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Sent: Tuesday, April 16, 2024 7:22 AM
To: Valentino Perez <Valentino.Perez@palmbayflorida.org>; Christeen Sullivan <Christine.Sullivan@palmbayflorida.org>; Lisa Frazier <Lisa.Frazier@palmbayflorida.org>; Kimberly Haigler <Kimberly.Haigler@palmbayflorida.org>; Joan Junkala <Joan.Junkala@palmbayflorida.org>
Cc: Ashley Hammond <Ashley.Hammond@palmbayflorida.org>
Subject: FD23-00009 Malabar Village Traffic Study review comments

To All,

Good morning and below are my review comments on the Malabar Villages Mix Use traffic study. Please note the PFS comments below and I have already uploaded these comments into the IMS this morning.

1. The Feb 2024 traffic study does not match the latest site plan of 488,655 SF of unknown commercial land use (See below) and 424 Unit of Mult family.
2. The change in commercial SF from 57,805 SF + 100,000 SF storage to the proposed unknown commercial land use of 488,655 SF will change the trip generation, so redo traffic study.
3. The study shall use the latest Comp Plan 2045 Capital Improvement Element (CEI) Policy CEI 1.5A for LOS of streets.
4. Per Comp Plan 2045 DEI 1.5A, the Level of Service (LOS) for all roadway segments shall be LOS D.
5. Redo all LOS Tables for unsignalized intersections to show overall LOS (sec), they are:
 - o Pg 7, Table 4 Existing unsignalized
 - o Pg 11, Table 8 No build unsignalized
 - o Pg 16, Table 12 Future Build unsignalized
6. Recheck intersection LOS D for Malabar at Jupiter for the AM/PM which appears to be low from other studies.
7. The LOS analysis for Malabar at Jupiter used 180 sec cycle and the existing cycle is 155 sec, so redo with LOS analysis with 155 existing cycle.
8. No build future condition, what year is the vested trips.
9. Recheck intersection LOS of Malabar at Jupiter with LOS F
10. Page 13, need to redo trip generation with the proposed new total area of 488,655 SF commercial and 424 units of MF units.
11. Trip distribution shall be developed using the CFRPM version 7 model to assign trips for buildout year.
12. Provide copy print out of the CFRPM version 7 model trip distribution in the report.
13. The latest site plan does not show type of commercial land use, so there will be no reduction of any pass by and internal captures.
14. Redo all future analysis with the change in the general commercial with 488,655 SF.
15. Provide the signal warrant analysis for the intersection of Malabar at Hurley and for Malabar at Garvey
16. Based on when Malabar at Hurley met warrant, the project to contribute for the traffic signal.
17. Based on when Malabar at Garvey met warrant, the project to contribute for the traffic signal.
18. Page 18, what improvements to Malabar at Jupiter to change from LOS F to LOS D, is this the 4 lanes or turn lanes shown on page 23.
19. **Project will need to contribute PFS for the following improvements:**
 - o **100% for construction of turn lanes (Right and left) into the project and Thunderbird.**
 - o **100% for signalization of Malabar at Thunderbird and project.**

- Signalization of Malabar at Hurley
- Signalization of Malabar at Garvey
- Signal timing synchronization from SJHP to Krassner (four signals)
- Construction of the Malabar ITS construction at \$4 million.

20. Provide responses to any review comments from Brevard County traffic.

