

SCAR of Poinciana

Southport Connector Alternative Routes



The SCAR logo consists of the word "SCAR" in large, orange, sans-serif capital letters, with "Southport Connector Alternative Routes" in smaller, orange, sans-serif capital letters below it. Below the text is a red octagonal stop sign with the word "STOP" in white, sans-serif capital letters. The stop sign is mounted on a black post with the words "CYPRESS PARKWAY" written vertically in white, sans-serif capital letters. Below the stop sign, the words "DIV DE POINCIANA" are written in large, green, sans-serif capital letters, with "CYPRESS PARKWAY" written vertically in smaller, green, sans-serif capital letters between "DIV" and "POINCIANA". A large, light gray "DRAFT" watermark is visible across the logo.

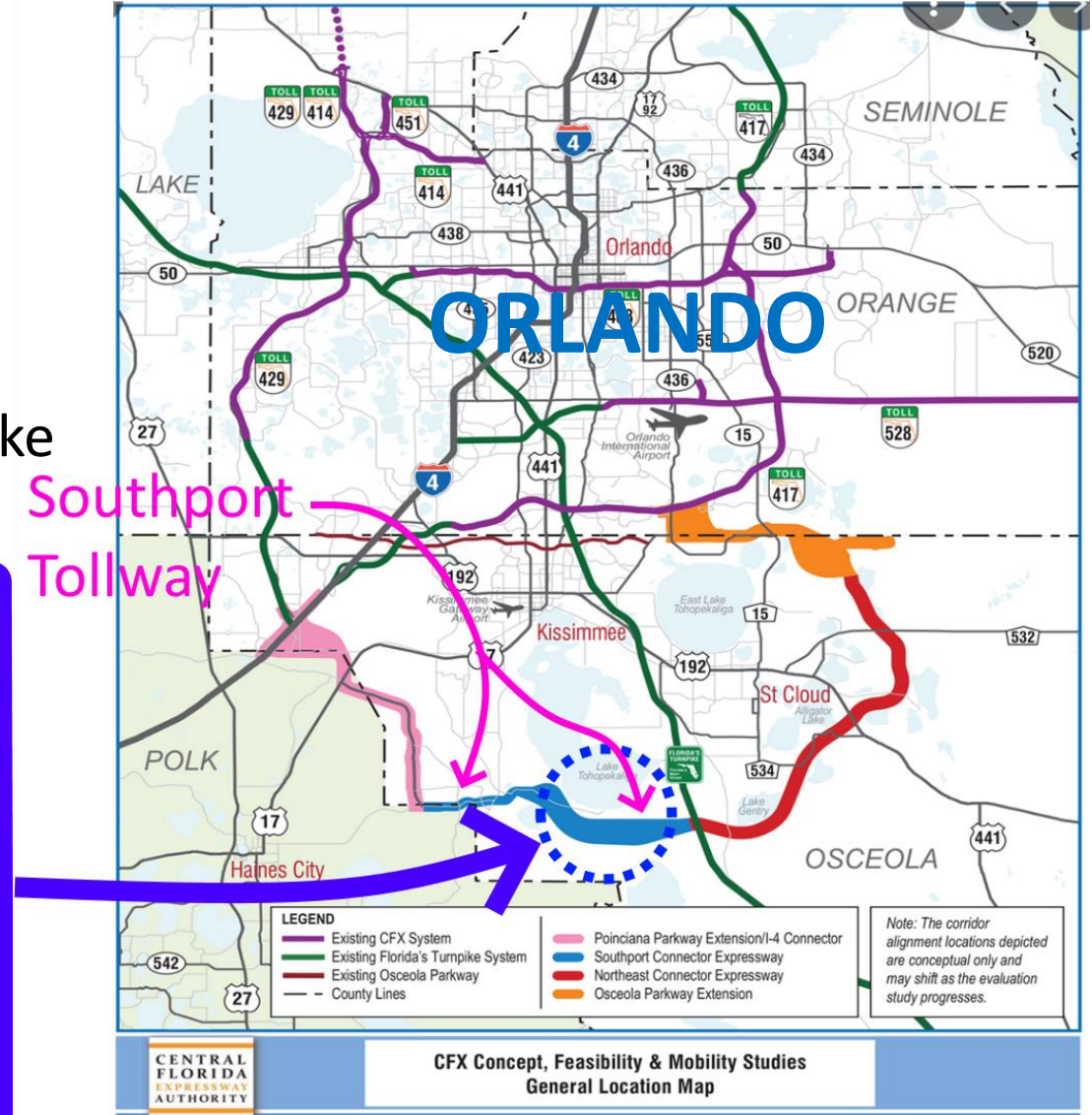
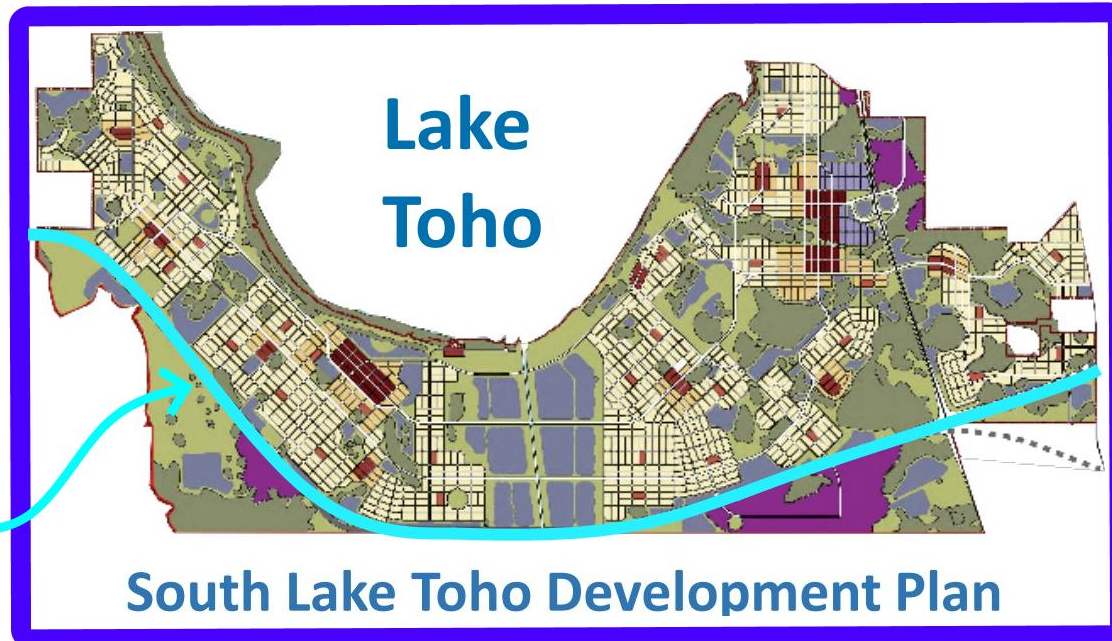
<https://scarofpoinciana.com>

Southport Connector Tollway

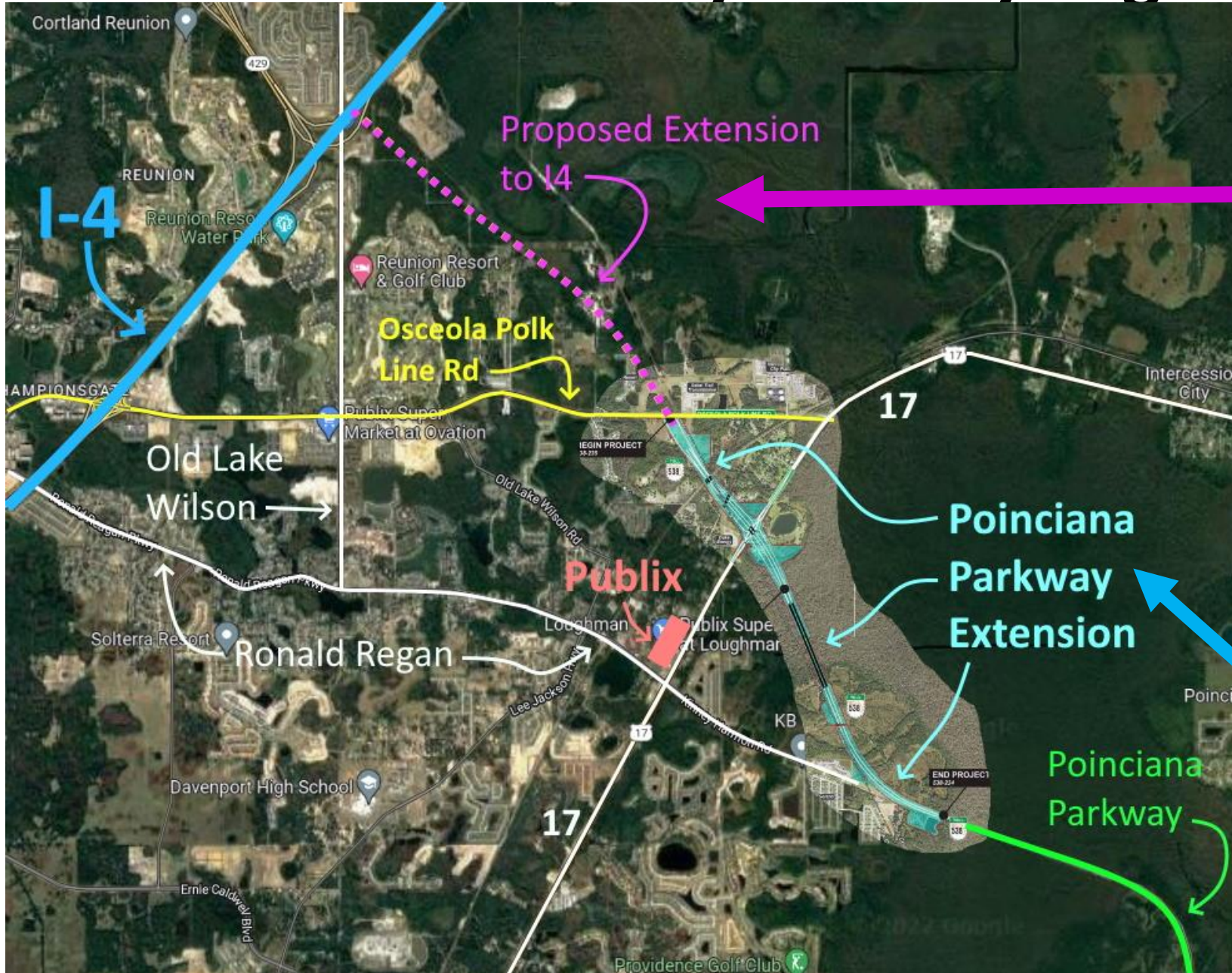
- What is it?
- Why is it being built?
- Where is it being built?
- How is it planned to affect local traffic backups on Cypress Parkway?

Southport Connector Tollway – A Beltway Segment

- Part of a southern beltway around Orlando for heavy regional car and truck traffic traveling between I-4 / 429 and the Florida Turnpike to south Florida. Requires a connection to I-4.
- Provides access to Osceola County's planned development for current ranch lands south of lake Toho



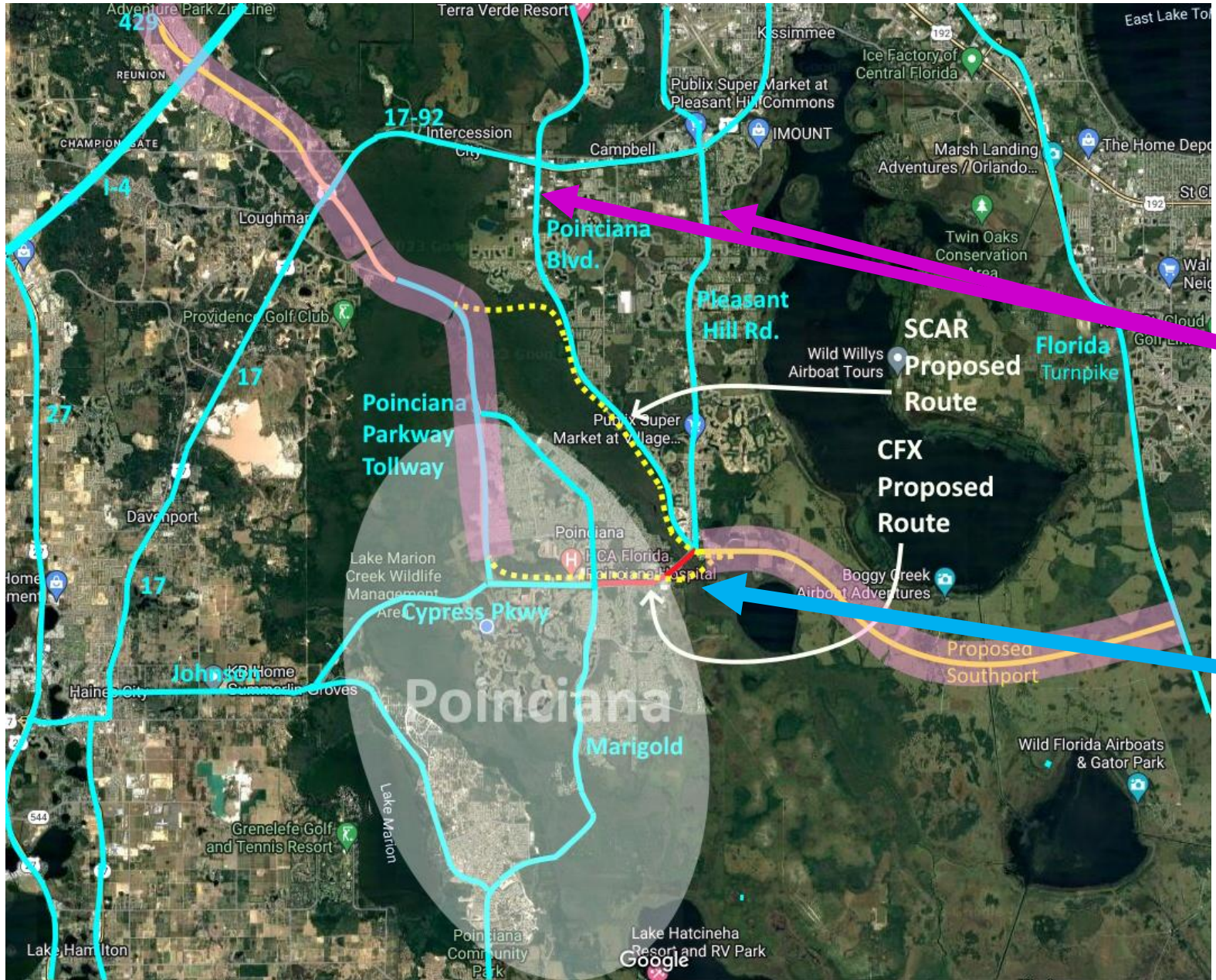
Poinciana Parkway Beltway Segment To I-4 & 429



