



## **FDOT Website Provides Insight for Cypress Parkway Future Capacity**

Something needs to be done to improve the traffic congestion on Cypress Parkway. Today the traffic count at Reedy Creek Bridge where Cypress Parkway becomes Pleasant Hill is 58,171. That is 10,000 more each day than 10 years ago. This is after construction of the Poinciana Parkway which today sees a traffic count of 10,000+. Without Poinciana Parkway most of that traffic would have to use Cypress Parkway to get north out of Poinciana. With the current new home construction in Poinciana and surrounding areas one can expect the same rate of increase if not more in the future. That would mean 69,000 per day in 2030 and 79,000 per day in 2040 if not more.

The Florida Department of Transportation (FDOT) provides measurements for traffic capacity for Florida highways. You may check out the FDOT tables at [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/sm/los/pdfs/generalized-service-volume-tables.pdf?sfvrsn=2f6b3739\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/programs/sm/los/pdfs/generalized-service-volume-tables.pdf?sfvrsn=2f6b3739_2). Table 1 shows the rankings for traffic capacity on local divided highways (interrupted flow facilities with traffic signals) and expressways (uninterrupted flow facilities using overpasses without traffic signals). These tables provide some interesting information that should be considered when looking at plans for future expansion of Cypress Parkway.

According to FDOT, with 58,000 per day for a 4 lane divided local divided highway, the Cypress Parkway capacity is off the chart in the wrong direction. Even if new lanes were added taking it up to 8 lanes, with Poinciana's rate of growth by 2040 Cypress Parkway would again be at the high end of an acceptable capacity. A situation no better than what it is today. Assuming construction could not be completed until 2023 or 2024, how responsible would it be to spend all that money to double the number of lanes on Cypress Parkway only to solve the

congestion problems for 17 years and then end up in the same situation Poinciana is in today?

With only a 300 foot right of way to work with and the limitations of keeping local Cypress Parkway with multiple intersections, the only solution for expanding Cypress Parkway to meet the long term growth needs of Poinciana is to add additional lanes as express lanes overpassing the intersections. According to the FDOT traffic tables, by adding 6 express lanes and maintaining the 4 lanes for local traffic, Cypress Parkway could handle a traffic count of 163,800 per day and still provide an acceptable capacity. By adding 6 more express lanes as opposed to additional local lanes this would allow Cypress Parkway to meet the traffic needs of Poinciana for another 100 years at the current rate of growth as opposed to only 17 by adding local lanes only.

The numbers speak for themselves. The only solution to meet the long term growth needs of Poinciana is to add express lanes to Cypress Parkway to keep the future volumes of Poinciana traffic flowing.

Nobody wants to see the beauty of Poinciana's grassy medians replaced with 30 foot high overpasses and additional traffic on Cypress Parkway. The unrestricted growth of Poinciana and surrounding communities leaves no other alternative.

Whether this expansion of Cypress Parkway gets built as a toll road by CFX or as a County road project it needs to be done in a manner that will handle the future Poinciana growth needs. It needs to be done right. And it needs to be done soon.