SOCIOCULTURAL EFFECTS EVALUATION REPORT

Florida Department of Transportation

District 6

SR 994/SW 200th Street/Quail Roost Drive PD&E Study

From West of SW 137th Avenue to East of SW 127th Avenue

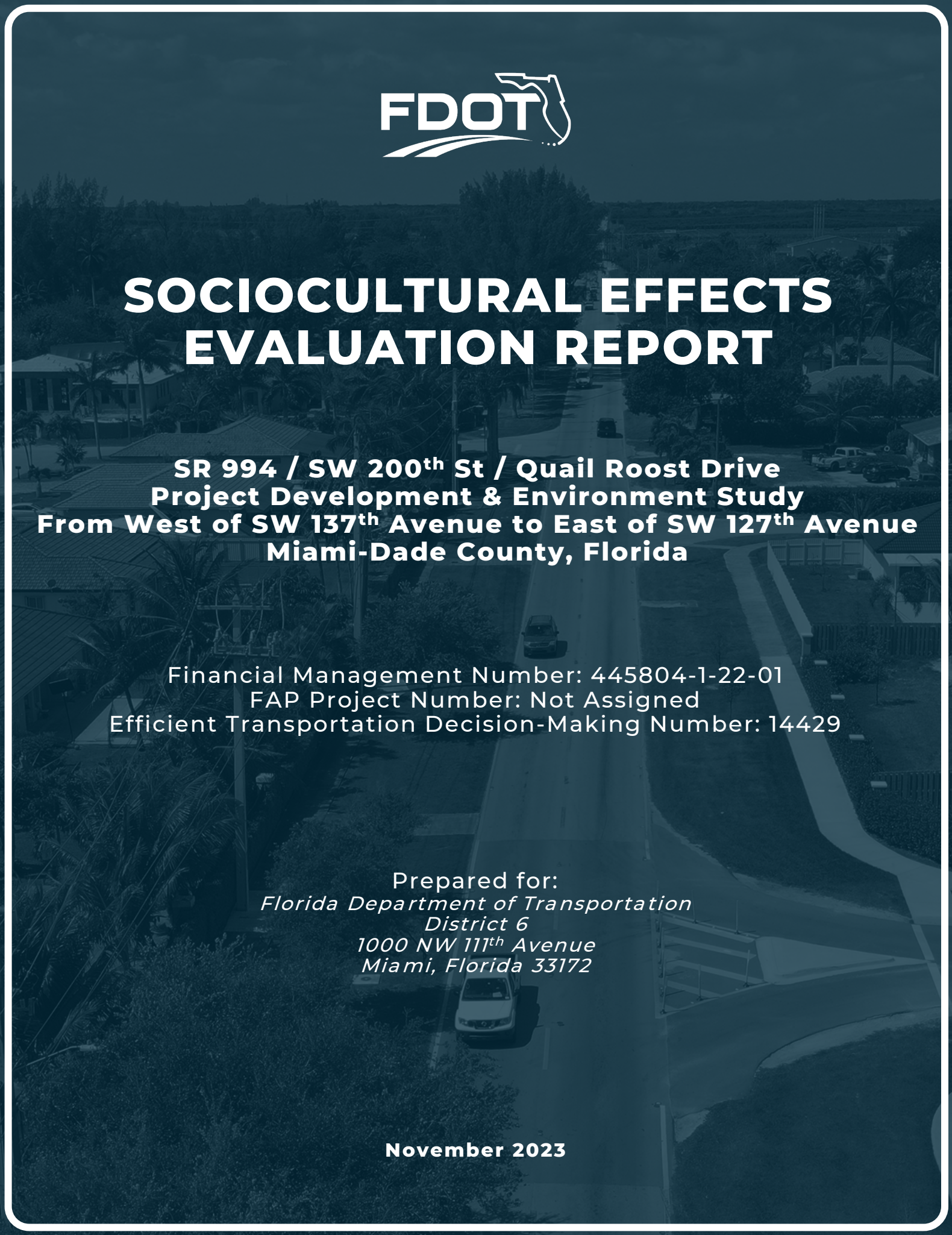
Miami-Dade County, Florida

Financial Management Number: 445804-1-22-01

ETDM Number: 14429

November 17, 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by FHWA and FDOT.



SOCIOCULTURAL EFFECTS EVALUATION REPORT

SR 994 / SW 200th St / Quail Roost Drive
Project Development & Environment Study
From West of SW 137th Avenue to East of SW 127th Avenue
Miami-Dade County, Florida

Financial Management Number: 445804-1-22-01
FAP Project Number: Not Assigned
Efficient Transportation Decision-Making Number: 14429

Prepared for:
Florida Department of Transportation
District 6
1000 NW 111th Avenue
Miami, Florida 33172

November 2023

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study in accordance with the National Environmental Policy Act (NEPA) to evaluate alternatives for Quail Roost Drive improvements. This roadway project involves the potential widening of SR 994/SW 200th Street/Quail Roost Drive up to four lanes from west of SW 137th Avenue to east of SW 127th Avenue. The corridor begins west of 137th Avenue/ Lindgren Road and continues east along Quail Roost Drive to east of SW 127th Avenue/ Burr Road. Improvements at four intersections/cross streets are also included as follows:

- Quail Roost Drive and SW 137th Avenue
- Quail Roost Drive and SW 134th Avenue
- Quail Roost Drive and SW 132nd Avenue
- Quail Roost Drive and SW 127th Avenue

The study area discussed below is based on these limits. The project is located in Miami-Dade County, Florida and is contained within South Miami Heights (not an incorporated area in Miami-Dade County) and unincorporated Miami-Dade.

This *Sociocultural Evaluation (SCE) Report* is prepared in accordance with the *FDOT PD&E Manual, Part 2, Chapter 4 (Sociocultural Effects Evaluation), dated July 1, 2023*. The purpose of this report is to document the effects the project will have on residents and businesses in the study area in support of the environmental study consistent with federal, state, and local objectives for the preferred alternative.

The preferred alternative (Build Alternative 2) is not anticipated to adversely directly or indirectly affect land use, social, economic, aesthetics, community cohesion, community features, or demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. A total of eight relocations, including six potential personal properties, which include movable items not affixed to real estate, and two potential residential relocations, are anticipated. These relocations will be conducted in accordance with FDOT's *Conceptual Stage Relocation Plan (CSRP)*. Approximately 63 right-of-way (ROW) acquisitions are anticipated.

2.0 PROJECT OVERVIEW

2.1 PROJECT DESCRIPTION AND LOCATION

The project is located in southwest Miami-Dade County at SR 994/SW 200th Street/Quail Roost Drive, from west of SW 137th Avenue to east of SW 127th Avenue (see **Figure 2-1**) The project corridor is approximately 1.67 miles in length. Within the project limits, the roadway is locally known as Quail Roost Drive.

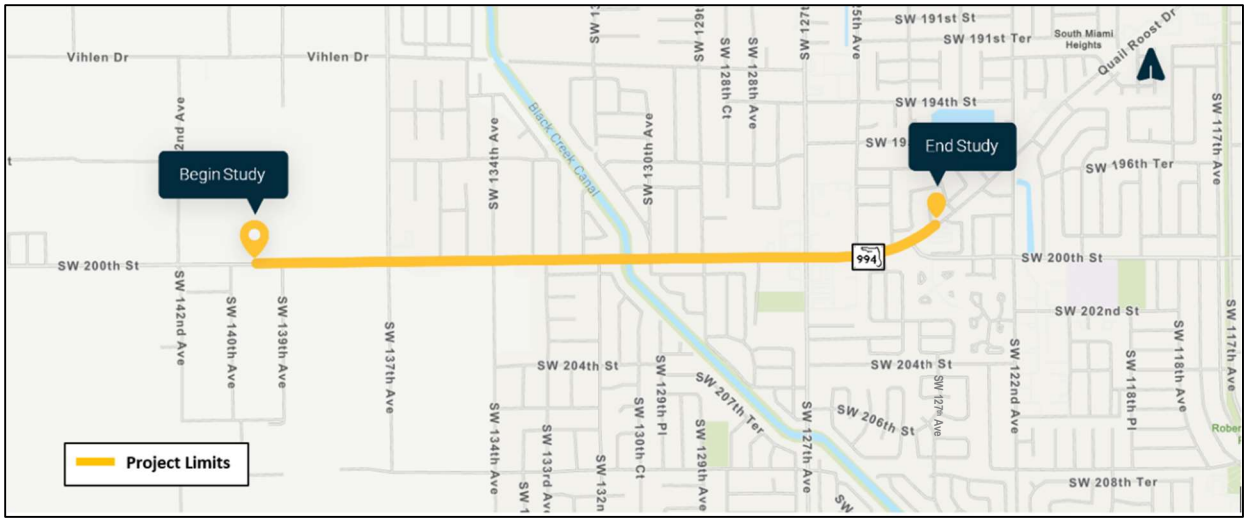


Figure 2-1: Project Location Map

In addition to the potential widening, the proposed roadway improvements may include operational enhancements at the existing intersections, removal, and replacement of the bridge structure (#870633) over Black Creek Canal (C-1W), access management measures, and stormwater management facilities. The PD&E Study will evaluate typical section alternatives based on design criteria, safety and operational needs, and the minimization of environmental effects and ROW needs. The PD&E Study will evaluate the provision of the Americans with Disabilities Act (ADA) compliant facilities as well as new/enhanced pedestrian and bicycle infrastructure, including paved shoulders/designated bicycle lanes, sidewalks, and/or a shared-use path connection to the existing Black Creek Trail. Improvements at four intersections/cross streets are also proposed as part of this project:

- Quail Roost Drive and SW 137th Avenue
- Quail Roost Drive and SW 134th Avenue
- Quail Roost Drive and SW 132nd Avenue
- Quail Roost Drive and SW 127th Avenue

Refer to Section 6.1.8 Intersection Concepts in the Preliminary Engineering Report (PER) for detailed information regarding these improvements.

Black Creek Trail- Segment of Route 7 is owned by the Miami-Dade County, Parks, Recreation and Open Spaces (MDPROS) and is located along the Black Creek Canal (C-1W). Black Creek Trail- Segment of Route 7 is an 8.7-mile-long greenway corridor that begins at Black Point Park and Marina and ends near Larry and Penny Thompson Park. The preferred alternative includes relocating the trail under the proposed new bridge over Black Creek Canal (C-1W). The advantages of this option include improved safety and traffic operations due to the elimination of conflicts between motor vehicles and bicyclists/pedestrians. In addition, this option provides improved overall bridge vertical clearance.

The project is located in southwest unincorporated Miami-Dade County and occurs within the Miami Urbanized Area (as defined by the Miami-Dade County 2015 Urban Development Boundary). The project corridor primarily serves existing and future residential land uses and provides local east-west access and connectivity. Outside of the project limits, SR 994 connects directly to two Strategic Intermodal System (SIS) Highway Corridors at SR 997/Krome Avenue (west of study limits) and SR 821/HEFT (east of study limits).