Beltway Northern Segments

- A \$1.3B extension of Poinciana Parkway to I-4 and route 429 is included in the Governor's "Moving Florida Forward" infrastructure plan and will begin construction 2027
- A Poinciana Parkway tollway extension to Osceola Polk Line Rd. by CFX will start construction in 2023

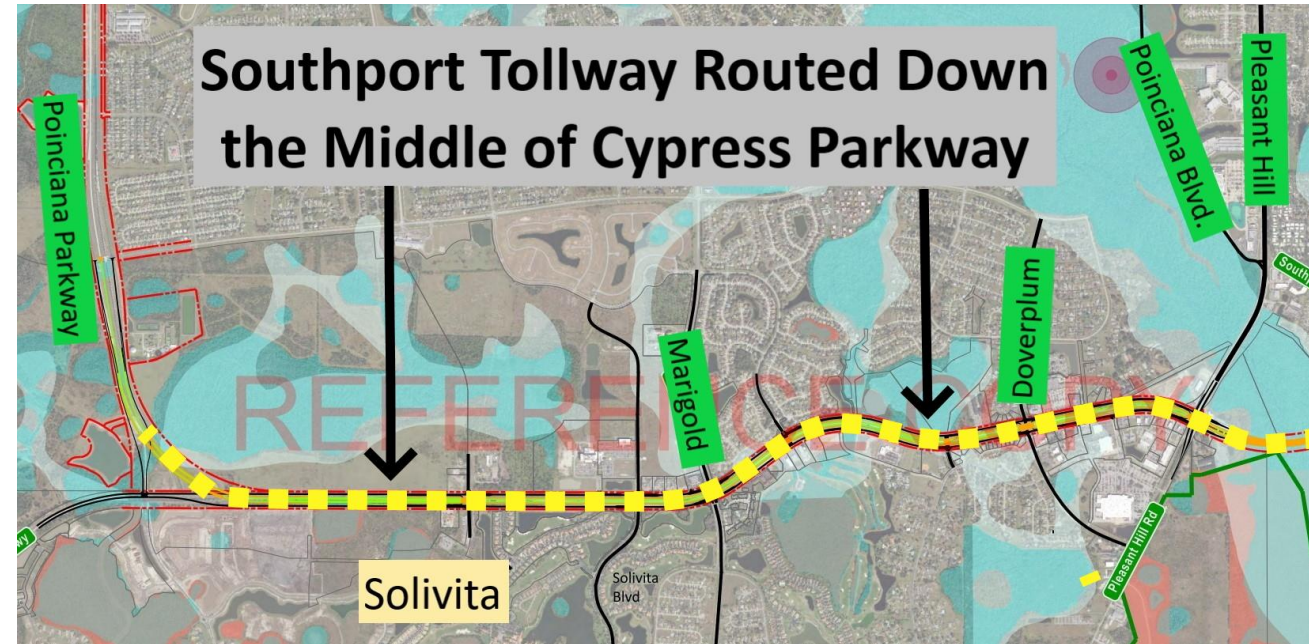
Poinciana Local Traffic Problem



- Poinciana has over 70,000 Residents with few commuting routes. It has the worst commute in Florida
- Most all NE headed traffic uses Poinciana Blvd or Pleasant Hill Road which converge onto 4 lane Cypress Parkway
- Cypress Parkway is a failed over-capacity roadway that needs to be widened to 6 lanes and some of its traffic diverted

Southport Tollway Segment Through Poinciana

- Southport is planned to be routed down the center of Cypress Parkway from Poinciana Parkway to Pleasant Hill Road.
- Local Cypress Parkway to be moved to both sides of the tollway



Cypress Parkway Conceptual Rendering

Poinciana Parkway to Pleasant Hill Road



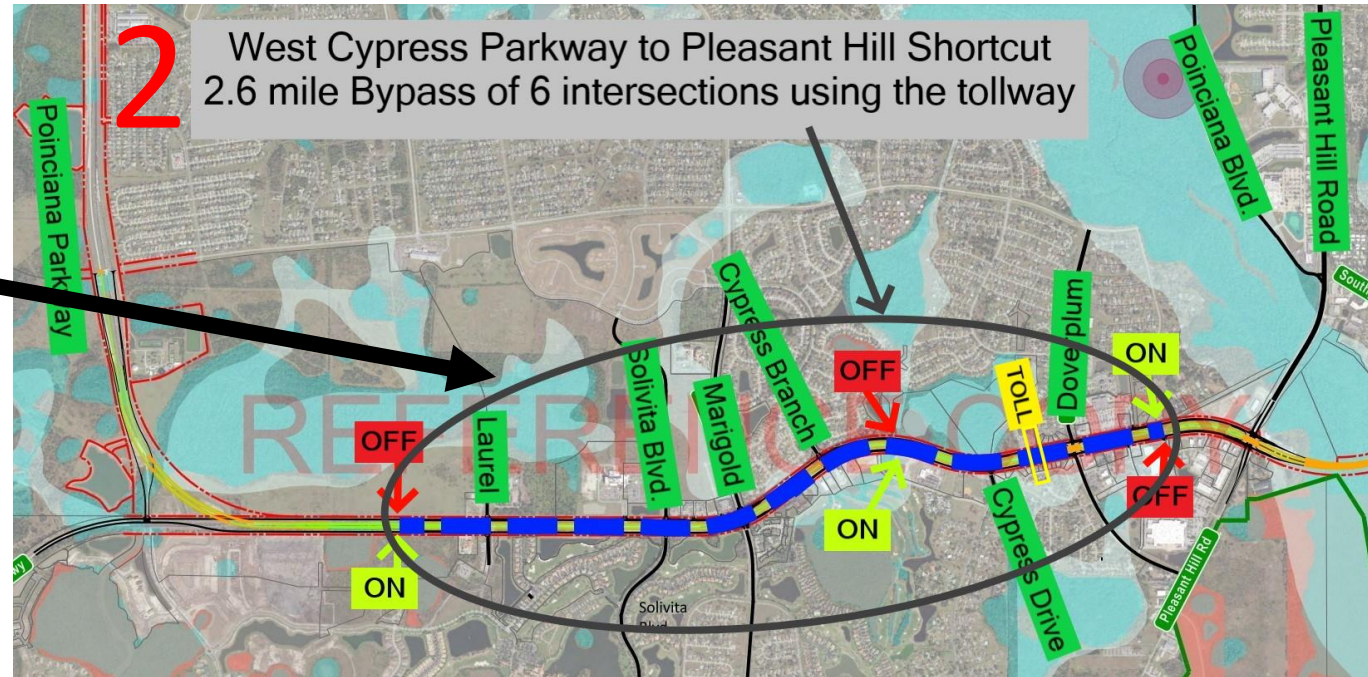
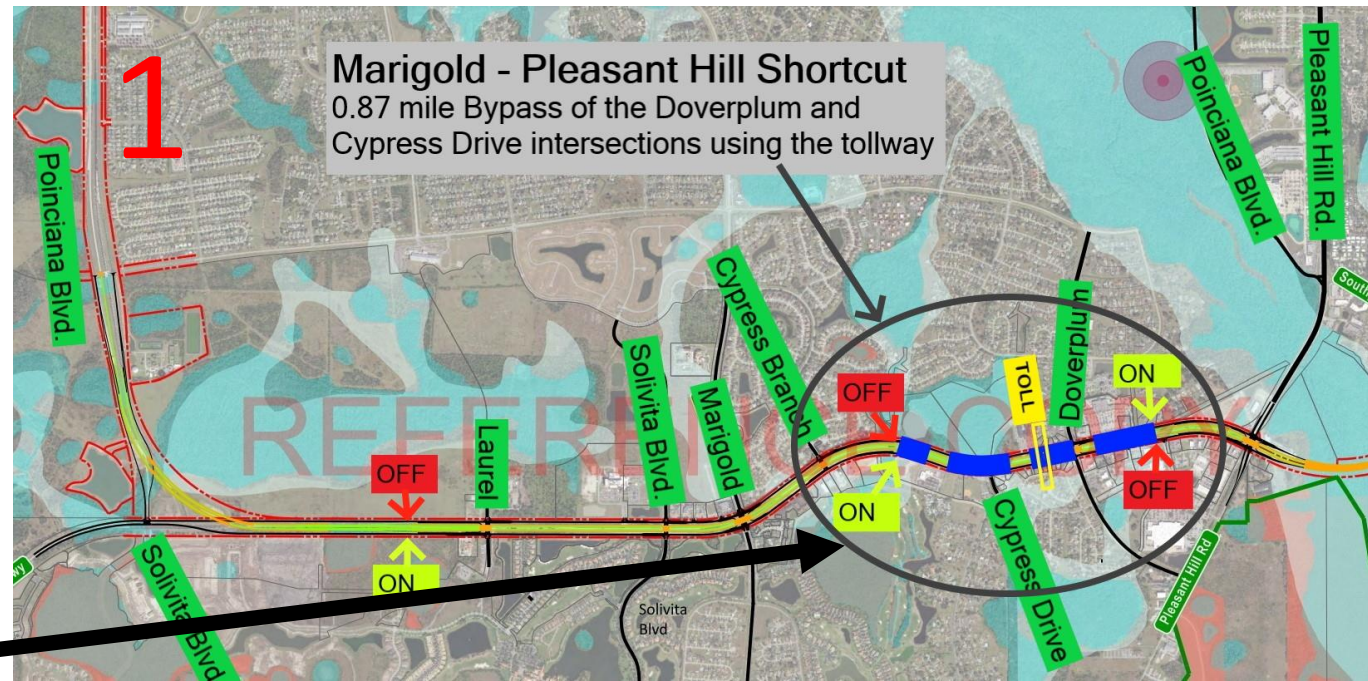
- Tollway will be elevated 30 feet with 30 foot vertical concrete walls for the entire distance.
- All Cypress Parkway intersections will be underpasses under tollway bridges.

Tollway Bypass Routes Around Cypress Traffic

The tollway will only bypass local Cypress Parkway traffic for short distances.

1. Marigold traffic can pay a toll to divert a short 0.87 mile distance around Doverplum and Cypress Drive.
2. Western Cypress Parkway traffic can pay a toll to divert onto the tollway for 2.6 miles.

- Traffic will bottleneck at intersections past the tollway shortcuts.
- Backups will occur at the intersections of Marigold, Poinciana Blvd, and Old Pleasant Hill.



Southport Connector Tollway

Why Should an Alternate Route for the Southport be Chosen?

