

## POINCIANA PARKWAY EXTENSION

### PROJECT ADVISORY GROUP (PAG) MEETING #1 - SUMMARY

**DATE/TIME:** Thursday, August 15, 2018, 2 p.m. – 4 p.m.

**LOCATION:** Central Florida Expressway Authority (CFX) Board Room, 4974 ORL Tower Road, Orlando

**ATTENDEES:** There were 30 attendees and 10 staff members. See sign-in sheets attached.

#### I. Notifications



Invitation letters were emailed to 85 members of the PAG on July 27, 2018. A GotoMeeting invitation was sent to members who needed to join remotely. Three people participated by GotoMeeting.

#### II. Welcome

Public Involvement Coordinator Mary Brooks, of Quest Corporation of America, called the meeting to order and welcomed everyone. Attendees introduced themselves and the organization they represented. Mary gave a brief introduction about the meeting and provided safety, housekeeping and Title VI information.

#### III. Study Overview and Background

Mary reviewed the study background. The purpose of this PAG meeting was to review the project, present an update on the status of potential impacts and receive feedback. The corridors are being evaluated in greater detail by CFX after previous studies reached various levels of approvals.

In 2005, Osceola County adopted a Comprehensive Plan that proposed several new corridors to meet the county's anticipated growth. The Osceola County Expressway Authority (OCX) Master Plan 2040 was finalized in 2013, defining the county's expressway needs and providing a program of projects to implement the plan. In September 2016, an interlocal agreement was approved, transferring the lead for developing the remainder of the OCX 2040 Master Plan to CFX. CFX then incorporated the OCX Master Plan segments into its Master Plan and conducted Concept, Feasibility, and Mobility (CF&M) Studies on four of the OCX Master Plan projects.

In March 2018, the CFX Governing Board approved two of the projects, including the Poinciana Parkway Extension, to move forward to the Project Development & Environment (PD&E) study phase. This PD&E study began in July 2018.

#### **IV. Advisory Group Roles**

Mary explained the roles of the Environmental and Project Advisory Groups, saying this group is focused on mobility analysis and providing input on local conditions and concerns.

During the previous CF&M study phase, public involvement efforts for all four projects included six public meetings that attracted 1,300 participants and generated 630 comments.

#### **V. Project Development Process**

The CF&M study phase was completed last spring, and the project is currently in the PD&E phase. If the CFX Governing Board moves the project forward, it would first go into design and then, later, construction. Mary turned the presentation over to Consultant Project Manager Clif Tate, with Kimley-Horn.

#### **VI. Previous Feasibility Study**

Clif gave an overview of the CF&M study:

- Evaluated extending Poinciana Parkway to Interstate 4 (I-4)
- Included five alternative alignments between Poinciana Parkway and County Road (CR) 532
- Included three alternative alignments between CR 532 and I-4
- Concluded the project may be viable under CFX criteria
- Concluded advantages of a phased connection from Poinciana Parkway to CR 532 and, subsequently, from CR 532 to I-4



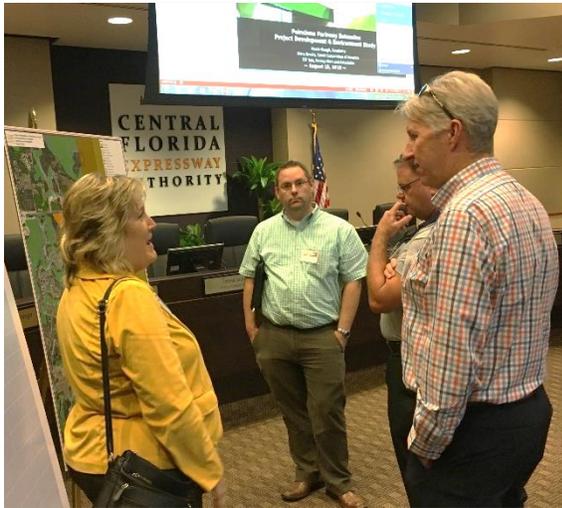
## VII. Benefits of Phased Approach

Clif explained the benefits of breaking the extension of Poinciana Parkway to I-4 into two phases:

- I-4 connection requires approval from the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA).
- The connection to I-4 needs to be planned in concert with FDOT's "Beyond the Ultimate" plans for I-4.
- This will require extensive planning and coordination and will be years in the making.
- This study is looking at the extension of Poinciana Parkway to CR 532, which will advance the project and could provide traffic relief in the short-term for the area.
- This will tie in with improvements planned by others, such as Osceola County's plan to widen CR 532 and FDOT's interim plans for the I-4/CR 532 interchange.

## VIII. PD&E Study

The study is focusing on extending Poinciana Parkway to CR 532, and is considering alternative alignments that would be compatible with a future connection to I-4 at State Road (SR) 429 or CR 532.



