

PUBLIC MEETING SUMMARY

Date: September 24, 2020
Project: Malabar Road Project Development and Environment (PD&E) Study
From St. Johns Heritage Parkway to Minton Road
FM: 437210-1-28-01
Locations: GoToWebinar/Virtual Public Meeting
Subject: Alternatives Public Meeting

OVERVIEW

This memorandum summarizes the Alternatives Public Meeting conducted for the Malabar Road Project Development and Environment (PD&E) Study from St. Johns Heritage Parkway to Minton Road. The Alternatives Public Meeting was a virtual public meeting held on Thursday, September 24, 2020 at 5:30 p.m. using GoToWebinar. Attendees were invited to register for the virtual public meeting using the registration link on the project website: www.palmbayflorida.org/MalabarPDE.

Once registered, attendees received a confirmation email with the link to access the meeting. In addition, the City of Palm Bay broadcasted the meeting using their public information system available at: <https://www.palmbayflorida.org/government/listen-watchmeetings>.

The Alternatives Public Meeting has two primary objectives: (1) informing the public on the alternatives being considered; and (2) obtaining input from the public, elected and appointed officials, property and business owners, and other interested parties.

A series of notifications were developed and distributed notifying stakeholders of the Virtual Alternatives Public Meeting and soliciting their attendance and participation. This included the following notifications:

- Invitation letters emailed to 49 elected and appointed officials | August 25, 2020
- Newsletters mailed to over 1,134 property owners and interested persons | September 9, 2020
- Display advertisement published in the following newspapers:
 - Florida Today | September 11, 2020
- Notification posted in the Florida Administrative Register (FAR) Ad | September 14, 2020
- Notification posted to the public notices section of the City of Palm Bay's Website | September 15, 2020
- Press release submitted to City of Palm Bay list | September 01, 2020

The public meeting materials were available on the project website starting at 8 a.m., Tuesday, September 22, 2020. The project concept plans, comment forms, and public meeting handouts were on display in the Community Meeting Room A off the Palm Bay City Hall main lobby beginning at 8 a.m., Tuesday, September 22, 2020 and available until Monday, October 5, 2020.

The Virtual Alternatives Public Meeting was conducted on September 24, 2020 through GoToWebinar, and could alternatively be listened to using the call-in number or viewed on the City of Palm Bay's website using their Listen/Watch Meetings feed available at: <https://www.palmbayflorida.org/government/listen-watch-meetings>.

The virtual public meeting started at 5:30 p.m. with the City's consultant Project Manager Jack Freeman describing the project background and where to view the meeting materials and providing an overview of the two concept alternatives. The City's consultant public involvement lead, Sigal Carmenate provided an overview of the different ways to submit a comment or question during and after the webinar, and other options available to hear/view the webinar. A recorded narrated presentation began at 6:00 p.m. During the meeting, attendees could submit comments or questions by typing them into the GoToWebinar's Questions box on the control panel. If attendees called in to the meeting or were watching the meeting through the City's website, they could submit comments after the meeting using printed public comment forms available at City Hall. Questions and comments could be submitted by mail, email or deposited into a comment box at City Hall's Community Meeting Room A, or by digital comment forms on the project website. The comment period officially closed on October 5, 2020; however, comments received after this date were also included in the public record.

There were seventy-eight (78) registrants for the public meeting, of which forty-one (41) attended. Eight (8) comments were received during the public comment period from Tuesday, September 22, 2020 to Monday, October 5, 2020.

WRITTEN COMMENTS

Below are summaries of the comments received during the public commenting period.

Comment #1

C. Jacobs: In support of project and would like to know more about bike lane accessibility, connectivity with an existing Cross City Trail and anticipated future traffic conditions.

Comment #2

B. Skurek: In support of the project and would like to know if fatality rates and crash rates were considered in the development of alternatives.

Comment #3

L. Nadine: In support of Alternative A, which includes traffic signals instead of roundabouts. Against using roundabouts at all.

Comment #4

F. Hazlett-Sassman: Opposes roundabouts and would like to see traffic signals instead. Supports a shared-use path and would like to see fair and reasonable market value provided to homeowners for any parcels in the direct path of the project.

Comment #5

M. McCabe: The first comment was concerning access to the Canal C-10. The second comment was regarding the overlapping right-of-way from just east of the Canal C-10 to the eastern end of Canal C-20. The third comment was about the shared use path along the north side and associated guardrail and impacts to the overhead power line. Another comment had to do with the potential impacts of roundabouts on the canal right-of-way and most specifically the Jupiter Boulevard intersection. The final comment was about the Canal C-20 being a stressed channel that stages stormwater runoff from Belvedere Road to Maywood Avenue.

Comment #6

R. Bremmer: Would like to know whether a traffic signal or roundabout is better for pedestrians and bicyclists using the sidewalks and shared-use paths. Would also like to know why bicycle lanes were not included in the concept alternatives.

Comment #7

A. Potter: Inquires about the feasibility to determine the effect of increasing the right-of-way on lane width variation throughout the corridor.

Comment #8

R. Sassine: Would like to know about implementing a bike trail and “walkway” lined with trees.

In addition to the comments summarized above, the *Comments and Coordination Report* will include all other correspondence from interested person including emails and conversations via telephone. Finally, all public meeting materials can be accessed through the "View Meeting Materials" link on the project website: www.palmbayflorida.org/MalabarPDE, and through the link named “[View Meeting Materials](#)”.

ACTION ITEMS

Below is a list of action items to be accomplished now that the public meeting is complete.

- Prepare and distribute response letters addressing comments received by the public and interested persons during the public comment period. This action item is complete. The response letters were emailed on October 22, 2020 and a copy of each is provided in this meeting summary.
- Document input received from the public and interested persons into the *Comments and Coordination Technical Memorandum*
- Provide any project materials to the public and interested persons as requested
- Continue the engineering analysis, environmental evaluations, and project documentation
- Move forward with refining the alternatives

ATTACHMENTS

Below is a list of attachments included at the end of this public meeting summary.

Notifications

- Invitation Letters Emailed to Elected and Appointed Officials with Email List
- Invitation Letters Mailed to Property Owners and Interested Persons with Coverage Map
- Newspaper Display Ads
- Florida Administrative Register (FAR) Ad
- City of Palm Bay Website Notice
- Press Release

Other Items

- Sign-in Sheets
- PowerPoint Presentation and Script
- Comments and Response Letters
- Public Meeting Materials on Project Website
 - Concept Plan Alternative A
 - Concept Plan Alternative B
 - Project Handout
 - Title VI Form

For questions regarding this public meeting, please contact the consultant project manager, Jack Freeman, by phone 407-373-1103 or email at jfreeman@kittelso.com.

NOTIFICATIONS

Elected & Appointed Officials Invitation Letters & Email List



August 25, 2020

Subject: Virtual Public Meeting (VPM)
Malabar Road from St. Johns Heritage Parkway to Minton Road PD&E Study
Palm Bay – Brevard County
Financial Project Identification (FPID) No.: 437210-1

Dear Elected Official:

The City of Palm Bay will host a Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study. The limits of the study are from the St. Johns Heritage Parkway in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles.

The purpose of this study is to evaluate alternatives addressing the long-term transportation needs of Malabar Road. The alternatives being considered involve widening Malabar Road from two to four lanes, the addition of bicycle and pedestrian features, and intersection and safety improvements. The No-Build or “do nothing” alternative is also being considered. The PD&E Study adheres to the National Environmental Policy Act of 1969 and associated federal and state regulations. The PD&E Study process involves a combination of engineering evaluations, environmental analysis, and public involvement.

The VPM, which is a free live online presentation/webinar, will be held on **Thursday, September 24, 2020 at 5:30 p.m.** To participate in the VPM, registration is required prior to joining the VPM. Interested participants will need to visit the Public Meeting tab located on the project website to register: www.palmbayflorida.org/MalabarPDE. Once registered, participants will receive a confirmation email containing information about joining the VPM online from a computer, tablet, or cell phone. In addition, the City of Palm Bay will broadcast the meeting using their public information system available at www.palmbayflorida.org/government/listen-watch-meetings.

The webinar and meeting materials will be available on the project website starting at 8 a.m., Tuesday, September 22, 2020 at www.palmbayflorida.org/MalabarPDE. Project concept plans, comment forms, and public meeting handouts will be on display in the Community Meeting Room off the Palm Bay City Hall main lobby beginning at 8 a.m., Tuesday, September 22, 2020 and will be available until Monday, October 5, 2020. Project staff will not be present at City Hall; however, those interested can view the information and contact the project manager using the information below for more information.

The public comment period will begin on Tuesday, September 22, 2020 and remain open through Monday, October 5, 2020. Public comments may be submitted by the following methods: by obtaining a printed public comment form available at Palm Bay City Hall that can

Legislative Department

120 Malabar Road SE • Palm Bay, FL 32907-3009
Phone: 321.952.3414 • Fax: 321.953.8971
Visit our website: www.palmbayflorida.org

be submitted by mail, email, or deposited into a comment box in Palm Bay City Hall's Community Meeting Room; by comment forms on the project website; or by using the question box during the GoToWebinar.

The VPM opens at 5:30 p.m. on Thursday, September 24, 2020. A formal narrated PowerPoint presentation will begin promptly at 6 p.m. Please provide adequate log-in time to view the presentation in its entirety. Following the presentation, there will be a Question and Answer (Q&A) session where participants may submit questions through the question box in GoToWebinar. Please note the question box will only be available to those who register for the public meeting and use GoToWebinar.

This VPM has been advertised consistent with federal and state requirements and developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. The City of Palm Bay solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI may do so by contacting City of Palm Bay Title VI/Nondiscrimination Coordinator, Charleena Cox at 321-952-3421 or Charleena.Cox@palmbayflorida.org.

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and the FDOT.

Persons who require accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the City of Palm Bay ADA Coordinator, Charleena Cox at 321-952-3421 or Charleena.Cox@palmbayflorida.org at least seven (7) days prior to the VPM.

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.

Sincerely,

CITY OF PALM BAY


William Capote
Mayor



August 25, 2020

Subject: Virtual Public Meeting (VPM)
Malabar Road from St. Johns Heritage Parkway to Minton Road PD&E Study
Palm Bay – Brevard County
Financial Project Identification (FPID) No.: 437210-1

Dear Appointed Official or Stakeholder:

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Sincerely,



Suzanne Sherman
Acting City Manager
City of Palm Bay

Malabar Road Mailing List

Elected Officials

collin_lomagistro@rickscott.senate.gov; Andrew_Metante@Rubio.senate.gov;
George.cecala@mail.house.gov; Wright.Tom.Web@flsenate.gov;
Angelique.rinaldi@myfloridahouse.gov; D1.Commissioner@BrevardFL.gov; Scott.Ellis@Brevardclerk.us;
D2.Commissioner@brevardcounty.us; soe@votebrevard.com; D3.Commissioner@BrevardFL.gov;
appraiser@bcpao.us; D4.Commissioner@Brevardcounty.us; Lisa.Cullen@brevardtaxcollector.com;
D5.Commissioner@Brevardcounty.us; admin@bcso.us; Belford.Misty@brevardschools.org;
Mcdougall.cheryl@brevardschools.org; Descovich.Tina@brevardschools.org;
Susin.Matt@brevardschools.org; Campbell.Katye@brevardschools.org; mayor@pbfl.org;
seat4@pbfl.org; seat2@pbfl.org; seat3@pbfl.org; seat5@pbfl.org

Appointed Officials

Frank.cbbate@brevardfl.gov; John.Denninghoff@brevardcounty.us; Jim.Liesenfelt@brevardcounty.us;
Tad.calkins@brevardfl.gov; Scott.nelson@brevardfl.gov; Virginia.Barker@brevardfl.gov;
Edward.fontanin@brevardfl.gov; Maryellen.donner@brevardcounty.us;
Mark.schollmeyer@brevardcounty.us; Mullins.Mark@brevardschools.org;
Corrina.gumm@brevardfl.gov; rachel.gerena@brevardfl.gov; citymanager@palmbayflorida.org;
joan.junkala@palmbayflorida.org; terese.jones@palmbayflorida.org;
patrick.murphy@palmbayflorida.org; Frank.Watanabe@palmbayflorida.org;
troy.cox@palmbayflorida.org; keely.leggett@palmbayflorida.org; leslie.hoog@palmbayflorida.org;
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fred.poppe@palmbayflorida.org; nelson.moya@palmbayflorida.org;

Agency

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Micahael.ornella@usace.army.mil; tarrie.l.ostrofsky@usace.army.mil; Barry.Dragon@usg.mil;
Randall.D.Overton@uscg.mil; Zakia.Williams@fws.gov; John_Wrublik@fws.gov;
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greg.workman@myfwc.com; Jason.Watts@dot.state.fl.us; Kipp.Frohlich@myfwc.com;
Jessica.Mccawley@myfwc.com; kimmontes@flhsmv.gov; georganna.gillette@brevardfl.gov;
ashortelle@sjwmd.com; hharling@ecfrpc.org; mtwcd@melbournetillman.org;
mike.knight@brevardfl.gov

Public Interest Groups

friends@1000fof.org; audubon.southwest.florida@gmail.com; floridadefenders@gmail.com;
crewswflsolar@gmail.com; preston@fwfonline.org; tmorgan@tnc.org; robm@conservancy.org;

Invitation Letters & Coverage Map for Property
Owners & Interested Persons

MALABAR ROAD PD&E STUDY

From St. Johns Heritage Parkway to Minton Road

NEWSLETTER #2

Financial Project Number: 437210-1-28-01

Public Meeting

The public meeting materials will be available on the project website starting at 8 a.m., Tuesday, Sept. 22, 2020 at www.palmbayflorida.org/MalabarPDE. Project concept plans, comment forms, and public meeting handouts will be on display in the Community Meeting Room off the Palm Bay City Hall main lobby (120 Malabar Road SE) beginning at 8 a.m., Tuesday, Sept. 22, 2020 and will be available until Monday, Oct. 5, 2020.

The VPM opens at 5:30 p.m. on Thursday, Sept. 24, 2020. A formal narrated PowerPoint presentation will begin promptly at 6 p.m. Please provide adequate log-in time to view the presentation in its entirety. Following the presentation, there will be a Question and Answer (Q&A) session where participants may submit questions through the question box in GoToWebinar. Please note the question box will only be available to those who register for the VPM and use GoToWebinar.

PUBLIC MEETING ANNOUNCED!

The City of Palm Bay, in collaboration with the Florida Department of Transportation (FDOT), will host a Virtual Alternatives Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study to discuss the proposed transportation improvements to Malabar Road from St. Johns Heritage Parkway to Minton Road.

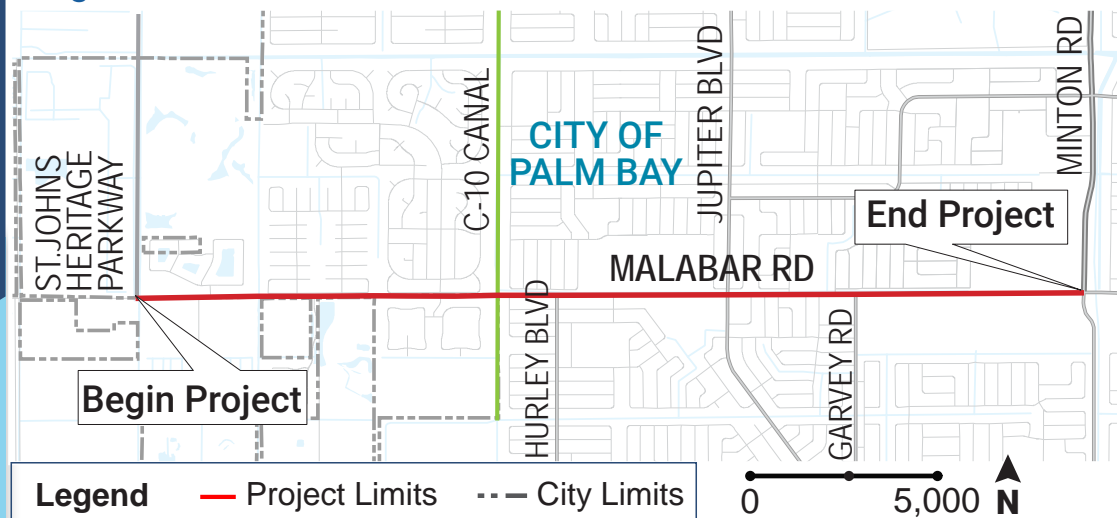
Due to the State of Emergency declared by Governor DeSantis in Executive Order 20-52 as a result of the COVID-19 pandemic, this meeting has been authorized to be held as a VPM. The meeting will utilize the GoToWebinar meeting platform. There is no cost to the public to log-in or dial-in to participate in the meeting. **The City of Palm Bay will host the VPM on Thursday, September 24, 2020 starting at 5:30 P.M.** We invite you to register to this VPM using the registration link on the project website: www.palmbayflorida.org/MalabarPDE.

Once registered, you will receive a confirmation email with the link to access the VPM. In addition, the City of Palm Bay will broadcast the meeting using their public information system available at: <https://www.palmbayflorida.org/government/listen-watch-meetings>.

A PD&E study is a blending of engineering, environmental assessments, and public involvement activities and is the FDOT's process to adhere to the National Environmental Policy Act requirements. Malabar Road is currently a two lane undivided roadway.

The purpose of the study is to meet future traffic demand and evaluate the four lane widening throughout the study limits. The study will also evaluate safety and bicycle and pedestrian enhancements.

The project location map, shown below, depicts the study limits.



RECEIVING PUBLIC COMMENT

The public comment period will begin on Tuesday, Sept. 22, 2020 and remain open through Monday, Oct. 5, 2020. Public comments may be submitted by the following methods: by obtaining a printed public comment form available at Palm Bay City Hall that can be submitted by mail, email, or deposited into a comment box in City Hall's Community Meeting Room; by comment forms on the project website; or by using the question box during the GoToWebinar. Please postmark and mail your comment form on or before Oct. 5th.

TITLE VI

This VPM has been advertised consistent with federal and state requirements and developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. The City of Palm Bay solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI may do so by contacting City of Palm Bay Title VI/Nondiscrimination Coordinator, Charleena Cox at 321-952-3421 or Charleena.Cox@palmbayflorida.org.

FWHA NEPA ASSIGNMENT

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and the FDOT.

ADA ACCOMMODATIONS

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QUESTIONS?

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COMPANY/ORGANIZATION
TITLE
RECIPIENT NAME
BUILDING X
123 STREET, SUITE A
SOMEWHERE, FL 00000

PLACE
POSTAGE
HERE

120 MALABAR RD SE
PALM BAY, FL 32907



Newspaper Display Ads

A Daily Publication By:



KITTELSON & ASSOCIATES
225 EAST ROBINSON ST STE 355
ORLANDO FL 32801
ATTN SIGAL CARMENATE

STATE OF FLORIDA COUNTY OF BREVARD

Before the undersigned authority personally appeared said legal clerk, who on oath says that he or she is a Legal Advertising Representative of the FLORIDA TODAY a daily newspaper published in Brevard County, Florida that the attached copy of advertisement, being a Legal Ad in the matter of

PUBLIC NOTICE

as published in FLORIDA TODAY in the issue(s) of

9/11/2020

Affiant further says that the said FLORIDA TODAY is a newspaper in said Brevard County, Florida and that the said newspaper has heretofore been continuously published in said Brevard County, Florida each day and has been entered as periodicals matter at the post office in MELBOURNE in said Brevard County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has never paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

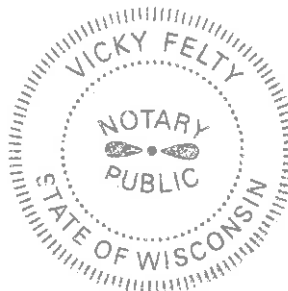
Sworn to and Subscribed before me this 11th day of September 2020, by legal clerk who is personally known to me

Affiant [Signature]

Notary State of Wisconsin County of Brown [Signature]

My commission expires 9-19-21

Ad No: GC10489909
Publication Cost: \$1,429.92
Customer No: 6KA789





VIRTUAL PUBLIC MEETING
Day: Thursday

Date: Sept. 24th, 2020
Time: 5:30 p.m.
Place: Virtual
[www.palmbayflorida.org/
MalabarPDE](http://www.palmbayflorida.org/MalabarPDE)

Virtual Public Meeting, Malabar Road Project Development and Environment Study, Palm Bay, Florida - Financial Project Identification (FPID) No: 437210-1

The City of Palm Bay will host a Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study. The limits of the study are from the St. Johns Heritage Parkway in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles.

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FAR Ad

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS

Kittelson & Associates, Inc.

The City of Palm Bay announces a public meeting to which all persons are invited.

DATE AND TIME: Thursday, September 24, 2020, 5:30 p.m.

PLACE: Virtual, www.palmbayflorida.org/MalabarPDE

GENERAL SUBJECT MATTER TO BE CONSIDERED:

Financial Project Identification (FPID) No: 437210-1

The City of Palm Bay will host a Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study. The limits of the study are from the St. Johns Heritage Parkway in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles.

The purpose of this study is to evaluate alternatives addressing the long-term transportation needs of Malabar Road. The alternatives being considered involve widening Malabar Road from two to four lanes, the addition of bicycle and pedestrian features, and intersection and safety improvements. The No-Build or “do nothing” alternative is also being considered. The PD&E Study adheres to the National Environmental Policy Act of 1969 and associated federal and state regulations. The PD&E Study process involves a combination of engineering evaluations, environmental analysis, and public involvement.

The VPM, which is a free live online presentation/webinar, will be held on Thursday, September 24, 2020, 5:30 p.m. To participate in the VPM, registration is required prior to joining the VPM. Interested participants will need to visit the Public Meeting tab located on the project website to register: www.palmbayflorida.org/MalabarPDE. Once registered, participants will receive a confirmation email containing information about joining the VPM online from a computer, tablet, or cell phone. In addition, the City of Palm Bay will broadcast the meeting using their public information system available at www.palmbayflorida.org/government/listen-watch-meetings.

The webinar and meeting materials will be available on the project website starting at 8:00 a.m., Tuesday, September 22, 2020 at www.palmbayflorida.org/MalabarPDE. Project concept plans, comment forms, and public meeting handouts will be on display in the Community Meeting Room off the Palm Bay City Hall main lobby beginning at 8:00 a.m., Tuesday, September 22, 2020 and will be available until Monday, October 5, 2020. Project staff will not be present at City Hall; however, those interested can view the information and contact the project manager using the information below for more information.

The public comment period will begin on Tuesday, September 22, 2020 and remain open through Monday, Oct. 5, 2020. Public comments may be submitted by the following methods: by obtaining a printed public comment form available at Palm Bay City Hall that can be submitted by mail, email, or deposited into a comment box in Palm Bay City Hall’s Community Meeting Room; by comment forms on the project website; or by using the question box during the GoToWebinar.

The VPM opens at 5:30 p.m. on Thursday, September 24, 2020. A formal narrated PowerPoint presentation will begin promptly at 6:00 p.m. Please provide adequate log-in time to view the presentation in its entirety. Following the presentation, there will be a Question and Answer (Q&A) session where participants may submit questions through the question box in GoToWebinar. Please note the question box will only be available to those who register for the public meeting and use GoToWebinar.

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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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and the FDOT.

A copy of the agenda may be obtained by contacting: The City’s Consultant Project Manager Jack Freeman by telephone at (407)373-1103 or by email to jfreeman@kittelson.com.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least Five (5) days before the workshop/meeting by contacting: contact the City of Palm Bay ADA Coordinator, Charleena Cox at (321)952-3421 or Charleena.Cox@palmbayflorida.org at least seven (7) days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice) For more information, you may 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.
(Text in red is already embedded in the FAR Ad submittal.)

City of Palm Bay Website Notice

437210-1: Malabar Road Project Development and Environment Study Virtual Public Meeting Announcement

The City of Palm Bay will host a Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study on September 24, 2020. The limits of the study are from the St. Johns Heritage Parkway in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles.

The purpose of this study is to evaluate alternatives addressing the long-term transportation needs of Malabar Road. The alternatives being considered involve widening Malabar Road from two to four lanes, the addition of bicycle and pedestrian features, and intersection and safety improvements. The No-Build or “do nothing” alternative is also being considered. The PD&E Study adheres to the National Environmental Policy Act of 1969 and associated federal and state regulations. The PD&E Study process involves a combination of engineering evaluations, environmental analysis, and public involvement.

