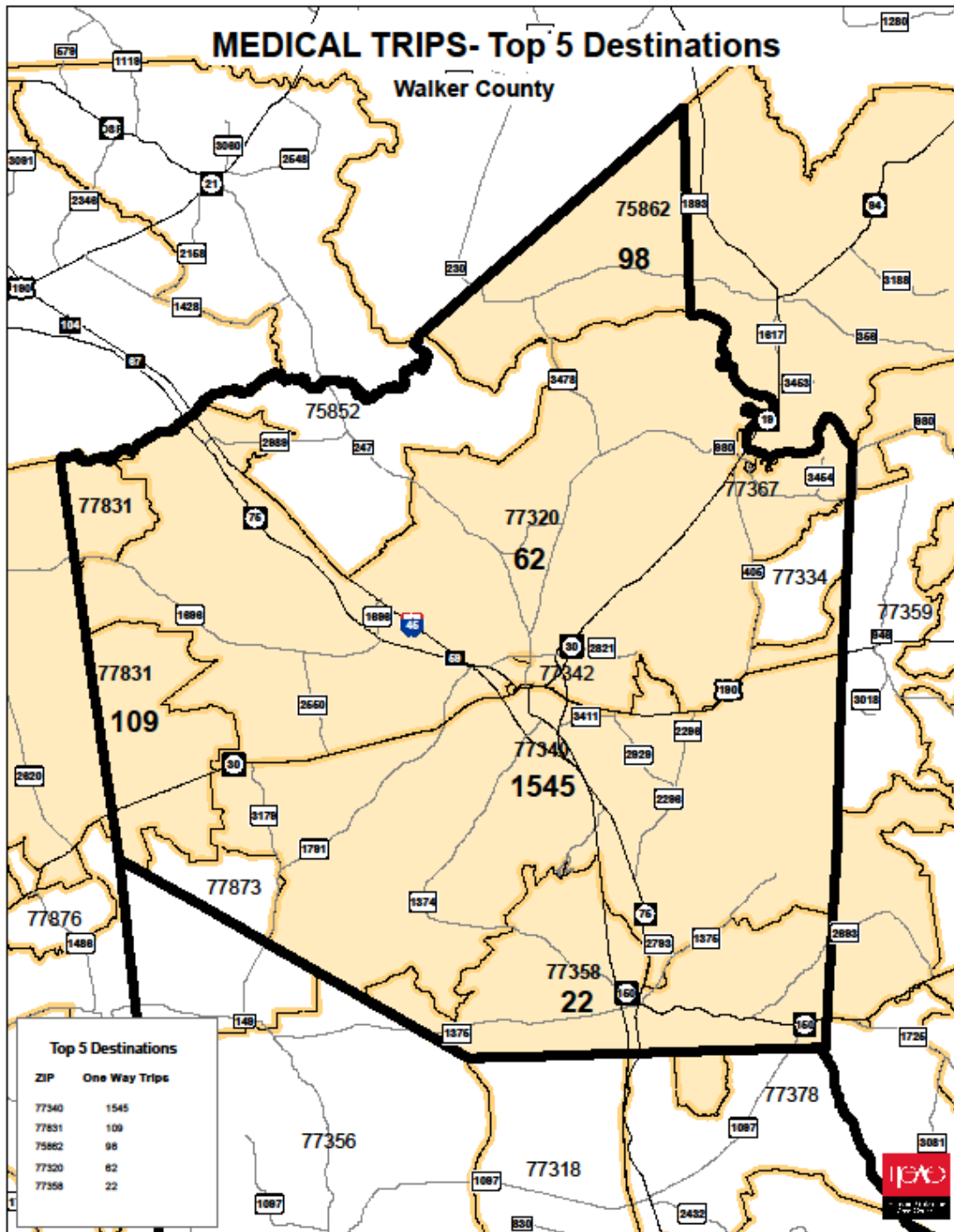
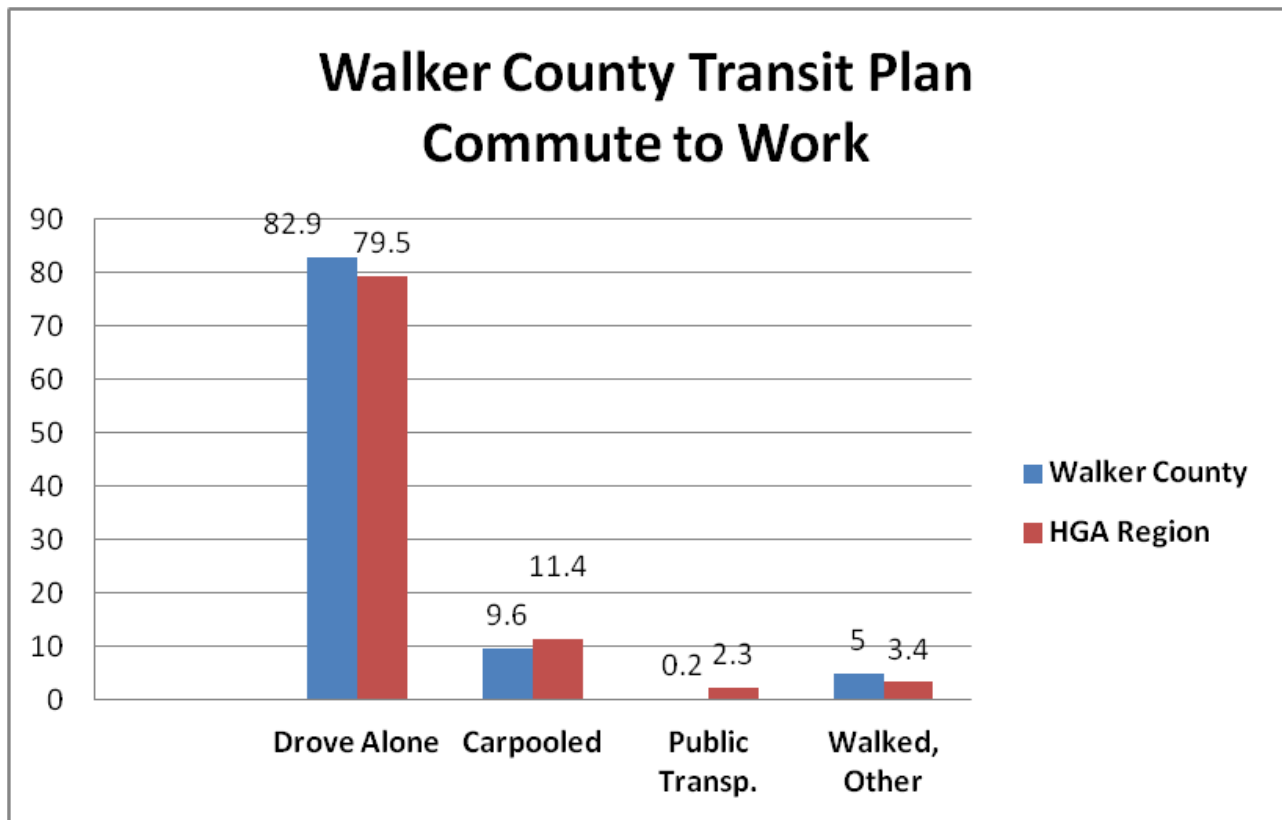


Figure 2-9. Medical Transportation Program Destinations



As shown in **Figure 2-10**, the transportation commuter profile for Walker County, compared to the H-GAC Region, shows a higher percentage of solo drivers and walkers and lower percentages of carpoolers and transit users. The percentage of Walker County residents who drove alone to work (82.9%) is slightly higher than the regional percentage of 80 percent. The percentage of County residents who reported carpooling at 9.6 percent is lower than the regional percentage of 11.4 percent. The percentage of County commuters who used public transportation is much lower than the regional percentage of 2.3 percent. The percentage of commuters who reported walking (and other means) to work in Walker County at 5 percent is higher than the regional percentage of 3.4 percent.

**Figure 2-10. Commute to Work<sup>7</sup>**



### Travel Patterns To and From Walker County

Updated commuter flow data for 2010 was used to summarize the highest volume work related travel patterns into and out of Walker County. The source of the data is the Longitudinal Employer-Household Dynamics (LEHD) program within the U.S. Census Bureau.<sup>8</sup>

<sup>7</sup> U.S. Census ACS 2010

<sup>8</sup> <http://lehd.did.census.gov>

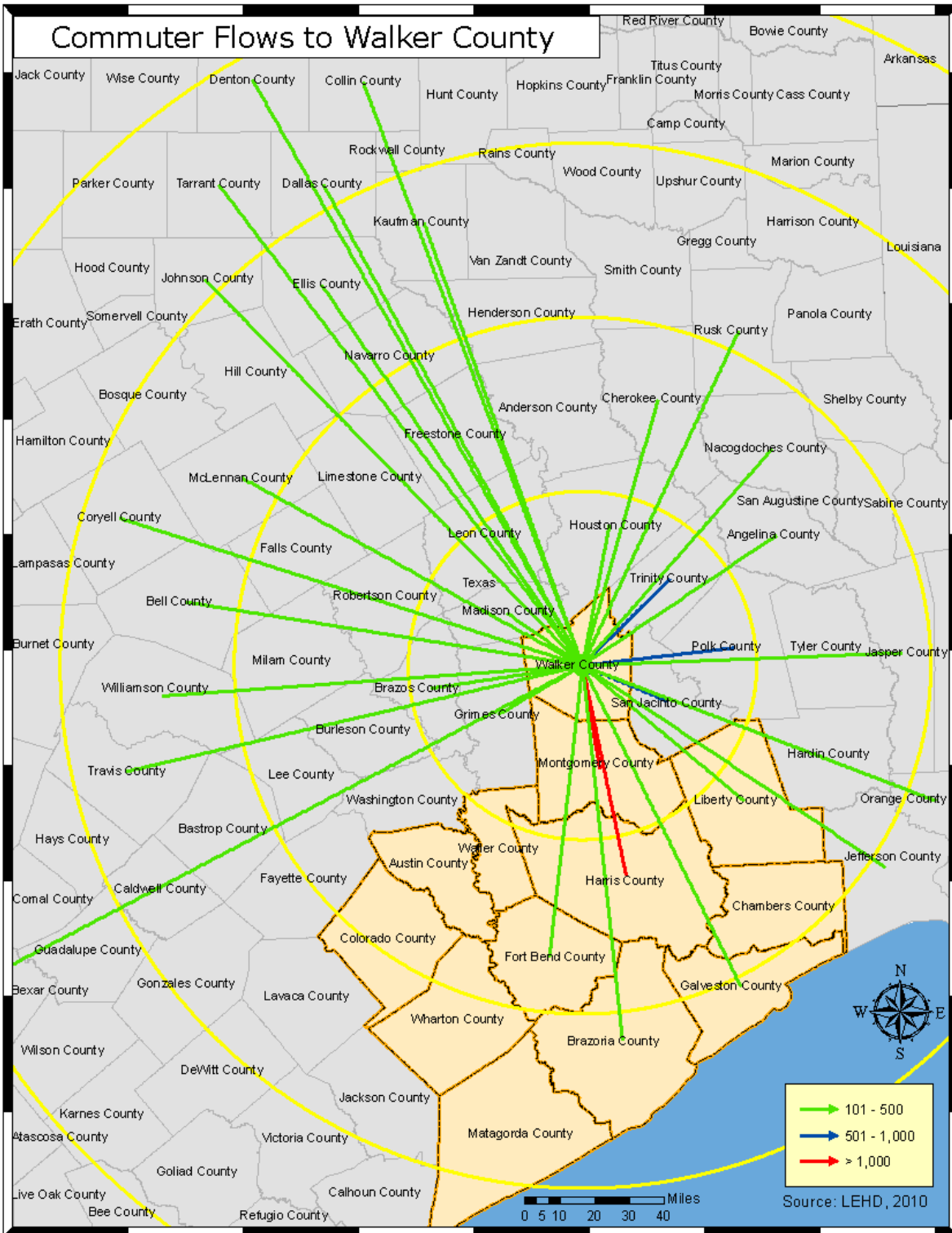


The LEHD program estimated 8,861 commuter work trips within Walker County. **Table 2-5** lists the highest volume commuter flows to Walker County and **Figure 2-11** shows the commuter flows larger than 100 trips. Overall the data indicates significant numbers of commuters traveling north and south along IH 45 between Walker County, Montgomery County and Harris County. There are also some relatively large commuter flow patterns into Walker County from some nearby counties that are outside of the H-GAC region, notably from Trinity County San Jacinto County and Polk County.

**Table 2-5. Highest Volume Commuter Flows To Walker County (LEHD, 2010)**

<b>FROM : County</b>	<b># Work Trips</b>
<b>Harris</b>	<b>2318</b>
<b>Montgomery</b>	<b>1988</b>
<b>Trinity</b>	<b>642</b>
<b>San Jacinto</b>	<b>612</b>
<b>Polk</b>	<b>514</b>
<b>Fort Bend</b>	<b>487</b>
<b>Houston</b>	<b>481</b>
<b>Grimes</b>	<b>432</b>
<b>Brazos</b>	<b>421</b>
<b>Madison</b>	<b>410</b>
<b>Bell</b>	<b>312</b>

**Figure 2-11. Commuter Flows to Walker County**

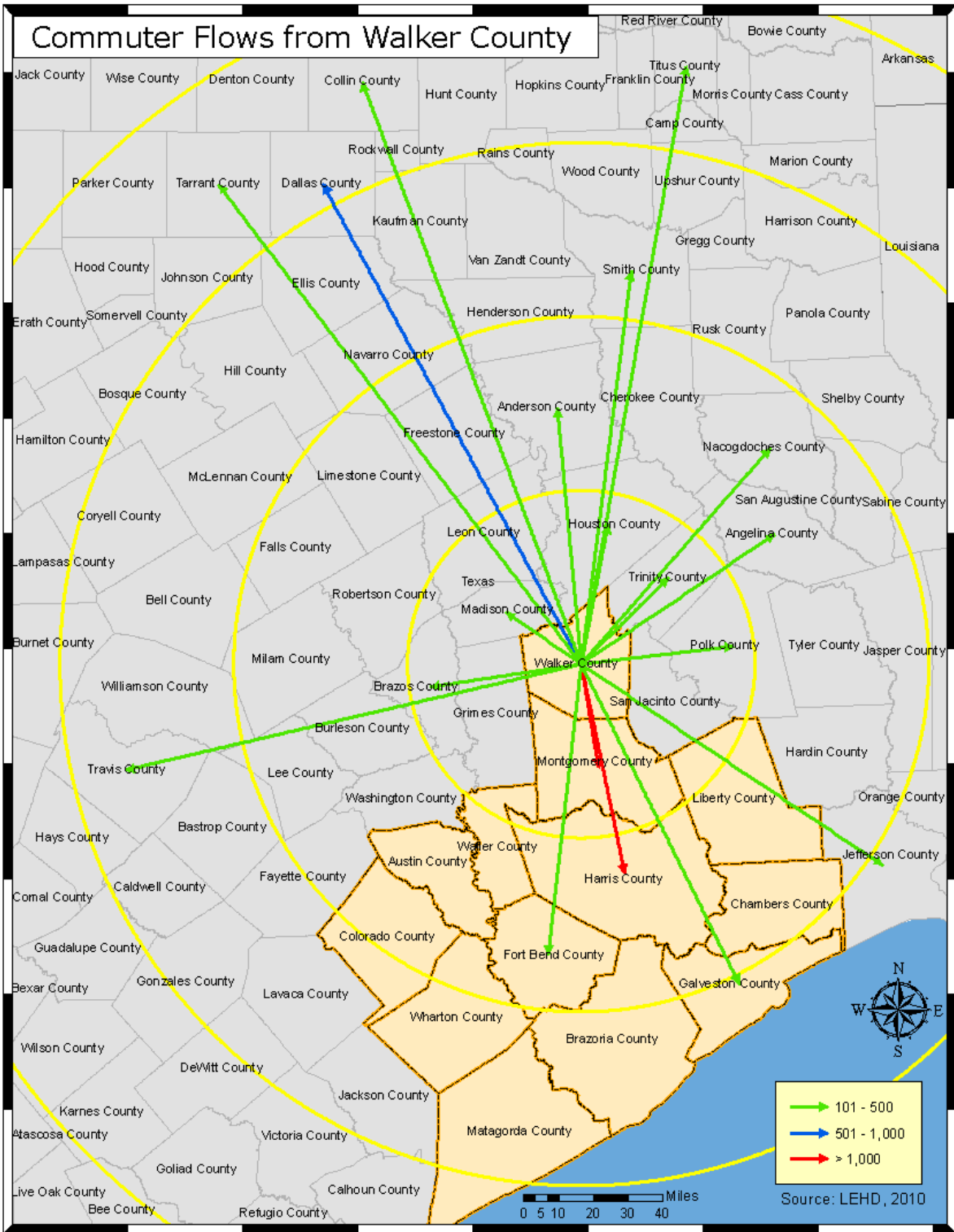


**Table 2-6** contains the highest volume commuter flows from Walker County. The highest volumes of commuters from Walker County are destined to Harris County, Montgomery County and Dallas County. **Figure 2-12** shows the commuter travel patterns from Walker County that are larger than 100 work trips.

**Table 2-6. Highest Volume Commuter Flows From Walker County (LEHD)**

<b>TO : County</b>	<b># Work Trips</b>
<b>Harris</b>	<b>2884</b>
<b>Montgomery</b>	<b>1669</b>
<b>Dallas</b>	<b>593</b>
<b>Madison</b>	<b>387</b>
<b>Tarrant</b>	<b>275</b>
<b>Brazos</b>	<b>225</b>
<b>Trinity</b>	<b>210</b>
<b>Travis</b>	<b>208</b>

**Figure 2-12. Commuter Flows From Walker County**



## **Veterans Transportation Options**

According to Mr. Norwood, the Veterans Service Officer in Walker County, the transportation options for veterans needing to go to the VA Hospital in Houston or to nearby veterans clinics in College Station or Lufkin are more limited today than they were in the past. At one time, Brazos Transit provided a bus that connected veterans in Huntsville with services to the VA in Houston through Livingston. Today, veterans in Walker County must use their personal vehicles to access those medical facilities or ride with family or friends.

There is a DAV Transportation Network for veterans needing transportation to and from the MEDVAMC in Houston from outlying areas. The nearest contact locations for Walker County veterans are Willis (936) 856-5224 and Lufkin (936) 633-2740.<sup>9</sup>

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<sup>9</sup> Navigating the Road to Services for Returning Veterans, Returning Veteran's Initiative of Houston and Harris County, March 2010.

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# Walker County Transit Plan

## Technical Memo-3

### Implementation of Phase 1 Public Involvement Plan

*Scope: H-GAC staff will conduct interviews and/or meetings with transportation stakeholders and the general public to identify transit related needs, gaps in existing services, barriers, constraints and opportunities for better transportation coordination.*

#### **Background**

During the planning stage for the development of the Walker County Transit Plan, several options were considered to garner public input within the budget and time constraints associated with the project. Initial plans were to hire a consultant firm to be managed by H-GAC staff. After consultant planning budgets were reduced at H-GAC partly due to the economic downturn, it was decided to conduct the planning process with in-house staff. The budget had been estimated at \$40,000 and the work needed to be completed within a three-four month period to stay within the time frame of the grant funding that was available. It was desirable to engage a small group of stakeholders for in-depth interviews and to reach out to as many residents, students and workers in Walker County as possible given those constraints.

One option considered was to mail out a self-administered survey form to each household in Walker County through a utility bill insert. A subsequent conversation with the utility company eliminated that option due to some formatting changes to the utility bills that were underway at that time. Another option considered was to prepare a newspaper insert in the form of a questionnaire that readers could respond to by filling out the form and mailing it back to H-GAC. That option was eliminated when it was determined that the regular readers for the local newspaper most likely included the same people who would also have access to computers and the internet. Using an online survey would eliminate the mail-back postage costs and reduce the survey data processing requirements.

A randomly selected telephone survey was another option that was considered and not advanced due to the budget and time constraints mentioned above. Recent experience with a professional survey research firm indicated that a larger budget and longer time frame would be needed to use that option effectively. Finally, it was decided that one cost effective method would be to conduct an online survey with supplemental survey options for those who may not have access to computers or the internet. That survey approach could be described as a strategic cluster sample with the primary clusters being those individuals who live, work and/or attend school in Walker County.

One resource describes the potential advantages and disadvantages of cluster sampling in the following statements:

“Sometimes it is more cost effective to select respondents in groups (‘clusters’). Sampling is often clustered by geography, or by time periods...Clustering can reduce travel and administrative costs...It also means that one does not need a sampling frame listing all elements in the target population....Cluster sampling generally increases the variability of sample estimates above that of simple random sampling (SRS)..For this reason, cluster sampling requires a larger sample than SRS to achieve the same level of accuracy - but cost savings from clustering might still make this a cheaper option.”<sup>10</sup>

This survey approach can also be described generally as a stated preference (SP) survey where participants are given a hypothetical situation and asked about their preferences.

According to S. Basbas in a recently published paper:

“Stated Preference (SP) surveys are widely used in the transport sector as far as the investigation of travel behavior and demand modeling is concerned...It is concluded that the use of SP surveys provides valuable information in the planning process for an efficient transport system....Stated Preference (SP) surveys have been used worldwide in recent decades in order to allow individuals to make a choice between various alternatives in the transport sector (e.g. different transport modes) ...The use of SP surveys can nowadays be accepted “as a logical approach to extending the behavioral response space for studies of traveler behavior and travel demand”.<sup>11</sup>

In the Walker County Transit Survey, the questions were framed around whether or not individuals perceived a need for more transit options and if they would or would not utilize those options if they were available.

The survey approach was augmented to include lower income persons in Walker County who may not have access to a computer or the internet but utilized the United Way office, the Huntsville Library or visited the Senior Center on a regular basis. Participation in the survey was voluntary, and the survey forms were available in English and Spanish.

The survey was conducted between November 2011 and January 2012 with the hope that the students and staff at SHSU would be able to participate in the survey before going on holiday leave, or during January after they returned.

The survey strategy was non-random and therefore the results are only representative of the participants in the survey process. The results cannot be generalized to the total population of Walker County. Nevertheless, with the large number of survey responses that were received (more than 1,500) it is believed that the results fairly represent some of the most evident transit-related needs in Walker County. Those transit related needs were also identified for similar

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<sup>10</sup> [http://en.wikipedia.org/wiki/Sampling\\_\(statistics\)](http://en.wikipedia.org/wiki/Sampling_(statistics)).

<sup>11</sup> Stated Preference Surveys and the Valuation of Urban Transport Systems:  
<http://library.witpress.com/pages/PaperInfo.asp?PaperID=19383>.



population groups in the public involvement process that led to the development of the City of Huntsville's Comprehensive Plan where it is stated:

***“One way for the community to address the need for more parking and increase accessibility to the University is through the development of a public transportation system. In addition to accommodating students, the transit system should be implemented city wide to serve those segments of the population, including the elderly, disabled and low-income, that do not always have access to an automobile and require other transportation options.”***<sup>12</sup>

The distribution of the online survey was facilitated through the members of the Steering Committee that had been formed. An email notice was sent to all SHSU students, faculty and staff. The links to the online survey were advertised in the local newspaper which provided other groups with the opportunity to participate. Approximately 1,274 respondents to the online survey are represented as the OSR group. The number of responses for each question are different because of varying response rates and the fact that some questions allowed multiple answers such as “check all that apply”.

The survey distribution process was augmented by paper copies of the survey forms made available to visitors at the local United Way office, the Senior Center and the Huntsville Library. Unfortunately, it was not known at that time (by H-GAC staff) that the library was going to be closed for an extended period of time for renovations. An attempt was made to make the survey forms available to riders onboard the Brazos Transit vehicles; however, that option was later determined to not be workable due to higher priorities of the vehicle operator. Approximately 224 respondents to the paper survey distribution process are represented in the low-income, elderly and disabled or LED group. Fifty-five respondents completed the questionnaire in Spanish and their responses are included in the following tables.

A complete report of the survey results, the responses to the open-ended questions and copies of the comments that were received are available in Appendices B and C, respectively. Following are summaries of some of the information from the WCTP transit survey. **Table 3-1** and **Table 3-2** compare the relative percentages for the three groups of respondents for questions 1 and 3. Those questions relate to the ways that people travel and the perceptions of the need for expanded transit options in Walker County. **Table 3-3** compares the potential reasons for using an expanded transit system.

A brief summary of the categories of comments is included following those tables. Following the survey results are summaries of the interviews conducted with representatives of the United Way and the Senior Center. After the summaries of the interviews, information is provided that describes some of the public involvement at the first public meeting/open house held in February 2012.

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<sup>12</sup> Huntsville Horizon Comprehensive Plan, Chapter 3 Transportation, page 6, adopted April 2007.

## Sample Transit Survey Results (OSR example)

Walker County Public Transportation Survey



1. How do you usually travel to the places you need to go? Check all that apply.			Response Percent	Response Count
Drive	<div style="width: 92.6%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		92.6%	1,176
Senior Center Van or Bus			0.0%	0
Campus Shuttle	<div style="width: 4.3%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		4.3%	54
Walk or Ride a Bike	<div style="width: 25.8%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		25.8%	325
Ride with family or friends	<div style="width: 19.5%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		19.5%	248
Motorcycle	<div style="width: 2.0%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		2.0%	25
Demand Response – Brazos Transit	<div style="width: 0.1%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		0.1%	1
Medical Transportation Program (Medicaid)	<div style="width: 0.1%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		0.1%	1
Taxi	<div style="width: 0.9%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		0.9%	12
Carpool, Vanpool	<div style="width: 7.1%;"><div style="background-color: #42a5f5; height: 10px;"></div></div>		7.1%	90
		Other (please specify)		19
			<b>answered question</b>	<b>1,270</b>
			<b>skipped question</b>	<b>4</b>

**Table 3-1 Comparison of Travel Modes (%)**

**Q1- How do you usually travel to the places you need to go ? (Check all that apply)**

<b>Response</b>	<b>OSR (1270)</b>	<b>LED (221)</b>	<b>Spanish (55)</b>
<b>Drive</b>	92.6	40.7	25.5
<b>Senior Center Van or Bus</b>	0	12.7	10.9
<b>Campus Shuttle</b>	4.3	6.3	0
<b>Walk or Ride a Bike</b>	25.6	9.5	14.5
<b>Ride with Family or Friends</b>	19.5	33	12.7
<b>Motorcycle</b>	2.0	1.4	1.8
<b>Demand Response</b>	0.1	2.7	14.5
<b>Medical Transportation Program</b>	0.1	10.4	16.4
<b>Taxi</b>	0.9	7.2	20
<b>Carpool, Vanpool</b>	7.1	12.2	23.6

As shown in Table 3-1, there are some interesting and notable similarities and differences between the three groups. The percentage of responses that indicated they usually drive where they need to go decreases from 92.6 percent for the OSR group to 41 percent for the LED group and 26 percent for the Spanish language group.

The percentage of respondents who indicated that they walk or ride a bike in the OSR group at 26 percent is significant. The percentage of Spanish language respondents who carpool at 24 percent is significantly higher than the other groups (as a proportion).

**Table 3-2. Comparison of Need for Expanded Transit Options**

**Q3- Is there a need for expanded public transportation options in Walker County ?**

<b>Response</b>	<b>OSR % (n=1271)</b>	<b>LED % (n=223)</b>	<b>Spanish % (n=55)</b>
<b>Yes (Si)</b>	59.1	91.3	98.1
<b>No</b>	11.1	2.3	1.9
<b>Don't Know (No se)</b>	29.7	6.4	0

The responses from the LED and Spanish groups indicate a higher level of need and desirable priority for expanded public transportation options in Walker County.

The survey included a question (#4) about whether or not people would use an expanded public transportation system if it was available. A follow-up question for those who reported that they would use it, asked why. The results are compared in **Table 3-3**

**Table 3-3. Comparison of Reasons for Use of Expanded Transit System Options (Check all that apply).**

<b>Response</b>	<b>OSR % (n=777)</b>	<b>LED % (n=201)</b>	<b>Spanish % (n=42)</b>
<b>Convenience</b>	79.2	58.2	9.5
<b>Money Savings</b>	78	56.7	40.5
<b>Prefer Not to Drive</b>	35.8	40.8	54.8
<b>High Cost of Fuel</b>	64.6	53.2	59.5
<b>No Car Available</b>	12.4 (96)	43.3 (87)	73.8 (31)

The responses for the group that identified “no car available” are highlighted with the actual number of responses for that category shown in parenthesis (#) next to the percentages. The largest categories of responses for the OSR and LED groups are convenience and money savings. The Spanish language group indicated the highest response categories were no car available and the high cost of fuel. There is a total of 214 respondents in all three groups who indicated that they did not have a car available.

## Summary of Survey Comments by Categories

Question# 16 provided space for respondents to add their open-ended comments at the end of the survey form. The comments were categorized into groups and samples of the comments are shown below along with the number of comments in each group. A copy of the verbatim comments is included in Appendix C.

