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DUNEDIN CAUSEWAY BRIDGES
PINELLAS COUNTY
PROJECT DEVELOPMENT & ENVIRONMENT STUDY

DATE: Wednesday, March 11, 2020
TIME: 5:30 p.m. - 7:30 p.m.
PLACE: Hale Activity Center
330 Douglas Avenue
Dunedin, Florida

REPORTED BY: CATHY J. JOHNSON MESSINA
Stenographic Court Reporter
Notary Public, State of Florida

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*** (There were no public comments made to the
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Computer-Aided Transcription

1 MS. HAMMER LEVY: Good evening. Pinellas County
2 would like to welcome you to the Public Hearing for the
3 Project Development and Environment, or PD&E, Study for
4 the Dunedin Causeway Bridges in Pinellas County,
5 Florida. The project limits are from west of Royal
6 Stewart Arms Parkway on Honeymoon Island to the
7 intersection of Gary Place/Gary Circle on Ward Island,
8 a distance of approximately two miles. The proposed
9 improvements involve replacement of the existing Main
10 Bridge with a new two-lane, mid-level movable bridge and
11 replacement of the existing Tide Relief Bridge with a
12 new two-lane, low-level fixed bridge.

13 My name is Kelly Hammer Levy and I am the Director
14 of Public Works for Pinellas County. Today is Wednesday,
15 March 11, 2020, and it is approximately 6:30 p.m. We
16 are assembled at the Hale Activity Center located at
17 330 Douglas Avenue in Dunedin, Florida.

18 At this time, we would like to recognize any
19 federal, state, county or city officials who may be
20 present tonight. I ask that you please stand and
21 introduce yourself for the record.

22 MS. WARD BUJALSKI: Julie Ward Bujalski, Mayor of
23 the great City of Dunedin.

24 MS. BRAMLEY: Good evening. Jennifer Bramley,
25 City Manager, the great City of Dunedin. You've got a

1 theme here.

2 MR. QUINTOS: Jorge Quintos, Public Works
3 Utilities Director, City Engineer for Dunedin, great
4 city of.

5 MS. HAMMER LEVY: This Public Hearing is being
6 held and was advertised in accordance with applicable
7 Federal and State requirements as shown on the citation
8 board located next to the sign-in table and is being
9 conducted in accordance with the Americans With
10 Disabilities Act of 1990. This information is also
11 provided in the project newsletter you received in the
12 mail or can be found at the sign-in table. Public
13 participation is encouraged and solicited without regard
14 to race, color, national origin, age, sex, religion,
15 disability or family status.

16 This Public Hearing is for Pinellas County Project
17 Number 000423A and Florida Department of Transportation,
18 or FDOT, Work Program Item Segment Number 437538-1.
19 The PD&E Study is being conducted by Pinellas County
20 with oversight from FDOT in compliance with all
21 applicable federal environmental laws and pursuant to
22 23 United States Code sub section 327 and the
23 implementing Memorandum of Understanding between FDOT
24 and the Federal Highway Administration signed on
25 December 14, 2016. The FDOT Office of Environmental

1 Management in Tallahassee is the approving authority.

2 This Public Hearing is being held to provide you
3 with the opportunity to officially comment on the
4 Preferred Alternative and the related project supporting
5 documents available here tonight, including effects on
6 the recreational areas of the Dunedin Causeway.

7 The project team looked at various physical,
8 environmental and social impacts of the proposed
9 project. The Preferred Alternative for the Main Bridge
10 is replacement of the existing two-lane, low-level
11 bascule bridge with a new two-lane, mid-level bascule
12 bridge.

13 The proposed bridge would provide 35 feet of
14 vertical clearance over the navigation channel at the
15 fenders in the closed position. Unlimited vertical
16 clearance will be provided in the open position for the
17 width of the channel between the fenders. The horizontal
18 clearance between the fenders will be 100 feet. The
19 proposed bridge would include 11-foot wide travel lanes
20 with 8-foot shoulders that can function as undesignated
21 bicycle lanes in each direction. A 5-foot sidewalk is
22 proposed on the north side of the bridge and a 15-foot
23 wide multi-use trail is proposed on the south side of
24 the bridge.

