



# Form Community Impacts Assessment Technical Report

**Project Name:** SL 360 from Lake Austin to North of RM 2222

**Control Section Job Number (CSJ):** 0113-13-168

**Report Date:** 04/07/2020

**District:** Austin

**County(ies):** Travis

**Let Date:** 08/2022

**Project Classification:** Intersection Improvements

**Report Version**

**Draft**

**Revised**

**Final**

Please refer to the italicized instructions throughout this form, for guidance in determining which section should be completed. More detailed information on filling out this form is available in the Community Impacts Assessment Technical Report Instructions document in the CIA Toolkit. Additional guidance can be found in the Environmental Handbook - Community Impacts, Environmental Justice, Limited English Proficiency and Title VI and Frequently Asked Questions page in the [Community Impacts Assessment Toolkit](#) available on TxDOT.gov. For further assistance in developing this report or to discuss review comments on previous analyses, please contact the Environmental Affairs Division (ENV).

## A. Applicable Projects

**Would the proposed project involve ANY of the following conditions?**

- Displacements of any kind
- Permanent increase in travel times to community facilities, businesses, or homes (except for projects that construct a new or extend an existing raised median or median barrier – see question below)
- Permanent elimination of driveway connections to/from community facilities, businesses, or homes
- Permanent impediment to use of non-automobile modes of travel
- Construction of a highway on new location
- Creation of a new bypass or reliever route
- Upgrading a non-freeway facility to a freeway facility
- Adding toll lanes

**Yes** *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B**. Do not answer the remaining questions in this **Section A**.*

**No** *Proceed to the following question*



**Would the proposed project involve ANY of the following conditions?**

- Expansion of the roadway pavement by the width of one vehicle lane or more
  - Creation of a new grade separation
  - Construction of a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover
- Yes *Proceed to the following question*
- No *Completion of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**) Do not answer the remaining questions in this **Section A.***

**Are all of the following statements correct (to the extent they are applicable to the specific project)?**

- For a project that involves expansion of a roadway by the width of one vehicle lane or more, the expansion is limited to an area that is rural or undeveloped.
  - For a project that creates a new grade separation, the grade separation is limited to only one level (i.e. creating an overpass where one roadway will pass over another roadway), and is not a multi-level interchange.
  - For a project that constructs a new or extends an existing raised median or median barrier in front of a school OR with a section longer than 3 miles without a break or crossover, the new or extended raised median or median barrier will not change access to any driveways or cross streets.
- Yes *Provide a brief summary of why there would not be any community impacts in the text box below. This will conclude the analysis and completion of the remainder of this Community Impact Assessment Technical Report form is not required (unless there is a reason to believe that the project would, nevertheless, have the potential to result in adverse temporary or permanent impacts to community resources, in which case proceed to **Section B.**).*
- No *Completion of this Community Impact Assessment Technical Report form is required. Proceed to **Section B.***

<Insert Text Here>

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## **B. Community Study Area**

Please answer all of the following questions in full sentences and proceed to **Section C.**

- 1. Describe the overall objective of the improvements (e.g., to reduce congestion at an intersection, to improve operational efficiency, etc.).**

The purpose of the project is to improve mobility and safety at the SL 360 intersections of Courtyard Drive and RM 2222.

- 2. Describe the boundaries of the community study area and the reasoning behind why these boundaries were selected for this analysis. State the county, distance to major city, and nearby major roadways for the community that may be impacted. Attach a map showing the community study area as well as the locations of all community facilities within the study area (e.g., schools, places of worship, health care facilities, recreation centers, social services, libraries, emergency services, etc.).**

The boundaries of the community study area were selected for this analysis based on the proximity of occupied parcels to SL 360 and the likelihood of SL 360 being a primary transportation route for motorists traveling to and from those parcels. The community study area consists of parcels adjacent to the proposed project as well as neighborhoods and businesses that would be most likely to experience access and travel impacts as a result of the proposed project at the intersections of SL 360 and Courtyard Drive and RM 2222. The study area is located entirely within Austin City limits in Travis County. A map showing the location as well as land use and community facilities within the study area is attached.

- 3. Describe the current land use patterns within the community study area (e.g., scattered rural development and agricultural use, planned suburban residential development, high-density urban development, mixed use, etc.).**

The study area is primarily suburban residential with some commercial and office use. Bull Creek Park is located northeast of the project's northern limit on the east side of SL 360. Based on historic aerials residential development within the study area began in the 1960s and development to the west of the roadway began in the 1980s after the road was constructed. There are many areas of open space that are not city-designated parks within the study area in and around residential areas.



# Form Community Impacts Assessment Technical Report

4. List and describe the community facilities within the community study area in the table below and show these facilities on an attached map.

#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
1	Pennybacker Bridge Overlook	Point of Interest	Public	No	Yes	The Pennybacker Bridge Overlook is not a city designated park, but is a popular location for tourists and locals to visit within the TxDOT right-of-way.
2	Shepherd of the Hills Christian Church	Place of Worship	Private	No	No	<Insert Text>
3	Austin Fire Station 31	Emergency Services	Public	No	No	<Insert Text>
4	Lakewood Club Park	Parks and Recreation	Public	No	No	Not a COA designated park, but open space with a picnic table was observed during site visit
5	North Cat Mountain Greenbelt	Parks and Recreation	Public	No	No	Unable to confirm during site visit
6	Bull Creek Park	Parks and Recreation	Public	No	No	6701 Lakewood Drive, Austin, Texas 78731 Sign at entrance reads 'Bull Creek Park and Greenbelt' and COA lists it as Bull Creek District Park





#	Name of Facility	Type of Facility (ex.: school, park, place of worship, etc.)	Public or Private?	Serves a Specific Population?	Adjacent to the Project?	Additional Details/Comments
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>
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<#>	<Insert Text>	<Insert Text>	<Yes/No>	<Insert Text>	<Yes/No>	<Insert Text>



## C. Demographics

Attach tables to this Community Impact Assessment Technical Report form detailing race/ethnicity (including Hispanic or Latino persons), language, income, employment, disability, and age data for the community study area. Include other demographic data as appropriate. A template demographics table is provided as Appendix A to this form. Following completion of this section, proceed to Section D.

### 1. What data sources were used?

- U.S. Census Bureau
- American Community Survey (ACS)
- Texas Demographics Center
- Texas Education Agency – “Texas Academic Performance Reports”
- Site Visit – The Date of Site Visit: March 4, 2020
- Current and/or historic aerial photographs
- Other <Insert Text>

### 2. How many of the census geographies within the community study area indicate half or more of the population as minorities (e.g., 2 out of 10 census blocks within the community study area indicate half or more of their populations to be minorities)? Also consider whether any of the census geographies indicate an appreciably greater percentage of minorities compared to the next largest census geography (e.g., one block indicates a 45-percent minority population, while its parent block group indicates a five-percent minority population). What is the racial makeup of the minority census geographies? Minority data should be evaluated at the block level in most circumstances.

There is one census block (Census Block 3015 of Census Tract 17.19 Block Group 3) within or adjacent to the study area that indicates a minority population of 50 percent. The total population is two with one person being Hispanic or Latino. The next largest census geography, Census Tract 17.19 Block Group 3 has a minority population of 15.3 percent (the 2018 5-year ACS data show that the minority population of the same block group is 4.5 percent). No other blocks or block groups within the study area show a minority population of 50 percent or greater.

3. **What is the current U.S. Department of Health and Human Services (DHHS) poverty level for a family of four, and what year is this based on?**

The 2020 DHHS poverty level for a family of four is \$26,200.

4. **How many of the census geographies show a median household income below the DHHS poverty level? What are the median incomes of each those census geographies? If there are more than four block groups in the study area, list the range of incomes (e.g., Median income in the study area ranges from \$32,415 to \$47,651). Median household income should be evaluated at the block group level if available.**

There are no census block groups that show a median household income below the DHHS poverty level within the study area. Median income in the study area ranges from \$52,067 in CT 17.18 BG 3 to \$205,962 in CT 17.05 BG 2

5. **Do any of the census geographies show the presence of persons who speak English “less than very well?” Which languages are spoken by those with limited English proficiency? Language spoken should be evaluated at the block group level if available.**

Yes. The LEP population for the block groups within and adjacent to the study area makes up 1.4 percent of the total population. Five of the nine block groups show an LEP population (CT 17.05 BG 1, CT 17.18 BG 3, CT 17.19 BG's 1 and 3, and CT 17.61 BG 1). Spanish and Indo-European languages each make up 0.5 percent and Asian and Pacific Islander and Other languages each make up 0.2 percent of the total study area population. See the Limited English Proficiency table for more information.

