

APPENDIX B:

Existing Conditions Reports



Gadsden County Existing Conditions

1.0 Introduction

Gadsden County is less than half an hour from the state capital of Tallahassee and neighbors the State of Georgia. The County is primarily rural and agricultural, and the cost of living is lower than most other Florida counties. The City of Quincy is the County seat and is the County's largest urbanized area. **Figure 1** presents the geographic location of Gadsden County, and the municipalities of Chattahoochee, Greensboro, Gretna, Havana, and Midway.

2.0 Demographics

Establishing a picture of the current socio-economic condition of the County is an important step in the development of the Regional Mobility Plan. Indicators such as population, income, and employment, provide a sense of how the County compares to that of the rest of the region. Each of these indicators is discussed in the subsequent sub-sections.

2.1 Population

As part of the Capital Region Transportation Planning Agency (CRTPA) region, Gadsden County has a significantly lower population density than Leon County. Within Gadsden County, the most densely populated areas are centered around the municipalities of Greensboro, Midway, Quincy and Havana. This is shown in **Figure 2**. The southern and southeastern portions of the County are more densely populated than the northern part of the County. Population data from the U.S. Census indicate that Gadsden County has historically experienced a slow growth rate relative to the rapid population growth in southern and central Florida. As shown in **Table 1**, Gadsden County's average annual growth rate has been lower than Florida's for every year from 1970 to 2008. Between these years, the County has experienced slight population growth, with an annual average growth rate ranging from 0.24 percent to 0.68 percent. Overall, the County's population has experienced an increase by only 29 percent between 1970 and 2008. Average annual growth rates for Florida from 1970 to 2008 range 2.72 percent to 3.68 percent, with a total population growth of 178 percent over the 38-year period.

Table 1. Population Growth in Gadsden County from 1970 to 2008

Year	Gadsden County	Average Annual Growth Rate from 1970	Florida	Average Annual Growth Rate from 1970
1970	39,184	N/A	6,789,447	N/A
1980	41,674	0.63%	9,746,961	3.68%
1990	41,116	0.24%	12,938,071	3.23%
2000	45,087	0.47%	15,982,824	2.89%
2008	50,611	0.68%	18,851,975	2.72%

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.

Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) predict that by the year 2030, Gadsden County's population will be 58,221.³⁴ This represents a 15 percent increase in population over the 22-year period.

Among Gadsden County's municipalities, Midway and Chattahoochee have experienced the most significant growth (30.2 percent and 12.2 percent, respectively) between 2000 and 2008. Greensboro, Quincy, and Havana have grown more modestly, with population growth ranging from 2.4 percent to 6.0 percent. Gretna is the only municipality that lost overall population between 2000 and 2008.³⁵ This is shown in **Table 2**.

Table 2. Population Growth in Gadsden County Municipalities, 2000-2008

	Population of Municipality					
Year	Chattahoochee	Greensboro	Gretna	Havana	Midway	Quincy
2000	3,287	619	1,709	1,713	1,446	6,982
2001	3,605	624	1,731	1,727	1,456	7,000
2002	3,119	627	1,698	1,717	1,491	7,231
2003	3,966	635	1,752	1,752	1,499	7,352
2004	3,710	642	1,748	1,745	1,487	7,340
2005	3,901	656	1,735	1,789	1,568	7,339
2006	3,833	652	1,741	1,764	1,683	7,300
2007	3,720	634	1,714	1,778	1,771	7,436
2008	3,687	634	1,675	1,815	1,883	7,373
Percentage Change (2000-2008)	12.2%	2.4%	-2.0%	6.0%	30.2%	5.6%

Source: Florida Population by County and Municipality, April 1, 2000-2008. Office of Economic and Demographic Research, The Florida Legislature

2.2 Environmental Justice

According to the US Department of Transportation (USDOT) Federal Highways Administration (FHWA), there are three (3) fundamental environmental justice principles associated with the expenditure of federal funds for construction of transportation improvement projects³⁶:

³⁴ Total County Population: April 1, 1970-2030. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/web10.xls>

³⁵ Florida Population by County and Municipality, April 1, 2000-2008. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/Population-city-county.pdf>

³⁶ "An Overview of Transportation and Environmental Justice." Publication No. FHWA-EP-00-013. US DOT FHWA.

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Federal environmental justice requirements were set forth in Presidential Executive Order 12898 (1994), which states: “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*:

- Low-income: A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was \$8,350 for one person, and \$17,050 for a family of four)
- Minority: A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition).

• **Figures 3 and 4** identify areas within Gadsden County with the highest number of minority and low-income populations; the data is drawn directly from 2000 U.S. Census information by block group. According to the data, there are several areas of Gadsden County that have a significant minority population. These areas should be noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations and programs in the Regional Mobility Plan. In Greensboro, Gretna, Quincy, Midway, and part of Havana, 40 to 100 percent of the population belong to a minority group. The highest incidence of population that live below poverty level are in Greensboro, Midway, Gretna, Quincy, as well as parts of Havana and Chattahoochee live below poverty level, where 30 to 40 percent of the population are low-income.

Figure 1. Gadsden County

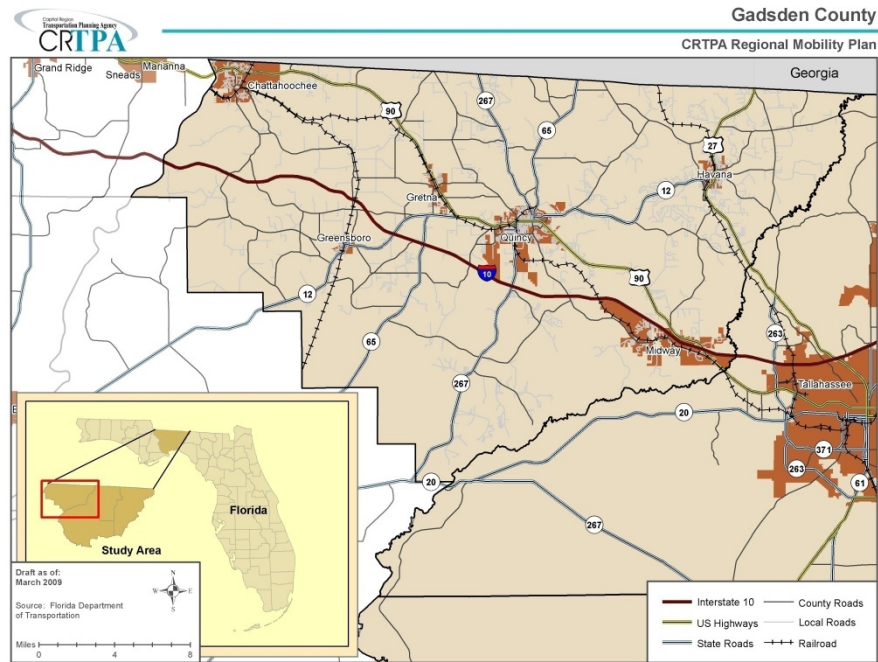


Figure 2. Population Density

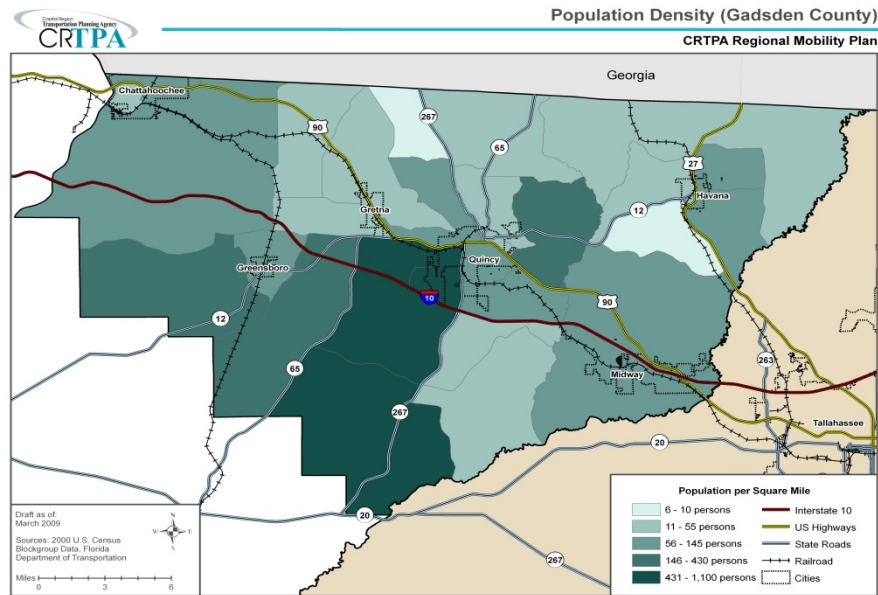


Figure 3. Environmental Justice Areas: Percentage Minority Population (Gadsden County)

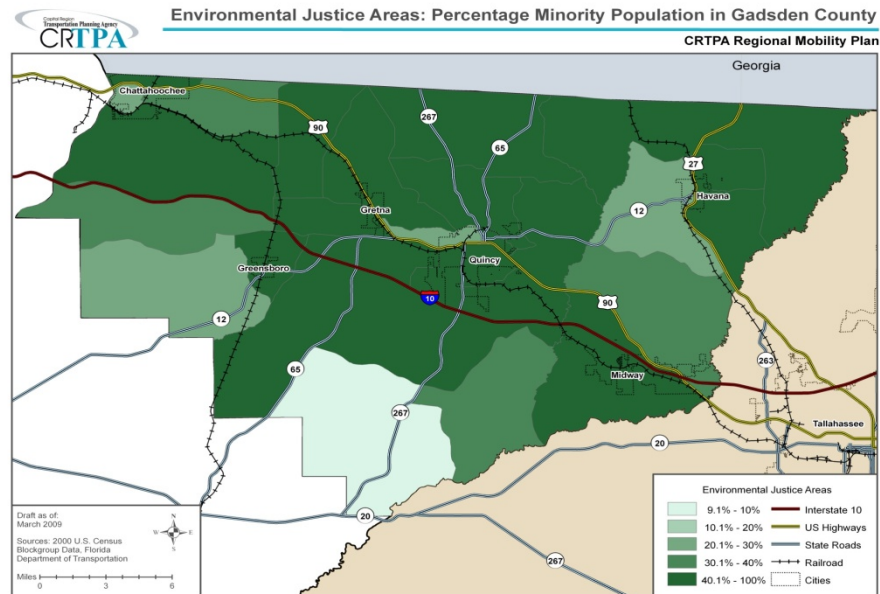
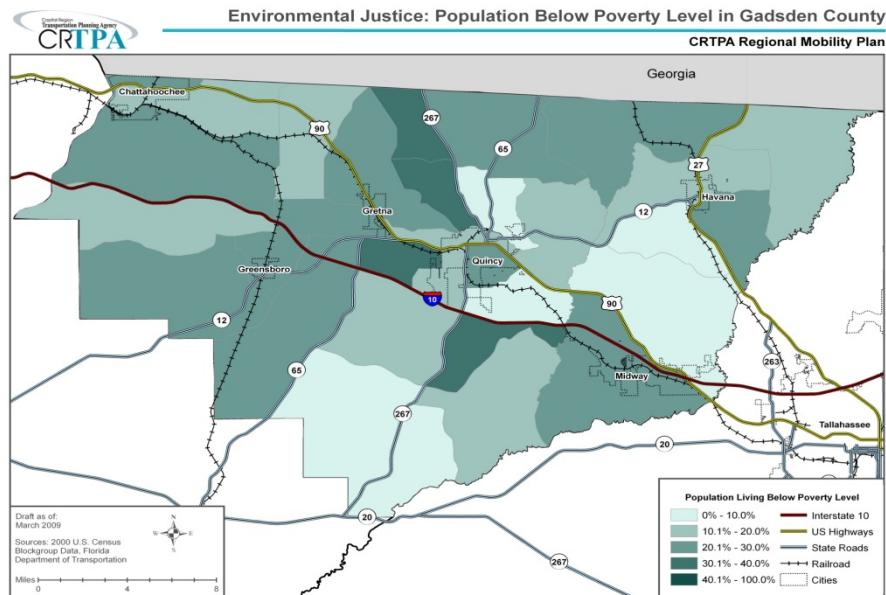


Figure 4. Environmental Justice: Population Below Poverty Level (Gadsden County)



3.0 Economic Development

The following section discusses the labor force and the economy of Gadsden County, as well as travel trends among commuters and economic initiatives.

3.1 Labor Force and Economy

In 2008, 28,798 people, or 56.9 percent of Gadsden County's population, were part of the County's labor force.³⁷ **Figure 5** displays the percentage of the population in the labor force in Gadsden County by U.S. Census block group. The figure shows that the County's labor force is concentrated near Leon County as well as north of Quincy. In 1990, the County's unemployment rate was lower than the State of Florida. In 2000 and 2008, Gadsden County has had similar unemployment rates compared to the state. This is shown in **Table 3**.

Table 3. Unemployment Rate in Gadsden County and Florida

	1990	2000	2008
Gadsden County	5.1%	4.0%	5.8%
Florida	6.3%	3.8%	6.0%

Source: Office of Economic and Demographic Research, Florida Legislature

Table 4 shows the type of employment (by industry) that Gadsden County engages in (as of 2007) compared to the employment throughout Florida. The table also shows average annual wages for Gadsden County residents compared to Florida employees working in the same industry.

Table 4. Employment by Industry in Gadsden County and Florida

Industry	Average Annual Employment, Percent by Category, 2007		Average Annual Wage by Category, 2007	
	Gadsden County	Florida	Gadsden County	Florida
Natural Resources & Mining	12.8%	1.2%	\$23,334	\$24,215
Construction	6.0%	7.6%	\$40,393	\$41,635
Manufacturing	10.0%	5.0%	\$34,804	\$47,492
Trade, Transportation and Utilities	17.1%	20.2%	\$28,768	\$35,942
Information	0.8%	2.0%	\$44,133	\$56,884
Financial Activities	1.9%	6.8%	\$31,461	\$56,579
Professional & Business Services	5.8%	16.6%	\$27,654	\$43,907

³⁷ Gadsden County Profile. Enterprise Florida.

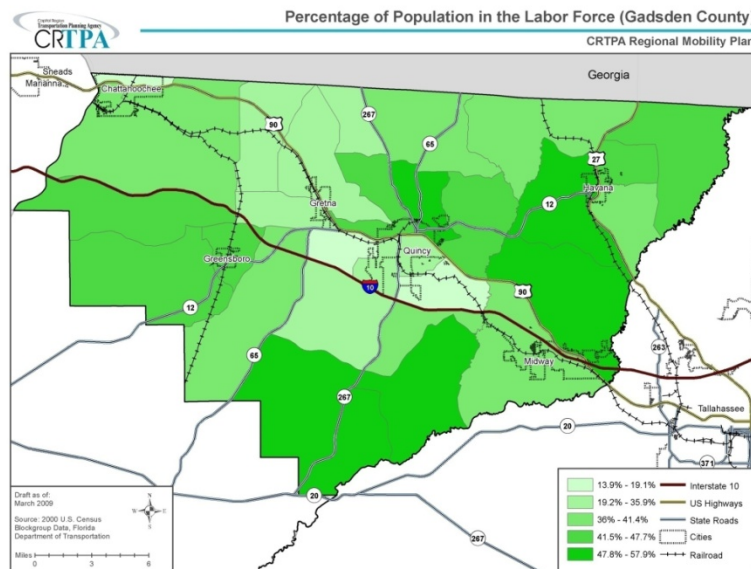
<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=44&Display=all>

	Average Annual Employment, Percent by Category, 2007		Average Annual Wage by Category, 2007	
Industry	Gadsden County	Florida	Gadsden County	Florida
Education & Health Services	4.3%	12.3%	\$23,591	\$41,146
Leisure and Hospitality	3.8%	11.7%	\$11,871	\$20,823
Other Services	1.7%	3.2%	\$18,766	\$27,895
Public Administration	36.0%	13.7%	\$33,515	\$44,959

Source: Office of Economic and Demographic Research, Florida Legislature

Gadsden County's largest industry is public administration, with 36 percent of the County's workers employed in public administration jobs. FDOT's office in Midway serves as part of the public administration employment. Other significant categories of employment include trade, transportation and utilities (17.1 percent of total employment), and natural resources and mining (12.8 percent of total employment). Gadsden County has significantly fewer professional and business services, as well as education and health services, compared to the State. Like many other rural Counties, the average annual wage for the County falls below state wages for several industries. Major private sector employers in Gadsden County include Coastal Lumber Company with 325 employees, The Printing House with 250 employees, Higdon Furniture Company with 195 employees, Talquin Electric Cooperative with 175 employees, and Quincy Joist with 150 employees.³⁸ The major private employers are shown in **Figure 6**.

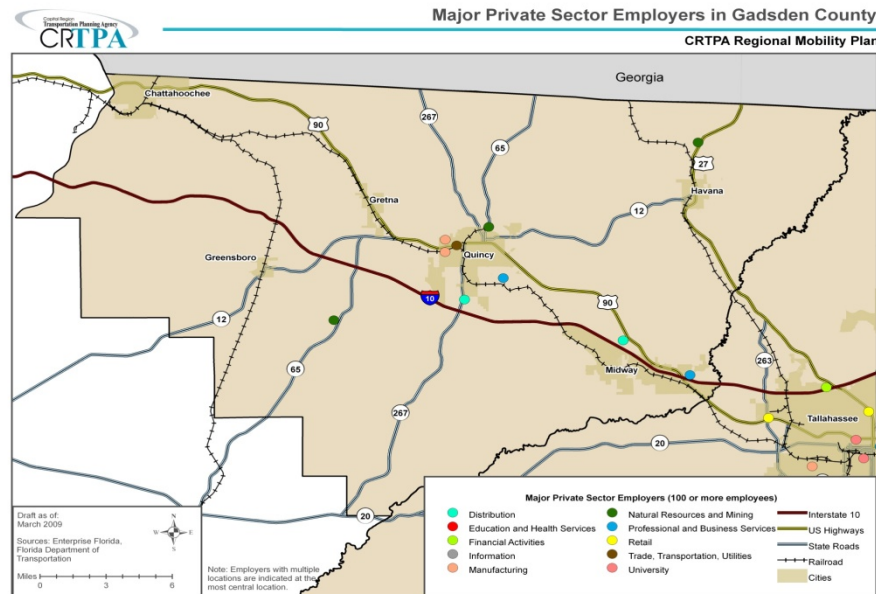
Figure 5. Percentage of Population in the Labor Force (Gadsden County)



³⁸ Gadsden County Profile. Enterprise Florida.

<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=44&Display=all>

Figure 6. Major Private Sector Employers (Gadsden County)



3.2 Travel Trends

According to the 2000 U.S. Census, among Gadsden County's employed residents, 49 percent commute within Gadsden County for employment, and 46 percent of residents commute to neighboring Leon County for work. The remaining employed Gadsden County residents travel to other areas in Florida, Georgia, and Alabama for work.

Figure 7 shows the percentage of households in Gadsden County without vehicles. In the western part of the County around Chattahoochee, 9.3 to 17.7 percent of the households do not have vehicles. In the City of Quincy, 14.8 to 17.7 percent of the households do not have vehicles. There is a block group located outside of Quincy where 17.8 to 27.6 percent of the households do not have vehicles. In communities surrounding Quincy, residents without a vehicle represent 7 to 12 percent of total households.

Figure 8 shows that residents of Gretna, parts of Chattahoochee and parts of Quincy have a mean travel time to work of 22 to 26 minutes. Greensboro, Midway, Havana and parts of Chattahoochee have mean travel times to work from 27 to 33 minutes. In a few unincorporated areas of Gadsden County, mean travel time to work grows to 34 to 39 minutes. With the exception of three (3) block groups, all residents that work from outside of their homes in Gadsden County have commute times of 22 minutes or greater.

Figure 7. Percentage of Households with No Vehicles (Gadsden County)

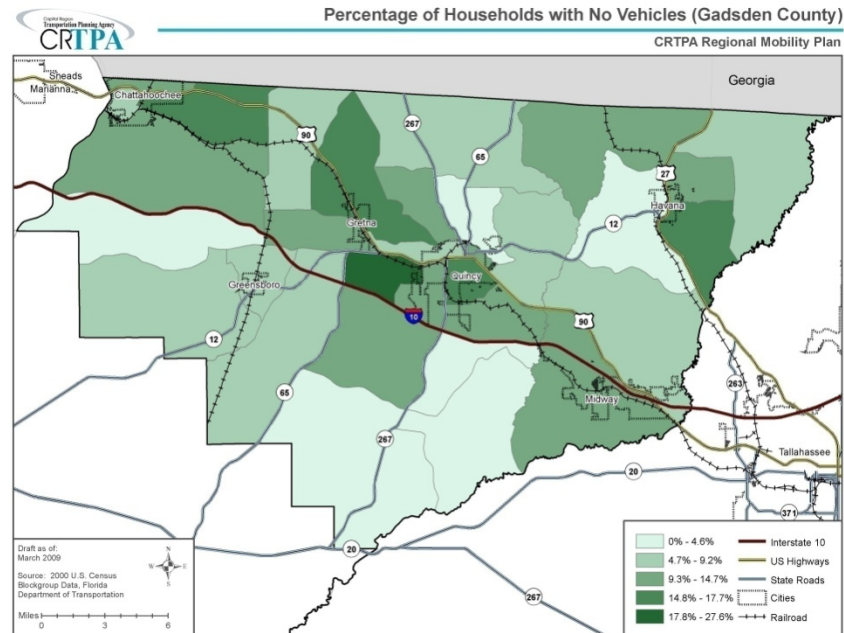
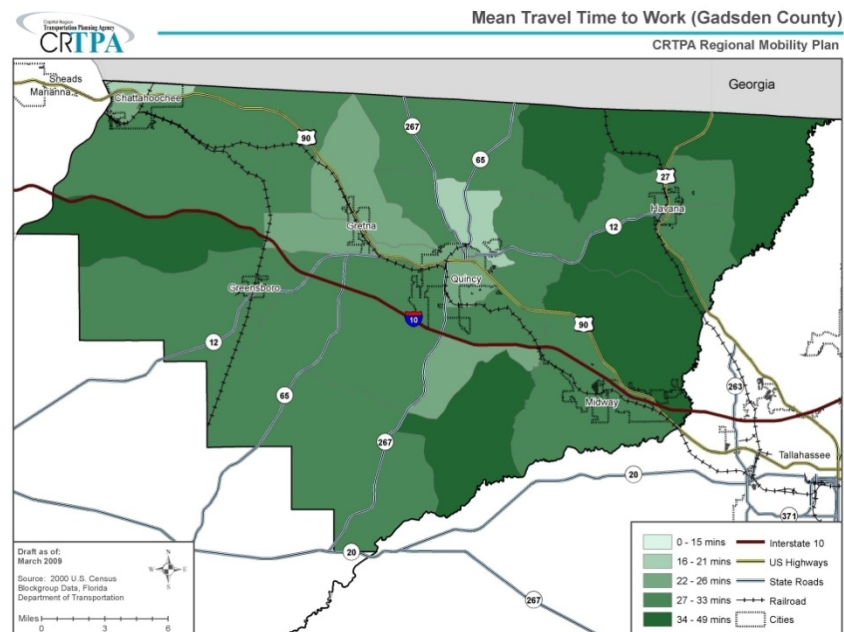


Figure 8. Mean Travel Time to Work (Gadsden County)

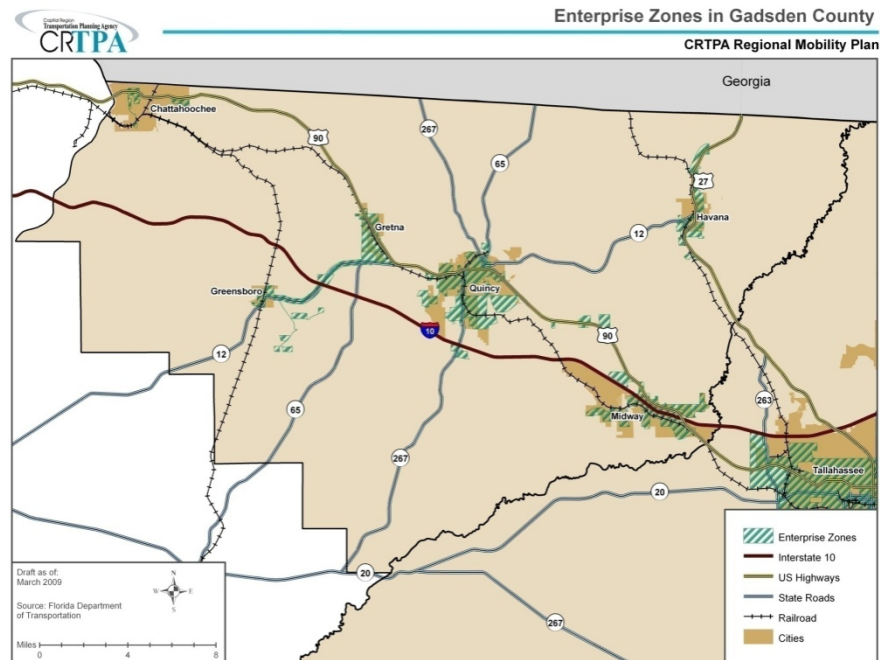


3.3 Enterprise Zones

An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries. The Florida Enterprise Zones Program was established in 1994 following legislation that repealed the existing federal government's Empowerment Zones and Enterprise Community Zones and established a new application and designation process. The program operates at both the state and federal levels, providing incentives that accommodate both rural and urban areas.

As one of the goals of the Gadsden County Chamber of Commerce Economic Development Council to maximize new and existing businesses in Gadsden County, the County has established Enterprise Zones that cover approximately twenty square miles of Gadsden County. These areas target distressed areas for economic growth and revitalization. Investments in these distressed areas are encouraged by offering tax advantages and incentives to businesses located within the zone boundaries. The Enterprise Zones are located in Chattahoochee, Greensboro, Gretna, Havana, Midway, and Quincy. Gretna, Midway, and Quincy have all experienced growth and have commercial nodes in proximity to I-10. **Figure 9** displays the locations of the Enterprise Zones.

Figure 9. Enterprise Zones (Gadsden County)



4.0 Land Use and Development

The following section discusses several aspects of land use and development in Gadsden County, including development patterns; future land use; land development controls; planned developments; environmental resources; historic, cultural, and archeological resources; parks and recreation areas; and ongoing land use plans and studies.

4.1 Development Patterns

Historically, Gadsden County has experienced a slow growth rate; the following population projections shown in **Table 5** reflect a very low rate of future long-term growth. Due to the slow population growth, minimal new development is expected for the County over the next twenty (20) years.

Table 5. Gadsden County Population Projections

	2000	2005	2010	2015	2020	2025	2030
Gadsden County	46,500	47,700	50,100	51,800	53,500	55,000	56,400

Source: University of Florida's Bureau of Business and Economic Research

Gadsden County seeks to protect its rural residential communities from sprawl development by implementing policy that protects the rural character of the County. This policy is evident in the Future Land Use Element of the *Gadsden County Comprehensive Plan*. It is the intent of the County to protect the transportation corridors from pressures of commercial development that degrade the quality of life for the County's residents. Opportunities for future development and redevelopment for the County is based on the existing infrastructure in the County and in the municipalities.³⁹

Municipalities

Ongoing commercial and industrial development in the northeast portion of the City of Midway supports the economy of Midway by providing employment opportunities as well as tax revenue for the city. However, the expected commercial and industrial development is not anticipated to change the rural nature of residential development in the future.

The City of Chattahoochee lies adjacent to the Apalachicola River, a major river in the southeastern United States. The Apalachicola River is under the jurisdiction of the U.S. Army Corps of Engineers, and under the protection of the Florida Department Affairs and the Northwest Florida Water Management District. While Chattahoochee has developed near the river and other natural resources, the management and protection of the area has allowed the City to exercise limited jurisdiction over the river. Unlike Gadsden County, Chattahoochee has experienced a slow decline in population since the late 1980s. As such, it plans to refocus its attention to new market areas and initiatives. The City hopes to encourage nature-based tourism and to expand the city's service area boundaries. It also plans to encourage redevelopment and renewal of blighted areas and residential neighborhoods by funding infrastructure improvements

³⁹ Gadsden County Comprehensive Plan, Revised 5-10-06

in commercial areas and continue to support state and federal programs to renew blighted areas.⁴⁰

In the City of Quincy, residential development has shown modest growth, mirroring the City's historic population trend. Quincy is working diligently to encourage development and redevelopment opportunities in order to foster economic development and jobs locally. In addition, Quincy is planning for commercial growth and development to better serve the needs of Gadsden County residents. In 2003, there were approximately 466 acres designated for commercial development in Quincy, and there are plans to annex additional land for commercial development. Specifically, Quincy is hoping to spur economic growth for the Quincy Business Park, which is near the existing Wal-Mart and other local businesses.⁴¹

4.2 Existing and Future Land Use

The majority of Gadsden County, or approximately 64 percent of total land area, is devoted to agriculture. Gadsden County also has 41,094 acres of rural residential land occupying 10.60 percent of total land area. Silviculture, which occupies 4.76 percent of the county, and mining, which occupies 3.45 percent, are major industries in Gadsden County. As part of the Florida Forever land acquisition program, 4.46 percent of the county is preserved as conservation land. The conservation area located close to Midway is part of the Lake Talquin State Forest, and the conservation area bordering the Ochlocknee River is a private conservation easement managed by the Northwest Florida Water Management District. There is limited land dedicated to industrial and light industrial activities in Gadsden County, comprising 0.5 percent of the County's land. Most of the industrial land use is located adjacent to US 90 in Midway and southeast of Quincy. Historical, recreational, and public land uses account for 1.15 percent of the land in Gadsden County. **Table 6** shows the aggregate acreage for each land use and its percent of the total County acreage.

Table 6. Land Use in Gadsden County

Land Use Category	Acres	Percentage
Historical	22	0.01%
Light Industrial	297	0.08%
Recreational	385	0.10%
Industrial	1,631	0.42%
Commercial	1,864	0.48%
Urban Services Area	2,368	0.61%
Public	2,773	0.72%
Lake	11,692	3.02%
Mining	13,366	3.45%

⁴⁰ City of Chattahoochee Comprehensive Plan Amendment, February 2008

⁴¹ City of Quincy Comprehensive Plan, August 27, 1991

Land Use Category	Acres	Percentage
Conservation	17,280	4.46%
Silviculture	18,448	4.76%
Municipal	24,826	6.40%
Rural Residential	41,094	10.60%
Agricultural	251,399	64.85%

Source: Gadsden County GIS

According to the County Comprehensive Plan, in order to discourage urban sprawl, higher densities and intensities of land use are required to be concentrated in Urban Service Areas, existing Rural Residential areas, and commercial nodes, as these areas are more accessible to adequate public facilities. The County also limits neighborhood commercial land uses to rural residential and agricultural use areas to provide small-scale retail and service establishments for the areas' limited population.⁴²

4.3 Land Development Controls

The following section discusses land development controls in Gadsden County.

4.3.1 Gadsden County Comprehensive Land Development Code

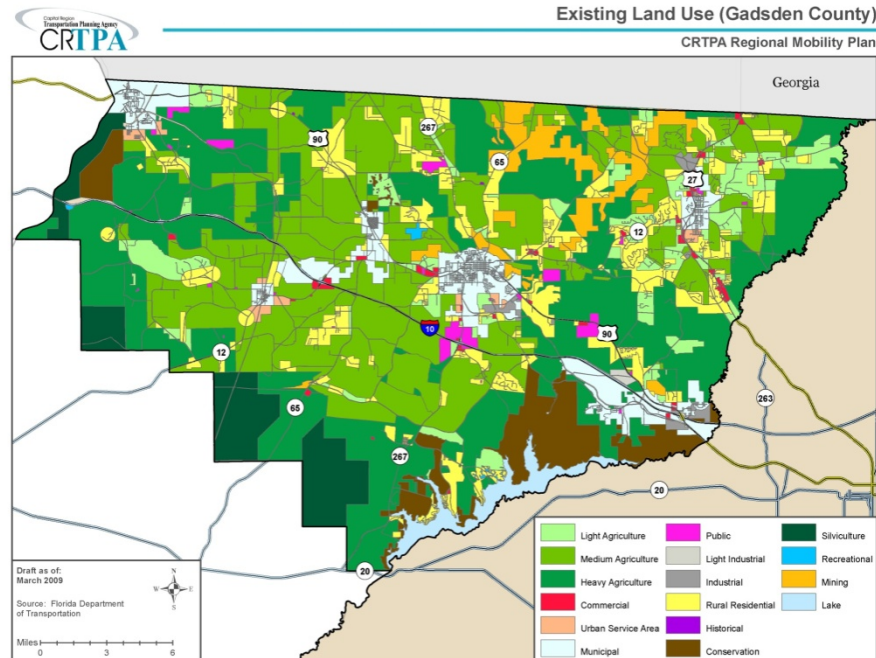
The purpose of the *Gadsden County Comprehensive Land Development Code* is a unified code designed to implement the goals, objectives, and policies contained in the *Gadsden County Comprehensive Plan*. The policies of the Future Land Use Element and Map Series from the *Comprehensive Plan* are the guides to location, intensity, and density of land use in Gadsden County. The Future Land Use Map and Element have also been adopted as part of the *Land Development Code*; the County is divided into land use districts as described in the *Comprehensive Plan*.

The local governments within Gadsden County are also responsible for implementing their Comprehensive Plans through the adoption of land development regulations.

Land Use Categories describe the permitted land uses within land use categories and the land use districts depicted in the Future Land Use Map. These regulations are intended to guide development and use of property to comply with the goals, objectives, and policies of Gadsden County as expressed in the *Comprehensive Plan*. Land use categories are the determinants of permissible activities on any parcel in the jurisdiction. The land use categories are displayed in **Figure 10**.

⁴² Gadsden County Comprehensive Plan, Revised 5-10-06

Figure 10. Existing Land Use (Gadsden County)



Implementation of the *Comprehensive Plan* is accomplished by adopting performance standards that provide detailed guidance on the development and the redevelopment of land in Gadsden County. Criteria are established to measure impacts from the development adjoining parcels and across the County. The Developments Standards in the *Land Development Code* regulate:

- Residential land uses;
- Non-residential uses;
- Recreational lands;
- Open space and buffer areas;
- Natural resources;
- Flood damage protection standards;
- Transportation system standards;
- Signs;
- Communication Towers;
- Recreational vehicle parks;
- Allowable dwelling unit type descriptions;
- Requirements for lot area, density, and building setbacks; and
- Other standards which apply to residential uses in Gadsden County.

The Development Standards encourage innovative design, preservation of the County character, while promoting affordable housing at the same time.⁴³

4.4 Planned Developments

4.4.1 Developments of Regional Impact (DRIs)

Developments of Regional Impact (DRIs) are proposed developments that are of a certain size or intensity to require review by a regional planning agency. The Florida Legislature, in an effort to streamline the DRI process, recently raised the thresholds required to trigger a DRI review in more rural areas. This action has given the local government more control over development review and enhanced economic development potential in the counties. There are not any recent applications for developments that qualify as DRIs in Gadsden County.

4.5 Schools

Gadsden County has twenty-six (26) public schools and four (4) private schools. These are listed in **Table 7** and shown in **Figure 11**.

Table 7. Schools in Gadsden County

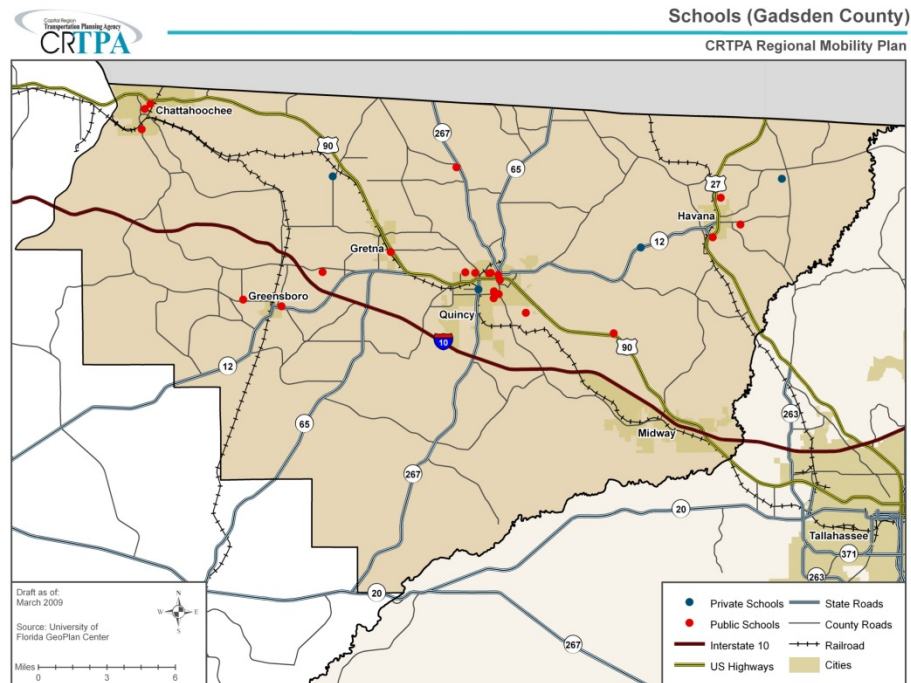
School Name	Type	Grades/Population Served
Bold Step Infant Care	Public	Preschool
Dick Howser Center	Public	Preschool
Head Start Academy	Public	Preschool
Greensboro Elementary School	Public	PreK - 5
George W. Munroe Elementary	Public	PreK - 5
Stewart Street Elementary School	Public	PreK - 5
Gretna Elementary School	Public	PreK - 5
Havana Elementary School	Public	PreK - 5
St. Johns Elementary School	Public	PreK - 5
Gadsden Elementary Magnet School	Public	PreK - 6
Chattahoochee Elementary School	Public	PreK - 6
Crossroad Academy Charter School	Public	PreK - 8
James A. Shanks Middle School	Public	6 - 8
Havana Middle School	Public	6 - 8
Carter-Parramore Academy	Public	4 - 12
Hope Academy	Public	6 - 12
West Gadsden High School	Public	6 - 12
Gadsden Central Academy	Public	6 - 12
East Gadsden High School	Public	9 - 12

⁴³ Gadsden County Comprehensive Land Development Code, July 1, 2003

School Name	Type	Grades/Population Served
Panhandle Area Educational Consortium (PAEC)	Public	Migrant Education Program
Diamond Academy Program	Public	High School / Visitation Center
Gadsden Adult and Community Education	Public	Adult
Gadsden Adult and Community Education	Public	Adult
Gadsden Technical Institute	Public	10 – 12, Adult
Gadsden Adult and Community Education	Public	Adult
Tallahassee Community College	Public	Adult
The Community Learning Institute	Private	1 - 12
Tallavana Christian School	Private	PreK3 - 12
Real Education Center	Private	Alternative/Research Education
Robert Munroe Day School	Private	K - 12

Source: University of Florida GeoPlan Center

Figure 11. Schools (Gadsden County)



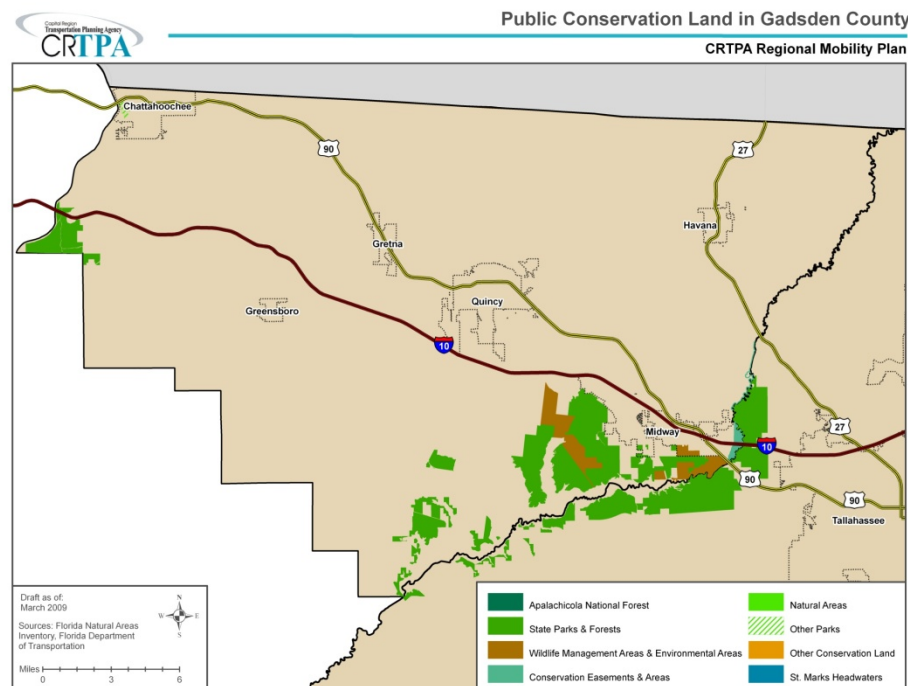
4.6 Environmental Resources

The following section discusses environmental resources in Gadsden County, including greenspace and conservation land; wetlands and hydrology; historical, cultural, and archaeological resources; and parks and recreation.

4.6.1 Greenspace and Conservation

Gadsden County does not currently have a Greenspace Plan but preserves the County's greenspace land through the Conservation Area Element of the *Comprehensive Plan*. Conservation areas in Gadsden County restrict residential land use activities within these areas. Only minimum disturbance of a site is permitted for the construction of buildings in this area. Any new development in the conservation areas must ensure the protection of slope forest, steepheads, and uplands glades located on the site by designating them as Conservation areas where no development shall be located.⁴⁴ Existing conservation lands in Gadsden County are concentrated primarily along the Ochlockonee River. These include Lake Talquin State Forest, Joe Budd Wildlife Management Area, and the Coastal Forest Resources Conservation Easement along Ochlockonee River. Other conservation land in western Gadsden County includes Torreya State Park and Angus Gholson, Jr. Nature Park of Chattahoochee. These are shown in **Figure 12**.

Figure12. Public Conservation Land (Gadsden County)



The *Florida Forever Management Plan* serves as a blueprint for statewide land acquisition and conservation. Its goals include environmental restoration, water resource development and

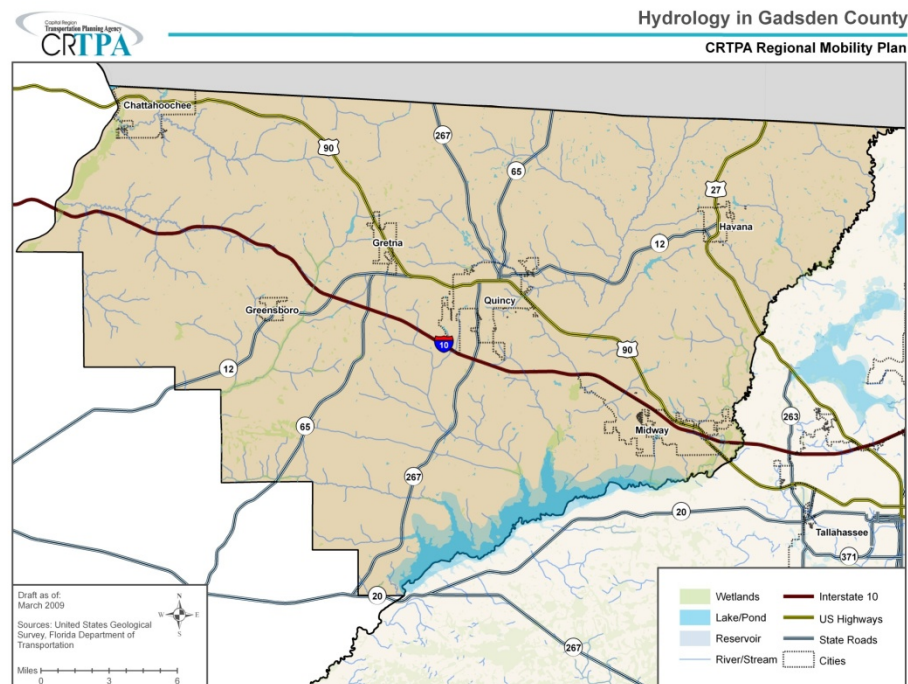
⁴⁴ Gadsden County Comprehensive Plan, Revised 5-10-06

supply, increased public access, management and maintenance of public lands, and acquisition of conservation easements. In 2008, the Acquisition and Restoration Council (ARC), created by the Florida Legislature, produced a *Five Year Plan* for acquisition of land throughout the state. Several parcels of land in Gadsden County are included in the plan. The 2008 Priority List includes Torreya State Park, Gadsden County Glades, Little River Conservation Area, Ochlockonee River Conservation Area, and St. Joe Timberlands.⁴⁵

4.6.2 Hydrology

Two (2) major rivers traverse Gadsden County: the Ochlockonee River and Apalachicola River. Lake Talquin is a reservoir located on the Ochlockonee River between Leon County and Gadsden County. The lake was created by the construction of the Talquin Dam, and is used for the generation of hydroelectric power. The Apalachicola River, also known as the ACF River Basin, ultimately drains into the Gulf of Mexico. It is formed on the state line between Florida and Georgia, near the City of Chattahoochee. The hydrology is shown in **Figure 13**.

Figure 13. Hydrology (Gadsden County)



4.7 Historic, Archeological, and Cultural Resources

Gadsden County has numerous historical, archaeological and cultural resources, with fourteen (14) nationally designated sites and properties listed on the National Register of Historic Places (NRHP). These are shown in **Figures 14 and 15** and listed below in **Table 8**. NRHP are maintained by the National Park Service and include districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history,

⁴⁵ Florida Forever Five Year Plan (February 2008). Florida Department of Environmental Protection, Division of State Lands, Office of Environmental Services.

architecture, archaeology, engineering or culture. These sites reflect the prehistoric occupation and historical development of the nation, state, and local community.

Table 8. Sites and Properties listed on the National Register in Gadsden County

Resource Name	Type	Location
Joshua Davis House	Building	Mt. Pleasant
Dezell House	Building	Greensboro
Willoughby Gregory House	Building	Quincy
E.C. Love House	Building	Quincy
John Lee McFarlin House	Building	Quincy
Dr. Malcolm Nicholson Farmhouse	Building	Havana
Old Philadelphia Presbyterian Church	Building	Quincy
Planter's Exchange, Inc.	Building	Havana
Quincy Historic District	District	Quincy
Quincy Library	Building	Quincy
Quincy Woman's Club	Building	Quincy
Shelfer, E. B., House	Building	Quincy
Stockton-Curry House	Building	Quincy
U.S. Arsenal--Officers Quarters	Building	Chattahoochee
Judge P. W. White House	Building	Quincy

Figure 14. Historical and Archaeological Resources (Gadsden County)

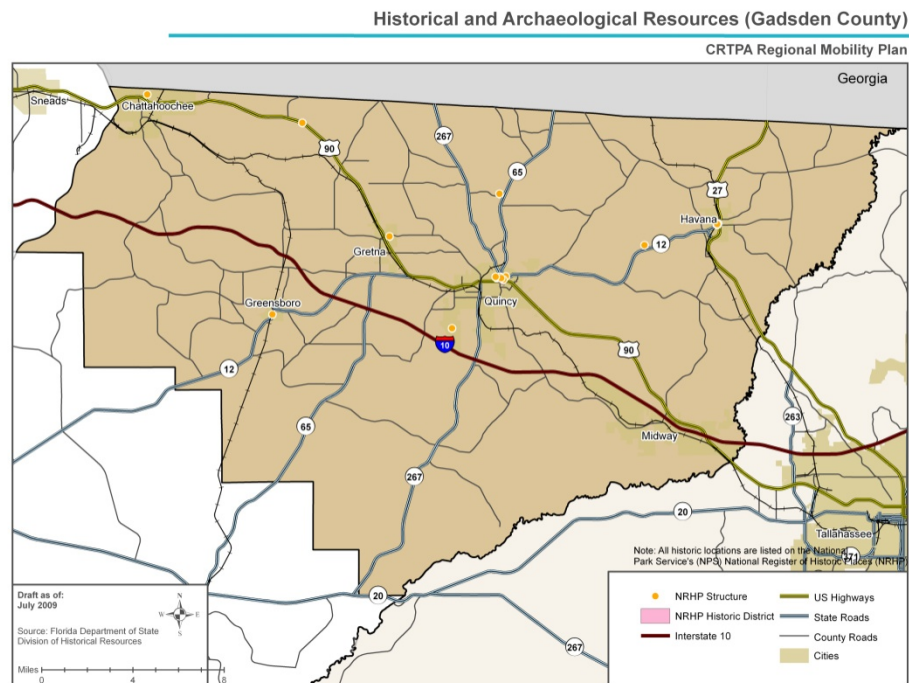
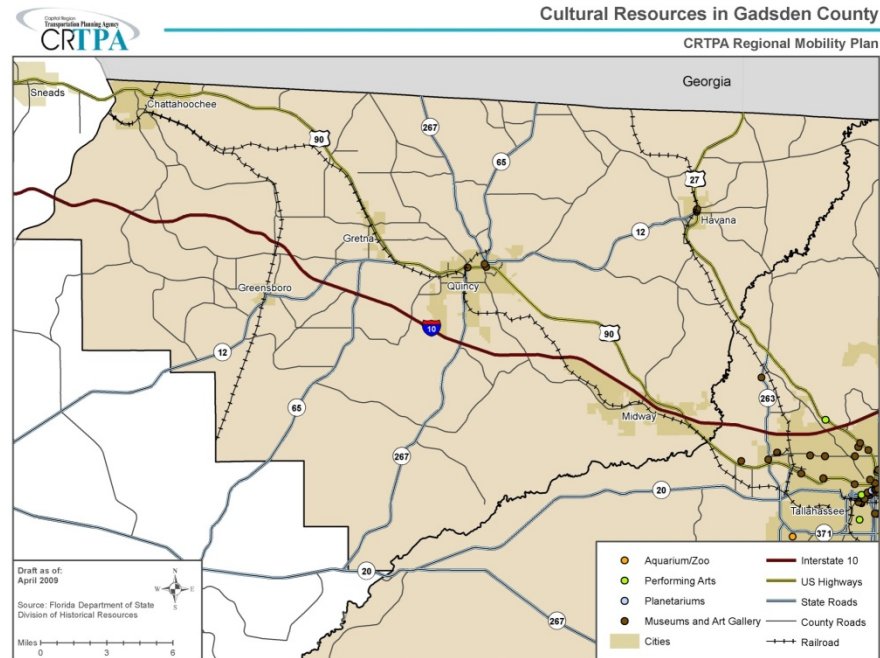


Figure 15. Cultural Resources (Gadsden County)



4.8 Parks and Recreational Areas

Gadsden County provides several parks and recreational areas for the enjoyment of its residents. The public parks and recreational areas managed by the County and its municipalities are listed below.

Gadsden County:

- Drake Acres Park
- Sawdust Park
- Rosedale Park
- Shiloh Park
- St. John Park
- Robertsville Park
- St. Hebron Park
- Friendship Park
- Scott Town Park
- Pat Thomas Regional Park / Hopkins Landing
- Shelfer Park

City of Midway:

- Midway Hilltop East Park
- Midway Hilltop West Park

- Midway Recreation and Parks Center

City of Quincy:

- Campbell Kelly Community Center Park
- Ferolito Recreation Center Park
- Jackson Heights Community Park
- Burmah Heights Community Park
- King Street Community Park
- Sunset Community Park
- Four (4) mini-parks

City of Chattahoochee:

- Clyde Hopkins Park
- Roddenberry Park
- Southside School Park
- Heritage Park
- Palm Street Park
- Georgia Fields Park
- Therrell Field Park
- Gholson Nature Park

City of Havana:

- Havana Community Park

The following sections summarize various planning studies recently completed or currently underway that directly impact Gadsden County. These relevant planning studies are grouped into three (3) categories: statewide, regional, and local.

4.8.1 Statewide Plans and Studies

4.8.1.1 Florida Forever

Florida Forever is the state's most recent blueprint for conserving the State of Florida's natural resources. The Florida Forever Act, implemented in 2000, reinforced Florida's commitment to conserve its natural and cultural heritage, provide urban open space, and better manage land acquired by the state. The Florida Forever program encompasses a wide range of goals including: environmental restoration; water resource development and supply; increased public access; public lands management and maintenance; and increased protection of land by acquisition of conservation easements. The State plans to invest an additional \$3 billion over the next decade to protect and restore the vital resources.

4.8.2 Regional Plans and Studies

4.8.2.1 Comprehensive Economic Development Strategy for the Apalachee Region of Florida

The Comprehensive Economic Development Strategy (CEDS) is a tool that examines the strengths, weaknesses, opportunities, and threats for the Apalachee Region. It outlines strategies to mitigate the weaknesses, develop the Region's strengths and opportunities while at the same time keep in touch with the varied other programs and processes in place. The CEDS process reexamined pertinent data sources that describe in detail the region's socio-economic health parameters from employment and education to poverty and the environment. Analysis of this data and an in depth view of the region's Strengths, Weaknesses, Opportunities and Threats led to a revision of the overall strategy. In addition to the ARPC's ongoing commitment to technical assistance to local governments and coordination with the myriad agencies that have economic development as a primary goal, the Council identified eight vitally strategic projects of regional significance for the Apalachee Economic Development District. Gadsden County is designated as one of the Governor's Rural Areas of Critical Economic Concern, (RACEC).

4.8.3 Local Plans

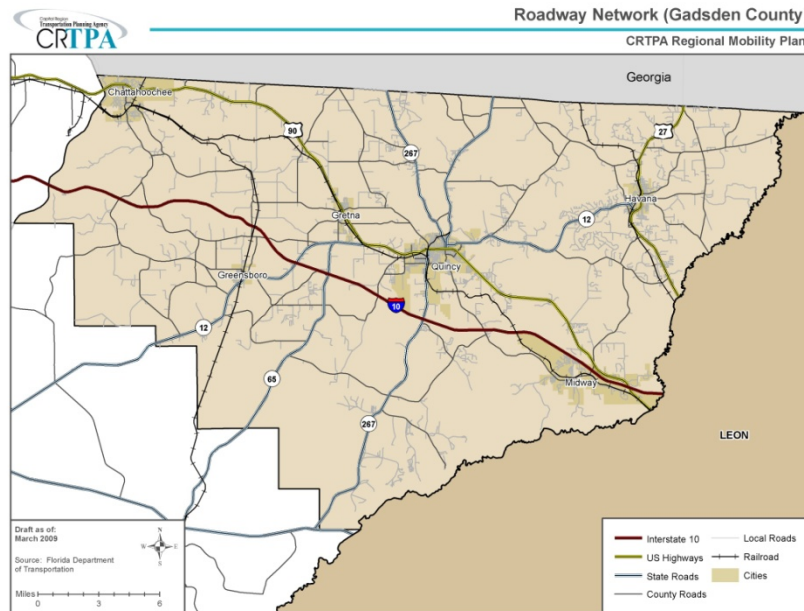
4.8.3.1 Gadsden County Comprehensive Plan Evaluation and Appraisal Report

As of November 2008, Gadsden County is in the process of completing the required Evaluation and Appraisal Report. It is currently receiving citizen input to update the Plan to be completed in 2009.

5.0 Transportation

Gadsden County's current transportation network is based primarily on a road network serving vehicular traffic. There are limited alternative means of transportation. The roadway network is shown in **Figure 16**.

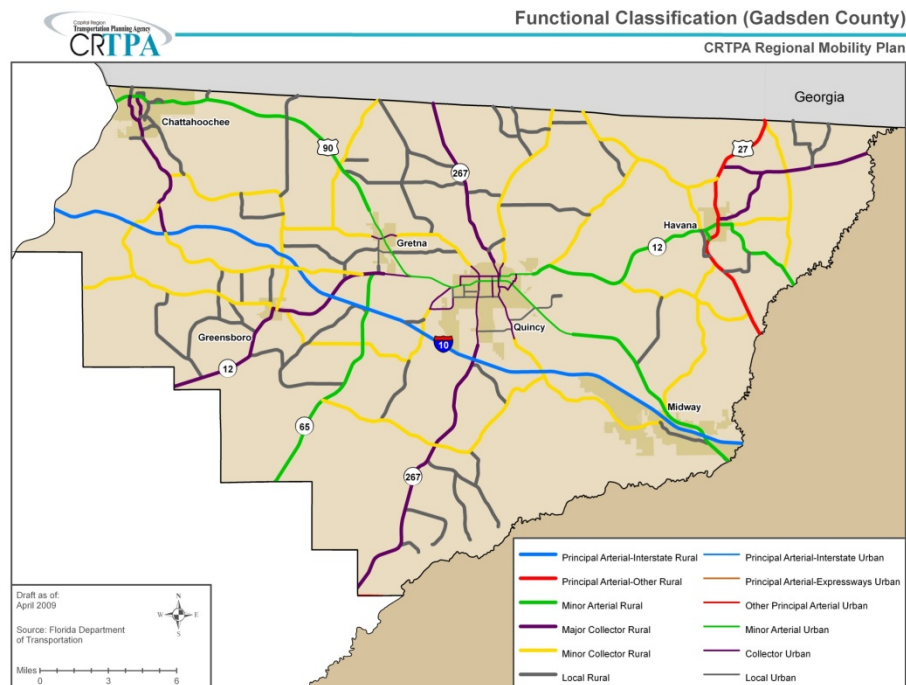
Figure 16. Roadway Network (Gadsden County)



5.1 Roadway Characteristics

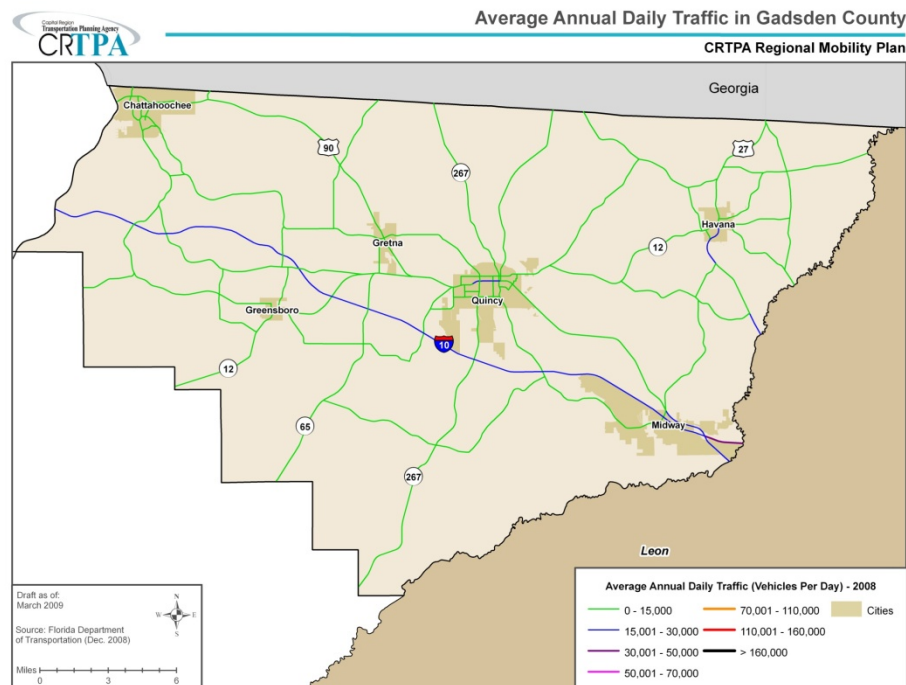
Gadsden County has 138 centerline miles of state roads. **Figure 17** presents the existing functional classification system for the roadways in Gadsden County. The road network consists of limited access arterials, minor arterials, minor collectors, and local roads. With the exception of US 90 and Interstate I-10, all of the roads in the County are rural, two-lane, undivided roads that are either owned or maintained by the cities or Gadsden County. US 90 and I-10 are two-lane, divided facilities.

Figure 17. Functional Classification (Gadsden County)



The Florida Department of Transportation (FDOT) collected Annual Average Daily Trip (AADT) data in 2007 throughout Gadsden County. **Figure 18** presents the existing traffic counts in Gadsden County. With the exception of I-10 and segments in Havana, Quincy, and Midway, the AADT for the County is below 15,000 (vpd) ranging from 400 (vpd) to 14,500 (vpd). The AADT for Interstate 10 (I-10) in Gadsden County ranges from 20,500 (vpd) to 37,500 (vpd). The segment in Quincy from Pat Thomas to Stewart Street has an average AADT of 19,200. SR 63 that leads into Havana has an average daily county of 16,800 (vhd).