25 The proposed Tide Relief Bridge would be replaced

1 with a low-level fixed bridge that provides 14.5 feet
2 of minimum vertical navigation clearance and 18.0 feet
3 at the center span. The horizontal clearance between
4 the piers is 115 feet. The typical section of the Tide
5 Relief Bridge would match that of the Main Bridge with
6 11-foot wide travel lanes and 8-foot shoulders that can
7 function as undesignated bicycle lanes in each direction.
8 A 5-foot sidewalk is proposed on the north side of the
9 bridge and a 15-foot wide multi-use trail is proposed on
10 the south side of the bridge.

11 The Preferred Alternative for these bridges would
12 result in the following impacts:

13 Visual impacts as a result of increased bridge
14 height; permanent use of approximately 0.22 acres of the
15 County-owned beach area of the Dunedin Causeway; 0.11
16 acre of permanent wetland impact and 0.25 acre of
17 temporary wetland impact, including 0.04 acre of
18 seagrass impact; and nine identified sites related to
19 environmental contamination risks with one site being
20 rated as medium, as well as the presence of metal-based
21 paint in the existing bridge materials.

22 The Preferred Alternative is expected to have
23 minor impacts to mangroves, tidal flats and seagrasses.
24 Although the Preferred Alternative includes temporary
25 and permanent impacts to protected habitats, these

1 impacts were avoided and minimized to the greatest
2 extent practicable. Species protection measures will
3 also be implemented to further reduce project impacts
4 during construction. Pinellas County will continue to
5 coordinate with regulatory agencies to ensure that the
6 project satisfies all mitigation requirements of Part 4
7 of Chapter 373, Florida Statutes, and 33 United States
8 Code Section 1344.

9 Based on the findings included in the Natural
10 Resources Evaluation and interagency coordination with
11 the U.S. Fish and Wildlife Service, National Marine
12 Fisheries Service and Florida Fish and Wildlife
13 Conservation Commission, the Preferred Alternative
14 will either have no effect or is not likely to
15 adversely affect federal and state protected species.

16 Additionally, the Preferred Alternative is
17 anticipated to have minimal involvement with essential
18 fish habitat and no involvement with federally designated
19 critical habitat.

20 The project will not have any permanent noise, air
21 quality, major utility, economic or social impacts to
22 the surrounding communities. Access to causeway
23 recreational areas will be maintained to the extent
24 feasible during construction. No involvement with
25 archaeological sites and historic resources will occur

1 as a result of the proposed improvements.

2 One of the unavoidable consequences of implementing
3 a transportation project such as this can be the
4 necessary acquisition of privately-owned land and the
5 subsequent relocation of families or businesses
6 displaced by such acquisition. We anticipate no
7 property acquisitions and no relocations as part of
8 this project.

9 When you arrived this evening, you should have
10 received an informational package containing a handout
11 and comment form. If you were not able to sign in or
12 did not receive an informational package, please stop
13 by our sign-in table before leaving this evening.

14 Anyone desiring to make a statement or present
15 written views and/or exhibits regarding the location,
16 conceptual design, social, economic or environmental
17 effects of the proposed improvements, including effects
18 on the recreational areas of the Dunedin Causeway, will
19 now have an opportunity to do so.

20 If you have completed a speaker's card, please give
21 them to a County staff member. If you have not received
22 a speaker's card and wish to speak, please raise your
23 hand so we can get you a card to complete.

24 Written statements and exhibits may be presented
25 in lieu of or in addition to verbal statements. All

1 written statements received at this section of the Public
2 Hearing and by Pinellas County postmarked no later than
3 Monday, March 23, 2020, will become a part of the PD&E
4 Study's public record.

5 At this time, I will call upon those who have
6 turned in speaker's cards. When you come forward,
7 please state your name and address clearly into the
8 microphone for the record. If you represent an
9 organization, municipality or other public agency,
10 please provide that information as well.