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## D. Site Visit

Following completion of this section, proceed to **Section E**.

1. **Was a site visit conducted? If so, indicate when the site visit was conducted, attach documentation (including notes and photographs) from the field visit, and complete the rest of Section D. A site visit should be conducted for most projects. If not, explain why site visit was not conducted.**

Yes, a site visit was conducted March 4, 2020. Photos are included in the attachments.



2. **Were there signs observed in languages other than English? Describe the language(s) observed as well as the frequency and general location of signs in other languages (e.g., throughout the community study area, concentrated in a particular vicinity, etc.).**

No

3. **Were there places of worship, businesses, services, or other community facilities that target or primarily serve specific minority groups?**

No

4. **Were there observable signs of persons with disabilities, such as ramps on homes or public transportation vehicles, or stops specifically designed for persons with disabilities?**

No

5. **Were there signs of other vulnerable populations (including children and elderly persons), such as the presence of daycares, elementary schools, or assisted living facilities?**

No

6. **Were there signs of low-income populations or neighborhoods, such as government-subsidized housing, homes in disrepair, and low-cost health care facilities?**

No

7. **Were there signs of other modes of transportation, such as bus stops, train stations, or designated bicycle lanes or bicycle lane signage? Did you observe cyclists in the area? Are there sidewalks or trails? Did you observe “goat paths” or dirt pathways adjacent to the proposed facility? If any of these signs are present, please describe their location and extent and show on a map, if necessary.**

Yes, there are signs along the roadway in the study area to watch for bicyclists as well as paths and bicycle racks in parks, particularly Bull Creek Park/Greenway along the roadway within the project limits.

- 8. Based on the observations made during the site visit and the data provided in Sections B and C, summarize the general character of the community study area. Consider the present condition as well as the overall development trends within the community study area.**

The general character of the community study area is residential. There is a small commercial center, Bull Creek Market, at the northeast corner of SL 360/RM 2222. Office centers are located along southbound SL 360 to the north and south of RM 2222. There are also large areas of public open space that include parks and greenbelts within the study area.

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## **E. Public Involvement**

*Following completion of this section, proceed to **Section F**.*

- 1. Please describe the public involvement efforts planned or previously carried out for the proposed project.**

Meetings with affected property owners and stakeholders were held in January and February 2019, and a public workshop was held March 7, 2019. There is a public hearing tentatively scheduled for September 2020.

- 2. If public involvement has already occurred or is ongoing, what type of feedback has been received from the public regarding the proposed project or other community-related issues (i.e., what is the general sentiment of the public regarding the proposed project).**

The public expressed general support for the SL 360 at Courtyard Drive/RM 2222 project and recognized its benefit to safety and to local and through traffic. They indicated appreciation for the work that TxDOT did to evaluate different potential options for the project design, especially given the existing roadway constraints. People also expressed support for adding bicycle and pedestrian accommodations along Loop 360. There was concern from the public about the lack of direct access from Courtyard Drive to southbound SL 360, safety and navigation of the diverging diamond intersection (DDIA) configuration at RM 2222, the potential of the Pennybacker Bridge creating a bottleneck, the construction process, and additional traffic caused by new developments. There were also concerns raised about the cliff cuts along the project.

- 3. If public involvement has already occurred or is ongoing, and if feedback has been received from the public, how has this feedback been incorporated into the proposed project? Have attempts been made to address specific concerns of the public?**

At the March 7, 2019, public workshop, TxDOT received requests to evaluate adding dedicated U-turns at Courtyard Drive and RM 2222, and to evaluate the location of the shared-use path. Other concerns included: the lack of direct access from eastbound West Courtyard Drive to southbound



Loop 360, safety and navigation of the diverging diamond intersection (DDI) configuration proposed for RM 2222, the potential of the Pennybacker Bridge creating a bottleneck, the construction process, and additional traffic caused by new developments.

After evaluations and per the City of Austin’s request, TxDOT modified the design to minimize the cliff cut on the east side of Loop 360. Stakeholders expressed appreciation for the modified design as it will enable TxDOT to maintain the cliff face. Stakeholders remain concerned about the lack of direct access from eastbound West Courtyard Drive to southbound Loop 360.

## F. Displacements

### Would the proposed project result in any displacements?

No Proceed to **Section G**, Access and Travel Patterns.

Yes Answer the questions in all applicable sections.

- *If residential displacements would occur, answer all questions in **Section F.a**.*
- *If commercial displacements would occur, answer all questions in **Section F.b**.*
- *If commercial displacements would occur, (such as places of worship, community centers, or schools), answer all questions in **Section F.c**.*

### 1. Residential Displacements

If residential displacements would occur, answer all the questions in this section and proceed to **Section G**.

**a. How many residences would be displaced (including those that would be impacted in a manner that would prevent them from being occupied because of loss of parking or access, etc.)? What types of residences would be displaced (e.g., single-family homes, apartments, duplexes, etc.)?**

<Insert Text Here>

**b. Is there an adequate number of available replacement homes of comparable type, size, and cost? How was this determined?**

<Insert Text Here>

### 2. Commercial Displacements



*If the number of employees at businesses that would be displaced represents less than five percent of the workforce in the community study area, then only questions i through vii should be answered below. If the number of employees at businesses that would be displaced represents more than five percent of the workforce in the community study area, then answer all of the questions in this section and refer to **Appendix B** for guidance on how to further analyze economic impacts (unless there is reason to believe that the overall economic impact of the displacements on the community would nevertheless be minor, in which case discuss with an ENV SME before completing all of the questions in this section). Upon completion of this section, proceed to **Section G**.*

- a. What types of businesses exist in the study area (e.g., commercial, retail, industrial, medical, etc.)?**

<Insert Text Here>

- b. Which businesses would be displaced (including those that are impacted in a manner that would prevent them from continuing to operate because of loss of parking, removal of access, etc.)?**

<Insert Text Here>

- c. Are these businesses unique to the area? How far would a person have to travel to find a business offering similar services?**

<Insert Text Here>

- d. Do these businesses serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

<Insert Text Here>

- e. Have any business owners indicated that they would or would not relocate if the proposed project is implemented? (base your answer on any information that is already available, there is no need to poll business owners for the sole purpose of answering this question)**

<Insert Text Here>



- f. **Do customers generally access these businesses by car, mass transit, walking, or bicycling?**

<Insert Text Here>

- g. **Are there replacement properties available for relocation of the businesses? Are there parcels available of comparable size, zoning, or special access needs (e.g., adjacent to a railroad)?**

<Insert Text Here>

### 3. Other Displacements

*Other displacements could include but are not limited to places of worship, community centers, or schools. If other displacements would occur, answer all of the questions in this section and proceed to **Section G**.*

- a. **What non-residential and non-commercial displacements would occur? Where are these facilities located?**

<Insert Text Here>

- b. **Do the displaced facilities serve a specific population such as persons with disabilities, children, the elderly, a specific ethnic group, low-income families, or a specific religious group?**

<Insert Text Here>

- c. **Are there replacement properties available for relocation of comparable size or zoning?**

<Insert Text Here>

- d. **How far would a person have to travel to find similar facilities or services?**

<Insert Text Here>



e. Is there any opportunity to mitigate the impact to the facilities?

<Insert Text Here>

G. Access and Travel Patterns

Would the project potentially result in permanent changes to access (i.e., driveway closures), permanent removal of bike or pedestrian facilities, or permanent changes to travel patterns? Project elements that could result in changes in access and/or travel patterns include but are not limited to: introduction or modification of raised medians; dividing a previously undivided facility; reconfiguration of intersections; construction of a highway on new location; and construction of frontage roads along a highway.