Figure 18. Average Annual Daily Traffic in Gadsden County



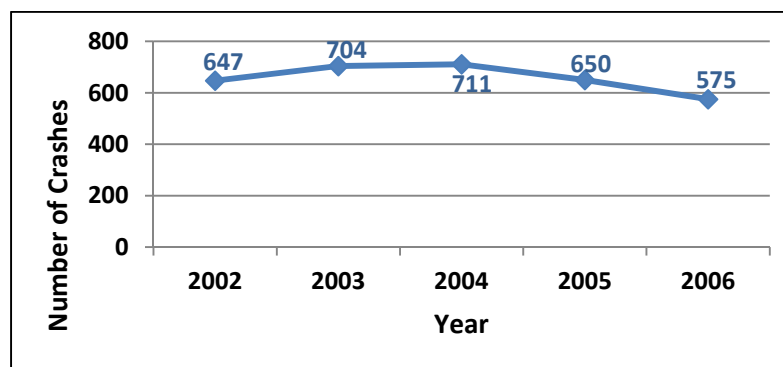
5.1.1 Roadway Deficiencies

According to comments expressed during the public involvement phase of the current EAR update, Gadsden County has not recently identified roadway deficiencies with Level of Service (LOS) standards.

5.1.2 Safety

The total number of crashes in Gadsden County has declined by 12.5 percent between 2002 and 2006. The number of crashes peaked in 2004 with 711 crash events, and declined over two (2) years to 575 crash events in 2006. This is displayed in **Figure 19**.

Figure 19. Gadsden County Crash Events



Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

The total number of injuries from crash events in Gadsden County has decreased by 15.1 percent between 2002 and 2006, from 700 to 608 injuries. There was a peak in injuries in 2004 with 766 injuries, which was higher than the 2002 rate. The number of injuries has since steadily decreased to 608 injuries in 2006. The number of fatalities during Gadsden County crash events, however, has been on rise, from 13 fatalities in 2002 to 22 fatalities in 2008. This is shown in **Table 9**.

Table 9. Five-Year Injury and Fatality History in Gadsden County (2002-2006)

Year	2002	2003	2004	2005	2006
Number of Injuries	700	668	766	732	608
Number of Fatalities	13	19	25	28	22

Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

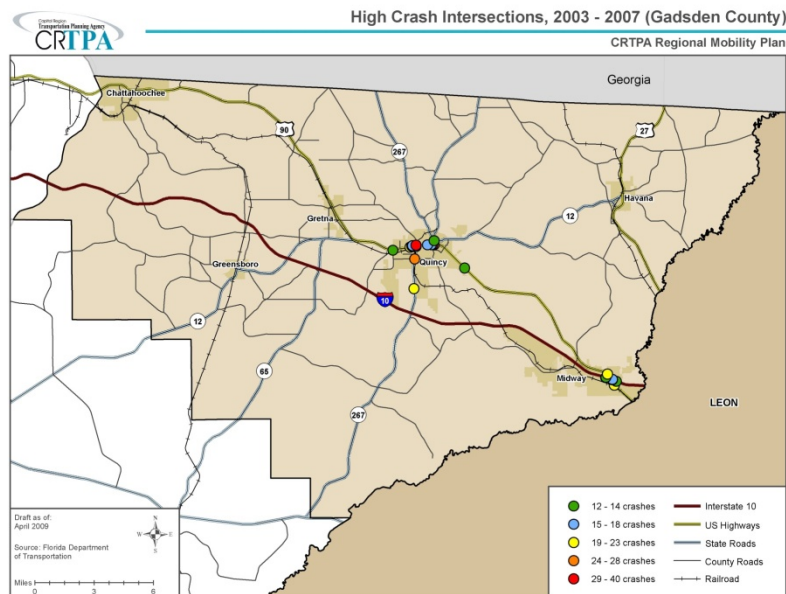
Table 10 and **Figure 20** identify high crash intersections in Gadsden County from 2003 to 2007. All of the crashes in Gadsden County occurred in the Cities of Midway or Quincy.

Table 10. High Crash Intersections in Gadsden County, 2003-2007

Intersection	Number of Crashes	City
SR 267 and US 90	40	Quincy
SR 10 and Roberts Street	40	Quincy
SR 267 and SR 10	34	Quincy
SR 267 and CR 274	28	Quincy
SR 10 and SR 12	26	Quincy
SR 10 and Pilot Travel Center	23	Midway
SR 10 and Cleveland Street	22	Quincy
SR 10 Flying J Travel Plaza	20	Midway
SR 267 and Hogan Lane	20	Quincy
SR 8 and West Bound Entrance	18	Midway
SR 10 and Graves Street	18	Quincy
SR 8 and SR 8 West Bound	18	Midway
SR 10 and Crawford	17	Quincy
SR 10 and Monroe Street	17	Quincy
SR 10 Stewart Street	16	Quincy
SR 267 and Crawford	16	Quincy
SR 12 and King Street	14	Quincy
SR 10 and Atlanta Street	14	Quincy
SR 8 and East Bound Entrance	13	Midway
SR 8 and East Bound Exit	12	Midway
SR 10 and Ralph Street	12	Quincy

Source: FDOT Safety Office

Figure 20. High-Crash Intersections, 2003-2007 (Gadsden County)



5.1.3 Traffic Operations

Table 11 lists the twenty-two (22) signalized intersections in Gadsden County as well as the type of traffic control signal. These are also displayed in **Figure 21**.

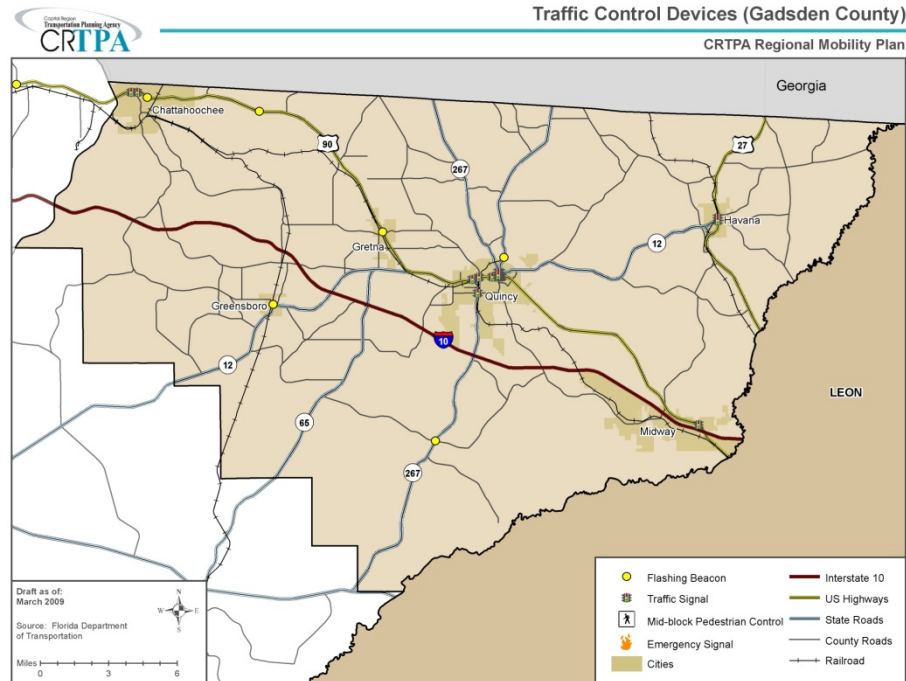
Table 11. Signalized Intersections and Traffic Control Devices in Gadsden County

Signalized Intersections	Traffic Control Device
S. Bolivar St. and W. Washington St.	Traffic Signal
S. Main St. and E. Washington St.	Traffic Signal
Maple St. and E. Washington St.	Flashing Beacon
US 90 and unnamed road	Flashing Beacon
Main St. and Broad Ave.	Flashing Beacon
N. Madison St. and C & E Farm Rd.	Flashing Beacon
King St. and High Bridge Rd.	Traffic Signal
King St. and N. Main St.	Traffic Signal
W. Washington St. and High Bridge Rd	Traffic Signal
US 90 and High Bridge Rd.	Traffic Signal
US 90 and S. Madison St.	Traffic Signal
S. Duval St. and US 90	Traffic Signal
Jackson St. and US 90	Traffic Signal
US 90 and Stewart St.	Traffic Signal
Pat Thomas Blvd. and US 90	Traffic Signal
N. Cleveland St. and US 90	Traffic Signal
Pat Thomas Blvd. and MLK Jr Blvd.	Traffic Signal
Bristol Hwy and Selman St.	Flashing Beacon

Old Federal Rd. and Pat Thomas Pkwy	Flashing Beacon
Dupont Rd. and US 90	Traffic Signal
7 th Avenue and US 27 South	Traffic Signal
9 th Avenue and US 27 South	Traffic Signal

Source: Florida Department of Transportation, Transportation Statistics Office

Figure 21. Traffic Control Devices (Gadsden County)



5.2 Transit

Gadsden County does not have a public transportation system. However, Big Bend Transit, a non-profit agency, is responsible for providing coordinated transportation services for Gadsden, Jefferson, and Leon Counties. BBT is the primary community transportation coordinator for Gadsden County and offers several types of services:

- **Advanced Reservation, Intra-County:** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service within Gadsden County.
- **Advanced Reservation, Inter-County:** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service between Gadsden County and other Florida (and on occasion, South Georgia) counties.
- **Demand Response Service:** Curb-to-curb (on exception, door-to-door), ambulatory/wheelchair, non-emergency transportation service that is provided: 1) outside the specific areas of service, and/or 2) outside the specific periods of regular service, and/or 3) without proper advance notification.
- **Non-Emergency Medical Stretcher Service:** Door-to-door, non-emergency medical stretcher transportation service, provided only to qualified Medicaid beneficiaries.

- **Evacuation Service:** Door-to-door, ambulatory/wheelchair, transportation service, only to the extent of availability per agreement.

Service is generally provided Monday through Saturday from 6:00 AM to 8:00 PM in Gadsden County depending on the purpose of the trip. Some inter-county advance-reserved trips depart on a regular schedule and/or only operate on a specific day of the week.

“The Shuttle” provides fixed route service in Quincy every 60 minutes Monday through Friday from 7:30 AM to 5:30 PM. The Shuttle stops at several locations throughout the City including major residential areas, major shopping centers, and social and governmental service locations.

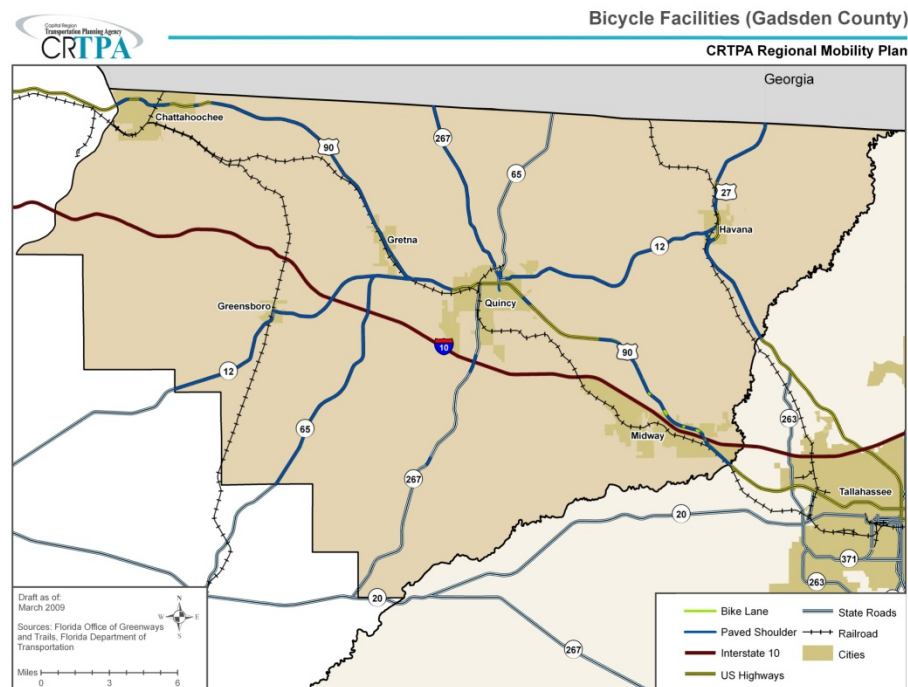
5.3 Bicycle and Pedestrian Facilities

The following section presents a summary of the existing and planned bicycle and pedestrian facilities within Gadsden County.

5.3.1 Bicycle Routes

The majority of the US and States routes in Gadsden County have paved shoulders that are suitable for bicycles, these include US 90, US 27, SR 267, SR 65, and SR 12. There are also a few segments of US 90 in Midway that feature bicycle lanes. **Figure 22** displays the identified bicycle lanes and paved shoulders.

Figure 22. Bicycle Facilities (Gadsden County)

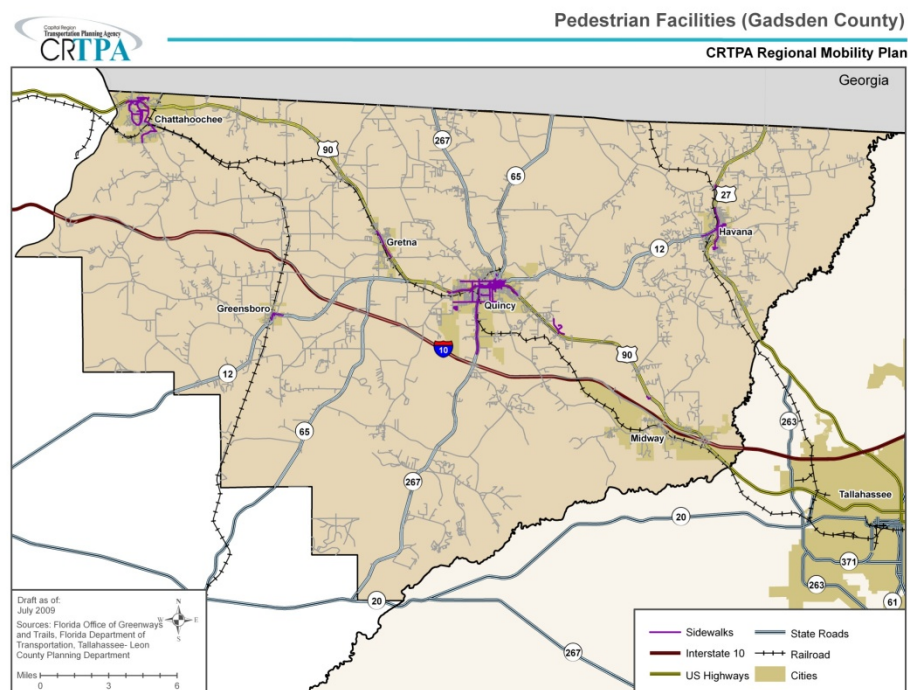


5.3.2 Sidewalks

Figure 23 displays the location of sidewalks in Gadsden County. The sidewalks are located in the downtown areas of Chattahoochee, Quincy, and Havana. Sidewalks, pedestrian ways, and bicycle facilities are now required with any new construction project located in urbanized areas including areas within designated urban service boundary or designated rural community boundary through the Gadsden County Land Development Regulations. These requirements pertain to the following land uses: commercial; urban service area; public; rural residential where the residential density is develop on lots of one unit per acre of less; and in areas within the rural residential land use category where the neighborhood commercial land use is applied.

Gadsden County does not currently have any multimodal plans, but plans to develop a master plan to include conceptual greenways with proposed new recreational system and conservation greenways to link existing and new open space and outdoor recreation areas. Land acquisition efforts will focus on establishing these new links and enhancing existing greenways and recreation trail systems, including the acquisition of areas for destination areas and trail heads, including parking areas.

Figure 23. Pedestrian Facilities (Gadsden County)



5.3.3 Greenways and Trails

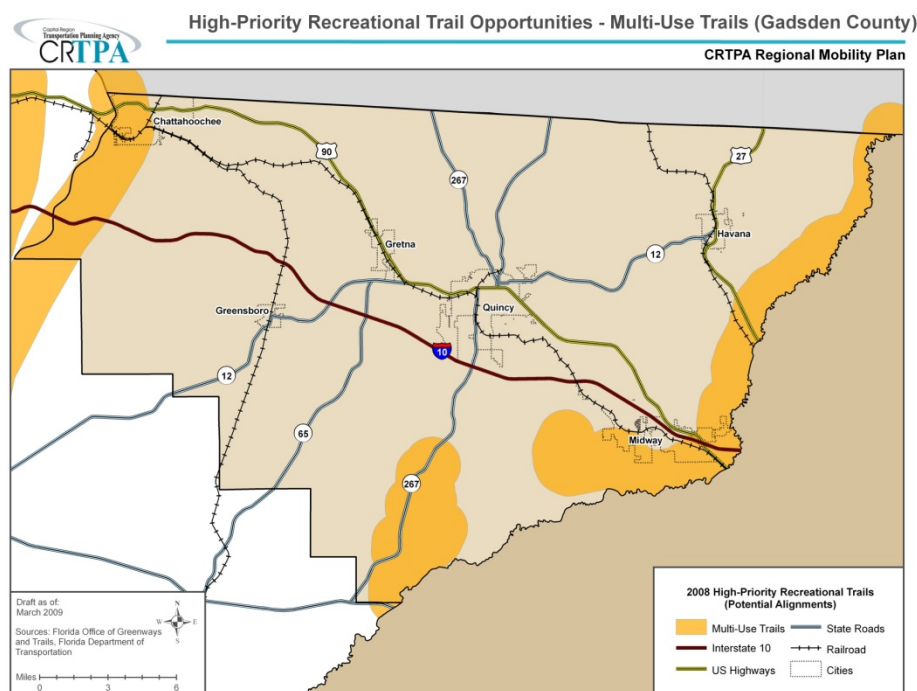
There are no designated recreational land trails in Gadsden County. the Florida Department of Environmental Protection's (DEP) Office of Greenways and Trails (OGT) is working to establish a statewide system of greenways and trails for recreation, conservation, and transportation purposes. They are guided by the DEP's and Florida Greenways Coordinating

Council’s “Connecting Florida’s Communities” Plan, which works directly with local communities, developers, private landowners, non-profit organizations, and state and federal agencies to facilitate the establishment of greenways and trails statewide. The off-road trail and greenway network provides an alternative for bicyclists traversing major roadway facilities prone to increased traffic speeds, volumes, and higher percentage of truck traffic. In 2008, DEP updated its “Recreational Trail Opportunity Maps”, which provide a visual plan for multi-use trails throughout the state. The DEP has identified fourteen (14) potential multi-use trails that would enhance non-motorized travel within Leon County, and to other areas of the region and State of Florida. These include:

- Apalachicola River Trail Corridor (high priority)
- Ochlockonee River Trail Corridor (high priority)
- Lake Talquin – Lake Bradford Connector Corridor (medium priority)
- Lake Seminole to Upper Ochlockonee River Corridor (low priority)
- Across Liberty Trail Corridor (low priority)
- Bear Creek to Little River Corridor (low priority)
- Gadsden County to Tallahassee Corridor (low priority)
- Apalachicola National Forest Trail Corridor (low priority)
- Apalachicola River to Quincy Corridor (low priority)

The high-priority multi-use trail opportunities are displayed in **Figure 24**.

Figure 24. High-Priority Recreational Trail Opportunities - Multi-Use Trails (Gadsden County)



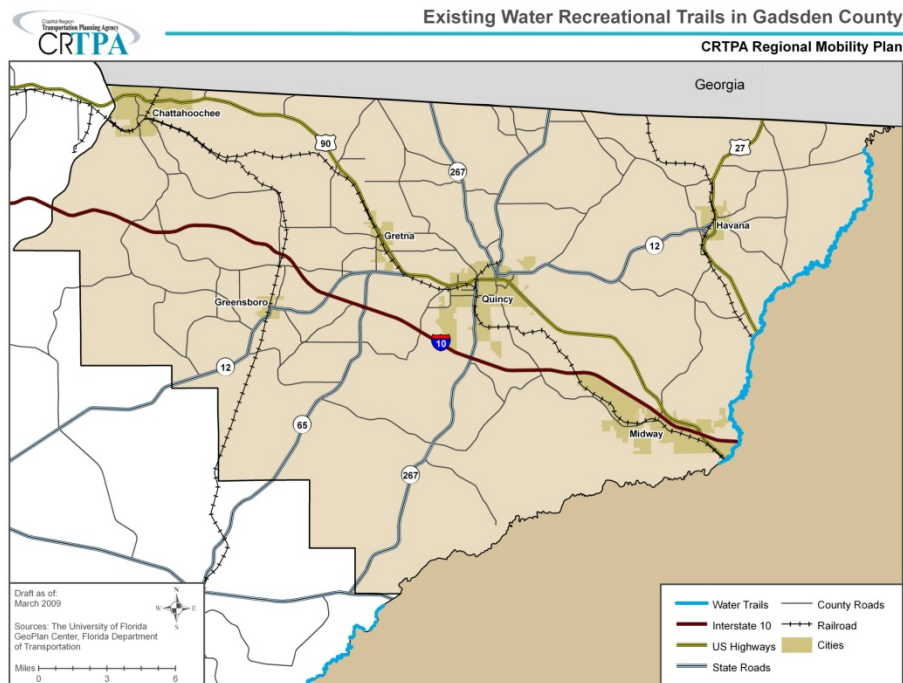
5.3.4 Waterways

Gadsden County features one (1) canoe trail along the Ochlockonee River bordering Leon County. This is shown in **Figure 25**. The Office of Greenways and Trails has also prioritized paddling trails for the State of Florida. The Recreational Trails Opportunities include five (5) potential paddling trails that follow Gadsden County's rivers and creeks.

- Ochlockonee River Trail Corridor (high priority)
- Upper Ochlockonee River (high priority)
- Lower Ochlockonee River (high priority)
- Mosquito Creek (medium)
- Little River Trail (medium)⁴⁶

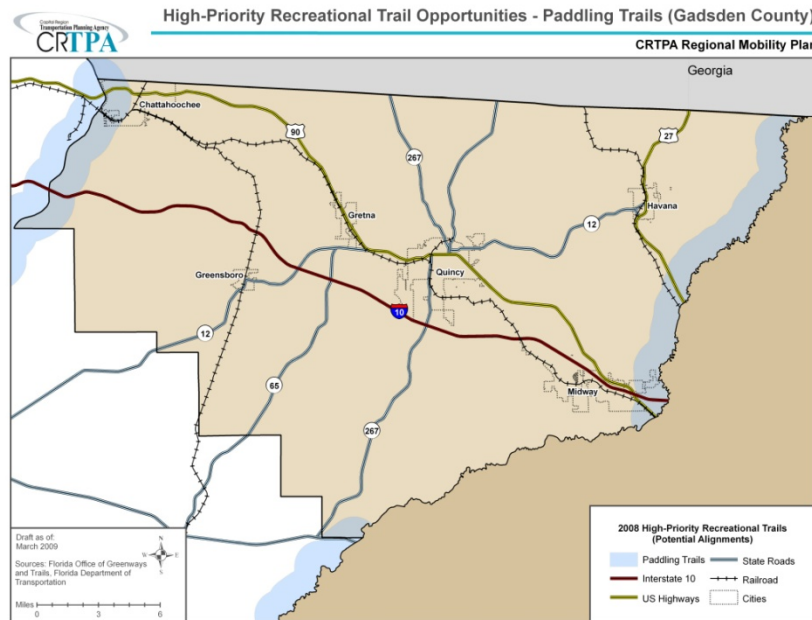
Potential alignments for the high-priority paddling trails are shown in **Figure 26**.

Figure 25. Existing Water Recreational Trails (Gadsden County)



⁴⁶Recreational Trails Program. Florida Department of Environmental Protection, Office of Greenways and Trails.
http://www.floridatrailsnetwork.com/rtp_projects.html

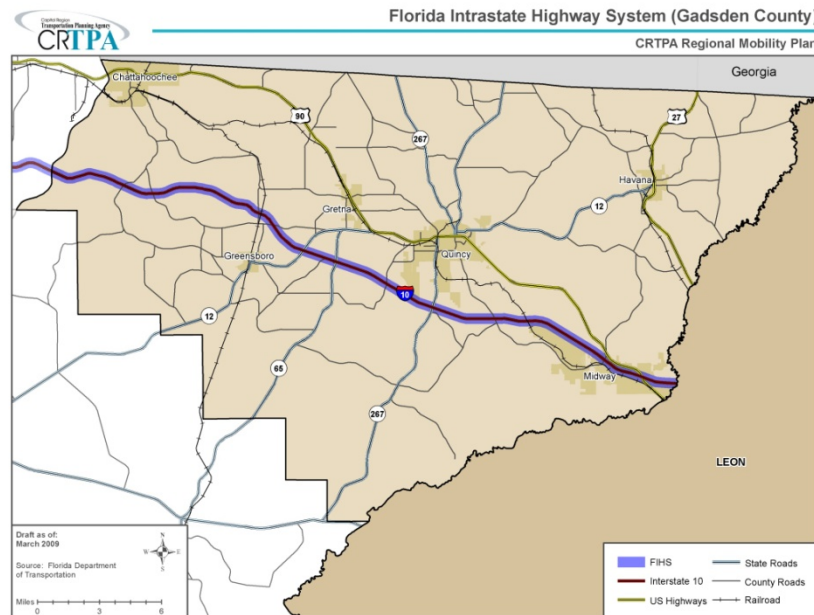
Figure 26. High-Priority Recreational Trail Opportunities - Paddling Trails (Gadsden County)



5.4 Florida Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) is designated by the Florida Legislature and intended to connect urban and rural areas throughout the state, and to connect to global markets through airports, seaports, and rail terminals. It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The primary function of the system is to serve interstate and regional commerce and long-distance trips. In Gadsden County, I-10 is on the FIHS. This is shown in **Figure 27**.

Figure 27. Florida Intrastate Highway System (Gadsden County)



5.5 Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. The system was designated by a Steering Committee that used objective criteria based on quantitative measures of transportation and economic. The criteria and thresholds are used to designate both existing and planned facilities, known as "The SIS":

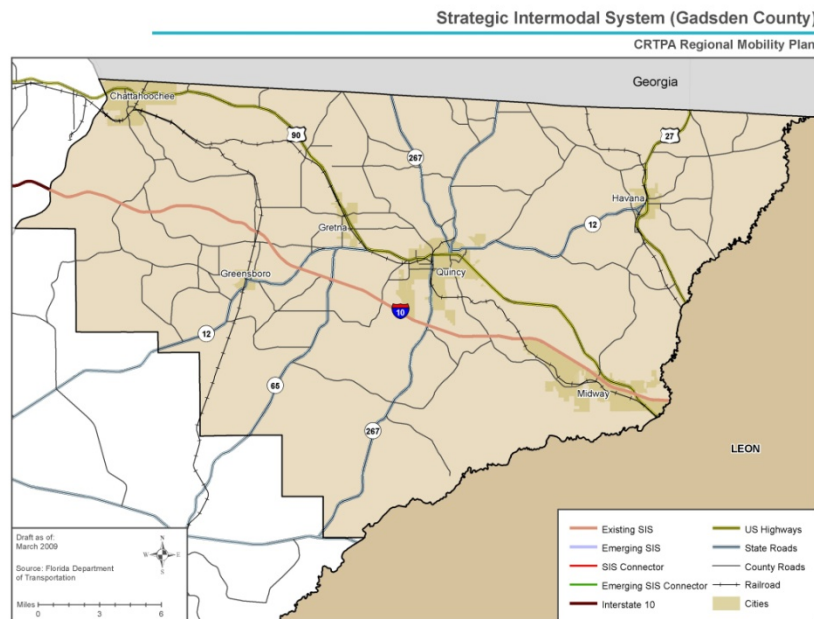
- **Existing SIS-** Facilities that meet high levels of people and goods movement generally supporting the major flows of interregional, interstate, and international trips.
- **Emerging SIS-** Facilities that meet lower levels of people and goods movement, generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern.

Three types of facilities make up the SIS:

- 1) Hubs such as airports, seaports and other freight and passenger terminals that serve gateways for people and freight;
- 2) Interregional corridors such as highways, rail lines, and waterways that link Florida's economic regions to other regions, states, and nations; and
- 3) Intermodal connectors between hubs and connectors.

In Gadsden County, I-10 serves as an existing SIS facility. This is shown in **Figure 28**. The CSX railroad line is also a SIS facility.

Figure 28. Strategic Intermodal System (Gadsden County)



5.5.1 Rail

There are two (2) railroad companies that operate in Gadsden County: Apalachicola Northern (AN) Railway and CSX Transportation. The CSX mainline runs east to west through the region, roughly parallel to US 90. It serves Gretna, Quincy, Midway, and Havana. The CSX railroad connects directly to deep water ports in Pensacola, Jacksonville, Tampa, as well as other major deepwater ports on the Gulf and eastern seaboard. Furthermore, it carries significant freight volume throughout the eastern United States and connects to railroad lines throughout the country. For this reason, it is designated as a SIS Rail Corridor.

CSX has a major switching terminal in Tallahassee and a smaller yard in Chattahoochee, which also connects to the Apalachicola Northern railroad. CSX's principal commodities include nonmetallic minerals, chemicals and allied products, coal, and miscellaneous mixed shipments. Amtrak, a passenger rail, once ran along the CSX line as well, but due to damage from Hurricane Katrina in 2005, service for the Sunset Limited has been suspended. The Apalachicola Northern Railroad (A&N) runs from the City of Port St. Joe via Apalachicola to a point near Chattahoochee where it connects with CSX facilities. The train terminated passenger service in 1951. Its cars carried seafood and coal from the coast and timber from the panhandle to the St. Joe Paper Company. Loss of the coal contract in 1999 and the closing of the paper mill a few years later have severely limited the train's viability. The train now runs about two times a week serving the Arizona Chemical Company and a magnesium plant in Port St. Joe. The rail lines are shown in **Figure 29**.

5.5.2 Freight

I-10 is a major freight carrier in Gadsden County and, as previously mentioned, is part of the SIS. Other US and state routes within the County also carry freight traffic. As seen in **Figure 30**, truck volumes are higher along corridors connecting to the cities of Quincy, Midway, and

Gretna. This is due to the presence five (5) industrial and business parks located in these areas. **Figure 31** identifies the location of these distribution centers in Gadsden County.

Figure 29. Railway Transportation Ownership (Gadsden County)

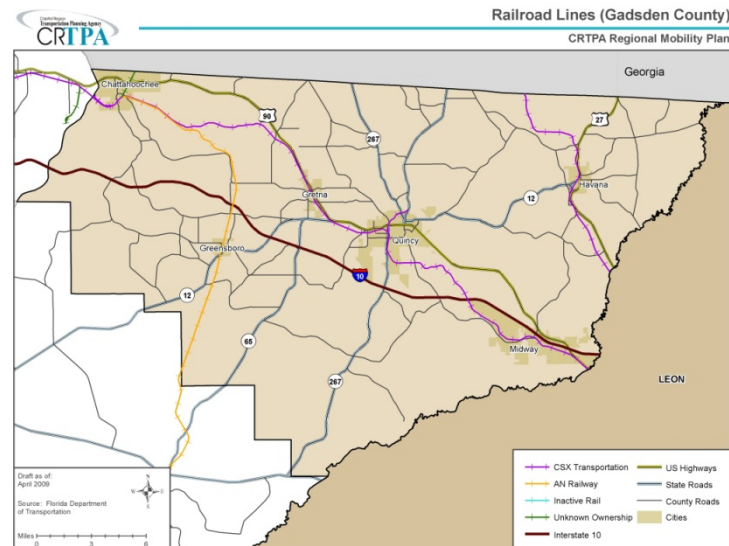


Figure 30. Truck Routes and Truck AADT (Gadsden County)

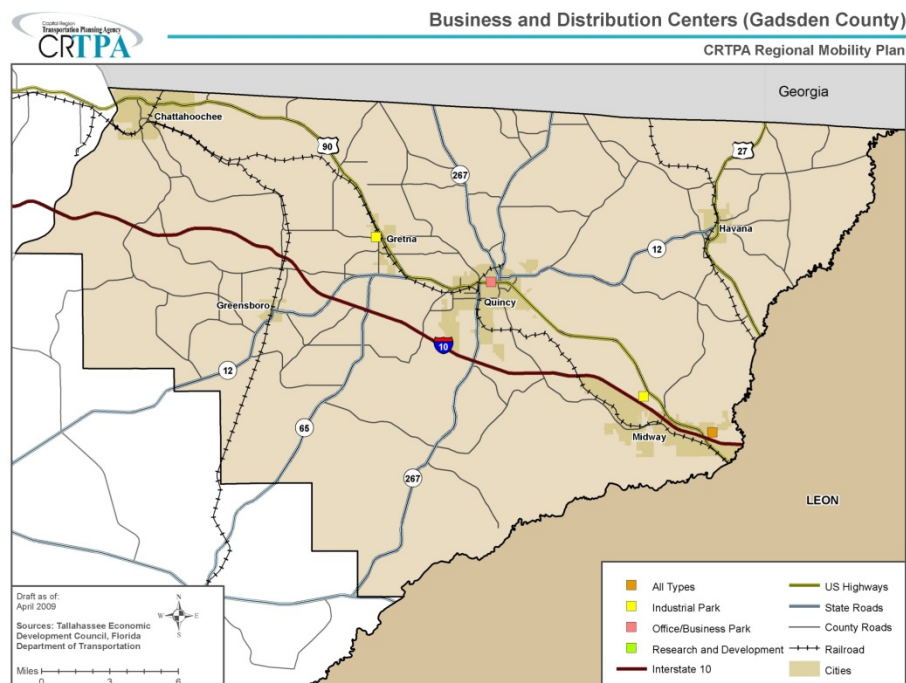
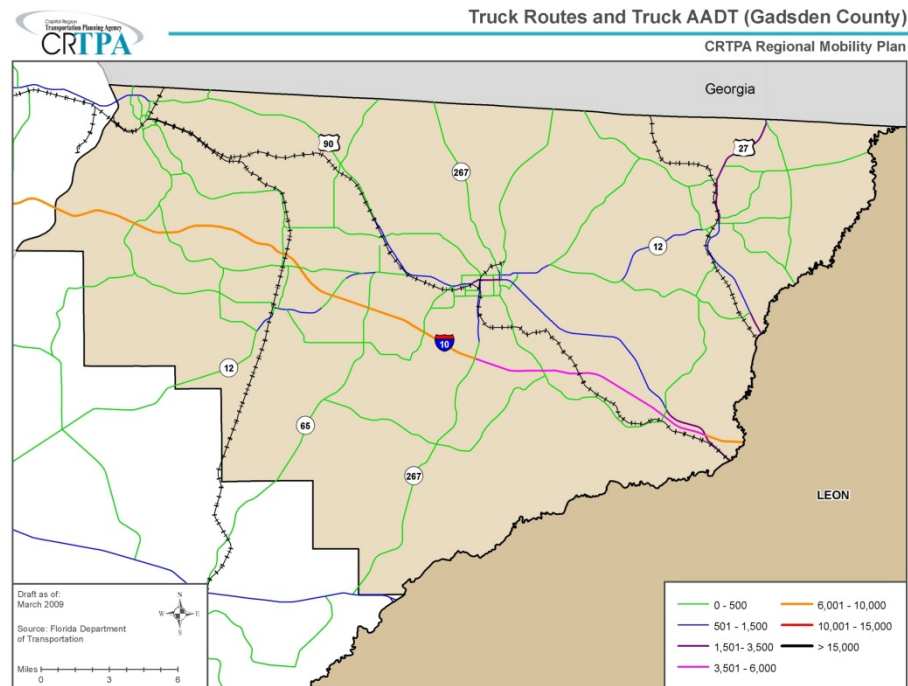


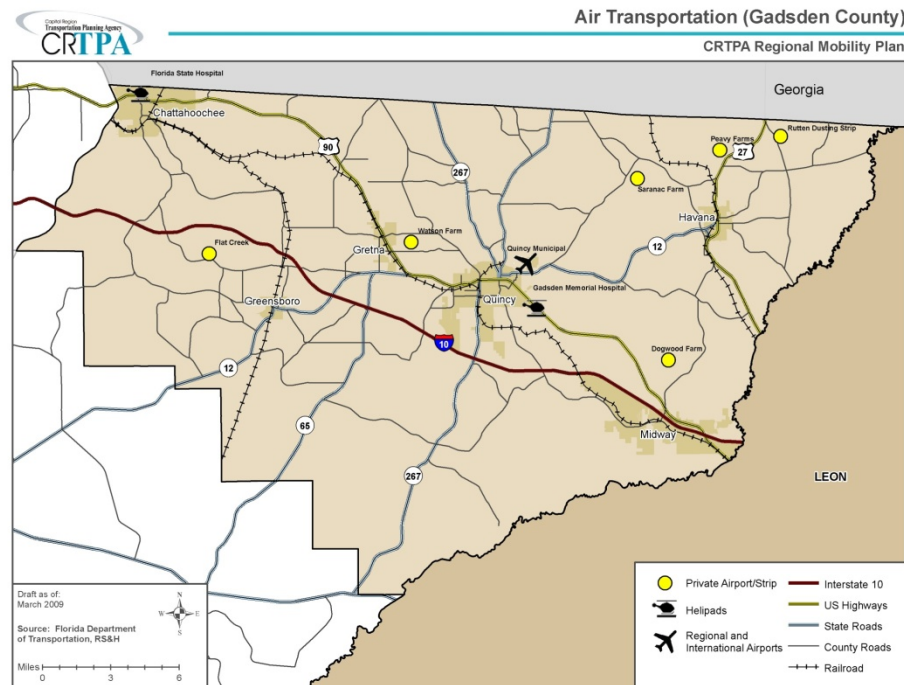
Figure 31. Business and Distribution Centers (Gadsden County)



5.5.3 Airport

Gadsden County has one (1) publicly owned airport located in Quincy, northeast of the central business district. The Quincy Airport provides a 3,800 foot paved and light runway for corporate aircraft. The airport is independently chartered and run by the Quincy-Gadsden Airport Authority. It also features a flight school and a parachute school. There are several private air facilities in Gadsden County. The air transportation facilities are shown in **Figure 32**.

Figure 32. Air Transportation (Gadsden County)



5.6 Ongoing Plan and Studies

5.6.1 Statewide Plans and Studies

5.6.1.1 2006 Florida Freight & Passenger Rail Plan

The *Florida Rail Plan* is the rail component of the Florida Transportation plan, which is a component of the *State Comprehensive Plan*. The purpose of the *Florida Rail Plan* is to provide the necessary information in a policy framework through which strategic actions can be taken to achieve the best rail system for Florida's future. The plan identifies the public interest in freight and passenger rail, and examines the supply and demand for rail service, and develops policy and program options for Florida.

5.6.1.2 FDOT 2007 SIS Data and Designation Update (2007)

The *2007 SIS Data and Designation Update* documents changes to the SIS system as of 2007. It also presents several policy issues for existing SIS facilities that should be considered during the next update of the SIS Plan and criteria. In order to update SIS designations, FDOT participates in a series of activities. It completes a comprehensive review of SIS facility criteria every five years (to be completed again in January 2010). In addition, it reviews activity levels on all facilities using established criteria. FDOT also addresses ongoing requests for SIS designation changes on its facilities.

5.6.1.3 FDOT Conserve by Bicycle Program Study (2007)

The Conserve by Bicycle Program Study was developed to promote bicycling in order to conserve the state's resources, including energy, roadway capacity, and public health. The goals of the study area to identify energy and conservation savings by improving bicycle facilities; how bicycle travel can be marketed to decrease automobile use; how new bicycle facilities can enhance recreational use and contribute to public health; and how business, government agencies, and environmental groups can partner to ensure the success of the program. The study presents a series of recommendation in support of these goals.

5.6.1.4 FDOT Statewide Bicycle Facilities Study (2005)

The *Statewide Bicycle Facilities Study* aims to improve bicycle facility connectivity throughout the state, particularly along the State Highway System. The Study documents the current state of the system, including on- and off-road bicycle routes, and presents implementation strategies and other recommendations to fill in any gaps in the system.

5.6.2 Regional Plans and Studies

5.6.2.1 Year 2030 Long Range Transportation Plan

The following tables describe projects for Leon County from the Capital Region Transportation Agency Transportation Improvement Program FY 2009 – FY 2013 and Capital Region Transportation Agency 2030 Long Range Transportation Plan.

5.7 Planned and Programmed Projects

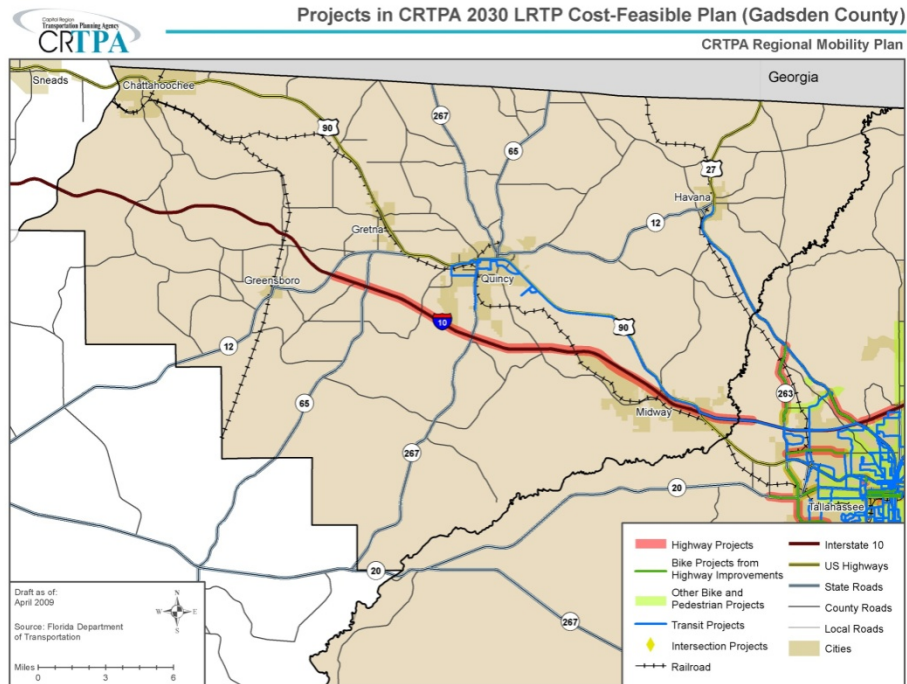
Table 12 presents planned transportation projects (highway improvements, intersection improvements, bicycle and pedestrian projects) as listed in the *CRTPA 2030 Long-Transportation Plan, Cost Feasible Plan (FY 2009-2013)*. These are projects are also shown in **Figure 33**.

Table 12. 2009-2013 CRTPA TIP Projects in Gadsden County

Project Name	Limits	Project Type	Funding Source
Havana Express	Tallahassee to Havana	New Express Bus/Shuttle	State
Quincy Express	Tallahassee to Quincy	New Express Bus/Shuttle	State
I-10	SR 12 to West of Capital Circle NW	Widening to 6 Lanes	FIHS/SIS

Source: 2030 CRTPA Long-Range Transportation Plan – Cost Feasible Plan

Figure 33. Projects in CRTPA 2030 LRTP Cost-Feasible Plan (Gadsden County)

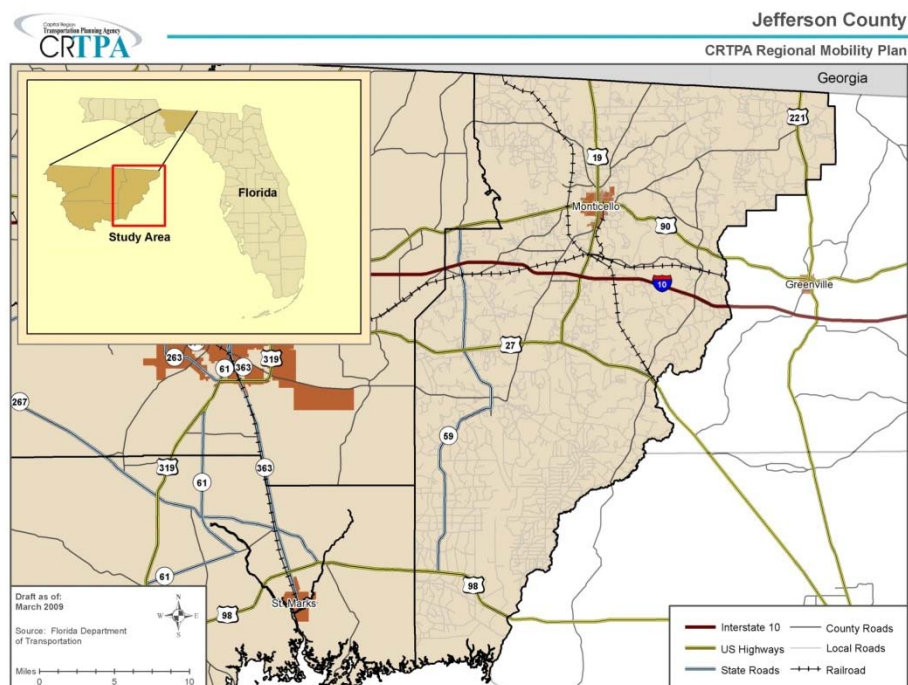


Jefferson County Existing Conditions

1.0 Introduction

Jefferson County is a rural and agricultural area, 609 square miles in size, in the eastern portion of the Capital Region. The County is the most recently-added to the Capital Region Transportation Planning Agency (CRTPA), as of 2009. Jefferson County extends from the Gulf of Mexico to the Georgia state line. The coastal area of the County is managed by the federal and state governments as part of the St. Marks Wildlife Refuge and Aucilla Wildlife Management Area. It has one incorporated municipality, the City of Monticello, which also serves as the county seat. There are several unincorporated historical communities in Jefferson County as well, including Lloyd, Wacissa, Waukeenah, Drifton, Lamont, Aucilla, and Ashville. These unincorporated areas are characterized by low-density residential areas and local and community services. Jefferson County is shown in **Figure 1**.

Figure 1. Jefferson County



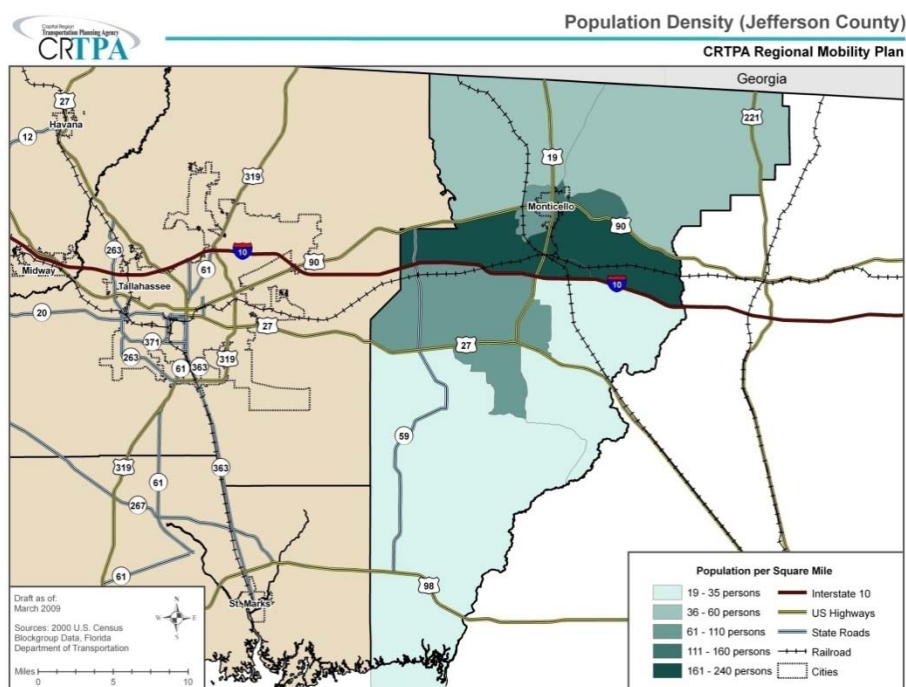
2.0 Demographics

Establishing a picture of the current socio-economic condition of the County is an important step in the development of the Regional Mobility Plan. Indicators such as population, income, and employment provide a sense of how the County compares to that of the rest of the region. Each of these indicators is discussed in the subsequent sub-sections.

2.1 Population

As part of the CRTPA region, Jefferson County has a significantly lower population density compared to Leon County, and particularly the City of Tallahassee, to the west. Within Jefferson County, the most densely populated areas lie adjacent to major transportation corridors. The most highly concentrated population is situated in a band between US 90 and I-10, south of Monticello. Here there are 161 to 240 people per square mile. Within the City of Monticello, the population density ranges from 61 to 160 people per square mile. Between I-10, US 19 and 59, and US 27, the population density varies between 61 to 110 people per square mile. From Monticello northward, this density drops slightly to 36 to 60 people per square mile. The southern half of Jefferson County, which includes the state and federal lands is the most sparsely populated, with population density ranging from 19 to 35 people per square mile. Jefferson County's population density is displayed in **Figure 2**.

Figure 2. Population Density (Jefferson County)



According to the University of Florida's Bureau of Economic and Business Research (BEBR), Jefferson County has experienced slight population growth between 1970 and 2008. These annual rates range from 1.27 percent from 1970-1990 to 2.00 percent from 1970-1980. These annual growth rates are lower than those of Florida from 1970 to 2008, and significantly lower than the population growth of neighboring Leon County. Overall, Jefferson County's population has increased by 66 percent between 1970 and 2008. Average annual growth rates for Florida from 1970 to 2008 range from 2.72 percent to 3.68 percent, with a total population growth of 178 percent over the 38-year period.⁴⁷ Jefferson County's historic population growth is shown in **Table 1**.

⁴⁷ U.S. Bureau of the Census

Table 1. Jefferson County Population Growth from 1970 to 2008

Year	Jefferson County	Average Annual Growth Rate from 1970	Florida	Average Annual Growth Rate from 1970
1970	8,778	N/A	6,789,447	N/A
1980	10,703	2.00%	9,746,961	3.68%
1990	11,296	1.27%	12,938,071	3.23%
2000	12,902	1.29%	15,982,824	2.89%
2008	14,553	1.34%	18,851,975	2.72%

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.

Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

Population projections from the BEBR predict that by the year 2030, Jefferson County's population will be 16,748.⁴⁸ This represents a 15 percent increase in population over the 22-year period.

Although there have been slight fluctuations in population from 2000 to 2008, the City of Monticello has maintained a relatively steady population base over the eight-year period.⁴⁹ This is shown in **Table 2**.

Table 2. Population Growth in Monticello from 2000 to 2008

Year	Population of Monticello, Jefferson County
2000	2,533
2001	2,526
2002	2,545
2003	2,533
2004	2,537
2005	2,554
2006	2,520
2007	2,554
2008	2,537

Source: Florida Population by County and Municipality, April 1, 2000-2008. Office of Economic and Demographic Research, the Florida Legislature.

⁴⁸ Total County Population: April 1, 1970-2030. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/web10.xls>

⁴⁹ Florida Population by County and Municipality, April 1, 2000-2008. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/Population-city-county.pdf>

2.2 Environmental Justice

According to the US Department of Transportation (USDOT) Federal Highways Administration (FHWA), there are three (3) fundamental environmental justice principles associated with the expenditure of federal funds for construction of transportation improvement projects⁵⁰:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Federal environmental justice requirements have been set forth in Presidential Executive Order 12898 (1994), which states: “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*:

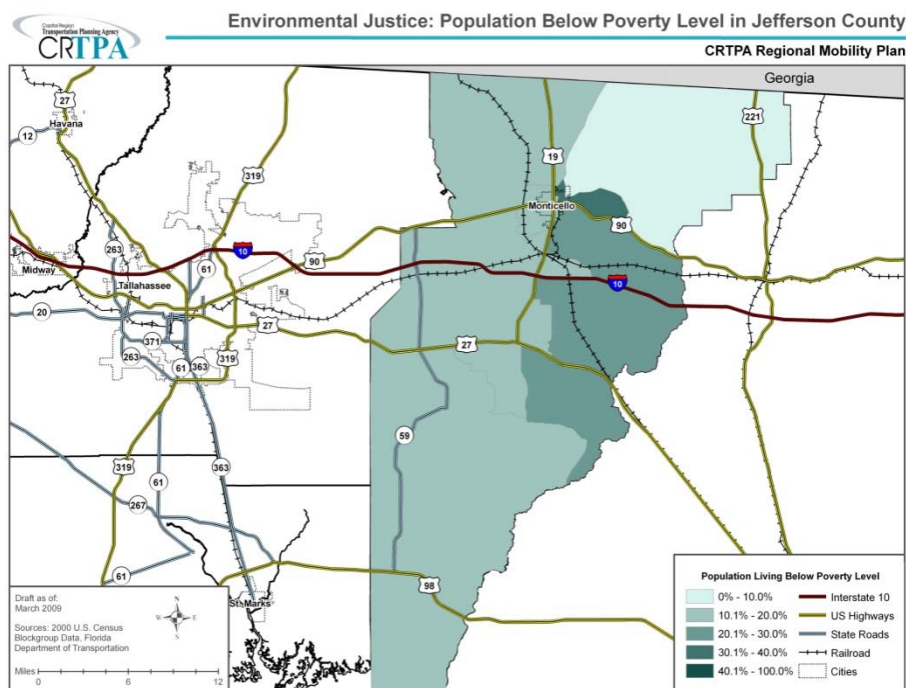
- Low-income: A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was \$8,350 for one person, and \$17,050 for a family of four);
- Minority: A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition).

Data from the U.S. Census Bureau’s Census 2000 was utilized in order to determine areas of low-income and minority population in Jefferson County. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA Regional Mobility Plan.

In eastern Jefferson County, there is a relatively low incidence (10.1 – 20.0 percent) of individuals living below poverty level. Just east of Monticello, north of US 90, there is a small area where 30.1 – 40 percent of the population lives below poverty level. Elsewhere in the County, the population living below poverty level ranges from 0 – 10.1 percent in northeast Jefferson County and from 20.1 to 30.0 percent in the mid-eastern portion of the County. This is shown in **Figure 3**.

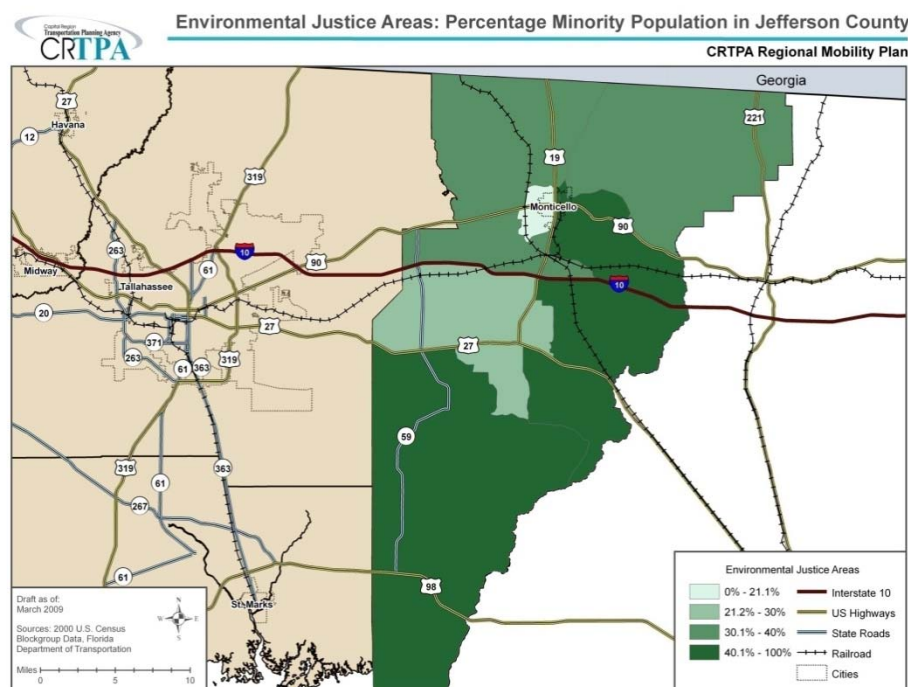
⁵⁰ “An Overview of Transportation and Environmental Justice.” Publication No. FHWA-EP-00-013. US DOT FHWA.

Figure 3. Environmental Justice: Population Below Poverty Level (Jefferson County)



The highest incidence of minority population in Jefferson County is an area just east of Monticello between US 90 and I-10 as well as in southeastern Jefferson County. Here, 40.1 – 100 percent of the population belongs to a minority group. In southern and mid-eastern Jefferson County, 40.1– 100 percent of the population is represented by a minority group; however, this is the most sparsely populated area of the County, with just 19 - 35 people per square mile. In west-central Jefferson County, 21.2 – 30 percent of the population belongs to a minority group. Western Monticello and the surrounding area have the lowest incidence of minority population (0 – 21.1 percent of total population and is shown in **Figure 4**.

Figure 4. Environmental Justice: Percentage Minority Population (Jefferson County)



3.0 Economic Development

3.1 Labor Force and Economy

In 2008, 8,965 people, or 61.6 percent of Jefferson County's population, were part of the County's labor force.⁵¹ The County's labor force is concentrated in west-central Jefferson County, which is near Leon County's border and I-10. This is shown in **Figure 5**. During 1990 and 2008, the County's unemployment rate remained below that of Florida; these rates were comparable in 2000. Unemployment rates are shown in **Table 3**.

Table 3. Unemployment Rate in Jefferson County and Florida, 1990-2008

	1990	2000	2008
Jefferson County	4.3%	3.7%	4.7%
Florida	6.3%	3.8%	6.0%

Source: Office of Economic and Demographic Research, Florida Legislature

Table 4 shows the type of employment (by industry) in which Jefferson County engages (as of 2007) compared to the employment throughout Florida. The table also shows average annual wages for Jefferson County residents compared to Florida employees working in the same industry.

⁵¹ Jefferson County Profile. Enterprise Florida.

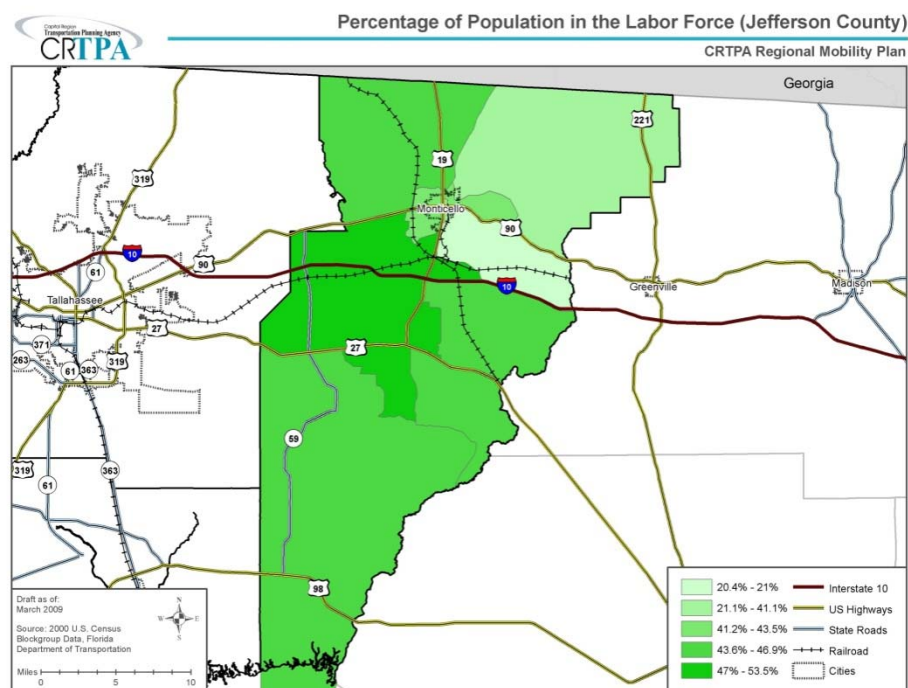
<http://www.eflora.com/profiles/CountyReport.asp?CountyID=57&Display=all>

Table 4. Employment and Average Annual Wages for Jefferson County and Florida, 2007

Average Annual Employment, % by Category, 2007			Average Annual Wage by Category, 2007	
Industry	Jefferson County	Florida	Jefferson County	Florida
Natural Resources & Mining	11.1%	1.2%	\$30,654	\$24,215
Construction	7.9%	7.55%	\$30,392	\$41,635
Manufacturing	3.0%	4.95%	\$27,689	\$47,492
Trade, Transportation and Utilities	17.4%	20.2%	\$31,990	\$35,942
Information	0.6%	2.0%	\$27,181	\$56,884
Financial Activities	4.7%	6.8%	\$43,871	\$56,579
Professional & Business Services	6.0%	16.6%	\$22,591	\$43,907
Education & Health Services	11.4%	12.3%	\$23,799	\$41,146
Leisure and Hospitality	7.0%	11.7%	\$12,391	\$20,823
Other Services	2.2%	3.2%	\$17,249	\$27,895
Government	28.6%	13.65	\$32,767	\$44,959

Source: Office of Economic and Demographic Research, Florida Legislature

Figure 5. Percentage of Population in the Labor Force (Jefferson County)



Jefferson County's major private sector employer is Simpson Nursery with 100 employees. Other companies that employ a significant number of workers are Brynwood Center (95 employees), Winn Dixie (90 employees), Jefferson County Kennel Club (80 employees), Farmers and Merchants Bank (59 employees), and Florida Power (50 employees).⁵² The location of Simpson Nursery, the only business with 100 or more employees, is shown in **Figure 6**.