11 Please keep in mind that this is not a question
12 and answer period but a time for you to state your views
13 and comments about the Dunedin Causeway Bridges PD&E
14 Study to be included in the formal Public Hearing
15 record.

16 Please limit your comments to the Dunedin Causeway
17 Bridges PD&E Study and keep them to three minutes in
18 order to allow everyone an opportunity to speak. If
19 you have additional comments related to the PD&E Study,
20 you may continue with the court reporter after the
21 formal session.

22 The first speaker is Gregory J. Kuebler.

23 MR. KUEBLER: I'm going to submit written comments
24 instead of speaking.

25 MS. HAMMER LEVY: Oh, okay.

1 Jackie Nigro.

2 MS. NIGRO: Good evening, everyone. My name is
3 Jackie Nigro. I have been Chair since 2014 of the
4 Citizens Resident Ad Hoc Committee for the Causeway
5 Bridge replacement.

6 We have met during the last six years and now
7 hopefully coming to conclusion. I am a resident of
8 Royal Stewart Arms, 9 Haig Place, Number 502, obviously
9 on Honeymoon Island itself.

10 From the outstart the City of Dunedin, delightful,
11 indeed, has been very supportive in, first of all,
12 creating our group that the citizens had someone who
13 could speak about this and who welcomed the citizens
14 to their meeting, our meeting, regarding the replacement
15 of our bridges.

16 Those bridges are dear to us, especially the people
17 who live out there and the people who go there all over
18 the weekend and everyday. It's heaven. It's a free
19 heaven, as a matter of fact.

20 Anyway, there were six of us and myself on the
21 committee, and each one of us, and I think I speak for
22 them, several of them are here this evening, feel that
23 the City staff, our mayor and the consultant staff and
24 the Commission from Pinellas County have been so
25 supportive and informative to us the whole time this

1 process has been going on these last six years.

2 And for new residents, the residents who don't
3 really know anything about it, and I understand how that
4 happens, you can be assured from me and from our City
5 staff, Commission and our mayor and the folks I have
6 spoken about from Pinellas County, you will be well
7 served in this bridge that goes up.

8 Thank you.

9 MS. HAMMER LEVY: Julie Ward Bujalski.

10 MS. WARD BUJALSKI: Julie Ward Bujalski, 1856
11 LaGrand Drive, Dunedin.

12 I am the mayor of the great City of Dunedin. I
13 thank you all for being here today. I'm just going to
14 follow-up Jackie.

15 First, I want to say, Jackie, thank you so much for
16 the six years -- actually, I think it's almost been
17 seven, because we started talking about this in 2013 --
18 for heading up our Citizen Ad Hoc Committee and leading
19 folks -- some of the folks that are here today to be the
20 voice for our residents.

21 While the City of Dunedin is not building this
22 bridge, the Pinellas County is, they have been so
23 wonderful to work with us and to listen to our concerns.

24 Mainly, A, we didn't want a high bridge like
25 Bellaire Causeway, a big bridge to go to nowhere; we

1 didn't want our recreation to go away and be sucked up
2 by a large bridge; we didn't want to affect our views;
3 we didn't want to negatively impact the environment.

4 And so I think everyone as a part of this process
5 has really looked at those things and tried to come up
6 with the best solution possible and something that will
7 last us another 70 years once it's built, and that was
8 really important to us.

9 It's a jewel in our city, the Dunedin Causeway.
10 I've been going there since I moved here when I was five,
11 so all my life. So it's really important to us.

12 I want to thank the City Commission who also
13 unanimously supported the recommendation of the
14 mid-level bridge, and we have our fingers crossed to be
15 able to work with the County, the State and the feds to
16 get our funding.

17 So many people worked hard on this. As Jackie
18 mentioned, it's been a six, seven-year process, and this
19 is the final piece, and so we wish everyone good luck in
20 lobbying and fighting for the money and let us know what
21 we can do to help.