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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@kittelsohn.com. Additional information can also be found on the project website at: www.palmbayflorida.org/MalabarPDE.

News Articles & Press Releases

NEWS

Malabar Road may widen from two to four lanes in Palm Bay west of Minton Road

Rick Neale Florida Today

Published 11:57 a.m. ET Sep. 25, 2020

Transportation engineers rank Malabar Road as an inadequate D- or F-rated roadway across most of the 4-mile western stretch between Minton Road and the St. Johns Heritage Parkway in Palm Bay.

Worse, the number of crashes the past five years has increased from 88 to 137 — a 56% jump.

Now, a \$1.4 million engineering study is underway to someday widen this section of Malabar Road from a two-lane street to a four-lane divided highway.

What's more, new traffic signals or roundabouts could be added at the St. Johns Heritage Parkway, Bending Branch Lane, Hurley Boulevard, Jupiter Boulevard and Garvey Road.

Thursday night, Kittelson & Associates, an Orlando transportation engineering firm, described the Malabar Road widening project during a virtual public meeting. An ongoing project development and environment study is scheduled for completion in winter 2022.

Preliminary road-widening cost estimates: \$83.8 million to \$85.3 million (with traffic signals) or \$93.8 million to \$97.0 million (with roundabouts). No funding has yet been identified.

Engineers project the four-lane widening project will reduce crashes 35% to 40%. And if roundabouts are added, crashes may drop another 10% — accompanied by a 45% drop in fatal and injury crashes, compared with signalized intersections.

Traffic volume on the 4-mile Malabar Road corridor is projected to almost double by 2050. Average daily vehicles between Minton Road and Jupiter Boulevard could increase from 16,000 to 28,000. To the west, between the St. Johns Heritage Parkway and Krassner Drive, daily vehicles may jump from 7,200 to 16,000.

More: Minton Road rush-hour traffic congestion under study in West Melbourne, Palm Bay

More: Future east-west expressway linking Brevard-Osceola counties under study

Adding a traffic signal typically requires less right-of-way and costs less than a roundabout, according to the presentation. But, over the long run, roundabouts boast lower maintenance and operation costs.

The highest crash locations along this stretch of Malabar Road are at four intersections: Minton Road, Jupiter Boulevard, Maywood Avenue/Daffodil Drive, and the Winn-Dixie plaza entrance. Combined, these intersections account for nearly 60% of the crashes across the 4-mile zone.

The city's Jupiter Elementary Safe Routes to School project will add a sidewalk along Malabar Road from Hurley Boulevard to the post office. Construction will start later this year.

In 2018, the Florida Department of Transportation completed a similar PD&E study on widening Malabar Road from two to four lanes between U.S. 1 and Babcock Street.

However, FDOT has not earmarked any funding for design engineering, right-of-way purchases or construction, said Georganna Gillette, executive director of the Space Coast Transportation Planning Organization.

Rick Neale is the South Brevard Watchdog Reporter at FLORIDA TODAY. Contact Neale at 321-242-3638 or rneale@floridatoday.com. Twitter: @RickNeale1. To subscribe: <https://cm.floridatoday.com/specialoffer/>

News

Virtual Public Meeting Scheduled for September 24 for Malabar Road PD&E Study

Post Date: 09/15/2020 11:48 AM

The City of Palm Bay will host a Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study on Thursday, September 24, 2020 at 5:30pm. The limits of the study are from the St. Johns Heritage Parkway in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles. The purpose of this study is to evaluate alternatives addressing the long-term transportation needs of Malabar Road. The alternatives being considered involve widening Malabar Road from two to four lanes, the addition of bicycle and pedestrian features, and intersection and safety improvements. The No-Build or "do nothing" alternative is also being considered. The PD&E Study adheres to the National Environmental Policy Act of 1969 and associated federal and state regulations. The PD&E Study process involves a combination of engineering evaluations, environmental analysis, and public involvement.

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[Return to full list >>](#)

OTHER ITEMS

Sign-in Sheets

Attendee Report: Malabar Road Project Development and Environment (PD&E) Study Alternatives Public Meeting

Report Generated:

09/28/2020 03:16 PM PDT

Webinar ID

511-553-043

Actual Start Date/Time

09/24/2020 05:15 PM EDT

Duration

1 hour 37 minutes

Registered

Attended

78

Clicked Registration Link

41

128

Attendee Details

Attended

Interest Rating

Last Name

First Name

Email Address

Registration Date/Time

Join Time - Leave Time (Time in Session)

Yes	64	Ashby	Amanda	aashby@inwoodinc.com	09/22/2020 12:01 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	94	Blackwell	Elaine & James	edsblackwell@gmail.com	09/22/2020 09:47 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:51 PM EDT (1 hour 22 minutes)
Yes	96	Bradley	Laurence	laurence.bradley@palmbayflorida.org	09/21/2020 12:07 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:46 PM EDT (1 hour 17 minutes)
Yes	78	Bremmer	Russell	rasawdust@gmail.com	09/22/2020 12:49 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	38	Burnap	Herb	flrider02@att.net	09/24/2020 03:37 PM EDT	09/24/2020 05:32 PM EDT - 09/24/2020 05:36 PM EDT (4 minutes),09/24/2020 06:09 PM EDT (35 minutes),09/24/2020 06:44 PM EDT (35 minutes)
Yes	97	Burney	Lisan	lisanburney@gmail.com	09/17/2020 06:11 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:09 PM EDT (39 minutes),09/24/2020 06:08 PM EDT - 09/24/2020 06:42 PM EDT (34 minutes)
Yes	89	Carter	Laura	laura.carter@brevardfl.gov	09/24/2020 05:06 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:38 PM EDT (1 hour 8 minutes)
Yes	59	Chambers	David	dsc_pag@lycos.com	09/21/2020 06:01 PM EDT	09/24/2020 05:45 PM EDT - 09/24/2020 06:47 PM EDT (1 hour 3 minutes)
Yes	89	Chrieki	Brenda	miladbrenda@msn.com	09/16/2020 10:49 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:42 PM EDT (1 hour 13 minutes)
Yes	90	Cliff	Gloria	gloria063050@gmail.com	09/17/2020 08:20 PM EDT	09/24/2020 05:35 PM EDT - 09/24/2020 05:38 PM EDT (4 minutes)
Yes	98	Council Chambers	City of Palm Bay	Traci.Hildreth@palmbayflorida.org	09/24/2020 04:57 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:44 PM EDT (1 hour 15 minutes)
Yes	70	Cucek	Lorena	lorena.cucek@dot.state.fl.us	08/31/2020 11:43 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes),09/24/2020 05:34 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 18 minutes)
Yes	98	Eccles	Wentworth	wcjeccl@msn.com	09/10/2020 05:07 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:43 PM EDT (1 hour 14 minutes)
Yes	98	Ferrell	William	tferrell@gmail.com	09/24/2020 05:07 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	97	Foye	Karen	krkiye@att.net	09/23/2020 07:35 PM EDT	09/24/2020 05:43 PM EDT - 09/24/2020 06:48 PM EDT (1 hour 6 minutes),09/24/2020 06:48 PM EDT - 09/24/2020 06:49 PM EDT (1 minute),09/24/2020 06:49 PM EDT - 09/24/2020 06:50 PM EDT (1 minute),09/24/2020 06:50 PM EDT - 09/24/2020 06:51 PM EDT (1 minute)
Yes	70	Gaume	Thomas	tgaume@gmail.com	09/16/2020 06:12 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 05:43 PM EDT (14 minutes),09/24/2020 05:43 PM EDT - 09/24/2020 06:41 PM EDT (58 minutes)
Yes	76	Gumm	Corrina	corrina.gumm@brevardfl.gov	09/24/2020 04:24 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:42 PM EDT (1 hour 12 minutes)
Yes	56	Hazlett-Sassman	Felicia	fahzasas1981@gmail.com	09/13/2020 03:38 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	98	Hills	Travis	thills@kittelson.com	09/24/2020 10:35 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:48 PM EDT (1 hour 19 minutes)
Yes	98	JEAN	Joseph N	josenejean@gmail.com	09/10/2020 05:40 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:43 PM EDT (1 hour 14 minutes)
Yes	97	Jacobs	Conroy	incluplan@gmail.com	09/16/2020 09:28 PM EDT	09/24/2020 05:36 PM EDT - 09/24/2020 06:11 PM EDT (36 minutes),09/24/2020 06:12 PM EDT - 09/24/2020 06:46 PM EDT (35 minutes)
Yes	93	Kelly	Antonio	bmtaylor@att.net	09/23/2020 12:02 PM EDT	09/24/2020 05:54 PM EDT - 09/24/2020 06:38 PM EDT (44 minutes)
Yes	92	LeDoux	Mark	usafmark@hotmail.com	09/16/2020 04:48 PM EDT	09/24/2020 05:37 PM EDT - 09/24/2020 05:52 PM EDT (15 minutes)
Yes	93	Leclair	Debbie	djeclair@melbournetillman.org	09/24/2020 05:18 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	95	Lewis	Doreen	doreen0124@gmail.com	09/16/2020 09:02 AM EDT	09/24/2020 05:56 PM EDT - 09/24/2020 06:05 PM EDT (9 minutes),09/24/2020 06:06 PM EDT - 09/24/2020 06:11 PM EDT (5 minutes),09/24/2020 06:11 PM EDT - 09/24/2020 06:45 PM EDT (34 minutes)
Yes	67	Mccabe	Michael	mike@melbournetillman.org	09/22/2020 09:11 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:49 PM EDT (1 hour 20 minutes)
Yes	98	Mickey	Joseph	joemickeyfl@yahoo.com	09/23/2020 07:06 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	88	Neale	Rick	rneale@floridatoday.com	09/17/2020 09:33 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:43 PM EDT (1 hour 14 minutes)
Yes	76	Potter	Alan	alanmarcia1980@yahoo.com	09/13/2020 10:14 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:52 PM EDT (1 hour 22 minutes)
Yes	40	Ramsburg	Derek	derek.ramsburg@kimley-horn.com	09/22/2020 08:39 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:43 PM EDT (1 hour 14 minutes)
Yes	98	Rucker	Pat	pyrchat@ail.com	09/16/2020 08:57 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:48 PM EDT (1 hour 18 minutes)
Yes	81	Sassine	Raymond	rsassinepb@yahoo.com	09/24/2020 05:13 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:49 PM EDT (1 hour 20 minutes)
Yes	39	Scoble	Kevan	kjscoble@outlook.com	09/24/2020 06:10 PM EDT	09/24/2020 06:10 PM EDT - 09/24/2020 06:11 PM EDT (1 minute)
Yes	94	Sheres	Lori	Loridine511@gmail.com	09/20/2020 11:27 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:05 PM EDT (35 minutes),09/24/2020 06:38 PM EDT - 09/24/2020 06:39 PM EDT (1 minute),09/24/2020 06:39 PM EDT - 09/24/2020 06:39 PM EDT (1 minute)
Yes	98	Stellwag	Lori	linusandlucy50@gmail.com	09/23/2020 12:37 PM EDT	09/24/2020 06:40 PM EDT - 09/24/2020 06:40 PM EDT (1 minute)
Yes	92	Stellwag	Thomas	tastellwagii@gmail.com	09/24/2020 06:18 PM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:47 PM EDT (1 hour 17 minutes)
Yes	97	Taheri	Anthony	Rocklandhomesinc@gmail.com	09/24/2020 02:47 PM EDT	09/24/2020 06:22 PM EDT - 09/24/2020 06:42 PM EDT (20 minutes)
Yes	94	Waclawski	Christie	atlanticsurfing@yahoo.com	09/10/2020 09:16 PM EDT	09/24/2020 05:31 PM EDT - 09/24/2020 06:43 PM EDT (1 hour 12 minutes)
Yes	98	Wattenbarger	Daryl	dwatten@bellsouth.net	09/12/2020 07:39 AM EDT	09/24/2020 06:17 PM EDT - 09/24/2020 06:52 PM EDT (35 minutes)
Yes	95	Wells	Kate	kathrynwells77@gmail.com	09/17/2020 06:53 AM EDT	09/24/2020 05:30 PM EDT - 09/24/2020 06:45 PM EDT (1 hour 16 minutes),09/24/2020 05:54 PM EDT - 09/24/2020 06:43 PM EDT (49 minutes)
Yes	81	steinberg	jay	gatorsdogs@aol.com	09/17/2020 04:49 PM EDT	09/24/2020 05:57 PM EDT - 09/24/2020 06:05 PM EDT (8 minutes),09/24/2020 06:05 PM EDT - 09/24/2020 06:14 PM EDT (10 minutes),09/24/2020 06:15 PM EDT - 09/24/2020 06:41 PM EDT (27 minutes)

PowerPoint Presentation & Script



MALABAR ROAD PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

ST. JOHNS HERITAGE PARKWAY TO MINTON ROAD

FINANCIAL PROJECT IDENTIFICATION (FPID) NUMBER: 437210-1

Alternatives Public Meeting

Thursday, September 24, 2020 at 5:30 PM



LOCAL AGENCY PROGRAM (LAP) PROJECT

- Local Agency Program using federal funds
- Administered by City of Palm Bay
- Approved by FDOT

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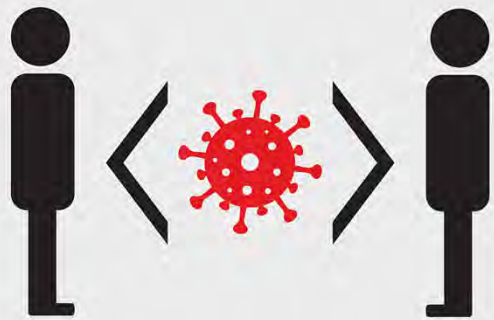
WELCOME ELECTED OFFICIALS!

- Acknowledgement of elected officials in attendance
- Welcome and opening remarks from elected officials

The screenshot displays the audio control interface of a GoToWebinar session. At the top, it shows 'File View Help' and window controls. The 'Audio' section includes a 'Sound Check' indicator and three radio button options: 'Computer audio' (selected), 'Phone call', and 'No audio'. Below these are volume sliders for the 'Microphone Array (Realtek High Defi...)' and 'Speakers (Realtek High Definition Au...)', both showing green level indicators. A 'Talking: Rusty Ennemoser' status is displayed. The 'Questions' section is currently empty, with a placeholder text '[Enter a question for staff]'. At the bottom, the 'Control Panel' shows the 'Webinar ID: 809-804-275' and a red dot icon with the text 'This session is being recorded.' The GoToWebinar logo is at the very bottom.

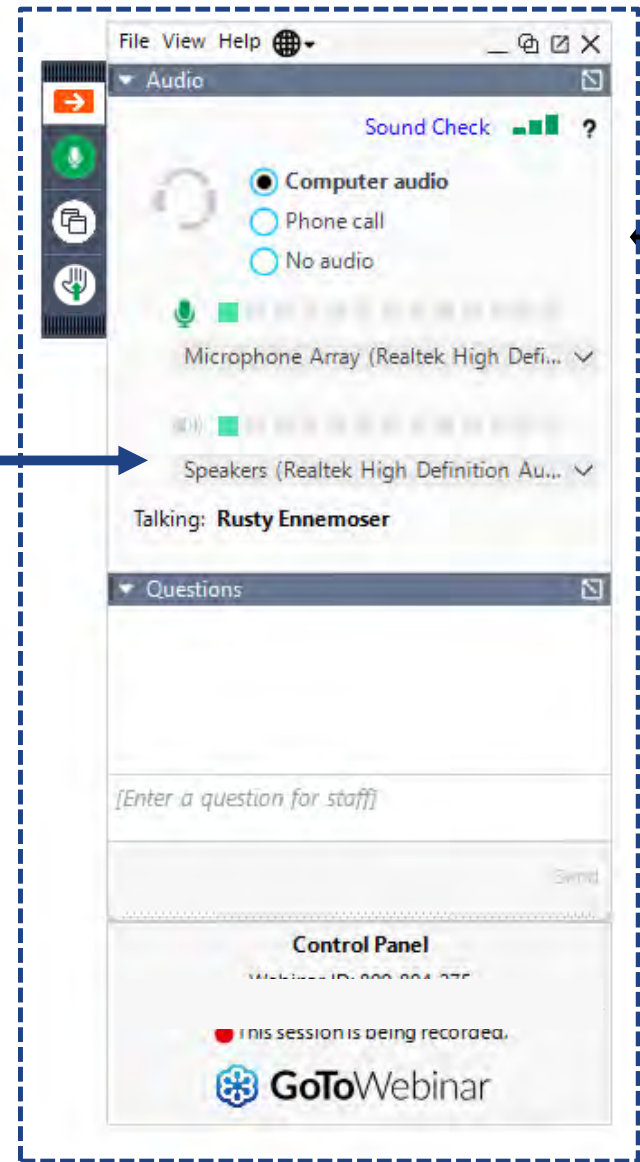


ABOUT THE VIRTUAL MEETING FORMAT

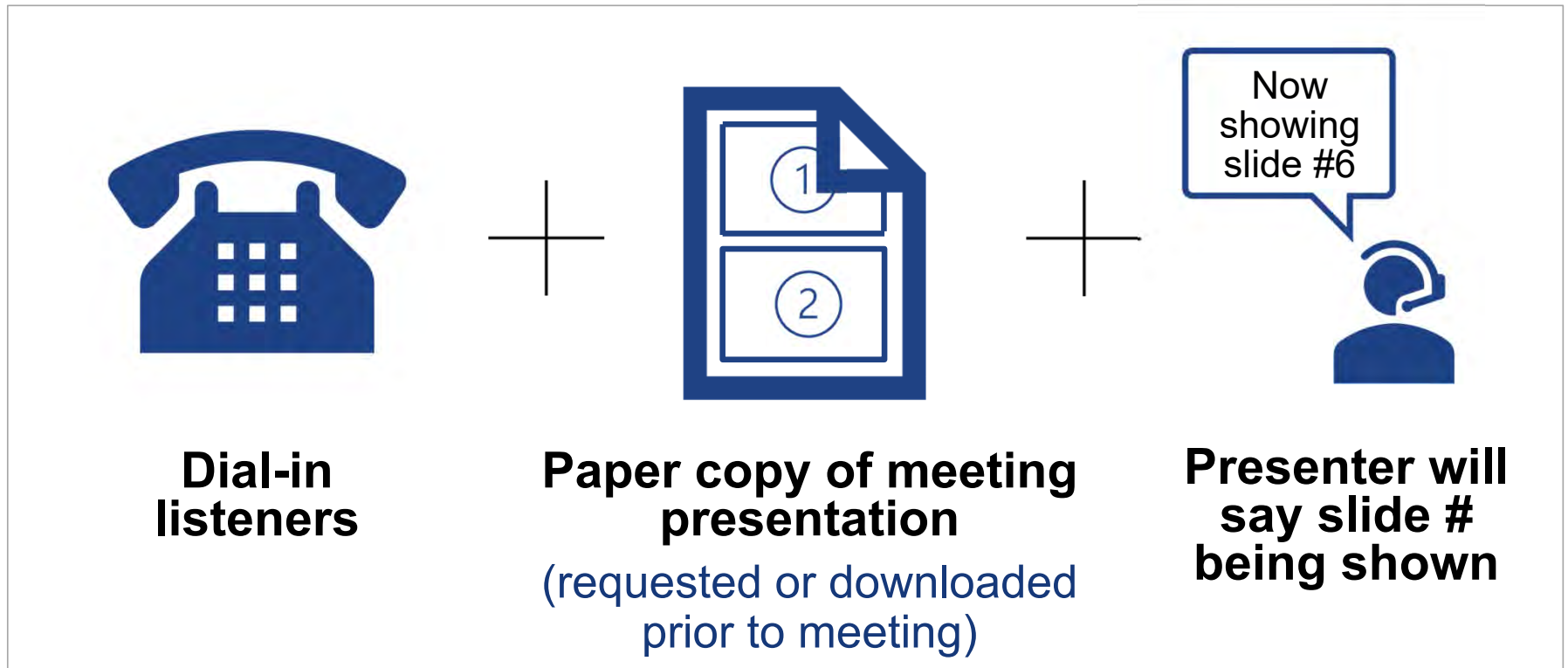


- A State of Emergency is in effect (Executive Order 20-52)
- COVID-19 pandemic
- GoToWebinar online meeting platform
- No cost to the public to log-in or dial-in to the meeting
- Webinar feed through the City's website:
<https://www.palmbayflorida.org/government/listen-watch-meeting>

TECHNICAL INFORMATION



TECHNICAL INFORMATION FOR DIAL-IN ATTENDEES



PUBLIC COMMENT



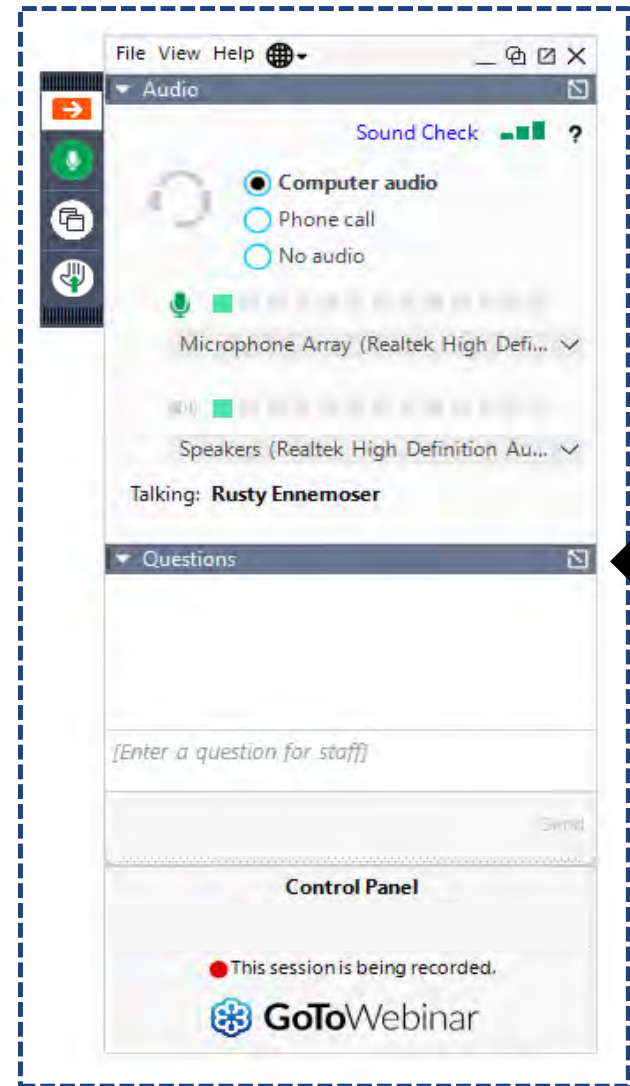
All attendees will be placed in **'Listen Only'** mode throughout the meeting.



Type your comments or questions in the control panel **Questions box**.



Responses to comments and questions will be provided in writing later.



PUBLIC COMMENT AFTER TODAY'S MEETING



1. Obtain a printed public comment form from Palm Bay City Hall
2. Submit comment form in the following ways:



a) Via mail to the City's Consultant Project Manager Jack Freeman at 225 E Robinson St, Suite # 355, Orlando, Florida 32801



b) Via email to City's Consultant Project Manager Jack Freeman at jfreeman@kittelson.com



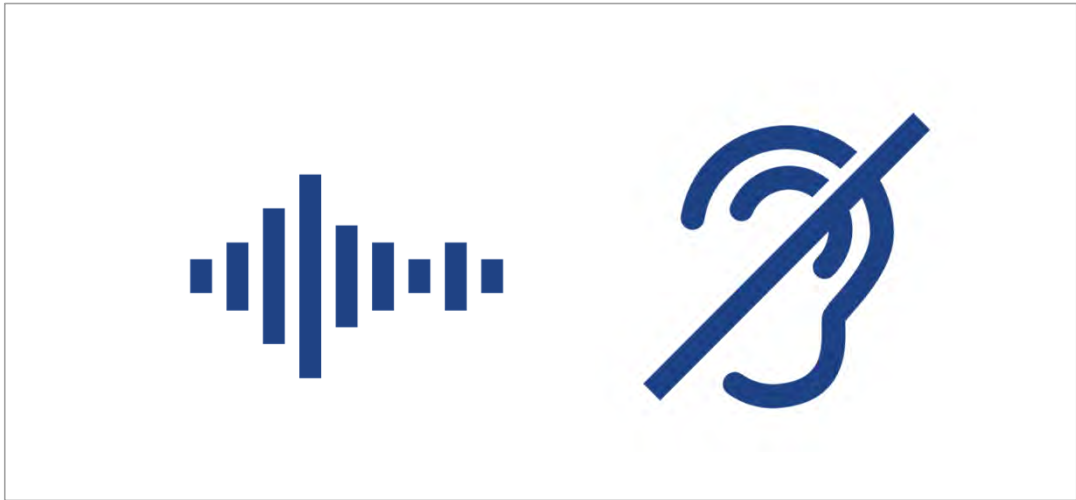
c) Deposited into comment box at Palm Bay City Hall's Community Meeting Room A (120 Malabar Road SE, Palm Bay, FL 32909)

i. **All public comments must be either postmarked or received by October 5th.**


3. Comment form on project website:
www.palmbayflorida.org/MalabarPDE



TECHNICAL INFORMATION (TECHNICAL ISSUES)



 This meeting is being recorded.



