

1. First Name:

Lori

2. Last Name:

Marable

3. Role with Corridor Management Entity:

FDOT Scenic Highway Coordinator

4. Email:

lori.marable@dot.state.fl.us

5. What highway do you belong to?

Courtney Campbell Scenic Highway

6. 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 by emailing them to Floridascenichighways@gmail.com.

The status of the intrinsic resources as presented in the Corridor Management Plan (CMP) Update (December 2010) have not changed. The resurfacing project on SR 60 (424561-1) is currently underway as programmed. This project will also include a Multi-Use Trail from the west end of Ben T. Davis Beach to east of Rocky Point Drive. A new project has been programmed and funded to complete the Multi-Use Trail for the entire length of the Scenic Highway. The Corridor Advisory Committee (CAC) was instrumental in the advocacy for this Multi-Use Trail included in the resurfacing project. TS Debby caused a great amount of debris and some erosion at the Courtney Campbell Causeway Beach. Because the debris represented a danger to the public, the facility was closed for several days. All areas are now open to the public.

7. What, if any, intrinsic resources have been degraded or altered?

No intrinsic resources have been degraded or altered.

8. 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 has initiated construction of the long planned replacement for the restroom facilities damaged in the 2004 hurricanes -- construction to begin the 1st quarter of 2013. (3) Goal 2, between now and 2016 the multi-use trail will be designed and constructed through the FDOT State Enhancement Funds (Goal 2).

9. 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.

10. 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 seventh anniversary as a Scenic Highway, all approved GOSs remain valid for long term accomplishment.

11. 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 In-Kind services from URS(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).

12. 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.

13. 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.

14. Are there proposed ordinances/regulations that may aid goals?

No additional ordinances/regulations are needed at this time.

15. Discuss the effectiveness of the Public Participation Program to date.

The approved Community Participation Program (CPP) is being implemented through Keep Tampa Bay Beautiful. 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. In 2011, Keep Tampa Bay Beautiful recorded more than 10,400 volunteers who picked up 110,913 pounds of trash and recyclables from March through May. This year through expanding our partnerships, more projects will be available to volunteers in more communities than ever before.

16. 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, minor flooding, 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 will be 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 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 likely be inadequate 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.

17. Describe corridor funding needs, acquisitions and expenditures.

To date we have been successful obtaining in-kind contributions. The in-kind donation from FDOT in enhancement funds for completing the Multi Use Trail being the most 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 continues to provide 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.

18. Has obtaining funding been a problem?

Yes

19. 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 continuing 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.

20. Are future funding sources being pursued?

Yes

21. If so, when does the CME anticipate receiving them?

Unknown at this time.

22. How will the funding be used?

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

23. Please identify any intrinsic resources along your Scenic Highway corridor that have experienced impacts or benefits since your previous Annual Report? (List resource name and impact/benefit)

A. Ben T. Davis Beach Park Facilities / City of Tampa: The City of Tampa is currently in the process of reconstructing the park's restroom/concession facilities. The existing restroom facility was demolished. The replacement facility is scheduled to begin construction the 1st quarter of 2013. Picnic facilities are available in this park. B. 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.

24. What Marketing events have taken place since the last annual report?

(1) Corridor website has been tied to the state scenic highway website. (2) The Clearwater Regional Chamber of Commerce has been assisting by placing articles in local newspapers regarding Courtney Campbell Scenic Trail.

25. Lodging Facilities: How many lodging facilities are along your corridor?

5-9

26. What is the most common type lodging facility (hotel, motel, bed & breakfast, etc...) along your corridor?

Some are Large, Chain Facilities; however there are residential rentals, vacation rentals, and smaller local facilities available.

27. Restaurants: What type (fast food, casual family dining, gourmet, diner, etc) of restaurants are generally found along your corridor? Has designation affected the amount or type of restaurants along your corridor?

There are no fast food restaurants along the corridor. There is an even mix of casual family dining, gourmet dining, seafood restaurants, and dining/lounge establishments.

28. Chamber of Commerce: Please list every Chamber of Commerce on your corridor (Name, Address, City, Zip, Contact and Phone)

a. Westshore Alliance, 3109 W. MLK, Jr. Blvd, Suite 140, Tampa, FL 33607, 813-289-5488 b. Tampa Chamber of Commerce, 201 North Franklin Street, Tampa, FL 33602, 813-228-7777 c. Clearwater Regional Chamber of Commerce, 401 Cleveland Street, Clearwater, FL 33755, 727-461-0011

29. Private Development: Has scenic highway designation had an effect on private development along your corridor? If so, how?

Redevelopment continues to occur in the Rocky Point area at the east end of the corridor. 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.

30. Demographic Changes: Have demographic changes taken place since your last annual report?

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

31. Property Value Changes: Have property values been affected since your last annual report?

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

32. Tourist: Has there been a change in the number of tourist since your last annual report?

The only indicator of any change is the St. Pete/Clearwater Area Convention and Visitors Bureau shows a 3.8% increase in tourism for our area in 2011.

33. 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).

34. Discuss any actions that are underway or are needed to maintain consistency with the LGCP (Local Government Comprehensive Plan) and other plans.

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

35. Describe any problems that have arisen regarding the corridor.

No problems have arisen during the reporting period.

36. Describe present and future actions to resolve these issues.

Not Applicable.

37. How has the CME been managed and organized?

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.

38. 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) Keep Tampa Bay Beautiful; (13) Hillsborough County MPO; (14) Pinellas County MPO; (15) elected officials; (16); and Staff.

39. Provide discussion of any other issues the CME feels are relevant to the corridor's 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. The key issue to the CAC 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 new FDOT Multi-Use trail will bring more people to this area and possibly challenging parking availability, and needed amenities, i.e. restrooms, water, shade, etc. Another area of concern has been the Rocky Point Creek tidal gate (MP 5.373). Recently, pedestrians/cyclists using the sidewalk or path would have to go onto the highway shoulder to get around the tidal gate. Fortunately, the tidal gate issue will now be addressed as part of the FDOT resurfacing project.