## IX. Purpose and Need

The purpose and need for this study includes:

- Enhance mobility between CR 532 and Poinciana Parkway
- Reduce roadway congestion and delays
- Expand regional connectivity
- Provide transportation infrastructure for planned growth
- Provide consistency with local plans and policies
- Enhance safety

## X. Study Methodology

We will follow FDOT's PD&E manual. This study will result in a Project Environmental Impact Report (PEIR) with CFX's approval. This study will analyze and document physical, natural, social, and cultural impacts.

## XI. Typical Section on New Alignment

The typical section for this roadway would be 330 feet wide. It would have two lanes in each direction with a 92-foot-wide median. The median would accommodate future widening and room for multi-modal options.

## XII. Constraints

The constraints apparent in this area include:

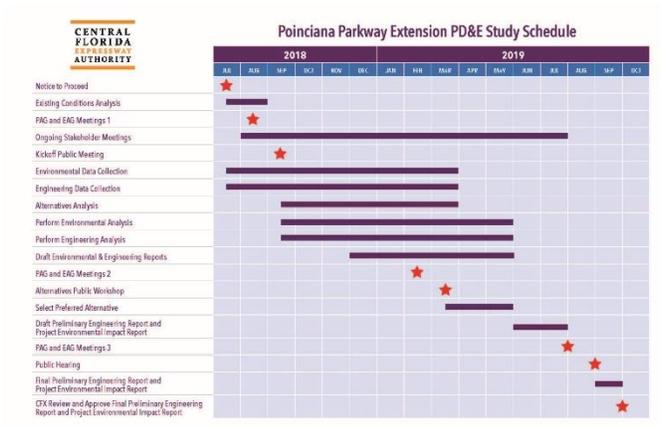
- Reedy Creek Mitigation Bank
- Wetlands
- Cemeteries
- Places of Worship
- Loughman Park
- Loughman Community
- Utility Underground Pipes and Overhead Lines
- Power Substations
- Gas Transmission Substations
- Businesses and Residences

## XIII. Anticipated Impacts & Alignment Elimination

The PD&E Study will take a closer look at the physical, natural, cultural and social impacts anticipated from the various alignments from the CF&M study. Since Alternatives 2 and 3 had high social and natural impacts, they were eliminated from further consideration. The PD&E Study now focuses on Alternatives 1, 4 and 5.

## XIV. Polk County, Osceola County & OCX Agreement

The PD&E study is adhering to agreements with Osceola County, Polk County and the Osceola County Expressway Authority stating that a connection with Ronald Reagan Parkway will remain if Poinciana Parkway is extended to I-4. Alternative 1 has considered that connection, but 4 and 5 did not. That connection to those alternatives is now being added to study the impacts. The study team is working on this with Polk County as the study continues.



## XV. Schedule

Next month we'll have a public kickoff meeting. We anticipate our second EAG and PAG meetings in February 2019, and the third round in July 2019.

## XVI. Public Involvement

There will be multiple opportunities for participation, including the EAG and PAG meetings, as well as public meetings. The

kickoff meeting is scheduled for September 25, 2018. We anticipate the Alternatives Workshop in March 2019 and the Public Hearing in August/September 2019. The study team also will make Board Presentations to CFX, Osceola and Polk Board of County Commissioners and will hold

stakeholder meetings. The public can get information through the CFX study webpage and Facebook page.

## **XVII. Open Discussion**

Mary Brooks asked attendees for their questions and comments.

**Hercules Betts, Loughman Community Association:** The two questions I have is Alternative 2 and 3, those two alternatives will not be revisited?

**Clif Tate, Kimley-Horn:** Yes, that's correct.

**Hercules Betts:** And the Alternative 1, the environmental and social constraints, that's the reasoning why this is still under consideration?

**Clif Tate:** Yes, Alternative 1 has fewer environmental impacts compared to Alternatives 4 and 5. We'll be drilling down more into the impacts and will develop a matrix to look at the various impacts.

**Hercules Betts:** What are the criteria for the environmental constraints that will make you determine that this alternative is viable?

**Lynn Kiefer, Kimley-Horn:** Well, it's a balance of all the different issues, both social and natural.

**Hercules Betts:** Well, at the moment I'm talking about environmental, because social is very...

**Lynn Kiefer:** The social is actually an environmental category as well, but we're talking natural versus social and we have to look at each one of those things and balance the cost, input from the public, and input from the agencies in developing a matrix. We'll then work with CFX that will determine the best alternative at the end of the PD&E study, or a No Build Alternative.

**Hercules Betts:** So, the criteria I'm looking for is that I've seen the things that determine what makes an environmental impact such as animals, birds, plant material and wetlands.

**Lynn Kiefer:** Correct. It's wetlands, floodplains, listed species, business impacts, residential impacts, cultural areas, historic/archeological resources. It's a number of different things we evaluate in the study.