Categories of Comments (n=153):

- Perceptions of public transportation needs in Walker County (42);
  - I believe that many people with a lack of transportation in our county are suffering; some people cannot get to work or keep stable employment because of transportation. Others find it hard to make it to doctor's appointments or engage in their children's activities because the lack of transportation. I believe the lack of transportation presents a hardship for many poor people and senior citizens.
  - I think it is a great idea to expand public transit within Walker County. However, to make things fully functional for public transit, there would have to be a large number of stop/pick-up points throughout the county/city. Unfortunately, I don't believe that Walker County has the funds for that type of endeavor and the last time I checked, the state doesn't typically toss a lot of money towards creating/improving/maintaining public transit in Texas.
- Transportation needs by location (11);
  - I would definitely consider public transportation if was easily accessible from The Ranch off on Montgomery Road.
  - Going to Wal-Mart or attending school events after 5:40 when it gets dark is dangerous, so a public transportation would be of great help.
- Shuttle bus for the university (37);
  - I live in my dorm full time and do not have a car and I am not a licensed driver.
  - Would love a public bus route in Huntsville. Would help so many students.
- Sidewalks, bike lanes, parking spaces (28);
  - Bike trails and sidewalks are what Huntsville Texas needs. I would walk more and buy a bike if there were safe routes to use.
  - Please fix roads in Huntsville first before you go spending money on some bus route. There are too many pot holes and patches everywhere.
- Miscellaneous (15);
  - You left out 0 options to select for available vehicles and licensed drivers. This was a very big oversight...
  - Some of these questions are personal and don't really seem to apply to this survey, it's bordering on collecting information on people.
- Comments from LED Group (20);
  - Sounds like a great idea.
  - I really thank you all for helping.
  - A reliable transportation system is an absolute necessity in Huntsville.

## Summary of Stakeholder Interviews



**Ms. Kay Cooks, Executive Director  
United Way of Walker County**

During a visit to Walker County on February 1, 2012, for coordination and planning purposes H-GAC staff met with Ms. Kay Cooks at her United Way office. Ms. Cooks had offered to assist the WCTP survey efforts by handing out the paper surveys to United Way consumers that visited her office. She had estimated that approximately 35 (or more) people visited that office for assistance each week. Through her (staff) efforts, approximately 200 survey forms were completed by United Way customers.

Ms. Cooks described some of her experiences as a former rider of the local bus services that operated in Huntsville about 18 years ago. She shared some information about why she thinks similar services are needed today. She described a recent situation that involved a local private transportation service provider who was transporting some of the elderly ladies around town for a substantial monthly fee, similar to a jitney-type service. She explained that it was difficult for them to pay that amount of money being on a fixed income; however, their transportation options were limited.

One aspect of the previous local bus system was that the regular riders knew and looked out for each other. She described it as a community bus service and emphasized that she would be willing to do whatever is needed to bring the local buses back. She also volunteered to assist with any fundraising efforts to gain the needed local matching funds.

A brief meeting was also coordinated with Ms. Rachel Tybeck, the Site Manager at the Walker County Senior Center. Ms. Tybeck described several transportation related functions that are being provided through the Senior Center. The primary transportation related activity involves picking up the group of about 35 seniors and bringing them to the center each weekday for social and recreational activities and a congregate meal. She explained that the vehicles used to

transport the seniors were at capacity most of the time. The vehicles are also used to transport seniors to doctor visits, shopping and other trips. In 2010, the Senior Center reported more than 8000 trips.



**Ms. Rachel Tybeck, Site Manager,  
Walker County Senior Center**

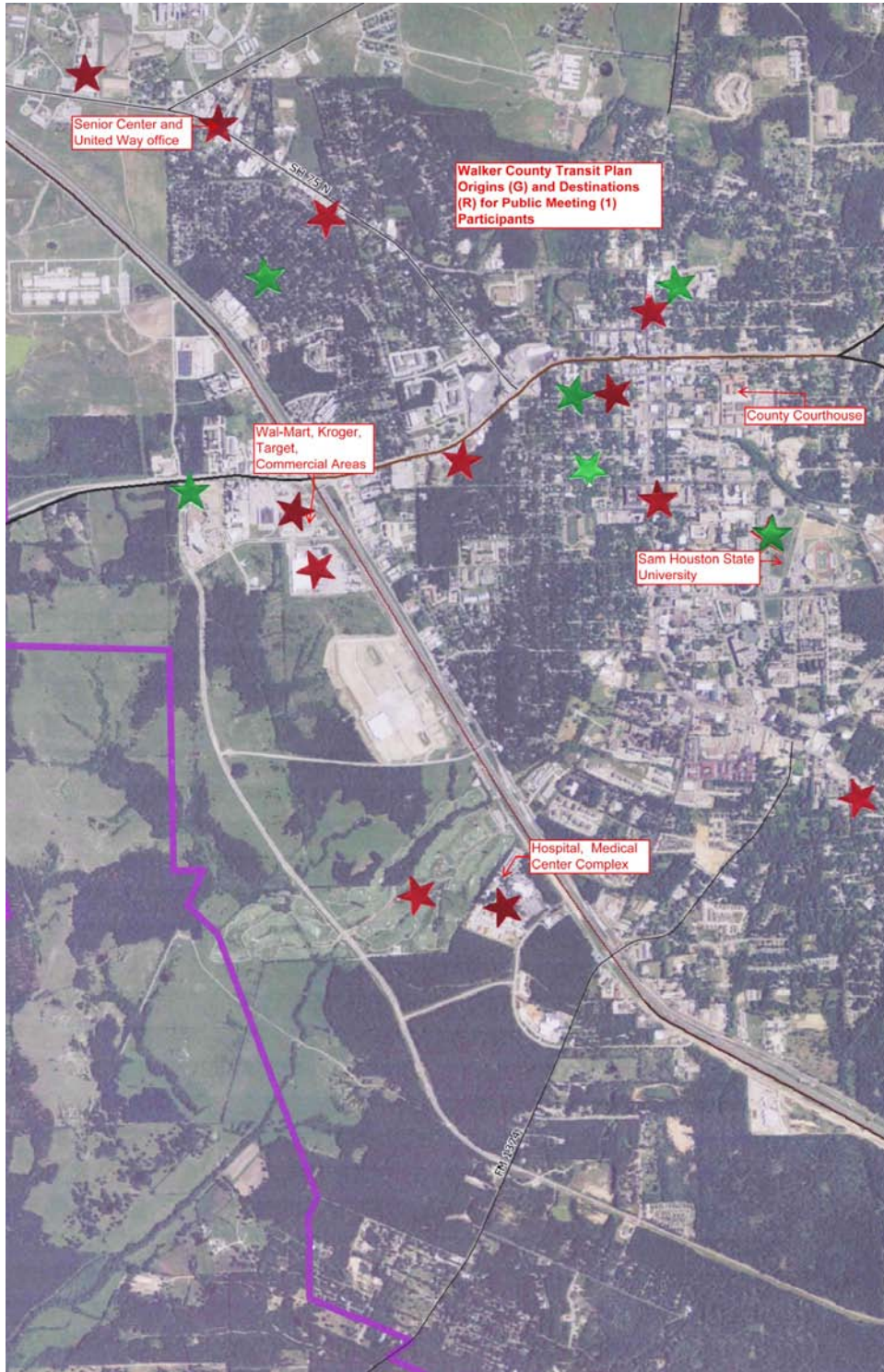
The Center staff also distributes meals to homebound seniors and disabled persons during the week. She described a community-based network of volunteer drivers coordinated through some local churches who assist with the delivery of meals to homebound seniors. The Center reported that more than 30,000 meals were provided in 2010. Those volunteer hours should be carefully documented as a local resource that has value towards local match funds in a coordinated local transportation delivery system.

### **Public Meeting Summary (1)**

On Thursday February 16, 2012, a public meeting and open house was coordinated by H-GAC staff with assistance from Walker County staff, at the County Courthouse. Approximately 35-40 residents and officials attended the meeting and viewed a power-point presentation of the background materials and the preliminary survey results. They also provided comments on the transit planning process, the survey results, and their views on the transportation related needs in Walker County. A few people mentioned that they were not aware of this transit planning process before the meeting and had questions about the makeup of the steering committee, the purpose of the study, and what would happen as a result of it.

During the Open House portion of the meeting, participants were invited to plot their home origins (using green stars) and work or school destinations (using red stars) onto an aerial map. A copy of the central portion of the map is shown in **Figure 3-1**. That interactive process was helpful to H-GAC staff in identifying some of the key locations in the community in the central part of Huntsville. Most of the key destinations are adjacent to the primary roadway network while the residential origins (of some of the meeting participants) are scattered throughout the core area of Huntsville and in the suburban and rural portions of Walker County.

**Figure 3-1. Origins and Destinations of Some Meeting Participants**





The pictures below were taken by H-GAC staff during the February 16<sup>th</sup> public meeting/open house.



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**Walker County Transit Plan**  
**Technical Memo-4**  
**Conceptual Service Plan Recommendations**

*Scope of Work:*

*This task will identify the recommended transit service plan including operational and capital facility improvements. It shall also include a discussion of the feasibility of the recommended services considering the following factors:*

- *current and potential ridership growth,*
- *costs and benefits of the proposed services.*

The public involvement process that was used for the development of the Walker County Transit Plan (WCTP) indicated several areas of unmet public transportation related needs. The transportation disadvantaged groups in Walker County include low income, elderly and disabled persons, students, and others who desire more transit options. In light of the current economic challenges nationwide, the prospect of gaining significantly more funding for transit service expansion in Walker County in the near future is slim. The best opportunities for the near-term expansion of transit options may be in the areas of public transportation coordination and the development of a Public Private Partnership (PPP) for expanded transit services in Walker County. Those themes are the basis for the following recommendations.

The recommendations are ordered by time periods with the Short-Term period being five years or less. Those include no-cost or relatively low-cost strategies. The Mid-Term period of five-ten years allows time to plan and implement strategies that will incur moderate levels of additional costs. The Long-Term recommendations include items that will require significantly more investment in planning and implementing expanded public transit options more than 10 years in the future or sooner if funding becomes available.

Short-Term Recommendations (less than five years):

- Implement a public information campaign regarding the Commute Solutions program including (but not limited to) information about the regional Carpool and STAR Vanpool formation and incentives.
- In coordination with The District, acquire one additional shuttle bus and driver for expanded demand response services county-wide and for the Senior Center to expand its coverage area. Enable the Senior Center to become a sub-recipient of the formula allocation for elderly and disabled funds under the 5310 program.

- Negotiate with the apartment owners regarding the expansion of the apartment shuttles services to include evenings and weekend services that could also be accessed by fare-paying members of the general public.
- Coordinate the expansion of Express Bus services in the IH-45 corridor initially connecting Walker County to Montgomery County (PPP), coordinated with Greyhound Bus Lines and The District.

Mid-Term Recommendations (five-ten years):

- Develop a coordinated user-side subsidy transportation voucher program using prepaid transportation stored value smart/debit cards (Harris County RIDES model);
- Develop a Ways-to-Work car loan program in Walker County;
- Coordinate capital improvements for enhancing the TxDOT Park-and-Ride lot and the Greyhound Bus Terminal for coordinated multi-modal transfers (carpool and vanpool staging, local van to express bus transfers). Evaluate the possibility/feasibility of relocating the Greyhound Bus terminal. Identify and acquire land for a park-and-ride system. Allow students to park off campus and access a shuttle to and from the University <sup>13</sup>;

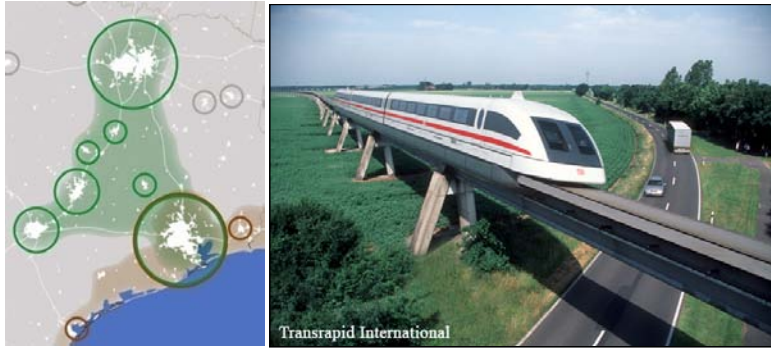
Long-Term Recommendations (more than 10 years):

- Implement local deviated fixed routes in Huntsville;
- Implement intra-county connector routes between Huntsville, Riverside and New Waverly;
- Initiate planning activities such as corridor preservation and conceptual planning to prepare Walker County and the City of Huntsville for the implementation of higher speed passenger rail services in the IH 45 corridor between Houston and Dallas.

The City of Huntsville is in a unique location between two major growing mega-regions and because of that location, there could be increased economic development opportunities in the vicinity of a mid-line passenger rail station in Huntsville. Conceptual planning efforts to identify options for a local distribution system for SHSU and the City of Huntsville, similar to a people mover system, that could provide access to a future passenger rail station is recommended for longer term consideration.

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<sup>13</sup> Comments about the relocation of the bus terminal and the acquisition of land for the park-and-ride system were provided by Aron Kulhavy, City of Huntsville, Public Works.



### Texas Mega-Regions and Higher Speed Passenger Rail Concept

Some of the unmet transit needs in Walker County could be reduced by ensuring that the general public is aware of the various public transportation options that exist today. For example, the Regional STAR Vanpool Program is available and provides ridesharing opportunities and incentives for groups of people who have similar work-related travel patterns. A pilot project for the implementation of that regional vanpool program in a rural community has been funded and is being implemented in the Colorado Valley Transit District area, a geographic neighbor to Walker County.

An online regional carpool matching program, NuRide, is available (free of charge) to match potential carpoolers throughout the H-GAC region. SHSU operates a similar carpool matching service for faculty, staff and students called AlterNet Rides. It is recommended that those two applications be merged into one (if feasible) so that potential carpoolers in Walker County would have access to one seamless ride-matching system.

A Ways-to-Work program which provides coordination for working poor families to purchase used cars at lower interest rates has been started in Harris County and could be replicated in Walker County. That type of program could benefit working families without automobiles that have difficult to serve travel patterns due to time and/or distance factors.

Most of the unmet local transit needs within the City of Huntsville could be resolved through the re-implementation of local circulator deviated bus routes within the City, if/when funding becomes available. If that level of funding was available today, those local circulator routes could provide connections from most of the centrally-located neighborhoods in Huntsville to the major trip attractors and generators. Those destinations include retail centers and other locations such as Wal-Mart, Kroger, SHSU, the Hospital, City Hall, the County Courthouse, the United Way and the Senior Center, just to name a few.

When The District operated the local bus routes in Huntsville, almost 20 years ago, it used three routes that connected the east and west sides of the City of Huntsville with more frequent

services along 11<sup>th</sup> Street. One unique aspect of that service plan was a trolley route that connected the central core areas of Huntsville. Presumably, the other two routes were operated using mini-buses.

The annual operating cost for that type of local bus distribution system is roughly \$450,000 per year assuming the following factors: <sup>14</sup>

- three vehicles operating eight hours each day;
- 250 days per year;
- a unit cost of \$75.00 per hour.<sup>15</sup>

Apparently, the ridership on those local routes did not justify the expense in light of the funds that were available at that time. There may also have been a lack of ongoing local matching funds to leverage additional federal resources. As noted earlier, the City of Huntsville recently took action to discontinue the local share funding for expanded demand response services in Huntsville due to lack of local support for that funding.

That local match issue may have been a factor in the earlier situation that led to the decision to discontinue the local bus services in Huntsville. Those services were replaced with a county-wide general public demand response service that still operates today. The estimated operating cost of that service is approximately \$150,000 annually which is significantly lower than the \$450,000 noted earlier. The demand response service requires a reservation at least 24 hours in advance of the desired trip, and reservations can be made up to seven days ahead of time.

One alternative to the current demand response service that could provide same-day response times is a cab voucher program which could be one element in a coordinated transportation system. There are several potential strategies to address some of the unmet transit related needs in Walker County. It is understood that although additional funding for transit service expansion is not currently available, there are resources today that could be coordinated in a more efficient and effective manner. For example, a Public Private Partnership (PPP) could be coordinated between The District and other entities to pool available resources into a cooperative transit arrangement.

The other entities could include the Health and Human Services agencies, the Workforce, the Senior Center, the United Way, the Veterans Administration, Greyhound Bus Lines, the operators of the student apartment shuttles and local cab companies, among others. The conceptual strategy to implement that approach involves documentation of local matching funds that could be used to leverage more federal funds. A good example in Huntsville is the funding

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<sup>14</sup> Capital costs are not included.

<sup>15</sup> Hourly cost for The District in FY 2011 from unpublished data prepared by Texas Transportation Institute.

that is used to provide cab rides for the clients of the local office of the Department of Assistive and Rehabilitative Services (DARS). According to Ms. Kimberly Mitchell, approximately \$11,000 was used to pay for cab services in 2011 for the DARS clients because most of them are not eligible for the Medicaid transportation program.

The scenario of increased federal or state funding for expanded transit services in Walker County is less likely today, considering the recent reductions in funding for transportation services nationwide in the absence of a new federal transportation bill. Nevertheless, it could be worthwhile to address the unmet transit service needs in a proactive manner and plan ahead for incremental improvements starting with expansion of existing resources.

For example, Mr. Ivory, the director of the Senior Center, has stated that if an additional vehicle and driver were available for the Senior Center, that transportation program could reach more of the isolated seniors in Walker County with the life-sustaining meals-on-wheels program. Further, the Senior Center currently offers transportation services for their clients on Tuesdays and Thursdays for shopping and other personal business trips. An additional vehicle could also provide the opportunity to utilize those vehicles for personal trips on more days of the week and for other trip purposes for more people, in addition to the seniors and disabled. Another potential source of local match (in-kind value) is in the volunteer drivers that augment the senior and disabled meals delivery services.

Evening and weekend access to public transportation services was identified as an unmet transit need by respondents to the WCTP survey. The ability to utilize those Senior Center vehicles for general public trips during extended hours and on the weekends could be provided with additional funding through various Federal Transit Administration (FTA) grant programs including, but not limited to Job Access Reverse Commute (JARC) and New Freedom.

The JARC program was established to provide new or expanded transportation services for low-income persons to access employment or training opportunities and to improve access to suburban employment centers regardless of income. The New Freedom program provides for new or expanded transportation services for disabled persons beyond ADA requirements.

Potential grant funding could be pursued; however, some of the grant programs, like JARC, have a limited time frame of three years to utilize those funds. The time period restrictions are intended to facilitate the development of Pilot Projects with the grant funds that would become self sufficient after the three year start-up phase. Pilot Projects developed with funding from the New Freedom grant program can be continued indefinitely, as long as they address a need that was identified in the Regionally Coordinated Transportation Plan (RCTP) and that federal funds are available. The Updated RCTP for the Gulf Coast region is available at [www.ridethegulfcoast.com](http://www.ridethegulfcoast.com).

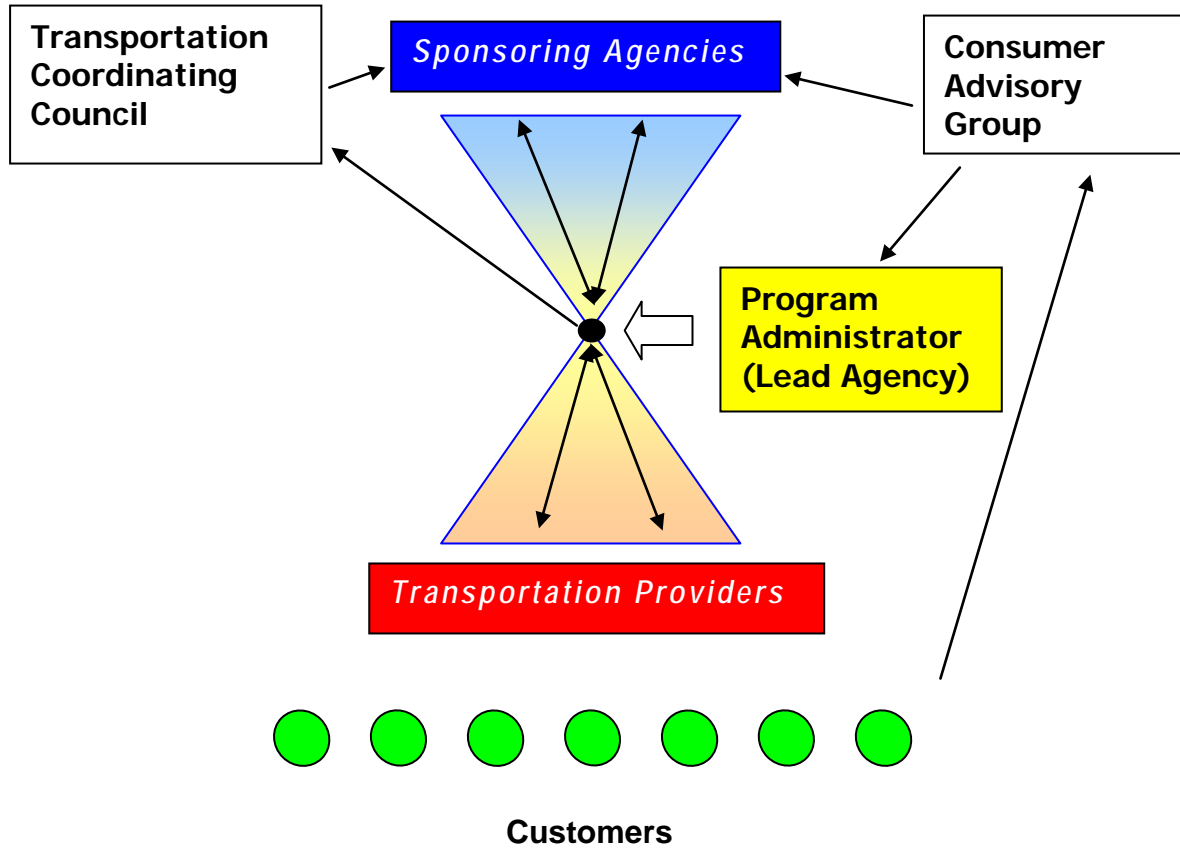
A stable funding source is needed to sustain new or expanded transit services over a longer period of time that are determined to be “successful”. Recent experiences in the greater Houston area suggests that a three to five-year pilot project timeframe may be more realistic for new transit services to mature within a community.

Another example of potential local matching funds in Walker County relates to the apartment shuttle transportation providers for students at SHSU. One of the apartment managers clarified that the transportation service is provided as a benefit for the apartment residents and no additional fees are charged. Since each apartment complex providing the shuttle services to SHSU might have a different funding scenario, more research and coordination would be needed to determine if a business proposal could be developed to expand those transportation services. In concept, the service expansion could include longer hours on weekdays and weekend services for the apartment residents and for fare-paying members of the general public. The service concept could be tailored to an on-demand system similar to the airport shuttles where trips are scheduled in advance, and the drop-off locations are predetermined. The value of the vehicles, drivers and fuel could be considered as local matching funds used to leverage more federal resources in a coordinated public transportation system.

A local example of a coordinated transportation program is the Harris County RIDES program. The RIDES program has been recognized nationally as a successful model for transportation coordination. It was developed as a user-side subsidy program which involves local sponsoring agencies, state and federal resources and fare paying passengers who benefit through participation in the program by having their transportation costs reduced. **Figure 4-1** is a graphic illustration of the coordinated transportation system model. That model could also be viewed as a conceptual plan for the development of a PPP in Walker County. A local champion and lead agency would have to be identified to coordinate the development of that PPP.



**Figure 4-1. Subsidized Transportation Program Organizational Structure**



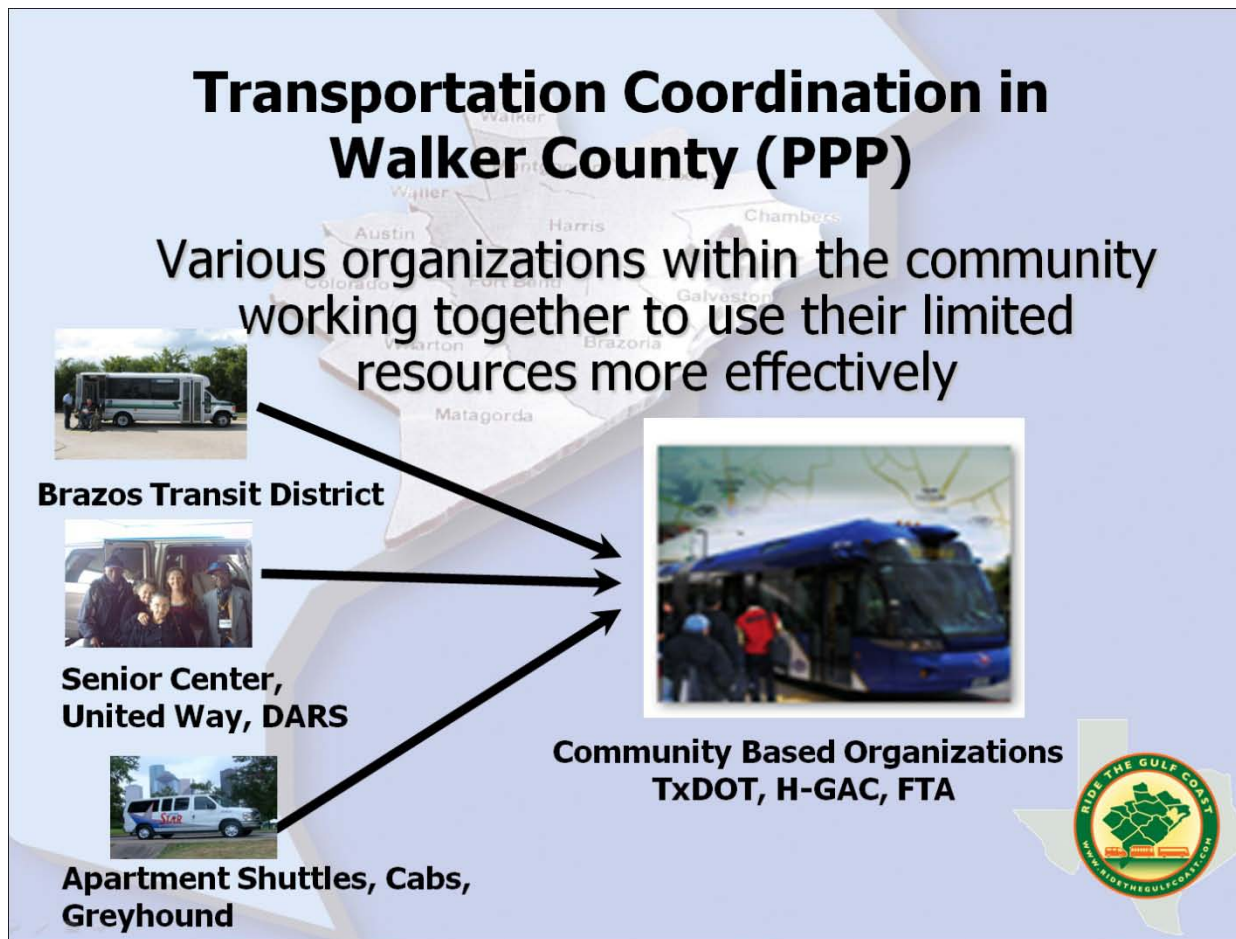
In a coordinated transit system in Walker County, the Sponsoring Agencies could include various organizations, including but not limited to the Workforce, HHSC agencies such as DADS and DARS, the Veterans Administration and other federal partners, the Senior Center and the cities of Huntsville, Riverside and New Waverly. In Harris County, the RIDES program began under the leadership of the County Judge’s office. In Walker County, a similar leadership role is recommended to start the discussion.

Another opportunity exists in the coordination of longer distance express bus trips with the established intercity carrier, Greyhound Bus Lines. For example, the Greyhound Bus Lines operates three trips daily from Huntsville, to and from Houston with a stop in Conroe. If it would be feasible to increase that level of service to provide more daily trips between Huntsville,

Conroe and the Woodlands, that would make using that option more attractive for potential riders along the IH 45 corridor.

Today there are no connecting public transit distribution systems in Huntsville, Conroe or the Woodlands that would enable potential passengers to get to the bus terminals or to reach their final destinations from the bus terminals. Some type of local transit distribution systems would be needed to facilitate that access for the first and last mile of travel. One potential strategy to address that gap in access to those services would be to coordinate with the existing apartment shuttle transportation providers and local cab companies. A business arrangement could be negotiated through the coordinated transportation system to augment the transportation services from the student apartments to SHSU with the same vehicles. **Figure 4-2** is a graphic representation of a potentially coordinated public transportation program (also a PPP) in Walker County.

**Figure 4-2- Walker County Conceptual Transit Coordination Plan**



Current annual transit ridership in Walker County is at least 20,000 today based on the available information for The District, the Senior Center and the Medical Transportation Program (**Table 4-1**). The actual number of SHSU students utilizing the apartment shuttles is unknown at this time; however, an estimate has been developed for planning purposes based on a 2007 SHSU BearKat transportation survey of students. That survey reported that 900 SHSU students who lived off campus and within the City of Huntsville (at that time) would utilize a shuttle service to campus if it was available. <sup>16</sup>

Assuming that 25 percent of those who reported that they would use a shuttle service (900 x.25) to the campus actually utilize it, that would be approximately 225 passengers daily or 450 daily (one-way) passenger trips, which equates to 72,000 annual trips, assuming 160 days per year. <sup>17</sup>

**Table 4-1** contains the *preliminary* estimates of ridership, service levels (revenue hours) and potential costs *for planning purposes*.

