Community Impacts Assessment Technical Report Form

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Project Name: Southeast Connector

CSJ Number: 0008-13-125, etc.

District(s): Fort Worth

County(ies): Tarrant

COMMUNITY PROFILE

Attach a map showing the community study area boundaries as well as the locations of any community facilities in the area (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc).

I. General Information

What is the location of the community that may be impacted?

The proposed project is the reconstruction of Interstate Highway (I) 20, I-820, and United States Highway (US) 287 including three major interchanges (I-20/I-820, I-20/US 287, and I-820/US 287). It spans approximately 16 miles and would reconstruct I-20 from Forest Hill Drive (Dr) to Park Springs Boulevard (Blvd), I-20 from I-820 to Brentwood Stair Road (Rd), and US 287 from Bishop Street (St) to Sublett Rd. The project is collectively referred to as the "Southeast Connector."

The Community Impacts Assessment (CIA) study area is comprised of 1,610 census blocks within 50 block groups, that encompass the proposed project area. The study area is in southeast Tarrant County and is located in the municipalities of Forest Hill, Arlington, Fort Worth, and Kennedale. Refer to Attachment 1: CIA Study Area.

The following have been attached to this report:
Attachment 1: CIA Study Area Map (1 sheet)
Attachment 2: Facilities List (6 sheets)
Attachment 3: Facilities Maps 1 – Place of Worship (5 sheets)
Attachment 4: Facilities Maps 2 – Educational and Government Buildings (2 sheets)
Attachment 5: Facilities Map 3 – Recreational (1 sheet)
Attachment 6: Facilities Map 4 – Others and Bus Routes (1 sheet)
Attachment 7: Summary of Census Data for the Community Impacts Assessment (CIA) Study Area (31 sheets)
Attachment 8: Census Geography Map – Minority Populations (1 sheet)
Attachment 9: Census Geography Map – Minority Population Density (1 sheet)
Attachment 10: Census Geography Map – Minority Population Pie Chart (1 sheet)
Attachment 11: Census Geography Map – Median Household Income (1 sheet)
Attachment 12: Census Geography Map – LEP Populations (1 sheet)
Attachment 13: Census Geography – Census Data Graphs (6 sheets)
Attachment 14: CIA Project Area Photographs (32 sheets)
Attachment 15: Displacement Maps (2 sheets)
Attachment 16: Displacement Tables and Summary of Available Single-Family Residential Properties Tables (3 sheets)
Attachment 17: Anglin Dr Alternatives Summary, Tables and Maps (11 sheets)
Attachment 18: Community Impacts Access Changes Tables (5 sheets)
Attachment 19: PI Documentation (1 sheet)
Attachment 20: Pedestrian/Bike Assessment Counts (1 sheet)
Attachment 21: City of Fort Worth Letter (3 sheets)

The following are available in the TXECOS file for the project:
Project Description (0008-13-125, etc.).pdf
Project Location Map (0008-13-125, etc.).pdf
USGS Topographic Map (0008-13-125, etc.).pdf

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Aerial Project Location Map (0008-13-125, etc.).pdf
Plans (0008-13-125, etc.).pdf

II. Project Description

Briefly describe the proposed project.

Please see the following document that has been uploaded into TXECOS: Project Description (0008-13-125, etc.).pdf

III. General Character of the Community

What is the name and general character of the community (scattered rural, planned suburban, urban, mixed use)?

Commercial facilities are scattered along the project area, primarily adjacent to the project location along Interstate Highway (I) 820 and I-20. South of I-20 is more rural with some industrial development, large areas of suburban residential areas, and two small areas of urban development in Forest Hill and Kennedale. An area west of I-820, north and south of United States Highway (US) 287 has a large area of light industrial, within Fort Worth. The southern-most portion of the study area south of Kennedale has the largest concentration of vacant and rural land use. There is also a large area of vacant land east of I-820 adjacent to Lake Arlington. The CIA study area is a mixture of residential, commercial, industrial, institutional, parks/recreation, flood control, and vacant lands. Refer to Attachment 1.

Describe the community facilities (shown on attached map) in the area:

Name of Facility	Type of Facility	Public or private?	Does the facility serve a specific population? If so, who?	Additional details, if necessary
Refer to the Attachments 2 to 6.	Refer to the Attachments 2 to 6.	Public	Refer to the Attachments 2 to 6.	None.

