

2011 Annual Report for: Courtney Campbell Scenic Highway

1) Discuss the condition of the intrinsic resources and any changes in the corridor since designation. If necessary, provide photographs or other graphical representation of the resources.

The status of the intrinsic resources as presented in the Corridor Management Plan (CMP) Update (December 2010) have not changed. A resurfacing project on SR 60 (424561-1) was programmed for design in 2010 and construction in 2012. This project will also include a Multi-Use Trail from the west end of Ben T. Davis Beach to east of Rocky Point Drive. The Corridor Advisory Committee (CAC) was instrumental in the advocacy for having this Multi-Use Trail included in the resurfacing project.

2) What, if any, intrinsic resources have been degraded or altered?

No intrinsic resources have been degraded or altered.

3) Identify and discuss enhancement projects that have been initiated or completed.

Based on the approved CMP Goals, Objectives and Strategies (GOS) the following projects were undertaken during the reporting period: (1) Supported Keep Tampa Bay Beautiful cleanup events (Goal 1d) - Ongoing on yearly basis; (2) Support the City of Tampa's on-going efforts to modernize Ben T. Davis Beach park facilities. The City is working on site revisions and permitting for the restroom. The contractor anticipates starting work at the end of August or early September 2011. Continue to review and comment on site development improvement plans. (Goal 5); (3) Goal 2, between now and 2016 the multi use trail will be designed and constructed through the FDOT State Enhancement Funds (Goal 2).

4) Describe plans for future development in the corridor and how this issue will be addressed.

The majority of the corridor is owned by FDOT and as such, it is subject to state regulations. These regulations prevent commercial intrusions incompatible with state transportation goals. Additionally, current land use designations for portions of the corridor outside of FDOT protection preclude significant non-compatible development along the corridor.

The scheduled SR 60 Multi-Use Trail will provide a regional connection for non-motorized travel between Pinellas and Hillsborough counties. On the Pinellas (west) side, the project will connect to Pinellas County's trail system via a proposed Bayshore Trail extension. On the Hillsborough (east) side, the trail will tie into the Utility-Pathway (U-Path), and will connect to the West Tampa Greenway that will eventually connect using on-street facilities to the Upper Tampa Bay Trail and from there to the Suncoast Parkway Trail into Pasco and Hernando Counties.

5) Mention how effective the goals, objectives and strategies have been in accomplishing the Corridor Vision.

Implementation of the approved GOS for the Courtney Campbell Scenic Highway is underway. A review of the GOS finds them to be consistent with the desires of the Corridor Management Entity (CME). Work

on near term goals are underway. As the corridor celebrates its sixth anniversary as a Scenic Highway, all approved GOSs remain valid for long term accomplishment.

6) Which goals and objectives have been met thus far and how were they accomplished?

Most short and mid-term priority GOS are underway. Several accomplishments are noted below;

(1) Received FDOT Enhancement Grant to provide bicycle/pedestrian access across the causeway bridges (Goal 2b). (2) Connection of the Courtney Campbell Scenic Highway web site to the state scenic highway website (Goal 4a). (3) Received donations to support the Courtney Campbell Scenic Highway (Goal 3). (4) Maintain administrative issues including CME oversight, identification of administrative support, and complete end of year report (Goal 3b). (5) Coordination with FDOT regarding reconstruction activities of the LINKS Tampa Airport Interchange at the east end of the corridor (Goal 2). (6) Support of corridor partnership opportunities including; Tampa Bay Estuary educational activities, Keep Tampa Bay Beautiful clean-up activities and highway safety issues (Goals 1, 2, 3, 4, 5, 6, 7).

7) Which goals (unlikely in the first year), objectives, and strategies have been or need to be modified in order to attain the Corridor Vision?

To date, no GOSs need to be modified. The current goals, objectives, and strategies have proven fruitful in maintaining our corridor vision, which remains clear and all GOSs are valid.

8) What new ordinances, policies and/or regulations have been issued as a result of the scenic highway?

No new ordinances, policies and/or regulations have been issued as a result of the scenic highway by the participating local governmental agencies.

9) Are there proposed ordinances/regulations that may aid goals?

No additional ordinances/regulations are needed at this time.

10) Discuss the effectiveness of the Community Participation Program to date.

The approved Community Participation Program (CPP) is effective and being implemented. The database of participants, sponsors, and interested parties has been updated as needed. The CAC will continue to review and update the CPP as needed in the future. The CAC reaches out and supports local groups that participate in the coastal cleanups that happen throughout the year on the corridor. Last year, over 139 volunteers coordinated by Keep Hillsborough County Beautiful cleaned 5.5 miles of shoreline and collected 4,205 pounds of trash in Hillsborough County alone (this included the Courtney Campbell Causeway Scenic Highway).

11) Provide a synopsis of major issues discussed at public meetings held in the past year and elaborate on any critical issues that have arisen during these forums and how they were dealt with or will be addressed.