Major Private Sector Employers (100 or more employees)

- Distribution
- Education
- Healthcare and Health Services
- Financial Activities
- Information
- Manufacturing
- Natural Resources and Mining
- Professional and Business Services
- Retail
- Trade, Transportation, Utilities
- University

Note: Employers with multiple locations are indicated at the most central location.

Legend:

- Interstate 10
- US Highways
- State Roads
- Railroad
- Cities

Source: Enterprise Florida, Florida Department of Transportation

Draft as of March 2009

Scale: 0 to 10 Miles

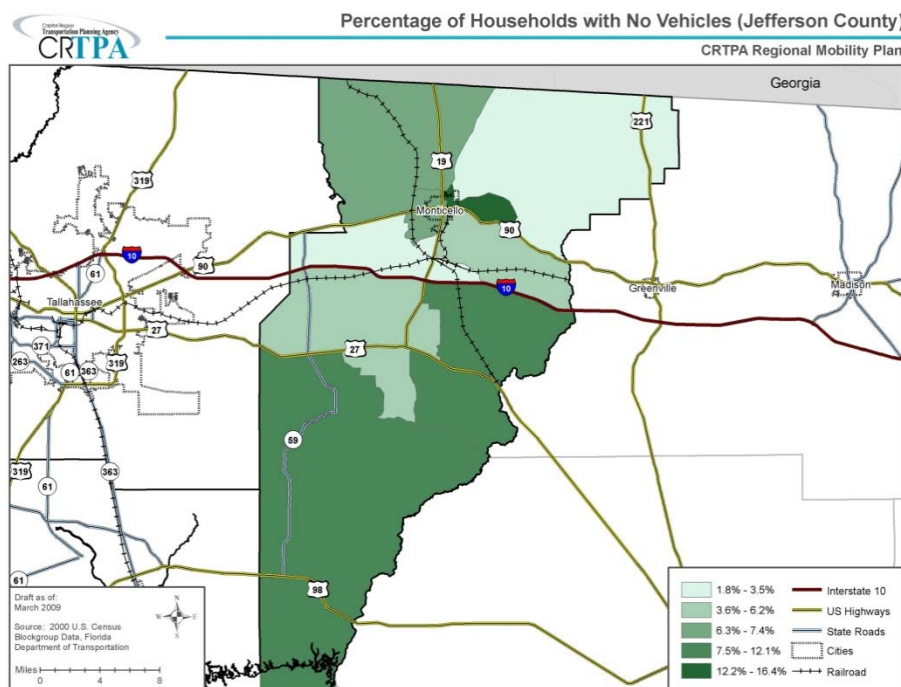
According to the 2000 U.S. Census, almost half (43.2 percent) of Jefferson County's employed residents commuted within Jefferson County for employment and 46.9 percent of residents commute to neighboring Leon County for work. Another 2.0 percent travel to Thomas County, Georgia (to the north) for employment. The remaining employed Jefferson County residents travel to other areas in Florida and Georgia for work.⁵³

⁵³ County-to-County Worker Flow Files. Residence County to Workplace County Flows for Florida. Census 2000. U.S. Bureau of the Census. <http://www.census.gov/population/www/cen2000/commuting/index.html>

In northern Jefferson County, most households have vehicles. The exception occurs in a small area just east of Monticello and north of US 90, where 12.2 to 16.4 percent of households do not have access to a vehicle. Elsewhere in northern Jefferson County, the percentage of households without vehicles ranges from 1.8 to 7.4 percent. In southern and east-central Jefferson County, 7.5 to 12.1 percent of households do not have a vehicle. The households without vehicles information is shown in **Figure 7**. Correspondingly, in areas where most households have access to vehicles, workers do not use public transit to commute to work. In much of west-central, southern, and east-central Jefferson County, no people are reported to commute via public transportation. In east-central Jefferson County, there is the highest incidence of workers who commute via public transit, 6.9 to 13.1 percent of the population.⁵⁴ This information is displayed in **Figure 8**.

Among Jefferson County's employed residents, commuters spend the most time traveling to work from central and southern Jefferson County (29 to 36 minutes), as well as northeastern Jefferson County (31 to 32 minutes). Elsewhere in the County, including Monticello, mean travel time to work ranges from 23 to 28 minutes. This is shown in **Figure 9**.

Figure 7. Percentage of Households with No Vehicles (Jefferson County)



⁵⁴ 2000 U.S. Census Blockgroup Data

Figure 8. Public Form of Transportation to Work (Jefferson County)

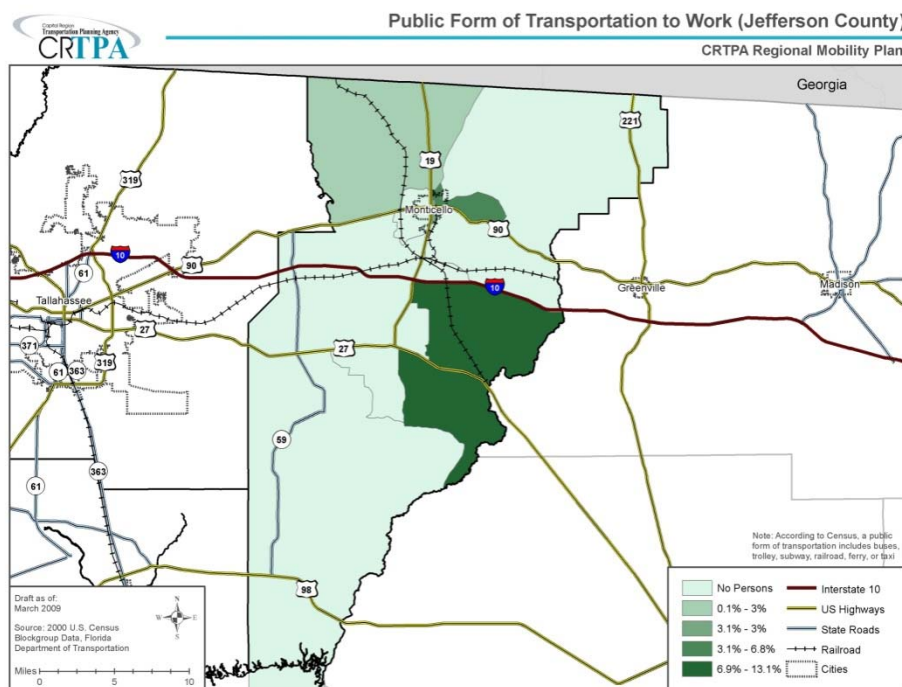
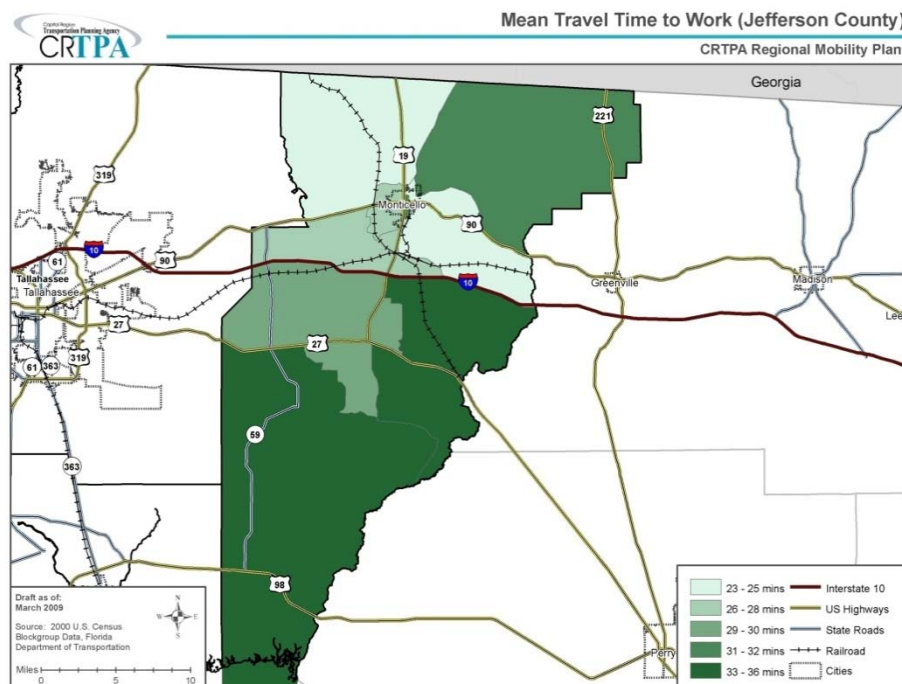


Figure 9. Mean Travel Time to Work (Jefferson County)



4.0 Land Use and Development

The following sections discuss several aspects of land use and development in Jefferson County, including development patterns; existing and future land use; land development controls; planned developments; environmental resources; historic, cultural, and archeological resources; parks and recreation areas; and ongoing land use plans and studies.

4.1 Development Patterns

Jefferson County is a rural county with primarily low-density uses. This is particularly notable in the southern portion of the County, which is mostly agricultural. Residential and small-scale commercial development is concentrated around Monticello, between I-10 and US 27, and in northeast Jefferson County. The extent of development in Jefferson County is limited by the availability of water and sewer infrastructure; currently, only the City of Monticello provides these facilities to a limited area in the vicinity of the city limits and I-10.

4.2 Existing and Future Land Use

Existing Land Use

The majority of land in Jefferson County, over 70 percent, is devoted to agricultural uses, which includes agricultural residential. Almost 20 percent of land is designated for conservation. Other land uses, such as residential, commercial, and industrial, are primarily in the north and central portions of the County, particularly around Monticello and along major highway corridors. The County owns an industrial park south of Monticello, which currently houses a few industrial companies as well as County offices. There are several areas zoned for business, residential and industrial development that are not currently developed due to lack of access to water and sewer facilities.⁵⁵ Of the “interchange business” areas, which are pockets of development designated along I-10 interchanges, only one interchange at US 19 south of Monticello is moderately developed. At SR 59 and I-10, a developer has built a private sewage plant to allow a small amount of development to emerge at the interchange. At I-10’s interchange with CR 257/S. Salt Road, there is virtually no development present despite the “interchange business” designation.⁵⁶

Future Land Use

To guide future growth, Jefferson County has adopted a future land use map. A significant portion of southern Jefferson County is designated for conservation use and is under state and federal management. Additional areas in northern Jefferson County are anticipated for future conservation use. Conserved land comprises 15.6 percent of total land area on the future land use map. Neither the County nor the City of Monticello anticipates the expansion of water and sewer infrastructure from existing services areas.⁵⁷ Therefore, the majority of the County’s land area (78.6 percent) remains agricultural on the future land use map. Residential uses are allowed in agricultural areas. The residential agricultural uses are delineated by density, with minimum

⁵⁵ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

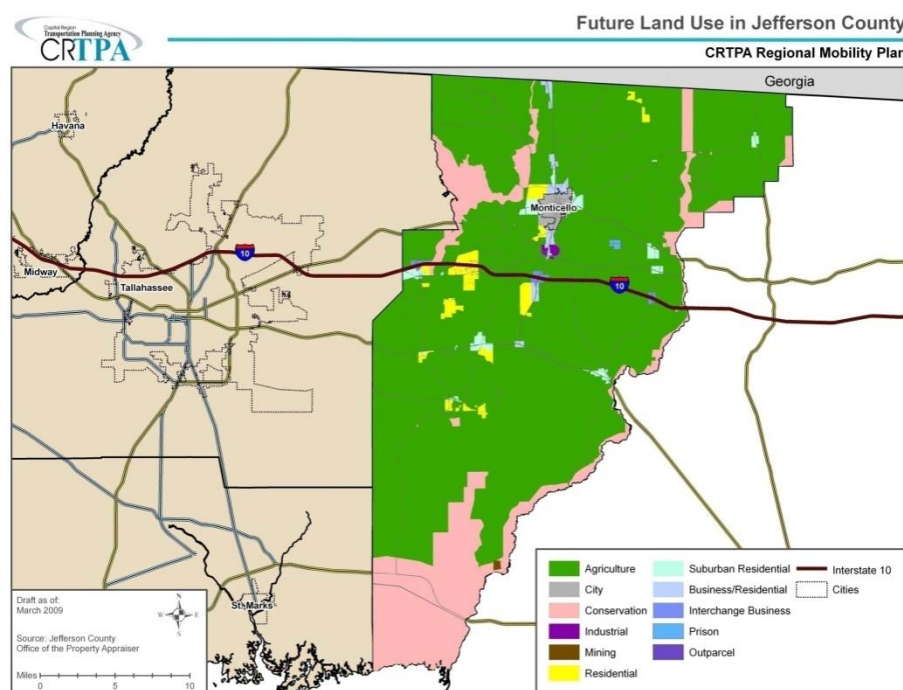
⁵⁶ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

⁵⁷ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

densities of 1 dwelling unit/20 acres, 1 dwelling unit/5 acres, and 1 dwelling unit/3 acres. Traditional residential land use designations are scattered throughout northern and central Jefferson County and comprise just 1.7 percent of total land area.

Jefferson County has also designated three (3) mixed-use areas: business/residential, suburban residential, and interchange business. The business/residential area allows for more intense land development of an approximately 60%/40% split between business and residential uses. Multi-family homes are permitted in this district, along with churches, hospital, nursing homes, schools, offices, and similar businesses. “Suburban residential” is primarily residential in nature, where maximum density cannot exceed 4 dwelling units per acre. Limited non-residential uses are allowed at a neighborhood scale. Interchange business areas are located in pockets along major highway corridors, including I-10 and US 19 between the Georgia state line and US 27. These three mixed-use categories comprise just 1.8 percent of total future land use. Future industrial land uses also comprise a very small portion of total land area; the only industrial land area is located south of Monticello and consists of the County’s industrial park.⁵⁸ Overall, the future development of more urbanized uses, including business, industrial, and residential, will be determined as access to water and sewer infrastructure is provided, either through public or private funding.⁵⁹ Jefferson County’s future land use map is shown in **Figure 10**.

Figure 10. Future Land Use (Jefferson County)



⁵⁸ Comprehensive Plan – Jefferson County, Florida. Jefferson County Planning Commission and Jefferson County Planning Department. November 18, 1999.

⁵⁹ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

4.3 Land Development Controls

The following section discusses land development controls in Jefferson County, which include the Jefferson County *Land Development Code* and City of Monticello *Land Development Regulations*.

4.3.1 Jefferson County Land Development Code

Jefferson County has a *Land Development Code* that regulates several aspects of land use and development in the County. Elements of the Code include land use districts and associated regulations; overlay districts; vegetation regulations; concurrency standards; protection of natural, historical, and archaeological resources; development standards; and signage.

Overlay districts in the County include traditional communities and historic districts, both of which are designed to protect the character and history of long-standing communities in the County. The County has also taken measures to protect a variety of natural resources, such as aquifers, wetlands, waterfront, endangered species, and water resources. In addition, Jefferson County has regulations to preserve historical and archaeological resources from impacts by new development.⁶⁰

4.3.2 City of Monticello Land Development Regulations

The City of Monticello also has *Land Development Regulations* that regulate several aspects of land use and development. In addition to zoning districts and subdivision regulations, the ordinance discusses regulations concerning subdivision regulations, planned unit developments, natural resources, tree protection and removal, historic preservation, transportation, concurrency, and signage.⁶¹

4.4 Planned Developments

The following section discusses planned developments in Jefferson County, including Developments of Regional Impact (DRIs) and other major planned developments.

4.4.1 Developments of Regional Impact

Developments of Regional Impact (DRIs) are proposed developments that are of a certain size or intensity that require review by a regional planning agency. The Florida Legislature, in an effort to streamline the DRI process, recently raised the thresholds that dictate the need for a DRI review in more rural areas. This has given the local government more control over development review and has enhanced economic development potential in the counties. There are not any recent applications for developments that qualify as DRIs in Jefferson County.

4.4.2 Other Planned Developments

There is one planned development in Jefferson County. In March 2009, the Jefferson County Board of County Commissioners approved a 121-unit conservation subdivision along US 90 just east of Lake Miccosukee in northern Jefferson County.⁶²

⁶⁰ Jefferson County, Florida, Land Development Code. Adopted 10-20-05.

⁶¹ Code of Ordinances – City of Monticello, Florida. Enacted January 8, 2008.

⁶² Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

4.5 Schools

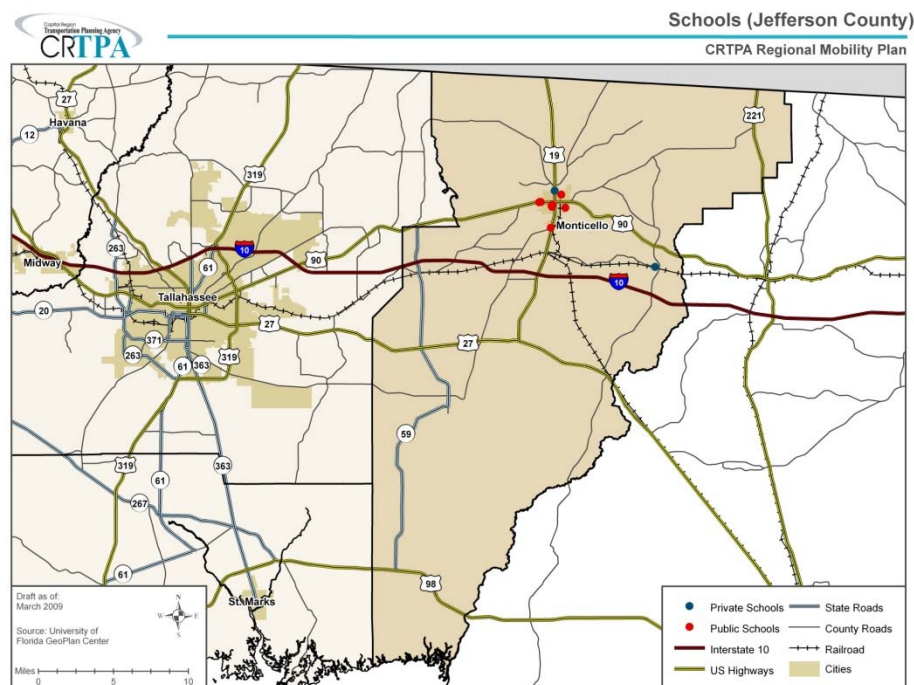
Jefferson County has five (5) public schools and two (2) private schools. These are listed in **Table 5** and shown in **Figure 11**.

Table 5. Schools in Jefferson County

School Name	Type	Grades/Population Served
Jefferson Elementary School	Public	PreK - 5
Jefferson County Middle/High School	Public	6 - 12
Monticello New Life	Public	All-female maximum security juvenile center for State of Florida
Jefferson County ESE	Public	Homebound students
Jefferson Adult School	Public	Adults – GED/Continuing Education
Aucilla Christian Academy	Private	PreK – 12
Monticello Christian Academy	Private	PreK - 12

Source: University of Florida GeoPlan Center

Figure 11. Schools (Jefferson County)



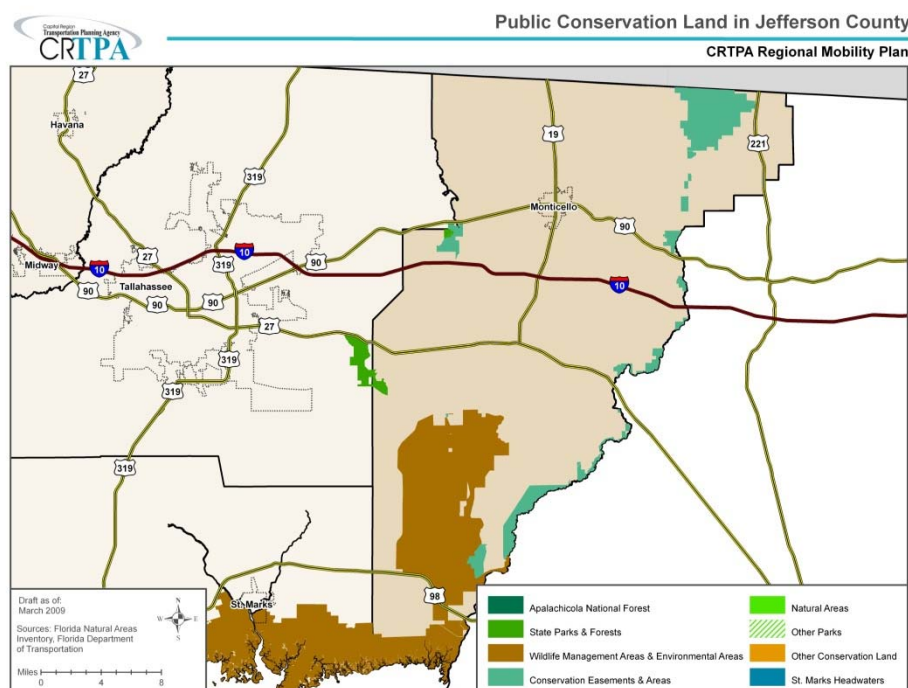
4.6 Environmental Resources

The following section discusses environmental resources in Jefferson County, including greenspace and conservation land; wetlands and hydrology; historic, cultural and archaeological resources; and parks and recreational areas.

4.6.1 Greenspace and Conservation

Approximately 20 percent of Jefferson County is conserved as state and federally owned land. The St. Marks Wildlife Refuge, which originates in neighboring Wakulla County, extends along the Gulf Coast of Jefferson County. Just to the north of the refuge is the 43,322-acre Aucilla Wildlife Management Area (WMA). Immediately to the southeast of the Aucilla WMA lies the 1,082-acre Wacissa Conservation Area. The Middle Aucilla and Upper Aucilla Conservation Areas span the eastern border of the County; these total 5,383 acres within Jefferson County. Jefferson County also has several conservation easements totaling 12,093 acres. The largest of these is the Geraldine Livingston Foundation Conservation Easement, which spans 9,125 acres in northern Jefferson County, along the Georgia state line. Conservation land in Jefferson County is shown in **Figure 12**.

Figure 12. Public Conservation Land (Jefferson County)



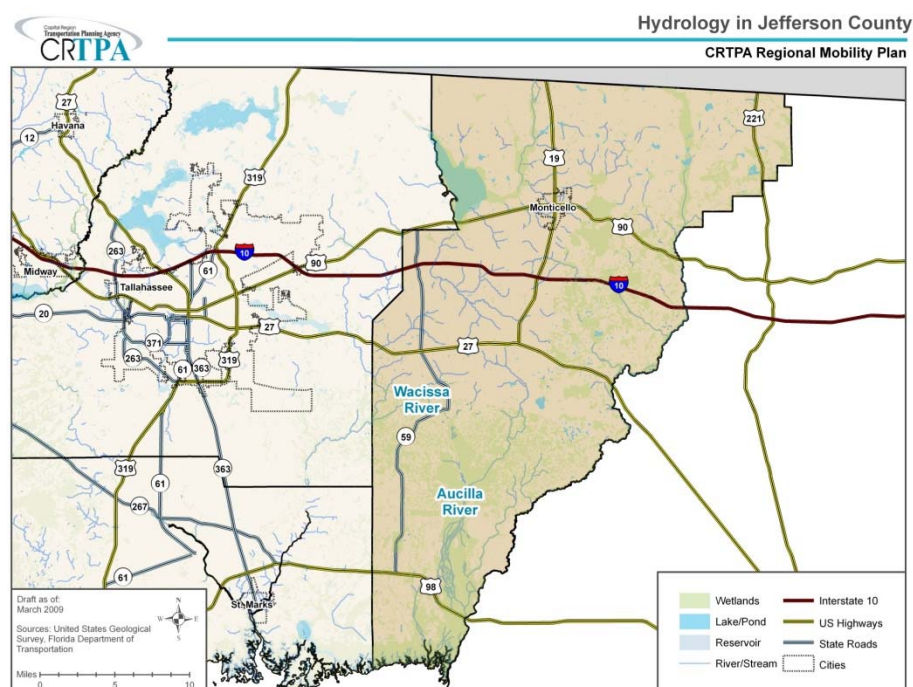
The *Florida Forever Management Plan* serves as a blueprint for statewide land acquisition and conservation. Its goals include environmental restoration, water resource development and supply, increased public access, management and maintenance of public lands, and acquisition of conservation easements. In 2008, the Florida Department of Environmental Protection prepared the *Florida Forever Five Year Plan* for acquisition of land throughout the state. Several parcels of land in Jefferson County are included in the plan. The 2008 Priority List includes West

Aucilla River Buffer, St. Joe Timberland, Upper St. Marks River Corridor, and Wacissa/Aucilla River Sinks.⁶³

4.6.2 Wetlands and Hydrology

Due to its proximity to the coast, Jefferson County has extensive hydrology, including rivers, streams, wetlands, lakes, and ponds. The Aucilla River forms the boundary between Jefferson County and Madison and Taylor Counties to the east. The Wacissa River extends from southern to central Jefferson County. There are approximately 138,088 acres of wetland areas in southern, eastern, and northern areas of Jefferson County, comprising 35 percent of total land area. There also several lakes and ponds scattered in the northern and central portion of the County, the largest of which is Lake Miccosukee on the Leon County border. Wetlands and hydrology in Jefferson County are shown in **Figure 13**.

Figure 13. Hydrology (Jefferson County)



4.7 Historic, Archaeological and Cultural Resources

Jefferson County is rich in historical, archaeological, and cultural resources with nineteen (19) nationally designated sites and properties listed on the National Register of Historic Places (NRHP). These sites are identified in **Figure 14** and are listed in **Table 6**. NRHP are maintained by the National Park Service and include districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture. These sites reflect the prehistoric occupation and historical development of the nation, state, and local community.

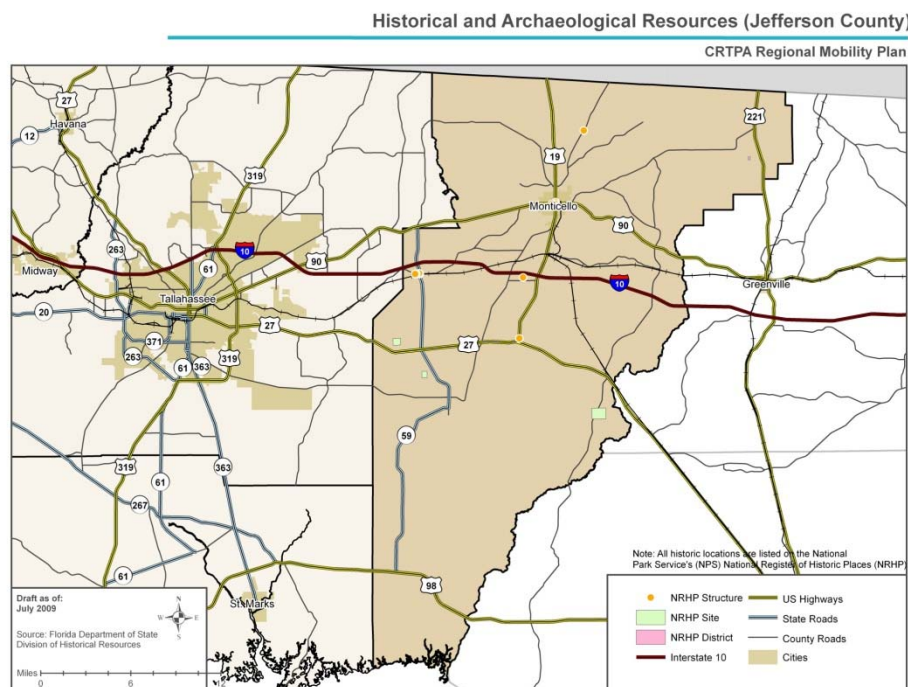
⁶³ Florida Forever Five Year Plan (February 2008). Florida Department of Environmental Protection, Division of State Lands, Office of Environmental Services.

Table 6. Sites and Properties listed on the National Register in Jefferson County

Resource Name	Type	Location
Bethel School	Building	Monticello
Denham-Lacy House	Building	Monticello
Dennis--Coxetter House	Building	Lloyd
Lloyd-Bond House	Building	Lloyd
Lloyd Historic District	District	Lloyd
Lloyd Railroad Depot	Building	Lloyd
Lloyd Woman's Club	Building	Lloyd
Lyndhurst Plantation	Building	Monticello
Asa May House	Building	Capps
Monticello High School	Building	Monticello
Monticello Historic District	District	Monticello
Palmer-Perkins House	Building	Monticello
Palmer House	Building	Monticello
Perkins Opera House	Building	Monticello
San Joseph de Ocuya Site	Site	Lloyd
San Juan De Aspalaga Site	Site	Wacissa
San Miguel de Asile Mission Site	Site	Lamont
Turnbull-Ritter House	Building	Lamont
Wirick-Simmons House	Building	Monticello

Source: Florida's Division of Historical Resources' GIS Master File

Figure 14. Historical and Archaeological Resources (Jefferson County)



4.8 Parks and Recreational Areas

Jefferson County manages one (1) park/recreational area, the Recreation Park in Monticello. This facility offers playgrounds, tennis and racquet ball courts, baseball and softball fields, a covered picnic area, and a paved path for walking and jogging.

5.0 Transportation

Jefferson County's current transportation network is based primarily on a road network serving vehicular traffic. There are limited alternative means of transportation. Jefferson County's transportation network is shown in **Figure 15**. The following sections discuss the transportation system in Jefferson County.

5.1 Roadway Characteristics

Jefferson County is served by I-10, which connects Jefferson County to Madison County on the east and Leon County on the west. Across the Florida panhandle, the interstate connects Jefferson County to Pensacola to the west (approximately 200 miles) and Jacksonville to the east (approximately 130 miles). **Figure 16** displays roadway functional classification for roads in Jefferson County. Major arterials include US 19, which runs north-south from the Georgia state line to US 27, and US 27, which travels east-west from Leon County to Taylor County. Jefferson County also has 111 centerline miles of state roads. With the exception of I-10 and US 19, all roads in Jefferson County are two-lane facilities.

Figure 17 shows Annual Average Daily Traffic (AADT) data in 2007 for Jefferson County. The most heavily traveled roads in Jefferson County are along I-10. The segment on I-10 from the Leon County line to SR 19 has greater than 30,001 vehicles per day (vpd). I-10 remains a fairly heavily traveled corridor (15,001- 30,000 vpd) between SR 19 and the Madison County border. The remaining roads in Jefferson County carry 15,000 or fewer vpd.

Figure 15. Roadway Network (Jefferson County)

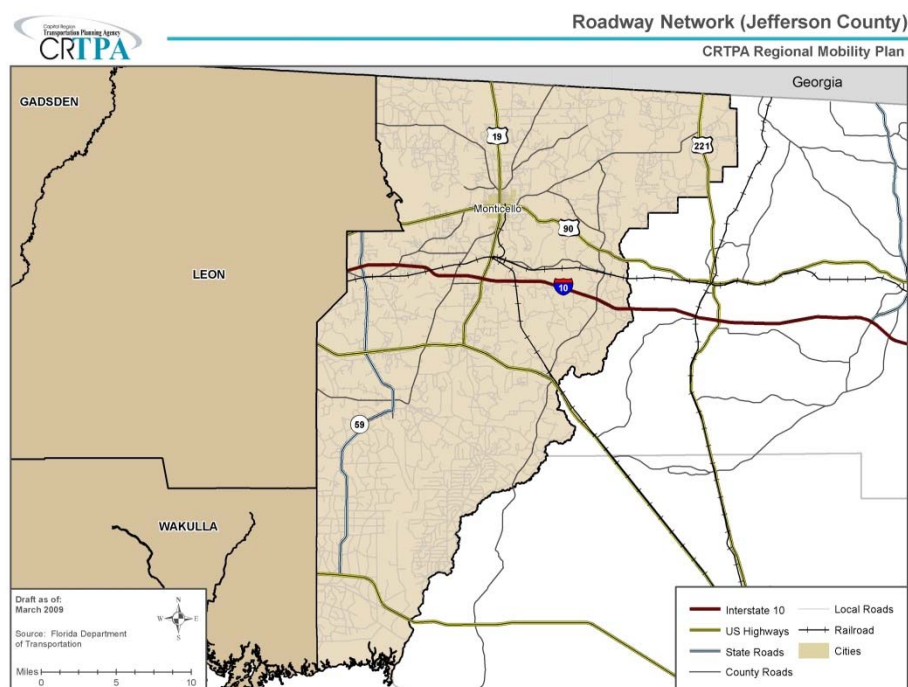


Figure 16. Functional Classification (Jefferson County)

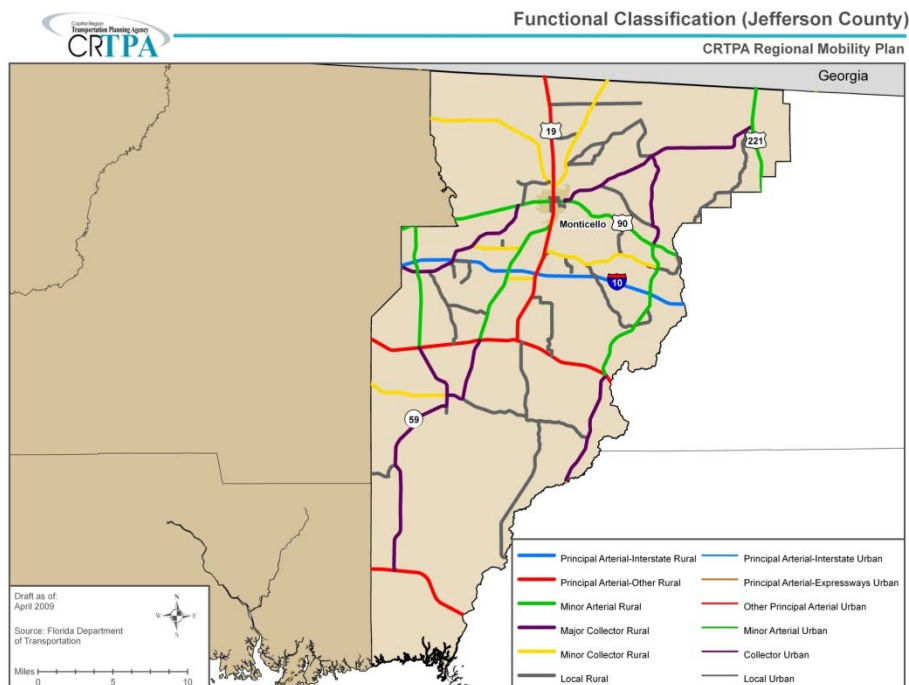
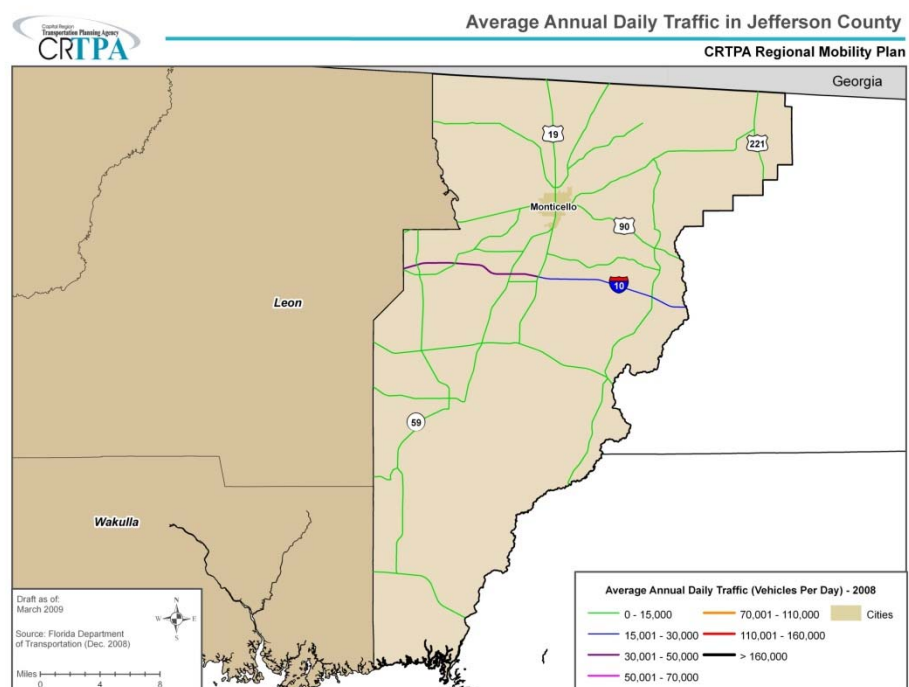


Figure 17. Average Annual Daily Traffic (Jefferson County)



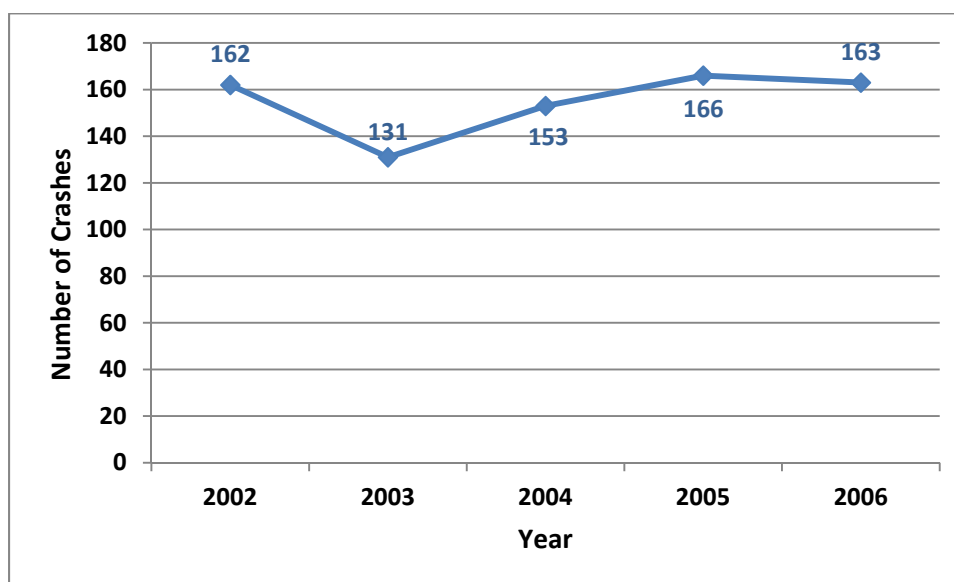
5.1.1 Roadway Deficiencies

According to the 2007 *Jefferson County Evaluation and Appraisal Report (EAR)*, based on existing traffic volumes at the time, all roadway segments were operating satisfactorily above the adopted level-of-service (LOS) standards. All roadway segments are projected to maintain satisfactory LOS in the future.

5.1.2 Safety

Overall, the total number of crashes in Jefferson County has remained relatively steady between 2002 and 2006; during this time, the total number of crashes increased by one (1) crash. There have been significant fluctuations annually, however. Between 2002 and 2003, the number of crashes annually dropped significantly, and then slowly rose between 2003 and 2005. Between 2005 and 2006, the number of total crashes in the County remained relatively steady. Annual crash history for Jefferson County is displayed in **Figure 18**.

Figure 18. Five-Year Crash History in Jefferson County (2002-2006)



Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

Between 2002 and 2006, there was some fluctuation in the number of injuries each year from crash events in Jefferson County. The total number of injuries, however, decreased by 13.25 percent between 2002 and 2006, from 205 to 181 injuries. The trend in number of fatalities shows a similar pattern. While there was an increase in the number of fatalities from crash events between 2002 and 2006 (11 to 12 fatalities), the pattern shows annual fluctuations during the time period. This is shown in **Table 7**.

Table 7. Five-Year Injury History in Jefferson County (2002-2006)

Year	2002	2003	2004	2005	2006
Number of Injuries	205	137	191	168	181
Number of Fatalities	11	4	9	8	12

Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

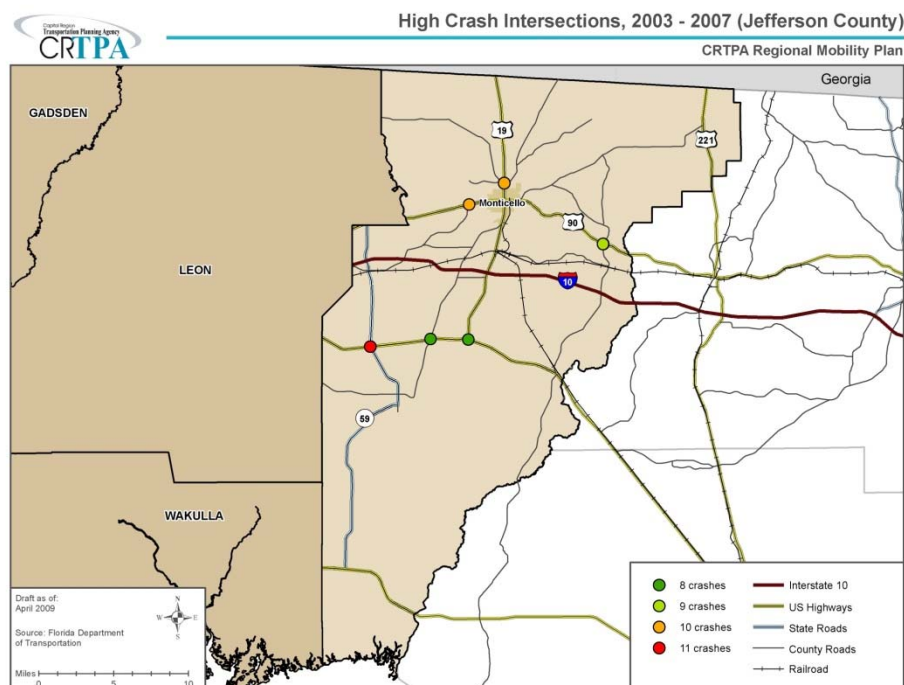
Table 8 shows high-crash intersections in Jefferson County from 2003 to 2007. The majority of these crashes occurred on along major arterials such as US 90, US 19, and US 27. This data is displayed in **Figure 19**.

Table 8. High-Crash Intersections in Jefferson County, 2003-2007

Intersection	Number of Crashes
US 27 and SR 59	11
SR 57 and CR 259	10
US 90 and CR 158A	10
US 90 and CR 257	9
US 27 and SR 90	9
US 27 and CR 259	8
US 19 and US 27	8

Source: FDOT Safety Office

Figure 19. High-Crash Intersections, 2003-2007 (Jefferson County)



5.1.3 Traffic Operations

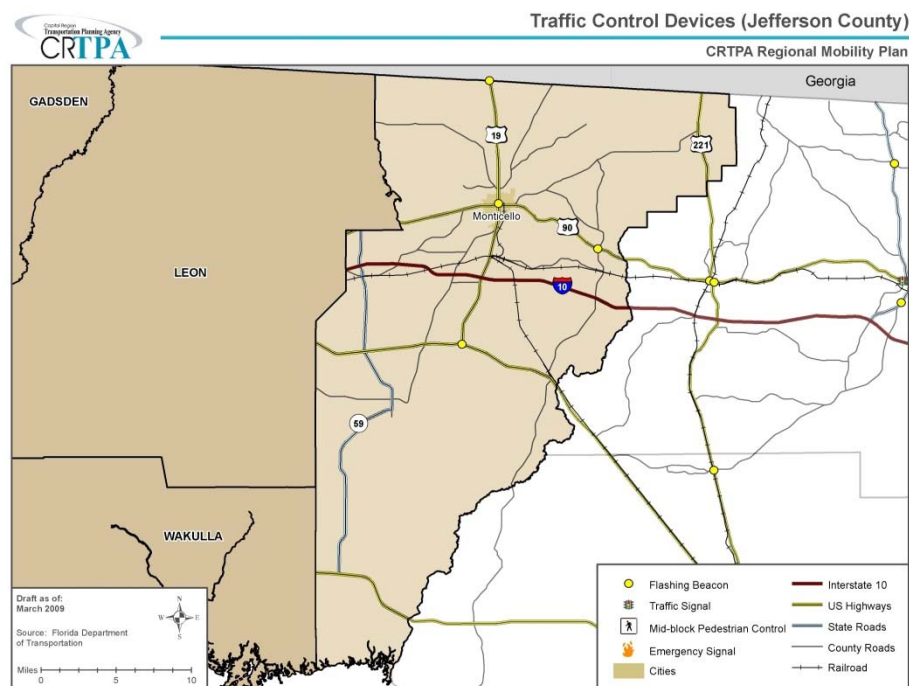
Table 9 lists the locations of the four (4) signalized intersections in Jefferson County as well as each type of traffic control signal. These are also displayed in **Figure 20**.

Table 9. Signalized Intersections and Traffic Control Signals in Jefferson County

Signalized Intersections	Traffic Control Signal
US 27 and US 19	Flashing Beacon
CR 257 and US 90	Flashing Beacon
US 90 and US 19	Flashing Beacon
US 19 and Georgia Line	Flashing Beacon

Source: Florida Department of Transportation, Transportation Statistics Office

Figure 20. Traffic Control Devices (Jefferson County)



5.2 Transit

Jefferson County does not have its own public transportation system. Big Bend Transit, a transportation system for disadvantaged persons, is a non-profit corporation that provides non-emergency transportation for a variety of trip purposes, such as medical appointments and employment. The service offers trips daily to destinations in Jefferson County, Leon County, and Gadsden County. Big Bend Transit offers a subsidized fare to transportation-disadvantaged individuals who cannot obtain their own transportation due to disability, age, or income. The service is funded through contracts with Medicaid, the Florida Department of Children and

Families, the Florida Commission for the Transportation Disadvantaged, and other human service agencies

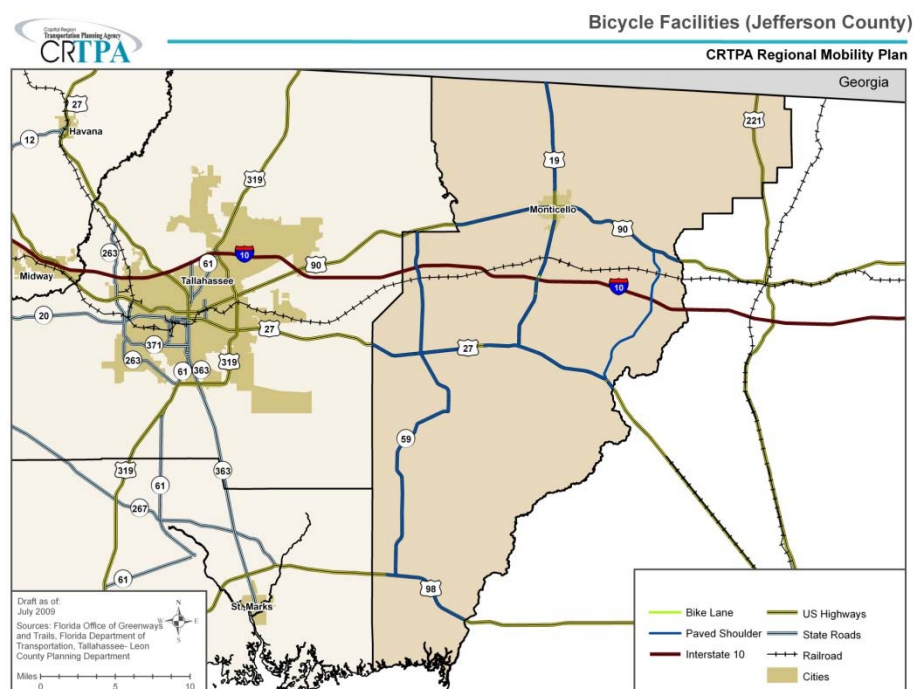
5.3 Bicycle and Pedestrian Facilities

The following sections discuss bicycle and pedestrian facilities in Jefferson County, including bicycle routes and sidewalks.

5.3.1 Bicycle Routes

Existing bicycle facilities in Jefferson County are displayed in **Figure 21**. The bicycle facilities in Jefferson County primarily include paved shoulders located along US 98, US 27, US 19, US 90, and SR 59. There is a small portion of a bicycle lane located along US 19 near I-10.

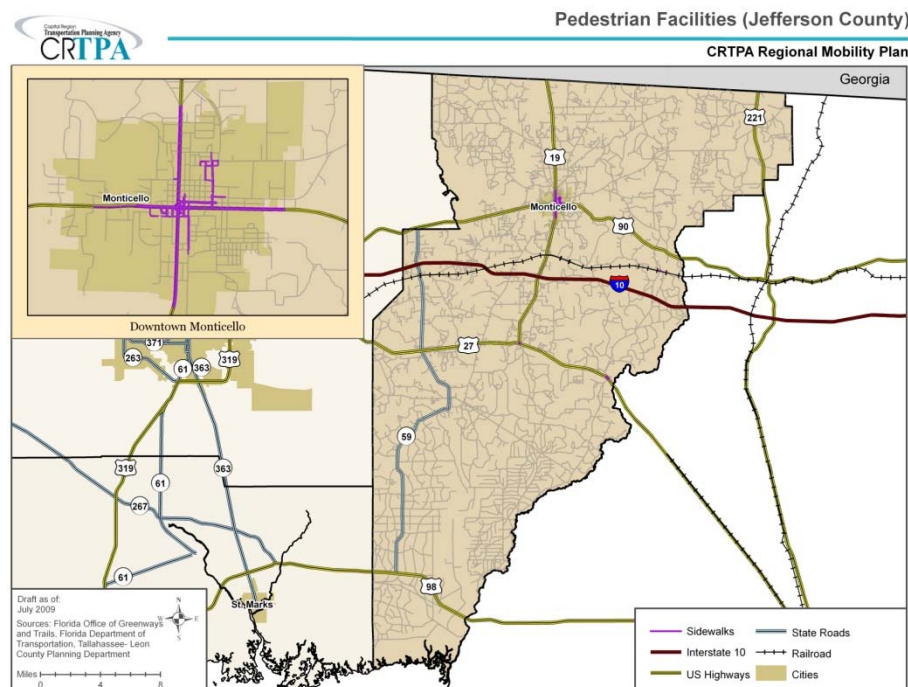
Figure 21. Bicycle Facilities (Jefferson County)



5.3.2 Sidewalks

In Jefferson County, there are sidewalks in the City of Monticello, but not in unincorporated Jefferson County. These sidewalks are displayed in **Figure 22**.

Figure 22. Pedestrian Facilities (Jefferson County)



5.3.3 Greenways and Trails

Recreational trails in Jefferson County are concentrated along the Gulf Coast; these are shown **Figure 23**. The Florida National Scenic Trail skirts the Gulf Coast. The Florida Trail Connector branches off of the Florida National Scenic Trail and travels northward for a short distance toward US 98.⁶⁴

The Florida Department of Environmental Protection's Office of Greenways and Trails (OGT) has developed a trails prioritization plan for the State of Florida. In 2008, the department updated its Recreational Trails Opportunities, which provide a visual plan for multi-use trails throughout the state. The department has identified two (2) potential multi-use trails that connect Jefferson County to other areas of Florida. These include:

- Monticello to Perry Corridor (high priority)
- Drifton to Georgia Corridor (high priority)

These potential alignments for the high-priority multi-use trails are shown in **Figure 24**.

⁶⁴Recreational Trails Program. Florida Department of Environmental Protection, Office of Greenways and Trails.
http://www.floridatrailnetwork.com/rtp_projects.html

Figure 23. Existing Land Recreational Trails (Jefferson County)

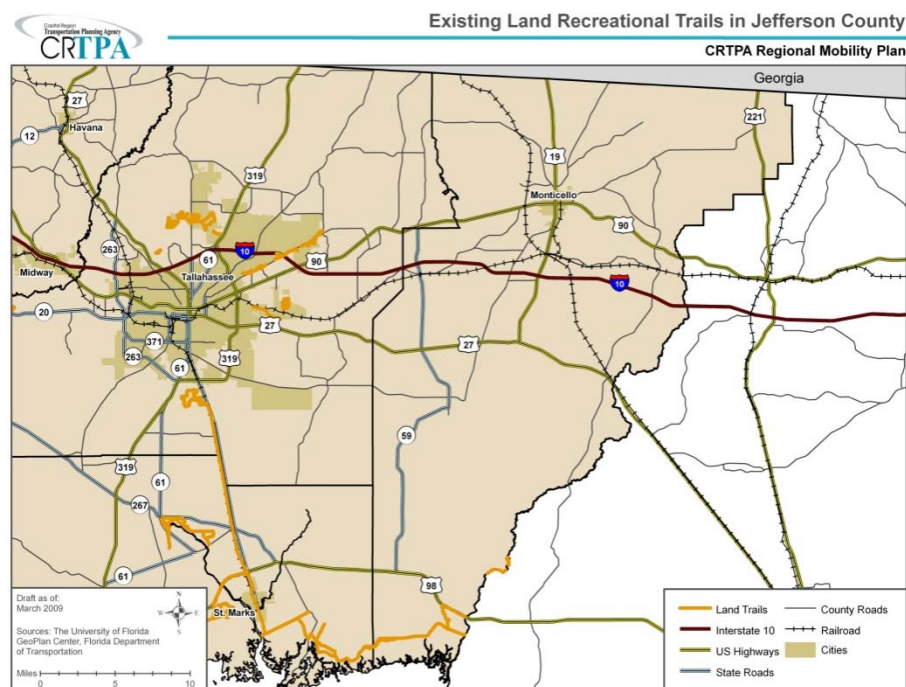
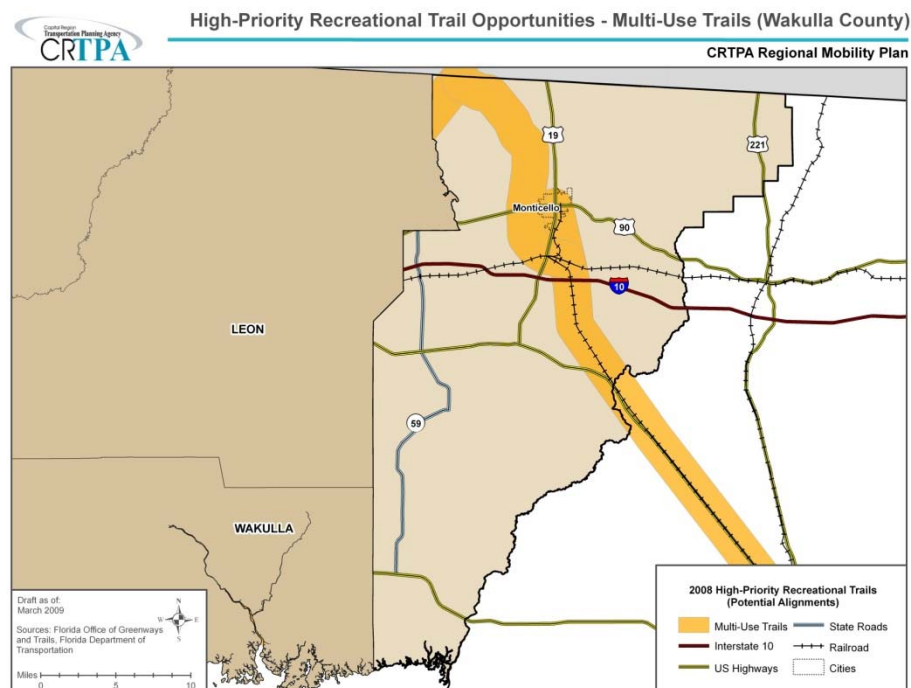


Figure 24. High-Priority Recreational Trail Opportunities – Multi-Use Trails (Jefferson County)



5.3.4 Waterways

Jefferson County features canoe trails that follow the rivers in the County. These canoe trails include the Aucilla River State Canoe Trail on the County's eastern border and the Wacissa River State Canoe Trail in southwestern Jefferson County. These are shown in **Figure 25**.

The OGT has also established "paddling trail" priorities for Florida. In Jefferson County, these include:

- Aucilla River (high priority)
- Wacissa River (high priority)
- Fisher Creek Trail (medium priority)
- Bradford Chain of Lakes Trail (medium priority)

The potential high-priority paddling trail opportunities are displayed in **Figure 26**.

Figure 25. Existing Water Recreational Trails (Jefferson County)

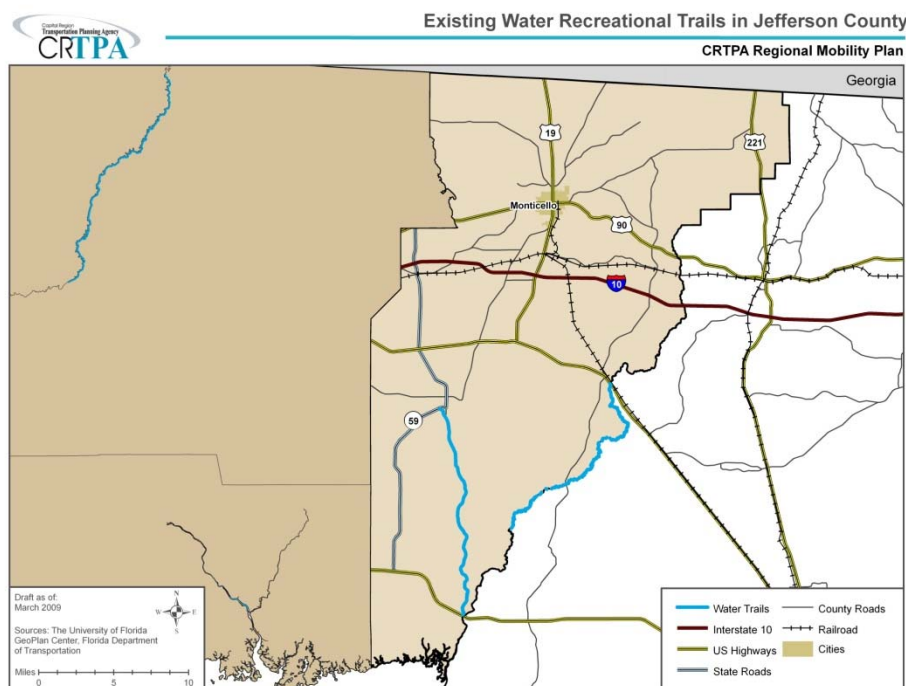
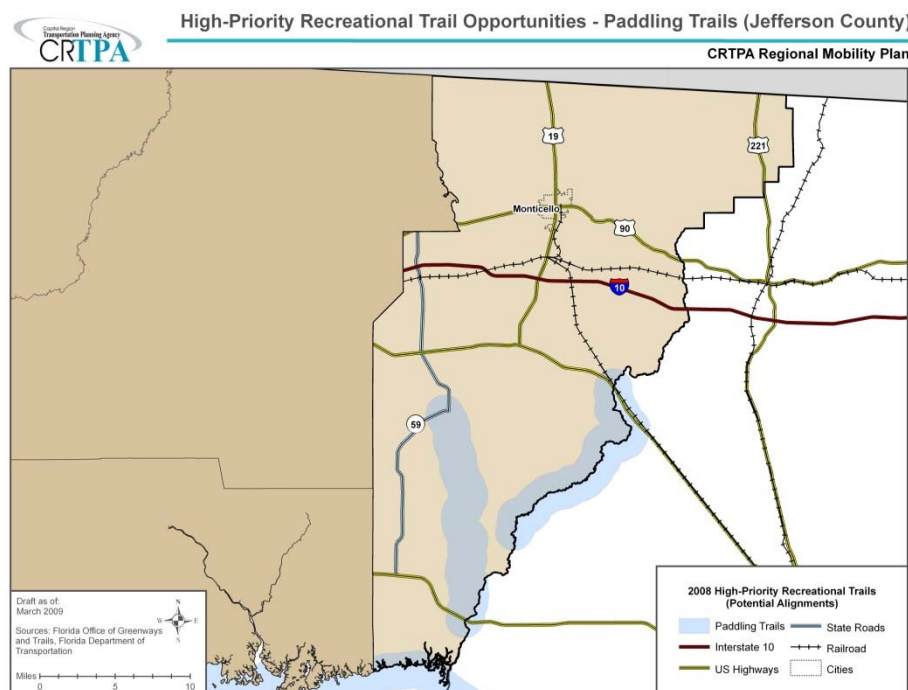


Figure 26. High-Priority Recreational Trail Opportunities – Paddling Trails (Jefferson County)



5.4 Federal Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) was designated by the Florida Legislature to: 1) connect urban and rural areas throughout the state, and 2) connect to global markets through airports, seaports, and rail terminals. The FIHS is a transportation network that provides for high-speed and high-volume traffic movements within the state. The primary function of the system is to serve intrastate and regional commerce and long-distance trips. In Jefferson County, roads in the FIHS system include I-10, US 19 from the Georgia state line to US 27, and US 27 from US 19 to Taylor County. These are shown in **Figure 27**.

