

Chapter 2

Existing Conditions

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conditions

existing

Introduction

Prior to identifying regional needs and opportunities, an analysis of existing conditions within the region is an important first step. This chapter presents a regional-level assessment of demographics, employment and income trends, social and environmental resources, and existing and future land use, as well as an overview of the multimodal transportation system. A separate Existing Conditions Report can be found in the Technical Appendix, which provides a more detailed analysis of existing conditions. This chapter provides a foundation for understanding the region's economy, its people, and infrastructure. The identification of trends better prepares the region's response to changing needs. When combined with analysis, this serves as the foundation for creating a regional transportation strategy.

"This chapter provides a foundation for understanding the region's economy, its people, and infrastructure."

Demographics

Population Density

When comparing the four counties within the CRTPA, Leon County has the largest population, total land area, and average population per square mile. The second highest population and population density next to Leon County is Gadsden County to the west. Its population density is less than one quarter that of Leon County.

Wakulla County and Jefferson County are the smallest counties when considering population and population density with Jefferson County averaging only 24 persons per square mile. Compared with the state of Florida, Leon County has a higher population density than the state average (360 persons per square mile), while the other three counties have a lower population density.

Minority and Elderly Populations

The total minority population in the CRTPA area is over 156,000 residents, or around 42.5% of the region (consistent with the statewide average). However, Gadsden County has greater minority population (66.7%), and Wakulla lower (19.9%). Nearly 22,000 residents identify as Hispanic, or 5.9% of the region, ranging from 3.3% in Wakulla County up to 9.7% in Gadsden County.

Over 38,000 residents are 65 or older, making up around 10.4% of the region. Leon County has the lowest percentage of elderly residents at 9.5%. Jefferson County has the highest percentage with 16.8% of the population, which is consistent with the statewide average of 17.5%.

More details on minority and elderly populations can be found in the Technical Appendix.

Table 2.1 - Total Population and Land Area (by County)

	Gadsden	Jefferson	Leon	Wakulla	CRTPA	Florida
Total Population	46,823	14,564	276,506	30,449	368,342	19,317,568
Total Land Area (Square Miles)	516	598	667	606	2,388	53,625
Maximum Population (Square Miles)	1,358	341	18,775	671	18,775	Not available
Minimum Population (Square Miles)	15	5	16	8	5	Not available
Average Population (Square Miles)	91	24	415	50	154	360

* Total population and Total Land Area for the counties and CRTPA are based on American Community Survey 2012 Block Groups. Total Land Area excludes any water area. Population estimates and Total Area for the State of Florida are based on the American Community Survey (ACS) 2012.

Employment and Income

Employment Density

Leon County has the highest employment and employment density in the CRTPA area. As the state capital, a large number of jobs, particularly government jobs, are located in Tallahassee. The employment density in Leon County is 7.5 times greater than the next county (Gadsden County, 29 jobs per square mile). Wakulla County and Jefferson County both have employment densities of less than 10 jobs per square mile. Compared with the State of Florida, Leon County has a higher than average employment density. The other three counties have a lower than average employment density.

Poverty and Income

The 2012 statewide median income in Florida was \$47,309. Leon has the largest range of median income by census tract, \$10,273 to \$122,365. Gadsden has the next largest range, \$19,008 to \$53,653. Wakulla and Jefferson Counties have ranges of \$5,000 to \$10,000.

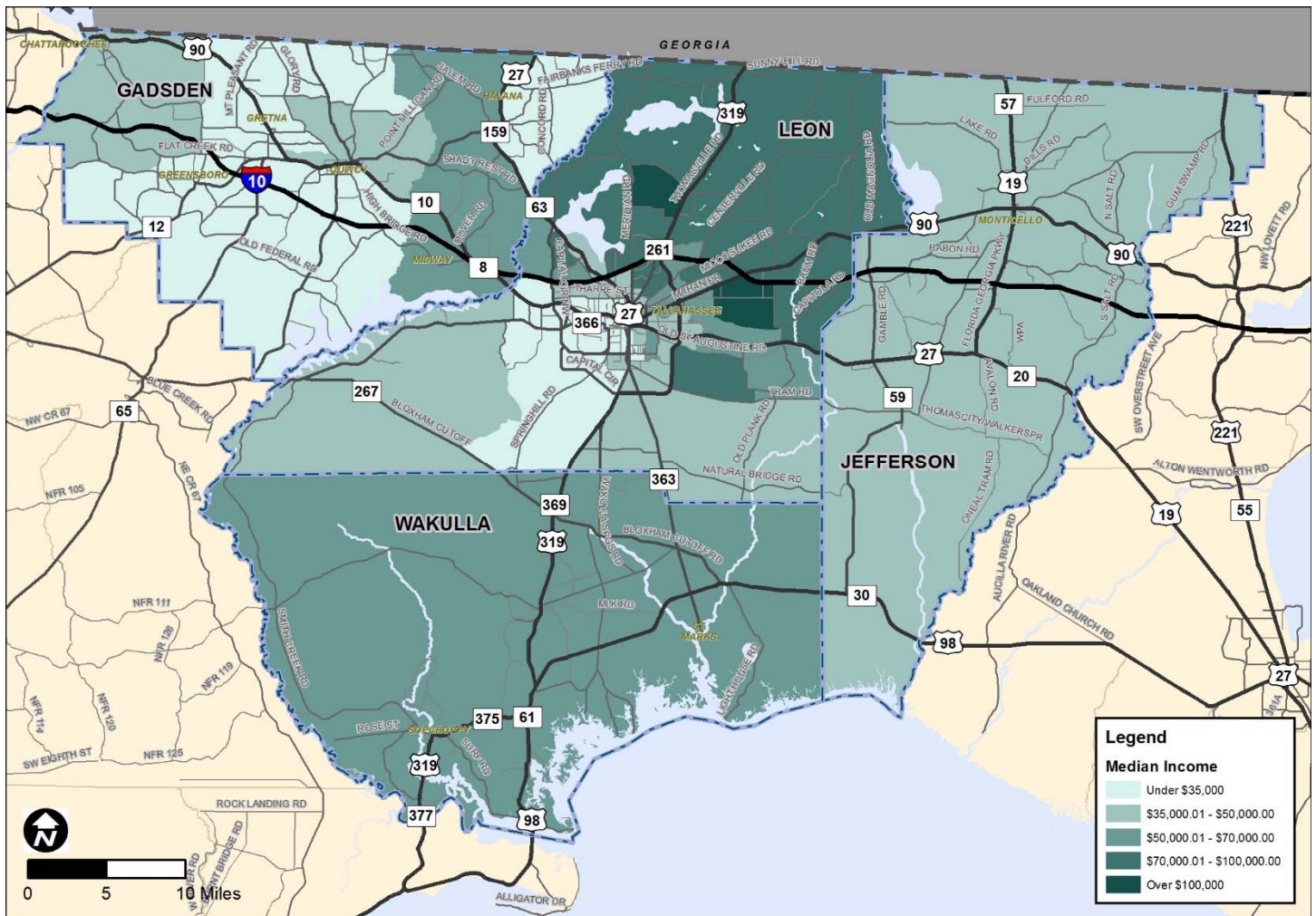
In 2012, the poverty threshold in America for a family of four was set at an annual income of \$23,492. For an individual, this threshold was \$11,720. The CRTPA area included 13.3% of families and 22.9% of individuals below the poverty threshold in 2012. The statewide averages are 11.4% of families and 15.6% of individuals.

