Malabar Road PD&E Study

Alternatives Public Meeting Presentation Script

Slide 1

Good evening! The City of Palm Bay welcomes you to the Alternatives Public Meeting for the Malabar Road Project Development and Environment, or P-D-and-E, Study. This project begins at the St. Johns Heritage Parkway and terminates at Minton Road, a distance of approximately 4 miles.

The City of Palm Bay is conducting this project as part of the Florida Department of Transportation's or FDOT's Local Agency Program allowing municipalities to conduct federally funded studies. The project's Financial Project Identification Number is 437210-1.

We thank you for attending tonight's meeting and look forward to receiving your feedback. Now let's get started.

Slide 2

This Local Agency Program funded project is being administered by the City of Palm Bay, and will be approved by FDOT's Office of Environmental Management or O-E-M. In compliance with the Federal Highway Administration or FHWA and FDOT policy, the environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the FHWA and the FDOT.

Slide 3

We would like to recognize any elected officials at this time. Are there any elected officials in attendance that would like to be recognized and/or make any comments?

[CLICK TO SHOW GRAPHIC]

You can let us know by submitting a note in the Questions box or using the raise hand feature by clicking the icon in the control panel. We will now pause the presentation to allow elected officials the opportunity to make comment.

[PAUSE PRESENTATION TO ALLOW ELECTED OFFICIALS TO SPEAK]

Slide 4

Due to the State of Emergency declared by Governor DeSantis in Executive Order 20-52 as a result of the COVID-19 pandemic, this meeting has been authorized to be held as a Virtual Public Meeting. We are using the GoToWebinar meeting platform. There is no cost to the public to log-in or dial-in to participate in the meeting. We also welcome those joining us this evening through the City of Palm Bay's public information system.

Slide 5

Before we start the presentation, I will share a few housekeeping items. For those joining by GoToWebinar, on your screen, you should see something that looks like this box in the upper-right corner. To listen to the meeting, your computer or device speakers are selected by default. If you prefer to listen by phone, select

"Phone Call" in the Audio panel of the control panel and dial-in using the information on your control panel display.

Slide 6

For those who dialed into the meeting on a telephone line and are viewing a hardcopy of the slide presentation, the presenter will announce the page number of the slide being shown on the screen. If you have not downloaded the slides, you still have time to access the content via the website at www.palmbayflorida.org/MalabarPDE.

Slide 7

Slide #7 - All attendees will be placed in Listen Only mode throughout the meeting. You can submit comments or questions by typing them into the GoToMeeting's Questions box on the control panel. Comments or questions can be submitted at any time during the meeting. We will collect these comments and provide responses in writing after the comment period which ends on October 5th.

Slide 8

Slide #8 - Those watching this webinar via the City's public information system, you will not be able to ask questions during the webinar. If you are watching the webinar via the City's website or if you dialed in using a telephone line, you can submit your comments after the meeting by standard, printed public comment forms available at City Hall that can be submitted by mail, email or deposited into a comment box at City Hall's Community Meeting Room A, or by comment forms on the project website at www.palmbayflorida.org/MalabarPDE. Comments will be accepted if received or postmarked by October 5, 2020.

We thank you for taking the time to provide us with you input. It is a critical element of the project.

Slide 9

Slide #9 - If you happen to experience technical issues during the meeting, please report the issue via the Question box. Staff will do their best to assist you. In the event you continue to experience technical difficulties, the meeting is being recorded and will be available to view on the project website.

Slide 10

Slide #10 - The purpose of tonight's meeting is to provide an outline of the PD&E study process; review the project and the activities conducted to date, and finally, review the proposed roadway options, known as alternatives – and the impacts and enhancements of the various alternatives. Additional details such as the schedule, contact information and other items will also be covered during tonight's meeting.

Slide 11

Slide #11 - The meeting was noticed per state and federal regulations and guidelines. Public notice for this virtual public meeting, including information on how to access the meeting platform, was provided in an email to elected and appointed officials and other agencies, a newsletter mailing to property owners and tenants, a posting in the Florida Administrative Register, and an advertisement in Florida Today. Notice was also posted on the project website.

Slide 12

Slide #12 - Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to the City of Palm Bay's compliance with Title VI may do so by contacting Charleena Cox, City of Palm Bay Director of Human

Resources, Title VI/Nondiscrimination, ADA Coordinator by phone at 321-950-3421 extension 3241, or via message using the Staff Directory List at www.palmbayflorida.org.

