



## **CITY OF COCONUT CREEK COMMISSION WORKSHOP MINUTES**

**Government Center  
4800 W. Copans Road  
Coconut Creek, Florida**

**Date: February 25, 2021  
Time: 6:00 p.m.  
Meeting No. 2021-0225WS**

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### **CALL TO ORDER**

Mayor Lou Sarbone called the meeting to order at 6:03 p.m.

### **PRESENT UPON ROLL CALL:**

Mayor Lou Sarbone  
Vice Mayor Joshua Rydell  
Commissioner Rebecca A. Tooley  
Commissioner Mikkie Belvedere  
Commissioner Sandra L. Welch  
City Manager Karen M. Brooks  
City Attorney Terrill C. Pyburn  
City Clerk Leslie Wallace May

Mayor Sarbone explained that Governor Ron DeSantis' Executive Order 20-52, as continuously extended, and Section 252.38, Florida Statutes, authorized all local governments to waive procedures and formalities otherwise required by both state and local law as necessary to allow local governments to continue to perform public work and take whatever prudent action is necessary to ensure the health, safety, and welfare of the community. He noted that the meeting was being conducted live with a quorum physically present consistent with the Governor's Order and State law. City Attorney Pyburn explained the procedures for public participation and comment for the meeting.

Mayor Sarbone asked if there was any public comment. City Clerk May stated there were no advanced public comments received for the meeting, and no one had signed up to speak.

### **A PRESENTATION BY BROWARD COUNTY TO UPDATE THE CITY COMMISSION ABOUT THE COPANS ROAD INTERSECTION IMPROVEMENTS AT LYONS ROAD AND FUTURE COMMUNITY MEETINGS**

Sustainable Development Director Scott Stoudenmire opened the discussion on the Copans Road intersection improvements by introducing the speakers from the Broward County Highway Department including Michael Hammond, Capital Program Administrator; Laila Kitchen, Project Manager; and Nirmal Datta, Design Section Manager. He outlined the objectives of the presentation and provided a brief history of the Copans Road improvement projects. He noted this was the opportunity for the City Commission to ask questions of City and County staff ahead of the County's virtual public meeting on the project. Mr. Stoudenmire explained City staff had reviewed the plans and submitted comments, then taken a joint walk-through of the site with County staff to view the area in person. He noted that the City recommendation regarding the reduction in travel lanes from 11 feet to 10 feet was well received by the County and incorporated into the latest design plans, but would require a reduction in the speed limit from 45 miles per hour to 35 miles per hour.

Commissioner Belvedere expressed concern over the lane widths and asked for clarification regarding the width of large trucks, citing issues on Coconut Creek Parkway. Sustainable Development Director Stoudenmire responded that 10 feet could accommodate any vehicle that

would be traveling on Copans Road. Deputy City Manager Sheila Rose added additional background on the intersection improvements planned to alleviate the traffic issues without necessitating an expansion of the roadway to six lanes, which the City had long opposed.

Nirmal Datta, Design Section Manager, shared a *PowerPoint* presentation reviewing the two (2) Copans Road improvement projects. The first project was funded by the County Transportation Surtax, and included signal and sidewalk improvements from NW 42 Avenue to Tradewinds Park. He showed images of the existing Copans Road and outlined the following project elements:

- Mill and resurface existing westbound lanes and intersection to extend service life;
- Construct missing six (6) foot sidewalk, including curb and gutter;
- Construct new bus pads with Americans with Disabilities Act (ADA) improvements;
- Replace existing span wire signal with new mast arm;
- Median modification and replacement of existing guardrail; and
- Install new signing and pavement markings.

Mr. Datta reviewed the following project schedule:

- Final Plans Production – April 2021
- Construction Begin – Summer 2021
- Construction Finish – Spring 2022

Commissioner Belvedere asked if the project included the bus shelters the City had been requesting across from the entrance to Centura Parc, on both sides of the road. Mr. Datta responded that the project would include the foundation, or pad, for the bus shelters and then the Transit Department would work with the City to install shelters where required. He stated they would put the bus pad on the north side of the road where they were already doing work to replace sidewalks.

Commissioner Belvedere asserted the intersection project appeared to reduce the existing medians and extend the overall distance to cross the roadway. She stated she had been championing a senior crosswalk or alternate measure to slow traffic down, not just for seniors, and asked if pedestrians would have sufficient time to cross the street with the proposed setup. Mr. Datta responded that they would control the signal time and were reducing the speed limit, so those things would significantly help. He thanked the City for starting the communication regarding the speed limit.