**Table 4-1. Preliminary Current Ridership and Cost Summary**

<b>Entity</b>	<b>Daily Trips</b>	<b>Annual Trips</b>	<b>Daily Service Hours</b>	<b>Annual Service Hours</b>	<b>Estimated Costs (\$)</b>
<b>The District</b>	30	7,383	8	2,000	150,000
<b>Senior Center<sup>18</sup></b>	34	8,500	10	2,500	80,000
<b>MTP-HHS<sup>19</sup></b>	15	3,789	4	1,000	75,000
<b>Apartment Shuttles</b>	450	72,000	32	5,120	384,000
<b>Totals</b>	529	91,672	54	10,620	689,000

NOTES: Annual service costs estimated at 250 days per year, \$75.00 per hour unless otherwise noted, except for the apartment shuttles which are based on 160 days per year. <sup>20</sup>

<sup>16</sup> BearKat survey results, 2007 of SHSU students provided by D. Kapalko.

<sup>17</sup> Annual factor of 160 provided by D.Kapalko.

<sup>18</sup> Annual costs for transportation services through the senior center were estimated at \$75,000-\$85,000, by F. Ivory, by email 7-30-12.

<sup>19</sup> Very rough estimates are used for the MTP program here pending receipt of actual data.

<sup>20</sup> Hourly cost estimate provided by Texas Transportation Institute for FY 2011, unpublished transit statistics.

Actual data is needed for the number of SHSU students that utilize the apartment shuttles today. That group represents the largest base of potential riders in a coordinated public transportation system. However, considering the apparent success of the apartment shuttle services today, there is no need to change it other than to augment it with later weekday and weekend services as part of a more coordinated transit system, if that is feasible.

The estimated costs of existing services are based on a \$75.00 per hour unit cost. Given the recent trends in reduced state resources for the growing number of small urban and rural transit systems in Texas, it is not feasible to recommend significant transit service increases in Walker County at this time unless other sources of revenues are acquired. However, it is prudent to identify potential strategies to better utilize the resources that are available today and to plan for future opportunities that may be more promising. It is within that context that the recommendations in the following pages are set forth.

One important aspect of a coordinated transportation system will be the inclusion of a smart card technology to keep track of a transportation budget or allowance and provide the flexibility for the customer to use a taxi-cab or a shared ride option.

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# Walker County Transit Plan

## Technical Memo-5

### Preliminary Financial and Implementation Plan

*Scope of Work (includes carryover from Technical Memo-4):*

*H-GAC staff will research and document current and potential financial resources including federal, state and local financial strategies to fund and sustain the recommended transit projects in Walker County. This task includes the development of a preliminary Implementation Plan based on the service plan recommendations and potential revenue sources.*

Considering the various elements of the public/private transportation system that operate in Walker County today as outlined previously, it is a functioning system. Although that system is not as coordinated as it could be with a lead agency or a transportation broker, it provides an *estimated* 139,000 annual one-way passenger trips, which is equivalent to 556 daily trips. The key elements of the current public/ private transportation system in Walker County are outlined below:

- County-wide general public demand response service provided by The District;<sup>21</sup>
- Senior Center Transportation for elderly and disabled;
  - Provides transportation for various trip purposes including work, medical, shopping, and personal business on certain days,
  - Provides Meals-On-Wheels program for homebound elderly and disabled,
  - Coordinates Volunteer Driver program with local churches for delivery of meals to homebound elderly and disabled.
- Medical Transportation Program-Health and Human Services Commission (HHSC);
  - Medicaid and non-emergency medical transportation.
- Student apartment shuttles (private);
  - At least four student apartment complexes have shuttles to SHSU. <sup>22</sup>
- Greyhound Bus Lines;
- Taxis.

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<sup>21</sup> The Brazos Transit District (The District) is the designated public transportation provider for Walker County, and 15 other contiguous counties.

<sup>22</sup> According to Rose Kader, City of Huntsville Public Works.

It has been estimated that a coordinated transit system can reduce expenses by 20 percent or more by eliminating the duplication of services in a system that is not coordinated as noted below:

“While no attempt was made to quantify the impact of the lack of coordination between agencies, it typically ranges between 25-40 percent inefficient expenditure of resources for transportation services when compared to areas where such coordination occurs.”<sup>23</sup>

The recommended *conceptual* transit service coordination plan was outlined in Technical Memorandum-4. For planning purposes it is reasonable to utilize some place-holder values (or assumptions) for some elements of the conceptual plan until verifiable data is obtained. The planning assumptions provide a basis for the feasibility discussion below and for the Short-Term Action Plan which is discussed later.

The feasibility of expanding the transit options in Walker County hinges on the potential for coordinating local resources for matching funds and the potential of using that local match to leverage additional funding in the future. Other factors considered in this transit feasibility discussion include, but are not limited to the documented unmet transit needs, local public support and the political will to address those unmet needs. Those factors are discussed briefly in the following section.

A cursory-level Transit Need Index (TNI) was estimated for Walker County and it is compared to the TNI values for the H-GAC Region and the State of Texas in **Table 5.1**. The TNI score is based on the following factors which are strongly related to transit usage:

- Households without automobiles;
- Median Household Income;
- Senior Population (%);
- Disabled Population (%);
- Persons below poverty level (%).

The values indicate that by using the State of Texas as a benchmark, the level of transit need in Walker County is relatively higher based on the demographic factors identified. Values for each factor that are equivalent to the Texas index score were assigned a value of 2. Index values for each factor that are below the Texas index were scored as 3, indicating a relatively higher transit need. Index values above the Texas index were scored as 1, indicating a relatively lower transit need. There is an inverse relationship with the household income factor because households with lower household incomes tend to have a higher need for transit. The TNI score for Walker

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<sup>23</sup> Source: URS Consultants in coordination with H-GAC, for the Montgomery County Transit Plan, 2008)  
WCTP Final

County at 11 is higher than the TNI score for Texas at 10, indicating a relatively higher need for transit based on the factors considered.<sup>24</sup>

**Table 5-1. Transit Need Index (TNI) Comparison**

<b>Variables</b>	<b>Percentage of Households Without an Automobile</b>	<b>Median Household Income</b>	<b>Percentage of Persons Over 65</b>	<b>Percentage of Persons With a Disability</b>	<b>Percentage of Persons Below Poverty Line</b>	<b>Total</b>
<b>What it Measures.</b>	<b>Mobility Challenged</b>	<b>Financial Resources</b>	<b>Senior Population</b>	<b>Disabled Population</b>	<b>Economically Disadvantaged</b>	
<b>Texas</b>	7.4	39,927	9.9	19.9	10	
<b>Score</b>	2	2	2	2	2	10
<b>H-GAC Region</b>	6.1	53,547	3.4	16.5	16.6	
<b>Score</b>	1	1	1	1	3	7
<b>Walker County</b>	10	34,259	7.1	15	26	
<b>Score</b>	3	3	1	1	3	11

The results of the first phase of public involvement as discussed in Technical Memo-3 indicate that there is a large group of potential transit users who reported that there is a need for expanded transit options in Walker County. That perception of need is significant for the online survey respondents (59.1 percent) and stronger for the low-income, elderly, disabled and Spanish-speaking population groups based on the survey respondents as summarized in **Table 5-2**.

<sup>24</sup> The TNI Matrix was provided by Alan Rodenstein, A.R. Consulting. The TNI previously discussed in TM-2 is based on smaller geographic units (census tracts or block groups).



**Table 5-2. Comparison of Need for Expanded Transit Options.**

**Q3- Is there a need for expanded public transportation options in Walker County ?**

<b>Response</b>	<b>Online % (n=1274)</b>	<b>LED % (n=223)</b>	<b>Spanish % (n=55)</b>
<b>Yes (Si)</b>	59.1	91.3	98.1
<b>No</b>	11.1	2.3	1.9
<b>Don't Know (No se)</b>	29.7	6.4	0

Whether or not there is strong local public support for expanded transit options among all Walker County residents is unknown at this time because the information provided by the survey respondents is valid for that group only. Perhaps the level of local support will become more apparent during the second phase of public involvement when public comments on the DRAFT conceptual transit coordination plan will be sought. If it is determined that there is a broad range of public support for implementing the transit system expansion options, that would likely influence the political will along those lines. Other factors that enter into the discussion of feasibility are the potential for transit ridership growth, benefits and costs which are outlined below.

If we assume that annual transit ridership in Walker County will increase at the same rate as population growth for the past 10 years, it will grow from the *estimated* level of 139,000 trips today to 146,000 in five years and to 153,000 in ten years (1 percent per year). In addition to that ridership growth based on the trend in population growth a conservative estimate of additional ridership for the expanded transit options is approximately 36,000 trips. That growth in ridership could be expected from several elements of a more coordinated transit system as outlined below:

- One additional demand response vehicle; 6000 additional trips;
- Expanded hours and days for the apartment shuttle system;
- Expanded express bus services;
- FLEX circulator routes (3), 36,000 additional annual trips.

Key Assumptions:

- Demand Response service average three passenger trips per hour, eight hrs/day, 250 days/year.

- Flex Routes (3) average five passenger trips per hour.<sup>25</sup>

**Table 5-3** identifies several categories of potential benefits and related measures which could be used in a benefit/cost analysis in the future.

**Table 5-3. Potential Transit Benefits and Measures**

<b>Benefits</b>	<b>Measures</b>	<b>Value</b>
Ridership	Added Riders	42,000
Air Quality Improvement	Emissions, VMT reduced	TBD
Health	Access to Non-Emergency Medical Transport	“
Societal	Jobs Created, Access to Jobs Improved	“
Safety	Crashes Reduced	“

The value of the increased ridership at 42,000 trips could generate fare-box revenues of at least \$42,000 if the fare level was set for a one \$1 average fare. The value of the other benefits noted in Table 5.3 are not usually explicitly considered in most cost effectiveness evaluations. More research is needed to estimate potential values for those measures.

In **Table 5-4** is a summary of the current and recommended transit service expansion options and their approximate annual operating costs based on similar projects in other rural counties in the H-GAC Region. Capital costs are not included, assuming that vehicles currently available would be used to expand the transit services in a coordinated transit system. The first phase of service expansion would add one additional demand response vehicle for the county-wide demand response service and increase the weekday hours of operation of the apartment shuttles from eight to 12 hours per day.

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<sup>25</sup> Matagorda County Transit Plan, 2010, by The Goodman Corp. in coordination with H-GAC.  
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**Table 5-4. Estimated Current and Projected Costs by Service Types<sup>26</sup>**

Type of Service (# veh.)	Daily Hours	Daily Costs (\$)	Annual Costs (\$000)	Expanded Hours	Exp. Daily Cost (\$)	Exp. Annual Costs (\$000)
<b>Demand Response (1)</b>	8	600	150	16	1,200	300
<b>Senior Center (4)<sup>27</sup></b>	10	750	80	10	750	80
<b>Apartment Shuttles (4)</b>	32	2,400	384	48	3,600	576
<b>FLEX Routes (3)</b>				24	1,800	450
<b>Totals</b>	50	3,750	614	98	7,350	1,406

(NOTE: Costs are based on \$75.00 per hour, 250 days per year, unless noted otherwise, except for the cost for apartment shuttles which are estimated using 160 days per year.)<sup>28</sup>

The funding for the *estimated* annual costs at \$614,000 for the current transit services in Walker County as shown in **Table 5-4** is partially available from several sources, public and private. The incremental costs to expand the service options as outlined in the recommended transit service and coordination plan would require an additional \$792,000 in funding from other sources for a total of \$1,406,000, to fully implement the plan including the FLEX Circulator bus routes. The expanded service options could be implemented *incrementally* as funding becomes available.

Funding for public transportation in Texas is provided through a dedicated fund and a formula based distribution system that considers need and performance among other factors. The amount of local match is also considered, and it appears that

<sup>26</sup> The cost estimates are for planning purposes only, they are preliminary and subject to change.

<sup>27</sup> Annual transportation cost for the Walker County Senior Center estimated at \$75,000-\$85,000 by F. Ivory.

<sup>28</sup> The apartment shuttles do not operate during the summer months, the 160 day factor was provided by David Kapalko.

several elements of a more coordinated transit system in Walker County could be documented as local match and that match could be used to leverage additional federal and state funds. More information about potential sources of funding is provided later in this section.

The State of Texas was appropriated \$2.8 million for the JARC (5316) program and \$1.4 million for the New Freedom (5317) program in FY 2011. That funding is for rural areas, less than 50,000 in population. The total funding for both programs is \$4.2 million for the entire state and grants are awarded annually through a competitive statewide procurement process. If Walker County in partnership with The District decided to pursue grant funding from those programs (through TxDOT) those grant funds could be used to supplement the resources available for expanded transit options in Walker County. It is reasonable to assume that \$200,000 could be acquired through a proactive grants management process.

The key elements of the recommended transit service coordination plan are briefly described below in the context of a hypothetical timeline for consideration and further coordination. Any of the recommendations could be advanced to happen sooner if local leadership and the residents of Walker County decide to prioritize certain aspects of the plan as funding becomes available.

#### Short Term Recommendations (less than five years):

- Public Transportation & Commute Solutions Information Campaign, promotion, development, implementation;
- Coordinate the expansion of the Senior Center Transportation Program in partnership with The District.
- Negotiate a Business Expansion Plan with the Apartment Shuttles Operators;
- Coordinate the expansion of Express Bus Services;

#### Mid-Term Recommendations (five-ten years):

- Develop a coordinated transportation voucher program;
- Develop a Ways-to-Work program in Walker County;
- Enhance the TxDOT Park-and-Pool lot and the Greyhound Bus Terminal until that facility can be relocated.<sup>29</sup>

#### Long-Term Recommendations (more than 10 years):












- Establish local bus FLEX (Deviated Fixed) Routes in Huntsville.



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<sup>29</sup> The relocation of the bus terminal is recommended by A. Kulhavy, City of Huntsville Public Works.  
WCTP Final

- Implement Intra-County Connector Routes between Huntsville, Riverside, New Waverly (starting with vanpools).
- Conceptual Planning for higher speed passenger rail services, corridor preservation.

**Table 5-5. Preliminary Timeline--Walker County Transit Plan Implementation**

Task	Y-1	Y-2	Y-3	Y-4	Y-5	Y-6	Y-7	Y-8	Y-9	Y 10+
<b>Transportation Information Campaign</b>										
<b>Senior Center Transportation</b>										
<b>Express Bus Services Expanded</b>										
<b>Apartment Shuttles Expansion</b>										
<b>Transportation Voucher Program</b>										
<b>Ways to Work Program</b>										
<b>TxDOT Park and Pool Improvements</b>										
<b>Greyhound Terminal</b>										
<b>Deviated Fixed Routes</b>										

<b>Intra-County Connectors</b>										
<b>Conceptual Planning</b>										

A brief summary of potential funding sources that could be directly applicable to transit service expansion strategies in Walker County is outlined below.<sup>30</sup>

**Federal:**

- FTA Section 5309 – Discretionary program supports bus and rail improvements.
- Transportation and Community and System Preservation (TCSP) Pilot Program – Improves efficiency of the transportation system, reduces the need for costly public infrastructure, ensures efficient access to jobs.
- Community Development Block Grant (CDBG) – Projects that benefit low and moderate-income families.

**State Administered Federal Funds:**

- Grants Program for Services to Elderly and Disabled (Section 5310) – Provides capital grants or loans for the provision of services to elderly persons and/or persons with disabilities.
- Non-urbanized (Rural) Grants program (5311) – Provides grants for public transportation in non-urbanized areas fewer than 50,000 in population.
- Job Access/Reverse Commute (Section 5316) – Provides funds for access to jobs and job-related training for low-income residents and access to suburban employment locations, regardless of income levels.
- New Freedom (Section 5317) – Provides new or expanded transportation services for disabled persons beyond ADA requirements.

**Useful Federal Funding Tools:**

- Capital Cost of Contracting (CCC) – The federal government encourages the utilization of private contractors to provide transportation services, including operations and maintenance. FTA provides funding through its CCC program that rewards the public entity that contracts with private sector providers.
- Joint Development Provisions – Enable a local government or transit entity to pursue redevelopment opportunities to implement mixed-use development into a

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<sup>30</sup> Source: Gulf Coast Region Coordinated Regional Public Transportation Plan, 2006, The Goodman Corp. et al for the H-GAC.

transit terminal/parking facility, to maximize services linked by transit (retail, daycare, community facilities, residential, etc.).

- Transportation Corridors – Federal transit legal provisions enable the acquisition of real property by a federally-supported transit agency within a 1,500-ft. radius of any transit terminal to support development that is compatible and conducive to public transit improvements in a way that generates economic value and additional revenue to help support transit operations.
- Funding Partnerships – Public/private partnerships offer opportunities for the development community to donate land in fee simple interest, through a long-term lease or easement, which is used to support transit/pedestrian related improvements. The value of the land or interest donated can be used to match federal funding and/or leverage additional federal resources to fund other transit improvements.
- Parking and Fare-box Revenue – Transit terminal parking facilities served by a transit system offer parking revenue streams which can be used to meet the local funding obligations for the project and can be used to offset the operating and maintenance costs for the facility and transit system.
- Livable Communities Initiative (LCI) – FTA has made a strong financial commitment to the improvement of communities under the LCI program. This commitment reinforces the importance of integrating and linking communities with the nation’s transportation systems through infrastructure improvements that provide greater access to public transportation.

#### State Funding Resources:

- Transportation Development Credits (TDC) – TDCs were formerly known as toll road credits. They can be used for local match for federally funded projects. The toll road credit is derived from the revenues paid by the users of a toll facility.
- Intercity Bus Funding – The national transportation bills established that 15 percent of funding provided through the Rural Formula program of FTA’s Section 5311(f) will be made available for improvement of Inter-city Bus Service. In Texas, approximately \$4 million annually can be utilized to support a variety of planning, infrastructure, and operating needs related to the linkage of cities through inter-city bus carriers.
- Statewide Transportation Enhancement Program(STEP) – Ten percent of STP funds are set aside as a separate funding category for transportation enhancements. In Texas, TxDOT administers a competitive STEP program to encourage diverse modes of travel, increase community benefits of transportation investments, strengthen partnerships between state and local governments, and promote citizen involvement in transportation decisions.

## Leverage/Use of Local Resources:

Communities are often unaware of local resources that can be used as local match to leverage federal funding. Local contributions can qualify as local match as follows:

- Land Donation – The value of land not previously dedicated to support transit-related purposes can be utilized under the FTA program as match for capital improvements.
- Bond Program – Local funds for major capital investments are generally raised through general obligation bonds. Issuing of bonds can be done only with the approval of voters, and transit service expansions could be included as part of a bond referendum.
- Sales Tax – The Texas Legislature has designated that part of the local (city) sales tax may be used for property tax relief or economic development. Referenced in 4A and 4B, one use for any portion allocated to economic development is public transit.
- Regional Mobility Authorities (RMA) – A RMA can be established in counties to facilitate major capital investments such as toll roads. A portion of the toll road revenues can be designated for public transportation.



**Table 5-6. Walker County Transit Coordination – Short-Term Action Plan**

<b>Action Item</b>	<b>Responsible Agencies</b>	<b>Timeframe</b>	<b>Comments</b>
<b>Establish Transit Coordination Committee</b>	Walker County, City of Huntsville, Senior Center, United Way, The District, V.A., TxDOT, HHSC, TDCJ (others TBD).	Spring 2013	WCTP Steering Committee Members to be invited. Develop Inter-Agency Coordination Agreements.
<b>Identify local Champion</b>	WCTP Steering Committee	Summer 2013	
<b>Grant Applications</b> Develop, coordinate, submit.	The District, Senior Center, TxDOT, United Way, DARS, others (TBD).	December 2013-2015	Ongoing, proactive grants management. TxDOT Annual Coordinated Call for Projects:  Elderly, Disabled (5310).  JARC (5316).  New Freedom (5317).

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# Walker County Transit Plan

## Appendices

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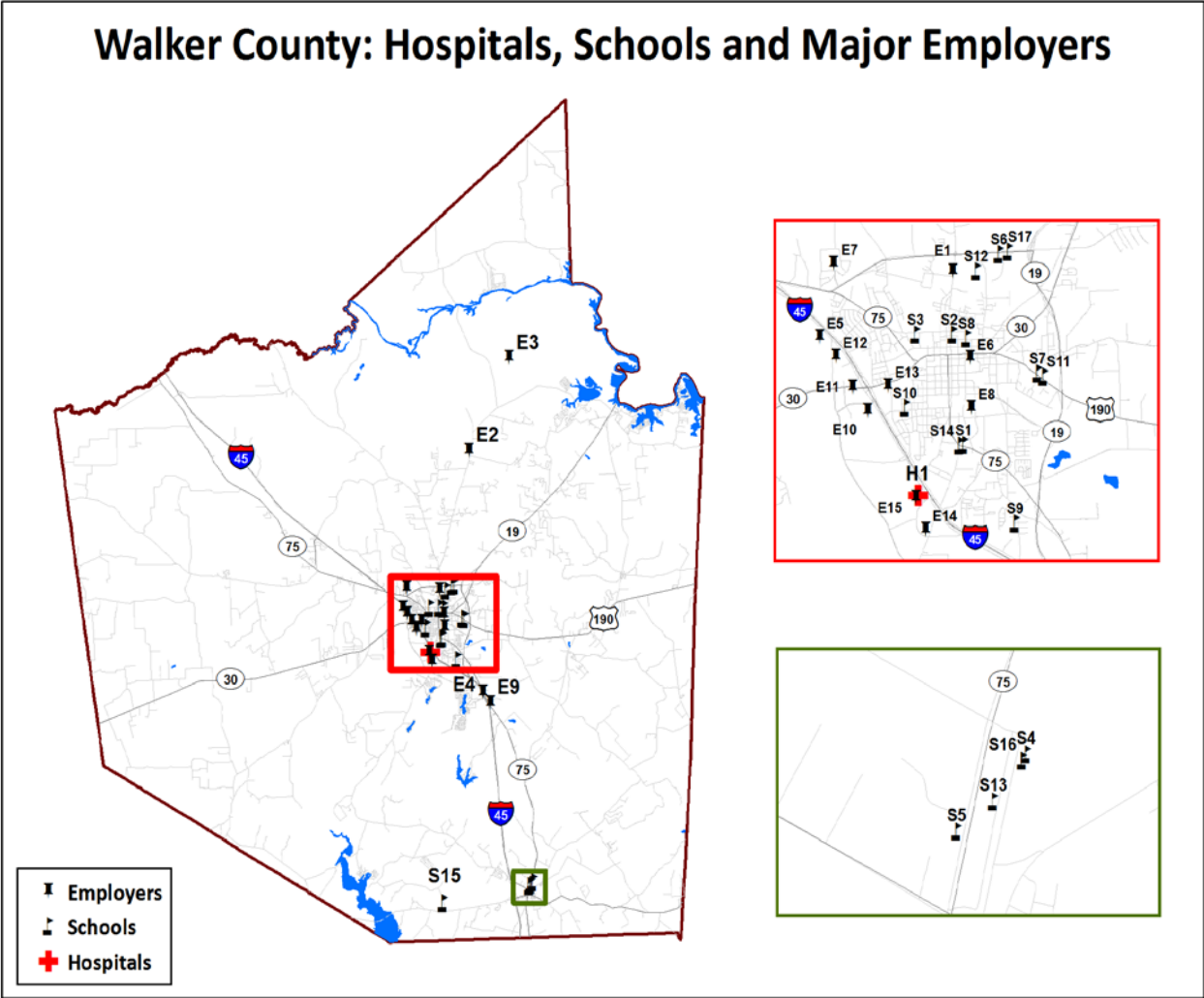
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<sup>31</sup> The page numbers in the Appendices are numbered sequentially from 1-109. Some other internal page numbers are shown on some pages which were generated by the Survey Monkey software as defaults in the pdf formatting for downloads.

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# WCTP Appendix A

## Attractors and Generators Map and Summary Data



## Major Employers, Schools, Hospital

**Table A-1. Major Employers<sup>1</sup>**

<b>Id</b>	<b>Company</b>	<b>Address</b>	<b>City</b>	<b>Zip</b>	<b>Employees</b>
E1	TDCJ, Byrd Unit	21 FM 247	Huntsville	77320	313
E2	TDCJ, Ellis Unit	1697 FM 980	Huntsville	77343	641
E3	TDCJ, Estelle Unit	264 FM 3478	Huntsville	77320	1058
E4	TDCJ, Goree Unit	7405 Hwy 75 South	Huntsville	77344	371
E5	TDCJ, Holliday Unit	295 IH-45 North	Huntsville	77320	477
E6	TDCJ, Huntsville Unit	815 12th Street	Huntsville	77348	467
E7	TDCJ, Wynee Unit	810 FM 2821	Huntsville	77349	803
E8	Sam Houston State University	1806 Avenue J	Huntsville	77340	1000+
E9	Weatherford Liner Systems Mfg	7587 State Highway 75 S	Huntsville	77340	200
E10	Walmart Super Center	141 IH 45	Huntsville	77340	200
E11	Criminal Justice department and Other businesses	3009 Highway 30	Huntsville	77340	100-499
E12	Home Depot	215 IH 45	Huntsville	77320	100
E13	Brookshire Brothers and Other businesses	2601 11th street	Huntsville	77340	100
E14	Education Service Center Region 6	3332 Montgomery Rd	Huntsville	77340	100-499
E15	Huntsville Memorial Hospital	110 Memorial Hospital Drive	Huntsville	77340	100-499

<sup>1</sup> Sources: <http://www.tdcj.state.tx.us/stat/unitdirectory/all.htm>, TWC and Infousa.

**Table A-2. Schools**

<b>Id</b>	<b>Campus</b>	<b>Address</b>	<b>City</b>	<b>Zip</b>	<b>Grade Range</b>
S1	Premier of Huntsville	2407 Sam Houston Ave	Huntsville	77340	High School
S2	EXCEL CENTER	1010 8th St	Huntsville	77320	ELEMENTARY/SECONDARY
S3	SAMUEL HOUSTON EL	1641 7th St	Huntsville	77320-3878	PK-4
S4	NEW WAVERLY H S	1111 Front St	New Waverly	77358-0038	9-12
S5	RUDD EL	145 Clara Rudd Ln	New Waverly	77358-0038	EE-5
S6	HUNTSVILLE H S	650 FM 2821 E	Huntsville	77320-9297	9-12
S7	HUNTSVILLE INT	431 Hwy 190 E	Huntsville	77320	5-6
S8	MANCE PARK MIDDLE	828 8Th St	Huntsville	77320-4145	7-8
S9	STEWART EL	3400 Boettcher Dr	Huntsville	77340-6819	PK-4
S10	GIBBS EL	1800 19Th St	Huntsville	77340-4200	PK-4
S11	SCOTT JOHNSON EL	603 Hwy 190 E	Huntsville	77320	PK-4
S12	HUNTSVILLE EL	87 MLK Dr	Huntsville	77320-4804	PK-4
S13	NEW WAVERLY INTERMEDIATE HERITAGE CHAMPIONS ACADEMY	215 Clara Rudd Ln	New Waverly	77358	04, 05
S14	OF HUNTSVILLE	2407 Sam Houston Dr	Huntsville	77340	6-12
S15	RAVEN SCHOOL	143 Forest Service Rd #233	New Waverly	77358	9-12

**Source:** Texas Education Agency

### Table A-3 Hospital

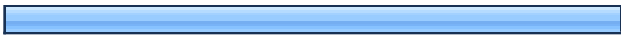

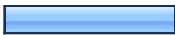






Id	Facility	Address	City	Zip	Beds	Ownership
H1	Huntsville Memorial Hospital	110 Memorial Hospital Drive	Huntsville	77340-4362	123	NONPROFIT

**Source:** Texas Department of State Health Services



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1. How do you usually travel to the places you need to go? Check all that apply.

