

**CAPITAL REGION TRANSPORTATION PLANNING AGENCY
REGIONAL MOBILITY PLAN
2035 LONG RANGE TRANSPORTATION PLAN**

CRTPA Vision Statement

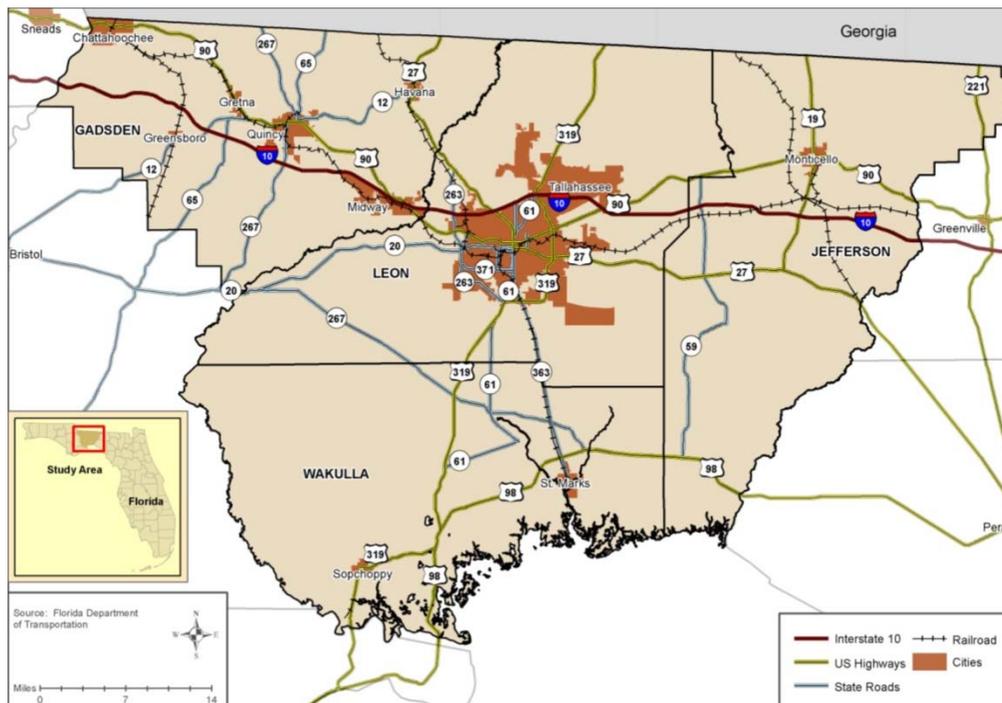
"Create an integrated regional multimodal transportation network that provides the most options for moving people and goods economically, effectively and safely while protecting the environment, promoting economic development and maintaining a high quality of life with sustainable development patterns."

I. Introduction

"Plan for the future because that's where you are going to spend the rest of your life."

- Mark Twain

Metropolitan Planning Organizations, which are designated by federal mandate, are required to develop and periodically update a Long Range Transportation Plan (LRTP). These plans chart the course of transportation for the next twenty years and include the identification of those projects that are financially feasible to be completed during the planning timeframe. The Capital Region Transportation Planning Agency (CRTPA) is the designated agency responsible for the transportation planning activities in the Capital Region. This region includes Leon County, home to the City of Tallahassee, and the surrounding counties of Gadsden, Jefferson and Wakulla. The 2035 Regional Mobility Plan is the required five-year update of the Tallahassee region's previous LRTP. The geographic extent of the CRTPA planning area is shown below.



According to the 2000 US Census, the Tallahassee Urbanized Area population exceeded 200,000, designating the MPO as a Transportation Management Area (TMA). In addition to the federal requirements of MPOs, TMAs are also responsible for developing congestion management processes, Transportation Improvement Programs (TIP) project selection, and are subject to a joint federal certification review of the planning process at least every four years.

The CRTPA is governed by a Board of elected officials from the participating local governments, as well as a representative from the Leon County School Board. The local government voting members on the Board (as of March 17, 2011) include representatives from:

- Leon County
- City of Tallahassee
- Gadsden County
- Gadsden Cities
- Wakulla County
- Jefferson County

In addition to the voting members, representatives from StarMetro, the transit agency for the City of Tallahassee, the Federal Highway Administration, and the Florida Department of Transportation are included on the Board as ex-officio members.