Within the CRTPA region, Wakulla is the only county that has family and individual poverty proportions below the statewide average. Gadsden County includes the highest proportion of both individual and family poverty with 29.5% and 22.7%, respectively. Leon County has the second highest proportion of individual poverty with 22.8% below the individual threshold, and Jefferson County has the second highest proportion of families in poverty with 17.2% identified below the family threshold.

Table 2.2 - Total Employment (by County)

	Gadsden	Jefferson	Leon	Wakulla	CRTPA	Florida
Total Employment	15,546	3,475	153,221	5,364	177,606	9,409,668
Industrial Employment	2,807	364	11,636	690	15,497	N/A
Commercial Employment	3,360	815	34,579	1,234	39,988	N/A
Service Employment	9,379	2,296	107,006	3,440	122,121	N/A
Total Area (Square Miles)	528	610	703	613	2,456	53,625
Maximum Employment (Square Miles)	81,543	10,655	201,246	2,017	201,246	N/A
Average Employment (Square Miles)	29	6	218	9	72	175

* Employment and Total Area information for the counties and CRTPA are based on Traffic Analysis Zones from the Regional Travel Demand Model. Employment estimates and Total Area for the State of Florida are based on the American Community Survey (ACS) 2012.



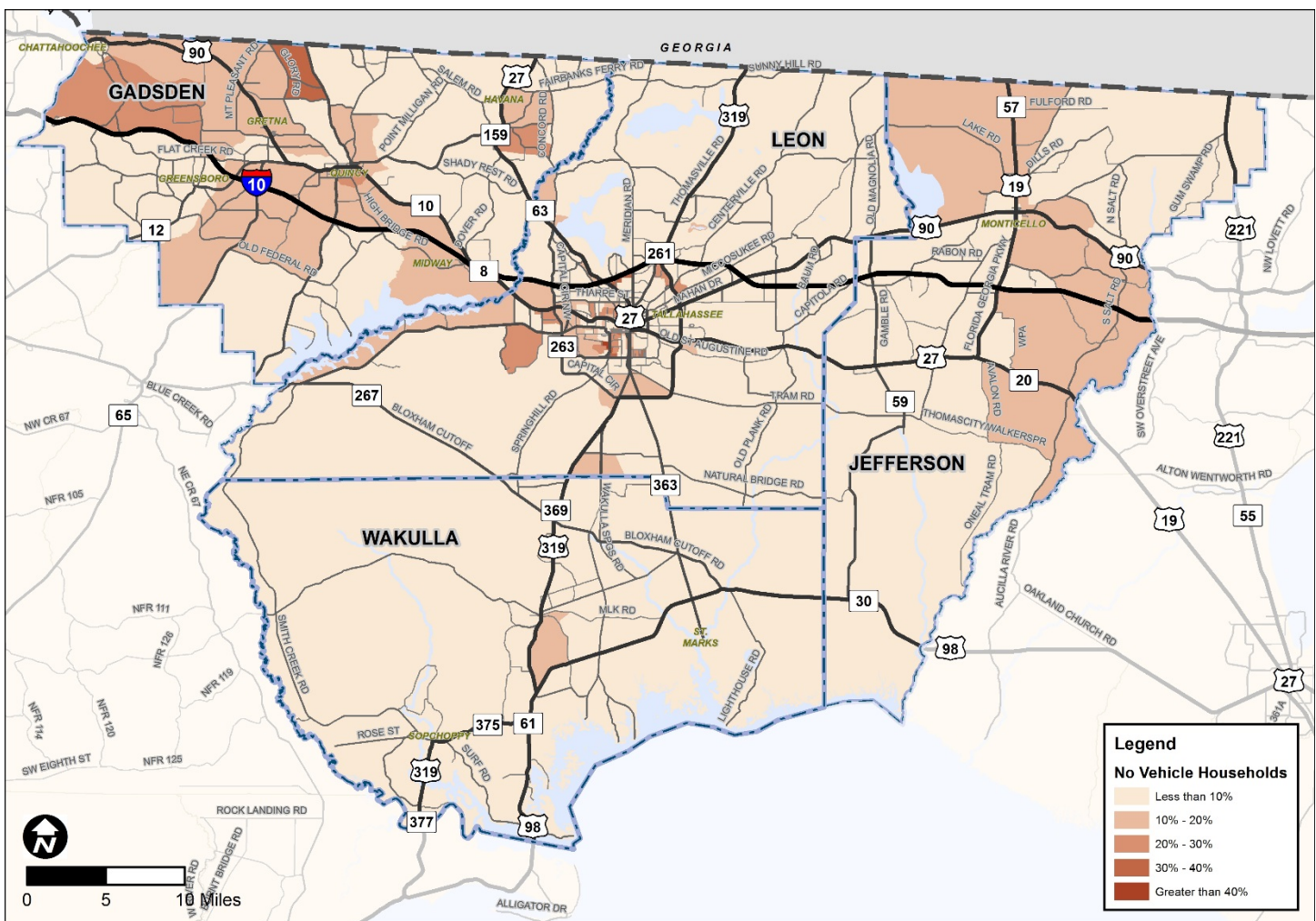
No Vehicle Households

Identification of households that have no access to a vehicle helps to determine demographic concentrations of people who may require special transportation services. This information can not only be used to assist the elderly or disabled but can also be used to plan for emergency transportation services such as hurricane evacuations.

In Florida, 6.9% of households do not have access to a vehicle. Owner-occupied households have greater access to a vehicle (3.4%). Renter-occupied households have a greater correlation of no vehicle access (14.3%).

The CRTPA region has a higher than average number of renter-occupied housing units (41%) compared with the statewide average (32%). This is likely influenced by the high levels of enrollment at area universities.

Approximately 12.7% of renter-occupied units in the region do not have access to a vehicle. Among the occupied households, 7.0 do not have access to a vehicle. Gadsden County has the highest percentage of households without access to a vehicle (11.6%) and Wakulla County the lowest (3.3%).