5.5 Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. The system was designated by a Steering Committee that used objective criteria based on quantitative measures of transportation and economic activity. The criteria and thresholds are used to designate both existing and planned (or "emerging") facilities, referred to collectively as the "SIS."

- **Existing SIS**- Facilities that meet high levels of people and goods movement that generally supporting the major flows of interregional, interstate, and international trips.
- **Emerging SIS**- Facilities that meet lower levels of people and goods movement that generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern.

The SIS is comprised of three (3) types of facilities:

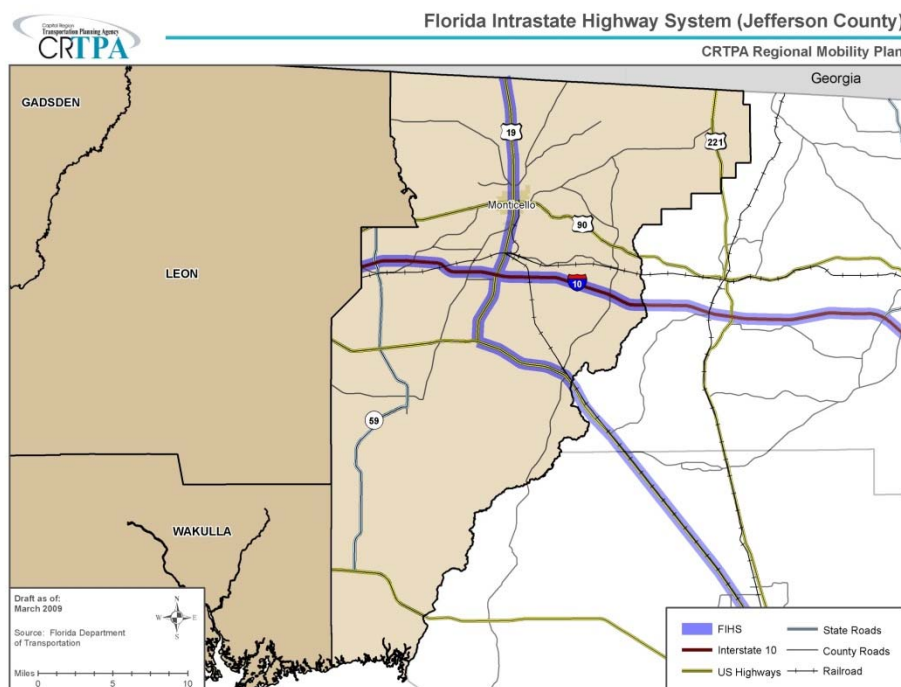
- 1) **Hubs**, such as airports, seaports and other freight and passenger terminals that serve as gateways for personal and freight travel;
- 2) **Interregional corridors**, such as highways, rail lines, and waterways that link Florida's economic regions to other regions, states, and nations; and
- 3) **Intermodal connectors** between hubs and interregional connectors.⁶⁵

In Jefferson County, there are two (2) emerging SIS facilities: US 19 from the Georgia state line to US 27; and US 27 from its intersection with US 19 to the Taylor County line. These are shown in **Figure 28**. The CSX Transportation rail line is also a SIS facility.

5.5.1 Rail

Figure 29 shows the CSX Transportation (CSXT) freight rail corridor in Jefferson County. This railroad line, which is part of the SIS, travels east-west across the County. CSXT's principal commodities include nonmetallic minerals, chemicals and allied products, coal, and miscellaneous mixed shipments. Prior to Hurricane Katrina, the CSXT line was also shared with Amtrak passenger train. However, due to hurricane damage, this Amtrak route has been suspended.

Figure 27. Florida Intrastate Highway System (Jefferson County)



⁶⁵ Florida's Strategic Intermodal System Plan. Florida Department of Transportation. January 2005.

Figure 28. Strategic Intermodal System (Jefferson County)

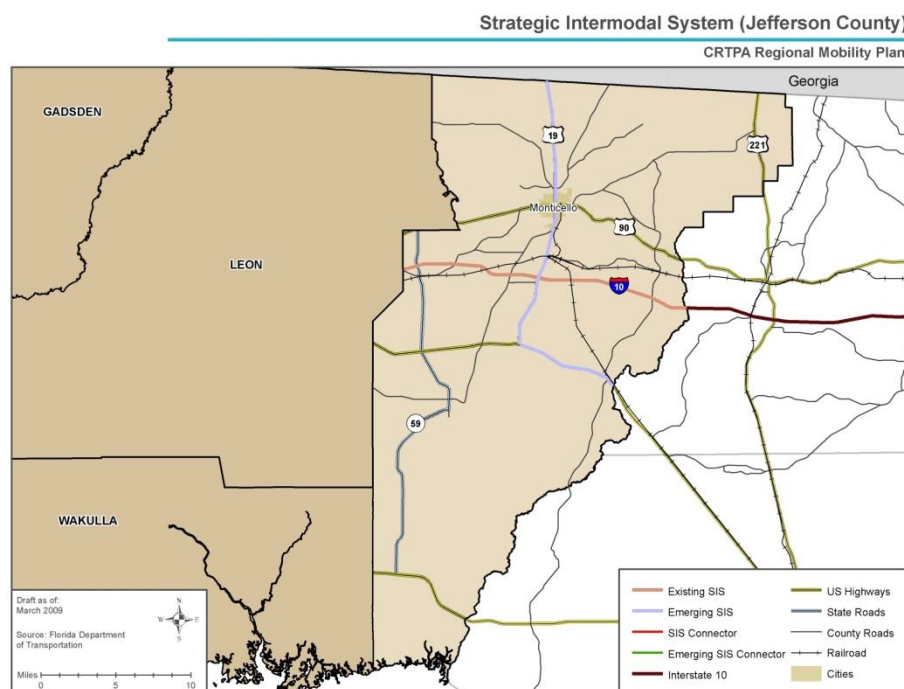
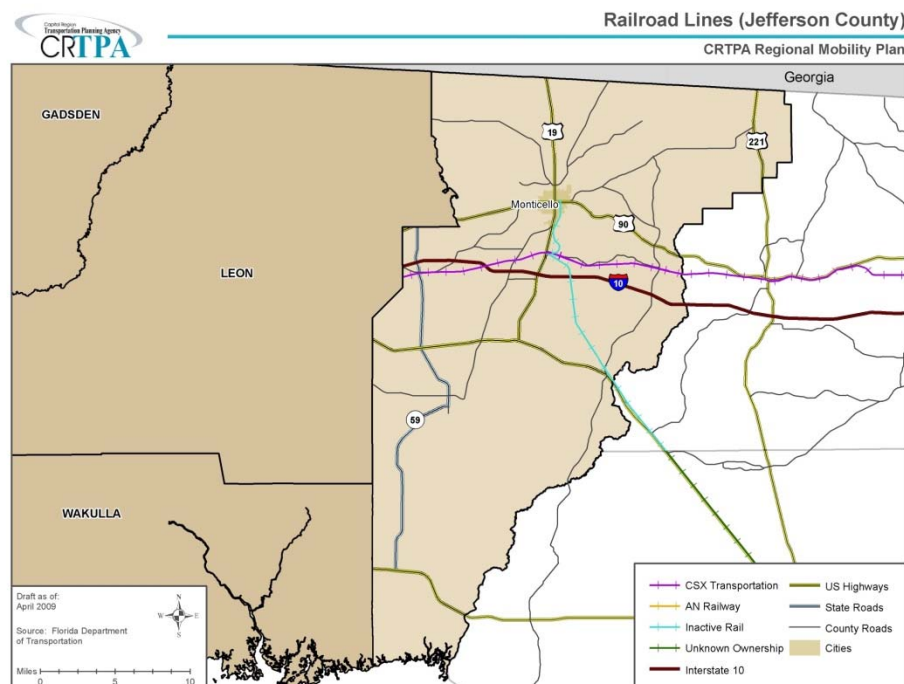


Figure 29. Railway Transportation Ownership (Jefferson County)



5.5.2 Freight

In Jefferson County, I-10 has been designated as an existing SIS facility for its role in serving high volumes of people and goods movement. Along the interstate highway, average daily truck volumes range between 6,000 and 10,000 vpd. This is shown in **Figure 30**. US 19 has been designated as an emerging SIS facility; while it also serves freight movements, it carries lower volumes of vehicular and freight traffic. **Figure 31** shows one (1) major business and distribution center in Jefferson County that is served by freight traffic; this is the industrial park south of Monticello as described in **Section 4.2**.

5.5.2 Airport

Jefferson County does not have any publicly-owned or operated airport facilities. There are five (5) privately-owned airport facilities located throughout the County. Three (3) are located in eastern Jefferson County, one (1) in western Jefferson County, and one (1) in southern Jefferson County. These are shown in **Figure 32**.

5.6 Completed and Ongoing Plans and Studies

The following sections summarize various planning studies recently completed or currently underway that directly impact Jefferson County. These relevant planning studies are grouped into three (3) categories: statewide, regional, and local.

Figure 30. Truck Routes and Truck AADT (Jefferson County)

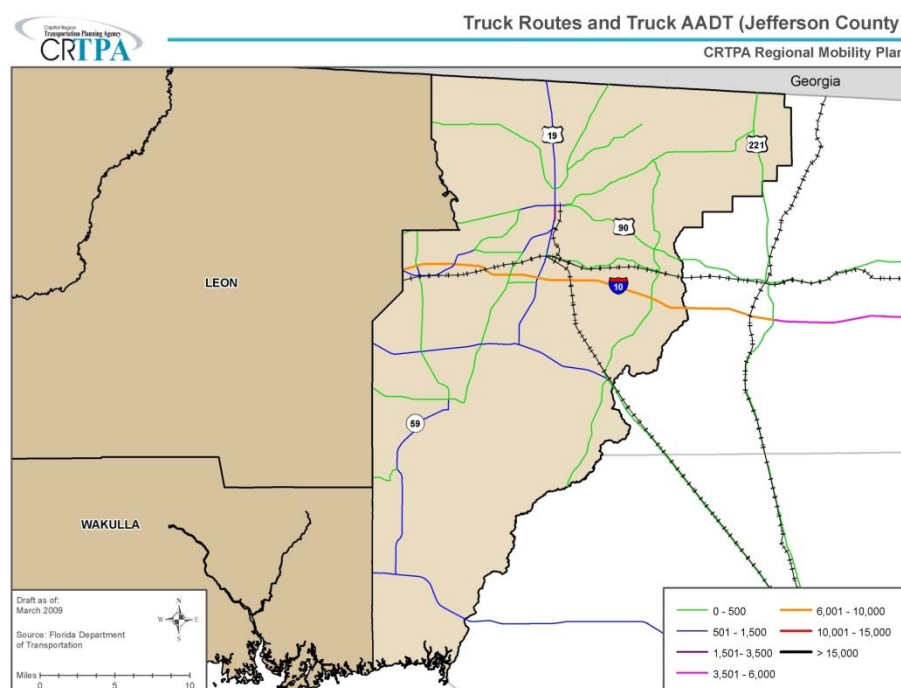


Figure 31. Business and Distribution Centers (Jefferson County)

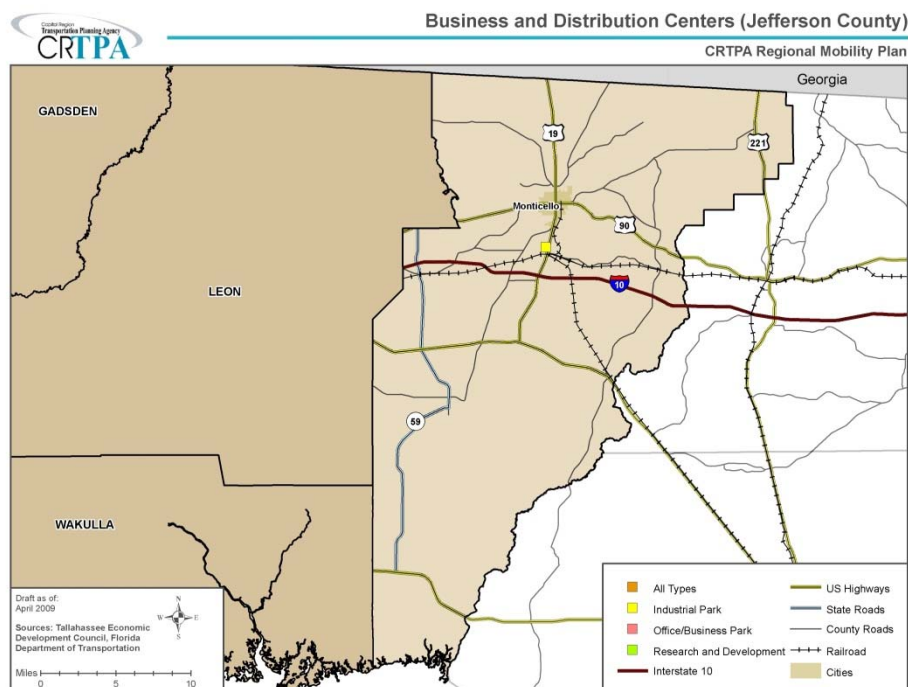
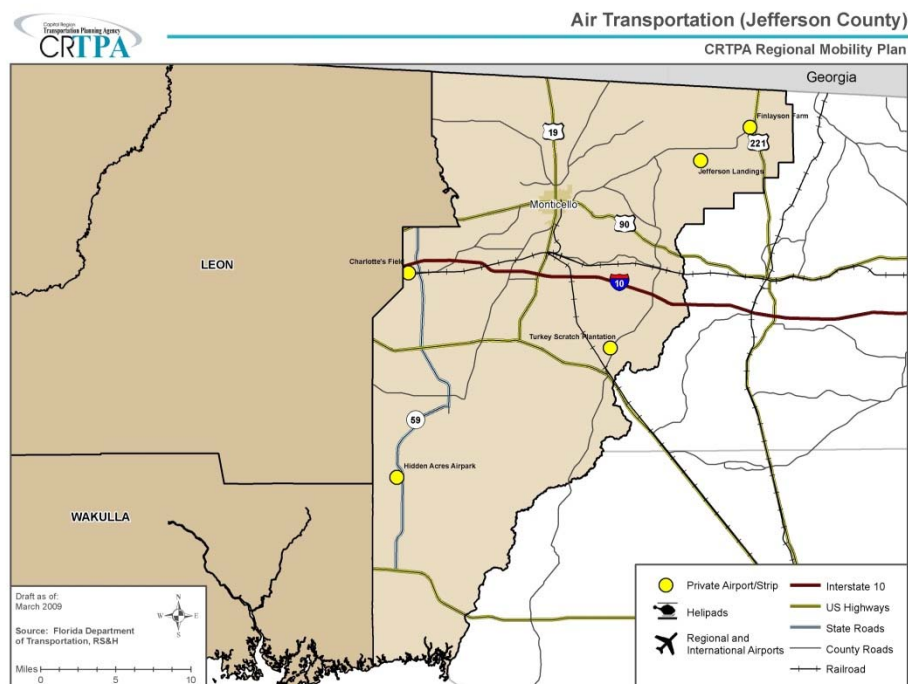


Figure 32. Air Transportation (Jefferson County)



5.6.1 Statewide Plans and Studies

The following sections discuss ongoing and completed statewide studies that are pertinent to the CRTPA Regional Mobility Plan.

5.6.1.1 2006 Florida Freight & Passenger Rail Plan

The *Florida Freight and Passenger Rail Plan* is the rail component of the *Florida Transportation Plan*, which is an element of the *State Comprehensive Plan*. The purpose of the *Florida Rail Plan* is to provide the necessary policies through which strategic actions can be taken to enhance the state's rail system. The plan identifies the public interest in freight and passenger rail, examines the supply and demand for rail service, and develops policy and program options for Florida.⁶⁶

5.6.1.2 FDOT 2007 SIS Data and Designation Update (2008)

The *2007 SIS Data and Designation Update* documents changes to the SIS as of 2007. It also presents several policy issues for existing SIS facilities that should be considered during the next update of the *SIS Plan* and SIS designation criteria. When updating SIS designations, FDOT completes a comprehensive review of SIS facility criteria every five (5) years (to be completed again in January 2010). In addition, it reviews activity levels on all facilities using established criteria. FDOT also addresses ongoing requests for SIS designation changes on its facilities.⁶⁷

5.6.1.3 FDOT Conserve by Bicycle Program Study (2007)

The *Conserve by Bicycle Program Study* was developed to promote bicycling in order to conserve the state's resources, including energy, roadway capacity, and public health. The goals of the study were to:

- Identify energy and conservation savings by improving bicycle facilities;
- Determine how bicycle travel can be marketed to decrease automobile use;
- Determine how new bicycle facilities can enhance recreational activities and contribute to public health; and
- Establish how business, government agencies, and environmental groups can partner to ensure the success of the program.

The study presents a series of recommendation to accomplish these goals.⁶⁸

5.6.1.4 FDOT Statewide Bicycle Facilities Study (2005)

The *Statewide Bicycle Facilities Study* aims to improve bicycle facility connectivity throughout the state, particularly along the State highway system. The Study documents the current state of the bicycle facilities system, including on- and off-road bicycle routes, and presents implementation strategies and other recommendations to fill in gaps on the system.⁶⁹

⁶⁶ 2006 Florida Freight and Passenger Rail Plan. Florida Department of Transportation. February 2007.

⁶⁷ 2007 SIS Data and Designation Update – Executive Summary. Florida Department of Transportation. July 20, 2008.

⁶⁸ Conserve by Bicycle Program Study – Phase I Report Executive Summary. Florida Department of Transportation. June 2007.

⁶⁹ Statewide Bicycle Facilities Study – Executive Summary. Florida Department of Transportation. 2005.

5.6.1.5 2025 Florida Transportation Plan (2005)

The *2025 Florida Transportation Plan*, developed by FDOT, allocates over \$160 billion for transportation needs throughout the State between 2005 and 2025. The Plan's five (5) goals are (a) A safer and more secure transportation system for residents, businesses, and visitors; (b) Enriched quality of life and responsible environmental stewardship; (c) Adequate and cost-efficient maintenance and preservation of Florida's transportation assets; (d) Stronger economy through enhanced mobility for people and freight; and (e) Sustainable transportation investments for Florida's future.⁷⁰

5.6.1.6 Florida Aviation System Plan (2005)

FDOT's Florida Aviation System Plan includes policies and recommendations regarding the State's aviation system. Recognizing the link between aviation and other modes of transportation, the Plan also addresses intermodal elements, such as transit, freight activities, and automobile traffic.⁷¹

5.6.1.7 Florida Strategic Highway Safety Plan (2006)

The *Florida Strategic Highway Safety Plan* was developed as a collaboration between several agencies, including FDOT, Florida Department of Highway Safety and Motor Vehicles, Florida Department of Education, Florida Department of Health, Florida Highway Patrol, and other state and federal agencies. The goal of the plan is to improve the safety of the state's surface transportation system by achieving a five percent annual reduction in the rate of fatalities and serious injuries. The plan identifies four (4) emphasis areas and associated strategies, performance measures, and objectives for enhancing safety on the State's transportation network. The emphasis areas include aggressive driving, intersection crashes, vulnerable road users (pedestrians, bicyclists, and motorcyclists), and lane departure crashes. Finally, the plan identifies the roles and responsibilities of the participating agencies in achieving the objectives of the plan.⁷²

5.6.2 Regional Plans and Studies

There are no regional transportation plans or studies that pertain to Jefferson County.

5.6.3 Local Plans and Studies

There are no local transportation plans or studies that pertain to Jefferson County.

5.7 Planned and Programmed Projects

In Jefferson County, there are no planned transportation projects (highway improvements, intersection improvements, bicycle and pedestrian projects) as listed in the *CRTPA 2030 Long-Term Transportation Plan, Cost Feasible Plan (FY 2009-2013)*.

⁷⁰ 2025 Florida Transportation Plan. Florida Department of Transportation.

<http://www.dot.state.fl.us/planning/FTP/>

⁷¹ Florida Aviation System Plan. Florida Department of Transportation.

http://www.cfaspp.com/Documents/Florida_Aviation_System_Plan_2025.pdf

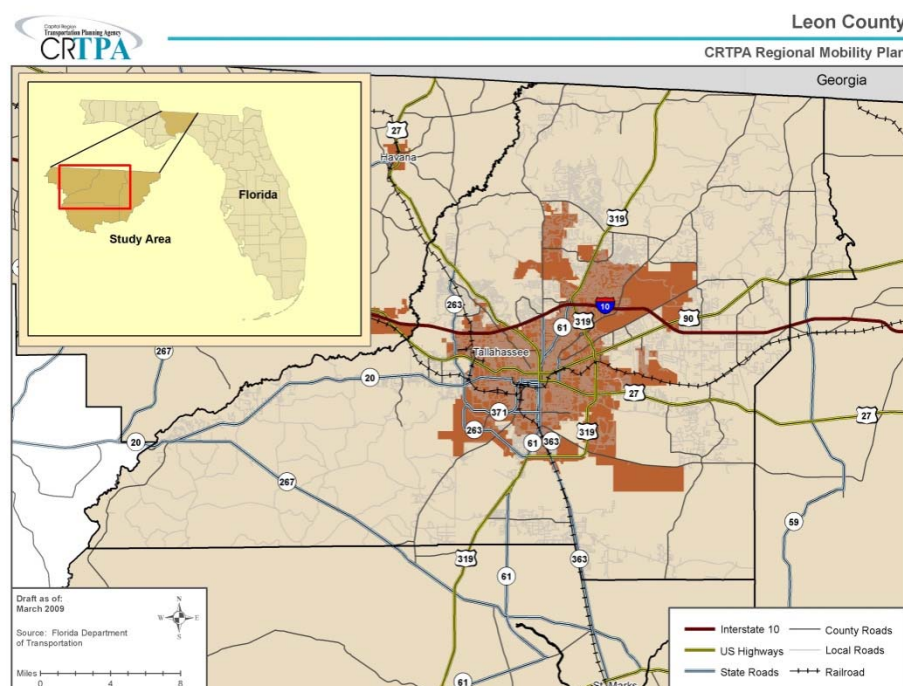
⁷² *Florida Strategic Highway Safety Plan*. Florida Department of Transportation. September 2006.

Leon County Existing Conditions

1.0 Introduction

Leon County serves as the urbanized center of the Capital Region Transportation Planning Agency (CRTPA) region. It is home to the region's largest city and the state capital, Tallahassee. In 1823, Tallahassee was chosen as Florida's center of government due to its central location among the State's existing population. Tallahassee's long-standing role as the hub of activity for the state has spurred significant growth and development throughout Leon County. Two major universities, Florida State University (FSU) and Florida Agricultural and Mechanical University (FAMU), are located in Leon County, along with three (3) other colleges and a vocational/technical school. As the center of Florida's government, Leon County also employs thousands of state government workers. Tallahassee is Leon County's only incorporated city. There are several suburban areas that surround the City that have emerged due to growth from Tallahassee. This is shown in **Figure 1**.

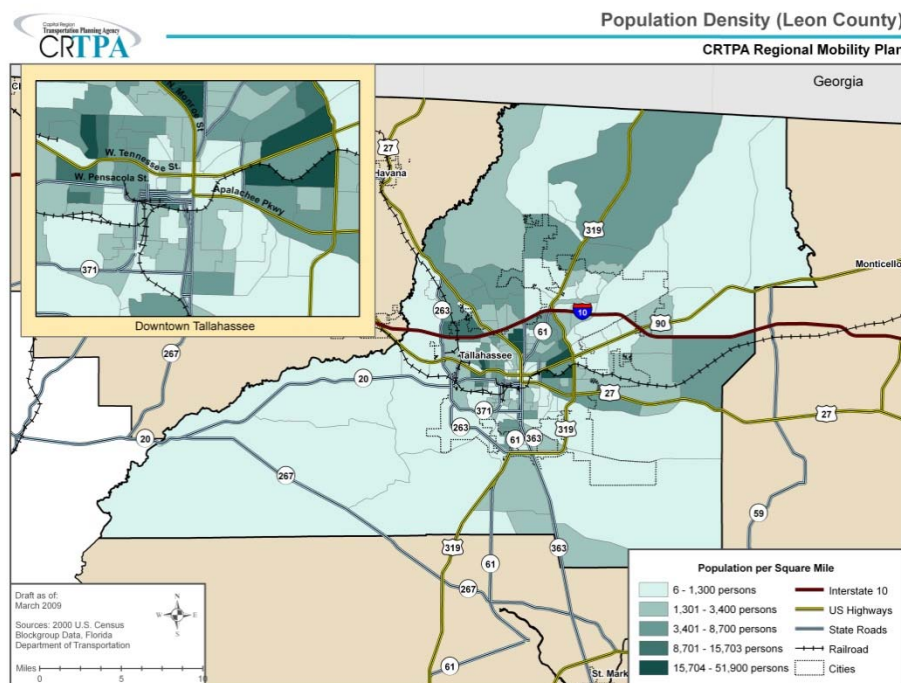
Figure 1. Leon County



The presence of higher education and abundant job opportunities has drawn thousands of new residents to Leon County over the past several years. Leon County has the highest population density in the CRTPA region. The Tallahassee area in particular has the greatest concentration of people. In the central city and along major corridors, population density ranges from only 6 persons per square mile to a maximum of 51,900 persons per square mile. North of Downtown Tallahassee holds the majority of the population within a small area with a maximum range of

15,704 to 51,900 persons per square mile. The remainder of unincorporated Leon County has population density mostly below 15,704 persons per square mile, gradually decreasing with proximity from Tallahassee. This trend is shown in **Figure 2** (County Population Density).

Figure 2. Population Density (Leon County)



2.0 Demographics

Establishing a picture of the current socio-economic condition of the County is an important step in the development of the Regional Mobility Plan. Indicators such as population, income, and employment, provide a sense of how the County compares to that of the rest of the region. Each of these indicators is discussed in the subsequent sub-sections.

2.1 Population

Although Leon County serves as a major population center and continues to grow, data from the US Census Bureau indicates that the County's growth is slowing. **Table 1** shows that from 1970 to 1980, the Leon County grew at an annual average rate of 3.73 percent. This was slightly higher than Florida's growth rate for the same period (3.68 percent). From 1980 to 2008, both Leon County and Florida have grown less rapidly. During this time, Leon County's annual growth rate has remained below that of Florida. Overall, Leon County's population has increased by 167 percent between 1970 and 2008.⁷³

⁷³ U.S. Census Bureau

Table 1. Population Growth in Leon County and Florida, 1970-2008

Year	Leon County		Florida	
	Population	Average Annual Growth Rate from 1970	Population	Average Annual Growth Rate from 1970
1970	103,047	NA	6,789,447	NA
1980	148,655	3.73%	9,746,961	3.68%
1990	192,493	3.20%	12,938,071	3.23%
2000	239,452	2.85%	15,982,824	2.89%
2008	274,892	2.62%	18,851,975	2.72%

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.

Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

Population projections from the University of Florida's Bureau of Economic and Business Research (BEBR) predict that by the year 2030, Leon County's population will be 378,100.⁷⁴ This represents a 37.5 percent increase in population over the 22-year period.

Most of Leon County's residents reside in the incorporated City of Tallahassee. Between 1970 and 2000, the percentage of the City of Tallahassee's population has ranged from 55 percent to 70 percent of the total Leon County population. According to the 2000 census, the City of Tallahassee included 63 percent of the population in Leon County. Tallahassee has also grown at a faster rate than the unincorporated areas of the County. Since 1990, population growth in the City has accounted for approximately two-thirds of the County's growth. Several annexations by Tallahassee have expanded the City from 62.2 square miles (8 percent of total County acreage) in 1990 to 102 square miles (13 percent of total County acreage) by 2005.⁷⁵

The presence of the universities and colleges in Leon County, as well as employment opportunities, has given Leon County the distinction of being one of the most educated counties in Florida. **Table 2** shows that for the population aged 25 and above, a greater proportion of Leon County residents have college degrees compared to Florida residents. Nearly a quarter of people age 25 and above in Leon County have a Bachelor's degree, compared to only 14.3 percent throughout Florida. 11.1 percent of Leon County residents age 25 and above have Master's degrees, compared to 5.0 percent throughout Florida. Leon County residents also are more likely to have professional and doctorate degrees, and are less likely to have only high school degrees or no schooling at all.⁷⁶

⁷⁴ Projections of Florida Population by County, 2005-2030. University of Florida, Bureau of Economic and Business Research. February 2006.

⁷⁵ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

⁷⁶ U.S. Census Bureau, Census 2000, SF3, Table P37.

Table 2. Educational Attainment for Population Age 25 and Above in Leon County and Florida (2000)

Educational Attainment	Leon County		Florida	
	Population Age 25 and Above	Percent of Population Age 25 and Above	Population Age 25 and Above	Percent of Population Age 25 and Above
No Schooling Completed	663	0.5%	133,288	1.2%
High School Graduate	25,963	18.9%	3,165,748	28.7%
Some College	27,956	20.3%	2,403,135	21.8%
Bachelor's Degree	33,040	24.0%	1,573,121	14.3%
Master's Degree	15,198	11.1%	549,046	5.0%
Professional School Degree	4,757	3.5%	251,471	2.3%
Doctorate Degree	4,401	3.2%	88,690	0.8%

Source: U.S. Census Bureau, Census 2000, SF3, Table P37.

2.2 Environmental Justice

According to the US Department of Transportation (USDOT) Federal Highways Administration (FHWA), there are three (3) fundamental environmental justice principles associated with the expenditure of federal funds for construction of transportation improvement projects⁷⁷:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Federal environmental justice requirements have been set forth in Presidential Executive Order 12898 (1994), which states: "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*:

- **Low-income:** A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was \$8,350 for one person, and \$17,050 for a family of four);

⁷⁷ "An Overview of Transportation and Environmental Justice." Publication No. FHWA-EP-00-013. US DOT FHWA.

- **Minority:** A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition).

Data from the U.S. Census Bureau's Census 2000 was utilized in order to determine areas of low-income and minority population. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA Regional Mobility Plan.

Within Leon County, the highest incidence of individuals that live below poverty level are in Tallahassee, particularly west and immediately south of SR 363, which runs north-south through the center of the city. There is also a significant population living below poverty level in an area between I-10, SR 263, and US 27. In these areas, 40.1 – 100 percent of the population lives below poverty level. Elsewhere in Leon County, the percentage of population living below poverty ranges from 0 – 10 percent (in northern and eastern Leon County) to 10.1 – 30 percent (in the corners of the County). The presence of population living below poverty level in Leon County is shown in **Figure 3**.

There is a significant minority population in Leon County. In southern Tallahassee, south of US 90 and within the US 319/SR 263 perimeter, as well as between US 319 and SR 363, 40.1 -100 percent of the population belongs to a minority group. There are also significant pockets of minority groups in northeast and northwest Leon County, where 40.1 – 100 percent and 30.1 – 40 percent of the population, respectively, belongs to a minority group. The least incidence of minority population is located in areas just north of I-10 as well as southwest Leon County. The presence of minority population in Leon County is shown in **Figure 4**.

Figure 3. Environmental Justice: Population Below Poverty Level (Leon County)

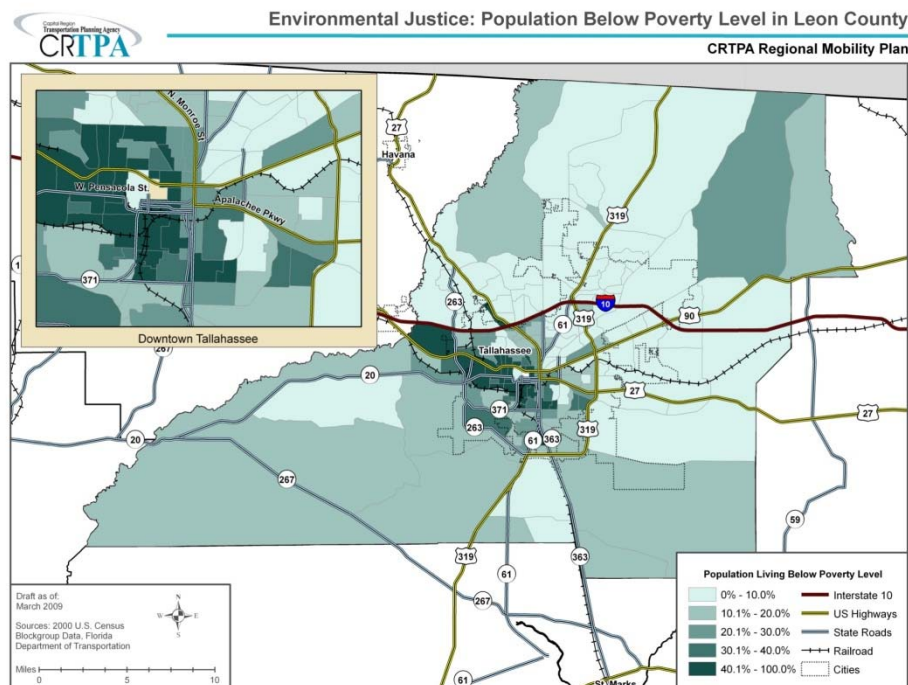
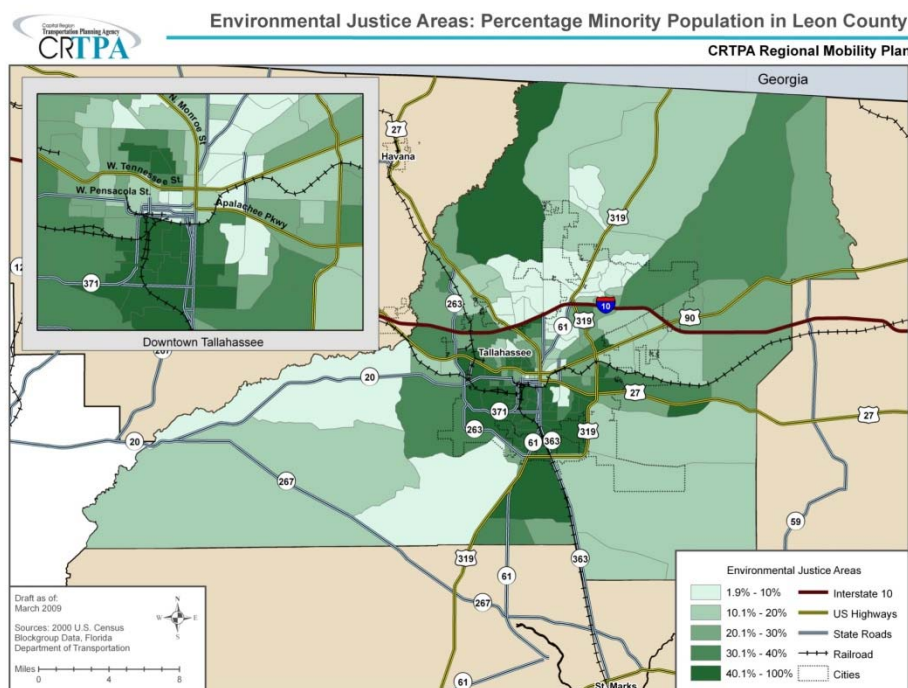


Figure 4. Environmental Justice Areas: Percentage Minority Population (Leon County)



3.0 Economic Development

The following section discusses the labor force and the economy of Leon County, as well travel trends among commuters and enterprise zones.

3.1 Labor Force and Economy

In 2008, 180,054 people, or 65.5 percent of the Leon County's population, were part of the County's labor force.⁷⁸ Leon County's labor force is distributed fairly evenly throughout the County, with the exception of a few areas within central Tallahassee. This is shown in **Figure 5**. Between 1990 and 2008, Leon County's unemployment rate has remained below that of Florida, indicating the County's economic vitality compared to the State. This is particularly evident in 1990, when the state's unemployment rate was almost twice that of the Leon County. This is shown in **Table 3**.

Table 3. Unemployment Rate in Leon County and Florida, 1990-2008

	1990	2000	2008
Leon County	3.3%	3.0%	4.3%
Florida	6.3%	3.8%	6.0%

Source: Office of Economic and Demographic Research, Florida Legislature

Table 4 shows the type of employment (by industry) that Leon County engages in (as of 2007), compared to employment throughout Florida. The table also shows average annual wages for Leon County residents compared to Florida employees working in the same industry.

Table 4. Employment and Average Annual Wages for Leon County and Florida, 2007

Industry	Average Annual Employment, Percent by Category, 2007		Average Annual Wage by Category, 2007	
	Leon County	Florida	Leon County	Florida
Natural Resources & Mining	0.2 %	1.2 %	\$29,990	\$24,215
Construction	5.0 %	7.5 %	\$35,964	\$41,635
Manufacturing	1.6 %	4.9 %	\$42,887	\$47,492
Trade, Transportation and Utilities	14.2 %	20.2 %	\$26,113	\$35,942
Information	2.5 %	2.0 %	\$42,871	\$56,884
Financial Activities	5.0 %	6.8 %	\$49,552	\$56,579
Professional & Business	11.6 %	16.6 %	\$49,189	\$43,907

⁷⁸ Leon County Profile. Enterprise Florida.

<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=61&Display=all>

	Average Annual Employment, Percent by Category, 2007		Average Annual Wage by Category, 2007	
Services				
Education & Health Services	11.1 %	12.3 %	\$40,140	\$41,146
Leisure and Hospitality	10.3 %	11.7 %	\$12,971	\$20,823
Other Services	4.3 %	3.2 %	\$35,223	\$27,895
Government	34.2 %	13.6 %	\$43,186	\$44,959

Source: Office of Economic and Demographic Research, Florida Legislature

Leon County's largest source of employment is government, with 34.2 percent of the County's workers employed in government jobs. Other highly-represented industries include trade, transportation and utilities (14.2 percent of total employment), professional and business services (11.6 percent of total employment), education and health services (11.1 percent of total employment), and leisure and hospitality (10.3 percent of total employment). Compared to Florida as a whole, the County is most significantly underrepresented in trade, transportation and utilities; approximately one-fifth of the State's workers are employed in this field. Also, the average annual wages of employees in Leon County (as of 2007), for the most part, fall below annual wages of those employed in the same industries throughout the State. This is most evident in the leisure and hospitality industry, where Leon County workers each earn an average annual wage of \$12,971, compared to \$20,823 for similar workers throughout Florida.⁷⁹

Major private sector employers in Leon County include:

- Tallahassee Memorial HealthCare, Inc. (not-for-profit hospital) – 2,850 employees;
- Publix (grocer) – 2,000 employees;
- Wal-Mart (retail) – 900 employees;
- Sprint (local telephone company) – 740 employees;
- Capital Regional Medical Center (for-profit hospital) – 515 employees;
- Capital Health Plan (HMO) – 485 employees;
- Talla-Com Industries (high technology defense manufacturer) – 268 employees;
- The Florida Bar (association for attorneys) – 265 employees;
- Tallahassee Democrat (newspaper) – 238 employees;
- Fringe Benefits Management Company (benefits administration provider) – 225 employees.⁸⁰

Major private sector employers in Leon County are shown in **Figure 6**.

⁷⁹ 2007 Leon County Economic Profile, Enterprise Florida

⁸⁰ 2007 Leon County Economic Profile, Enterprise Florida

Figure 5. Percentage of Population in the Labor Force (Leon County)

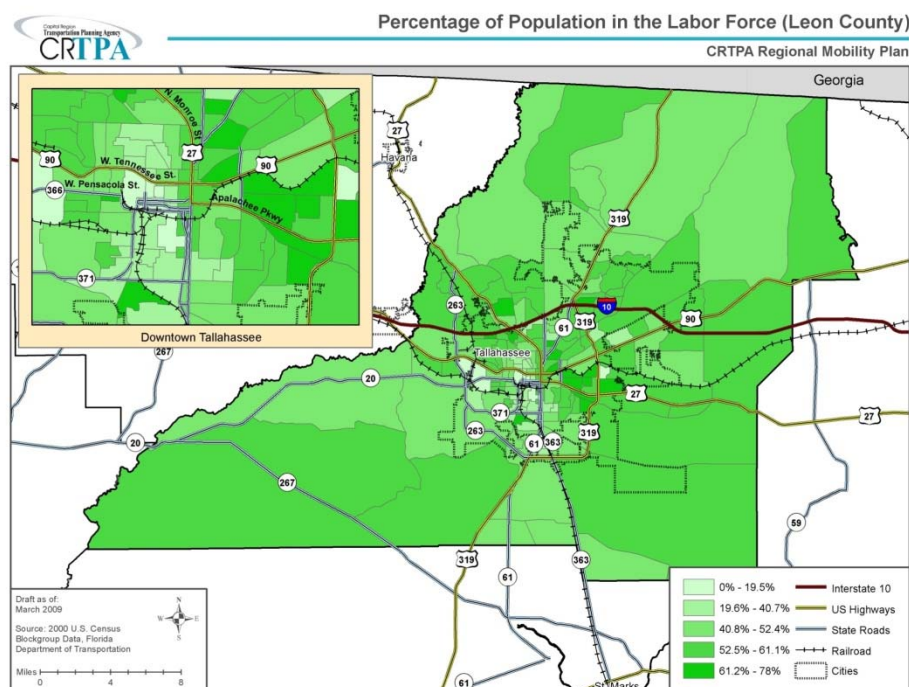
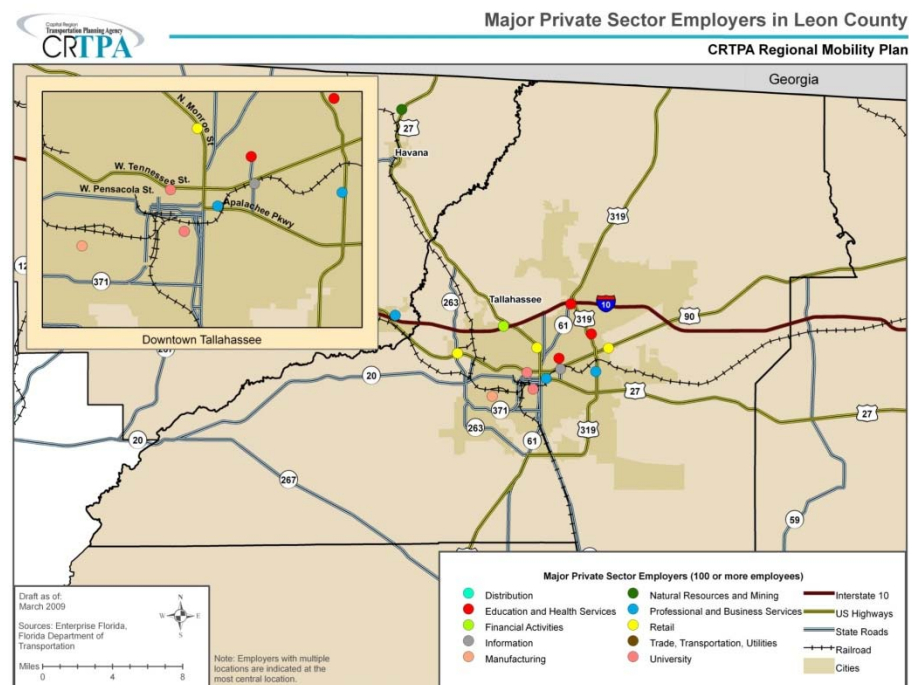


Figure 6. Major Private Sector Employers (Leon County)

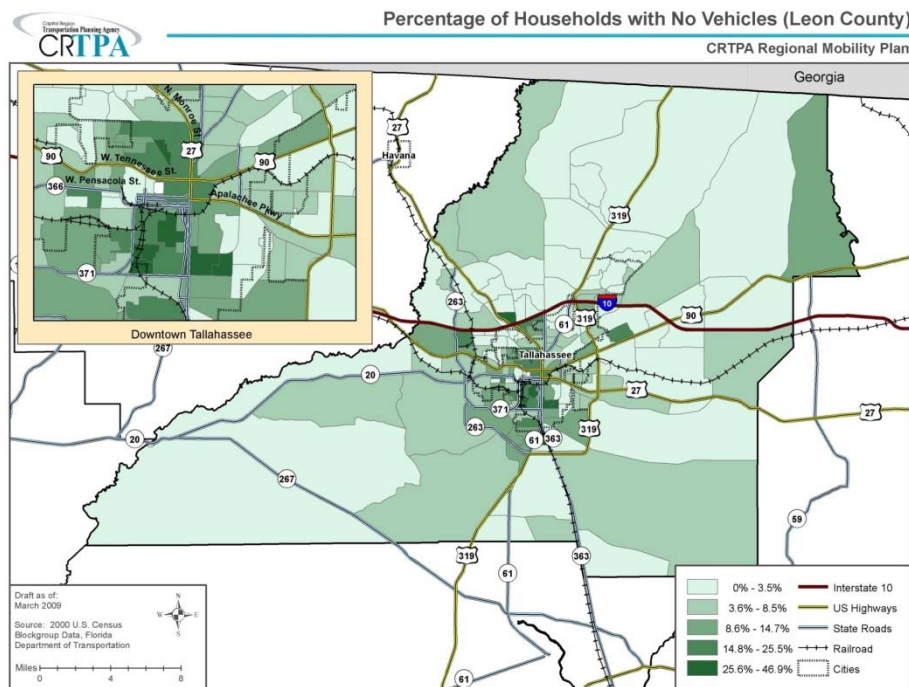


3.2 Travel Trends

According to the 2000 U.S. Census, among Leon County's employed residents, 95.0 percent commute within Leon County for employment. Another 1.6 percent travel to Gadsden County for employment, 0.65 percent to Wakulla County, and 0.29 percent to Jefferson County. The remaining employed Leon County residents travel to other areas in Florida, Georgia, and Alabama for work.⁸¹

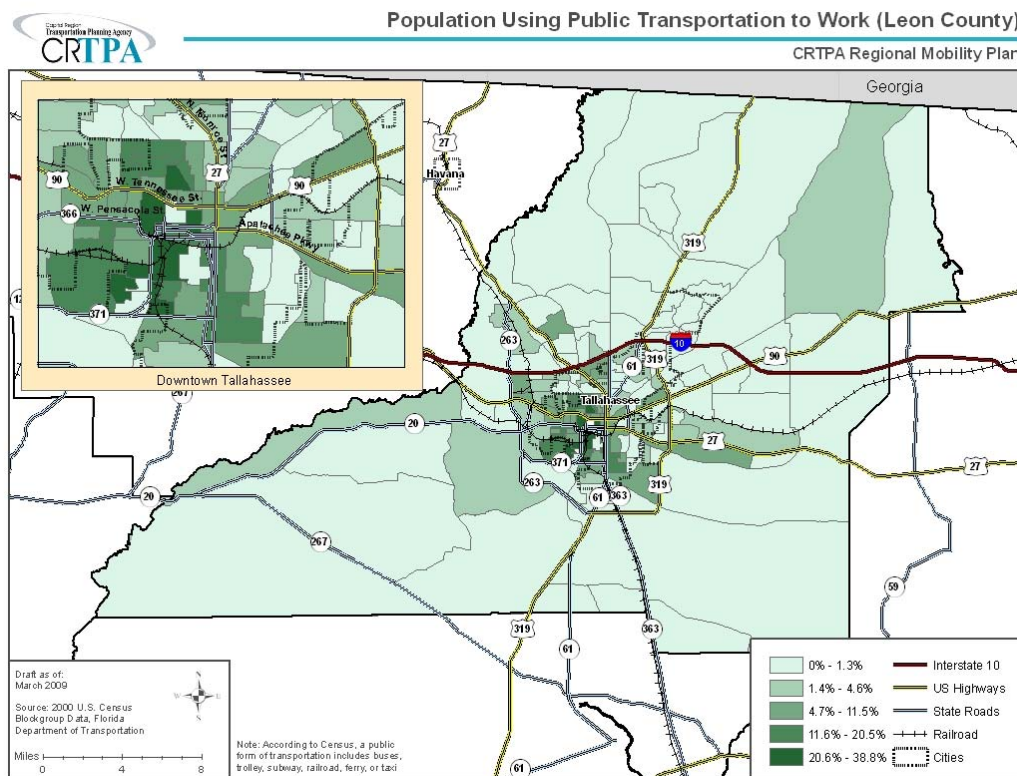
In unincorporated Leon County, the majority of households have vehicles; vehicle ownership varies from 91.5 – 100 percent. In Tallahassee, however, a significant number of households, particularly in the central city, do not have vehicles. This is most prevalent in the downtown area and near the universities, where 14.8 – 46.9 percent of households do not have vehicles. These residents, which include a large population of university students, likely travel by walking, biking or transit. This is shown in **Figure 7**. Correspondingly, **Figure 8** shows that residents in the central city are the most likely to use public transportation to work in the County. In central Tallahassee, many areas of town have 11.6 – 38.8 percent of the population commuting via StarMetro, Tallahassee's public transit system. In unincorporated Leon County, however, most residents do not commute by public transit, likely due to a lack of access to the system.

Figure 7. Percentage of Households with No Vehicles (Leon County)



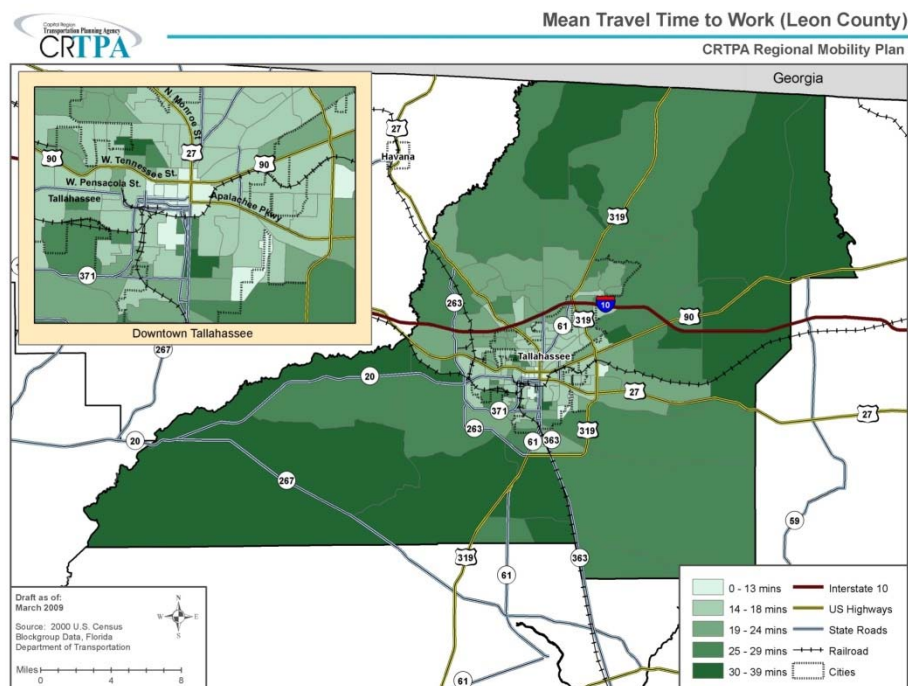
⁸¹ County-to-County Worker Flow Files. Residence County to Workplace County Flows for Florida. Census 2000. U.S. Bureau of the Census. <http://www.census.gov/population/www/cen2000/commuting/index.html>

Figure 8. Population Using Public Transportation to Work (Leon County)



The mean travel time to work for Leon County residents grows larger towards the outskirts of the County. Within Tallahassee, mean travel time to work ranges primarily from 0 - 18 minutes. Immediately outside of central Tallahassee, mean travel time extends to 19 - 24 minutes. Beyond this area, in unincorporated Leon County, this value grows to 25 – 29 minutes, and then to 30- 39 minutes towards the County's borders. This is shown in **Figure 9**.

Figure 9. Mean Travel Time to Work (Leon County)



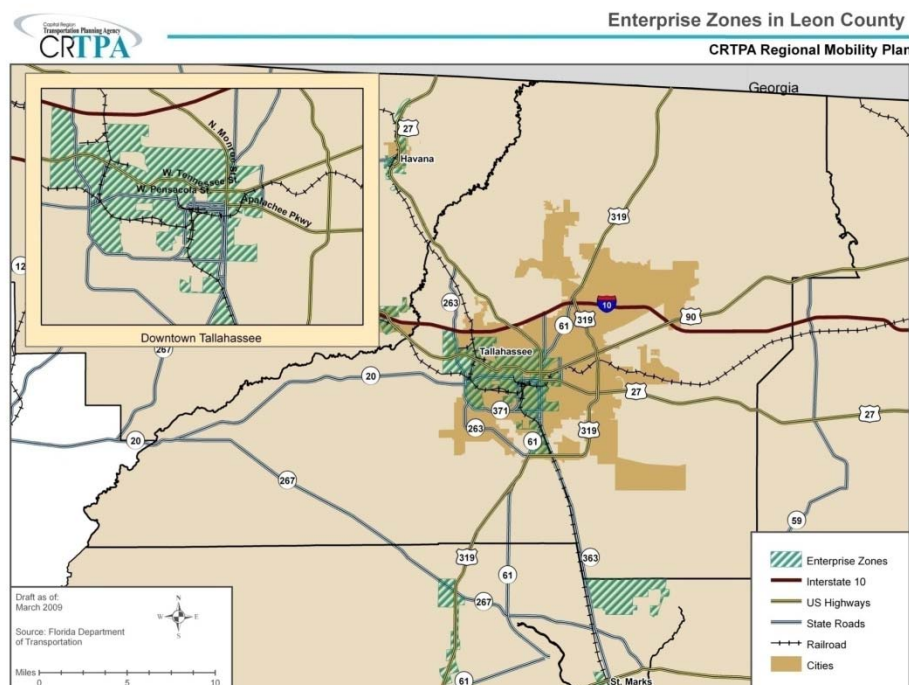
3.3 Enterprise Zones

An Enterprise Zone is a specific geographic area targeted for economic revitalizing. Enterprise Zones encourage economic growth and investment in distressed areas by offering tax advantages and incentives to businesses located within the zone boundaries. The Florida Enterprise Zones Program was established in 1994 following legislation that repealed the existing federal government's Empowerment Zones and Enterprise Community Zones and established a new application and designation process. The program operates at both the state and federal levels, providing incentives that accommodate both rural and urban areas.

Tallahassee/Leon County has an enterprise zone that covers almost 20 square miles and includes areas in central, southern and western portions of Tallahassee. The intent of the enterprise zone is to revitalize the local economy by offering various incentives for new or expanding businesses. Business that locate within the enterprise zone are offered incentives such as jobs tax credits, sales tax refunds for business equipment and building materials, property tax credit, and a community contribution tax credit program.⁸² This enterprise zone is shown in **Figure 10**.

⁸² "Enterprise Zone Financial Incentives." Leon County-Tallahassee Economic Development Council.
http://www.beapartofoursecret.com/index.php/site_selection/Enterprise_Zone/

Figure 10. Enterprise Zones (Leon County)



Land Use and Development

The following section discusses several aspects of land use and development in Leon County, including development patterns; future land use; land development controls; planned developments; environmental resources; historic, cultural, and archeological resources; parks and recreation areas; and ongoing land use plans and studies.

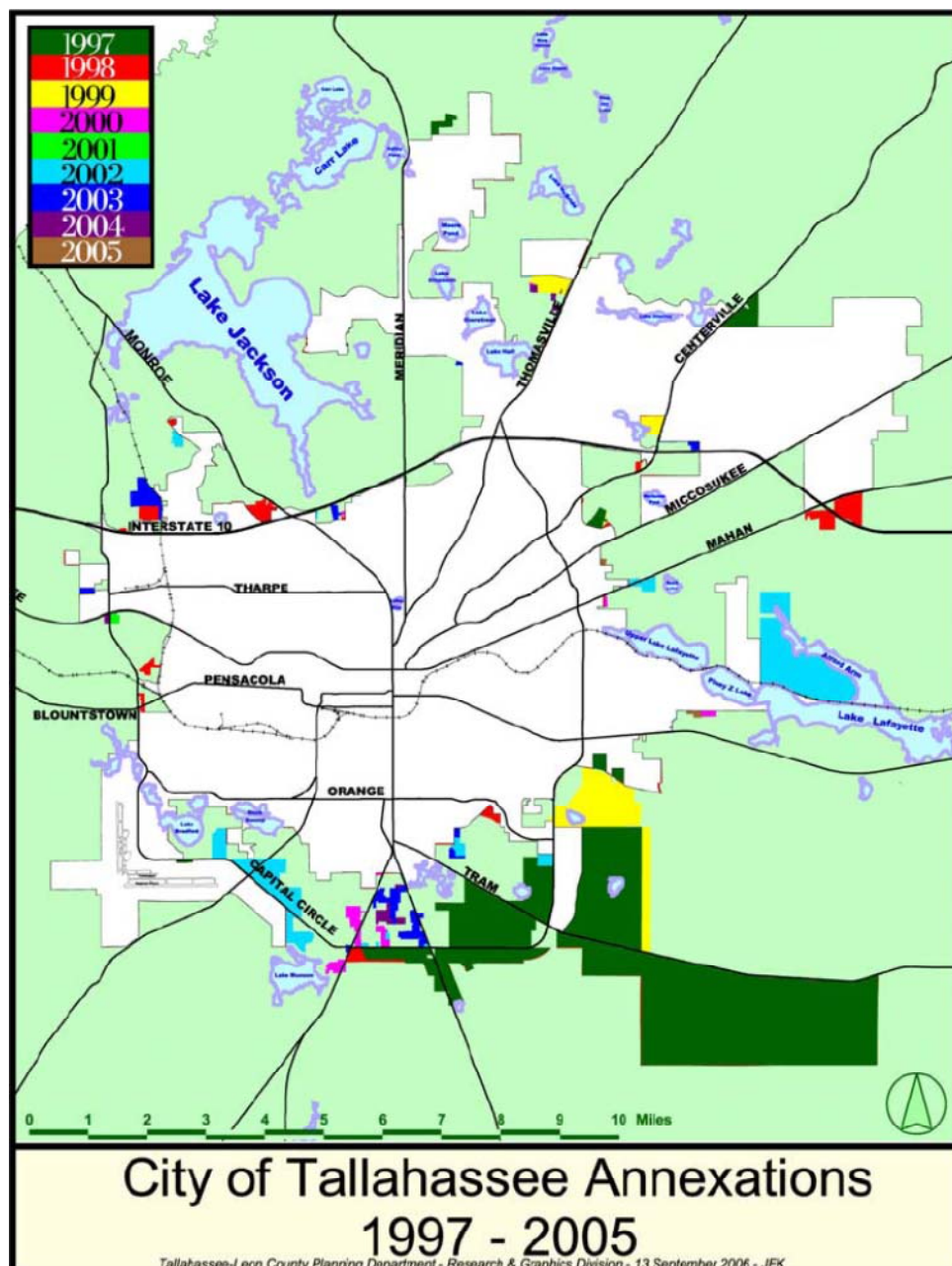
4.1 Development Patterns

Leon County has an Urban Service Area (USA) to ensure that the County's future population will have adequate infrastructure and services and that development will not spread beyond the ability of the local government to provide these resources. The USA has been a successful growth management tool for Leon County. Between 2002 and 2005, 88 percent of all new residential units have been constructed within the USA boundary. Likewise, 99 percent of all new commercial development was built within the USA.⁸³

Tallahassee has annexed land and expanded its area by 64 percent (in acreage) between 1990 and 2005. **Figure 11** below shows land annexations by the City between 1997 and 2005. The majority of development in Leon County is concentrated in Tallahassee and along major corridors emanating from the City.