There are three committees that advise the CRTPA Board and help them carry out the transportation planning process. These committees include the Technical Advisory Committee (TAC), comprised of local and state planners and engineers, the Citizens Advisory Committee (CAC), comprised of interested citizens appointed by members of the Board, and the Multimodal Advisory Committee (MAC), which is comprised of citizens interested in the promotion of safe and viable pedestrian, bicycle and transit use.

I.1 The Regional Mobility Plan – 2035 LRTP

According to federal regulations, the LRTP must include the development of a multimodal transportation system with a horizon year of no less than 20 years. Further, the LRTP must include both short and long-term strategies and actions that “lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.”¹

For regions such as the CRTPA which are in attainment with federal air quality regulations, the LRTP must be updated every five years. The 2035 LRTP, or Regional Mobility Plan, adopted on November 15, 2010 meets all of the federal and state requirements and was adopted prior to the expiration of the previous long range plan (2030).

Incorporation of SAFETEA-LU Legislation

In August 2005, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) was signed into law and replaced the previous Federal Transportation

¹ § 23 CFR 450.322 (b)

legislation. SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety and transit. The SAFETEA-LU planning requirements have been in effect since February 14, 2007. While SAFETEA-LU retains many of the goals and programs found in the previous legislation (TEA-21), there are some significant changes in, and new additions to, the transportation planning requirements. SAFETEA-LU places an emphasis on improving safety and security, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity and protecting the environment. The Regional Mobility Plan (RMP) not only meets, but exceeds the requirements set forth by SAFETEA-LU.

Planning Approach

The development of the RMP was a comprehensive effort that incorporated the assessment of all modes of travel, including transit and focused on the efficient movement of people and goods and a sustainable transportation system, rather than on the efficient movement of vehicles. The plan also recognizes the inherent relationships between mobility and land use and growth patterns and included a high level assessment of the region in a longer range horizon greater than fifty (50) years.

This comprehensive approach also included the required update of the Transit Development Plan (TDP) for StarMetro, the transit agency which operates the fixed route transit service in Leon County. The TDP provides the operational blueprint for the transit operations for the next ten (10) years and the Executive Summary is found in [Appendix A](#). This update meets that requirement and, in coordination with the RMP, also includes a high level, longer range transit assessment.

This updated plan meets all of the federal and state requirements and incorporated a coordinated and inclusive effort of all perspectives in its development. The development of the RMP included a continual process of public and inter-agency engagement to ensure that the plan will help the community achieve their mobility goals as well as support other community efforts, goals and aspirations.

Sustainable Transportation

Traditional transportation planning efforts have focused on how to most efficiently move vehicles from point to point without real consideration of other relationships and impacts, such as land use, community character and quality of life. Transportation planning typically occurred in a vacuum, identifying solutions through the reliance on travel demand models predicting the number of lanes needed to maintain a prescribed level of service for automobiles. This planning approach resulted in solutions that may have addressed a short term issue, without regard for the long-term consequences. With the development of the RMP, the CRTPA recognized that the region was at a crucial threshold with regard to its transportation planning. The traditional approach could continue to be utilized, or a comprehensive and coordinated approach could be employed to develop a more sustainable, multimodal transportation system for the region.

The development of the RMP incorporated this different approach with the goal of achieving a mobility plan that included all modes and provided viable options for all transportation users.

The RMP focuses on the provision of a connected multimodal transportation network integrated with land use, which was a critical element in the development of the plan. Growth patterns are a crucial part of how the transportation system is developed and, in order to create a sustainable mobility network, must be incorporated into the planning process. Citizens should have the ability to decide on which mode best suits their needs and be able to viably make that trip on a connected, safe and pleasant network. A sustainable transportation system connects schools and other activity centers with residential areas, and the transit system is an interconnected, viable element of the transportation network.

The transportation system also has dramatic impacts on other elements, such as climate change. The State of Florida has recognized that climate change is an important issue and that greenhouse gases are a major component affecting climate change. Carbon dioxide emissions are a major component of greenhouse gases and according to the Florida Department of Community Affairs, over 40% of the emissions within the State are attributable to the transportation sector. Of this 40%, it is estimated that over 80% are attributable to vehicular travel. In recognition of the issue and its impacts, the Office of the Governor of the State of Florida issued an executive order in 2010 that established targets for the reduction of greenhouse gases and the development of the RMP addresses that need.