No Proceed to Section H, Community Cohesion

Yes Answer questions in the applicable sections

- If the project would improve an existing facility (including construction of new frontage roads along an existing highway), complete Section G.a. only and proceed to Section H.
- If the project would be constructed on new location but would not create a new bypass or reliever route, complete Section G.b. only and proceed to Section H.
- If the project would create a new bypass or reliever route, complete Sections G.b. and G.c. and proceed to Section H.

1. Changes in Access and Travel Patterns for Projects on Existing Facilities

a. What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?

People currently primarily use motor vehicles to access properties within the study area. Many bicyclists also use the roadway, however the vast majority use the roadway for recreational purposes and not for commuting. There are no mass transit services along the SL 360 corridor.

b. Describe the current travel patterns along the existing facility and within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community

**study area. Consider all modes if multiple modes are used in the community study area.**

SL 360 is primarily a thoroughfare for residents and a commuter route for those living and working along the highway and those passing through who wish to avoid more urban traffic or are commuting to far west Austin. There are no mass transit services along the SL 360 corridor. Bicyclists are frequently riding along the roadway, however, they are primarily using the roadway for recreational purposes and not for commuting in or through the study area. There are currently no dedicated bicycle or pedestrian accommodations along SL 360. There are sidewalks along Courtyard Drive west of the SL 360 intersection. There are also sidewalks along RM 2222 east of the intersection and intermittently throughout the study area in the neighborhoods and in Bull Creek Park.

Current travel patterns at the SL 360/RM 2222 intersection require west- and eastbound traffic on RM 2222 to travel through traffic signals at the SL 360 exit/entrance ramps. There are currently two left-turn lanes for traffic turning left onto northbound SL 360 from eastbound RM 2222 and one left-turn lane for traffic turning left onto southbound SL 360 from westbound RM 2222. Traffic turning right onto either direction of SL 360 from either direction on RM 2222 or onto westbound RM 2222 from southbound SL 360 are not currently required to go through a traffic light.

Current travel patterns at the SL 360/Courtyard Drive intersection require all traffic to travel through traffic lights. South- and northbound SL 360 include dedicated left- and right-turn lanes onto Courtyard Drive. Eastbound Courtyard Drive includes a dedicated left-turn lane and another lane for traffic traveling left, straight, or right. Westbound Courtyard Drive includes a dedicated left-turn lane and a lane for through and right-turning traffic.

- c. Describe how the proposed project would permanently change access and travel patterns along the facility and within the community study area compared to the existing condition, including beneficial and adverse impacts. Please include estimated travel time changes, as appropriate.**

The proposed project would include a DDI at the SL 360/RM 2222 intersection, which would improve traffic flow and decrease travel times by temporarily shifting traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the intersection simultaneously. This eliminates the need for left-turn arrows. This would also increase safety by reducing the number of potential conflict points between cross-traffic and left-turn movements. The proposed project would result in changes in access for drivers needing to go through the intersection along the SL 360 frontage roads. Existing conditions allow drivers to travel through the intersection, but movements through the intersection would be removed. This would force traffic to turn right onto RM 2222 from southbound SL 360 to access the Bull Creek Market retail center or travel through the intersection from eastbound RM 2222 and turn left at the median opening with a dedicated left-turn lane rather than accessing from the SL 360 entrance ramp.

The project would also include an underpass along SL 360 at Courtyard Drive, which would eliminate the traffic signal along SL 360 at that intersection. This would reduce travel times and conflict points for traffic at that intersection. Due to design constraints, the southbound turning movements onto southbound SL 360 from Courtyard Drive, and the turning movements from northbound SL 360 onto Courtyard Drive would be eliminated as a result of the project, requiring traffic to travel further north to the RM 2222 intersection and u-turn in order to access their destination. This would add over a mile to travel distance, however, it could reduce travel time, particularly for traffic turning right onto southbound SL 360 from Courtyard Drive. It currently takes approximately eight minutes for travelers to make a right turn from eastbound Courtyard Drive to southbound SL 360 due to congestion at that traffic signal. Neither access nor travel patterns would change for those traveling on eastbound RM 2222. These travel times would be an improvement over what is currently experienced and what could be experienced if no improvements are made. Traffic data show that if nothing is done along SL 360, morning peak travel times could increase by an average of 46 percent and evening peak travel times could nearly double.

Travelers on northbound SL 360 and on Courtyard to northbound SL 360 would still be able to access the Courtyard neighborhood (east of SL 360) by the northern connector road from SL 360 that is located approximately 600 feet south of the RM 2222 intersection and travel through the neighborhood to their destination.

The proposed project includes shared use paths along both north- and southbound SL 360 and sidewalks along both sides of Courtyard Drive and in the median of the DDI. Currently, there are sidewalks along Courtyard Drive to the west of SL 360 and intermittently along RM 2222, which provide the only bicycle/pedestrian specific infrastructure within the project area. Bicyclists use the roadway facilities regularly for recreation purposes, and signs are posted to warn motorists. The addition of shared-use paths and sidewalks would allow people using other modes of transportation to utilize the roadway more safely and access more portions of the study area than they currently are able.

- d. Describe the specific areas that would be affected by these changes, such as residences or businesses. Which community facilities listed in Section B.g. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

The areas that would experience the most impacts to access and travel patterns as a result of the proposed project are the businesses that are located at the northeast corner of the SL 360/RM 2222 intersection, travelers that access northbound SL 360 from the northern Courtyard Drive access point approximately 600 feet south of RM 2222, and residences and businesses along Courtyard Drive.

The community facilities that would likely experience the most direct impacts include Austin Fire Station 31, which provides essential EMS services, located along RM 2222 and the Shepherd of the Hills Christian Church located along W Courtyard Drive.



- e. **How would the proposed project affect emergency response times? Please calculate added distance and/or estimated travel times for any potential response time increases.**

The proposed project could improve emergency response times. The overpass at Courtyard would allow emergency vehicles to travel freely through the intersection as there would be no traffic signal stopping through traffic along SL 360. The traffic model shows that travel times would be reduced by eliminating the left- and right-turns onto southbound SL 360 from Courtyard Drive and requiring turning north onto SL 360 and u-turning at RM 2222 in order to travel south. However, emergency response times could increase for first responders traveling to Courtyard drive from northbound SL 360 as they would need to travel farther to the RM 2222 DDI intersection and make a u-turn to access Courtyard Drive. They could also travel through the neighborhood from the northern Courtyard Drive access point.

Emergency response times could be hindered due to the DDI configuration at RM 2222 that would discontinue through traffic. First responders entering northbound SL 360 from the northern Courtyard Drive access point would need to turn east on RM 2222 and make a U-turn where available to continue traveling northward.

- f. **Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment or livestock trailers across the highway?**

No

- g. **Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

According to public involvement comments and responses, DDIs are designed with overhead signs, pavement markings, and traffic signals. TxDOT regularly works with local police departments to enforce safe driving when traffic patterns change. The proposed project includes a left turn into the Bull Creek Market at the retail center's driveway off of RM 2222 as another mitigation measure for cutting off access through the intersection.