Vice Mayor Rydell commented on the design plan and the possibility that it was creating a speed trap through the corridor and asked if County staff believed it would be more effective to widen the speed reduction to some of the areas not included initially. Mr. Datta stated that they had reviewed the speed limits and noted the reduction of speed through the scope of the County project, explaining that the Florida Department of Transportation (FDOT) was doing another project west of the County project, so the City could make a request of that project to reduce the speed limit as well. Deputy City Manager Rose added that the entirety of Copans Road was under County jurisdiction, so it would be beneficial to ask the County to make sure FDOT was designing for 35 miles per hour to prevent the speed trap situation. Mr. Datta responded that County staff needed a letter from the City and received it for their section of the project. He added that he did not know the scope of work for the FDOT project but would relay the request to the FDOT Project Manager.

Mr. Datta reviewed the second project, funded by the gas tax, to include intersection expansion from NW 49 Terrace to NW 42 Avenue. He shared details of the traffic study conducted and showed images of the existing conditions to show the need for the expansion. He outlined the following project elements:

- Widen existing four (4) lane roadway to a six (6) lane roadway due to congestion;
- Collaborate with City to reduce speed limit from 45 mph to 35 mph, reduce lane widths to save existing trees;
- Few impacted trees will be relocated or replaced with new landscape;
- Mill and resurface existing road to extend service life;
- New mast arms at Copans Road and Lyons Road intersection;
- Improve drainage system;
- ADA improvements;
- Install new signing and pavement markings; and
- Incorporate complete street elements – 10-foot shared use path on both sides of road, delineated for bicyclists and pedestrians.

Mr. Datta reviewed the following project schedule:

- Final Plans Production – Summer 2021
- Construction Begin – Winter 2021
- Construction Finish – Winter 2022

Mr. Datta addressed Commissioner Belvedere's concerns regarding the lane width, stating that the outside lane would remain 11 feet and the inside lanes would be reduced to 10 feet. He noted the second project would begin as soon as the first project finished, using the same contractors.

Deputy City Manager Rose provided additional information regarding design alternatives, which had been reviewed. She stated a previous, more traditional plan, included bike lanes in addition to the 10-foot shared use path and a noise wall in concept at the southeast corner where there were residential properties. She explained that the construction impact of the noise wall had not been studied, and the construction of the traditional plan would include a noise wall only if the residents supported it and the City funded 50 percent. She added that the wall had significant impacts, especially to landscaping and the berm. She asserted the project currently being discussed was a compromise that City staff had worked hard with the County to come to.

Commissioner Tooley stated Sawgrass Village had been asking for a wall 20 or more years when she was on the Planning and Zoning Board. Deputy City Manager Rose responded that she knew they would love a wall; she just did not know that anybody had investigated the real cost to constructing the wall.

Mr. Datta shared a County Ordinance regarding the noise wall, noting it had to be constructed outside of the County right-of-way and had to be funded 50 percent by the City. He stated the benefit of this project was that they were not widening the lane line toward the residents, so it would not generate closer traffic.

Discussion ensued regarding how the lanes would be shifted and widened to allow for the addition of curb, gutter, and a shared use path, and how the width would be accommodated in the space without impacting neighboring residents.

Mayor Sarbone stated that he liked the idea of a bike lane that was off the road, because in places where they had installed the lane as part of the road, no one used it.

Commissioner Welch asked if the expansion was evenly distributed between the north and south and noted she believed it would be up to the residents of Sawgrass Village to determine their preference between continued landscaping and a wall, and to voice that preference at the upcoming public meeting. She added that she had already gotten feedback from Tamarind Village, regarding their wall

being too low. Mr. Datta responded that they had taken those residents into consideration when planning the lane shift.

Commissioner Welch stated it looked to her like they were trying to create a mini Sample Road in the Copans Road area, and asserted that she understood that it was about moving traffic, but it should also be about moving people. She stated the plan should consider everyone, not just those in cars. Commissioner Tooley stated the FDOT mobility included patterned pavement intersections. She asked if the County was committed to providing the same at the crosswalks within their project. Mr. Datta responded that the County was committed to constructing the patterned pavement crosswalks, but the City would have to sign an agreement stating they would maintain them.

Commissioner Tooley suggested larger charts at the public meeting to make it easier for those who were not engineers to understand the plan. Discussion ensued regarding visibility of the plans.

Vice Mayor Rydell stated that something they had learned in recent years was that driving Apps added significant traffic to the Copans Road, Township, and Lyons Road area. He asserted it was an interesting thoroughfare that was not meant to be a highway and stated he would like to have further discussion with City staff and residents regarding reducing the speed limit for a larger stretch.

Commissioner Belvedere asked about the speed limit in Margate. Discussion ensued regarding speed limits on Copans Road and the surrounding roads.

## **ADJOURNMENT**

The meeting was adjourned at 6:49 p.m.

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Leslie Wallace May, MMC  
City Clerk

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Dated