In addition, oil prices have been steadily rising over the last several years and are expected to continue, leading to higher and higher costs of gasoline. These higher fuel costs have resulted in more focus and wide-spread interest on the viability of alternative modes and the ability of citizens to access their destinations through travel means other than the automobile. Another crucial element directly affecting, and affected, by transportation is the changing demographics of our society. As the population becomes older, the mobility needs of older citizens and the ability to age in place while accessing needed services is an area of major concern. Equally important, is the ability of the younger elements of the population to be able to access schools and recreational facilities through walking and biking.

The CRTPA, in order to address these issues which drastically affect the future of transportation, developed the RMP in the recognition of the need for multimodal mobility allowing viable transportation choices for all citizens. The first step in the development of a long range plan is to determine and understand the existing conditions within the region. A detailed analysis was undertaken to determine these existing conditions within each county and provide the foundation for the further development of the RMP. A detailed assessment of the existing conditions, found in [Appendix B](#), was developed for [Gadsden County](#), [Jefferson County](#), [Leon County](#), and [Wakulla County](#).

I.2 Summary of Regional Existing Conditions

Population

The region's most dense population center is in the City of Tallahassee, where population density reaches 27,036 to 51,829 people in some areas of downtown Tallahassee and adjacent to the universities. There is also a significant population base north and east of Tallahassee within Leon County, where population densities range from 1,707 to 27,035 people per square mile. Gadsden, Jefferson, and Wakulla Counties are more suburban and rural in nature and exhibit

lower population densities, ranging from 6 to 1,706 people per square mile. There is a significant population base, however, in central Wakulla County (1,707 to 5,274 people per square mile).

The CRTPA region, however, is still home to a burgeoning population attracted to the government services, university environment, and proximity to the Gulf coast. **Table 1** and **Figure 1**, shown below, depict the historic population growth in the region from 1970 to 2008. During this time, the CRTPA region has steadily grown, exhibiting annual average population growth ranging from 2.28% to 3.02%. These rates are slightly below those for the State of Florida during the 38-year period. Overall, regional population has increased by approximately 136 percent during this time.² **Figure 2** depicts the regional population densities.

Table 1. Population Growth in CRTPA Region from 1970 to 2007

Year	Region	Average Annual Growth Rate from 1970	Florida	Average Annual Growth Rate from 1970
1970	157,317	N/A	6,789,447	N/A
1980	211,919	3.02%	9,746,961	3.68%
1990	259,107	2.53%	12,938,071	3.23%
2000	320,304	2.40%	15,982,824	2.89%
2008	370,773	2.28%	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.

² Florida Demographic Estimating Conference, February 2008; Florida Demographic Database, August 2008