Within the project limits, Quail Roost Drive is classified as a rural major collector to the west of SW 137th Avenue and an urban minor arterial to the east of SW 137th Avenue. The corridor primarily has a C3R Suburban Residential Context Classification and a posted speed of 40 miles per hour. Four major intersections are located along the project corridor, including two signalized intersections (SW 137th Avenue and SW 127th Avenue) and two unsignalized intersections (SW 134th Avenue and SW 132nd Avenue). Eight other minor (unsignalized) intersections are located within the study corridor. The project location map is shown in **Figure 2-1.**

Currently, Quail Roost Drive is a two-lane roadway (one lane in each direction) from west of 137th Avenue to west of 127th Avenue. From west of SW 127th Avenue to SR 821/HEFT, Quail Roost Drive is a four-lane roadway. The existing SR 994 typical section consists of two undivided 11.5-foot travel lanes with unpaved shoulders and open drainage. Curb and gutter exist at the SR 994/SW 134th Avenue intersection and east of SW 127th Avenue within the study limits. Sidewalks, varying in width, are noncontinuous and generally located at residential subdivisions along the study corridor. There are no existing designated bicycle lanes on Quail Roost Drive within the study limits. There is one unrecorded historic bridge within the study limits that spans over the Black Creek Canal (C-1W). There is a pedestrian crossing just east of the bridge for access to the Black Creek Trail, which intersects Quail Roost Drive.

2.2 PURPOSE AND NEED

The purpose of this project is to address traffic operations and capacity constraints on Quail Roost Drive from west of SW 137th Avenue to east of SW 127th Avenue in unincorporated Miami-Dade County in order to accommodate future travel demand projected as a result of population and employment growth along the corridor. Other goals of the project are to 1) improve safety conditions along the corridor, including emergency evacuation and response times, and 2) enhance mobility options and multimodal access. Each of the elements of need is described further below:

Capacity/Transportation Demand - This project is anticipated to improve traffic operations along Quail Roost Drive by increasing the capacity to meet projected travel demand as a result of Miami-Dade County population and employment growth. Miami-Dade County is the most populous county in Florida with almost 2.6 million residents in 2015. By 2045, the county's population is expected to grow by over 33% to over 3.5 million residents. Employment growth in the county is expected to increase from 1.4 million workers in 2015 to more than 1.7 million workers by 2045. Between SW 137th Avenue and SW 127th Avenue, the corridor has experienced a 7% increase in Annual Average Daily Traffic (AADT) from 2015 to 2019 with traffic volumes growing from

17,900 to 19,200 vehicles per day. Traffic is anticipated to continue to increase due to population growth and residential development in the area.

A planning level segment analysis was conducted for the Existing Year (2021). The analysis determined that multiple segments along the corridor performed at Level of Service (LOS) F. As travel demand continues to increase throughout the corridor, the LOS is anticipated to continue to deteriorate without additional capacity improvements.

Safety - A crash analysis was conducted from west of SW 137th Avenue to east of SW 127th Avenue. The crash data for the latest five-year period (January 2014 to December 2018) was downloaded from the FDOT's Crash Analysis Reporting System (CARS) and summarized for the project segment. A total of 390 crashes were documented for the five-year period within the project limits. The leading types of crashes along the corridor were rear-end (with 187 crashes), angle (with 77 crashes), and sideswipe (with 43 crashes). Based on crash severity, 65% (254 crashes) were property-damage-only crashes, 35% (135 crashes) were injury crashes, and <1% (1 crash) was a fatal crash. Based on FDOT's 2014–2018 High Crash Lists, the following locations were considered high-crash spots/segments:

Spots
- Quail Roost Drive at SW 137th Avenue
- Quail Roost Drive at SW 134th Avenue
- Quail Roost Drive at SW 132nd Avenue

Segment
- Quail Roost Drive from SW 137th Avenue to west of SW 127th Avenue

According to the safety review, congestion/lack of capacity and lack of left-turn lanes serve as the probable causes of the safety issues within the corridor. Providing additional capacity and improving intersections along the corridor are anticipated to result in reduced crashes and safety benefits. Improved traffic operations due to increased capacity are also anticipated to decrease emergency response times for emergency response vehicles.

Modal Interrelationships - There are no existing designated bicycle lanes within the project limits. Sidewalks are noncontinuous and generally located at residential subdivisions along the project corridor. The Black Creek Trail intersects the project corridor just east of the Black Creek Canal. The trail is a 17-mile-long greenway corridor that connects the Everglades Levee (L-31N Canal) with Black Point Park and Marina in Homestead. There is a pedestrian crossing equipped with Rectangular Rapid Flashing Beacons and pavement markings to facilitate pedestrian/bicycle crossing and alert drivers of the pedestrian traffic, just east of the bridge for access to the Black Creek Trail.

Based on 2010 United States Census Data, approximately 4% of the housing units (192 housing units) within the project area are transit-dependent (no vehicle available); in addition, approximately 392 housing units within the study area use public transportation for work. This noted transit-dependent population has a higher propensity to walk, bike, or take transit to access

essential services. The project is anticipated to improve multi-modal connectivity and mobility options for the transit-dependent population and the overall residential population within the project area by providing continuous bicycle and pedestrian facilities along the entire corridor and improving access to the Black Creek Trail.

Evacuation Routes and Emergency Services - Quail Roost Drive connects directly to two SIS Highway Corridors at SR 997/Krome Avenue (west of the project limits) and SR 821/HEFT (east of the project limits). According to the Florida Division of Emergency Management, both SR 997/Krome Avenue and SR 821/HEFT are designated emergency evacuation routes. SR 997/Krome Avenue additionally provides regional connectivity to US 1, which is a major evacuation route for the Florida Keys. The project is anticipated to enhance emergency evacuation capabilities by improving the capacity of the roadway and, thereby, increasing the number of residents that can be evacuated safely during an emergency event and enhancing access from the residential areas along the corridor to designated emergency evacuation routes.

3.0 EXISTING CONDITIONS

Currently, Quail Roost Drive is a two-lane undivided roadway (one lane in each direction) from west of SW 137th Avenue to west of SW 127th Avenue. The existing typical section consists of two undivided 11.5-foot travel lanes with unpaved shoulders and open drainage. Curb and gutter exist at the Quail Roost Drive/SW 134th Avenue intersection. Sidewalks, varying in width, are noncontinuous and generally located at residential subdivisions along this section of Quail Roost Drive. There are no existing designated bicycle lanes on Quail Roost Drive within the study limits. There is one unrecorded historic bridge within the study limits that spans over the Black Creek Canal. There is a pedestrian crossing just east of the bridge for access to the Black Creek Trail, which intersects Quail Roost Drive. See **Figure 3-1** for details. The ROW along the study corridor varies from 30 to 100 feet (see **Table 3-1**).

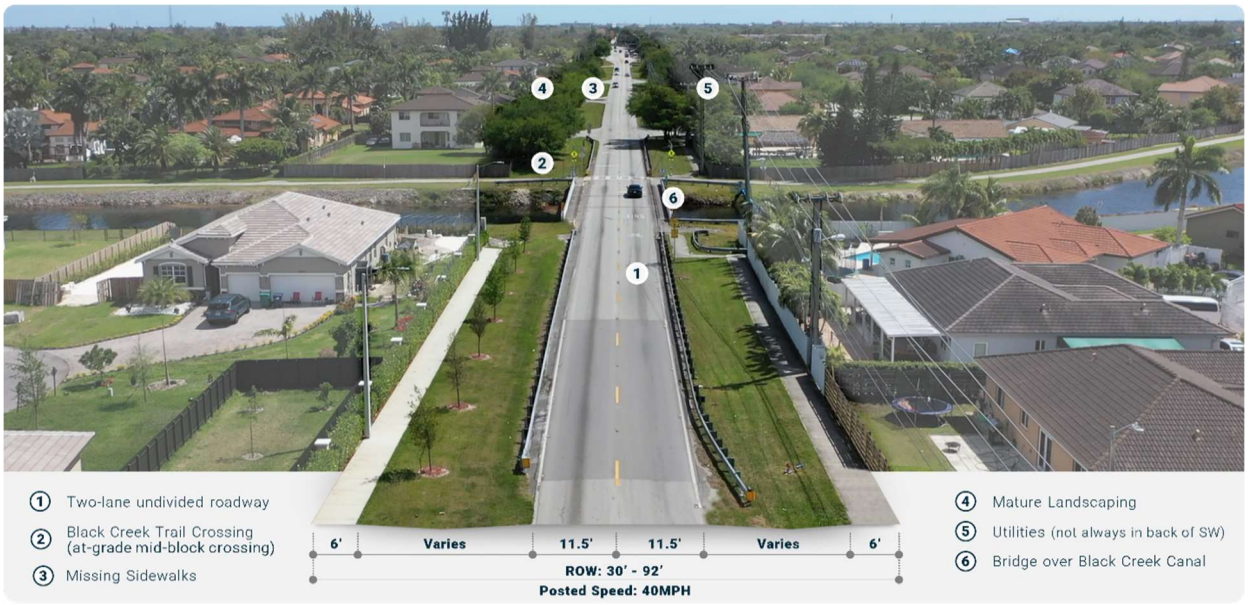


Figure 3-1 Existing Typical Section

Table 3-1 – Summary of Existing Right of Way

Location	Right of Way Width (feet)
West of SW 137th Avenue	30
East of SW 137th Avenue	75
West of SW 135th Avenue	60
West of SW 134th Court	83
West of SW 134th Avenue	88
SW 133rd Court	78
SW 133rd Avenue	78
West of SW 132nd Place	56
West of SW 132nd Avenue	54
SW 130th Avenue	89
SW 129th Court	90
SW 129th Avenue	90
West of SW 127th Avenue	92
East of SW 127th Avenue	80

4.0 PROJECT ALTERNATIVES

A range of alternatives were considered for the study corridor including the No-Build option, Transportation System Management & Operations (TSM&O) improvements and three Build scenarios as described below. All alternatives were evaluated in terms of engineering, environmental, and socioeconomic aspects.

4.1 NO-BUILD ALTERNATIVE

The No-Build Alternative proposes to keep the existing configuration throughout the corridor without further improvements. No operation, safety improvements, or traffic capacity would be implemented throughout the project limits. The No-Build Alternative has a number of positive aspects, since it would not require expenditure of public funds for design, construction, ROW, and/or utility relocation. Traffic would not be temporarily disrupted due to construction, avoiding disruptions to local residents and businesses. Also, there would be no direct or secondary impacts to the environment, the socio-economic characteristics, community cohesion, or system linkage of the area. However, this alternative does not address existing and future congested traffic conditions. Travel demand and truck traffic will increase significantly over time, given the continued growth expected in this area of Miami-Dade County and future adjacent projects further connecting the corridor with high-volume roadways nearby. An example of a recently completed project nearby is the widening of SW 137 Avenue, a direct connection to Quail Roost Drive. Furthermore, this alternative does not address safety concerns and multimodal deficiencies along the corridor.

The No-Build alternative is considered a viable alternative through the public hearing and final selection phase to serve as a comparison to the study proposed alternatives. However, the No Build Alternative fails to fulfill the purpose and need of the project.

