

## REGIONAL TRANSPORTATION

### INTRODUCTION AND BACKGROUND

A transportation system is an interconnected and coordinated system of transportation facilities and services. The fundamental purpose of any transportation system is to move people, objects and/or information between specific points.<sup>1</sup> Therefore, the transportation system has considerable influence on the distribution of land uses, population, and activities. Furthermore, the greater the efficiency of and access to a transportation system, the more vital and productive the economy. An adequate system consists of many different modes, including mass transit, individual travel, and computerized information exchange.

The operations and safety of a transportation system relies heavily on management and coordination by government. There are several different levels of government involved in transportation operations with distinct but interconnecting roles. At the federal level, the U.S. Department of Transportation is responsible for setting and enforcing national highway standards, as well as operation of the Federal Highway System. The Federal Aviation Authority (FAA) is responsible for airport safety and regulates all commercial and general aviation airports. The Federal Railroad Administration has similar authority for railroad operations and regulates all rail lines in the Region. In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA), which changed the way transportation systems are planned. The Act emphasizes mobility, alternative transportation modes, stronger coordination of planning strategies and significant public involvement.<sup>2</sup>

At the state level, the Florida Department of Transportation (FDOT) has authority to regulate commercial and general aviation airports and rail lines, as well as all state roads, within the State of Florida. The FDOT's 2020 Florida Transportation Plan, adopted in March, 1995, sets the direction and policy guidance for the state transportation system into the 21st Century. The Department's mission is to "provide a safe, interconnected statewide transportation system for Florida's citizens and visitors that ensures the mobility of people and goods, while enhancing economic prosperity and sustaining the quality of our environment."<sup>3</sup> The 2020 Plan sets four goals for FDOT: 1) safe transportation for residents, visitors and commerce; 2) protection of the public's investment in transportation; 3) a statewide interconnected transportation system that enhances Florida's economic competitiveness; and 4) travel choices to ensure mobility, sustain the quality of the environment, preserve community values and reduce energy consumption.<sup>4</sup> All operations and funding decisions by FDOT are based on this Plan.

Local governments are responsible for all local roads, coordinate with FDOT concerning state roads, and make all land use decisions. In Leon County, the Tallahassee/Leon County Metropolitan Planning Organization (MPO) conducts transportation planning for public transportation facilities. The MPO recently adopted its 2020 Transportation Plan.

Coordination among all levels of government regarding land use and transportation decisions is critical for providing a safe, cost-effective transportation system. Some of this coordination is provided by the Apalachee Regional Planning Council (ARPC). The ARPC works closely with local governments, FDOT and the Florida Department of Community Affairs (FDCA), the state land use planning agency, to develop transportation and land use information and guidelines.

In the Apalachee Region, one can travel by commercial or private plane; bus; freight or passenger railroad; an intracoastal waterway; river; or via paratransit system. There are transportation disadvantaged programs in every county and a public transit system in Tallahassee. In addition, the computer now allows for almost instantaneous exchange of data, graphics, and other information throughout the Region.

Air travel is one of the most common means of transportation in and out of the Region. There is one commercial airport and six publicly operated general aviation airports which are regionally significant because their operation requires coordination and cooperation between the local, state, and federal governments.<sup>5</sup> Tallahassee Regional Airport, located approximately 5 miles southwest of the Capitol Complex in the City of Tallahassee and operated by the City, is the most important to the air transportation requirements of the Apalachee Region, especially in providing access to the State Capital. Tallahassee Regional provides air transportation for passengers and cargo to all areas of the state and the U.S. The future capacity for increased air travel demand in the Region is a concern, and is discussed in *Strategic Issue 5*.

The six publicly operated, general aviation airports also warrant mention. Apalachicola Municipal Airport, operated by Franklin County, has a 5,000-foot runway which is currently used by only single and multi-engine propeller driven aircraft. The airport has excellent potential to be developed to support operations from all types of general aviation aircraft, including business jets.

The City-operated Carrabelle-Thompson Airport, located two miles west of the City of Carrabelle in Franklin County, is currently being upgraded to enhance its aviation and economic benefits. The potential also exists for the airport to share general aviation operational and aircraft storage responsibilities with Apalachicola Municipal Airport.

Quincy Municipal Airport, located east of Quincy in Gadsden County, is operated by the City of Quincy. It is presently used for Basic Utility operations, (business aircraft operations, aircraft storage, sky recreational flying, and student pilot training), and provides convenient access for businesses as well as other general aviation operational support.

Tri-County Airport is located on a 270 acre site seven miles northeast of Bonifay. While it is outside the Apalachee Region, the airport serves general aviation operational and aircraft

storage requirements for the western portion of Jackson County. It is a low activity airport with exceptional development potential to better serve the aviation and economic needs of the Region.

Wakulla County Airport, located in Panacea, has a turf runway and operates from only 15 acres. The Airport provides vital aviation support to the relatively remote area in which it is located.

Marianna Municipal Airport, which primarily serves Jackson, Bay, Holmes, Washington, and Gadsden Counties, already accommodates air taxi and chartered air operations and is the site of a corporate jet school. The capacity of the airport is far from being exceeded and the potential for future air transport activities is significant. The airport has two runways of approximately 5,000 feet in length and has the capability to handle almost all general aviation aircraft including business aircraft.<sup>6</sup>

Another major means of travel in and out of the Region is by rail. As of July 1, 1994, three freight railroads operated across the Apalachee Region. CSX Transportation (CSXT) operates 1,778 route miles in Florida covering every area of the State, including operation of the only main line in the Apalachee Region. The CSXT also owns a 21.0 mile line which operates from Tallahassee to the Florida/Georgia border, through Havana. The Apalachicola Northern Railroad Company operates entirely within the Apalachee Region over a 96-mile route between Chattahoochee and Port St. Joe. Major commodities transported are lumber and wood products, pulp, paper, and allied products and coal. The Bay Line Railroad, L.L. operates from Dothan, Alabama to Panama City, Florida with a branch line between Campbellton, Florida and Graceville, Florida. Approximately 72 route miles are located in Florida.<sup>7</sup>

AMTRAK provides the only rail passenger service in the Region, carrying passengers over CSXT tracks across north Florida. Since April 4, 1993, additional AMTRAK services have linked the Region to Pensacola, Jacksonville, and Miami through implementation of the east-west transcontinental rail link with Los Angeles, California. Station facilities are available in Tallahassee and Chipley. The location of stations is determined by coordination between the local, state, and federal governments. Combined traffic on the route has grown tremendously to 133,563 passengers between April 1, and August 31, 1993, versus 98,979 passengers prior to transcontinental service. In 1993, reported ridership totals included 3,889 for Tallahassee and 1,760 for Chipley.<sup>8</sup>

There are several navigable waterways in the Region which are used to transport goods. The Intracoastal Waterway connects Carrabelle, Apalachicola and Port St. Joe (via the Gulf County Canal) to Panama City and points west. The Apalachicola River is used by barges to transport goods to Georgia and Alabama. Bob Sikes Cut connects Apalachicola to the

Gulf of Mexico. These waterways are controlled by the U.S. Army Corps of Engineers in coordination with the state and local governments.

One other means of transporting goods through the Region is by pipeline. The Florida Gas Transmission Company recently completed a natural gas pipeline across Jackson, Gadsden, Leon, and Jefferson Counties, which generally follows the corridor for one of their previously existing pipelines. Pipelines provide natural gas service to the Cities of Tallahassee, Marianna, Chattahoochee, and Blountstown, as well as businesses in Port St. Joe.

While the facilities listed above are critical to supporting the Region's economic and social fabric, the primary means of transportation within and through the Region is the automobile. Local, state, and federal roads are the Region's core transportation system for goods and people. There is one interstate highway, I-10, which crosses the Region from Jackson County to Jefferson County; seven federal highways; and twenty-two state roadways; totaling 1,078 centerlane miles of state and federal roadways.

The following types of roadways are deemed to be regionally significant (the specific roadways which currently meet these criteria are listed at the end of this Element). Many of the trips on each of these roads are regional in nature and are impacted by decisions made in other jurisdictions.

1) State Roads -- they are owned and maintained by the State of Florida in order to provide for regional travel. Citizens from outside the jurisdiction are specifically directed to use these roadways for commuting, long distance traveling, visiting (touring), commerce, and emergency purposes.

2) Hurricane Evacuation Routes -- evacuate residents of coastal areas to other inland counties.

3) Arterials and Major Collectors which cross jurisdictional lines -- are used by citizens of at least two jurisdictions.

4) Arterials and Major Collectors which connect two state roads -- are an essential part of the regional system as they allow access to the state system.

The overall goal of the transportation system is to provide for the basic mobility needs of all residents of and visitors to the Region. There are several present and future obstacles to reaching this goal, including: traffic congestion; lack of travel choices; difficulty in providing services to the transportation disadvantaged; and inadequate aviation capacity to accommodate projected growth and increased demand. These concerns are discussed below

as Strategic Issues for the Region. The need for the various types of transportation facilities used for commerce is also discussed.

### ***Strategic Issue 1: Traffic Congestion on Regional Roadways***

#### Trends and Conditions

The Apalachee Region remains the least populated of the 11 planning regions in Florida. The Region contains 5 of the 10 least populated counties in the State, including the least densely populated county, Liberty, which has less than seven people per square mile.<sup>9</sup> Transportation demand is therefore lighter than the rest of the State. The Region's population growth is also considerably lower than the State's growth and transportation growth is similarly smaller. In some areas of the Region, average daily vehicle trips (ADT) have been decreasing over the past six years. There are, however, roadways where the number of people and vehicle trips are increasing faster than the needed transportation improvements.<sup>10</sup>

For transportation purposes, Leon County is the center of the Apalachee Region. The Region's only commercial airport, regional malls, regional medical facilities and passenger train service are in Leon County. More than double the vehicle miles are traveled in Leon County as any other county in the Region.<sup>11</sup> In addition, two State universities, the Capitol Complex, and the central offices for most State agencies draw citizens from the entire State. Citizens of the Region needing to travel to any of these destinations must use roads within and connecting to Leon County, and many citizens do. The counties surrounding Leon County have some of the State's highest percentages of workers employed outside the County, while Leon County itself is third lowest.<sup>12</sup> Whether they are traveling for business, medical, shopping, or other reasons, heavy congestion on the regional road system would pose a significant impact on these citizens.