Figure 2. Population Growth in CRTPA Region from 1970 to 2007

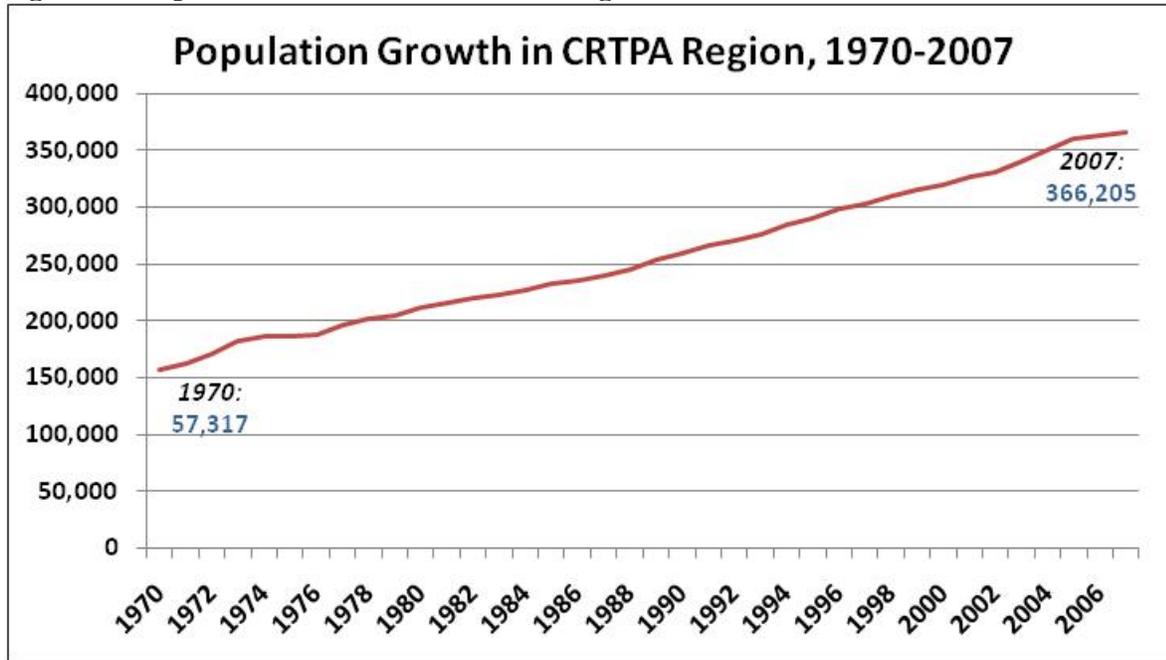
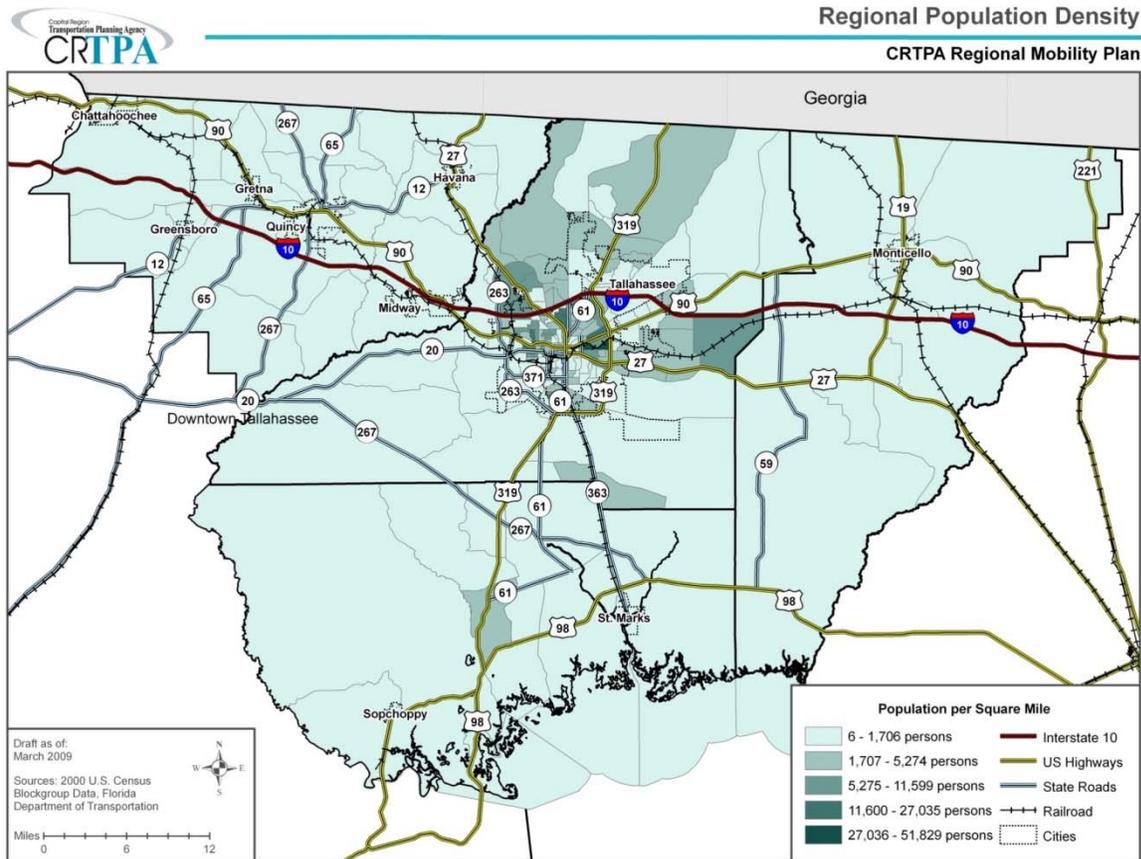


Figure 2. Regional Population Density



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 projects³:

- 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).