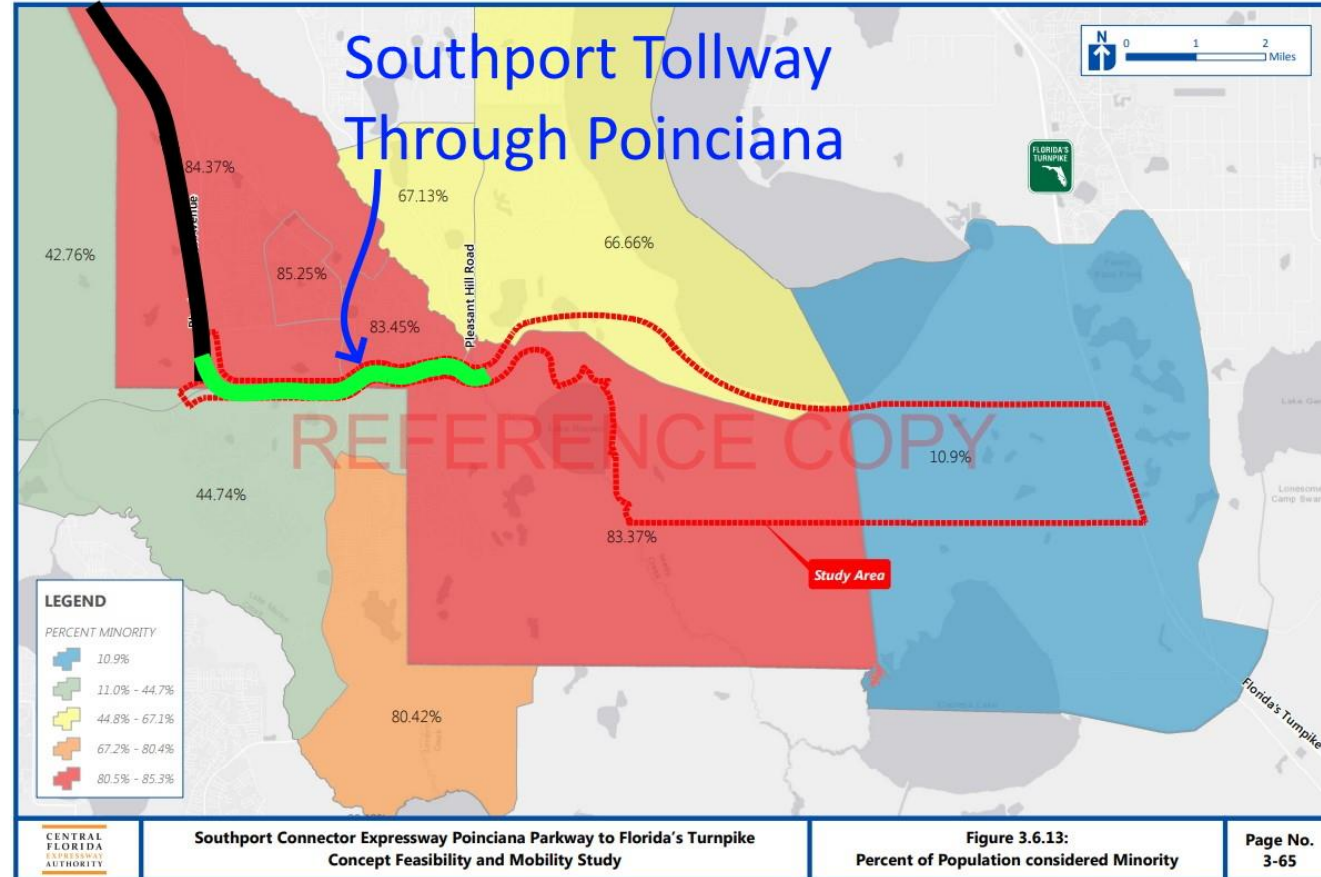
1. Walls off Poinciana Town Center in half hurting businesses and the community
2. Doesn't adequately address local traffic congestion and creates new bottlenecks.
3. Prevents local Cypress Parkway from expanding from 4 lanes to 6 lanes which would better resolve the local traffic flow.

Elevated Highways with 30 Foot Walls That Look Similar to the Southport Down Cypress Parkway

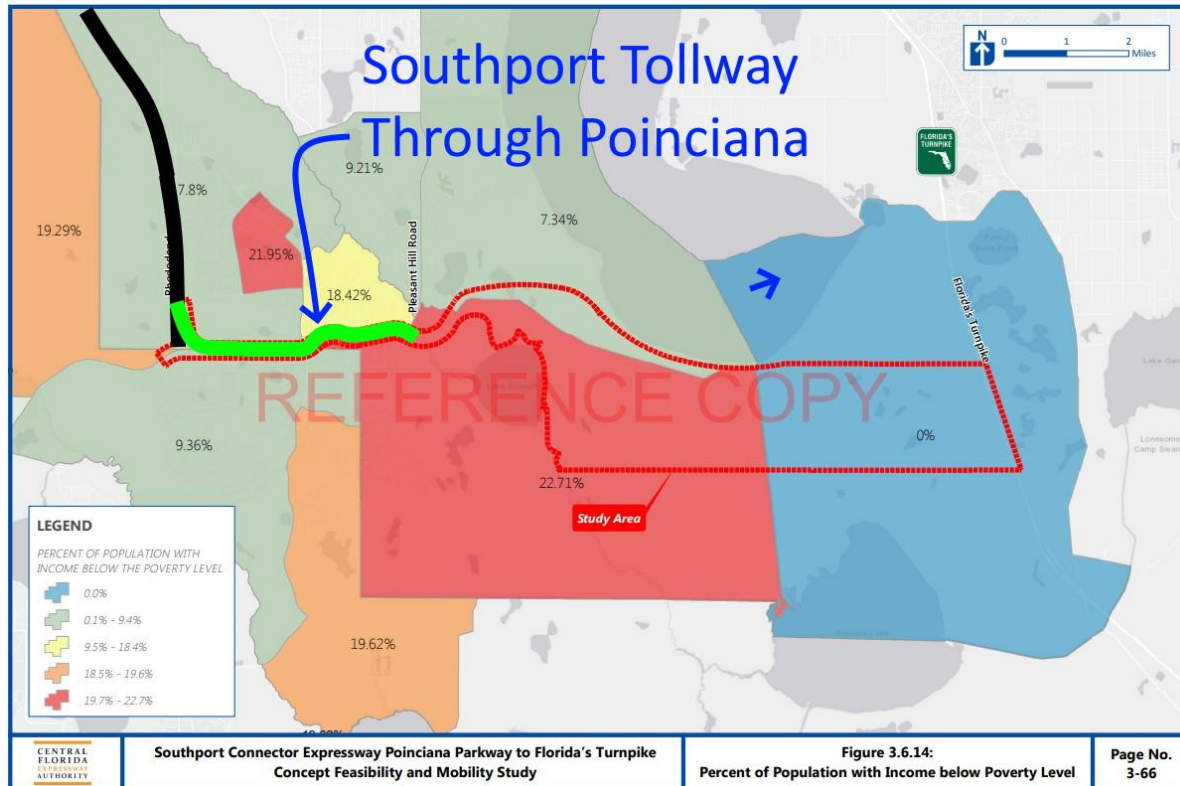


Southport Tollway Routed Down Cypress Parkway Will Divide the Poinciana Community

The community is 83 % minority along the route

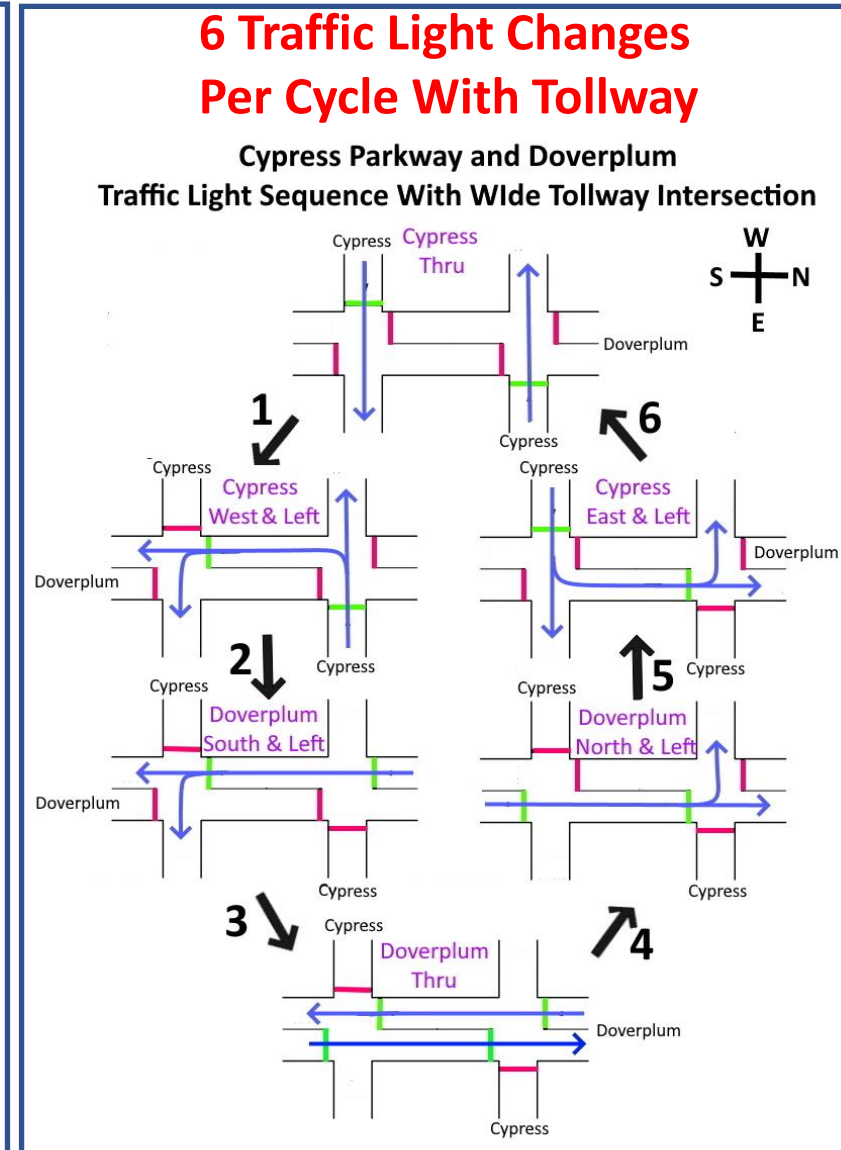
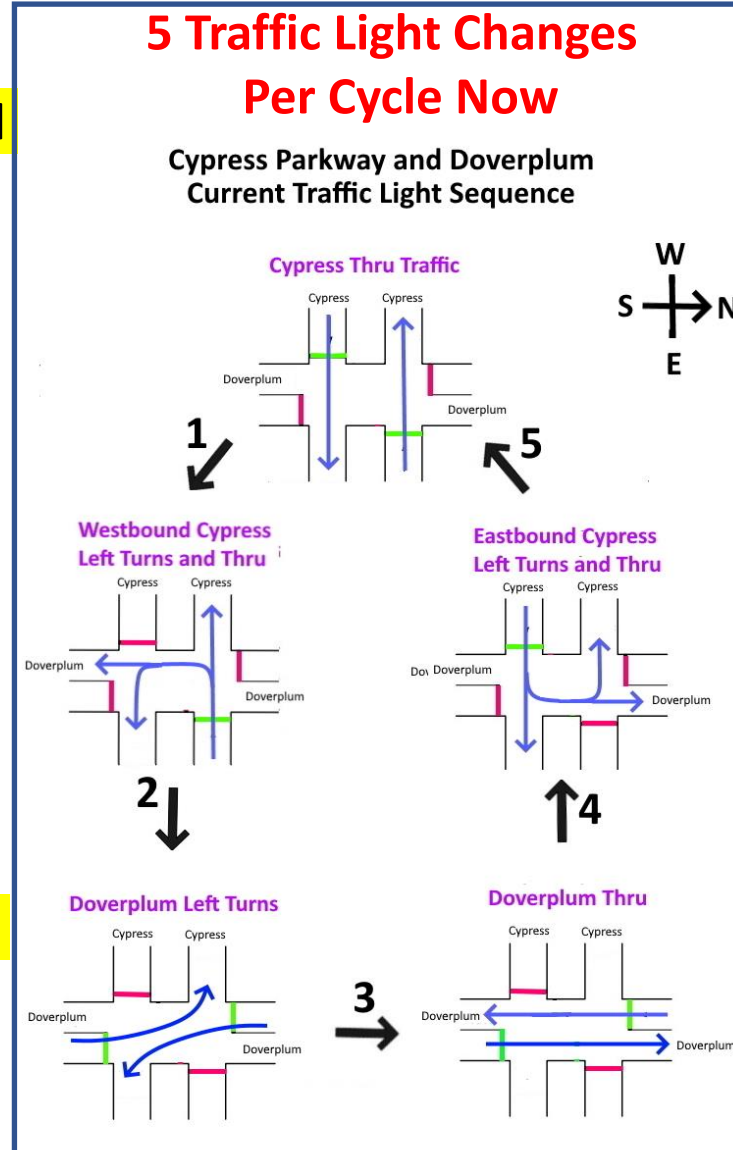


The community is 18-22 % below the poverty level along the route



Southport Tollway Will Lengthen Red Lights at Cypress Parkway Intersections

- Cypress Parkway intersections will all become 144 feet longer due to the long tollway underpasses.
- It will take longer to clear the intersections between each light change.
- This will reduce traffic flow capacity through each intersection by 12%
- Opposing left hand turns can no longer be concurrent due to the long intersections.
- Each direction must have its own left hand turn phase adding even more delays and reduced traffic capacity