Type your issue in **Questions box** on the control panel.

MEETING PURPOSE



Outline

Outline the PD&E Study Process



Overview

Overview of Malabar Road PD&E Project



Present

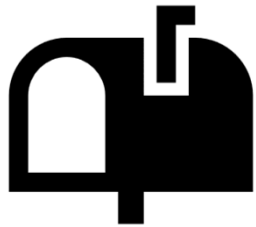
Present Proposed Alternatives and Evaluation



Provide

Provide Project Schedule and Contact Information

PUBLIC NOTICE



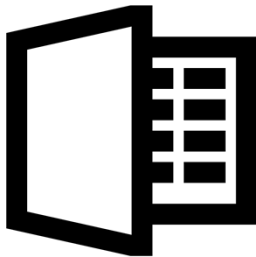
Property owner/tenant letters



Emails to project contacts list



www.palmbayflorida.org/MalabarPDE



Florida Administrative Register



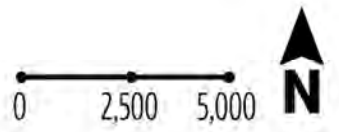
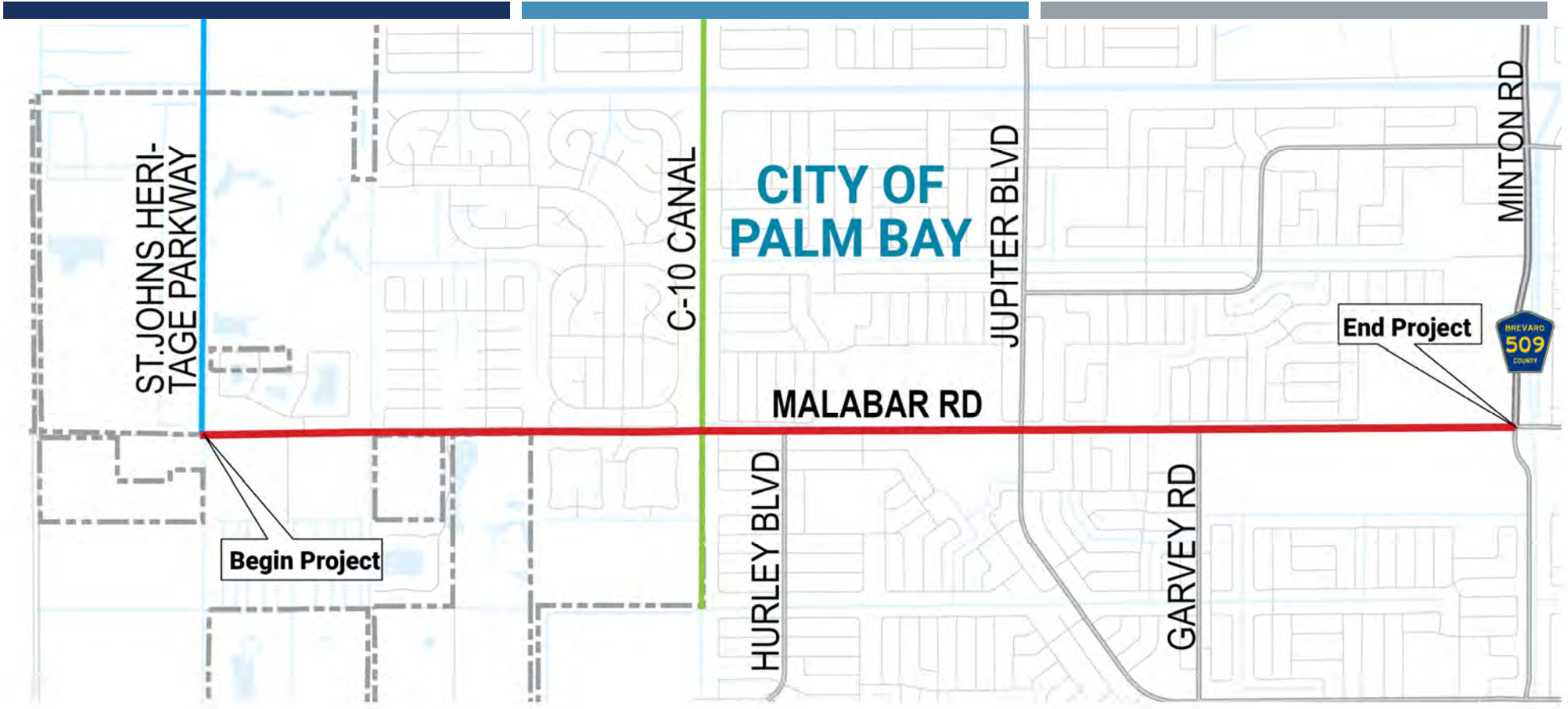
Newspaper – Florida Today

TITLE VI COMPLIANCE AND CONTACTS

Public participation in this meeting is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express concerns about Title VI may do so by contacting either:

Charleena Cox, MBA, IPMA-SCP
City of Palm Bay Director of Human Resources,
Title VI/Nondiscrimination, ADA Coordinator
120 Malabar Road SE
Palm Bay, FL 32907
321-950-3421 (x3241)

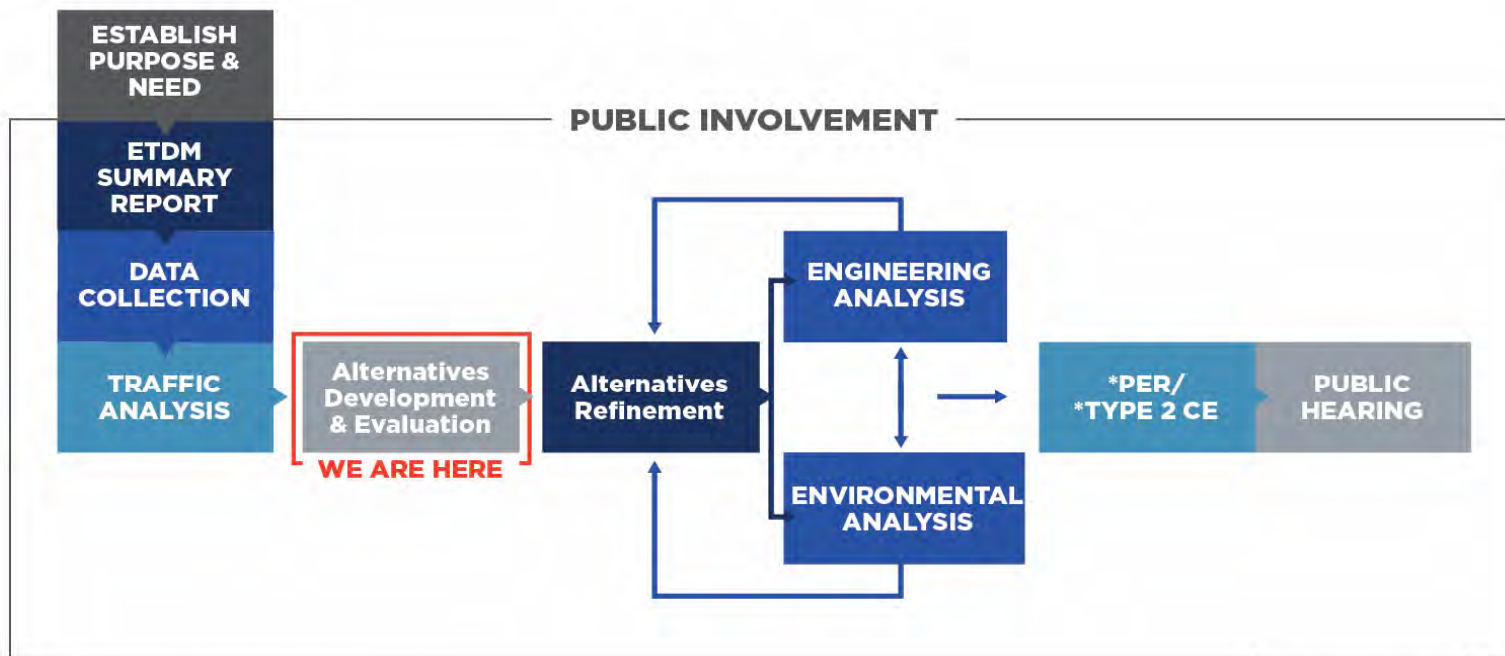


Legend

-  Project Limits
-  City Limits



PD&E STUDY PROCESS



*PER: Preliminary Engineering Report
*Type 2 CE: Type 2 Categorical Exclusion

APPROVAL

PROJECT OVERVIEW

- Malabar Road From St. Johns Heritage Parkway to Minton Road– Brevard County
- Widening Alternatives
 - Alternative A - Minimal Right-of-Way Alternative
 - Alternative B - Desirable Right-of-Way Alternative
- Multimodal Features
- Safety Improvements
- Type 2 Categorical Exclusion
 - Federal process being followed, and federal funds included



PURPOSE AND NEED

- The purpose of this project is to evaluate the need for capacity improvements (roadway widening), the addition of multi-modal features and addressing safety issues along the corridor.

- This project is needed to resolve issues related to:

- **Transportation Demand**

- Design year traffic exceeds target capacity

- **Safety**

- There were 621 crashes from 2015-2019
 - There were no fatalities, but 181 of the total crashes were injury crashes

- **Multimodal Enhancements**

- Limited sidewalks along south side
 - Transit stops without sidewalk access

- **System Linkage**

- Enhances St. Johns Heritage Parkway Access

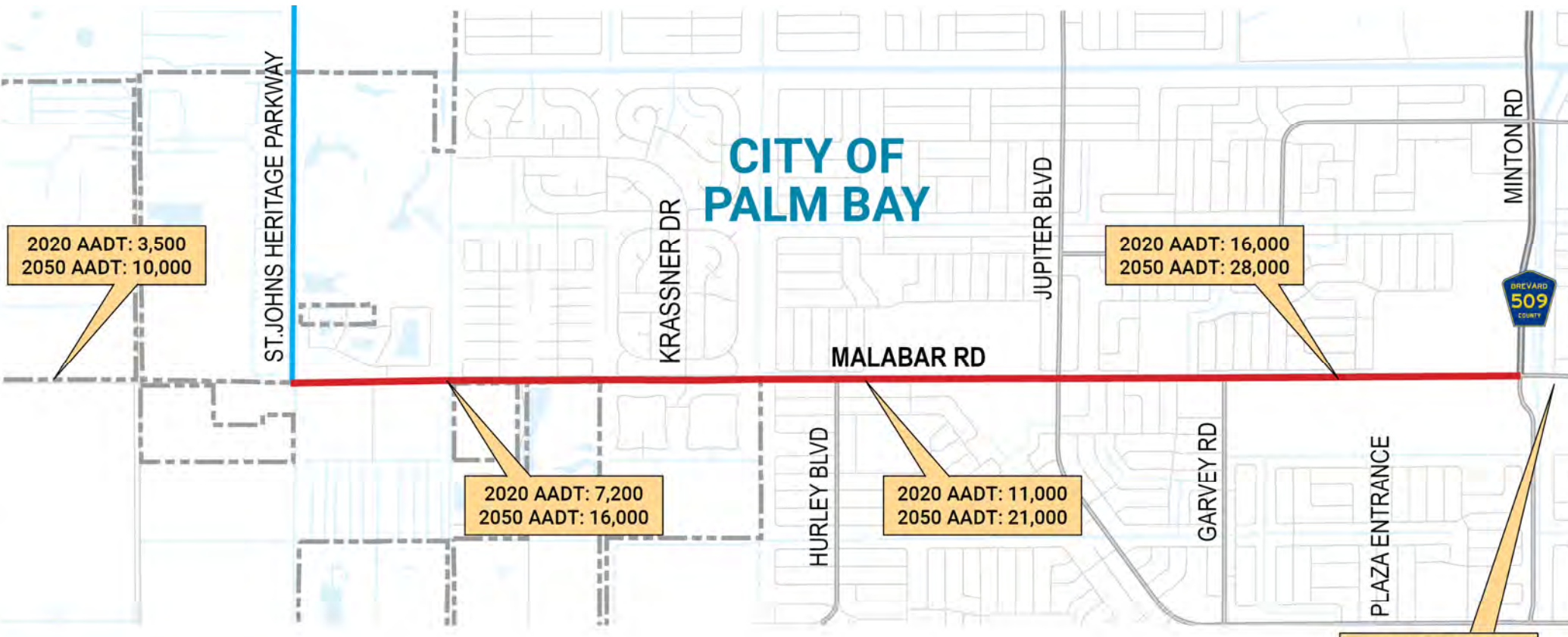


PURPOSE AND NEED (CONTINUED)

- This project is also needed to be consistent with local plans:
- **Plan Consistency**
 - Project is listed in the Space Coast Transportation Planning Organization (SCTPO) 5-Year Transportation Improvement Program (TIP) Fiscal Year 2019/20 – 2023/24 (FY2019 - 2023)
 - The 2040 Long-Range Transportation Plan (LRTP) Cost Feasible Plan
 - Preliminary engineering not yet funded in the 5-Year TIP

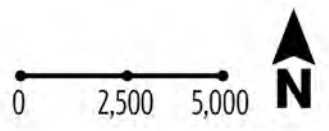


CITY OF PALM BAY



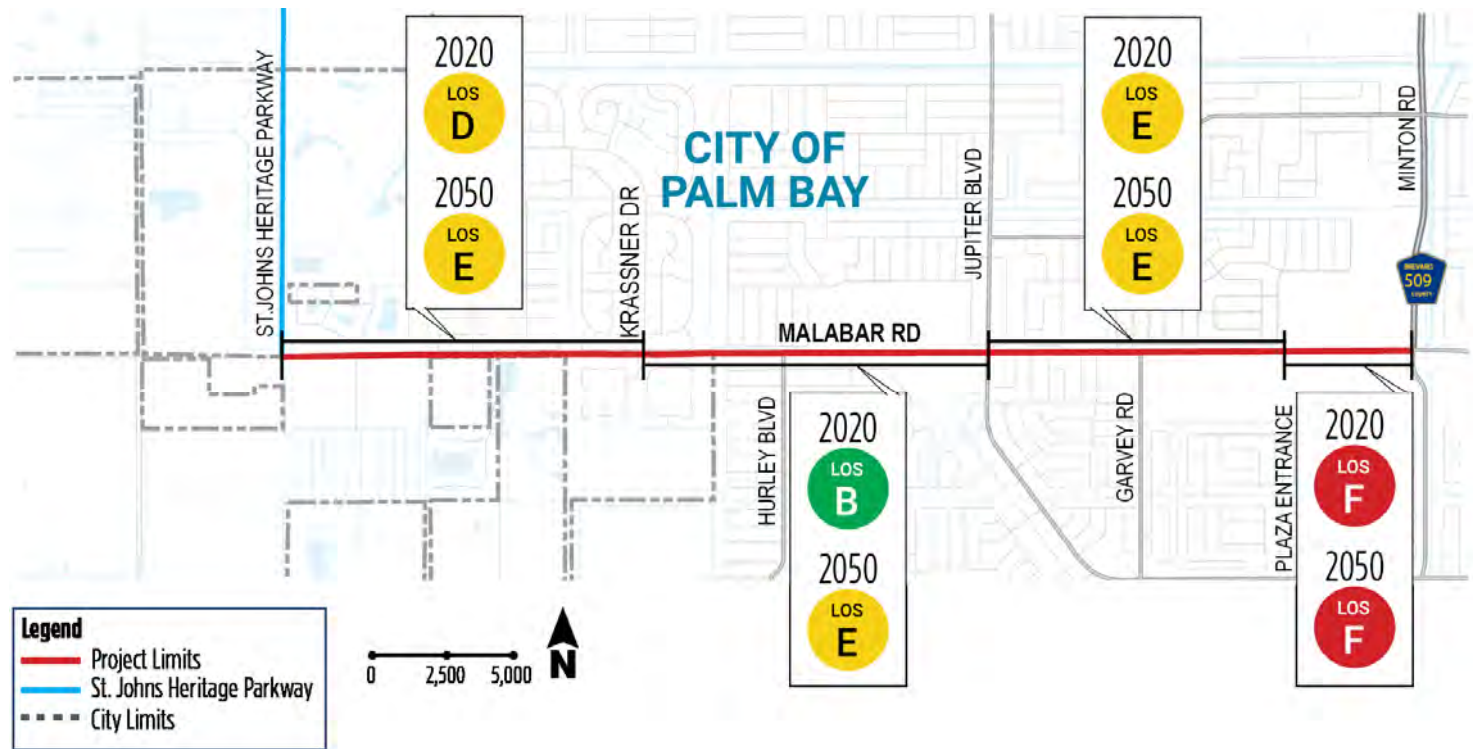
Legend

- Project Limits
- St. Johns Heritage Parkway
- City Limits

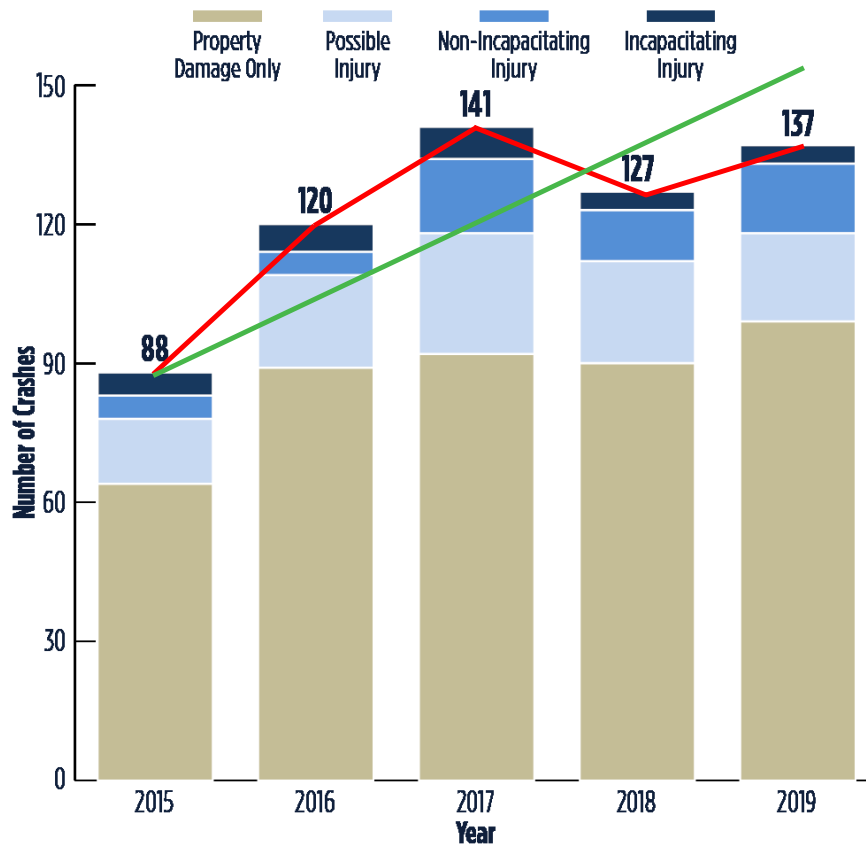


MALABAR ROAD “NO-BUILD” LEVEL OF SERVICE (LOS)

- Level of service (LOS) is used to evaluate traffic conditions
- Like grades in school, a letter is given to a roadway indicating its LOS, starting with “A” as best and ending with “F” as failing

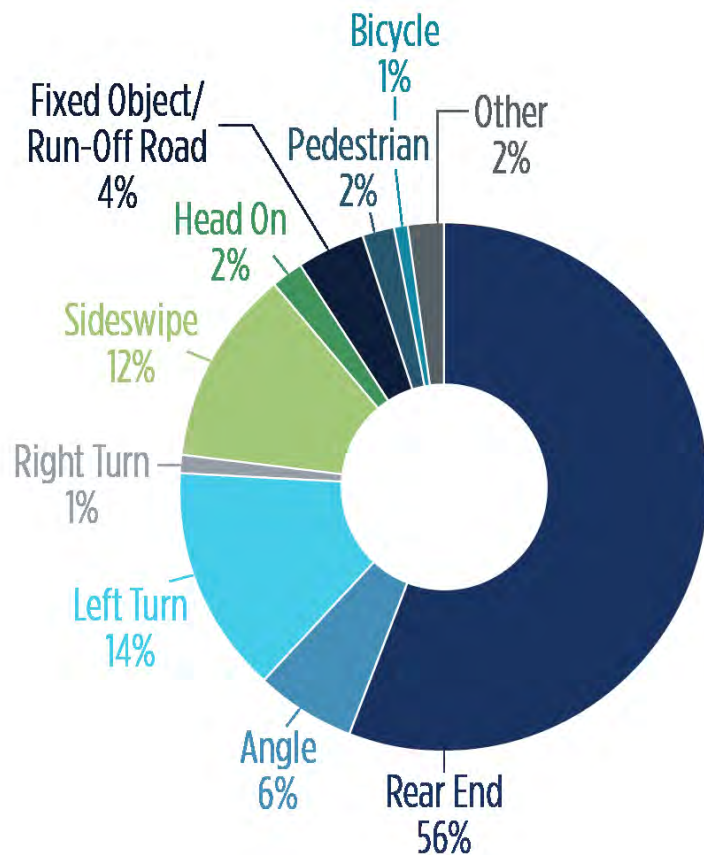


SAFETY - ANNUAL NUMBER OF CRASHES



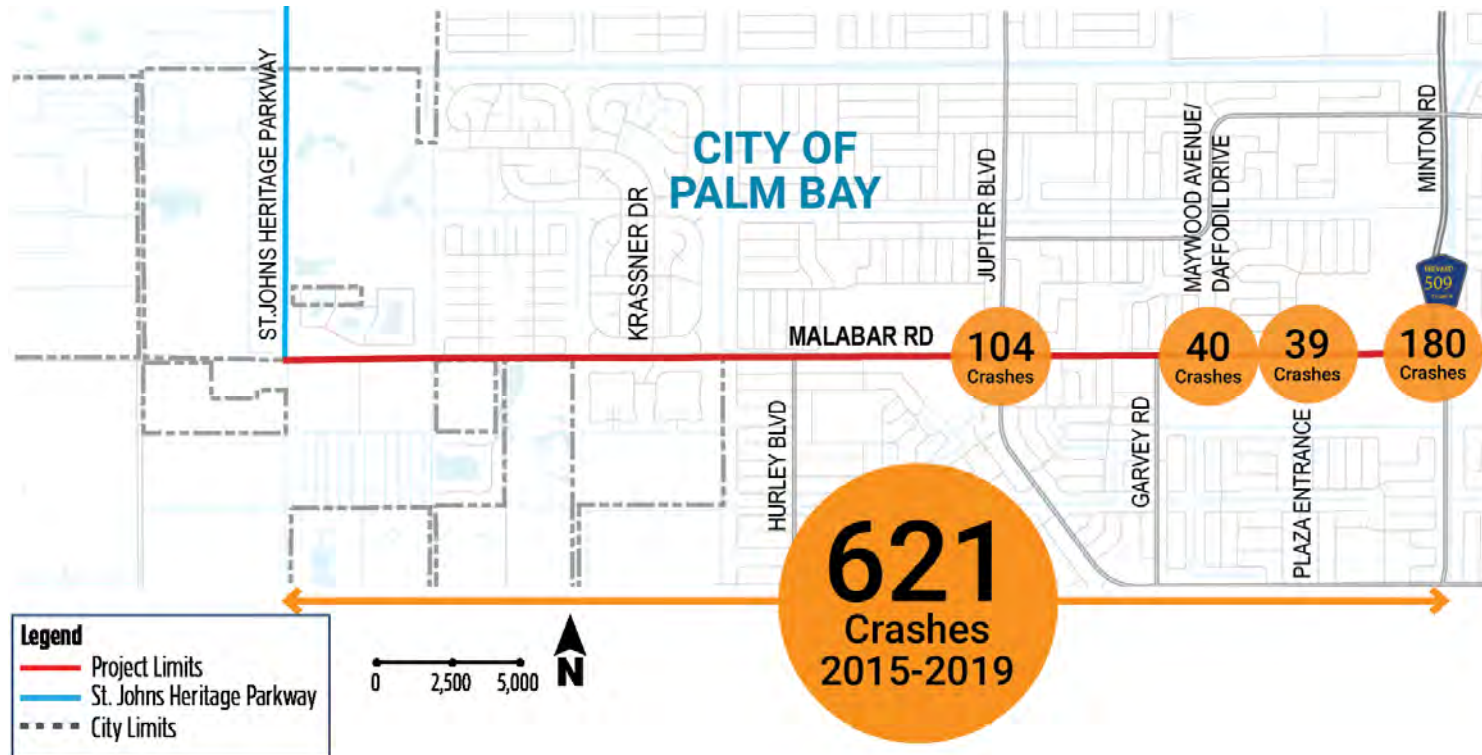
- Crashes increasing over past 5 years
- No Fatalities
- Injury crashes are increasing

