

Courtney Campbell Scenic Highway
Corridor Advisory Committee (CAC)
MINUTES

Regular Meeting at
URS Corporation
7th Floor Board Room
7650 West Courtney Campbell Causeway
Tampa, FL

January 20, 2012
10:00 a.m.

Attending:

Jessica Lunsford, Senior Planner, Tampa Bay Regional Planning Council
Councilman Bill Jonson, Clearwater City Council
Lori Snively, Scenic Highway Coordinator, Florida Department of Transportation
Felicia Leonard, Administrative Support Manager, City of Clearwater Parks & Recreation
Chris Weber, Westshore Alliance
Ron Gregory, Vice President, URS Corporation
Ken Hoyt, Citizen, Hillsborough County
Susan J. Miller, Bicycle/Pedestrian Planner, Pinellas County MPO

Councilman Jonson said there are no minutes from the last meeting because the group was working on finalizing the Annual Report, which was submitted and presumably accepted. He thanked Ms. White and Ms. Snively for all their efforts in accomplishing that task. He also stated that everyone should have gotten a copy and asked if there were any questions.

Old Business:

1. Update on the design for the Rocky Point intersection

Ms. Snively had a presentation on a flash drive, but no Power Point projector was available. Mr. Gregory offered to bring in a lap top, even though the screen would be considerably smaller. Councilman Jonson thought it would be best to move on to the other agenda items and then, time permitting, they could do that later. Ms. Snively stated if they didn't do that, then they had talked about doing the presentation to the Westshore Alliance. Mr. Hoyt thought it was a good idea to present to the Westshore Alliance and see folks face to face. Councilman Jonson reminded everyone that one of the CAC's objectives was to do public outreach and the Alliance meeting would help to fulfill that goal. He asked if there is a larger group within the Alliance. Mr. Gregory reported there are a lot of standing committees, e.g. the Master Plan, the Transportation Committee and then there is the restaurant/hotel side. The Alliance also has a Board of Directors that meets four times a year, and then there is an Executive Committee. He added that the Alliance has been very supportive of everything on the Causeway for years, and that they funded updates to the bike and pedestrian plans through the MPO, in fact, they paid for one themselves and made sure those studies reached all the way

out here, too. He suggested that after going to the Transportation Committee meeting (on March 14th @ 10:00 a.m. at URS Corporation, 7th Floor Board Room), the CAC could go to the Board of Directors meeting, or have something on the agenda. Mr. Hoyt asked if there was a lot of cross-membership where people belonged to more than one committee. Mr. Gregory replied that, generally, the Transportation Committee has a lot of agency people, but it also has a lot of key property owners, such as the two managers of the International Mall and Westshore Plaza, who always show up because they're interested how people get to and from their business. The Alliance also gets involved in public art, and right now has a glass sculpture being built at Memorial and Kennedy that will be lighted at night. Mr. Gregory added that Ron Rotella has a very expansive outreach program for the Alliance.

There is also a separate committee that handles hotels and restaurants that is attended by the manager of the Westin, and he thought that would be a good committee to make a presentation to since they are very interested in the issues involving recreational things and trail enhancement, and they've made a sizeable investment with the hotel across the street. Mr. Jonson asked, if the plans are done, did Ms. Snively know when construction might start. She replied that information isn't available yet. Mr. Weber asked if that included the resurfacing project. Ms. Snively replied that that's a separate project.

Ms. Leonard stated she would love to see a public art component throughout the trail. The City of Clearwater is working with DOT on the reconstruction of the bridge at U.S. 19, where they have a public plan that has been identified as the "Gateway to Clearwater." She reported they had gotten there with DOT late in the process, so there weren't a whole lot of opportunities for public art since the bridge was already designed. What they worked out with DOT was that DOT was going to spend the same amount of money, so they could do something within those financial constraints. They would have had better opportunities for that bridge if they had been earlier on the design. Councilman Jonson stated it was disappointing because Scott Collister told him there was plenty of time to do the design elements. Mr. Gregory stated that they should be talking to Debbie Hunt now. Ms. Leonard stated she thought with this opportunity she thinks if they will have a piece of public art, which she feels they absolutely have to have because this is going to be the premier trail in Tampa Bay. Mr. Gregory stated yes now that they are going to eliminate the Gandy crossing completely, in fact they're going to start taking down the Gandy Bridge very soon. DOT is seeking permits to process the demolition material out to reefs.