Roadway congestion is measured based on level of service (LOS), which is the amount of capacity available versus the demand for that capacity. In the case of roads, it is the number of vehicles on the road during a set time period versus the capacity of that road, with "A" being very little congestion and "F" being very heavy. Some level of congestion is acceptable and is expected in certain areas. The FDOT has set LOS standards for state roads, which determines the acceptable conditions for these roads. For example, LOS D is congested but is acceptable by FDOT in an urban area where avoiding all congestion is not cost effective and often conflicts with other concerns such as historic preservation and encouraging infill. In very limited circumstances, even LOS E is acceptable. Conditions worse than the set standard are considered to be unacceptably congested. The standards are based on the 100th highest peak hour which occurs during a given year, which accounts for peak hour during peak seasons without including unusually high traffic conditions (for instance, FSU football games). A simplified version of the FDOT standards is shown in

Table RT-1. These standards are required for roads on the Florida Intrastate Highway System and are recommended for all other roads. In the Apalachee Region, there are four roads on the Intrastate System: I-10, US 19, US 319 north of I-10, and US 231. Each local government comprehensive plan established LOS standards for all roads within their jurisdiction. In the Apalachee Region, all local government LOS standards are compatible with the FDOT guidelines.

*Table RT-1: Statewide Minimum Level Of Service Standards For The State Highway System.*

Highway Type	Rural Areas	Urban <sup>a</sup> or Communities	Urbanized <sup>b</sup> < 500,000	Concurrency <sup>c</sup> Management	Constrained/Backlogged <sup>d</sup>
<b>INTRASTATE</b>					
<b>Freeway</b>	B	C	C	D	Maintain
<b>Controlled Access</b>	B	C	C	E	Maintain
<b>OTHER STATE ROADS</b>					
<b>Multilane</b>	B	C	D	Varies	Maintain
<b>Two-Lane</b>	C	C	D	Varies	Maintain

a. Urban areas have population over 5,000 and are not within urbanized areas. Communities are incorporated places with population of 500 or more and are not urban or urbanized.

b. Urbanized areas are so designated by the U.S. Bureau of Census.

c. Concurrency management areas are designated by local government in their comprehensive plans.

d. Constrained roadways are those which cannot be widened because of physical, environmental or policy constraints. Backlogged roadways are those which are currently operating below the acceptable LOS and have no construction project scheduled to relieve the congestion.

Source: FDOT 1995 LOS Manual.

In general, traffic congestion and facility overcrowding result in increased incidents of traffic accidents, personal injury and property loss, cause environmental degradation, impede sound economic growth, and increase maintenance costs. They also shorten the effective life of the transportation facility, delay public evacuation for natural storms and emergencies, delay response time for emergency vehicles, and otherwise are injurious to the public health, safety, and welfare of the residents.

Currently, congestion problems occur in only a few areas. As shown in Table RT-2, the greatest congestion occurs on the fringe of Tallahassee where roads are reduced to two lanes, and near the center of Tallahassee where two major roads intersect. In 1990, five sections of state roads totaling 7.87 centerlane miles exceeded the maximum volume of vehicle trips allowed. By 1994, eight sections of state roads totaling 13.03 centerlane miles exceeded the maximum volume. The other 1,065 miles of state roads in the Region were operating at an acceptable LOS. Compared to most of the rest of Florida, roadway congestion is much less of a problem. However, unacceptable congestion on one road can cause significant delay for those drivers. For example, based on travel speed studies by ARPC staff, driving just over one-half mile on US 90 from Riggins Road to Capital Circle currently takes an average of five and one-half minutes in the peak hour, which is an

average speed of just seven miles per hour.<sup>13</sup> This part of US 90 is one of only three state roads connecting Leon and Jefferson Counties. Congestion problems such as this are increasing.

Table RT-2: State Roads Currently Exceeding Adopted LOS.

County	Road	Section	LOS	Miles
Wakulla	US 319	N. Crawfordville to Leon County	D	7.30
Leon	US 319	Apalachee Pky. to Mahan Dr.	F	2.23
Leon	US 319	Raym. Diehl to Thomasville Rd.	F	0.46
Leon	US 90	Dewey St. to Monroe St.	E	0.79
Leon	US 90	Meridian St. to Monroe St.	F	0.22
Leon	US 90	Riggins Rd. to Capital Circle	F	0.57
Leon	SR 265	Mahan Dr. to Miccosukee Rd.	E	0.59
Leon	SR 265	Mahan Dr. to Lafayette St.	F	0.87

Source: 1995 ARPC Staff Analysis.

There are many reasons for growth in vehicle traffic. The most obvious is an increase in population. From 1980 to 1990, population in the Region grew by 19.3 percent, from 282,946 to 337,522.<sup>14</sup> The vast majority of this increase, about 80 percent, occurred within Leon County. From 1990 to 1995, population is estimated to have increased by 13.1 percent, to 381,776.<sup>15</sup> However, in the State of Florida, traffic has increased considerably faster than population. Growth in traffic also depends on where people live and how they choose to travel. Increases in population have occurred primarily in the suburban sections of Tallahassee and the unincorporated areas of other counties. In Tallahassee, the growth has been primarily due to annexation of the suburbs, and not due to increases within the previously existing City boundaries.

Other reasons for traffic growth even if there were no increase in population are the decrease in people per household; a resulting increase in the number of households; and an increase in the percentage of workers, amount of income and number of vehicles. In 1970, the average Florida household size was 2.90 people. The average size in the Region was 3.19.<sup>16</sup> By 1990, both average household sizes had decreased to 2.46 and 2.69, respectively.<sup>17</sup> During the 1970's and 1980's, while Florida's population grew by 90 percent, the number of licensed drivers grew by 134 percent and the number of vehicles per household grew by 177 percent. In 1990, 50 percent of the households in Florida owned two or more vehicles.

The result of all these factors is that more Floridians are driving alone in their automobiles. Between 1980 and 1990, person trips by automobile increased by 43 percent.<sup>18</sup> An 18 percent increase is projected between 1990 and 2000. At the same time, carpooling, use of public transit, walking, and working at home decreased.<sup>19</sup> Increases in single occupant vehicles bring increases in congestion, gasoline use, exhaust emissions, crashes, and highway maintenance costs. Low fuel prices (in 1992, the average cost of gasoline per mile

traveled was the lowest since 1947),<sup>20</sup> inexpensive or free parking, and limited travel demand management practices reinforce driving alone. While there are no comparable figures for the Apalachee Region, the increase in single occupancy vehicle use is likely similar.

The ARPC staff estimated traffic for the next ten years (2006) for counties other than Leon. Based on these estimates, 63 centerlane miles of state roads (Table RT-3) may exceed the level of service standards by the year 2006. Except for Wakulla County, these roads are in or just outside of incorporated areas. This is a significant increase, as currently there are only 7.3 miles of unacceptable roadway outside Leon County.

*Table RT-3: State Roads Projected to Exceed Adopted LOS - 2006.*

County	Road	Section	Miles
Calhoun	SR 20	SR 71 west to Blountstown City Limits	0.7
Franklin	US 98	Apalachicola Bridge west to CR 384	5.8
Gulf	SR 71	SR 22 south to Wewahitchka City Limits	0.71
Gadsden	I-10	SR 267 to Leon County Line	12.6
Jackson	SR 71	US 90 north to CR 164	1.5
Jackson	SR 276	CR 167 (within Marianna) to US 90	1.44
Jackson	US 90	SR 73 west to Cottondale City Limits	6.35
Jackson	US 90	SR 166 east to S. SR 71	1.4
Jackson	US 90	Gadsden Co. west to Sneads	2.6
Jackson	I-10	Washington County to SR 276	9.6
Jefferson	US 19	US 90 north to Bishop St.	0.3
Jefferson	US 90	W. Monticello City Limit to Railroad St.	1.2
Wakulla	SR 267	Leon County east to US 319	4.4
Wakulla	US 319	Leon Co. south to US 98	14.4

Source: 1995 ARPC Staff Analysis.

The Tallahassee/Leon County MPO's 2020 Transportation Plan is based on much more sophisticated data which use current and projected land use patterns to project traffic patterns within Leon County for 2005 and 2020. The ARPC's use of past traffic growth to project future traffic does not consider the impact of land use decisions. The MPO's 2020 Transportation Plan projects the need for 92 separate roadway projects within Leon County in order to assure that roads remain at an acceptable LOS. Sixty-six of these projects are on regional roads, and the rest will impact the LOS on regional roads by modifying intersection configuration or trip distribution.<sup>21</sup>

As shown, most of the roads in the Region can be expected to remain at an acceptable LOS with no further action being taken. However, some roads are likely to exceed the available capacity. Increases in the capacity of the State road system are performed by FDOT, in coordination with the local governments. Projects on other roads are the responsibility of the applicable local government. To relieve current congestion, road widening of US 319 north of US 90 has begun. Widening of US 319 in Wakulla County and southern Leon

County is in the preliminary planning stages. The MPO's 2020 Plan describes the projects needed in the long term to maintain adequate traffic flow within Leon County. Of the 92 separate road projects projected to be needed by the year 2020, there is enough funding, based on current sources, to actually build only 68 (45 on regional roads) and only if the project boundaries are scaled back from the identified need.<sup>22</sup> Even these 68 projects are not guaranteed to be built when needed. For example, the MPO's 2000 Plan was adopted in 1982.<sup>23</sup> Since that time, 14 projects have been deleted from all plans, while several others remain outside the schedule for the next five years.

Some of the difference can be made up through developer mitigation. The Development of Regional Impact (DRI) review process<sup>24</sup> requires that developers of large properties mitigate their impacts on the regional transportation system. This is accomplished by reducing the traffic generated by the project, constructing roadway projects, or paying money to the local or state government for road construction. Recently, the Capital Circle Office Park (formerly known as the State Satellite Office Park) DRI completed several road projects as mitigation for the traffic impacts of that project.

While increases in the capacity of the road system will be necessary, the Region cannot rely solely on the single occupancy vehicle for transportation. Providing and maintaining a highway system is expensive. One estimate states that automobiles pay only about 60 percent of the costs of building and maintaining roads and bridges.<sup>25</sup> This estimate does not include other costs such as additional parking facilities, accidents, surveillance, and air and water pollution.