SAFETY – CRASH TYPES



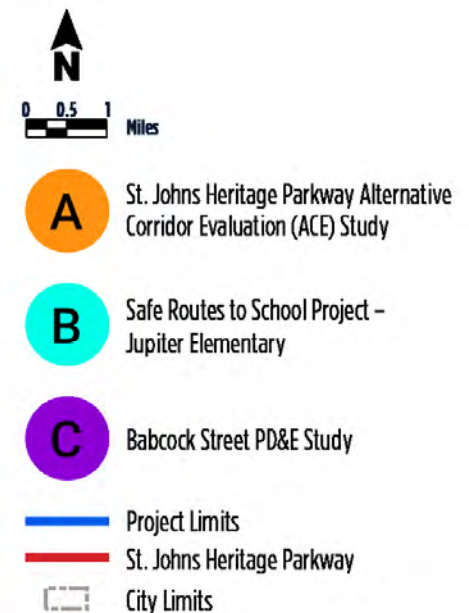
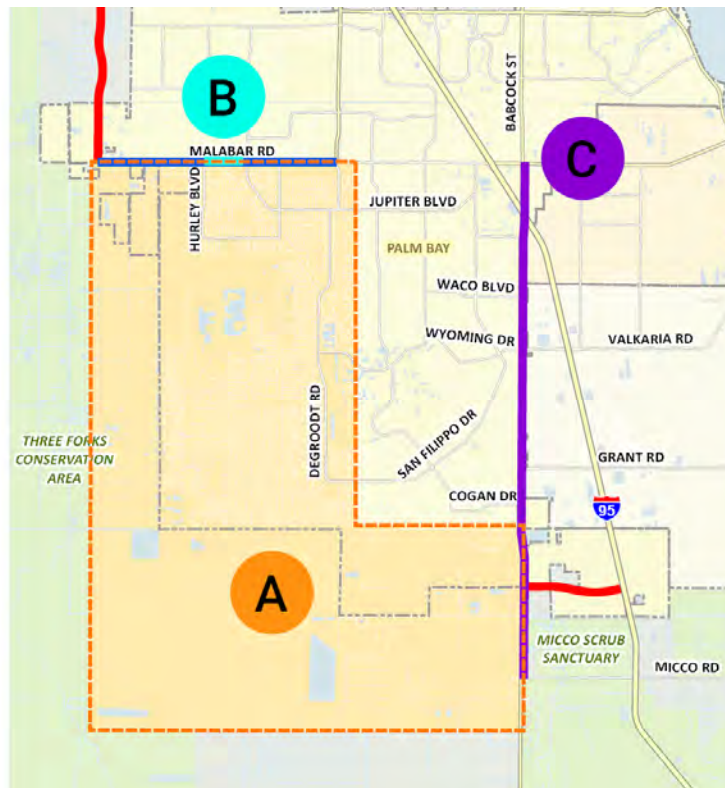
- Rear end more than 1/2 of all crashes
- Left turn, Sideswipe and Angle are nearly 1/3 of all crashes.
- Pedestrian and Bicycle - 3% of crashes

SAFETY - HIGH CRASH LOCATIONS



ONGOING NEARBY PROJECTS

- A. St. Johns Heritage Parkway Alternative Corridor Evaluation Study
 - Public Meeting will be held on October 22, 2020
 - Project Completion - Winter 2021
- B. Safe Routes to School Project – Jupiter Elementary
 - Adding sidewalk on Malabar Road from Hurley Boulevard to the United States Post Office driveway west of Jupiter Boulevard with construction later in 2020
- C. Babcock Street PD&E Study
 - This PD&E Study began in late 2017
 - Public Hearing Conducted
 - Project Completion – mid-2021

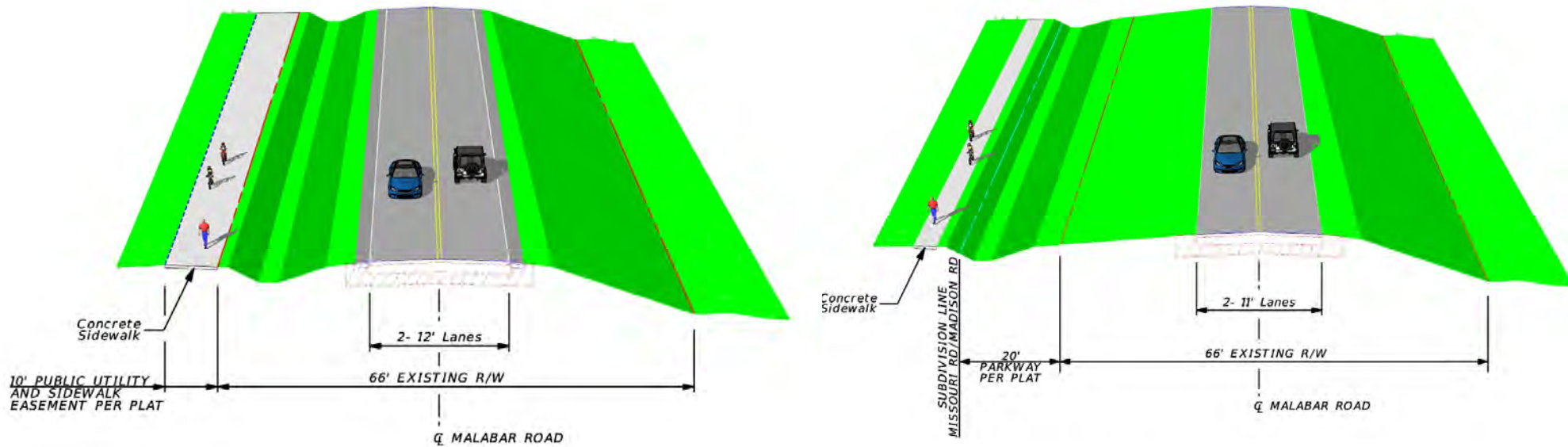


ENGINEERING ANALYSIS OVERVIEW

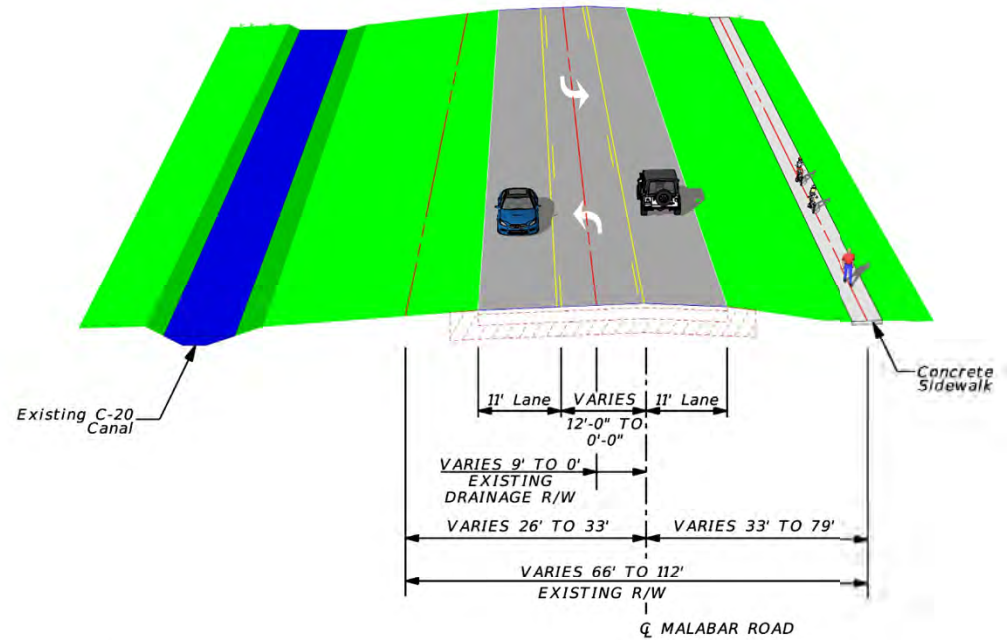
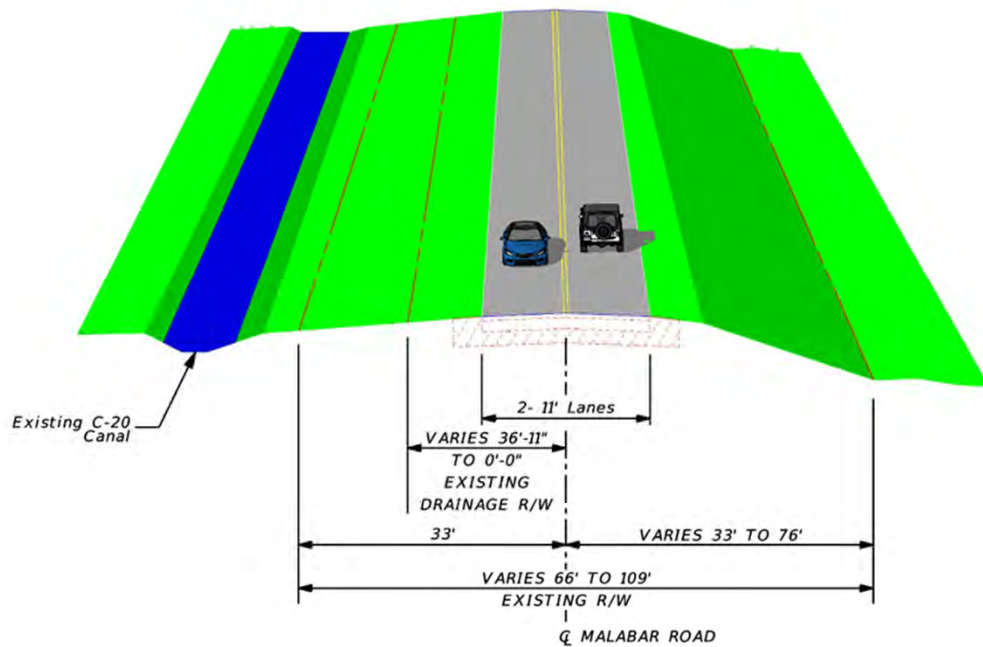
- **Roadway Concepts**
 - Generally 66' existing Right-of-Way
 - Alternative A - 89.5' Right-of-Way, 92.5' Right-of-Way at C-20 Canal
 - Alternative B - 100' Right-of-Way, 103' Right-of-Way at C-20 Canal
- **Right-of-Way**
- **Intersection Alternatives**
 - Evaluating signals and roundabouts at five different intersections
- **C-20 Canal Impacts**
- **New Bridge Over the C-10 Canal**
- **Traffic Operations / Safety**
 - Shared-Use Path Along the North Side of Malabar Road



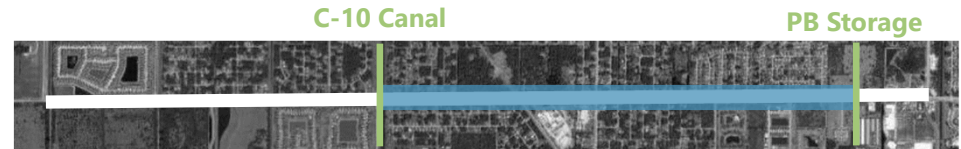
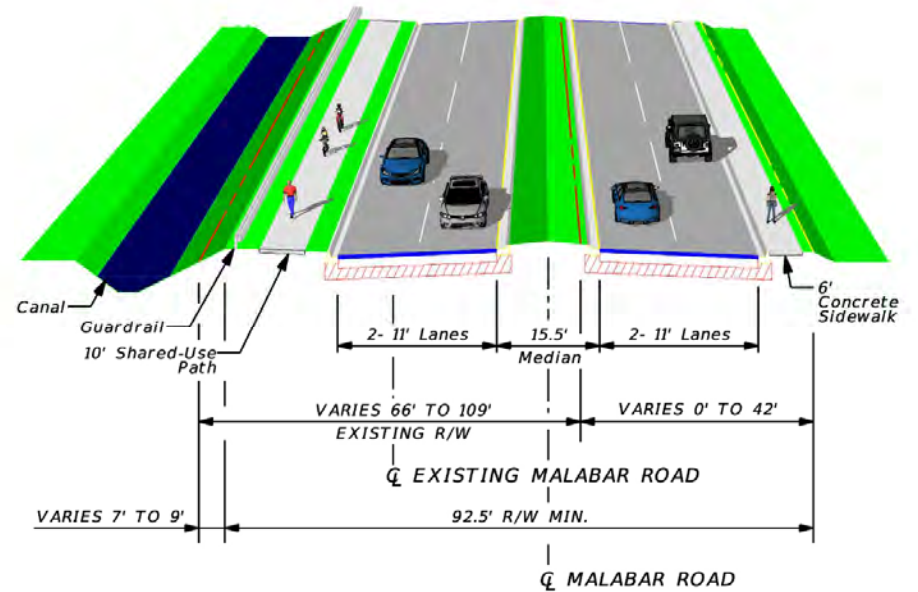
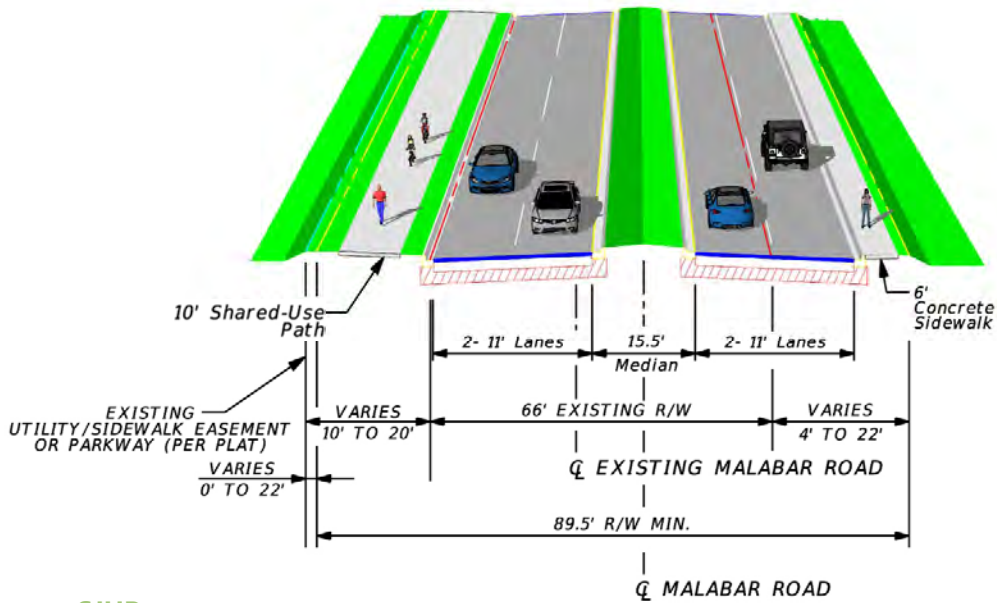
EXISTING TYPICAL SECTIONS



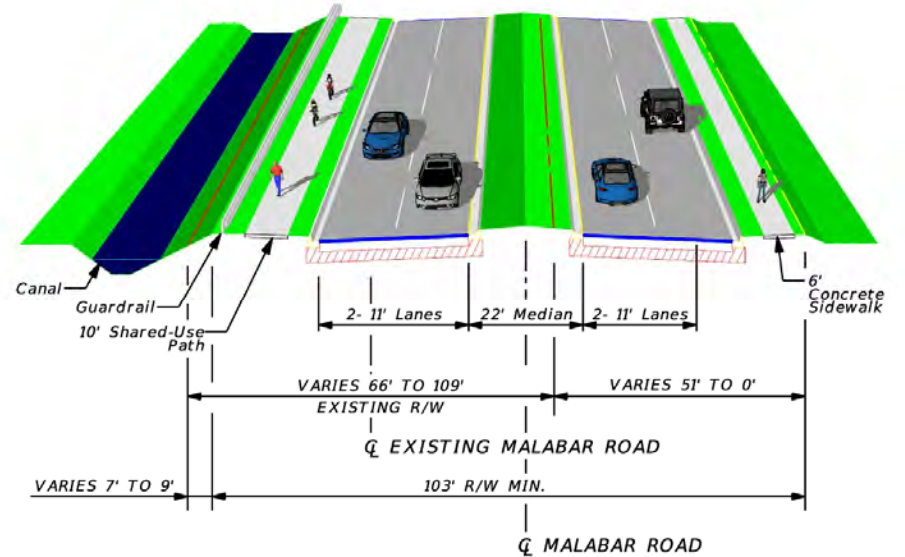
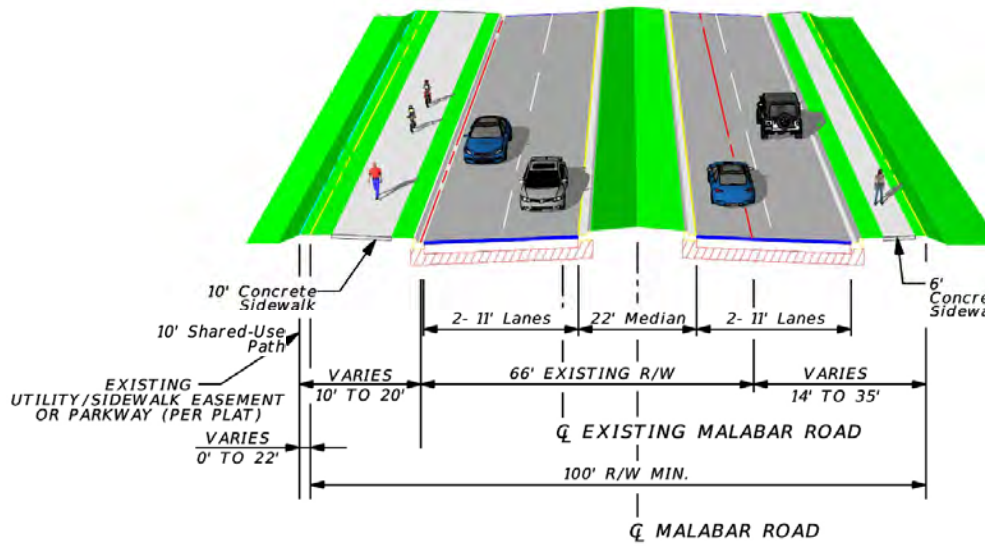
EXISTING TYPICAL SECTIONS



TYPICAL SECTIONS ALTERNATIVE A – MINIMUM RIGHT-OF-WAY



TYPICAL SECTIONS ALTERNATIVE B – DESIRABLE RIGHT-OF-WAY



SJHP

C-10 Canal



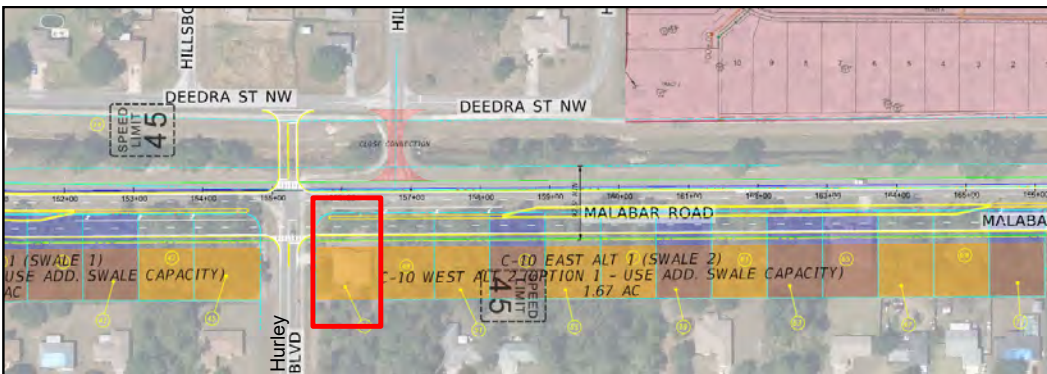
C-10 Canal

PB Storage

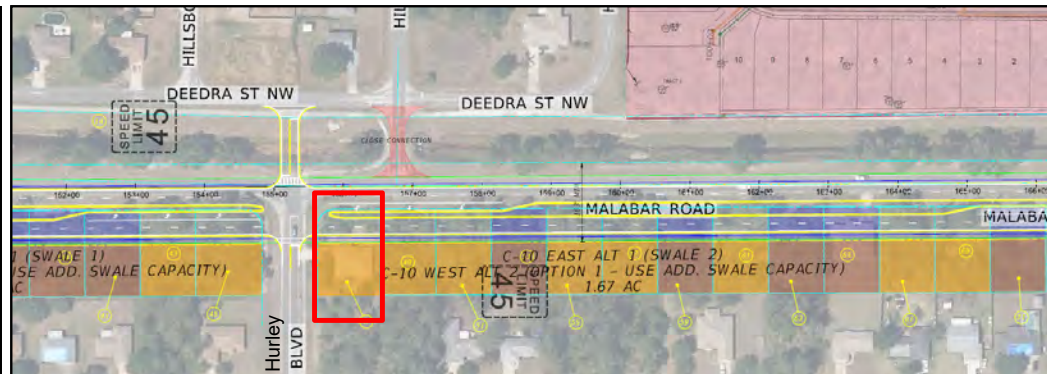


MINIMAL IMPACTS TO PROPERTY

Alternative A – Minimum Right-of-Way



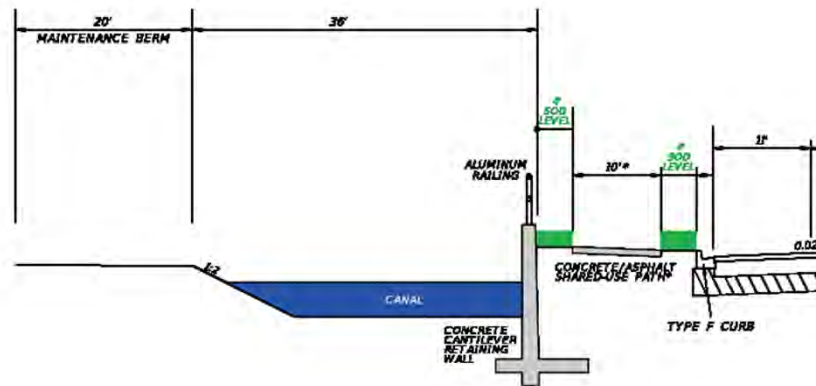
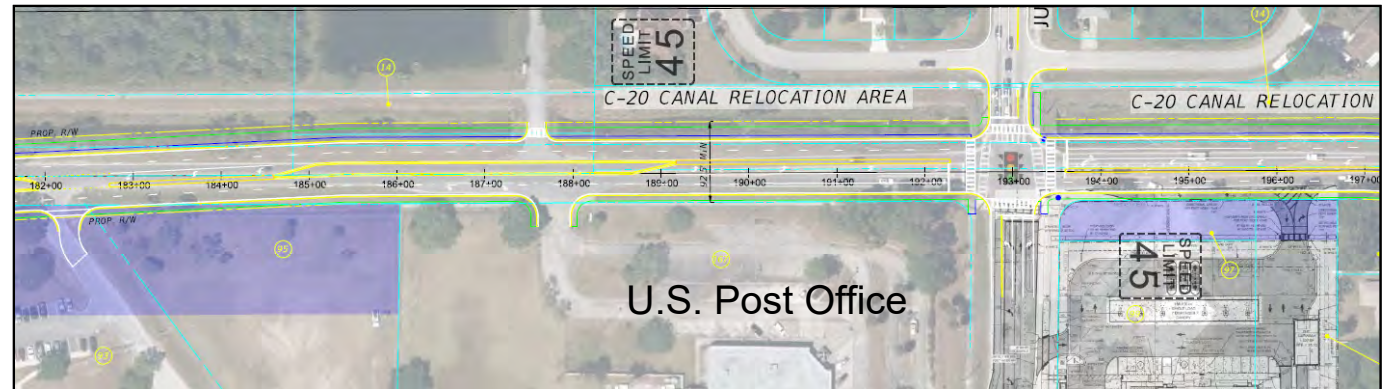
Alternative B – Desirable Right-of-Way