Slide 13

Slide #13 - Now let's get into the details of the Malabar Road PD&E Study.

This study involves the segment of Malabar Road located within both the City of Palm Bay and Brevard County. The study begins at the St. Johns Heritage Parkway and extends east through Minton Road, a distance of approximately four miles. In the existing condition, Malabar Road is a two-lane undivided roadway; the purpose of the study is to evaluate the four lane widening throughout the study limits.

The project location map shown here depicts the study limits and the general study area. Malabar Road from St. Johns Heritage Parkway to the C-10 Canal is a county road maintained by Brevard County; from the C-10 Canal to Minton Road, Malabar Road is owned and operated by the City of Palm Bay.

Slide 14

Slide #14 - You may be asking, what is a PD&E Study?

A PD&E study is a blending of engineering, environmental assessments, and public involvement activities. It is FDOT's process to adhere to the National Environmental Policy Act requirements. The flow chart shown here illustrates the PD&E process; we are currently in the alternative's development and evaluation phase. Project approval is obtained by FDOT's Office of Environmental Management approval of the Type 2 Categorical Exclusion.

Slide 15

Slide #15 - The PD&E study is evaluating two four lane widening alternatives. The first alternative is a minimal right-of-way alternative known as Alternative A; the second is an option meeting desirable design criteria and slightly increases right-of-way, known as Alternative B. Multimodal features, a shared use path in addition to safety improvements are also being considered. These will be presented later during the alternative's discussion. The Federal process is being followed to develop a Type 2 Categorical Exclusion and receive Federal funding for future project phases.

Slide 16

Slide #16 - The purpose and need of this project is to address existing and future transportation demand, meaning future traffic volumes and then determining the roadway capacity needed to meet that demand. As mentioned above, the study will also evaluate safety and bicycle and pedestrian enhancements. The study will also address the need to access St Johns Heritage Parkway by enhancing system linkages.

Slide 17

Slide #17 - This PD&E Study is included in the Space Coast TPO 5-Year Transportation Improvement Program and the overall project is included in the Long-Range Transportation Plan. The next phase, preliminary engineering, is not yet funded in the 5-Year Transportation Improvement Program.

Slide 18

Slide #18 - The map on this slide shows the existing 2020 traffic and the 2050 future traffic demand on Malabar Road for a two to four-lane widening within the study limits. To summarize, traffic volumes on the corridor are anticipated to almost double from 2020 to 2050.

Slide 19

Slide #19 - Level of service (LOS) is used to evaluate traffic conditions. A letter is given to a roadway indicating its level of service, starting with "A" as best and ending with "F" as failing, similar to grades in school. The City of Palm Bay's level of service standard for roadway segments is "C" or better. For intersections, the City's level of service standard is "E" or better.

The existing traffic analysis shows the only roadway segment to operate LOS "C" or better is from Krassner Drive/Bending Branch Lane to Jupiter Blvd. Most intersections currently operate at LOS "E" or better.

In the 2050 no-build condition, the entire corridor operates at LOS E or worse as a two lane roadway. From St. Johns Heritage Parkway to Plaza Entrance it is LOS E. Also, in the 2050 no-build condition three signalized intersections, being Jupiter Boulevard, Plaza Entrance, and Minton Road, are LOS E and worse. Malabar Road at Jupiter Boulevard and at Plaza Entrance would be LOS F.

Slide 20

Slide #20 - From 2015 to 2019, a total of 621 crashes have occurred within the study limits. Crashes have been generally increasing over the past 5 years. Fortunately, there were no fatal crashes; however, the number of injury crashes slightly increased.

Slide 21

Slide #21 - The most prominent crash type is rear-end crashes with over ½ of all crashes. The combination of left-turn, sideswipe, and angle crashes is about 1/3 of all crashes. The combination of pedestrian and bicycle crashes is 3% of all crashes.

Slide 22

Slide #22 - The highest crash locations along Malabar Road are at the intersections of Minton Road, Jupiter Boulevard, Maywood Avenue/Daffodil Drive, and Plaza Entrance. The combination of crashes at these four intersections is nearly 60% of the corridor's total crashes.