There are several alternatives to road widening. One is to encourage car pooling/van pooling and bus ridership. The four counties surrounding Leon currently have the four highest carpool/vanpooling to work rates in the State.<sup>26</sup> There are approximately 5 vanpools in operation and 221 carpools registered from outside Leon County.<sup>27</sup> Despite this, the average occupancy of commuting vehicles in Leon County (the only such data available) is 1.12 persons per vehicle. If the majority of existing and future employers implemented Transportation Demand Management (TDM) programs, the average occupancy is projected to increase to 1.39 persons per vehicle and daily vehicle commuting trips would be reduced by 22 percent. These TDM programs include encouragements for ride-sharing, flextime, and market-rate parking. It is projected that a market rate charge for parking in downtown Tallahassee would double carpooling.<sup>28</sup> The provision of free or subsidized parking by employers encourages driving alone. A California study showed that employer-paid parking increased the number of vehicles driven to work by 37 percent.<sup>29</sup> A Leon County bus ridership survey stated that forty percent of non-riders would consider using transit if they had to pay \$1 or more per day for parking.<sup>30</sup> Eighty percent of those surveyed currently spend less than \$1 per day. While it is unlikely that all forty percent would actually use the bus system, implementation of the simple TDM programs described above could reduce or delay congestion by a significant amount.

Occupancy can also be increased through the provision of "Park and Ride" facilities, which serve as a pick-up area for car pool/van pool and bus riders, and the construction of high occupancy vehicle (HOV) lanes. Peak hour traffic can be reduced by establishing flex time. Many state offices have flex time programs. The Capital Circle Office Park DRI has shown that only 47% of their employees leave the park during the peak hour.<sup>31</sup>

Concurrency management systems, which tie the amount of development to the amount of capacity available, are required of all local governments.<sup>32</sup> By using concurrency systems and the local comprehensive plans,<sup>33</sup> development can be directed to areas with adequate roadway capacity. As discussed in *Strategic Issue 2*, single occupancy of vehicles can be reduced by changing development patterns to provide for walking, bicycling and, where applicable, bus riding; increasing the exchange of information through the computer; and encouraging working at home. Within Tallahassee, transit range and ridership can be increased by providing a good sidewalk network and secure bicycle parking at key transit stops. Increases can also be achieved by providing needed services, such as child care and banking, near major transit destinations and workplaces.

Access management techniques such as driveway, intersection, median and signal spacing, and the design and location of turn lanes can also improve the capacity and safety of roadways. In addition to improving mobility, access management can reduce or delay the need for new capital construction, reduce the number of accidents, protect the public investment in highways, and improve the coordination between land use and transportation planning.

Any potential solution requires coordination between the various levels of government and between adjacent local governments. Transportation decisions in one jurisdiction affect the growth potential and quality of life in adjacent jurisdictions. This is especially true in the Apalachee Region where the major medical, employment and shopping centers for the Region, as well as the regional airport and train station, are all in one county. Therefore, coordination between various governments is essential.

To a large extent, each local government has its method of land use and traffic databases, which may not coordinate or merge with any other agency or government. For example, each County uses a different definition of when a development has a significant impact on a roadway which, therefore, has to be mitigated. While such differences are fine for determining local impacts, the lack of consistency does not facilitate sharing, communicating, or monitoring information and data, and makes it difficult when the impacts are regional. Another problem has been that the MPO only includes the two local governments within Leon County and does not include the surrounding counties.

Coordination has been improving. The ARPC coordinates traffic information with FDOT, each local government, and the Tallahassee/Leon MPO. A standard format is used for rural areas and has been reported annually by this Region. In addition, a standard definition of “regionally significant transportation impact” is used (see Policy 1.1.3). These steps have improved communications between local governments and need to be continued. ARPC staff is a member of the MPO's Technical Coordinating Committee, although the lack of funding specifically provided for this role is a problem. The FDOT has increased its meetings and outreach to rural local governments prior to taking any actions which may affect their areas. This has included participation in the FDOT 2020 Transportation Plan and all road projects. Additional improvements are still needed. The 21st Century Council recently issued a report stating earlier public involvement and better integration of transportation and land use planning are needed to resolve transportation problems.<sup>34</sup>

A failure to address congestion problems will increase the number of idling vehicles and vehicles traveling in stop and go conditions; a major cause of air pollution.<sup>35</sup> Based on Florida Department of Environmental Protection criteria, any road or intersection operating at LOS E or F may be in violation of air quality standards. As shown in Tables RT-2 and RT-3, seven regional road sections are currently operating at LOS E or F and several more are projected to occur. While all of the Apalachee Region is currently an attainment area for air quality, a road specific analysis and monitoring can determine if actual violations exist at any particular roadway or intersection. As the number of vehicles increases in the Region, so will congestion and, therefore, air pollution. For instance, since idling of vehicles occurs most often at signalized intersections, signals can be timed in progression to reduce stop and go conditions. The addition or improvement of turn lanes can also reduce idling. Programs and projects which improve traffic signalization and intersections must be combined with reducing travel demand and increasing vehicle occupancy, in order to reduce congestion and maintain current air quality.

**REGIONAL GOAL RT 1.1.:** No unacceptable levels of congestion on regionally significant roadways.

**REGIONAL POLICY RT 1.1.1.:** Preserve the adopted FDOT LOS on the State Highway System. For roadways not on the State Highway System, preserve locally adopted LOS.

***Implementation Strategies:***

1. The ARPC will coordinate with local governments and FDOT to provide the most accurate information available concerning roadway levels of service.
2. The ARPC staff will participate on the Technical Coordinating Committee of the Tallahassee-Leon County MPO.

3. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on plans which may affect roadway levels of service.

**REGIONAL POLICY RT 1.1.2.:** Ensure that developers participate in the elimination or mitigation of impacts on the regionally significant roadway system.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on development proposals which may affect roadway levels of service.

**REGIONAL POLICY RT 1.1.3.:** The standard, "5 percent or greater of the maximum volume at the acceptable LOS of a regionally significant road segment" will be used as the definition of a regionally significant transportation impact.

**Implementation Strategy:**

1. The ARPC will apply this standard when commenting for the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

**REGIONAL POLICY RT 1.1.4.:** Transportation construction on regionally significant roadways will:

- a) provide for travel safety through continued review of operations and the use of safety design, including that for medians and shoulders;
- b) include facilities for use of bicyclists and pedestrians;
- c) be the most cost-effective project available based on all external and internal costs; and
- d) preserve the integrity of areas identified as residential.

**Implementation Strategies:**

1. The ARPC staff will participate on the Technical Coordinating Committee of the Tallahassee-Leon County MPO to assist in the determination of transportation construction projects.
2. The ARPC will review FDOT's annual draft Five-Year Work Program and provide comments prior to its adoption.
3. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on transportation construction proposals.
4. The ARPC will provide technical assistance to local governments in the development and implementation of the Capital Improvements Element of the local government comprehensive plan.

**REGIONAL POLICY RT 1.1.5.:** Direct growth to areas with adequate roadway capacity through continued implementation of concurrency management systems.

**Implementation Strategy:**

1. The ARPC will assist local governments in maintaining their concurrency systems by providing traffic count, level of service, and trip generation data, as well as any other available information.

**REGIONAL POLICY RT 1.1.6.:** Approve developments only in areas where adequate transportation facilities exist or are planned and programmed for implementation.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

**REGIONAL POLICY RT 1.1.7.:** Address the transportation impacts of parking policies of major employers.

**Implementation Strategies:**

1. The ARPC staff will participate in the Technical Coordinating Committee of the Tallahassee-Leon County MPO to assist in determinations concerning parking policies.
2. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on applicable parking policies.

**REGIONAL POLICY RT 1.1.8.:** Provide "Park and Ride" facilities through coordination with Taltran, the Capital City Transportation Management Association, and the Regional Commuter Assistance Program.

**Implementation Strategies:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to assure coordination with these entities.
2. The ARPC will provide available information on "Park and Ride" facilities to applicable local governments.

**REGIONAL POLICY RT 1.1.9.:** Provide, where feasible, separate facilities for buses and high occupancy vehicles (i.e., "HOV lanes") in all plans for new state roads or the addition of lanes to existing state roads.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed state roadway construction projects.

**REGIONAL POLICY RT 1.1.10.:** Coordinate access permitting between the FDOT and local governments for all regional roads based upon access control systems and access management standards.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

**REGIONAL POLICY RT 1.1.11.:** Coordinate transportation decisions impacting regional facilities with adjacent local governments and the Regional Planning Council prior to enactment.

**Implementation Strategy:**

1. Develop funding to allow the ARPC to increase coordination between the MPO and adjacent local governments.

**REGIONAL POLICY RT 1.1.12.:** Ensure that future plans for road projects and land uses are consistent with adjacent jurisdictions.

**Implementation Strategies:**

1. The ARPC will review and comment on local comprehensive plan amendments.
2. The ARPC will review and comment on FDOT's Draft Five-Year Work Program.
3. Following the Evaluation and Appraisal Reports, the Intergovernmental Coordination Elements of local comprehensive plans will be updated to increase transportation coordination

**REGIONAL POLICY RT 1.1.13.:** Continue to provide adequate funding for the ARPC to compile and coordinate transportation data for rural local governments.

**Implementation Strategy:**

1. The ARPC will continue to request funding from FDOT.

*Indicator:*

1. Centerlane miles which meet the adopted level of service standard on regionally significant roadways.

**REGIONAL GOAL RT 1.2.:** No air quality degradation due to transportation sources.

***REGIONAL POLICY RT 1.2.1.:*** Mitigate air quality impacts due to increased vehicle use at major intersections.

***Implementation Strategies:***

1. The ARPC will use the Development of Regional Impact review process to comment on air quality impacts.
2. The ARPC staff will participate in the Technical Coordinating Committee of the Tallahassee-Leon County MPO to assist in determinations concerning major intersections.

***REGIONAL POLICY RT 1.2.2:*** Improve the signalization timing and coordination of traffic signals.

***Implementation Strategies:***

1. The ARPC will coordinate with local governments and FDOT and provide applicable signal timing information.
2. The ARPC will support funding requests to improve signalization timing and coordination.