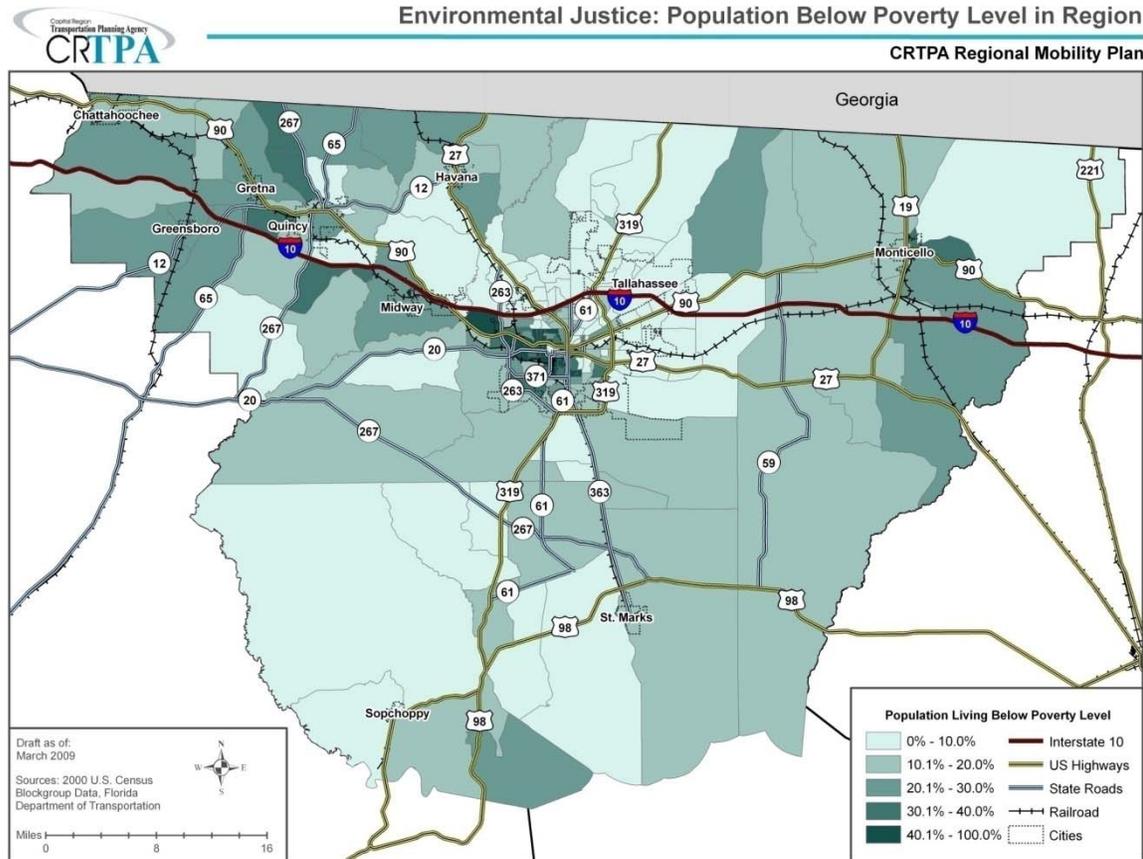
Data from the U.S. Census Bureau’s Census 2000 was utilized in order to determine areas of low-income and minority population. These areas are noted to ensure equitable participation in the planning process, and to avoid disproportionately affecting these communities in the recommendations of the CRTPA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

Within the region, the greatest concentration of low-income population is in central Tallahassee, western Tallahassee, and west of Tallahassee, where 40.1 to 100 percent of the population live below poverty level. There are also significant concentrations of low-income population in Gadsden County, between Midway and Quincy and north of Quincy. The lowest incidence of population living below poverty level occurs north and northwest of Tallahassee; eastern Gadsden County; northeast Jefferson County; and western and central Wakulla County. Here, 0

³ “An Overview of Transportation and Environmental Justice.” Publication No. FHWA-EP-00-013. US DOT FHWA.

