

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

March 16, 2012
10:00 a.m.

Attending:

Jessica Lunsford, Senior Planner, Tampa Bay Regional Planning Council
Ken Hoyt, Citizen, Hillsborough County
Ron Gregory, Vice President, URS Corporation
Christopher Hubbard, Cultural Affairs, St. Petersburg College, Clearwater
Felicia Leonard, Administrative Support Manager, City of Clearwater Parks & Recreation
Diane Tindell, Commissioner Kevin Beckner's Office, Hillsborough County BOCC
Bob Clifford, President and CEO, Clearwater Regional Chamber
Councilman Bill Jonson, Clearwater City Council

Mr. Hoyt made a motion to approve the minutes from the February 24, 2012 meeting, seconded by Mr. Gregory and carried unanimously.

Old Business:

1. Complete assessment tool for the Byways

Councilman Jonson explained that the state has requested the CAC complete this document, but the answers would be short and therefore not too time consuming. Mr. Hoyt remarked that it appeared to be a long, dense document. Councilman Jonson asked if they would like to take it and fill it out. Mr. Gregory thought that would be a good idea since it will require some thought prior to answering. Mr. Hoyt asked if there was an urgency for them to complete it today, and Ms. Lunsford replied that there is no deadline, they had simply been requested to complete it. Since the document is available electronically, Mr. Gregory asked if they intended to have the trail committee fill it out and submit it in this format to them or is it an attachment. It was decided that each member would fill one out then send them to Ms. Lunsford to summarize and bring the results to the next meeting.

2. Status report on the request for renaming the Trail.

Councilman Jonson felt the group needed Ms. Marable for this discussion and suggested they move on to other items and come back later and attempt to contact Ms. Marable by phone. For the benefit of Mr. Bob Clifford, Clearwater Regional Chamber, who had just arrived, Councilman Jonson explained that there was a suggestion from

the Pinellas County MPO to name the Trail, Dolphin Trail. The CAC had not anticipated that the Trail would be renamed, but if it was to be renamed, it would be appropriate to name it for some aspect of the Causeway or the environment that is nearby. Ms. Marable, the CAC's FDOT representative, was going to look into whether or not the group needed to take action.

3. Presentation on trail art.

Councilman Jonson indicated a map showing the segments of the approved and fully-funded project for completion of a multi-use trail across the Causeway. It is a \$20 million project that will include building two bridges parallel to the existing highway bridges, and the rest of it will use the service road to create a pathway for biking, walking, etc. going all the way across.

Ms. Felicia Leonard indicated she had invited Christopher Hubbard to attend. He has looked at some examples of public art around the country on trails. As discussed a couple of months ago, the beginning of these types of projects is the time to start talking about aesthetic design. There is a lot of opportunity, not only from the trail itself, but also from amenity elements, which aren't included in the DOT project. Right now, this \$20 million project is just that, just trail, there are no benches, no water, no shade shelters, etc.

Mr. Hubbard stated the presentation he has put together is a sampling of the variety of public artwork amenities for structures or individual projects that can be included into a trails project. The beauty about public art is that it can take pretty much any shape or form that is needed. It can modify an existing amenity, such as a park bench that can be given to an artist to embellish, or it can be a unique installation of its own. He indicated he will give the group a range of capabilities that would be most accessible and feasible to a trail project of this nature. The first of these is a trail marker used to identify the trail head, the start or the middle of a trail. It can also be used to entice people to come visit a trail, to identify it to someone passing by in a car. A lot of trail markers are in the southwest region of our country. The states of Arizona, Nevada and New Mexico have very well established programs in public art, and the Phoenix public art program is one of the oldest in this country. Mr. Hubbard showed examples of markers used for trails in that region, then he indicated another example used in New Haven, Connecticut. These are a more traditional form of trail marker. They are bronze medallions created by using the city seal and also using a particular seal for that greenway, which serves as a landmark, an icon, and identifies the trail to users. Next were examples of markers used up and down in Pinellas County, which were done by the Pinellas County Public Art Program, and they are at the municipalities that run along side the Pinellas County Trail and are a helpful way to let trail users know what part of the county they are in. In the case of bridges, Mr. Hubbard indicated you can modify an existing amenity or structure with a form of public art. The artwork can be added to the pre-approved structure of the bridge and because they are not load-bearing structures the public artwork can be almost pasted onto the existing structure, so it really would not conflict with any of the design that DOT has done. Shade shelters provide trail users an opportunity to sit down, relax and reflect and enjoy the serenity that the trail can offer. He showed an example of a community based project in Arizona, where the community got together and brought materials for the artist to use. It's a mosaic made up of cracked tile with sayings from local poets, icons created by school children and it was all brought together into a bench project that is a bus stop but also an auxiliary shade structure. Sculptures

