



Poinciana traffic is a mess. It has been for years. A recent TV study by Telemundo describes the Poinciana traffic situation (<https://prfsc.org/wp-content/uploads/2022/03/Telemundo-Research-Article-on-Poinciana.pdf>) The sad part is that it did not have to be this way.)

Recent documents show that a study done back in 2003 paid for by Osceola County provided a solution that has yet to be implemented here 19 years later. Yet every day thousands of Poinciana drivers waste hours stuck in traffic. Even worse the number of accidents and fatalities keep rising.

The study is included in the Poinciana Concurrency Exemption Impact Fee Ordinance (<https://prfsc.org/wp-content/uploads/2022/04/Impact-Fees-Poinciana-Overlay-Ordinance-and-Study.pdf>) approved by the Osceola County Commission on December 18,2006. This ordinance allowed the Poinciana developer Avatar to avoid normal Osceola County impact fees on new Poinciana Construction but instead pay fees based on the study defined schedule into a special account. The money from this account was supposed to pay for Poinciana road construction projects to

be completed no later than 2017 with the majority to be completed by year 2012. (<https://prfsc.org/wp-content/uploads/2022/04/Poinciana-Study-Road-Improvements.pdf>). This plan was agreed to by the Poinciana developer Avatar in an agreement signed by Avatar also in December 2006. (<https://prfsc.org/wp-content/uploads/2022/04/Osceola-Avatar-Transportation-agreement.pdf>)

The Ordinance and agreement provided for such improvements as the expansion from two lanes to 6 for Marigold Avenue. The expansion from 4 lanes to 6 of Cypress Parkway between Marigold and Pleasant Hill, the expansion of Doverplum to 4 lanes, the expansion of Old Pleasant Hill to 4 lanes and extension of Old Pleasant Hill to connect Villages 3 and 5 directly to Pleasant Hill bypassing the need for traffic to use Cypress Parkway and the expansion of Poinciana Blvd to 4 lanes. Today in April 2022 none of these Poinciana road improvements have yet to happen and Poinciana traffic remains in gridlock.

What happened remains a mystery. The roads were never built. Poinciana development grew by leaps and bounds. According to the United States Census there were 16,000 new homes built in Poinciana between 2010 and 2020. That number will be much larger when counting the new homes built between 2007 to 2010 plus between 2020 and present. The Avatar representative who signed the agreement with Osceola County was Dennis Getman. Mr. Getman sat on the

Poinciana APV Board of directors for most of the years after the agreement was signed. Why was the Poinciana HOA Board of Directors not looking out for the interests of the Poinciana homeowners to make sure that the roads that were needed were built? Why was Osceola County not looking out for the Poinciana homeowners and residents who were stuck in all the traffic? The Poinciana APV HOA, the only local government serving Poinciana was clearly not looking out for the residents of Poinciana. Apparently neither the counties nor the developer?

What is done is done. History will show that the Poinciana traffic situation did not have to be as bad as it is now. Who is to blame for this? Every resident and homeowner in Poinciana needs to look into the mirror. After all these years Poinciana has a population that has grown to make Poinciana larger than cities such as Ocala, Wesley Chapel, St. Cloud, Apopka and Sarasota. Poinciana has the same population as Daytona Beach. Yet the only elected municipal representatives for Poinciana remain the two county commissions. The old saying that you only get what you pay for applies to Poinciana. For years Poinciana residents choose to remain unincorporated because they did not want to pay the taxes to support their own local government. Today they are paying the price.