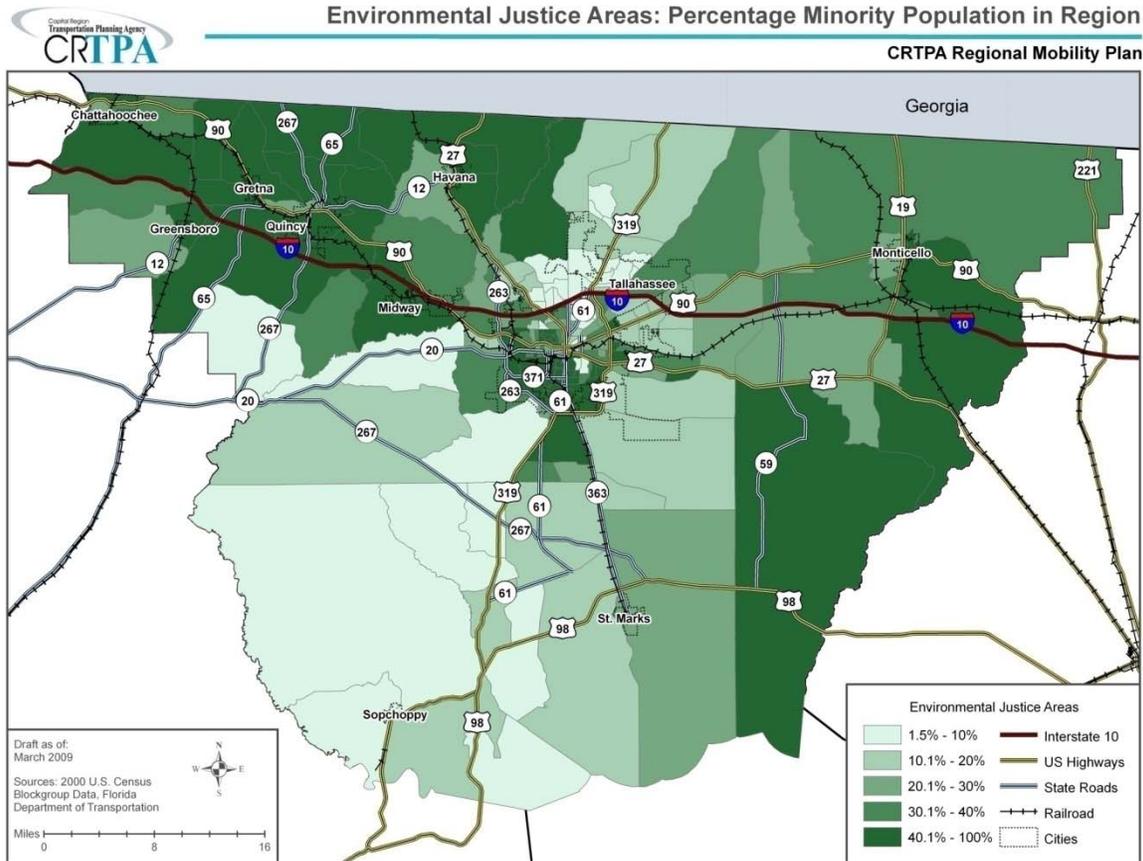
to 10.1 percent of the population lives below poverty level. The population below the poverty level in the CRTPA region is shown in **Figure 3**.

Figure 3. Population Below Poverty Level



The highest incidence of minority population is in central and south Tallahassee; most of Gadsden County; and southern and east-central Jefferson County. Here, 40.1 to 100 percent of the population belongs to a minority group. The lowest incidence of minority population is in western and central Wakulla County; north, northeast, and northwest of Tallahassee; eastern Gadsden County; and northwestern Jefferson County. Here, 0 to 10.1 percent of the population belongs to a minority group. This information is shown in **Figure 4**, found on the following page.

Figure 4. Percentage Minority Population



Economic Development

The labor force in the region has grown by almost 12 percent over the past 10 years. There is a significant population of educated citizens; of residents age 25 and older, almost 88 percent possess a high school diploma, and approximately 37 percent have a Bachelor’s degree.

In 2008, 237,967 people, or approximately 64.2 percent of the regional population, were part of the region’s labor force.⁴ The labor force within the region is concentrated near Tallahassee in Leon County, and in the adjacent counties along the Leon County border. During 1990, 2000, and 2008, the region’s unemployment rate has remained below that of Florida.

The CRTPA’s largest industry is educational services/health care/social assistance, with 23.5 percent of the area’s workers employees. Other significant categories of employment include public administration with 18.2 percent and professional, scientific, management, administrative, waste management services with 11.4 percent. Due to the presence of the state capital in Tallahassee, the CRTPA region has a far greater percentage of its labor force employed in public administration (18.2%) compared to the state as a whole (4.9 percent).