Slide 23

Slide #23 - You may be aware of some ongoing nearby projects. Projects most closely related with this PD&E study are the St. Johns Heritage Parkway Alternative Corridor Evaluation Study being conducted by Brevard County. This study is to evaluate potential corridors to extend St. Johns Heritage Parkway between Babcock Street and Malabar Road, which is expected to be complete by Winter 2021 The Jupiter Elementary Safe Routes to School projects adding a sidewalk on Malabar Road from Hurley Boulevard to the United States Post Office driveway west of Jupiter Boulevard is being conducted by the City of Palm Bay. Construction of this project will start later in 2020. The Babcock Street PD&E Study from south of Micco Road to Malabar Road is to the east of our project area and is being conducted by FDOT. The project completion is expected by mid-2021.

Slide 24

Slide #24 - The engineering analysis conducted in this PD&E study considers different roadway widening concepts known as Alternatives A and B, existing and proposed right-of-way widths, different intersection improvement alternatives including signalization and roundabouts, the C-20 Canal impacts, a new bridge

over the C-10 Canal, and evaluating traffic operations, safety, and a shared-use path along the north side of Malabar Road.

Slide 25

Slide #25 - The existing typical sections shown on this slide are between the St Johns Heritage Parkway and the C-10 Canal bridge. The existing roadway is generally a two-lane undivided roadway with two 11-foot or 12-foot lanes. Existing Right-of-Way on Malabar Road from St Johns Heritage Parkway to Minton Road is generally 66 feet but in some locations is as wide as 112 feet. Through this area there is an existing sidewalk along the north side of Malabar Road.

Slide 26

Slide #26 - West of the C-10 Canal, the C-20 Canal parallels the north side of Malabar Road. Additionally, at intersection approaches there is a bidirectional 12-foot center turn lane in the eastern part of the project area. There are some areas that have concrete sidewalks on the south side.

Slide 27

Slide #27 - There are two typical section alternatives to widen Malabar Road. The first, Alternative A, requires 89.5 feet of right-of-way where the C-20 Canal is not present and west of the C-10 Canal, and 92.5 feet of right-of-way when beside the C-20 Canal and east of the C-10 Canal. This alternative is described as minimum right-of-way because it meets minimum, local road design criteria. Generally, there is 66 feet of existing right-of-way, and in some locations as much as 112 feet; therefore, in most locations 23.5 feet to 26.5 feet of additional right-of-way is required. In Alternative A, there will be two 11-foot eastbound and two 11-foot westbound lanes with a 15.5-foot median. A 10-foot shared-use path will be on the north side of the roadway, separated by a guardrail at the C-20 Canal, and a 6-foot concrete sidewalk is proposed on the roadway's south side located at the back of curb.

Slide 28

Slide #28 - The second alternative, Alternative B, requires 100 feet of right-of-way where the C-20 Canal is not present and west of the C-10 Canal, and with 103 feet of right-of-way when beside the C-20 Canal and east of the C-10 Canal. Most locations require 34 feet to 37.5 feet of additional right-of-way. This alternative is described as desirable right-of-way because it meets desirable design criteria as defined by FDOT. In Alternative B, the median width increases to 22 feet and there is a buffer located between the sidewalk and the back of curb. The wider median and the grass buffer at the sidewalk are the main differences between the two alternatives.

Slide 29

Slide #29 - Both Alternatives A and B will have Right-of-Way impacts with widening the road to the south. To minimize impact to the C-20 Canal, the alternatives primarily impact privately-owned parcels of which many are vacant and city-owned. 29 of the 94 impacted parcels are owned by the City of Palm Bay. Most of the city-owned properties were acquired several years ago prior to this study and are highlighted in blue on this slide. One privately owned and occupied residential property is impacted by both alternatives. This property is at Malabar Road and Hurley Boulevard intersection outlined in red. This is the only relocation required by this roadway improvement.

For Alternatives A and B with signals at intersections, there are 94 parcels impacted by property acquisitions requiring 11.43 acres.

More detail regarding right-of-way impact is provided in the comparative evaluation matrix, to be discussed later in this presentation.

Slide 30

Slide #30 - Due to the C-20 Canal and the United States Post Office property, there are Right-of-Way constraints on the project corridor just west of the Jupiter Boulevard intersection. Special alignments are being considered for Alternatives A and B. For either Alternative A or B, we will be using the reduced right-of-way width of 92.5-ft in this area. The C-20 Canal will be shifted north in this area and a concrete retaining wall is proposed as shown in the bottom of the slide. The concept plans show more detail and are on public display at City Hall's Community Meeting Room A and can also be accessed on the project website.