⁸³ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

Figure 11. Tallahassee Annexations (1997 – 2005)



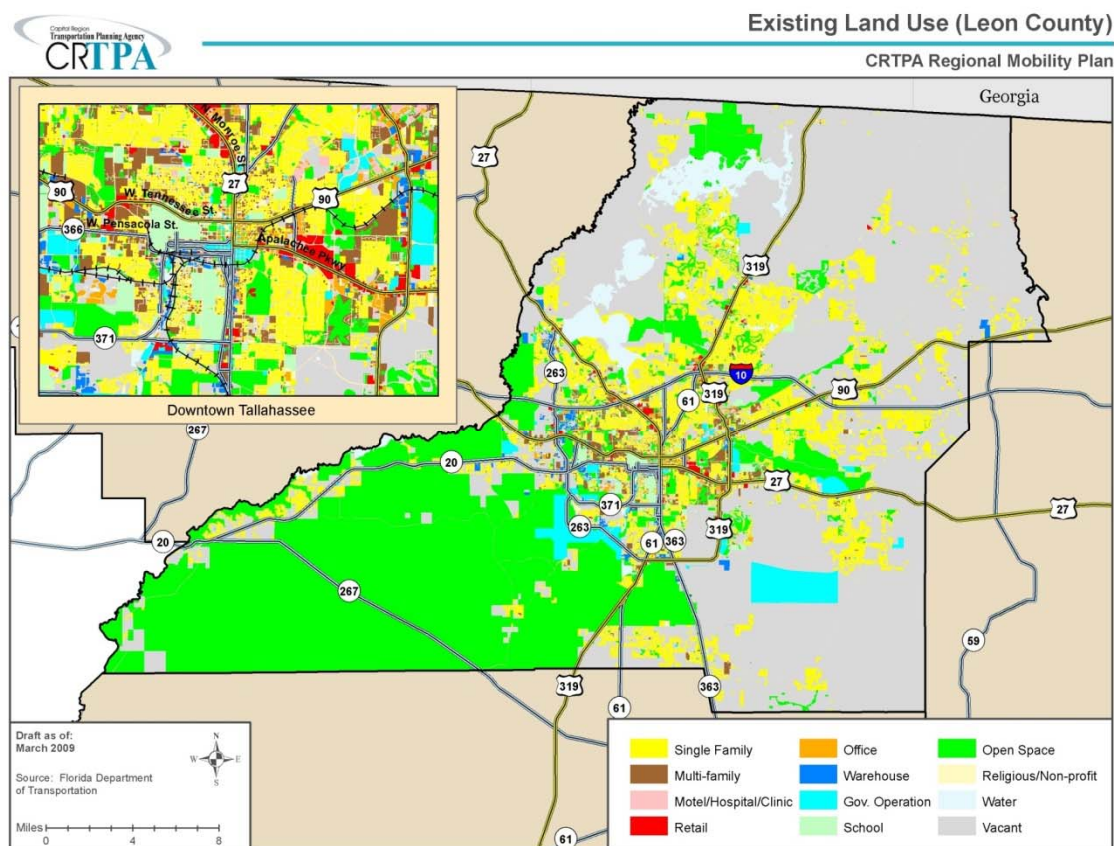
4.2 Existing and Future Land Use

Existing Land Use

Compared to neighboring Gadsden, Jefferson, and Wakulla Counties, Leon County is the most intensely developed. There remains a significant amount of vacant land and open space, however, throughout the County. Vacant land comprises almost half, or 47.5 percent, of total

land area. (This designation, however, also includes single-family residential development on parcels 10 acres or greater in area.) Open space comprises another third, or 31.2 percent, of total land area in the County. Residential land uses account for 13.4 percent of total land area, and government operations account for 2.2 percent. Commercial land use (motel/hospital/clinic, retail, office, and warehouse) make up 1.6 percent of total land area. Approximately three-fourths of this development is located in the northern half of Leon County.⁸⁴ Existing land use in Leon County is displayed in **Figure 12**.

Figure 12. Existing Land Use (Leon County)



The Florida Legislature has adopted regulations that require all local governments to have concurrency management systems to maintain acceptable levels-of-service for public facilities. Leon County and Tallahassee have developed concurrency management system for new developments, to ensure that existing services such as water, sewer, sanitation, stormwater management, parks, and transportation will adequately meet the needs of new development. Concurrency is determined during the application for development, before any construction may begin. If the County or City determines that level-of-service standards will not be met, then the

⁸⁴ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

developer may withdraw its application, scale back the project, or implement mitigation to bring the project to concurrency.⁸⁵

Future Land Use

Leon County and Tallahassee have adopted a growth management strategy for the County to develop in a compact, urban form to minimize sprawl. The goal is to accommodate 90 percent of new development through 2030 within the USA. This will be largely accomplished through the “Southern Strategy,” an effort to concentrate new development south of Tallahassee, which is close to downtown Tallahassee and where infrastructure is already in place. The north side of Tallahassee is currently more developed, but because much of the development is low-density, the development patterns are contributing to sprawl and straining public services. To support the Southern Strategy, Leon County and Tallahassee have amended development regulations to allow a maximum density of 150 units per acre in downtown Tallahassee. In addition, a new “University Transition” zoning district has been added to promote higher densities near the major universities. The City and County would also like to revitalize and re-develop Tallahassee’s “central core,” which includes downtown, universities, and older neighborhoods.⁸⁶

Potential Land Use Conflicts and Mitigation

During the development of the *Evaluation and Appraisal Report (EAR) of the 2010 Tallahassee-Leon County Comprehensive Plan*, public workshops were held to gather input on issues in the community. A major focus of these discussions was how conflicting land uses have damaged, or have the potential to damage, the community. One example of a land use conflict cited is the conversion of homes in older, historic neighborhoods to non-residential uses. While non-residential uses have their place in revitalizing Tallahassee, the local government wants to ensure that the fabric and identity of historic neighborhoods in the inner core are protected. To protect these communities while proceeding with revitalization and infill goals, Tallahassee-Leon County has adopted a “Residential Preservation” category on its future land use map. This designation protects older, established neighborhoods in Tallahassee from redevelopment by small or large-scale non-residential uses, such as offices or retail. Another situation of conflicting land uses in Leon County is the expansion of university campuses (Florida State University and Florida A&M University) within close proximity of new development. The scale of proposed new developments is sometimes perceived as incompatible with compact campus land uses. In addition, the expansion of universities onto adjacent property has limited the amount of land available in downtown for residential and non-residential development. As the universities continue to increase enrollment, the development pressures upon Tallahassee’s inner core are likely to escalate.⁸⁷

In light of existing and anticipated development patterns, as well as land use issues emerging the community, the EAR presents recommendations to amend the *Tallahassee-Leon County*

⁸⁵“Concurrency FAQ.” City of Tallahassee. <http://www.talgov.com/growth/confaq.cfm>

⁸⁶ *Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan*. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

⁸⁷ *Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan*. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

Comprehensive Plan's Future Land Use Element and Land Use Conflicts. The major themes of these recommendations are presented in the following lists.

Future Land Use Element Recommendations:

4. Foster more true mixed-use development through the Land Development Code and PUD (planned unit development) processes;
5. Limits increases to the USA to accommodate anticipated development during the planning horizon while maintaining a reasonable allocation ratio;
6. Increase FLUM (future land use map) densities in the urban core to encourage infill, but incorporate design standards to ensure compatibility and palatability.

Land Use Conflict Recommendations:

5. For the Residential Preservation district, require long-term occupancy by homeowners or tenants as criteria for designation; establish policies on re-subdivision of land, clearing land, buffer standards, and densities compatible with existing development; require design standards; require buffers of at least 50 feet between residential and non-residential uses;
6. Work with the universities to mitigate the effects of expanding student enrollment on historic neighborhoods;
7. Promote redevelopment compatible with the universities and to the Capital Center employment center;
8. During revitalization efforts, ensure that non-residential uses are not replacing residential uses to a significant degree.⁸⁸

4.3 Land Development Controls

The following section discusses land development controls in Leon County, which include the *Leon County Land Development Code* and *Tallahassee Land Development Code*.

4.3.1 Leon County Land Development Code

Leon County has a *Land Development Code* that discusses concurrency management, environmental management, impact fees, zoning, subdivision and site development regulations, floodplain management, signs, aquifer/wellhead protection, and stormwater system management. Concurrency management regulations require that developments must meet concurrency criteria for public facilities, including water and sewer, solid waste, stormwater management, roadways, and mass transit. Similarly, environmental management regulations require permits prior to engaging in activity that impacts the natural environment, such as tree removal. In addition, environmental analysis reviews are required for a variety of projects, such as planned unit developments (PUDs), projects in conservation or preservation overlay districts, and for roadway projects. The *Land Development Code* also establishes impact fees for roadways, to be used for the construction or improvement of designated state roads.

⁸⁸ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

The zoning regulations in the *Land Development Code* establish zoning districts as well as development standards in the districts. In addition to traditional districts, Leon County has a variety of zoning designations to guide development for specific character areas in the County. These include lake protection, urban fringe, medical arts commercial district, urban pedestrian district, critical planning area, target planning area, planned unit development (PUD), open space district, Bradford commercial district, and Mahan residential corridor. In addition, the zoning regulations establish numerous overlay zones for canopy roads, conservation, preservation, special development, historic preservation, and mixed land uses.

4.3.2 Tallahassee Land Development Code

The *Tallahassee Land Development Code* regulates the City with similar elements as the *Leon County Land Development Code*. Elements such as concurrency management and environmental management are identical. The zoning regulations for Tallahassee establish additional zoning districts, such as a variety of central urban districts, institutional/cultural/university transition, special character district, targeted retail/office growth area, and a variety of downtown zoning districts. In addition, Tallahassee features design review districts; these districts were established to ensure that infill development and redevelopment are consistent with the character of local neighborhoods. The City has established specific design standards for these districts.

4.4 Planned Developments

4.4.1 Developments of Regional Impact

Developments of Regional Impact (DRIs) are proposed developments that are of a certain size or intensity to require review by a regional planning agency; for Leon County, this agency is the Apalachee Regional Planning Council (ARPC). Recently submitted DRIs are listed as follows.

Tallahassee Regional Airport DRI

In January 2008, the Tallahassee Regional Airport submitted an application to the appropriate review agencies for expansion of airport facilities. The expansions include adding 26,500 square feet of general aviation office space, 100 hotel rooms, and a 6,800-square foot maintenance building. To compensate for the proposed regional impact, the airport has proposed decreasing other planned development that has been formerly approved. The airport expansion plan was approved in February 2009.⁸⁹

Southside DRI

In August 2006, a developer submitted an application to the appropriate review agencies for a new mixed-use development in Tallahassee. The Southside development encompasses 1,600 acres and includes 1,800 single-family residential units, 1,000 dwelling units, 1.04 million square feet of commercial space, 150,000 square feet of office space, a 100-bed hospital, and a 300-room hotel. The ARPC is currently working with the City of Tallahassee and Blueprint 2000 on infrastructure and planning issues for the proposed development.⁹⁰

⁸⁹ Development of Regional Impact (DRI) Update. Apalachee Regional Planning Council.

⁹⁰ Development of Regional Impact (DRI) Update. Apalachee Regional Planning Council.

Pinnacle at Cross Creek DRI

In July 2007, a developer submitted an application to the appropriate review agencies for a new mixed-use development in Leon County. The Pinnacle at Cross Creek development encompasses 176 acres and includes 400 multi-family units, a 1.2 million-square foot shopping center, 300,000 square feet of office space, and a 200-room hotel. The proposed development is still in the approval process.⁹¹

4.4.2 Other Planned Developments

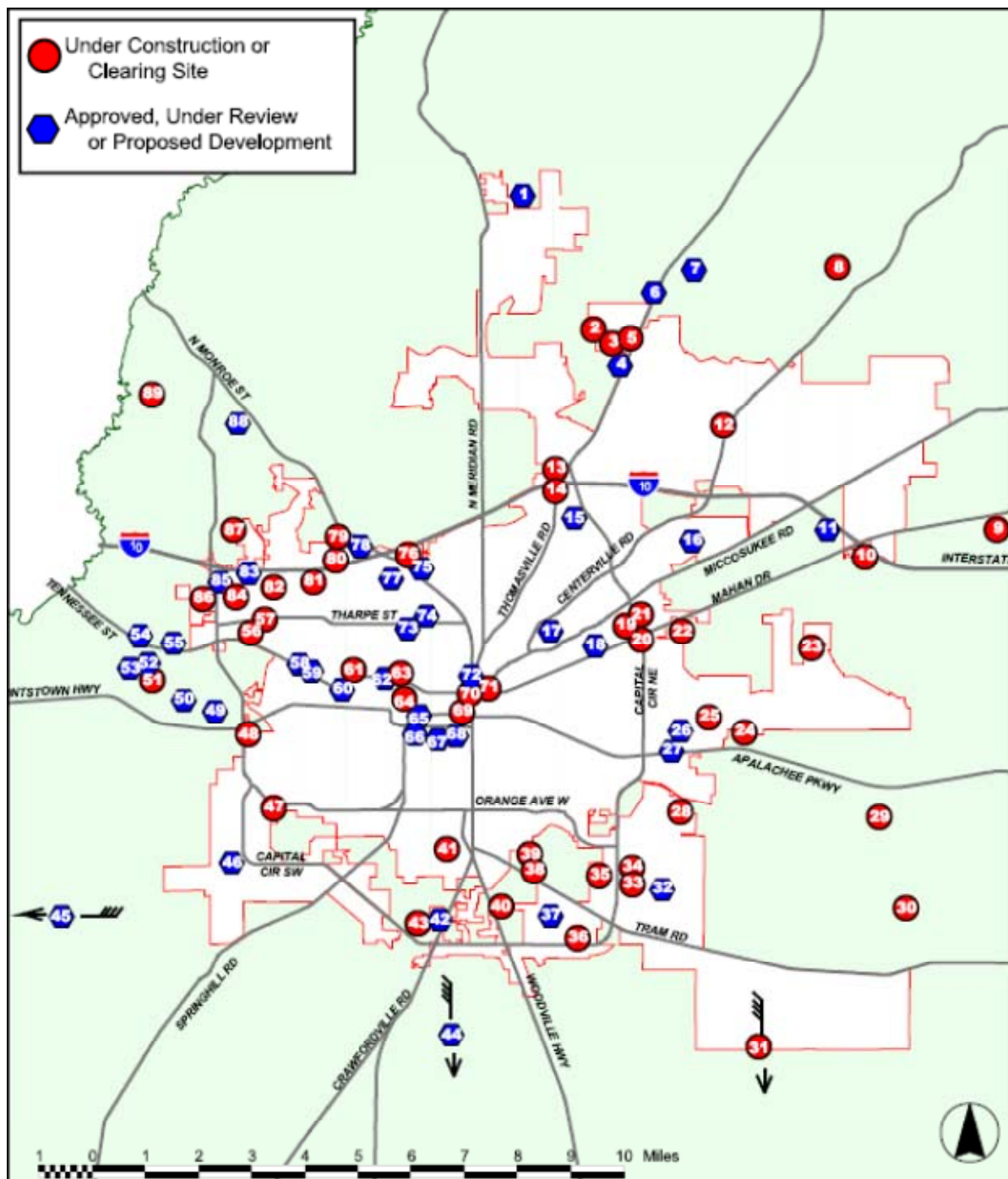
Leon County has several additional major ongoing and proposed developments. The Tallahassee-Leon County Planning Department defines major developments as those consisting of 40 or more units of residential development or 25,000 or greater square feet of non-residential development. These developments includes projects in the pre-submittal/pre-application stage of review for one year (at the most) or in site plan review (two years at the most). New facilities that are anticipated to have a significant impact of traffic are also included. As of March 2009, major ongoing and proposed developments include 52 residential projects; 24 commercial projects; 18 mixed-use projects; and 2 public facilities.⁹²

A map of these projects is shown in **Figure 13**.

⁹¹ Development of Regional Impact (DRI) Update. Apalachee Regional Planning Council.

⁹² Major Ongoing and Proposed Developments in Tallahassee and Leon County. Tallahassee-Leon County Planning Department. March 2009. http://www.talgov.com/planning/pdf/support/mopd_mar09_report.pdf

Figure 13. Major Ongoing and Proposed Developments in Tallahassee and Leon County



Source: Tallahassee-Leon County Planning Dept., Research and Graphics Division, March 2009

4.5 Redevelopment Efforts and Local Plans and Studies

4.5.1 Providence Neighborhood Renaissance Plan

Within Leon County, Tallahassee has several neighborhood redevelopment efforts underway. The Providence Neighborhood in southwest Tallahassee, composed of the Hutchinson Heights and Bloxham Heights subdivisions, was established in the late 1940's and early 1950's. It was home to middle-class residents such as teachers, carpenters, and other professional and skilled workers. In the 1980's, the predominantly white population left Providence for more suburban areas, and more African-Americans moved in. Today, while the neighborhood remains primarily African-American, there is a significant college presence, as well as young families. The unemployment rate of 20 percent is far higher than that of Tallahassee, and almost three times as many families live below the poverty line. Furthermore, the neighborhood is dominant by rental properties as well as several vacant lots. These factors have contributed to high crime and homes in disrepair. The Providence Neighborhood was therefore selected in 2002 to participate in the Community Neighborhood Renaissance Program, a planning process to revive the neighborhood. Sample recommendations that emerged from the *Providence Neighborhood Renaissance Plan* include roadway design improvements, traffic calming, improvements to transit stops, redevelopment of former downtown state office buildings, street lighting enhancements, and trail design enhancements.⁹³

4.5.2 Capital Cascade Sector Plan

The Capital Cascade area has strong historical significance to Tallahassee. It is thought that the presence of several beautiful cascades of waterfalls that once flowed in the area were influential in deciding the site of Florida's capital. From 1895 to the late 1950s, Tallahassee operated a manufactured gas plant in a park adjacent to the cascades. It was later determined that this plant contaminated the soil and groundwater in the adjacent park. In addition, an adjacent landfill contained contaminants from the city incinerator. In 2004 and 2005, the City began the environmental remediation of the land. In addition to revitalizing the park for public enjoyment, the City has also begun planning for the Capital Cascades Greenway, a corridor that will address stormwater and flooding problems as well as provide recreational trails, parks, and playgrounds.⁹⁴ The *Capital Cascade Sector Plan* represents the final piece of revitalizing an area of great historical significance to Tallahassee. This plan establishes recommendations that address several issues in the Capital Cascades area in southern Tallahassee. These recommendations address the following elements:

- Infrastructure (stormwater facilities, schools, trails, roads)
- Urban design (redevelopment of commercial, office, and mixed-use areas)
- Neighborhood aesthetics and quality of life (revitalization of neighborhoods), community safety (trail safety, street lighting)
- Education (redevelopment of schools, coordination with universities).⁹⁵

⁹³ Providence Neighborhood Renaissance Plan. Tallahassee-Leon County Planning Department. October 23, 2003.

⁹⁴ Capital Cascade Greenway Project. The Trust for Public Land.

http://www.tpl.org/tier3_cd.cfm?content_item_id=10723&folder_id=250

⁹⁵ Capital Cascade Sector Plan Recommendations. Tallahassee-Leon County Planning Department.

4.5.3 Gaines Street Revitalization Plan

Gaines Street in Tallahassee is a major connector serving areas in and adjacent to downtown Tallahassee. Gaines Street also provides access to several major activity centers including the Civic Center, historic Stearns-Mosely and All Saints neighborhoods, state offices, and the FSU campus. In addition, there are a variety of underutilized commercial and industrial sites located along Gaines Street between FSU and FAMU. The *Gaines Street Revitalization Plan* encourages redevelopment and infill in these downtown neighborhoods and specifies development standards and design guidelines, as well as recommendations for the facility.⁹⁶

4.5.4 Greater Frenchtown/Southside Community Redevelopment Area

The City of Tallahassee Community Redevelopment Agency has also recommended commercial façade improvement program guidelines for the Greater Frenchtown/Southside Community Redevelopment Area. Grant funds under this program can be used for façade improvements, removal of elements that cover architectural design and details; replacement of existing building signage; addition and/or replacement of awnings, doors, or windows; replacement of architectural elements with structural problems; painting; electrical work for the building exterior or signage; and professional design and engineering services related to structural renovation, new construction and signage.⁹⁷

4.5.5 South Monroe Sector Plan

The South Monroe Sector Plan was developed to revitalize the South Monroe area of Tallahassee. Recommended improvements include establishing aesthetic gateways on major corridors, beautifying the streetscape in the area, and creating new community parks and activity centers for residents.⁹⁸

4.5.6 Tallahassee Downtown Community Redevelopment Plan

The City of Tallahassee has also completed the *Tallahassee Downtown Community Redevelopment Plan*. This plan is aimed at revitalizing the downtown area and making it more attractive to residents and visitors. The plan outlines specific proposals for several distinct areas of Downtown Tallahassee, including North Monroe, the Downtown Core, Franklin Boulevard, Gaines Street, and Capital Cascades system.⁹⁹ S

4.6 Schools

Leon County has fifty (50) public schools and thirty-three (33) private schools. These are listed in **Table 4** and shown in **Figure 14**.

⁹⁶ The Gaines Street Revitalization Plan. Tallahassee-Leon County Planning Department. April 2001.

⁹⁷ "Greater Frenchtown/Southside Community Redevelopment Area: Commercial Façade Improvement Guidelines." City of Tallahassee Community Redevelopment Agency. August 24, 2007.

⁹⁸ Implementation Tasks for the South Monroe Sector Plan. Tallahassee-Leon County Planning Department.

⁹⁹ Tallahassee Downtown Community Redevelopment Plan. Tallahassee-Leon County Planning Department.

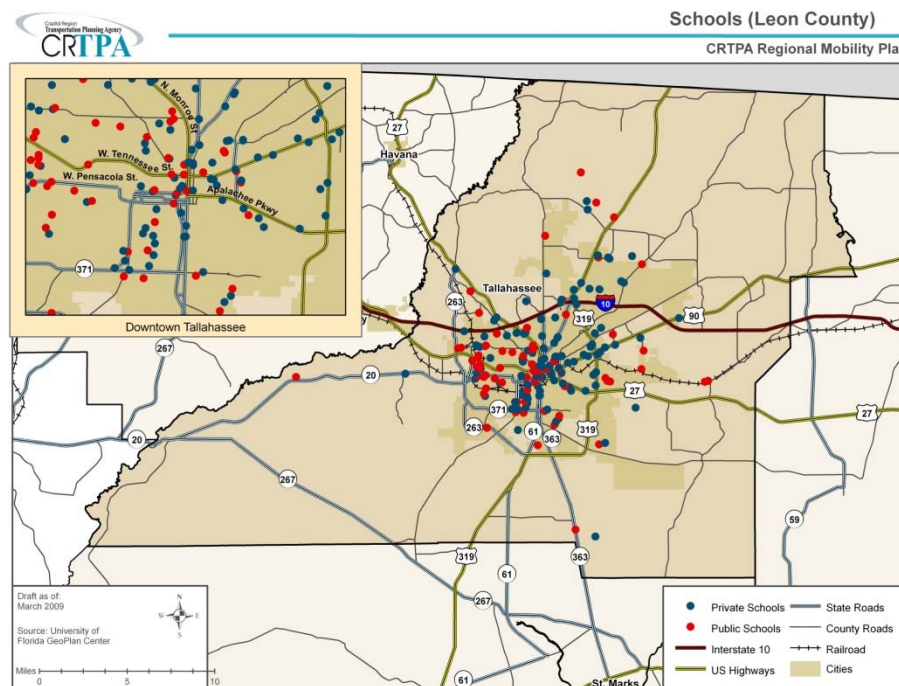
Table 4. Schools in Leon County

School Name	Type and Grades/Population Served	School Name	Type and Grades/Population Served
Apalachee Elementary School	Public / K - 5	Lively Technical Center	Public / Technical & Vocational School
Astoria Park Elementary School	Public / K - 5	Mehrdad Pepper Ghazvani Learning Center	Public / Alternative School
Bond Elementary School	Public / K - 5	Pace School	Public/ Emotional & Behavioral Problems
Buck Lake Elementary School	Public / K - 5	Arts and Sciences Charter School	Public / K - 8
Canopy Oaks Elementary School	Public / K - 5	Imagine School at Evening Rose (Charter)	Public / K - 7
Chaires Elementary School	Public / K - 5	Life Skills Center of Leon (Charter)	Public / High School (Alternative)
Conley Elementary School	Public / K - 5	Stars Middle School (Charter)	Public / 6 - 8
DeSoto Trail Elementary School	Public / K - 5	Steele-Collins Charter School	Public / 6 - 8
Ft. Braden Elementary School	Public / K - 5	Devereux School Tallahassee	Private / 1- 12
Gilchrist Elementary School	Public / K - 5	John Paul Catholic High School	Private / 9 - 12
Hartsfield Elementary School	Public / K - 5	MLC Christian Academy	Private / K - 3
Hawks Rise Elementary School	Public / K - 5	Sakkara Youth Institute	Private / PreK - 8
Killearn Lakes Elementary School	Public / K - 5	Luv-A-Lot School of Academics	Private / PreK - 6

School Name	Type and Grades/Population Served	School Name	Type and Grades/Population Served
Oak Ridge Elementary School	Public / K - 5	Grass Roots Free School	Private / K - 12
Pineview Elementary School	Public / K - 5	Soteria Christian Academy	Private / PreK - 5
Riley Elementary School	Public / K - 5	Keith's Kids Christian Academy	Private / K - 7
Roberts Elementary School	Public / K - 5	Rise Institute Incorporates	Private / K - 8
Ruediger Elementary School	Public / K - 5	A Chosen Generation Christian Academy	Private / PreK - 5
Sabal Palm Elementary School	Public / K - 5	Innovation Child Care Center	Private / PreK - 8
Sealey Elementary School	Public / K - 5	Covenant Academy Preparatory School, Inc.	Private / K - 12
Springwood Elementary School	Public / K - 5	Bethel Christian Academy	Private / PreK - 6
Sullivan Elementary School	Public / K - 5	Shekinah Glory and Honor Academy	Private / K - 12
W.T. Moore Elementary School	Public / K - 5	Trinity Catholic School	Private / PreK - 8
Woodville Elementary School	Public / K - 5	Maranatha Christian School	Private / PreK - 12
Belle Vue Middle School	Public / 6 - 8	Betton Hills Prep School	Private / PreK - 8
Cobb Middle School	Public / 6 - 8	Cornerstone Learning Community	Private / PreK - 8

School Name	Type and Grades/Population Served	School Name	Type and Grades/Population Served
Deerlake Middle School	Public / 6 - 8	Evangel Christian Academy	Private / PreK - 6
Fairview Middle School	Public / 6 - 8	Metropolitan Christian Academy of the Arts	Private / PreK – 5
Griffin Middle School	Public / 6 - 8	Alarm School of Excellence	Private / PreK - 6
Montford Middle School	Public / 6 - 8	Holy Comforter Middle School	Private / PreK - 8
Nims Middle School	Public / 6 - 8	North Florida Christian School	Private / PreK - 12
Raa Middle School	Public / 6 - 8	Lighthouse Christian Academy	Private / 6 - 12
Swift Creek Middle School	Public / 6 - 8	Gingerbread Day School	Private / PreK - 9
Chiles High School	Public / 9 - 12	Sherwood Forest Academy	Private / PreK – 12
Godby High School	Public / 9 - 12	Rose Private School	Private / 1 – 11
Leon High School	Public / 9 - 12	Woodland Hall Academy	Private / 1 – 11
Lincoln High School	Public / 9 - 12	Maclay School	Private / PreK – 12
Rickards High School	Public / 9 - 12	Great Oaks Day School	Private / PreK - 8
SAIL (A School for Arts and Innovative Learning) High School	Public / 9 - 12	Community Christian School	Private / PreK – 9
Adult & Community Education	Public / Adult Education	Hope School	Private / 9 – 12
Academic Resource Center (ARC)	Public / Gifted Students	Epiphany Lutheran School	Private / PreK – 5
Everhart School	Public / Intellectual Disabilities	Source: University of Florida GeoPlan Center	

Figure 14. Schools (Leon County)



4.7 Environmental Resources

The following section discusses environmental resources in Leon County, including greenspace and conservation land; wetlands and hydrology; historical, cultural, and archaeological resources; and parks and recreation.

4.7.1 Greenspace and Conservation

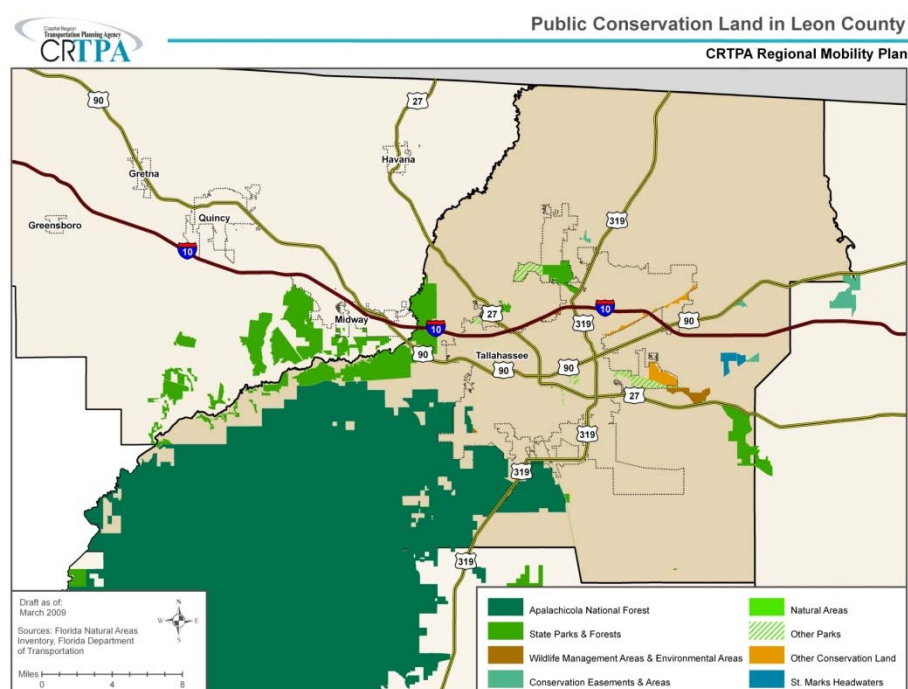
Leon County and Tallahassee are highly committed to protecting and preserving its natural resources, including open space, wildlife habitats, surface water, groundwater, and air quality. Almost one-third of total land area in Leon County is open space. In 1995, Leon County and Tallahassee began a Greenways Program to conserve and protect environmentally sensitive areas. Since the inception of the Greenways Program, over 5,200 acres of property worth almost \$54 million have been purchased. Major conservation lands in Leon County include:

- Apalachicola Forest
- L. Kirk Edwards Wildlife and Environmental Area
- Golden Aster Preserve
- Lake Munson Preserve
- J.R. Alford Greenway
- Alfred B. Maclay Gardens State Park
- Natural Bridge Battlefield Historic State Park
- Desoto Site Historic State Park
- Lake Jackson Mounds Archaeological State Park
- Lake Talquin State Park

- Lake Talquin State Forest
- Blueprint 2000 Conservation Easement
- Letchworth Mounds Conservation Easement
- Millstone Plantation Conservation Easement
- Pace Conservation Easement
- Miccosukee Road Canopy Greenway
- Timberland Ravine

These conservation lands are shown in **Figure 15**.

Figure 15. Public Conservation Land (Leon County)



In addition to the Greenways Program and accompanying *Greenways Master Plan*, Tallahassee and Leon County have participated in several other efforts to conserve natural resources. The local governments have required the set-aside of conservation easements and construction of stormwater facilities during development. In addition, in 2006, Leon County passed a Conservation Subdivision ordinance that provides incentives for developers to set aside space for open space and recreation. Also, the County and City have participated in lake restoration projects for numerous large lakes in the region.¹⁰⁰

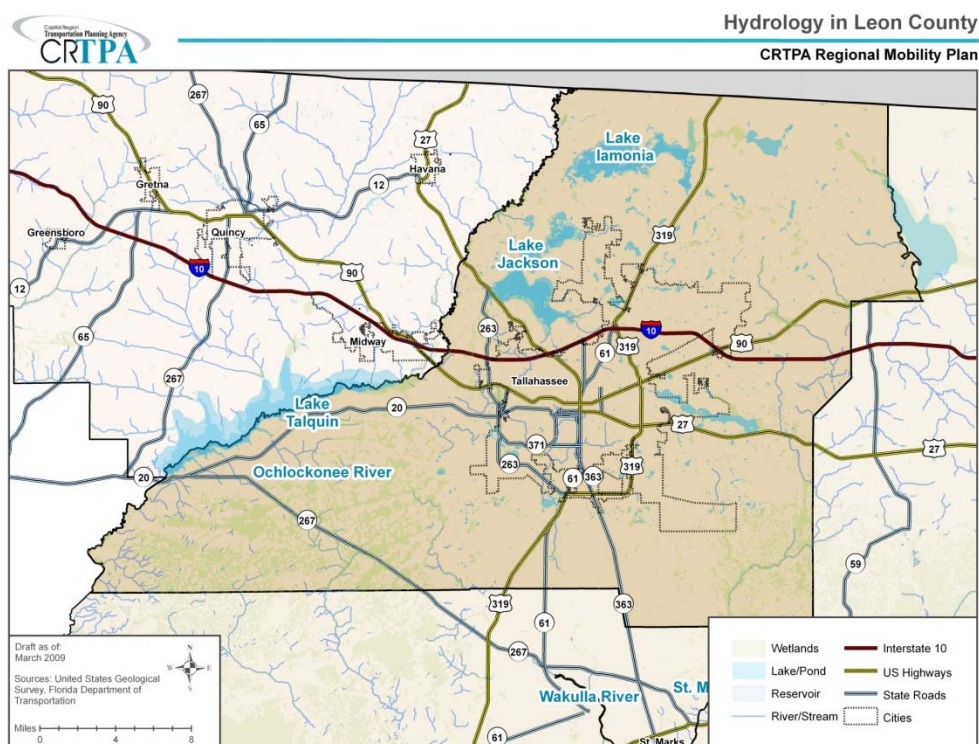
¹⁰⁰ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

The *Florida Forever Management Plan* serves as a blueprint for statewide land acquisition and conservation. Its goals include environmental restoration, water resource development and supply, increased public access, management and maintenance of public lands, and acquisition of conservation easements. In 2008, the Acquisition and Restoration Council (ARC), created by the Florida Legislature, produced a *Five Year Plan* for acquisition of land throughout the state. Several parcels of land in Leon County are included in the plan. The 2008 Priority List includes Florida's First Magnitude Springs, Ochlockonee River Conservation Zone, St. Joe Timberland, Upper St. Marks River Corridor, Wakulla Springs Protection Zone, and Millstone Plantation.¹⁰¹

4.7.2 Wetlands and Hydrology

Wetlands are most prominent in the southwest area of Leon County, in the Apalachicola National Forest. Leon County's major river, the Ochlockonee River, creates the County's western border with Gadsden County. Lake Talquin, which also serves as a reservoir, is situated along the river as well. There are number of other sizeable lakes in northern Leon County, including Lake Jackson, Lake Iamonia, and Foshalee Lake. Wetlands and hydrology in Leon County are shown in **Figure 16**.

Figure 16. Hydrology (Leon County)



¹⁰¹ Florida Forever Five Year Plan (February 2008). Florida Department of Environmental Protection, Division of State Lands, Office of Environmental Services

4.8 Historic, Cultural and Archaeological Resources

Leon County is rich in historical, archaeological, and cultural resources with 58 nationally designated sites and properties listed on the National Register of Historic Places (NRHP). These sites are identified in **Figure 17** and are listed below in **Table 6**. NRHP are maintained by the National Park Service and include districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture. These sites reflect the prehistoric occupation and historical development of the nation, state, and local community.

Figure 17. Historical and Archaeological Resources (Leon County)

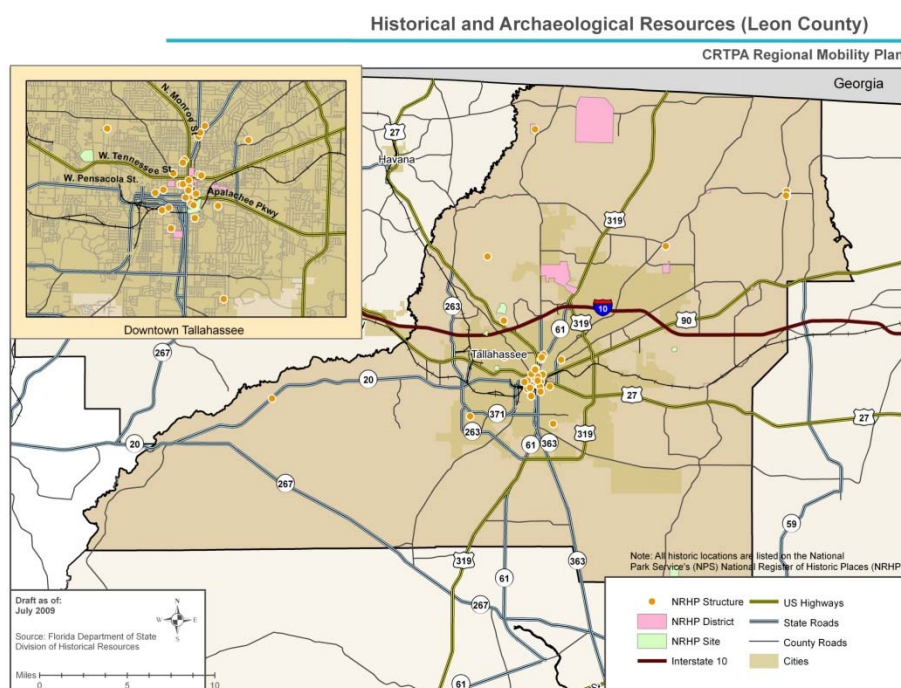


Table 6. Sites and Properties listed on the National Register in Leon County

Resource Name	Type	Location
Averitt--Winchester House	Building	Miccosukee
Bannerman Plantation	Building	Tallahassee
Bellevue	Building	Tallahassee
Billingsley Farm	District	Tallahassee
Blackwood--Harwood Plantations Cemetery	Site	Tallahassee
Bradley's Country Store Complex	Building	Tallahassee
Brevard, Caroline, Grammar School	Building	Tallahassee
Brokaw-McDougall House	Building	Tallahassee
Calhoun Street Historic District	District	Tallahassee
Carnegie Library	Building	Tallahassee
Cascades Park	Site	Tallahassee
Chaires Community Historic District	District	Chaires
Coles, Flavius C., Farmhouse	Building	Tallahassee
Columns, The	Building	Tallahassee
Covington House	Building	Tallahassee
Escambe	Site	Tallahassee
Exchange Bank Building	Building	Tallahassee
First Presbyterian Church	Building	Tallahassee
Florida Agricultural and Mechanical College Historic District	District	Tallahassee
Florida Governor's Mansion	Building	Tallahassee
Florida State Capitol	Building	Tallahassee
Fort Braden School, Old	Building	Tallahassee
Gallie's Hall and Buildings	Building	Tallahassee
Goodwood	Building	Tallahassee
Greene--Lewis House	Building	Tallahassee
Greenwood Cemetery	Site	Tallahassee

Grove, The	Building	Tallahassee
Jacksonville, Pensacola and Mobile Railroad Company Freight Depot	Building	Tallahassee
Killlearn Plantation Archeological and Historic District	District	Tallahassee
Lake Jackson Mounds	Site	Tallahassee
Leon High School	Building	Tallahassee
Lewis House	Building	Tallahassee
Lichgate on High Road	Building	Tallahassee
Los Robles Gate	Structure	Tallahassee
Magnolia Heights Historic District	District	Tallahassee
Martin, Gov. John W., House	Building	Tallahassee
Miccosukee Methodist Church	Building	Miccosukee
Natural Bridge Battlefield	Site	Woodville
Old City Waterworks	Building	Tallahassee
Park Avenue Historic District	District	Tallahassee
Pisgah United Methodist Church	Building	Tallahassee
Riley, John Gilmore, House	Building	Tallahassee
Roberts Farm Historic and Archeological District	District	Tallahassee
Rollins House	Building	Tallahassee
Ruge Hall	Building	Tallahassee
San Luis de Apalachee	Site	Tallahassee
San Pedro y San Pablo de Patale	Site	Tallahassee
Smoky Hollow Historic District	District	Tallahassee
St. John's Episcopal Church	Building	Tallahassee
Strickland--Herold House	Building	Miccosukee
Tall Timbers Plantation	District	Tallahassee
Tookes House	Building	Tallahassee

Union Bank	Building	Tallahassee
Van Brunt House	Building	Miccosukee
Walker, David S., Library	Building	Tallahassee
Williams House	Building	Tallahassee
Winterle House (1111 Paul Russell Rd)	Building	Tallahassee
Woman's Club of Tallahassee	Building	Tallahassee

(Source: Florida's Division of Historical Resources' GIS Master File)

4.9 Parks and Recreational Areas

Leon County and Tallahassee provide several public parks and recreational areas for the enjoyment of its residents. Public parks and recreational areas managed by the County and Tallahassee are listed below.

Public parks and recreational areas managed by Leon County:

- Apalachee Regional Park
- J.R. Alford Greenway
- Miccosukee Canopy Road Greenway
- Lake Munson Preserve Park
- Pedrick Pond
- J. Lewis Hall Sr., Woodville Park and Recreation Complex
- River/Lake Landings (21)
- Community Parks (9)

Public parks and recreational areas managed by the City of Tallahassee:

- Tom Brown Park
- Lafayette Heritage Trail (Piney Z) Park
- Lafayette Heritage Trail (Piney Z) Park
- Elinor Klapp Phipps Park/Meadows & Meridian Park
- San Luis Mission Park
- Jack L. McLean, Jr. Center and Pool
- Jake Gaither Golf Course and Community Center
- Hilaman Park Municipal Golf Course
- Adams Street Commons/Klemen Plaza
- Campbell Pond
- Community Parks and Athletic Centers (44)
- A.J. Henry Park

4.10 Ongoing Plans and Studies

The following section summarizes ongoing plans and studies pertaining to land use on a statewide, regional, and local level.

4.10.1 Statewide Plans and Studies

State Comprehensive Plan (2008)

Florida's *State Comprehensive Plan* provides long-term guidance for the development of the State economically, socially, and physically. The Plan establishes policies for various demographic groups (children, families, the elderly), housing, health, public safety, water resources, coastal and marine resources, natural systems and recreational lands, air quality, energy, mining, property rights, land use, urban and downtown revitalization, public facilities, cultural and historical resources, transportation, governmental efficiency, the economy, agriculture, tourism, employment, and plan implementation.

Florida Forever Program

Florida Forever is the state's most recent blueprint for conserving the State of Florida's natural resources. The Florida Forever Act, implemented in 2000, reinforced Florida's commitment to conserve its natural and cultural heritage, provide urban open space, and better manage land acquired by the state. The Florida Forever program encompasses a wide range of goals including: environmental restoration; water resource development and supply; increased public access; public lands management and maintenance; and increased protection of land by acquisition of conservation easements. The State plans to invest an additional \$3 billion over the next decade to protect and restore the vital resources.

4.10.2 Regional Plans and Studies

Comprehensive Economic Development Strategy (Apalachee Region of Florida)

The *Comprehensive Economic Development Strategy (CEDS)* is a tool that examines the strengths, weaknesses, opportunities, and threats for the Apalachee Region. It outlines strategies to mitigate the weaknesses, develop the Region's strengths and opportunities while at the same time keep in touch with the varied other programs and processes in place. The CEDS process reexamined pertinent data sources that describe in detail the region's socio-economic health parameters from employment and education to poverty and the environment. Analysis of this data and an in depth view of the region's Strengths, Weaknesses, Opportunities and Threats led to a revision of the overall strategy. In addition to the ARPC's ongoing commitment to technical assistance to local governments and coordination with the myriad agencies that have economic development as a primary goal, the Council identified eight vitally strategic projects of regional significance for the Apalachee Economic Development District.

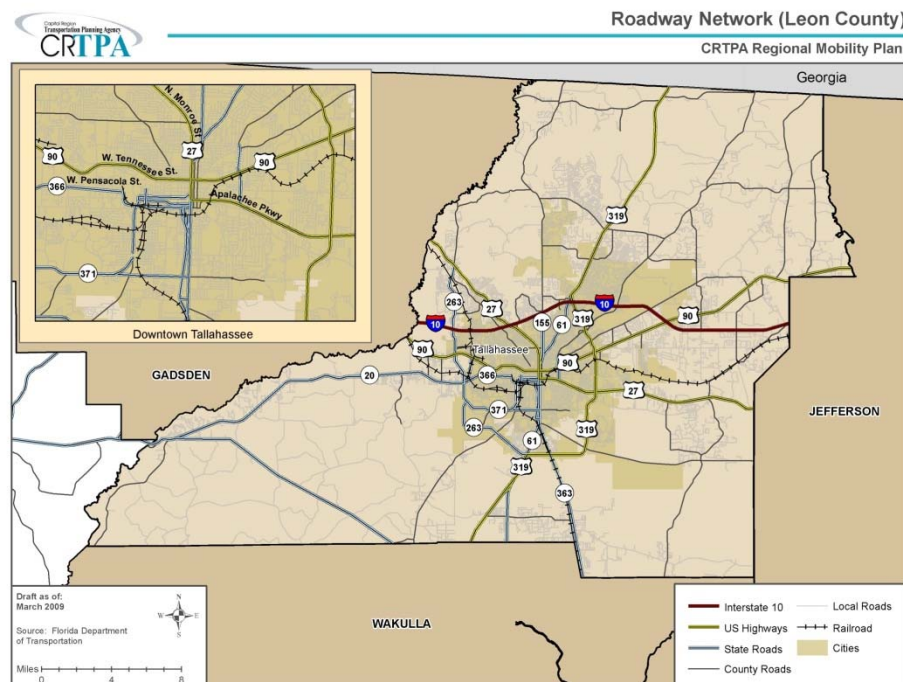
4.10.3 Local Plans and Studies

A description of the local plans and studies is found in Section 4.5.

5.0 Transportation

Leon County's transportation system is the most multimodal in the CRTPA region. Although roadways form the backbone of the transportation network, there are alternative means of transportation, including a public transit system, bicycle facilities, and sidewalks. The following sections discuss the transportation system in Leon County, which is shown in **Figure 18**.

Figure 18. Roadway Network (Leon County)



5.1 Roadway Characteristics

The Tallahassee – Leon County region has approximately 271 miles of principal arterials and 343 miles of minor arterials that serve as major transportation corridors for inter-regional travel. Additionally, Leon County is served by I-10, which connects Leon County and Tallahassee to Jacksonville on the east and Pensacola on the west. Regionally, the interstate connects Leon County to Gadsden County to the west and Jefferson County to the east, spanning 108 miles within the CRPTA region. **Figure 19** displays roadway functional classification for Leon County and the City of Tallahassee. Fifty-seven percent of the roads in Leon County are two-lane facilities.

Figure 20 shows annual average daily traffic (AADT) data in 2007 for Leon County. The most heavily traveled roads in Leon County are in and around the City of Tallahassee, with traffic volumes greater than 43,500 vehicles per day (vpd). These include:

- I-10 from SR 263/Capital Circle NW to SR 61/Thomasville Road;
- US 27/SR 63/N. Monroe Street from I-10 to E. Bradford Road;

- SR 10/W. Tennessee Street from Ocala Road to US 27/SR 63/Monroe Street;
- US 319/SR 261/Capital Circle NE from SR 61/Thomasville Road to US 90/SR 10/Mahan Drive;
- SR 61/Thomasville Road from I-10 to Kerry Forest Parkway.

I-10 is the most heavily traveled corridor (15,001-43,500 vpd) throughout the Tallahassee region. There are also major arterials with significant travel (6,501-27,000 vpd) on the outskirts of the region, including:

- North Meridian Road, SR 63/Florida-Georgia Highway,
- US 90/Blue Star Highway, SR 267/Pat Quincy Highway between I-10 and the City of Quincy;
- US 319/SR 61/Thomasville Road from Tallahassee the Georgia border;
- US 319/SR 369/Crawfordville Road between Tallahassee and the Gulf Bay.

An additional notable roadway in Leon County is the Big Bend Scenic Byway. The Big Bend Scenic Byway is a regional scenic highway that crosses through Leon County as well as Wakulla County to the south and Franklin County to the southwest. It is approximately 220 miles in length and can be accessed in Leon County near the Tallahassee Regional Airport¹⁰². Crossing through Apalachicola National Forest, the Big Bend Scenic Byway offers a variety of activities, attractions, and scenery. It also crosses through historic districts in downtown Apalachicola and Tallahassee. In addition, the Forest and Coastal Trails located along the Byway feature the maritime history of “Old Florida.” The Byway connects a total of nine (9) state parks and three (3) state forests, including Lake Talquin, which is distinguished by its proximity to two Outstanding Florida Waters (waters designated for special protection because of natural attributes) and Tate’s Hell State Forest

¹⁰² Big Bend Scenic Byway Corridor Management Plan, January 2007

Figure 19. Functional Classification (Leon County)

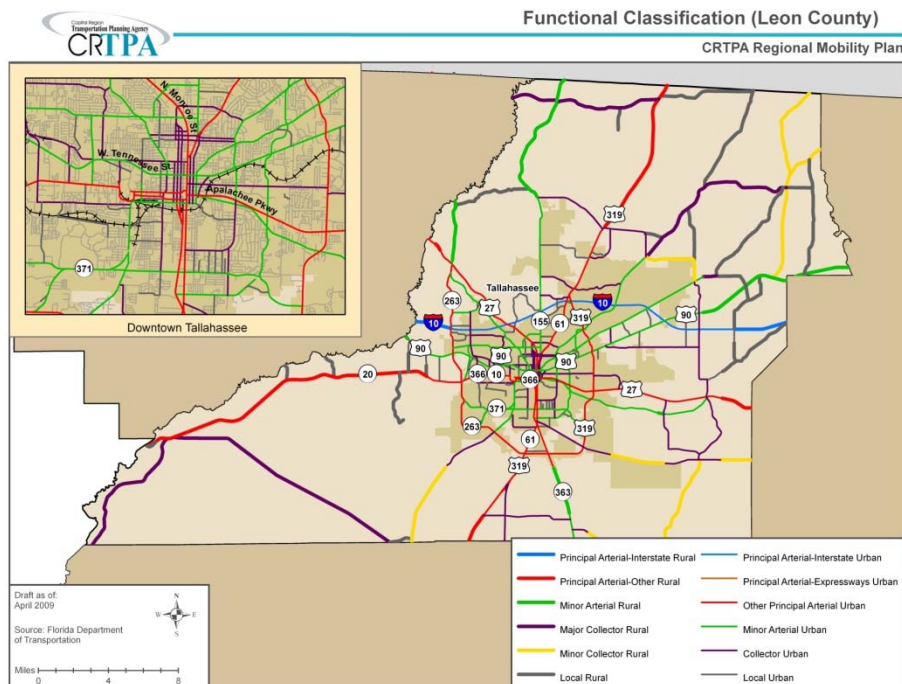
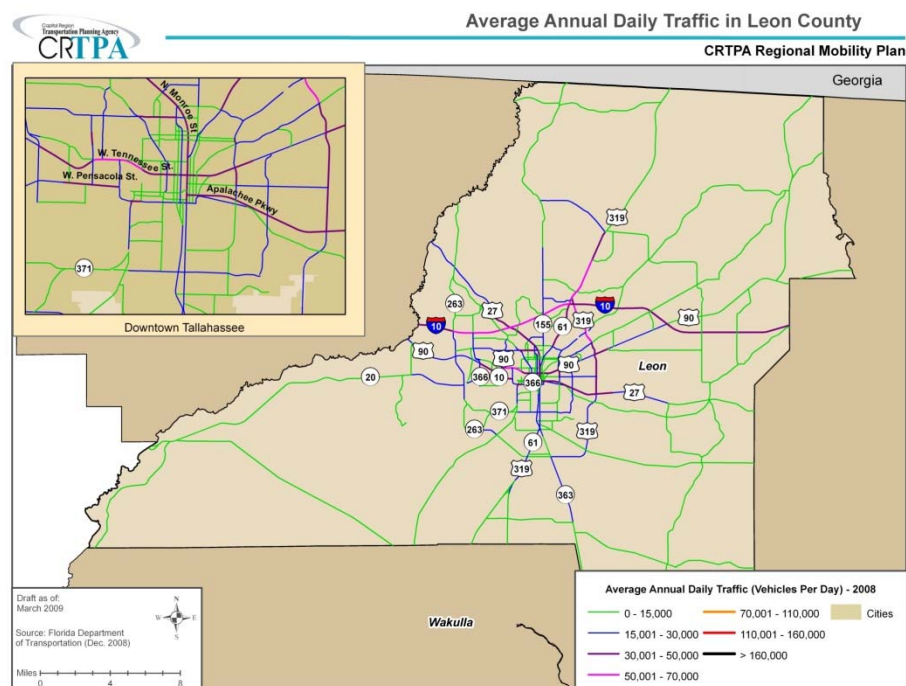


Figure 20. Average Annual Daily Traffic (Leon County)



5.1.1 Roadway Deficiencies

According to the 2010 EAR, for roadway level of service, the Budgeting and Planning staff plans to undertake a thorough review of approved capital improvement projects in order to gauge the existing and projected deficiencies and to identify a prioritization process for achieving and maintaining level of service. A roadway concurrency prioritization process for capital improvements could give higher priority to roadway segments that are operating more than 100 percent of capacity, inside the Urban Service Areas but outside the prospective multi-modal district, for non-constrained City or County maintained facilities. **Table 7** identifies projects over 100 percent capacity, and the following describes the potential criteria for prioritizing roadway improvement projects:

- Criterion A: Greater than 100 percent, inside Urban Services Area
- Criterion B: meets Criterion A, and is outside Multi-modal District
- Criterion C: meets Criterion B, and is not a canopy road
- Criterion D: meets Criterion C, and is not a state-maintained road

Table 7. Potential Criteria for Prioritizing Future Roadway Improvement Projects

SEG No.	ROAD	SEGMENT	DIR.	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
10100	Adams Street	Paul Russell to Orange Ave	NB	*	E	2	MNA	112%	X	X			
10200	Adams Street	Orange to Magnolia/Palm	NB		E	1	MNA	147%	X	X			
10201	Adams Street	Magnolia/Palm to Orange	SB	*	E	2	MNA	140%	X	X			
10301	Adams Street	Jennings to Magnolia/Palm	SB	*	E	1	MNA	112%	X	X			
10501	Adams Street	Gaines to Bloxham	SB		E	1	MNC	104%		X			
11451	Aenon Church Road	Gum to Blountstown	SB	*	D	1	MJC	152%	X	X	X	X	X
11460	Aenon Church Road	Gum to Tennessee	NB	*	D	1	MJC	105%		X	X	X	X
12700	Apalachee Parkway	Cap Circle to Sutor/Walmart	EB	*	D	2	PNA	113%	X	X	X	X	
13050	Appleyard Drive	TCC to Tennessee	NB	*	E	2	MJC	102%		X			
13300	Atlas	Hartsfield to Portland	NB	*	D	1	MNC	100%		X	X	X	X
13561	Bannerman Road	Thomasville to Tekesta	WB	*	D	1	MJC	206%	X	X	X	X	X
14701	Blair Stone Ext. South	Paul Russell to Capital Circle	SE		E	1	MNA	117%	X	X	X	X	X
14901	Blair Stone Rd	Kay Avenue to Orange	SB	*	E	2	MJC	108%		X	X	X	X
15000	Blair Stone Rd	Kay Ave to Old St Augustine	NB	*	E	2	MJC	114%	X	X	X	X	X
15101	Blair Stone Rd	Publix to Old St Augustine	SB		E	2	MJC	106%		X			
15200	Blair Stone Rd	Publix to Apalachee Parkway	NB	*	E	2	MJC	131%	X	X			
15301	Blair Stone Rd	Gov. Sq. to Apalachee Parkway	SB		E	2	MJC	123%	X	X			
15500	Blair Stone Ext. North	Park to Mahan	NB	*	E	2	PNA	103%		X	X	X	X
15821	Blountstown Highway	Geddie Rd to Coe's Landing	WB	*	C	1	PNA	107%		X	X	X	X
15860	Blountstown Highway	Aenon Church to Capital Circle	EB		D	2	PNA	103%					
15861	Blountstown Highway	Capital Circle to Aenon Church	WB	*	D	1	PNA	126%	X	X	X	X	X
16501	Bradford/Betton	Meridian to Monroe	WB		D	2	MJC	102%		X	X	X	X
16701	Bradford/Betton	Lee Ave. to Thomasville	WB	*	D	1	MJC	120%	X	X	X	X	X
17001	Brevard Street	Woodward to Tennessee	WB		D	1	MJC	101%		X			
17200	Brevard Street	Dewey to Old Bainbridge	EB	*	D	1	MJC	108%		X			

SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
17301	Brevard Street	Bronough to Old Bainbridge	WB		D	1	MJC	103%		X			
17401	Brevard Street	Duval to Bronough	WB		D	1	MJC	118%	X	X			
18901	Buck Lake Road	Fallschase Blvd to Mahan	WB		E	3	MJC	110%	X	X	X	X	X
19050	Buck Lake Road	Davis Drive to Pedrick	EB	*	E	1	MJC	125%	X	X	X	X	X
19260	Buford	Capital Medical Blvd to Centerville Rd	NB	*	D	1	MNC	117%	X	X	X	X	X
21700	Capital Circle NE	Killearn Center/Timberlane to Thomasville	NW	*	D	3	PNA	106%		X	X	X	
21800	Capital Circle NE	Raymond Diehl to Killearn Center/Timberlane	NB	*	D	4	PNA	129%	X	X	X	X	
21900	Capital Circle NE	Hermitage/Eastgate to Ray Diehl	NB	*	D	3	PNA	121%	X	X	X	X	
21901	Capital Circle NE	Ray Diehl to Hermitage/Eastgate	SB		D	3	PNA	109%		X	X	X	
22000	Capital Circle NE	Lonnbladh to Hermitage/Eastgate	NB	*	D	3	PNA	107%		X	X	X	
22100	Capital Circle NE	Centerville Rd to Lonnbladh	NB	*	D	3	PNA	120%	X	X	X	X	
22101	Capital Circle NE	Lonnbladh to Centerville Rd	SB		D	3	PNA	105%		X	X	X	
22200	Capital Circle NE	Care Drive to Centerville Rd	NB	*	D	3	PNA	106%		X	X	X	
22400	Capital Circle NE	Miccosukee to Capital Medical Blvd	NB	*	D	3	PNA	106%		X	X	X	
22500	Capital Circle NE	Mahan to Miccosukee	NB		D	3	PNA	119%	X	X	X	X	
22501	Capital Circle NE	Miccosukee to Mahan	SB	*	D	3	PNA	136%	X	X	X	X	
22600	Capital Circle NE	Park/Conner to Mahan	NB	*	D	3	PNA	149%	X	X	X	X	
22700	Capital Circle East	DMV/Sams to Park/Conner	NB		D	3	PNA	110%	X	X	X	X	
22801	Capital Circle East	DMV/Sams to Apalachee Parkway	SB	*	D	3	PNA	103%		X	X	X	
22900	Capital Circle SE	Old St. Augustine to Apalachee	NB	*	D	3	PNA	146%	X	X	X	X	
23601	Capital Circle SE	Shumard Oak to Tram Road	SB	*	D	2	PNA	156%	X	X	X	X	
23701	Capital Circle SE	Tram Road to Paul Russell (Future)	WB	*	D	1	PNA	253%	X	X	X	X	
23731	Capital Circle SE	Paul Russell (Future) to Southside DRI	WB	*	D	1	PNA	167%	X	X	X	X	
23760	Capital Circle SE	Woodville Highway to Southside DRI	EB		D	1	PNA	129%	X	X	X	X	
23761	Capital Circle SE	Southside DRI to Woodville Highway	WB	*	D	2	PNA	148%	X	X	X	X	
23801	Capital Circle South	Woodville Hwy to Crawfordville Rd	WB	*	D	2	PNA	105%		X	X	X	
23901	Capital Circle SW	Southbrook PUD to Crawfordville Rd.	SE	*	D	2	PNA	140%	X	X	X	X	X
23951	Capital Circle SW	Springhill Rd to Southbrook PUD	SE	*	D	1	PNA	114%	X	X	X	X	
24001	Capital Circle SW	Lake Bradford Rd to Springhill	SE	*	D	1	PNA	139%	X	X	X	X	
24041	Capital Circle SW	Airport to Lake Bradford Rd	SE	*	D	1	PNA	115%	X	X	X	X	

SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
24201	Capital Circle SW	Btown Hwy (Pensacola) to Orange	SB		D	1	PNA	113%	X	X	X	X	
24401	Capital Circle NW	Tharpe to Tennessee	SB	*	D	3	PNA	108%		X	X	X	
24500	Capital Circle NW	Tharpe to Hartsfield/NW Passage	NB	*	D	3	PNA	105%		X	X	X	
24600	Capital Circle NW	Hartsfield/NW Pass to Commonwealth	NB	*	D	3	PNA	118%	X	X	X	X	
24720	Capital Circle NW	I-10 to Fred George	NB	*	D	1	PNA	166%	X	X	X	X	X
24740	Capital Circle NW	Fred George to Old Bainbridge	NB	*	D	1	PNA	108%		X	X	X	X
24760	Capital Circle NW	Old Bainbridge to US 27	NB	*	D	1	PNA	189%	X	X	X	X	X
24820	Capital Medical Blvd	Buford to Miccosukee	EB		D	1	MNC	110%	X	X	X	X	X
25700	Centerville Rd	Blair Stone Ext to Cap Circle	NE	*	D	3	MNA	161%	X	X	X		
25701	Centerville Rd	Cap Circle to Blair Stone Ext	SW		D	1	MNA	115%	X	X	X		
26000	Centerville Rd	Olson/Fleisch to Shamrock S.	NE	*	D	1	MNA	105%		X	X		
26240	Chaires Crossroads	U.S. 27 to Capitola Rd	NB	*	C	1	MJC	100%					
26340	Chapel Dr	Westridge to Call	NB	*	E	1	MNC	110%	X	X			
28101	Commonwealth Blvd.	Hartsfield to Cap Circle NW	WB	*	D	2	MJC	101%		X	X	X	X
29100	Copeland Street	Call to Tennessee	NB		E	1	MNC	134%	X	X			
29341	Crawfordville Road	Oak Ridge Rd to Wakulla County Line	SB	*	C	1	PNA	123%	X				
29361	Crawfordville Road	Wakulla Springs Rd (SR 61) to Oak Ridge Rd	SB	*	C	1	PNA	141%	X				
29821	Dempsey Mayo Road	Miccosukee to Mahan	SB	*	D	1	MJC	104%		X	X	X	X
33000	FAMU Way	Wahnish/Railroad to Adams	EB		E	1	MJC	124%	X	X			
33201	Fleischmann	Welaunee Blvd to Miccosukee	SE		D	1	MJC	119%	X	X	X	X	X
33300	Fleischmann	Welaunee Blvd to Centerville	NW	*	D	1	MJC	107%		X	X	X	X
34900	Fred George Rd	Old Bainbridge to Monroe	EB	*	D	1	MJC	208%	X	X	X	X	X
36301	Gaines Street	Woodward to Lk Bradford	WB	*	E	1	MNA	144%	X	X			
36400	Gaines Street	Woodward to Wahnish/Railroad	EB		E	2	MNA	114%	X	X			
36501	Gaines Street	Bronough to Wahnish/Railroad	WB	*	E	2	MNA	101%		X			
36800	Gaines Street	Adams to Monroe	EB		E	2	MNA	101%		X			
37551	Geddie Road	Tennessee to Blountstown	SB	*	D	2	MJC	147%	X				
38801	Hartsfield Rd	Commonwealth to Capital Circle	WB		D	1	MJC	117%	X	X	X	X	X
38900	Hartsfield Rd	Commonwealth to Mission	EB	*	D	1	MJC	173%	X	X	X	X	X
39350	Henderson	Grady Rd to Meridian	EB	*	D	1	MNC	106%		X	X	X	X

SEG No.	ROAD	SEGMENT	DIR.	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
39600	High Rd	Tennessee to Tharpe	NB	*	D	1	MJC	105%		X			
39800	High Rd	Hartsfield to Old Bainbridge	NE		D	1	MJC	125%	X	X	X	X	X
39801	High Rd	Old Bainbridge to Hartsfield	SW	*	D	1	MJC	107%		X	X	X	X
40800	Interstate 10 EB Exit	Interstate 10 EB to Thomasville Rd	EB	*	C	2	MNA	110%	X	X	X	X	
41700	Jackson Bluff	Hendry to Lake Bradford	EB		E	1	MJC	130%	X	X			
42380	Jim Lee Rd Ext (Proposed)	Merchant's Row to Tram Rd	NB		E	1	MJC	126%	X	X	X	X	X
42701	John Knox Road	Silver Slipper/Mall to Monroe	SW	*	D	1	MJC	115%	X	X	X	X	X
43400	Killeam Center Blvd/Ray Diehl	Olson to Killarney Way	NE	*	D	1	MJC	101%		X	X	X	X
43550	Kinhega Drive	Thomasville Rd to Beech Ridge Trail	NW	*	D	1	MJC	226%	X	X	X	X	X
43580	Kinhega Drive	Beech Ridge Trail to Deerlake	NW	*	D	1	MJC	221%	X	X	X	X	X
43601	Kissimmee	Levy to Lake Bradford	WB	*	E	1	MNC	101%		X			
43700	Kissimmee	Levy to Holton	EB		E	1	MNC	129%	X	X			
43801	Kissimmee	Saxon to Holton	WB	*	E	1	MNC	118%	X	X			
45301	Levy Avenue	Lake Bradford to Paul Dirac East	WB		E	1	MJC	137%	X	X			
46000	Lonnbladh	Cap Circle to Olson	EB	*	D	1	MNC	120%	X	X	X	X	X
46500	Maclay Blvd	Market Street to Maclay Rd	NB	*	D	1	MNC	105%		X	X	X	X
46701	Macomb/RR/Wahnish	Osceola to Orange	SB		E	1	MJC	123%	X	X			
46900	Macomb/RR/Wahnish	Gamble to FAMU Way	NB	*	E	1	MJC	117%	X	X			
46901	Macomb/RR/Wahnish	FAMU Way to Gamble	SB		E	1	MJC	110%	X	X			
48401	Magnolia Drive	Gov. Square Blvd to Apalachee	SB		E	2	MNA	123%	X	X			
48801	Magnolia Drive	Miccosukee to Tennessee	SB		D	2	MNA	115%	X	X	X	X	
49601	Medical Drive	Surgeons to Miccosukee	SB	*	D	1	MJC	188%	X	X	X	X	X
49760	Merchant's Row Ext (Proposed)	Tram Rd to Capital Circle	NE	*	E	1	MJC	118%	X	X	X	X	X
49901	Merchant's Row	Four Oaks Blvd to Esplanade Way	WB	*	E	1	MJC	101%		X	X	X	X
50500	Meridian Road	Henderson to Timberlane	NB	*	D	1	MNA	102%		X	X		
50501	Meridian Road	Timberlane to Henderson	SB		D	1	MNA	167%	X	X	X		
50600	Meridian Road	Timberlane to Maclay	NB	*	D	1	MNA	153%	X	X	X		
52000	Miccosukee Rd	Hillcrest to Magnolia	NE	*	D	2	MNA	100%		X	X	X	X
52101	Miccosukee Rd	Medical Dr to Magnolia	SW	*	D	2	MNA	139%	X	X	X	X	X

SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
52400	Miccosukee Rd	Riggins to Capital Circle	NE	*	D	2	MNA	150%	X	X	X	X	X
53050	Mission/Appleyard	Tennessee to Tharpe	NB	*	D	1	MJC	114%	X	X	X	X	X
54006	M.L.King Blvd	Jefferson to College	NB	*	E	1	MNC	109%		X			
54601	Monroe Street	Tram Road to Gaile Avenue	SB	*	D	2	PNA	104%		X			
57800	Monroe Street	Calloway to I-10 WB XRamp	NW	*	D	2	PNA	103%		X	X	X	
57900	Monroe Street	I-10 WB XRamp to Session/Sams	NW	*	D	2	PNA	115%	X	X	X	X	
58000	Monroe Street	Session/Sams to Fred George/Crowder	NW	*	D	2	PNA	149%	X	X	X	X	X
58030	Monroe Street	Fred George/Crowder to Faulk/Perkins	NW	*	D	2	PNA	113%	X	X	X	X	X
58031	Monroe Street	Faulk/Perkins to Fred George/Crowder	SW		D	2	PNA	108%		X	X	X	X
58101	Monticello Drive	Gibbs to Tharpe	SW		D	1	MJC	107%		X	X	X	X
58200	Monticello Drive	Gibbs to Monroe	NE		D	1	MJC	164%	X	X	X	X	X
59101	Ocala Rd	Heritage to Pensacola	SB		E	2	MJC	107%		X			
59150	Ocala Rd	Heritage to Tennessee	NB	*	E	2	MJC	104%		X			
59300	Ocala Rd	Continental to Tharpe	NB	*	D	1	MJC	111%	X	X	X		
59800	Old Bainbridge Rd	Alabama to Tharpe	NW	*	D	1	MNA	114%	X	X			
59900	Old Bainbridge Rd	Tharpe to High	NW	*	D	1	MNA	108%		X			
60000	Old Bainbridge Rd	High Rd to Stone/Salmon	NW	*	D	1	MNA	104%		X	X		
60001	Old Bainbridge Rd	Stone/Salmon to High Rd	SE		D	1	MNA	134%	X	X	X		
60200	Old Bainbridge Rd	Fred George to Cap Circle	NW	*	D	1	MNA	229%	X	X	X		
60230	Old Bainbridge	Monroe to Phipps Landing	NB	*	D	1	MNA	118%	X	X	X	X	X
60400	Old St Augustine	East Indianhead to Blair Stone	EB		E	1	MNA	105%		X	X		
60900	Olson/Lonnbladh	Centerville to Ray Diehl	NB	*	D	1	MJC	110%	X	X	X	X	X
61100	Orange Avenue	Lake Bradford SW to Springhill	EB		E	1	MNA	121%	X	X	X	X	
61200	Orange Avenue	Springhill to Pasco	EB		E	1	MNA	104%		X	X	X	
61300	Orange Avenue	Pasco to Wahnish	EB	*	E	1	MNA	108%		X	X	X	
61400	Orange Avenue	Wahnish to Adams	EB		E	2	MNA	109%		X		X	X
61501	Orange Avenue	Monroe to Adams	WB	*	E	2	MNA	112%	X	X			
62300	Osceola	Wahnish to MLK	EB		E	1	MNC	190%	X	X			
62400	Osceola	MLK to Adams	EB		E	1	MNC	110%	X	X			
64521	Paul Russell Ext SW	Powerline to Woodville Hwy	SW	*	E	1	MJC	118%	X				

SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
	(Proposed)												
64530	Paul Russell Ext SW (Proposed)	Powerline to Capital Circle SE	NE	*	E	1	MJC	218%	X				
64541	Paul Russell Ext SW (Proposed)	Merchant's Row Ext to Capital Circle SE	SB	*	E	1	MJC	225%	X	X	X		
64901	Paul Russell Rd	Old St. Augustine to Orange Ave Ext	SB	*	E	1	MJC	101%		X	X	X	X
65200	Pensacola (Hwy 20)	Cap Circle SW to Blountstown Hwy/Nina	EB		E	1	MNA	109%		X	X	X	X
65201	Pensacola (Hwy 20)	Blountstown Hwy/Nina to Cap Circle SW	WB	*	E	2	MNA	102%		X	X	X	X
65301	Pensacola Street	Progress to Blountstown Hwy/Nina	WB	*	E	2	MNA	106%		X			
65801	Pensacola Street	Lipona to Ocala	WB	*	E	2	MNA	104%		X			
67251	Portland	Old Bainbridge to Atlas	WB	*	D	1	MNC	105%		X	X	X	X
67700	Pullen/Calloway Rd	Old Bainbridge to Monroe	NE		D	1	MNC	122%	X	X	X	X	X
67701	Pullen/Calloway Rd	Monroe to Old Bainbridge	SW	*	D	1	MNC	104%		X	X	X	X
67900	Raymond Diehl	Thomasville to Cap Circle	EB	*	D	1	MJC	103%		X	X	X	X
67901	Raymond Diehl	Cap Circle to Thomasville	WB		D	1	MJC	138%	X	X	X	X	X
68000	Reese Park Extension	Gov Square Blvd to Park	NB	*	E	1	MJC	102%		X			
68300	Ridge Road	Estates Rd to Crawfordville Rd	EB		E	1	MNC	115%	X	X	X	X	X
68400	Riggins Rd	Formosa to Mahan	NB		E	1	MNC	109%		X	X	X	X
68600	Roberts Avenue	Rankin to Mabry	EB		E	1	MNC	110%	X	X	X	X	X
70101	Seventh Avenue	Gadsden to Meridian/Thomasville	WB	*	D	2	MJC	102%		X			
70201	Seventh Avenue	Mitchell to Gadsden	WB	*	D	3	MJC	104%		X	X	X	X
70901	Shannon Lakes W.	Kerry Forest to Shamrock N.	SB		D	1	MNC	126%	X	X	X	X	X
72000	Sixth Avenue	Gadsden to Mitchell	EB	*	D	2	MJC	103%		X	X	X	X
72100	Sixth Avenue	Mitchell to Lee	EB	*	D	2	MJC	104%		X	X	X	X
72200	Sixth Avenue	Lee to Centerville/Magnolia	EB	*	D	2	MJC	104%		X	X	X	X
72600	South Wood Plantation Rd	Biltmore Ave to Old St Augustine Rd	NB	*	E	1	MNC	102%		X	X	X	X
73101	Springsax	Pasco to Springhill	WB		E	1	MNC	110%	X	X	X	X	X
73800	Stadium Drive East	Lake Brad/Gaines to St Augustine	NE		E	1	MNA	126%	X	X			
73801	Stadium Drive East	St Augustine to Lake Brad/Gaines	SW	*	E	2	MNA	108%		X			
74100	Stadium Drive West/Bryan	Hendry/Champs to Pensacola	NB	*	E	2	MJC	100%		X			
74201	Stadium Drive West/Bryan	Connector to Pensacola	SB	*	E	1	MJC	123%	X	X			

SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
74250	Stadium Drive West/Bryan	Call to Tennessee	NB	*	E	2	MJC	101%		X			
74301	Stone/Lakeshore	Monroe to Old Bainbridge	SW	*	D	1	MNC	117%	X	X	X	X	X
74740	Sutor	Apalachee Pwy to Trojan	NB	*	E	1	MNC	118%	X	X	X	X	X
74850	Tekesta	Bannerman to Deerlake South	NB	*	D	1	MNC	169%	X	X	X	X	X
75001	Tennessee Street	Cap West Shopping Ctr to Cap Circle	WB	*	D	2	PNA	122%	X	X	X	X	
75100	Tennessee Street	Cap West Shop Ctr to Blountstown Hwy	EB		D	2	PNA	120%	X	X	X	X	
75101	Tennessee Street	Blountstown Hwy to Cap West Shop Ctr	WB	*	D	2	PNA	104%		X	X	X	
75151	Tennessee Street	Senator Pat Thomas Blvd to Blountstown Hwy	WB	*	D	2	PNA	109%		X			
75200	Tennessee Street	Senator Pat Thomas Blvd to Appleyard	EB		D	2	PNA	116%	X	X			
75201	Tennessee Street	Appleyard to Senator Pat Thomas Blvd	WB	*	D	2	PNA	106%		X			
75301	Tennessee Street	White to Appleyard	WB	*	D	2	PNA	102%		X			
75400	Tennessee Street	White to Ocala	EB		D	2	PNA	114%	X	X			
75501	Tennessee Street	High to Ocala	WB	*	D	2	PNA	105%		X			
75701	Tennessee Street	Basin/Bryan to Caliark	WB	*	D	3	PNA	100%		X			
75900	Tennessee Street	Brevard to Woodward	EB		D	3	PNA	108%		X			
76001	Tennessee Street	Dewey to Woodward	WB	*	D	3	PNA	112%	X	X			
76101	Tennessee Street	Copeland to Dewey	WB	*	D	3	PNA	114%	X	X			
76200	Tennessee Street	Copeland to Macomb	EB		D	3	PNA	102%		X			
76201	Tennessee Street	Macomb to Copeland	WB	*	D	3	PNA	107%		X			
76301	Tennessee Street	ML King to Macomb	WB		D	3	PNA	103%		X			
76401	Tennessee Street	Bronough to ML King	WB	*	D	3	PNA	105%		X			
76501	Tennessee Street	Duval to Bronough	WB	*	D	3	PNA	110%	X	X			
76601	Tennessee Street	Adams to Duval	WB	*	D	3	PNA	101%		X			
76700	Tennessee Street	Adams to Monroe	EB		D	2	PNA	100%		X			
76701	Tennessee Street	Monroe to Adams	WB	*	D	3	PNA	100%		X			
76801	Tennessee Street	Calhoun to Monroe	WB		D	2	PNA	105%		X			
76901	Tennessee Street	Gadsden to Calhoun	WB		D	2	PNA	101%		X			
77001	Tennessee Street	Meridian to Gadsden	WB		D	2	PNA	108%		X			
77101	Tennessee Street	Franklin to Meridian	WB		D	2	PNA	113%	X	X	X	X	
77300	Tennessee Street (Mahan)	Hillcrest to Magnolia	EB	*	D	2	PNA	124%	X	X			

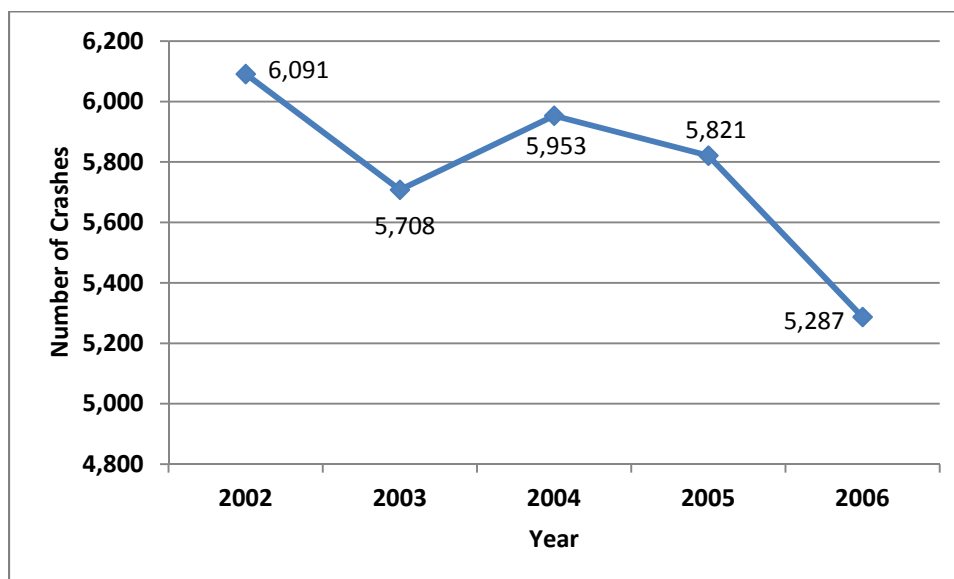
SEG No.	ROAD	SEGMENT	DIR	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
77600	Tennessee Street (Mahan)	Riggins to Cap Circle	EB	*	D	2	PNA	150%	X	X	X	X	
77800	Tennessee Street (90 East)	Lafayette/Proctor to Weems Road	EB	*	D	3	PNA	101%		X	X	X	
77900	Tennessee Street (90 East)	Weems Road to Silk Bay	EB	*	D	3	PNA	119%	X	X	X	X	
77920	Tennessee Street (90 East)	Silk Bay to Buck Lake	EB	*	D	2	PNA	105%		X	X	X	
77950	Tennessee Street (90 East)	Buck Lake to Dempsey Mayo	EB	*	D	1	PNA	115%	X	X	X	X	
78011	Tennessee Street (90 East)	Pedrick to Charlais	WB		D	1	PNA	125%	X	X	X	X	X
78040	Tennessee Street (90 East)	Pedrick to Vineland	EB	*	D	1	PNA	100%		X	X	X	X
78300	Tharpe Street	West Terminus to Cap Circle	EB	*	D	1	MNC	111%	X	X	X	X	X
78500	Tharpe Street	Blountstown Highway to Mission	EB	*	D	1	MNA	101%		X	X	X	X
78601	Tharpe Street	San Luis to Mission	WB	*	D	1	MNA	113%	X	X	X	X	X
79701	Thomasville Rd	Capital Plaza to 7th/Meridian	SW		D	1	PNA	116%	X	X	X	X	
79900	Thomasville Rd	Glenview to Bett/Brad	NE	*	D	3	PNA	140%	X	X	X	X	
80500	Thomasville Rd	Metro to I10 EB Exit/Ray Diehl	NB	*	D	3	PNA	101%		X	X	X	
80600	Thomasville Rd	I10 EB Exit/Ray Diehl to I10 WB	NB	*	C	3	PNA	101%		X	X	X	
80601	Thomasville Rd	I10 WB to I10 EB Exit/Ray Diehl	SB		C	3	PNA	218%	X	X	X	X	
80700	Thomasville Rd	I10 WB to Timberlane	NB	*	C	4	PNA	122%	X	X	X	X	
80701	Thomasville Rd	Timberlane to I10 WB	SB		C	3	PNA	132%	X	X	X	X	
80800	Thomasville Rd	Timberlane to Cap Circle/Market	NB	*	C	4	PNA	103%		X	X	X	
80801	Thomasville Rd	Cap Circle/Market to Timberlane	SB		C	4	PNA	132%	X	X	X	X	
80900	Thomasville Rd	Cap Circle to Village Sq. Blvd	NB	*	C	4	PNA	105%		X	X	X	
80901	Thomasville Rd	Village Sq to Cap Circle/Market	SB		C	4	PNA	155%	X	X	X	X	
81000	Thomasville Rd	Village Sq Blvd to Killarney Way/Maclay	NB	*	C	3	PNA	113%	X	X	X	X	
81001	Thomasville Rd	Killarney Way/Maclay to Village Sq Blvd	SB		C	5	PNA	142%	X	X	X	X	
81100	Thomasville Rd	Killarney Way/Maclay to Foxcroft	NB	*	C	3	PNA	103%		X	X	X	
81200	Thomasville Rd	Foxcroft to Kerry Forest Parkway	NB	*	C	3	PNA	106%		X	X	X	
81701	Timberlane Rd Ext.	Capital Circle to Thomasville	WB	*	D	2	MJC	105%		X	X	X	X
82401	Trojan/Easterwood	Connor to Sutor	SE	*	E	1	MNC	106%		X	X	X	X
83400	Village Square Blvd.	Killeam Cent Blvd to Thomasville	NW	*	D	1	MNC	126%	X	X	X	X	X
83501	Village Square Blvd.	Thomasville Rd to Maclay Blvd.	WB		D	1	MNC	141%	X	X	X	X	X
84800	Weems Rd	Easterwood to Gypsum Drive	NB	*	E	1	MNC	151%	X	X	X	X	X

SEG No.	ROAD	SEGMENT	DIR.	Pk. Dir.	AD. LOSS TD	No. Ln.	FUNC CLS	CAP. RATIO	>110%	A.	B.	C.	D.
84820	Weems Rd	Gypsum Drive to Tennessee	NB	*	E	1	MNC	111%	X	X	X	X	X
85470	Woodville Highway	Wakulla Co. to Natural Bridge Road	NB		C	1	PNA	132%	X				
85501	Woodville Highway	Oak Ridge to Natural Bridge Road	SB	*	C	1	PNA	190%	X				
85531	Woodville Highway	Paul Russell Ext (Proposed) to Oak Ridge	SB	*	C	1	PNA	112%	X				
85551	Woodville Highway	Leon Propane/Southside DRI to Paul Russell Ext (Proposed)	SB	*	D	1	PNA	128%	X	X	X	X	
85561	Woodville Highway	Cap Circle SE to Leon Propane/Southside DRI	SB	*	D	2	PNA	109%		X	X	X	
85601	Woodville Highway	Ross to Capital Circle	SB	*	D	2	PNA	147%	X	X	X	X	

5.1.2 Safety

The total number of crashes in Leon County has declined by 15.2 percent between 2002 and 2006. After a decrease in 2003, the number of crashes peaked in 2004 with 5,953 crash events, and declined over two (2) years to 5,287 crash events in 2006. This is displayed in **Figure 21**.

Figure 21. Five-Year Crash History in Leon County (2002-2006)



Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

The total number of injuries from crash events in Leon County has decreased by 25.4 percent between 2002 and 2006, from 4,486 to 3,577 injuries. There was a peak in injuries in 2004 with 4,633 injuries. This value exceeded the number of injuries in 2002 but has since steadily decreased to 3,577 injuries in 2006. Despite a rise in the number of fatalities from Leon County crashes in 2003 and 2005, the number of fatalities has remained relatively steady between 2002 and 2006. This is shown in **Table 8**.

Table 8. Five-Year Injury and Fatality History in Leon County (2002-2006)

Year	2002	2003	2004	2005	2006
Number of Injuries	4,486	4,153	4,633	4,145	3,577
Number of Fatalities	27	36	17	42	28

Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

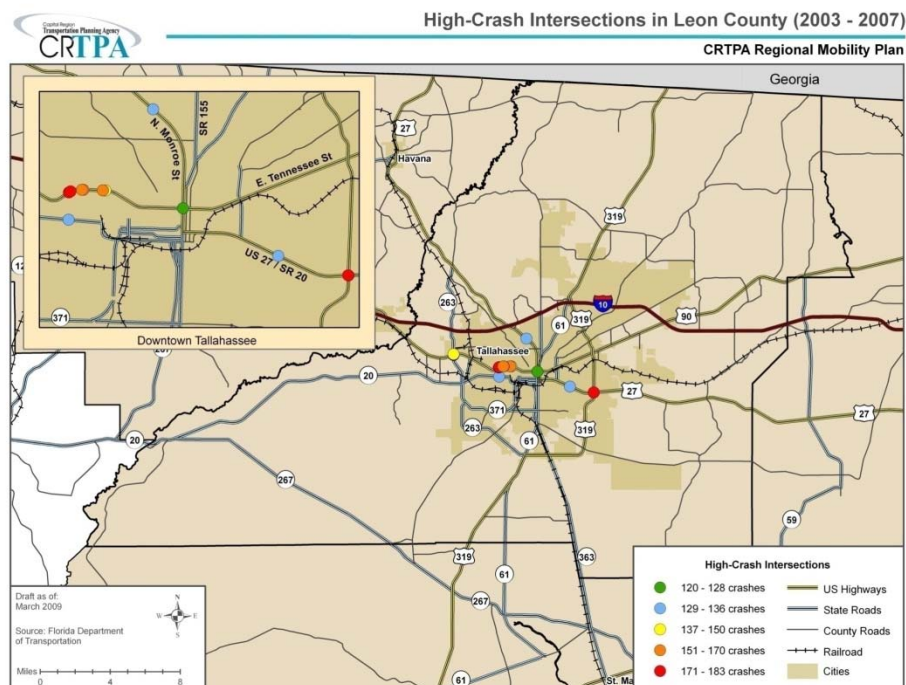
Table 9 shows high-crash intersections in Leon County from 2003 to 2007. The majority of these crashes occurred on SR 10, SR 366, SR 20 and SR 63. This data is also shown in **Figure 22**.

Table 9. High Crash Intersections in Leon County, 2003-2007

Intersection	Number of Crashes
SR 20 and SR 261	183
SR 10 and Ocala Road	181
SR 10 and Leg to OC	177
SR 10 and High Road	170
SR 10 and SR 366	167
SR 10 and Call Street	160
SR 263 and US 90	150
SR 10 and Murphree	147
SR 366 and Ocala Road	136
SR 20 and CR 373	135
SR 263 and SR 10	132
SR 63 and John Knox	131
SR 10 and SR 61	126

Source: FDOT Safety Office

Figure 22. High-Crash Intersections, 2003-2007 (Leon County)



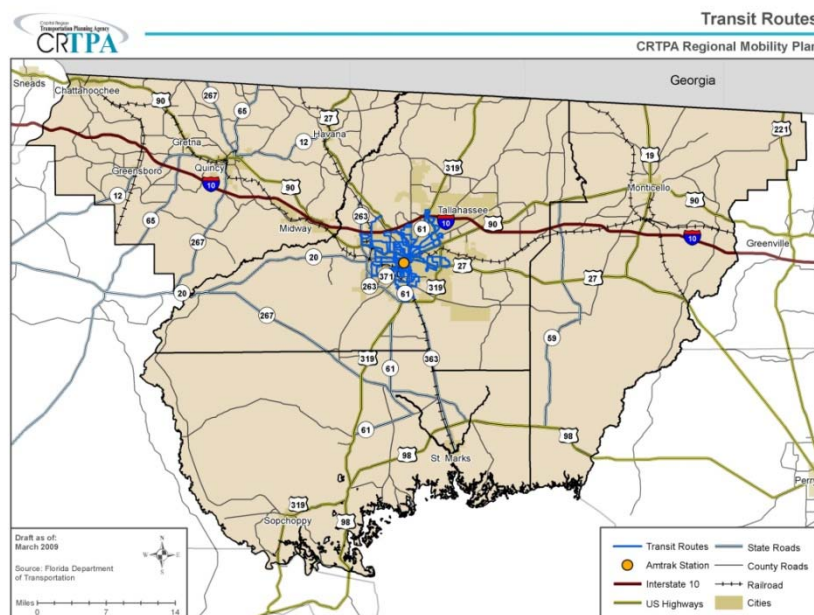
5.2 Transit

Transit service in Tallahassee is operated by StarMetro, which manages city bus routes in Tallahassee, including campus shuttles at FSU and FAMU. StarMetro also offers a Dial-a-Ride service for seniors and disabled citizens as well as a variety of seasonal services. StarMetro features a variety of full-time and seasonal services, including the following:

- **Bike-On-Bus** is a free bike rack system which allows people to load their bikes onto bike racks that are fixed to the fronts of buses (up to two per bus).
- **Spirit Express** is a seasonal service that transports sports fans from the Tallahassee-Leon Civic Center to FSU football games at Doak Campbell Stadium and back.
- **Community Transportation Coordinator** offers countywide transportation services for those who qualify through Medicaid, Developmental Disabilities, or the Transportation Disadvantaged program.
- **Dial-A-Ride** is for senior citizens 60 years and older, or those disabled within the eligibility guidelines established by the Americans with Disabilities (ADA). Dial-A-Ride provides transportation throughout the city with night and Sunday services.
- **Campus Routes** for FSU and FAMU students are operated through StarMetro's "no-stress" plan. Students who show a valid student ID are not required to pay the fare.

The Tallahassee Transit Renaissance Plan was adopted in 2005 to bring changes to the transit system (then named "TalTran"). Since the plan's completion, StarMetro has implemented new routes, stations and stops. One key change has been the addition of two (2) new transfer stops. These stops make it possible to travel across Tallahassee without changing buses at the downtown hub station. StarMetro provides wireless internet on select routes in addition to televisions in buses. **Figure 23** displays the existing weekday StarMetro routes and bus stops. Routes and schedules vary on holidays and weekends.

Figure 23. Transit Routes



Transportation Disadvantaged Population

Chapter 427 of the Florida Statutes defines transportation disadvantaged (TD) persons as:

“...those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at risk as defined in [section] 411.202.”

The Florida Coordinated Transportation Systems exist for “promoting mobility for Florida’s Transportation Disadvantaged”¹⁰³ throughout the counties in Florida. In Leon County, this coordinated transportation operates through StarMetro, and serves two population groups. The “Category I” group includes persons who are disabled, elderly, low-income, and children who are “high-risk” or “at-risk”. This group is eligible for trips sponsored by social service or governmental agencies. The “Category II” group includes those that are unable to transport themselves or to purchase transportation. This group is eligible to receive the same subsidies as those in Category I, in addition to trips subsidized by monies allocated to local community transportation coordinators through the TC Trust Fund, as funding permits. **Table 10** presents a forecast of the Potential TD Population (Category II) and the TD Population (Category I) in Leon County. The population forecast can be used to estimate for demand for both programs.

¹⁰³ Florida Association of Coordinated Transportation Systems, Inc., www.flafacts.com

Table 10. Forecasts of Category I and II TD Populations in Leon County

Year	TD Population Category I	TD Population Category II
2005	76,068	14,179
2006	77,350	14,432
2007	78,657	14,689
2008	81,347	15,302
2009	84,192	15,951
2010	90,583	17,501
2011	94,018	18,296
2012	97,657	19,140
2013	101,517	20,038
2014	105,610	20,993
2015	109,954	22,010

Source: City of Tallahassee Transit Development Plan Update, 20065.3 Bicycle and

Pedestrian Facilities

The City of Tallahassee has developed radially around several major corridors leading out of the downtown area. Much of this growth and subdivision of land occurred without consideration of interconnectivity between various developments. According to the Tallahassee-Leon County Bicycle and Pedestrian Master Plan, the existing sidewalks, trails and bike lanes are fragmented throughout the County, with the exception of downtown Tallahassee. There are gaps in sidewalk and bicycle facility coverage in Leon County, underscoring the need for improved connectivity in several areas. Finally, the Plan states that there are few high capacity bicycle and pedestrian ways that link areas to key destinations in the community.

While Tallahassee and Leon County have done a good job of promoting and encouraging mixed-use pedestrian-scale development, the private sector has been slow to respond to these initiatives. Downtown Tallahassee is limited in terms of mixed-use residential and ancillary commercial services that would expand the area's attraction beyond work and activity related activities to create a more livable community.

The siting of new schools is another land use gap in terms of bicycle and pedestrian connectivity within Leon County. The locations of existing and new schools in Leon County are not sufficiently integrated into the built environment to promote non-auto forms of travel. The Leon County School Board is responding to growth pressures and school siting criteria, as new schools can contribute to traffic congestion and unhealthy growth patterns. It was noted in the Tallahassee-Leon County 2025 Bicycle and Pedestrian Master Plan that schools should be situated as the center of each community and not be isolated from the communities that they serve.

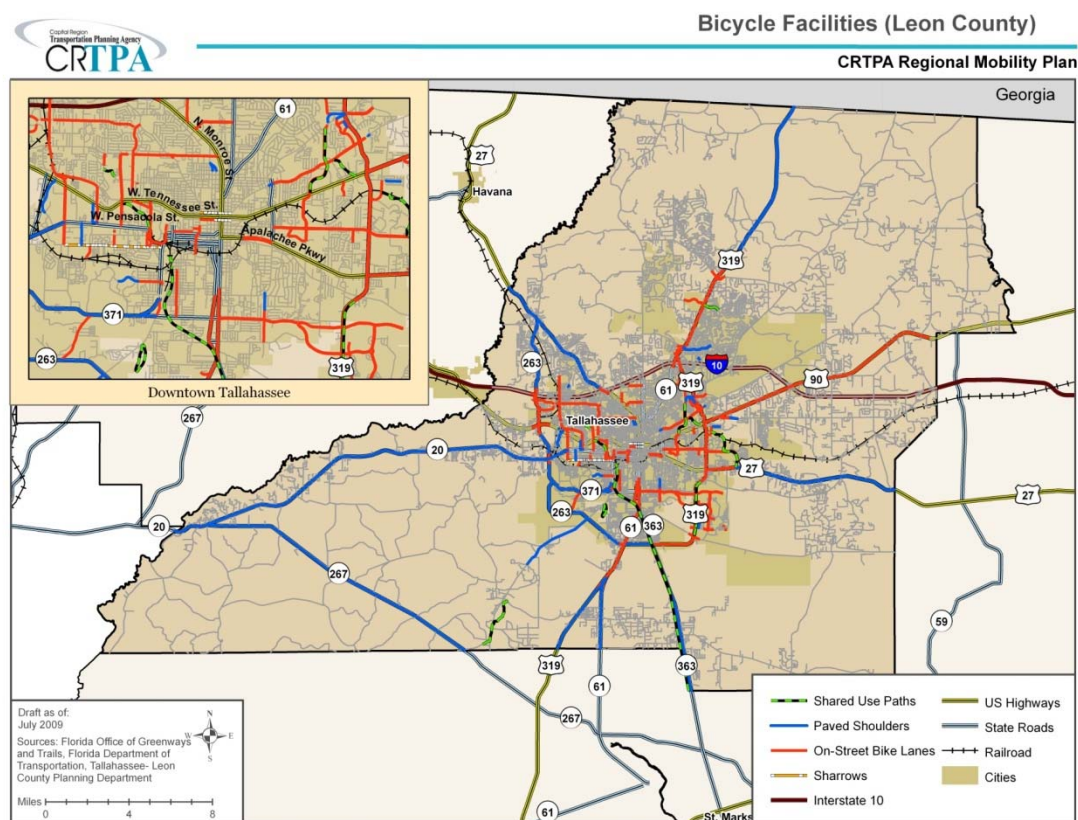
Another deficiency in the bicycle and pedestrian network is the condition of existing facilities and lack of sufficient maintenance. Throughout Leon County, sidewalk impediments and obstructions affect the usability and accessibility of the system. A lack of sufficient mid-block crossings at key locations represents another potential deficiency and safety issue. In addition, bicycle and pedestrian facilities are not well-integrated with the local transit system. While there

are a number of transit shelters in the transit service area, many lack basic pedestrian facilities, such as sidewalks, benches or concrete loading pads for wheelchair patrons. The following sections present a summary of the existing and planned bicycle and pedestrian facilities within Leon County.

5.3.1 Bicycle Facilities

A map of the existing bicycle facilities in Leon County is displayed in **Figure 24**. There are several paved shoulders located throughout the County along SR 267, SR 20, SR 263, parts of US 27, parts of SR 61 and parts of US 319. There are also a number of on-street bicycle lanes located in Tallahassee as seen in Figure 24. Leon County has only a few shared use paths located throughout the County.

Figure 24. Existing Bicycle Facilities (Leon County)

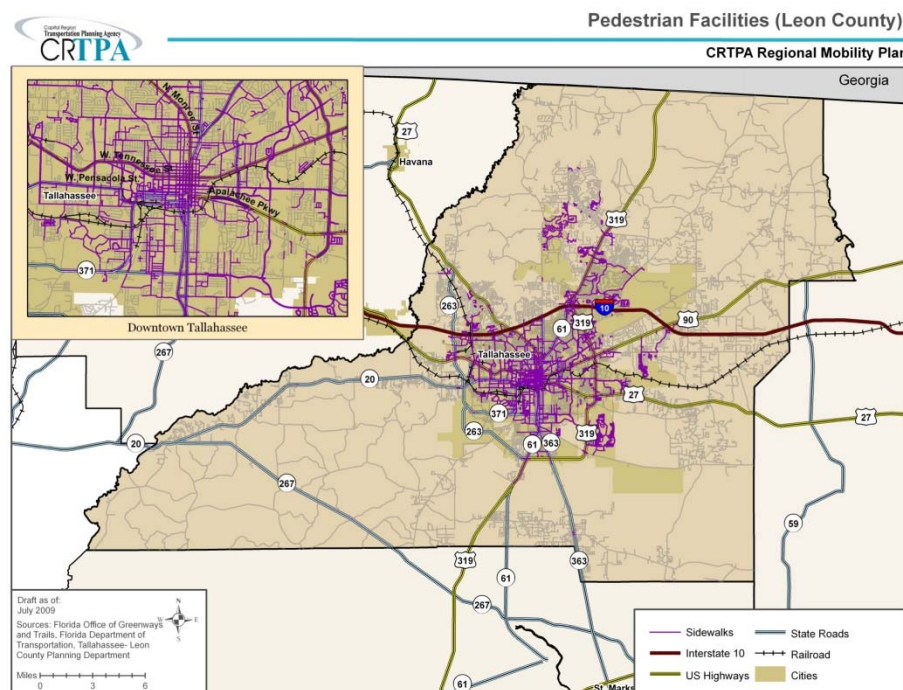


5.3.2 Sidewalks

Sidewalks can be found throughout Leon County, but the majority are located within the Tallahassee city limits. The downtown area and the universities have the most extensive sidewalk network, centered within a three-mile radius of City Hall. A map of existing sidewalk facilities in Leon County is displayed in **Figure 25**.

As noted earlier, there are many gaps in sidewalk coverage in Leon County. One major issue in Leon County is pedestrian connectivity to schools. An analysis found that one-half of the public schools in Leon County have less than 28 percent sidewalk coverage within a half-mile radius of schools¹⁰⁴.

Figure 25. Pedestrian Facilities (Leon County)



5.3.3 Greenways and Trails

The Tallahassee-Leon County Greenways Program was established in 1994 to plan for the Cascade Linear Greenway in downtown Tallahassee. In 2004, the Tallahassee-Leon County Greenways Master Plan was developed to create a community-wide greenways system of linkages that would contribute to the connectivity, preservation, and enhancement of environmentally sensitive areas. The goal of the Greenways and Trails Plan was to help connect neighborhoods, parks, downtown Tallahassee, schools, recreational and fitness facilities, shopping, or work destinations. The Plan implements Policy 6.1.3 of the Conservation Element in the *Tallahassee-Leon County Comprehensive Plan*, and furthers planned greenways in *Blueprint 2000* and other documents. **Figure 26** displays the Leon County recreational land trails.

In addition to these local trail and greenway efforts, the Florida Department of Environmental Protection's (DEP) Office of Greenways and Trails (OGT) is working to establish a statewide system of greenways and trails for recreation, conservation, and transportation purposes. They are guided by the DEP's and Florida Greenways Coordinating Council's "Connecting Florida's

¹⁰⁴ Tallahassee-Leon County 2025 Bicycle and Pedestrian Master Plan

Communities” Plan, which works directly with local communities, developers, private landowners, non-profit organizations, and state and federal agencies to facilitate the establishment of greenways and trails statewide. The off-road trail and greenway network provides an alternative for bicyclists traversing major roadway facilities prone to increased traffic speeds, volumes, and higher percentage of truck traffic. In 2008, DEP updated its “Recreational Trail Opportunity Maps”, which provide a visual plan for multi-use trails throughout the state. The DEP has identified fourteen (14) potential multi-use trails that would enhance non-motorized travel within Leon County, and to other areas of the region and State of Florida. These include:

- Tallahassee to St. Mark’s Corridor (high priority)
- Miccosukee Greenway Corridor (high priority)
- St. Mark’s Extension Corridor (high priority)
- Meridian Trail Corridor (high priority)
- GF & A Trail Corridor (high priority)
- Ochlockonee River Trail Corridor (high priority)
- East Tallahassee to Gulf Corridor (medium priority)
- Lake Talquin – Lake Bradford Connector Corridor (medium priority)
- GF & A to Maclay Gardens State Park Corridor (medium priority)
- Lake Seminole to Upper Ochlockonee River Corridor (low priority)
- Gadsden County to Tallahassee Corridor (low priority)
- Tallahassee – Monticello Greenway Corridor (low priority)
- Apalachicola National Forest Trail Corridor (low priority)
- Lake Jackson Trail Corridor (low priority)

The high-priority multi-use trail opportunities are displayed in **Figure 27**.

5.3.4 Waterways

In addition to several land recreational trails, Leon County features one (1) water/canoe trail that follows the Ochlockonee River along the County’s western border. This is shown in **Figure 28**. The Office of Greenways and Trails has also established “paddling trail” priorities for Florida. In Leon County, these include:

- Lower Ochlockonee River (high priority)
- Upper Ochlockonee River (high priority)
- St. Marks River Trail (high priority)
- Little River Trail (medium priority)
- Fisher Creek Trail (medium priority)
- Bradford Chain of Lakes Trail (medium priority)
- Lafayette Heritage Trail (medium priority)
- Bradford Brook Trail (low priority)

The high-priority paddling trail opportunities are displayed in **Figure 29**.

Figure 26. Existing Land Recreational Trails (Leon County)

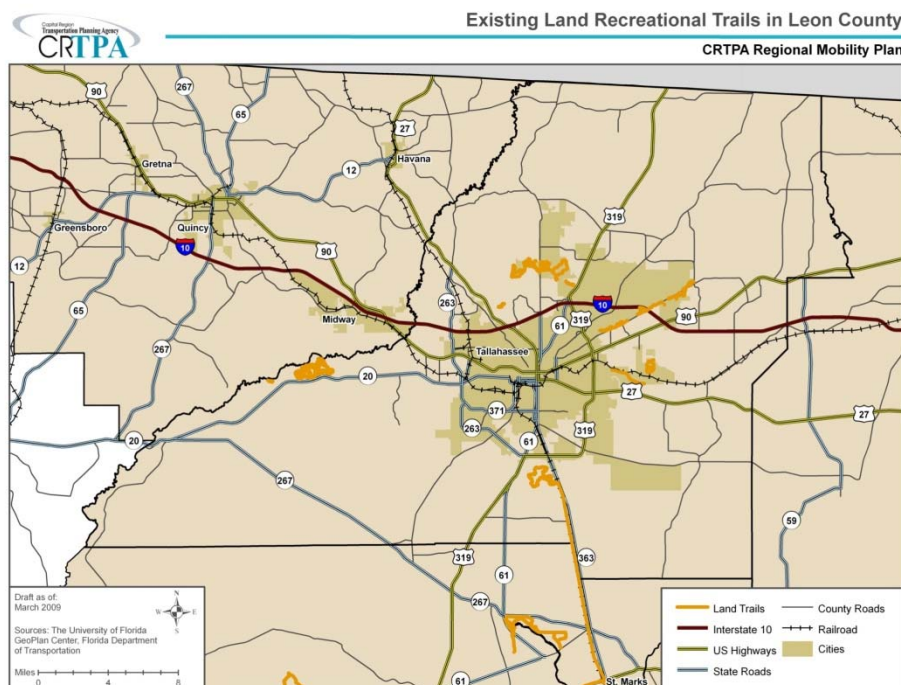


Figure 27. High-Priority Recreational Trail Opportunities – Multi-Use Trails (Leon County)

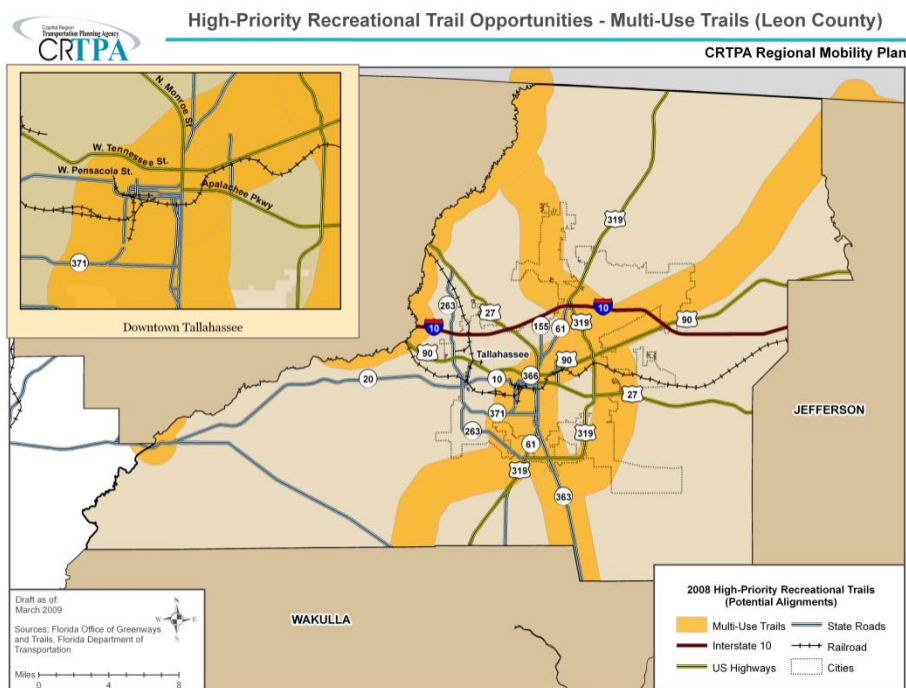


Figure 28. Existing Water Recreational Trails (Leon County)

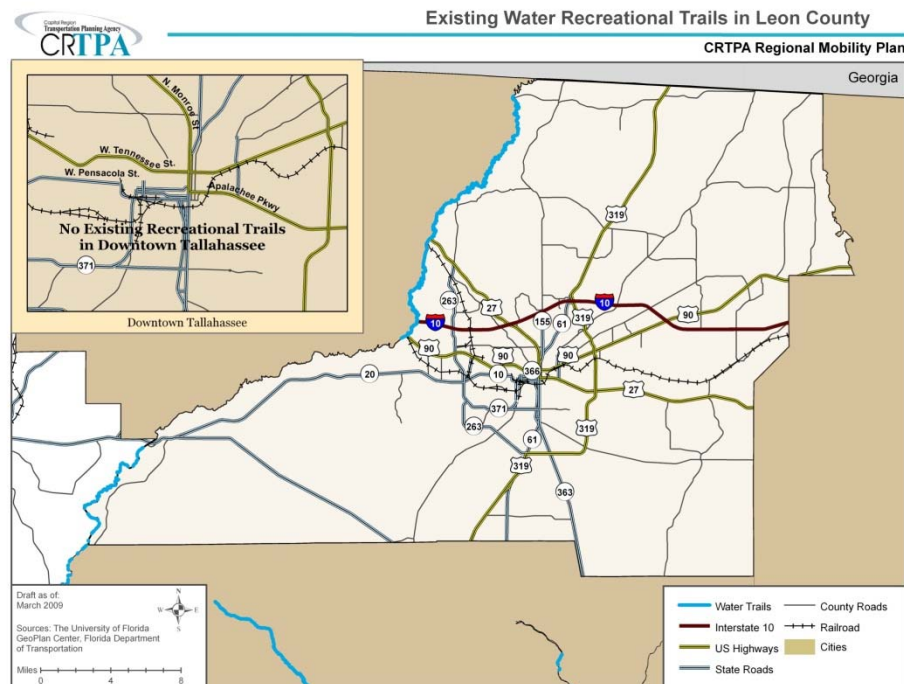
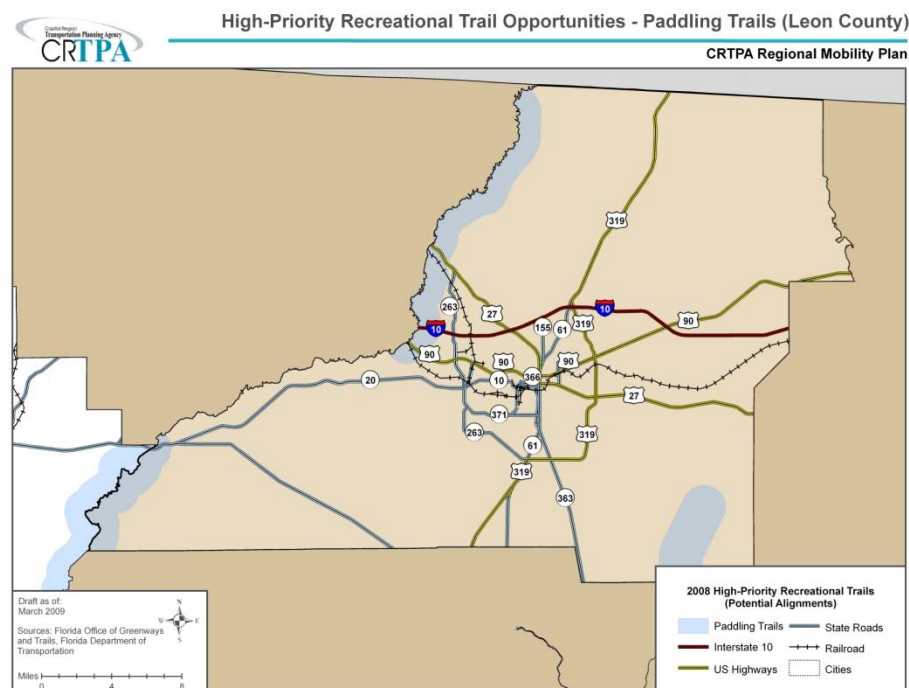


Figure 29. High-Priority Recreational Trail Opportunities - Paddling Trails (Leon County)



5.4 Florida Intrastate Highway System (FIHS)

The Florida Intrastate Highway System (FIHS) is designated by the Florida Legislature to: 1) connect urban and rural areas throughout the state, and 2) connect to global markets through airports, seaports, and rail terminals. The FIHS is a transportation network that provides for high-speed and high-volume traffic movements within the state. The primary function of the system is to serve intrastate and regional commerce and long-distance trips. In Leon County, I-10 and US 319 from the Georgia state line to I-10 are included on the FIHS. This is shown in **Figure 30**.

5.5 Strategic Intermodal System (SIS)

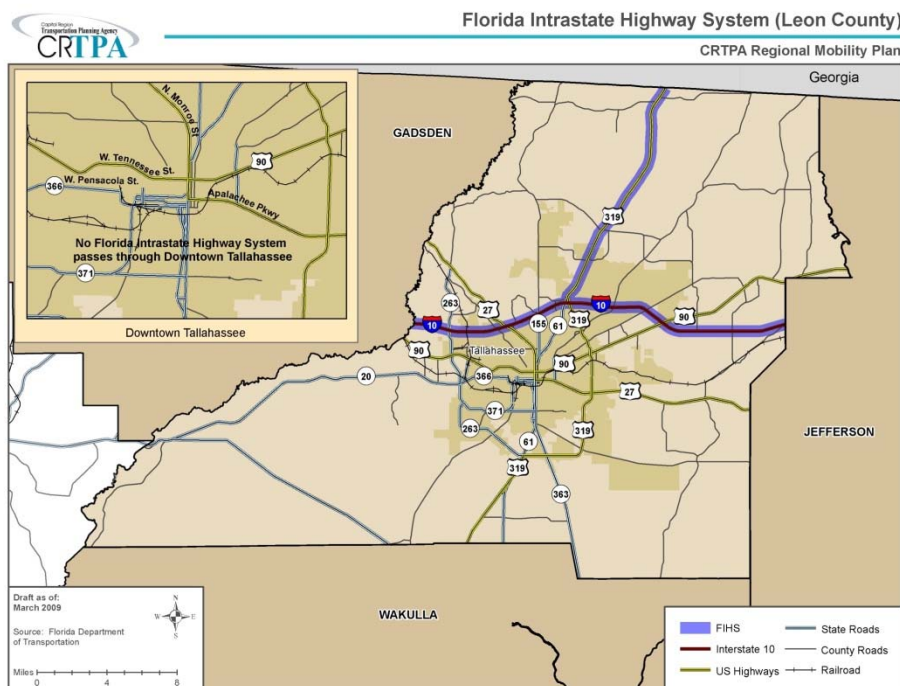
The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. The system was designated by a Steering Committee that used objective criteria based on quantitative measures of transportation and economic. The criteria and thresholds are used to designate both existing and planned facilities, known as "The SIS":

- **Existing SIS**- Facilities that meet high levels of people and goods movement generally supporting the major flows of interregional, interstate, and international trips.
- **Emerging SIS**- Facilities that meet lower levels of people and goods movement, generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern.

Three types of facilities make up the SIS:

- 1) Hubs such as airports, seaports and other freight and passenger terminals that serve gateways for people and freight;
- 2) Interregional corridors such as highways, rail lines, and waterways that link Florida's economic regions to other regions, states, and nations; and
- 3) Intermodal connectors between hubs and connectors.

Figure 30. Florida Intrastate Highway System (Leon County)



In Leon County, two (2) roadway corridors have been designated as existing SIS facilities, Interstate 10 and US 319. They have been given this designation for their roles in serving high volumes of people and goods movement. **Figure 31** displays the SIS facilities in Leon County. In addition to these existing SIS facilities, SR 10 is designated as a “SIS Connector” because it provides a connection between I-10, Tallahassee and the Tallahassee Regional Airport.

5.5.1 Rail

Figure 32 provides a map of the rail corridors in Leon County. This CSX Transportation (CSXT) line travels east-west across the County, and serves various warehousing and distribution centers, each with more than 100 employees. CSXT’s principal commodities include nonmetallic minerals, chemicals and allied products, coal, and miscellaneous mixed shipments. Prior to Hurricane Katrina, the CSXT line was also shared with Amtrak passenger train. However, due to hurricane damage, this Amtrak route has been suspended.

Figure 31. Strategic Intermodal System (Leon County)

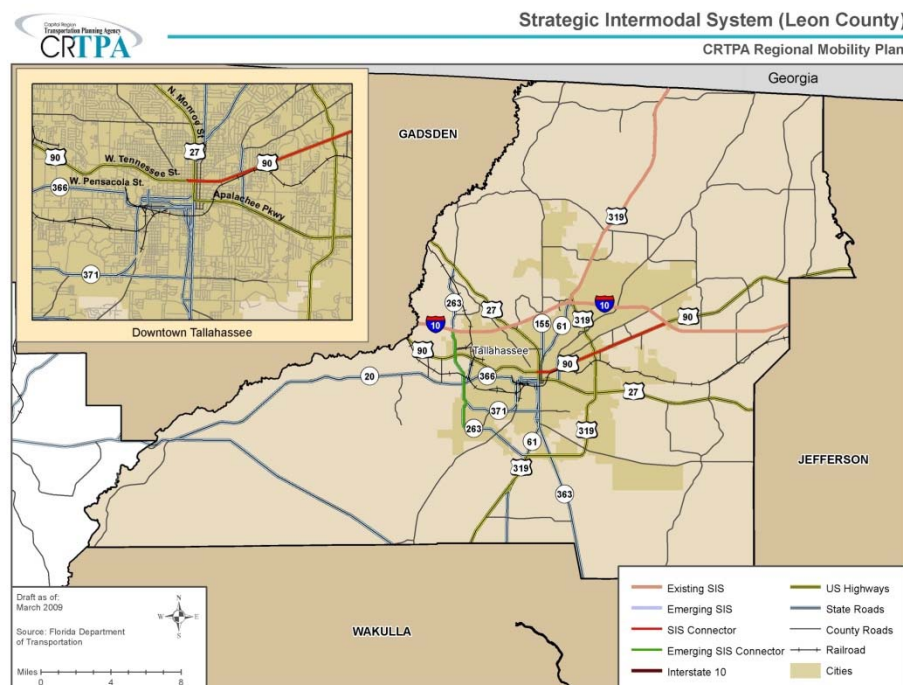
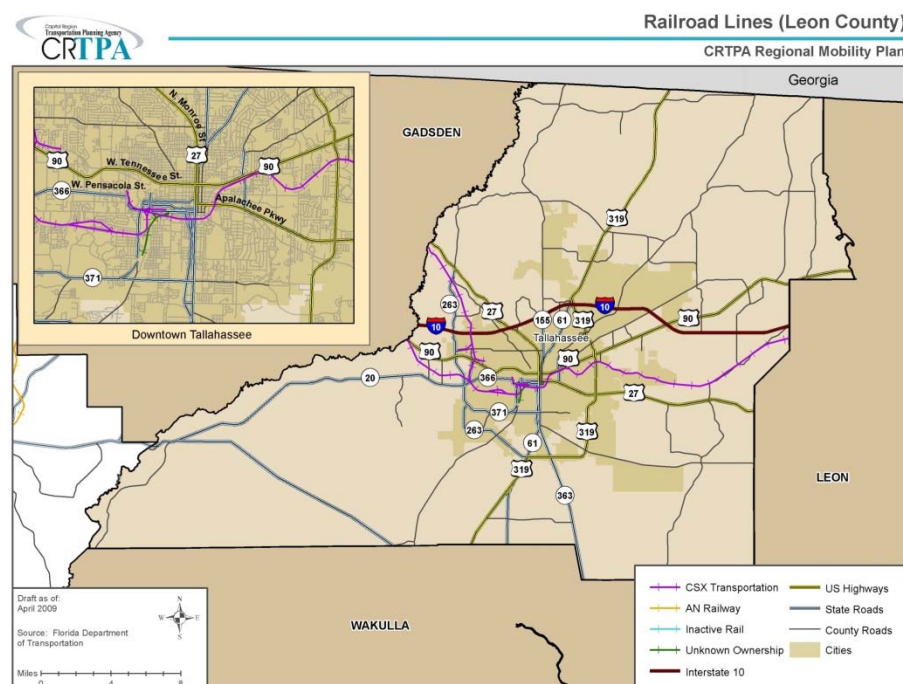


Figure 32. Railway Transportation Ownership (Leon County)

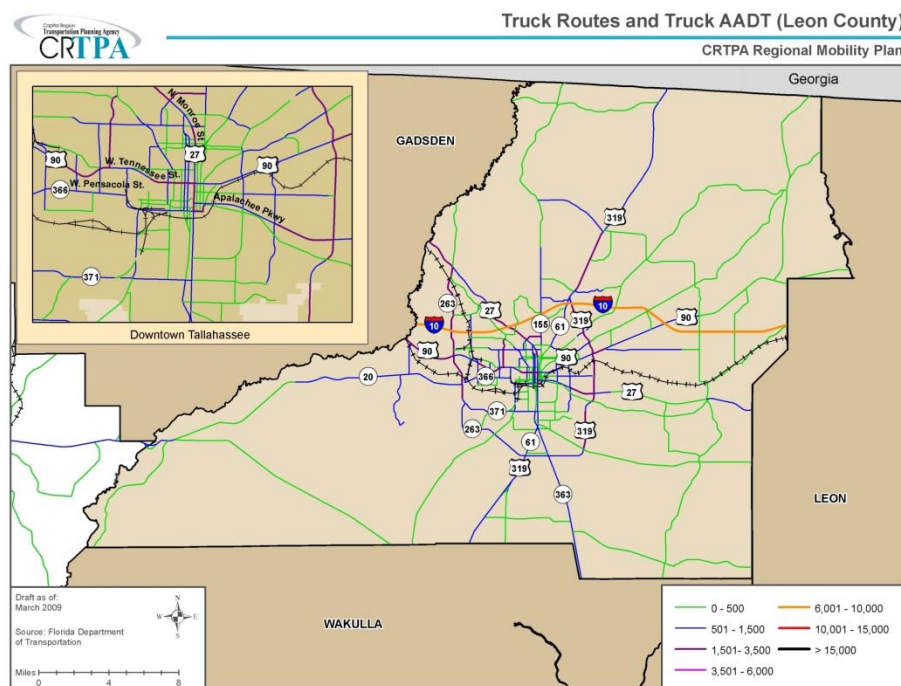


5.5.2 Freight

In Leon County, the SIS facilities as shown in **Figure 32** serve freight traffic statewide and nationally. Average daily truck volumes range between 6,000 and 10,000 vehicles per day (vpd)

along I-10. Segments of SR 263, SR 261, and SR 10 also have significant average daily truck volume, ranging from 1,501 to 3,500 vpd. This information is shown in **Figure 33**.