***Indicator:***

1. Roads or intersections in violation of DEP air quality standards.

## ***Strategic Issue 2: Lack of Travel Choices***

### **Trends and Conditions**

Establishing effective alternative forms of transportation is key to ensuring economic prosperity, sustaining the quality of the environment, preserving community values and reducing energy consumption.<sup>36</sup> A multi-modal transportation system ensures greater access and mobility for residents, visitors, and commerce; improving travel between as well as

within jurisdictions. Furthermore, an increase in travel choices allows for more market-based transportation decisions and improves access to other modes, thereby improving the overall transportation system.

In 1991, the federal ISTEA increased the emphasis on alternative choices by setting aside 10 percent of each states' Surface Transportation Program funds for project or system enhancements. These funds may be used for pedestrian and bicycle improvements, stormwater mitigation, historic preservation, and other related projects.<sup>37</sup> Currently, the requirements of federal law, state growth management laws, and FDOT policies all encourage efficiency prior to expansion in highway planning and alternative choices before automobiles in multi-modal planning. The emphasis is on reducing the use of single occupancy vehicles (SOVs).

Although most of the counties in the Region are among the lowest in the State in percent of workers driving alone to work, the majority of travel within the Region is done in SOVs.<sup>38</sup> The Region has a very high percentage of households without access to an automobile, as six of the nine counties are above the state average.<sup>39</sup> These people without vehicles are heavily dependent on alternative means of travel. There are several alternatives which may be more heavily utilized if they were made more easily available. Alternatives in the Apalachee Region, as discussed below, include: the City of Tallahassee's public transit system, telecommuting, bicycling, and walking; as well as carpooling/vanpooling, which was discussed in *Strategic Issue 1*.

The only fixed route public transit system in the Region is Taltran, which operates a bus system and the Dial-A-Ride paratransit system within the City of Tallahassee (paratransit systems are discussed in more detail in *Strategic Issue 3*). This system currently serves almost four million passenger trips per year. However, Taltran serves only a portion of the City of Tallahassee and, with the exception of an area just south of the City along Crawfordville Road and Woodville Highway, does not provide any service outside of the City limits. Taltran service is provided to the Greyhound bus terminal and AMTRAK station, but not to the Airport.

The current number of telecommuters is unknown, but the Capital City Transportation Management Association estimates the number to be around 2 percent of downtown Tallahassee employees. For some types of jobs, this could be as high as 25 percent or 30 percent.<sup>40</sup> The amount of information available through a home computer is increasing daily. By encouraging further use of the local telecommunications infrastructure, vehicle trips to places such as government offices and libraries could be reduced. Several factors needed to encourage telecommuting are high speed phone lines, satellite relay stations and a change in management styles and attitudes. See also the **Economic Development Element**.

Bicycling is the most energy-efficient means of transportation known and, other than walking, the most popular form of transportation worldwide.<sup>41</sup> A study of Tallahassee showed that currently only 0.5 percent of downtown commuters ride a bicycle, while in Gainesville, which has similar climate and demographics, 10.0 percent of commuting is by bicycle. The provision of bike facilities appears to be a major factor. Cities which have a higher level of bicycle commuting have an average of 70% more bikeways per mile and six times more bike lanes per arterial mile.<sup>42</sup> In Gainesville, for every mile of arterial road, there are about .385 miles of bikeways. In Tallahassee, there are only 0.05 miles of bikeway per mile of arterial.<sup>43</sup> Twenty-five percent of the Tallahassee commuters surveyed stated they would like to bicycle to work if it were safer.

The most popular areas for bicycle riding are on trails, which do not allow vehicles. Currently, there are only three bicycle trails in the Region, the St. Marks Trail, which connects Four Points in Leon County to the City of St. Marks in Wakulla County, and much smaller trails extending from the FSU campus to Ocala Road and in the center of St. George Island. Wakulla and Franklin Counties and the Cities of Carrabelle and Sopchoppy are working with Leon County and Tallahassee on a 55-mile, three county multi-use trail. Several more trails are also planned within the Region, including a trail in the City of Blountstown.<sup>44</sup> These trails are multi-use and are available for pedestrians, roller-bladers, and other non-motorized users, as well as bicyclists.

Where there are no trails, the most common areas for bicycling are on existing roads. In the State of Florida, bicycles on the road are treated as vehicles,<sup>45</sup> and must follow all automotive regulations. However, this creates conflict with automobiles and trucks, as they must use the same space despite vastly different travel speeds. To help alleviate these conflicts, it is FDOT policy to add paved shoulders to state roads as part of widening or repaving projects, when possible.<sup>46</sup> An ARPC staff analysis indicated that paved shoulders either already exist or are in the process of being added on about 32 percent of the Region's rural state roads.<sup>47</sup> Based on this FDOT policy and resurfacing schedule, most of the rural, state roads in the Region should have paved shoulders within ten years. In urban areas, wherever it is impractical to add shoulders to existing roads or use the existing width, it is FDOT policy to add bicycle lanes when a road is widened. While the Tallahassee/Leon County MPO's 2020 Plan includes the addition of bicycle lanes, there is no projection as to when, or if, they will be available on most urban roads.

For some people who are unable to drive themselves (i.e., those who are young, old, poor, or disabled), walking is an essential travel alternative. According to the Center for Independent Living, more persons with disabilities would choose traveling on foot as an alternative except that little attention is given to the needs of persons who are blind or use wheelchairs. In rural communities, many existing uses are in close enough proximity that

walking is common. However, sidewalks are rare outside of incorporated areas. Even in areas with sidewalks, crossing the road is often very difficult. The addition of paved shoulders by FDOT will also help pedestrians. Providing adequate pedestrian access increases the choices available to citizens and reduces both vehicle traffic and the need for transportation disadvantaged services.

A key factor affecting the use of alternative means of travel is land use. Locating housing in close proximity to services, shopping, employment and other facilities can provide accessibility for those who can't or choose not to drive, reducing vehicle trips and reducing trip lengths for those who do drive. Furthermore, a long distance drive to work increases cost to the employee and the transportation system. See **Affordable Housing Element, Strategic Issue 4**. The reverse, increasing the availability of services, shopping and employment within the Region's rural communities, increases accessibility and reduces traffic impacts. See **Economic Development Element**.

In the Apalachee Region, the character of the areas which have the majority of growth is suburban, especially in Leon, Jefferson, and Wakulla Counties. Suburban developments create long distance trips which preclude walking or bicycling and are often not amenable to the use of mass transit, where its available, due to low residential and employment densities. Often, the automobile is the only means of travel to and from development in these fringe areas.

As one solution, the FDOT State Safety Office has produced guidelines for "walkable communities," to be used in development. A walkable community grants rights, privileges, safety, mobility, and access to pedestrians and motorists of all ages and abilities. Land use should feature clusters of homes, parks, schools, shops, and employment centers within approximately a 1/2 mile radius of one another.<sup>48</sup> The same type of concepts are included in development guidelines prepared for the DCA. The goal of these guidelines is to slow vehicle speed while also reducing stop and go driving; and to preserve options to the automobile.<sup>49</sup> Within the Apalachee Region, these features are common in the older communities such as Apalachicola and Monticello. They are very uncommon within newer developments. The Tallahassee/Leon County Comprehensive Plan places an emphasis on "mixed use" developments, which uses a similar emphasis on clustering of uses, but not as much on pedestrian rights.<sup>50</sup> However, as of 1995, very few such developments have actually occurred.

There is no place in the Region which is both more amenable to and could benefit more from increased pedestrian friendliness than the FSU and FAMU campuses. The campuses are centrally located, have relatively high densities, limited parking and a large population that either cannot drive or would choose not to if it were safe. Both FSU and FAMU have recently completed Master Plans which are intended to increase pedestrian friendliness.

Future changes to these Plans should include updates on their success and whether or not vehicle use has been reduced.

**REGIONAL GOAL RT 2.1.:** Increased availability of bicycle paths, lanes, shoulders, and trails.

***REGIONAL POLICY RT 2.1.1.:*** Continue to add paved shoulders to state roads during repaving of rural road sections.

***Implementation Strategy:***

1. The ARPC will coordinate with FDOT concerning the Five-Year Work Plan for repavings.

***REGIONAL POLICY RT 2.1.2.:*** Provide for pedestrian and bicycle access on the site of all new developments.

***Implementation Strategies:***

1. The ARPC will provide available information to local governments concerning bicycle and pedestrian facilities.
2. The ARPC staff will assist the Tallahassee-Leon County Bicycle/Pedestrian Advisory Committee.
3. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on development proposals.

***REGIONAL POLICY RT 2.1.3.:*** Provide additional trails for bicyclists and pedestrians which are separate from roadways.

***Implementation Strategy:***

1. The ARPC will provide information and technical support to local governments, FDOT, and FDEP concerning trail corridors.

***Indicators:***

1. The number of miles of bicycle paths, lanes, shoulders, and trails that are available.
2. The number of schools, neighborhoods, shopping centers, and employment centers connected by bicycle path, lane, shoulder, or trail.

3.

***REGIONAL GOAL RT 2.2.:*** Increased use of telecommuting, bus service, and other alternative travel modes.

***REGIONAL POLICY RT 2.2.1.:*** Increase the development of "walkable communities" by reducing the number of vehicle trips expected to be generated by a proposed development by 2 percent each for any portion which is on an existing transit route and has a bus shelter, or which is directly connected to an existing bicycle trail.

***Implementation Strategies:***

1. The ARPC will provide applicable information to local governments concerning walkable communities.
2. The ARPC will apply this standard in the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

***REGIONAL POLICY RT 2.2.2.:*** Provide the infrastructure necessary to make telecommuting available to a greater number of employees.

***Implementation Strategy:***

1. The ARPC will support funding to implement this policy through the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

***REGIONAL POLICY RT 2.2.3.:*** Revitalize existing mixed use areas, including the Region's rural cities.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

***REGIONAL POLICY RT 2.2.4.:*** Agglomerate services by providing for compact, mixed-use land designations in appropriate areas.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

**REGIONAL POLICY RT 2.2.5.:** Reduce the use of single occupancy vehicles moving to and from the Florida State University and Florida Agricultural and Mechanical University Campus.