Ms. Leonard stated there are several ways to do public art and part of that is incorporating art into the design itself, or secondly, coming back after a project is completed and put a piece of public art on the project. Whichever way they decide to do it and how they're going to fund it, she feels it needs to be a cohesive theme across the whole project. For example, she would not want Pinellas to do an effort that is separate from Hillsborough because it will just look odd. Mr. Gregory thought that some of the elements that have to be on the trail like "way" and "path" signing can be worked on so they're cohesive from one area to the other, and they can have an art element in them. The presentation of them can be more artistic than utilitarian. Ms. Leonard added that all across the country they are doing beautiful bridge designs that are artistic in nature. Mr. Gregory added that difference comes in the budget where you go from one element

to another and they're often looking for who's going to make up the difference, and these are really tight times for the department.

Ms. Snively reported that's what they're doing right now, there is a major discussion going on regarding the maintenance, because they can build them but they can't maintain them. Ms. Leonard stated they need to think about the inclusion of a public art element and how that gets funded. Mr. Gregory thought it will be a two step process, first, can you include the public art in the design, and then work on how you would fund the difference between what would normally be done. The issue here is the committee needs to approach FDOT about, first, getting the topic in the design itself, and then work on other costs.

2. Update on the cross Bay trail project.

Ms. Leonard felt there are definitely ways to work in a lower budget constraint as long as they get in early with the design element. The City of Clearwater has a public art program, they get one percent of the build value up to \$250,000 and they could help with the call to artists and help manage that. Mr. Gregory stated they could sometimes get what amounts to aesthetic art and utilitarian things with a little bit of effort that isn't really costly. Mr. Gregory asked Ms. Snively if she knows what elements are in those contracts as they relate to these things, what elements are already prescribed to be designed and built, like seating areas or bike rack areas? It could be a moot point about trying to get into the issue about amending anything there, which is not good, but it could be layered on top of it because if it's not addressed, it isn't there. Ms. Leonard stated those are eligible items under the enhancement category, public art included. She went back to Mr. Hoyt's point that maybe it's a package that is an alternate on the bids. To build a trail that long with no amenities is problematic. Drinking fountains are necessary, as is lighting. Restroom were also mentioned and Ms. Lunsford added that that is one of the biggest problems out on the trail and she mentioned one at Ben T. Davis Beach, but Mr. Gregory reminded the group that they have not rebuilt the restroom there as yet.

Ms. Leonard mentioned the Memorial Causeway on the Clearwater side, from downtown Clearwater to Clearwater Beach, they have a trail that is 15 feet wide asphalt. They put concrete ribbons on each side of the asphalt because it's easier to maintain, but it also facilitates public art which can be placed in the ribbon part. Councilman Jonson asked if there weren't periodic review points at 30 percent, 60 percent, and is there a schedule for those reviews? Mr. Gregory stated it's a design-build and the designs are complete. Ms. Snively confirmed this stating she has the final plans from the Hillsborough County line back to Rocky Point. Ms. Leonard stated that the City of Clearwater definitely needs some sort of review level, especially since they are going to be maintaining the trail. Mr. Gregory asked if they were going to look at the Pinellas portion at some point to see if it's a different delivery process, because if it's a conventional delivery where you do design and then bid it, there would be an opportunity to look at adding something there, but once you're in design-build you can't change it. Councilman Jonson stated these are things that need to be included in the partnership process. Ms. Snively reported it looks as if they plan to do the design in one year and the construction in another, that it doesn't look like design-build on the Pinellas side.

Mr. Gregory stated that delivery system lends itself to having some input into the process. He added that because of legal and financial things, when you're in design-

build you don't go back and revisit anything. You can add things on later, but from a practical standpoint, the whole process of design-build is meant for speed and efficiency and it falls apart if you try to interject something, and also there's a liability issue from a financial standpoint of interfering with that process once it's under way. Councilman Jonson expressed concern that there needs to be some review points in here. Ms. Snively mentioned certain plans are going to the Pinellas County MPO and the Hillsborough County MPO for them to review plans so they can catch certain things, as well. Ms. Leonard asked when the design for the Pinellas side is scheduled, what year. Ms. Snively replied she believes it is current year. Mr. Gregory asked if the contract has been let as yet. Ms. Snively replied she didn't think so, and Mr. Gregory stated that then there is still time to have some input into that design process. Ms. Leonard added that they plan to ask DOT if they would consider funding public art as part of the enhancement project, and she asked if a letter needed to be sent from the CAC requesting that. Mr. Gregory made a motion that the CAC develop a letter supporting the public art process. Ms. Lunsford seconded the motion and it passed unanimously.