IV. Data

1. What data sources were used?

Yes **U.S. Census Bureau**

Yes **American Community Survey (ACS)**

No **Texas State Data Center**

Yes **Other**

If other, describe:

Site visits conducted on March 7, 19, and 28, 2019; April 2 and 18, 2019; May 14 and 22, 2019; and August 21, 2019.
arlingtontx.gov
aspe.hhs.gov/poverty-guidelines
cityofkennedale.com
citytowninfo.com
factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

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foresthilltx.org
fortworthtexas.gov
fortworthtexas.gov/library/branches/cool
fortworthtexas.gov/news/2018/05/E-Rosedale-bus-stops
fortworthtexas.gov/planninganddevelopment/historic-preservation/historic-carver-heights
google.com/maps
hud.gov
realtor.com
ridetrinitymetro.org
tad.org
zillow.com

Attach tables or thematic maps detailing race (including Hispanics), language, income, disability, gender, and age data for the affected community study area. Tables and maps may be downloaded from FactFinder and the ACS Summary File. Instructions for navigating Fact Finder and ACS Summary File can be found in the Toolkit. A list of tables to use can be found in the Toolkit. If you prefer to use template tables see the Demographic Table Template in the Toolkit.

2. What is the current DHHS poverty level? $25,750.00

3. Yes **Do any of the census geographies show over a 50% minority population?**

Describe:

The 2010 Census P9 (Hispanic or Latino, and not Hispanic or Latino by Race) data was utilized to identify minority populations. The data was obtained for the study area Census tract (CT), block groups, and blocks from the U.S. Census Bureau's American FactFinder.

There are 1,610 census blocks and 50 block groups within the CIA study area. Because the census blocks and block groups share the same boundary, the total recorded population and percent of each race/ethnicity is the same.

The total recorded population of the CIA study area is 70,633. Of these, 39.95% are White alone; 24.25% are Hispanic or Latino; 31.15% are Black or African American alone; 0.36% are American Indian and Alaska Native alone; 2.66% are Asian alone;0.03% Native Hawaiian and Other Pacific Islander alone; 0.12% are some other race alone; and 1.48% are two or more races.

Of the 1,610 census blocks in the CIA study area, 601 (37.3%) have a minority population greater than 50% accounting for approximately 60.0% of the population within the CIA study area.

As shown on the data and maps, a large portion of the study area is comprised of Environmental Justice (EJ) population, with concentrations along I-820 and US 287 north and east of the I-820/US 287 Interchange, as well as along I-20 west of the I-20/I-820 interchange. These areas are within Fort Worth and Forest Hill city limits, with only small pockets of EJ populations along the project corridor in Kennedale and Arlington.

Refer to the Attachment 7 (Sheets 1 to 31), Attachments 8 to 10 and 13.

4. Yes **Do any of the census geographies show a median income below the DHHS poverty level?**

Describe:

The 2013-2017 ACS 19013 (Median Household Income in the Past 12 Months [in 2017 Inflation-Adjusted Dollars]) data was utilized to identify median household income. The data was obtained for the CIA study area block groups and CTs from the U.S. Census Bureau's American FactFinder.

There are 50 census block groups within the CIA study area. Of these block groups, none have a median

household income less than the DHHS 2020 poverty level of $25,750 (for a family of four). The median household income in the study area ranges from $26,375 to $143,778.

Additionally, the 2013-2017 ACS 17017 (Poverty Status in the Past 12 Months by Household Type by Age of Householder) data was utilized to identify the number of households living below the poverty level. The data was obtained for the CIA study area block groups and tracts from the U.S. Census Bureau's American FactFinder. Of these 26,557 households (BGs), an estimated 4,144 (15.6%) live below the poverty level.

Refer to Attachment 7 (Sheets 1, 30 and 31) and Attachment 11.

5. Yes **Do any of the census geographies show presence of persons who speak English "less than very well"?**

Describe:

The 2013-2017 ACS 16004 (Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over) data was utilized to identify persons who speak English "less than very well". The data was obtained for the CIA study area block groups and tracts from the U.S. Census Bureau's American FactFinder.

There are 50 census block groups within the CIA study area. Of these block groups, 46 have populations who speak English "less than very well".

The total recorded population (age 5 years and over) for the CIA study area is 71,715. Of this population 8,774 (12.2%), speak English "less than very well." Of those that speak English "less than very well", 7,512 (10.5%) speak Spanish; 764 (1.1%) speak Asian and Pacific Island languages; 339 (0.5%) speak other Indo-European languages; and 339 (0.5%) speak other languages.

Refer to Attachment 7 (Sheets 1, 30 and 31) and Attachment 12.

V. Site Visit

1. Yes **Was a site visit conducted?**

If yes, attach documentation, notes, and photographs from the field visit.