⁴ Gadsden, Jefferson, Leon, and Wakulla County Profiles. Enterprise Florida.
<http://edr.state.fl.us/county%20profiles.htm>

The region has several private major employers, classified as those with 100 or more employees. These private employers include:

Leon County:

- 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

Gadsden County:

- Coastal Lumber Company – 325 employees
- The Printing House – 250 employees
- Higdon Furniture Company – 195 employees
- Talquin Electric Cooperative – 175 employees
- Quincy Joist – 150 employees

Jefferson County:

- Simpson Nursery – 100 employees

Wakulla County:

- St. Marks Powder – 350 employees
- CSG Systems, Inc. – 200 employees
- Eden Springs Nursing and Rehabilitation Center – 115 employees⁵

Travel Trends

Residents within the CRTPA region tend to commute to employment within the boundaries of the four-county area. **Table 2** shows the percentage of residents who commute among the four counties within the study area by origin and destination county.⁶ The values shaded in green indicate intra-county travel for work trips. The highest rate of intra-county travel is within Leon County, where the region's most concentrated employment is located. Within Gadsden, Jefferson, and Wakulla Counties, the rate of intra-county work trips ranges from 38.6 to 49.0 percent. The inter-county travel is most prevalent between Leon County and the other three (3) counties, though the percentages of total work trips these represent are very small (0.3 to 1.6

⁵ Florida County Economic Profiles, Enterprise Florida.

⁶ Some work trips are made outside of the CRTPA region as well.

percent). Inter-county work trips among Gadsden, Jefferson, and Wakulla Counties occur at very small, negligible rates.⁷

Table 2. Intra- and Inter-County Travel Trends for Commute to Employment Trips within CRTPA Region (2000)

		Origin			
	Counties	Leon County	Gadsden County	Jefferson County	Wakulla County
Destination	Leon County	95.0%	46.0%	46.9%	55.0%
	Gadsden County	1.6%	49.0%	Negligible	Negligible
	Jefferson County	0.3%	Negligible	43.2%	Negligible
	Wakulla County	0.7%	Negligible	Negligible	38.6%

Source: 2000 U.S. Census

Throughout the region, most households have vehicles. Households that do not have vehicles are most prevalent in pockets of central Tallahassee, as well as Quincy in Gadsden County and an area east of Monticello in Jefferson County. The lowest incidence of households without vehicles is in northern and southwestern Leon County, central Wakulla County, and eastern and northeastern Jefferson County. The areas where the most residents ride public transportation to work are concentrated in central Tallahassee and eastern Jefferson County (20.6 to 38.8 of the population) and north-central and south-central Gadsden County (10.9 to 20.5 percent of the population).⁸

Land Use and Development

The CRTPA region is anchored by the Tallahassee urbanized area in Leon County. The surrounding counties, Gadsden, Jefferson, and Wakulla, are primarily rural in nature. The population base is less densely concentrated in these areas than in Tallahassee, and there are significant areas of agricultural and conservation land, as well as other natural resources. Each of the more rural counties does, however, feature lower-intensity development and small municipalities along Interstate 10 (I-10) and major arterial roads.

The most prevalent land uses in the region are low intensity/low density in nature. In each of the four (4) counties, there are significant amount of agricultural land, conservation land, and open space. While each county is anticipating slight changes in future land use, development patterns are expected to remain similar, with significant amounts of rural land and development concentrated along I-10 and major arterials.

⁷ 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>

⁸ 2000 U.S. Census Blockgroup Data

Leon County

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.⁹

Gadsden County

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 U.S. 90 in Midway and southeast of Quincy. Historical, recreational, and public land uses account for 1.15 percent of the land in Gadsden County.

Jefferson County

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.¹⁰ Of the "interchange business" areas which are pockets of development designated along I-10 interchanges, only one interchange at U.S. 19 south of Monticello is moderately developed. At U.S 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 C.R. 257/S. Salt Road, there is virtually no development present despite the "interchange business" designation.¹¹

⁹ Evaluation and Appraisal Report of the 2010 Tallahassee-Leon County Comprehensive Plan. Tallahassee-Leon County Comprehensive Planning Division. May 2007.

¹⁰ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

¹¹ Bill Tellefsen, Jefferson County Planning Department, April 7, 2009.

Wakulla County

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 facilities (0.9 percent); industry (0.5 percent); and sustainable community, a mixed-use designation (0.2 percent).

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.¹² 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.

Environmental Resources

There is significant greenspace and conservation land in the CRTPA region. The Apalachicola National Forest, which spans western Leon and Wakulla Counties, is the largest parcel of conserved land. Encompassing approximately 567,737 acres of land, it is the largest national forest in the state of Florida. The forest is covered in wetlands, longleaf pines, wiregrass, and similar vegetation. While maintaining its primitive nature, the forest features numerous recreational opportunities, including walking trails, bicycle trails, and paddling along the Ochlockonee and Sopchoppy Rivers. Overall, greenspace and conservation land cover 63 percent of the region's land area, or 986,137 acres.