**Implementation Strategy:**

1. The ARPC will use the Campus Master Plan review process to comment on the proposed plans for FSU and FAMU.

**Indicator:**

1. The percent of people telecommuting, car and van pooling, using bus service or using other alternative travel modes.

### **Strategic Issue 3: Transportation Facilities for Commerce**

In addition to the facilities discussed elsewhere in this Element, the existing railroad lines, pipelines and navigable waterways are regional transportation facilities which are important economic resources to the Region. Freight railroad service is provided to Campbellton, Chattahoochee, Graceville, Havana, Tallahassee, and Port St. Joe. Important freight commodities within the Apalachee Region are lumber or wood products and pulp, paper, or allied products.<sup>51</sup> The natural gas pipelines provide an economic form of energy to the Region from states to the west. The Intracoastal Waterway connects Apalachicola Bay to the western Gulf states and Mexico, while the Apalachicola River allows shipping from the Gulf of Mexico, through Port St. Joe, Apalachicola, Blountstown, Sneads, and Chattahoochee, to Georgia and Alabama. Maintenance of these waterways requires dredging which can degrade the water quality.

The primary purpose of these facilities is for the transportation of commerce through the Region. By their nature, they must cross through the boundaries of numerous local governments.

**REGIONAL GOAL RT 3.1.:** Rail, waterway and pipeline access to municipalities which currently have such access, consistent with protection of the natural environment.

**REGIONAL POLICY RT 3.1.1.:** Maintain and upgrade freight rail lines where needed to meet federal and state safety standards.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination review process to comment on proposed plans for rail line improvements.

**REGIONAL POLICY RT 3.1.2.:** Dredge existing channels without causing additional environmental degradation.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination review process to comment on proposed plans for dredging.

**REGIONAL POLICY RT 3.1.3:** Protect existing pipelines from any intrusions which may cause safety problems.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination review process to comment on land uses which may intrude on pipeline corridors.

**Indicator:**

1. Rail, waterway and pipeline access to municipalities.

## ***Strategic Issue 4: Providing Services to the Transportation Disadvantaged***

### Trends And Conditions

Transportation is often the vital link between not only quality of life, but, jobs, access to medical care, and other life sustaining needs for some of the most vulnerable citizens. In 1989, a major commitment to mobility in the State of Florida was formalized when the Legislature revised Chapter 427, Florida Statutes (F.S.) and created the Florida Coordinated Transportation System. Chapter 427, F.S. was created to promote the delivery of transportation services to the transportation disadvantaged (TD) in a coordinated manner that is cost effective, efficient, and reduces fragmentation and duplication of services, as well as, increase planning for transportation services. Coordination of transportation involves transporting as many riders for the least cost in as few miles as possible.

"Transportation disadvantaged" persons are those who because of physical or mental disability, income status or age, are unable to transport themselves or purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.<sup>52</sup> Also

included are children who are handicapped, "high-risk," or "at-risk".<sup>53</sup> Persons who meet the definition of transportation disadvantaged are eligible to receive governmental and social service agency subsidies for program trips and general trips.

Each county is required to have a Designated Official Planning Agency (DOPA), which appoints a local coordinating board (LCB) composed of local representatives from different sectors of the community, such as the elderly, the disabled, the economically disadvantaged, agencies that purchase transportation services, and a local elected official. The ARPC serves as the DOPA for all of its member counties except Leon, which utilizes its MPO. A prevalent issue surrounding the provision of transportation to the TD populations is the coordination of systems to maximize services.

Purchasers of service, such as the Florida Agency for Health Care Administration, Florida Department of Health and Rehabilitative Services, and Senior Citizens organizations, buy transportation service from the Community Transportation Coordinator (CTC). The local CTC is responsible for the actual arrangement or delivery of transportation services. The CTC may contract with local transportation operators to provide transportation or, if none exist, may provide all the transportation services. The transportation operators can consist of public, private non-profit or private for-profit entities. Transportation services are provided through the systems using a variety of vehicles, including mini-buses, vans, mini-vans, and automobiles. Also, many of the vehicles used are specially equipped to serve the needs of the disabled. Table RT-4 identifies the LCB and CTC for each of the counties in the Apalachee Region.

Table RT-4 Transportation Disadvantaged Program Contacts

County	Local Coordinating Board	Community Transportation Coordinator
Calhoun	Hon. Drew Peacock 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Calhoun County Senior Citizens Assn., Inc. 139 Cayson Street Blountstown, FL 32424 (904) 674-4163
Franklin	Hon. Kendall Wade 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Croom's, Inc. 133 Highway 98 Apalachicola, FL 32320 (904) 653-2270
Gadsden	Hon. Edward Dixon 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Big Bend Transit Post Office Box 1721 Tallahassee, Florida 32302 (904) 574-6266
Gulf	Hon. Kesley Colbert 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Gulf County Association for Retarded Citizens Post Office Box 296 Port St. Joe, Florida 32456 (904) 229-6550
Jackson	Hon. Max Thomas 314 East Central Ave.	Jackson County Transportation Post Office Box 1117

	Blountstown, Florida 32424 (904) 674-4571	Marianna, Florida 32447 (904) 482-7433
Jefferson	Hon. Benjamin Bishop 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Big Bend Transit Post Office Box 1721 Tallahassee, Florida 32302 (904) 574-6266
Leon	Hon. Carol Kio-Green 300 South Adams Street Tallahassee, Florida 32301 (904) 891-8641	Comsis Mobility Services, Inc. 2704 Apalachee Parkway Tallahassee, Florida 32302 (904) 671-4207
Liberty	Hon. Joe Sumner 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Liberty Co. Board of Commissioners Post Office Box 730 Bristol, Florida 32321
Wakulla	Hon. Angela Chappell 314 East Central Ave. Blountstown, Florida 32424 (904) 674-4571	Wakulla County Senior Citizens Council Post Office Box 57 Crawfordville, Florida 32326-0537

Source: ARPC, 1996

Partial funding for TD services is provided by the TD Trust Fund. The Trust Fund is used to improve planning services and to pay for equipment and trips for passengers who are not sponsored by an agency. Funds are allocated on the basis of geographic area in square miles, total county population, passenger trips, and vehicle miles traveled as reported in the previous year. These funds provide the resources and opportunity for individuals to utilize the transit system.

The coordinated TD system serves two population groups: the TD Category I population (i.e., those disabled, elderly, low-income persons, and “high-risk” or “at-risk” children who are eligible to receive governmental or social service agency subsidies for program and general trips), and the TD Category II population (i.e., those persons who are transportation disadvantaged according to the eligibility guidelines in Chapter 427 and are eligible to receive TD Trust Funds for general trips).<sup>54</sup> Category II TD population is used in the comparisons in Table RT-5.

Table RT-5: Population Data.

SERVICE AREA	1990 POP.	1995 EST. POP.	2005 POP. PROJ.	1990 TD POP.	1995 TD EST. POP.	2005 TD POP. PROJ.
CALHOUN	11,011	11,988	13,204	1,495	1,584	1,789
FRANKLIN	8,967	10,236	11,303	1,240	1,387	1,538
GADSDEN	41,105	44,734	45,852	8,328	8,730	9,021
GULF	11,504	13,271	13,909	1,425	1,566	1,634
JACKSON	41,375	46,577	48,453	7,536	8,088	8,604
JEFFERSON	11,296	13,509	14,997	1,708	2,010	2,289
LEON	192,493	217,533	251,718	10,716	11,992	15,119
LIBERTY	5,569	6,873	6,404	606	651	708
WAKULLA	14,202	17,055	19,628	1,717	1,954	2,462

<b>REGION</b>	337,522	381,776	425,468	34,771	37,962	43,164
<b>STATE</b>	12,937,926	14,149,317	16,761,471	1,078,339	1,169,809	1,406,934

Sources: CTD Statewide Operating Reports 1990; CTD 1995 Annual Performance Report; Florida Estimates of Population 1995; Center for Urban Transportation Research, University of South Florida; U.S. Census, Florida County Comparisons, 1995; Technical Memo #3 and 4, Florida Five-Year Transportation Plan, Transportation Disadvantaged Commission, June, 1992.

In 1995, there were an estimated 37,962 TD persons residing in the Region. That number is approximately 10 percent of the Apalachee Region's population of 381,776. As shown in Table RT-5, the 1995 TD population, as a percentage of the total population, ranged from 5.5 percent in Liberty County to 19.5 percent in Gadsden County. Substantial numbers of individuals in all of the counties in the Region are transportation disadvantaged and those numbers are increasing as the counties' populations continue to grow. An estimated 12% increase is projected in the TD population for fiscal year 2005 in the Apalachee Region. The State's TD population has remained at 8.3 percent since 1990 and is not projected to increase significantly by 2005.

Tables RT-6 and RT-7 provide historical operating data on the coordinated systems in the Region. It should be noted that Gadsden, Jefferson, Madison, and Taylor Counties reported operating data on a system-wide basis for fiscal year 1990 and data for Leon County was added in fiscal year 1995. Franklin and Gulf Counties were not operating under the Florida Coordinated Transportation System in Fiscal Year 1990. Franklin County data included in Table RT-6 is for fiscal year 1992. Gulf County data included in Table RT-6 is for fiscal year 1991. The information for Franklin and Gulf Counties represent the earliest recorded data available.

The data in Table RT-6 indicates that since the inception of the coordinated system, the CTCs in the Region have provided services that, in most cases, are comparable to CTCs throughout the State. Although Table RT-6 indicates that the Region's average cost is double the state's average cost per trip, this is because of Franklin County's cost per trip. When the Franklin County trip cost is not averaged into the regional cost, the average cost per trip is \$6.49, which is comparable to the state's average cost. It is believed that the Franklin County data is incorrect. The Region's average cost per vehicle mile was slightly lower than the state average cost in 1990. Also, the trips provided per mile is slightly lower. This could be attributed to the rural nature of the region, in that more miles are traveled per trip. In 1995, the Region maintained a cost per vehicle mile that was lower than the State average, but experienced a disproportionate increase in the cost per trip rate.