New Business:

3. Consideration of a proposal from the Pinellas County MPO to rename the Trail the "Dolphin Trail."

Ms. Miller reported that this came up a few months ago and when it was suggested at the MPO meeting, the MPO Board requested they contact several entities including the Aquarium, City of Clearwater and a few others, and ask their position on this. Overwhelmingly, they thought it was a great marketing tool and a very timely opportunity, so it was also suggested to the Hillsborough County MPO. She thought it met with positive results in the beginning, but she didn't think it had actually gone to the MPO Board as yet, but is scheduled for the next meeting. The Pinellas MPO has approved it and on Wednesday they had a regional multi-use trail meeting and there was no objection there. She reported that there is some thought out there that they are trying to rename the Causeway, which is not the case. It is felt that the Trail, because of its regional importance, needs some kind of a unique identity and they feel naming it the "Dolphin Trail" would be a great opportunity. As an example, the Friendship Trail was given a unique name and identity to separate in peoples' minds from the roadway itself, and they felt this would just continue along that line. Mr. Hoyt asked how many dolphins one could expect to see if they walked along the trail. Mr. Gregory stated almost none, and expressed the feeling that this is not a good idea.

Ms. Snively reported she received a message from Mariano out of Tallahassee that because this is a scenic highway, they would like to see if there's some way the word "scenic" could appear in the name. Mr. Gregory emphasized that he fails to see how this name has any association with the history or the context of the Causeway. Mr. Hoyt asked what other possible names are being considered for it? Mr. Gregory offered his personal favorite, the Starbucks Trail, and Mr. Hoyt replied that that was his point, that no other names were considered. He expressed the opinion that this is an inside groups basically lobbying for a private earmark. The question was asked how does the naming process work?

Ms. Miller replied that it was just a suggestion that came up and worked its way through the Bicycle Advisory Committee and went to the Pinellas County MPO. She stated it

didn't come from the Aquarium at all. Ms. Leonard stated that FDOT would have to approve it for the entire length of the trail. There is a process; they knew it would have to go through something like this, because you have to have support of the areas. She doesn't know the exact fundamentals of how it has to be, but when they started hearing about it they let the MPOs know because they knew it couldn't be just the Pinellas side, it had to come to Hillsborough and be approved by all the entities.

Mr. Gregory reported the same process existed when they were changing the name of the expressway out here from the Northwest Expressway to the Veterans Expressway. Mr. Hoyt stated that in the ten years this committee has existed, he doesn't remember ever discussing the trail separate from the Causeway and the whole channel here, and they've never seen a need for it and now, all of a sudden, out of left field comes a proposal from people who have never talked to the group.

His view is, if the trail is going to have a name separate from the Causeway, that it must be connected with the history of the Courtney Campbell Scenic Highway. Councilman Jonson stated that this group can make a recommendation and he asked the CAC members if they would like to make a recommendation. Mr. Gregory made the motion not to name it the Dolphin Trail, because it has no association with the historical nature of the Causeway. Mr. Hoyt suggested the following substitution motion:

"It has never been the intention of this committee to name the trail separate from the Courtney Campbell Scenic Highway and therefore we are not inclined to do this. Were we to decide to have a name separate from the causeway itself, we would expect to go through a process that considers the most appropriate name in keeping with the whole character of the causeway."

Councilman Jonson asked if that was a substitute motion. Mr. Gregory replied that it is. Councilman Jonson asked for a second. Mr. Weber seconded and the motion passed unanimously.

4. Consideration of providing an update on the projects to the Westshore Alliance and the Clearwater Chamber and businesses in the Rocky Point area.

Councilman Jonson stated the group has already addressed the Westshore Alliance. He mentioned there used to be a representative of the Clearwater Chamber who attended on a regular basis, and he thought he is probably the best connection to them. He added that that outreach is what the state folks have been most interested in, and also from a tourism standpoint.