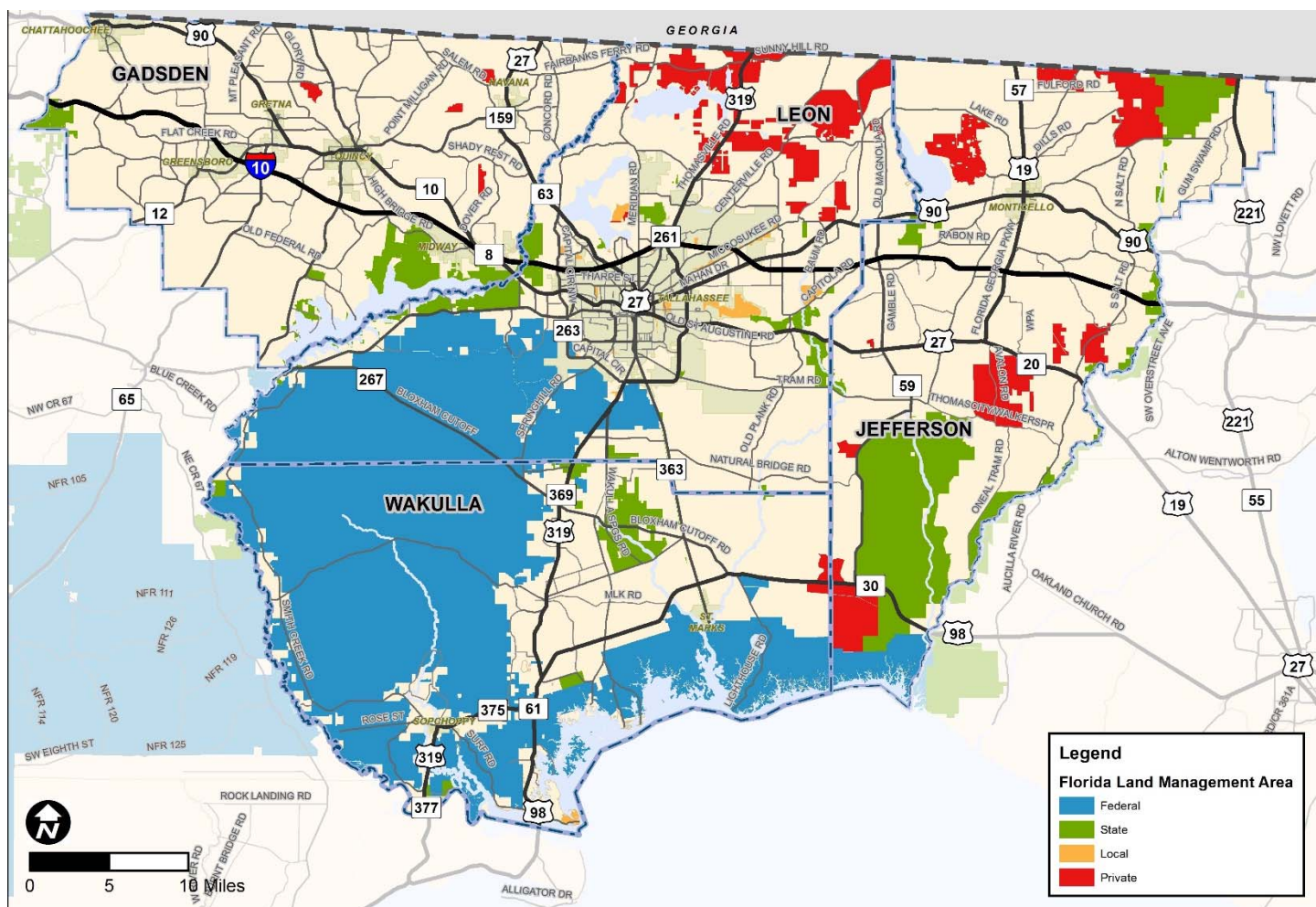
Social and Environmental Resources

Environmental Resources

The CRTPA has 110 management areas covering over 800 square miles as reported by the Florida Natural Areas Inventory (FNAI)'s database. The Florida Conservation Lands (FLMA) database includes federal, state, local and privately-owned lands that serve as conservation areas, wildlife refuges, and other preservation purposes. Of the 110 FLMA sites, 58 are owned by state agencies, such as the Florida Fish and Wildlife Conservation Commission and the Florida Forest Service. State-owned conservation accounts for one-fifth of the CRTPA FLMA sites. While there

are only nine federal conservation lands in CRTPA, these areas account for nearly 65% of the conservation lands within the CRTPA including the Apalachicola National Forest and the St. Marks National Wildlife Refuge.

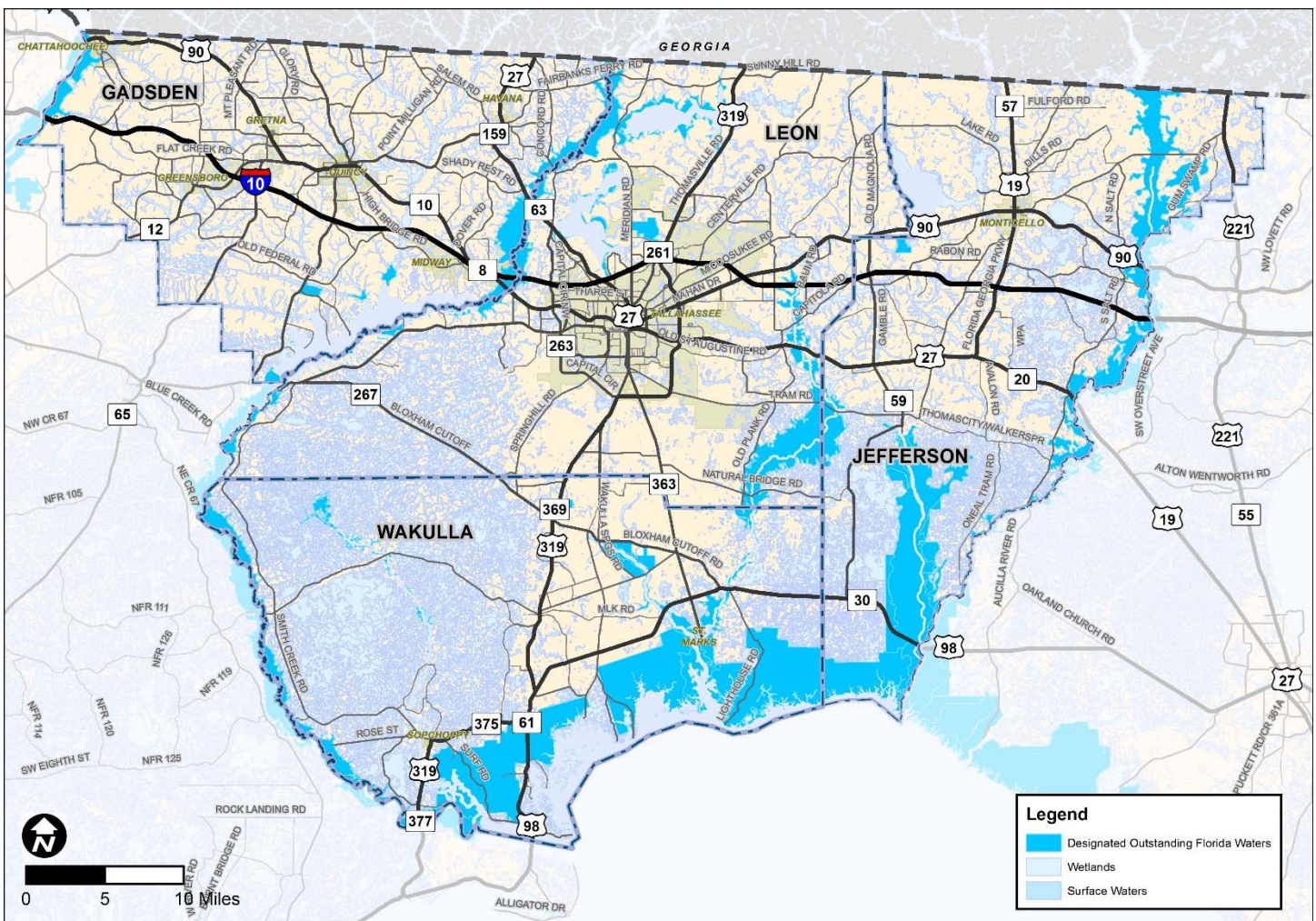
The largest environmental land use areas include: Apalachicola National Forest (433 square miles); St. Marks National Wildlife Refuge (108 square miles); Aucilla Wildlife Management Area (69 square miles); Lake Talquin State Forest (30 square miles); and Geraldine Livingston Foundation Conservation Easement (14 square miles).