Figure 33. Truck Routes and Truck AADT (Leon County)



5.5.2 Airport

The Tallahassee Regional Airport is located in central Leon County, southwest of Tallahassee, which serves the entire Tallahassee region, as shown in **Figure 34**. Occupying 2,743 acres, the airport is the only commercial service airport in the Tallahassee area. The airport was established in 1961 and has undergone several improvements since then, including a new runway and terminal building. The airport currently has two parallel runways, one of which is primarily used for commercial carriers and the other for general aviation.

Tallahassee Regional Airport does not meet minimum SIS size criteria to be designated as an SIS airport; however, it is designated as an Emerging SIS airport, meeting the appropriate minimum size thresholds for enplanements and air cargo. Capital Circle, connecting the Tallahassee Regional Airport to I-10, is designated as an Emerging SIS Connector.

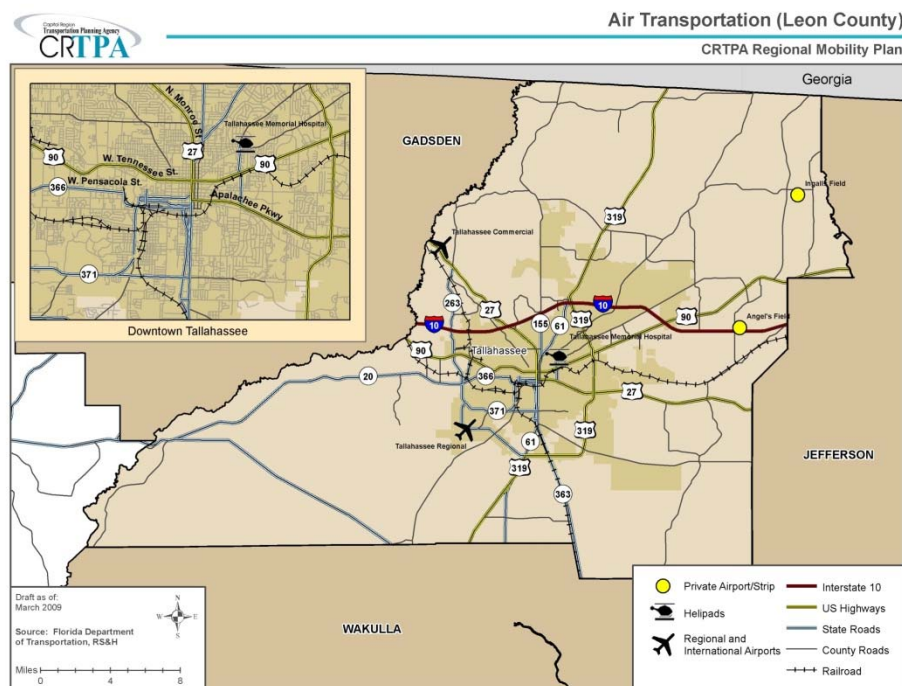
Historically, annual enplanements at the airport have increased from 1993 to 2002, excluding a decline in 2001 due to the terrorist attacks in New York City that affected the national airline industry. Annual enplanements are shown in **Table 11**.

Table 11. Historic and Projected Passenger Enplanements

Year	Annual Enplanements
1993	436,584
1994	511,344
1995	531,308
1996	460,362
1997	480,064
1998	465,728
1999	450,403
2000	468,703
2001	427,892
2002	543,674
2008	587,127
2013	673,299
2023	891,844
Overall Growth (1993-2002)	24.5%
Average Annual Growth Rate (1993-2002)	2.5%

*The years 2008, 2013 and 2023 (in bold italics) represent projected passenger enplanements.

Figure 34. Air Transportation (Leon County)



5.6 Ongoing Plans and Studies

The following sections summarize various planning studies recently completed or currently underway that directly impact Leon County. These relevant planning studies are grouped into three (3) categories: statewide, regional, and local.

5.6.1 Statewide Plans and Studies

2006 Florida Freight & Passenger Rail Plan

The *Florida Freight and Passenger Rail Plan* is the rail component of the *Florida Transportation Plan*, which is an element of the *State Comprehensive Plan*. The purpose of the *Florida Rail Plan* is to provide the necessary policies through which strategic actions can be taken to enhance the state's rail system. The plan identifies the public interest in freight and passenger rail, examines the supply and demand for rail service, and develops policy and program options for Florida.¹⁰⁵

FDOT 2007 SIS Data and Designation Update (2007)

The *2007 SIS Data and Designation Update* documents changes to the SIS as of 2007. It also presents several policy issues for existing SIS facilities that should be considered during the next update of the *SIS Plan* and SIS designation criteria. When updating SIS designations, FDOT completes a comprehensive review of SIS facility criteria every five (5) years (to be completed again in January 2010). In addition, it reviews activity levels on all facilities using established criteria. FDOT also addresses ongoing requests for SIS designation changes on its facilities.¹⁰⁶

FDOT Conserve by Bicycle Program Study (2007)

The *Conserve by Bicycle Program Study* was developed to promote bicycling in order to conserve the state's resources, including energy, roadway capacity, and public health. The goals of the study were to:

- Identify energy and conservation savings by improving bicycle facilities;
- Determine how bicycle travel can be marketed to decrease automobile use;
- Determine how new bicycle facilities can enhance recreational activities and contribute to public health; and
- Establish how business, government agencies, and environmental groups can partner to ensure the success of the program.

The study presents a series of recommendation to accomplish these goals.¹⁰⁷

FDOT Statewide Bicycle Facilities Study (2005)

The *Statewide Bicycle Facilities Study* aims to improve bicycle facility connectivity throughout the state, particularly along the State highway system. The Study documents the current state of

¹⁰⁵ 2006 Florida Freight and Passenger Rail Plan. Florida Department of Transportation. February 2007.

¹⁰⁶ 2007 SIS Data and Designation Update – Executive Summary. Florida Department of Transportation. July 20, 2008.

¹⁰⁷ Conserve by Bicycle Program Study – Phase I Report Executive Summary. Florida Department of Transportation. June 2007.

the bicycle facilities system, including on- and off-road bicycle routes, and presents implementation strategies and other recommendations to fill in gaps on the system.¹⁰⁸

2025 Florida Transportation Plan (2005)

The *2025 Florida Transportation Plan*, developed by FDOT, allocates over \$160 billion for transportation needs throughout the State between 2005 and 2025. The Plan's five (5) goals are (a) A safer and more secure transportation system for residents, businesses, and visitors; (b) Enriched quality of life and responsible environmental stewardship; (c) Adequate and cost-efficient maintenance and preservation of Florida's transportation assets; (d) Stronger economy through enhanced mobility for people and freight; and (e) Sustainable transportation investments for Florida's future.¹⁰⁹

Florida Aviation System Plan (2005)

FDOT's Florida Aviation System Plan includes policies and recommendations regarding the State's aviation system. Recognizing the link between aviation and other modes of transportation, the Plan also addresses intermodal elements, such as transit, freight activities, and automobile traffic.¹¹⁰

5.6.2 Regional Plans and Studies

The following section summarizes the regional planning studies recently completed or currently underway that directly impact Leon County.

Year 2030 Long Range Transportation Plan and FY 2009 – 2013 CRTPA Transportation Improvement Program

The primary regional transportation plans that directly impact Leon County are the CRTPA 2030 Long Range Transportation Plan and FY 2009 – 2013 Transportation Improvement Program. The following tables describe projects for Leon County from the Capital Region Transportation Agency Transportation Improvement Program FY 2009 – FY 2013 and Capital Region Transportation Agency 2030 Long Range Transportation Plan.

Table 12. CRTPA 2009-2013 TIP Roadway Projects (Leon County)

Project No.	Name	Begin	End	Project Type	Funding
3	Apalachee Parkway	Blair Stone Road	Capital Circle SE	Widen to 6 Lanes	FDOT
5	Betton Road Extension	Centerville Road	Micosukee Road	New 2-Lane Road	Private
8	Buck Lake Road	Fallschase Entrance	Davis Drive	Widen to 4 Lanes	Leon County
9	Buck Lake Road	Davis Drive	Pedrick Road	Add Turn Lanes	Leon County
10	Buck Lake Road Extension	Buck Lake Road/Fallschase	Weems Road	New 2-Lane Road	Private

¹⁰⁸ *Statewide Bicycle Facilities Study – Executive Summary*. Florida Department of Transportation. 2005.

¹⁰⁹ 2025 Florida Transportation Plan. Florida Department of Transportation.

<http://www.dot.state.fl.us/planning/FTP/>

¹¹⁰ Florida Aviation System Plan. Florida Department of Transportation.

http://www.cfaspp.com/Documents/Florida_Aviation_System_Plan_2025.pdf

Project No.	Name	Begin	End	Project Type	Funding
12	Capital Circle NE	Thomasville Road	Thomasville Road	Northbound Flyover	FIHS/SIS
14	Capital Circle NW	Orange Avenue	U.S. 90	Widen to 6 Lanes	Blueprint 2000
15	Capital Circle NW	Gearhart Road	U.S. 27	Widen to 4 Lanes	FDOT
17	Capital Circle SE	East of Crawfordville Road	South of Tram Road	Widen to 6 Lanes	Blueprint 2000
18	Capital Circle SW	Entrepot Boulevard	West of Crawfordville Road	Widen to 4 Lanes	Blueprint 2000
19	Capital Circle SW Realignment	Capital Circle SW	Paul Dirac Drive/Orange Avenue	Widen to 4 Lanes	Blueprint 2000
20	Capital Circle SW Realignment	Orange Avenue	Entrepot Boulevard	Widen to 4 Lanes	Blueprint 2000
21	Chieftan Way Realignment	Call Street W	Palmetto Drive	Realignment	Private
22	Crawfordville Road	Buck Miller Road	LL Wallace Road	Widen to 4 Lanes	FDOT
23	Dempsey Mayo Road N Extension	Miccosukee Road	Centerville Drive	New 2-Lane Road	Private
24	Dempsey Mayo Road S Extension	Buck Lake Road	Mahan Drive	New 2-Lane Road	Private
25	FAMU Way Extension	Lake Bradford Road	Railroad Avenue	New 2-Lane Road	City of Tallahassee
27	Gaines Street	Lake Bradford Road	Railroad Avenue	Divided Arterial Reconstruction	City of Tallahassee
28	Gaines Street	Railroad Avenue	Meridian Street	One Way 3 Lanes	City of Tallahassee
29	I-10	SR 12	West of Capital Circle NW	Widen to 6 Lanes	FIHS/SIS
30	I-10	East of Capital Circle NE	U.S. 19 (Monticello)	Widen to 6 Lanes	FIHS/SIS
31	I-10	Monroe Street	Thomasville Road	Widen to 8 Lanes	FIHS/SIS
32	I-10	Welaunee Parkway	Welaunee Parkway	New Interchange	FIHS/SIS
32	I-10	Welaunee Parkway	Welaunee Parkway	New Interchange	Private
34	Madison Street	Meridian Street	Railroad Avenue	One Way 3 Lanes	City of Tallahassee
36	Mahan Drive (U.S. 90)	Dempsey Mayo Road	Walden Road	Widen to 4 Lanes	FIHS/SIS
39	Meridian Street S	Gaines Street	Lafayette Street	Widen to 4 Lanes Divided	Blueprint 2000
40	Monroe Street N (U.S. 27)	I-10	Crowder Road	Widen to 6 Lanes	FDOT
42	New SouthWood Plantation Road	SouthWood Plantation Road	Apalachee Parkway	New 4-Lane Road	Private
43	Orange Avenue	Springhill Road	West of S Adams Street	Widen to 4 Lanes	FDOT
44	Orange Avenue Extension	Capital Circle SE	April Road	New 2-Lane Road	Private
46	Paul Russell Road Extension S.	Woodville Highway	N. Paul Russell Road	New 2-Lane Road	Private
47	Pensacola Street	Stadium Drive E	S. Monroe	Revert to 2-way	City of

Project No.	Name	Begin	End	Project Type	Funding
				Operation	Tallahassee
48	Pensacola Street	West of Appleyard Drive	Blountstown Highway	Widen to 4 Lanes	FDOT
50	Red Hills Coastal Parkway	U.S. 319 (South of U.S. 98)	U.S. 319 (North of Bradfordville)	New 4-Lane Toll Road	Private
52	Shamrock Extension	Centerville Road	Welaunee/Red Hills Parkway	New 4-Lane Road	Private
53	Shamrock Extension	Welaunee/Red Hills Parkway	Mahan Drive	New 2-Lane Road	Private
55	SR20/Blountstown Highway	Aenon Church Road	Capital Circle NW	Widen to 4 Lanes	FDOT
56	St. Augustine Street W	Stadium Drive E	Madison Street	Revert 2-way Operation	City of Tallahassee
58	Tharpe Street	Capital Circle NW	Ocala Road	Widen to 4 Lanes	Leon County
62	Thornton Road Extension	Centerville Road	Miccosukee Road	New 2-Lane Road	Private
66	Tram Road	S. Monroe Street	Capital Circle SE	Widen to 4 Lanes	Private
69	Welaunee Parkway	Buford Boulevard	Red Hills Coastal Parkway/I-10	New 4 Lane Boulevard	Private
70	Woodville Highway	Natural Bridge Road	Gaile Avenue	Widen to 4 Lanes	FDOT

Source: CRTPA Year 2030 Long-Range Transportation Plan

Table 13. CRTPA 2009-2013 TIP Transit Projects (Leon County)

Project No.	Name	Begin	End	Project Type	Funding
1T	Airport Express	Capital Circle NW	Downtown via Airport	New Express Bus	FDOT
7T	Crawfordville Express	Tallahassee	Crawfordville	New Express Bus/Shuttle	FDOT
8T	Havana Express	Tallahassee	Havana	New Express Bus/Shuttle	FDOT
9T	Downtown Express	Village Square Boulevard	Downtown	New Express Bus	FDOT
10T	N. Monroe - FAMU - SouthWood BRT	SouthWood via Downtown	N. Monroe	New Bus Rapid Transit	FDOT
11T	Quincy Express	Tallahassee	Quincy	New Express Bus/Shuttle	FDOT
12T	Super Stops	at FAMU		New Super Stops	FDOT
13T	Super Stops	At FSU		New Super Stops	FDOT
16T	TCC-FSU-Apalachee Parkway BRT	TCC/FSU via Downtown	Apalachee Parkway/Sutor Road	New Bus Rapid Transit	FDOT
17T	Urban Core Headway Improvements	1 - Northwood		Bus Headway Improvement	FDOT
18T	Urban Core Headway Improvements	11 - FAMU		Bus Headway Improvement	FDOT
19T	Urban Core Headway Improvements	12 - TMHC		Bus Headway Improvement	FDOT

Project No.	Name	Begin	End	Project Type	Funding
20T	Urban Core Headway Improvements	13 - Frenchtown		Bus Headway Improvement	FDOT
21T	Urban Core Headway Improvements	14 - FAMU		Bus Headway Improvement	FDOT
22T	Urban Core Headway Improvements	15 - FSU		Bus Headway Improvement	FDOT
23T	Urban Core Headway Improvements	19 - Tallahassee Mall		Bus Headway Improvement	FDOT
24T	Urban Core Headway Improvements	2 - South City		Bus Headway Improvement	FDOT
25T	Urban Core Headway Improvements	20 - FSU		Bus Headway Improvement	FDOT
26T	Urban Core Headway Improvements	21 - Mission Road		Bus Headway Improvement	FDOT
27T	Urban Core Headway Improvements	22 - Tom Brown		Bus Headway Improvement	FDOT
28T	Urban Core Headway Improvements	23 - FSU		Bus Headway Improvement	FDOT
29T	Urban Core Headway Improvements	24 - FSU		Bus Headway Improvement	FDOT
30T	Urban Core Headway Improvements	25 - Governor's Square		Bus Headway Improvement	FDOT
31T	Urban Core Headway Improvements	26 - Governor's Square		Bus Headway Improvement	FDOT
32T	Urban Core Headway Improvements	28 - FSU		Bus Headway Improvement	FDOT
35T	Urban Core Headway Improvements	31- FSU		Bus Headway Improvement	FDOT
36T	Urban Core Headway Improvements	32 - South City		Bus Headway Improvement	FDOT
37T	Urban Core Headway Improvements	33 - FSU		Bus Headway Improvement	FDOT
38T	Urban Core Headway Improvements	35 - FSU - TCC		Bus Headway Improvement	FDOT
39T	Urban Core Headway Improvements	3 - FSU		Bus Headway Improvement	FDOT
40T	Urban Core Headway Improvements	43 - FAMU		Bus Headway Improvement	FDOT
41T	Urban Core Headway Improvements	4 - TMHC		Bus Headway Improvement	FDOT
42T	Urban Core Headway Improvements	5 - FAMU		Bus Headway Improvement	FDOT
43T	Urban Core Headway Improvements	6 - Frenchtown		Bus Headway Improvement	FDOT
44T	Urban Core Headway Improvements	7 - South City & Apalachee		Bus Headway Improvement	FDOT

Project No.	Name	Begin	End	Project Type	Funding
45T	Urban Core Headway Improvements	8 - Tallahassee Mall		Bus Headway Improvement	FDOT
46T	Urban Core Headway Improvements	9 - FSU, High Road		Bus Headway Improvement	FDOT
47T	Urban Core Headway Improvements	FAMU/FSU Shuttle		Bus Headway Improvement	FDOT
BP	Bicycle/Pedestrian Master Plan				FDOT

Source: CRTPA Year 2030 Long-Range Transportation Plan

5.6.3 Local Plans and Studies

The following sections summarize the various local planning studies recently completed or currently underway that directly impact Leon County.

Transit Development Plan Update

The Transit Development Plan (TDP) Update was completed by the City of Tallahassee in 2006 to ensure that the provision of public transportation service is consistent with the travel needs and mobility of the community. The TDP serves as a guide for the future development of the StarMetro transit system.

The TDP update includes the following elements: a comprehensive review of the countywide demographic base, local community interviews, goals and objectives for StarMetro, an evaluation of current performance, ridership needs of the system, and a presentation of a variety of transportation alternatives and proposed recommendations for transit services in Leon County and the City of Tallahassee.

Tallahassee Transit Renaissance Plan

The *Tallahassee Transit Renaissance*, completed in 2005, is a plan designed to improve StarMetro through expanded service delivery, enhanced facilities, better system design and improved community perception. This plan was created to provide a road map for the implementation of the reinvention of the Tallahassee transit system. The Renaissance Plan is comprised of six components that focus on several aspects of transit service as part of a three year action plan. These components are:

- Communications,
- Technology,
- Service,
- Facilities/Amenities,
- Revenue Opportunities, and
- Transit Excellence.

The Renaissance Plan further outlines these six components by identifying the purpose, implementation strategies and budget of each activity. The plan was based on defined goals and objectives developed by transit staff and the Center for Urban Transit Research (CUTR). Each identified activity is designed to assist in fulfilling the overall mission of the Tallahassee Transit

Renaissance. The action plan period spanned September 2005 through 2008. Currently, StarMetro has addressed approximately one-half of the action items presented by the report.

Multimodal Transportation District Plan

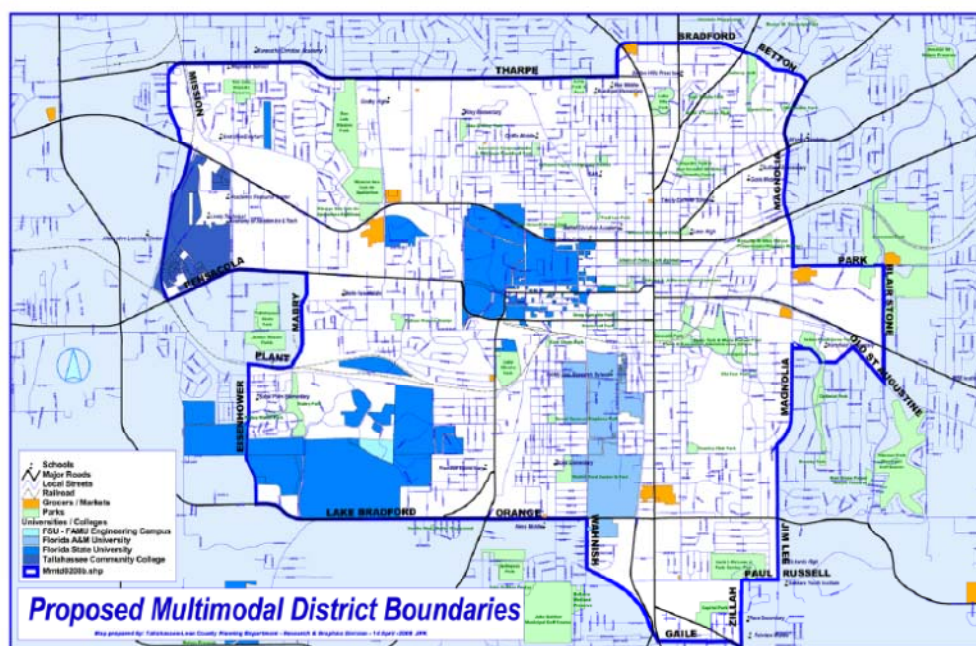
The purpose of the Tallahassee-Leon County Multimodal District Plan is to connect people and places within the central core of Tallahassee to surrounding activity centers, via the creation of multimodal districts. A tiered transit system supported by pedestrian and bicycle amenities are fundamental aspects of the plan. In order to accomplish the plan goals, the proposed Multimodal District emphasizes pedestrian, bicycle and transit mobility, giving the automobile a secondary emphasis. This plan proposes a Multimodal District to set the framework for enhanced bicycle, pedestrian and transit mobility.

The District will be created using good urban design principles, densities to support transit, mixed uses to support walking and cycling, and interconnected streets and paths. It will emphasize mixed uses, density, and will include the adoption of design standards making infill more compatible with the existing development. The District will also feature a series of “Superstops” where several transit routes intersect at major activity points. The Superstops will have enhanced shelters and bicycle parking and will serve as transfer points for those who wish to travel to the Regional Transfer Stations planned throughout the County.

The proposed Multimodal District is approximately 18.2 square miles in area and home to approximately 70,000 people. The District has been scaled to this area and population base to most effectively connect the area’s population centers with work centers, services, schools and entertainment. The proposed District includes Downtown, Midtown, FSU and its southwest facilities, FAMU, Tallahassee Community College (TCC), Governor’s Square Mall, and Innovation Park. With the appropriate zoning standards in place, redevelopment within the District can occur in a more compact and efficient manner that supports walking, cycling, and transit. **Figure 35** displays the District’s proposed boundaries.

The Multimodal District is the first step in addressing transportation and land use challenges in Leon County. StarMetro is also working with several large developments in Leon County to provide regional transfer stations as part of their transportation mitigation for concurrency. The results from these visioning efforts will help to guide land use decisions in conjunction with bicycle, pedestrian, transit, and roadway infrastructure.

Figure 35. Multimodal Transportation District Boundaries



Source: Tallahassee-Leon County Multimodal District Plan

Bicycle and Pedestrian Master Plan

Tallahassee and Leon County developed a Bicycle and Pedestrian Master Plan in 2004. This has served as a strategic 20-year plan for facilities and programs to improve safety, connectivity and comfort for pedestrians and bicyclists, as a functional part of the countywide transportation system.

The objective of the Plan was to develop a countywide master plan for Leon County for facilities and programs that address the mobility needs of different segments of the population. The Plan focused on how bicycle and pedestrian travel can become more integrated and effective forms of transportation that will better connect people to their various daily activities.

According to the Plan, there are significant corridors in the community that lack adequate facilities, amenities and protection for pedestrians and bicyclists. Notably, many school areas lack sidewalks providing safe access across busy roads and connecting them with surrounding neighborhoods. The vision for the 2025 Bicycle and Pedestrian Master Plan is to:

“Ensure that Tallahassee – Leon County becomes a premier community known for its safe, accessible and interconnected pedestrian and bicycle system that provides mobility for all ages and abilities, supports economic opportunity and enhances public health.”¹¹¹

¹¹¹ Tallahassee – Leon County 2025 Bicycle and Pedestrian Master Plan

This vision is central to the selection of projects and programs in the Plan. It provides implementation steps and performance monitoring, which are used to keep the vision in focus with the next LRTP update.

A major focus of the Plan is to link key origins and destinations with a strategic bicycle and pedestrian network. Areas with mixed uses, such as residential, commercial, and other services, are most amenable to bicycle and pedestrian travel, as well as parks, schools, and other community facilities.

The Plan consists of a financially feasible list of facility-based programs, an extensive set of education, encouragement and enforcement programs, and assorted bicycle and pedestrian treatments on corridors throughout the county. The Plan recommends the following bicycle and pedestrian transportation improvements:

- 54 miles of new sidewalks;
- 30 miles of designated bicycle facilities and routes;
- 23 miles of paved shared-use paths;
- Projects on roads by StarMetro bus routes, resulting in enhanced access to some portion of every route;
- Improved sidewalk accessibility to Tallahassee and Leon County's 47 public schools through specific projects as well as an *Access to School* program that address the School Board's designated hazardous roadways and intersections;
- Retrofit of 76 intersections to enhance accessibility; and
- An enhanced "BikeWalk" network to deliver safety, education and encouragement programs that serve children, college students, commuters, the elderly and disabled.

A number of provisions in the Tallahassee and Leon County Comprehensive Plan and zoning code also support and enhance bicycle and pedestrian activities and facilities. These initiatives include community redevelopment areas, revitalization plans, a complementary Greenways Master Plan, sector plans and neighborhood planning initiatives frequently prioritize bicycle and pedestrian accessibility.

Blueprint 2000

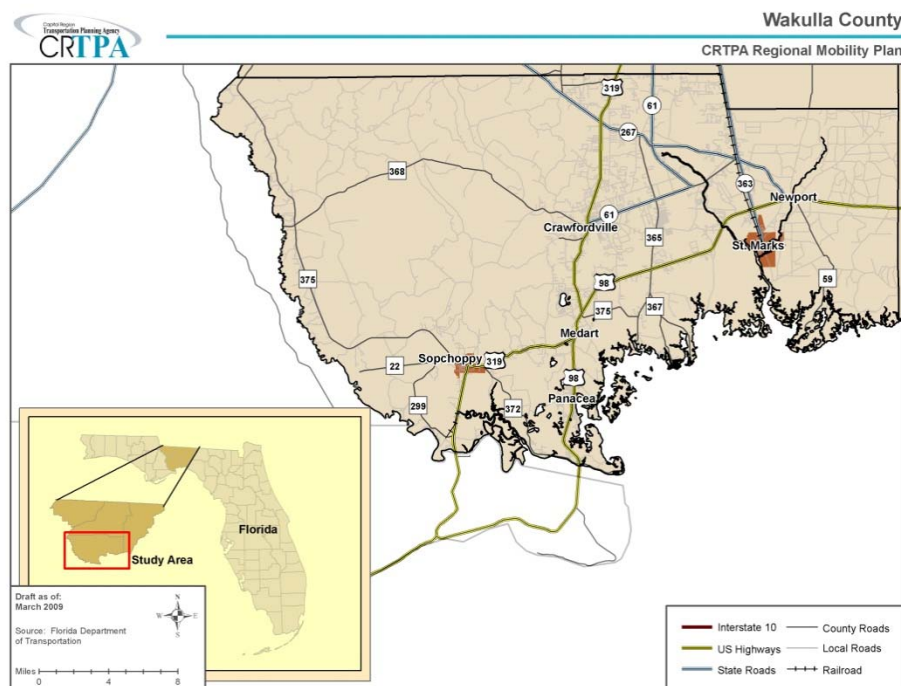
Blueprint 2000 was implemented to ensure the availability of funds for land acquisition associated with holistic infrastructure planning, such as greenways and trails. Funding for *Blueprint 2000* comes from a penny sales tax approved by voters in the City of Tallahassee and Leon County. It was originally approved in November of 1989, but was extended during the fall of 2000. The *Blueprint 2000 Final Report* proposes acquiring significant flood prone areas and greenways. The report also identifies several transportation projects that would include greenway features as an element of holistic planning and implementation. The entire greenways portion of *Blueprint 2000* has been integrated into the *Greenways Master Plan*.

Wakulla County Existing Conditions

1.0 Introduction

Wakulla County is the southernmost County in the Capital Region Transportation Planning Agency (CRTPA) region. It is the region's link to the coast, bordering the Gulf of Mexico to the south. The County is primarily rural and agricultural. Over half the County's land area is held in federally and state managed lands, including Apalachicola National Park, Wakulla Springs, St. Marks Wildlife refuge, and Ochlocknee River State Park. The community of Crawfordville serves as the county seat and is the County's largest urbanized area, but is not an incorporated city. There are two incorporated cities in Wakulla County; St. Marks is in western Wakulla County at the head of the Apalachee Bay, and Sopchoppy is in southwest Wakulla County, at the edge of Apalachicola National Park. There are also several unincorporated communities in the County, including Crawfordville, Wakulla Springs, Newport, and Panacea. This information is shown in **Figure 1**.

Figure 1. Wakulla County



2.0 Demographics

Establishing a picture of the current socio-economic condition of the County is an important step in the development of the Regional Mobility Plan. Indicators such as population, income, and employment, provide a sense of how the County compares to that of the rest of the region. Each of these indicators is discussed in the subsequent sub-sections.

2.1 Population

As part of the CRTPA region, Wakulla County has a significantly lower population density compared to Leon County, and particularly the City of Tallahassee, to the north. Within Wakulla County, the most densely populated area located from Crawfordville northwards towards Leon County, where population density ranges from 380 to 1,908 people per square mile. The western area of the County, which is covered by the Apalachicola National Forest, is sparsely populated (23 to 31 people per square mile). An area west of St. Marks also has low population density (23 to 31 people per square mile). The remaining portions of the County have population densities ranging from 32 to 379 people per square mile. These population densities are shown in **Figure 2**.

Despite the relatively low population density of Wakulla County, population estimates from the University of Florida's Bureau of Economic and Business Research (BEBR) indicate that the County is amongst the fastest growing counties in Florida, particularly between 2000 and 2008. **Table 1** shows that Wakulla County's average annual population growth has surpassed that of Florida for several years. From 1970 to 2008, the County experienced steady population growth, with an annual average growth rate ranging from 4.14 percent to 5.61 percent. Overall, the County's population has increased by 381 percent between 1970 and 2008. Average annual growth rates for Florida from 1970 to 2008 range from 2.72 percent to 3.68 percent, with a total population growth of 178 percent over the 38-year period.

Figure 2. Population Density (Wakulla County)

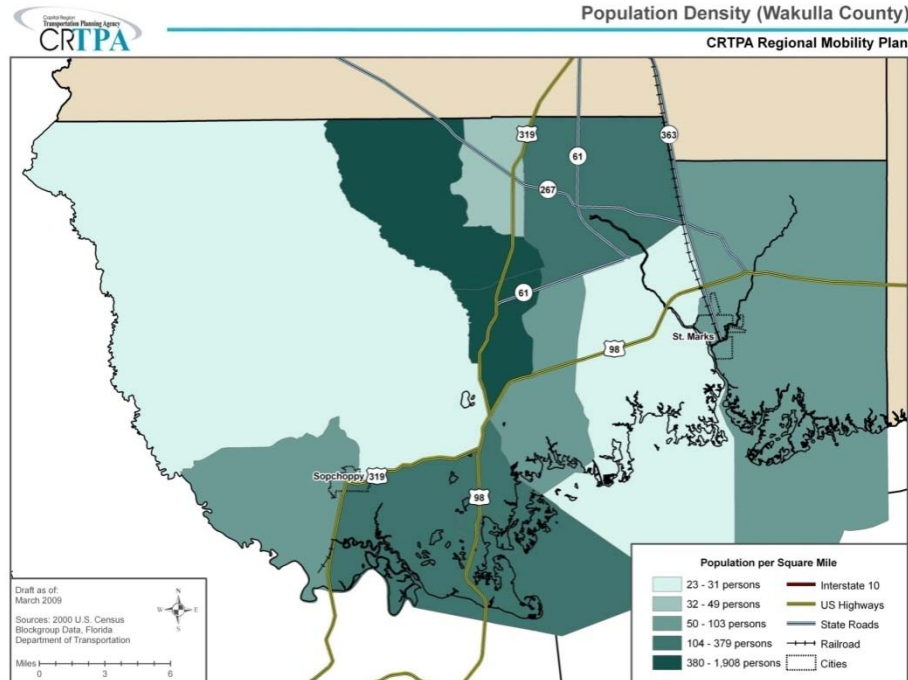


Table 1. Population Growth in Wakulla County and Florida, 1970-2008

Year	Wakulla County	Average Annual Growth Rate from 1970 (percent)	Florida	Average Annual Growth Rate from 1970 (percent)
1970	6,308	N/A	6,789,447	N/A
1980	10,887	5.61	9,746,961	3.68
1990	14,202	4.14	12,938,071	3.23
2000	22,863	4.39	15,982,824	2.89
2008	30,717	4.25	18,851,975	2.72

Sources: U.S. Census; University of Florida, Bureau of Economic and Business Research, 11/3/08.

Note: Data from years 1970-2000 are from U.S. Census. Year 2008 data is from University of Florida, Bureau of Economic and Business Research, 11/3/08.

Population projections from the BEBR predict that by the year 2030, Wakulla County's population will be 47,331.¹¹² This represents a 54 percent increase in population over the 22-year period.

The City of St. Marks has experienced population growth over the past several years. In 2000, the City had 272 residents. Overall, the City has experienced a positive growth trend, gradually increasing in population from 2000 to 2008. In 2008, the population of St. Marks was estimated to be 323 people.¹¹³

The City of Sopchoppy has retained a relatively stable population over the past several years. In 2000, the City had 426 residents. From 2001 to 2007, the population rose and fell only slightly, varying from 411 to 418 people. In 2008, the population of Sopchoppy was estimated to be 424 people.¹¹⁴

2.2 Environmental Justice

According to the US Department of Transportation (USDOT) Federal Highways Administration (FHWA), there are three (3) fundamental environmental justice principles associated with the expenditure of federal funds for construction of transportation improvement projects¹¹⁵:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

¹¹² Total County Population: April 1, 1970-2030. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/web10.xls>

¹¹³ Florida Population by County and Municipality, April 1, 2000-2008. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/Population-city-county.pdf>

¹¹⁴ Florida Population by County and Municipality, April 1, 2000-2008. Florida Demographic Estimating Conference, February 2008 and the Florida Demographic Database, August 2008. University of Florida, Bureau of Economic and Business Research. <http://edr.state.fl.us/population/Population-city-county.pdf>

¹¹⁵ "An Overview of Transportation and Environmental Justice." Publication No. FHWA-EP-00-013. US DOT FHWA.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Federal environmental justice requirements have been set forth in Presidential Executive Order 12898 (1994), which states: “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The following terms are defined as presented in the FHWA Order 6640.23 *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*:

- Low-income: A household income at or below the Department of Health and Human Services poverty guidelines (according to the 2000 guidelines, the threshold was \$8,350 for one person, and \$17,050 for a family of four);
- Minority: A person who is black (having origins in any of the black racial groups of Africa), Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish Culture or origin, regardless of race), Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, of the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people from North America and who maintains cultural identification through tribal affiliation or community recognition).

Data from the U.S. Census Bureau’s Census 2000 was utilized in order to determine areas of low-income and minority population. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA Regional Mobility Plan.

Throughout most of Wakulla County, 0 to 10 percent of the population lives below poverty level. In areas around Crawfordville, Sopchoppy, and northeastern Wakulla County, 10 to 20 percent of the population, primarily, lives below the poverty level. This is shown in **Figure 3**. There is a significant minority population in Wakulla County. In most of the eastern portion of the County, 75 to 100 percent of residents belong to a minority group. In central Wakulla County, this figure drops slightly to 30 to 75 percent. The western portion of the County, which has far fewer residents, 0 to 30 percent of the population belongs to a minority group and is shown in **Figure 4**.

Figure 3. Environmental Justice Areas: Below Poverty Level (Wakulla County)

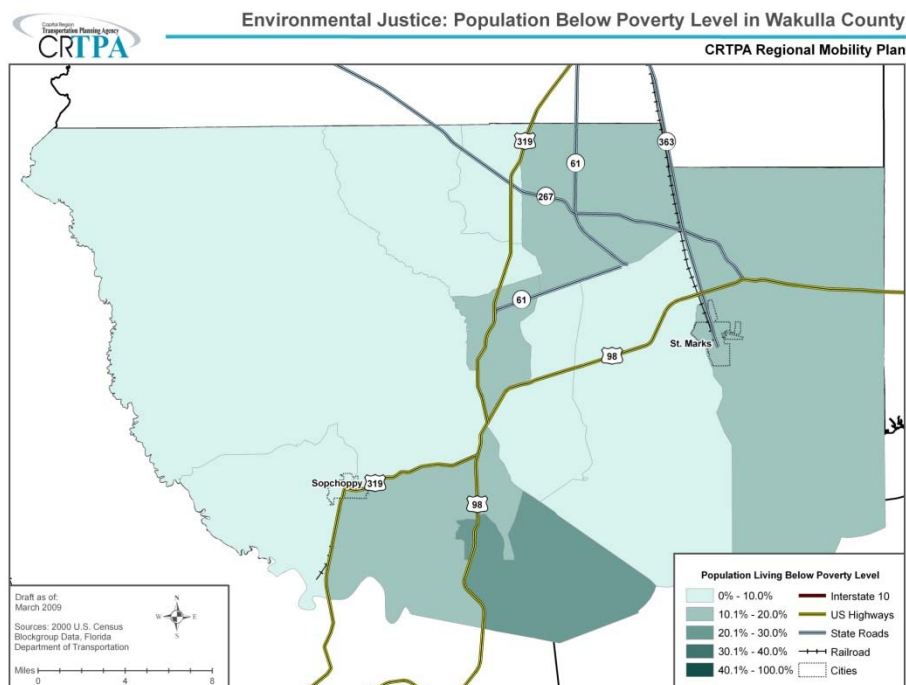
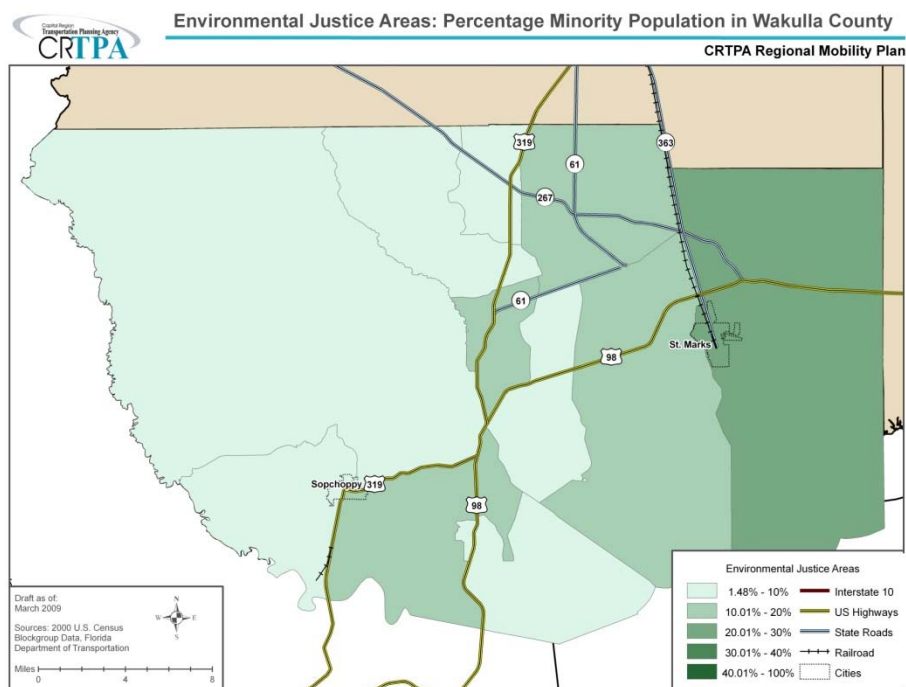


Figure 4. Environmental Justice Areas: Percentage Minority Population (Wakulla County)



3.0 Economic Development

The following section discuss the labor force and economy of Wakulla County, as well travel trends among commuters and enterprise zones.

3.1 Labor Force and Economy

In 2008, 20,150 people, or 65.6 percent of the Wakulla County's population, were part of the County's labor force.¹¹⁶ Within the County, the labor force is concentrated west of the City of St. Marks, in the more developed portion of the County. This is shown in **Figure 5**. During 1990, 2000, and 2008, Wakulla County has maintained a lower unemployment rate than that of Florida, indicating the County's economic vitality compared to the State and is depicted in **Table 2**.

Figure 5. Percentage of Population in the Labor Force (Wakulla County)

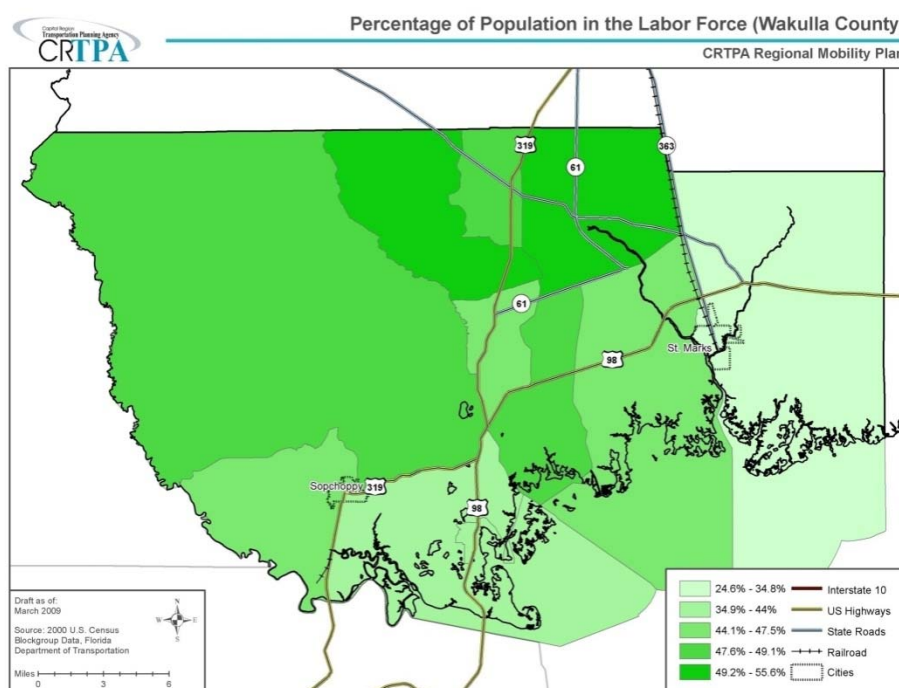


Table 2. Unemployment Rate in Wakulla County and Florida, 1990-2008

	1990	2000	2008
Wakulla County	3.9%	3.2%	4.4%
Florida	6.3%	3.8%	6.0%

Source: Office of Economic and Demographic Research, Florida Legislature

¹¹⁶ Wakulla County Profile. Enterprise Florida.

<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=21&Display=all>

Table 3 shows the type of employment (by industry) that Wakulla County engages in (as of 2007), compared to employment throughout Florida. The table also shows average annual wages for Wakulla County residents compared to Florida employees working in the same industry.

Table 3. Employment and Average Annual Wages for Wakulla County and Florida, 2007

Average Annual Employment, percent by Category, 2007			Average Annual Wage by Category, 2007	
Industry	Wakulla County	Florida	Wakulla County	Florida
Natural Resources & Mining	0.4	1.2	\$20,527	\$24,215
Construction	9.8	7.5	\$28,620	\$41,635
Manufacturing	11.3	4.9	\$58,105	\$47,492
Trade, Transportation and Utilities	16.3	20.2	\$22,180	\$35,942
Information	0.4	2.0	\$35,362	\$56,884
Financial Activities	4.3	6.8	\$31,942	\$56,579
Professional & Business Services	7.1	16.6	\$33,686	\$43,907
Education & Health Services	6.1	12.3	\$26,657	\$41,146
Leisure and Hospitality	12.4	11.7	\$11,778	\$20,823
Other Services	2.0	3.2	\$23,068	\$27,895
Government	30.0	13.6	\$33,710	\$44,959

Source: Office of Economic and Demographic Research, Florida Legislature

Wakulla County's largest source of employment is government, with 30 percent of the County's workers employed in government jobs. Other highly-represented industries include trade, transportation and utilities (16.3 percent of total employment), leisure and hospitality (12.4 percent of total employment), and manufacturing (11.3 percent of total employment). Compared to the state as a whole, the County is most significantly underrepresented in professional and business services as well as education and health services. Also, the average annual wages of employees in Wakulla County (as of 2007), for the most part, fall significantly below annual wages of those employed in the same industries throughout the State. The exception to this is the manufacturing sector, where Wakulla County workers each earn an average annual wage of \$58,105, compared to \$47,492 for manufacturing workers throughout Florida.¹¹⁷

Major private sector employers in Wakulla County include St. Marks Powder (ordnance, aerospace and electronic products) with 350 employees; CSG Systems, Inc. (computerized statement and invoice billing) with 200 employees; and Eden Springs Nursing and Rehabilitation Center (nursing home) with 115 employees.¹¹⁸ These are shown in **Figure 6**.

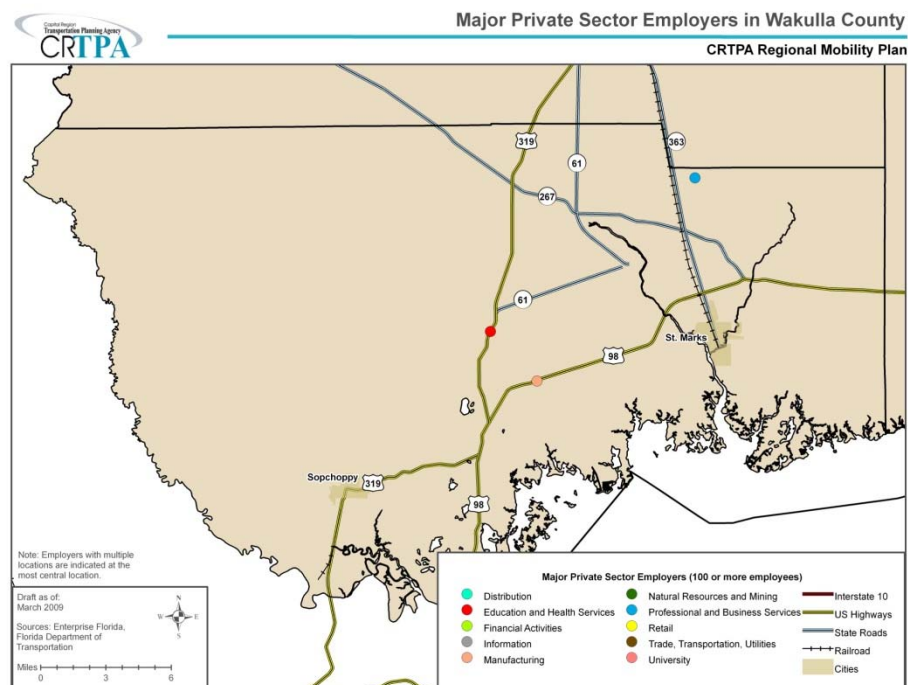
¹¹⁷ Wakulla County Profile. Enterprise Florida.

<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=21&Display=all>

¹¹⁸ Wakulla County Profile. Enterprise Florida.

<http://www.eflorida.com/profiles/CountyReport.asp?CountyID=21&Display=all>

Figure 6. Major Private Sector Employers (Wakulla County)



3.2 Travel Trends

According to the 2000 U.S. Census, among Wakulla County's employed residents, 38.6 percent commute within Wakulla County for employment and 55.0 percent of residents commute to neighboring Leon County for work. In addition, another 1.5 percent travel to Franklin County (to the southwest) for employment. The remaining employed Wakulla County residents travel to other areas in Florida, Georgia, and Alabama for work.¹¹⁹

The majority of households in Wakulla County have vehicles. As shown in **Figure 7**, the highest incidence of households without vehicles occurs in southern Wakulla County, in an area between US 319 and US 98. Here, 7.2 to 9.1 percent of households are without vehicles. Correspondingly, few Wakulla County workers use public transit to commute to work. The highest incidence of transit usage is in an area near Wakulla County's border with Leon County, along US 319. Here, 2.7 to 4.2 percent of residents commute to work via transit.¹²⁰ This information is displayed in **Figure 8**.

Among Wakulla County's employed residents, commuters spend the most time traveling to work from central Wakulla County, where the County's population is concentrated. Here, the mean travel time to work ranges from 39 to 49 minutes. Elsewhere in the County, mean travel time to work ranges from 29 to 38 minutes. This information is shown in **Figure 9**.

¹¹⁹ County-to-County Worker Flow Files. Residence County to Workplace County Flows for Florida. Census 2000. U.S. Bureau of the Census. <http://www.census.gov/population/www/cen2000/commuting/index.html>

¹²⁰ 2000 U.S. Census Blockgroup Data

Figure 7. Percentage of Households without Vehicles (Wakulla County)

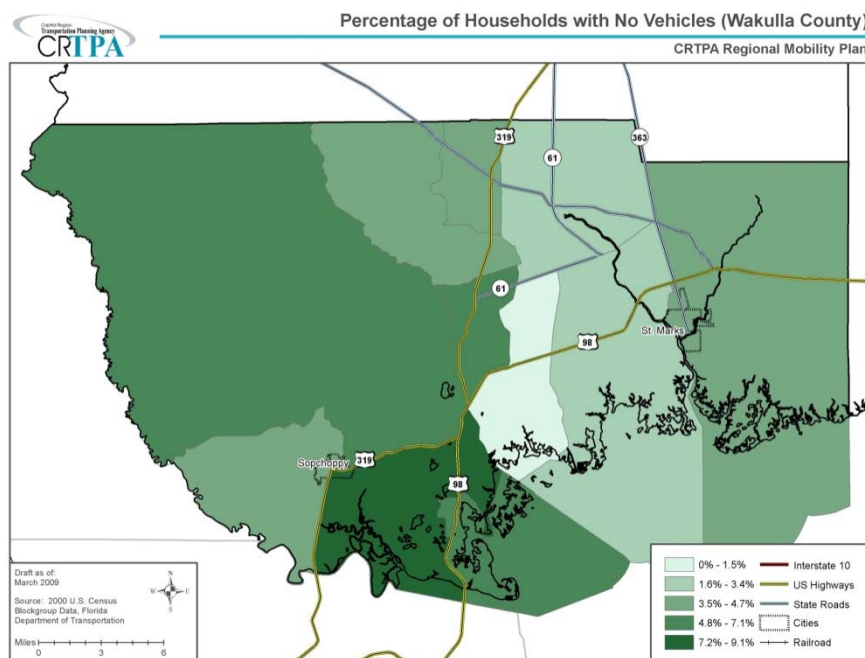


Figure 8. Population Using Public Transportation to Work (Wakulla County)

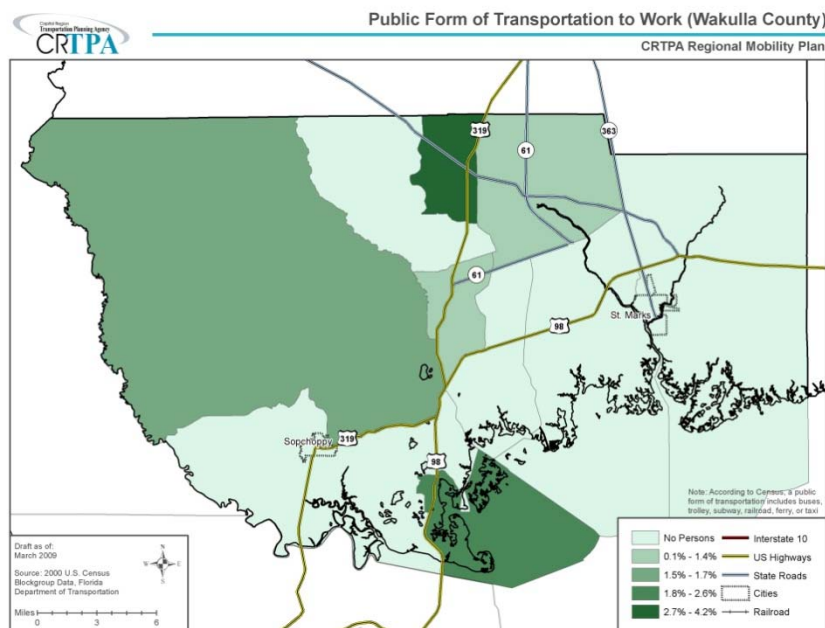
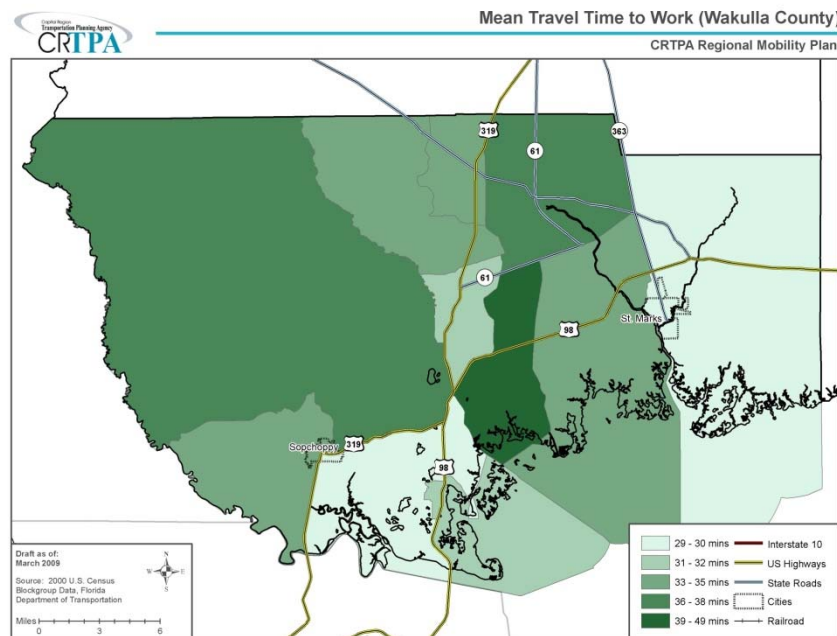


Figure 9. Mean Travel Time to Work (Wakulla County)

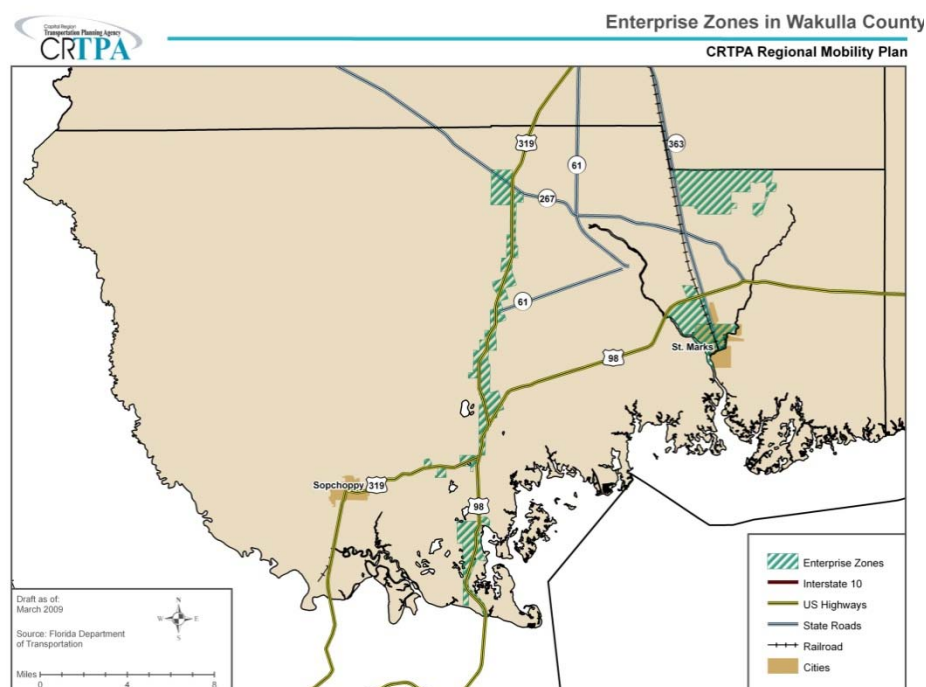


3.3 Enterprise Zones

To encourage businesses to locate or relocate to Wakulla County, the County has a rural enterprise zone that covers approximately 20 square miles and includes areas in Crawfordville, Panacea, St. Marks, and Wakulla Station. Business that locate within the enterprise zone are offered incentives such as jobs tax credits, sales tax refunds of business equipment and building materials, sales tax exemption for electrical energy, and a community contribution tax credit program.¹²¹ Wakulla County's enterprise zone is shown in **Figure 10**.

¹²¹ "Wakulla County Rural Enterprise Zone Incentives." Wakulla County Board of Commissioners.

Figure 10. Enterprise Zones (Wakulla County)



4.0 Land Use and Development

The following section discusses several aspects of land use and development in Wakulla County, including development patterns; future land use; land development controls; planned developments; environmental resources; historic, cultural, and archeological resources; parks and recreation areas; and ongoing land use plans and studies.

4.1 Development Patterns

Historically, Wakulla County has been a primarily low-density residential, rural County. The County has grown rapidly over the past several years; population projections estimate the County to increase by over 60 percent in between 2008 and 2020.¹²² The majority of development in the County is concentrated in central Wakulla County, in an area between and the US 319, SR 363, and US 98 corridors, as well as along the highways. These developed corridors provide access to Leon County and the City of Tallahassee.

4.2 Existing and Future Land Use

The majority of Wakulla County (62.1 percent of land area) consists of state and federally managed lands. Agriculture is another major land use, making up 19.2 percent of all land area. Another 17.9 percent of land is for residential use; this includes both rural and urban residential areas. The remaining land in Wakulla County is devoted to vacant land (2.3 percent); public

¹²² Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

facilities (0.9 percent); industry (0.5 percent); and sustainable community, a mixed-use designation (0.2 percent). This is shown in **Table 4** below.¹²³

Table 4. Existing Land Use in Wakulla County (2007)

Land Use	Acreage	Percentage of Total Land Area
Conservation	238,943	62.1
Agriculture	73,996	19.2
Residential	65,763	17.9
Industrial	1,827	0.5
Sustainable Community	617	0.2
Public Facilities	3,513	0.9
Vacant	8,690	2.3

Source: Wakulla County Evaluation and Appraisal Report (January 2008)

The prevalence of conservation land in Wakulla County places increasing development pressures upon the remaining developable land in the County. Wakulla County's recent population growth is exhibited in the County's shift in land uses between 2000 and 2007. Between 2000 and 2007, there has been a significant conversion of agricultural to rural residential use, as well as an overall increase in the acreage of land devoted to residential purposes.¹²⁴ Wakulla County is becoming more urbanized, feeding off the growth in nearby Tallahassee and Leon County. Wakulla County's future land use map shows that most of the western portion of the County remains in state and federally managed land, while the eastern portion is agricultural and rural residential. The future land use maps shows that anticipated growth over the next several years will center in and around Crawfordville. To manage this growth, the County has established new land use designations of "Urban" and "Urban 2" near Crawfordville¹²⁵ and is shown in **Figure 11**.

¹²³ Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

¹²⁴ Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

¹²⁵ Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

- Promoting smart development methods such as density incentives for low impact development and green building initiatives
- More precise regulation of Planned Unit Developments
- Limiting strip development, especially along the US 319 corridor¹²⁶

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4.3 Land Development Controls

4.3.1 Zoning Ordinance

The Wakulla County *Zoning Regulations and Districts*, which is part of the County's *Land Development Code*, establishes standards for a variety of designated zoning districts throughout the County. In addition to standard zoning districts (residential, commercial, industrial, etc.), the Regulations feature several elements. Residential districts are delineated into rural, semi-rural, semi-urban, and urban. These districts establish varying development standards, such as density and lot size that guide development into the appropriate measures of intensity. The Regulations also specify a number of commercial districts appropriate to different areas of the County, such as general commercial, rural commercial, neighborhood commercial, downtown commercial, and heavy commercial. There are also separate development standards for planned unit developments (PUDs).¹²⁷

4.3.2 Development Regulations

Wakulla County's *Land Subdivision Regulations* are another component of the *Land Development Code*. In addition to providing regulations regarding the approval of new developments, the ordinance establishes standards for subdivision improvements. These improvements address elements such as streets, water and sewer system, stormwater management system, and utility easements.¹²⁸ The City of St. Marks also has a *Land Development Code*. This ordinance addresses zoning districts; land use types, densities, and intensities; signs; landscaping and tree protection; parking and loading; stormwater management; floodplain protection; protection of environmentally sensitive lands; protection of cultural resources. In addition, the ordinance discusses concurrency management and adopted levels-of-service for water, wastewater, and the transportation system.¹²⁹

4.3.3 Coastal Zone Construction

The Wakulla County *Coastal Zone Construction* regulations provide standards for the design and construction of structures along the coast for the purpose of environmental preservation as well as protection of the structures. All new structures in the designated coastal zone are regulated for erosion control, foundation design, hydrostatic and hydrodynamic loads, and wave force design.¹³⁰

4.4 Planned Developments

4.4.1 Developments of Regional Impact

Developments of Regional Impact (DRIs) are proposed developments that are of a certain size or intensity to require review by a regional planning agency. The Florida Legislature, in an effort to

¹²⁷ CODES – County of Wakulla, Florida. Wakulla County Board of Commissioners. Adopted February 20, 2007.
<http://www.municode.com/Resources/gateway.asp?pid=11540&sid=9>

¹²⁸ CODES – County of Wakulla, Florida. Wakulla County Board of Commissioners. Adopted February 20, 2007.
<http://www.municode.com/Resources/gateway.asp?pid=11540&sid=9>

¹²⁹ Land Development Code. City of St. Marks, Florida.