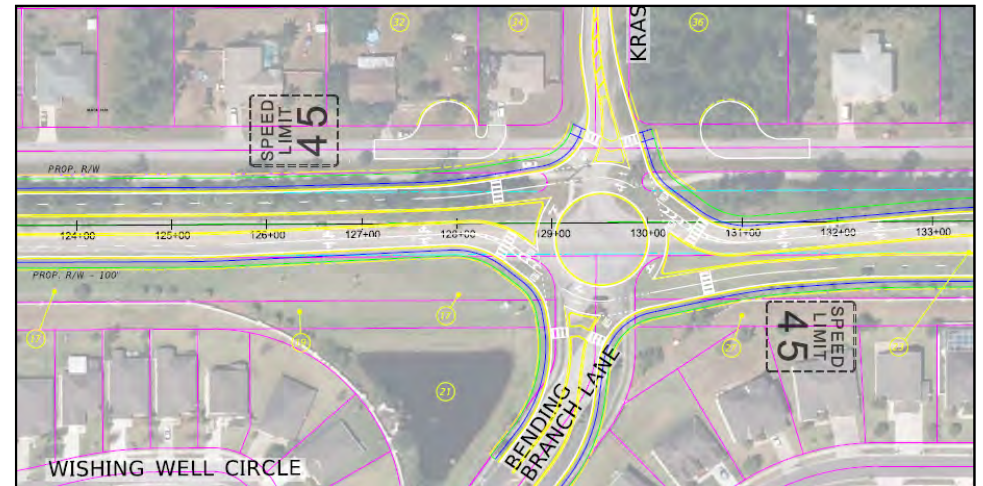
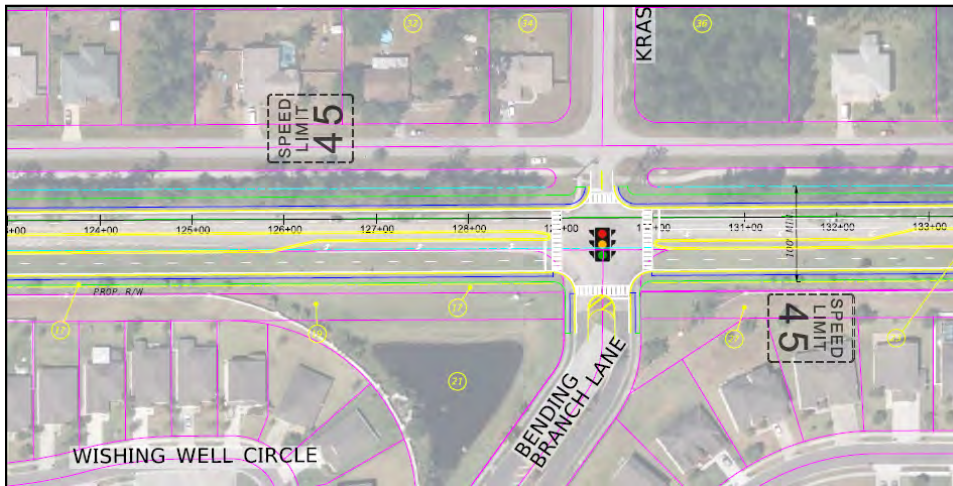
- **Right-of-Way**
 - 29 of the 94 parcels are owned by the City of Palm Bay
 - City acquired blue shaded parcels several years ago
 - One occupied dwelling unit impacted by both alternatives

SPECIAL ALIGNMENT CONSIDERATIONS AT JUPITER BOULEVARD

- No impacts to Post Office - Federal property
- Shifts widening into C-20 Canal
- Roadway Concepts
 - 92.5' Right-of-Way at C-20 Canal
- C-20 Canal Relocation
 - Approximately 2340' with signal
 - Approximately 1540' with roundabout



INTERSECTION ALTERNATIVES - SIGNAL OR ROUNDABOUT



- Signal
 - Less Right-of-Way
 - Less construction cost
 - Higher maintenance and operation costs

- Roundabout
 - Reduces corridor speeds
 - Enhances Intersection Safety
 - Improved traffic operations

INTERSECTION ALTERNATIVES - TRAFFIC OPERATIONS AND SAFETY

Intersection	No Build	Build				FI Crash Difference
	Stop Control/Signal	Signal		Roundabout		
	2050 LOS	2050 LOS	2050 FI crashes/yr	2050 LOS	2050 FI crashes/yr	
St. Johns Heritage Parkway	F	E	29.8	C	26.0	-13%
Bending Branch Lane	D	D	42.3	A	17.6	-58%
Hurley Blvd*	F	A	29.2	A	16.6	-43%
Jupiter Blvd	F	D	92.5	D	49.8	-46%
Garvey Road	F	B	46.6	C	23.6	-49%
Shopping Center	F	C	N/A	N/A	N/A	N/A
Minton Road	E	E	N/A	N/A	N/A	N/A

Legend:

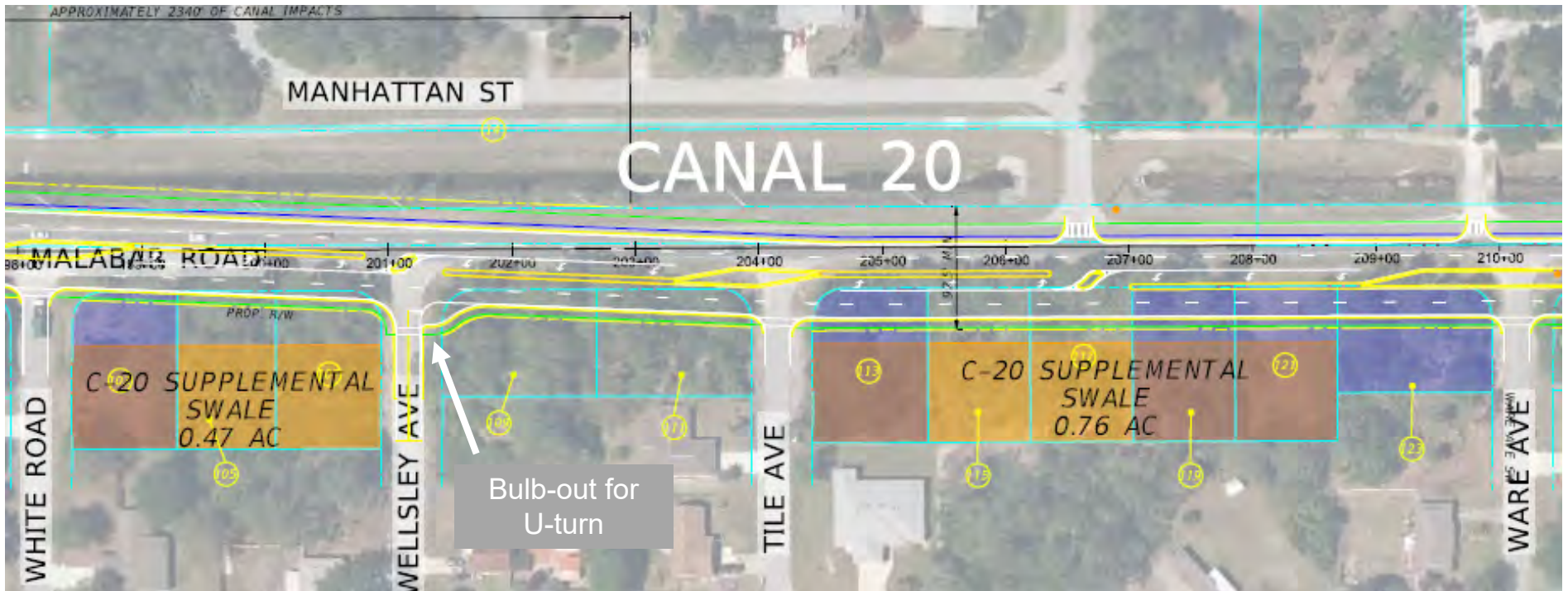
LOS - Level of Service

FI - Fatal and Injury

* Future unsignalized location

N/A - Roundabout not considered

ACCESS MANAGEMENT



COMPARATIVE EVALUATION MATRIX - ENGINEERING

Engineering Evaluation Criteria		No-Build Alternative	Alternative A 89.5'/92.5' Minimum Right-of-Way		Alternative B 100'/103' Desired Right-of-Way	
			With Traffic Signals	With Roundabouts	With Traffic Signals	With Roundabouts
PROJECT COSTS	Design Costs	\$0	\$7,900,000	\$8,800,000	\$8,000,000	\$9,100,000
	Wetland Mitigation Costs	\$0	\$60,000	\$60,000	\$60,000	\$60,000
	ROW Acquisition Costs (Without Ponds)	\$0	\$1,496,600	\$1,625,400	\$1,677,300	\$1,815,800
	Construction Costs	\$0	\$64,600,000	\$72,400,000	\$65,700,000	\$74,800,000
	Construction Engineering & Inspection Costs	\$0	\$9,700,000	\$10,900,000	\$9,900,000	\$11,200,000
	PRELIMINARY ESTIMATE OF TOTAL PROJECT COST	\$0	\$83,756,600	\$93,785,400	\$85,337,300	\$96,975,800

COMPARATIVE EVALUATION MATRIX - ENGINEERING

Engineering Evaluation Criteria		No-Build Alternative	Alternative A 89.5'/92.5' Minimum Right-of-Way		Alternative B 100'/103' Desired Right-of-Way	
			With Traffic Signals	With Roundabouts	With Traffic Signals	With Roundabouts
TRAFFIC, SAFETY, AND UTILITIES	Intersection Operations ¹	1 @ LOS2 D 4 @ LOS F	1 @ LOS A 1 @ LOS B 2 @ LOS D 1 @ LOS E	2 @ LOS A 2 @ LOS C 1 @ LOS D	1 @ LOS A 1 @ LOS B 2 @ LOS D 1 @ LOS E	2 @ LOS A 2 @ LOS C 1 @ LOS D
	Intersection Safety ¹	N/A	10% More Total Crashes and 45% More Fatal & Injury Crashes than Roundabout	10% Less Total Crashes and 45% Less Fatal & Injury Crashes than Signal	10% More Total Crashes and 45% More Fatal & Injury Crashes than Roundabout	10% Less Total Crashes and 45% Less Fatal & Injury Crashes than Signal
	Roadway Segment Safety	35% to 40% Higher Crashes vs Build	35% to 40% Lower Crashes vs No-Build		35% to 40% Crash Reduction vs No-Build	
	Potential Utility Impacts	None	Moderate	High	Moderate	High

¹ Intersections included St. Johns Heritage Parkway, Krassner Dr., Hurley Blvd., Jupiter Blvd., and Garvey Rd.

² LOS = Level of Service

NATURAL ENVIRONMENT EVALUATIONS

- Wetland Impacts
 - Alternative A - 2.32 AC – Surface Water Only
 - Alternative B – 2.35 AC – Surface Water Only
- Floodplains
 - Alternative A: 1.26 ac-ft
 - Alternative B: 1.41 ac-ft

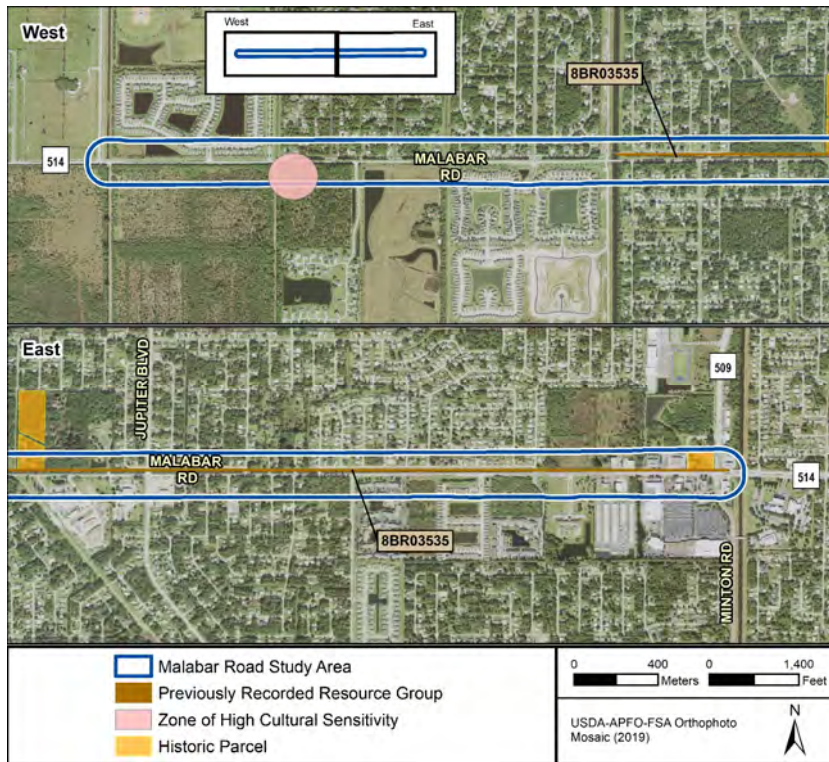


NATURAL ENVIRONMENT EVALUATIONS

- Wildlife – Threatened & Endangered Species
 - Florida Scrub Jay Survey – No birds
 - Audubon Crested Caracara Survey – Two nests
 - Minor impacts to secondary zone
 - Wood Stork, Florida Sandhill Crane and State-listed wading birds
 - Observed in corridor
 - Gopher Tortoise and Eastern Indigo Snake
 - Suitable habitat present
 - Natural Resource Evaluation to be conducted



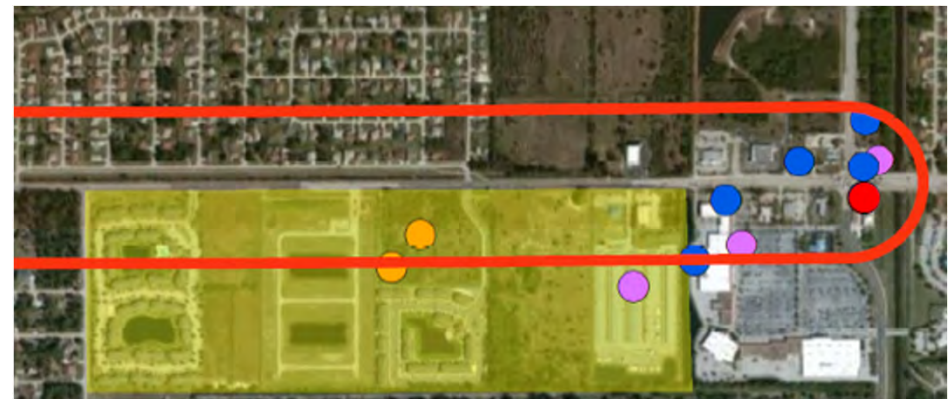
CULTURAL ENVIRONMENT EVALUATIONS



- Cultural & Historic Resources
 - The Melbourne Tillman Canal No. 20 (8BR03535) has been determined ineligible for the National Register by the State Historic Preservation Officer
 - Zone of High Cultural Sensitivity
 - Three parcels with unrecorded buildings of historic (pre-1976) age are located within or adjacent to the study area

PHYSICAL ENVIRONMENT EVALUATIONS

- Noise Impacts
 - Alternative A – narrower right-of-way, lower noise levels
 - Alternative B – Slightly higher than Alt. A
 - Noise Study to be conducted
- Contamination – Sites Along Corridor
 - Agricultural Land Use – citrus/cattle
 - 8 Petroleum Tank sites – 1 w/Contamination
 - 5 Hazardous Material sites
 - 2 Solid Waste/Disaster Debris sites
 - 1 Arsenic Groundwater Contamination Plume @
2 sites



Legend

- Petroleum tank sites
- Petroleum tank site with contamination
- Hazardous material sites
- Arsenic groundwater contamination plume sites
- Study Area
- Agricultural study area

COMPARATIVE EVALUATION MATRIX - ENVIRONMENTAL

Environmental Evaluation Criteria		No-Build Alternative	Alternative A 89.5'/92.5' Minimum Right-of-Way		Alternative B 100'/103' Desired Right-of-Way	
			With Traffic Signals	With Roundabouts	With Traffic Signals	With Roundabouts
SOCIAL ENVIRONMENT	Social Resources Degree of Impact from ETDM*	None	Enhanced to Moderate		Enhanced to Moderate	
	ROW Take Area (acres)(Without Ponds)	None	11.43	11.64	14.52	15.18
	Parcels Impacted (#)(Without Ponds)	None	94	99	92	100
	Residential Relocations (#)	None	1	1	1	1
NATURAL ENVIRONMENT	Natural Resources Degree of Impact from ETDM*	None	Moderate		Moderate	
	Wetland Impacts (acres)	None	0.5	0.5	0.5	0.5
	Surface Water Impacts (acres)	None	2.32	2.32	2.35	2.35
	Floodplain Impacts (acres)	None	1.26	1.26	1.41	1.41
	Potential Threatened & Endangered Species Impacts	None	Moderate		Moderate	

* ETDM - Efficient Transportation Decision Making

COMPARATIVE EVALUATION MATRIX - ENVIRONMENTAL

Environmental Evaluation Criteria		No-Build Alternative	Alternative A 89.5'/92.5' Minimum Right-of-Way		Alternative B 100'/103' Desired Right-of-Way	
			With Traffic Signals	With Roundabouts	With Traffic Signals	With Roundabouts
CULTURAL ENVIRONMENT	Natural Resources Degree of Impact from ETDM*	None	Minimal		Minimal	
	Historic Resources Potentially Impacted (#)	None	2	2	2	2
	Cultural Resources Potentially Impacted (#)	None	No registered resources; one zone of High Cultural Sensitivity	No registered resources; one zone of High Cultural Sensitivity	No registered resources; one zone of High Cultural Sensitivity	No registered resources; one zone of High Cultural Sensitivity
PHYSICAL ENVIRONMENT	Physical Resources Degree of Impact from ETDM*	None	Minimal to Moderate		Minimal to Moderate	
	Medium Risk Contamination Sites Impacted (#)	None	11	11	11	11
	Noise Impacts	None	Residential impacts likely	Same residential impacts Slight noise increase to adjacent properties	Potential for slightly more residential impacts	Same residential impacts Slight noise increase to adjacent properties

* ETDM - Efficient Transportation Decision Making



- The project is scheduled to complete in early 2023
- The next phase in the project development process, final design, is not yet funded not yet scheduled

PUBLIC COMMENT AFTER TODAY'S MEETING



1. Obtain a printed public comment form from Palm Bay City Hall
2. Submit comment form in the following ways:

a) Via mail to the City's Consultant Project Manager Jack Freeman at 225 E Robinson St, Suite # 355, Orlando, Florida 32801

b) Via email to City's Consultant Project Manager Jack Freeman at jfreeman@kittelton.com

c) Deposited into comment box at Palm Bay City Hall's Community Meeting Room A (120 Malabar Road SE, Palm Bay, FL 32909)

- i. **All public comments must be either postmarked or received by October 5th.**

3. Comment form on project website:
www.palmbayflorida.org/MalabarPDE



PUBLIC COMMENT PERIOD

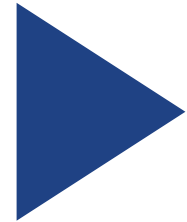
Please submit your comments by Monday, October 5, 2020



Responses to comments and questions will be provided later.



All comments and questions are part of the **Public Record**.



All registrants will receive a link to the **meeting recording**, which will also be posted on the project website.

CONTACT INFORMATION

- 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@kittelton.com.
- Additional information can also be found on the project website at www.palmbayflorida.org/MalabarPDE.



THANK YOU!



The City of Palm Bay thanks you for attending the Malabar Road PD&E Alternatives Public Meeting!

We appreciate your participation and input.



From Floridatoday.com



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@kittelsohn.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.

Comments & Response Letters

Q&A Report: Malabar Road Project Development and Environment (PD&E) Study Alternatives Public Meeting

Report Generated:

09/28/2020 03:16 PM PDT

Webinar ID	Actual Start Date/Time	Duration	# Registered	# Attended	
511-553-043	09/24/2020 05:15 PM EDT	1 hour 37 minutes		78	41

Q&A

Last Name	First Name	Email Address	Question # (Per Person)	Question Asked Date/Time	Question Asked
Sassine	Raymond	rsassinepb@yahoo.com		1 05:57:28 PM EDT	How about implementing a bike trail, a walk way lined with trees instead of just a plain highway? (Our FL cities are looking more and more like the 'ugly' north east.)



October 20, 2020

Mr. Raymond Sassine
rsassinepb@yahoo.com

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Mr. Sassine:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comments you submitted during the public comment period. Your comment is about implementing a bicycle trail or shared-use path with trees along the corridor.

The PD&E Study is evaluating capacity improvements to meet the growing transportation demands of the area; however, the study is also considering a shared use path along the roadway's north side and a sidewalk along the south side. With a raised median, landscaping or small-scale trees can be installed throughout the corridor.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelson.com for additional questions or comments.

Sincerely,

Frank Watanabe, P.E.
City of Palm Bay Project Manager

ID	Submission Date	Full Name-First Name	Full Name-Last Name	Email	Phone-Number	Full Address-Street Number and Name	Full Address-City	Full Address-State/Province/Region	Full Address-Postal/ZIP Code	Full Address-Country	Comments
558486	9/24/2020 18:49	Russell	Bremmer	rasawdust@gmail.com	3216981278	1770 Halfmoon St, NW	FL	Palm Bay	32907-9219	United States	I have a question regarding sidewalk and multiuse paths and the proposed signal vs roundabout intersections. Which intersections are safer for pedestrians and bicyclist using the sidewalks and paths?
558489	9/24/2020 18:50	Russell	Bremmer	rasawdust@gmail.com	3216981278	1770 Halfmoon St, NW	FL	Palm Bay	32907-9219	United States	Why were buffered bicycle lanes not considered in the planning?



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Mr. Russell Bremmer
1770 Halfmoon Street NW
Palm Bay, FL 32907

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Mr. Bremmer:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comments you submitted during the public comment period. Your comment poses questions regarding pedestrian and bicyclist safety and specifically whether a signal or a roundabout is safer. You would also like to know why buffered bicycle lanes are not included in the concept.

Intersection safety for pedestrians and bicyclists considers the number of potential conflicting movements the pedestrian or bicyclist would encounter in the crosswalk. At a signalized intersection, there are three conflicting movements: the right turns and left turns from the roadway parallel to the crosswalk, and the through movements along the roadway crossed by the crosswalk. The roundabout is designed to have a splitter island on each intersection approach. This provides refuge for pedestrians and bicyclists to make the crossing in two distinct movements, each movement only having vehicles approaching from one direction. This decreases the number of potential conflicting movements from three to one.

Further, the pedestrian and bicyclist crossing distance is generally less for the roundabout than for a signalized intersection. This also ties well with the reduced vehicular speeds of 20 to 25 mph when traversing a roundabout. These factors contribute to the roundabout being a safer intersection for pedestrians and bicyclist using the sidewalks and shared use path.

The Florida Department of Transportation (FDOT) has performed the evaluation of having the combination of shared use path with buffered bike lanes and has recently changed the guidance in the FDOT Design Manual (FDM). Section 223.2.3 – Shared Use Paths states “a shared use path may be substituted for a bicycle lane when the roadway design speed is 35 mph or greater and meeting three requirements”. Malabar Road will primarily be posted for 45 mph speed limit. One requirement is the context classification for the roadway be designated a C1, C2 or C3. The context classification is a system to identify the existing and future land uses that helps set the engineering design standards to be used during the PD&E Study. While Malabar Road is a local road without a FDOT designated context classification, it has the character of a C3 roadway.