The No-Build roadway typical section within the study limits, is the same as the existing typical section. Quail Roost Drive, between SW 137 Avenue and SW 127 Avenue, consists of two 11.5-ft wide general use lanes (one lane in the westbound direction and one lane in the eastbound direction). Sidewalk sections are scattered throughout project limits and are mostly present near residential areas adjacent to the corridor. See **Figure 3-1** for details.

4.2 BUILD ALTERNATIVES

TSM&O – This alternative is a strategy aimed at improving the overall performance of the transportation network without resorting to large-scale, capital improvements. This alternative maintains one lane of traffic in both directions and proposes the following improvements:

- Signal optimization and one additional eastbound left-turn lane at the intersection of SW 137th Avenue and Quail Roost Drive
- New signal and one additional left-turn lane on all approaches of the intersection of SW 134th Avenue and Quail Roost Drive
- One additional westbound left-turn lane at the intersection of SW 132nd Ave and Quail Roost Drive
- New sidewalk on missing segments
- 5-ft outside paved shoulder along the study limits

This alternative presents significant impacts to the right of way and historic resources within the study limits, and it also requires the widening/replacement of the bridge over the Black Creek Canal. All of this while not sufficiently addressing the purpose and need of the project. The alternative was therefore considered non-viable as a TSM&O option (low cost and low impacts), and it evolved into Build Alternative 1.

Build Alternative 1 - This alternative maintains one lane of traffic in each direction, while adding a 16.5-ft median with exclusive left turn lanes along Quail Roost Drive. Curb and Gutter Type F is being proposed on the outside of the travel lanes while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised islands. This alternative proposes a 10-ft Shared Use Path (SUP) along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of Quail Roost Drive and SW 134th Avenue. See **Figure 4-1** for details.

Figure 4-1: Build Alternative 1 Typical Section

Build Alternative 2 - This alternative proposes one additional travel lane in each direction, for a total of two 11-ft lanes on each bound, and a 16.5-ft median with exclusive left turn lanes along Quail Roost Drive. Curb and Gutter Type F is proposed on the outside of the travel lanes while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised islands. This alternative also proposes a 10-ft SUP along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of Quail Roost Drive and SW 134th Avenue. See **Figure 4-2** for details.

Figure 4-2: Build Alternative 2 Typical Section

Build Alternative 3 - Similar to Build Alternative 2, this alternative proposes adding one travel lane in each direction along Quail Roost Drive for a total of two 11-ft lanes on each bound. A 22-ft-wide raised median with exclusive left turn lanes is provided along the corridor, restricting access to the minor roads and driveways connecting to Quail Roost Drive. At the intersections, a striped buffer is proposed between the left turn lanes and the thru traffic. Curb and Gutter Type F is being proposed on the outside of the roadway while Type B curb is the typical condition on the inside to maximize the available landscaping area within the raised median when present. This alternative also proposes a 10-ft SUP along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. A traffic signal is proposed at the intersection of Quail Roost Drive and SW 134th Avenue. This alternative has the greatest impact to the existing ROW and also the most access management restrictions. See **Figure 4-3** for details.

Figure 4-3 Build Alternative 3 Typical Section

4.3 PREFERRED ALTERNATIVE

Build Alternative 2 was selected as the preferred alternative based on the evaluation results documented in this report. Build Alternative 1 does not sufficiently address the purpose and need of the project while Build Alternative 3 meets the purpose and need but results in greater impacts than Build Alternative 2.

As described above, the preferred alternative proposes one additional travel lane in each direction, for a total of two 11-ft lanes on each bound, and a 16.5-ft raised median with exclusive left turn lanes along Quail Roost Drive. Curb and Gutter Type F is proposed on the outside of the travel lanes while Type E curb is the typical condition along the median. This alternative also proposes10-ft SUP along both sides of the corridor, that are intended to be utilized by pedestrians as well as bicyclists. A minimum 4.5-ft buffer is proposed from the back of curb to the front of the SUP. A 2-ft buffer is proposed behind the SUPs to accommodate signing and lighting features. The signalized intersections at SW 137 Ave and SW 127 Ave. will be widened to accommodate

auxiliary turn lanes to meet future travel demand. A new traffic signal is proposed at the intersection of Quail Roost Drive and SW 134th Avenue. The Preferred Alternative includes the removal and replacement of the bridge structure (bridge #870633) over the Black Creek Canal (C-1W) as well as new/enhanced pedestrian and bicycle infrastructure, including paved shoulders/designated bicycle lanes, sidewalks, and/or a shared-use path connection to the existing Black Creek Trail.

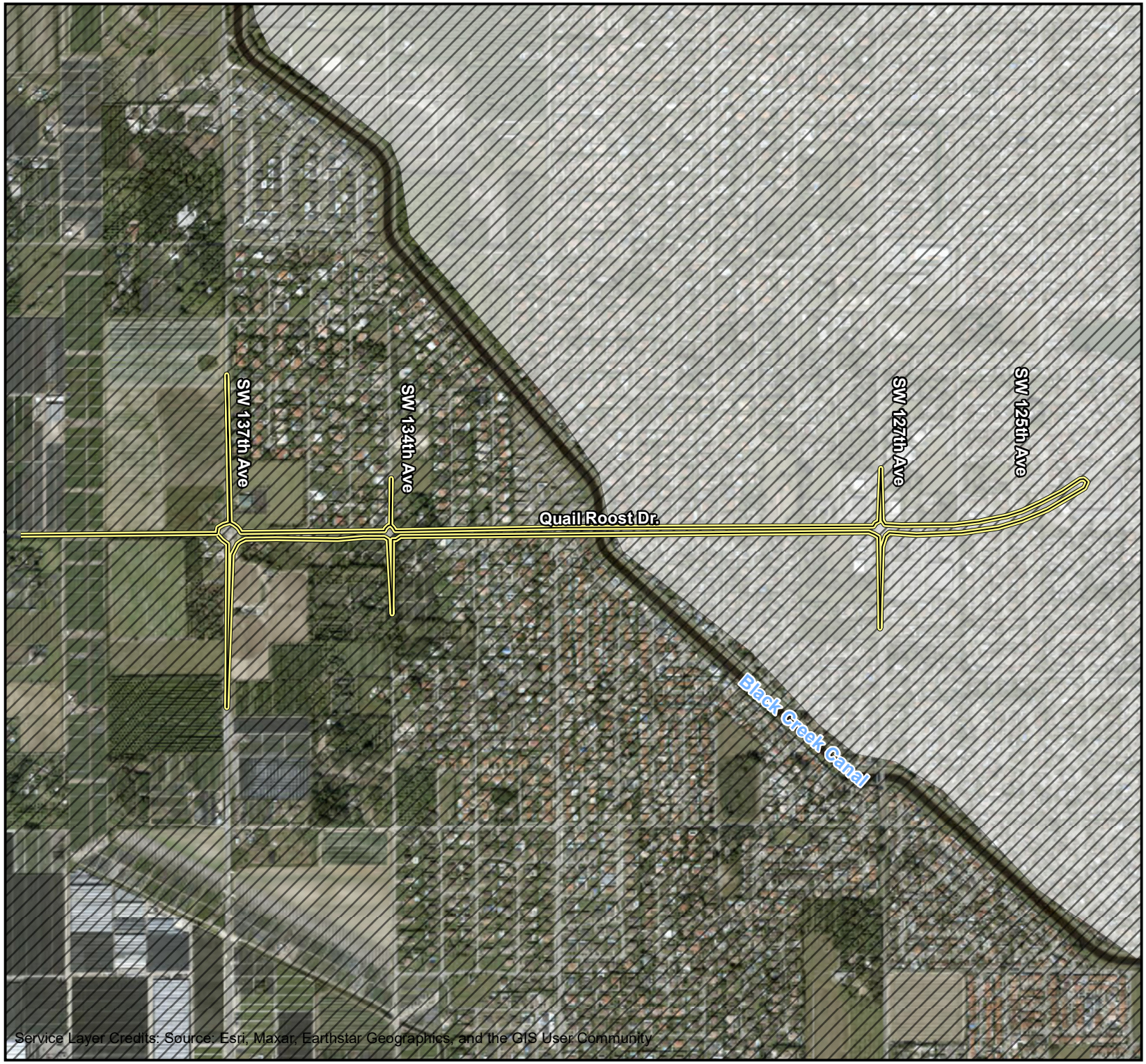
5.0 COMMUNITY CHARACTERISTICS SUMMARY

The SCE evaluation addresses proposed transportation actions on communities and their quality of life. The Community Characteristics Inventory (CCI) summarizes quantitative and qualitative data for each defined community within the study area (0.25-mile buffer). A comprehensive CCI provides support to the SCE evaluation by defining the affected communities and potential issues resulting from a proposed transportation project.

This project is located in southern Miami-Dade County within the suburb of South Miami Heights (not an incorporated area in Miami-Dade County) and unincorporated Miami-Dade County (see **Figure 5-1**). Community features or focal points are private or public organizations that local residents rely upon for goods, services, and recreation. **Table 5-1** identifies the major community features within the study area. **Figure 5-2** shows the locations of these features.

Table 5-1 – Community Features/ Focal Points

Type	Name	Address	Location
Church & Daycare	Upper Room Assembly of God	19701 SW 127th Ave	South Miami Heights
Church	Calvary Pentecostal Church	19901 SW 137th Ave	Unincorporated Miami
Church	Peace United Methodist Church	12755 SW 200th St	South Miami Heights
Church	Church of Christ on Quail	12780 SW 200th St	South Miami Heights
Church	Alianza Apostolica	12825 SW 200th St	South Miami Heights
Health Care Facility	Community Medical Group of Perrine	12376 Quail Roost Dr	South Miami Heights
Group Care Facility	Living Excellence Assisted Living Facility	12949 SW 197th St	South Miami Heights
Park/Trail	Black Creek Trail	Black Creek Trail	South Miami Heights
Park	Charles Burr Park	20100 Burr Rd	South Miami Heights
School	First Impressions Pre-School	12300 Quail Roost Dr	South Miami Heights
School & Daycare	Bumblebee Daycare and Learning Center	12332 Quail Roost Dr	South Miami Heights



Quail Roost Dr. PD&E

West of SW 137 Avenue to East of SW 127 Avenue

Miami-Dade County

City/ Town Location Map

Legend

Project Limits

County Location

Unincorporated Miami-Dade

Census Designated Place

South Miami Heights

0 0.05 0.1 0.2 Miles

Scale 1:18,000

N

Source: Obtained from Miami-Dade County open data hub

Date Prepared: 01/18/2023

Figure 5-1

CECOS ENVIRONMENTAL CONSULTING SERVICES

Quail Roost Dr. PD&E

West of SW 137 Avenue to East of SW 127 Avenue

Miami-Dade County

Community Features / Focal Points Location Map

Legend

- Project Limits
- Community Centers
- Schools
- Community Parks
- Religous Centers

N

0 0.05 0.1 0.2 Miles

Scale 1:17,000

Source: Data obtained from Miami-Dade County open data hub

Date Updated: 03/15/2023

Figure 5-2

CECOS ENVIRONMENTAL CONSULTING SERVICES

6.0 POTENTIAL EFFECTS

Direct project effects involve changes to a community that may occur as a result of a transportation project. Examples of this effect may include ROW acquisition and/or residential/business displacements. Indirect effects typically occur over time and could extend beyond the boundary of a community. Examples of indirect effects include improved access to undeveloped areas, development stimulation, increased population, and school overcrowding. Many times, there are differing perceptions of social and economic effects across neighborhoods, communities, and stakeholder groups, as one group may deem an impact as significantly adverse, whereas others may consider it desirable. A cumulative effect is based on the incremental effects of an action when added to other past, present, and reasonably foreseeable actions regardless of the agency or person undertaking the action. As the corridor is fully developed, cumulative impacts as a result of the preferred alternative are not anticipated.