*Table RT-6: Historical Operating Data -- 1990.*

SERVICE AREA	1990 TRIPS	1990 VEHICLE MILES	1990 OPERATING COST	1990 COST/TRIP	1990 COST/VEH. MILE	1990 TRIPS/REV./MILE

CALHOUN	20,701	172,475	\$128,174	\$6.19	\$0.74	0.120
FRANKLIN	5,364	172,835	\$314,561	\$58.64	\$1.82	0.031
GADSDEN	276,798	1,389,018	\$1,361,363	\$4.92	\$0.98	0.199
JEFFERSON						
LEON						
MADISON						
TAYLOR						
GULF	5,544	197,050	\$186,481	\$6.57	\$0.95	0.028
JACKSON	83,072	839,795	\$715,327	\$8.61	\$0.85	0.099
LIBERTY	22,272	159,135	\$129,561	\$5.82	\$0.81	0.140
WAKULLA	13,340	123,435	\$111,729	\$8.38	\$0.91	0.108
REGION	427,091	3,053,743	\$2,947,196	\$13.01	\$1.01	0.116
FLORIDA	6,400,000	33,200,000	94,900,000	\$6.14	\$1.13	0.180

Sources: CTD Statewide Operating Report 1990.

The data in Tables RT-6 and RT-7 also illuminate another issue, access to the TD system. Although figures concerning the number of unduplicated passenger trips were not collected for 1990 and 1995, an analysis of the trip figures would indicate that the majority of the systems are providing no more than two trips per category II TD persons each operating year. Efforts must be made to increase system access.

One means of providing access for the TD population, while at the same time reducing costs, is to improve non-vehicle access to facilities. Developments, road crossings, and bus stops (where bus is available) which are pedestrian friendly allow increased freedom of movement. For example, door-to-door service, which can be costly, could be reduced if more TD residents of an area could walk to a central pick-up point. Another means of increasing system access is to coordinate trips to similar destinations.

Table RT-7: Historical Operating Data --1995.

SERVICE AREA	1995 TRIPS	1995 VEHICLE MILES	1995 OPERATING COST	1995 COST/TRIP	1995 COST/VEH. MILE	1995 TRIPS/MILE
CALHOUN	27,345	373,506	\$390,587	\$14.28	\$1.05	0.07
FRANKLIN	17,600	357,547	\$507,363	\$28.83	\$1.42	0.05
GADSDEN	481,947	3,224,020	\$3,514,626	\$7.29	\$1.09	0.15
JEFFERSON						
LEON						
MADISON						
TAYLOR						
GULF	20,207	285,600	\$239,855	\$11.87	\$0.84	0.07
JACKSON	108,906	1,303,016	\$1,241,517	\$11.40	\$0.95	0.08
LIBERTY	25,788	241,344	\$229,581	\$8.90	\$0.95	0.11
WAKULLA	17,324	191,586	\$218,990	\$12.64	\$1.14	0.09

<b>REGION</b>				\$12.81	\$1.07	0.10
<b>FLORIDA</b>	26,972,110	108,537,924	\$151,566,756	\$8.99	\$1.37	0.27

Sources: CTD Statewide Operating Reports 1994-1995.

The performance indicators discussed above provide a measure of costs associated with the coordinated systems in the Region, but they do not provide a basis for evaluating the systems against the goal of Chapter 427, F.S.,--coordination. Coordination can be measured as the number of TD trips per revenue mile. CTCs have not achieved a corresponding coordination rate that mirrors gains made by the State. Within the Region, attractors, such as physicians, medical specialists and facilities, and dialysis centers, are located in the urban areas of Tallahassee, Panama City, and Dothan, Alabama. CTCs have attempted to group trips with destinations out of the county in order to keep costs down and to stay within the purchasing agencies' budgets. Inadequate coordination will impede the ability of a system to provide services in an efficient and cost-effective manner. The effect of coordination is demonstrated in Tables RT-8 and RT-9.

*Table RT-8: Projected Operating Data -- 2005*

SERVICE AREA	GROWTH RATE	2005 TRIPS	2005 VEH. MILES	2005 OPERATING COST	2005 COST/TRIP	2005 COST/VEH. MILE	2005 TRIPS/MILE
CALHOUN	1.2%	38,345	445,410	\$393,882	\$10.27	\$0.88	0.086
FRANKLIN	1.6%	13,265	340,493	\$511,640	\$38.57	\$1.50	0.039
GADSDEN	2.4%	582,116	2,675,801	\$3,704,756	\$6.36	\$1.38	0.218
JEFFERSON							
LEON							
MADISON							
TAYLOR							
GULF	1.0%	20,524	189,858	\$212,232	\$10.34	\$1.12	0.108
JACKSON	1.0%	129,311	1,299,604	\$1,201,021	\$9.29	\$0.92	0.100
LIBERTY	1.2%	28,560	2,399,559	\$232,903	\$8.15	\$0.97	0.119
WAKULLA	2.5%	23,112	248,370	\$331,471	\$14.34	\$1.33	0.093

Source: Center for Urban Transportation Research, University of South Florida

Table RT-8 represents a growth rate from the Center for Urban Transportation Research which was applied to the 1995 operating data. Table RT-8 illustrates that an increase in trips without concomitant reductions in operating costs does not provide a system benefit. Table RT-9 illustrates that an increase in trips accompanied by reductions in operating costs reduced the cost per trip, while increasing coordination. These gains should be one of the primary goals of all coordinated systems.

Growth in TD systems increases the need to coordinate trips. Coordination of trips improves service availability and service quality, as well as reduces operating costs and administrative duties. Impediments to further coordination of TD transportation services

are funding, restrictions on the use of funds, turf-guarding among the transportation coordinators, and the various federal and state regulations/legislation. To improve the coordination of TD trips between service areas, funding again is the most frequent issue, followed by the need for personal contact/cooperation between purchasing agencies and transportation coordinators and vehicles.<sup>55</sup>

One of the more important objectives of TD programs is to achieve a high level of efficient and effective service delivery. These objectives can be expressed in a variety of ways, such as the number of people served; the cost per person served, per trip or vehicle mile; and the number of trips per mile performed. There are numerous factors that influence service delivery. Among the factors beyond the control of the transportation coordinator are some of the fundamental characteristics of the TD market. These include the level of ambulatory versus non-ambulatory riders, location of social service centers and shopping areas, traffic congestion, energy costs, and the level of governmental subsidies. Controllable factors include fares, hours and levels of service, vehicle cleanliness, system courtesies, informational services, and aspects of safety. Therefore, the systems must concentrate its efforts on those factors, such as operating costs, scheduling, and intercounty service provisions, which they can influence.

Table RT-9: Projected Operating Data -- 2005

SERVICE AREA	1995 OPERATING COST	2005 TRIPS	2005 VEH. MILES	2005 COST/TRIP	2005 COST/VEH. MILE	2005 TRIPS/MILE
CALHOUN	\$390,587	38,345	445,410	\$10.19	\$0.88	0.09
FRANKLIN	\$507,363	13,265	340,493	\$38.25	\$1.49	0.04
GADSDEN	\$3,514,626	582,116	2,675,801	\$6.04	\$1.31	0.22
JEFFERSON						
LEON						
MADISON						
TAYLOR						
GULF	\$239,855	20,524	189,858	\$11.68	\$1.26	0.11
JACKSON	\$1,241,517	129,311	1,299,604	\$9.60	\$0.83 \$0.96	0.10
LIBERTY	\$229,581	28,560	2,399,559	\$8.04	\$0.10	0.01
WAKULLA	\$218,990	23,112	248,370	\$9.48	\$0.88	0.09

Sources: Center for Urban Transportation Research, University of South; Florida CTD Statewide Operating Report 1994-1995.

**REGIONAL GOAL RT 4.1.:** Reduction in the number of transportation disadvantaged persons not served by the coordinated system.

**REGIONAL POLICY RT 4.1.1.:** Coordinate schedules and routes to meet the needs of the passengers utilizing the coordinated system.

***Implementation Strategies:***

1. LCB's will collect public input on passenger needs through rider surveys and public meetings.
2. The ARPC will survey each CTC in the Region to determine the feasibility of inter-county routes and will assist in implementation of routes determined to be feasible.

**REGIONAL POLICY RT 4.1.2.:** Increase public and client awareness of the coordinated system and the services provided.

***Implementation Strategies:***

1. LCBs will identify TD persons previously not served TD persons and determine through surveys or other means why these individuals have not accessed the coordinated system.
2. LCBs will develop marketing materials (e.g., targeted mailings, brochures, press releases, etc.).

**REGIONAL POLICY RT 4.1.3.:** Eliminate barriers to providing effective and efficient services to the transportation disadvantaged.

***Implementation Strategy***

1. LCB's will identify barriers to service provision and establish mechanisms to mitigate these barriers.

**REGIONAL POLICY RT 4.1.4.:** Reduce cost per mile and cost per trips in the coordinated system.

***Implementation Strategy:***

1. LCB's and CTCs will develop methods to reduce operating costs through methods such as insurance pooling, joint purchasing, and incorporation of new technologies.

**REGIONAL POLICY RT 4.1.5.:** Adhere to client eligibility criteria in order to meet the needs of Category II TD persons.

***Implementation Strategy:***

1. LCBs will develop policies concerning user eligibility.

**REGIONAL POLICY RT 4.1.6.:** Create developments which are pedestrian friendly and accessible to the user of transportation disadvantaged services by providing

walkways, telephones, restrooms, benches, lighting, and information boards which are usable to persons with disabilities, persons who are elderly, and children.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

***REGIONAL POLICY RT 4.1.7.:*** Study signalization timing, turning lanes, and signage with the intent of reducing barriers to access to public transportation and major service centers for persons with disabilities, persons who are disabled, and children. Time traffic and turning signals to ensure safety and easy access for the transportation disadvantaged. Study and implement signalization and signage where barriers to crossing a road exist for pedestrian access to major service centers.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

***REGIONAL POLICY RT 4.1.8.:*** Ensure that sidewalks, bus stops, and transfer facilities comply with federal accessibility requirements.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

***REGIONAL POLICY RT 4.1.9.:*** Maximize vehicle fleet by increasing the number of TD trips per mile.

***Implementation Strategy:***

1. The CTCs will group TD trips to better utilize the seating capacity.

***REGIONAL POLICY RT 4.1.10.:*** Coordinate TD trips with neighboring counties.

***Implementation Strategy:***

1. LCB's and CTCs will develop intercounty coordination agreements.

***REGIONAL POLICY RT 4.1.11.:*** Develop funding opportunities to increase the number of routes and vehicles.

***Implementation Strategy:***

1. The ARPC will provide information on available grants to LCBs and will provide assistance in completing applications.

**REGIONAL POLICY RT 4.1.12.:** Include a consideration of the ability of TD persons to travel to and from all proposed developments, and their cost of doing so, in all land use decisions.