Ms. Snively had some of the newest brochures from the Florida Scenic Highways, and when you open them up they talk about different ones, there are five or six of the scenic byways listed within. She reported these are being put in Florida welcome stations. Councilman Jonson brought out an article from the morning newspaper he felt was related to naming the trail. Mr. Hoyt stated the state lawmakers are in the most bizarre session this year, between gambling and things like this (referring to the article), he feels they've lost their bearings. Ms. Leonard asked how this would work (referring to the article), if this passes, it's for state facilities? Councilman Jonson replied that the key piece is the legislation that is sponsored by Senator Wise, which is targeted directly at

helping the greenways program find some funding because it's state greenways, separate from DOT, and a friend of his is on that committee and they are struggling to find some way to continue the Florida Greenways Program, and the naming rights is a solution to doing that. They want to do a 12 foot square sign that would identify "sponsored by" and the program. Ms. Leonard stated that would probably affect the trails that would get funding through OGT. Councilman Jonson replied he didn't know, but that would be the type of question that should be asked. Mr. Hoyt commented that this is an example of government greed. Councilman Jonson mentioned that one aspect they haven't talked about is school bus advertising, but it says that school board could pick and choose who they would give the advertising to, and that's a huge first amendment issue on free speech.

Considering the time, Councilman Jonson stated he didn't feel the group could get through the last item, Review of Corridor goals and priorities for 2012. He wanted to talk about the CAC's meeting schedule for this year. The group has not been meeting very often and he finds that a little challenging and he would like to get back to meeting a little more regularly. Mr. Gregory asked if they could do a quarterly schedule and Councilman Jonson replied that, yes, they could. Mr. Gregory referred back to Item 5, and reminded the group that they did identify they want to have input into the design of the trail on the Pinellas side in this year, and that certainly is a goal they should prioritize.

He also stated that in the long term amenities, and while it's not a nice topic, but we're going to have this very long trail with no public restrooms whatsoever. There aren't any at Ben T. Davis Beach either. Ms. Snively added that is supposed to be a City of Tampa project, but they've been running into problems. If there was a set of public restrooms at Ben T. Davis Beach, we could at least recognize where people could go. Ms. Lunsford mentioned that there are so many good things about to happen here, especially once the trail is open, so many people are going to be using the trail, there's going to have to be something done. Ms. Snively reported DOT had it in their report that they were supposed to be finished with that project last summer.

Mr. Gregory stated that the Hillsborough County portion, City of Tampa portion, is so far along, you're going to have to have input as something you're going to overlay on top of the product that comes out of it. In the Pinellas part, there is a chance to, you have a concrete ribbon issue and things like that, you could have something into the process at the beginning. Sanitation is an issue that needs to be addressed. Ms. Snively pointed out that's one of the reasons they are starting talks on the maintenance agreement now, because, as a good example, the utility pathway in just the past two weeks they have finally come up with an agreement between the City of Tampa, DOT and the Aviation Authority. April will mark two years that pathway has been open without a maintenance agreement. Ms. Leonard suggested meeting monthly because there are so many issues they want to be sure nothing drops off the radar.

Mr. Hoyt mentioned that in addition to talking about the schedule for CAC meetings, they also should be talking about a schedule for the outreach meetings. The group decided having a schedule of meetings was desirable as opposed to trying to schedule random meetings. It was mentioned that the group used to meet on the third Friday of each month if a meeting was necessary. Mr. Hoyt asked Ms. Leonard if at a future meeting she could provide a visual presentation of the kinds of things she thought fit the public

art mold that would be appropriate in a trail setting. Ms. Leonard agreed to provide that at the next meeting on February 17. Councilman Jonson indicated he may have a conflict with that date. Ms. Snively informed the group that Mariano is stepping down as the Scenic Highways State Administrator and has been moved over to Transportation Enhancement. Jeff Castor will be taking over the position. Also, the National Scenic Byways Office is closing the end of June since they lost their funding.

Councilman Jonson commended Ms. Snively and Ms. Lunsford for all their hard work. There being no further business, he adjourned the meeting.

Next Meeting: Friday, February 24, 2012 at 10:00 a.m. in the URS conference room