		Response Percent	Response Count
Drive		92.6%	1,176
Senior Center Van or Bus		0.0%	0
Campus Shuttle		4.3%	54
Walk or Ride a Bike		25.6%	325
Ride with family or friends		19.5%	248
Motorcycle		2.0%	25
Demand Response – Brazos Transit		0.1%	1
Medical Transportation Program (Medicaid)		0.1%	1
Taxi		0.9%	12
Carpool, Vanpool		7.1%	90
	Other (please specify)		19
		<b>answered question</b>	<b>1,270</b>
		<b>skipped question</b>	<b>4</b>



**2. Please select the top five (or less) destinations that you normally travel to:**

		Response Percent	Response Count
Work		69.9%	888
High School		2.0%	26
College/University		74.6%	947
Leisure Activities		63.5%	807
Healthcare Appointments		28.3%	359
<b>Shopping</b>		<b>77.4%</b>	<b>983</b>
Religious Services		34.1%	433
	Other (please specify)		62
		<b>answered question</b>	<b>1,270</b>
		<b>skipped question</b>	<b>4</b>

**3. Is there a need for expanded public transportation options in Walker County?**

		Response Percent	Response Count
Yes		59.1%	748
No		11.1%	141
I'm not sure		29.7%	376
		<b>answered question</b>	<b>1,265</b>
		<b>skipped question</b>	<b>9</b>






#### 4. If an expanded public transportation system was available would you use it?

		Response Percent	Response Count
Yes		62.5%	785
No		37.5%	471

If you answered no, please explain briefly. 264

answered question	1,256
skipped question	18






#### 5. If yes, why would you use it? Check all that apply.

		Response Percent	Response Count
Convenience and reliability		79.2%	615
Money savings		78.0%	606
Prefer not to drive		35.8%	278
High cost of fuel		64.6%	502
No car available		12.4%	96






Other (please specify) 57

answered question	777
skipped question	497



## 6. How many days a week would you use it?(please check one)

		Response Percent	Response Count
1		4.7%	37
2		16.9%	132
3		29.6%	232
4		15.1%	118
<b>5 or more</b>		<b>33.7%</b>	<b>264</b>
<b>answered question</b>			<b>783</b>
<b>skipped question</b>			<b>491</b>



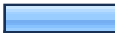

## 7. What is your work status?

		Response Percent	Response Count
Employed Full Time		39.6%	478
Employed Part Time		12.1%	146
<b>Student</b>		<b>45.9%</b>	<b>554</b>
Retired		1.1%	13
Unemployed		1.4%	17
Other (please specify)			73
<b>answered question</b>			<b>1,208</b>
<b>skipped question</b>			<b>66</b>






## 8. Please tell us about yourself.

		Response Percent	Response Count
Male		34.8%	423
Female		65.2%	791
		<b>answered question</b>	<b>1,214</b>
		<b>skipped question</b>	<b>60</b>




## 9. What is your age group?

		Response Percent	Response Count
Under 18		0.2%	2
18-44		76.7%	930
45-59		17.0%	206
60+		6.2%	75
		<b>answered question</b>	<b>1,213</b>
		<b>skipped question</b>	<b>61</b>




### 10. Including yourself, how many people live in your household?

		Response Percent	Response Count
1		19.4%	234
2		34.1%	411
3		19.4%	234
4		17.7%	213
5 or more		9.4%	113
<b>answered question</b>			<b>1,205</b>
<b>skipped question</b>			<b>69</b>


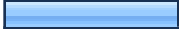

### 11. How many licensed drivers are in your household?

		Response Percent	Response Count
1		21.6%	257
2		45.9%	546
3 or more		32.5%	386
<b>answered question</b>			<b>1,189</b>
<b>skipped question</b>			<b>85</b>

## 12. How many working vehicles are available?

		Response Percent	Response Count
1		26.5%	316
2		39.5%	471
3 or more		33.9%	404
<b>answered question</b>			<b>1,191</b>
<b>skipped question</b>			<b>83</b>

## 13. What is your annual (gross) household income level?



		Response Percent	Response Count
Under \$35,000		50.0%	588
\$35,000- \$75,000		25.7%	302
Over \$ 75,000		24.4%	287
<b>answered question</b>			<b>1,177</b>
<b>skipped question</b>			<b>97</b>

## 14. What is your Home Zip Code?

	Response Count
	1,168
<b>answered question</b>	<b>1,168</b>
<b>skipped question</b>	<b>106</b>



## 15. What is your Work and/or School Zip Code?

		Response Percent	Response Count
Work		76.2%	852
School		68.8%	769
		answered question	1,118
		skipped question	156

## 16. COMMENTS

		Response Count
		151
		answered question
		151
		skipped question
		1,123

**(paper) Walker County Public Transportation Survey**



**1. How do you usually travel to the places you need to go? Check all that apply.**

		<b>Response Percent</b>	<b>Response Count</b>
<b>Drive</b>		<b>40.7%</b>	<b>90</b>
Senior Center Van or Bus		12.7%	28
Campus Shuttle		6.3%	14
Walk or Ride a Bike		9.5%	21
Ride with family or friends		33.0%	73
Motorcycle		1.4%	3
Demand Response – Brazos Transit		2.7%	6
Medical Transportation Program (Medicaid)		10.4%	23
Taxi		7.2%	16
Carpool, Vanpool		12.2%	27
	Other (please specify)		5
		<b>answered question</b>	<b>221</b>
		<b>skipped question</b>	<b>3</b>

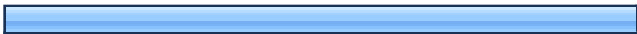

**2. Please select the top five (or less) destinations that you normally travel to:**

		Response Percent	Response Count
Work		23.8%	53
High School		6.3%	14
College/University		13.9%	31
Leisure Activities		45.3%	101
<b>Healthcare Appointments</b>		<b>72.2%</b>	<b>161</b>
Shopping		64.6%	144
Religious Services		63.7%	142
	Other (please specify)		14
<b>answered question</b>			<b>223</b>
<b>skipped question</b>			<b>1</b>

**3. Is there a need for expanded public transportation options in Walker County?**

		Response Percent	Response Count
Yes		91.3%	200
No		2.3%	5
I'm not sure		6.4%	14
<b>answered question</b>			<b>219</b>
<b>skipped question</b>			<b>5</b>

#### 4. If an expanded public transportation system was available would you use it?






		Response Percent	Response Count
Yes		95.0%	208
No		5.0%	11

If you answered no, please explain briefly. 11

answered question 219

skipped question 5

#### 5. If yes, why would you use it? Check all that apply.






		Response Percent	Response Count
Convenience and reliability		58.2%	117
Money savings		56.7%	114
Prefer not to drive		40.8%	82
High cost of fuel		53.2%	107
No car available		43.3%	87

Other (please specify) 9






answered question 201

skipped question 23



## 6. How many days a week would you use it?(please check one)

		Response Percent	Response Count
1		9.5%	18
2		14.7%	28
3		33.2%	63
4		9.5%	18
5 or more		33.2%	63
<b>answered question</b>			<b>190</b>
<b>skipped question</b>			<b>34</b>





## 7. What is your work status?

		Response Percent	Response Count
Employed Full Time		20.2%	38
Employed Part Time		13.3%	25
Student		8.5%	16
<b>Retired</b>		<b>42.0%</b>	<b>79</b>
Unemployed		16.0%	30
Other (please specify)			31
<b>answered question</b>			<b>188</b>
<b>skipped question</b>			<b>36</b>






## 8. Please tell us about yourself.

		Response Percent	Response Count
Male		23.2%	48
Female		76.8%	159
answered question			207
skipped question			17




## 9. What is your age group?

		Response Percent	Response Count
Under 18		4.6%	10
18-44		32.4%	70
45-59		22.7%	49
60+		40.3%	87
answered question			216
skipped question			8




### 10. Including yourself, how many people live in your household?

		Response Percent	Response Count
1		43.6%	92
2		25.1%	53
3		19.0%	40
4		7.1%	15
5 or more		5.2%	11
<b>answered question</b>			<b>211</b>
<b>skipped question</b>			<b>13</b>




### 11. How many licensed drivers are in your household?

		Response Percent	Response Count
1		63.3%	95
2		30.7%	46
3 or more		6.0%	9
<b>answered question</b>			<b>150</b>
<b>skipped question</b>			<b>74</b>

## 12. How many working vehicles are available?

		Response Percent	Response Count
1		75.6%	96
2		19.7%	25
3 or more		4.7%	6
answered question			127
skipped question			97

## 13. What is your annual (gross) household income level?



		Response Percent	Response Count
Under \$35,000		91.4%	169
\$35,000- \$75,000		6.5%	12
Over \$ 75,000		2.2%	4
answered question			185
skipped question			39

## 14. What is your Home Zip Code?

	Response Count
	173
answered question	173
skipped question	51



## 15. What is your Work and/or School Zip Code?

		Response Percent	Response Count
Work		97.8%	90
School		68.5%	63
		answered question	92
		skipped question	132

## 16. COMMENTS

		Response Count
		17
		answered question
		17
		skipped question
		207







(paper) Encuesta de Transporte Público de Walker County





1. ¿Cómo se transporta usualmente a los lugares a los que necesita ir? Marque todas las opciones que apliquen.

		Response Percent	Response Count
Manejo mi vehículo		25.5%	14
Autobús o Camioneta de Centro de Ancianos		10.9%	6
Autobús del Colegio		0.0%	0
Camino o uso la bicicleta		14.5%	8
Viajo en el auto de amigos o familia		12.7%	7
Motocicleta		1.8%	1
Demand-Response – Brazos Transit		14.5%	8
Programa de Transporte Médico (Medicaid)		16.4%	9
Taxi		20.0%	11
Coche o camioneta compartidos		23.6%	13
	Otro (favor de especificar)		0
		<b>answered question</b>	<b>55</b>
		<b>skipped question</b>	<b>0</b>



## 2. Favor de seleccionar los cinco destinos (o menos) a los que normalmente viaja:

		Response Percent	Response Count
Trabajo		0.0%	0
Secundaria – High School		7.4%	4
Colegio/Universidad		11.1%	6
Actividades de diversión		79.6%	43
Citas de cuidado médico		92.6%	50
Compras		92.6%	50
Servicios Religiosos		92.6%	50
	Otro (favor de especificar)		0
<b>answered question</b>			<b>54</b>
<b>skipped question</b>			<b>1</b>

## 3. ¿Hay necesidad de opciones de transporte público más extensas en el Condado Walker?

		Response Percent	Response Count
Si		98.1%	52
No		1.9%	1
No sé		0.0%	0
<b>answered question</b>			<b>53</b>
<b>skipped question</b>			<b>2</b>

#### 4. ¿Si hubiera un sistema de transporte público más extenso disponible lo usaría usted?






		Response Percent	Response Count
Si		98.1%	52
No		1.9%	1

Si respondió no, explique brevemente. 1

answered question 53

skipped question 2

#### 5. Si respondió sí, ¿por qué lo usaría? Marque las opciones que apliquen.





		Response Percent	Response Count
Facilidad y confianza		9.5%	4
Quiero ahorrar dinero		40.5%	17
Prefiero no manejar		54.8%	23
Alto costo del combustible		59.5%	25
<b>No tengo un auto disponible</b>		73.8%	31

Otra (favor de especificar) 0






answered question 42

skipped question 13



## 6. ¿Cuántos días a la semana usaría el sistema de transporte público? (marque una opción)

		Response Percent	Response Count
1		0.0%	0
2		2.2%	1
3		22.2%	10
4		17.8%	8
5 ó más		57.8%	26
<b>answered question</b>			<b>45</b>
<b>skipped question</b>			<b>10</b>



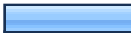

## 7. ¿Cuál es su situación laboral?

		Response Percent	Response Count
Empleado de Tiempo Completo		23.8%	10
Empleado de Tiempo Parcial		19.0%	8
Estudiante		11.9%	5
<b>Retirado</b>		<b>26.2%</b>	<b>11</b>
Desempleado		19.0%	8
Otra (favor de especificar)			0
<b>answered question</b>			<b>42</b>
<b>skipped question</b>			<b>13</b>






### 8. Por favor infórmenos sobre usted.

		Response Percent	Response Count
Hombre		37.0%	17
<b>Mujer</b>		<b>63.0%</b>	<b>29</b>
		<b>answered question</b>	<b>46</b>
		<b>skipped question</b>	<b>9</b>



### 9. ¿Cuál es su grupo de edad?

		Response Percent	Response Count
Menos de 18 años		13.5%	7
<b>18-44 años</b>		<b>51.9%</b>	<b>27</b>
45-59 años		19.2%	10
60+ años		15.4%	8
		<b>answered question</b>	<b>52</b>
		<b>skipped question</b>	<b>3</b>




### 10. ¿Incluyéndolo a usted, cuántas personas viven en su hogar?

		Response Percent	Response Count
1		13.5%	7
2		23.1%	12
3		26.9%	14
4		26.9%	14
5 ó más		9.6%	5
<b>answered question</b>			<b>52</b>
<b>skipped question</b>			<b>3</b>


### 11. ¿Cuántos conductores de auto con licencia viven en su hogar?

		Response Percent	Response Count
1		64.3%	18
2		35.7%	10
3 ó más		0.0%	0
<b>answered question</b>			<b>28</b>
<b>skipped question</b>			<b>27</b>

## 12. ¿Cuántos vehículos funcionando hay en su hogar?

		Response Percent	Response Count
1		85.2%	23
2		11.1%	3
3 ó más		3.7%	1
answered question			27
skipped question			28

## 13. ¿Cuál es el ingreso anual de su familia (antes de impuestos)?



		Response Percent	Response Count
Menos de \$35,000		100.0%	49
\$35,000- \$75,000		0.0%	0
Más de \$ 75,000		0.0%	0
answered question			49
skipped question			6

## 14. ¿Cuál es el código postal de su domicilio?

	Response Count
	51
answered question	51
skipped question	4



### 15. ¿Cuál es el código postal de su Trabajo y/o Escuela?

		Response Percent	Response Count
Trabajo		50.0%	3
Escuela		83.3%	5
		answered question	6
		skipped question	49

### 16. COMENTARIOS

	Response Count
	0
answered question	0
skipped question	55

## WCTP Appendix C Public Comments Introduction

The questionnaire for the WCTP included several questions with space for survey respondents to provide answers to open-ended questions or to provide more information about a specific topic. Those responses are reported in the following pages in the same order as in the survey form. An outline of the information is provided below:

Question Number	Topics	Number of Open Ended Responses (OSR and LED)	Comments
1- How do you usually travel ? (check all that apply)	Other modes of travel used besides those listed.	24	
2- Primary Destinations (top five)	Other destinations that were not listed.	76	
4-If service expanded.	Would NOT use it, why not ?	275	This is a follow-up to question #4 for those respondents who indicated they would not use an expanded transit system, to briefly explain.
5-If service expanded.	Would use it for other reasons than those listed.	63	
7-Work status.	Other combinations such as full-time worker <i>and</i> part-time student.	104	
14-Home zip codes.	Primary Origins	1168	
15- Work/School zip codes.	Primary Destinations	1118	
16-Public Comments	Open-ended comments grouped by categories. Comments provided during the public meeting in February. Comments received after the public meeting by comment cards, fax and email.	155	Duplicative responses are not included in the summary by categories.

The Survey Monkey software generates reports in specific formats that include the questions and a listing of the open-ended responses. Those are reproduced in the following pages.

**Page 1, Q1. How do you usually travel to the places you need to go? Check all that apply.**

1	Longboard	Dec 15, 2011 9:36 AM
2	Apartment Shuttle	Dec 11, 2011 8:03 PM
3	I no longer drive due to various retina diseases.	Dec 10, 2011 7:57 PM
4	Family members borrow special vehicle	Dec 9, 2011 11:47 AM
5	Apartment Shuttle	Dec 8, 2011 8:23 AM
6	Shuttle from apartment complex to university campus	Dec 7, 2011 2:26 PM
7	walk sometimes	Dec 7, 2011 1:11 PM
8	Apartment Shuttle	Dec 7, 2011 12:50 PM
9	i walk or get someone to take me it's a good idea to get public transportation in this area especially for students	Dec 7, 2011 12:49 PM
10	walk	Dec 7, 2011 11:16 AM
11	also my apartments shuttle that is very un-reliable	Dec 7, 2011 10:37 AM
12	50/50 bike and car	Dec 7, 2011 10:32 AM
13	Walk	Dec 7, 2011 9:47 AM
14	I do not use the university's van-pool, as it is too costly. I carpool with one other individual who lives in south Montgomery County that works at SHSU	Dec 7, 2011 9:19 AM
15	Huntsville would tremendously benefit from the addition of bike lanes around town. Bike transportation will be safer with this addition.	Dec 7, 2011 9:17 AM
16	longboard	Dec 7, 2011 9:01 AM
17	We drive a prius	Dec 7, 2011 8:53 AM
18	Walk or take a cab	Dec 7, 2011 7:59 AM
19	Jet pack, or a running start and a good jump.	Dec 7, 2011 7:11 AM

**Page 1, Q2. Please select the top five (or less) destinations that you normally travel to:**

1	Gulf coast, Houston, Conroe	Jan 5, 2012 10:59 AM
2	Exercise	Jan 1, 2012 5:54 PM
3	food venue	Dec 21, 2011 2:51 PM
4	gas cost too much to go anywhere else.	Dec 21, 2011 6:51 AM
5	home	Dec 15, 2011 1:41 PM
6	Food	Dec 13, 2011 11:55 PM
7	volunteering	Dec 13, 2011 2:05 PM
8	Place to eat	Dec 13, 2011 9:32 AM
9	Home	Dec 12, 2011 9:13 PM
10	Apartment	Dec 11, 2011 3:07 PM
11	General driving around for the sake of driving, no destination in mind.	Dec 10, 2011 1:36 PM
12	Dr. Appts.	Dec 9, 2011 2:03 PM
13	Cruising	Dec 9, 2011 9:38 AM
14	Home to College Station	Dec 8, 2011 11:30 AM
15	Bank, Post office	Dec 8, 2011 9:22 AM
16	Relatives houses	Dec 8, 2011 9:20 AM
17	Eating	Dec 8, 2011 8:23 AM
18	Grocery Store	Dec 8, 2011 1:02 AM
19	Family	Dec 8, 2011 12:15 AM
20	Extra Curricular for grades (rehearsals, performances, etc)	Dec 7, 2011 9:18 PM
21	Home	Dec 7, 2011 7:43 PM
22	Horse Stable	Dec 7, 2011 5:04 PM
23	Elementary School	Dec 7, 2011 4:01 PM
24	to the track	Dec 7, 2011 2:04 PM
25	Lunch	Dec 7, 2011 1:39 PM
26	See Family	Dec 7, 2011 1:30 PM
27	Masonic	Dec 7, 2011 1:29 PM

**Page 1, Q2. Please select the top five (or less) destinations that you normally travel to:**

28	work and leisure activities	Dec 7, 2011 12:49 PM
29	Food	Dec 7, 2011 12:31 PM
30	Dining	Dec 7, 2011 11:58 AM
31	food	Dec 7, 2011 11:23 AM
32	Houston for cultural activities	Dec 7, 2011 11:19 AM
33	Gym	Dec 7, 2011 11:05 AM
34	Going home from college	Dec 7, 2011 10:54 AM
35	Grocery store	Dec 7, 2011 10:21 AM
36	Gym	Dec 7, 2011 10:14 AM
37	Home	Dec 7, 2011 10:13 AM
38	Apartment complexes	Dec 7, 2011 10:00 AM
39	boyfriend	Dec 7, 2011 9:56 AM
40	Meetings	Dec 7, 2011 9:45 AM
41	Bush Airport in Houston	Dec 7, 2011 9:38 AM
42	daycare	Dec 7, 2011 9:04 AM
43	Normal errands/bills	Dec 7, 2011 8:50 AM
44	Childrens' activities/schools	Dec 7, 2011 8:38 AM
45	Restaurants	Dec 7, 2011 8:36 AM
46	local schools to p/u children	Dec 7, 2011 8:35 AM
47	alternate home in Houston	Dec 7, 2011 8:34 AM
48	Take my children to private school	Dec 7, 2011 8:13 AM
49	out to visit family & friends at their houses/apartments	Dec 7, 2011 8:05 AM
50	Gym	Dec 7, 2011 8:02 AM
51	Intermediate and Middle School	Dec 7, 2011 7:56 AM
52	Elementary schools for Field Experience	Dec 7, 2011 7:54 AM
53	Library (unless considered "leisure")	Dec 7, 2011 7:52 AM
54	Childcare center	Dec 7, 2011 7:47 AM

**Page 1, Q2. Please select the top five (or less) destinations that you normally travel to:**

55	take my children to school	Dec 7, 2011 7:44 AM
56	drop the kids off at school	Dec 7, 2011 7:36 AM
57	Bars, to drink until I have the courage to try and get some lovin'.	Dec 7, 2011 7:11 AM
58	doctors appointments	Dec 7, 2011 7:07 AM
59	Natural areas such as the Sam Houston National Forrest or Huntsville State Park	Dec 7, 2011 6:55 AM
60	volunteer work	Nov 20, 2011 9:51 AM
61	Parent's home	Nov 19, 2011 9:47 AM
62	DARS	Nov 16, 2011 12:25 PM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

1	I would if it was BIKE PATHS	Jan 16, 2012 5:08 PM
2	Quicker in my car.	Jan 16, 2012 9:56 AM
3	probably in the future according to ability	Jan 5, 2012 10:59 AM
4	I am not sure it would be widespread enough to let me travel to the places I need to go (I.E. Leave the university and go somewhere for lunch and get back in a reasonable time).	Jan 4, 2012 8:10 PM
5	Please fix the roads of Huntsville first before you go spending money on some bus route. Their are too many pot holes and patches everywhere. Please do some leveling. I can not enter or exit any businesses from the road with out destroying my car. I cant turn on cross streets with out desroying my car. This is so much more important that some crummy bus route. As if Huntsville had the population and tax base to mitigate such a thing... come on guys get your head in the game.	Jan 3, 2012 11:30 AM
6	Very irregular personal schedule and own businesses in two different town - I am always doing different things	Jan 1, 2012 5:54 PM
7	I do not travel to Sam Houston that often anymore as I am student teaching	Dec 29, 2011 6:48 PM
8	Because I think Huntsville is fine the way it is. It's a small town and we need to keep it that way	Dec 26, 2011 12:34 PM
9	Fortunately, I have my own transportation. I feel expanded public transportation would benefit those who do not have the luxury of having their own vehicle.	Dec 22, 2011 8:11 PM
10	Probably not considering I live in Trinity, Texas. If it were expanded to Trinity to Huntsville and the cost is less than paying gas in a personal vehicle then yes I would.	Dec 21, 2011 6:51 AM
11	Live in Country would have to drive in anyway.	Dec 19, 2011 9:07 AM
12	I live out of county and drive 1 hour to get to university	Dec 15, 2011 1:43 PM
13	don't want to try and hit specific times and it usually takes longer	Dec 15, 2011 9:33 AM
14	I have my own car and enough friends that could give me a ride to where I need to go.	Dec 14, 2011 9:40 AM
15	B/c I have my own means of transportation and I don't live in Walker County	Dec 13, 2011 11:55 PM
16	I prefer driving myself to destinations or riding with people I know. I feel transportation is plentiful in Walker County, as far as the University and apartment campus shuttles go. Traffic is not bad either - it is only a little congested around 5 pm when people are getting off of work/school, which is going to happen anywhere you go.	Dec 13, 2011 4:08 PM
17	I live in Willis.	Dec 13, 2011 9:32 AM
18	People of lower income or living with disabilities may need these services and I am not in a position to assess this need.	Dec 12, 2011 9:00 PM



**Page 1, Q3. If an expanded public transportation system was available would you use it?**

19	My time spent on Walker county roads already supply me with the routes I need	Dec 12, 2011 2:16 PM
20	I personally do not need it but I know many people, particularly seniors and those who are unemployed, who could use reliable transportation	Dec 12, 2011 1:53 PM
21	It really depends on the type of expanded public transportation system - if you are talking better bike lanes and sidewalks then, YES!	Dec 12, 2011 8:19 AM
22	I would travel from home to school.	Dec 11, 2011 8:19 PM
23	I have a car of my own.	Dec 11, 2011 8:03 PM
24	This service woul be useful to elderly clients.	Dec 11, 2011 1:25 PM
25	I do not reside in Walker country, therefore, have very little need to be transported around the city of Huntsville, much less the entire county. However, there are many individuals that either walk or ride bikes that could benefits greatly from public transportation, which would also enhance their safety.	Dec 11, 2011 1:06 PM
26	I live in Montgomery County. If the public transportation had a pick up point in Montgomery County/The Woodlands area, I'd consider using it.	Dec 10, 2011 9:54 PM
27	I have a car.	Dec 10, 2011 3:36 PM
28	Walker county is small enough - public transportation isn't the issue. If more convenient locations were made between Harris and Walker counties, Montgomery included, then more students would probably use that, given the lacking number of parking places at Sam Houston University. As an art student, however, public transportation wouldn't be practical - I have too much equipment to drag around between Spring and Huntsville to utilize any public transportation	Dec 10, 2011 1:36 PM
29	I live in The Woodlands	Dec 10, 2011 7:35 AM
30	I commute from The Woodlands	Dec 9, 2011 2:03 PM
31	I live in houston. If there was something for students who commute then probably yes	Dec 9, 2011 10:50 AM
32	I live in Montgomery County and commute to Walker County.	Dec 9, 2011 9:57 AM
33	I DOUBT THE XPORTATION SYS WOULD ACCESS WHERE NEEDED.	Dec 9, 2011 9:09 AM
34	Already have a vehicle	Dec 9, 2011 4:04 AM
35	I don't live in Walker County.	Dec 8, 2011 10:33 PM
36	I may use it occasionally, however I like having my own vehicle so I can go and come as I like. Also, I like having my own transportation in case of an emergency.	Dec 8, 2011 8:25 PM
37	I have the means to pay for gas and other car expenses, so I don't NEED the use of a public bus system, but I know a lot of people who don't have those means and walk every where over town.	Dec 8, 2011 4:07 PM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

38	I enjoy my truck	Dec 8, 2011 3:58 PM
39	I don't live here. I work here. So I come to my office and then I go home.	Dec 8, 2011 3:05 PM
40	i wouldnt want to wait on a ride.	Dec 8, 2011 2:38 PM
41	My daughter has been commuting to Lone Star College - Montgomery campus for the past 2 years. Transportation would be wonderful.	Dec 8, 2011 1:36 PM
42	I don't live in Walker County, I commute from Montgomery County.	Dec 8, 2011 1:28 PM
43	Probably not. I live outside Walker County so I would have to commute to a transfer point anyway. I might use a public system if the transfer point location and schedule were convenient and the cost would off-set my parking costs at SHSU.	Dec 8, 2011 1:21 PM
44	Public transportation is an inefficient drain on taxpayer's money.	Dec 8, 2011 10:51 AM
45	I do not live in Walker County.	Dec 8, 2011 10:29 AM
46	I live an hour away. When i make it to the campus I do not want to wait for transportation to get to class.	Dec 8, 2011 10:23 AM
47	i am a commuter	Dec 8, 2011 9:54 AM
48	I have my own vehicle but there are countless students at SHSU that would use it because of lack of personal transportation.	Dec 8, 2011 9:22 AM
49	No need to use it. I own a car and would never use any type of public transportation. Also there is not enough people that would benefit from this therefore a huge waste of taxpayers money. Along with that, It's a waste of time to wait for a bus to pick you up and then make several stops along the way until you reach your destination.	Dec 8, 2011 9:20 AM
50	Easier to carpool with family	Dec 8, 2011 9:10 AM
51	I would rather rely on myself to get me from Point A to Point B. Waiting on a bus as a single female is dangerous.	Dec 8, 2011 8:34 AM
52	No need at all.	Dec 8, 2011 8:09 AM
53	I live out of the city limits in rural area, suspect the public transportation would not be convenient nor save gas/money for me	Dec 8, 2011 7:40 AM
54	My travel is very limited. From home to work, then shopping during lunch hour. There is a need for shuttle service to and from SHSU and downtown.	Dec 8, 2011 6:48 AM
55	Other forms of transportation are unreliable most of the time. You have to consider that there are time restraints and it is unrealistic to rely on alternative transportation for things such as school and work. Although, I do think that it would be an intelligent idea to offer transportation for the college students who go out to Shaniganigans or the Fox on a regular basis. That way, we don't have to worry about friends or family getting home safely; plus it takes drunk drivers off the road.	Dec 8, 2011 12:18 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

56	I don't like crowds. I like the privacy of my personal vehicle.	Dec 7, 2011 11:30 PM
57	It would make getting to and from campus much easier and may also help with the parking issues	Dec 7, 2011 10:47 PM
58	I work in the Dallas area.	Dec 7, 2011 10:27 PM
59	I live on campus at my school and can just walk to class and all the other places I go are within walking distance.	Dec 7, 2011 10:06 PM
60	I prefer driving my own vehicle.	Dec 7, 2011 10:03 PM
61	I will have graduated before this ever would start. But it would help others!	Dec 7, 2011 10:02 PM
62	I have a car.	Dec 7, 2011 9:18 PM
63	I couldn't depend on a bus or any other method other than driving myself	Dec 7, 2011 8:20 PM
64	I am a college student.	Dec 7, 2011 8:14 PM
65	I enjoy driving.	Dec 7, 2011 8:05 PM
66	Don't need it. I live close to campus.	Dec 7, 2011 7:43 PM
67	I do not live or work in Walker County.	Dec 7, 2011 7:42 PM
68	I like to drive myself.	Dec 7, 2011 6:49 PM
69	I will graduate in May of 2012 and I am planning to not live in the area after college.	Dec 7, 2011 6:34 PM
70	I commute from further away	Dec 7, 2011 5:36 PM
71	I have a car	Dec 7, 2011 5:11 PM
72	I commute to the university each day. I am not from Huntsville	Dec 7, 2011 4:53 PM
73	I answered "no" because I envision the Houston, TX area Metro Transportation which claims it will get you there, but in actuality it doesn't.	Dec 7, 2011 4:29 PM
74	Huntsville is not large enough and traffic is not bad enough to merit public transportation that avoids traffic.	Dec 7, 2011 4:29 PM
75	I have a car, which makes getting there more convenient and on my own schedule.	Dec 7, 2011 4:25 PM
76	I have my own transportation, but there are many in the county who don't and could use public transportation.	Dec 7, 2011 4:12 PM
77	won't fit my schedule or needs	Dec 7, 2011 4:09 PM
78	I have my own car and live out of town.	Dec 7, 2011 4:07 PM
79	I have my own car. I would only use it if i had no money for gas.	Dec 7, 2011 3:37 PM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