**2. Changes in Access and Travel Patterns for Construction of Highway on New Locations**

- a. **What modes do people currently use to access destinations in the community study area (car, walking, cycling, and/or mass transit)?**

<Insert Text Here>



- b. Describe the current travel patterns within the community study area. Consider the travel patterns observed during the site visit as well as the potential origins and destinations of trips for people in the community study area. Consider all modes if multiple modes are used in the community study area.**

<Insert Text Here>

- c. Describe the changes in access and travel patterns that would result from the proposed project, including any beneficial and adverse impacts. For new location projects, consider whether access to previously inaccessible areas would be created, as well as how the introduction of the project to the area could change previously established travel patterns on other facilities in the community study area.**

<Insert Text Here>

- d. Describe the specific areas that would be affected by these changes. What residences or businesses are located near the proposed new-location facility? Which community facilities listed in Section B.d. would be affected? Do any of the community facilities provide “essential services,” such as clinics, schools, or emergency response?**

<Insert Text Here>

- e. How would the new highway affect emergency response times?**

<Insert Text Here>

- f. Is land adjacent to the new-location highway available for development?**

<Insert Text Here>

- g. Are there active farms or ranches in the community study area? If so, would the project affect the movement of farm equipment, livestock, or trailers across the highway?**

<Insert Text Here>

- h. Are any design elements proposed to mitigate adverse impacts to access and/or travel patterns?**

<Insert Text Here>

**3. Changes in Access and Travel Patterns for New Bypass or Reliever Route Projects**

- a. What businesses are located along the existing corridor for which the bypass or reliever route would be created? Which of these businesses are primarily dependent on passing traffic for business (e.g., gas stations, restaurants, hotels, etc.)?**

<Insert Text Here>

- b. Are frontage roads proposed as part of the project? If so, describe the type and location of the frontage roads.**

<Insert Text Here>

- c. Describe any mitigation or design element, such as new signage, proposed to address adverse impacts to existing traffic-dependent businesses.**

<Insert Text>

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## **H. Community Cohesion**

**Does the project involve one or more of the following elements?**

- Construction of a highway on new location
- Construction of a new grade separation of more than one level
- Construction of a new interchange
- Expansion of an existing facility or interchange by a width equal to or greater than an existing travel lane.
- Upgrade of a non-freeway facility to a free-way facility
- Addition of tolled or managed lanes
- Construction of a new raised median or extension of an existing raised median that will prevent access to a least one driveway or cross street.



- Introduction of a new median along a previously undivided facility

- No Proceed to **Section I, Environmental Justice.**
- Yes Answer all questions in this section and proceed to **Section I.**

- 1. Briefly characterize the existing level of community cohesion. Ideally, this information should be based on feedback from members of the affected community or communities. If no such information is available, rely on geographic characteristics, development patterns, and observations made during the site visit.**

The current level of community cohesion is low in the community study area. Neighborhoods generally started developing around the same time or a little after the construction of SL 360. Likewise, the various neighborhoods located along the proposed project are separated from one another by roadways and isolated by the naturally hilly terrain.

- 2. Describe whether construction of the proposed project would change the existing level(s) of separation experienced near the project area. Changes in separation could include but are not limited to introduction of a new physical barrier; expansion of an existing physical barrier; or contribution to a perceived sense of separation by constructing a new grade separation. Consider all modes if multiple modes are used in the community study area.**

Overall, construction of the proposed project would not change the existing level of separation experienced in the study area. Residential areas within the study area are removed from the roadway by large parcels and public land and have a wooded barrier. The addition of a shared-use path along both sides of the roadway would increase safety for bicyclists and pedestrians and would offer facilities for those who may wish to travel by these modes throughout the study area, which could better connect the community. The proposed shared-use paths and sidewalks would increase community cohesion overall by connecting the eastern and western portions of the study area for these modes. There could be a perceived sense of separation by constructing the new grade at Courtyard Drive due to the fact that it would create a visual barrier between the study area and the Pennybacker Bridge and Lake Austin/Colorado River.

- 3. Describe whether the changes associated with the proposed project (including impacts to access and travel patterns) would directly or indirectly result in separation or isolation of any geographic areas or groups of people. Consider all modes if multiple modes are used in the community study area.**

The changes associated with the proposed project would not directly or indirectly result in further separation or isolation of any geographic areas or groups of people. The residential areas within the study area were developed at the same time and after SL 360 was constructed and therefore additional work on the roadway would not change the existing level of community cohesion. There are no neighborhoods or communities that would be bisected by the project. The existing roadway



is elevated at RM 2222 and the grade separation and overpass at Courtyard Drive would not impede visibility for neighborhoods nearby as the existing roadway is depressed from surrounding cliffs. The overpass would, however, impede visibility of the Pennybacker Bridge, a local landmark, from the SL 360 roadway.

**4. Describe whether the changes associated with the proposed project would affect use of local services and community facilities. Would the project make access to these services and facilities more or less convenient? Would the frequency with which people access other parts of the community change? Consider all modes if multiple modes are used in the community study area.**

The changes associated with the proposed project would affect access at the businesses at the northeast corner of the SL 360/RM 2222 intersection and make them less convenient to people coming from south of the intersection. Traffic from SL 360 would no longer be able to directly access them from SL 360 and would instead have to turn onto RM 2222 and either turn left at the median opening on RM 2222 or make a U-turn to travel to the SL 360 entrance ramp to access the driveways from that roadway. Even with these changes in access, it is unlikely that the frequency with which people access these businesses would change.

The proposed project would affect the use of the Pennybacker Bridge Lookout, which is located within TxDOT right-of-way. People currently access the lookout primarily by parking on the side of SL 360 just north of the bridge, however, this is illegal parking. The proposed project would remove the illegal parking and the ability for people to access the overlook from SL 360. This would eliminate all access to the lookout, which is a popular destination for locals and tourists.

The addition of the shared-use paths and sidewalks along the proposed project would provide access and safe travel for bicyclists and pedestrians who wish or need to use other modes of transportation to travel more easily through the study area.

**5. Are any design elements proposed to mitigate adverse impacts to community cohesion?**

No

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## I. Environmental Justice

**Based on the data provided in Sections C.b. and C.d., does the community study area include any minority or low-income census geographies (i.e., “EJ census geographies”)?**

- No Proceed to **Section J, Limited English Proficiency.**
- Yes Answer all questions in this section and proceed to **Section J.**

- 1. If the project would result in displacements, how many of these displacements would be located in EJ census geographies versus non-EJ census geographies?**

The proposed project would not result in any displacements.

- 2. Would there be impacts related to access and/or travel patterns? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

There would be impacts to travel patterns at the SL 360/Courtyard Drive and the SL 360/RM 2222 intersections. There is one EJ census block (out of a total of 58 census blocks within the study area) located along Courtyard Drive with a population of one Hispanic or Latino person out of a total population of two people. The total population within the study area was 6,994 people based on 2010 U.S. Census data. Minority EJ census blocks and non-minority EJ census blocks would be impacted the same as a result of the proposed project. There are no low-income EJ census blocks.

- 3. Would there be impacts related to community cohesion? If yes, what types of impacts would occur in EJ census geographies versus non-EJ census geographies?**

Community cohesion would improve as a result of the proposed project due to the addition of shared-use paths along SL 360. Bicyclists and pedestrians could use these facilities safely and conveniently to move around the community. These improvements would be experienced by both minority EJ census blocks and non-minority EJ census blocks the same. There are no low-income EJ census blocks.

- 4. Do any of the displaced businesses, community facilities, or services specifically cater to minority or low-income populations? Would the services provided cease, be reduced, or be forced to temporarily stop if displaced? If so, where is the nearest comparable service provided? Consider the effects to EJ populations that reside within the community study area as well as EJ populations that may reside elsewhere but still rely on the services being provided by these establishments.**

There would be no displaced businesses, community facilities, or services that would be displaced and there are none in the study area that specifically cater to minority or low-income populations.

- 5. Based on the other technical documentation prepared for the proposed project, would there be any impacts to the human environment (e.g., noise, air quality, etc.) that could affect the community study area? If yes, would these impacts occur in EJ census geographies or non-EJ census geographies?**



The community is not anticipated to experience lasting negative impacts to air quality or noise levels. Any noise impacts resulting from the construction of the project would be temporary. One option that is being considered to remove cliff facings is by using dynamite blasting; this could result in short term noise impacts. EJ populations would not be disproportionately affected by any temporary noise impacts resulting from the proposed project.

**6. Has the community experienced substantial impacts from past transportation projects such as a new roadway causing a large number of displacements or introducing a barrier and separating parts of the community? Describe any recurring community impacts that may be perpetuated by the proposed project.**

The neighborhoods within the study area were developed at the same time or after the roadway. The impacts that would occur as a result of the proposed project would change how people access and travel to their residences or businesses. These changes would overall be positive as they would reduce travel times and help connect the neighborhoods within the community with the addition of bicycle and pedestrian facilities.

**7. Have there been any major infrastructure projects, industrial facilities, or other large-scale developments constructed in or adjacent to the community area?**

No major infrastructure projects have taken place since the community developed around the roadway.