Wetlands

Waters and wetlands are important ecosystems to protect because of their role in the health of both the natural environment as well as the health of society. The map below highlights the water resources in the CRTPA area. The construction of infrastructure is typically limited, if not prohibited, in these waters and wetland areas. Certain water bodies in Florida, designated as Outstanding Florida Waters, are afforded the highest protection. With few exceptions outlined in the Florida Administrative Code, no degradation of water quality is permitted in these waters.

Wetlands, as well as buffers around wetlands, are important ecosystems to protect because they feed downstream waters, trap floodwaters, recharge groundwater supplies, remove pollution, and provide fish and wildlife habitat. They also serve a key role in fishing, hunting, agriculture, and recreation.



Historic Resources

The Florida State Historic Preservation Office (SHPO) maintains a Geographic Information Systems (GIS) database of all historical structures, historical cemeteries, historical bridges, and districts. The database contains not only sites that are on the National Register, but all sites that have ever been considered for historic significance in the state.

Historic Structures

The database includes over 5,000 structures throughout the CRTPA area, with a subset of 272 structures deemed “eligible” or “likely eligible” for the National Register of Historic Places structures. Of these, 34 are located in Gadsden County, 65 are in Jefferson County, 139 are in Leon County, and 13 are located in Wakulla County. These include structures such as the St. Marks Lighthouse in Wakulla County, the Old Fort Braden School in Leon County, the Lloyd Railroad Depot in Jefferson County, and the Quincy Woman’s Club in Gadsden County.

Historic Cemeteries

Currently, there are two cemeteries in the CRTPA region that are potentially eligible for NRHP designation and five that are eligible for NRHP designation. Of these seven total cemeteries, six are located in Leon County and one is located in Wakulla County.

Historic Resource Groups

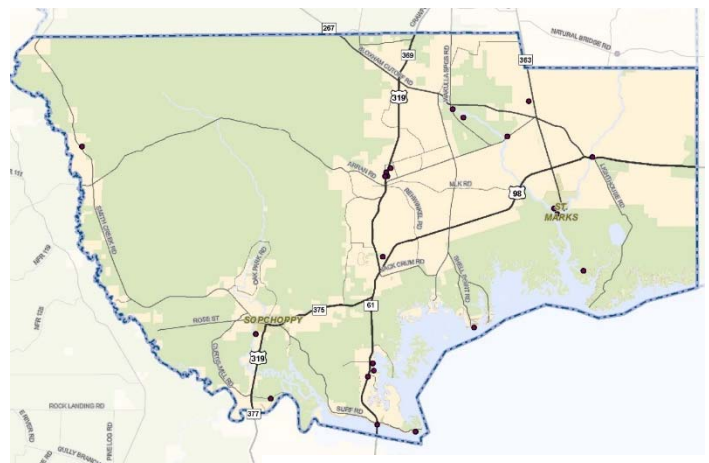
There are 54 resource groups in the CRTPA area that are either eligible or potentially eligible for NRHP designation. Resource groups include districts, landscapes, and extant linear resources in the Florida Master Site File. Of these, one is located in Gadsden County, four are in Jefferson County, 47 are located in Leon County, and the remaining two are located in Wakulla County.

Social Resources

In all, the CRTPA region has over 200 public and private schools, universities, and childcare facilities. Of these facilities, approximately 52% are privately owned while 48% are publically owned. Of the schools, 17% are elementary, 6% are middle, and 6% are high schools. There are an additional 26% that are some combination of either elementary, middle, or high schools.

Parks and Recreational Areas

The CRTPA region also has over 150 parks and recreational facilities which include open greenway spaces, golf courses, and campgrounds as well as various other types of park and recreational facilities. The majority of the parks are local or neighborhood parks. The remaining facilities are either county parks, state parks, federally managed recreation areas, golf courses, boat ramps, conservation areas, or national parks. It should be noted that, although federally managed recreation areas make up a small percentage of the number of parkland, they represent a significant portion of the overall acreage of the parks in the CRTPA region.



Parks in Wakulla County Map

Existing and Future Land Use

Understanding the land uses within the municipalities in the CRTPA is important when developing a regional mobility plan. Land uses are developed as part of the land use code for each county as required by Chapter 163, Florida Statutes and Rule 9J-24, Florida Administrative Code.

Existing Land Use

Gadsden County

65% of the county is classified as agricultural land. A large percentage of the remainder of the county is rural residential (10%), municipal (7%), and silviculture (6%). Silviculture is the practice of developing and caring for forests in a sustainable manner. The County has a notable amount of land for mining in the northern portion of the county.

Jefferson County

Jefferson County is 94% agricultural and conservation land. In the area surrounding Monticello, land uses include multi-use business/residential, multi-use suburban/residential, and industrial. Additionally, residential land uses are located in areas throughout the county.

Leon County

Leon County has a large percentage of land preserved as open space (27%). Much of this open space is the Apalachicola National Forest. 34% of the county is classified as rural, 7% is urban fringe, 7% is residential preservation, and 7% is agricultural land. Other land uses including educational facilities, suburban, governmental, and urban residential, are centered in and around Tallahassee.

Wakulla County

Wakulla County is predominantly classified as conservation land (60%) due to the Apalachicola National Forest and the St. Marks National Wildlife Refuge. An additional 23% is agricultural land. Other land uses that make up a notable portion include general agricultural and forestry activities (6%) and rural development around urban areas. Urban land uses are concentrated in the Crawfordville and Panacea. The rural land uses surround the urban areas of Sopchoppy, Panacea, and Crawfordville.