22 MS. HAMMER LEVY: David Ballard Geddis.

23 MR. BALLARD GEDDIS: My name is David Ballard
24 Geddis. I'm a long-term resident of Dunedin and grew up
25 here.

1 I feel as though that the Tidal Bridge here is
2 inadequate and I think what we need to do is expand
3 this to allow a proper tidal flow to get to the estuary
4 that's behind Caladesi Island, which is in a state of
5 decay. The Causeway itself actually prohibits that with
6 tidal flow from getting to the ecology that requires
7 that flushing.

8 What I also think we need to do is take some of
9 this sand here and start building a finger off of the
10 Causeway northward. There's a lot of sand that's
11 in-filled on the inside of Hurricane Pass here that we
12 could also dredge to start building a finger northward.

13 As the population is growing, we all know that the
14 Causeway is very busy on the weekend and summertime and I
15 know that we're going to have some dredging equipment in
16 the area.

17 Gus Bilirakis is hoping to get the Anclote River
18 dredged in the near future. Maybe we can get that
19 equipment down here and we could start developing the
20 Causeway and make a finger run out maybe a mile or so
21 to handle the weekend jet skis or recreation for people
22 that want to come to enjoy the Causeway on the weekends
23 and alleviate some of this inadequacy for the tidal flow.
24 We do have an ecological problem in the back of Caladesi
25 Island so I thought I'd throw that in.

1 I think this is a half measure in light of what we
2 could make this.

3 Thank you.

4 MS. HAMMER LEVY: Kim Begay.

5 MS. BEGAY: Hi. My name is Kim Begay and I'm the
6 conservation advocate and vice-president of Clearwater
7 Audubon Society here in our beautiful north county area,
8 and I was just a little bit concerned about the placement
9 of the turn in for the mid-level proposed bridge on the
10 very northeast end.

11 I realize that there are limitations as far as
12 where you can put the turn in in, but I think the
13 farther west you can go away from the mangrove area, if
14 you could extend it down a little farther, I don't know
15 if that's possible, just a little bit farther away from
16 the mangrove area, which is also a salt marsh, because
17 the shore line there, I think, has been establish from
18 Anclote. With the coastal island sanctuaries of the
19 Audubon Florida Organization, is an established foraging
20 ground for the rarest wading bird in North America, which
21 is the Reddish Egret.

22 Right now we have a two-year-old sub adult male
23 who is foraging on that shore line every single day. And
24 the reason he is there now is because the resident
25 female who normally forages is now nesting on marker 26

1 island so she's not around as often and he's, like, wow,
2 she's gone so I'm coming over here now.

3 And the problem with Reddish Egrets is they're very
4 specific as to where they forage. They only forage in
5 one habitat, which is the coastal tidal habitat, and they
6 just love it down there.

7 And I've been going there everyday except until
8 just recently when I had to have a big surgery, but I --
9 and Kelly Levy knows that I go down there almost everyday
10 and I have been monitoring those birds, the Reddish
11 Egret, for Audubon Florida and for some of the regional
12 FWC biologists when there was a proposed use down there
13 that would adversely affect the Reddish Egret.

14 But anyway, we also have many other species down
15 there, like, Little Blue Herrings, which are a threatened
16 species, and these birds are part of the FWC Imperiled
17 Species Management Plan -- 60 seconds less -- anyway, I
18 could go on and on about the birds, but I just want to
19 make sure that if we could get the turn in as far away as
20 possible from that mangrove area. We have so many
21 important species. We recently had a Solitary Sandpiper
22 down there. We have Red Knots, critically endangered
23 species. They utilize that little-used public area, you
24 know, for their needs when they're migrating and for
25 their critical established foraging habitat, which is

1 protected by federal law.

2 And I know the County's going to do everything
3 possible, but I just would invite everybody who sees
4 those Reddish Egrets down there everyday to please speak
5 up for them, and I know the planning will probably take
6 into account that very threatened species, but I just
7 want to make sure that there's a record that they're
8 down there everyday, and I have plenty of data literally
9 daily for over two and a half years detailing that.

10 Thank you so much and let's protect our birds.
11 Don't forget about them.

12 MS. HAMMER LEVY: Thank you.

13 Does anyone else wish to make a statement?

14 John Torriga.

15 MR. TORRIGA: I was not intending on speaking
16 tonight and I came here to listen to a presentation,
17 but given the opportunity I guess I'll just make a couple
18 of comments.

19 I've been very much aware of this bridge over a
20 period of time. My children were raised on that area of
21 property called -- well, we all refer to it with many
22 different names. And, obviously, I've been very much
23 involved in the coastal City of Dunedin. I was involved
24 as the chair of the Waterfront Task Force and at that
25 point in time that's when we said, hey, we need to get

1 somebody and take a look at this to make sure we all
2 understand what the options are for this bridge.

3 And I just wanted to bring out a couple of things
4 and perhaps could be presented to us if it's not been
5 covered.

6 One of the comments that I had about the higher
7 bridge, my preference, as people would expect, would be
8 the lower bridge, of course, because that's what I'm
9 used to, but I also discussed this previously on the
10 topic of sustainability and safety. And with the high
11 bridge, the safety, I believe, is significantly higher
12 from the standpoint of ingress and egress.

13 Now, there are times when it's not. If you have a
14 140-mile an hour wind, none of the bridges are going to
15 be safe, shall we say.

16 But if an occurrence happens on the other side of
17 the bridge, and there's nothing more than what a
18 municipality is responsible for is safety and security.

19 And so if you've got to get from one side to the
20 other and you have a bridge that is not working, for
21 whatever reason, if it's movable it's possible it will
22 not be working, and you can look at the statistics and
23 our bridge has been down frequently.

24 It's a tremendous cost difference between the
25 higher bridge and lower bridge. The higher bridge, as we

1 all know, is much less expensive. From the maintenance
2 and operational standpoint, it's also a lot less
3 expensive.

4 So there's two things that I just wanted to talk
5 about. Sustainability. When people -- I've watch this
6 over the years -- when a bridge cannot operate, people
7 leave their cars running and, boom, what do you have?
8 You have pollution going on.

9 When the boats circulate down below, the same thing
10 occurs. We have seagrass down there and they're waiting
11 to go under the bridge.

12 I've been a boater. And when you have the higher
13 bridge it's a lot easier to see what's happening as you
14 approach it.

15 Also, if you're a sailboater I understand a 36-foot
16 boat has a 36-foot mast and it would not be able to get
17 underneath that bridge, and again the bridge would have
18 to go up.

19 So I just wanted to bring those points full
20 awareness, that's all. And if we end up going with the
21 higher bridge or we have to go with a higher bridge, it
22 would work, it would work. I'm comfortable about that,
23 but I just want to make everybody aware of that.

24 Thank you.

25 MS. HAMMER LEVY: Tom Unverferth.

1 MR. UNVERFERTH: Hi. I'm Tom Unverferth. I live at
2 7 Elgin Place in Dunedin right off the causeway at Royal
3 Stewart Arms.

4 The concern as a resident, and we have many that
5 are here this evening, is traffic going in and out of the
6 park. In the -- in both the typical section that you're
7 displaying over here, the width of the vehicular traffic
8 has not been increased. It's still 11 feet. So it
9 appears that what we're doing is we're making more
10 accessibility for walkers and bicyclists in both
11 scenarios.

12 So has there been given any thought by the City to
13 eliminate the traffic congestion -- someone mentioned on
14 the weekends when it's nice everybody's trying to get to
15 the park -- to increase the lanes, entry lanes, into the
16 park make two of them employ Suncoast or SunPass to allow
17 the cars -- people that have SunPass to go through the
18 entranceway of the park, and then have two lanes for
19 those people that need change or want to use credit
20 cards. That would eliminate -- if you can get the people
21 in the park, it would eliminate those back-ups all the
22 way up to Belcher Road during 4th of July, birthdays and
23 the others and we wouldn't have to -- because we're not
24 increasing vehicular traffic lanes. So that's my
25 comments.