80	If the options were broad enough it is possible that I could use it, but family could use it.most certainly.	Dec 7, 2011 3:36 PM
81	I live in Spring.	Dec 7, 2011 3:02 PM
82	I will only need to commute once a week for classes next semester.	Dec 7, 2011 3:00 PM
83	I have my car and I only live in WC for school.	Dec 7, 2011 2:49 PM
84	Live in Montgomery County	Dec 7, 2011 2:06 PM
85	because i have a car	Dec 7, 2011 1:57 PM
86	I was torn between yes and no, only because I am not sure of the hours, where I would be picked up, if it would cost me extra, etc.	Dec 7, 2011 1:46 PM
87	I don't live in Walker County - I work in Walker County. I live in Brazos County and would love some sort of public transportation between Walker and Brazos County. I believe a lot of students from Brazos county would use the public transportation, also.	Dec 7, 2011 1:39 PM
88	I live in a rural area north of town. I would not be able to utilize public transportation. However, I feel that our area could greatly benefit from public transportation for new hires to the University and college students who do not have vehicles	Dec 7, 2011 1:30 PM
89	Live outside the city.	Dec 7, 2011 1:29 PM
90	I commute from out of town	Dec 7, 2011 1:12 PM
91	probably not myself, since I live in town. it would be very helpful however to thousands of college students who do not have a car.	Dec 7, 2011 12:51 PM
92	yes i would use it this survey isn't letting me mark my answers	Dec 7, 2011 12:49 PM
93	I do not feel that this is at all a necessary service for the city of Huntsville. Everywhere in town is easily accessible by walking, bicycle or driving, so it seems there is little to no need for expanded public transportation.	Dec 7, 2011 12:44 PM
94	I commute into Walker County for work, and aside from occasional errands in-town, I am generally ONLY there for work.	Dec 7, 2011 12:43 PM
95	I prefer my own vehicle.	Dec 7, 2011 12:31 PM
96	I probably would not use it since I do not live in Walker County and only work here. If the options were right I may use it during the work day if it fit into my schedule.	Dec 7, 2011 12:30 PM
97	I live outside of the city, and on typical day don't leave the office.	Dec 7, 2011 12:12 PM
98	They need more taxis	Dec 7, 2011 11:58 AM
99	I live so close to campus and where I work and my church is out on 45S I doubt a bus (or something) would run out that far or the times it ran would do well with	Dec 7, 2011 11:58 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

	my schedule.	
100	Huntsville isn't big enough in my opinion to have a large public transportation system. Definitely little metro buses for the elderly to help them get around town, but in general, it's just not necessary.	Dec 7, 2011 11:58 AM
101	I live out of the city limits, about twenty minutes away from town.	Dec 7, 2011 11:55 AM
102	I think you just need to fix the roads that are already here. They are terrible, and very...very confusing	Dec 7, 2011 11:51 AM
103	The class of people that would most likely use the the system would be the lower class citizens. That would be fine with me except, it would be taken advantage of by gangs and trashy people and not a good form of transportation for families to use. I can see the possibilities of increased assaults and robberies happening on or around these transportation systems. This could only work if there were operated or maintained with police officers.	Dec 7, 2011 11:51 AM
104	I will be moving in the next year and I do not think it will be up and running before I move.	Dec 7, 2011 11:47 AM
105	I wouldn't use the public transportation because I can travel faster driving myself.	Dec 7, 2011 11:44 AM
106	would rather drive	Dec 7, 2011 11:35 AM
107	I do not have a need for it at this time.	Dec 7, 2011 11:31 AM
108	A long as I am able to, I'll drive.	Dec 7, 2011 11:30 AM
109	I like to walk.	Dec 7, 2011 11:24 AM
110	I think the transportation system is needed for elderly people who lack transportation options and students. I am not in those categories	Dec 7, 2011 11:19 AM
111	What we need most is more sidewalks. My mother is in a wheelchair and she cannot get around town because there are not many sidewalks. There are many curb cuts but not side walks	Dec 7, 2011 11:16 AM
112	I would rather have sidewalks than buses.	Dec 7, 2011 11:12 AM
113	maybe	Dec 7, 2011 11:09 AM
114	i have a car, but you guys should work on the light times of 11th street.	Dec 7, 2011 11:07 AM
115	i have my own car.	Dec 7, 2011 11:07 AM
116	Distances are too great and many residents are too spread out for a expanded transportation system to be efficient. Most people have their own vehicles and those without still have access to those of friends families and associates.	Dec 7, 2011 11:05 AM
117	I have very few locations that I actually travel to outside of Huntsville proper, and the convenience of using my car is typically going to win out for the few times public transportation would help me. I live within 8 blocks of my work, and enjoy walking.	Dec 7, 2011 10:56 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

118	I have a car and everything else is within walking distance	Dec 7, 2011 10:54 AM
119	I do not need it. More parking for students is EXTREMELY NEEDED.	Dec 7, 2011 10:49 AM
120	I'm not sure what's currently available or what the expanded public transportation system would include, so I don't know if I would use it or not.	Dec 7, 2011 10:37 AM
121	I live out of town (in Shiro) and have to drive in anyway. However, if I lived here, I would certainly use it.	Dec 7, 2011 10:36 AM
122	I am within walking distance to school. Regarding shopping, I doubt public transit would be cheaper than me driving (that's the only reason I would use it). As for work: I work in Montgomery County, so I have to drive.	Dec 7, 2011 10:33 AM
123	I don't need it but SHSU students would benefit.	Dec 7, 2011 10:32 AM
124	Sidewalks are needed more than anything on Lake Street headed to SHSU	Dec 7, 2011 10:32 AM
125	I use my car throughout the work day	Dec 7, 2011 10:28 AM
126	It is not necessary. I can go wherever I need to go in Walker County and use my own gas for cheaper than bus fares. Also it is not worth the extra time to have to ride to multiple other destinations before your destination is reached.	Dec 7, 2011 10:27 AM
127	I have constant access to personal transportation	Dec 7, 2011 10:26 AM
128	Maybe for me. Yes, for those who I know who are in need and may not have received or be responding to this email. This is a real need for our community. Thank you for inquiring and considering this service.	Dec 7, 2011 10:23 AM
129	I am well-suited with my car, and would not need extra transportation. However, if my car was unavailable, I would use public transportation.	Dec 7, 2011 10:21 AM
130	I drive mostly.	Dec 7, 2011 10:18 AM
131	I don't live in walker county. I just go to school there. I drive about an hour one way	Dec 7, 2011 10:14 AM
132	I am a Mongomery County resident and do not live in the area.	Dec 7, 2011 10:10 AM
133	It seems dangerous, however the stigma, the convenience factor of driving myself outweighs using public transpo.	Dec 7, 2011 10:10 AM
134	I'm graduating soon. If I weren't, I'd use it.	Dec 7, 2011 9:52 AM
135	Easier for me to either drive or take my apartment's shuttle	Dec 7, 2011 9:51 AM
136	I would have but I am graduating and moving within a week.	Dec 7, 2011 9:51 AM
137	My schedule is too varied.	Dec 7, 2011 9:50 AM
138	With working full time and going to school full time, my schedule is so tight and chaotic that arranging public transportation would add another kink in an already chaotic day. I already don't have much wiggle room.	Dec 7, 2011 9:47 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

139	Depends on my situation	Dec 7, 2011 9:45 AM
140	I use my apartment shuttle to go to class and back. And work is just every other week. Grocery shopping is the only real time I drive my own car.	Dec 7, 2011 9:45 AM
141	I live too far outside of town for public transportation, but I think it should be available in town for other people to use.	Dec 7, 2011 9:43 AM
142	I have my own car	Dec 7, 2011 9:41 AM
143	Would use shuttle from Woodlands to SHSU	Dec 7, 2011 9:37 AM
144	It would need to originate/end in Montgomery County.	Dec 7, 2011 9:36 AM
145	I have transportation, but I do know of persons in Walker County that do not have transportation that would benefit from this service.	Dec 7, 2011 9:32 AM
146	I would consider it. It depends on the cost and where it goes.	Dec 7, 2011 9:32 AM
147	I'm not a resident. I drive to the County to come to work.	Dec 7, 2011 9:31 AM
148	I usually drive my own car.	Dec 7, 2011 9:29 AM
149	possibly, depends on how cost effective and practical it is.	Dec 7, 2011 9:28 AM
150	My job requires that I make unexpected trips throughout the day. thus I need to have access to my car. If the shuttle service went to the Woodlands, I would use it.	Dec 7, 2011 9:27 AM
151	I don't have personal need for it, but I know many people who do... college students without autos and seniors who don't drive. I would use it occasionally if it transported to Conroe/Woodlands or farther south.	Dec 7, 2011 9:27 AM
152	I do not live in Walker County	Dec 7, 2011 9:26 AM
153	I would most definitely use it. and even though I have transportation my first semester at sam I didn't and would have been elated to know Walker County offered an alternative to my walking everywhere.	Dec 7, 2011 9:25 AM
154	I work very strange hours and don't believe the public transportation would serve my needs.	Dec 7, 2011 9:22 AM
155	I would like an express bus service from The Woodlands to SHSU.	Dec 7, 2011 9:22 AM
156	I do not live in Walker County. If there is a need to run errands while at work, I wait until it is my day to drive the carpool.	Dec 7, 2011 9:19 AM
157	The population is steady growing. We need public transportation, especially for college students.	Dec 7, 2011 9:18 AM
158	would use if weather was bad and did not want to drive myself	Dec 7, 2011 9:13 AM
159	It depends. I would mostly benefit from transportation between The Woodlands/Spring area to Huntsville. Does the "expanded public transportation	Dec 7, 2011 9:11 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

	system" include regularly schedules buses or shuttles between the two cities?	
160	Maybe. I graduate soon, so I might not even be able to use it in time if it was built.	Dec 7, 2011 9:07 AM
161	We have our own vehicles, and live outside of town. Typically, public transportation is not available outside of city limits.	Dec 7, 2011 9:04 AM
162	It wouldn't reach my neighborhood	Dec 7, 2011 9:03 AM
163	Why would i ride the bus if I have a car? I hate waiting for the bus.	Dec 7, 2011 9:00 AM
164	I don't see the benefit of it. Not many people are going to use expanded public transportation, since, many, would like to drive themselves.	Dec 7, 2011 8:59 AM
165	I live in Spring	Dec 7, 2011 8:58 AM
166	I don't travel enough, other than to school. If there was a shuttle service that took me from my apartment to campus I would use it	Dec 7, 2011 8:53 AM
167	prius is cost effective; I don't see the need for public transportation for myself or family.	Dec 7, 2011 8:53 AM
168	I would use it if I did not have personal transportation.	Dec 7, 2011 8:51 AM
169	I commute from Willis and have a vehicle at my disposal. Many Huntsville residents, especially international students don't have vehicles	Dec 7, 2011 8:49 AM
170	Unless my car were to break down, I would have no need to use it but I would use it if my car were to break down.	Dec 7, 2011 8:48 AM
171	I have a car.	Dec 7, 2011 8:47 AM
172	The students at the University would use it.	Dec 7, 2011 8:46 AM
173	I feel that the residents of Walker county could use public transportation and that it would be widely used by faculty and students at SHSU. I however do not live in Walker County and would use the public transportation system very little.	Dec 7, 2011 8:46 AM
174	I am in between. It depends on how convenient it is for me, as in price and locations.	Dec 7, 2011 8:45 AM
175	I live in the rural area and this would not benefit me.	Dec 7, 2011 8:44 AM
176	Drive Everywher	Dec 7, 2011 8:44 AM
177	I have a car	Dec 7, 2011 8:42 AM
178	I believe that the need for expanded public transportation in Walker County is greatest for the lower income, elderly, students, etc.for whom a private vehicle with its associated overhead is tremendous burden.	Dec 7, 2011 8:40 AM
179	I am not in the group without regular transportation options.	Dec 7, 2011 8:38 AM



**Page 1, Q3. If an expanded public transportation system was available would you use it?**

180	I live in Bryan, so my commute means that I must drive my car. If there were bus service from the B-CS area, I would use it (but I know that is not likely).	Dec 7, 2011 8:35 AM
181	I have a reliable car.	Dec 7, 2011 8:35 AM
182	I commute to work from another town, so I always have my car.	Dec 7, 2011 8:34 AM
183	I'm a low milage driver and I enjoy the convenience of my own vehicle in terms of time management.	Dec 7, 2011 8:33 AM
184	I live out of town, so I doubt that it would be convenient for me to use.	Dec 7, 2011 8:33 AM
185	live outside of the county, doubt that would be available to my house	Dec 7, 2011 8:33 AM
186	I would have answered maybe, but that was not one of the choices. Until I know what would kind of public transportation, I can not answer definitively.	Dec 7, 2011 8:32 AM
187	I live in Trinity County and work in Walker County.	Dec 7, 2011 8:32 AM
188	I live in the county.	Dec 7, 2011 8:31 AM
189	i hve 2 school age children and drive them to school and after school activities. if it were just me I would be willing to ride a park and ride from my neighborhood.	Dec 7, 2011 8:31 AM
190	I have my own transportation	Dec 7, 2011 8:30 AM
191	I commute to Huntsville from Montgomery.	Dec 7, 2011 8:30 AM
192	I prefer the freedom of driving my own vehicle.	Dec 7, 2011 8:29 AM
193	As a cummuter of over an hour to most places I need to go during the day I doubt that public transportation can get me from school to work on time, or from home to school on time as there would be many stops Im sure.	Dec 7, 2011 8:28 AM
194	I own a vehicle and I have 2 children who are generally always with me when we go places. It would be a hassle for me to use public transportation with them. I also live outside of city limits.	Dec 7, 2011 8:27 AM
195	I drive from houston	Dec 7, 2011 8:26 AM
196	I would use only if it was my only option. As long as I am able to drive myself and the means of self-provided travel, I will continue to do so.	Dec 7, 2011 8:24 AM
197	i live on campus, the buses are too big and will cause an inconvenience	Dec 7, 2011 8:24 AM
198	I've never used one before. I don't trust them or the people on them.	Dec 7, 2011 8:23 AM
199	I used to carpool and ride the bus and also a trolley when I was in Houston. There would need to be some park and ride spots to localize collection of people that live outside of town.	Dec 7, 2011 8:22 AM
200	I think our students would use it.	Dec 7, 2011 8:20 AM
201	i have my own car	Dec 7, 2011 8:19 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

202	Not sure; depends on how good it was	Dec 7, 2011 8:18 AM
203	If it was a transit system that made stops throughout campus.	Dec 7, 2011 8:17 AM
204	have own transportation.	Dec 7, 2011 8:16 AM
205	Actually maybe i would use it - it depends on where he travelled	Dec 7, 2011 8:14 AM
206	I do not live here in huntsville so I drive to work anyway, also, with only an hour lunch I would be afraid public transportation would take much longer than if I would just drive to my destination myself.	Dec 7, 2011 8:14 AM
207	If there were a shuttle from Conroe to SHSU, I would possibly use it.	Dec 7, 2011 8:14 AM
208	I live in Montgomery and commute with my children to Huntsville	Dec 7, 2011 8:13 AM
209	would probably continue to use my own vehicle	Dec 7, 2011 8:13 AM
210	I own my own car and prefer to have access to my vehicle.	Dec 7, 2011 8:13 AM
211	I drive my own vehicle.	Dec 7, 2011 8:12 AM
212	I feel stranded if I don't have my personal vehicle (or that of a family member if riding with them) with me and available for immediate use.	Dec 7, 2011 8:11 AM
213	I live out of town, however, public transport would alleviate crowded streets and drivers who should not be driving.	Dec 7, 2011 8:11 AM
214	Have a car and do not use public transport	Dec 7, 2011 8:10 AM
215	I do not live in Huntsville, So unless there was a transit center to pick me up from near Katy and drive me to school, I would not use the transportation.	Dec 7, 2011 8:10 AM
216	Since I have a car, I don't feel the need for a public transportation service	Dec 7, 2011 8:06 AM
217	I'm from LA and I know how bad public transportation can be.	Dec 7, 2011 8:06 AM
218	For my needs, I would rely on my own transportation since the town is smaller; however, if gas prices went sky high, I might consider public transportation	Dec 7, 2011 8:05 AM
219	I prefer to drive.	Dec 7, 2011 8:05 AM
220	Because I have access to a vehicle.	Dec 7, 2011 8:03 AM
221	Public transportation would be best for the college kids that don't have vehicles.	Dec 7, 2011 8:03 AM
222	I live in Trinity and commute to Walker County. My work hours are not set each day so I may need to come in early or leave late which is usually not conducive to public transportation.	Dec 7, 2011 8:03 AM
223	I commute from The Woodlands to SHSU and we desperately need a commuter bus!!!!!!!	Dec 7, 2011 8:02 AM
224	It is not needed.	Dec 7, 2011 8:02 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

225	I live in Wliis, so it would have to be available from there....	Dec 7, 2011 8:01 AM
226	Commuter. I don't suppose you'd send a trolley all the way out to Bryan.	Dec 7, 2011 7:58 AM
227	I commute from Harris County to teach my once/week evening class at the University Center, so I would not be interested in Walker County's transportation. However, I do applaud any efforts that are being made to expand the public transportation system.	Dec 7, 2011 7:57 AM
228	Due to my work obligations and the activities of my children our schedules are frequently very tight with little room for the flexibility required by public transportation systems.	Dec 7, 2011 7:56 AM
229	I live in Riverside	Dec 7, 2011 7:55 AM
230	I have a vehicle and no need for public transportation unless there is a problem with my vehicle. Also, most of the travel I do is to locations outside of Walker County.	Dec 7, 2011 7:52 AM
231	I might use it. it depends on its convenience to the places I go and when I need it.	Dec 7, 2011 7:50 AM
232	I live in Madison County and would have my personal vehicle.	Dec 7, 2011 7:49 AM
233	My home is located outside the city limits.	Dec 7, 2011 7:48 AM
234	convenience	Dec 7, 2011 7:46 AM
235	Maybe, depending on where it goes and dates/times.	Dec 7, 2011 7:45 AM
236	I am a commuter so my travel is usually to work and back to my hometown.	Dec 7, 2011 7:39 AM
237	because I live so far out of town	Dec 7, 2011 7:36 AM
238	don't live in town, easier to get around with my own transportation	Dec 7, 2011 7:29 AM
239	It depends on where it went. I commute from The Woodlands area. If there were a light rail available, I would definitely utilize that if the schedule was sufficient and getting to my final destination was possible.	Dec 7, 2011 7:14 AM
240	I work in Huntsville, but live in Conore	Dec 7, 2011 7:14 AM
241	As long as it's clean, efficient and not full of dirty brown water trash people.	Dec 7, 2011 7:11 AM
242	I might would use it if I needed it, but I feel like students, seniors, & the under privileged would benefit more from it.	Dec 7, 2011 7:10 AM
243	because i live close enough to school to walk and if needed i can drive places	Dec 7, 2011 7:07 AM
244	Depends on my objectives for the day.	Dec 7, 2011 7:05 AM
245	I live in The Woodlands and commute to SHSU. I wouldn't park at the county border to take public transportation to SHSU	Dec 7, 2011 7:05 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

246	I drive myself and do not use public transportation.	Dec 7, 2011 6:59 AM
247	I have my own vehicle and things in Huntsville are so close waiting for a bus would take more time than walking there if I did not have a vehicle	Dec 7, 2011 6:54 AM
248	I say "no" because there is no "possibly"option. I'm unsure if I would use it or not. It would depend on how convenient it were to use it.	Dec 7, 2011 6:45 AM
249	I live in Montgomery county, so the transport would need to serve my needs here as well. Light rail?	Dec 7, 2011 6:33 AM
250	I have a car	Dec 7, 2011 6:32 AM
251	I commute from Conroe to SHSU.	Dec 7, 2011 6:23 AM
252	I am only in WC to attend school.	Dec 7, 2011 6:16 AM
253	I commute from out of county and unless it matched my irregular schedule I would prefer to drive or carpool over taking less convenient public transportation.	Dec 7, 2011 6:08 AM
254	Primarily students need a way to get to/from the University. Parking at the University is limited so keeping cars at home while being transported to school would help alleviate traffic and parking issues.	Dec 6, 2011 1:25 PM
255	I'm just not sure I would.....it depends on so many factors. I would love to be able to, & I beleave we need more options .	Dec 2, 2011 4:09 PM
256	I commute from Conroe.	Dec 2, 2011 3:28 PM
257	I'm 40yrs old and own 3-cars. I will drive myself where I need to go.	Nov 22, 2011 7:58 AM
258	scheduling and security	Nov 22, 2011 4:29 AM
259	I drive, or ride a bike everywhere I go.	Nov 20, 2011 6:03 PM
260	Would it service Elkins Lake?	Nov 20, 2011 9:51 AM
261	By all means yes, we could cut down on drunk driving with students by offering public transit at night as well. To many people I see walking from ward 3 to Walmart to get groceries because the other grocery stores are too expensive and their only means of affordable transportation is walking. Why not help fund it through students fees and allow them to ride for free with the use of their card something like Emory University does. I am a grad student in Houston but live and work here in Huntsville, I promise my car would be parked if available.	Nov 19, 2011 2:19 PM
262	I'll drive.	Nov 19, 2011 1:40 PM
263	safety concerns	Nov 19, 2011 1:19 PM
264	Every place I go is close and I would have to drive or walk to a place to catch a bus.	Nov 19, 2011 6:24 AM

**Page 2, Q4. If yes, why would you use it? Check all that apply.**

1	bette for our environment	Jan 18, 2012 12:28 PM
2	Not to use so much gas; night vision needed	Jan 3, 2012 4:57 PM
3	allergies	Dec 24, 2011 10:44 AM
4	To obtain medical services in other towns that accept medicare patients.	Dec 13, 2011 3:12 PM
5	Legally Blind so it would be very useful	Dec 13, 2011 2:59 PM
6	blind and can't drive	Dec 13, 2011 2:06 PM
7	Mobility is limited in certain weather conditions	Dec 11, 2011 8:20 PM
8	I travel quite often and have a difficult time returing to Huntsville from the airport. Certainly Super Shuttle transport service, Coach USA, etc., should accommodate Huntsville residents. I also spend a good deal of time in Houston. A reliable form of transport service to our college town seems practical!	Dec 10, 2011 7:59 PM
9	good for the environment	Dec 9, 2011 4:18 PM
10	Few options available for my needs	Dec 9, 2011 11:48 AM
11	Time driving is time wasted	Dec 9, 2011 9:38 AM
12	I am not able to drive because I do not see well.	Dec 9, 2011 9:37 AM
13	parking on campus is horrible	Dec 8, 2011 9:41 PM
14	Environmental Considerations	Dec 8, 2011 1:59 PM
15	to get to work. It would save on auto wear and tear, and be environmentally responsible	Dec 8, 2011 9:32 AM
16	parking on campus is an issue	Dec 7, 2011 11:42 PM
17	Parking at SHSU is bad	Dec 7, 2011 5:17 PM
18	environment	Dec 7, 2011 4:51 PM
19	If car breaks down	Dec 7, 2011 4:23 PM
20	Good for the environment.	Dec 7, 2011 4:20 PM
21	Need the HC transportation aspect for son.	Dec 7, 2011 3:37 PM
22	If it were available later at night it would prevent many people from drunk driving	Dec 7, 2011 3:30 PM
23	light rail to campus	Dec 7, 2011 3:22 PM
24	Environment, traffic, and parking	Dec 7, 2011 2:50 PM
25	to reduce carbon emission	Dec 7, 2011 1:59 PM

**Page 2, Q4. If yes, why would you use it? Check all that apply.**

26	It would be a great mode of transportation for University Students	Dec 7, 2011 1:59 PM
27	I am visually impaired, and I cannot drive. There are also very few sidewalks in Huntsville, so I have a hard time walking to the places that I need to go.	Dec 7, 2011 12:32 PM
28	Parking at campus is horrible. Wouldn't have to park a bus.	Dec 7, 2011 12:22 PM
29	Environment -- less pollution	Dec 7, 2011 11:55 AM
30	lack of parking	Dec 7, 2011 11:50 AM
31	It's really difficult to find a parking space on campus.	Dec 7, 2011 11:48 AM
32	Walking to and from campus late at night (when it's dark) is rather scary and having a shuttle would be very beneficial.	Dec 7, 2011 10:58 AM
33	Not me specifically, persons with a disability, such as visual impairment, who need to function within our community and provide services, including professional services. bility, such as visual impairment, professionals and nonprofessionals who need to function within our community.	Dec 7, 2011 10:23 AM
34	Environmental benefits	Dec 7, 2011 10:05 AM
35	because Public transportation Builds a better community	Dec 7, 2011 9:44 AM
36	more eco-friendly	Dec 7, 2011 9:26 AM
37	Better for the environment	Dec 7, 2011 9:19 AM
38	Environment	Dec 7, 2011 9:05 AM
39	It would have to include transport to Elkins Lake	Dec 7, 2011 8:47 AM
40	going green, once less vehical on the road	Dec 7, 2011 8:43 AM
41	Environmental health.	Dec 7, 2011 8:18 AM
42	Lack of Parking	Dec 7, 2011 8:17 AM
43	Cannot drive sometimes due to medication	Dec 7, 2011 8:10 AM
44	Wife and I work together, could carpool some days if we had options to get around separately.	Dec 7, 2011 8:09 AM
45	difficulty of parking at SHSU where I work.	Dec 7, 2011 8:07 AM
46	I also think it is more safe than driving	Dec 7, 2011 7:54 AM
47	It is so much beter for the environment to have public transportation!	Dec 7, 2011 7:46 AM
48	I hate trying to find a parking place at work/on campus. I have to get here extremely early to get to park relatively close.	Dec 7, 2011 7:38 AM

**Page 2, Q4. If yes, why would you use it? Check all that apply.**

49	Environmental reasons	Dec 7, 2011 7:37 AM
50	parking is bad at sam houston state	Dec 7, 2011 7:35 AM
51	Better for environment! Huntsville is a great place to implement some kind of trolley system	Dec 7, 2011 7:20 AM
52	Small town are easy to walk about in. Also, parking at SHSU was clearly designed and currently administered by an intelligent chimpanzee or a water baby retard.	Dec 7, 2011 7:13 AM
53	Lowers pollution if designed and used effectively	Dec 7, 2011 6:56 AM
54	vision impaired	Dec 7, 2011 6:33 AM
55	Environmental Sustainability	Dec 7, 2011 6:27 AM
56	It would do a world of good to the environment	Dec 6, 2011 1:25 PM
57	CUT DOWN ON DRIVING	Dec 2, 2011 4:56 PM

**Page 3, Q5. What is your work status?**

1	Also a SHSU student	Jan 18, 2012 7:59 AM
2	Self employed	Jan 1, 2012 5:56 PM
3	Working Part-time on-campus	Dec 16, 2011 1:35 PM
4	also employed part time for two jobs	Dec 15, 2011 10:55 AM
5	Two jobs and student	Dec 15, 2011 9:39 AM
6	Part Time Employee as well	Dec 13, 2011 8:01 PM
7	Part time work also	Dec 13, 2011 4:09 PM
8	stay at home mom	Dec 13, 2011 2:09 PM
9	I'm a full time student with a part time photography job and a business of my own	Dec 10, 2011 1:38 PM
10	and employed part time	Dec 9, 2011 11:26 PM
11	and employed full time	Dec 9, 2011 9:40 AM
12	I'm also a student.	Dec 8, 2011 1:29 PM
13	student and part time employed but otherwise retired	Dec 8, 2011 1:27 PM
14	also employed part- time	Dec 8, 2011 9:35 AM
15	student and part time worker	Dec 8, 2011 9:32 AM
16	and a student	Dec 8, 2011 6:19 AM
17	Full time student and full time in ER	Dec 7, 2011 10:04 PM
18	Full time student and employee	Dec 7, 2011 9:44 PM
19	part-time worker	Dec 7, 2011 9:07 PM
20	work part time also	Dec 7, 2011 6:41 PM
21	Employed part time	Dec 7, 2011 6:25 PM
22	and Student	Dec 7, 2011 5:57 PM
23	Student and Employed Part Time	Dec 7, 2011 5:10 PM
24	two part time jobs as well	Dec 7, 2011 4:52 PM
25	and a student	Dec 7, 2011 4:05 PM
26	Graduate Research Assistant/Ph.D student	Dec 7, 2011 2:31 PM
27	Student and Part-time worker	Dec 7, 2011 2:01 PM