Future Land Use

Future land uses maps are used to ensure that the character and location of land uses allow for appropriate economic benefit and support the enjoyment of natural and man-made resources by citizens while minimizing the threat to health, safety, and welfare. All counties in the CRTPA region have adopted future land use maps.

Table 2.3 - Land Use Categories (by County)

Land Use	Gadsden County		Jefferson County		Leon County		Wakulla County	
	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
Agriculture and Mining	243,607	73.6%	308,034	78.6%	29,964	6.7%	107,754	28.8%
Conservation, Open Space, and Recreational	23,155	7.0%	61,051	15.6%	292,418	65.0%	226,759	60.5%
Industrial	1,525	0.5%	427	0.1%	0	0.0%	26	0.0%
Institutional and Public Uses	27,884	8.4%	260	0.1%	6,103	1.4%	1,244	0.3%
Mixed Use, Retail and Commercial	1,595	0.5%	15,303	3.9%	0	0.0%	5,098	1.4%
Residential	33,262	10.0%	6,582	1.7%	108,047	24.0%	33,674	9.0%
Other - Uses with less than 1% of Land Area	0	0.0%	0	0.0%	13,500	3.0%	0	0.0%
Grand Total	331,025	100%	391,658	100%	450,032	100%	374,555	100%

Transportation System

Roadways

Functional Classification

Functional classifications provide categories for roadways based on speeds and vehicular capacities as well as relationships with adjacent existing and future land uses. Federal funding and aid programs through the Federal Highway Administration (FHWA) use roadway functional classifications to assist with funding eligibility requirements.

Signalized Intersections

The CRTPA region has a total of 247 signalized traffic locations on state maintained roads (FDOT, 2014). Signalized traffic locations can be flashing beacons, traffic signals, pedestrian crossings, emergency signals, and school signals.

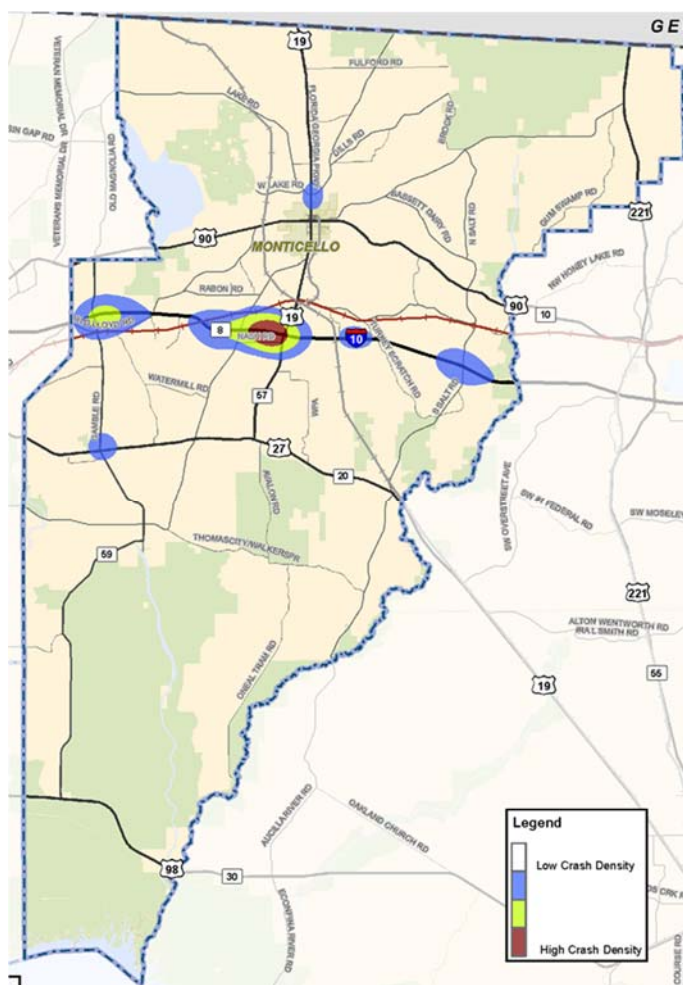
- Gadsden County – 26 signalized traffic locations
- Jefferson County – 8 signalized traffic locations
- Wakulla County – 4 signalized traffic locations
- Leon County – 204 signalized traffic locations

Table 2.4 - Functional Classification (by County)

	Gadsden	Jefferson	Leon	Wakulla	CRTPA	Florida
Rural (in miles)						
Interstate	33	20	5	-	58	746
Expressway	11	43	30	56	140	2,265
Principal Arterial - Other	-	0	-	-	0	632
Minor Arterial	48	51	24	9	131	2,304
Major Collector	50	52	42	78	221	4,130
Minor Collector	124	47	40	36	248	3,297
Local	126	117	69	98	411	3,738
Urban (in miles)						
Interstate	-	-	17	-	17	750
Expressway	-	-	-	-	-	568
Principal Arterial - Other	-	-	81	-	81	3,654
Minor Arterial	13	-	103	-	117	4,176
Major Collector	17	-	103	-	120	7,177
Minor Collector	-	-	-	-	-	46
Local	10	-	59	-	69	1,332
Urban and Rural (in miles)						
Interstate	33	20	22	-	75	1,496
Expressway	11	43	30	56	140	2,832
Principal Arterial - Other	-	0	81	-	81	4,286
Minor Arterial	61	51	127	9	247	6,480
Major Collector	67	52	145	78	341	11,307
Minor Collector	124	47	40	36	248	3,343
Local	136	117	129	98	480	5,070
Total Miles by Geography	432	329	574	277	1,612	34,815

Safety

A crash density analysis was performed using FDOT data from 2010 to 2012. Additional details on the crash density analysis can be found in the Technical Appendix.



Crash Density Diagram (Jefferson County), 2010-2012

Gadsden County

The area with the greatest crash density was the interchange along Interstate 10 at Exit 92. Exit 92 leads to the City of Midway and the City of Quincy. Another area with a high crash density is Exit 182 along Interstate 10 which also leads to the City of Quincy. A majority of crashes in this area are along both Interstate 10 and Pat Thomas Parkway. The City of Quincy also has a high crash density with crashes occurring along US 90 to the west of the city limits. Chattahoochee also had increased crash densities occurring along Washington Street and S. Main Street.

Jefferson County

The high crash density area was Exit 225 onto US 19 that leads to Monticello. Most of the crashes occurred on Interstate 10 near the interchange. Another high crash density area was at exit 217 onto SR 59, with most of the incidents occurring along Interstate 10. North of Monticello was another pocket of increased crash occurrences.

Wakulla County

The areas of higher crash density include the segment of US 319 between Bloxham Cutoff Road and Arran Road which encompasses the Town of Crawfordville. Another hotspot crash location is the intersection of US 98 and US 319. The intersection of Spring Creek Highway and Shadeville Road (SR 61) also has a high crash density.