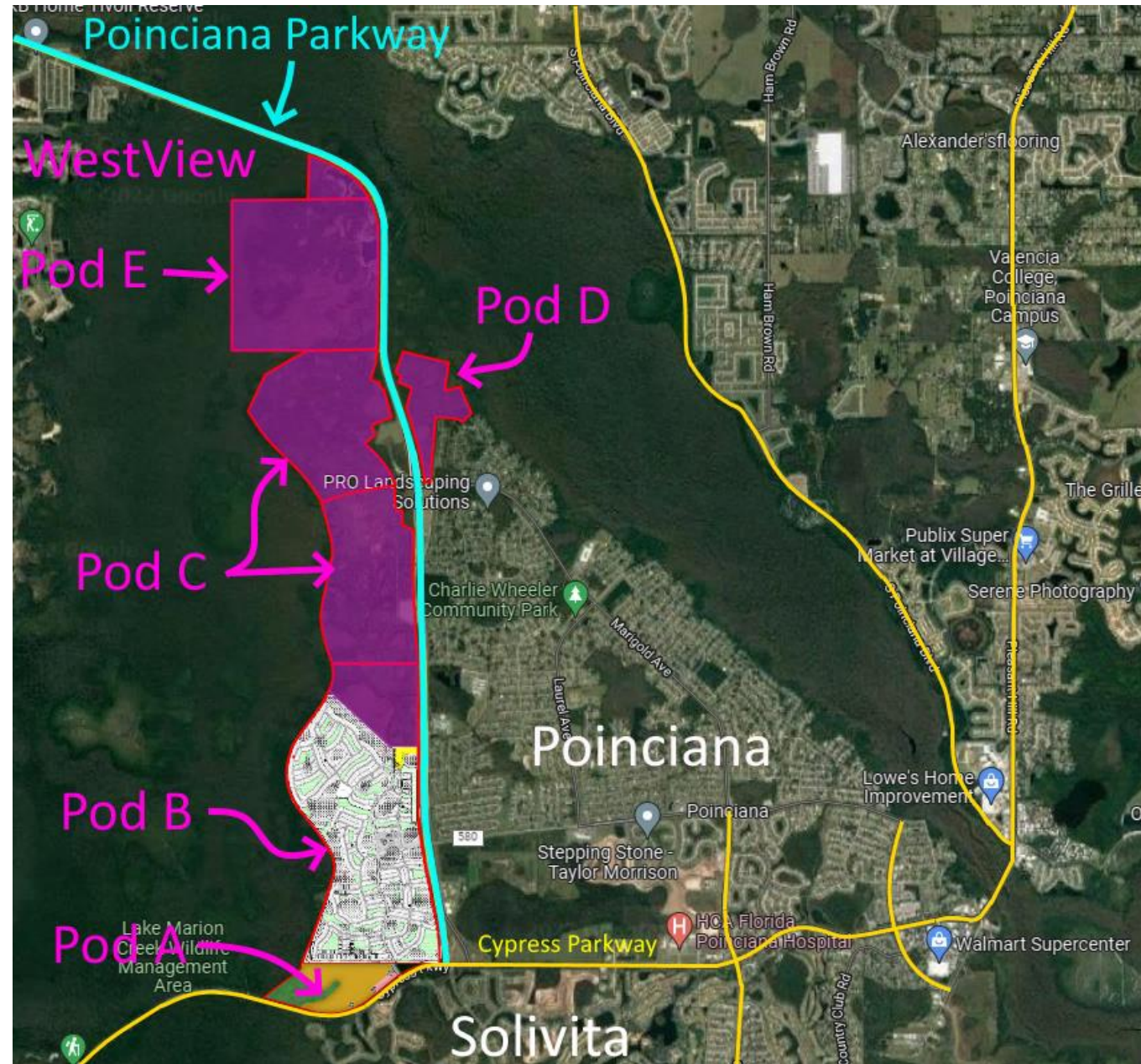
Southport Tollway Down Cypress Will Create Big Traffic Bottleneck at Wawa Intersection

- Today, all traffic drives straight thru this intersection towards Pleasant Hill
- Intersection will be changed if Southport goes down Cypress as planned
- Cypress Traffic heading to Pleasant Hill will need to wait in a left turn lane to turn left
- This left turn backup to Pleasant Hill can not be avoided by taking the tollway.



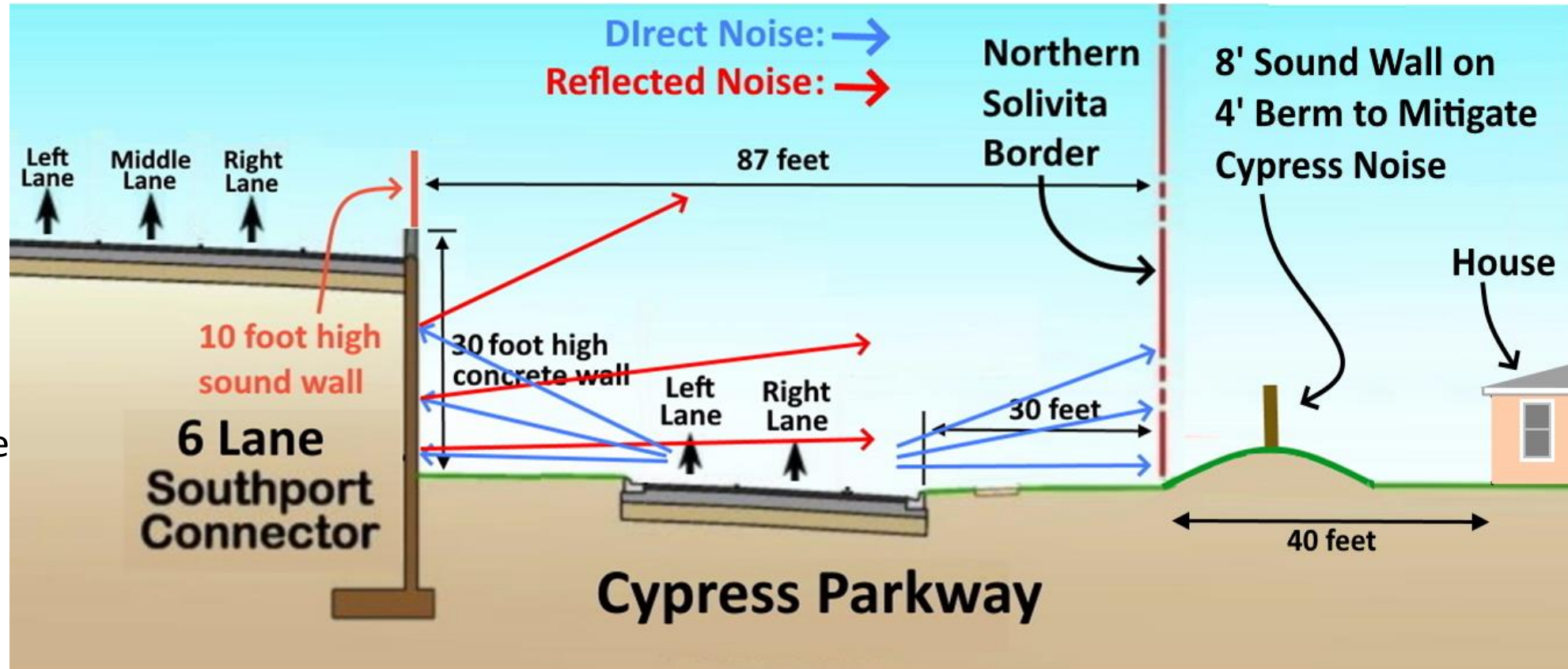
Taylor Morrison Westview Development

- Taylor Morrison is building over 6000 homes bordering 5.5 miles of Poinciana Parkway on the west
- Layouts for Pods A and B have already been submitted
- This will increase traffic in Poinciana Town Center
- The SCAR alternate route allows Cypress Parkway to be widened to 6 lanes to accommodate this added traffic



Noise Impact on Poinciana

- The Southport will be just 87' from Solivita's border. Cypress Parkway will be just 30'.
- A CFX sound wall will likely be installed on the tollway edge where bordering homes
- The sound wall will only reduce the increased noise
- Noise from local Cypress Parkway will be slightly louder due to sound bouncing off the tollway's 30 foot tall concrete wall.
- A 12' ground level sound wall erected on Solivita's border would reduce some of the Cypress Parkway noise.
- Polk County will not erect sound walls adjacent to any county roads at their expense.

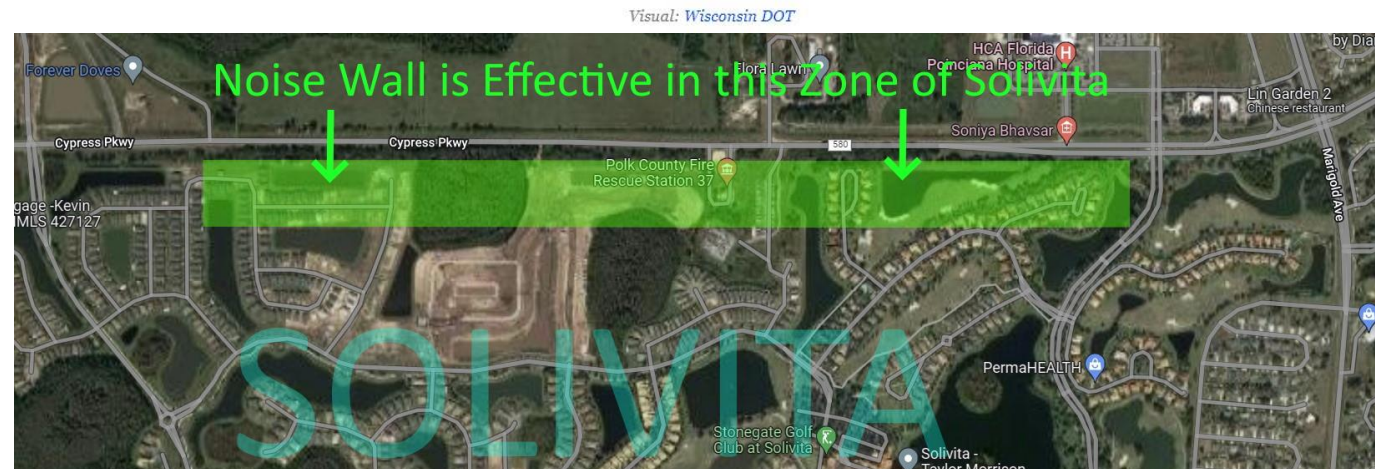
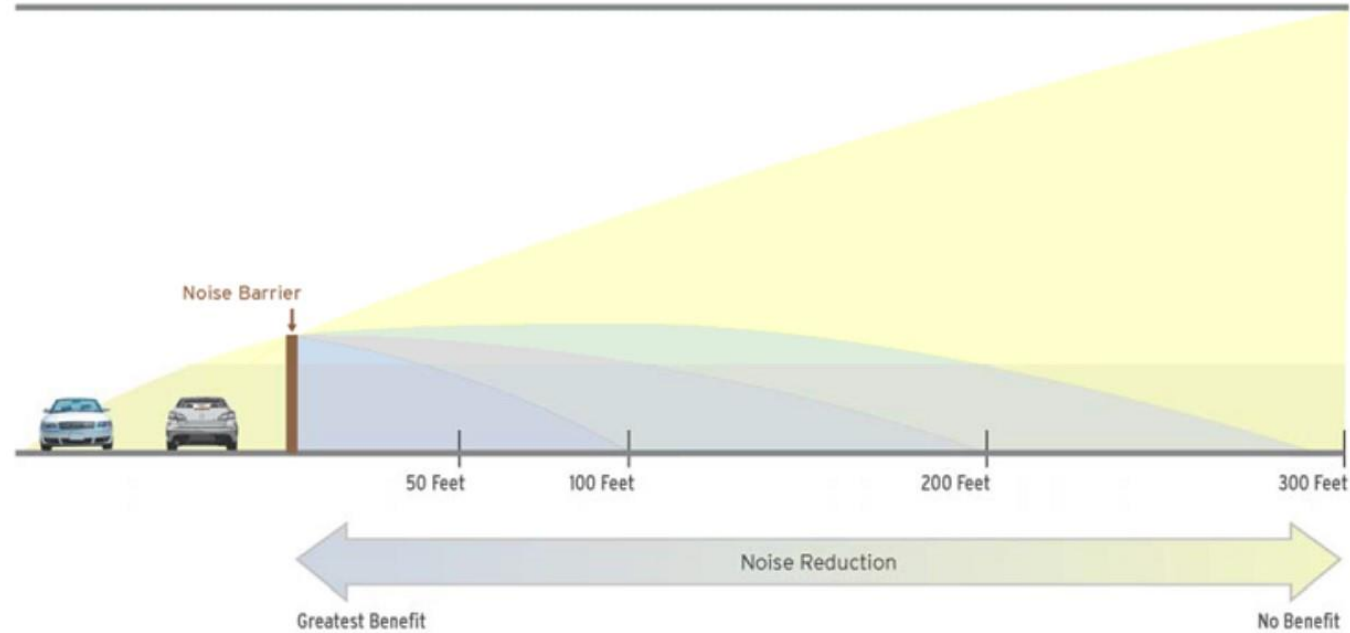


Noise Impact on Poinciana

Noise Wall Effectiveness

- Noise walls must make the highway noise at least 30 % less loud for the closest houses (5db.)
- The first one or two rows of houses bordering the highway benefit.
- Noise walls do not work more than 300 - 500 feet away from the wall.
- Noise walls average \$50/sq. ft. with earth berms costing about half that.
- A 1.4 mile noise barrier along Solivita's northern boundary would cost about \$ 3.7M (\$2.96 M for 8' concrete block wall on top of a \$739 K 4' high earth berm)