Slide 31

Slide #31 - As part of the study, intersection alternatives including signals and roundabouts are being evaluated. Roundabouts are being evaluated for traffic operations, safety and speed management at St Johns Heritage Parkway, Bending Branch Lane, Hurley Boulevard, Jupiter Boulevard, and Garvey Road. Signalization typically requires less right-of-way and has lower construction cost than a roundabout, but over the long-run roundabouts have a lower maintenance and operation costs. Roundabouts provide an equal or better level of service at most intersections. Roundabouts can reduce fatalities and serious injury crashes at intersections by as much as 58%. Further, they are designed for vehicles to traverse the circulating roadway at 20 to 25 mph slowing traffic through the corridor.

Slide 32

Slide #32 - The project's purpose and need is to enhance traffic operations and improve safety. Major intersections operations and safety have a great influence on the overall corridor's performance. This slide comparatively evaluates the five locations being considered for either a signal or a roundabout. Generally, a roundabout will provide better traffic service than a signalized intersection and have fewer fatal and serious injury crashes.

Slide 33

Slide #33 - The two alternatives will have a raised median restricting access for vehicles entering and exiting Malabar Road. Different types of median openings are provided throughout the corridor. Signalized intersections or roundabouts are shown at high volume intersections and provide a full access median opening. This means all turning movements are accommodated by the intersection. Some locations are anticipated to have volumes below the threshold to warrant signalization are also shown as a full access median opening. In other lower volume locations, either directional or bi-directional median openings are provided which are shown on this slide. These median openings allow left turns into side streets but only right turn out. Some u-turn locations have bulb-outs to allow for truck or autos pulling trailers to conduct u-turn movements.

The widening will also change the drainage collection system to use curb and gutter with inlets and piping. The roadway runoff will be conveyed to either a swale area as shown on this slide or a drainage retention area or pond. The concept plans show potential options for these drainage areas. In total approximately 18 acres of drainage retention areas will be required for the 4 mile roadway widening.

Slide 34

Slide #34 - As part of the alternative's evaluation process, we have created a comparative evaluation matrix. The matrix is divided into engineering and environmental factors. The engineering evaluation criteria

consider project costs to include design costs, wetland mitigation costs, right-of-way acquisition costs, construction costs and construction engineering and inspection costs. These are shown for the no-build alternative and each of the build alternatives. The no-build alternative will remain a viable alternative through the public hearing. Alternative B's total project cost is slightly higher when compared to Alternative A. The cost of constructing roundabouts at the five proposed intersections is approximately $10M to $12M more than constructing traffic signals.

Slide 35

Slide #35 - The engineering factors also include intersection traffic operations, intersection and roadway segment safety and utilities. The traffic and safety factors are important to support the projects purpose and need and have been previously discussed to be enhance by the build alternatives. The traffic analysis shows the corridor will operate at level of service E and F in 2050 with the no-build alternative. Both alternatives improve the corridor's traffic operations in 2050. Overall, safety for the build alternatives will be improved in 2050 as a four-lane divided roadway has a 35% to 40% reduction in crashes as compared to the no-build alternative. Either of the build alternatives will meet the project's purpose and need. Utility impacts are higher for the roundabout alternatives as there is an overhead power transmission line impacted by the proposed roundabouts at Jupiter Boulevard and Garvey Road.

Slide 36

Slide #36 - We will now focus on the preliminary environmental analysis. Regarding the Natural Environment, there are only surface water impacts with widening into and crossing the C-8, C-9, and C-10 canals. There are also impacts to the C-20 canal at Jupiter Boulevard. The wetland impacts variation between alternatives is not significant. Floodplains are also present in the corridor's western part. Both build alternatives will have minor impacts to the floodplain areas which will be compensated for by providing a floodplain compensating storage area. This area is proposed to be southwest of Championship Circle and is shown on the concept plans. The concept plans are on public display at City Hall's Community Meeting Room A until October 5th and on the project's website.

Slide 37

Slide #37 - There are federal and state protected threatened and endangered species in the corridor. The study has conducted two species surveys for Florida Scrub Jay and Audubon Crested Caracara. We found two caracara nests to the west of the St. Johns Heritage Parkway and project activities would be in the species secondary zone with minor impacts. We have observed wood stork, Florida sandhill crane, and state-listed wading birds in the corridor. The corridor also has suitable habitat for gopher tortoise and eastern indigo snake. Any impacts to the species will be documented in the Natural Resource Evaluation report to be reviewed and approved by the U.S. Fish and Wildlife Service.