**Hercules Betts:** How do you determine if you have two gopher tortoises, one eagle and a small wetland plot here, or some scrub jays three miles down the road or a ... site on I-4, what criteria do you use to determine if



Alternative 1 falls into a very sensitive environmental area based on two gopher tortoise, a scrub jay, and a panther?

**Lynn Kiefer:** It won't be just based on two gopher tortoises, a scrub jay and a panther. It will be based on the habitat, the input from the agencies, input from the group that's here today, the comments we receive from the public, the acreages of impact and different things like that.

**Clif Tate:** We will be conducting surveys to identify these things. The matrix from the concept [CF&M] study will have much of the information that we'll be reviewing for the PD&E study. We can send you the link to that board, but it would be different since it covered a much larger area – all the way to I-4.

**Hercules Betts:** So, everyone knows why I'm asking this question? Alternative 1 is the area we're from. That dictates our livelihood in that area. The next question I have is Alternates 4 and 5 – how much study have you put into coming down those areas as opposed to Alternate 1 and eliminating Alternate 1? Widen those and Ronald Reagan?

**Clif Tate:** We're going to put the same effort into identifying what the impacts are for Alternatives 1, 4 or 5, as well as the No Build option.

**Mary Brooks:** Mr. Betts, I believe what you're looking for is the evaluation matrix that Clif mentioned that we had in the public meetings last time around (CF&M concept study phase). It's very specific in terms of houses and businesses impacted, acreage of wetlands, that sort of thing. That's what they'll be looking at in laying those alternatives side by side, and you'll be able to see where those impacts are as you make your comments.



**Stan Maminski, Poinciana Citizens for Smart Growth:**

The faster this is done, the better. Looking at the plan that will go up (CR) 532 and link the next section to I-4 quicker is well received, but in order to get onto I-4 or the parkway, there are two methods: one, you get off at (CR) 532, which during evening drive time is backed up because of traffic on I-4 from (SR) 429 and the Disney exit.

So, between Celebration and where you would get off for (CR) 532 is an easy 30-40-minute ride. Smart people have been jumping off there and going through the back road getting on (US) 192 and coming down Old Lake Wilson. I was there, and Old Lake Wilson was backed up to (US) 192, almost four miles. It would help if you could reach out to Osceola County and have them look at Old Lake Wilson Road. It's detrimental to the parkway; people get frustrated because they can't get there.

In the morning the backup is just reversed going to I-4. We're hampered in this area because of current conditions. Ideally, you want to get on Poinciana Parkway and go directly to SR 429. That will take cars off I-4, which you're not concerned with, but that's got to be an impact.

**Clif Tate:** We are concerned about I-4 and we've had meetings with FDOT and they're aware of the situation. We're working with them and they're figuring out how this works into their plans.

**Mary Brooks:** And perhaps Josh DeVries from Osceola County would like to weigh in on that?

**Josh DeVries, Osceola County Transportation and Transit:** I've witnessed the issues you're talking about. CR 532 is something we'd need to improve and would look forward to a partnership with CFX and FDOT on any of these alternatives. If we could get help from CFX on a mile-long feeder road, that would help the feasibility of getting improvements to CR 532 in the county's work plan. As far as the Old Lake Wilson backups, much of the issue has to do with turning movement stack ups. That will be addressed in design.

**Jay Jarvis, Polk County Roads and Drainage:** Lake Wilson Road, which connects Ronald Reagan Parkway to CR 532, is currently under design to widen to four lanes. That includes improvements at the intersection of CR 532 and Lake Wilson Road, as Old Lake Wilson Road goes north. I met with Osceola County this morning on this. We'll be at 30% plans for Lake Wilson Road next month. Osceola County will review this. Our Community Investment Program that was just presented to our board includes four-laning Marigold Avenue from Cypress Parkway south to Palmetto Street, and four-laning Cypress Parkway to the west from Marigold to the Poinciana Parkway. Those will be done as a joint project. This could begin construction in the last quarter of 2020. We'll need to have a lot of coordination with all of this.



#### **XVIII. Next Steps:**

PAG comments will be reviewed as part of the alternatives' evaluation. The public will be able to comment on the alternatives at the Sept. 25 Kickoff Public Meeting.

#### **XIX. Action items:**

Everyone will receive a copy of the presentation with the exhibits, which also will be posted on the study webpage.

There being no further questions or comments, the meeting was adjourned.

## END OF SUMMARY

This meeting summary was prepared by Mary Brooks, Public Involvement Coordinator with Quest Corporation of America. It is not meant to be verbatim, but is a summary of the meeting activities and overall discussion. If you feel something should be added or revised, please contact Mary Brooks by email at [mary.brooks@qcausa.com](mailto:mary.brooks@qcausa.com) or by telephone 407-694-5505 within five days of receipt of this summary.