Noise Barrier Effectiveness

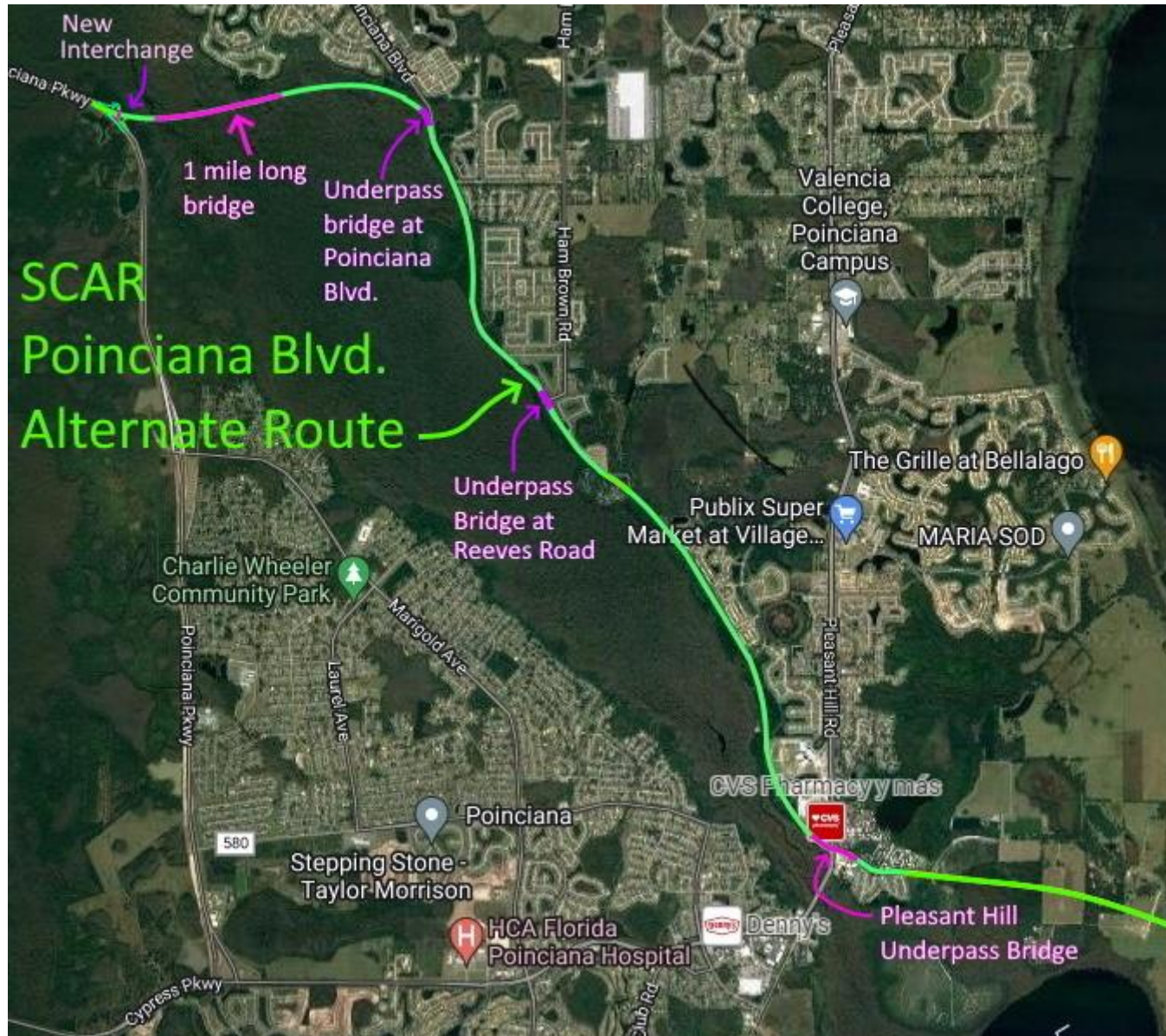


Southport Connector Tollway

The SCAR Proposal

- Poinciana Blvd. Alternative Route
- SCAR Transportation Goals for Poinciana
- Scar Action Plan
- How can I support SCAR's efforts

SCAR Alternate Route for the Southport

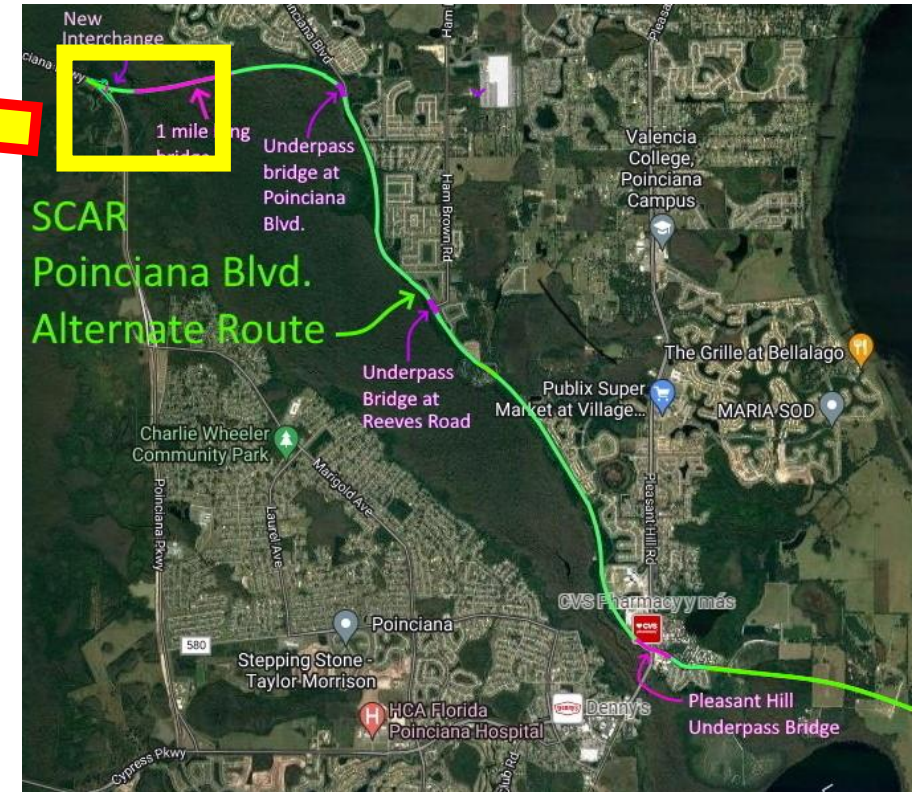
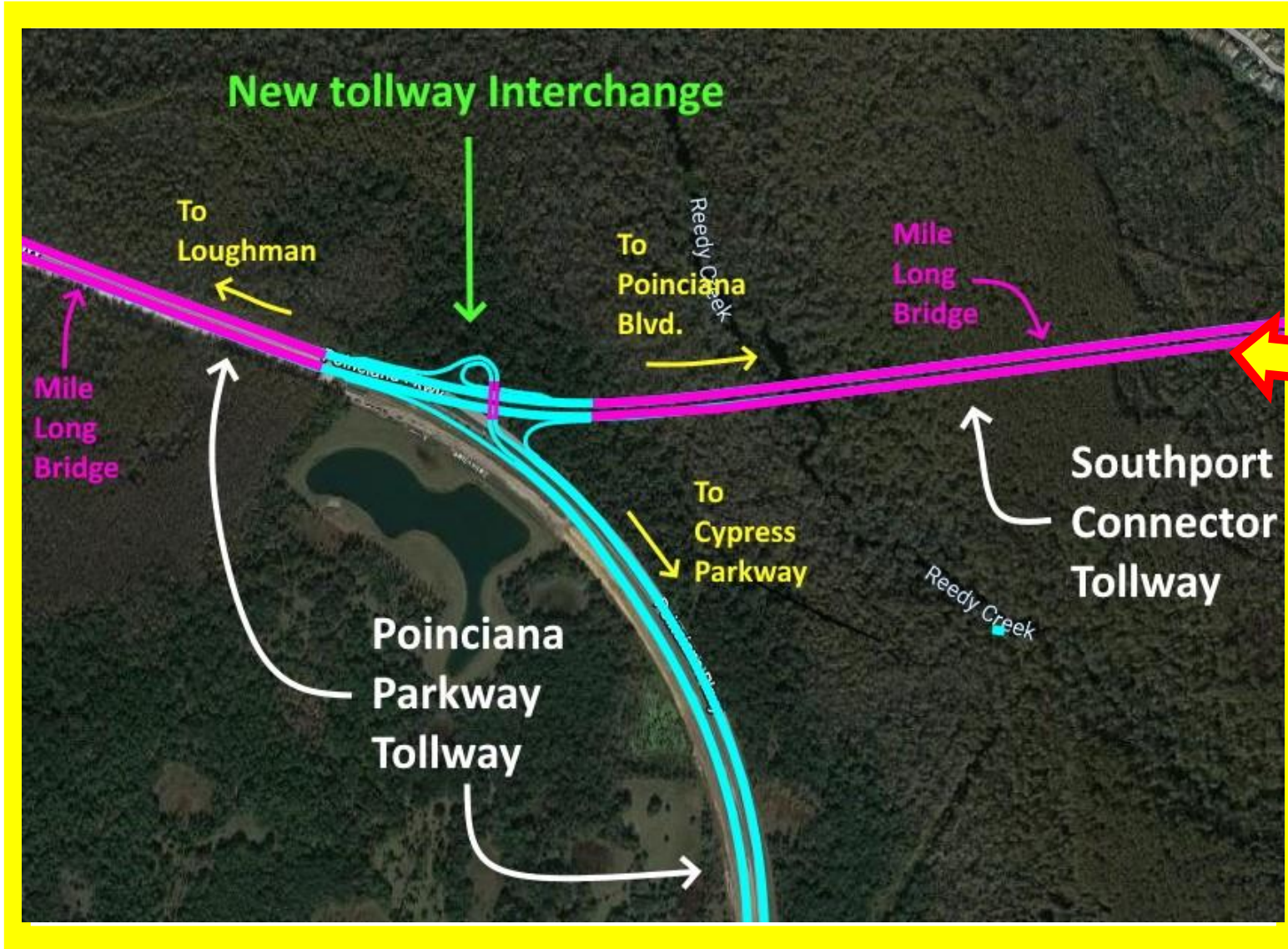


Reedy Creek Boundary Route Alternative

- Uses Poinciana Blvd. 200 foot ROW
- 1+ mile bridge over Reedy Creek at northern end
- At ground level except for 3 tollway bridges over local intersections
- Limits access to Poinciana Blvd. from neighborhoods and High School (only right hand turns to Poinciana Blvd.)
- Doesn't divide the Poinciana town center with a 30' high walled tollway that will hurt businesses and the community
- Allows Cypress Parkway to expand to 6 lanes well before the tollway is finished