6.1 SOCIAL

6.1.1 Demographics

Demographic data describes the community's population, including population size, age composition, ethnicity, household information, education, economic information, and geographic distribution. This data can assist planners in designing public outreach and educational materials to reflect the ethnicity, age, education, and economic backgrounds of the community's residents. 'Minority' is defined as Black or African American, Hispanic, Asian American, American Indian/Alaskan Native, and Native Hawaiian or Pacific Islander. The SCE study area intersects 27 census blocks. A census block is the smallest geographic unit for which the Census Bureau tabulates data and is typically bound by streets and other features. Census data (2020) collected at the block level provides relevant information about the communities most likely affected by the project. The census blocks evaluated are located directly adjacent to the study area (see **Figure 6-1**) to ensure the census data is representative of the study area.

A summary of the population demographics for South Miami Heights and unincorporated Miami-Dade County are shown in **Table 6-1**. According to this table, Black or African American, Other, and Hispanic/Latino origin are the majority for both Miami-Dade County and South Miami Heights and exceed 95% of the total populations. Refer to **Table 6-2** for the summarized census block data. Census data shows the entire project area with over 50% minority, with seven of the 27 blocks exceeding 95% minority. Poverty data per census block was not available. It is important to note that **Tables 6-1** and **6-2** do not display the same data and therefore, percentages may not be comparable. According to the Environmental Protection Agency (EPA)'s Environmental Justice (EJ) Tool (2023), most of the populations adjacent to the project corridor are in the 50-60 percentile for low-income populations and a small portion of the easternmost area of the project is in the 80-90 percentile for low-income populations. Also, according to the Tool, the western portion and northeastern portion of the project are within the 80-90 percentile for People of Color, and the center and southeastern portion of the project are within the 90-100 percentile for People of Color.

As previously stated and identified in the information above, minorities make up the majority of the population in the study area. No major displacements of population or increases or decreases

in population are expected. ROW impacts are even across the project area. Noise walls are proposed in two locations (see **Section 6.5.1**). These neighborhoods are the highest percentile for People of Color. Therefore, no minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above.

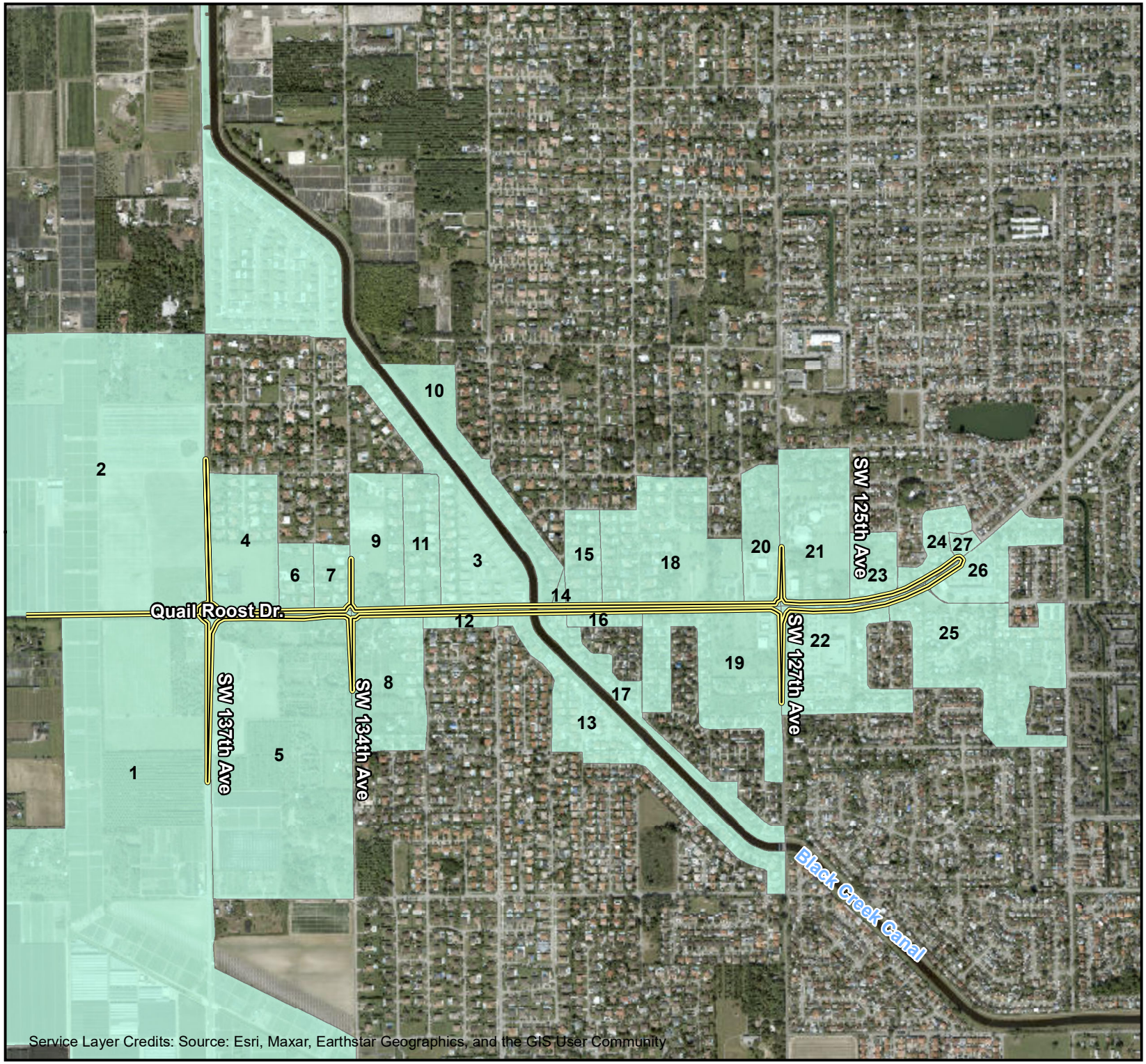
Table 6-1 – 2020 Demographic Summary

Category	South Miami Heights	Miami-Dade County
Total Geographical Area	4.98 sq. miles	2,431 sq. miles
Total Population	36,770	2,662,777
Total Households	10,769	1,084,353
Age, Race, and Ethnicity		
% Age 65+	15.8%	16.7%
% White	52.5%	79.0%
% Black or African American	15.8%	12.4%
% Other *	8.4%	7.2%
% Two or More Races	21.2%	1.3%
% Hispanic/Latino Origin **	74.6%	75.9%
Educational Attainment		
% Earned High School Graduate or Higher (Ages 25+)	78.7%	81.8%
% Earned Bachelor's Degree or Higher (Ages 25+)	18.3%	19.5%
Employment Status and Work Commute		
% Employed (Ages 16+)	57.6%	63.2%
% Drive Alone to Work	37.1%	68.9%
% Use Public Transportation	1.01%	2.7%
Mean Travel Minutes to Work	39.6 minutes	32.5 minutes
Household and Income		
Average Persons per Household	3.18	2.95
Median Value of Owner-Occupied Units	$255,900	$310,700
Median Household Income	$52,227	$53,975
% Individuals Below Poverty	17.7%	14.9%

Source:https://www.census.gov/quickfacts/fact/table/US/PST045216, and https://censusreporter.org/search/ from the U.S. Census Bureau and the ACS (American Community Survey) 2020 and 2021 Data Profiles.

* Includes American Indian, Alaska Native American, Asian, and Other Ethnicities.

** Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parent or ancestors before their arrival in the United States. People who identify their origin as Hispanic, Latino, or Spanish may be of any race.



Quail Roost Dr. PD&E

West of SW 137 Avenue to East of SW 127 Avenue

Miami-Dade County

U.S. Census Block Location Map

Legend

- Project Limits
- Census Blocks 2020

N

0 0.05 0.1 0.2 Miles

Scale 1:18,000

Source: Obtained from Miami-Dade County open data hub

Date Prepared: 01/18/2023

Figure 6-1

CECOS
ENVIRONMENTAL CONSULTING SERVICES

Table 6-2 – Summarized 2020 Census Block Data

Census Block	Total Approximate Area (acres)	Total Population	Households	Black	Latino	Asian	White
1	532	31	10	3%	39%	29%	29%
2	121	12	7	0%	100%	0%	58%
3	65	212	64	9%	78%	2%	28%
4	20	50	21	26%	68%	0%	38%
5	82	42	7	2%	79%	2%	33%
6	5	19	8	53%	42%	0%	11%
7	5	35	9	20%	60%	0%	14%
8	21	40	17	8%	75%	0%	55%
9	14	44	15	11%	66%	0%	36%
10	16	89	21	30%	65%	0%	3%
11	10	79	24	8%	84%	0%	9%
12	3	30	6	0%	86%	3%	43%
13	22	251	75	2%	94%	0%	18%
14	1	10	1	10%	60%	10%	20%
15	7	59	17	15%	76%	2%	22%
16	3	31	8	3%	52%	3%	45%
17	12	86	26	16%	70%	3%	29%
18	30	131	42	8%	75%	2%	27%
19	30	194	56	17%	70%	4%	26%
20	11	26	5	0%	65%	8%	23%
21	22	35	9	11%	83%	0%	51%
22	22	100	33	22%	65%	0%	27%
23	7	64	18	9%	84%	2%	31%
24	6	118	33	2%	89%	0%	29%
25	33	813	246	38%	60%	<1%	13%
26	11	101	32	22%	74%	0%	13%
27	1	11	5	0%	82%	0%	18%

*Note: multiple options can be chosen for race/ethnicity, and therefore percentages may not add up to 100%.

6.1.2 Community Cohesion

A physical barrier limits or obstructs connectivity between or within communities. Quail Roost Drive is an existing facility that is a physical barrier between communities, businesses, residences, and recreational facilities located on either side. Additionally, the adjacent residential communities have existing privacy walls that also create a physical barrier. However, vehicle, pedestrian, and bicycle access to eastern and western destinations are currently provided by Quail Roost Drive and existing arterial roadways. The Black Creek Canal is a northwest-southeast waterway bisecting Quail Roost Drive. The existing Quail Roost Drive Bridge over this canal

allows access to eastern and western destinations. Additional physical barriers to pedestrian or vehicle movements between communities are not proposed. The existing bridge over the Black Creek Canal will be replaced, however the connection to east and west communities will remain during and post-project. No additional roadways are proposed as a part of any of the proposed alternatives. Travel along Quail Roost Drive and all arterial roadways will be maintained as a result of the project, therefore no changes in travel patterns are anticipated. Additionally, the addition of sidewalks and shared use lanes on both sides of the road will improve community cohesion by improving pedestrian and bicycle mobility and providing additional access to neighboring communities and community features.

6.1.3 Safety/ Emergency Response

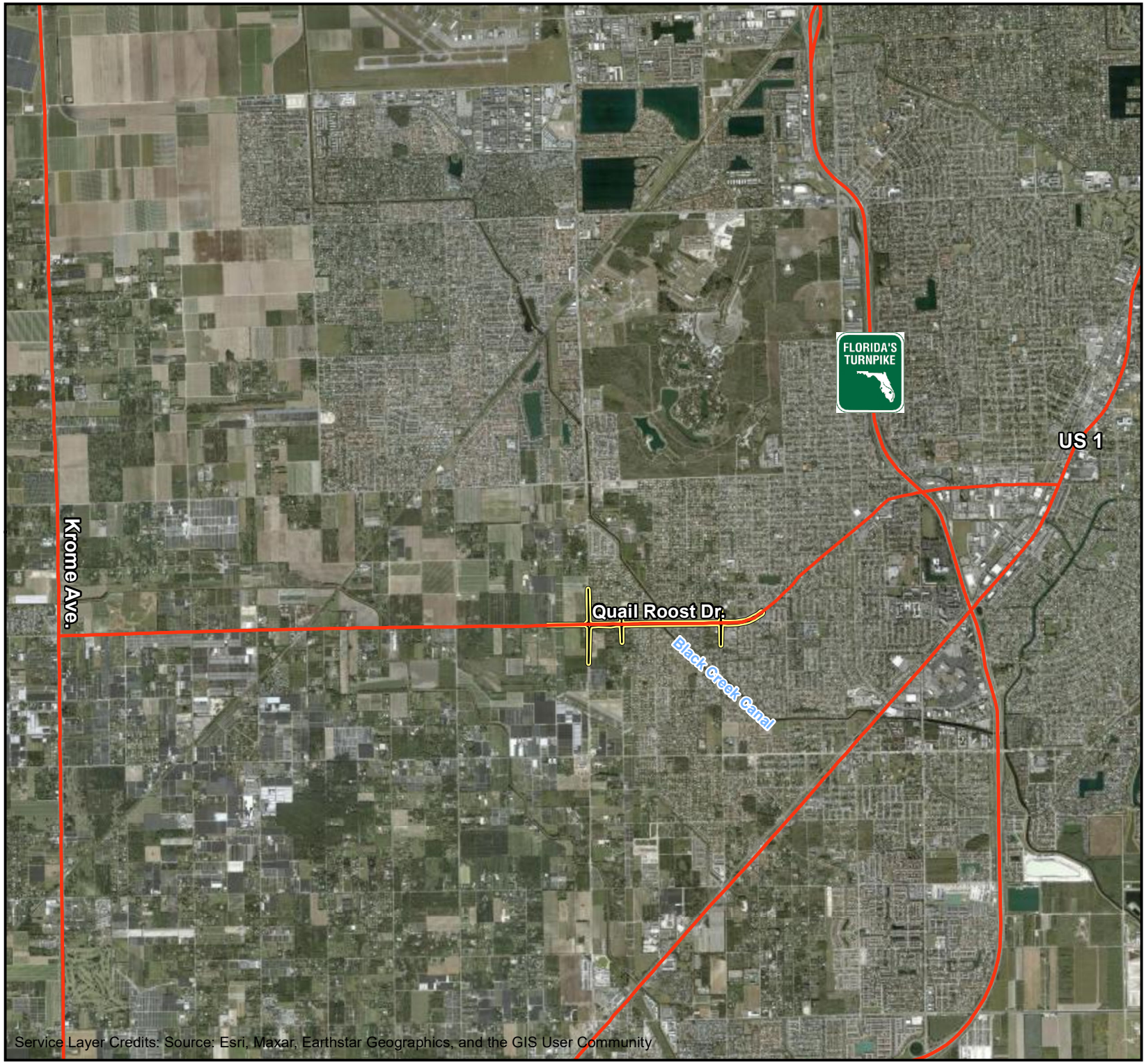
According to the safety review discussed in **Section 2.2** of this report and the Project Traffic Analysis Report (PTAR) completed for the project, congestion/lack of capacity and lack of left-turn lanes serve as the probable causes of the safety issues within the corridor. Providing additional capacity and improving intersections along the corridor is anticipated to result in reduced crashes and safety benefits.

Miami-Dade County has its own police and fire departments located outside of the project limits (both are approximately 1.7 miles from the project corridor). South Miami Heights does not have a police or fire department. Quail Roost Drive is designated as a primary evacuation route in Miami-Dade County. Quail Roost Drive connects to north–south routes including Florida's Turnpike and US 1 to the east and Krome Avenue to the west. **Figure 6-2** shows the Miami-Dade evacuation routes. The Preferred Alternative will improve emergency evacuation capabilities by enhancing connectivity and accessibility to major arterials designated on the state evacuation route. Quail Roost Drive serves as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and by Miami-Dade County.

Quail Roost Drive moves traffic from the east and west to the Turnpike, US-1, and Krome Avenue, which are critical in facilitating traffic during emergency evacuation periods as they connect to other major arterials and highways of the state evacuation route network. Due to Quail Roost Drive being one of those routes, enhancement to evacuation is anticipated as a result of this project.

6.1.4 Community Goals/ Quality of Life

Local planning documents include the Miami-Dade County Comprehensive Development Master Plan (CDMP) which presents general objectives and policies addressing where and how it intends development or conservation of land and natural resources will occur during the next 10-20 years, and the delivery of County services to accomplish the Plan's objectives. It provides for "sustainable development" - allowing for land capacity to meet projected needs, preservation of wetlands and agricultural areas and protection of (drinkable) water well fields.



Quail Roost Dr. PD&E

West of SW 137 Avenue to East of SW 127 Avenue

Miami-Dade County

Miami-Dade County Evacuation Routes

Legend

- Project Limits
- Primary Evacuation Route

N

0 0.275 0.55 1.1 Miles

Scale 1:65,000

Source: Evacuation route was obtained from Miami-Dade open data hub

Date Updated: 03/15/2023

Figure 6-2

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Additionally, quality of life within the project area is expected to improve due to the addition of bike lanes and SUPs, which are anticipated to add to the connectivity of the adjacent neighborhoods.

6.1.5 Special Community Designations

The Miami-Dade Urban Development Boundary (UDB) extends from the south along SW 134th Avenue then transitions to SW 137th Avenue at Quail Roost Drive (see **Figure 6-3**). The UDB is a legal divide on Miami-Dade's land-planning maps that governs how much construction can occur on a piece of land. At Quail Roost Drive and SW 137th Avenue, intersection improvements are proposed including an eastbound turn-lane and additional eastbound through lane. Therefore, approximately 2,000 feet of the project is located within the UDB. This minor improvement will not cause any changes to land use (i.e., agriculture) in the UDB. The UDB is proposed to be expanded in 2030, however, it is not expanding in the location of the Quail Roost Drive project.

Additionally, other special community features include Black Creek Trail, which crosses the center of the project corridor and is approximately 8.7 miles long. The Trail will be impacted by the project and as a result, will be reconstructed as either an at-grade or underpass crossing. In addition, during construction the trail will be temporarily closed at Quail Roost Drive due to Bridge replacement.

6.2 ECONOMIC

This section presents a summary of the potential economic impacts of the project in the study area, local area, and region. Potential project effects on business and employment activity in the study area, including industries with specific needs (e.g., freight distributor) or significance (e.g., regional employer) have been discussed. Economic-oriented land uses/designations and special designations (e.g., economic improvement zones) have been assessed. Consideration is given to potential impacts on the local government tax base. Changes to routes, access, and parking affecting businesses, employment centers, or community facilities are identified.

Based on information included in the following subsections describing economic effects, economics are anticipated to be improved throughout the project corridor due to enhanced mobility and access to businesses.

6.2.1 Business and Employment

Within the census blocks, the SCE study area currently supports 90,466 jobs in Miami Dade County (US Census Bureau (2020)). The Professional, Scientific and Technical Services, Retail Trade, Health Care, and Social Assistance supports the greatest share of the job market (see **Table 6-3**).

Table 6-3 - Job Market Breakdown

Census Industry Sector Year 2020	Number of Jobs
Agriculture, Forestry, Fishing, Hunting and Mining	44
Utilities	56
Construction	6,093
Manufacturing	2,078
Wholesale Trade	8,429
Retail Trade	10,733
Transportation and Warehousing	3,926
Information	1,609
Finance and Insurance	5,038
Real Estate and Rental and Leasing	6,473
Professional, Scientific and Technical Services	15,819
Management of Companies and Enterprises	358
Admin Support, Waste Management and Remediation	4,456
Educational Services	1,187
Health Care and Social Assistance	10,006
Arts, Entertainment and Recreation	1,390
Accommodation and Food Services	6,034
Other Services (Excluding Public Administration)	6,587
Industries not Classified	150

The proposed project is part of a larger set of improvements throughout Southeast Florida that either are in operation, under construction, or in the planning and design phase. The following projects by Miami-Dade County are planned within the vicinity of the study corridor.

- Miami-Dade County (MDC) Department of Transportation and Public Works (DTPW) Project 20180004 -The project involves widening along SW 127th Ave, south of Quail Roost Drive to accommodate a two-way left turn lane and an exclusive right turn lane in the northbound (NB) direction. The proposed layout provides single left turn lanes on the NB, southbound (SB) and eastbound (EB) approaches and dual left turn lanes on the westbound (WB) approach. Exclusive right turn lanes are proposed at all approaches. (Currently under construction)
- MDC Project PW168 (SW 137th Avenue from US-1 to SW 184th Avenue, widening to 4-lane divided roadway with on-street bicycle lanes). (Currently in planning phase)
- MDC Project 20200285 (SW 200th Street from US-1 to Quail Roost Drive, widening to 4 lanes with a new shared use path along the west side). (Construction to begin 2026)

The abovementioned referenced roadways along with Florida's Turnpike Mainline Improvements complete a network of connected roadways, thereby supporting the economic development of the area and region.

Traffic-based businesses such as retail trade are expected to be positively affected by the changes in traffic volumes resulting from the project. Additionally, no existing businesses will be bypassed, and current access will be unaffected by the Preferred Alternative. No disproportionate impacts to businesses within low-income and high elderly populations will occur as a result of the Preferred Alternative. No industry sectors are anticipated to be affected by potential relocations. No impacts to business visibility are expected to be permanent.

A PTAR and CSRP are under development as part of the PD&E Study. The findings of these reports are considered in the context of sociocultural effects and incorporated into this document.

6.2.2 Tax Base

While occurring mostly in existing ROW, all three Build Alternatives require residential relocations as well as ROW acquisitions. There are no potential business relocations with any of the Build Alternatives. Build Alternative 1 requires 40 parcel acquisitions (including one potential residential relocation), Alternative 2 (Preferred Alternative) requires 63 parcel acquisitions (including two potential residential relocations), and Alternative 3 requires 67 parcel acquisitions (including three potential residential relocations). Some tax revenue will be lost from the affected parcels. While the County will see an initial loss in value, local businesses and neighborhoods will experience improved access and mobility. This could offset some of the negative effects with properties near the facility and within the study area experiencing an increase in value over time. Relocation potential is discussed further in **Section 6.6**.

6.2.3 Traffic Patterns

Under the No-Build scenario, the future LOS is expected to deteriorate from LOS C to LOS F in the eastbound direction and from LOS C to LOS D in the westbound direction. Traffic conditions are expected to improve along the study corridor with all the Build Alternatives. Details are provided in the PTAR, a companion document to this PD&E Study. All industry sectors within the study area will benefit from improved traffic operations, especially those which represent the greatest share of the job market (Professional, Scientific and Technical Services, Retail Trade and Health Care and Social Assistance). Traffic-based businesses such as retail trade are not expected to be negatively affected by the changes in traffic volumes resulting from the project.

6.2.4 Business Access

Access to businesses will be maintained with all Build Alternatives. Access to some businesses will be modified but no closures are proposed by the project. Temporary impacts may occur during construction; however, no existing businesses will be bypassed as a result of the proposed improvements.

6.2.5 Special Needs Patrons

Special Transportation Service (STS) is available in the study area. STS is a shared-ride public transportation service of Miami-Dade County that complies with the complementary paratransit service provisions of the ADA of 1990.

STS offers door-to-door transportation service from the main entrance of pick-up to the main entrance of drop-off locations. The service operates 24 hours a day, 7 days a week and can be used throughout most of Miami-Dade County. None of the Build Alternatives will impact this service.

6.3 LAND USE CHANGES

6.3.1 Existing and Future Land Use

Existing land use within, and adjacent to, the project corridor was mapped using Miami-Dade County's existing land use map. The primary land uses adjacent to the project corridor are comprised of developed properties, such as commercial, residential, institutional facilities, and agricultural including nurseries and croplands. **Figure 6-3** illustrates the existing land use. **Table 6-4** shows the existing land use composition.

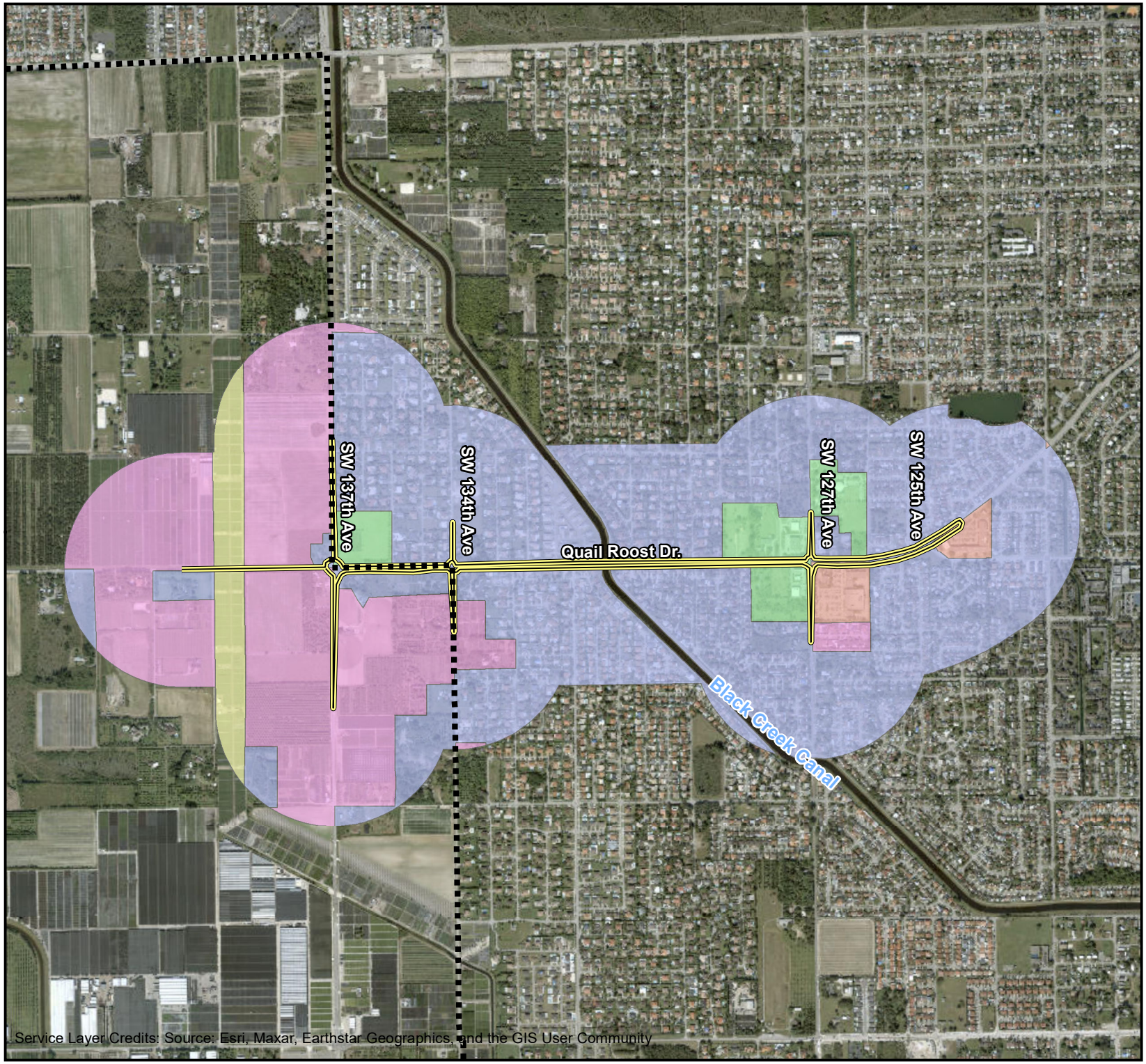
Table 6-4 – Existing Land Use Composition

Land Use Type	% Within Study Area
Agriculture and Nursery	29%
Commercial	2%
Utilities	4%
Residential	60%
Institutional	4%

Miami-Dade County has adopted the CDMP to establish goals, objectives, and policies for future growth pursuant to Chapter 163, Florida Statutes. This plan includes Future Land Use Elements as well as Transportation Elements. Refer to **Appendix A** for Miami-Dade County's Future Land Use Map. Future land use for the project area, according to Miami-Dade County, continues to be mostly residential with agriculture and a minor addition of commercial use. Current agricultural land in the west is proposed to become residential.

The future land use is similar to the existing land use. Minor ROW takes along the roadway are proposed which will result in land use changes from commercial and residential to roadway. Therefore, based on the above, adverse effects (direct/indirect) to land use are not anticipated as a result of this project. The Preferred Alternative is not anticipated to result in major changes in character or aesthetics of the existing landscape.

Additionally, the Miami-Dade UDB is located along Quail Roost Drive from SW 134th Avenue to SW 137th Avenue (see **Figure 6-3**).



Quail Roost Dr. PD&E

West of SW 137 Avenue to East of SW 127 Avenue

Miami-Dade County

Existing Land Use Map

Legend

- Urban Development Boundary
- Project Limits

Land Use

- Agriculture and Nursery
- Commercial
- Utilities
- Residential
- Institutional

N

0 0.075 0.15 0.3 Miles

Scale 1:18,000

Land Use Source: South Florida Water Management District (2020)

Date Updated: 03/21/2023

Figure 6-3

CECOS ENVIRONMENTAL CONSULTING SERVICES

6.3.2 Plan Consistency

Local planning documents include local comprehensive plans to establish local government priorities. This project is listed in the State Transportation Improvement Program (STIP) and the Miami-Dade County Fiscal Year (FY) 2023-2027 Transportation Improvement Program (TIP).

6.3.3 Growth Trends and Issues

According to the Miami-Dade County Transportation Planning Organization (TPO), by 2045, the population in Miami-Dade County is estimated to reach approximately 3.5 million people, with an annual growth rate of 1%. Between 2015 and 2045, the population is expected to increase by approximately 34% and employment is expected to increase by approximately 38%. The project is located in the South region of the transportation planning areas, which expects the highest population increase of 46.5% and therefore, will result in higher travel demand. This project will add additional capacity to provide accommodation for the expected population increase.

6.3.4 Focal Points

Calvary Pentecoastal, Alianza Apostolica, and Peace United Methodist Church are anticipated to have minor ROW takes on the edges of the properties. No other community features/focal points are anticipated to have impacts.

6.4 MOBILITY

6.4.1 Mobility Choices and Connectivity

Mobility is defined as the ability of residents and non-residents to move freely within a community and is determined by the degree of accessibility to areas and land uses within a neighborhood. All Build Alternatives will improve mobility, travel speeds, and travel time for this facility as well as on the cross streets. No disruption in pedestrian traffic or travel between communities is anticipated. Currently, discontinuous sidewalks are along either side of the corridor, and no bike lanes are present. A 10-foot shared use path and sidewalks are proposed on both sides of the corridor, which will improve mobility for both pedestrians and bicyclists. Access for transportation disadvantaged communities is not anticipated to be affected by the project.

6.4.2 Accessibility

Implementation of this project will not affect access to places of worship or schools along the project corridor. Temporary closures to Black Creek Trail will occur due to bridge construction. Short-term impacts caused by construction activities, such as traffic congestion/delays, noise from construction equipment, and dust from roadway construction may occur but will end once construction is complete. Construction impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.4.3 Traffic Circulation

A PTAR has been developed as part of the PD&E process. Although all three Build alternatives are expected to reduce total arterial delay during both the AM and PM peak hours in future years, Build Alternative 1 has lower arterial benefits when compared to the latter alternatives. By 2045, Build Alternative 1 is expected to experience a total arterial delay of 115 hours, whereas Build Alternatives 2 and 3 can achieve better results with lower delays of 99 hours and 97 hours,

respectively. With the implementation of any of the Build Alternatives, the overall intersections operation during the AM and PM peak hours is improved to LOS D in 2045 (from LOS F). Projected LOS is anticipated to operate better than the No Build Alternative, regardless of the Build Alternative for each intersection (from LOS F to LOS D or better).

6.4.4 Public Parking

No public parking is expected to be impacted or modified as a result of this project.

6.5 AESTHETIC EFFECTS

Aesthetic issues related to the SCE evaluation refer to a community's vision of what constitutes a pleasing environment. Resources generally considered to contribute to the aesthetic quality of a community can include trees, parks, green spaces, water features, and local or cultural landmarks. Infrastructure projects can negatively affect the aesthetics of a community. No additional roadways or bridges are proposed, therefore, aesthetic/visual impacts to all neighborhoods are not anticipated. Existing landscaping will be impacted along the project corridor. The FDOT will coordinate with Miami-Dade County on replacement landscaping during the project's design phase. Therefore, aesthetic impacts, post-construction, are not anticipated.

6.5.1 Noise and Vibration

A traffic noise study was performed in accordance with 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, the FDOT's PD&E Manual, Part 2, Chapter 18, Highway Traffic Noise, and FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook. To facilitate the noise impact analysis, the project was divided into four Noise Study Areas (NSA). NSAs are land uses which share similar noise environments, and are typically divided by defining topography, land use categories, or roadways of acoustical significance. Additionally, 192 noise sensitive land uses were identified along the project corridor that will be potentially impacted by traffic noise associated with the project. Eighty-eight noise sensitive land uses are located north of the Quail Roost Drive project, and 105 are located south of the project. Noise sensitive land uses along the project corridor include 189 single-family residences and four places of worship. Each NSA was evaluated for impacts and noise abatement individually.

Predicted design year (2045) noise levels for the Build Alternative 2 were compared to the NAC and to the predicted existing noise levels to determine potential impacts associated with the project. Traffic noise impacts occur in all NSAs, and therefore all NSAs warrant consideration for noise abatement features. With the recommended Build Alternative 2, design year (2045) traffic noise levels will approach, meet, or exceed the NAC at 47 residences along the project corridor. No other noise sensitive land uses within the project corridor are predicted to experience traffic noise levels that will approach, meet, or exceed the NAC. The analysis of noise barriers and recommendations are summarized by each of the four NSAs below. **Table 6-5** details the location, limits, and feasibility and reasonableness of the barrier recommendations derived from this analysis. Noise abatement features were determined to be not feasible for NSA 2 or 3.

Of the 55 noise sensitive land uses within NSA 1, 13 were impacted by traffic related noise, all of which are project-adjacent (first row) land uses. The analysis concluded that a noise barrier

system, 6 to 8 feet in height and totaling 539 feet in length is feasible (5 dB(A) insertion loss provided for ≥2 impacted receptors) and reasonable (goal of 7 dB(A) insertion loss provided for ≥1 benefited receptor, and barrier square footage per benefited receptor (SF/BR) of 936<1,400, which meets FDOT requirements). Due to engineering constraints and the close proximity of residential elements adjacent to Quail Roost Drive, it was determined that noise abatement features were not feasible for the remainder of NSA 1. Overall, the NSA 1 noise barrier system would benefit 31% of impacted receptors, provide an average noise reduction of 5.8 dB(A), and a maximum noise reduction of 7.4 dB(A).

Of the 59 noise sensitive land uses within NSA 4, 16 were impacted by traffic related noise, all of which are project-adjacent (first row) land uses. The analysis concluded that a noise barrier system, 4 to 10 feet in height and totaling 1,388 feet in length is feasible (5 dB(A) insertion loss provided for ≥2 impacted receptors) and reasonable (goal of 7 dB(A) insertion loss provided for ≥1 benefited receptor, and barrier square footage per benefited receptor (SF/BR) of 692<1,400, which meets FDOT requirements). A noise barrier system, 4 to 10 feet in height and totaling 1,388 feet in length, located at the project ROW, was analyzed for feasibility and reasonableness. Separations in the barrier system are provided for SW 130th Avenue, SW 129th Avenue, and adjacent shared use paths. However, due to engineering constraints and the close proximity of residential elements adjacent to Quail Roost Drive, noise abatement features were determined to be not feasible for NSA 4.

Additionally, During the construction phase of the project, there is potential for noise impacts to be significantly greater than those resulting from normal traffic operations. Construction activities may also result in vibration impacts. Therefore, identification of potential noise/vibration sensitive sites along the project corridor prior to the construction phase is critical in minimizing substantial noise and vibration impacts. The Quail Roost Drive project area includes residential, commercial, and institutional land uses. Construction related noise and vibration impacts to these sites will be minimized by adherence to the controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction. A reassessment of the project corridor for additional sites particularly sensitive to construction noise and/or vibration will be performed during the final design phase to ensure that impacts to such sites are minimized.

6.5.2 Viewshed

Quail Roost Drive is an at-grade, existing facility which will be widened to four lanes, including the bridge crossing at Black Creek Canal. There will be no elevated lanes added to the corridor. As there are existing privacy walls, the addition of noise walls is anticipated to have a minor impact to the existing viewshed. Two areas were recommended to have noise walls at 12 feet and 14 feet in height, which would replace an existing 6-foot-tall privacy wall and existing 7-foot-tall privacy hedges.

Table 6-5 – Noise Barrier Evaluation Summary and Recommendations

Noise Sensitive Area Name/ No.	Height (feet)	Length (feet)	Begin Station No.	End Station No.	No. of Impacted Receptor Sites	No. of Impacted/ Benefited Receptor Sites	No. of Benefited Receptor Sites/ Not Impacted	Total No. of Benefited Receptor Sites	Average Noise Reduction for all Benefited Receptor Sites dB(A)	Max Noise Reduction for all Benefited Receptor Sites dB(A)	Cost ($30 per square foot)	Average Cost/ Site Benefited	Does Optimal Barrier Design Meeting FDOT's Reasonable Noise Abatement Criteria of $42,000 per Benefited Receptor Site and 7.0 dB(A) Noise Reduction Design Goal?	Noise Barrier Recommended for Further Consideration and Public Input?	Comments
NSA 1	6-8	539	321+57.57	327+60.00	13	4	0	4	5.8	7.4	$112,260	$28,065	Yes	Yes	N/A
NSA 2	N/A	1,190	346+00.00	359+69.69	4	0	0	0	N/A	N/A	N/A	N/A	No	No	Noise abatement features not feasible due to engineering constraints.
NSA 3	N/A	2,059	311+00.00	344+30.00	14	13	0	00	N/A	N/A	N/A	N/A	No	No	Benefit could not be provided to R3.02 due to property access limitations and proximity to roadway.
NSA 4	4-10	1,388	346+50.00	361+91.00	16	16	0	16	5.9	8.0	$332,160	$20,760	Yes	Yes	N/A

6.5.3 Compatibility

As previously mentioned in Section 6.3, the project is compatible with the current land use and the County's proposed land use CDMP. The project is also compatible with the community's aesthetic values related to noise, vibration, and physical appearance, per Section 6.5.

6.6 RELOCATIONS

The total number of anticipated relocations and ROW acquisitions for each alternative are shown in **Tables 6-6 and 6-7** below. These relocations will be conducted in accordance with the FDOT's CSRP. As relocation activities begin and the needs of individuals to be relocated are determined, a search for specific replacement residential units will be performed.

Table 6-6 – Proposed Relocations

Type of Relocation	Alternative			
	No Build	Alternative 1	Alternative 2	Alternative 3
Personal Properties	0	5	6	7
Residential	0	1	2	3
Business	0	0	0	0

Table 6-7 – Proposed Right-of-Way Acquisitions

Number of Properties to be Acquired	Alternative			
	No Build	Alternative 1	Alternative 2	Alternative 3
Commercial	0	8	9	9
Agricultural	0	12	12	12
Residential	0	20	42	46
Total Parcels Impacted	0	40	63	67
Partial Impacts	0	39	61	64

6.6.1 Residential

One residential relocation is proposed for Alternative 1, two for Alternative 2, and three for Alternative 3. Comparable replacement housing will be determined in the CSRP at a later date.
In order to minimize the unavoidable effects of ROW acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

6.6.2 Non-Residential and Public Facilities

There are no non-residential or public facilities proposed for relocation.

7.0 ENVIRONMENTAL JUSTICE, CIVIL RIGHTS, AND RELATED ISSUES

7.1 PROTECTED POPULATIONS IN STUDY AREA

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations, signed by the President on February 11, 1994, directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

The project has been developed in accordance with the requirements of Title VI of the Civil Rights Act of 1964. This project is being conducted without regard to race, color, national origin, age, sex, religion, disability, or family status. Title VI of the Civil Rights Act provides that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of federal, state, or local government.

Analysis to identify population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), the President's EO on Environmental Justice (EO 12898), and related nondiscrimination statutes and regulations, and other protected population groups (disabled, limited English proficient, and low- Income) was undertaken as part of the SCE.

EO 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” directs that Federal agencies identify and address, as appropriate, disproportionately high and adverse health or environmental effects of their programs, policies, and activities on minority populations and low-income populations.

The US Environmental Protection Agency’s Council on Environmental Quality (CEQ) provides guidance in identifying the presence of protected populations at rates more likely to result disproportionate negative effect. Those thresholds are described below.

- A 50% criterion population analysis to determine those area geographies where minority and/or low-income individuals equal to or exceeded 50% of the population.
- A meaningfully greater criterion analysis in which minority and/or low-income population percentages within individual geographies (census block groups) were compared to the reference population (county) and found to exceed the reference area population.

The demographic analysis within the study area shows the entire project area with over 50% minority, with seven of the 27 blocks exceeding 95% minority. Poverty data per census block was not available. As previously stated, minorities make up the majority of the population in the study area. No major displacements of population or increases or decreases in population are expected. ROW impacts are even across the project area. Noise walls are proposed in two locations (see **Section 6.5.1**). These neighborhoods are the highest percentile for People of Color. Therefore, no minority or low-income populations have been identified that would be adversely impacted by the proposed project, as determined above.

7.2 COORDINATION AND PARTICIPATION

A Public Involvement Plan (PIP) was prepared for this project. This program is in compliance with the FDOT's *PD&E Manual, Part 1, Chapter 11; Section 339.155, Florida Statutes*; *EOs 11990 and 11988*; *Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*; and *23 CFR 771*.

A Public Kick-off meeting was held on January 27, 2022, to present the project study to the public. The public was able to provide comments and ask questions about the project. A presentation was given to the public summarizing the main components of the project. A total of 15 people attended. The meeting was conducted as a hybrid meeting allowing the public to attend in-person or virtual. Common concerns voiced during the meeting included the lack of street lighting on the corridor, preference for four lanes, the concern that there would be less opportunities to turn left, concerns for increased noise, how long temporary traffic control will last, and utility and drainage impacts. FDOT replied to each comment stating that these concerns are being considered as part of the PD&E.

Additionally, a public alternatives workshop was held on October 18, 2022, to present and receive feedback from the public on the alternatives. A presentation was given, followed by the public making comments and asking questions on the alternatives. The public voted for a preferred alternative (Alternative 2). The public was able to vote via an online poll. A total of 24 people attended virtually and five in person. The meeting was hybrid in-person and virtual. The public voted that their main concern was safety. One other common concern voiced during the meeting included safety underneath the bridge underpass such as lighting and railing next to the canal. FDOT stated they are considering the options. A Public Hearing will be held in 2023.

A FDOT webpage was created as an effective means to communicate with the public (https://www.fdotmiamidade.com/QuailRoostPDE.html). This webpage serves as the access point for the project, and it includes project information such as: project location map, schedule, objectives, study details, newsletters, fact sheets, FAQ, public notices, and study documents, which will be uploaded as they become available throughout the PD&E Study process. Contact information and related links will also be available. The website follows FDOT guidelines and is user friendly. This website is a means of getting the public involved, staying engaged and contributing to the ongoing dialogue using interactive tools.

7.3 SUMMARY OF PROJECT EFFECTS

No change in demographics is anticipated with the Preferred Alternative. Mobility will be enhanced, and economics has the potential to be enhanced. The existing corridor is mostly developed, and Quail Roost Drive remains on its existing alignment. The existing bridge over Black Creek Canal will be replaced under all Build Alternatives adjacent to residential neighborhoods located on the south side of Quail Roost and the northeast side of Quail Roost and Black Creek Canal. These neighborhoods are located in an area whose household incomes below poverty are reported to be greater than 20%. Census data showed all 27 with minority populations greater than 50%, and seven of the 27 blocks with over 95% minority.

The improvements are associated with the existing alignment of Quail Roost Drive. The project's primary purpose and need is to address traffic operations and capacity constraints on Quail Roost Drive from west of SW 137th Avenue to east of SW 127th Avenue in unincorporated Miami-Dade County and South Miami Heights in order to accommodate future travel demand projected as a result of population and employment growth along the corridor. Secondary considerations for the purpose and need include safety and mobility. The number of ROW impacts was reduced to the extent practicable and still meet the project's purpose and need.

The preferred alternative, Alternative 2, is not anticipated to adversely directly or indirectly affect land use, social, economic, aesthetics, community cohesion, community features, and demographics. Environmental justice issues are not anticipated as a result of the preferred alternative. A total of 63 ROW acquisitions are anticipated. A total of eight total relocations are anticipated, including six potential personal properties and two potential residential relocations. These relocations will be conducted in accordance with the FDOT's CSRP. Therefore, sociocultural impacts are expected to be minimal based on the preferred alternative.

7.4 ETDM ETAT REVIEW/COMMITMENTS

Agency coordination to obtain related information occurred through the Efficient Transportation Decision Making (ETDM) Planning and Programming Screening (ETDM #14429). The latest ETDM Programming Screening Summary Report was published on July 8, 2021. The ETDM report and date was reviewed and updated as applicable. For the Quail Roost Drive project, the Florida Department of Economic Opportunity assigned a Degree of Effect of "None" for Land Use Changes and Economic. The USEPA reviewed the project and listed a Degree of Effect of "Minimal" for Social. The Summary Degree of Effect was also listed as "Minimal" for Land Use Changes, Social, Relocation Potential, Aesthetic Effects, and Economic for this project in the ETDM Programming Screening Summary Report. Additionally, the Summary of Degree of Effect for Mobility was "Enhanced".

7.5 MITIGATION AND ENHANCEMENT ACTIONS

As previously stated, mobility and connectivity are anticipated to be enhanced by the proposed project by providing continuous bicycle and pedestrian facilities along the entire corridor and improving access to the Black Creek Trail and adjacent neighborhoods. The project is also anticipated to enhance emergency evacuation capabilities by improving the capacity of the roadway and, thereby, increasing the number of residents that can be evacuated safely during an emergency event and enhancing access from the residential areas along the corridor to designated emergency evacuation routes.

7.6 FINDINGS REGARDING DISPROPORTIONATE ADVERSE EFFECTS

The SCE evaluation process assesses project effects on potentially underrepresented population groups protected under Title VI of the Civil Rights Act of 1964 (Title VI), the President's EO on (EO 12898), and related nondiscrimination statutes and regulations. Order 5610.2a, Final DOT Environmental Justice Order, which implements nondiscrimination policy directs that federal actions avoid disproportionately high and adverse effects on minority populations and low-income

populations. EPA guidance suggests a comparative analysis be used to consider the conditions faced by an appropriate comparison population when establishing the presence of a disproportionality effect on underrepresented populations.

Project effects including noise impacts and relocations and ROW acquisitions occur throughout the project corridor with no single area of focus. Also, minority populations are evenly distributed throughout the project corridor. Therefore, disproportionate adverse effects and environmental justice issues are not anticipated as a result of the project.

8.0 RECOMMENDATIONS AND COMMITMENTS

8.1 RECOMMENDATIONS FOR RESOLVING ISSUES

Based on the analysis presented, the widening of Quail Roost Drive is anticipated to have positive effects on the community including an increase in mobility for pedestrian/bikes and vehicles. ROW impacts have been minimized to the extent practical to still meet the project's purpose and need. In order to minimize the unavoidable effects of ROW acquisition and displacement of people, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17). Continued public involvement is recommended to ensure community concerns are addressed. As of this report date, no specific community concerns have been identified.

8.2 PROJECT COMMITMENTS

There are no commitments related to SCE issues.

Appendix A - Future Land Use Map

ADOPTED 2030 AND 2040 LAND USE PLAN * FOR MIAMI-DADE COUNTY, FLORIDA

RESIDENTIAL COMMUNITIES

- ESTATE DENSITY (EDR) 1-2.5 DU/AC
- ESTATE DENSITY W/ ONE DENSITY INCREASE (DI-1)
- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW DENSITY W/ ONE DENSITY INCREASE (DI-1)
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- LOW-MEDIUM DENSITY W/ ONE DENSITY INCREASE (DI-1)
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- MEDIUM DENSITY W/ ONE DENSITY INCREASE (DI-1)
- MEDIUM-HIGH DENSITY (MHDR) 25-60 DU/AC
- HIGH DENSITY (HDR) 60-125 DU/AC OR MORE/GROSS AC
- TWO DENSITY INCREASE WITH URBAN DESIGN (DI-2)
- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- SPECIAL DISTRICT
- INSTITUTIONS, UTILITIES, AND COMMUNICATIONS
- PARKS AND RECREATION
- ZOO MIAMI ENTERTAINMENT AREA
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTAL PROTECTION
- ENVIRONMENTALLY PROTECTED PARKS
- TRANSPORTATION (ROW, RAIL, METRORAIL, ETC.)
- TERMINALS
- EXPRESSWAYS
- MAJOR ROADWAYS (3 OR MORE LANES)
- MINOR ROADWAYS (2 LANES)
- EXISTING RAPID TRANSIT / FUTURE RAPID TRANSIT

URBAN CENTERS * *

- REGIONAL
- METROPOLITAN
- COMMUNITY

Project Limits

- ADOPTED REGIONAL URBAN CTR
- ADOPTED METROPOLITAN URBAN CTR
- ADOPTED COMMUNITY URBAN CTR

* * Note: This symbol denotes an urban center where an area plan has been accepted by the Board of County Commissioners and codified in a zoning overlay district that shows the defined boundaries of the center.

- 2030 URBAN DEVELOPMENT BOUNDARY
- 2030 URBAN EXPANSION AREA BOUNDARY
- WATER
- CANAL
- LEVEE/CANAL

Miles 0 0.4 0.8 1.6 2.4

* THIS PLAN IS NOT A ZONING MAP ! Within each map category on this plan map, numerous land uses, zoning districts and housing types may occur. This plan map may be interpreted only as provided in the adopted plan text entitled "Interpretation of The Land Use Plan Map: Adopted Policy Of The Land Use Element." That adopted text provides necessary definitions and standards for allowable land uses, densities or intensities of use for each map category, and for interpretation and application of the plan as a whole. The adopted text must be consulted in its entirety in interpreting any one plan map category, and no provision shall be used in isolation from the remainder. Restrictions accepted by the Board of County Commissioners in association with Land Use Plan map amendments shall be considered as an adopted part of the Comprehensive Development Master Plan (CDMP) and are delineated in the adopted text.

This Land Use Plan (LUP) map, in conjunction with all other adopted components of the CDMP, will govern all development-related actions taken or authorized by Miami-Dade County. The LUP map generally reflects municipal land use policies adopted in comprehensive plans. However, with limited exceptions enumerated in the Statement of Legislative Intent, this plan does not supersede local land use authority of incorporated municipal governments authorized in accordance with the Miami-Dade County Charter. For further guidance on future land uses authorized within incorporated municipalities, consult the local comprehensive plan adopted by the pertinent municipality.

NOTICE: The original true and correct copy of the official Land Use Plan map is maintained by the Director of the Department of Regulatory and Economic Resources. This is a reproduction. Any question regarding information shown on this reproduction shall be resolved by reference to the original.

BROWARD COUNTY

MIAMI-DADE COUNTY

MONROE COUNTY

EVERGLADES NATIONAL PARK

ATLANTIC OCEAN

BISCAYNE BAY

BISCAYNE NATIONAL PARK

INTERCOASTAL WATERWAY

THIS MAP INCORPORATES AMENDMENTS ADOPTED THROUGH:

AMENDMENT CYCLES/ EXPEDITED PROCESS	ADOPTION DATE
January 2020-21	Standard: N/A Small-Scale: Oct. 21, 2020 *
Expedited 2020	Standard: N/A Small-Scale: Dec. 17, 2021
October 2019-20	Standard: Oct. 21, 2020 Small-Scale: July 22, 2020 *

* Applications within the Amendment Cycle/ Expedited Process were adopted at different public hearing dates and this table reflects the latest of such dates.

Prepared by the Department of Regulatory and Economic Resources
Lourdes Gomez, *Director*

ENTIRE COUNTY MAP

NORTH

Miles 0 0.4 0.8 1.6 2.4

DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES

ADOPTED 2030-2040 COMPREHENSIVE DEVELOPMENT MASTER PLAN

Updated February 2021 (Printed February 2021)

Appendix B – Data Sources

Data Sources

U.S. Census Data
https://www.census.gov/quickfacts/fact/table/US/PST045216
https://censusreporter.org/search/

FDOT PD&E Manual Part 2 Chapters 4 and 5
https://www.fdot.gov/environment/pubs/pdeman/pdeman-current

FDOT Sociocultural Effects Evaluation Handbook
https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/environment/environment/pubs/sce/sce-handbook2005.pdf?sfvrsn=7b5d1b86_0

FDOT Cumulative Effects Evaluation Handbook
https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/environment/pubs/cee/cee-handbook-2012-12183b410b4f04cf44f9ae1972577be52ba0b7f4290ddf11467fa22acded398d0508237a15c0eac844e193040a3899bb074181367d98d3424bebaf8c94900a1fc4e3d3cf79554d674a32b92c6cada8dda3b623acecd439cc41f999178af94010a78d.pdf ?sfvrsn=3c5d70cd_10

FDOT ETDM EST Project Information
https://fdotwww.blob.core.windows.net/sitefinity/docs/defaultsource/environment/sce/est_project-informationsheet-2013- 1010.pdf?sfvrsn=2c9e3eb5_2

University of Florida GeoPlan Center
https://fgdl.org/fgdlmap/

Miami Dade County Open Data Hub
https://gis-mdc.opendata.arcgis.com/

Florida Water Management District Land Use/Land Cover Dataset
https://geo-sfwmd.hub.arcgis.com/maps/3b5c33f29c62434b830a7f6a63f15519/about