are also a way of embellishing, but also identifying the trail as a popular and used location. Public art can also be used for memorials. The benefit of public artwork is once you have an area that you would like to see an amenity or an artwork form you can contact artists with those themes and have them respond back with their past projects or even proposals they would like to see at the site. The amount of successful artwork is limited only by the imagination of the artist.

Mr. Gregory asked if Mr. Hubbard would be able to attend his Westshore Alliance Transportation Committee meeting in May, because he thought this presentation would be of interest to the Alliance, and in particular, the Transportation Committee. They are still concerned with the lack of any kind of amenities for the trail. He thought the committee could align itself with organizations like the Chamber and also the Westshore Alliance and get one approach to this thing. The Alliance is using its own money to build the artwork soon to be installed over at the Kennedy ramps at Westshore Plaza. He also wanted to point out was that the DOT management in Tallahassee in the central office, starting with the secretary and apparently the governor, they are embarking on what they term "bold landscaping." Apparently, in their travels the governor and the secretary have looked at a lot of the landscaping efforts by the DOT and determined that they are not bold. Mr. Gregory indicated he knows this because they have given URS two different contracts to go back and do bold landscaping plans on two interchanges that are really just ugly. If they are embarking on this idea of bold landscaping, this kind of stuff fits in with it on the trail, so one avenue could be to get a unified approach with the DOT management in Tallahassee about recommending a bold landscaping treatment. Ms. Leonard stated that on a project of this scale they would be remiss in not putting in the proper amenities. She thought it would be good to have a secondary project that has enough money in it to put amenities and sense of place elements into it. Mr. Gregory agreed, as long as she was not thinking of changing or modifying the plans that are already in place. Mr. Gregory pointed out that it takes almost a year, following FDOT's process, to design the landscaping elements and get them in and get them within the budget, so if you were to have something recognized by the DOT secretary in the central office and the governor's office and they wanted to do something, they wouldn't do it until fiscal year 2013 and it wouldn't be available until 2014. The governor and the secretary are looking for showcase things, so you have 60 to 70 thousand people a day traveling the Causeway, and also they're looking for such things as gateways. Ms. Leonard stated she drafted a letter regarding public art and thought perhaps they could revise it and ask for them to create a separate project for bold landscaping. Mr. Gregory suggested she bring the letter to the committee meeting at the Westshore Alliance and get them to partner with her and have them co-sign the letter. Mr. Clifford asked if he was correct in hearing that no provision has been made for any type of utilities? Mr. Gregory stated they got the money together to build the structures and the pathway and permits. They're not opposed to things, they just don't have the money. Mr. Hoyt expressed the thought that he thinks they are at the beginning of something and they need to set it up so the whole front end is a lot of exploration on the part of the CAC and its partners into what kinds of things are possible to do, and ultimately ending up trying to prioritize those things and ask which ones do they want and which ones they don't want. They should have some talking familiarity about it so they can make intelligent decisions regarding the things they want to have. They need to think about all the different types of amenities. Finally, the question is cost and where will the funding come from, and you sequence it and begin to talk to people so it all comes together. This is a plan that is going to take some effort on the part of the CAC.