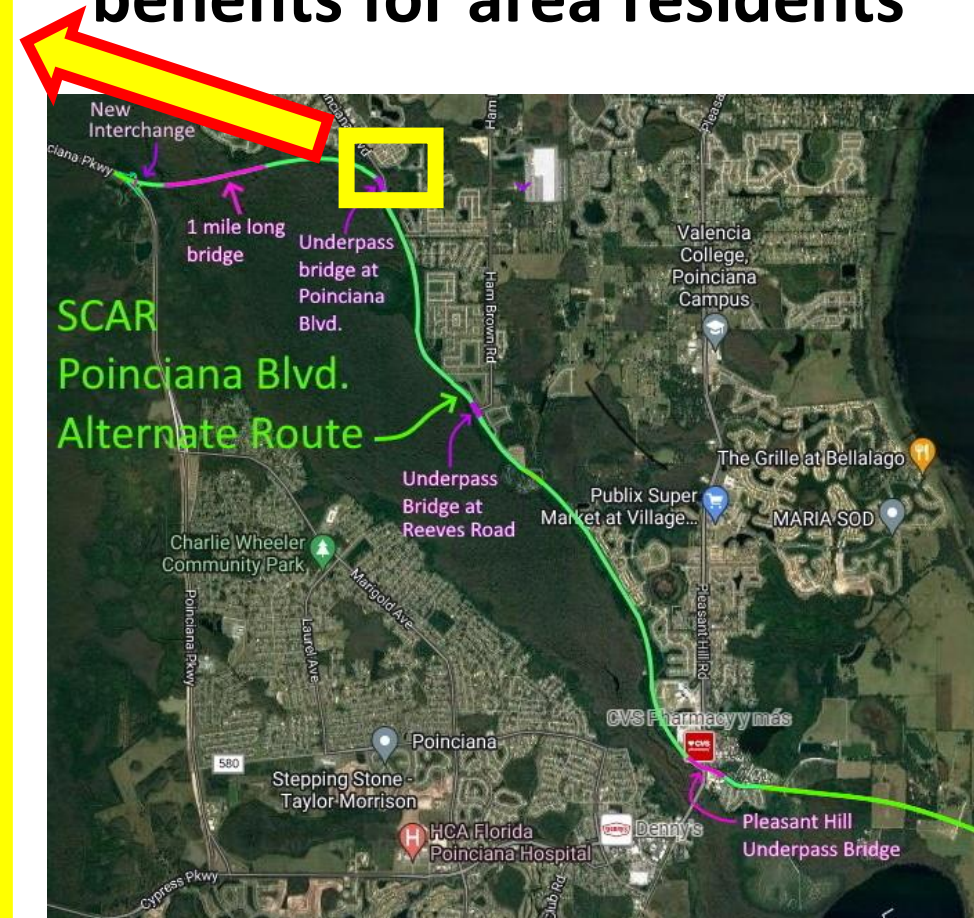
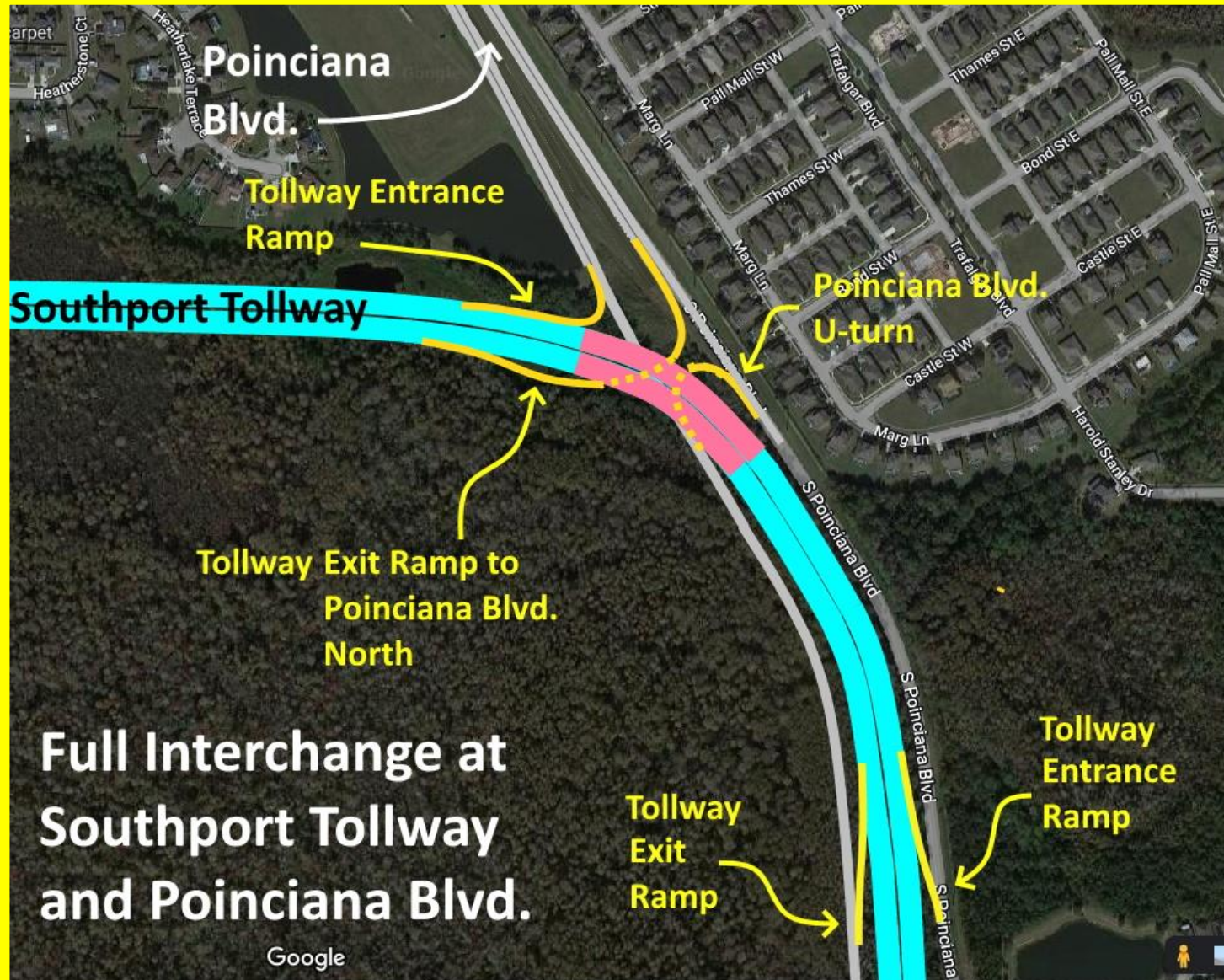
SCAR Alternate Route for the Southport

Alternative Route Full Interchange at Poinciana Parkway and Southport

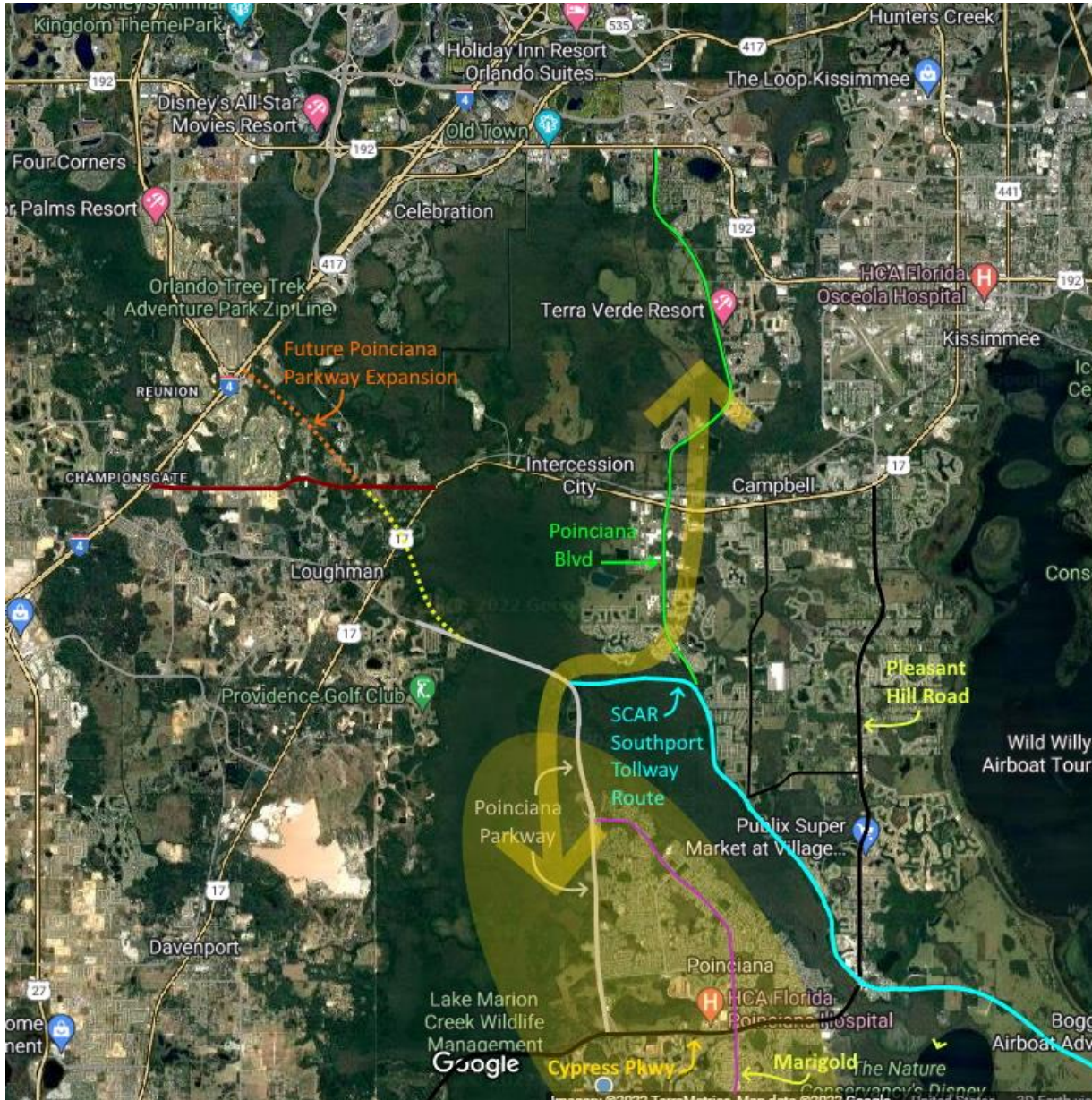


SCAR Alternate Route for the Southport

Alternative Route Full Interchange at Poinciana Blvd. provides commuting benefits for area residents



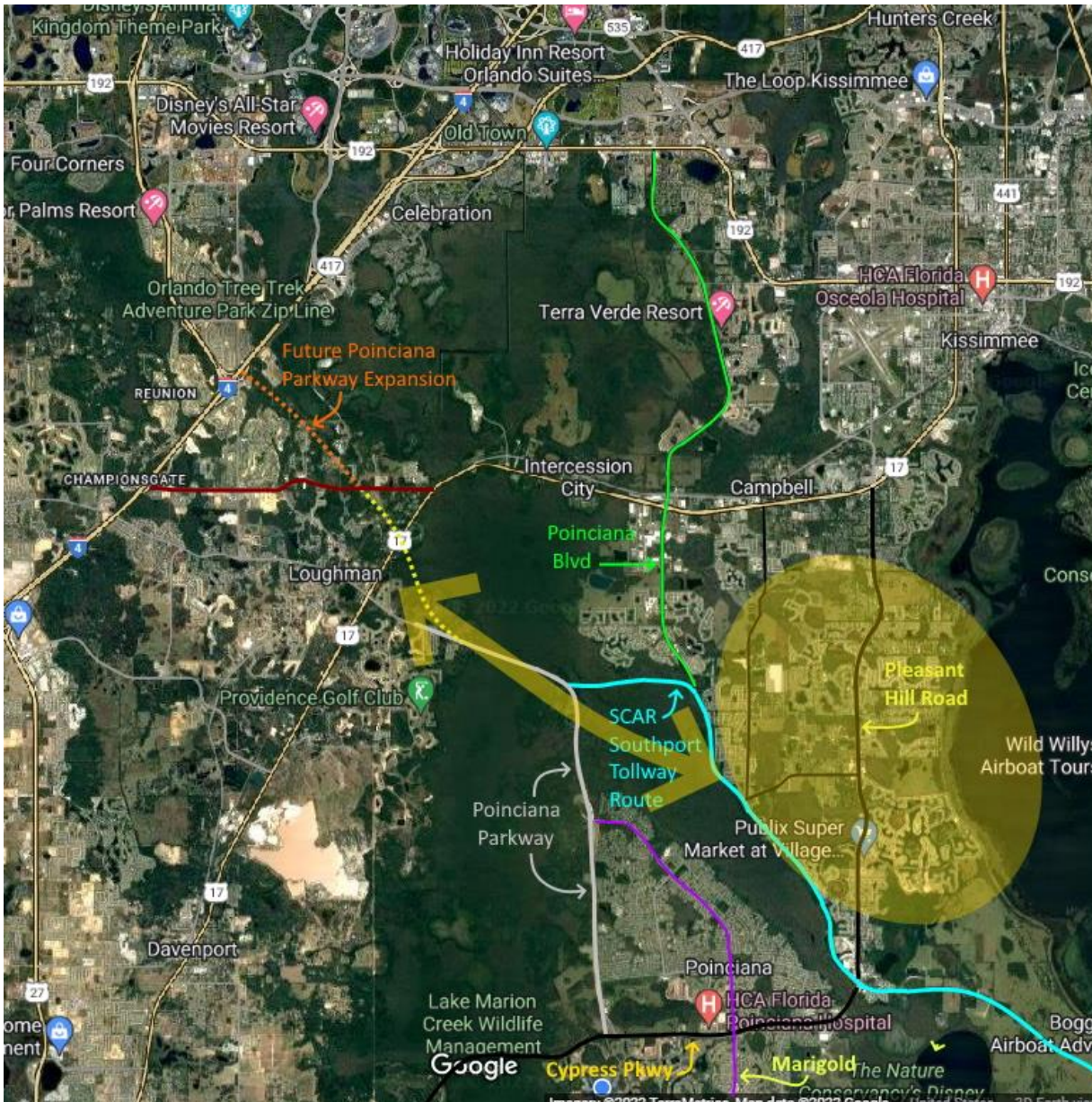
SCAR Alternate Route Traffic Benefits



Much Faster Access To Poinciana Blvd.

- Access to Poinciana Blvd is currently difficult for all villages of Poinciana
- The Northeast SCAR route provides much faster access to Poinciana Blvd. from Poinciana Parkway than the CFX Plan.
- Avoids traveling through Downtown Poinciana unlike the CFX plan
- Reduces traffic on Cypress Parkway in Downtown Poinciana
- Reduces traffic on Poinciana Blvd. between Pleasant Hill and the Southport tollway interchange
- The CFX planned route will not be as fast to access northern Poinciana Blvd.