120 Malabar Road, S.E.
Palm Bay, FL 32907

Another requirement is “separation can be maintained between the bicycle and motorized traffic through the intersections.” At all intersection crossings, special emphasis crosswalks will be provided. Due to the presence of the C-20 Canal and other land use controls, the number of driveways along the north side is very low. This also contributes to the third criteria “conflict points are minimal and mitigated.” The City of Palm Bay feels these FDM criteria have been met and having the shared use path on the north side with a sidewalk on the south side is the best alternative to accommodate bicyclists and pedestrians.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelso.com for additional questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Watanabe".

Frank Watanabe, P.E.
City of Palm Bay Project Manager

STATE OF FLORIDA

Melbourne-Tillman Water Control District



October 7, 2020

Kittelson and Associates
225 East Robinson Street, Suite 355
Orlando, FL 32801
ATTN: Jack Freeman, P.E. (via email jfreeman@kittelson.com)

RE: Malabar Road Project Development & Environment (PD&E) Study (SJHP to Minton)
Financial Management Number: 437210-1

Dear Mr. Freeman,

The Melbourne-Tillman Water Control District (MTWCD) would like to extend their gratitude on the work for improving Malabar Road from two lane to four lane divided roadway. There are concerns with the presentation provided at the Virtual Public Meeting held on Thursday, September 24, 2020 that need to be documented and considered.

First is the access to the southwest quadrant of Malabar Road and Canal C-10. Currently MTWCD utilizes the access to Canal C-10 and C-9R without restriction for maintenance and operation of canals that serve a \pm 15,000 acre watershed. Access is required for mobilization of various equipment to provide unrestricted flows of stormwater runoff and continued maintenance activities to prevent inhibiting flows. Equipment utilizing this access includes on-road tractors with trailers transporting excavators and dozers as well as land debris dump trailers. In your presentation, the proposal is to install a raised median and requiring U-turn movements. On both Concept Plan Alternative A and Alternative B, westbound travel turning south is provided access approximately two-hundred feet (200') west of the current access with a bulb out and right-turn lane to enter the canal right-of-way. Exiting the canal for westbound movement requires a right turn out with an attempted U-turn movement at Bavarian Ave/Hoffer Ave left-turn only median opening with no bulb out at the proposed new connection of Hoffer Ave with Malabar Road. This westbound U-turn movement is restrictive for tractor trailer operation. The FDOT permit issued to MTWCD for wide load transporting of Earth Handling Equipment identifies a truck tractor semitrailer with >48' to 57'-6" semitrailer with kingpin, as a reference.

The second concern is the encroachments to Canal C-20 along the north side of the corridor, starting at Canal C-10 eastward to about the shopping plaza's entrance, approximately fifteen hundred feet (1500') west of the Minton Road intersection. The correct establishment of the rights-of-way for the canal and roadway need to be legally determined. The overlap appearing on the plats for Port Malabar Units 13, 14 and 26 do not clearly identify where the right-of-way for Malabar Road was established. The only information I have seen was from General Development Corporation and does not identify the original recording of the right-of-way for Malabar Road.

Assuming the rights-of-way do overlap, the current configuration allows MTWCD to maintain the south slope of the canal from the shoulder of Malabar Road, albeit the obstruction of utility poles. The Concept Plans propose a ten foot (10') shared-use path with a guardrail between the path and top of bank of the canal. The utility poles are not identified and assumed to be on the canal side of the guardrail. MTWCD has permitted a shared-use path on the north side of the canal and question the need for another parallel path, especially since the placement restricts access for maintenance of the canal. The placement of this shared use path appears to not provide increased accessibility to the south side of the roadway where the commercial and multi-family properties exist in comparison with existing shared-use path on the north side of the canal.

Various locations along the corridor encroach the canal right-of-way with the roundabout intersections and specifically at the Jupiter Boulevard intersection, where the United States Post Office is located on the southwest corner. Canal C-20 is already a stressed channel that stages stormwater runoff into the Port Malabar Unit 13 subdivision, from Maywood Avenue to Belvedere Road, a 140+ acre watershed. Additional constrictions by enclosing the canal with culverts would not alleviate the issue and may exacerbate the staging water. In addition, the encroachments will create issues with maintenance of the canal.

As mentioned in the various meetings between you, Frank Watanabe, and myself, if the City of Palm Bay wants to pursue the concept plans with encroachments to Canal C-20, then the City of Palm Bay can discuss with MTWCD taking over maintenance responsibility of this canal.

I appreciate the ability to comment on this concept plan and if there are any questions or comments, please feel free to contact me at (321) 723-7233 or mike@melbournetillman.org.

Sincerely,

Michael E. McCabe, P.E.
District Engineer

Cc: Frank Watanabe, P.E. Palm Bay Public Works Director/City Engineer (via email frank.watanabe@palmbayflorida.org)

Deborah LeClair, Interim District Manager (via email djleclair@melbournetillman.org)

Phillip Weinberg, President Board of Directors MTWCD, (via email pweinberg@melbournetillman.org)

Georganna Gillette, Executive Director, Brevard Transportation and Planning Organization (via email, georganna.gillette@brevardfl.gov)



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Mr. Michael E. McCabe, P.E.
District Engineer
Melbourne-Tillman Water Control District
5990 Minton Road NW
Palm Bay, FL 32907

**Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment**

Dear Mr. McCabe:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study and for the comments you submitted during the public comment period. Your comments indicate several concerns about both alternatives. In summary, your comments indicate concerns over both proposed plans. Responses to your comments are detailed below.

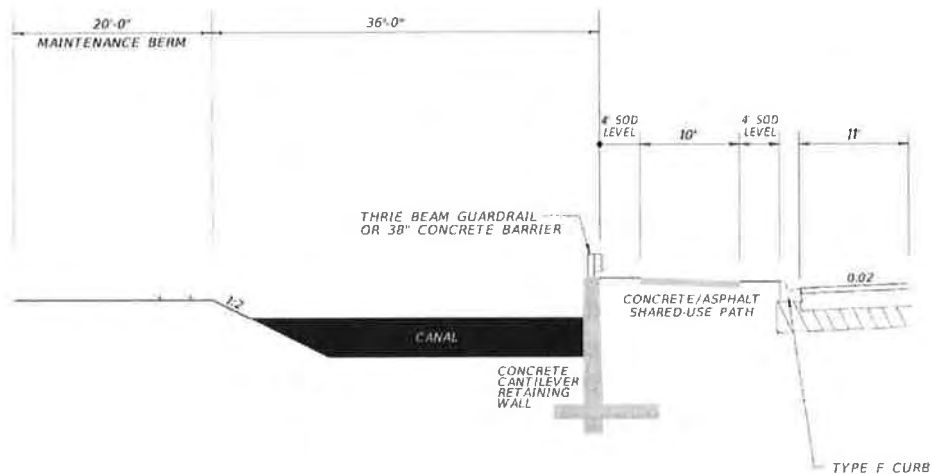
Your first comment regarded access to the Canal C-10. We are currently considering two options. The first is as shown in the concept plans having the proposed u-turn movement with bulb-out and right turn lane. This would be done in combination with roundabouts at Bending Branch Lane/Krassner Drive about 1100-ft to the west and Hurley Blvd about 1400-ft to the east. These roundabouts can facilitate the occasional u-turn movements needed and will be designed to accommodate the track tractor semitrailer you noted. As part of this we will also investigate adding a bulb-out to new Hoffer Ave connection to facilitate u-turns. The other option is to pave the entire median between Delta Avenue and Bavarian Avenue/Hoffer Avenue and use double yellow pavement markings to delineate the left turn lanes shown on the plans. As this part of Malabar Road is owned/maintained by Brevard County, we will coordinate with them on these two options.

Your second comment regards the overlapping right-of-way from just east of the Canal C-10 to the eastern end of Canal C-20. You are correct in saying the establishment of the right-of-way line needs to be legally determined. This will be done during the project's final design phase which includes right-of-way plan development, legal descriptions, and associated title searches. Until then, we know the right-of-way is publicly owned and will continue to work on maximizing its use.

Your third comment regards the shared use path along the north side and associated guardrail and impacts to the overhead power line. We will need canal protection. FDOT Design Manual (FDM) Section 215.3.2 – Canal Hazards says a canal hazard is defined as “an open ditch parallel to the roadway for a minimum distance of 1000-ft and with a seasonal water depth of 3-ft for extended periods of time (i.e., 24 hours or more).” The minimum lateral offset for canal hazards is “not less than 40-ft for curbed roadways with design speeds of 45 mph or less.” The FDM says

“shield the canal hazard with an approved roadside barrier when the required minimum lateral offset cannot be met using the following criteria. Locate guardrail no closer than 6-ft from the canal front slope.” We will reduce this 6-ft lateral offset to just over 2-ft by using a 9-ft steel deep post on 6’-3” centers per FDOT Standard Plans Index 536-001, Sheet 6 of 24. The use of some form of “approved roadside barrier” is required between Canal C-20 and Malabar Road. One of the project goals is to improve the multimodal capabilities of Malabar Road. Good design is to provide either a buffered bike lane (7’ wide each side) or a 10-ft or 12-ft shared use path. FDOT recently changed the guidance in FDM Section 223.2.3 – Shared Use Paths saying a shared use path may be substituted for a buffered bicycle lane when the roadway design speed is 35 mph or greater and meeting three requirements. Malabar Road will primarily be posted for 45 mph speed limit. One requirement is the context classification be C1, C2 or C3. While Malabar Road is a local road without a FDOT designated context classification it has the character of a C3 roadway. Another requirement is “separation can be maintained between the bicycle and motorized traffic through the intersections.” At all intersection crossings, special emphasis crosswalks will be provided. Due to the presence of the C-20 canal and other land use control done by the City of Palm Bay, the number of driveways along the north side is very low. This also contributes to the third criteria “conflict points are minimal and mitigated.” The City of Palm Bay feels these FDM criteria have been met and having the shared use path on the north side and not providing buffered bike lanes plus a sidewalk on the south side is the best alternative. We plan to keep the existing shared use path on the north side of Canal C-20.

You have commented about the potential impacts of roundabout intersections on the canal right-of-way and most specifically the Jupiter Boulevard intersection. We have both signal and roundabout alternatives being considered at the Jupiter Boulevard intersection. Both alternatives will shift the roadway closer to Canal C-20 to avoid impacts the U.S. Post Office property. In front of the Post Office, both widening alternatives will use the reduced right-of-way option to reduce canal impacts. The signalized intersection option would use a retaining wall concept as shown below to minimize the canal impacts. There are different options to top the retaining wall and provide the “approved roadside barrier”. The first is a 38” high concrete jersey barrier and the second is standard steel post guardrail bolted to the top of the retaining wall. This treatment would only be used in the canal relocation area for approximately 2320-ft. The intent of the retaining wall is to eliminate the canal’s south slope and reduce the overall canal width while keeping the canal uncovered through this area.



Your final comment generally regards the Canal C-20 being a stressed channel that stages stormwater runoff from Belvedere Road to Maywood Avenue. This is a topic we have previously discussed with you and is being considered. Currently, the canal crossings for the private driveways opposite Ware Avenue and Santa Rosa Avenue are 48" pipes. At Greenbrier Avenue, there are double 65" x 40" pipes (per the MTWCD's model) which are equivalent to double 54" pipes. At Belvedere Road, there is a single 65" x 40" pipe (equivalent to a 54" pipe). We are assuming the 48" pipes for the private driveways opposite Ware Avenue and Santa Rosa Avenue will need to be replaced with 54" pipes. These pipe sizes and staging of water will need to be confirmed by running the MTWCD C-10 ICPR model. If a roundabout is the preferred alternative for the Garvey Road intersection, we are proposing a 54" pipe there as well.

In the meantime, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelsohn.com for additional questions or comments.

Sincerely,



Frank Watanabe, P.E.
City of Palm Bay Project Manager

MALABAR ROAD PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY
FROM ST. JOHNS HERITAGE PARKWAY TO MINTON ROAD
VIRTUAL PUBLIC MEETING (VPM)
Thursday, September 24, 2020
Financial Management Number: 437210-1

After attending and reviewing the proposal for the Malabar Road widening project, I have come to a conclusion of what I would like to see happen with this roadway in reference to the information shared in the webinar. Prior to starting, the narrator indicated there was only 28 attendees. **It was also identified that NOT ONE of the elected officials was present, nor were there any City of Palm Bay representatives in attendance.**

This is their City too and it appears they have no interest in what the presenter had to say and absolutely no interest in the City they represent.

Traffic studies are great, but they DO NOT take into account the human aspects. For example, driver habits, intervention, or thought processes. While every roadway has a posted speed limit, how often do you find people push those limits 5, 10, 15 and sometimes MORE over the posted limit. Malabar Road is no different, people will continue to do speeds greater than the posted limit. All these things significantly play a role with every driver on the road. With a posted speed limit of 45 mph, here are my "votes":

1. **DO NOT USE ROUNDABOUTS** ON A ROAD WITH A 45 MPH SPEED LIMIT
 - a. **SAVE MONEY!** Roundabouts are costly
 - b. Roundabouts work well in areas with SLOW speeds where people are not in a hurry to navigate a roadway.
 - c. People will be reckless in their actions to "beat the other guy" around the circle which is going to cause more accidents with others entering the roundabout from the side streets.
2. Use STOP LIGHTS at the identified intersections.
 - a. A stoplight ensures traffic is stopped to allow safer passage for vehicles coming from the side streets onto Malabar Road.
 - b. A stoplight will prevent traffic from backing up on the side streets.
 - c. Plan AHEAD – if/when the St. John's Parkway ever is completed to include the connection from Malabar Road to Babcock Street, I would surmise traffic would increase making the use of a stoplight the BEST, most efficient use to safely navigate the road.
3. Sections Alternative – I like the idea of a shared pathway on one side and the sidewalk on the other. It allows bikers to use the space without eminent fear of being killed by a rogue driver on the roadway. I also think the road should be wider to allow green space between the sidewalk/shared space and the vehicle lanes. While it may appear to be a "barrier" your mind is tricked into a feeling of being safer navigating those areas.
4. Land acquisitions – You MUST offer **FAIR & REASONABLE MARKET** value for properties in the event those spaces are needed to complete the project. It is not fair to a property owner to present a low-ball offer just so this project can be completed. Imagine you own a home valued at \$250,000 . One day, someone knocks on your door and hands you a piece of folded paper and tells you "we are looking to acquire your property to build a road and we want to make an offer to purchase your property. We know your home is valued at \$250,000 but because we need the land, we're only offering you \$150,000". What would you do? The first thing I would say as the homeowner is "get off my property, you are trespassing. I will drag this out in court as long as I possibly can". As a Realtor, I tell my clients be fair, be reasonable and **DO NOT** cheat the property owners.

In conclusion:

1. USE STOPLIGHTS!! SAVE MONEY
2. WIDER ROADWAY WITH GREEN AREAS ON BOTH SIDES (ALTERNATIVE B – DESIREABLE RIGHT OF WAY)
3. FAIR PRICE FOR PROPOPERTY ACQUISITION

I like living in Palm Bay, and I have been a resident for many years. It is unfortunate that our leaders do not always decide things based on how RESIDENTS feel. I hope that the proposal is considered based on what is BEST for the community and NOT what is best for those that should be acting on behalf of us.

Contact Information (please print):

Name: ___ Felicia Hazlett- Sassman _____

Address: _208 Nemo Circle NE; Palm _____

City: _____ Palm Bay _____ State: _FL_____ Zip: _32907_____

If you require extra time, please forward comments postmarked by on or before Monday, October 5, 2020 to be included in the project record, to: Jack Freeman, PE Kittelson and Associates. 225 East Robinson Street, Suite 355 Orlando, FL 32801 Comments may also be emailed to Mr. Freeman at jfreeman@kittelson.com by October 5, 2020.



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Ms. Felicia Hazlett-Sassman
208 Nemo Circle NE
Palm Bay, FL 32907

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Ms. Hazlett-Sassman:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comments you submitted during the public comment period. Your comments indicate support for the shared use paths, speed reduction strategies, the use of stoplights instead of roundabouts, and fair and reasonable market value for properties in the event those parcels are needed to complete the project.

The City of Palm Bay considers safety first in any project. Intersection controls are needed to maintain safety and enhance operations as the traffic volumes increase. As part of the PD&E Study process, both signalization and roundabout alternatives are considered major for intersection improvements. The U.S. Department of Transportation (US DOT), along with state departments of transportation throughout the country, have found roundabouts to significantly improve safety by reducing the severity of potential crashes. Roundabouts are also an excellent treatment to reduce speeds. The circulating roadway is designed for 20 to 25 mph speeds. This tends to reduce corridor speeds. While the initial construction costs for a roundabout are in some cases higher, the savings in long-term operations and maintenance costs, as well as the safety benefits, make roundabouts an appropriate option. The considerations to select roundabouts at the intersections along Malabar Road will be the result of careful consideration of the location, safety, traffic data, and proven operations.

This project will be using federal funding and will be required to follow federal guidelines for property acquisition. As such this project will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as regulated by Section 339.09(2), Florida Statutes (F.S.), Section 421.55, F.S. and Section 49 Code of Federal Regulations (C.F.R.), Part 24.

Finally, we certainly appreciate your support of the shared use path and the separate sidewalk. One of the project's goals is to enhance the facility's use for all users, motorist, bicyclists, pedestrians, and transit users.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelso.com for additional questions or comments.

Sincerely,



Frank Watanabe, P.E.
City of Palm Bay Project Manager

From: [IncluPLAN LLC](#)
To: [Jack Freeman](#)
Subject: Malabar Road PD&E
Date: Thursday, September 24, 2020 7:12:20 PM

Good evening Jack,

Your team did a great job this evening with the presentation. However, the presentation audio went mute a couple times and most notably nearing the end of the presentation.

I have a few follow up questions/comments:

1. Neither typical section alternative included accommodations for bike lanes. Please explain why?
- 2 (a). Will any of these alternatives include a 4' shoulder?
- 2 (b)The existing 4 lane divided section east of Minton Road has a 4' shoulder, which is used by bicyclists. The inclusion of a 4' shoulder/bike lane will allow for better connectivity to the existing section at Minton Road.
3. Was connectivity to the existing Cross City Trail located on the south side of Malabar Road, approximately 730' east of Watoga, considered in this study? Will there be a connection?
4. What is the anticipated 2050 LOS post build of either alternative?

As a local Palm Bay resident and business owner who utilizes this corridor daily, I would greatly appreciate a response from you or a member of your team. I'm excited to see that this project is advancing and hope the design & construction gets funded soon.

Thanks,

--

Conroy Jacobs Sr., AICP, MPA

Chief Executive Officer

IncluPLAN LLC

P: (321) 372-1377 E: incluplan@gmail.com

www.incluplan.com

"Let's Plan Together"



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Mr. Conroy Jacobs, Sr., AICP, MPA
incluplan@gmail.com

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Mr. Jacobs:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comments you submitted during the public comment period. You indicated audio issues you experienced during the Public Meeting. We apologize for this but please know a narrated version of the webinar is available at the project website, <http://www.palmbayflorida.org/MalabarPDE>, under "View Meeting Materials". The following paragraphs are responses to your questions about bike lanes, shoulders, connectivity, and future conditions.

Your first question regarded the typical section alternatives not including bicycle lanes. The Florida Department of Transportation (FDOT) has done an evaluation of having the combination of a shared use path with buffered bike lanes and has recently changed the guidance in the FDOT Design Manual (FDM). Section 223.2.3 – Shared Use Paths says, "a shared use path may be substituted for a bicycle lane when the roadway design speed is 35 mph or greater and meeting three requirements". Malabar Road will primarily be posted with a 45 mph speed limit. One requirement is the context classification be C1, C2 or C3. While Malabar Road is a local road without a FDOT designated context classification, it meets the characteristics and criteria of a C3 roadway. Another requirement is "separation can be maintained between the bicycle and motorized traffic through the intersections." At all intersection crossings, special emphasis crosswalks will be provided. Due to the presence of the C-20 Canal and other land use controls, the number of driveways along the north side is very minimal. This also contributes to the third criteria "conflict points are minimal and mitigated." The City of Palm Bay feels these FDM criteria have been met and having the shared use path on the north side with a sidewalk on the south side is the best alternative to accommodate bicyclists and pedestrians. We do plan to keep the existing shared use path on the north side of Canal C-20.

The Cross City Trail running along the western boundary of the City of Palm Bay Public Works yard will be connected to Malabar Road's proposed shared use path. One of the considerations is to use the potential signalization at Watoga Avenue as part of the Avery Spring development as a crossing location. Between the Cross City Trail and Watoga Avenue (a distance of about 700 feet), the sidewalk would be increased to be 10 feet wide.

In the future (2050) build conditions, all segments performed at Level of Service (LOS) C or better with the exception of the segment between the intersections of Malabar Road & Plaza Entrance and Malabar Road & Minton Road, which operate at LOS F. This is likely due to the relatively short length of the segment between the signalized intersections and the relatively high control delay of the adjacent signalized intersections. Because of this, intersection operating conditions are a better indicator of adjacent segment operations. All signalized intersections are expected to operate at LOS E or better in 2050 with the improvements. The intersections of Malabar Road with Hurley Boulevard and Maywood Avenue/Daffodil Drive are expected to have over capacity movements in 2050 and may require signalization or a roundabout. All other key unsignalized intersections are expected to operate under capacity in 2050.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelton.com for additional questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Frank Watanabe', is written over a light blue horizontal line.

Frank Watanabe, P.E.

City of Palm Bay Project Manager

From: [Benjamin Skurek](#)
To: [Jack Freeman](#)
Subject: Malabar Road PD&E Citizen Comment
Date: Wednesday, September 23, 2020 4:34:51 PM

Hello Mr. Freeman.

I live in Block 41 of Palm Bay. The area of interest for the purpose of this study is one that I drive every day. My public comment is in support widening of Malabar road West to 4 lanes and I affirmatively reject the “do nothing option”.

My reasons for supporting the road widening in concert with the addition of Multimodal features are as follows:

- 1) The increase in population and housing in and around the proposed corridor. The area will only continue to grow and with it the traffic congestion issues. Already several new major housing developments are in work. A quick drive through the existing neighbors will also reveal a notable uptick in residential construction activity.
- 2) There are too many secondary roads connecting to Malabar Road creating hazardous traffic flow patterns. Often times with the two lane set up there is no choice for motorists to turn without impeding traffic. I have personally witnessed rear-endings as a result and more frequently near misses.
- 3) It is dangerous for pedestrians and bicycles alike. The current set up requires in some cases quick turns off Malabar and the current bike path is perfectly set up for cars to hit people on the bike path. You do not have enough visibility or time to respond if a biker blows through the intersection without looking if an inattentive motorist is executing a turn.
- 4) The current set up is inefficient and creates congestion in the morning and evening commute times. The county has expended a large amount of money in creating the St. Johns Parkway, yet Malabar road fails to accommodate the traffic load that now uses it regularly.
- 5) Malabar road west is a main corridor for several residential neighborhoods. There are not equivalent secondary options.

In support of my comments I would encourage project designers to consider the fatality rates, accident rates, previous engineering analysis from the FDOT,(highlighting the need for this project going back decades), and the amount the growth projected for the area. I would also like to highlight the dangerous turn from the St. Johns Parkway to Malabar road headed east. At night there is no light and it is very hard to judge how fast cars approaching the intersection Malabar road and St. Johns Parkway is. Nearby is Palm Bay High School. Younger motorists probabilistically are more prone to ignore the speed signs or pay attention to this intersection especially when they do not have a stop light and have right of way. This increase the chance of a fatal Collison caused by low visibly and inattention. This project address that concern. I am personally concerned that it is only a matter of time before there is a fatal collision without the addition of Safety features.

Overall the current Malabar Road West infrastructure is inefficient and lacks safety features that would otherwise prevent a great number of hazards from being realized. Carrying out this project will save lives while supporting the development of new residential and commercial tax bases in the area.

While the counter argument could be made that motorists should be attentive; the reality is the design as is lends itself to a high probability of error. Good design prevents the possibility of occurrence and accounts for human error.

The views expressed are solely my own and not reflective of the organization I work for. Thank you for the opportunity to provide comments.