Mr. Gregory stated there is no need to rush, that there is ample time to prepare the basics of a plan, which includes an inventory of what should be done and suggestions on what elements to include. He also added that even if the DOT agrees to do these things, they're going to expect the local governments to sign the maintenance agreements. The way to get this all started is to come to the Alliance's Transportation Committee meeting in May, because once they come on board with something they have a lot of political clout across the board. Mr. Clifford pointed out that this project will make a dynamic statement about regionalism in this area. Councilman Jonson stated the Tourist Development Council has some funding for art that was mentioned. Ms. Leonard stated they have a new local arts agency, but she didn't think it was going to be enough, and she added that she felt their funding source has to come through MPOs and transportation money. Mr. Gregory asked Councilman Jonson if he had had a meeting with Debbie Hunt, and if he had not, he thought it would be a good idea.

Councilman Jonson reiterated actions to be taken beginning with going to the Westshore Alliance meeting in May. Mr. Gregory thinks it is the 16th, but he indicated he would check for sure. Ms. Leonard will contact the Ayers Company to find out about design. Councilman Jonson stated it sounded like an appropriate contact would be Karla Price, or to get into that maintenance discussion. He stated he heard on the Pinellas side that perhaps Pinellas County would take over that, but he doesn't know who that would be. He asked if Ms. Leonard if it would be appropriate for her to go up the chain to inquire. She replied that she already has done that. Councilman Jonson thought it would be a good idea to brief Susan Miller and also Karen Seel. He thought it would be appropriate for he and Ms. Leonard to meet with Ms. Miller first. Mr. Gregory suggested holding off on sending the letter to Mr. Skelton until Councilman Jonson has an opportunity to meet with Debbie Hunt.

4. Updated Goals, Objectives and Strategies

Councilman Jonson reported what he found out while he was going through and making the changes agreed to in the last meeting was that the Goals, Objectives and Strategies that they were working from last meeting was the old version and not the updated version the CAC had included in its five-year Corridor Management Plan. So what he did was fit them in as best he could and he would like the other members to go through them and review.

New Business:

5. Discuss business outreach in Clearwater.

Councilman Jonson reiterated his desire to develop an outreach to the Clearwater Chamber and/or businesses in Clearwater. In the interest of time, he stated this could be put off until the next meeting.

In the meantime, Councilman Jonson indicated he would try to get comments back from Ms. Marable regarding the renaming issue. Mr. Gregory suggested calling her now. Councilman Jonson asked Ms. Marable about the renaming issue discussed at the last meeting and whether the CAC needed to do anything more than what has been done, i.e. the motion they adopted the previous month. Ms. Marable asked if he had written the letter and sent it to Don Skelton. Councilman Jonson replied that he did not send it to Don Skelton, but distributed the motion to all members of the CAC. He thought Ms. Miller forwarded it to Sarah Ward, but nothing was

formally sent to Mr. Skelton. Ms. Marable stated she didn't think anything is happening right now and she didn't believe Hillsborough County has done anything. She didn't think they agreed with the Dolphin Trail, but they didn't really state that. At this point, she doesn't know where it's at, she didn't think anyone else has brought it up. She stated they were trying to find out if there is a formal way, or how would one go about having it formally named and they haven't been able to find that out as yet. Mr. Gregory asked if she was suggesting that Councilman Jonson send the action the CAC has taken to Mr. Skelton? Ms. Marable replied yes. Mr. Hoyt added that that is more of a "for your information" type of communication. Ms. Marable agreed and pointed out the way the action was worded indicated that it was "never the intention of." She couldn't say how much it would weigh, but it would carry some weight. Councilman Jonson told her the group had spent most of the meeting time discussing the Trail, primarily amenities and art and not trying to slow down the project but trying to make sure that in the future there is the capability to come back in with a follow-on project and add some of those things that they think people will need for a long trail. He added they had also discussed the maintenance costs and including certain things in the design that will reduce the long-term maintenance. Ms. Marable asked if he writes the letter to copy her and she will see that Brian gets a copy also.

Councilman Jonson asked if there was anything else to be discussed today. Ms. Marable stated she did not have anything. Councilman Jonson informed her the next meeting will April 20th.

There being no further business, Councilman Jonson adjourned the meeting.

Next Meeting: Friday, April 20, 2012 in the URS conference room at 10:00 a.m.