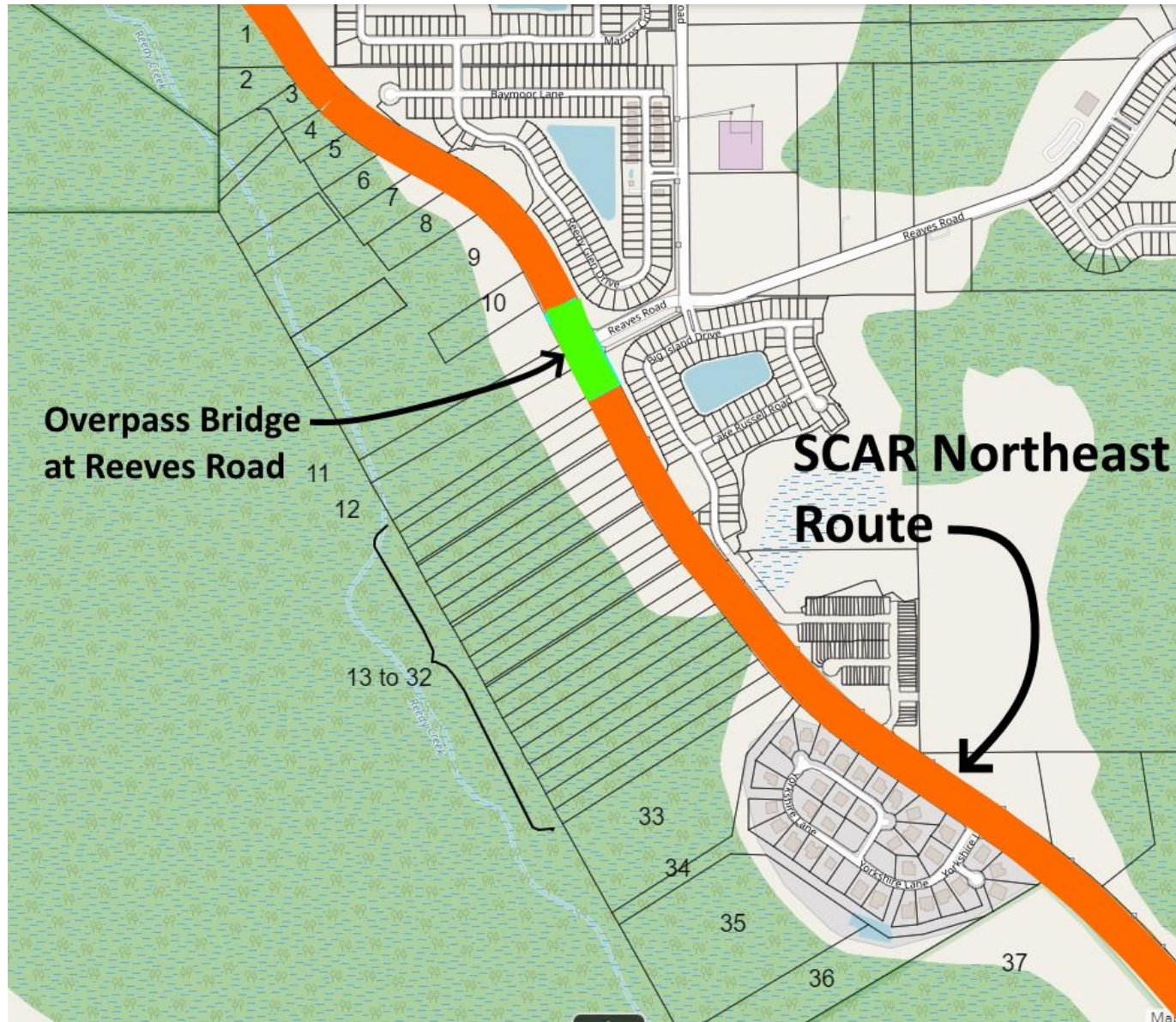
SCAR Alternate Route Traffic Benefits



Much Faster Access To Loughman and I-4

- Access to I-4 via 17-92 is currently difficult for Bellalago and the yellow zone area on the map
- The SCAR Alternate route provides fast access to I-4 via Reeves Road and the northern Southport Tollway link to Poinciana Parkway
- Avoids traveling through Downtown Poinciana or up to 17-92
- The CFX Planned route provides **no** relief to residents in this area for I-4 access.

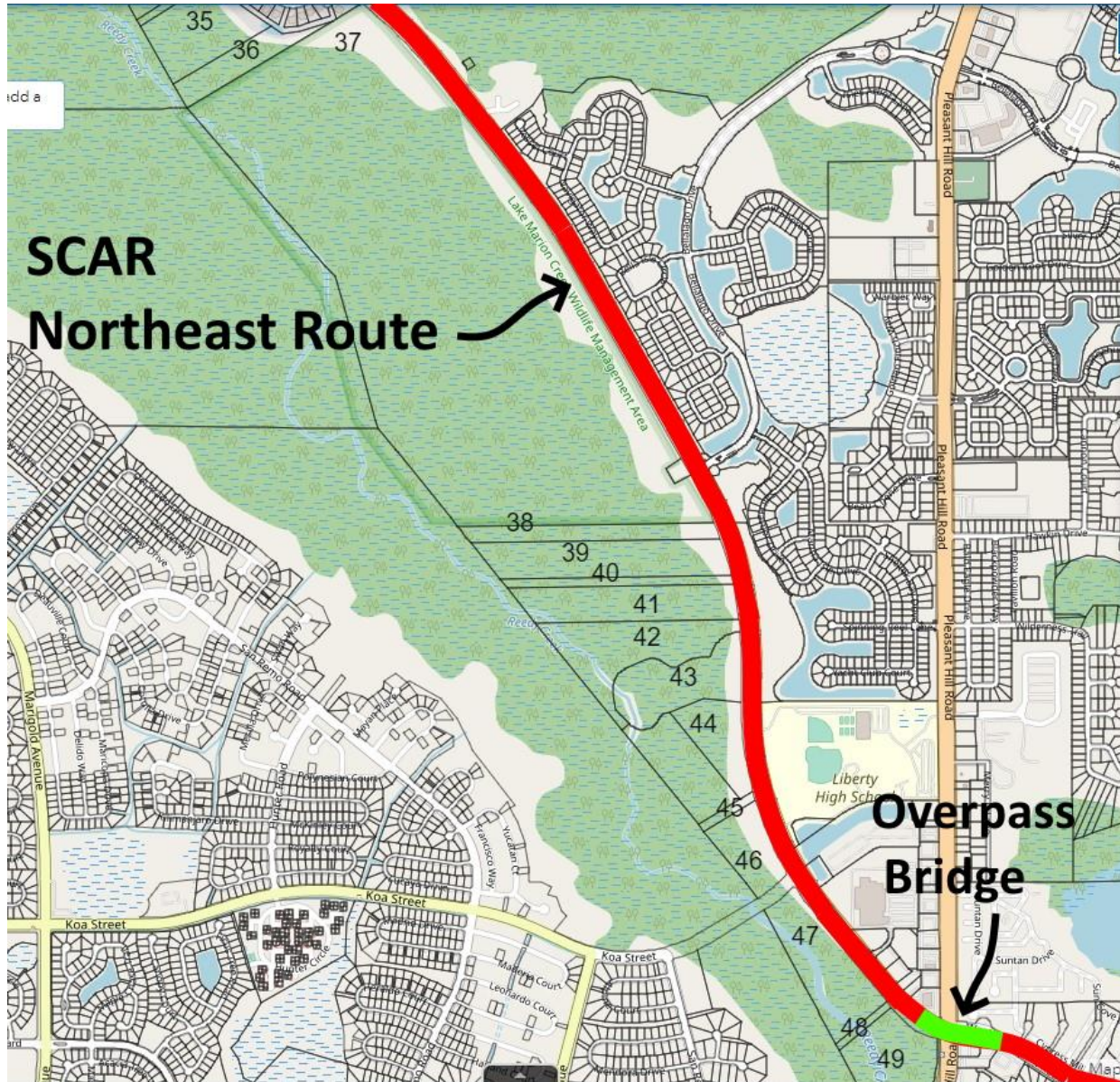
SCAR Alternative Route - Land Ownership



The Alternative Route would use the Poinciana Blvd 200-foot ROW

- The northern half of the Poinciana Blvd. right-of-way is bordered on the southwest by 37 separate unimproved land parcels that would require access to Poinciana Blvd.
- There would be a full toll road entrance/exit interchange at Reeves Road

SCAR Alternative Route - Land Ownership



The Alternative Route would use the Poinciana Blvd 200-foot ROW

- The southern half of the Poinciana Blvd. is bordered by 12 separate unimproved land parcels on the southwest that would require access to Poinciana Blvd.
- Bellalago and Liberty High School entrances from and exits to Poinciana Blvd would be limited to right turns.
- There would be a full Southport toll road entrance/exit ramp interchange at Pleasant Hill Road

SCAR Alternative Route - Land Ownership

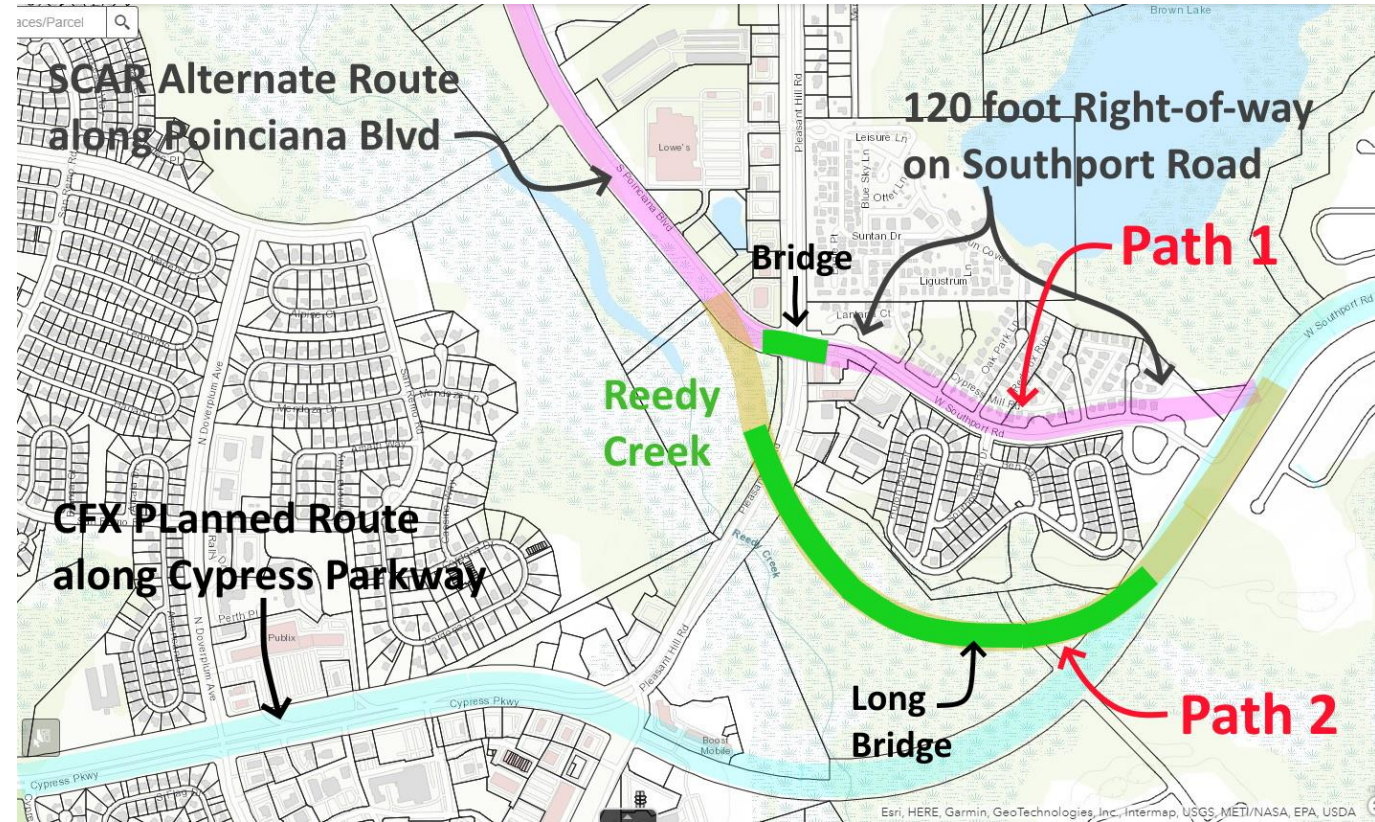
The tollway would bridge over Pleasant Hill Road with two alternate paths

1) Continue down Southport Road

- 8.5 acres of Southport Road frontage owned by Cypress Cove Nudist Resort, and RaceTrac, would need to be acquired and demolished.
- This would provide adequate room for the tollway.
- Sharp curves in this section may not be acceptable for high speed traffic

2) Bypass Through Reedy Creek

- May likely require a 0.4 to 0.8 mile long bridge through a very narrow neck of Reedy Creek Corridor
- Close proximity to Reedy Creek could raise environmental concerns with Army Corps of Eng.