Benjamin Skurek

System Safety Engineer

Resident of Palm Bay



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Mr. Benjamin Skurek
bskurek@yahoo.com

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Mr. Skurek:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comment you submitted during the public comment period. Your comment indicates support for the widening of Malabar Road and the addition of multi-modal features. You also indicate that more data, such as crash rates and engineering analysis, should be considered to address safety along the corridor.

One of the two key factors of this project's need is based on safety. We have evaluated crash data between 2015 and 2019 and this data is showing an annual increase in crashes. While we are seeing injury crashes to be slightly increasing, fortunately, there have been no fatal crashes during this time period.

Based upon engineering analysis, it is anticipated the widening of Malabar Road from two to four lanes will result in an overall crash reduction. Further, roundabouts are being considered at several intersections along the corridor. Our analysis shows that roundabouts generally result in fewer fatal and serious injury crashes than signalized intersections – in this case ranging from 13% and 58% fewer crashes.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelson.com for additional questions or comments.

Sincerely,

A handwritten signature in blue ink, appearing to read "Frank Watanabe", is written over a light blue circular stamp.

Frank Watanabe, P.E.

City of Palm Bay Project Manager

Q&A Report: Malabar Road Project Development and Environment (PD&E) Study Alternatives Public Meeting

Report Generated:

09/28/2020 03:16 PM PDT

Webinar ID	Actual Start Date/Time	Duration	# Registered	# Attended	
511-553-043	09/24/2020 05:15 PM EDT	1 hour 37 minutes		78	41

Q&A					
Last Name	First Name	Email Address	Question # (Per Person)	Question Asked Date/Time	Question Asked
Potter	Alan	alanmarcia1980@yahoo.com		1 06:46:39 PM EDT	Is there a way to determine the effect of increasing the right of way, and how the lanes will vary from current both on the south and north



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Mr. Alan Potter
alanmarcia1980@yahoo.com

**Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment**

Dear Mr. Potter:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comment you submitted during the public comment period. Your comment regards the effect of increasing the right-of-way and about the alignment throughout the corridor, particularly between Krassner Drive and the Canal C-10.

While we do not have survey, which is obtained during final design, the available data provides a reasonable representation of the existing right-of-way and the proposed alignment. The dimensions of these components vary throughout the corridor. However, you have specifically asked about from Krassner Drive to Canal C-10. The proposed widening in this approximate 1200-ft section is mostly to the south. The existing roadway will generally serve as the westbound lanes with some widening to the north.

If you have a specific location or parcel, we can provide you with the approximate dimensions. The alternative concept plans are available on the project website listed below through the "View Meeting Materials" link.

We certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelson.com for additional questions or comments.

Sincerely,

Frank Watanabe, P.E
City of Palm Bay Project Manager

From: [Lori Nadine](#)
To: [Jack Freeman](#)
Subject: Malabar Rd PDE
Date: Thursday, September 24, 2020 6:50:50 PM

Mr. Freeman:

I attempted to attend the webinar this evening, but had problems with video and audio so I watched the slide presentation from Kittleson's site. My comments are as follows:

While I do understand the increased need for safety, I don't agree that roundabouts are the way to go. Being from South Florida, Hollywood Boulevard has three roundabouts - they are always a nightmare because people can't decide which lane they need to be in to make their turn. Look at Viera's roundabout, also a hot mess. Besides that, people with limited physical abilities such as myself do not need to be making extra neck cranes and hand movements by maneuvering these extra turns. Honestly, the problem is people do not pay attention while driving, and they will not pay attention in roundabouts either.

Alternative A with traffic signals is my preference, as it is the least expensive, least burdensome, least annoying, quickest and most disability-accommodating option.

I

Thank you for considering my comments.

Lori Nadine Sheres



120 Malabar Road, S.E.
Palm Bay, FL 32907

October 20, 2020

Ms. Lori Nadine Sheres
Loridine511@gmail.com

Subject: Malabar Road Project Development & Environment (PD&E) Study
Financial Project Number: 437210-1
Response to Public Meeting Comment

Dear Ms. Nadine Sheres:

On behalf of the City of Palm Bay, we would like to thank you for your involvement in the Malabar Road PD&E Study. We are writing to thank you for the comments you submitted during the public comment period. We apologize for the video and audio issues you were experiencing. In addition to the narrated presentation you viewed, we will send all attendees a recording of the Public Meeting webinar.

Your comment indicates support for traffic signals instead of roundabouts based on your experiences with roundabouts. The City of Palm Bay considers safety first in any project; moreover, intersection controls are needed to maintain safety and enhance operations as the volume grows. The PD&E Study process considers both signalization and roundabout alternatives for all major intersection improvements. The U.S. Department of Transportation (US DOT), along with state departments of transportation throughout the country, have found roundabouts to significantly improve safety by reducing the severity of potential crashes. While the initial construction costs for a roundabout are in some cases higher, the savings in long-term operations and maintenance costs, as well as the safety benefits, make roundabouts an appropriate option. The considerations to put a roundabout at the intersections along Malabar Road will be the result of careful consideration of the location, safety, traffic data, and proven operations.

In closing, we certainly encourage your continued participation in the study process. All information presented at the Public Meeting is available to view and download at <http://www.palmbayflorida.org/MalabarPDE>.

Again, we sincerely appreciate your participation and interest in the project. Please do not hesitate to contact Jack Freeman, P.E, Consultant Project Manager at 407-373-1103 or jfreeman@kittelsohn.com for additional questions or comments.

Sincerely,

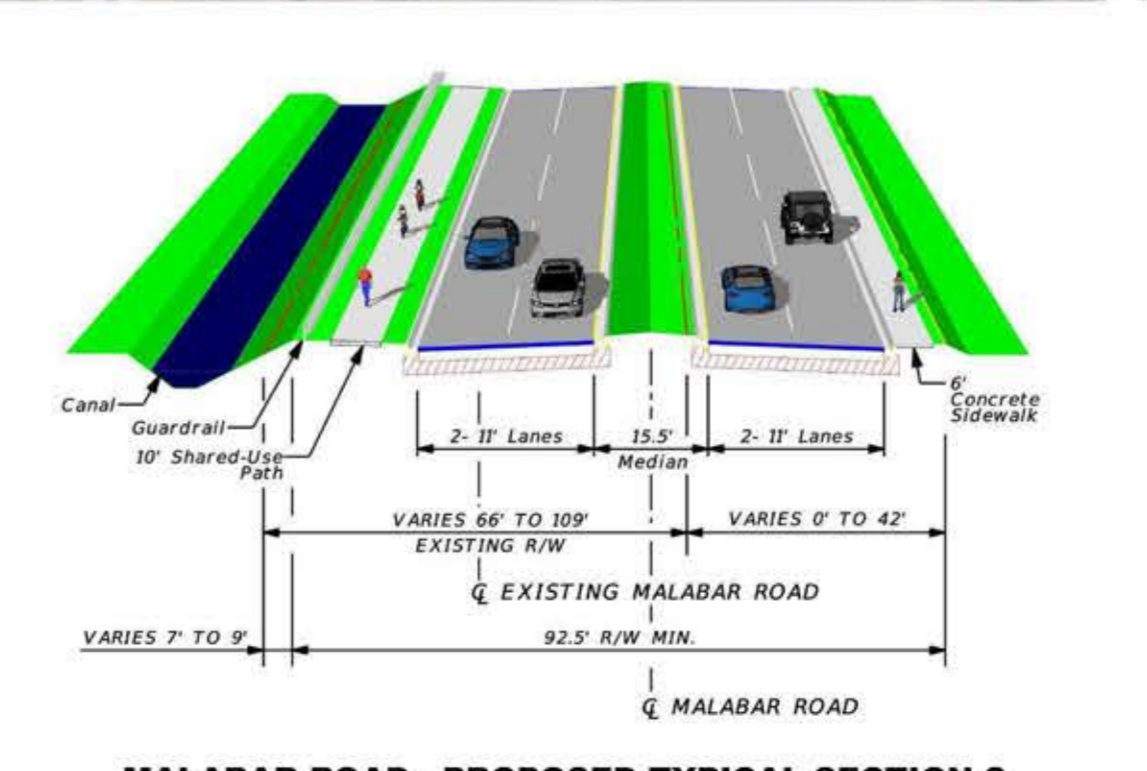
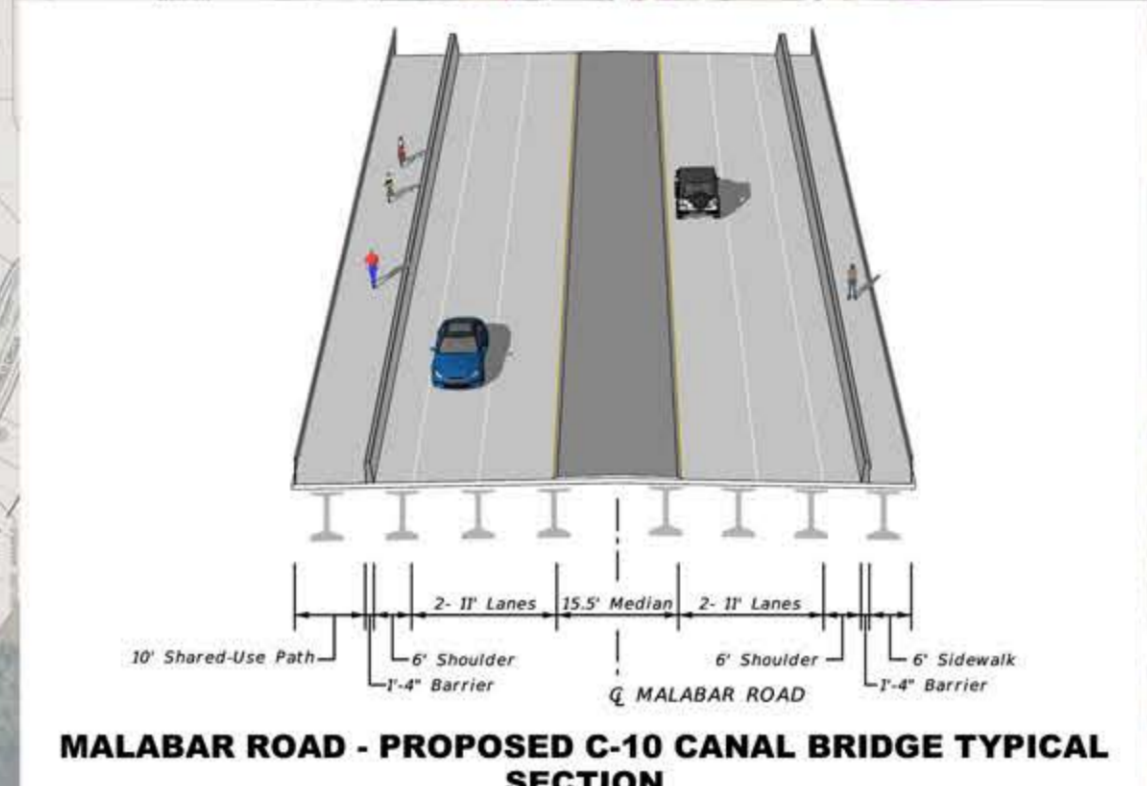
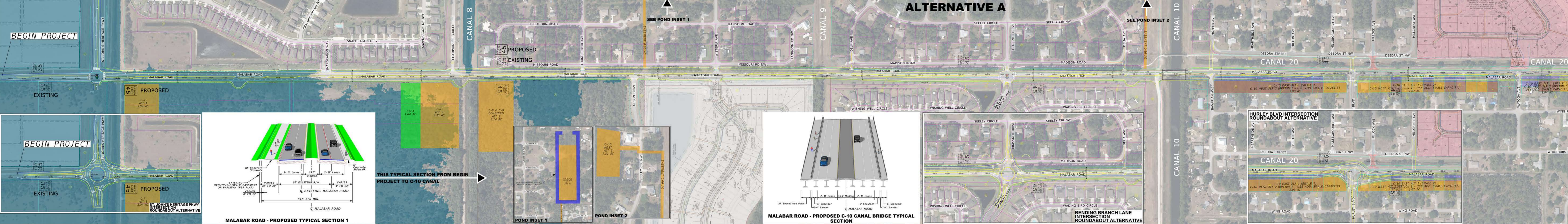
A handwritten signature in blue ink, appearing to read "Frank Watanabe".

Frank Watanabe, P.E.

City of Palm Bay Project Manager

Public Meeting Materials on Project Website

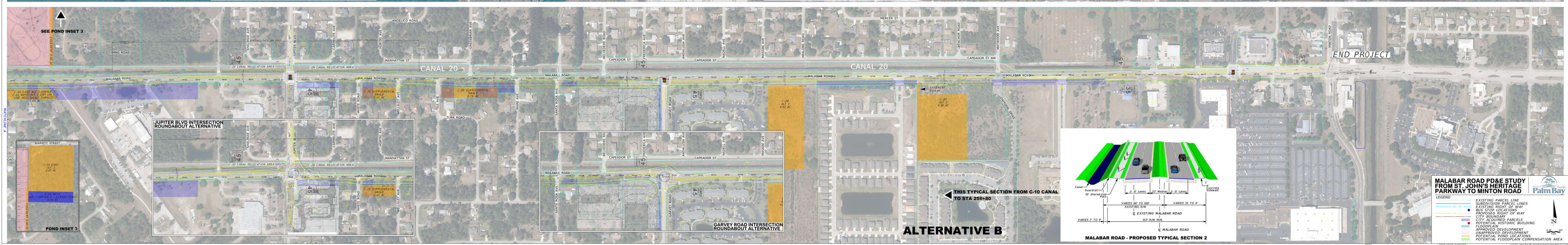
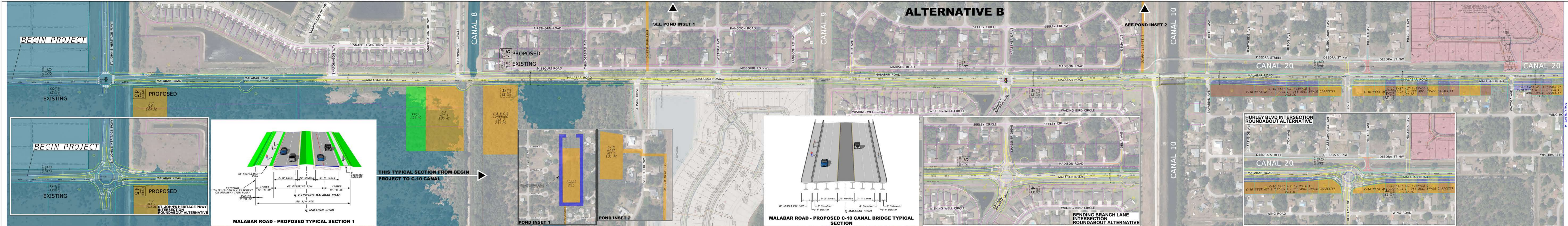
ALTERNATIVE A



MALABAR ROAD PD&E STUDY FROM ST. JOHN'S HERITAGE PARKWAY TO MINTON ROAD

LEGEND

- EXISTING PARCEL LINE
- SUBDIVISION PARCEL LINES
- EXISTING RIGHT OF WAY
- BUS STOP LOCATIONS
- PROPOSED RIGHT OF WAY
- POTENTIAL HISTORIC BUILDING
- CITY BOUNDARY
- CITY ACQUIRED PARCELS
- POTENTIAL FLOODPLAIN
- APPROVED DEVELOPMENT
- UNAPPROVED DEVELOPMENT
- POTENTIAL POND LOCATIONS
- POTENTIAL FLOODPLAIN COMPENSATION AREA



Malabar Road

Project Development and Environment (PD&E) Study

From St. Johns Heritage Parkway to Minton Road
Brevard County, Florida

Financial Project Identification (FPID) No.: 437210-1

VIRTUAL PUBLIC MEETING (VPM)

Thursday, September 24, 2020 - 5:30 p.m.

VPM Link available at: www.palmbayflorida.org/MalabarPDE

INTRODUCTION

The City of Palm Bay welcomes you to the Virtual Public Meeting (VPM) for the Malabar Road Project Development and Environment (PD&E) Study. The limits of the study are from the St. Johns Heritage Parkway (SJHP) in Brevard County to Minton Road in the City of Palm Bay, a distance of approximately four miles. The project location map, shown below, depicts the limits of the study. The City of Palm Bay is administering this PD&E Study through the Florida Department of Transportation (FDOT) Local Agency Program (LAP) and is conducting this study in cooperation with FDOT District 5.

WHAT IS A PD&E STUDY?

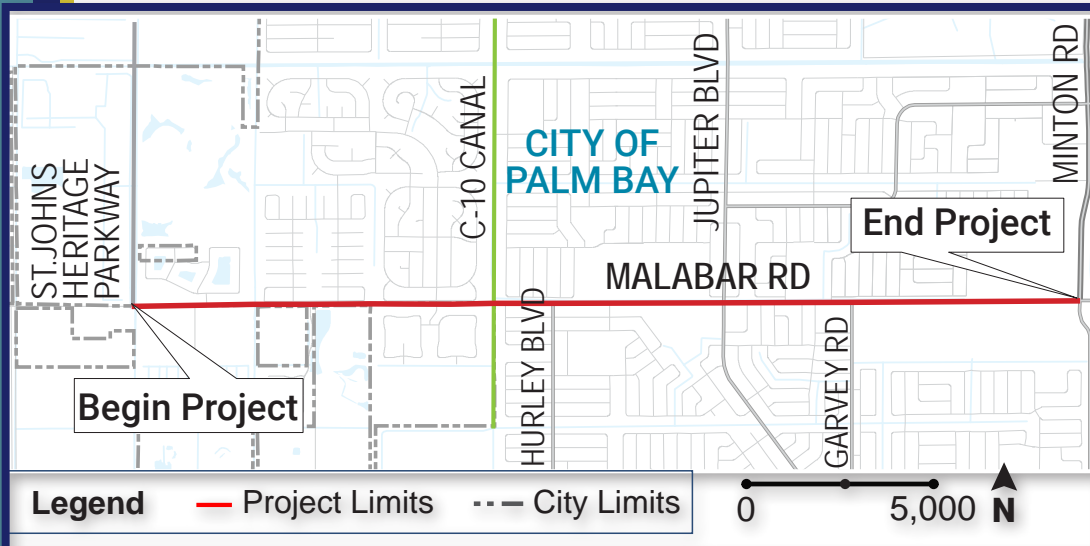
A Project Development and Environment (PD&E) Study is a process developed by the Florida Department of Transportation (FDOT) to determine social, economic, natural, and physical environmental effects associated with a proposed transportation improvement project. The PD&E Study adheres to the National Environmental Policy Act of 1969 and associated federal and state regulations. The PD&E Study process involves a combination of engineering evaluations, environmental analysis, and public involvement.

An important component of the process is public and agency coordination. The basic activities of a PD&E Study include data collection, alternatives development and analysis, a Public Information Meeting, a Public Hearing, and final acceptance.

STUDY PURPOSE

The purpose of this study is to evaluate alternatives addressing the long-term transportation needs of Malabar Road. The alternatives being

considered involve widening Malabar Road from two to four lanes, the addition of bicycle and pedestrian features, and intersection and safety improvements. The No-Build or "do nothing" alternative is also being considered. Additional information regarding the alternatives under consideration is included on the next page.



Project Location Map

ALTERNATIVES

The PD&E Study is evaluating the two to four lane widening of Malabar Road from the St. Johns Heritage Parkway (SJHP) to Minton Road. The widening includes the addition of a median, a 10 foot wide shared use path on the roadway's north side and a six foot wide sidewalk on the roadway's south side. The project is also evaluating intersection improvements at the following intersections along Malabar Road: SJHP, Bending Branch Lane/Krassner Drive, Hurley Boulevard SW, Jupiter Boulevard, Garvey Road.

The options, known as alternatives, being presented at tonight's VPM are being evaluated based on a series of evaluation measures. These include traffic and operational benefits, right of way impacts, costs and other factors such as impacts and enhancements to the social, natural, cultural and physical environments. The alternatives will be further evaluated based on the input received and ultimately one option, known as a preferred alternative, will be selected and refined. The No-Build or "do nothing" alternative remains a viable alternative throughout the PD&E Study process. Typical section alternatives are included on page three and four; and the evaluation matrix is included on page five of the handout.

Alternative A – This is a minimum ROW section using Florida Greenbook or local roadway design criteria. The median is 15'-6" and the sidewalk on the roadway's south side is adjacent to the back of curb.

Alternative B – This design uses FDOT or state highway design criteria. The median is 22'-0" and there is a 4'-0" buffer between the back of curb and the sidewalk on the roadway's south side.

No-Build Alternative – No additional improvements will be made to Malabar Road.

PUBLIC OUTREACH

Public involvement is a very important part of the Malabar Road PD&E Study. Public and stakeholder outreach during the project's development will continue to be used to identify community values and concerns. Please let us know what you think.

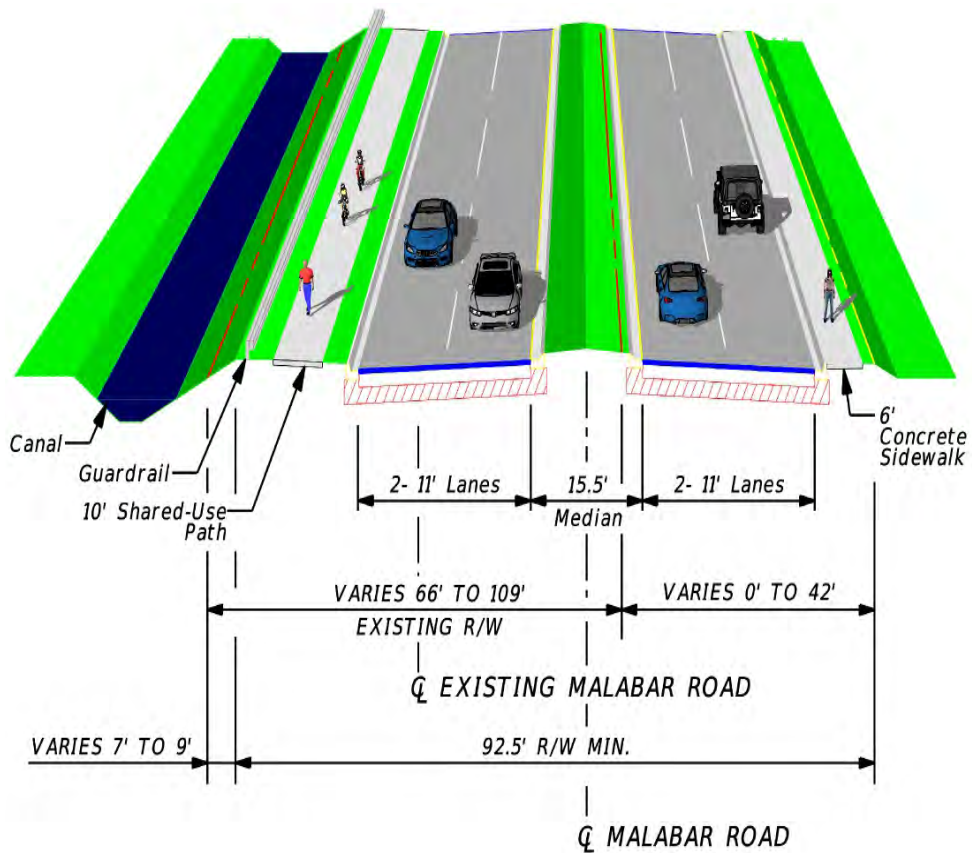
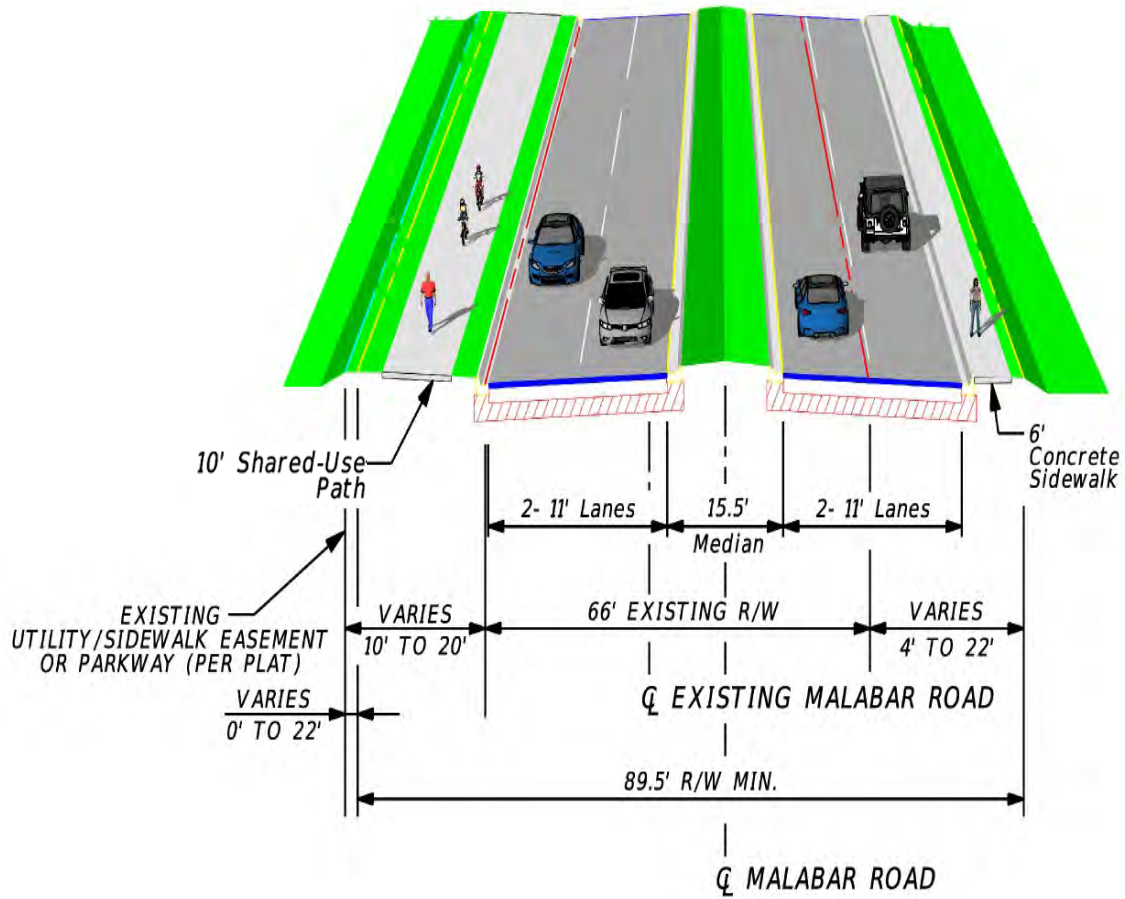
The public meeting comment period will remain open until until Monday, October 5, 2020. All comments and questions submitted are part of the public record and will be considered by the City during the decision-making process.

