

2008 Summary Report for: Courtney Campbell

Contact Information

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Corridor Conditions

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)(November 2004) have not changed. Reconstruction of the Tampa Airport Interchanges (SR 60) continues at the east end of the corridor (FPN: 255844 1). This highway reconstruction project started in August 2005 and has an estimated completion date of the Spring 2010.

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

No intrinsic resources within the corridor limits have been degraded or altered during the reporting period.

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. Scenic Highway Group worked with the Florida Department of Transportation (FDOT) on their Enhancement Grant (\$500,000) to investigate the feasibility of providing bicycle/pedestrian access across the causeway bridges. This study received Notice-to-Proceed in July 2007 (Goal 2b & 6). This study kicked off during the reporting year. The feasibility study is now completed and the FDOT is almost ready to kick off the PD&E Study. 2. Supported Keep Hillsborough Beautiful Tampa Bay cleanup events (Goal 1d). Ongoing on yearly basis. 3. Continue the coordination with Westshore Alliance and the Shriners to site and install a sidewalk in front of the Shriners National Headquarters on the Causeway. This sidewalk will provide for safer pedestrian access along the Causeway in the Rocky Point area (Goal 6). Ongoing. 4. Support the City of Tampa's on-going efforts to modernize Ben T. Davis Beach park facilities. Continue to review and comment on site development improvement plans. The City is currently reconstructing the restroom facilities (Goal 5).

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.

Corridor Conditions - Photographs

Goals, Objectives and Strategies

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 are 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 third anniversary all approved GOS's 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; - Received an FDOT Enhancement grant to determine the feasibility of providing bicycle/pedestrian access across the causeway bridges (Goal 2b). - Connection of the Courtney Campbell Scenic Highway web site to the state scenic highway web site (Goal 4a). - Received donations to support the Courtney Campbell Scenic Highway

(Goal 3). - Maintain administrative issues including CME oversight, identification of administrative support, complete end of year report (Goal 3b). - Coordination with FDOT regarding reconstruction activities at the east end of the corridor (Goal 2). - Support of corridor partnership opportunities including; Tampa Bay Estuary educational activities, Tampa Bay clean-up activities and highway safety issues (Goals 1,2,3,4,5,6,7). - Corridor brochure has been updated and distributed. (Goal 4b)

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 GOS's need to be modified. The corridor vision remains clear and all GOS's 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.

Community Participation Program

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. During the reporting year, information in the approved CPP was drawn upon to notify interested parties of the receipt of an FDOT Enhancement Grant. The consultant selected to implement this grant will draw information from the CPP as they develop their project specific public involvement plan. The CAG will continue to review and update the CPP as needed in the future.

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.

In May 2008, the Corridor Advocacy Group (CAG) participated in the 2 public hearings that the FDOT conducted for the Feasibility Study based on the Enhancement Grant received. The public hearings were held to view materials showing various alternatives regarding the study of a Multi-Use Trail along the Courtney Campbell Causeway. The project length is approximately eight miles. The proposed facility is intended for bicycle, pedestrian, and other recreational users thereby providing alternate modes of transportation along the corridor. The CAG did conduct bi-monthly committee meetings during the reporting period. All meetings are noticed to meet legal requirements and meeting minutes are taken and posted. These meetings are open to the public and used to discuss and update interested parties of ongoing activities. No critical/controversial issues were identified.

Funding

12) Describe corridor funding needs, acquisitions and expenditures.

Funding needs remain significant; Needs: (1) Administrative support - The CAG'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 \$10,000 this year to cover administrative support. This funding needs to be reapproved on a yearly basis by the TBRPC. Acquisitions: (1) Founding Donors - The Scenic Highway received donations from ten corporate and government sponsors. (2) The CAG received a FDOT Enhancement grant of approximately \$500,000. This grant is being administered by the FDOT. Expenditures: (1) 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 funding for administrative support. (2) Follow-up funding from founding donors. (3) Identify additional donors 4. Identify targeted grant opportunities.

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.

Measuring Success

18) Traffic Counts Along the Corridor

County	Monitoring Site Number	2-Way Traffic Count (# of cars / day)
Hillsborough	0057	54500

19) Corridor Resources

Resource Name	Description	Special Circumstances
Ben T. Davis	City of Tampa Park	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 for construction in 2008. Picnic facilities are available in this park.

20) Marketing and Promotional Efforts

1. Installation of four scenic highway signs along the corridor was completed upon designation (2006). 2. Corridor brochure has been updated. 3. Corridor website has been tied to the state scenic highway website.

21) Lodging Facilities

How many lodging facilities are along your corridor: 0 - 5

Predominant style of facilities: Predominantly Large, Chain Facilities

If other, please explain:

22) Food Facilities

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

Predominant style of facilities: Predominantly Large, Chain Facilities

If other, please explain:

23) Chambers of Commerce

Chamber of Commerce Name	Address	City	Zip	Phone Number
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24) Private Development

Redevelopment continues to occur in the Rocky Point area at the east end of the corridor. New/updated eating establishments have been added and others are planned.

25) Demographic Changes

Demographics along much of the corridor seem stable. There continues to be a movement to convert apartments to condominiums along the corridor. This conversion is consistent with what is happening throughout the region.

26) Property Value Changes

Recent economic trends have had an impact on property values in the region. Property values along the corridor continue to rise but at a smaller rate than previous years.

27) Changes in Tourist Traffic

The only indicator of tourist traffic specific to the Scenic Highway is the number of visitors stopping at the Clearwater Chamber of Commerce Visitor Information Center on the west end of the corridor. Traffic counts vary from month to month (plus or minus 10% over the previous year). A slight downward trend has been observed on a year-to-year basis. Increased use of the Internet resulting in direct access to tourist information and construction at the east end of the corridor has had an influence on these numbers. Additionally, recent economic trends have had an impact on tourist traffic in the region.

28) Other Comments on Measuring Success.

No additional comments.

Local Government Comprehensive Plan (LGCP) Relationship**29) Discuss how effective the integration of the CMP into the local government comprehensive plan(s) has been.**

Local governments are in the process of updating their Comprehensive Plans using their normal update cycle of periodic reviews. CMP and GOS's are being incorporated.

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.

Problem Areas**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.

N/A

Other Issues**33) Describe how well the CME has operated.**

The CME has functioned well.

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 Department, (8) Clearwater Christian College, (9) Clearwater Chamber of Commerce, (10) Westshore Alliance, (11) URS, (12) TBE, (13) PBS&J, (14) Keep Hillsborough Beautiful, (15) Keep Pinellas Beautiful, and many others.....

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

There are no additional issues on note at this time.