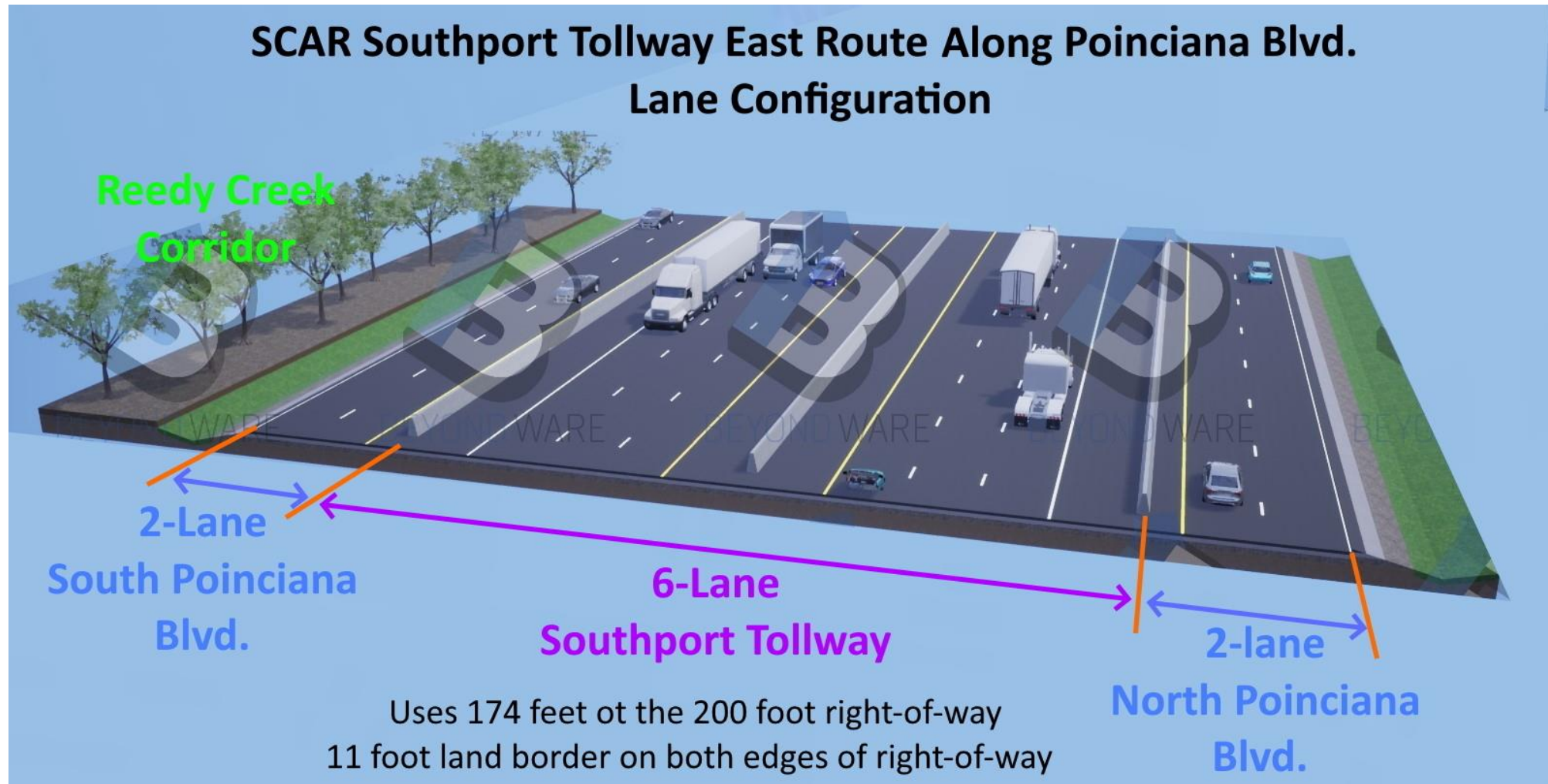
SCAR Alternative Route Lane Configuration

The 4 or 6-lane Southport tollway will be bordered on both sides by split Poinciana Blvd northbound and southbound lanes.

- Since there are 49 land parcels bordering Poinciana Blvd on the southwest and multiple parcels on the northeast, access to Poinciana Blvd. must be provided to land parcels on both sides of the tollway.
- The 4 or 6-lane Southport Tollway and the 2 or 4 lane Poinciana Blvd. share the existing 200 foot right-of way.
- Some current Poinciana Blvd traffic will divert to the Poinciana Parkway at the northern interchange of the Southport tollway with Poinciana Blvd.
- This diverted thru-traffic off of Poinciana Blvd south of the interchange will eliminate the need to immediately widen Poinciana Blvd to 4 lanes
- Future widening of Poinciana Blvd to 4 lanes is still possible after the tollway is built.

SCAR Alternate Route Lane Configuration

The 6-lane tollway with either two lanes or an expanded 4 lanes for Poinciana Blvd will use 174 feet of the 200-foot existing right-of-way where there is no intersection. That leaves 13 feet of land buffer to private property on each side of the roadway.



SCAR Route Lane Configuration for Intersections

There is inadequate space within the current 200-foot right-of-way to fit Poinciana Blvd. underpass intersections.

Frontage Land must be acquired from property owners adjacent to the ROW at the three tollway bridge overpass intersections to accommodate both right and left turn lanes.

- **For a 2-lane Poinciana Blvd.,** approximately 15 feet of additional ROW frontage land acquisition will be required on each side.
- **For an expanded 4-Lane Poinciana Blvd.,** approximately 28 feet of additional ROW frontage land acquisition will be required on each side.

SCAR Alt. Routes Allow Widening Cypress From 4 to 6 Lanes to Provide Traffic Jam Relief Without CFX Tolls

- 6 lane Cypress expansion will relieve local traffic at Doverplum more than tollway down Cypress
- 11% less traffic/lane with Southport Tollway on Cypress
- 30 % less traffic/lane with free 6-lane Cypress Parkway
- Tollway also creates bottleneck turns for thru traffic at Pleasant Hill

Cypress Parkway Corridor Traffic Comparison with and without Southport Tollway		Average Daily Traffic Count Per Lane on Cypress Parkway							
		Between Marigold and Doverplum				Between Doverplum and Old Pleasant Hill Road			
		Low Est.	High Est.	Average	% Change from Today	Low Est.	Average	% Change from Today	High Est.
A	Year 2021			10,750*	0.0%		12,250	0.0%	
B	Year 2045 No road changes	9,500	13,000	11,250	+4.7%		15,750	+28%	
C	Year 2045 TOLLWAY down center of Cypress Parkway	7,000	12,000	9,500	-11.6%		10,000	-18.4%	
D	Year 2045 NO TOLLWAY and 3 lanes each direction for Cypress Parkway	6,333	8,667	7,500	-30.2%		10,500	-14.2%	

Notes: 1) * (From 2021 Osceola County website traffic volume page)
 2) All data from PD&E, Southport Connector Expressway, Cypress Parkway Traffic Analysis, October 2021
 3) Data in table converted to count per lane from aggregated count
 4) D row data equals B row data multiplied by 0.666 to convert 4 lane traffic into 6 lanes.

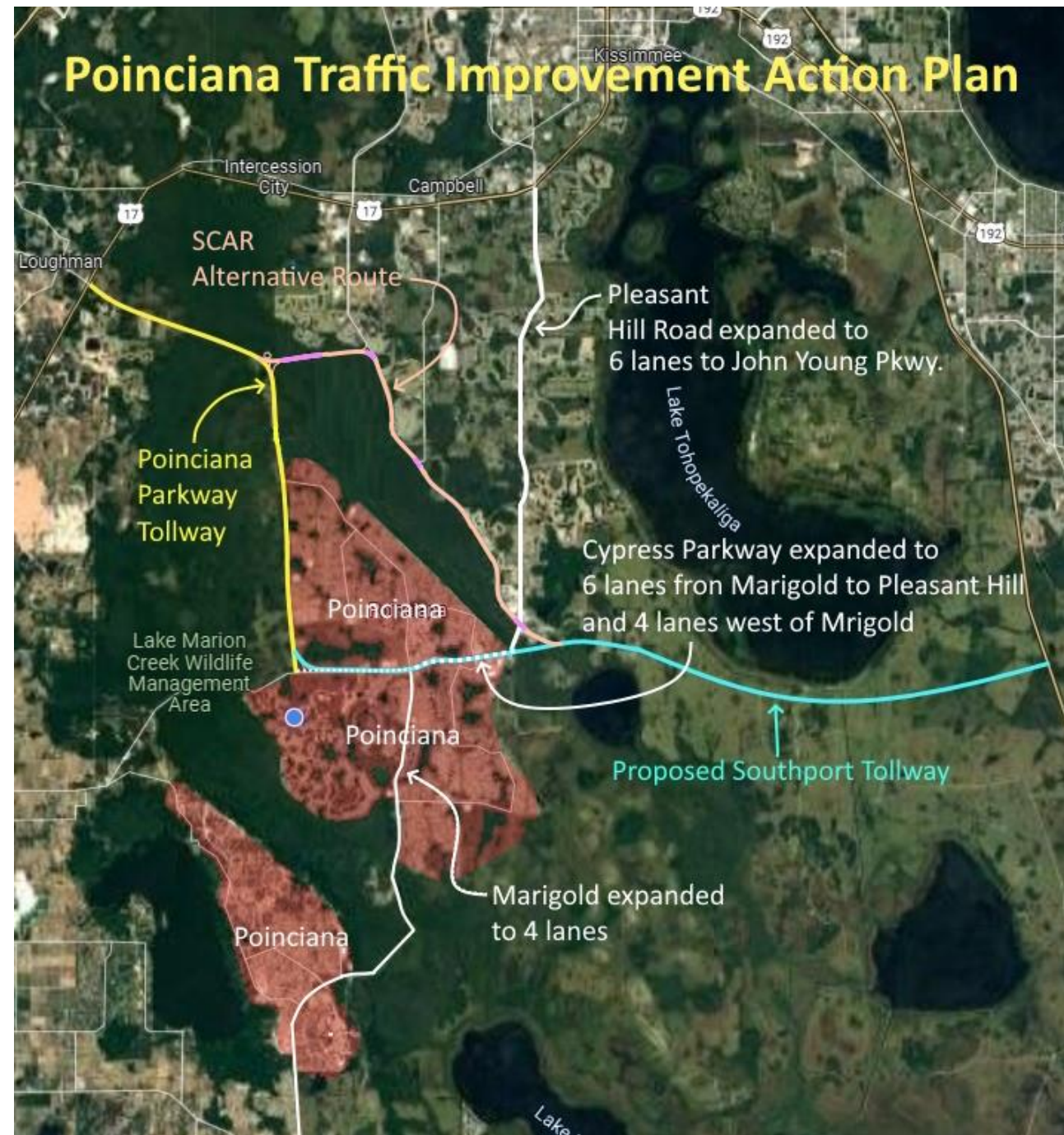
SCAR Poinciana Transportation Goals

(in priority order)

- 1) No elevated tollway dividing and damaging Poinciana town center. Keep our community together.
- 2) Reduce drive times to the Kissimmee and Orlando metro area on free, widened non-toll roads.
- 3) Access to the Florida Turnpike via an alternate route for the Southport Connector Tollway.

SCAR Action Plan

- 1) The Southport Connector Tollway is relocated to the SCAR Alternate Route
- 2) Marigold is widened to 4 lanes south of Cypress Parkway (active project already in Polk County's plans)
- 3) Local Cypress Parkway is widened from 2 lanes to 4 west of Marigold (project already in Polk County's plans and just waiting for Southport final route decision in order to proceed)
- 4) Local Cypress Parkway is widened from 4 lanes to 6 from Marigold to Pleasant Hill Road (No current Osceola County plans since Southport is currently planned to take the available space and restrict Cypress Parkway to the existing 4 lanes).
- 5) Pleasant Hill Road widened from 4 lanes to 6 from Cypress Parkway to 17- 92. (longer term objective, no current Osceola County plans)



SCAR Challenges

SCAR Northeast Alternate Route Challenges:

- Army Corps of Engineers makes the decision on the viability of this route and was positive about a route down Poinciana Blvd.
- ACOE noted that the 1.8 mile path over Reedy Creek Corridor was long but workable with a bridge.
- ACOE believes that the 1-mile Poinciana Parkway bridge over wetlands was very successful. Bridging over Reedy Creek for the Southport would use this same successful bridge structure.
- If the bridge is required to be longer than one mile long, the costs of the Northeast route may become slightly greater than the cost of CFX's current Cypress Parkway route.
- All land at Reedy Creek Crossing is owned by Taylor Morrison

What Can I Do?

- 1) Write to your Southport Connector contacts.**
- 1) It's very important to attend the CFX public meetings to voice your opposition. Low turnout signals Poinciana's acceptance.**
- 2) See SCAR representatives to volunteer**

<https://scarofpoinciana.com>

Southport Connector Contacts

CFX Contact:

Kathy Putnam
Public Involvement Coordinator
CFX
ProjectStudies@CFXway.com

Osceola County District 3 Contact:

Brandon Arrington
BOCC Commissioner District 3
(407) 742-2000
Brandon.Arrington@osceola.org

Polk County District 4 Contact:

Martha Santiago, Ed. D.,
Chairman and District 4 Commissioner
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marthasantiago@polk-county.net
330 W. Church St.
Drawer BC01
P.O. Box 9005
Bartow, FL 33831-9005

SCAR of Poinciana

Southport Connector Alternative Routes

A stone archway sign for the Poinciana community. The sign features a circular logo at the top center with a stylized mountain or 'A' shape. Below the logo, the word "POINCIANA" is written in large, white, serif capital letters. Underneath that, in smaller white capital letters, it says "A DEED RESTRICTED AVATAR COMMUNITY". The sign is set against a background of lush green trees and a clear sky.

POINCIANA
A DEED RESTRICTED AVATAR COMMUNITY

<https://scarofpoinciana.com>