**Page 3, Q5. What is your work status?**

28	employed part time	Dec 7, 2011 1:30 PM
29	Full Time Student; Employed Part Time	Dec 7, 2011 1:01 PM
30	Student/ part time employee	Dec 7, 2011 12:48 PM
31	student/work part-time	Dec 7, 2011 12:30 PM
32	Student and I work part time	Dec 7, 2011 12:13 PM
33	Employed Part Time and a Student	Dec 7, 2011 11:37 AM
34	and part time employed	Dec 7, 2011 11:36 AM
35	Both a fulltime student and a fulltime Employee	Dec 7, 2011 11:36 AM
36	also employed part time	Dec 7, 2011 11:30 AM
37	student and employed part time	Dec 7, 2011 11:10 AM
38	Part Time Employed/Student	Dec 7, 2011 10:59 AM
39	Also FT Student	Dec 7, 2011 10:34 AM
40	Employed Part-time, student full time.	Dec 7, 2011 10:28 AM
41	Also a part time job	Dec 7, 2011 10:27 AM
42	and full time student	Dec 7, 2011 10:08 AM
43	employed part time	Dec 7, 2011 10:06 AM
44	Employed full time and full time student	Dec 7, 2011 10:06 AM
45	student teacher	Dec 7, 2011 9:53 AM
46	Employed Full Time and Student Full Time	Dec 7, 2011 9:49 AM
47	And employed part time	Dec 7, 2011 9:46 AM
48	and employed part time	Dec 7, 2011 9:36 AM
49	Employed Part Time and Student	Dec 7, 2011 9:24 AM
50	Employed Full Time and Student	Dec 7, 2011 9:23 AM
51	Student and employed part time	Dec 7, 2011 9:20 AM
52	Employed full time & student	Dec 7, 2011 9:17 AM
53	full time student employed part time	Dec 7, 2011 9:11 AM
54	Full time student and full time employed.	Dec 7, 2011 9:02 AM

**Page 3, Q5. What is your work status?**

55	And work part time	Dec 7, 2011 9:01 AM
56	Also a student	Dec 7, 2011 8:53 AM
57	+student	Dec 7, 2011 8:48 AM
58	2 part times and a student	Dec 7, 2011 8:46 AM
59	and a student	Dec 7, 2011 8:32 AM
60	Employed part time, but also a student	Dec 7, 2011 8:26 AM
61	Retired but employed part time.	Dec 7, 2011 8:25 AM
62	Full time student with part time employment	Dec 7, 2011 8:20 AM
63	Employeed part time and fulltime student	Dec 7, 2011 7:52 AM
64	also employed part time	Dec 7, 2011 7:44 AM
65	I am also a full time student and I am retired	Dec 7, 2011 7:41 AM
66	Also a part-time student	Dec 7, 2011 7:38 AM
67	I am a graduate assistant for the Biology dept, so I spend a lot of time on campus between taking classes and teaching labs	Dec 7, 2011 7:36 AM
68	I am a former SHSU student and staff member and have asked around for years why there wasn't a transportation system. I just moved from Huntsville a few months ago, but am still a grad student so I thought I'd participate in this survey.	Dec 7, 2011 7:21 AM
69	I'm a student and a part-time shift manager at Pizza Hut.	Dec 7, 2011 7:19 AM
70	Employed Full Time Graduate Student, you can be both.	Dec 7, 2011 7:17 AM
71	Part time employee, full time student	Dec 7, 2011 7:06 AM
72	Student	Dec 7, 2011 6:37 AM
73	self employed	Dec 6, 2011 8:55 AM

**Page 1, Q1. How do you usually travel to the places you need to go? Check all that apply.**

1	I have personal driver	Feb 23, 2012 2:19 PM
2	Daughter [REDACTED]	Feb 23, 2012 2:15 PM
3	Dialysis	Feb 23, 2012 2:06 PM
4	We have car but only one. I use cab & brazos transit if needed.	Feb 23, 2012 11:01 AM
5	Walk	Feb 23, 2012 10:54 AM

**Page 1, Q2. Please select the top five (or less) destinations that you normally travel to:**

1	Child's school	Feb 23, 2012 2:24 PM
2	Dr's Office	Feb 23, 2012 2:15 PM
3	Dr's Office, Church, Nursing Homes, Grocery Stores, Beauty Shop	Feb 23, 2012 1:56 PM
4	Errands	Feb 23, 2012 12:11 PM
5	Visit friends	Feb 23, 2012 12:08 PM
6	Looking for work	Feb 23, 2012 12:05 PM
7	Back home when school is out	Feb 23, 2012 11:45 AM
8	Head Start	Feb 23, 2012 11:17 AM
9	Looking for work	Feb 23, 2012 11:11 AM
10	Looking for Work	Feb 23, 2012 11:09 AM
11	Family	Feb 23, 2012 11:05 AM
12	Mission & come center	Feb 23, 2012 11:01 AM
13	Pay Bills	Feb 23, 2012 10:28 AM
14	Unable to shop	Feb 23, 2012 9:07 AM

**Page 1, Q3. If an expanded public transportation system was available would you use it?**

1	We need it ASAP.	Feb 23, 2012 2:22 PM
2	Not yet - maybe soon (vision problems) Yes - if its free	Feb 23, 2012 1:56 PM
3	Have Transportation	Feb 23, 2012 1:28 PM
4	Will they pick up in rural areas?	Feb 23, 2012 11:16 AM
5	I have a mental illness & sleep Apnea	Feb 23, 2012 11:01 AM
6	I leave 10 miles out of town	Feb 23, 2012 10:41 AM
7	Live out to far from town	Feb 23, 2012 10:34 AM
8	I live in the County	Feb 23, 2012 10:28 AM
9	Unsure	Feb 23, 2012 10:23 AM
10	Son drives, I can't	Feb 23, 2012 9:24 AM
11	Drive myself	Feb 23, 2012 9:20 AM

**Page 2, Q4. If yes, why would you use it? Check all that apply.**

1	also for other appointments	Feb 23, 2012 1:57 PM
2	Medical Appointments	Feb 23, 2012 11:45 AM
3	No vehicle	Feb 23, 2012 11:33 AM
4	Share vehicle with spouse	Feb 23, 2012 11:30 AM
5	If handicapped	Feb 23, 2012 11:14 AM
6	Don't Drive	Feb 23, 2012 11:03 AM
7	Blind	Feb 23, 2012 9:50 AM
8	Family will not allow them to drive	Feb 23, 2012 9:44 AM
9	Can not drive	Feb 23, 2012 9:40 AM

**Page 3, Q5. What is your work status?**

1	Student	Feb 23, 2012 2:40 PM
2	Student	Feb 23, 2012 2:36 PM
3	Disable	Feb 23, 2012 2:10 PM
4	Disability	Feb 23, 2012 2:01 PM
5	Disabled	Feb 23, 2012 1:58 PM
6	Student	Feb 23, 2012 1:53 PM
7	Student	Feb 23, 2012 1:51 PM
8	Student	Feb 23, 2012 1:50 PM
9	Student	Feb 23, 2012 1:23 PM
10	Student	Feb 23, 2012 1:16 PM
11	Student	Feb 23, 2012 1:15 PM
12	Seeking disability	Feb 23, 2012 12:08 PM
13	Just found a job	Feb 23, 2012 12:06 PM
14	Student	Feb 23, 2012 11:59 AM
15	On SSI	Feb 23, 2012 11:54 AM
16	Student	Feb 23, 2012 11:48 AM
17	Student	Feb 23, 2012 11:47 AM
18	Student	Feb 23, 2012 11:43 AM
19	Unemployed	Feb 23, 2012 11:42 AM
20	Disabled	Feb 23, 2012 11:33 AM
21	Seeking employment	Feb 23, 2012 11:32 AM
22	Student	Feb 23, 2012 11:29 AM
23	Disabled	Feb 23, 2012 11:16 AM
24	Legally Blind	Feb 23, 2012 11:05 AM
25	SSI	Feb 23, 2012 11:02 AM
26	Disability	Feb 23, 2012 10:57 AM
27	Disabled	Feb 23, 2012 10:43 AM

**Page 3, Q5. What is your work status?**

28	Disabled	Feb 23, 2012 10:40 AM
29	Disable	Feb 23, 2012 10:36 AM
30	Student	Feb 23, 2012 10:32 AM
31	Student	Feb 23, 2012 10:22 AM

## WCTP Survey Respondents Origins and Destinations

Questions 14 and 15 were included to get an idea of the beginning and end points of the most typical trips for the survey respondents from their home to either work or school destinations (or both). The results show that the majority (60% or more) of the online survey respondents travel on a regular basis within the central core area of Walker County including but not limited to the City of Huntsville based on the large size of the postal zip codes. Other home origins are apparent from Montgomery County including the cities of Conroe and Willis and a few from Spring in northern Harris County.

Q14. What is your Home Zip-Code ?

Q 15. What is your Work and/or School Zip Code ?

**Table C-1 Summary of Highest Frequency Origins and Destinations (OSR)**

Zip-Code (Location)	Origins			Destinations		
	Home	Work	School	Home	Work	School
77340 (South Central Walker County, near Huntsville Memorial Hospital, SHSU)	516	397	486			
77320 (North Central Walker County, City of Huntsville north side.)	178	44	44			
77304 (Conroe)	25	14	1			
77341 (Huntsville)	19	240	202			
77381(Spring)	15	7	2			
77318 (Willis)	13	4				
77378 (Willis)	13	3				
77382 (Spring)	12	2				
77358 (New Waverly)	10	3				
75862 (Trinity)	10					
75379 (Spring)	8	5				
75380 (Spring)	8	6				
Total Responses	1,168	1,118	1,118			



## **WCTP Public Transportation Survey**

### **Q 16 Comments Grouped by Categories**

#### **Perceptions of Public Transportation**

- I believe that many people with a lack of transportation in our county are suffering; some people cannot get to work or keep stable employment because of transportation. Others find it hard to make it to doctor's appointments or engage in their children's activities because the lack of transportation. I believe the lack of transportation presents a hardship for many poor people and senior citizen.
- I believe if there was a transit line such as a bus, it would be used more widely. Not everything is walking distance in Huntsville and it would save a lot of people on gas money. I live on campus now and do not mind walking around campus but demands require trips to stores such as Wal-Mart and that's not walking distance and it could be easier with public transit.
- I believe it is a great thought to have public transportation; however, a lot of work would need to be done in the city of Huntsville before a public transport should be opened.
- I feel a public transportation system is desperately needed in Huntsville. I do drive, but would feel much safer and more secure if I did not have to. Thanks for your consideration in this matter.
- I think public transportation would be great to add to our community. It would make residents a lot happier, definitely would be satisfied to see this happen!
- I think public transportation (particularly a bus system) would benefit the Walker County area, particularly students and residents of the Huntsville area.
- I think that a public transportation system is critical for a growing city like Huntsville. I believe that Huntsville has a stable enough economy to justify the expenditure of starting a public transit system whether a public rail or a metro bus system
- I think they should bring back the bus that went from the Woodlands to Huntsville, I did not use it before, but I would now that I make the drive regularly during the week from school to work
- I think it would be great for Huntsville to have this!!!
- I think it is a great idea to expand public transit within Walker County. However, to make things fully functional for public transit, there would have to be a large number of stop/pick-up points throughout the county/city. Unfortunately, I don't believe that Walker County has the funds for that type of endeavor and the last time I checked, the state doesn't typically toss a lot of money towards creating/improving/maintaining public transit in Texas. Mores the shame too.

- I work in Huntsville and spend most of my day with retired, poor, and unemployed people. Though transportation has never been an issue for me personally, I see a large need among the public that I interact with.
- I'd really appreciate some sort of public transit.
- I live in the county so a bus service wouldn't be helpful.
- I support public transportation for those who need and use it. Infrastructure is critical to maintaining a healthy population.
- We need transportation desperately!!!!
- We should have had this a long time ago.
- We need public transport in Walker County badly.
- We really do need public transportation. It would help out so many people. Just make sure to heavily advertise it so that people can make use of the program.
- We have needed public transit here since before I moved here in 1971.
- We really need this!!!
- We have no drivers or vehicles in our houses so public transportation would be extremely useful.
- A public transit would be a great addition to walker county and surrounding areas for all its constitutions.
- Although I would not be using the new transportation system that much, there is still a great need for it. Many of my classmates have to walk, ride a bike, or try to find a ride with someone else (which doesn't happen a lot due to scheduling conflicts). These individuals have to walk and/or ride their bikes in the extreme heat of an East Texas summer or in the icy winter. This is a health concern because being out in extreme temperatures can wreak havoc on an individual. A new transportation system would not only help out the student population, but the permanent resident population, as well. A mass transportation system is badly needed in Walker County.
- Gas is so expensive... if we had a bus system everyone could save so much money.
- Need money to pay for school not gas?
- It's a good idea to get public transportation.
- It is about time we consider this as an option!

- If it's available people will use it. Especially in this economy they will want to save money and have a reliable way to get to where they are going.
- If I felt I could depend upon public transportation to get me to all my destinations safely and on time, I would definitely use it however there would need to be a parking lot near the bus depot because I'm fairly certain buses aren't going to run in Crabbs Prairie.
- If you're going to make a public transportation system, I'd recommend a system that can accept cards or have a more convenient way of using the bus often as I have trouble keeping cash on me at all times (My bank is in Conroe). A policy recommendation that worked for me was at my old school where the college and bus system set up an agreement to have students' ID cards get them free use of the bus. I imagine you can get the college to consider an annual stipend and implement something similar, but that's just optimistic thinking. Thanks for the survey.
- There should be public transportation coming from the bars which would cause less alcohol related incidents.
- Thank you for this survey and for planning ahead for Huntsville & Walker County's future growth.
- Public transportation would create more jobs and raise more capital income for the local economy that is booming.
- Thank you again for considering this service and asking for my feedback.
- A good efficient public transportation in Walker County is a pipe dream, or at minimum a 10+ year reality. I have no faith in the local government bodies and university to come up with a good plan. It would be cheaper to buy all residents bicycles and umbrellas.
- Expanded public transportation is good for the community and good for commuters.
- Might use public transportation for errands during lunch hour if available.
- Need to have the Metro bus or rail lines extended to Walker County.
- Need more ways to get around the county.
- Expanded public transportation is good for the community and good for commuters.
- Transportation system is much needed
- The lack of public transportation in Walker County is a major issue and a negative to quality of satisfaction with living here measures.

## **Transportation Needs by Location**

- I would definitely consider public transportation if was easily accessible from The Ranch off of Montgomery Road.
- I would definitely use a bus to the Woodlands and a bus to Bush airport on a regular basis. I would strongly urge the county to begin service to those areas.
- I would appreciate public transportation services that could bring me from New Waverly to Huntsville and back. If that is unavailable even after the new service is implemented, I would at the very least use it to get around in Huntsville.
- I'm from the West Coast and was shocked at the lack of public transportation in Houston, Conroe and Huntsville. Since people in the area are not accustomed using public transportation it would take a while for it to catch on (as in a few years). Public Transportation is a long term vision to help the community and the environment, please don't view short term costs or lack of immediate use as a failure.
- I live in the Woodlands and commute to Walker County.
- If a van left from Willis to 2400 Ave I, I would consider utilizing this service.
- Going to Wal-Mart or attending school events after 5:40 when it gets dark is dangerous, so a public transportation would be of great help.
- Shuttles/buses from The Woodlands to Huntsville would be nice.
- Some sort of reliable, short distance public transportation needed. Also--airport transportation to IAH would be great!
- This is an excellent idea. I would not only like to see public transportation within Walker County, but an express bus from Huntsville to places such as Conroe, The Woodlands, and even Houston (Zoo, Museum, District, etc.).
- Like I said earlier, if this expanded to Trinity, I would use it if the cost was less than gas in my personal vehicle.

## **Shuttle Bus for the University**

- I live in my dorm full time and do not have a car and I am not a licensed driver. I put my summer household in for questions 10-13. Please put a "0" option in questions 11 and 12.
- I drive to SHSU from Montgomery every day. A shuttle would be great!
- I think public transportation would be great for in town folks and many of the students

- I think this is a great idea!! Would help reduce traffic within town and reduce the amount of people that have to walk to school. Also, it would cut down the disaster that is parking at SHSU.
- I am a graduate research assistant, thus, my work and school are in the same place. Also, although I am not sure if this area has a demanding need for public transportation, it would help with campus parking. If you decide to provide public transportation in Walker County, Huntsville in particular, it will be vital to provide the transportation in the late evening time.
- Would love a public bus route in Huntsville. Would help so many students.
- I would like to have transportation for students to school. For example like the buses that go around the city in college station.
- I need a bus goes from the Woodlands to SHSU.
- I would really appreciate a public transportation system because it would help a lot with getting to school, especially when it starts getting cold or too dark to walk to school.
- I would especially use transportation to and from Sam Houston University and down to the Woodlands.
- I work on campus. I think that public transportation that can efficiently get people to and from campus and the other side of Highway 45, where a lot of shopping/grocery/entertainment venues would be a great benefit to the community and to students who can't drive.
- Transportation from campus locations to grocery stores would be most helpful.
- Some type of shuttle service around the square and to/from the college would be wonderful complement to this town.
- Free shuttles needed for students that do not have transportation or shuttles available from their apartments.
- A shuttle to The Woodlands & Conroe should be investigated with this study.
- Campus train or something like that would be nice.
- More public transportation is needed especially for college students.
- Overall, public transportation would be a reliable asset that would lower parking problems, give access for satellite parking lots and make the city accessible for people including college students that do not have transportation.
- The University students would greatly benefit from a public transportation system. That would also reduce in city traffic.

- Huntsville could really use a transportation system like a bus that goes around town so students like me can get groceries and things more easily.
- On questions 11 and 12, there was no option for zero licensed drivers in the home and zero working vehicles available. I am visually impaired, and I live alone. That means that there are no licensed drivers in my home. I find Huntsville and Walker County particularly difficult, as compared with other places I have lived in the country, to navigate as a person with a vision-related disability. There is a lack of sidewalks, so it is often unsafe for me to walk to the places that I need to go, and there is no public transportation except for a taxi. Taxis are expensive and not always as reliable as necessary for arriving on time for appointments. I think some sort of public transportation system is very much needed in Walker County. I work at Sam Houston State University, and I have also heard that it can be difficult navigating for students that do not have a car. At other institutions where I have worked, students can buy a bus pass for the semester that is then associated with their student ID. When they board the bus, they swipe their student ID through the scanner on the bus, and it ensures that they have a valid bus pass. Faculty and staff were also given a discounted rate on bus passes, which encouraged them to use the bus system. There was also a website that allowed people to track how many times they used the bus during the week, and at the end of the month there were drawings for people that used the bus system over a certain number of times during that month. These are just ways that people were encouraged to use the bus system, and it worked quite well.
- Transportation is really needed for new people in the area especially for transfer college students as well as freshman students.
- A shuttle from the Woodlands and around rural areas in Walker County to SHSU would actually be used if the pick-up and drop-off times were reliable and you actually advertised it.
- A shuttle around local neighborhoods to the university would be amazing.
- Although I would not be using the new transportation system that much, there is still a great need for it. Many of my classmates have to walk, ride a bike, or try to find a ride with someone else (which doesn't happen a lot due to scheduling conflicts). These individuals have to walk and/or ride their bikes in the extreme heat of an East Texas summer or in the icy winter. This is a health concern because being out in extreme temperatures can wreak havoc on an individual. A new transportation system would not only help out the student population, but the permanent resident population, as well. A mass transportation system is badly needed in Walker County.
- SHSU attempted a shuttle bus service around campus proper a few years ago, but discontinued the service for what I believe to be for a lack of use because campus is relatively small compared to other university grounds across the state. Several newly built apartment complexes offer a shuttle service now, which I feel is working out well for students who live at these locations to get them to campus and back. If there were an inexpensive van-pool or bus service for SHSU faculty and staff who live in Montgomery County, then more people would use this service.

- My desire is for an express bus service connecting The Woodlands and SHSU.
- My wife and I both work at SHSU, but have to take separate cars in (we live 20 minutes out) to make schedules work with the kid's activities. If there was a way for me to run errands at lunch without having to have a car, and to get from campus to other locations in town in a reasonable amount of time without having to have my own transportation, we could carpool much more often. I have wondered why the university has not partnered with the apartments offering shuttle services to allow other students living near those complexes to buy access, or to allow students having access to one shuttle to use another to get to another part of town without having to drive
- Need bus service between woodlands and SHSU.
- Need some sort of public transportation for my daughter. She is in high school and would like a part-time job, but transportation is an issue. It would help if there were public transportation that we could rely on to help her get to a job. She is 16. Also, parking on campus is difficult so it would be nice to take public transportation to work and not have to deal with finding parking on some days.
- Since I teach at the University, it would be nice to have it travel to different areas of the campus.
- There are lots of international students at Sam Houston State University, who don't have cars. They walk to campus every day. They walk to grocery stores. It will be a big help for students if there will be a public transportation system.
- One of the principle needs for the Huntsville area is a transportation system for SHSU (Sam Houston State University). With the growth that SHSU has experienced in recent years it has put a strain on transportation and parking in Huntsville. A transportation system could considerably cut down on transportation and parking issues around the university and provide access to areas of Huntsville that may be considered inaccessible to foot traffic.
- Having a public transportation service would GREATLY benefit the student population in Huntsville.
- If the county could offer trains or even suitable buses then it would not only be a huge help to myself, but also many others going to school and providing for themselves.
- Would love a public bus route in Huntsville. Would help so many students.
- Any mass transit in Huntsville would be welcome, particularly if it served as a link between SHSU and the rest of the community. In addition, it would be wonderful to have some sort of light-rail system to get to Houston/The Woodlands. There are obvious cost restrictions with this last option, but it would be such an advantage.

## **Sidewalks and Bike lanes/ Parking Spaces**

- Bike trails and sidewalks are what Huntsville Texas needs. I would walk more and buy a bike if there were safe routes to use.
- Please fix the roads of Huntsville first before you go spending money on some bus route. There are too many pot holes and patches everywhere. Please do some leveling. I cannot enter or exit any businesses from the road without destroying my car. I can't turn on cross streets without destroying my car. This is so much more important than some crummy bus route. As if Huntsville had the population and tax base to mitigate such a thing... come on guys get your head in the game.
- Huntsville is a rural area requiring a vehicle to get to most areas. Public Transportation has been tried and failed miserably! Traffic congestion is becoming a major nuisance in the city. A new east-west corridor located within the city proper with overpass across IH-45 would be a much more practical way of solving traffic congestion.
- Expand the road from the Montgomery County line to Huntsville.
- An overpass is badly needed at FM 3411 and highway 19. It's too congested to cross. There is a need to make the middle lane at FM 1374 & I 45 where you may turn out of it. Some are doing it now even though it says to only go straight. The Speed limit needs to be raised to 45 or 50 MPH for Southwood Drive. It's hilly but straight. What would really be nice is for the surface to be redone on Southwood Drive all the way to Fm 2929. Lights on 11th street and Sam Houston Ave are timed most of the time where you have to stop at each light. When they are set you can drive 30 mph all the way through town without stopping. Thanks,
- Although I am happy they are trying to enhance transportation systems in Walker County, I believe the first thing they need to do is enhance the infrastructure of Huntsville. It is the county's chair and the roads around the college area, and all over for that matter, are atrocious and do not favor growth. Near the University, the roads are narrow with absolutely no shoulders, incredibly minimal sidewalks and an even smaller amount of crosswalks, which is horrible for student safety. I personally think the City Council is set in their ways and constantly fighting with the University over who "owns" Huntsville and they do not want their small, "ah the good old' days, antique city" to be overtaken and become just a college town with bars and restaurants. They don't realize they need the college to survive and it is a damn shame the city of Huntsville and Walker County is not fulfilling their growth and commercial potential because they like it the way it was! I always tell prospective students, "Sam Houston is awesome, Huntsville is garbage" because they are not doing all they can do to support a growing college environment. FIX THAT FIRST, worry about wasting money on buses later!!
- Lack of parking availability is one of my top reasons for needing more transportation.
- Would love to see sidewalks along the entire length of Avenue O.
- What we need are more parking garages



- My old school had a deal with a local cab company. \$8 per cab w/ school I.D. +\$1 per additional person.
- The city of Huntsville also needs better sidewalks.
- I'm not sure what is meant by "expanded transportation" but I think the addition of bike lanes would be helpful, especially around the SHSU campus and also on Hwy 30/11th Street.
- If it was safer to bike around Huntsville we would do that.
- I ride my bike a lot more than I drive. It would be nice to have bike lanes or something similar.
- I would like to see more pedestrian and bike friendly lanes in the corridors such as Sycamore leading into the University. Hike and bike trails would be a great enhancement to the community and can be a part of a beautification effort.
- It would be nice to have more sidewalks. It is hard to walk anywhere in this town.
- Parking on campus is awful, if there were more shuttles available to commuting students I think it would lessen it, also help traffic through town from students driving to and from campus.
- Parking at Sam Houston state university is grossly inadequate and the pavement is terrible while their building is state of the art facilities they are neglecting a big part of the college experience - being able to get to class!
- Huntsville needs bike lanes or bike paths or even a decent sidewalk system more than it needs buses. The university has many students living in apartment's off-campus and would benefit from biking. I would love to be able to safely bike to and from work, but there's no safe bike path from my home to the university.
- There is a need for more sidewalks and parking areas in town as well.
- More sidewalks would be great.
- The City of Huntsville needs Bike lanes like they have in College Station.
- College needs more parking for larger automobiles. Also they need parking for pickup trucks. On campus parking is a joke for large vehicles.
- The parking tickets that everyone gets are ridiculous, sometime things are an emergency! College students don't have all this money to blow on expensive parking tickets.
- When I went to school at U of H, I regularly used the transportation system. It really helped to lower the number of cars in the parking lots, and saved me a lot of gas money.

- Make SHSU have more parking!!!!!! And expand East Mosely Lane it's too narrow.
- Bike lanes be especially beneficial around the university and nearby streets. As a frequent bike rider, I can admit to the dangers posed to cyclists from motorists. Motorists often approach a cyclist as if the motorist owns the road, creating a particularly unsafe situation. Please strongly consider the addition of bike lanes around town (Huntsville). College Station, for example, has incorporated these and bicycle transportation, from personal experience, is much safer.

### **Miscellaneous Issues**

- You left out 0 options to select for available vehicles and licensed drivers. This was a very big oversight - not everybody drives and in our household there is neither vehicle nor a licensed driver, therefore this is a very inaccurate representation. Feel free to contact me [jgrunshaw@gmail.com](mailto:jgrunshaw@gmail.com) 936-661-6664 if you would like further explanation.
- My main job is at the Houston Michael E. DeBakey VAMC, at zip code 77021, but I also teach a once/week class at the Woodlands Campus of SHSU, at zip code 77384. I wasn't sure how best to fit both of those answers into the above question, so I put "77021" for work, and "77384" for school. However, I have completed my Ph.D. and do not attend any further classes.
- Some of these questions are personal and don't really seem to apply to this survey, it's bordering on collecting information on people.
- I drive to and from Huntsville 5 days a week. But when I lived there, I needed transportation.
- I am student and I work part-time.
- I selected "1" for question 12 (How man working vehicles are available?) but the answer is actually 0, which was not an option on the survey.
- I believe it is a waste of my taxes, when other things are needed.
- Sounds like a great idea.
- Legally Blind Elderly age 72
- I feel that if the public transportation were more ready available that they would see a lot of use especially for low income family's such as mine.
- A reliable transportation system is an absolute necessity in Huntsville
- Cool stuff.
- No vehicle at this time.

- I think it would be a great opportunity for the community and myself. Considering today's economy Walker County is in dire need of this transportation system. It would greatly reduce traffic and crime
- Many people are financially on the edge and the economy is tough on individuals, it would be a real win-win situation for the community residents, elderly people, medically assisted individuals transportation needs be met have a cleaner environment through car pooling.
- I would like to help anyone.
- Disabled lady needs help to go to places.
- My sister lives with me, but she is currently unemployed etc. Things will get better once she gets a job.
- Thank you for whatever you can do for me
- We have one car in household to do everything shopping, going to college, job in the woodlands. We also use our car in household to do everything shopping, going to college, job in the woodlands We also use our car for out of town medical appointments.
- Transportation is needed badly for people with disabilities
- It would be nice to have low cost (\$1.00 or \$2.00) transportation services for late night shift workers (3:00 a.m.). Brazos Transit only has 2 buses last time I know. I want to use bus service when I need it.
- I have a personal driver to take me to places that I need to go.
- I walk.

### **Comments received at the February 2012 public meeting**

- Do not need public transportation. I have a car and preferred to drive.
- How much will it cost for seniors as well as disabled persons? Will there be handicap service available or do we have to call and make a reservation? How long will the service run from starting and when will it end? Will it also run on holidays as well as on weekends? Will there be different bus services for the inner city as well as to the outer city (Universities etc.)? Will there be different cost for each route?
- Very good presentation. Just would like to add that active transportation plans be included in the overall plan.
- I would suggest that a more accurate survey would be to send a paper scan troy survey to every resident in Huntsville. I live in a downtown loft (an apartment above a business). I can't have

a car because I don't have a job. I can't get a job because I don't have transportation. Having a public bus, like Houston, Texas, would help me in not only employment, it would help me to be able to independently go to the grocery store, laundry mat, and church without having to get a ride from someone else, which is too difficult at most times. In addition, I would like to know how I could take a bus from Huntsville to the Woodlands or Conroe or Katy without having to use expensive Greyhound bus lines. Could there be a free bus pass to those on welfare, disability and low income: Would this bus system have to be Federal and local funded to support this bus system? Where would the money coming from? It would help if there were more sidewalks and industry to aid in the cost of this local bus line. Could Wi-Fi be put on this local bus line? I would like to be on the internet while riding the bus.