***Implementation Strategy:***

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes.

**REGIONAL POLICY RT 4.1.13.:** Use volunteers to assist in the coordinated transportation system as a means of reducing costs.

***Implementation Strategy:***

1. The ARPC will assist LCBs in determining the appropriate uses for and the recruitment of volunteers.

**REGIONAL POLICY RT 4.1.14.:** Assure that public and private agencies identify and allocate sufficient TD funds to meet the transportation needs of their clients.

***Implementation Strategy:***

1. The ARPC will establish an orientation for agency personnel and assist in determining the best means of meeting the needs of their clientele.

***Indicators:***

1. The number of TD trips provided by the coordinated system.
2. The number of TD trips per revenue mile.
3. The number of unduplicated Category II TD persons accessing the coordinated system.

***Strategic Issue 5: Inadequate Airfield Capacity to Accommodate Projected Growth and Increased Demand***

**Trends And Conditions**

With the exception of the highway system, airports are the most common means of transport to and from the Region. They are used to transport passengers, cargo, and private small plane operators. Table RT-10 illustrates characteristics and activities of each commercial and general aviation airport in the Apalachee Region. The most recent data available for all airports is 1990. As shown, about two-thirds of the airport activity in the Region occurs at

Tallahassee Regional Airport, which provides national air carrier service, directly connecting the Region to the rest of the country. The general aviation airports are considerably smaller but still very important to the economy of their surrounding area.

According to FDOT and the FAA, the Apalachee Region will require additional airfield capacity to accommodate projected growth and increased demand.<sup>56</sup> Airfield capacity is defined as the maximum number of operations that can be performed at an airport. Operations are both landings and takeoffs. Adequate airfield capacity is necessary for safe transportation, economic growth, and global competitiveness. Adequate capacity benefits the airlines, passengers, businesses, and the regional economy. As shown in Table RT-11, aviation activity is expected to increase significantly over the next 15 years. Substantial airport improvements will be needed to accommodate this growth.

*Table RT-10: 1990 Airport Operations.*

<b>Public Airports</b>	<b>Size (Acres)</b>	<b>Based Aircraft</b>	<b>Annual Operations</b>	<b>Annual Enplanements</b>
<b>Commercial Aviation</b>				
Tallahassee Regional	2,743	290	126,207	387,000
<b>General Aviation</b>				
Apalachicola Municipal	1,249	6	4,118	
Carrabelle-Thompson	202	0	476	
Marianna Municipal	3,400	50	18,148	
Quincy Municipal	212	23	14,550	
Tri-County	270	11	8,143	
Wakulla County	15	8	6,029	
<b>Region</b>	<b>8,091</b>	<b>388</b>	<b>177,671</b>	

Source: The Florida Aviation System Plan, FDOT, 1992.

*Table RT-11: Projected 2010 Airport Operations*

<b>Airport</b>	<b>Based Aircraft</b>	<b>% Incr.</b>	<b>Annual Operations</b>	<b>% Incr</b>
Tallahassee Regional	533	45.5	172,000	36.3
Apalachicola Municipal	18	300	11,800	187
Carrabelle-Thompson	9	--	6,400	1245
Marianna Municipal	70	40.0	29,000	59.8
Quincy Municipal	29	26.0	18,200	25.1

Tri-County	49	345	13,400	64.6
Wakulla County	14	75.0	13,900	131
Region	722	86.1	264,900	49.1

Source: The Florida Aviation System Plan, FDOT, 1992.

There are three major problem areas affecting airfield capacity in the Apalachee Region: congested roads; incompatible surrounding land use; and tall structures. A congested roadway system serving an airport can significantly impact the overall transportation system. The only ground access to and from Tallahassee Regional Airport is from Capital Circle (State Road 263). This road will become more congested as airport activities, as well as non-airport related traffic, increase. According to the Tallahassee Growth Management Department, development has already been approved which will generate more traffic than the road can handle.<sup>57</sup> As a result, some widening of State Road 263 will be required to prevent congestion from reaching levels that will impact accessibility. This project is included in the MPO's 2020 Plan, but FDOT's most recent Five Year Work Program only includes funding for purchase of right-of-way. The provision of some type of transit service, such as an express bus service between the airport and downtown, should be considered to reduce overall demand on roadways to and from the airport. Other means of multi-modal ground transportation, including bicycle parking and van pooling, should also be considered as the area grows and operational requirements increase at the airport. As shown in *Strategic Issue 1*, similar problems may occur near the Apalachicola and Marianna Airports. These problems need to be addressed in the local comprehensive plans.

Residential or other noise-sensitive development can "land-lock" an airport and limit its future growth potential. The FDOT Aviation Systems Plan (the "Aviation Plan") states that over 90 percent of comprehensive plans in the State do not adequately address airports. Prevention of incompatible land uses and enforcement of existing codes and ordinances is needed. Properties located to the north and east of Tallahassee Regional Airport are predominantly residential. They are zoned for "mixed-use", which, based on the local comprehensive plan, means they are likely to remain mostly residential. Mixed-use areas must be properly planned to preclude development that would be incompatible with airport operations.

Future tall structure construction may impact airfield capacity by affecting airport operations. Tallahassee Regional Airport's operational airspace extends over Tallahassee and Leon County and a portion of Wakulla County. According to the Aviation Plan, there are six tall structures that are currently considered obstructions within the operational airspace of Tallahassee Regional Airport. The majority of the obstructions lie to the east of the airport and are not currently hazardous to operations. However, based on a computer model analysis of FCC-licensed structures, the potential exists for the construction of 22 additional tall structures on the properties under the operational airspace of the airport.

Three of these structures are tall enough to be considered hazards to aviation operations. If construction of additional structures is allowed, flight tracks may have to be altered and/or flight altitude adjustments may have to be made which would impact airport operations. Such impacts decrease the efficiency and overall capacity of the airport.

Air transportation will continue to be of increasing importance to the Region's economic growth. Due to the expected growth described above, the aviation system will not be able to perform its role as effectively without substantial improvements. All of the existing airports serving the Region have significant needs which include capacity and safety improvements such as additional runways/taxiways, airport lighting and navigational aids, and terminal rehabilitation.

**REGIONAL GOAL RT 5.1.:** Increased capacity of existing airports to safely handle increases in operations.

***REGIONAL POLICY RT 5.1.1.:*** Implement roadway improvements outlined in FDOT's Work Program, the MPO's 2020 Plan, and local comprehensive plans to ensure adequate road access to airports.

***Implementation Strategies:***

1. The ARPC staff will participate in the Technical Coordinating Committee of the Tallahassee-Leon County MPO to comment on determinations of transportation construction projects.
2. The ARPC will request copies from FDOT of each year's draft Five-Year Work Program and provide comments prior to its adoption.
3. The ARPC will use the Intergovernmental Coordination and local Comprehensive Plan review processes to comment on transportation construction projects.

***REGIONAL POLICY RT 5.1.2.:*** Develop multi-modal surface transportation to aviation facilities as described in FDOT's Work Program, the MPO's 2020 Plan, and local comprehensive plans.

***Implementation Strategies:***

1. The ARPC staff will participate in the Technical Coordinating Committee of the Tallahassee-Leon County MPO to comment on determinations of transportation construction projects.
2. The ARPC will request copies from FDOT of each year's draft Five-Year Work Program and provide comments prior to its adoption.

3. The ARPC will use the Intergovernmental Coordination and local Comprehensive Plan review processes to comment on transportation construction projects.

**REGIONAL POLICY RT 5.1.3.:** Evaluate and, when justified, provide express bus service and other means of multi-modal ground transportation to the Tallahassee Regional Airport.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on Tallahassee Regional Airport plans.

**REGIONAL POLICY RT 5.1.4.:** Enforce existing land development regulations for property within each airport's flight zone, as designated by the Federal Aviation Authority (FAA) and the Airport's planning documents, if applicable, and monitor future use of property to prevent incompatible uses, such as dense residential development, other noise-sensitive uses, and tall structures.

**Implementation Strategy:**

1. The ARPC will use the Intergovernmental Coordination, local Comprehensive Plan and Development of Regional Impact review processes to comment on proposed developments.

**REGIONAL POLICY RT 5.1.5.:** Address land use impacts on existing airports when updating local comprehensive plans following the Evaluation and Appraisal Reports.

**Implementation Strategy:**

1. The ARPC will use the local Comprehensive Plan review process to comment on proposed land uses.

**REGIONAL POLICY RT 5.1.6.:** Ensure that any construction within each airport's flight zone first completes the FAA's 5480 form to prevent flight obstructions from tall structures.

**Implementation Strategy:**

1. The ARPC will use Intergovernmental Coordination, local Comprehensive Plan, and Development of Regional Impact review processes to comment on proposed developments.

**REGIONAL POLICY RT 5.1.7.:** Execute agreements between airports and affected jurisdictions that will protect operational airspace from tall structure construction and assure that any future airport expansions which affect adjacent jurisdictions are coordinated.

***Implementation Strategy:***

1. The ARPC will assist the Airport and Wakulla County in coordinating the protection of airspace, as well as any other local governments and airports facing similar concerns in the future.