**8. Are there any minimization or mitigation efforts proposed specifically to lessen impacts to EJ populations?**

No

**9. In consideration of all the impacts to EJ populations described above and any mitigation proposed, would impacts to EJ populations be disproportionately high and adverse when compared to impacts to and mitigation for impacts to non-EJ populations? Describe why or why not.**

There would be impacts to access and travel patterns as a result of the proposed changes to both the SL 360/RM 2222 and SL 360/Courtyard Drive intersections. Impacts to EJ populations would not be disproportionately high and adverse compared to impacts to non-EJ populations as a result of these changes. Community cohesion could be improved for both EJ and non-EJ populations with the addition of bicycle and pedestrian facilities.

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## J. Limited English Proficiency

Based on the data provided in Sections C.e. and observations made during the site visit, are LEP persons likely to be present in the community study area?

- No Proceed to **Section K, Conclusions.**
- Yes Answer all questions in this section and proceed to **Section K.**

**1. What languages do the LEP persons likely to be present in the community study area speak?**

The LEP population for the block groups within and adjacent to the study area makes up 1.4 percent of the total population. Spanish and Indo-European languages each make up 0.5 percent and Asian and Pacific Islander and Other languages each make up 0.2 percent of the population. See the Limited English Proficiency table for more information.

**2. If public involvement events have occurred or are ongoing, then describe the accommodations that have been made for LEP persons during the public involvement process. Was assistance in a language other than English requested or is it anticipated to be requested? Were notices for public involvement opportunities provided in languages other than English? Were services such as translation or interpretation provided during public involvement events?**

Meetings with affected property owners and stakeholders were held in January and February 2019, and a public workshop was held March 7, 2019. Due to the small portion of LEP persons in the study area, no notices were published in Spanish and no requests were made for materials to be made in another language, however, Spanish speakers were available at all public involvement events on the chance a request was made.

**3. Are more public involvement efforts planned? If yes, has the plan to accommodate LEP persons changed based on past public involvement feedback?**

A public hearing is tentatively scheduled for September 2020. Spanish speaking personnel will be available to provide assistance if requested.

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## K. Conclusions

*Following approval of the Community Impact Assessment Technical Report form by TxDOT ENV, this summary must be included in the draft EA or draft EIS, if one is being prepared.*

**In the text box provided below, provide a summary of the analysis conducted above and include the following information:**

- Whether EJ populations occur within the community study area
- Summary of impacts related to displacements
- Summary of impacts related to access and travel patterns
- Summary of impacts related to community cohesion
- Summary of impacts to EJ populations
- Summary of LEP issues and accommodations

**If some of the above components of the analysis do not apply to a particular project, please indicate this in the conclusion statements (i.e., “The proposed project would not result in any displacements; therefore, a displacements analysis was not required.”).**

The proposed project would not result in any displacements; therefore, a displacements analysis was not required.

There is one census block (Block 3015 of Census Tract 17.19 Block Group 3) that has a minority population of 50 percent and therefore is considered an EJ population. Census data show that the total population is two in the census block. There are no low-income EJ block groups.

There would be changes in travel patterns at both the Courtyard Drive and RM 2222 intersections that would improve safety and mobility as well as reduce travel times. The DDI at the SL 360/RM 2222 intersection would allow through-traffic and left-turning traffic to travel simultaneously, which would increase safety by reducing the number of potential conflict points between cross-traffic and left-turn movements. The DDI would impact the businesses on the northeast corner of the intersection as northbound SL 360 traffic would no longer be able to travel through the intersection and enter the Bull Creek Market shopping center from the entrance ramp. Traffic would, instead, need to turn onto RM 2222 and enter at the median opening at the driveway along that roadway. Traffic entering northbound SL 360 from the northern Courtyard Drive entrance would also need to turn right onto RM 2222 before making a u-turn to continue north on SL 360.

The intersection at Courtyard Drive would change by adding an overpass for cross traffic, which would allow for through traffic on SL 360, but would eliminate right- and left-turns onto SL 360 from Courtyard Drive. This would require traffic to travel north on the SL 360 connector road, proceed to travel through the DDI at RM 2222 and then turn south to take the entrance ramp to SL 360. While these changes in travel patterns would add over a mile in distance, traffic studies show that travel times could be reduced by up to three minutes. Similarly, traffic on northbound SL 360 would need to travel through the RM 2222 DDI and make a u-turn, and then travel south to make right- or left-turns onto Courtyard Drive. People traveling northbound on SL 360 could access the Courtyard neighborhood on the east side of SL 360 by turning right into the northern Courtyard Drive entrance approximately 600 feet south of RM 2222.

The proposed project includes shared-use paths along both north- and southbound SL 360 and sidewalks along both sides of Courtyard Drive and in the median of the DDI at RM 2222. Bicyclists currently use the



roadway for recreational purposes, however, there is no dedicated infrastructure. The inclusion of these facilities would allow pedestrians and bicyclists to use the roadway more safely and efficiently.

Neighborhoods and businesses in the study area were developed around the same time as and after the construction of the roadway. Therefore, the changes associated with the proposed project would not directly or indirectly result in further separation or isolation of any geographic area or groups of people. The addition of shared-use paths would provide access and safe travel for bicyclists and pedestrians to travel throughout the study area and could improve community cohesion. The proposed project would remove the illegal parking and access to the Pennybacker Bridge overlook, which is located within the TxDOT right-of-way. This would affect its use and would have an adverse impact on this popular destination for locals and tourists.

Impacts as a result of access and travel pattern changes would be experienced the same by the minority EJ population and the non-minority EJ population in the study area. Therefore, there would be no disproportionately adverse impacts to EJ populations as a result of the proposed project. There are no low-income EJ populations within the study area.

The LEP population makes up 1.4 percent of the total population of the study area. Due to the fact that such a small portion of LEP persons are in the study area, no notices or public involvement materials in another language were made available and none were requested. However, Spanish speaking personnel were in attendance at public involvement events and were available to provide assistance if needed. A public hearing is tentatively scheduled for September 2020 and Spanish speaking personnel will be available to provide assistance if requested.

# SL 360 from Lake Austin to North of RM 2222 Community Impact Assessment Attachments

## LIST OF ATTACHMENTS:

- Aerial map (1 page)
- Land Use and Community Facilities map (3 pages)
- Census Geography Map (1 page)
- Census Tables (5 pages)
- Project Photographs (7 pages)

**Aerial map**



### Aerial Map

State Loop 360  
From Lake Austin  
To North of RM 2222  
Travis County, TX  
CSJ 0113-13-168