### **Comments received after the public meeting**

- We should have transportation services for the elderly so we can have a ride to doctors' appointments.
- If bus services are on fixed routes, it would not help people in our building as many could not get to bus stop because of wheelchairs and walkers. Will there be a chance for input of the special needs person service? As President of council, I would like some kind of input on this so we can advise them of the help needed
- I think we need a transit bus because we have a lot of people in the apartment complex we live in and other apartments around town. There are a lot of elderly people that do not have a way to go I am a part-time assistant manager and a full time student at Sam Houston.
- I am a student and employed part-time. There was no option to check more than one under that question.
- Walker County is only busy during the school months, August through May with a giant lapse in population in November, December, and March. Otherwise it is very small towns with quiet people. There is no reason for public transportation, I do not believe it will ever be utilized enough to be worth the cost spent to run it.
- Sam Houston State had a shuttle that ran to the surrounding and extended areas and it was cancelled because no one used it. Be careful not to waste a lot of money creating a system few will use.
- Rural public transportation is not worth the increased taxes. Global warming is not a compelling argument for implementing a transportation system that few will use.
- All of the work that has been done in Walker County so far with the barriers in the median on I-45 and the work being done to Highway 19 are really great.

## Comments received by email

- A consumer of mine just completed the survey and I read through the questions at that time. I think the final section available for comments will be sufficient for the population I work with to address any mobility/transportation needs.

To respond to your question for examples: I have some individuals who are blind and use service animals. I work with many individuals in wheelchairs. Sometimes I also have people who are deaf. I understand that my consumer population may not be a large percentage of public transportation users. However, too frequently the nature of their limitations are overlooked or misunderstood. I think it is important to know if this transportation will be able to accommodate these special circumstances or not.

Our agency focuses on helping individuals with disabilities obtain or maintain employment. Therefore, I am also interested in whether this service will be able to transport my consumers to and from work or if it will only be able to help with other appointments. We spend a significant amount of money paying for taxi service. I am hopeful that as many of my consumers as possible will be able to utilize the new transit system.

- It was a great pleasure to hear your presentation yesterday. I would like to ask if it is at all possible to find out what the transportation needs of veterans in this community may be. I have had on several occasions request by different segments to “help veterans gain access to transportation”. As you know the closest VA hospital is 60+ miles. I understand that many veterans need to go to different medical appointments amongst other important errands and appointment during the day. I reached out to the Brazos Valley Transportation for assistance, and they needed to know what kind of information that I had to support this need, which of course we have none. Is this something that your initiative can do to gather data about this?

Also I would like to get a list of who is on the steering committee for Walker County.

- It was a pleasure to meet you yesterday. Would you please provide a list of the steering committee members? Also, would you be interested in receiving a map locating the apartment complexes in Huntsville?
- The survey data obtained at this point is not valid and does not adequately represent the needs of our community.
- Last year I lost my car in an accident, and I am a 60 year old woman who currently takes the taxi everywhere, or has to inconvenience friends to take care of simple transportation needs. Thank goodness, Greyhound Bus goes through Huntsville!  
These are some things that I have learned:  
You can't get out of Walker County on public transp. except by Greyhound Bus, or the taxi!  
Brazos Transit simply cannot fill my simple needs, so I guess it is the same for a lot of people: Brazos Transit will NOT take you out of Walker County, even though they have an extensive network in the neighboring counties, including the Brazos Valley.

You must make appointments to ride their buses days ahead of time--good for people who have medical appointments or do not have transportation for their jobs--but no spontaneous travel, it strictly daytime hours. Everything that you bring on the bus you must place under the seat or hold on your lap. You can't do full-fledged grocery or regular shopping and ride these buses, even though you see them parked in the store parking lots (minor purchases only, I guess) and no one will help you with your groceries. We are facing baby-boom retirement--an enterprising individual may want to ride the bus all day and provide that service. Everybody has a car now, but soon, that will not be the case as more and more people lose their facility to drive.

My suggestion: convince Brazos Transit to extend an I-45 route through Conroe, Huntsville, and perhaps even Madisonville--maybe even go west to B/CS, then Navasota, then Conroe. All of their other routes are multi-county.

Make potential independents aware of a need for a Huntsville-Conroe shuttle or taxi (Quick Service Taxi charges \$130 for a round-trip from Huntsville to Conroe); in addition, since Quick Service Taxi doesn't operate after 7:00 pm on Sunday nights (until 4:00 am), there is absolutely no public transportation in Walker County on Sunday evenings, when a lot of people need church transportation; (a lot of local church's have vans that are only used on Wednesday's and Sundays). Perhaps, if the First Amendment concerns, and 501 C (3) concerns wouldn't interfere, we could also arrange for the churches to help with transportation (at least for the needy) during the week. If the general public wanted to use them, that would help the Churches to keep the vans going financially, but the Federal Government probably wouldn't allow it.

A county shuttle that can take people to the Weigh Station and connect them with transportation south on I45 (and do it without stranding people!)--perhaps a modest/functional transp. center can be established there; perhaps it could start at county facilities near the Hitching Post truck stop, utilize the park and ride near the Byrd Unit, etc.

**From:** [Hackett, Kari](#)  
**To:** [PublicComments](#)  
**Subject:** FW: Response to Public Comments SSI Question (WCTP)  
**Date:** Thursday, July 26, 2012 4:07:04 PM

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**From:** Hackett, Kari  
**Sent:** Thursday, July 19, 2012 5:15 PM  
**To:** 'Dave Smith'  
**Subject:** Response to Public Comments on the Draft Walker County Transit Plan (WCTP)

Dave, this is to follow-up on the email messages below. The reason that this estimate is higher than what you remember is probably because it was based on HHs with reported earnings (15,283) instead of **total** HHs (19,902) in Walker County (2006-2010 ACS 5-Year Estimates).

For clarification, I wanted to make sure that we are using the same definition for SSI that you're using.

Social Security Income and Supplemental Security Income are reported separately in the Census (ACS-Economic Profile) and both could use SSI as an abbreviation. As I understand it the first one relates to age/retirement and the other relates to a disability. Some people could be represented in both categories such as a retired elderly person with a disability.

Please let me know if you have a recommendation or a preference either way.

It seems to me that the important factor going forward is that whatever we use we should document it very carefully.

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**From:** Dave Smith [mailto:gsmission@suddenlink.net]  
**Sent:** Thursday, June 14, 2012 3:40 PM  
**To:** Hackett, Kari  
**Subject:** Re: Preview Rough Draft Walker County Transit Plan (WCTP)-Public Comments

That is higher than I remember.

Thanks,

Sent by mobile multitasking, stressed, miscellaneous minister while riding his motorbike.  
Dave Smith, exec Dir. GSM

On Jun 14, 2012, at 3:36 PM, "Hackett, Kari" <[kari.hackett@h-gac.com](mailto:kari.hackett@h-gac.com)> wrote:

Dave, please see below FYI. I think it confirms part of what you commented on. I'm not sure about the statewide comparison yet and we can look into that later.

Thanks for your attention to the detail.

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**From:** Messen, Dmitry  
**Sent:** Thursday, June 14, 2012 3:00 PM

**To:** Hackett, Kari  
**Subject:** RE: Preview Rough Draft Walker County Transit Plan (WCTP)-Public Comments

Disability status is defined for civilian noninstitutionalized population--which would exclude prisons.

Number and percentage of households (prison population not included) with SSI income is reported by the ACS.

It's in the economic profile

<http://videos.h-gac.com/CE/socioeconomic/Census/Counties.html>

Excluding households with no reported income, 34% of households in Walker have some SSI income (due to disability and/or age). It's 26% for Montgomery.

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**From:** Hackett, Kari  
**Sent:** Thursday, June 14, 2012 1:50 PM  
**To:** 'gsmmission'  
**Cc:** PublicComments; Abebe, Lydia; Hebert, Rosalind; Messen, Dmitry  
**Subject:** RE: Preview Rough Draft Walker County Transit Plan (WCTP)-Public Comments

Thanks for the reminder Dave. You mentioned something about that SSI proportion during the public meeting in February.

As I understand it the population data items that we used in the WCTP **do not** include the prison population and we will confirm that. I think that your point is that if we look at the household level data we will see a larger percentage of disabled persons than reported in the WCTP, which I understand.

The challenge from our perspective is to use comparable data for all of the demographic factors so that we have an apples to apples comparison. Since the Census has changed some definitions and the availability of certain data items over time we have had to rely on the American Community Survey (or other sources) for some data items for time periods between the 2000 and the 2010 Census data.

We will plan to look into your comment closer and follow-up as needed.

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**From:** gsmmission [mailto:gsmmission@suddenlink.net]  
**Sent:** Thursday, June 14, 2012 12:44 PM  
**To:** Hackett, Kari  
**Subject:** RE: Preview Rough Draft Walker County Transit Plan (WCTP)

I am not sure if I ever pointed out or if some one else may have, but in Walker County there is a huge factor of inmates being counted as "individuals" but not as Households. This info was provided to me personally by DUKE University's – specialty dept--- don't recall, but they do the number crunching for the Census Bureau. So, when your stats state that only 15% are disabled, that is much different than the more pertinent stat about HOUSEHOLDS that live, work and move around the city and



county, as opposed to all the inmates as individuals which are SIGNIFICANT and do not move around... or not supposed to...

You will find that 25% of Walker County or at least Huntsville, HOUSEHOLDS have at least one SSI check coming to their household. That is more than double other counties' average state wide.

Something to consider.

Peace,

**Rev. Dave Smith**, Exec. Dir. Good Shepherd Mission

[www.walkercountyonline.com/org/mission](http://www.walkercountyonline.com/org/mission)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Hackett, Kari [mailto:kari.hackett@h-gac.com]

**Sent:** Tuesday, May 22, 2012 5:22 PM

**To:** 'Sherri Pegoda'; aisbell; 'Lucas, Margie'; 'Wendy Weedon'; 'Aron Kulhavy'; '[gnowood@co.walker.tx.us](mailto:gnowood@co.walker.tx.us)'; 'Sonja Tennant'; 'Rose Kader'

**Cc:** 'Frank Ivory'; '[csmith@chamber.huntsville.tx.us](mailto:csmith@chamber.huntsville.tx.us)'; 'Kapalko, David'; '[ewilliams@huntsville-isd.org](mailto:ewilliams@huntsville-isd.org)'; 'Kimberly Francisco'; '[kimberly.mitchell@dars.state.tx.us](mailto:kimberly.mitchell@dars.state.tx.us)'; 'Darin Pacher'; '[kay.cooks@unitedway.org](mailto:kay.cooks@unitedway.org)'; '[Maria.Johnson@huntsvillememorial.com](mailto:Maria.Johnson@huntsvillememorial.com)'; 'Darla Walton'; '[carol.rackley@wrksolutions.com](mailto:carol.rackley@wrksolutions.com)'; 'Dave Smith'; '[christopher.pedde@firstgroup.com](mailto:christopher.pedde@firstgroup.com)'; Abebe, Lydia; Hebert, Rosalind

**Subject:** RE: Preview Rough Draft Walker County Transit Plan (WCTP)

WCTP Steering Committee members (and others):

The attached file is a rough draft of the WCTP. It is still a **work in progress** however it now includes the suggested revisions that I had received from some of you on the various Technical Memorandum that had been circulated before. As your schedule permits please let me know if there are any **significant** items of concern in the attached file. The Executive Summary and the Introduction are the only new items that you have not had the opportunity to view before now. We are continuing to edit and refine the document and I just wanted to update you on the status.

We are also considering the timing and location for the next public meeting on this plan. **Tentatively** the Community Room in the Huntsville Library seems like an ideal location. We're thinking about coordinating the meeting on a weekday afternoon (2:00—3:00 or 3:00-4:00) in June around the 12-14<sup>th</sup> or the 19<sup>th</sup>-21<sup>st</sup>.

Other sites that have been suggested include the Museum, the High School or the Storm Shelter; they all have tradeoffs.

Please advise if you think there is a better location or a certain day or time that is better or worse than others, based on your experiences with public meetings in Walker County.

**From:** [Hackett, Kari](#)  
**To:** [PublicComments](#)  
**Cc:** [Abebe, Lydia](#); [Hebert, Rosalind](#)  
**Subject:** Follow-up to WCTP Public Comment from meeting 6/20/12  
**Date:** Thursday, July 26, 2012 2:21:08 PM

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Comments were received before and after the public meeting on 6/20/12 from a resident of Huntsville concerning the lack of transportation options for residents at the Parkview Place Apartments. The facility was described as a residential development with about 40 units, for elderly and disabled persons. According to the resident, at one time in the past a bus was available for transporting the residents and it is not available today.

In addition, it was reported that some of the residents had tried to use the Medical Transportation Program (MTP) which provides non-emergency medical transportation for Medicaid recipients. Based on their experiences the MTP service was not reliable because some residents were not picked up at all when reservations were made in advance.

Further communications with the property manager at the Parkview Place Apartments confirmed some of the transportation related experiences of the residents from her perspective. She also reported that a Brazos Transit staff person had told her that her residents could not use the county-wide general public demand response services which are operated by The District because of a  $\frac{3}{4}$  mile fixed route rule.

With assistance from The District staff we clarified that the property manager had been misinformed about the characteristics, requirements and costs of the general public demand response services.

***Mr. Kari J. Hackett***  
Houston-Galveston Area Council  
Manager of Special Studies  
Direct (713) 993-4576  
Fax (713) 993-4508  
Email [kari.hackett@h-gac.com](mailto:kari.hackett@h-gac.com)

***Work smarter, not harder.***

JUN 27 2012

MAILROOM

2012 JUN 26 AM 7:37

June 24, 2012

H-GAC Transportation Public Information  
PO Box 22777  
Houston, Texas 77227

Re: Walker County Transit Plan

Dear Planning Department:


As a resident of Walker County, but also a lawyer working with senior citizens and others in the County that are facing increasing problems with transportation, I would strongly suggest thinking broader. Most senior citizens in the county do not go to the Senior Center and so focusing on this as a hub is not useful which seems to have been the focus. Many seniors who have the means to have private transportation often do not have the ability to drive their own vehicles but need to have ways to get groceries, to the doctor's office, and to other places, such as to vote. There is only one cab and no other alternative other than family and friends. Since the county is heavily rural, that presents a problem in and of itself, but even in Huntsville, many people do not have family around at all or available at times to provide transportation. We have a high concentration of veterans and alumni of SHSU who do not necessarily have family, but who have chosen to live here because of the proximity to Houston, but it's like a person in the desert without a camel or water. You just don't have the means to get there. I have had examples of people desperate to get to a medical or dental appointment, but cannot find anyone to help them.

We also need to find a way to get people from Huntsville/Walker County to neighboring communities as many people have their medical needs met elsewhere.

I have remarked to many people that for a person with a car, this is a really easy town to do all your errands. We need a well defined transit route that thinks about access to groceries, pharmacies, and even entertainment such as movies or restaurants, as well as hardware stores and the types of places that we all go to for our basic needs, including discount stores. The route doesn't have to cover all the stores but at least provide access.

I realize this is a staged plan with immediate, mid-term, and long term goals, and I assume demographics of the population are taken into account. There are many families who have young children who are similarly affected. As our economy may be going in the direction away from two car families to relying only on one vehicle, this problem will be even greater for large parts of the population. Providing reliable access without relying on automobiles is not just an "add on" but may increase the quality of life in our community.

Sincerely,

  
Constance R. Heiland

**From:** [Hackett, Kari](#)  
**To:** [PublicComments](#)  
**Cc:** [Abebe, Lydia](#); [Hebert, Rosalind](#); "[Wendy Weedon](#)"; "[Margie Lucas](#)"; [Bracamontes, Marco](#)  
**Subject:** Response to comment- Walker County Transit Plan  
**Date:** Monday, July 23, 2012 2:10:14 PM  
**Attachments:** [Walker County Transit Plan Comment recv"d 06-27-12.pdf](#)

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In response to the attached letter from Ms. Heiland I called her to get clarification of some of the points she mentioned in her letter. The main point she intended to make is that most of the senior citizens in Walker County do not travel to the senior center on a regular basis and therefore we should broaden the scope of our recommendations so that they do not focus on the senior center as a transportation hub. She had also mentioned in her letter that there were no other alternatives available for seniors' transportation needs in Walker County except for one cab, and their family and friends.

When we discussed those comments further she confirmed that she was not aware of the county-wide general public demand response transportation service that is provided by the Brazos Transit District (The District). I provided her with the contact phone number for The District's office (979) 778-4494. In addition, Ms. Heiland was not aware of the transportation referral service that is now provided through the United Way Helpline --211 which I advised her of.

She made note of those options for future reference.

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**From:** Seal, Gregory  
**Sent:** Monday, July 09, 2012 10:48 AM  
**To:** Abebe, Lydia; Hackett, Kari; Hebert, Rosalind; Bracamontes, Marco  
**Subject:** Walker County Transit Plan Comment recv'd 06-27-12.pdf - Adobe Acrobat Professional

Sent to you at Lydia's request

Gregory Seal , Records Liaison Officer  
Transportation Department  
Houston-Galveston Area Council  
3555 Timmons Lane, Suite 120  
Houston , TX 77027  
Phone 713-993-2431



## APPENDIX D

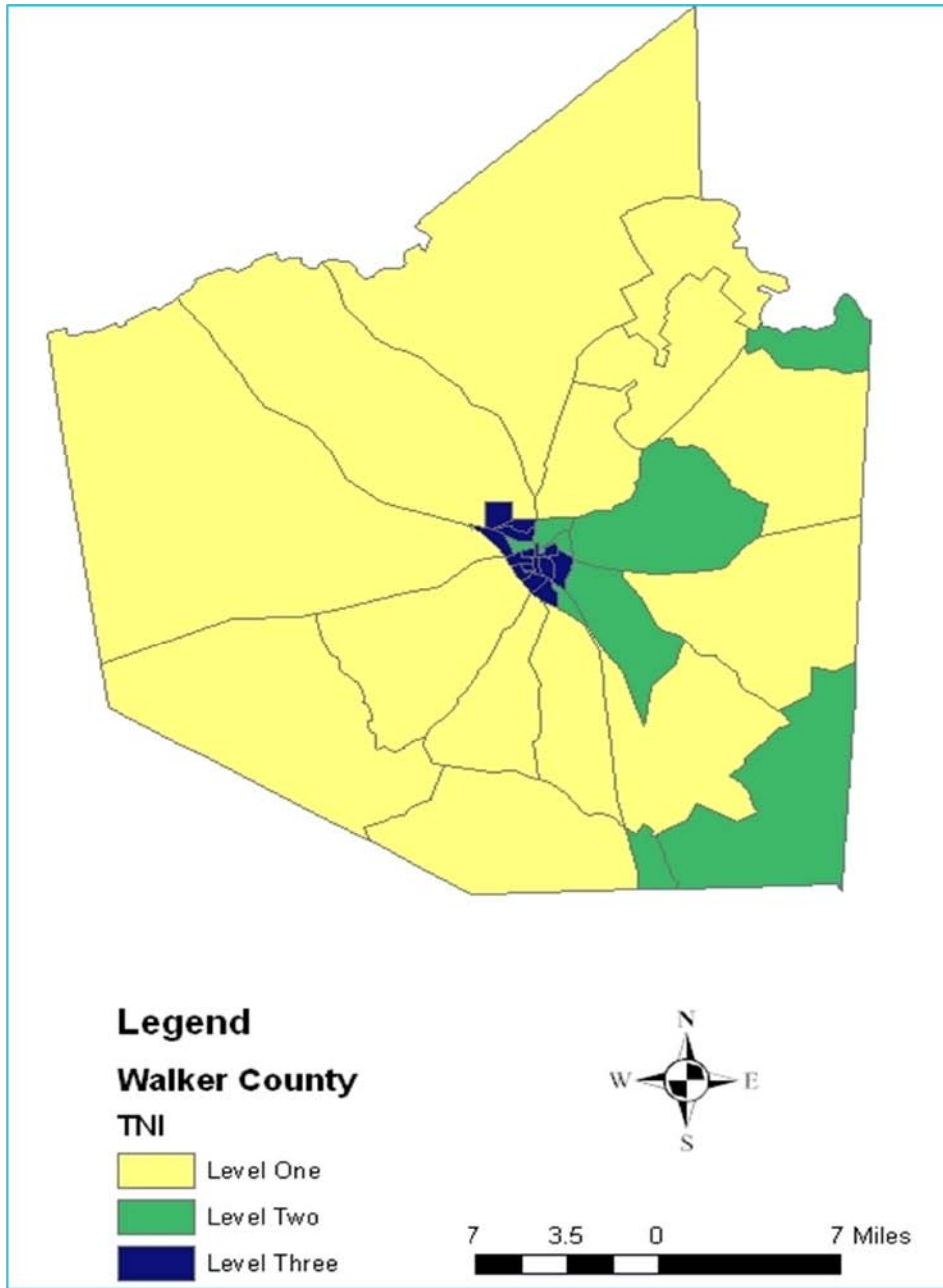
### TRANSIT NEED INDEX METHODOLOGY <sup>1</sup>

The methodology for calculating the Transit Need Index (TNI) for the Gulf Coast Planning Region was initially developed by LKC Consulting Services as part of the Brazoria County Transit Feasibility Study in 1995.<sup>2</sup> The TNI methodology involves identifying geographic concentrations of potential transit need based on demographic data. That data was used to identify locations with a higher propensity to use transit services based on transit planning experiences in small towns and rural areas in Texas at that time. The data that was used to calculate the TNI has been updated more recently to include Census 2000, American Community Survey and Census 2010 data as it has become available. There have been some changes at the U.S. Census Bureau in the level of detail reported for similar data items. Most recently those changes have resulted in the TNI being applied at the Census Tract level instead of at the Census Block Group level. That change resulted in less detail in the resulting TNI maps. Samples of the TNI maps for Walker County based on the 2000 Census and the 2010 Census are shown as Figures D-1 and D-2.

<sup>1</sup> The TNI data will be revised based on Census 2010 data when it become available at smaller geographic levels of detail. The theoretical basis for the TNI model is being reconsidered in light of more current research and literature.

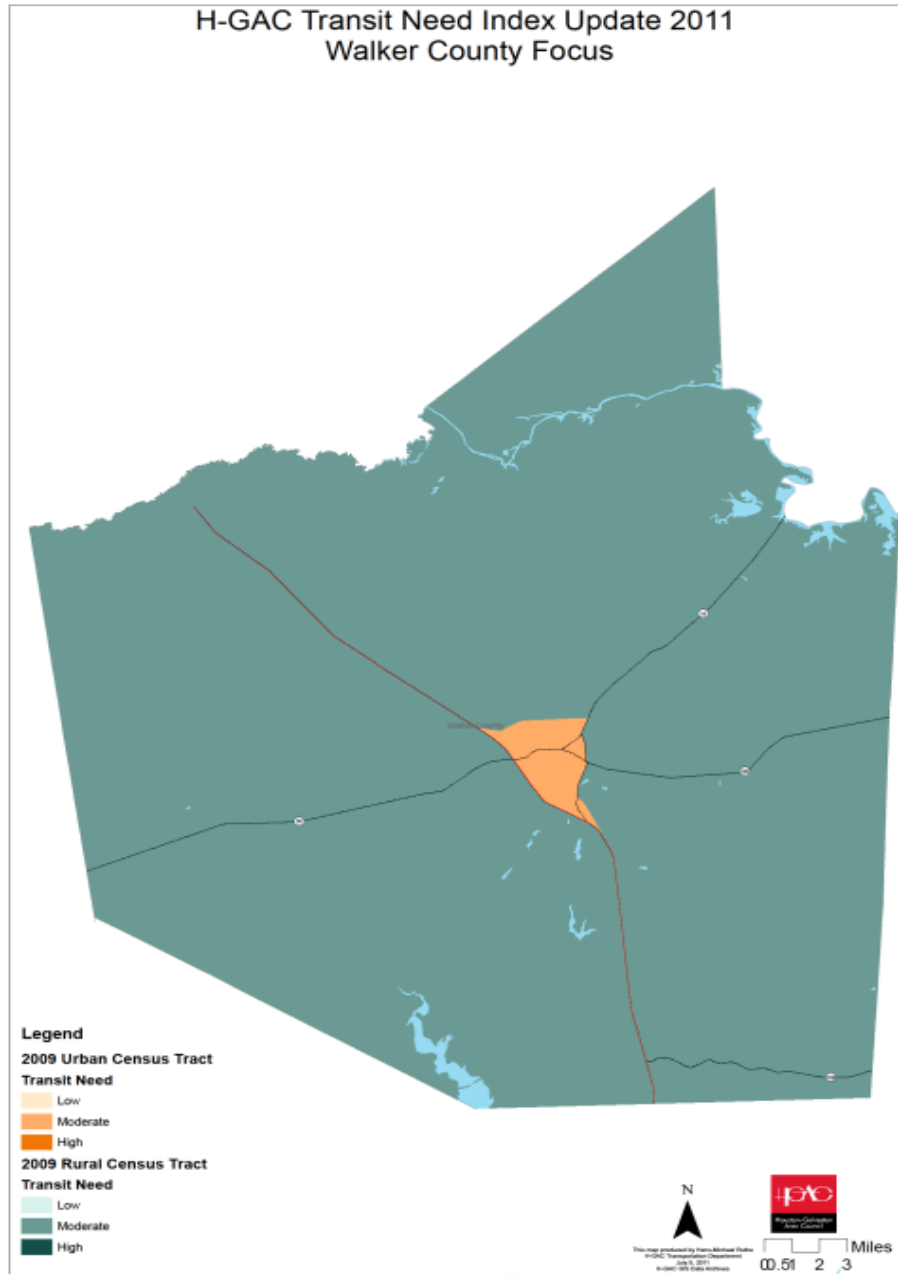
<sup>2</sup> The Brazoria County Transit Feasibility Study, 1995, LKC Consultants in coordination with H-GAC.

**Figure D-1. Walker County Transit Need Index 2000**



**Figure 3.24 - Walker County TNI, 2000**

**Figure D-2 Walker County Transit Need Index 2011**



The following six demographic characteristics are included in the TNI model:

Population density (persons/square mile);



Minority Population (all races other than “White, Not Hispanic”);  
 Median Household Income;  
 Vehicle Availability (one or zero car households);  
 Senior population (persons 65 and older);  
 Disabled population.

Each demographic characteristic is assigned a weight, which corresponds to the relative importance of that characteristic in determining transit need. The total of the ranking weights for all transit need characteristics is 10. The weighting factors that were applied are shown in **Table D-1**.

<b>Table D-1 Transit Need Index Weights</b>		
<b>Characteristics</b>	<b>Urban (Fixed Route)</b>	<b>Rural (Demand-Response)</b>
Population density	2.0	1.0
Median household income	3.5	2.5
Minority population	2.0	1.0
One or Zero car households	1.5	1.5
Senior population	0.5	2.0
Work force disability	0.5	2.0

The TNI factors were calculated as follows:

Block groups were assigned an “urban” or “rural” classification based on the region’s urbanized area boundaries defined by the Bureau of the Census;

Individual factor indices were calculated as follows:

<b><i>Individual Factor Indices Calculations</i></b>	
<b><i>Need Factor</i></b>	<b><i>Index Calculation</i></b>
Population density	Divided the block group density by the regional density
Median household income	<p>The negative of the difference of the block group median income (BGI) and regional median income (RGI) divided by the regional median income</p> $\frac{BGI - RGI}{RGI}$ <p>Higher Block Group median incomes compared to the region will result in a negative income index, suggesting a lower financial impact in owning an automobile</p>
Minority population	Divided the percentage of minorities in each block group by the regional percentage
Zero and one car households	Divided the percentage of households without autos in each block group by the regional percentage
Senior population	Divided the percentage of population over 65 in each block group by the regional percentage
Work force disability	Divided the percentage of disabled in each block group by the regional percentage

Urban or rural weight factors were applied to each factor index.

The factor indices for each block group were summed to get the total transit need index for each block group.

A **sample** calculation is shown below:

TNI (urban block group) = 2.0 x (pop density index) + 3.5 x (median HH income index) + 2 x (minority population index) + 1.5 x (zero car HH index) + .5 x (seniors index) + .5 x (disabled index).

There are several assumptions for this model:

In a densely populated area, more people utilize public transit and population density has a stronger influence on transit needs in urban areas than in rural areas;

Households with low incomes are more likely to use transit services, so an area with a higher concentration of low-income households will have more potential demand for transit services. This concentration has more effect on transit needs in urban areas than in rural areas;

The larger the minority (non-white) population is the more people utilize transit, especially in urban areas (based on historical usage patterns, this factor is being re-considered);

Households without automobiles will depend more on public transit. This is true for both urban and rural areas;

Populations with high senior concentrations have more demand for transit services and this is more obvious in rural than in urban areas; and

Populations with higher concentration of work force disability influences depends more on transit and this is more obvious in rural areas than in urban areas.

Urban and rural block groups were updated previously based on Census 2000 urbanized area boundaries. Urban block groups also included areas in predominantly rural areas where surrounding blocks have a density of at least 500 people per square mile.