Leon County

The highest density of crashes occurred within the City of Tallahassee located in and around Downtown Tallahassee as well as near FSU and FAMU. Another high crash density area was the interchange on I-10 that connects to Capital Circle Northeast and Thomasville Road, exit 203. Monroe Street between I-10 and Mahan Drive (U.S. 90) was also a high crash density area. The intersections of Capital Circle NE and Mahan Drive (U.S. 90), and Capital Circle SE and Apalachee Parkway also have higher crash densities.

Evacuation Routes

The southern edge of the CRTPA forms part of Florida's Gulf of Mexico coastline, which is vulnerable to tropical storms and hurricanes. For the CRTPA, the Apalachee Regional Planning Council (ARPC) is the agency that completes and updates regional planning studies, including the Strategic Regional Policy Plan (SRPP) that identifies emergency management priorities and directives for emergency activities based on available resources in the planning area. The most recent SRPP completed for the Apalachee Region was completed in 1996. In addition to the SRPP, the ARPC completed a Hurricane Evacuation Study in 1997 through collaboration with the Federal Emergency Management Agency (FEMA), the National Oceanic and Atmospheric Administration (NOAA), the State of Florida, and the Army Corps of Engineers. The Hurricane Evacuation Study was updated following the active 2004 and 2005 Hurricane seasons as part of the Statewide Regional Evacuation Study program.

Evacuation routes are the transportation networks that enable persons to leave areas experiencing hazardous conditions. The SRPP document and Hurricane Evacuation Studies can provide additional information on these anticipated clearance times. In general, evacuation routes are chosen based on the best routes to help people get out of harm's way. Roadway segments with the highest volume-to-service ratios are identified as critical transportation links in counties where large numbers of evacuees are expected. The evacuation plans noted that many critical routes for the evacuation of the coastal areas are located in low elevation areas subject to flooding, and are in substandard condition, prone to poor drainage. It was specifically noted in the report that segments of US 98, which exists in both Jefferson and Wakulla County as a critical evacuation route, is close to the shoreline and subject to critical erosion during a storm.

It is important for the *Connections 2040 RMP* to consider how evacuation routes within the MPO can be maintained to ensure effective travel in the case of an emergency. More details on evacuation routes are in the Technical Appendix.

Table 2.5 – Evacuation Routes

Evacuation Route	County	Miles
Interstate 10	<i>Gadsden, Jefferson, Leon</i>	149.4
US Route 19	<i>Jefferson</i>	48.1
US Route 27	<i>Gadsden, Jefferson, Leon</i>	85.4
US Route 90	<i>Gadsden, Jefferson, Leon</i>	107.8
US Route 98	<i>Jefferson, Wakulla</i>	38.2
US Route 221	<i>Jefferson</i>	6.0
US Route 319	<i>Leon, Wakulla</i>	76.9
State Route 12	<i>Gadsden, Leon</i>	41.7
State Route 20	<i>Gadsden, Leon</i>	21.9
State Route 59	<i>Jefferson, Leon</i>	37.9
State Route 61	<i>Leon, Wakulla</i>	21.4
State Route 65	<i>Gadsden</i>	18.8
State Route 155	<i>Leon</i>	15.6
State Route 157	<i>Leon</i>	0.5
State Route 158/158B	<i>Jefferson, Leon</i>	2.2
State Route 259	<i>Jefferson, Leon</i>	32.7
State Route 260	<i>Leon</i>	5.0
State Route 263/263A	<i>Leon</i>	16.7
State Route 265	<i>Leon</i>	3.7
State Route 267	<i>Wakulla</i>	55.8
State Route 269A	<i>Gadsden</i>	0.4
State Route 363	<i>Leon, Wakulla</i>	15.9
State Route 366	<i>Leon</i>	6.6
State Route 371	<i>Leon</i>	4.1
State Route 372	<i>Wakulla</i>	9.0
State Route 373	<i>Leon</i>	11.4
County Route 159	<i>Gadsden</i>	8.0
Boston Highway	<i>Jefferson</i>	8.0

Pedestrian and Bicycle Facilities

Bicycle Facilities

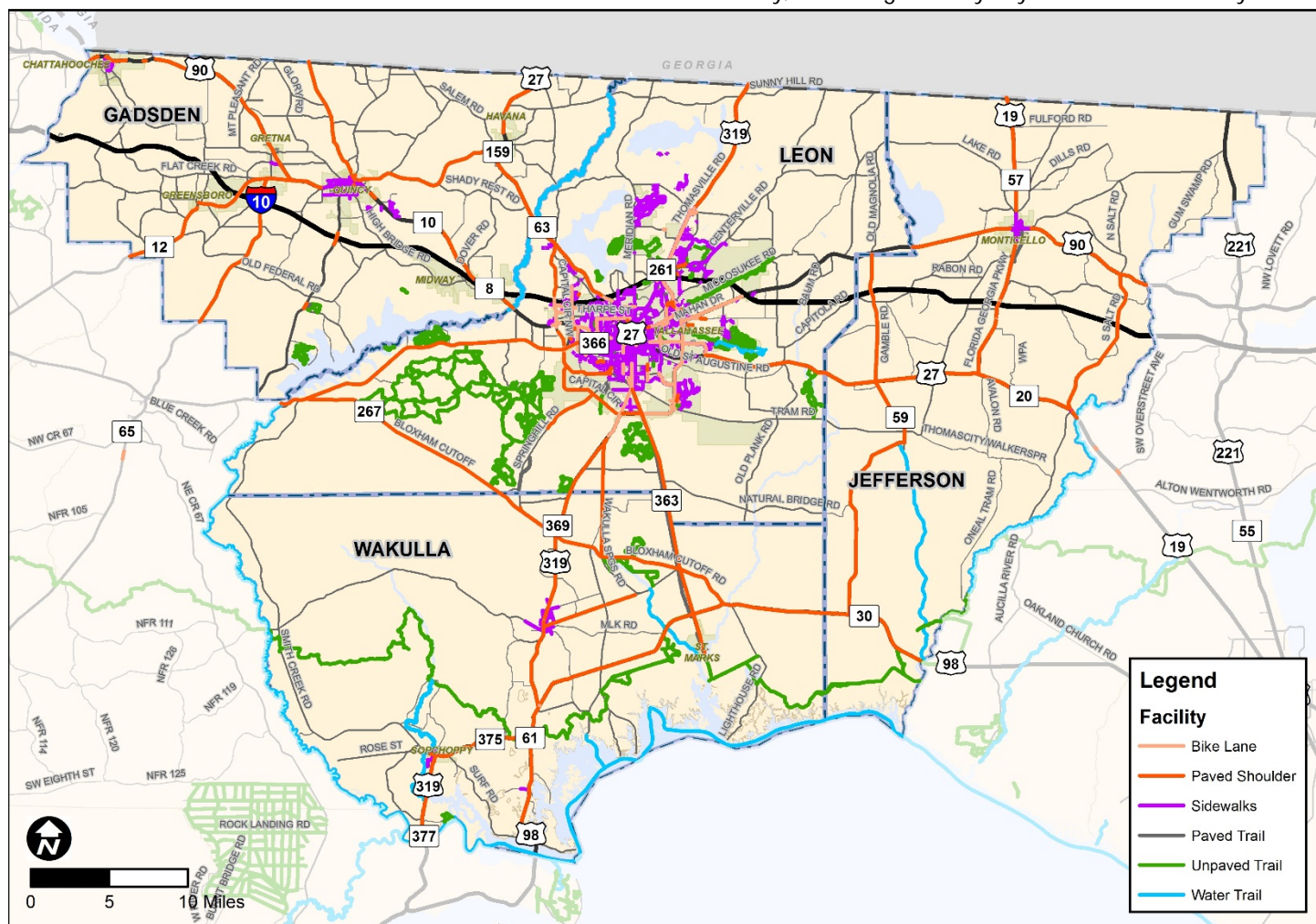
Dedicated bicycle lanes are predominantly located in Leon County. On roadways surrounding FSU, there have also been bike boxes constructed to assist with the movement of bicyclists with traffic around campus. Neither Gadsden nor Wakulla County has designated bike facilities.