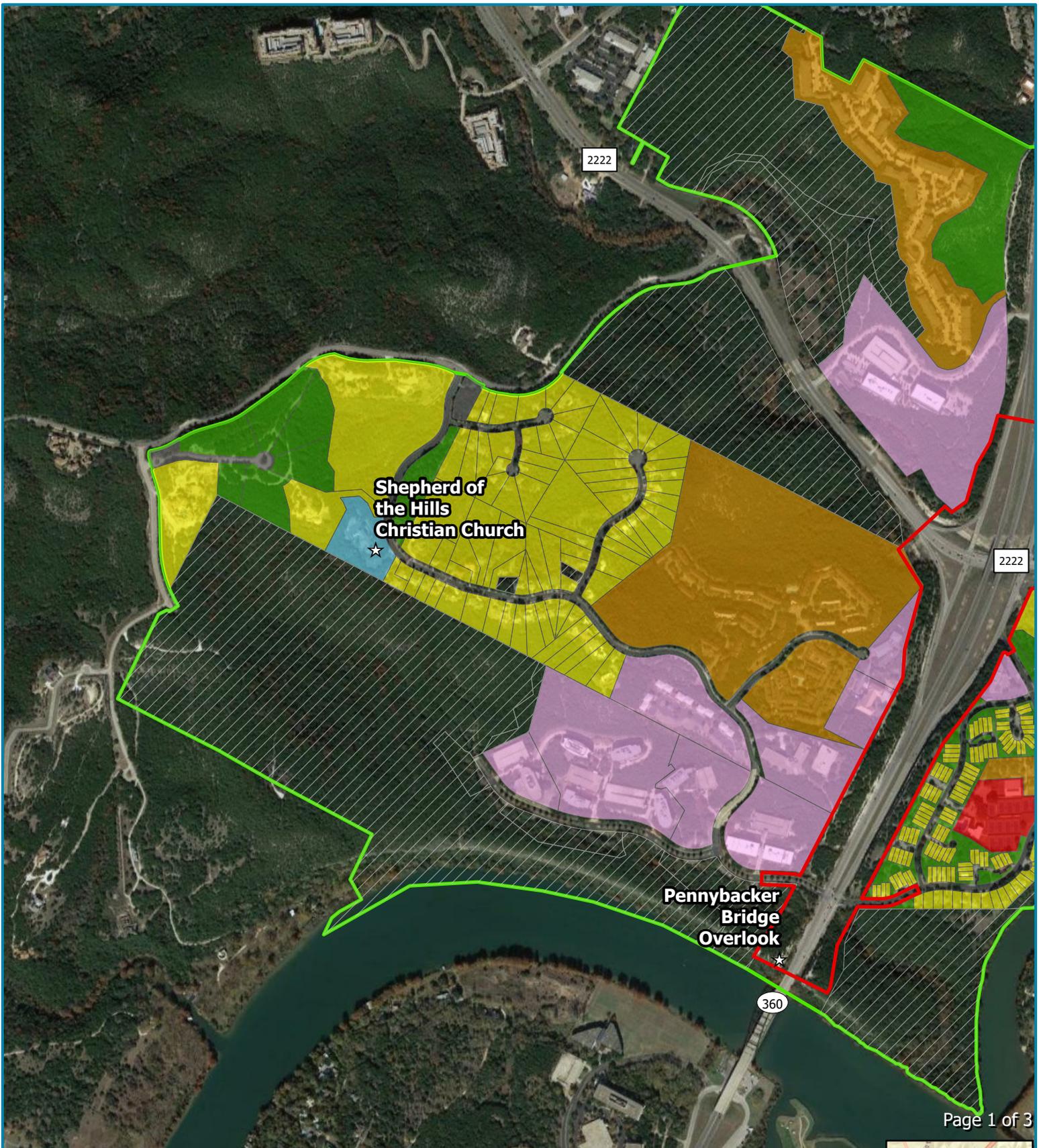
 Project Area



Source: Google Imagery 2018, ESRI Streets; TPWD EMST 2018



## Land Use and Community Facilities map



## Land Use & Community Facilities

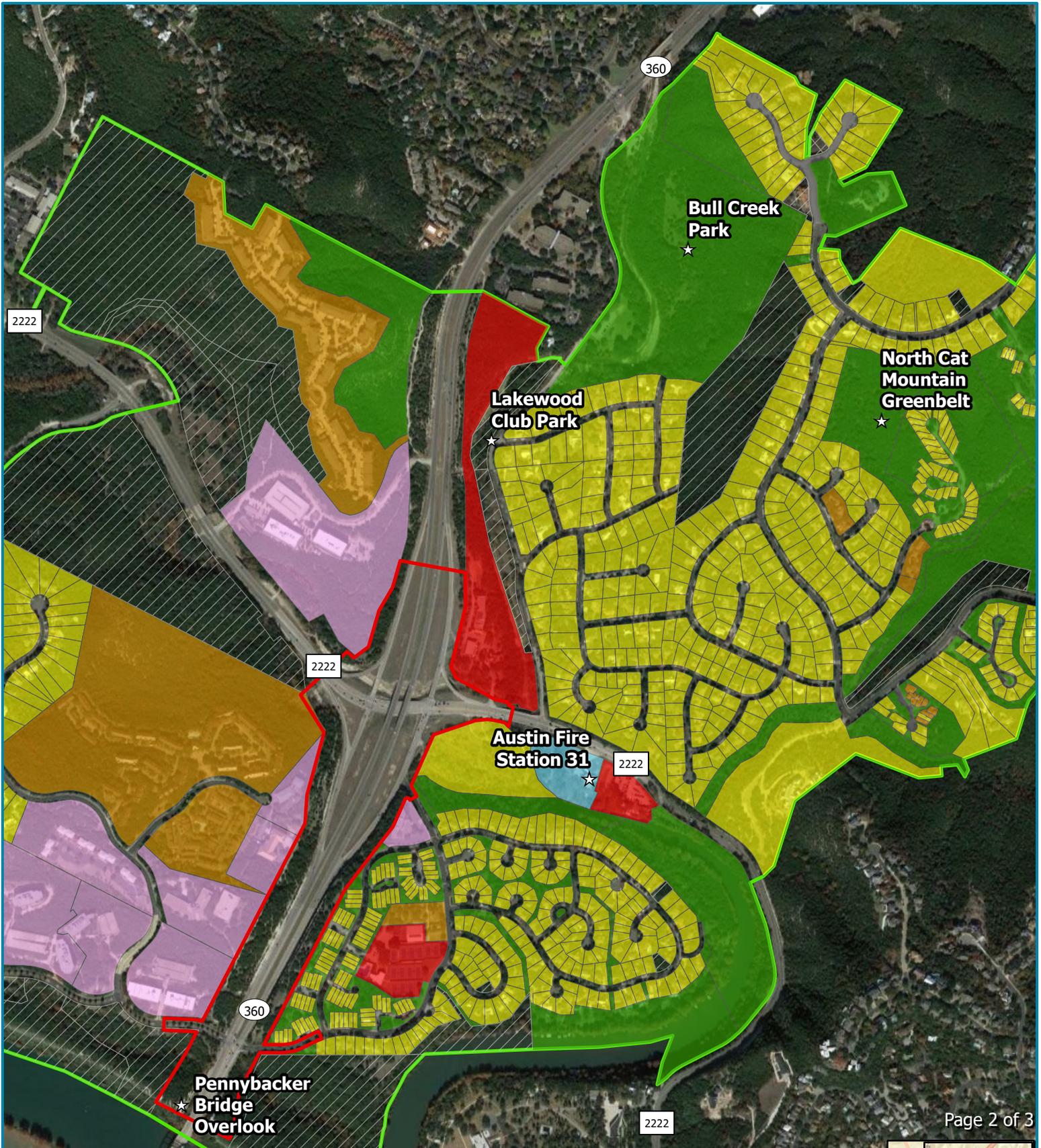
State Loop 360  
From Lake Austin  
To North of RM 2222  
Travis County, TX

