

CITY OF PALM BAY, FLORIDA
INFRASTRUCTURE ADVISORY AND OVERSIGHT BOARD
MEETING 2023-06

Held on Monday, the 26th day of June 2023, in the City Hall Council Chambers, 120 Malabar Road, SE, Palm Bay, Florida.

This meeting was properly noticed pursuant to law; the minutes are on file in the Public Works Department located at 1050 Malabar Road, SW, Palm Bay, Florida. The minutes are not a verbatim transcript, but a brief summary of the discussions and actions taken at the meeting.

CALL TO ORDER:

The meeting was called to order by Chairperson Thibert at 7:00 PM.

ROLL CALL:

CHAIRPERSON:	Rebecca Thibert	Present
VICE CHAIRPERSON:	David Jones	Present
MEMBER:	Ann-Marie Fraser	Absent
MEMBER:	Paul Edwards	Present
MEMBER:	Thomas Gaume	Absent
MEMBER:	Terry Muller	Absent
MEMBER:	Logan Luse	Present

ALSO PRESENT:

Frank Watanabe, City Engineer; Christeen Sullivan, Construction Project Manager

ADOPTON OF MINUTES:

1. Meeting 2023-04; April 24, 2023

Motion by Vice Chairperson Jones, seconded by Mr. Luse, to approve the minutes as presented. Motion carried unanimously.

PUBLIC COMMENTS: (Non-agenda items only)

There were no public comments.

BUSINESS:

1. Update on the Road Paving Program – Frank Watanabe, City Engineer

Mr. Watanabe provided an update. Unit 30 had been completed. The majority of those roads were full depth reclamation (FDR). The Knecht Road/Port Malabar section had also been completed and the project was now moving into the remaining northeast sections. We started paving and milling. About 20% has been completed. Staff had advertised and awarded Units 13, 14, and Madden Avenue and Osmosis Drive. The next project to go out to bid would be Port Malabar County Club Units 1-10, which was a mixture of FDR, milling and paving, and thin lift. about the Road Bond Paving Program was approximately forty-five percent (45%) complete and should be past the fifty percent (50%) mark by the end of 2023. Photos of work performed were shared.

Vice Chair Jones asked if Brightline was the entity which created and attempted to correct the dip at the double-tracked section of railroad on Palm Bay Road. Mr. Watanabe confirmed same. This was ultimately repaired by the City's contractor, Ranger Construction. Mr. Watanabe stated there was no additional charge associated with the repair.

Mr. Edwards asked about the budget for the program. Mr. Watanabe indicated that the budget may fall about \$26 million short. Staff was investigating money-saving processes, had taken out the performance grade polymer and increased the amount of recycled material from the asphalt mix. Staff was still looking into a new micro surfacing material with the six percent (6%) polymer, and the Board would be given a presentation on that topic at the next meeting.

2. Review of current Traffic Calming Policy – Frank Watanabe, City Engineer

Mr. Watanabe provided an overview of the current Traffic Calming Policy. He updated the Board on the status of the Brickell Traffic Calming request. The residents had collected approximately fifty percent (50%) of the required signatures. As soon as eighty percent (80%) of the residents' signatures were received, staff would present a traffic calming measure request to City Council for consideration.

There was discussion regarding whether the signature should be from the resident or the owner of the property. Mr. Watanabe showed several Traffic Calming Policies as examples. Mr. Edwards pointed out that some of the examples specified owners which

lived in the residence. Most of the examples included a phrase stating that if sufficient signatures could not be obtained, then an alternative method must be approved by staff. Vice Chair Jones agreed that the alternative method would be advantageous where safety concerns existed. However, he believed the owners of the property should be the signatures obtained. Chair Thibert and Mr. Luse agreed.

Chairman Thibert asked where the IAOB fell within the policy. Mr. Watanabe advised that staff would present the Traffic Calming requests to the Board first. Vice Chair Jones requested information on the specific steps necessary to request traffic calming measures. Mr. Watanabe stated that the city had a traffic calming brochure which were provided to residents. He would email the brochure to the Board for their review.

Mr. Battin discussed Gaynor Drive's traffic calming history. He said it took two years to get the system approved and took staff months to implement. A couple of years later a developer for a project in the area requested to have the traffic calming (a berm) moved down the street. Council approved removal of the berm. The roadway became a collector road without modification of the infrastructure to support it. Now there was another proposed development on Gaynor Drive. Mr. Battin recommended that the traffic calming removal process be as difficult for Council as it was for residents to get the calming measures.

Mr. Battin also brought up the fact that the Planned Unit Developments (PUDs) were putting up local speed limit signs as low as fifteen (15) miles per hour (MPH) within these neighborhoods. Chair Thibert asked Mr. Watanabe about the speed limit signs. Mr. Watanabe confirmed that the City did not allow speed limits less than thirty (30) MPH without an engineering speed survey. The PUDs were private streets, and the Police Department could not enforce those speed limits.

Mr. Battin asked if the signatures on the petition were only for improved lots.

3. Presentation by FPL on the Storm Secure Undergrounding Program (SSUP)

Amy Bonilla and Josh Pyles, Florida Power and Light (FPL) provided an overview of SSUP. They advised that FPL was in a journey to build the strongest, smartest, most storm resilient energy grid. The SSUP was one of those initiatives. FPL started with transmission structures and feeder lines and were now focusing on undergrounding the neighborhood lines. These were typically in the rear of the properties. Palm Bay was

one of the larger areas of work in the northern territory. It was projected that 6,880 customers would be converted in 2023.

Mr. Edwards asked if the underground lines were affected by flooding. Mr. Pyles stated that there were alternatives, such as raised pads, but lower areas were avoided, if possible. Mr. Pyles confirmed that the plan was to bring all the connections in the back of the property to the front with accessible underground facilities.

Mr. Battin asked whether the compound area would be included in the installation of underground power and if underground utilities would be considered if the property was in a flood zone. He pointed out that the life expectancy of the poles was limited and asked who would be responsible in the case of shared poles. Mr. Pyles responded that future development was considered in their designs. Regarding the flood zones, alternative pads would be installed in flood-prone areas.

4. Agenda requests for future meetings

The next meeting was scheduled for July 24, 2023; however, the Council Chambers were not available on that date. The Board concurred to schedule the meeting on Monday, July 31, 2023, based on availability of the members.

A presentation would be provided by the Utilities Department. Mr. Watanabe would also provided a presentation regarding micro surfacing.

There being no further business, the meeting adjourned at 8:07 PM.

Rebecca Thibert, Chairperson

ATTEST:

Christeen Sullivan, Recorder