



Overview of Meeting

Pinellas County conducted a Public Alternatives Workshop for the San Martin Boulevard over Riviera Bay PD&E Study on July 18, 2016, from 5:00 pm to 7:30 pm at the Holy Family Church, Diffley Hall, 200 78th Avenue NE, St. Petersburg, Florida. The purpose of the meeting was to provide an opportunity for the community to learn about the alternatives currently under consideration, ask questions, and provide comments. The workshop was advertised in the Tampa Bay Times and Florida Administrative Register. Meeting notifications, project fact sheets and comment forms were sent to elected officials, agencies, property owners near the proposed improvements, and other interested parties.

Eighty-three (83) individuals signed in at the meeting. Attendees were given a project fact sheet, a project comment form, and a preference survey at the sign-in table. An informational project video was shown continuously in the hall during the open house. Project aerials as well as environmental and engineering boards were on display at the meeting. Project team members were available to answer questions and take comments. Comment forms and preference surveys could be completed at the meeting and dropped in the comment boxes or completed later and mailed to the project manager. An online version of the preference survey was also available on the project website. All materials on display were uploaded to the project website, <http://www.pinellascounty.org/sanmartinbridge>, following the meeting.

Comments received from the public as a result of the workshop and are summarized below. Twenty-three (23) preference surveys and forty-five (45) comments were received between June 19 and July 28, 2016. Additionally, sixty-eight (68) responses were received on the online version of the preference survey between July 19 and August 18, 2016.

As part of the PD&E Study process, the alternatives were developed for the potential rehabilitation or replacement of the existing San Martin Boulevard Bridge over Riviera Bay. Information about each bridge replacement alternative was available at the workshop, including a no build alternative and three build alternatives: Left-shifted (West) Alternative, Centered Alternative, and Right-shifted (East) Alternative. A bridge alternatives comparison matrix was prepared and presented in the project fact sheet and on a display board.

The project team also presented a set of potential trail enhancements for the extension of the North Bay Trail from Macoma Drive to Gandy Boulevard. Three different trail alignments were also presented at the meeting, including a Left (West) Alignment, a Right (East) Alignment, and a Hybrid Alignment. A trail alternatives comparison matrix was prepared and presented in the project fact sheet and on a display board.

Preference Survey Results

Meeting participants were asked to provide their input or preference for the two sets of alternatives. Results of the online preference survey, the in-person preference survey, and preferences indicated as part of input provided in a comment were compiled and used to determine if there was a community preference for any of the alternatives.



A total of 105 responses were registered for the bridge alternatives preference survey question. Of the three bridge replacement alternatives, the Right-shifted (East) Alternative received the highest number of responses (41 or 39% of all responses). The Centered Alternative received the second highest number of responses (36 or 34% of all responses). The Left-shifted (West) Alternative received 24 responses (23% of all responses). Only two respondents were in favor of a No Build Alternative. One respondent was in favor of any of the three build options and another respondent was in favor of either the Left-shifted (West) or Right-shifted (East) alternatives.

For the trail alternatives preference survey question, 102 responses were registered. Almost half of all responses were in favor of the Trail Alternative 2 Right (East) Alignment. Trail Alternative 1 Left (West) Alignment received the second highest number of responses (32 or 31% of all responses). The Trail Alternative 3 Hybrid Alternative was not a preferred, with 19 responses in favor of this option (19% of all responses). One respondent was in favor of either the Trail Alternative 1 Left (West) Alignment or Trail Alternative 2 Right (East) Alignment.

The complete results of the survey and input from the comments received are summarized in the tables below.

Bridge Alternatives Preference Survey Results Summary

Alternative	Preference Results	% of Total
Centered Alternative	36	34%
Right-shifted (East) Alternative	41	39%
Left-shifted (West) Alternative	24	23%
No Build Alternative	2	2%
Any Build Option	1	1%
Left or Right Alternative	1	1%
TOTAL	105	

Trail Alternatives Preference Survey Results Summary

Alternative	Preference Results	% of Total
Trail Alternative 1 Left (West) Alignment	32	31%
Trail Alternative 2 Right (East) Alignment	50	49%
Trail Alternative 3 Hybrid Alignment	19	19%
Left or Right Alignment	1	1%
TOTAL	102	



Comment Summary

Several individuals provided comments at the workshop and in the comment period that followed. A summary of their concerns or issues by topic is provided below.

Safety

Many comments included concerns for and/or recommendations for improving safety for drivers, pedestrians and bicyclists. The road's curves and blind corners were mentioned; it was noted that the left (west) curve would create a more dangerous curve than current. Bicyclist and pedestrian safety comments contained suggestions of no crossings of San Martin Boulevard and the introduction of speed-bumps from Osceola Court to Tallahassee Drive to make entering and exiting the Weedon Island Preserve a safer experience. A resident also mentioned concern of evacuation from the area due to storm surges and having the bridge support three lanes of exiting vehicles. A request was made to relocate the utility poles that are close to the road.

Recreation

The addition of a bike lane is a common theme among the comments. Requests were made to add a five foot (5') bike lane for the length of the project, to add a sidewalk, bike trail and a fishing area to accompany the bridge project. Recommendations were also made for low level lane dividers or "rumble strips" to separate the bike lanes from the main roadway.

Environmental

Comments included requests to remove the Brazilian Pepper trees and all invasive species from the bridge area. Several comments were made about widening the channel width under the bridge for better flow in and out of the canals. Requests were made for the installation of a reclaimed waterline and for biological treatment ponds for bridge run off. Comments were made in support of the alternative with the least impact on the mangroves, wetlands and wildlife and to avoid disruption of the manatee birthing and dolphin pup training west of the Sunlit Cove boat ramp.

Bridge

Comments were submitted in support and opposition of raising the height of the bridge. Supporting comments mention larger boats. Opposing comments mention low water levels in the canals which wouldn't accommodate larger boats. A comment was made about previous canal dredging attempts failing due to Tinney Creek deposits. Several comments were in support of widening the bridge for passage of two boats at a time.

Traffic

Requests were made for a stop light to be immediately placed on Gandy Boulevard and San Martin Boulevard and to leave the bridge open during construction for traffic flow. A request was also made to not install new stop signs or lights.

Quality of Life / Aesthetics

Residents voiced concern over the east alternative changing the environment of the backyard of the houses close to the bridge; a request was made for a meeting to discuss this concern.