- ★ Community Facility
- Project Area
- Study Area

- Land Use**
- Single Family
  - Multifamily
  - Commercial

- Office
- Civic
- Open Space and Parks
- Utilities
- Undeveloped





## Land Use & Community Facilities

State Loop 360  
From Lake Austin  
To North of RM 2222  
Travis County, TX

- ★ Community Facility
- Project Area
- Study Area

### Land Use

- Single Family
- Multifamily
- Commercial

- Office
- Civic
- Open Space and Parks
- Utilities
- Undeveloped



Feet  
0 250 500



Basemap Source: Google Imagery 2019



### Land Use & Community Facilities

State Loop 360  
 From Lake Austin  
 To North of RM 2222  
 Travis County, TX

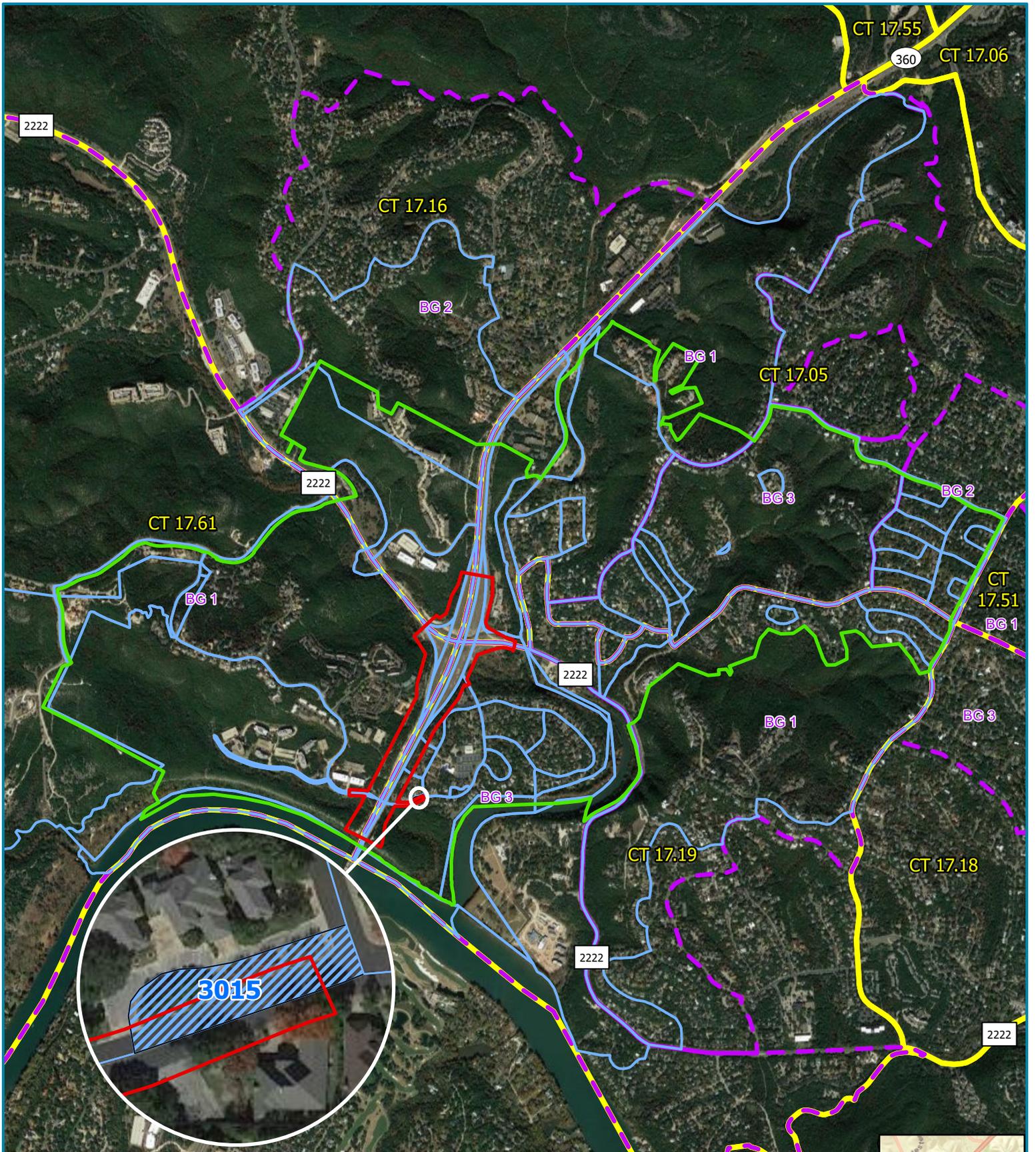
- ★ Community Facility
- Project Area
- Study Area

- Land Use**
- Single Family
  - Multifamily
  - Commercial

- Office
- Civic
- Open Space and Parks
- Utilities
- Undeveloped



## Census Geography Map

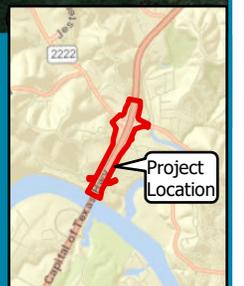


## Census Geography

State Loop 360  
 From Lake Austin  
 To North of RM 2222  
 Travis County, TX

CSJs: 0113-13-166

- Project Area
- Block Groups
- Study Area
- Non-EJ Census Block
- Census Tract
- EJ Census Block



## Census Tables

Table 1: Race and Ethnicity by Census Block, 2010

Census Tract	Block Group	Block	Total Population	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage	
17.05	1	1002	378	285	6	0	30	0	0	5	52	24.6%	
		1008	182	151	10	1	10	0	0	2	8	17.0%	
		1009	30	27	0	0	1	0	0	0	2	0	10.0%
		1011	73	63	0	1	5	0	0	0	0	4	13.7%
		1013	1	1	0	0	0	0	0	0	0	0	0.0%
		1017	148	134	0	0	3	2	0	0	1	8	9.5%
		1018	75	72	0	1	1	0	0	0	0	1	4.0%
		1019	33	33	0	0	0	0	0	0	0	0	0.0%
		1020	50	43	0	0	0	0	0	0	0	7	14.0%
	<b>CT 17.05 BG 1</b>			<b>1,179</b>	<b>946</b>	<b>22</b>	<b>3</b>	<b>79</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>115</b>	<b>19.8%</b>
	2	2007	75	68	0	0	0	0	0	0	0	7	9.3%
		2009	40	37	0	0	0	0	0	0	0	3	7.5%
		2010	63	61	0	0	0	1	0	0	1	0	3.2%
		2011	70	59	4	0	0	0	0	3	0	4	15.7%
		2012	24	24	0	0	0	0	0	0	0	0	0.0%
		2013	32	30	0	0	0	0	0	0	0	2	6.3%
		2014	64	55	5	0	0	0	0	0	0	4	14.1%
		2015	58	56	0	0	0	0	0	0	2	0	3.4%
		2016	57	57	0	0	0	0	0	0	0	0	0.0%
		2017	59	50	3	0	0	3	0	0	2	1	15.3%
		2018	10	10	0	0	0	0	0	0	0	0	0.0%
	2019	52	49	0	0	0	0	0	0	0	3	5.8%	
	<b>CT 17.05 BG 2</b>			<b>1,074</b>	<b>970</b>	<b>13</b>	<b>3</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>55</b>	<b>9.7%</b>
	3	3000	52	47	0	0	0	0	0	0	3	2	9.6%
		3001	452	401	0	2	12	0	0	0	11	26	11.3%
		3002	12	12	0	0	0	0	0	0	0	0	0.0%
		3003	18	14	0	0	1	0	0	0	2	1	22.2%
		3005	40	34	0	0	0	0	0	0	0	6	15.0%
		3006	37	31	0	0	2	0	0	0	4	0	16.2%
		3007	110	87	0	0	4	0	0	0	8	11	20.9%
		3008	76	66	0	0	4	0	0	0	4	2	13.2%
	3009	22	22	0	0	0	0	0	0	0	0	0.0%	
	<b>CT 17.05 BG 3</b>			<b>819</b>	<b>714</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>12.8%</b>

Census Tract	Block Group	Block	Total Population	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage
17.16	2	2011	1,079	829	24	6	72	0	3	24	121	23.2%
		2017	22	20	0	0	0	0	0	0	2	9.1%
	<b>CT 17.16 BG 2</b>	<b>3,120</b>	<b>2,513</b>	<b>49</b>	<b>9</b>	<b>201</b>	<b>5</b>	<b>5</b>	<b>61</b>	<b>277</b>	<b>19.5%</b>	
17.18	3	3000	55	48	0	0	2	0	0	1	4	12.7%
		3001	76	69	0	0	0	0	0	0	7	9.2%
	<b>CT 17.18 BG 3</b>	<b>1,053</b>	<b>864</b>	<b>4</b>	<b>1</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>17.9%</b>	
17.19	1	1000	80	74	0	0	4	0	0	0	2	7.5%
		1001	75	75	0	0	0	0	0	0	0	0.0%
		1002	796	652	11	0	70	0	0	13	50	18.1%
		1004	40	36	0	0	0	0	0	0	4	10.0%
		1007	3	3	0	0	0	0	0	0	0	0.0%
		1012	149	125	1	0	6	0	0	0	17	16.1%
	<b>CT 17.19 BG 1</b>	<b>1,644</b>	<b>1,372</b>	<b>19</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>115</b>	<b>16.5%</b>	
	3	3000	73	58	0	1	4	0	0	0	10	20.5%
		3003	95	85	0	0	2	0	0	1	7	10.5%
		3005	21	20	0	0	0	0	0	0	1	4.8%
		3006	21	19	0	0	0	0	0	0	2	9.5%
		3007	92	83	0	0	1	0	0	0	8	9.8%
		3008	93	68	4	0	9	0	0	3	9	26.9%
		3009	122	101	4	0	2	0	0	1	14	17.2%
		3012	16	16	0	0	0	0	0	0	0	0.0%
		3013	11	11	0	0	0	0	0	0	0	0.0%
	3014	127	110	1	1	4	0	0	0	11	13.4%	
	3015	2	1	0	0	0	0	0	0	0	1	50.0%
	<b>CT 17.19 BG 3</b>	<b>1,400</b>	<b>1,186</b>	<b>14</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>142</b>	<b>15.3%</b>	
17.51	1	1000	207	187	0	0	1	0	0	8	11	9.7%
		1001	10	8	0	0	2	0	0	0	0	20.0%
		1005	52	48	0	0	0	0	4	0	0	7.7%
	<b>CT 17.51 BG 1</b>	<b>715</b>	<b>652</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>38</b>	<b>8.8%</b>	
17.61	1	1003	548	424	24	3	33	0	0	7	57	22.6%
		1012	22	18	0	0	2	0	0	1	1	18.2%
		1015	677	497	11	0	66	0	0	22	81	26.6%
		1020	28	26	1	0	0	0	0	0	1	7.1%
	1024	9	6	0	0	0	0	0	0	2	1	33.3%
<b>CT 17.61 BG 1</b>	<b>2,327</b>	<b>1,857</b>	<b>55</b>	<b>8</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>200</b>	<b>20.2%</b>		