1 And the other is that -- someone said there will be
2 no impact to the environment. That's got to be wrong.
3 Anytime you disturb by building, there's going to be some
4 disturbance.

5 And the last point is the funding. If this project
6 is four years and you propose \$77 million plus \$9.7
7 million, that inflated value in four years is going to be
8 substantially higher than that.

9 So those are the concerns. Thank you.

10 MS. HAMMER LEVY: Is there anyone else who wishes
11 to make a statement? We have a hand back here.

12 MS. CHARPENTIER: Okay. My name is Barbara
13 Charpentier and I live in Med Manors. And I love
14 Honeymoon Island and I'm concerned about the bridge.
15 I'm concerned about all of the traffic and the
16 construction of a temporary bridge. I'm concerned
17 about the noise.

18 And it seemed to me like you said there's not going
19 to be a noise factor to anybody who lives around there.
20 Four years of banging and drilling and blah, blah, blah
21 is going to be a lot of noise for anybody that lives
22 around that area for upteen years. I think that's a
23 pretty false statement.

24 There's going to be a lot of traffic that is going
25 to be disturbed. It's going to be longer lines. I'm

1 just not for this.

2 MR. YANER: Hello. I'm Terri Yaner and I've lived
3 here on Gary Circle and I've lived near the Dunedin
4 Causeway for 20 years.

5 And as far as I see it, I'm thinking what is the
6 purpose of this bridge. Our problem is the traffic.
7 Traffic is horrendous. I've watched it change for the
8 past 20 years.

9 Another thing, the gentleman who brought up Royal
10 Stewart Arms, getting in and out of Royal Stewart Arms
11 is a nightmare and it's very dangerous.

12 We have a big problem at Bayshore and Curlew
13 Causeway with traffic and accidents, and I just don't
14 see where we're focusing on the real problems that we
15 have, but maybe somebody could explain that to me.

16 Thank you.

17 MS. HAMMER LEVY: Does anyone else wish to make a
18 statement?

19 MR. POWELL: My name's Allan Powell. I live at
20 Royal Stewart Arms, Royal Cove, Number 8.

21 I wanted to back up the comment that was made
22 about the traffic going into the park. I'm really
23 sitting here thinking about the amount of time and
24 energy that has been put into these studies with
25 totally ignoring that issue. I find it hard to believe

1 that that hasn't been brought up.

2 On busy days we have several hundred cars idling
3 their engines for up to an hour or more trying to get
4 into that park. Talk about pollution.

5 I think somehow we need to get those lanes
6 improved as it was offered here and do some common
7 sense things.

8 Spending this kind of money and ending up with the
9 same congestion and traffic problems I think is kind of
10 nuts. We need to look at that area.

11 Thank you.

12 MS. HAMMER LEVY: Does anyone else wish to make a
13 statement?

14 The Public Hearing transcript, written statements,
15 exhibits and reference materials will be available for
16 public inspection at Pinellas County Public Works,
17 22211 US Highway 19 North, Building 01, Clearwater,
18 Florida, 33765, within three weeks.

19 It is approximately 7:00 p.m. I hereby officially
20 close the formal portion of the Public Hearing for the
21 Dunedin Causeway Bridges PD&E Study. You may continue
22 to view the materials on display and speak with our
23 project staff.

24 On behalf of Pinellas County, thank you for
25 attending. Good night.

STATE OF FLORIDA
COUNTY OF PINELLAS

_____/

I, CATHY J. JOHNSON MESSINA, Stenographic Court Reporter and Notary Public in and for the State of Florida at large, hereby certify that the proceedings were recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

WITNESS my hand and seal this 31st day of March, 2020, at Dunedin, Pinellas County, Florida.

Cathy J. Johnson Messina
CATHY J. JOHNSON MESSINA
Stenographic Court Reporter

MY COMMISSION NO: GG 47870
NOTARY ID NO.: 276780
EXPIRES: December 17, 2020

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