The CRTPA region is situated along the Florida Panhandle, bordering the Gulf of Mexico. Due to its proximity to the coast, the region has extensive hydrology, including rivers, streams, wetlands, lakes, and ponds. Wetlands cover almost one-third, or 32.5 percent, of total land area in the region. Major rivers in the region include the Ochlockonee River, which creates the border between Gadsden and Leon Counties; the Apalachicola River, which is Wakulla County's western border and a portion of Gadsden County's western border; the St. Marks, Wakulla, and Sopchoppy Rivers in Wakulla County; Little River in northern Gadsden County; Wacissa River in southern Jefferson County; and the Aucilla River, which creates Jefferson County's eastern border. Major lakes in the region include Lake Talquin (Leon and Gadsden Counties); Lake Jackson, Lake Iamonia, and Foshalee Lake in Leon County; and Lake Miccosukee in Jefferson County.

The CRTPA region is also home to a significant number of parks and recreational areas. These amenities, listed by County, are shown below:

¹² Wakulla County Evaluation and Appraisal Report (January 2008). Wakulla County Board of Commissioners.

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)

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

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

Jefferson County

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.

Wakulla County

- 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

Transportation

The CRTPA region has a well-developed surface transportation system. Interstate 10 (I-10) serves as the most major thoroughfare, providing east-west access between Gadsden, Leon, and Jefferson Counties. There are also numerous federal and state highways, as well as county and local roads, that provide connectivity within in the four-county region and statewide.

The region is served by I-10, which connects to Jacksonville on the east and Pensacola on the west. Other major roads in the region include the major arterials of U.S. 19 (which runs north-south from the Georgia state line to U.S. 27), U.S. 27 (which travels east-west from Leon County to Taylor County), U.S. 319, (which travels north-south from the Georgia State line to the coast of the Gulf of Mexico), U.S. 90 (which runs east-west through most of the region through Jefferson County, Leon County, and Gadsden County), and U.S. 27 (which travels north-south through Gadsden County and then runs east-west through Leon County and Jefferson County).

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. In the region, there are two (2) existing SIS roadway facilities, two (2) emerging SIS facilities, two (2) SIS connectors, two (2) intermodal facilities, one regional airport, and one intracoastal waterway. The first existing SIS roadway facility, I-10, is located in Gadsden County, Leon County, and Jefferson County and travels east-west through the panhandle of Florida. The second existing SIS facility is U.S. 319 in Leon County, which travels north-south in Leon County from I-10 to the Georgia State line. The two emerging SIS facilities are located in Jefferson County: U.S. 19 from the Georgia state line to U.S. 27; and U.S. 27 from its intersection with U.S. 19 to the Taylor County line. The SIS connector facilities include US 90 from the Greyhound Bus terminal to I-10 and US 319 connecting to the Tallahassee Regional Airport. The Gulf Intracoastal Waterway travels along the entire Florida coast.

The region does not have a regional-wide public transportation system, although a regional transit study was completed in 2010. StarMetro, the City of Tallahassee transit service operates both a fixed route system as well as a Dial-a-Ride service for seniors and disabled citizens.

Big-Bend Transit (BBT) is a non-profit agency 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.

In April, 2010 the Gadsden Express, a commuter transit service, began operation between Quincy and Tallahassee. Big Bend Transit operates the service under contract to Gadsden County. Funding for the service includes a service development grant from the Florida Department of Transportation, which was used as a match for the federal Job Access – Reverse Commute (JARC) funds. These JARC funds are received and administered through the City of Tallahassee and StarMetro. The service has limited stops with one in Quincy, utilizing the Winn-Dixie parking lot west of the downtown area on US 90 and one stop in Midway at the City Hall. The ridership has steadily grown from 509 passengers in the first month of service to 1,948 in May, 2011.

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.

Primary air service for the region is from the Tallahassee Regional Airport in Leon County. There are also two publicly owned airports located in Gadsden County and Jefferson County. In addition, there are also several privately owned airports. The Tallahassee Regional Airport has seen increased traffic over recent years after successful negotiations with Delta to provide connecting flights to major hubs such as Orlando and Atlanta. The airport also has a significant non-passenger freight service with all of the major parcel delivery companies present. 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.

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.

The Wakulla County Airport is located south of the Panacea community. It is a general aviation airport with a 2,600-foot runway.