Census Tract	Block Group	Block	Total Population	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some Other Race alone	Two or More Races	Hispanic or Latino	Minority Percentage
<b>Study Area Blocks Total</b>			<b>6,994</b>	<b>5,796</b>	<b>109</b>	<b>16</b>	<b>357</b>	<b>2</b>	<b>10</b>	<b>130</b>	<b>574</b>	<b>17.1%</b>

Source: U.S. Census Bureau. 2010 Decennial Census. Table P9, "Hispanic or Latino, and Not Hispanic or Latino by Race"

Note: Highlighted rows indicate that the minority population of Census geography is 50% or greater. The data in this table represents only the Census Blocks in the study area that are populated. Rows in bold show the population of the entire block group in which the blocks are located.

*Table 2: Median Household Income by Block Group, 2018*

Census Tract	Block Group	Median Household Income
17.05	1	\$130,313
	2	\$205,962
	3	\$163,636
17.16	2	\$122,431
17.18	3	\$52,067
17.19	1	\$137,167
	3	\$165,347
17.51	1	\$114,167
17.61	1	\$74,113

Source: American Community Survey, 5-Year Estimate, Table 19013, "Median Household Income"

*Table 3: Limited English Proficiency by Block Group, 2018*

Census Tract	Block Group	Total	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP %	Other LEP	Other LEP %
17.05	1	966	27	2.8%	0	0.0%	0	0.0%	0	0.0%	27	2.8%
	2	995	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	3	716	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17.16	2	3,619	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Census Tract	Block Group	Total	Total LEP	Total LEP %	Spanish LEP	Spanish LEP %	Indo-European LEP	Indo-European LEP %	Asian and Pacific Islander LEP	Asian and Pacific Islander LEP %	Other LEP	Other LEP %
17.18	3	979	46	4.7%	21	2.1%	0	0.0%	25	2.6%	0	0.0%
17.19	1	1,760	49	2.8%	31	1.8%	12	0.7%	6	0.3%	0	0.0%
	3	1,378	16	1.2%	16	1.2%	0	0.0%	0	0.0%	0	0.0%
17.51	1	630	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17.61	1	2,198	53	2.4%	0	0.0%	53	2.4%	0	0.0%	0	0.0%
Total		13,241	191	1.4%	68	0.5%	65	0.5%	31	0.2%	27	0.2%

Source: American Community Survey, 5-Year Estimate, Table B16004, "Age by Language Spoken at Home by Ability to Speak English"

*Table 4: Population with a Disability by Census Tract, 2018*

Census Tract	Total Population	Population with a Disability	Percentage of Population with a Disability
17.05	4,657	292	6.3%
17.06	6,816	663	9.7%
17.18	6,128	686	11.2%
17.19	4,185	312	7.5%
17.51	2,169	179	8.3%
17.61	7,613	437	5.7%

Source: American Community Survey, 5-Year Estimate, Table B18101, "Sex by Age by Disability Status"

Table 5: Age of Population by Block Group, 2018

AGE	BG 1, CT 17.05		BG 2, CT 17.05		BG 3, CT 17.05		BG 2, CT 17.16		BG 3, CT 17.18		BG 1, CT 17.19		BG 3, CT 17.19		BG 1, CT 17.51		BG 1, CT 17.61	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Under 5	29	59	14	44	78	0	62	68	0	0	56	50	6	31	20	20	0	30
5 - 9	0	13	43	64	0	16	203	209	12	64	27	37	20	46	34	19	163	79
10 - 14	12	0	62	58	28	19	30	97	0	62	74	69	20	71	20	10	13	29
15 - 19	13	13	35	33	0	39	88	12	22	0	28	94	35	22	31	0	14	35
20 - 24	26	36	0	0	0	0	21	33	20	25	11	0	9	0	14	18	48	49
25 - 29	69	0	0	0	0	0	218	30	14	43	23	42	22	18	0	5	71	197
30 - 34	23	37	0	0	36	53	220	278	21	15	77	55	47	21	13	28	167	145
35 - 39	64	64	0	19	20	0	233	119	0	24	73	50	6	35	33	24	43	43
40 - 44	40	12	43	35	32	33	131	240	28	40	22	59	53	6	24	28	132	140
45 - 49	11	12	38	51	14	40	42	41	56	3	69	34	35	41	20	27	123	87
50 - 54	35	42	62	37	14	38	125	210	45	36	39	46	100	92	27	10	54	25
55 - 59	64	43	25	13	86	106	218	152	22	45	53	85	34	155	6	16	25	62
60 - 64	40	44	23	33	38	20	91	97	81	97	88	85	74	61	31	35	47	81
65 - 69	88	71	94	88	51	0	53	127	14	14	66	83	34	49	17	34	161	42
70 - 74	33	18	0	14	0	33	100	26	13	17	20	100	59	46	13	10	15	46
75 - 79	16	13	0	46	0	0	35	33	0	25	60	36	27	35	11	15	14	13
8 - 84	14	0	33	31	0	0	12	22	49	59	37	23	40	30	12	0	0	22
85+	0	0	0	15	0	0	36	37	0	13	34	61	18	17	12	33	0	13

Source: American Community Survey, 5-Year Estimate. Table B01001, "Sex by Age"

## Project Photographs



*Photo 1: View of ADA path into Bull Creek Park located in the northern parking lot at 6701 Lakewood Drive.*



*Photo 2: View of parking and bike rack located in the southern parking lot of Bull Creek Park.*



*Photo 3: View of Lakewood Club Park (not a city designated park) along Lakewood Drive to the east of SL 360.*



*Photo 4: Looking southeast at northern project limits.*



*Photo 5: Looking southeast at SL 360/RM 2222 intersection.*



*Photo 6: Looking southeast along RM 2222 right-turn lane on SL 360. Note the 'watch-for-bicyclists' sign.*



*Photo 7: Looking north at the SL 360/RM 2222 intersection.*



*Photo 8: Looking west at SL 360/RM 2222 intersection.*



*Photo 9: Austin Fire Station 31 along RM 2222 east of the SL 360/RM 2222 intersection.*



*Photo 10: Looking southwest at Pennybacker Bridge from SL 360/Courtyard Drive intersection.*



*Photo 11: Looking east at SL 360/Courtyard Drive intersection.*



*Photo 12: Shepherd of the Hills Christian Church along West Courtyard Drive.*



*Photo 13: Trail to Pennybacker Bridge Overlook. Note the no parking sign.*



*Photo 14: Looking north toward the southern project limits at Courtyard Drive. Note the cars parked on the left side of the photo where the no parking sign in Photo 16 is located.*