Comment forms are available on the project website at www.palmbayflorida.org/MalabarPDE and printed public comment forms are available at Palm Bay City Hall. Comments forms can be submitted in one the following ways:

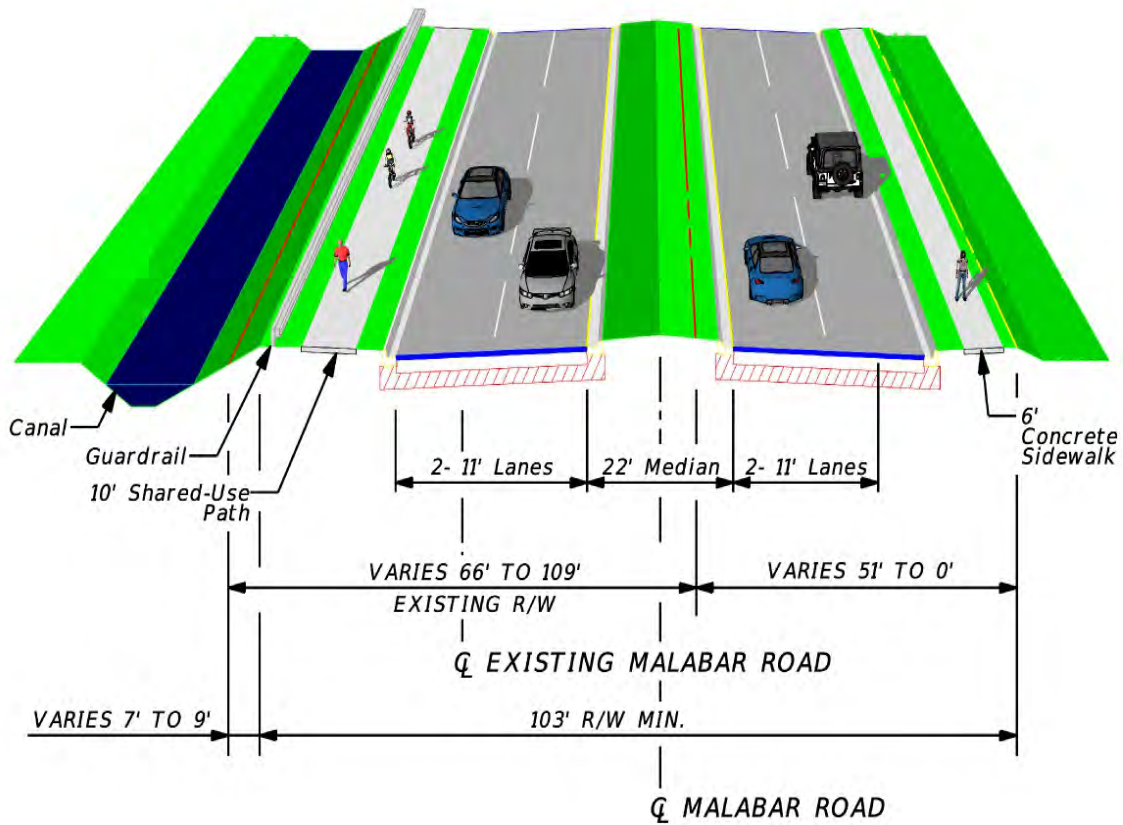
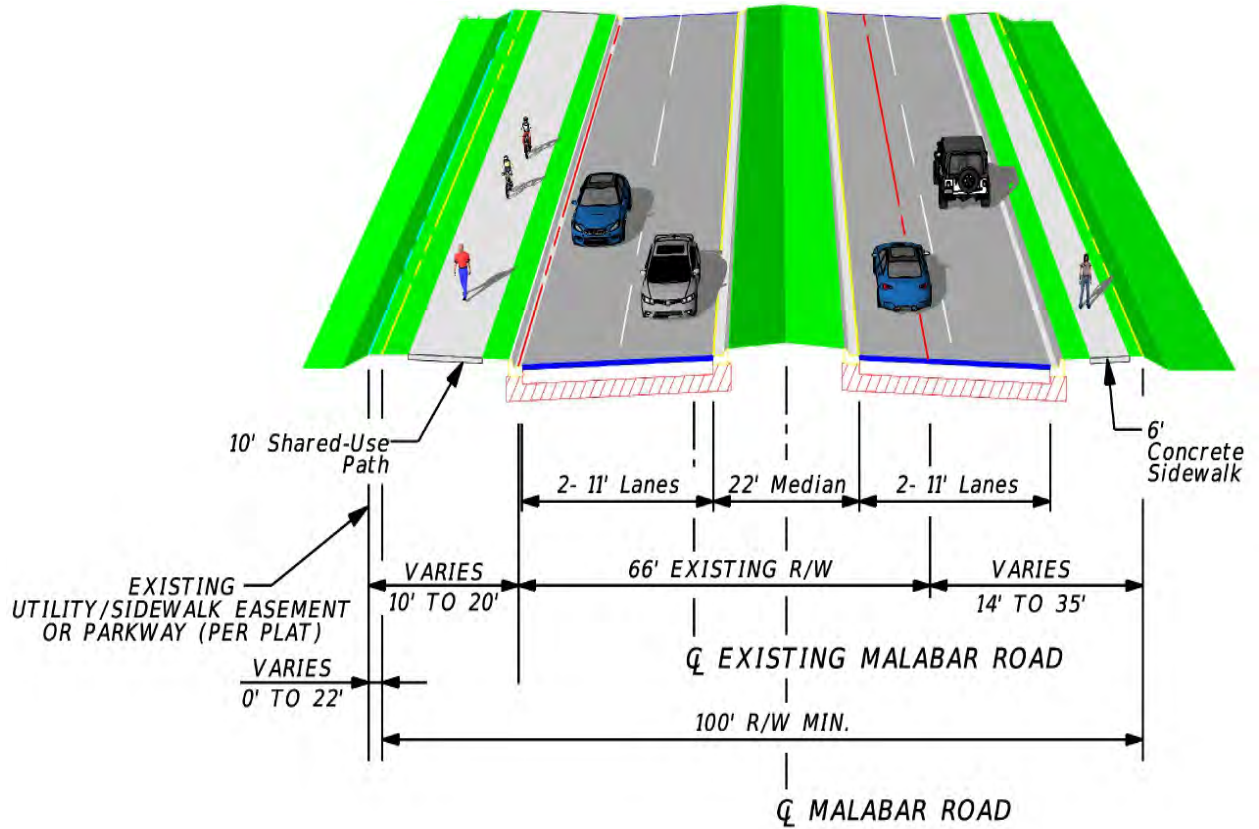
- **Via mail to the City's Consultant Project Manager Jack Freeman at Kittelson & Associates, Inc., 225 E Robinson Street, Suite 355, Orlando, Florida 32801**
- **Via email to City's Consultant Project Manager Jack Freeman at jfreeman@kittelson.com**
- **Deposited into the comment box at Palm Bay City Hall's Community Meeting Room A at 120 Malabar Road SE, Palm Bay, FL 32909**

Regardless of the manner in which your comments are received, the City of Palm Bay will give equal consideration to all comments.

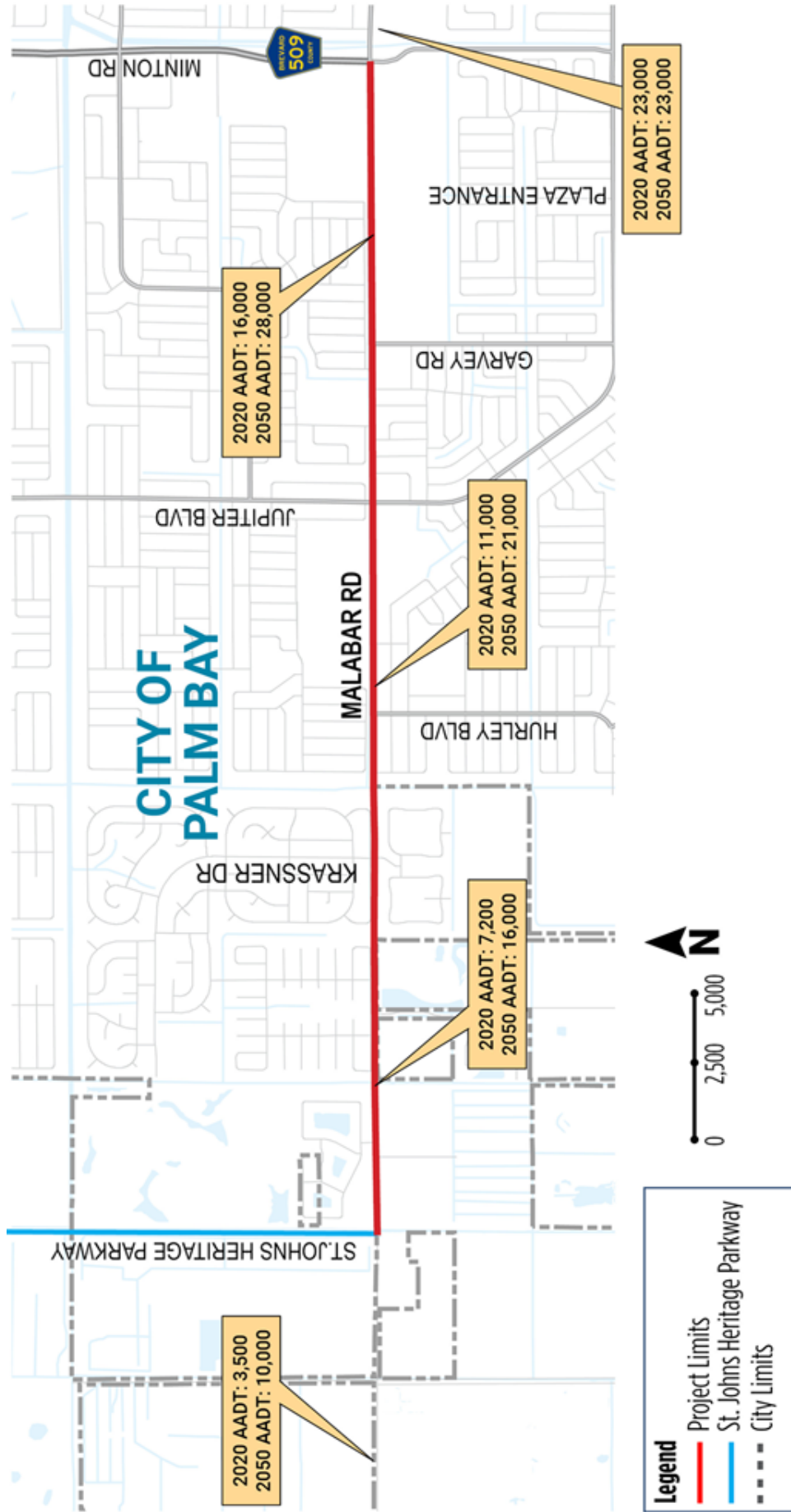
ALTERNATIVE A - MINIMUM RIGHT-OF-WAY



ALTERNATIVE B - DESIRABLE RIGHT-OF-WAY



EXISTING AND FUTURE TRAFFIC VOLUMES



COMPARATIVE EVALUATION MATRIX - ENGINEERING

Engineering Evaluation Criteria		No-Build Alternative	Alternative A 89.5'/92.5' Minimum Right-of-Way		Alternative B 100'/103' Desirable Right-of-Way	
			With Traffic Signals	With Roundabouts	With Traffic Signals	With Roundabouts
PROJECT COSTS	Design Costs	\$0	\$7,900,000	\$8,800,000	\$8,000,000	\$9,100,000
	Wetland Mitigation Costs	\$0	\$60,000	\$60,000	\$60,000	\$60,000
	ROW Acquisition Costs (Without Ponds)	\$0	\$1,496,600	\$1,625,400	\$1,677,300	\$1,815,800
	Construction Costs	\$0	\$64,600,000	\$72,400,000	\$65,700,000	\$74,800,000
	Construction Engineering & Inspection Costs	\$0	\$9,700,000	\$10,900,000	\$9,900,000	\$11,200,000
	PRELIMINARY ESTIMATE OF TOTAL PROJECT COST	\$0	\$83,756,600	\$93,785,400	\$85,337,300	\$96,975,800
TRAFFIC, SAFETY, AND UTILITIES	Intersection Operations ¹	1 @ LOS ² D 4 @ LOS F	1 @ LOS A 1 @ LOS B 2 @ LOS D 1 @ LOS E	2 @ LOS A 2 @ LOS C 1 @ LOS D	1 @ LOS A 1 @ LOS B 2 @ LOS D 1 @ LOS E	2 @ LOS A 2 @ LOS C 1 @ LOS D
	Intersection Safety ¹	N/A	10% More Total Crashes and 45% More Fatal & Injury Crashes than Roundabout	10% Less Total Crashes and 45% Less Fatal & Injury Crashes than Signal	10% More Total Crashes and 45% More Fatal & Injury Crashes than Roundabout	10% Less Total Crashes and 45% Less Fatal & Injury Crashes than Signal
	Roadway Segment Safety	35% to 40% Higher Crashes vs Build	35% to 40% Lower Crashes vs No-Build		35% to 40% Crash Reduction vs No-Build	
	Potential Utility Impacts	None	Moderate	High	Moderate	High

¹ Intersections included St. Johns Heritage Parkway, Krassner Dr., Hurley Blvd., Jupiter Blvd., and Garvey Rd.

² LOS = Level of Service

COMPARATIVE EVALUATION MATRIX - ENVIRONMENTAL

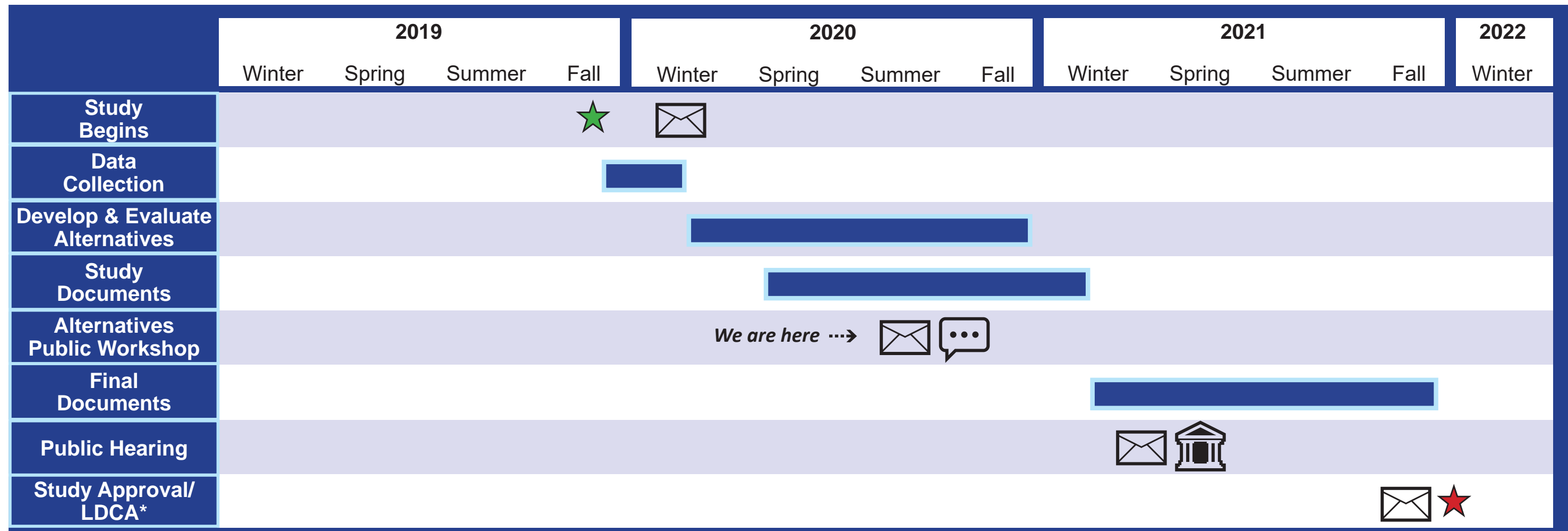
Environmental Evaluation Criteria							
SOCIAL ENVIRONMENT	Social Resources Degree of Impact from ETDM*	None	Enhanced to Moderate			Enhanced to Moderate	
	ROW Take Area (acres)(Without Ponds)	None	11.43	11.64		14.52	15.18
	Parcels Impacted (#)(Without Ponds)	None	94	99		94	100
	Residential Relocations (#)	None	1	1		1	1
NATURAL ENVIRONMENT	Natural Resources Degree of Impact from ETDM*	None	Moderate			Moderate	
	Wetland Impacts (acres)	None	0.5	0.5		0.5	0.5
	Surface Water Impacts (acres)	None	2.32	2.32		2.35	2.35
	Floodplain Impacts (acres)	None	1.26	1.26		1.41	1.41
	Potential Threatened & Endangered Species Impacts	None	Moderate			Moderate	
CULTURAL ENVIRONMENT	Cultural Resources Degree of Impact from ETDM*	None	Minimal			Minimal	
	Historic Resources Potentially Impacted (#)	None	2	2		2	2
	Cultural Resources Potentially Impacted (#)	None	No registered resources; one zone of High Cultural Sensitivity	No registered resources; one zone of High Cultural Sensitivity		No registered resources; one zone of High Cultural Sensitivity	No registered resources; one zone of High Cultural Sensitivity
PHYSICAL ENVIRONMENT	Physical Resources Degree of Impact from ETDM*	None	Minimal to Moderate			Minimal to Moderate	
	Medium Risk Contamination Sites Impacted (#)	None	11	11		11	11
	Noise Impacts	None	Residential impacts likely	Slight noise increase to adjacent properties		Potential for slightly more residential impacts	Same residential impacts Slight noise increase to adjacent properties

* ETDM - Efficient Transportation Decision Making



Project Schedule Malabar Road Project Development and Environment (PD&E) Study Brevard County, Florida

Financial Project Identification (FPID) Number: 437210-1



*Location Design Concept Acceptance

= Study Begins
 = Newsletter
 = Public Workshop
 = Public Hearing
 = Study Approval/LDCA*

STAY CONNECTED

- Visit the project's website at www.palmbayflorida.org/MalabarPDE for continued updates
- Join the project mailing list or submit a comment through the project website
- Review project materials and the presentation on the project website. Project displays are available to see in person at City Hall's Community Meeting Room A through **October 5, 2020**.
- Contact the Project Manager, Jack Freeman, with any questions or comments
- Look for details regarding the public hearing tentatively scheduled for Spring of 2021

PROJECT CONTACTS**JACK FREEMAN**

Consultant Project Manager
Kittelsohn & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
E-mail: jfreeman@kittelsohn.com
Telephone: 407-373-1103

FRANK WATANABE

Project Manager
City of Palm Bay
120 Malabar Road, S.E.
Palm Bay, FL 32907
E-mail: Frank.Watanabe@palmbayflorida.org
Telephone: 321-409-6341

This VPM has been advertised consistent with federal and state requirements and developed in compliance with Title VI of the Civil Rights Act of 1964 and related statutes. The City of Palm Bay solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to compliance with Title VI may do so by contacting City of Palm Bay Title VI/Nondiscrimination Coordinator, Charleena Cox at 321-952-3421 or Charleena.Cox@palmbayflorida.org.

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 Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and the FDOT.

Thank you for your interest in this project!



**City of Palm Bay
Title VI / Nondiscrimination Program
Complaint of Discrimination**

Complainant(s) Name:

Complainant(s) Address:

Complainant(s) Phone Number:

Complainant's Representative's Name, Address, Phone Number and Relationship (e.g. friend, attorney, parent, etc):

Name and Address of Agency, Institution, or Department Whom You Allege Discriminated Against You:

Names of the Individual(s) Whom You Allege Discriminated Against You (If Known):

Discrimination Because Of:

- | | | |
|--|--------------------------------------|--|
| <input type="checkbox"/> Race | <input type="checkbox"/> Color | <input type="checkbox"/> National Origin |
| <input type="checkbox"/> Sex | <input type="checkbox"/> Age | <input type="checkbox"/> Handicap/Disability |
| <input type="checkbox"/> Income Status | <input type="checkbox"/> Retaliation | <input type="checkbox"/> Other |

Date of Alleged Discrimination:

Please list the name(s) and phone number(s) of any person, if known, that the City of Palm Bay could contact for additional information to support or clarify your allegation(s).

Please explain as clearly as possible **how**, **why**, **when** and **where** you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Additional pages may be attached if needed.

Complainant(s) or Complainant(s) Representatives Signature:

Date of Signature:

**La Ciudad de Palm Bay
Title VI / Programa Antidiscriminatorio
Querrela de Discriminacion**

Nombre del querellante:

Dirección:

Número de teléfono:

Nombre, dirección, teléfono y relación (ej. amigo, abogado, pariente, etc.) del Representante del querellante:

Nombre y dirección de la Agencia, Institución, o Departamento que usted alega discrimino en su contra:

Nombre(s) del Individuo(s) Quien(es) Usted Alega Discrimino (naron) Contra Usted Si lo(s) Conoce:

Razón de la discriminación:

<input type="checkbox"/> Raza	<input type="checkbox"/> Color	<input type="checkbox"/> Origen Nacional
<input type="checkbox"/> Sexo	<input type="checkbox"/> Edad	<input type="checkbox"/> Incapacidad/Impedimento Físico
<input type="checkbox"/> Status de Ingreso	<input type="checkbox"/> Represalia	<input type="checkbox"/> Otro

Fecha de la alegada discriminación.

Favor de indicar el nombre (s) y número(s) de teléfono(s) de alguna persona(s) que la ciudad de Palm Bay puede comunicarse para información adicional que clarifique o respalde su alegación o alegaciones.

Favor de explicar tan claro como sea posible, **como, porque, cuando y donde** usted cree que fue discriminado. Incluya suficiente información acerca de los antecedentes según le sea posible, de los alegados actos de discrimen. Puede añadir paginas adicionales, si es necesario.

Firma del Querellante(s) o su Representante:

Fecha: