

Sociocultural Effects Technical Memorandum

Florida's Turnpike (SR 821) Widening Project Development and Environment (PD&E) Study From US 1 South of Palm Drive to Campbell Drive | Miami Dade County

FM No. 439545-1-22-01



**Florida Department of Transportation
Florida's Turnpike Enterprise
P.O. Box 613069 | Ocoee, FL 34761**

December, 2020



Sociocultural Effects Technical Memorandum

Miami-Dade County, Florida
FM No: 439545-1-22-01 | ETDM No: 14322

Prepared for
Florida's Turnpike Enterprise
Florida's Turnpike Mile Post 263
Building 5315
Ocoee, Florida 34761

Prepared by:

Stanley Consultants Inc.
1641 Worthington Road, Suite 400
West Palm Beach, Florida 33409

December 2020

Table of Contents

Executive Summary

Section 1

Introduction.....	1-1
1.1 Introduction.....	1-1
1.2 Purpose and Need	1-1
1.2.1 Purpose.....	1-1
1.2.2 Need	1-2

Section 2

Project Alternatives.....	2-1
2.1 Alternatives Description	2-1
2.1.1 Alternative A at US 1 Interchange	2-2
2.1.2 Alternative B at US 1 Interchange	2-2

Section 3

Community Characteristics Summary and Map	3-1
3.1 Community Characteristics Summary and Map	3-1
3.1.1 Community Facilities	3-2
3.1.2 Cultural Resources, Centers and Religious Facilities	3-2
3.1.3 Section 4(f) Resources, Park and Recreation Areas.....	3-2
3.1.4 Physical Barriers	3-3

Section 4

Potential Effects.....	4-1
4.1 Social	4-1
4.1.1 Demographics	4-1
4.1.2 Community Cohesion	4-5
4.1.3 Safety/Emergency Response.....	4-5
4.1.4 Community Goals/Quality of Life	4-5
4.1.5 Special Community Designations.....	4-5
4.2 Economic	4-5
4.2.1 Business and Employment.....	4-5
4.2.2 Tax Base.....	4-6
4.2.3 Traffic Patterns.....	4-6
4.2.4 Business Access	4-6
4.2.5 Special Needs Patrons.....	4-6

4.3	Land Use	4-6
4.3.1	Existing Land Use.....	4-6
4.3.2	Future Land Use.....	4-8
4.3.3	Local Plan Consistency	4-9
4.3.4	Sprawl	4-10
4.3.5	Focal Points.....	4-11
4.4	Mobility	4-11
4.4.1	Mobility Choices.....	4-11
4.4.2	Accessibility - Transportation Disadvantaged	4-11
4.4.3	Connectivity	4-11
4.4.4	Traffic Circulation.....	4-11
4.4.5	Public Parking	4-11
4.5	Aesthetic Effects	4-11
4.5.1	Noise/Vibration.....	4-11
4.5.2	Viewshed.....	4-12
4.5.3	Compatibility	4-12
4.6	Relocation Potential.....	4-12
4.6.1	Residential.....	4-12
4.6.2	Non-Residential	4-12
4.6.3	Public Facilities.....	4-12
Section 5		
	Recommendation and Commitments	5-1
5.1	Recommendations for Resolving Issues	5-1
5.2	Project Commitments.....	5-1

TABLES

Table 1-1	No Build 2016 and 2045 Traffic Volumes (AADT)	1-3
Table 1-2	No Build 2045 Freeway Segment LOS	1-3
Table 4-1	General Population Trends	4-2
Table 4-2	Race and Ethnicity Trends.....	4-2
Table 4-3	Age Trends	4-3
Table 4-4	Income Trends	4-3
Table 4-5	Disability Trends	4-3
Table 4-6	Educational Attainment Trends	4-4
Table 4-7	Language Trends	4-4
Table 4-8	Housing Trends	4-4

DRAFT

FIGURES

Figure 1-1 Project Location Map.....1-2

Figure 3-1 Study Location and 500-ft Buffer Zone3-1

Figure 3-2 Community Facilities within 500-foot Buffer.....3-3

Figure 4-1 Existing Land Use4-8

Figure 4-2 Future Land Use4-10

APPENDICES

Appendix A

Sociocultural Data.....A-1

Executive Summary

The Florida Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for the proposed Turnpike Extension (SR 821) Widening from US 1, south of Palm Drive, to Campbell Drive in Miami-Dade County, Florida. The majority of the study area is composed of both commercial and residential land use.

Sociocultural Effects (SCE) Evaluation is a process used to identify and address the effects of a transportation action on a community and its resources. The SCE Evaluation process ensures that community values and concerns receive adequate attention during transportation development. The SCE Evaluation process focuses on six sociocultural issues including social, economic, land use changes, mobility, aesthetic effects (including noise) and relocation potential with consideration for any Civil Rights implications in each category.

This memorandum summarizes the evaluation of SCE of the widening of the Turnpike Extension from US 1 (South of Palm Drive) to Campbell Drive during the Project Development and Environment (PD&E) phase of the project. The SCE Evaluation process also supports legal requirements for FDOT project development to account for sociocultural resources that may be affected by project activities. This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

Introduction

1.1 Introduction

The Turnpike Extension (SR 821) is a Strategic Intermodal System (SIS) limited access toll highway connecting the Florida Keys, the City of Florida City, and the City of Homestead with the greater Miami-Dade County region. The Turnpike Extension is the primary evacuation route connecting with the Florida Turnpike (SR 91) near the Miami-Dade/Broward County line.

This Project Development and Environment (PD&E) Study evaluates the southern three (3) miles of the Turnpike Extension within Miami-Dade County and the two local municipalities which are the City of Florida City and the City of Homestead. The PD&E study limits are from US 1 (south of Palm Drive) to Campbell Drive/SW 312nd Street. Turnpike milepost (MP) 0.00 is located at US 1 and MP 3.0 is located at the Campbell Drive interchange. (See **Figure 1-1**).

The proposed improvements include widening the existing four lane expressway and bridges to six lanes between US 1 and Campbell Drive; improving the US 1 interchange with a new ramp over Palm Drive, adding a partial interchange at Lucy Street, and converting the taper ramps to parallel ramps at the Campbell Drive interchange. Bridge widening and/or minor improvements are proposed at Lucy Street, SW 162nd Avenue, C-103 Canal and Campbell Drive. Two new bridges are proposed over the US 1 northbound lanes and over Palm Drive.

1.2 Purpose and Need

1.2.1 Purpose

The primary purpose of the project is to enhance traffic operations and safety. The secondary purpose of this project is to accommodate traffic demand, regional mobility and improve evacuation/emergency response.

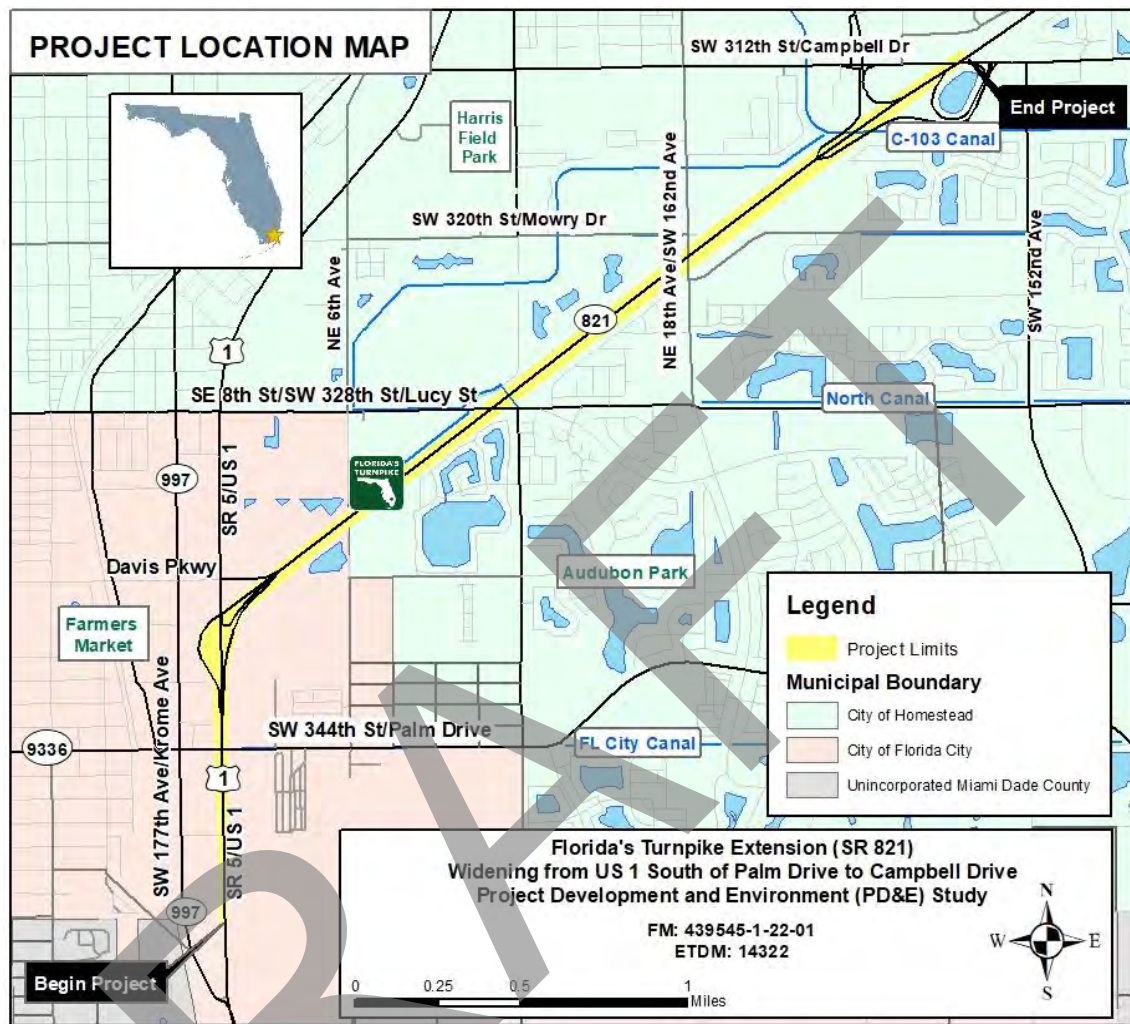


Figure 1-1 Project Location Map

1.2.2 Need

Traffic Demand and Operations

The existing four-lane divided tollway experiences congestion in the typical am/pm peak hour and during the heavy inbound peak periods when traffic is heading south to the Florida Keys. The existing traffic operations will continue to deteriorate through the Design Year 2045 dropping to Level of Service (LOS) F. The detailed analysis is documented in the *Systems Interchange Justification Report (SIJR)*. The No Build Annual Average Daily Traffic (AADT) and LOS results are depicted in **Tables 1-1** thru **1-3**.

Table 1-1 No Build 2016 and 2045 Traffic Volumes (AADT)

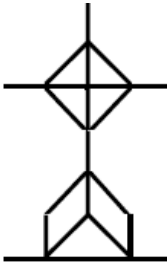

Mile Post Interchange		2016 AADT	2045 AADT
Campbell Drive		61,000	108,600
		24,500	43,700
		3,300	10,400
US 1 (To/From North)		39,800	75,300
US 1 (To/From South)		11,800	22,300
		28,000	53,000

Table 1-2 No Build 2045 Freeway Segment LOS

Location	Direction	No-Build Scenario		
		Typical		Heavy Inbound
		AM	PM	
North of Campbell Drive	Southbound	F	F	F
	Northbound	F	F	F
US 1 to Campbell Drive	Southbound	F	D	F
	Northbound	D	F	F

The existing traffic at the US 1 interchange experiences substantial delay and queueing as a result of the existing signalized intersection at US 1 and Palm Drive which is located within 450 feet of the Turnpike on- and off-ramps. The southbound off-ramps to US 1 and West Davis Parkway experience repetitive queueing that backs up over one mile into the highspeed travel lanes. Without improvements, the off-ramps to US 1 will operate at LOS F with queues extending 8,341 to 10,618 feet into the high-speed freeway lanes.

**Table 1-3 No Build 2045 US 1 Off-Ramp Performance
Typical Design Hour (Worst Case AM Peak Hr) and (Heavy Inbound Florida Keys)**

Location / Segment	No-Build Scenario (Worst Case AM Peak Hr)		No-Build Scenario (Heavy Inbound Florida Keys Peak Hour)	
	Density [veh/mi/ln]	LOS	Density [veh/mi/ln]	LOS
FREEWAY-OFF RAMP DIVERGE INFLUENCE AREA				
Southbound off-ramp to Davis Parkway and US-1	88	F	138	F
Southbound off-ramp to Palm Drive and US-1	91	F	102	F
OFF-RAMP PERFORMANCE	Max. Queue [ft]**	Average Speed [mph]	Max. Queue [ft]**	Average Speed [mph]
Southbound Off-Ramp to Davis Parkway and US-1 (Operating Speed = 35 mph)	8,341	11	10,613	3
Southbound Off-Ramp to Palm Drive and US-1 via Existing Ramp (Operating Speed = 40 mph)	8,341	11	10,613	9
Southbound Off-Ramp to US-1 Via proposed ramp over Palm Drive (Operating Speed = 45 mph)	--	--	--	--

Safety

The safety conditions on US 1 and along the Turnpike were analyzed for the five-year period from 2011 to 2015. Crash analysis evaluated the Turnpike freeway segment, ramps and adjacent arterial roadways located at the interchanges.

A total of 95 crashes occurred on the Turnpike freeway segment with 43% run-off-road and 19% rear-end as the majority of crashes. The higher frequency of crashes occurred in July during the weekend days. At the US 1 interchange, 54 crashes occurred with 56% run-off-road, 31% rear-end crashes. The southbound off-ramp to US 1 experienced 36 crashes.

Along US 1 from south of Krome Ave to the Davis Parkway off-ramp 252 crashes were reported with 108 out of 252 crashes occurring at the US 1 and Palm Drive intersection with 35% rear-end and 18% sideswipe crashes, and 3% pedestrian and 2% bicycle crashes. There was one fatality on US 1. US 1 and Krome Avenue within the study area appear on the Department's High Crash List for Segments for the referenced five-year period. All intersections (except Krome Avenue at Palm Drive) appear on the Department's High Crash List for Intersections for the referenced five-year period. This identifies a need for roadway and safety improvements to reduce crashes.

Regional Mobility

The local municipality, City of Homestead identified the need for improved regional mobility with additional Turnpike access between the US 1 and Campbell Drive interchanges. The central region lacks adequate access to the Turnpike system and the City of Homestead requested a new interchange at Lucy Street. Further analysis documented in the *Lucy Street Feasibility Study Technical Memorandum* confirmed the need for new access to the Turnpike based on the forecasted traffic reductions at the congested US 1 and Campbell Drive interchanges. The City of Homestead concurred with the feasibility study recommendation and the Lucy Street interchange was incorporated into the PD&E Study.

Emergency Response and Evacuation

The emergency response and evacuation events require safe and efficient roadways to promptly respond to critical events. The Turnpike Extension has been classified as an emergency evacuation route by the Florida Division of Emergency Management. Widening the Turnpike, improving ramp operations and the addition of the Lucy Street interchange, along with the intersection improvements at Palm Drive and US 1 will decrease emergency response times and will expedite evacuation for residents and visitors in Miami-Dade County and Monroe County (FL Keys).

Project Alternatives

2.1 Alternatives Description

Throughout the document the two (2) primary build alternatives will be referred to as Alternative A and Alternative B. The two (2) alternatives have identical improvements except for the US 1 interchange which are detailed below.

Alternatives A and B:

- **Turnpike Widening:** The Turnpike tollway section, from milepost 0.54 to milepost 2.60, will be widened with one additional lane in each direction to provide a six-lane divided highway. The additional lanes will be constructed in the median and all six lanes are general toll lanes.
- **US 1 Interchange:**
 - **Alternative A:** The US 1 interchange is modified to include a new tolled ramp over Palm Drive with one lane northbound and one lane southbound. The existing on- and off-ramps at US 1 will remain available to local traffic with minor improvements. The Davis Parkway southbound off-ramp will be converted from a one-lane taper ramp to a two-lane parallel off-ramp configuration.
 - **Alternative B:** Includes the features of Alternative A and adds a southbound US 1 right turn lane to Palm Drive that is located between the southbound off-ramp and the limited access right of way line.
- **Lucy Street Interchange:** A new partial interchange that provides local access to/from Lucy Street via a single lane northbound on-ramp and a single lane southbound off-ramp.
- **Campbell Drive Interchange:** The Campbell Drive northbound off-ramp, northbound loop on-ramp, southbound off-ramp and southbound on-ramp will be converted from a

taper ramp to a parallel ramp configuration, and a southbound auxiliary lane will be provided from the Campbell Drive on-ramp to the Lucy Street off-ramp.

The following section further discuss the details of Alternative A and B.

2.1.1 Alternative A at US 1 Interchange

Alternative A features an elevated ramp over Palm Drive connecting directly from the centerline of US 1 (1,250 feet south of Palm Drive) to the centerline of the Turnpike. One lane northbound and one lane southbound will be elevated on retained earth embankment with bridge structures over Palm Drive and over the US 1 northbound travel lanes. The new ramp will be a static tolled on/off-ramp and open for use by all vehicle types.

Northbound US 1 has three (3) lanes. One inside lane enters the new ramp and the other two lanes continue at-grade to the Palm Drive intersection. At the intersection, northbound US 1 has one (1) U-turn lane, one (1) left turn lane, two (2) thru lanes and one (1) shared thru-right lane. North of Palm Drive, US 1 northbound has three (3) thru lanes. The outside lane diverges to enter the northbound Turnpike on-ramp, the center lane is a choice lane (on-ramp or northbound US 1) and the median lane continues on US 1.

Southbound US 1 has three through lanes, south of Davis Parkway. Approximately 950 feet south of Davis Parkway, a signalized left turn lane provides access to the northbound on-ramp to the Turnpike. The US 1 southbound approach at Palm Drive has dual right turn lanes, three (3) thru lanes and dual left turn lanes. A raised 4-foot traffic separator is located between the thru and left turn movements to prevent weaving. South of Palm Drive, the three southbound thru lanes merge to two lanes which allows the elevated southbound off-ramp lane to become the median (third) southbound US 1 lane. The outside US 1 lane becomes a drop right turn lane approximately 750 feet south of the where the elevated ramp gore area on US 1.

2.1.2 Alternative B at US 1 Interchange

Alternative B has the identical features of Alternative A with the following additions:

- One southbound US 1 single right turn lane begins just south of Davis Parkway and extends to Palm Drive. This single turn lane is located between the existing southbound off-ramp and the limited access right-of-way line.
- The existing Turnpike southbound US 1 off-ramp widens to two lanes on the approach to Palm Drive to provide access the dual right turns and access the US 1 southbound through traffic lanes.
- An additional southbound traffic separator is provided between the right turn lanes and through lanes at Palm Drive.
- Two (2) through lanes are provided for southbound US 1 on the approach and departure side of the Palm Drive intersection.

Community Characteristics Summary and Map

3.1 Community Characteristics Summary and Map

The Community Characteristics Summary provides the history, present conditions, and foreseeable future of configuration of the community. **Figure 3-1** depicts the study area and 500-foot project buffer. **Figure 3-2** depicts the feature locations described in Sections 3.1.1 thru 3.1.3.

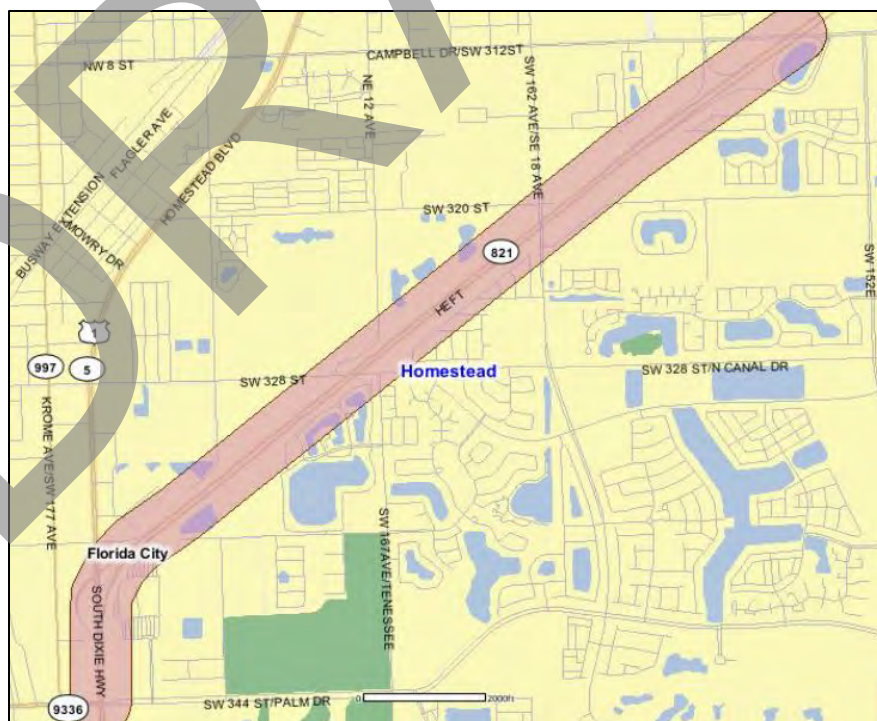


Figure 3-1 Study Location and 500-ft Buffer Zone

3.1.1 Community Facilities

- **Schools and Group Care Facilities**
Four schools are located within the study area in the City of Homestead. Campbell Drive K-8 Center and the Center for International Education are located north of Campbell Drive. Beauty School of America is located just south of Campbell Drive, on the north side of the Turnpike. Everglades Preparatory Academy is located within the study area on the south side of the Turnpike, between the NE 18th Avenue and SW 162nd Avenue overpass and Campbell Street. There are no schools located within the study area in Florida City.
- **Emergency and Medical Facilities**
There are no medical facilities located within the project study area. Homestead Hospital is located north of Campbell Drive, just outside of the study area.
- **Other Community Facilities and Agencies**
A Salvation Army Family Store and Donation Center is located within the project study area at 453 North Krome Avenue in Florida City near the US 1 interchange off-ramp.

3.1.2 Cultural Resources, Centers and Religious Facilities

No archaeological sites were identified in the study area based on the *Cultural Resources Assessment Survey* (CRAS) performed for this project. Four historic sites were identified in the CRAS, but none are eligible for listing on the National Register of Historic Places.

One cultural center was identified within the study area:

- Flagship Cinemas (2250 NE 8th Street)

Four religious centers were identified in the study area:

- Core Community Church (2251 Mowry Drive)
- Gateway Church of Christ (1800 East Mowry Drive)
- Kingdom Hall of Jehovah's Witnesses (405 NE 18th Avenue)
- Iglesia Cristiana El Deseado de las Naciones (2250 NE 8th Street)

3.1.3 Section 4(f) Resources, Park and Recreation Areas

Section 4(f) is not applicable on state funded projects. One neighborhood park, Dunwoodie Park, is located within the study area south of Campbell Drive and northeast of the Turnpike. The park is located at the intersection of NE 4th Court and NE 20th Avenue in the City of Homestead.

Two (2) recreational facilities were identified outside of the project buffer:

- Audubon Park
- Mayor Roscoe Warren Municipal Park

Two (2) recreational trails were identified within the 500-foot project buffer.

- The Biscayne-Everglades Greenway Corridor
- Mowry Trail Corridor

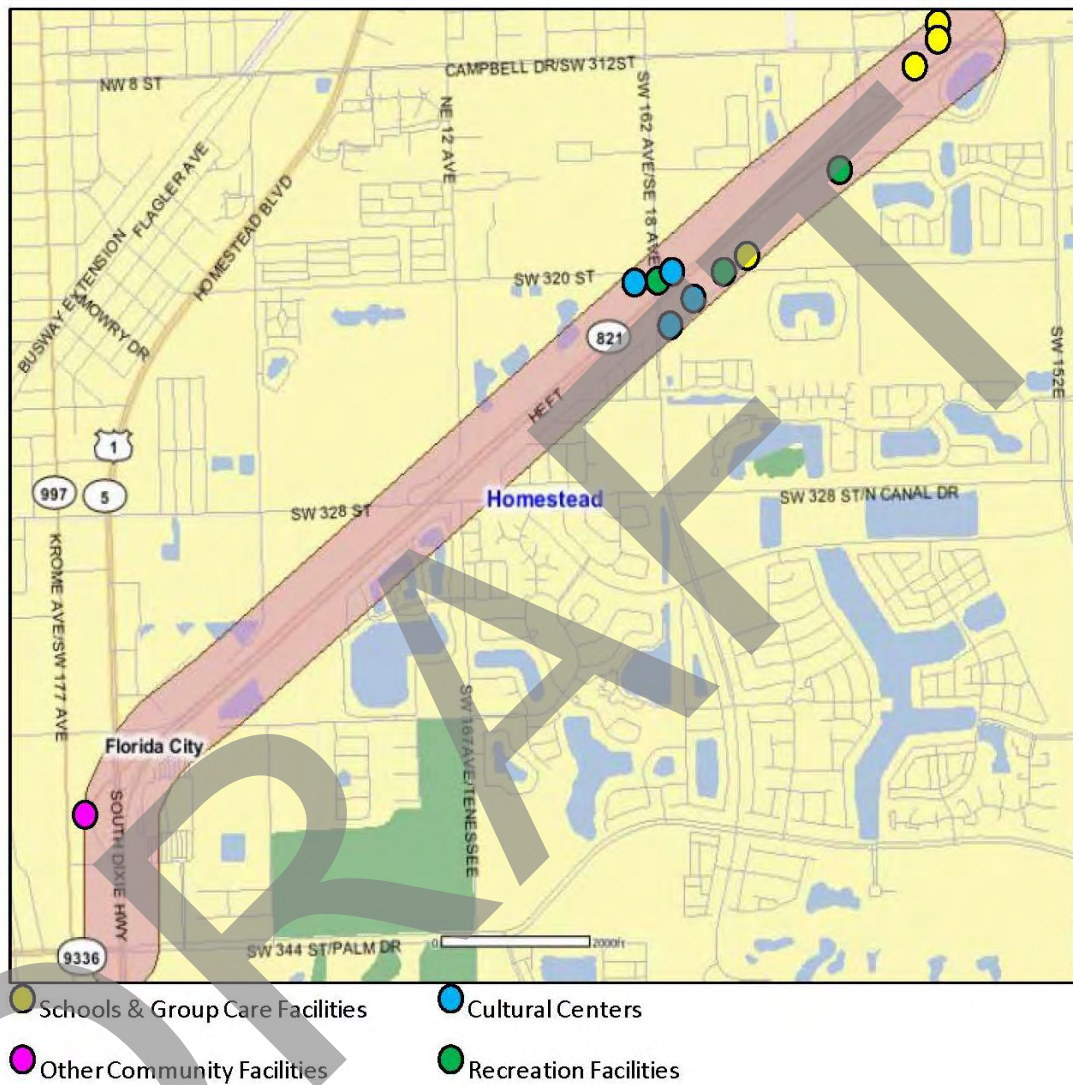


Figure 3-2 Community Facilities within 500-foot Buffer

3.1.4 Physical Barriers

The project area is currently bisected by the Turnpike limited access facility. However, this facility has been in existence for a number of years and does not divide existing neighborhoods. No other physical barriers that limit the mobility and accessibility of the non-driving population group were identified in the study area.

Potential Effects

4.1 Social

A social impact can be defined as any action or activity that affects how people live, work, play, relate to one another, organize to meet their needs, and function as individuals and/or society. In particular, transportation actions can impact community cohesion, goals, and mobility, as well as the everyday quality of life of its citizens. Historically, minority, disadvantaged, low-mobility, and low-income populations were underrepresented in transportation project planning processes due to inadequate opportunities for involvement.

4.1.1 Demographics

The demographic information presented in this report was provided from the ETDM #14322 Environmental Screening Tool (EST) for Alternative #1. The demographics of an area describe the community's population, characteristics and needs. Demographic data is normally collected by local, state, or federal agencies such as the Census Bureau or other local government departments. The data normally collected for demographics usually consists of population size, gender, age, income, ethnic background, household characteristics and geographic distribution.

Table 4-1 thru **Table 4-8** summarize the demographics of the population within the SCE study area, including key income, educational attainment and housing data.

Table 4-1 General Population Trends

Demographic Summary by Year			
Description	1990	2000	2010
Total Population	633	1,069	1,905
Total Households	248	398	707
Avg. Persons per Acre	4.61	6.30	9.29
Avg. Persons per Household	3.34	2.53	2.86
Avg. Persons per Family	3.67	3.49	3.14
Males	322	486	901
Females	310	583	1,004

Table 4-2 Race and Ethnicity Trends

Demographic Summary by Year			
Description	1990	2000	2010
White Alone	544 (85.94%)	704 (65.86%)	1,250 (65.62%)
Black or African American Alone	53 (8.37%)	211 (19.74%)	472 (24.78%)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)
Asian Alone	8 (1.26%)	13 (1.22%)	20 (1.05%)
American Indian or Alaska Native Alone	2 (0.32%)	1 (0.09%)	3 (0.16%)
Some Other Race Alone	24 (3.79%)	98 (9.17%)	102 (5.35%)
Claimed 2 or More Races	NA (NA)	41 (3.84%)	57 (2.99%)
Hispanic or Latino of Any Race	133 (21.01%)	530 (49.58%)	1,059 (55.59%)
Non-Hispanic or Latino	500 (78.99%)	539 (50.42%)	846 (44.41%)
Non-White Alone	193 (30.49%)	751 (70.25%)	1,533 (80.47%)

Table 4-3 Age Trends

Demographic Summary by Year			
Description	1990	2000	2010
Under Age 5	8.53%	10.20%	10.39%
Ages 5-17	17.22%	20.21%	19.16%
Ages 18-21	4.11%	4.86%	6.04%
Ages 22-29	15.48%	17.03%	14.80%
Ages 30-39	20.85%	16.28%	15.38%
Ages 40-49	12.95%	11.88%	12.76%
Ages 50-64	12.80%	9.26%	12.44%
Ages 65 and Over	8.06%	10.29%	9.03%
Ages 65-74	5.53%	6.08%	4.99%
Ages 74-84	2.21%	3.74%	3.04%
Age 85 and Over	0.32%	0.47%	1.00%
Median Age	NA	28	32

Table 4-4 Income Trends

Demographic Summary by Year			
Description	1990	2000	2010
Median Household Income	\$28,609	\$29,824	\$37,798
Median Family Income	\$31,371	\$39,120	\$39,113
Population below Poverty Level	7.90%	24.60%	30.29%
Households below Poverty Level	6.85%	23.87%	29.56%
Households with Public Assistance Income	3.23%	4.02%	3.82%

Table 4-5 Disability Trends

Demographic Summary by Year			
Description	1990	2000	2010
Population 16 to 64 Years with a disability	23 (4.76%)	144 (15.03%)	NA*

**This information was not provided in the environmental screening tool data memo.*

Table 4-6 Educational Attainment Trends

Demographic Summary by Year			
Description	1990	2000	2010
Less than 9 th Grade	26 (5.96%)	110 (17.52%)	62 (5.74%)
9 th to 12 th Grade, No Diploma	41 (9.40%)	101 (16.08%)	92 (8.51%)
High School Graduate or Higher	369 (84.63%)	417 (66.40%)	927 (85.75%)
Bachelor's Degree or Higher	91 (20.87%)	94 (14.97%)	193 (17.85%)

1. Data collected was for persons age 25 and Over

Table 4-7 Language Trends

Demographic Summary by Year			
Description	1990	2000	2010
Speaks English Well	22 (3.64%)	112 (11.67%)	130 (7.63%)
Speaks English Not Well	NA (NA)	91 (9.48%)	109 (6.40%)
Speaks English Not at All	NA (NA)	75 (7.81%)	103 (6.04%)
Speaks English Not Well or Not as All	23 (3.80%)	166 (17.29%)	212 (12.44%)

1. Data collected was for persons age 5 and Over

Table 4-8 Housing Trends

Demographic Summary by Year			
Description	1990	2000	2010
Total	281	431	858
Units per Acre	0.40	0.66	1.34
Single-Family Units	152	171	350
Multi-Family Units	89	246	571
Mobile Home Units	5	12	15
Owner-Occupied Units	169	171	266
Renter-Occupied Units	80	227	441
Vacant Units	32	34	151
Median Housing Value	\$56,300	\$69,200	\$198,200
Occupied Housing Units w/no Vehicle	12 (4.82%)	63 (15.83%)	92 (13.01%)

As indicated in the tables above a significant portion of the population in the project area consists of minority and low-income households. The project is not likely to cause any increases or decreases in the population. Additional right of way will be needed for the US 1 interchange improvements and proposed Lucy Street interchange. Existing land use of the additional parcels needed for the improvements are commercial or vacant. The project is not anticipated to disproportionately impact the disadvantaged population within the project area.

4.1.2 Community Cohesion

The project improvements are expected to reduce traffic congestion and improve regional mobility, enhance sidewalk and bicycle lanes networks as well as provide a new access to the Turnpike at Lucy Street. Barriers to social or community interactions within or between neighborhoods is anticipated to be reduced since travel time (motorized and non-motorized) will likely decrease due to the proposed project elements.

4.1.3 Safety/Emergency Response

The Turnpike has been classified as an emergency evacuation route by the Florida Division of Emergency Management. Therefore, widening of the Turnpike Extension will decrease emergency response times and will expedite evacuation for surrounding communities in Miami-Dade County and Monroe County (Florida Keys) residents/visitors. Providing a new Turnpike access point at Lucy Street will also help improve emergency/evacuation response.

The improvements to the US 1 interchange will decrease congestion and introduce traffic separators on southbound US 1 north of Palm Drive which will enhance the safety of interchange.

4.1.4 Community Goals/Quality of Life

The project is compatible with the City of Homestead Comprehensive Plan and the Transportation & Transit Master plan. Quality of life is expected to be enhanced due to the increase safety of the Turnpike and reduced traffic congestion.

4.1.5 Special Community Designations

Florida City is considered a gateway city before entering the Florida Keys. Traffic congestion along the US 1 corridor will decrease due to the proposed ramps over Palm Drive.

4.2 Economic

4.2.1 Business and Employment

The initial construction phase of the project may hinder traffic operations causing more congestion, particularly at the US 1 interchange. This additional traffic congestion during the construction stages could have adverse impacts to local businesses. However, reduced congestion in the design year and increased mobility due to the Lucy Street interchange, business and employment will be enhanced.

Additional lanes on the Turnpike will provide increased mobility for nearby communities and tourists visiting Homestead/Florida City and the Florida Keys. The enhanced mobility of people and goods should have a positive economic effect on these areas.

4.2.2 Tax Base

Several business properties along the eastside of US 1, south of Palm Drive, will be affected by the proposed improvements and minor right of way acquisition will be required from these parcels.

Land adjacent to the Turnpike and Lucy Street is expected to see an increase in the tax base due to the additional access to the Florida's Turnpike. However, research into this subject is inconclusive whether property values may be adversely or beneficially affected by the project.

4.2.3 Traffic Patterns

The project is expected to improve travel times and reduce congestion within the corridor and provide a new access point to the Turnpike. These improvements to current routes and addition of new routes/patterns may promote local development and positive economic growth.

4.2.4 Business Access

Business access at the US 1 interchange and surrounding area will change due to the proposed project improvements. Along the Turnpike mainline, advance signing is proposed to alert travelers of the "Last Services" before the Florida Keys to encourage exiting and patronizing travel related services in the area. Blue business logo signs are also available to notify travelers of the services at each exit. A new interchange at Lucy Street will provide businesses in that area with direct Turnpike access to and from the north. On US 1 south of Palm Drive two (2) median openings will be closed due to the proposed grade separated ramps. A Texas-style U-turn will be provided in the northbound direction and a U-turn opportunity at the US 1 / Palm Drive intersection for the southbound movement is also proposed in order to mitigate the median opening closures. The U-turns may require additional travel distances based on direction of travel and businesses desired to patronize. Final U-turn locations will be determined in the final design phase of project development.

4.2.5 Special Needs Patrons

The mobility of special needs patrons will be improved through pedestrian improvements on US 1 and Palm Drive. Furthermore, with less back up on the Turnpike special needs transport vehicles will be able to serve special needs patrons with improved travel time and mobility through the Lucy Street interchange.

4.3 Land Use

4.3.1 Existing Land Use

Existing land use in the project area was determined through document review, the ETDM Environmental Screening Tool (EST), GIS shapefiles provided from Miami Dade County, aerial imagery analysis, and observations made during the site reconnaissance.

The project is located in Miami-Dade County, Florida from US 1 south of Palm Drive in Florida City to Campbell Drive in the City of Homestead. **Figure 4-1** illustrates the existing land use. The study area encompasses a mixture of land use classifications, including retail/office, residential, institutional, agricultural, as well as vacant.

At the southern terminus the land use north and south of US 1 (SR 821) at Palm Drive is retail. As the Turnpike continues to the northeast to Lucy Street, land use is vacant and residential south of the turnpike and vacant (nonresidential) north of the turnpike.

From the SE 8th street overpass to the NE 18th Avenue and SW 162nd Avenue overpass the land use is agricultural and residential (multifamily) along the project corridor. As the Turnpike continues northeast, land use is agricultural, institutional, and residential along the south side of the Turnpike and agricultural, residential, and retail along the north side.



4.3.2 Future Land Use

The Future Land Use Map includes the following categories surrounding the project: light commercial, medium density residential, low density residential, technology mixed, and planned urban neighborhood.

The Florida Department of Economic Opportunity (FDEO) stated that the proposed improvements are consistent with the development goals and the Comprehensive Plan of the City of Homestead. The Future Transportation Map for the City includes the entire proposed project. The Future Land Use Map, presented in **Figure 4-2**, includes the following categories surrounding the project: light commercial, medium density residential, low density residential, technology mixed, and planned urban neighborhood.

The City of Homestead aims to provide a safe, convenient, and efficient multi-modal transportation system for its residents and visitors by building necessary transportation improvements and coordinating with Miami-Dade County and the State of Florida on their proposed projects. The proposed project is included in the City's comprehensive plan (widening of the Turnpike to six (6) lanes through the City) and would improve the flow of traffic along this major roadway. Additionally, the proposed project supports the city's safety goals as the Turnpike corridor serves as a Primary Emergency Evacuation Route.

The project is incorporated into the City of Homestead's Comprehensive Plan, Transportation Element. Objective 3: Enhance Regional Access aims to promote traffic and transit improvements which enhance regional access to and from other parts of Miami-Dade County. Policy 3.6 under the previously mentioned Objective calls for the coordination with FDOT and Miami-Dade County to evaluate and consider the feasibility of a proposed interchange at Lucy Street and the Turnpike. Additionally, under Objective 6: Coordinate with Other Transportation Entities, Policy 6.1 calls for ensuring that the primary arterial connections between the City of Homestead and other urban centers in Miami-Dade County are adequate to accommodate future growth through the year 2030. Additionally, Policy 6.5 calls for continued coordination and planning with the County's Emergency Management office in order to provide safe and efficient hurricane or disaster evacuation for residents of the City of Homestead, Florida City, and neighboring Monroe County.

The 2030 Future Transportation Map incorporated into the City's Comprehensive Plan Transportation Element shows The Florida Turnpike as a six (6) lane facility, designated as a long-term improvement (2030) with a full interchange located at Campbell Drive/312th Street, and a new Turnpike Interchange at SW 328th Street. The project, as proposed, calls for the expansion of the Florida Turnpike from a divided four (4)-lane thoroughfare to a divided six (6)-lane thoroughfare with three travel lanes in each direction. Interchange, bridge, and stormwater facility improvements are also proposed in association with this project, which is consistent with the City's Future Transportation Map.

The project is also identified in the City of Homestead's Transportation and Transit Master plan, as a mid to long term improvements, that identifies the need to widen the Turnpike to 6-lanes to accommodate future growth.

4.3.3 Local Plan Consistency

The 2030 Future Transportation Map for the City of Homestead shows this section of the Turnpike as having six lanes, which is in agreement with the proposed project. The project is included in the Turnpike FY 18/9 to 22/3 Five-year Work Program. Preliminary engineering funding is approved for FY 2021/2022 (FY 2022) for \$7,252,265, while the construction cost for \$82,577,093 is currently unfunded.

4.3.5 Focal Points

The study area travels through Homestead and Florida City, FL. There are commercial, residential, and civic land uses along the study area. The US 1 interchange is used frequently for travelers heading to the Florida Keys, and is the end/beginning termini for the tollway system.

4.4 Mobility

Mobility will be enhanced with the addition of travel lanes. Emergency evacuation and response times for the surrounding communities and emergency services will be improved.

4.4.1 Mobility Choices

Two transportation disadvantaged service providers (Miami-Dade Transit Agency and Logisticare Solutions, LLC). There is one existing recreational trail: East Coast Greenway - Dade Corridor, and four proposed recreational trails: Biscayne-Everglades Greenway Corridor, Mowry Trail, Krome Trail Road ROW Corridor, and the South Dade Trail. There are also eight bus transit routes within the 500-foot project buffer servicing the community.

4.4.2 Accessibility - Transportation Disadvantaged

Accessibility is expected to be improved through proposed pedestrian, bicycle and transit improvements on US 1, Palm Drive and other area roadways within the project limits. A more contiguous sidewalk network, improved crosswalks and bicycle facilities are proposed within the project limits. Existing transit stop locations that may need adjustments during final design have been identified in the Preliminary Engineering Report prepared for this study. Increased mobility in the area should result in easier access to transit facilities and less congested roadways for the transit services.

4.4.3 Connectivity

Connectivity to community and neighborhood activity centers is expected to be enhanced due to new Turnpike access at Lucy Street and reduced traffic congestion at the US 1 interchange.

4.4.4 Traffic Circulation

The addition of travel lanes on the mainline, a new partial interchange at Lucy Street and the improvements to the US 1 interchange will improve traffic circulation throughout the project area.

4.4.5 Public Parking

Public parking will not be affected by the project.

4.5 Aesthetic Effects

4.5.1 Noise/Vibration

A noise study will be conducted to determine if abatement will be required due to the proposed improvements of this Turnpike PD&E study.

4.5.2 Viewshed

The viewshed along the Turnpike is not expected to be affected by the addition of travel lanes on an existing main highway corridor. The viewshed at the US 1 interchange will be modified to include a new proposed bridge over Palm Drive for the new on and off-ramps. The viewshed at Lucy Street would be modified to include the new on and off-ramps on both sides of Turnpike that will be on a Mechanically Stabilized Earth (MSE) wall and embankment.

4.5.3 Compatibility

The widening of the existing Turnpike from four (4) lanes to six (6) is not expected to be perceived as inconsistent with the character of the community.

4.6 Relocation Potential

The potential for displacement of existing residents, businesses, or community facilities is minimal. Relocation potentials due to Alternative B are identified on the eastside of US 1 south of Palm Drive.

In order to minimize the unavoidable effects of Right of Way acquisition and displacement of people, the Florida Department of Transportation will carry out a Right of Way and Relocation Assistance Program in accordance with Florida Statute 421.55, Relocation of displaced persons.

4.6.1 Residential

No acquisition of residential parcels will be required.

4.6.2 Non-Residential

Several non-residential parcels will be affected due to the proposed improvements at the US 1 interchange and proposed Lucy Street interchange.

4.6.3 Public Facilities

No acquisition of public parcels will be required.

Recommendation and Commitments

5.1 Recommendations for Resolving Issues

No actions are required for Social, Economic, Land Use, Mobility, or Relocation issues. The demographics of the community indicate significant minority and low-income populations in the study area. Public involvement efforts should focus on collaborative planning processes that properly identify the essential stakeholders, recognize the critical issues for each party, work to resolve uncertainties and work through feasible alternative discussion to display efforts made to enhance and mitigate the critical issues.

5.2 Project Commitments

Public involvement, with special consideration given to linguistically isolated populations, will solicit public opinion on the project effects on the community. To ensure that all interested parties and community concerns are identified, key interest groups should be notified with measures taken to confirm methods of receipt of meeting notices and project updates whether through visual or verbal methods in popular areas. A good process of communication early and often brings crucial information to light for discussion along with developing a clear understanding of the project and its improvements so that decision-making may proceed.

Highway traffic noise and stop and go traffic noise along with idling engines has a large impact on non-roadway sources. The noise levels can vary based upon number, type, and speed of the vehicles producing the noise. The Federal Highway Administration has established noise impact criteria for different land uses close to highways. A noise study will be conducted to identify noise sensitive sites and to determine eligibility for noise abatement measures.

Appendix A

Sociocultural Data

DRAFT

Sociocultural Data Report

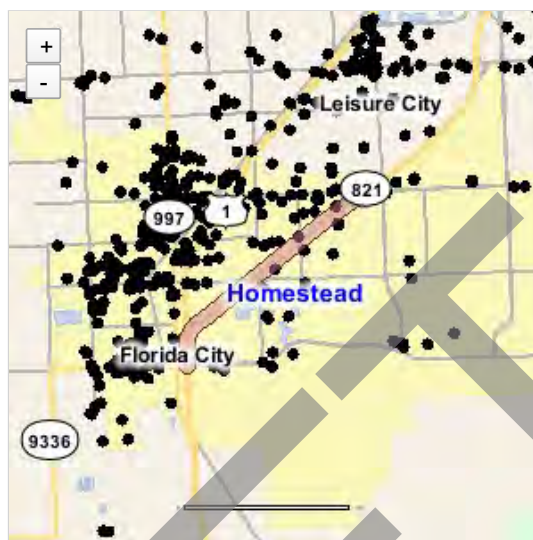


ETDM #14322 - Alternative #1

Area: 0.623 square miles

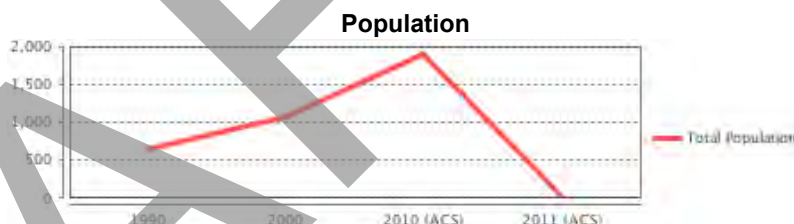
Jurisdiction(s):

- **Cities:** Florida City, Homestead
- **Counties:** Miami-dade



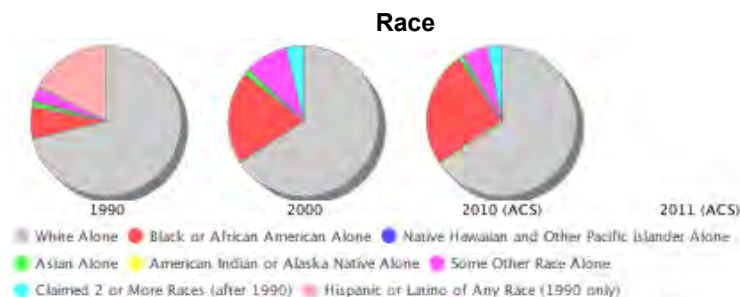
General Population Trends

Description	1990	2000	2010 (ACS)	2011 (ACS)
Total Population	633	1,069	1,905	NA
Total Households	248	398	707	NA
Average Persons per Acre	4.61	6.30	9.29	NA
Average Persons per Household	3.34	2.53	2.86	NA
Average Persons per Family	3.67	3.49	3.14	NA
Males	322	486	901	NA
Females	310	583	1,004	NA



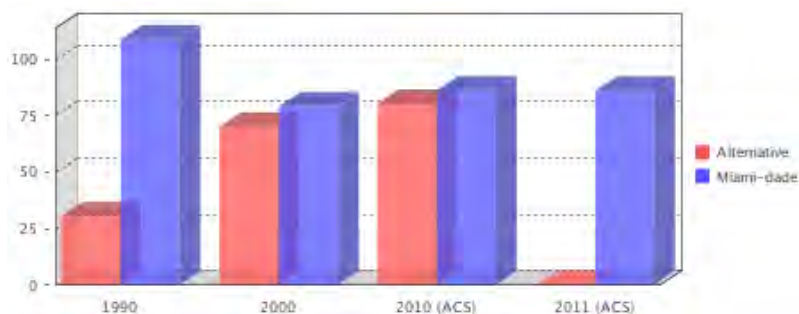
Race and Ethnicity Trends

Description	1990	2000	2010 (ACS)	2011 (ACS)
White Alone	544 (85.94%)	704 (65.86%)	1,250 (65.62%)	NA (NA)
Black or African American Alone	53 (8.37%)	211 (19.74%)	472 (24.78%)	NA (NA)
Native Hawaiian and Other Pacific Islander Alone	0 (0.00%)	0 (0.00%)	0 (0.00%)	NA (NA)
Asian Alone	8 (1.26%)	13 (1.22%)	20 (1.05%)	NA (NA)
American Indian or Alaska Native Alone	2 (0.32%)	1 (0.09%)	3 (0.16%)	NA (NA)



Minority Percentage Population

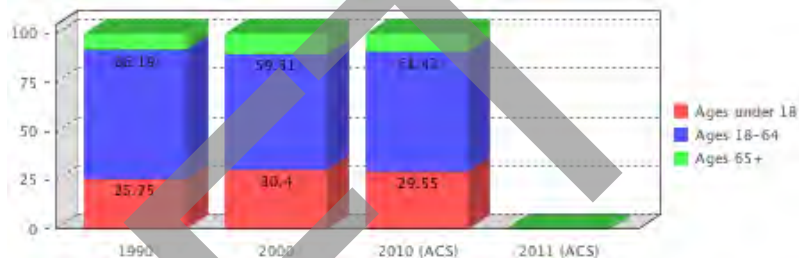
Some Other Race Alone	24 (3.79%)	98 (9.17%)	102 (5.35%)	NA (NA)
Claimed 2 or More Races	NA (NA)	41 (3.84%)	57 (2.99%)	NA (NA)
Hispanic or Latino of Any Race	133 (21.01%)	530 (49.58%)	1,059 (55.59%)	NA (NA)
Not Hispanic or Latino	500 (78.99%)	539 (50.42%)	846 (44.41%)	NA (NA)
Minority	193 (30.49%)	751 (70.25%)	1,533 (80.47%)	NA (NA)



Age Trends

Description	1990	2000	2010 (ACS)	2011 (ACS)
Under Age 5	8.53%	10.20%	10.39%	NA
Ages 5-17	17.22%	20.21%	19.16%	NA
Ages 18-21	4.11%	4.86%	6.04%	NA
Ages 22-29	15.48%	17.03%	14.80%	NA
Ages 30-39	20.85%	16.28%	15.38%	NA
Ages 40-49	12.95%	11.88%	12.76%	NA
Ages 50-64	12.80%	9.26%	12.44%	NA
Age 65 and Over	8.06%	10.29%	9.03%	NA
Ages 65-74	5.53%	6.08%	4.99%	NA
Ages 75-84	2.21%	3.74%	3.04%	NA
Age 85 and Over	0.32%	0.47%	1.00%	NA
Median Age	NA	28	32	NA

Percentage Population by Age Group



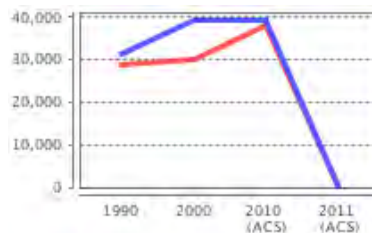
Median Age Comparison



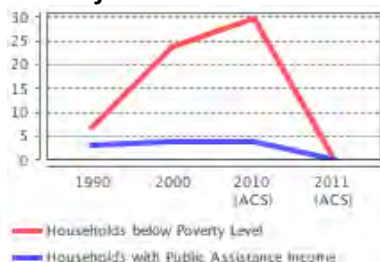
Income Trends

Description	1990	2000	2010 (ACS)	2011 (ACS)
Median Household Income	\$28,609	\$29,824	\$37,798	NA
Median Family Income	\$31,371	\$39,120	\$39,113	NA
Population below Poverty Level	7.90%	24.60%	30.29%	NA
Households below Poverty Level	6.85%	23.87%	29.56%	NA
Households with Public Assistance Income	3.23%	4.02%	3.82%	NA

Income Trends



Poverty and Public Assistance



Disability Trends

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2011 (ACS)
Population 16 To 64	23	144		

Years with a disability	(4.76%)	(15.03%)	(NA)	(NA)
-------------------------	---------	----------	------	------

Population 20 To 64 Years with a disability				
------------------------------------------------	--	--	--	--

Educational Attainment Trends

Age 25 and Over

Description	1990	2000	2010 (ACS)	2011 (ACS)
Less than 9th Grade	26 (5.96%)	110 (17.52%)	62 (5.74%)	NA (NA)
9th to 12th Grade, No Diploma	41 (9.40%)	101 (16.08%)	92 (8.51%)	NA (NA)
High School Graduate or Higher	369 (84.63%)	417 (66.40%)	927 (85.75%)	NA (NA)
Bachelor's Degree or Higher	91 (20.87%)	94 (14.97%)	193 (17.85%)	NA (NA)

Language Trends

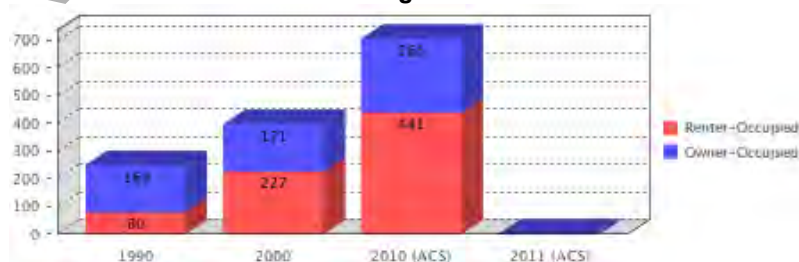
Age 5 and Over

Description	1990	2000	2010 (ACS)	2011 (ACS)
Speaks English Well	22 (3.64%)	112 (11.67%)	130 (7.63%)	NA (NA)
Speaks English Not Well	NA (NA)	91 (9.48%)	109 (6.40%)	NA (NA)
Speaks English Not at All	NA (NA)	75 (7.81%)	103 (6.04%)	NA (NA)
Speaks English Not Well or Not at All	23 (3.80%)	166 (17.29%)	212 (12.44%)	0 (NA)

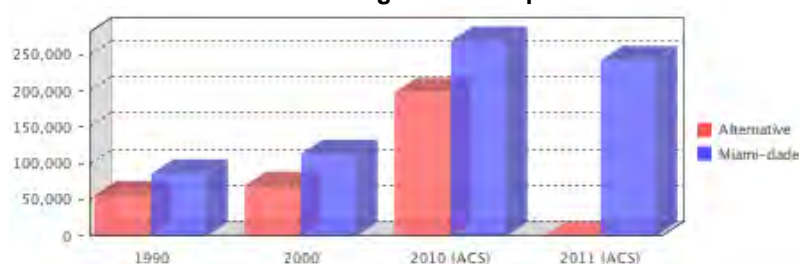
Housing Trends

Description	1990	2000	2010 (ACS)	2011 (ACS)
Total	281	432	858	NA
Units per Acre	0.40	0.66	1.34	NA
Single-Family Units	152	171	350	NA
Multi-Family Units	89	246	571	NA
Mobile Home Units	5	12	15	NA
Owner- Occupied Units	169	171	266	NA
Renter- Occupied Units	80	227	441	NA
Vacant Units	32	34	151	NA
Median Housing Value	\$56,300	\$69,200	\$198,200	NA
Occupied Housing Units w/No Vehicle	12 (4.82%)	63 (15.83%)	92 (13.01%)	NA (NA)

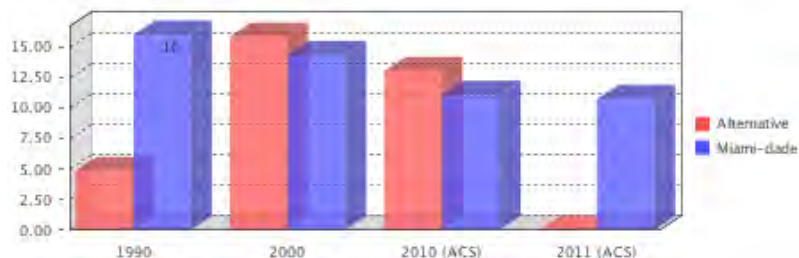
Housing Tenure



Median Housing Value Comparison

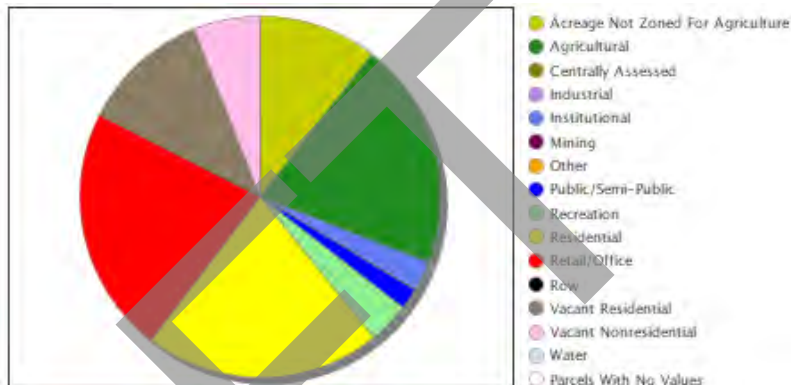


Occupied Units With No Vehicles Available



Existing Land Use

Land Use Type	Acres	Percentage
Acreage Not Zoned For Agriculture	23	5.76%
Agricultural	44	11.03%
Centrally Assessed	0	0.00%
Industrial	0	0.00%
Institutional	6	1.50%
Mining	0	0.00%
Other	0	0.00%
Public/Semi-Public	4	1.00%
Recreation	8	2.01%
Residential	46	11.53%
Retail/Office	48	12.03%
Row	0	0.00%
Vacant Residential	25	6.27%
Vacant Nonresidential	13	3.26%
Water	0	0.00%
Parcels With No Values	<0.5	<0.13%



Community Facilities

The community facilities information below is useful in a variety of ways for environmental evaluations. These community resources should be evaluated for potential sociocultural effects, such as accessibility and relocation potential. The facility types may indicate the types of population groups present in the project study area. Facility staff and leaders can be sources of community information such as who uses the facility and how it is used. Additionally, community facilities are potential public meeting venues.