***Indicator:***

1. Capacity of airports in the Region.

**REGIONALLY SIGNIFICANT RESOURCES AND FACILITIES**

State Roads

Hurricane Evacuation Routes

Commercial and General Aviation Airports

Railroad Lines

Arterials and Major Collectors Connecting State Roads

Arterials and Major Collectors Crossing Jurisdictional Lines

Bicycle Trails Crossing Jurisdictional Lines

Navigable Waterways

Pipelines Crossing Jurisdictional Lines

LIST OF REGIONALLY SIGNIFICANT ROADS FOR SRPP

*Table RT-12: State Roads*

<b>Calhoun County</b>	<b>Franklin County</b>
SR 20	SR G1A
SR 71	US 98
SR 69	SR 65
SR 73	US 319
<b>Gadsden County</b>	<b>Gulf County</b>
SR 12	SR 22
US 27	SR 71
SR 65	US 98
US 90	
SR 267	
I-10	
<b>Jackson County</b>	<b>Jefferson County</b>
SR 2	SR 59
SR 69	US 19
SR 166	US 27
SR 71	US 90
SR 73	US 98
SR 77	US 221
SR 166	I-10
SR 273	
US 90	
US 231	
<b>Leon County</b>	<b>Liberty County</b>
SR 20	SR 12
SR 59	SR 20
SR 61	SR 65
SR 155	SR 267
SR 157	
SR 263	
SR 265	
SR 267	
SR 267A	
SR 363	<b>Wakulla County</b>
SR 366	SR 59
SR 371	SR 267
US 27	SR 363

US 90	US 98
US 319	US 319
I-10	

*Table RT-13 Regionally Significant Non-State Roads (Hurricane Evacuation Routes)*

<b>Franklin County</b>	<b>Gulf County</b>
CR 67	CR 30
CR 30A	CR 30A
CR 370	CR 386
<b>Liberty County</b>	<b>Jefferson County</b>
CR 67	CR 259 -- SR 59 to US 19
<b>Wakulla County</b>	<b>Jackson County</b>
CR 365	CR 276 -- US 231 to I-10
CR 375	

*Table RT-14 Regionally Significant Non-State Roads (Other Arterials and Major Collectors that Cross Jurisdictional Lines)*

<b>Calhoun County</b>	<b>Franklin County</b>
CR 69A	CR 384
CR 167	
CR 274 -- SR 73 to SR 69	
CR 286	<b>Jackson County</b>
<b>Gadsden County</b>	CR 10A -- Marianna to US 90
CR 12 -- east of US 27	CR 162
CR 65	CR 164 -- SR 2 to Georgia Line
CR 153	CR 164B
CR 159	CR 165
CR 268 -- Gretna to Midway	CR 167
CR 269 -- US 90 to CR 270	CR 169
CR 270 -- west of SR 12	CR 193 -- Graceville to SR 2
	CR 271 -- Sneads to SR 2
	CR 273
	CR 275
	CR 276 -- west of US 231
	CR 276A
	CR 277
	CR 280
	CR 286
<b>Jefferson County</b>	<b>Leon County</b>
CR 142/CR 159	CR 12 -- west of Meridian

CR 146	Meridian -- north of I-10
CR 149	Tram Rd.
CR 158A -- Leon Line to SR 59	T. S. Green Rd. -- east of SR 59
CR 259 -- Leon Line to SR 59	Springhill Rd. -- south of Orange
	Timberlane Rd.
	CR 157 -- north of Monroe St.
	Smith Creek Rd.
<b>Liberty County</b>	Lake Bradford -- Orange to Cap. Cir.
CR 270/CR 1641	Old Bainbridge Rd. -- Tharpe to Cap.Cir.
	Fred George Rd.
	Maclay Rd.
<b>Wakulla County</b>	Ox Bottom Rd.
CR 61 -- Leon Line to SR 267	Bannerman Rd.
Springhill Rd.	Centerville Rd. -- Cap. Cir. to Roberts
	Old St. Aug. Rd. -- Cap.Cir. to Williams
	Wakulla Springs Rd.
	Miccosukee Rd. -- Cap. Cir. to Crump
	Roberts Rd.
	Natural Bridge Rd.
	Springhill Rd. -- Moccasin Gap to Georgia

Table RT-15: Regionally Significant Non-State Roads (Other Arterials and Major Collectors Connecting State Roads)

<b>Calhoun County</b>	<b>Gadsden County</b>
CR 275	CR 65B -- SR 65 to SR 267
	CR 157 -- SR 12 to US 27
	CR 269/CR 270A -- US 90 to I-10
	CR 270 -- SR 12 to US 27
	CR 274 -- SR 12 to US 90
<b>Gulf County</b>	<b>Jackson County</b>
CR 384 -- SR 71 to US 98	CR 164 -- SR 77 to SR 273
	CR 193 -- SR 2 to SR 273
	CR 278 -- SR 69 to SR 73
	CR 280 -- SR 71 to SR 73
<b>Leon County</b>	<b>Liberty County</b>
Aenon Church Rd. -- SR 20 to US 90	CR 12
Barineau Rd.	
Oak Ridge Rd.	
Bradfordville/Roberts/Crump	
Springhill Rd. -- Lake Bradf. to Orange	
Centerville -- SR 265 to US 319	
Blair Stone/Orange--US 27 to SR 61	
Ocala Rd. -- US 90 to SR 366	
Miccosukee -- SR 265 to US 319	
Geddie Rd.	
Chaires Crossroads	
Gadsden St. -- US 27 to SR 61	
Bronough/Duval/MLK--SR 363 to US 27	<b>Wakulla County</b>
Tharpe St. -- US 27 to SR 263	CR 365 -- SR 267 to US 98
Gaines/Merid./Fran.--SR61/371 to US 90	CR 372 -- US 98 to US 319
Park Ave. -- SR 265 to US 319	
Seventh Ave. -- SR 265 to US 27	
Bradford -- SR 61 to US 27	
Calhoun St. -- SR 61 to US 27	
John Knox Rd. -- SR 155 to US 27	
Appleyard -- SR 366 to US 90	
Sixth Ave. -- US 27 to SR 265	

Table RT-16: Regionally Significant Bicycle Trails Crossing Jurisdictional Lines

St. Marks Trail -- Gaile Ave. to Town of St. Marks	
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*Table RT-17: Regionally Significant Navigable Waterways*

Apalachicola River	Gulf County Canal
Intracoastal Waterway	Bob Sikes Cut

<sup>1</sup> Center for Urban Transportation Research (CUTR), *Transportation, Land Use and Sustainability*, p. 3.

<sup>2</sup> Public Law No. 102-240, U.S. Government Printing Office.

<sup>3</sup> FDOT 2020 Florida Transportation Plan, March, 1995, p. 3.

<sup>4</sup> *Id.* at p. 5.

<sup>5</sup> The Florida Aviation System Plan, FDOT, 1992.

<sup>6</sup> Marianna Airport Master Plan, 1994.

<sup>7</sup> FDOT 1994 Rail System Plan.

<sup>8</sup> *Id.*

<sup>9</sup> Florida Population Estimates, Bureau of Economic and Business Research, Univ. of Florida (BEBR), 1994.

<sup>10</sup> Apalachee Regional Planning Council, 1994 Level of Service Reports.

<sup>11</sup> About forty-one percent of the vehicle miles traveled in the entire Region are within Leon County.

*Florida Transportation Almanac*, CUTR, 1995, Table 31-15.

<sup>12</sup> CUTR, *Florida Demographics and Journey to Work: A County Data Book*, May, 1993, pp. 15, 17.

<sup>13</sup> ARPC staff files.

<sup>14</sup> 1990 US Census.

<sup>15</sup> Florida Estimates of Population, 1995.

<sup>16</sup> 1970 U.S. Census.

<sup>17</sup> 1990 U.S. Census.

<sup>18</sup> CUTR, *supra*. note 13, p. 31.

<sup>19</sup> *Id.*, pp. 31-2.

<sup>20</sup> Florida Transit Association, June, 1994.

<sup>21</sup> Tallahassee/Leon County Metropolitan Planning Organization 2020 Transportation Plan, 1996.

<sup>22</sup> Tallahassee/Leon 2020 Transportation Plan, *supra*. Note 16.

<sup>23</sup> Tallahassee/Leon County MPO 2000 Transportation Plan, 1982.

<sup>24</sup> Chapter 380, Florida Statutes.

<sup>25</sup> CUTR, *supra* Note 1, p. 20.

<sup>26</sup> CUTR, *supra*. note 16, p. 14.

<sup>27</sup> Capital City TMA Memorandum, July 20, 1995.

<sup>28</sup> Tallahassee - Leon County Travel Demand Management (TDM) Strategies Program, Phase 1 Study Results, November 15, 1993.

<sup>29</sup> CUTR, *Commute Alternatives Systems Handbook*, 1992, at pp. 35-6.

<sup>30</sup> Transit Development Plan, Preliminary Report, 1995.

<sup>31</sup> Transportation Consulting Group analysis, undated, received by ARPC 2/13/96.

<sup>32</sup> Section 163.3202, Florida Statutes.

<sup>33</sup> Chapter 163, Florida Statutes.

<sup>34</sup> 21st Century, Citizens Study Committee on Transportation and Land Use Planning, November, 1995.

<sup>35</sup> FDOT, Transportation Policy FORUM, Jan.Feb. 1995.

<sup>36</sup> FDOT 2020 Plan, *supra* Note 3, at p. 39.

<sup>37</sup> CUTR, *supra* Note 11.

<sup>38</sup> CUTR, supra. note 13, p. 16.

<sup>39</sup> Id. at p. 17.

<sup>40</sup> Capital City TMA, supra Note 29.

<sup>41</sup> CUTR, supra. Note 1, p. 22.

<sup>42</sup> TDM Strategies, supra note 30.

<sup>43</sup> Tallahassee Traffic Engineering, data from 1991.

<sup>44</sup> ARPC Bicycle Maps, 1995.

<sup>45</sup> Section 316.2065, Florida Statutes.

<sup>46</sup> FDOT Plans Preparation Manual, Table 2.3.4.

<sup>47</sup> Bicycle Maps, supra. note 45.

<sup>48</sup> "Walkable Communities: Twelve Steps for an Effective Program," FDOT State Safety Office, April, 1995.

<sup>49</sup> Best Development Practices, Doing the Right Thing and Making Money at the Same Time, Reid Ewing, Joint Center for Environmental and Urban Problems, FAU/FIU, prepared for DCA, 1995.

<sup>50</sup> Tallahassee/Leon County 2010 Comprehensive Plan, Land Use Policies, adopted 1990.

<sup>51</sup> FDOT Rail Plan, supra. note 7.

<sup>52</sup> Subsection 427.011(1), Florida Statutes.

<sup>53</sup> Section 411.202(8), Florida Statutes.

<sup>54</sup> Florida Five-Year Transportation Disadvantaged Plan, Transportation Disadvantaged Commission, Tech Memo No. 3 and 4, June, 1992.

<sup>55</sup> Florida Five-Year Transportation Disadvantaged Plan, Transportation Disadvantaged Commission, Tech Memo No. 2, May, 1991.

<sup>56</sup> The Florida Aviation System Plan, FDOT, 1992.

<sup>57</sup> Concurrency Street Inventory, Tallahassee Growth Management, Feb. 20, 1996.