¹³⁰ CODES – County of Wakulla, Florida. Wakulla County Board of Commissioners. Adopted February 20, 2007.
<http://www.municode.com/Resources/gateway.asp?pid=11540&sid=9>

streamline the DRI process, recently raised the thresholds required to trigger a DRI review in more rural areas. This has given the local government more control over development review and enhanced economic development potential in the counties. There are not any recent applications for developments that qualify as DRIs in Wakulla County.

4.4.2 Other Planned Developments

According to the Wakulla County Planning Department, the only recent major planned development is the Longleaf Plantation PUD; the preliminary plat was approved in 2008. This proposed development is 600 acres in size with plans to develop 300 single-family homes. The project is located in the Woodville area near the Leon County line.¹³¹

4.5 Schools

Wakulla County has ten (10) public schools and two (2) private schools. These are listed in **Table 5** and shown in **Figure 12**.

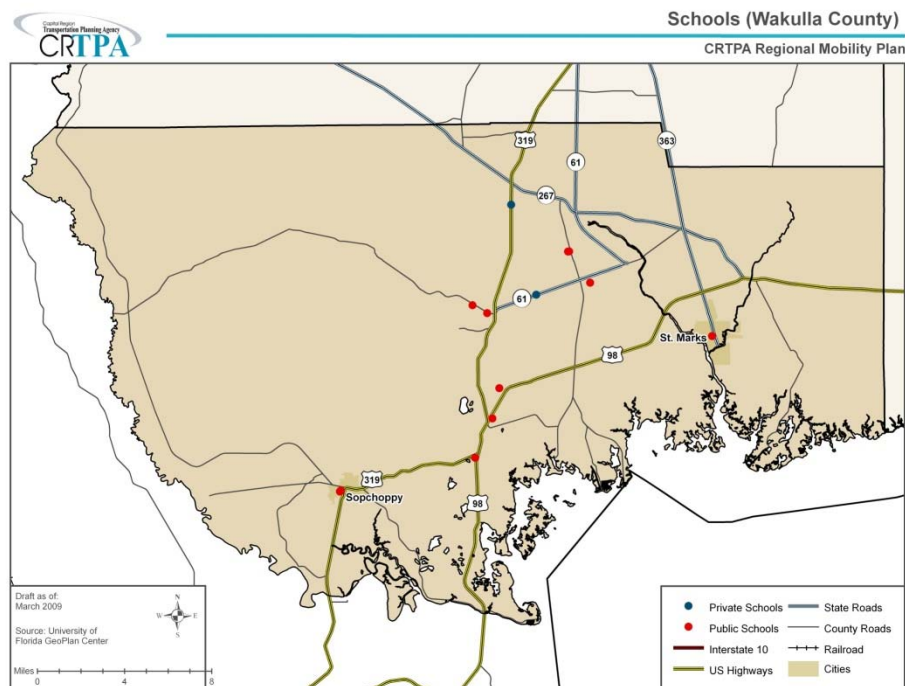
Table 5. Schools in Wakulla County

School Name	Type	Grades/Population Served
Wakulla Education Center	Public	PreK
Crawfordville Elementary School	Public	K - 5
Medart Elementary School	Public	K - 5
Riversink Elementary School	Public	K - 5
Shadeville Elementary School	Public	K - 5
C.O.A.S.T. Charter School	Public	PreK - 8
Riversprings Middle School	Public	6 - 8
Wakulla Middle School	Public	6 - 8
Wakulla High School	Public	9 - 12
Sopchoppy Education Center	Public	Pre-K, Adult, Second Chance
Providence Christian Academy	Private	K - 12
Wakulla Christian School	Private	K - 12

Source: University of Florida GeoPlan Center

¹³¹ Greg Kostis, Wakulla County Planning Department, telephone conversation dated April 7, 2009

Figure 12. Schools (Wakulla County)



4.6 Environmental Resources

The following section discusses environmental resources in Wakulla County, including greenspace and conservation land; wetlands and hydrology; historical, cultural, and archaeological resources; and parks and recreation.

4.6.1 Greenspace and Conservation

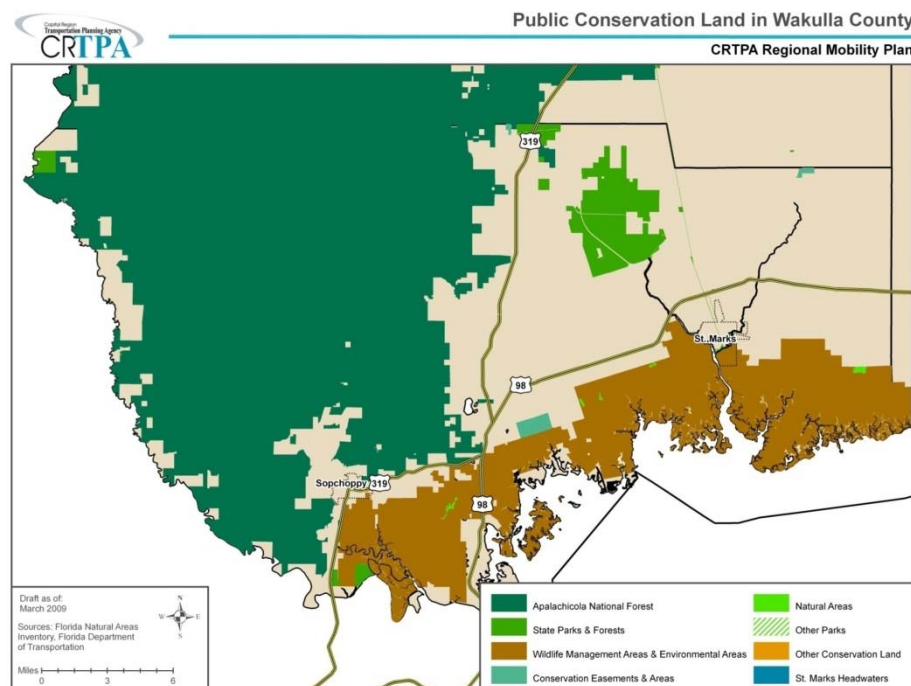
As mentioned previously, over half of Wakulla County is conserved as state or federally-managed land. The majority of the 567,737-acre Apalachicola National Forest covers the western portion of the County. The 69,196-acre St. Marks National Wildlife Refuge extends across the entire coastline of the County. This protected area features tidal marshes, coastal hammocks, bottom forests, swamps, marshes, and other wet areas. There are also wilderness areas for the protection of native species. In addition, the Wakulla Springs State Park (6,055 acres) is located in northern Wakulla County. The state park is located at the headwaters of the Wakulla River, at the world's largest and deepest freshwater spring. Adjacent to the State Park is the 4,218-acre Wakulla State Forest (4,218 acres).¹³² These conservation lands are shown in **Figure 13**.

The *Florida Forever Management Plan* serves as a blueprint for statewide land acquisition and conservation. Its goals include environmental restoration, water resource development and supply, increased public access, management and maintenance of public lands, and acquisition of

¹³² Public Lands GIS Shapefile, updated December 2008. Florida Natural Areas Inventory.

conservation easements. In 2008, the Acquisition and Restoration Council (ARC), created by the Florida Legislature, produced a *Five Year Plan* for acquisition of land throughout the state. Several parcels of land in Wakulla County are included in the plan. The 2008 Priority List includes Florida's First Magnitude Springs, St. Joe Timberland, Upper St. Marks River Corridor, Wakulla Springs Protection Zone, Dickerson Bay/Bald Point.¹³³

Figure 13. Public Conservation Land (Wakulla County)

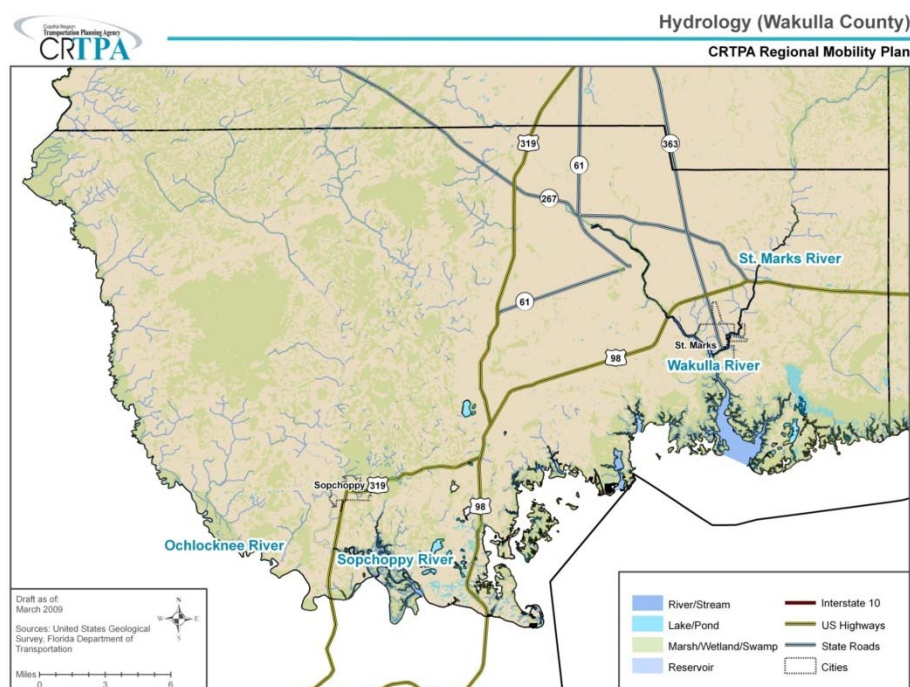


4.6.2 Wetlands and Hydrology

Due to its proximity to the coast, Wakulla County has extensive hydrology, including wetlands, rivers, streams, and lakes and ponds. There are approximately 122,678 acres of wetland areas located along the coast and in western and eastern Wakulla County. Several major rivers traverse the County, including the Ochlockonee River, which creates the County's western border; Sopchoppy River, which crosses the Apalachicola National Forest; and the Wakulla and St. Marks Rivers, which fork from Apalachee Bay and travel northwest and northeast, respectively, into Wakulla County. Each of these rivers features several branches and creeks that extend into the County. There also several lakes and ponds throughout the County, the most prominent of which is Lake Ellen just west of Crawfordville. Wetlands and hydrology in Wakulla County are shown in **Figure 14**.

¹³³ Florida Forever Five Year Plan (February 2008). Florida Department of Environmental Protection, Division of State Lands, Office of Environmental Services.

Figure 14. Hydrology (Wakulla County)



4.6.3 Historic, Archaeological, and Cultural Resources

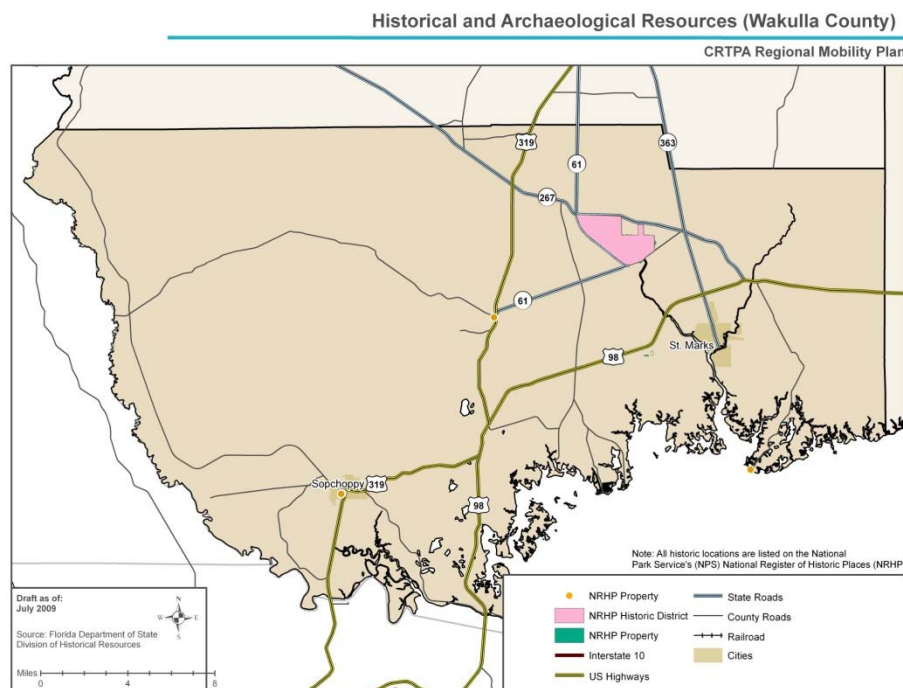
Wakulla County has several historical, archaeological, and cultural resources, with nine (9) nationally designated sites and properties listed on the National Register of Historic Places (NRHP). These sites are identified in **Figure 15** and are listed below in **Table 6**. NRHP are maintained by the National Park Service and include districts, sites, buildings, structures, and objects that have been identified and documented as being significant in American history, architecture, archaeology, engineering or culture. These sites reflect the prehistoric occupation and historical development of the nation, state, and local community.

Table 6 Sites and Properties listed on the National Register in Wakulla County

Resource Name	Type	Location
Bird Hammock	Site	Wakulla Beach
Fort San Marcos de Apalachee	Site	St. Marks
Old Wakulla County Courthouse	Building	Crawfordville
Sopchoppy High School Gymnasium, Old	Building	Sopchoppy
Sopchoppy School	Building	Sopchoppy
St. Marks Lighthouse	Building	St. Marks
Wakulla Springs Archeological and Historic District	District	Wakulla Springs

(Source: Florida's Division of Historical Resources' GIS Master File)

Figure 15. Historical and Archaeological Resources (Wakulla County)



4.6.4 Parks and Recreational Areas

Wakulla County provides several public parks and recreational areas for the enjoyment of its residents. These sites are concentrated in the Crawfordville and Panacea areas. Public parks and recreational areas managed by the County its municipalities are listed below.

- Azalea Park (Crawfordville)
- Hickory Park (Crawfordville)
- Medart Park (Crawfordville)
- Newport Campground (Crawfordville)
- Hudson Park (Crawfordville)
- Mashers Sands (Panacea)
- Panacea Woman's Club (Panacea)
- Woolley Park (Panacea)
- St. Marks River Park (St. Marks)
- Wakulla River Park (St. Marks)
- Shell Point Beach

4.7 Ongoing Plans and Studies

The following section summarizes ongoing plans and studies pertaining to land use on a statewide, regional, and local level.

4.7.1 Statewide Plans and Studies

State Comprehensive Plan (2008)

Florida's *State Comprehensive Plan* provides long-term guidance for the development of the State economically, socially, and physically. The Plan establishes policies for various demographic groups (children, families, elderly), housing, health, public safety, water resources, coastal and marine resources, natural systems and recreational lands, air quality, energy, mining, property rights, land use, urban and downtown revitalization, public facilities, cultural and historical resources, transportation, governmental efficiency, the economy, agriculture, tourism, employment, and plan implementation.

Florida Forever Program

Florida Forever is the state's most recent blueprint for conserving the State of Florida's natural resources. The Florida Forever Act, implemented in 2000, reinforced Florida's commitment to conserve its natural and cultural heritage, provide urban open space, and better manage land acquired by the state. The Florida Forever program encompasses a wide range of goals including: environmental restoration; water resource development and supply; increased public access; public lands management and maintenance; and increased protection of land by acquisition of conservation easements. The State plans to invest an additional \$3 billion over the next decade to protect and restore the vital resources.

4.7.2 Regional Plans and Studies

Comprehensive Economic Development Strategy (Apalachee Region of Florida)

The *Comprehensive Economic Development Strategy (CEDS)* is a tool that examines the strengths, weaknesses, opportunities, and threats for the Apalachee Region. It outlines strategies to mitigate the weaknesses, develop the Region's strengths and opportunities while at the same time keep in touch with the varied other programs and processes in place. The CEDS process reexamined pertinent data sources that describe in detail the region's socio-economic health parameters from employment and education to poverty and the environment. Analysis of this data and an in depth view of the region's Strengths, Weaknesses, Opportunities and Threats led to a revision of the overall strategy. In addition to the ARPC's ongoing commitment to technical assistance to local governments and coordination with the myriad agencies that have economic development as a primary goal, the Council identified eight vitally strategic projects of regional significance for the Apalachee Economic Development District.

4.7.3 Local Plans and Studies

Plan St. Marks (City of St. Marks)

The City of St. Marks is developing a Master Plan for the city, Plan St. Marks, to revitalize the community while maintaining the area's character and protecting its natural resources.

Riverwalk Master Plan (City of St. Marks)

To capitalize upon its proximity to the Wakulla and St. Marks Rivers, the City of St. Marks is developing a *Riverwalk Master Plan*. The goals of the project are to provide waterfront access

and clear views of the waterfront; preserve the coastal environment; connect downtown St. Marks to natural, cultural and historic resources; and revitalize St. Marks with public spaces, infill development, walkability, and enhanced park facilities. Several properties in the proposed Riverwalk area have been abandoned are ready for redevelopment opportunities. St. Marks is developing the *Riverwalk Master Plan* to guide development of the area to enhance the City and provide amenities for its residents.

5.0 Transportation

The following section summarizing the existing transportation conditions within Wakulla County.

5.1 Roadway Characteristics

Wakulla County does not have any major interstate highways. It does have several major US, state, and local routes, including US 98, US 319, SR 267, SR 363, and CR 375. Wakulla County's roadway network is shown in **Figure 16**. **Figure 17** shows the roadways' functional classifications as designated by FDOT. The majority of roads in Wakulla County are two-lane facilities.

Figure 18 shows annual average daily traffic (AADT) data in 2008 for Wakulla County. The most heavily traveled road is US 319/Crawfordville Highway. Its traffic peaks at 14,445 vehicles per day (vpd) between Shadeville Road and SR 267. Other heavily traveled portion of the highway are between the Leon County line and SR 267 (13,300 vpd) and between Shadeville Road and US 98/Coastal Highway (12,900 vpd). In the central portion of Wakulla County, near the urbanized areas, AADT ranges from 3,000 to 9,000 vpd. The remaining rural and undeveloped areas of Wakulla County have AADTs ranging from 75 to 3,000 vpd.¹³⁴

5.1.1 Roadway Deficiencies

An analysis conducted as part of the Wakulla County Transportation Study (May 2006) concludes that by 2020, only two roadway segments will have traffic to exceed their capacity. These are:

- US 319/Crawfordville Highway, from Forest Tower to North Ivan Church Road (over capacity by 2008)
- US 319/Crawfordville Highway, from North Ivan Church Road to the Leon County line (over capacity by 2009)¹³⁵

¹³⁴ Source: Florida Department of Transportation

¹³⁵ Wakulla County Transportation Study (May 2006). Wakulla County Board of Commissioners.

Figure 16. Roadway Network (Wakulla County)

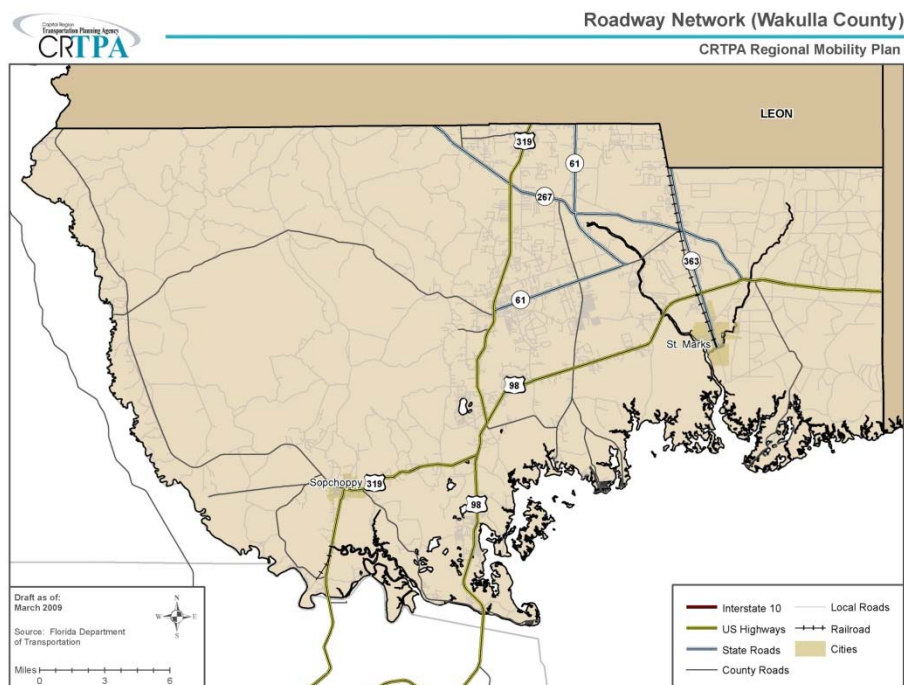


Figure 17. Functional Classification (Wakulla County)

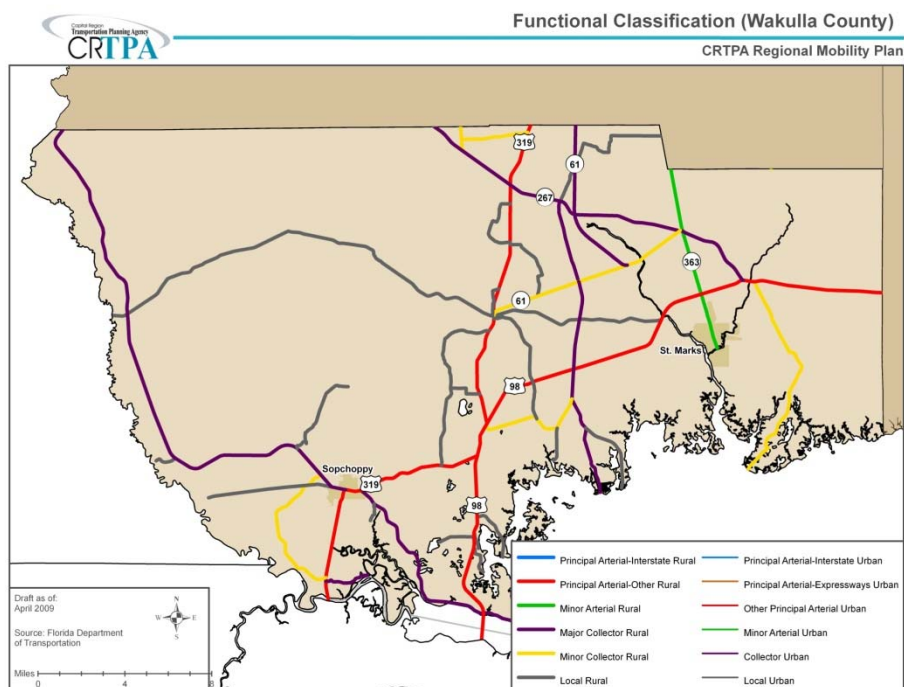
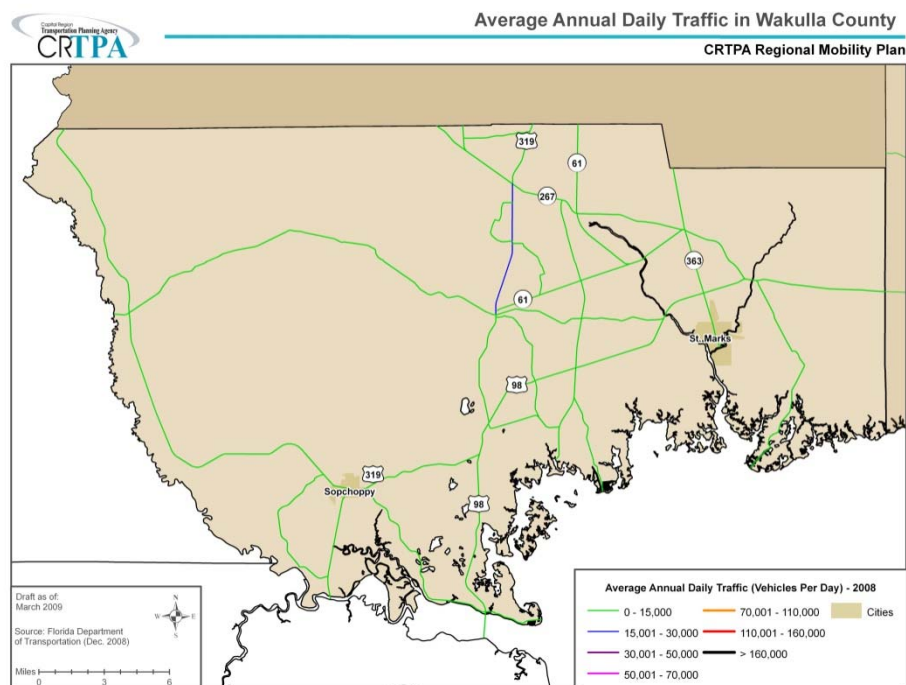


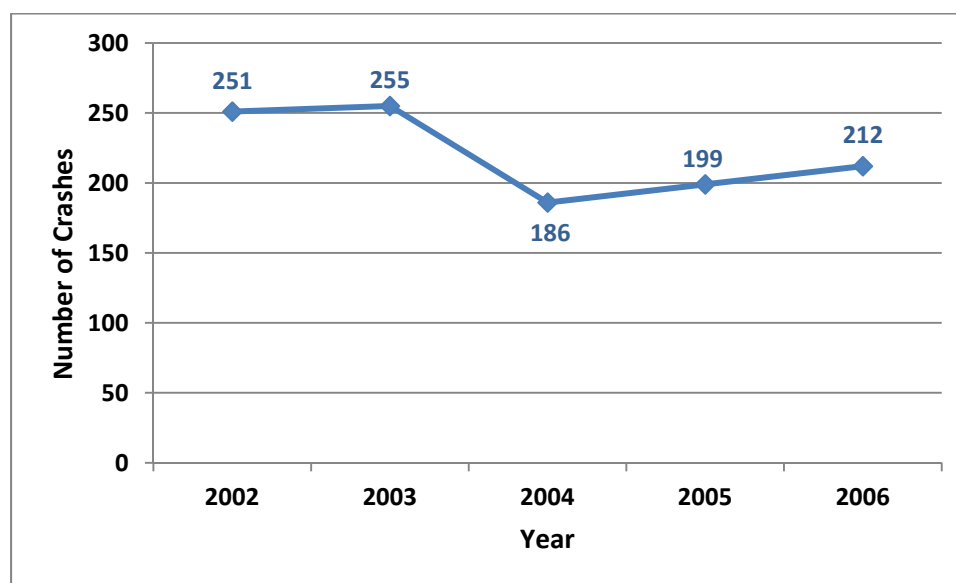
Figure 18. Average Annual Daily Traffic (Wakulla County)



5.1.2 Safety

The total number of crashes in Wakulla County has declined by 18.4 percent between 2002 and 2006. The number of crashes peaked in 2003 with 255 crash events, and declined drastically in 2004 to 186 crash events. The trend since 2004 shows a gradual increase in the total number of crashes in the County. This is displayed in **Figure 19**.

Figure 19. Five-Year Crash History, 2002-2006 (Wakulla County)



Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

The total number of injuries from crash events in Wakulla County has decreased by 45.8 percent between 2002 and 2006, from 274 to 188 injuries. The trend since 2003 indicates that the number of injuries are generally decreasing, although there have been peaks in the injury rate in 2003 and 2005. Despite a peak in the number of fatalities from Wakulla County crash events in 2003 This is shown in **Table 7**.

Table 7. Five-Year Injury and Fatality History in Wakulla County (2002-2006)

Year	2002	2003	2004	2005	2006
Number of Injuries	274	292	196	208	188
Number of Fatalities	4	9	2	4	4

Source: Traffic Crash Statistics Report 2006, Florida Department of Highway Safety and Motor Vehicles

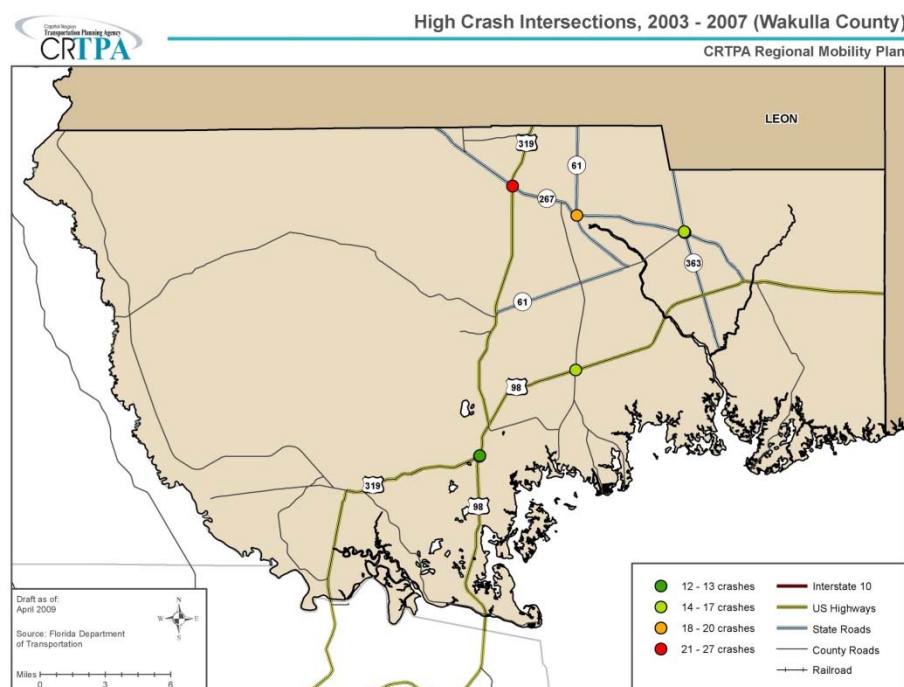
Table 8 shows high-crash intersections in Wakulla County from 2003 to 2007. These intersections are primarily near the communities of Crawfordville and Bethel, in the more urbanized portion of Wakulla County. These high-crash intersections are displayed in **Figure 20**.

Table 8. High-Crash Intersections in Wakulla County, 2003-2007

Intersection	Number of Crashes
SR 267 and SR 369	27
SR 267 and SR 61	19
SR 30 and CR 365	16
SR 363 and SR 267	13
SR 267 and Eastbound Entrance from SR 363	12
SR 30 and SR 61	12
SR 375 and SR 30	12

Source: FDOT Safety Office

Figure 20. High Crash Intersections (Wakulla County)



5.1.3 Traffic Operations

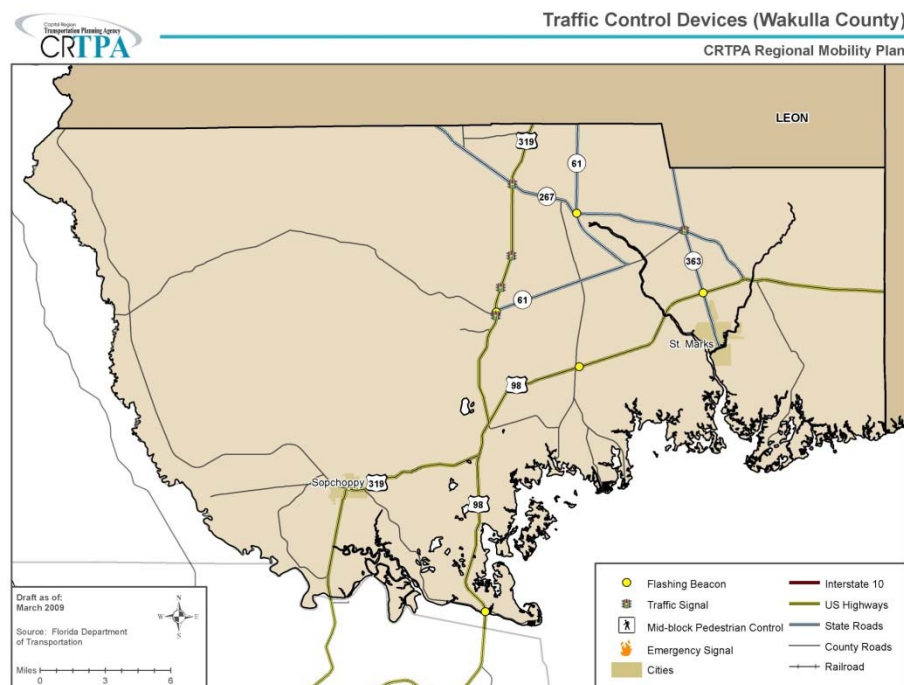
Table 9 lists the eight (8) signalized intersections in Wakulla County as well as the type of traffic control signal. These are also displayed in **Figure 21**.

Table 9. Signalized Intersections and Traffic Control Devices in Wakulla County

Signalized Intersections	Traffic Control Device
US 319 and SR 61	Traffic Signal and Flashing Beacon
US 319 and Wakulla-Arran Road	Traffic Signal
US 319 and Mose Strickland Road	Traffic Signal
US 319 and SR 267	Traffic Signal
SR 363 and SR 267	Traffic Signal
US 98 and Mashas Sands Road	Flashing Beacon
US 98 and SR 363	Flashing Beacon
SR 267 and SR 61	Flashing Beacon

Source: Florida Department of Transportation, Transportation Statistics Office

Figure 21. Traffic Control Devices (Wakulla County)



5.2 Transit

Currently, Wakulla County has a county-level transportation disadvantaged transit service to serve low-income residents, but no inter- or intra-County comprehensive public transit service that serves all County residents. Wakulla County Transportation operates transit service for the transportation-disadvantaged population through the Apalachee Regional Planning Agency (ARPC). This service provides transportation to qualified individuals, including low-income residents, those with disabilities, and senior citizens. The transit service allows these individuals to travel to medical appointments, employment, and other qualifying destinations. The transit service is reimbursed from a variety of participating agencies, including Medicaid, Development Services, and other local, state and federal funds. Therefore, fares vary based on the individual served and the type of trip taken.

During public workshops held as part of the January 2008 EAR Update, Wakulla County residents indicated that the County was in need of more alternate transportation, including bicycle paths, connected sidewalks, and express or commuter bus service.¹³⁶

Wakulla County is in the process of establishing a Congestion Management System (CMS) to measure the impacts of new development on the road network. This will help in the County determine several methods for reducing vehicle trips as necessary.

¹³⁶ Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

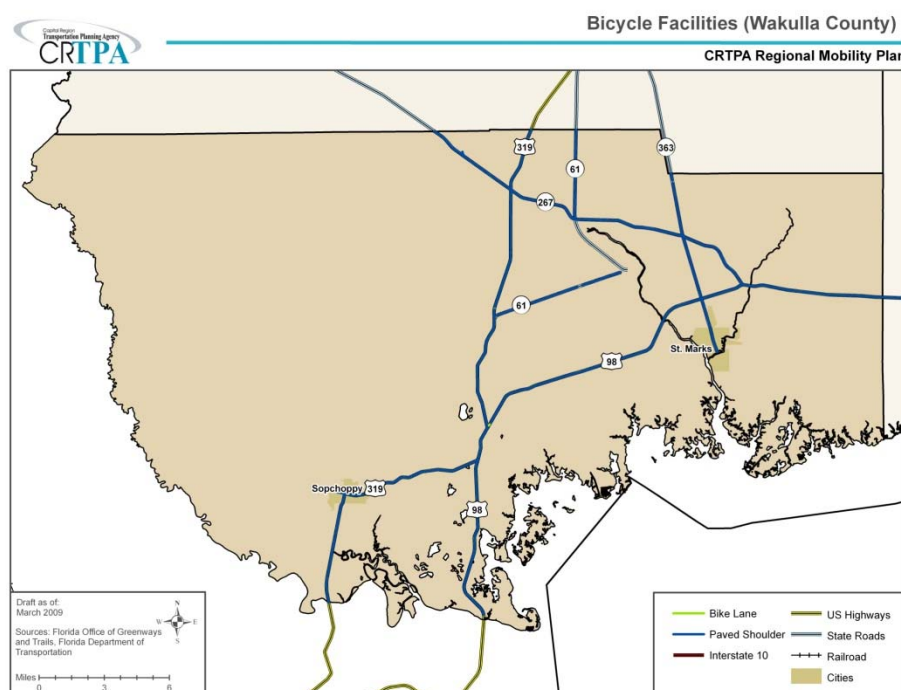
5.3 Bicycle and Pedestrian Facilities

The following section summarizes bicycle and pedestrian facilities in Wakulla County, including bicycle routes, sidewalks, trails and greenways, and waterways.

5.3.1 Bicycle Routes

Figure 22 displays the existing bicycle facilities in Wakulla County. Most of the US and States routes have paved shoulders that can be used by bicycles, these routes include US 319, US 98, SR 267, 2R 61 and SR 363. A short bike lane exists near the intersection of US 98 and US 319 in Crawfordville.

Figure 22. Bicycle Facilities (Wakulla County)



5.3.2 Sidewalks

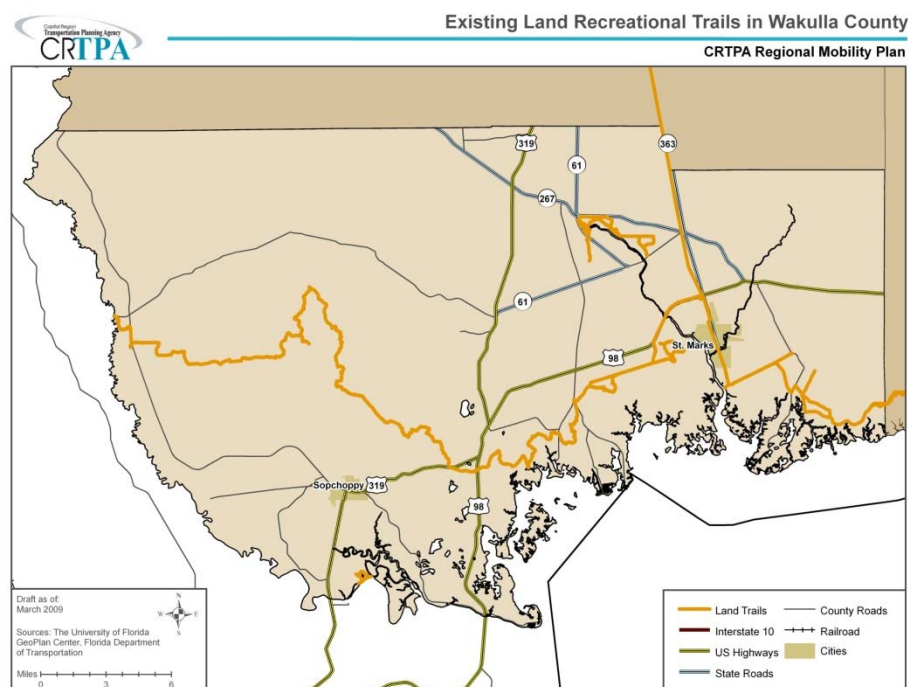
No sidewalk facilities have been identified in Wakulla County.

5.3.3 Trails and Greenways

There are several recreational trails in Wakulla County, shown in **Figure 23**. The Florida National Scenic Trail traverses the County in an east-west direction. Primarily unpaved, it is managed by the Apalachicola National Forest in the west and the St. Marks National Wildlife Refuge in the east. There are also other smaller recreational trails in the Wakulla County: Deep Creek Trail on the eastern coast and trails in Wakulla Springs State Park.¹³⁷

¹³⁷ Recreational Trails Program. Florida Department of Environmental Protection, Office of Greenways and Trails.
http://www.floridatrailsnetwork.com/rtp_projects.html

Figure 23. Existing Land Recreational Trails (Wakulla County)



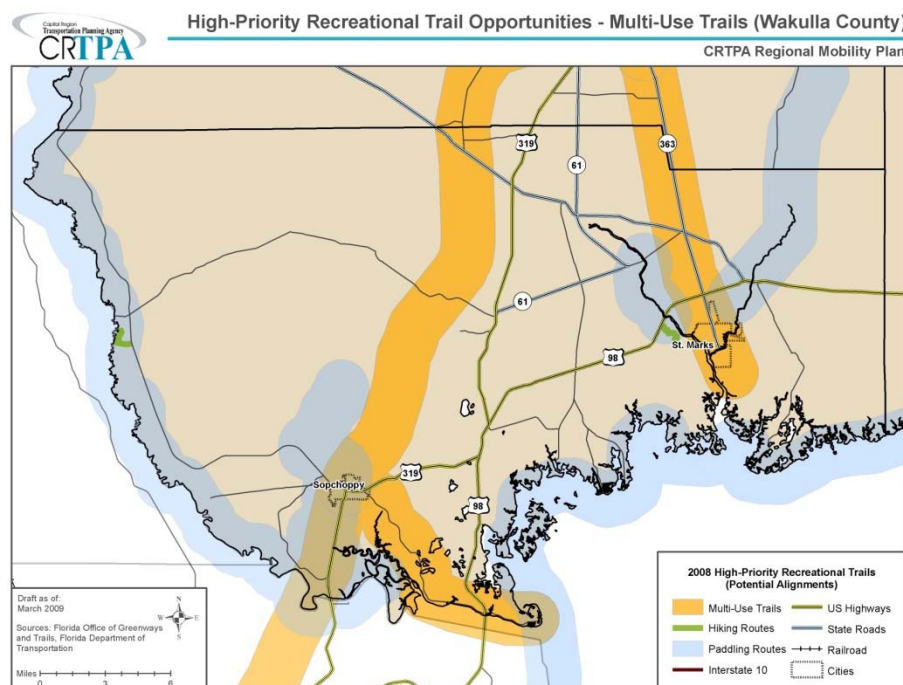
The Florida Department of Environmental Protection's Office of Greenways and Trails has developed a trails prioritization plan for the State of Florida. In 2008, the department updated its Recreational Trails Opportunities, which provide a visual plan for multi-use trails throughout the state. The department has identified seven (7) potential multi-use trails that connect Wakulla County to other areas of Florida. These include, in order of highest to lowest priority:

- Great Northwest Coastal Trail Corridor, which connects Sopchoppy to Franklin County to the west and follows the Gulf Coast (high priority);
- Ochlockonee Bay Trail Corridor, which travels between Sopchoppy and the coast (high priority);
- Tallahassee to St. Marks Corridor, which connects Wakulla County and Leon County to the north (high priority);
- GF&A Corridor, which connects Sopchoppy to Tallahassee (high priority);
- Aucilla to St. Marks Corridor, which has termini at St. Marks and Aucilla in neighboring Jefferson County (medium priority);
- Sopchoppy to Perry Corridor, which travels from Sopchoppy to Perry in Taylor County to east (medium priority);
- Apalachicola National Forest Trail Corridor, which begins in central Wakulla County and ends in Leon County (low priority).¹³⁸

¹³⁸ Recreational Trails Program. Florida Department of Environmental Protection, Office of Greenways and Trails.
http://www.floridatrailsnetwork.com/rtp_projects.html

Potential alignments for the high-priority multi-use trails are shown in **Figure 24**.

Figure 24. High-Priority Trail Opportunities (Wakulla County)



5.3.4 Waterways

Wakulla County features canoe trails that follow the numerous rivers in Wakulla County. These canoe trails include the Ochlockonee River State Canoe Trail on the County's western border; the Sopchoppy River State Canoe Trail in south-central Wakulla County; and the Wakulla River State Canoe Trail in eastern Wakulla County. These are shown in **Figure 25**.

The Office of Greenways and Trails has also prioritized paddling trails for the State of Florida. The Recreational Trails Opportunities include six (6) potential paddling trails that follow Wakulla County's numerous rivers and creeks.

- Lower Ochlockonee River (high priority);
- Sopchoppy River (high priority);
- Big Bend Saltwater Paddling Trail (high priority);
- Florida State Circumnavigational Trail (high priority);
- Wakulla River (high priority);
- St. Marks River Trail (high priority)¹³⁹

Potential alignments for the high-priority paddling trails are shown in **Figure 26**.

¹³⁹ Recreational Trails Program. Florida Department of Environmental Protection, Office of Greenways and Trails.
http://www.floridatrailnetwork.com/rtp_projects.html

Figure 25. Existing Water Recreational Trails (Wakulla County)

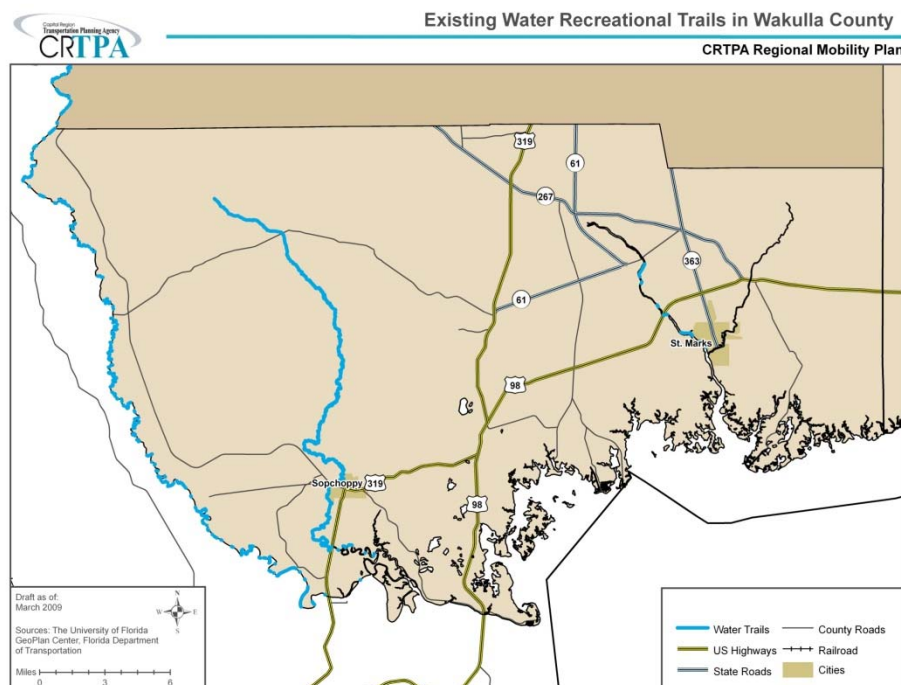
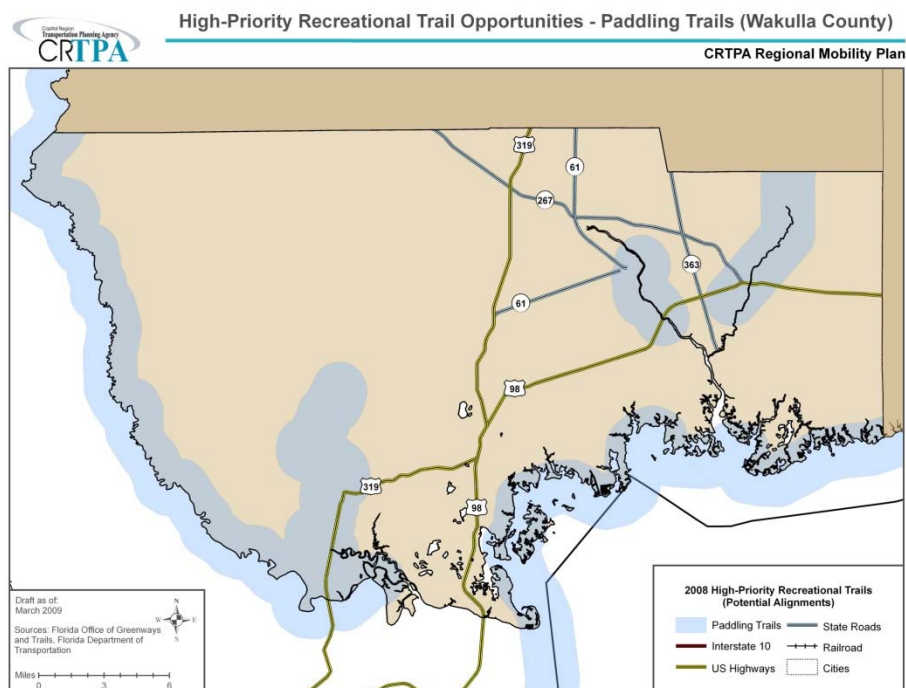


Figure 26. High-Priority Paddling Trails (Wakulla County)



5.4 Federal Intrastate Highway System

The Florida Intrastate Highway System (FIHS) is designated by the Florida Legislature and intended to connect urban and rural areas throughout the state, and to connect to global markets through airports, seaports, and rail terminals. It is a statewide transportation network that provides for high-speed and high-volume traffic movements within the state. The primary function of the system is to serve interstate and regional commerce and long-distance trips. There are no FIHS facilities in Wakulla County.

5.5 Strategic Intermodal System (SIS)

The Strategic Intermodal System (SIS) is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and highways. The system was designated by a Steering Committee that used objective criteria based on quantitative measures of transportation and economic. The criteria and thresholds are used to designate both existing and planned facilities, known as "The SIS":

- **Existing SIS-** Facilities that meet high levels of people of goods movement generally supporting the major flows of interregional, interstate, and international trips.
- **Emerging SIS-** Facilities that meet lower levels of people and goods movement, generally serving fast-growing economic regions and Rural Areas of Critical Economic Concern.

Three types of facilities make up the SIS:

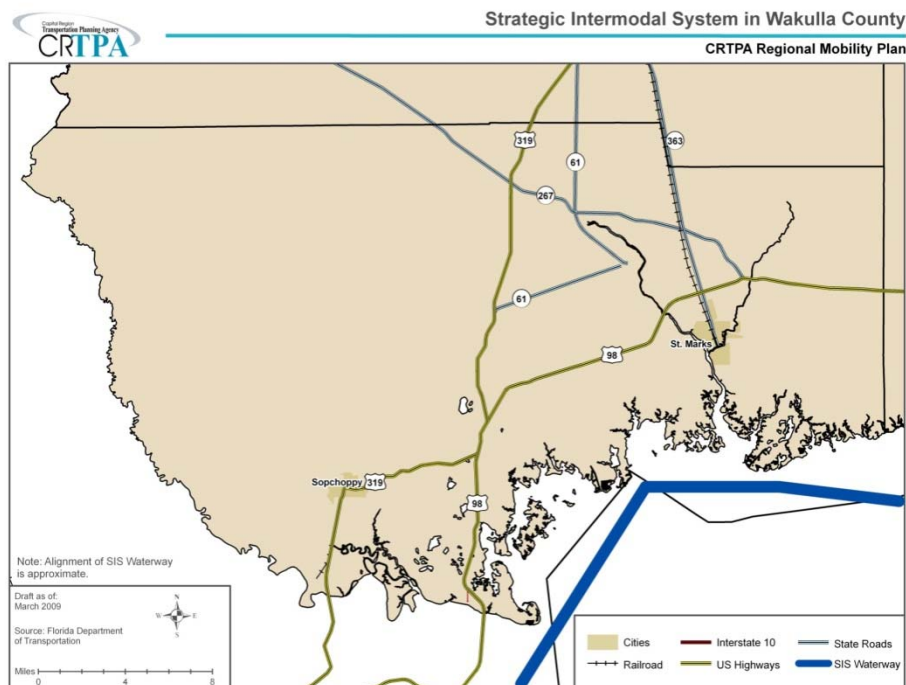
- 1) Hubs such as airports, seaports and other freight and passenger terminals that serve gateways for people and freight;
- 2) Interregional corridors such as highways, rail lines, and waterways that link Florida's economic regions to other regions, states, and nations; and
- 3) Intermodal connectors between hubs and connectors.

On land, there are no facilities that are part of Florida's Strategic Intermodal System (SIS). The Gulf Intracoastal Waterway, however, that travels along the entire Florida coast, including that of Wakulla County, has been designated as part of the SIS. The Gulf Intracoastal Waterway is a critical component of the SIS. Waterway corridors handle significant volumes of interregional, interstate, and international commerce. In 2006, the Waterway carried 2,000 tons of shipments across the Florida coastline.¹⁴⁰

The designated SIS facility, which is the portion of the Gulf Intracoastal Waterway that travels along Wakulla County's coastline, is shown in **Figure 27**.

¹⁴⁰ 2007 SIS Data and Designation Update - Executive Summary. Florida Department of Transportation July 20, 2008.

Figure 27. Strategic Intermodal System (Wakulla County)



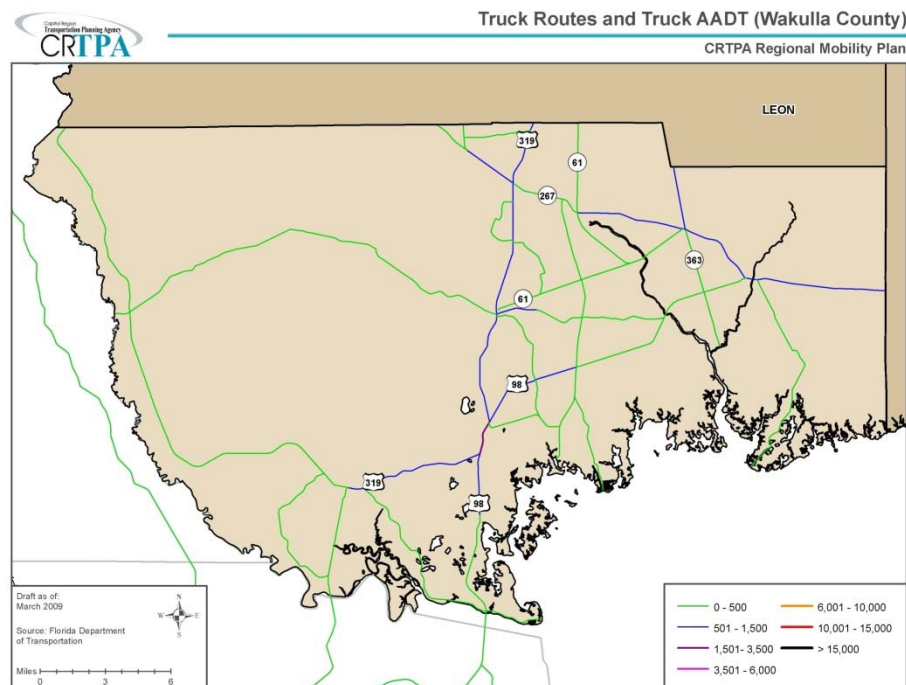
5.5.1 Rail and Freight

No railroads currently operate within Wakulla County. The Georgia, Florida and Alabama Railroad passed through Sopchoppy until it was abandoned in 1948.¹⁴¹ The Tallahassee-St. Marks Railroad, the first railroad in Florida, was in operation until 1983, when it was abandoned by the Seaboard Coast Line.

Truck freight activities primarily travel on interstate highways to reach destinations within states and across the country. Wakulla County does not have any interstate highways. It does have US and State routes, but these have not been designated as SIS corridors. The two most heavily traveled truck routes in Wakulla County include US 319 and SR 363 with an average AADT of between 501-1,500 vpd. **Figure 28** shows truck volumes on US and State highways in Wakulla County.

¹⁴¹ "Donald R. Hensley, Jr.'s Taplines. The story of the Georgia Florida & Alabama RR.
<http://www.taplines.net/gfa/gfa.html>.

Figure 28. Truck Routes and Truck AADT (Wakulla County)



5.5.2 Airport

The Wakulla County Airport is located south of the Panacea community. It is a general aviation airport with a 2,600-foot runway. **Table 10** presents current and forecasted demand at the airport. Wakulla County Airport is shown in **Figure 29**.

Table 10. Current and Forecasted Demand at Wakulla County Airport

Wakulla County Airport	2002	2007	2012	2022
Based Aircraft	9	10	10	12
General Aviation Operations	5,475	5,717	5,970	6,511
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio (percent)	4.3	4.5	4.7	5.1

Source: Wakulla County Airport – Florida Community Airports

Air Transportation (Wakulla County)
CRTPA Regional Mobility Plan

Legend:

- Private Airport/Strip
- Helipads
- Regional and International Airports
- Interstate 10
- US Highways
- State Roads
- County Roads
- Railroad

Map Labels: LEON, Wakulla County, St. Marks, Sopchoppy, Gulf County, Apalachicola River, Gulf of Mexico.

Scale: 0 3 6 Miles

Source: Florida Department of Transportation, RS&H

5.6.1 Statewide Plans and Studies

The *Florida Rail and Freight Passenger Plan* is the rail component of the Florida Transportation plan, which is a component of the *State Comprehensive Plan*. The purpose of the *Florida Rail Plan* is to provide the necessary information in a policy framework through which strategic actions can be taken to achieve the best rail system for Florida's future. The plan identifies the public interest in freight and passenger rail, and examines the supply and demand for rail service, and develops policy and program options for Florida.

The *2007 SIS Data and Designation Update* documents changes to the SIS system as of 2007. It also presents several policy issues for existing SIS facilities that should be considered during the next update of the SIS Plan and criteria. In order to update SIS designations, FDOT participates in a series of activities. It completes a comprehensive review of SIS facility criteria every five years (to be completed again in January 2010). In addition, it reviews activity levels on all facilities using established criteria. FDOT also addresses ongoing requests for SIS designation changes on its facilities.

FDOT Conserve by Bicycle Program Study (2007)

The Conserve by Bicycle Program Study was developed to promote bicycling in order to conserve the state's resources, including energy, roadway capacity, and public health. The goals of the study area to identify energy and conservation savings by improving bicycle facilities; how bicycle travel can be marketed to decrease automobile use; how new bicycle facilities can enhance recreational use and contribute to public health; and how business, government agencies, and environmental groups can partner to ensure the success of the program. The study presents a series of recommendation in support of these goals.

FDOT Statewide Bicycle Facilities Study (2005)

The *Statewide Bicycle Facilities Study* aims to improve bicycle facility connectivity throughout the state, particularly along the State Highway System. The Study documents the current state of the system, including on- and off-road bicycle routes, and presents implementation strategies and other recommendations to fill in any gaps in the system.

5.6.2 Local Plans and Studies

Wakulla County Transportation Study (2006)

Wakulla County developed the *Wakulla County Transportation Study* in order to determine the impacts of future development on the County's transportation infrastructure. The study analyzes existing and projected traffic volumes along locally and regionally significant corridors in the County. These traffic volumes were compared to level-of-service standards to determine which corridors would exceed capacity. Finally, the study presents recommendations and costs for needed capacity improvements, as well as short-term and long-term mitigation strategies to alleviate congestion along Wakulla County roadways as the County grows.

US 319 Alternative Corridors Study

In 2006, the Wakulla County Chamber of Commerce identified US 319 as a deficient roadway (by 2008) for a segment that traverses the highly-developed Crawfordville area. Wakulla County commissioned the *US 319 Alternative Corridors Study* to identify improvements to the adjacent roadway network as well as north-south alternative routes to US 319. Four alternative routes were identified, although two were not ultimately considered due to being beyond the scope of the contract commissioning the study. For each alternative route, a number of criteria were evaluated, including costs (right-of-way, construction, and survey/design/inspection), projected capacity improvements, and impact upon the natural environment.

5.7 Planned and Programmed Projects

Table 11 presents planned transportation projects (highway improvements, intersection improvements, bicycle and pedestrian projects) as listed in the *CRTPA 2030 Long-Transportation Plan, Cost Feasible Plan (FY 2009-2013)*. These are projects are also shown in **Figure 30**.

Table 11. 2009-2013 CRTPA TIP Projects in Wakulla County

Project Name	Limits	Project Type	Funding Source
Crawfordville Road	Buck Miller Road to LL Wallace Road	Widening to 4 Lanes	State
Crawfordville Express	Leon/Wakulla Counties, from Tallahassee to Crawfordville	New Express Bus/Shuttle	State
US 98	Escambia County to Wakulla County	Toll Road Feasibility Study	Private

Source: 2030 CRTPA Long-Range Transportation Plan – Cost Feasible Plan

Figure 30. Projects in CRTPA 2030 LRTP Cost Feasible Plan (Wakulla County)