The inclusion of the multi-use trail as part of the resurfacing project addresses long standing public concerns with safe access to the public bus stop in the Rocky Point area as well as pedestrian and bicycle safety in that area.

Once the Multi-Use Trail is finished, the CCSH CAC will look into applying for a grant to pay for 911 Emergency Response/GPS locatable stickers along the trail in case of emergency. The stickers are located every ¼ mile and display a number that can be given to the 911 operator to dispatch police or emergency medical personnel to locate the person in need of medical or law enforcement attention. The stickers can also be used for reporting maintenance issues. (Picture included).

The CCSH CAC participated in the FDOT's PD&E Study public hearings which were held in Pinellas County on 3/24/11 and Hillsborough County on 3/29/11.

The need for restrooms and parking as a result of the construction of the Multi-Use Trail will be an issue. Currently the only public restrooms on the Causeway are at Ben T. Davis Beach and they will not be able to handle the number of people using the trail once it is open. It has been suggested that perhaps Clearwater would look into placing public restrooms near the water treatment plant on the Clearwater end of the Causeway.

There has also been discussion about reusing the decorative lighting from the Friendship Trail on the Courtney Campbell Multi-Use Trail, as there are no plans for lighting the Multi-Use Trail. Since there is no budget for this project, purchasing and installation costs could prove to be prohibitive.

12) Describe corridor funding needs, acquisitions and expenditures.

Funding needs remain significant. Needs: (1) Administrative support - The CAC's yearly operating expenses are provided through an agreement with Tampa Bay Regional Planning Council (TBRPC). TBRPC Board sits as the official CME for this corridor. TBRPC provided approx. \$10,000 in-kind this year to fulfill the responsibilities of the Corridor Management Entity (CME).

Acquisitions: (1) None; Expenditures: (2) No significant expenditures were undertaken during the reporting period.

13) Has obtaining funding been a problem?

Yes No

14) If so, how will the CME attempt to resolve this issue?

In the upcoming year the CME will focus on the following funding opportunities: (1) Re-authorization of TBRPC in-kind contribution to fulfill responsibilities as the CME. (2) Follow-up funding from founding donors. (3) Identify additional donors. (4) Identify targeted grant opportunities. It seems that most of the grants that are available require local matching funds. Based on the actions taken by the Florida Legislature and the Governor earlier this year, the climate is poor for matching local government funds, as they have had to cut funding to meet their budget needs.

15) Are future funding sources being pursued?

Yes No

16) If so, when does the CME anticipate receiving them?

Unknown at this time.

17) How will the funding be used?

Support ongoing activities including: administrative, public relations publications (corridor brochures), and technical (GOS targeted) activities.

18) Traffic Counts along the Corridor

2011 traffic counts

Action	County	Monitoring Site Number	2-Way Traffic Count (# of cars / day)
	Pinellas	0057	55,000
	Hillsborough	5145	75,000

19) Corridor Resources

Action	Resource Name	Description	Special Circumstances
	Ben T. Davis Beach Park Facilities	City of Tampa	The City of Tampa is currently in the process of redeveloping the park's restroom/concession facilities. The existing restroom facility has been demolished. The replacement facility is scheduled to start construction late August/early September 2011. Picnic facilities are available in this park.
	Boat Launch	City of Tampa	Facilities are well maintained and heavily used. The Tampa Bay Estuary Program has installed an estuary educational sign at this facility. Hillsborough County is now charging a \$5.00 boat launching fee at the Courtney Campbell Causeway boat launch paybox.
	Courtney Campbell Causeway Beach	City of Clearwater	The movement of traffic and vehicle safety onto the beach has been enhanced with the installation of a traffic signal.
	Service Road	FDOT service road (partial)	Where it exists, the service road is heavily used for fishing, biking, jogging and walking. It provides safe respite from the highway traffic. These service roads will be repaired and

			resurfaced with the SR 60 Resurfacing project scheduled for construction in 2012.
	Tampa Bay	A designated National Estuary	Provides water related recreation opportunities, water vistas and natural habitat for fish and birds.

20) Marketing and Promotional Efforts – Describe any advertising, brochures, posters, banners, roadway signs, etc. that have occurred or been produced during the past year. Be sure to include any numbers associated with these efforts, such as number of brochures produced, banners sold or distributed, etc. Any partnerships with local businesses should be noted.

(1) Corridor website has been tied to the state scenic highway website.

21) Lodging Facilities

How many lodging facilities are along your corridor? 5 - 25

Predominant style of facilities: Other

If other, please explain: Some are Large, Chain Facilities; however there are residential rentals, vacation rentals, and smaller local facilities available.

22) Food Facilities

How many food facilities are along your corridor? 5 - 25

Predominant style of facilities: Even Mix

23) Chambers of Commerce

Action	Chamber of Commerce Name	Address	City	Zip	Phone Number
	Westshore Alliance	3109 W. MLK, Jr. Blvd, Suite 140	Tampa	33607	813-289-5488
	Tampa Chamber of Commerce	201 North Franklin Street	Tampa	33602	813-228-7777
	Clearwater Regional Chamber of Commerce	401 Cleveland Street	Clearwater	33755	727-461-0011

24) Private Development – Has there been significant private investment along your corridor such as housing developments or new businesses in the past year?