Cultural Centers (Points)

Facility Name	Address	Zip Code
FLAGSHIP CINEMAS	2250 NE 8TH ST	33033

US Census Places

Facility Name
Florida City (city)
Homestead (city)

Block Groups

The following Census Block Groups were used to calculate demographics for this report.

1990 Census Block Groups

120250114989, 120250114982, 120250110019, 120250114984, 120250110024

2000 Census Block Groups

120860110032, 120860110044, 120860111005, 120860110019, 120860114011, 120860114013

2010 Census Block Groups

120860114011, 120860110011, 120860110071, 120860111013, 120860114012, 120860114013, 120860114014

2017 Census Block Groups

120860111013, 120860110071, 120860114011, 120860114014, 120860110011, 120860114013, 120860114012

Data Sources

Area

The geographic area of the community based on a user-specified community boundary or area of interest (AOI) boundary.

Jurisdiction

Jurisdiction(s) includes local government boundaries that intersect the community or AOI boundary.

Demographic Data

Demographic data reported under the headings General Population Trends, Race and Ethnicity Trends, Age Trends, Income Trends, Educational Attainment Trends, Language Trends, and Housing Trends is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2007-2011. The data was gathered at the block group level for user-specified community boundaries and AOIs, and at the county level for counties. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

User-specified community boundaries and AOIs do not always correspond precisely to block group boundaries. In these instances, adjustment of the geographic area and data for affected block groups is required to estimate the actual population. To improve the accuracy of such estimates in the SDR report, the census block group data was adjusted to exclude all census blocks with a population of two or fewer. These areas were eliminated from the corresponding years' block groups. Next, the portion of the block group that lies outside of the community or AOI boundary was removed. The demographics within each block group were then recalculated, assuming an equal area distribution of the population. Note that there may be areas where there is no population.

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: <http://mcdc.missouri.edu/pub/data/acs/Readme.shtml>) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data/2011.html>

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf>; <http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf>)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2007-2011 ACS. Because of changes made to the Census and ACS questions between 1990 and 2011, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2011 ACS data; 2) The 2011 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years. Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2011 ACS data; 2) The 2011 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Income of households. This includes the income of the householder and all other individuals 15 years old and over in the household, whether they are related to the householder or not. Because many households consist of only one person, average household income is usually less than average family income.

Income of families. In compiling statistics on family income, the incomes of all members 15 years old and over related to the householder are summed and treated as a single amount.

Age Trends median age for 1990 is not available.

Land Use Data

The Land Use information Indicates acreages and percentages for the generalized land use types used to group parcel-specific, existing land use assigned by the county property appraiser office according to the Florida Department of Revenue land use codes.

Community Facilities Data

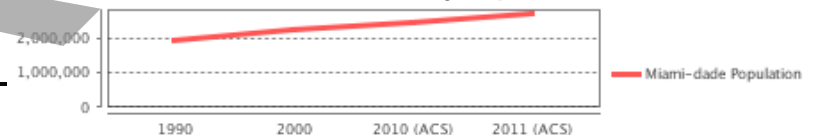
- Assisted Rental Housing Units - Identifies multifamily rental developments that receive funding assistance under federal, state, and local government programs to offer affordable housing as reported by the Shimberg Center for Housing Studies, University of Florida.
- Mobile Home Parks - Identifies approved or acknowledged mobile home parks reported by the Florida Department of Business and Professional Regulation and Florida Department of Health.
- Migrant Camps - Identifies migrant labor camp facilities inspected by the Florida Department of Health.
- Group Care Facilities - Identifies group care facilities inspected by the Florida Department of Health.
- Community Center and Fraternal Association Facilities - Identifies facilities reported by multiple sources.
- Law Enforcement Correctional Facilities - Identifies facilities reported by multiple sources.
- Cultural Centers - Identifies cultural centers including organizations, buildings, or complexes that promote culture and arts (e.g., aquariums and zoological facilities; arboreta and botanical gardens; dinner theaters; drive-ins; historical places and services; libraries; motion picture theaters; museums and art galleries; performing arts centers; performing arts theaters; planetariums; studios and art galleries; and theater producers stage facilities) reported by multiple sources.
- Fire Department and Rescue Station Facilities - Identifies facilities reported by multiple sources.
- Government Buildings - Identifies local, state, and federal government buildings reported by multiple sources.
- Health Care Facilities - Identifies health care facilities including abortion clinics, dialysis clinics, medical doctors, nursing homes, osteopaths, state laboratories/clinics, and surgicenters/walk-in clinics reported by the Florida Department of Health.
- Hospital Facilities - Identifies hospital facilities reported by multiple sources.
- Law Enforcement Facilities - Identifies law enforcement facilities reported by multiple sources.
- Parks and Recreational Facilities - Identifies parks and recreational facilities reported by multiple sources.
- Religious Center Facilities - Identifies religious centers including churches, temples, synagogues, mosques, chapels, centers, and other types of religious facilities reported by multiple sources.
- Private and Public Schools - Identifies private and public schools reported by multiple sources.
- Social Service Centers - Identifies social service centers reported by multiple sources.
- Veteran Organizations and Facilities

Miami-dade County Demographic Profile

General Population Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total Population	1,937,094	2,253,362	2,445,374	2,702,602
Total Households	692,355	776,774	827,556	858,289
Average Persons per Acre	1.528	1.774	1.925	2.128
Average Persons per Household	2.798	2.84	3.00	3.09
Average Persons per Family	3.413	3.488	3.591	3.926
Males	928,411	1,086,558	1,182,784	1,311,997
Females	1,008,683	1,166,804	1,262,590	1,390,605

Miami-dade County Population

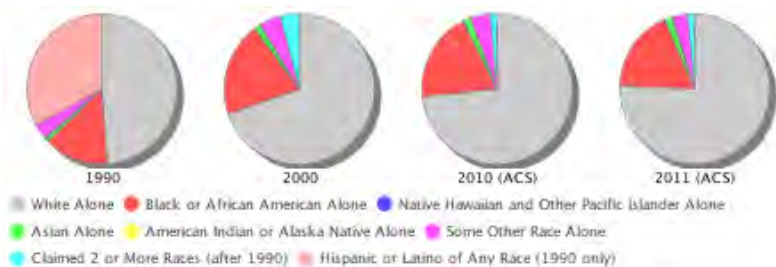


Race and Ethnicity Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
-------------	------	------	------------	------------

Miami-dade County Race

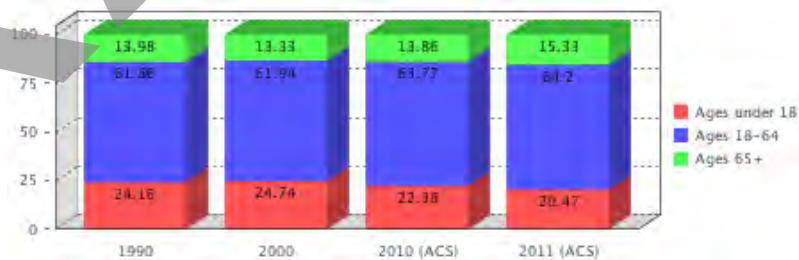
White Alone	1,413,015 (72.95%)	1,570,990 (69.72%)	1,794,730 (73.39%)	2,043,272 (75.60%)
Black or African American Alone	397,993 (20.55%)	452,333 (20.07%)	470,326 (19.23%)	485,602 (17.97%)
Native Hawaiian and Other Pacific Islander Alone	(NA)	605 (0.03%)	649 (0.03%)	724 (0.03%)
Asian Alone	25,869 (1.34%)	30,692 (1.36%)	38,813 (1.59%)	42,770 (1.58%)
American Indian or Alaska Native Alone	3,066 (0.16%)	4,841 (0.21%)	3,572 (0.15%)	4,040 (0.15%)
Some Other Race Alone	96,713 (4.99%)	102,436 (4.55%)	102,938 (4.21%)	84,892 (3.14%)
Claimed 2 or More Races	(NA)	91,465 (4.06%)	34,346 (1.40%)	41,302 (1.53%)
Hispanic or Latino of Any Race	953,407 (49.22%)	1,291,681 (57.32%)	1,565,410 (64.02%)	1,823,038 (67.45%)
Not Hispanic or Latino	983,687 (50.78%)	961,681 (42.68%)	879,964 (35.98%)	879,564 (32.55%)
Minority	2,112,884 (109.07%)	1,787,468 (79.32%)	2,112,884 (86.40%)	2,331,369 (86.26%)



Age Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
Under Age 5	7.21%	6.43%	6.20%	5.78%
Ages 5-17	16.95%	18.31%	16.18%	14.69%
Ages 18-21	5.60%	5.24%	5.83%	5.06%
Ages 22-29	13.10%	10.97%	10.98%	11.21%
Ages 30-39	16.06%	16.33%	14.14%	13.89%
Ages 40-49	12.47%	14.49%	15.67%	14.68%
Ages 50-64	14.63%	14.90%	17.15%	19.37%
Age 65 and Over	13.98%	13.33%	13.86%	15.33%
Ages 65-74	7.54%	7.23%	7.34%	8.19%
Ages 75-84	4.88%	4.41%	4.71%	4.95%
Age 85 and Over	1.55%	1.69%	1.81%	2.20%
Median Age	NA	36	38	40