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## **Appendix E**

### **Walker County Transit Plan**

#### **Scope of Work<sup>1</sup>**

#### **Task 1: Establish Steering Committee and conduct kickoff meeting.**

H-GAC staff in coordination with the leadership of Walker County will establish a Steering Committee that will include key stakeholders from service providers, local community based organizations and elected officials. The Steering Committee will provide direction, oversight, review and comment for the development of the transit plan and the deliverables. H-GAC staff will conduct the kick-off meeting and based on the input received develop a preliminary vision statement, goals and objectives for future transit services and facilities in Walker County.

#### **Deliverables:**

- 1.1 Roster of Steering Committee members.
- 1.2 Documentation of Steering Committee kickoff meeting including sign-in sheet and meeting summary.
- 1.3 Memo discussing the preliminary vision statement, goals and objectives based on guidance from the Steering Committee.

#### **Task 2: Prepare Draft Public Involvement Plan (PIP).**

H-GAC staff will prepare a Public Involvement Plan to identify the approach to engaging the general public, transportation stakeholders, officials and the local media in the transit planning process. The PIP should be phased so that the input derived from the first phase of public involvement can be incorporated into the recommended transit service plan. The second phase of public involvement will present the results of the planning process and the transit plan recommendations. A minimum of two public meetings are required, one at the beginning and one near the end of the transit planning process.

#### **Deliverable:**

Technical Memo #1 -Draft Public Involvement Plan

#### **Task 3: Data Collection and Review of Existing Transit Services**

H-GAC staff will review existing demographic data and transit service characteristics including but not limited to population and employment estimates and projections, densities, the number of elderly, disabled, youth, minorities and low income persons. Transit service data should include ridership trends and measures of effectiveness and efficiency with comparisons to peer service providers. In cooperation with Brazos Transit District staff this task will also identify potential gaps (or overlaps) in existing transit services as well as barriers, constraints and opportunities for better coordinated transit services in Walker County.

<sup>1</sup> Revised September 2011

**Deliverable:**

Technical Memo #2- Demographic Data and Existing Transit Service Summary; including a discussion of transit related needs, service gaps, barriers, constraints and opportunities to improve transportation coordination in Walker County.

**Task 4: Implement Public Involvement Plan- Phase One**

H-GAC staff will conduct interviews and/or meetings with transportation stakeholders and the general public to identify transit related needs, gaps in existing services, barriers, constraints and opportunities for better transportation coordination.

**Deliverable:**

4.1 Technical Memo #3 –Summary of the results of the Phase One public involvement process.

**Task 5: Develop a Preliminary Transit Service Plan with a Feasibility Assessment**

This task will identify the recommended transit service plan including operational and capital facility improvements. It shall also include a discussion of the feasibility of the recommended services considering the following factors:

- current and potential ridership growth,
- costs and benefits of the proposed services.

If feasible, H-GAC staff will develop a comprehensive transit service plan including demand response, fixed-route (or deviated fixed route) services and possible links to other local carriers or between counties. The service plan should include operational and management considerations and strategies for providing comfort and safety for waiting passengers.

**Deliverable:**

Technical Memo #4 Draft Walker County Transit Service Plan that will provide recommendations for short (1-5 years) and long-term (more than 5 years) service improvements.

**Task 6: Develop a Five Year Financial and Implementation Plan.**

H-GAC staff will research and document current and potential financial resources including federal, state and local financial strategies to fund and sustain the recommended transit projects in Walker County. This task includes the development of a preliminary Implementation Plan based on the service plan recommendations and potential revenue sources.

**Deliverables:**

6.1 Technical Memo # 5- Preliminary Financial and Implementation Plan.

**Task 7: Implement Public Involvement Plan Phase Two.**

H-GAC staff will present the results and recommendations of the planning process to the Walker County elected officials, key stakeholders and the general public.

**Deliverable:**

7.1 Technical Memo #6- Summary of the results of Phase Two of the public involvement process.

**Task 8: Walker County Transit Plan- Final Report, Executive Summary, Presentations**

The Final Report should include a compilation of the Technical Memorandum that were prepared in previous tasks. The Executive Summary shall include a synopsis of the information that was developed in the previous tasks and the key recommendations including a discussion of the associated costs and benefits.

**Deliverables:**

- 8.1 Final Report and Executive Summary that highlights the results of the tasks completed.
- 8.2 PowerPoint presentation summarizing the transit plan and its key recommendations.
- 8.3 Presentations to the Walker County Commissioners Court, the H-GAC Regional Transit Coordination Subcommittee, the H-GAC Technical Advisory Committee and the Board of Directors-Projects Review Committee.
- 8.4 Final Report documents; one original document and five bound copies of the Final Report, Executive Summary and any Appendices. Five (5) CD-Rom copies of all final report documents.

**Walker County Transit Plan  
Budget Worksheets for the  
Project Grant Agreement**

<b>Project Grant Agreement -Budget Worksheets</b>					
<b>Attachment B-1</b>					
<b>FY 2011- Walker County Transit Plan</b>					
<b>Category</b>	<b>Amount</b>				
Personnel	\$ 20,614				
Fringe	\$ 14,551				
Equipment	\$ -				
Supplies	\$ -				
In Region Travel	\$ 700				
Contractual	\$ -				
Indirect	\$ 3,985				
Other	\$ -				
<b>Total</b>	<b>\$ 39,850</b>				



<b>Attachment C-1</b>						
<b>Payment Schedule for FY 2011</b>						
<b>Deliverables by Task</b>						
						<b>Projected Cost/Payment</b>
<b>1. Establish Steering Committee, kickoff meeting.</b>						\$ 2,500
1.1 Roster of committee members						
1.2 Kickoff meeting documentation						
1.3 Memo- vision, goals, objectives						
<b>2. Draft Public Involvement Plan</b>						\$ 2,500
2.1 Tech. Memo 1- Draft PIP						
<b>3. Data Collection, Existing Services</b>						\$ 2,500
3.1 Tech Memo 2- Demographics, Existing services.						
<b>4. Implement Public Involvement Plan-Ph-1</b>						\$ 2,500
4.1 Tech Memo 3 Summary of Phase 1						
<b>5. Preliminary Transit Service Plan</b>						\$ 5,000
5.1 Tech. Memo 4- Draft Service Plan						
<b>6. Financial and Implementation Plan</b>						\$ 10,000
6.1 Tech. Memo 5-Draft Financial & Implementation						
<b>7. Implement Public Involvement-Ph 2</b>						\$ 2,500
7.1 Tech memo 6						
<b>8. Final Report</b>						\$ 12,350
8.1 Draft Final Report, Executive Summary						
8.2 PPT Presentation w/ Key Recommendtaions						
8.3 Presentations to Decisionmakers (3)						
8.4 Final Report Documents						
<b>Totals</b>						\$ 39,850
<b>Note: The projected cost estimates are preliminary and subject to change based on actual invoiced amounts.</b>						

**Walker County Transit Plan  
Letters of Support**

APR 05 2010



March 31, 2010

Dear Alan,

Thank you for your letter concerning the initiation of a Walker County Transit Plan. As we discussed by phone, the City of Huntsville would be happy to support this effort to further document the transit needs of our community. Please allow this letter to serve as notice of our interest.

All the best,

A handwritten signature in black ink, appearing to read "J. Turner".

J. Turner  
Mayor

JMT/lw

SEP 13 2010

**OFFICE OF THE COUNTY JUDGE**

DANNY PIERCE  
Walker County Judge  
(936) 436-4910  
(936) 436-4914 FAX

Walker County Courthouse  
1100 University Avenue  
Huntsville, Texas 77340

September 8, 2010

Houston-Galveston Area Council  
P.O. Box 22777  
Houston, Texas 77027

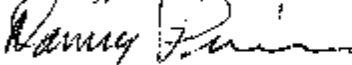
Dear Mr. Clark:

First of all I would like to apologize to you for the late response to this request.

In a joint effort with the Houston-Galveston Area Council and the City of Huntsville, let this letter serve as my commitment to provide the necessary documents and information needed to contribute to the success of this worthwhile initiative.

When I can be of further service please do not hesitate to call me.

Sincerely,



Danny Pierce  
County Judge  
Walker County

# WALKER COUNTY PUBLIC TRANSPORTATION SURVEY

The Houston-Galveston Area Council (H-GAC) in association with TxDOT and leaders in Walker County are conducting a public transportation survey. Your opinions are important to help determine the need for improved public transportation options in Walker County. Your participation is voluntary.

1. How do you usually travel to the places you need to go? Check all that apply.

- Drive
  - Senior Center Van or Bus
  - Campus Shuttle
  - Walk or Ride a Bike
  - Ride with family or friends
  - Motorcycle
  - Demand Response – Brazos Transit
  - Medical Transportation Program (Medicaid)
  - Taxi
  - Carpool, Vanpool
  - Other (please specify)
- 

2. Please select the top five (or less) destinations that you normally travel to:

- Work
  - High School
  - College/University
  - Leisure Activities
  - Healthcare Appointments
  - Shopping
  - Religious Services
  - Other (please specify)
- 

3. Is there a need for expanded public transportation options in Walker County?

- Yes
- No
- I'm not sure

4. If an expanded public transportation system was available would you use it?

- Yes
- No

If you answered no, please explain briefly, then skip to Question 7.

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5. If yes, why would you use it? Check all that apply.

- Convenience and reliability
  - Money savings
  - Prefer to not drive
  - High cost of fuel
  - No car available
  - Other (please specify)
- 

6. How many days a week would you use it? Please check one.

- 1
- 2
- 3
- 4
- 5 or more

7. What is your work status?

- Employed Full Time
  - Employed Part Time
  - Student
  - Retired
  - Unemployed
  - Other (please specify)
- 

8. Please tell us about yourself.

- Male
- Female

9. What is your age group?

- Under 18
- 18 – 44
- 45 – 59
- 60+

10. Including yourself, how many people live in your household?

- 1
- 2
- 3
- 4
- 5 or more



11. How many licensed drivers are in your household?

- 1
- 2
- 3 or more

12. How many working vehicles are available?

- 1
- 2
- 3 or more

Comments:

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13. What is your annual (gross) household income level?

- Under \$35,000
- \$35,000 – \$75,000
- Over \$ 75,000

14. What is your Home Zip Code?

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15. What is your Work and/or School Zip Code?

Work 

---

School 

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# ENCUESTA DE TRANSPORTE PUBLICO DE WALKER COUNTY

El Consejo del Área de Houston-Galveston (H-GAC) junto con TxDOT y líderes en el Condado Walker realizan una encuesta de transporte público. Sus opiniones son importantes para determinar la necesidad de más opciones de transporte público en el Condado Walker. Su participación es voluntaria.

1. ¿Cómo se transporta usualmente a los lugares a los que necesita ir? Marque todas las opciones que apliquen.

- Manejo mi vehículo
- Autobús o Camioneta de Centro de Ancianos
- Autobús del Colegio
- Camino o uso la bicicleta
- Viajo en el auto de amigos o familia
- Motocicleta
- Demand Response – Brazos Transit
- Programa de Transporte Médico (Medicaid)
- Taxi
- Coche o camioneta compartidos
- Otra (favor de especificar)

2. Favor de seleccionar los cinco destinos (o menos) a los que normalmente viaja:

- Trabajo
- Secundaria – High School
- Colegio/Universidad
- Actividades de diversión
- Citas de cuidado médico
- Compras
- Servicios Religiosos
- Otro (favor de especificar)

3. ¿Hay necesidad de opciones de transporte público más extensas en el Condado Walker?

- Si
- No
- No sé

4. ¿Si hubiera un sistema de transporte público más extenso disponible lo usaría usted?

- Si
- No

Si respondió no, explique brevemente, pase a la pregunta 7.

5. Si respondió sí, ¿por qué lo usaría? Marque las opciones que apliquen.

- Facilidad y confianza
- Quiero ahorrar dinero
- Prefiero no manejar
- Alto costo del combustible
- No tengo un auto disponible
- Otra (favor de especificar)

6. ¿Cuántos días a la semana usaría el sistema de transporte público? (marque una opción)

- 1
- 2
- 3
- 4
- 5 ó más

7. ¿Cuál es su situación laboral?

- Empleado de Tiempo Completo
- Empleado de Tiempo Parcial
- Estudiante
- Retirado
- Desempleado
- Otra (favor de especificar)

8. Por favor infórmenos sobre usted.

- Hombre
- Mujer

9. ¿Cuál es su grupo de edad?

- Menos de 18 años
- 18-44 años
- 45-59 años
- 60+ años

10. ¿Incluyéndolo a usted, cuántas personas viven en su hogar?

- 1
- 2
- 3
- 4
- 5 ó más



11. ¿Cuántos conductores de auto con licencia viven en su hogar?

- 1
- 2
- 3 ó más

12. ¿Cuántos vehículos funcionando hay en su hogar?

- 1
- 2
- 3 ó más

Comentarios:

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Muchas gracias por su participación.

13. ¿Cuál es el ingreso anual de su familia (antes de impuestos)?

- Menos de \$35,000
- \$35,000- \$75,000
- Más de \$ 75,000

14. ¿Cuál es el código postal de su domicilio?

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15. ¿Cuál es el código postal de su Trabajo y/o Escuela

Trabajo 

---

Escuela 

---



## HOUSTON-GALVESTON AREA COUNCIL News Release

### Contact:

Kari Hackett 713-993-4576 or [kari.hackett@h-gac.com](mailto:kari.hackett@h-gac.com)

Marco Bracamontes 832-681-2509 or [marco.bracamontes@h-gac.com](mailto:marco.bracamontes@h-gac.com)



### *For Immediate Release*

## H-GAC Kicks Off Walker County Transit Plan

HOUSTON (November 16, 2011) – The Houston-Galveston Area Council (H-GAC) in association with leaders in Walker County and the Texas Department of Transportation is launching the first phase of a comprehensive transit plan for Walker County.

The purpose of the plan is to identify unmet transportation related needs and feasible options to address those needs. At this stage, H-GAC is conducting a brief online survey to gather information from residents, students and employees about their transportation usage. The survey is available at:

English - [https://www.surveymonkey.com/s/walker\\_county](https://www.surveymonkey.com/s/walker_county)

Spanish - [https://www.surveymonkey.com/s/walker\\_county\\_espanol](https://www.surveymonkey.com/s/walker_county_espanol)

In the near future, the survey will also be available in print format at convenient points of distribution within Walker County for those who either do not have access to the online survey or prefer the paper version.

“It’s important for people to speak up on this matter,” said County Judge Danny Pierce after the launch of the online survey. “This is a great opportunity for people in the Walker County community to express their opinions on how our transportation system could be better.”

“This effort is a collaboration of Walker County, our agency and community service providers,” said Alan Clark, H-GAC Director of Transportation. “Our goal is to provide more mobility options for a broader segment of the general population in the H-GAC region.”

For more information on the Walker County Transit Plan please contact Kari Hackett at 713-993-4576.

### **About H-GAC**

The Houston-Galveston Area Council is a voluntary association of cities and counties in the Houston-Galveston region. H-GAC works with local governments, the Texas Department of Transportation and local transportation service providers to identify priority transportation needs, solutions and funding.

###



**HOUSTON-GALVESTON AREA COUNCIL**  
Notice of Public Meeting and Open House  
Walker County Transit Plan

The Houston-Galveston Area Council (H-GAC), in association with leaders in Walker County and the Texas Department of Transportation, is launching the second phase of public involvement for the development of a comprehensive transit plan for Walker County.

The first phase included a public transportation survey that was made available online and through several local organizations. Copies of the survey forms were coordinated through the United Way and the Senior Center of Walker County. The second phase of public involvement includes a public meeting and open house to gather more information from residents, students and employees about their transportation related needs and to present a summary of the preliminary results of the survey.

**NEW LOCATION for the Open House and Public Meeting on Thursday, February 16, 2012:**

**Walker County Courthouse  
1100 University Ave., Room 301  
Huntsville, TX 77320  
3:00 – 6:00 p.m. (presentations are tentatively scheduled for 3:30 and 5:30)**

H-GAC representatives will be present to answer questions and gather input from attendees. For more information about the Walker County Transit Plan, contact Mr. Kari Hackett by phone at (713)-993-4576 or by email to [kari.hackett@h-gac.com](mailto:kari.hackett@h-gac.com); or visit [www.h-gac.com/tag](http://www.h-gac.com/tag) and click on Transit Planning.

*In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons with disabilities attending H-GAC functions. Individuals requiring language interpretation or those with special communication needs should contact Rosalind Hebert at 713-993-2471, or email [Rosalind.hebert@h-gac.com](mailto:Rosalind.hebert@h-gac.com) at least two working days prior to the function.*

**FOR INFORMATION CONTACT:**  
Marco Bracamontes, 832-681-2509  
[Marco.Bracamontes@h-gac.com](mailto:Marco.Bracamontes@h-gac.com)



**FOR IMMEDIATE RELEASE**

## **PUBLIC MEETING TO RECEIVE COMMENTS ON THE DRAFT WALKER COUNTY TRANSIT PLAN**

*DRAFT Plan Recommends Improved, Regionally Coordinated Public Transportation Options*

**HOUSTON (June 18, 2012)** – The Houston-Galveston Area Council (H-GAC), elected officials and community leaders in Walker County will host a public meeting to receive comments on the DRAFT Walker County Transit Plan (WCTP). The meeting will take place June 20, 2012, at 2:00 p.m. at Huntsville’s Public Library Community Room (1219 13<sup>th</sup> Street, Huntsville, Texas). The meeting will include a presentation on survey results, public comments received before and recommendations of this DRAFT Plan.

“As population and employment increases in the Houston and Dallas-Fort Worth mega-regions, the amount of travel along the IH 45 corridor through and within Walker County will also increase,” said County Judge Danny Pierce. “I encourage residents, workers and students to attend and learn more about this DRAFT Plan that includes some improved mobility options for Walker County,” he added.

Public transportation in the 13-county Houston-Galveston region has recently drawn attention in light of skyrocketing gas prices seen nationwide. Recommendations to be presented at the public meeting range from public transportation options and commute solutions to more coordination among various transit providers.

“This DRAFT Plan is the result of many hours of collaborative work with stakeholders and community groups in Walker County,” said Kari Hackett, Program Manager with H-GAC. “We now need the public to know more about the results of that effort and to provide us with their comments and ideas,” he concluded.

County Judge Pierce and other leaders in Walker County are expected to attend the meeting and to participate in a dialogue about the future of public transportation in Walker County.

The DRAFT Walker County Transit Plan public comment period began on Wednesday, June 13, 2012 and ends on Wednesday July 25, 2012. Residents, workers and students can submit written comments online at [PublicComments@h-gac.com](mailto:PublicComments@h-gac.com), mail to H-GAC Transportation Public Information, P.O. Box 22777, Houston, TX 77227, or fax to 713-993-4508. Comments can also be submitted by voicemail at 1-853-363-2516 (toll free).

H-GAC ([www.h-gac.com](http://www.h-gac.com)) is a voluntary association of local governments in the 13-county Gulf Coast Planning Region, an area of 12,500 square miles and more than six million people. H-GAC works to promote efficient and accountable use of local, state, and federal tax dollars and serves as a problem-solving and information forum for local governments.

*In compliance with the Americans with Disabilities Act, H-GAC will provide for reasonable accommodations for persons with disabilities attending H-GAC functions. Individuals requiring language interpretation or those with special communication needs should contact Rosalind Hebert at 713-993-2471, or email [Rosalind.hebert@h-gac.com](mailto:Rosalind.hebert@h-gac.com) at least two working days prior to the function.*

**###**

# The Huntsville Item, Huntsville, TX

February 15, 2012

## Public transportation in Huntsville?

By *Tori Brock*

**Staff Reporter**

HUNTSVILLE — Walk, ride or drive?

The question of whether a city bus system could be beneficial to Huntsville is one of many transportation concerns that will be discussed by city and county leaders on Thursday.

The Houston-Galveston Area Council is hosting a public meeting and open house from 3 to 6 p.m. Thursday at the Walker County Courthouse to talk about the Walker County Transit Plan.

H-GAC employees, along with area civic leaders and the Texas Department of Transportation are launching the second phase of the Transit Plan process and public input is needed.

A transportation survey conducted online and through the United Way of Walker County and Walker County Senior Center was the first phase of the project.

On Thursday, officials hope to gather more information from residents about the county's transportation needs. Preliminary results of the survey will also be shown.

Kari Hackett, manager of special studies for the H-GAC transportation department, said his office will discuss some of the background information regarding Walker County's transit needs.

"We got a good response from the online survey," Hackett said. "We asked questions about how people travel around the county – the destinations they travel to and whether they think there's a need for a public transportation system."

Hackett said 59 percent of those surveyed said there is a need for public transportation with 63 percent of those saying they would use the system. A second question was asked of those who didn't feel there was a need for public transportation.

"Many said they already have a car, or they live out in the county and wouldn't use it," Hackett said. "There were concerns raised about the (current) infrastructure needs. They said instead of a bus system, we should be fixing the roads. We got a variety of comments from people in different segments of the population."

Possible bus routes need to be determined, Hackett said, as well as figuring out how far into the county the bus system could go.

"This is all still very preliminary," he said.

Walker County residents who need a ride to the public meeting can call Brazos Transit at (800) 272-0039 or the Senior Center at (936) 295-6151. Riders will need to provide their names and

home addresses for planning purposes and identify that the purpose of the trip is to attend the Walker County Transit Plan meeting.

The meeting and open house will be held from 3 to 6 p.m. Thursday at the Walker County Courthouse, room 301. For more information, call Hackett at (713)-993-4576 or email kari.hackett@h-gac.com.

#### TxDOT Transportation Plan

The Texas Department of Transportation (TxDOT) will host a series of open house-style public meetings for the development of the 2035 Texas Rural Transportation Plan.

The first meeting in this area is from 4 to 7 p.m. on March 8 at the Larry J. Ringer Library, 1818 Harvey Mitchell Parkway South in College Station.

The plan will focus on rural areas of Texas and plans to connect these areas to urban markets, jobs and services. It will also discuss the need for improvements to rural modes of transportation, including roads, pedestrian and bicycle trails, transit, freight rail, airports and more.

Public comments and input will be accepted at this meeting and exhibits will be available showing the status and results of TxDOT Studies to date.

Representatives from TxDOT will be on hand to answer questions and speak to the plan's development. Written comments can be submitted online at [www.txdot.gov](http://www.txdot.gov) or by calling (855) 897-8725.

# The Huntsville Item, Huntsville, TX

February 18, 2012

## Transportation needs identified in Walker County

By *Tori Brock*  
Staff Reporter

HUNTSVILLE — Bus routes are one need cited by a recent survey of more than 1,000 Walker County residents.

Though the survey was not taken by every resident of the county, Houston-Galveston Area Council representative Kari Hackett said H-GAC feels the results are representative of Walker County's needs.

Funding for any transportation project has not been secured, and the H-GAC study is just looking at the current needs.

"All we can do is lay out the options," Hackett said. "It's up to the leadership in Walker County to make decisions on how to prioritize the funds they have or go after funds available to address some of the needs. Our job is to look at the options and figure out how much each one would cost and then present that to the public."

If the county decides to move forward with seeking funding for transportation needs, H-GAC will be available to help in finding grants and other funding sources.

"There's different options," Hackett said. "The scope of the project is supposed to be completed by the end of March. We hope to have a draft document then a public comment period."

Comments on the county's transportation needs can be sent to [publiccomments@h-gac.com](mailto:publiccomments@h-gac.com) or by calling (713) 993-4508 or toll free at (855) 363-2516.

The purpose of the transit plan is to identify and document transportation needs, specifically as they relate to public transportation. Existing roads and infrastructure are not part of the plan, though Hackett said many comments were received about the need for sidewalks and bike routes.

A mix of about 40 elected officials, civic leaders and private citizens came out Thursday to give their ideas on transportation needs, with many citing the need for a city/county bus route.

"We do not have a plan yet. I think we already know we do not have money for it right now," Hackett said. "It needs to be the best (system) possible based on funding availability."

Hackett said the numbers show that more than 1,000 people travel to and from Walker County to Harris and Montgomery County on a regular basis.

The Senior Center of Walker County and the United Way partnered with H-GAC to hand out surveys to clients. The senior center made 8,500 transportation trips in 2010 and delivered more

than 31,000 meals.

"There's a lot of transportation-related activity focused on the senior center," Hackett said.

Kay Cooks executive director of the United Way of Walker County, said she was willing to help raise funds for a local match for grants. The Brazos Transit district is available for residents with travel needs, but is not on a set route.

Hackett also said he did not have the numbers for how many Sam Houston State University students use apartment shuttle services.

Most of the survey respondents either work for or attend SHSU and cited shopping, university and work as their top three destinations.

Fifty nine percent said there was a need for a public transportation system, 29 percent said they were unsure and 11 percent said no. When asked if they would use the system if it were available, 62.5 percent said yes with 37.5 percent saying no.

"We received over 1,000 responses," Hackett said. "The information we're looking at is fairly representative of the population of Walker County.

Public comments for the plan are still being accepted. For more information, visit [www.ridethegulfcoast.com](http://www.ridethegulfcoast.com).





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## Transit Plan Meeting this Afternoon

Written by Larry Crippen. Posted in [Local News](http://ksam1017.com/category/news/local-news/) , [News](http://ksam1017.com/category/news/)

Tagged: [com](http://ksam1017.com/tag/com/) , [online](http://ksam1017.com/tag/online/) , [Walker County](http://ksam1017.com/tag/walker-county/)

Published on June 20, 2012

This afternoon at two in the Huntsville Public Library Community Room, the Houston Galveston Area Council, local elected officials, and community leaders in Walker County will be having a meeting to receive comments on the Walker County Transit Plan. The DRAFT Plan makes recommendations to improve public transportation options that may impact mobility in the area. The public is encouraged to participate by reviewing and commenting on the plan.

We talked with HGAC Transportation Program Manager Kari Hackett . . . .



Comments can be submitted online at [PublicComments@h-gac.com](mailto:PublicComments@h-gac.com).

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# The Huntsville Item, Huntsville, TX

June 20, 2012

## H-GAC completes draft transit plan

By *Tori Brock*  
Staff Reporter

HUNTSVILLE —

City buses, expanded Greyhound service and apartment shuttles that offer service to the public are only a few of the ways Walker County transportation needs could be met in the future.

The Houston-Galveston Area Council presented its draft of the Walker County Transit Plan to officials and employees from the City of Huntsville and Walker County, as well as private citizens on Wednesday.

A draft of the plan can be viewed at <http://www.h-gac.com/taq/> by clicking on "Transit Plans" then "County Transit Plans."

Kari Hackett, program manager for the H-GAC transportation department, said this plan ultimately fails if not for the support of local government and community officials.

County Judge Danny Pierce thanked Hackett and the H-GAC for its work on the plan.

"Transportation one of those silent things," Pierce said. "You're a little later getting home. You leave a little earlier as a result of transportation issues. Walker County certainly has them."

Mayor Mac Woodward said transportation issues are brought to the Huntsville City Council on a regular basis.

"We have a significant group of people in this community who are concerned about transportation," he said. "This need and concern crosses all boundaries."

According to the 2010 census, more than 13,000 people in Walker County are at or below poverty level and that population is expected to grow over the next 10 years.

"That's about 26 percent of the population. That's higher than average for the counties in the H-GAC region," Hackett said. "According to the data we have, you're going to add about 20,000 people (over the next 10 years)."

Hackett said public and private sectors will need to work together to address all the potential transportation needs in the county. Public entities would include Walker County Commissioners, city officials, the United Way, the Senior Center of Walker County and more, while private entities would include apartment complexes and shuttle companies.

"Any recommendations are preliminary and tentative. This is a draft plan and it can change," Hackett said. "Eventually we hope it would be accepted by the people who live and work here in Walker County and by the elected officials.

Otherwise, anything we say is not going to go beyond just talk."

Hackett said he was surprised at the variety of transportation opportunities in Walker County, but noted that operations have yet to be coordinated. Transportation options include the Brazos Transit District, Greyhound, local cab companies, apartment shuttles to Sam Houston State University and some medical transportation for the needy.

"The reality is, Greyhound bus line has buses running up and down the freeway all day and all night," Hackett said.

"They're not coordinated in terms of a local system to provide transport locally. It's going to take a public and private partnership. Apartment shuttles are taking students primarily to campus. My question is, 'couldn't the vehicles out there also take a fare-paying passenger sometimes?'"

The availability of any of these services for those living outside the city limits is limited.

Grants are one way the city or county could help fund newer transportation options, Hackett said.

An initial price tag of \$700,000 is expected each year if Walker County decides to do nothing and keep its current system. If newer transportation routes and a coordination effort were undertaken, H-GAC estimates a yearly cost of \$1.5 million.

"This would go a long way toward addressing some of the needs not being addressed today," he said. "This does not include starting routes that go into the county or additional routes for Greyhound."

WECP Appendix 108 of 109



The objective of the H-GAC transit plan effort is to undertake planning and coordination projects for public transportation services in under-served areas of the region.

A 30-day comment period began June 13 and will end July 25. Comments may be submitted to

H-GAC in association with leaders in Walker County and the Texas Department of Transportation, is announcing the opening of a 30-day public review and comment period and public meeting for the Draft Walker County Transit Plan.

The public comment period begins on Wednesday, June 13, 2012 and ends on Wednesday July 25. For more information, contact Hackett at (713) 993-4576 or email [kari.hackett@h-gac.com](mailto:kari.hackett@h-gac.com).