Redevelopment continues to occur in the Rocky Point area at the east end of the corridor. Within the last year, the newest restaurant to open is the “Chart House” and the latest business opening along the Causeway is the “Laser Spine Institute” located on Rocky Point Drive.

25) Demographic Changes – Has your corridor experienced a change in demographics (ex. population, age of population, household incomes) in the past year?

Demographics along much of the corridor seem to remain the same.

26) Property Value Changes – What has the trend in property values been along your scenic corridor in comparison to the rest of the State of Florida? Have property values increased, kept pace with, or decreased in comparison with the rest of the State of Florida? Please explain in as great of detail as possible.

In the past year the property values in the Westshore Special Assessment District are down 2%.

27) Changes in Tourist Traffic – Has your corridor experienced an increase, decrease, or equal amount of tourist traffic in the past year? Please explain in greater detail.

The only indicator of tourist traffic specific to the Scenic Highway was the number of visitors stopping at the Clearwater Chamber of Commerce Visitor Information Center on the west end of the corridor. Since the Visitor Information Center has closed, there is no way to calculate the number of visitors to the Causeway, however; the regional Visitors Bureau numbers show a 1% increase in tourism in 2010.

28) Other Comments on Measuring Success.

If it were not for the efforts of the Courtney Campbell Scenic Highway Corridor Advisory Committee, in partnership with FDOT, District 7, the Multi-Use Trail and Tidal Gate projects would not have come to be.

Visitors Bureau shows a 1% increase in tourism for our region in 2010.

29) Discuss how effective the integration of the CMP into the local government comprehensive plan(s) has been.

Pinellas County, City of Clearwater, and the City of Tampa have included policies in their Comprehensive Plans that support the efforts of the Courtney Campbell Scenic Highway Corridor Advisory Committee (CCSH CAC).

The CAC continues to work with Hillsborough County to encourage them to adopt the CCSH policies.

30) Discuss any actions that are underway or are needed to maintain consistency with the LGCP and other plans.

Because of the stability of the area no issues have been identified.

31) Describe any problems that have arisen regarding the corridor.

No problems have arisen during the reporting period.

32) Describe present and future actions to resolve these issues.

Not Applicable.

33) Describe how well the CME has operated.

The CME has worked together through a consistent, collaborative effort of public and private sector partners from both sides of the Bay recognizing opportunities and supporting each other now and in the years ahead.

34) Describe how partnering and coordination efforts have worked.

Partnering efforts have worked well. The CME is currently working with a number of partners including: (1) FDOT; (2) Tampa Bay Regional Planning Council; (3) Pinellas County; (4) Hillsborough County; (5) City of Clearwater; (6) City of Tampa; (7) Hillsborough County Aviation Authority; (8) Clearwater Christian College; (9) Westshore Alliance; (10) URS; (11) CARDNO; (12) PBS&J; (13) Keep Tampa Bay Beautiful; (14) Hillsborough County MPO; (15) Pinellas County MPO; (16) elected officials; (17); and Staff.

35) Provide discussion of any other issues the CME feels are relevant to the corridor's success.

The one issue that the CAC is most concerned about is, now that the U-Path is open from the Interchange project, north to Skyway Park and south to Cypress Point Park, it will open up more access to the Courtney Campbell Causeway (especially for bikes and pedestrians). This, combined with the construction of the first segment of the new FDOT Multi-Use trail will bring more people to this area.

Another area of concern is the Rocky Point Creek tidal gate (MP 5.373). Recently, pedestrians/cyclists using the sidewalk or path would have to go onto the highway to get around the tidal gate. Fortunately, the tidal gate issue will now be addressed as part of the FDOT resurfacing project.

Causeway Event:

Inter-County Historic Tug of War Creating Pinellas County

In recognition of the One Hundred Year Anniversary of the creation of Pinellas County.

In May of 1911 the State Legislature passed a law authorizing the creation of Pinellas County, subject to a referendum. Previous to that time the area was referred to as West Hillsborough. Based upon that law a referendum was held in November of 1911, at which time the initiative was approved. Therefore, effective January 1, 1912, Pinellas County came into being. A County Commission was appointed by the governor to initiate the local organization. Shortly after that an election was held where five County Commissioners were elected and the true County government began. Pinellas County held events during the centennial year starting in May to recognize the steps in the development of Pinellas County. This began with the

May 14th event recognizing the first act in the establishment of a separate County called Pinellas. The County Commissioners from both Pinellas and Hillsborough counties participated in a symbolic tug-of-war to recognize the discussions that would have occurred during 1911.

Before the event there was a brief ceremony to review the history of Hillsborough and Pinellas counties and a presentation by a current State Legislator of the original 1911 Act to the County Commissions as would have occurred 100 years ago.

PHOTOGRAPHS OF THE CAUSEWAY