Sidewalks

Sidewalk facilities in the CRTPA area are predominantly located in the municipalities located within each county.

Greenways and Shared Use Paths

The CRTPA region has an extensive system of paved shared use paths, unpaved trails, greenways, and blueways (water paddling trails). The Tallahassee to St. Marks Historic Railroad State Trail (St. Marks Trail) is the most notable, as it extends from Tallahassee to St. Marks and draws users from across the region. The St. Marks Trail had 154,324 users in the 2012-2013 Fiscal Year. Other greenways and shared use paths of significance are the Florida Trail in Wakulla County, Lines Tract Trail in Gadsden County, and the greenways system in Leon County.



Transit System

The CRTPA Region is served by three public transportation providers: StarMetro, Big Bend Transit, and Wakulla County Transportation. StarMetro is the Capital Region's primary transit provider, serving the City of Tallahassee and limited areas of unincorporated Leon County. Star Metro covers 102 square miles of service and operates 13 weekday routes, 10 Saturday routes, and 7 Sunday and Night Routes, as well as 8 campus routes serving FSU and 1 campus route serving FAMU (Venom Express). StarMetro also provides paratransit service during fixed route service hours.

Big Bend Transit provides several transportation services in Gadsden, Jefferson, and rural Leon County. Services provided by Big Bend Transit include an express bus service, two types of demand responsive transportation services, a medical stretcher transportation service, and a door-to-door ambulatory/wheelchair evacuation service.

Wakulla County Transportation (WCT) provides demand response service in Wakulla County as well as inter-county trips. WCT is an operating unit of the Wakulla County Senior Citizens Council and provides subscription trips.

Fixed Route System

StarMetro operates a network of 40 fixed routes including 9 campus routes. With the exception of service on Friday and Saturday nights, StarMetro operates between approximately 5:00 a.m. and 10:30 p.m. Monday through Friday and approximately 7:00 a.m. to 10:30 p.m. on Saturdays. Sunday routes run from approximately 7:30 a.m. to 7:30 p.m. Most routes have frequencies of 30 to 60 minutes.

The Gadsden Express provides express bus service between Quincy and Tallahassee with stops in Midway and at TCC. The Gadsden Express is a joint venture between Gadsden County, the FDOT, StarMetro, Commuter Services of North Florida, and CRTPA.

A five-year analysis (2009-2013) of StarMetro data derived from the National Transit Database (NTD) for both city and campus service was conducted. Various performance and efficiency measures are detailed in the Technical Appendix. The following items provide a brief summary of this analysis over the 5 year period:

- Passenger trips have remained constant at around 4.4 million trips per year, while passenger miles have increased by around 6%
- Operating expenses have increased by more than 30%
- Passenger trips per revenue hour have decrease by around 17%
- The average paid fare has increased by around 17%, but farebox recovery is down to 29.9% from a peak of 36.5% in 2010.
- Following the implementation of a new route structure as part of the nova2010 plan, 56% of all customer trips decreased in travel time, while only 15% of trips increasing in travel time.



Demand Response System

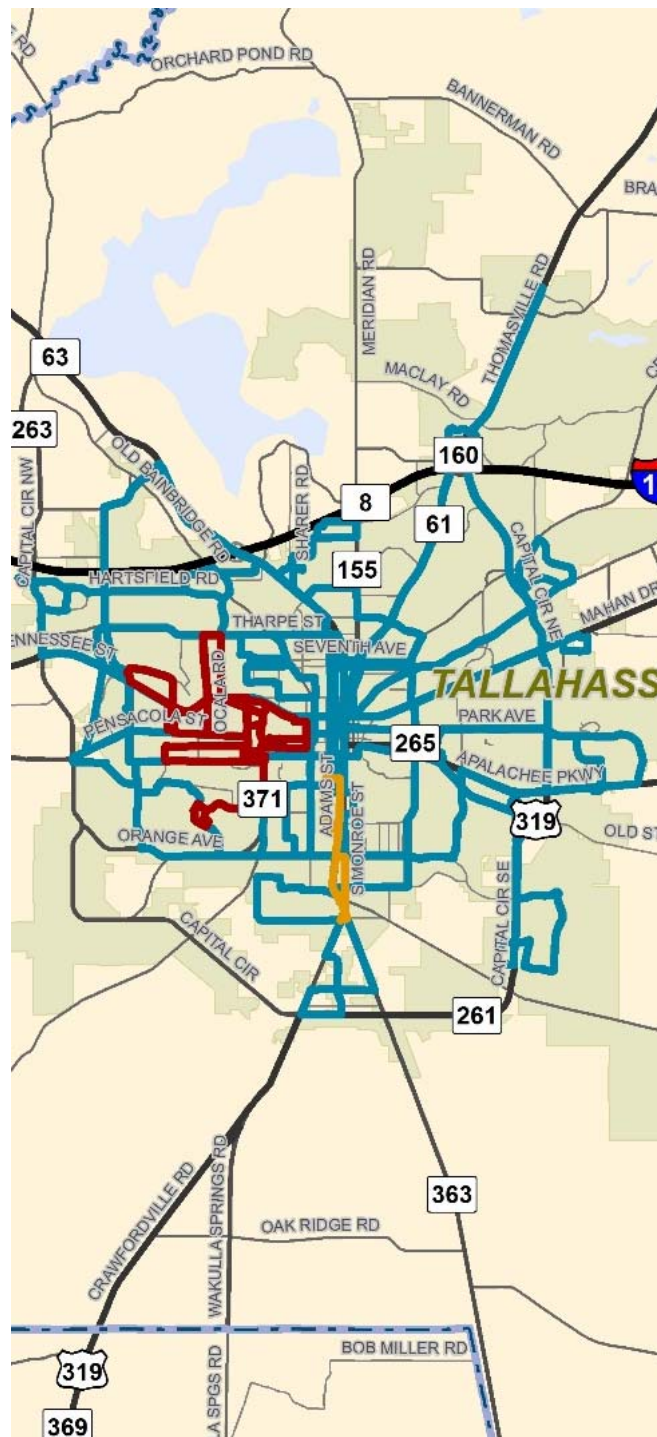
Florida's transportation disadvantaged (TD) population is defined as those persons who because of physical or mental disability, income status, or age, are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk. The Tallahassee/Leon County Community Transportation (CTC) program ensures the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. A summary of the CTC's latest report can be found in the Technical Appendix.