Percentage Population by Age Group - Miami-dade



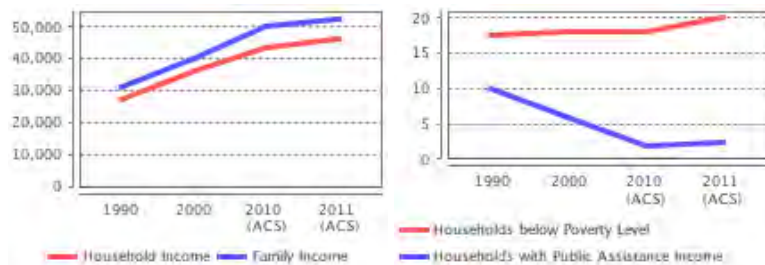
Income Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
-------------	------	------	------------	------------

Income Trends

Poverty and Public Assistance

Median Household Income	\$26,909	\$35,966	\$43,605	\$46,338
Median Family Income	\$31,113	\$40,260	\$50,065	\$52,235
Population below Poverty Level	17.94%	17.97%	17.18%	18.98%
Households below Poverty Level	17.62%	18.10%	18.02%	19.95%
Households with Public Assistance Income	9.96%	6.01%	1.74%	2.24%



Disability Trends - Miami-dade

See the Data Sources section below for an explanation about the differences in disability data among the various years.

Description	1990	2000	2010 (ACS)	2017 (ACS)
Population 16 To 64 Years with a disability	78,949 (5.28%)	324,062 (15.60%)	NA (NA)	NA (NA)
Population 20 To 64 Years with a disability	NA (NA)	NA (NA)	NA (NA)	114,936 (6.96%)

Educational Attainment Trends - Miami-dade

Age 25 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Less than 9th Grade	228,426 (17.83%)	219,066 (14.68%)	202,413 (12.23%)	194,934 (10.23%)
9th to 12th Grade, No Diploma	219,856 (17.16%)	260,287 (17.45%)	178,335 (10.77%)	167,399 (8.78%)
High School Graduate or Higher	833,013 (65.01%)	1,012,436 (67.87%)	1,274,809 (77.00%)	1,543,966 (80.99%)
Bachelor's Degree or Higher	240,460 (18.77%)	323,399 (21.68%)	434,574 (26.25%)	530,196 (27.81%)

Language Trends - Miami-dade

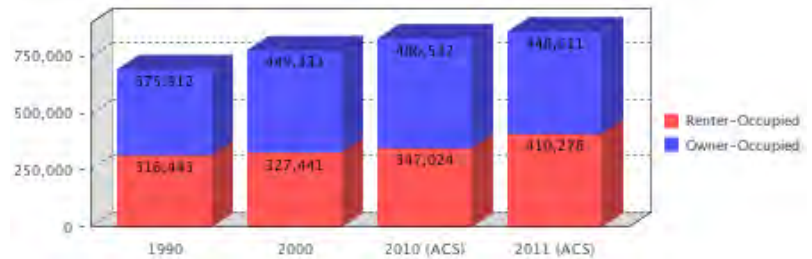
Age 5 and Over

Description	1990	2000	2010 (ACS)	2017 (ACS)
Speaks English Well	221,943 (12.34%)	285,783 (13.55%)	302,397 (13.18%)	333,659 (13.10%)
Speaks English Not Well	NA (NA)	261,782 (12.42%)	294,777 (12.85%)	317,308 (12.46%)
Speaks English Not at All	NA (NA)	184,249 (8.74%)	217,650 (9.49%)	241,775 (9.49%)
Speaks English Not Well or Not at All	341,005 (18.96%)	446,031 (21.15%)	512,427 (22.34%)	559,083 (21.96%)

Housing Trends - Miami-dade

Description	1990	2000	2010 (ACS)	2017 (ACS)
Total	771,288	852,278	980,580	1,008,908
Units per Acre	0.608	0.671	0.772	0.794
Single-Family Units	365,600	448,569	508,364	503,457
Multi-Family Units	301,870	387,550	457,465	492,080
Mobile Home Units	15,359	15,338	14,234	13,071
Owner-Occupied Units	375,912	449,333	480,532	448,011
Renter-Occupied Units	316,443	327,441	347,024	410,278
Vacant Units	78,933	75,504	153,024	150,619
Median Housing Value	\$86,000	\$113,200	\$269,600	\$242,800
Occupied Housing Units w/No Vehicle	110,809 (16.00%)	111,323 (14.33%)	91,558 (11.06%)	92,055 (10.73%)

Housing Tenure - Miami-dade



County Data Sources

Demographic data reported is from the U.S. Decennial Census (1990, 2000) and the American Community Survey (ACS) 5-year estimates from 2006-2010 and 2007-2011. The data was gathered at the county level. Depending on the dataset, the data represents 100% counts (Census Summary File 1) or sample-based information (Census Summary File 3 or ACS).

About the Census Data:

Use caution when comparing the 100% count data (Decennial Census) to the sample-based data (ACS). In any given year, about one in 40 or 2.5% of U.S. households will receive the ACS questionnaire. Over any five-year period, about one in eight households will receive the questionnaire, as compared to about one in six that received the long form questionnaire for the Decennial Census 2000. (Source: <http://mcdc.missouri.edu/pub/data/acs/Readme.shtml>) The U.S. Census Bureau provides help with this process: <https://www.census.gov/programs-surveys/acs/guidance/comparing-acs-data/2011.html>

Use caution when interpreting changes in Race and Ethnicity over time. Starting with the 2000 Decennial Census, respondents were given a new option of selecting one or more race categories. Also in 2000, the placement of the question about Hispanic origin changed, helping to increase responsiveness to the Hispanic-origin question. Because of these and other changes, the 1990 data on race and ethnicity are not directly comparable with data from later censuses. (Source: <http://www.census.gov/prod/2001pubs/c2kbr01-1.pdf>; <http://www.census.gov/pred/www/rpts/Race%20and%20Ethnicity%20FINAL%20report.pdf>)

The "Minority" calculations are derived from Census and ACS data using both the race and ethnicity responses. On this report, "Minority" refers to individuals who list a race other than White and/or list their ethnicity as Hispanic/Latino. In other words, people who are multi-racial, any single race other than White, or Hispanic/Latino of any race are considered minorities.

Disability data is not included in the 2010 Decennial Census, or the 2006-2010 ACS. This data is available in the 2007-2011 ACS. Because of changes made to the Census and ACS questions between 1990 and 2011, disability variables should not be compared from year to year. For example: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2011 ACS data; 2) The 2011 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000; 3) the age groupings changed over the years.

Please take the following two concerns into account when viewing this data: 1) With the 1990 data the disabilities are listed as a "work disability" while this distinction is not made with 2000 or 2011 ACS data; 2) The 2011 ACS data includes the institutionalized population (e.g. persons in prisons and group homes), while this population is not included in 1990 or 2000.

Source:

<https://www.census.gov/people/disability/methodology/acs.html>

<https://www.census.gov/population/www/cen2000/90vs00/index.html>

The category Bachelor's Degree or Higher under the heading Educational Attainment Trends is a subset of the category High School Graduate or Higher.

Metadata

- Community and Fraternal Centers https://etdmpub.fl-a-etat.org/metadata/gc_communitycenter.htm
- Correctional Facilities in Florida https://etdmpub.fl-a-etat.org/metadata/gc_correctional.htm
- Cultural Centers in Florida https://etdmpub.fl-a-etat.org/metadata/gc_culturecenter.htm
- Fire Department and Rescue Station Facilities in Florida https://etdmpub.fl-a-etat.org/metadata/gc_firestat.htm
- Local, State, and Federal Government Buildings in Florida https://etdmpub.fl-a-etat.org/metadata/gc_govbuild.htm
- Florida Health Care Facilities https://etdmpub.fl-a-etat.org/metadata/gc_health.htm
- Hospital Facilities in Florida https://etdmpub.fl-a-etat.org/metadata/gc_hospitals.htm
- Law Enforcement Facilities in Florida https://etdmpub.fl-a-etat.org/metadata/gc_lawenforce.htm
- Florida Parks and Recreational Facilities https://etdmpub.fl-a-etat.org/metadata/gc_parks.htm
- Religious Centers 2009 https://etdmpub.fl-a-etat.org/metadata/gc_religion.htm
- Florida Public and Private Schools https://etdmpub.fl-a-etat.org/metadata/gc_schools.htm
- Social Service Centers https://etdmpub.fl-a-etat.org/metadata/gc_socialservice.htm
- Assisted Rental Housing Units in Florida https://etdmpub.fl-a-etat.org/metadata/gc_assisted_housing.htm
- Group Care Facilities <https://etdmpub.fl-a-etat.org/metadata/groupcare.htm>
- Mobile Home Parks in Florida https://etdmpub.fl-a-etat.org/metadata/gc_mobilehomes.htm
- Migrant Camps in Florida <https://etdmpub.fl-a-etat.org/metadata/migrant.htm>
- Veteran Organizations and Facilities https://etdmpub.fl-a-etat.org/metadata/gc_veterans.htm
- Generalized Land Use - Florida DOT District 6 https://etdmpub.fl-a-etat.org/metadata/d6_lu_gen.htm
- Census Block Groups in Florida https://etdmpub.fl-a-etat.org/metadata/e2_cenacs_cci.htm
- 1990 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/metadata/e2_cenblkgrp_1990_cci.htm
- 2000 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/metadata/e2_cenblkgrp_2000_cci.htm
- 2010 Census Block Groups in Florida https://etdmpub.fl-a-etat.org/metadata/e2_cenblkgrp_2010_cci.htm