Slide 38

Slide #38 - There are also cultural and historic resource considerations. The C-20 Canal has been previously determined to not be eligible for the National Register by Florida's State Historic Preservation Officer. There is one "zone of high cultural sensitivity", shown on the slide as the pink area, requiring additional analysis should it be impacted. There are three structures of historic age, being constructed before 1976, located on the north side of the corridor and will not be impacted by the alternatives. A cultural resources assessment survey will be conducted for approval by Florida's State Historic Preservation Officer.

Slide 39

Slide #39 - The potential widenings impact on noise will be evaluated. The no-build alternative will have increase noised levels with traffic volume increase. The two build alternatives will have a similar traffic increase but move the roadway's eastbound lanes closer to noise sensitive sites such as residences. Because Alternative A has narrower right-of-way, it will have a slightly reduced noise level and impacts. A noise study report will be prepared for this project. There are several different types of contamination along the corridor. Many are located in the corridors eastern end and are associated with petroleum tanks and hazardous material sites. The potential impacts to these sites will be evaluated in the contamination screening evaluation report.

Slide 40

Slide #40 - The environmental factors consider the impacts to the social, natural, cultural, and physical environments. Each of these environmental areas have had an initial, preliminary evaluation by state and federal agencies in the Efficient Transportation Decision Making or ETDM process conducted by FDOT. The social environmental factors include right-of-way acres and parcels impacted and number of relocations. The ETDM process shows enhanced to moderate impacts to the social environment factors. A moderate rating means the environmental resources are potentially affected by the proposed alternative, but avoidance, minimization, or mitigation options are available and can be addressed during the PD&E phase. Natural environment factors include wetland, surface water, floodplain and threatened and endangered species impacts. The ETDM process shows moderate impacts to the natural environment factors.

Slide 41

Slide #41 - Cultural environment factors include historic and cultural resources. The ETDM process shows minimal impacts to the cultural environment factors. Physical environment factors include contamination and noise impacts. The ETDM process shows enhanced to minimal to moderate impacts to the physical environment factors. No environmental factors will be impacted by the no-build alternative. As previously discussed, the Alternative B build alternatives have a slight increase in impacts over Alternative A. The roundabout alternatives have a slight increase in impacts over the traffic signals alternative. These are both due to more right-of-way parcels and acres being impacted.

Slide 42

Slide #42 - The study schedule has been provided in the public meeting handout and on the project website. We are currently meeting for the Alternatives Public Workshop. Up to this point, we have completed the traffic analysis, are collecting data, performing the engineering and environmental analyses, and we recently began documenting the study. Later this year, we will begin finalizing the project concepts presented in today's workshop and conduct more detailed environmental analyses. Toward the start of summer 2021, we will hold a public hearing to present the preferred alternative. The PD&E Study is scheduled for approval and completion in Winter 2022.

Slide 43

Slide #43 - As mentioned earlier, those watching this webinar via the City's public information system will not be able to ask questions during the webinar. If you are watching the webinar via the City's website or if you dialed in using a telephone line, you can submit your comments after the meeting by standard, printed public comment forms available at City Hall's Community Meeting Room A. These forms can be submitted by mail, email or deposited into a comment box at City Hall. Another option is there are electronic comment forms on the project website at www.palmbayflorida.org/MalabarPDE. Comments will be accepted if

received or postmarked by October 5, 2020. Comment forms and project displays will remain at the City Hall Community Meeting Room A until October 5th.

Slide 44

Slide #44 - The public meeting comment period opened on September 22, 2020 and will remain open for 10 calendar days following tonight's Alternatives Public Meeting until October 5, 2020. As mentioned earlier, comments will be reviewed and responses to all comments and questions will be responded to in writing following the comment period. All comments and questions submitted are part of the public record and will be considered by the City during the decision-making process. The recording of this meeting will be linked to a follow-up email to all persons having registered for the meeting. A link to this presentation will also be posted at www.palmbayflorida.org/MalabarPDE.

Slide 45

Slide #45 - If you have questions or comments about the project, please contact the City's Consultant Project Manager Jack Freeman by telephone at 407-373-1103 or by email to jfreeman@kittelson.com. Additional information can also be found on the project website at www.palmbayflorida.org/MalabarPDE.

Slide 46

Slide #46 - In closing, the City of Palm Bay thanks you for attending tonight's meeting. Please continue to stay involved in the PD&E Study process and please let us know your thoughts.