In Gadsden County, 20% of the approximately 22,200 potentially TD residents are currently served. Demand response trips have decreased approximately 21% during the three-year time period. Cost per trip has decreased by 7%, while cost per mile has increased by 22%.

In Jefferson County, 17% of the approximately 7,200 potentially TD residents are currently served. Recent performance measures are mixed, and service quality has decreased, as measures by miles between road calls.

In Wakulla County, 7% of the approximately 8,000 potentially TD residents are currently served. Demand response trips have decreased approximately 44% during the three-year time period. Cost per trip, cost per hour, and cost by mile have all increased.

In Leon County, 9% of the approximately 97,600 potentially TD residents are currently served. Demand response trips have decreased approximately 14% during the three-year time period. While cost per paratransit trip has increased, cost per hour and trips per hour have decreased, likely as a result of passengers shifting to fixed-route services.



Transit service map

Freight Rail

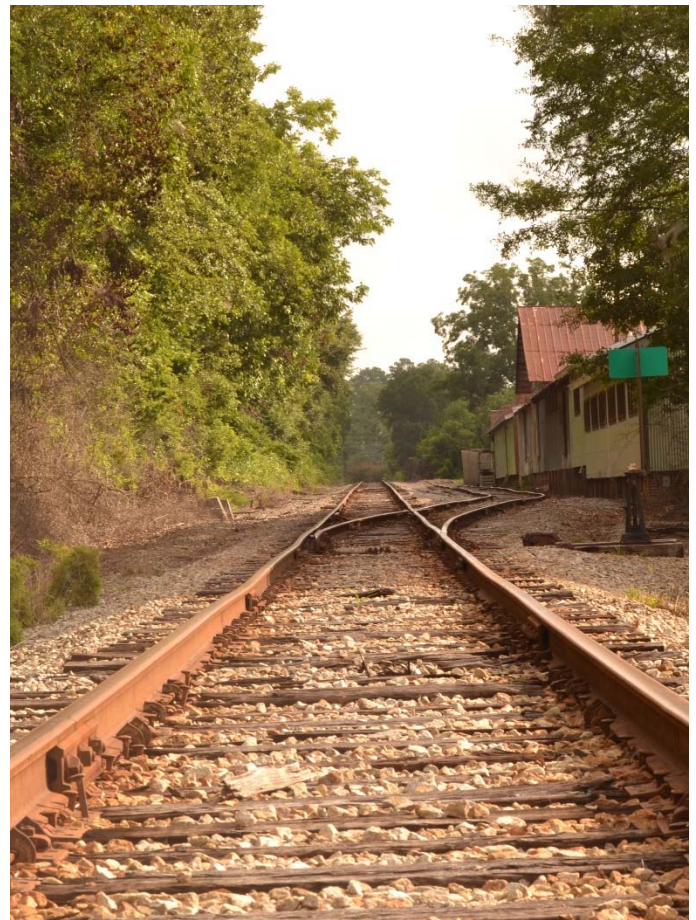
Approximately 115 miles of rail exists throughout the counties that make up the CRTPA. CSX Transportation owns and maintains the majority of rail miles throughout the CRTPA. Less than 20 miles of the network is owned by Apalachicola Northern (AN) Railway, a short line railroad operating in Gadsden County. The main CSX line traverses east-west across Gadsden, Leon, and Jefferson Counties. Passenger rail is not currently operational along this line; however, it is identified as allowing track rights to Amtrak and has provided passenger rail service with a stop in Tallahassee in the past. There is also a segment of CSX rail that heads northwest from Tallahassee from the main line towards Georgia and Alabama. The AN Railway interchanges with CSX and primarily transports chemicals and forest products.

Strategic Intermodal System

The Strategic Intermodal System (SIS) was developed in 2003 by the State of Florida to enhance the state's economic competitiveness through strategic investment of the limited resources available. Transportation facilities designated as SIS are FDOT's highest priority and serve as critical links between the state's major urban centers.

Currently, the CRTPA region has five SIS roadways: I-10, US 319 (north of I-10), Capital Circle NW/SW (from Exit 196 to the airport), US 90 (from I-10 to downtown), and US 19 from the Florida/Georgia state line to Madison County. I-10 and portions of US 319 are categorized SIS corridors while segments of Capital Circle NW/SW and US 90 are designated as SIS connectors. SIS connectors are defined by FDOT as "highways, rail lines, or waterways that connect the SIS Hubs to the SIS Corridors." US 19 is designated as an Emerging SIS corridor. I-10 runs through Jefferson, Leon, and Gadsden Counties. US 319, Capital Circle NW/SW, and US 90 are all located in Leon County. US 19 is located in Gadsden County. There are no SIS roadways in Wakulla County.

The Tallahassee Greyhound Station is the only SIS passenger terminal located in the CRTPA region. Tallahassee Regional Airport in Leon County is considered an Emerging SIS airport. There are two SIS rail corridors in the CRTPA region. The first, a designated SIS rail corridor, is a CSX mainline facility that runs from Jacksonville west across the panhandle of Florida. This facility is located in Gadsden, Leon, and Jefferson Counties. The second, an Emerging SIS rail connector, begins in the City of Chattahoochee in Gadsden County, runs south through the City of Greensboro, and exits the County to the south into Liberty County.



Airports

There are 19 FAA recognized aviation facilities throughout the CRTPA. There is one major commercial airport, two public general aviation airports, 13 private airfields and three heliports. The Tallahassee Regional Airport serves the region's commercial aviation needs; it had approximately 330,000 enplanements in 2013. It is located southwest of Tallahassee and directly adjacent to the Apalachicola National Forest.

In terms of general aviation airports, Wakulla County has an unattended public airport just north of Ochlockonee Bay. Quincy in Gadsden County has a municipal airport located northeast of the city.

Private airfields in CRTPA are primarily associated with farming. There are various private airfields in Gadsden, Jefferson, and Leon Counties. Additionally, there are three heliports associated with local area hospitals, including two in Gadsden County and one in Leon County.