2. Yes **Were there any signs observed in languages other than English?**

Describe the languages(s) observed, frequency, and general location of signs in other languages (throughout the study area, concentrated in a particular vicinity, etc.) :

Signage in Spanish in the CIA study area were observed mostly in Fort Worth, along I-820. The signages were observed at the following locations:

Chapparal Apartment Homes at 6520 Red Sierra Dr, Fort Worth, TX 76112
Las Mariposas Apartments at 2100 E Loop 820, Fort Wort, TX 76112
Iglesia de Dios El Remanenie at 2717 Putnam St, Fort Worth 76112
Lone Star Motor at 5900 E Lancaster Avenue (Ave), Fort Worth, TX 76112
Texas Toast at 4901 at 7604, 4901 E California Parkway (Pkwy), Forest Hill, TX 76119

Refer to Attachment 2 for the Facilities List and Attachment 14 for the CIA Project Area Photographs.

3. Yes **Were there places of worship, businesses, or services that target or serve specific minority groups?**

Describe:

New Life Deaf Fellowship (Map ID 1-1.3) at 6917 Brentwood Stair Rd, Fort Worth, TX 76112 is a place of worship serving the deaf. It is an affiliated member of the Southern Baptist Convention and the Southern

Baptists of Texas Convention.

Iglesia de Dios El Remanente (Map ID 1-1.14) at 2717 Putnam St, Fort Worth, TX 76112 serves Hispanic/Latino minority groups by providing services in Spanish.

St. Rita Catholic Church (Map ID 1-1.16) at 5550 E Lancaster Ave, Fort Worth, TX 76112 serves Hispanic/Latino minority groups by providing services in Spanish.

Iglesia Cristiana Palabra VIVA (Map ID 1-1.28) at 5552 E. Rosedale St, Fort Worth, TX 76112 serves Hispanic/ Latino minority groups by providing services in Spanish.

Iglesia Ni Cristo - Fort Worth Congregation (Map ID 1-2.39) at 5420 Anderson St, Fort Worth, TX 76105 provides fellowship to the Asian community.

DFW Fil-Am Adventist Church (Map ID 1-5.116) at 3930 Carol Ln., Arlington, TX 76017 serves the Asian minority group.

Vietnamese Baptist Church of Arlington (Map ID 1-5.118) at 4515 SW Green Oaks Blvd, Arlington, TX 76017 serves the Asian minority group by providing services in Vietnamese.

Chapparal Apartment Homes at 6520 Red Sierra Dr., Fort Worth, TX 76112 had advertised signage in Spanish.

Las Mariposas Apartments at 2100 E. Loop 820, Fort Wort, TX 76112 had advertised signage in Spanish.

Lone Star Motor at 5900 E Lancaster Ave, Fort Worth, TX 76112 had advertised signage in Spanish.

Texas Toast at 4901 E California Pkwy, Forest Hill, TX 76119 had advertised signage in Spanish.

Refer to the Attachments 2, 3, and 14.

4. Yes **Were there signs of disabled persons such as ramps on homes or public transportation vehicles or stops specifically designed for disabled persons?**

Describe:

The Trinity Metro provides public transportation and has bus stops within the upper third section (north of I-20) of the CIA study area. It caters to disabled people, as well as the general population. Refer to Attachment 6.

The New Life Deaf Fellowship (Map ID 1-1.3) at 6917 Brentwood Stair Rd, Fort Worth, TX 76112 is a place of worship serving the deaf. Refer to Attachment 3.

Within the CIA study areas, signs of disabled persons include ramps on homes and designated handicap parking spots and ramps at businesses. Refer to Attachment 14 for representative photographs of these facilities within the CIA study area.

5. Yes **Were there signs of other vulnerable populations such as children or elderly (presence of day cares, elementary schools or assisted living facilities)?**

Describe:

Signs of other vulnerable populations found within the CIA study area include several elementary schools, child care, and senior care facilities.

Refer to Attachments 2, 6, and 14.

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6. Yes **Were there any signs of low-income families or neighborhoods (subsidized housing, homes or cars in need of repair, used goods stores, low-cost health care facilities)?**

Describe:

Rental housing supported by the U.S. Dept. of Housing and Urban Development's (HUD) Low-Income Housing Tax Credit (Section 8 Housing):
2804 Glen Hollow Cir (Map ID 4.10) at 2804 Glen Hollow Cir, Arlington, TX 76016
Villas by the Lake (Map ID 4.14) at 5301 Collett Little Rd, Fort Worth, TX 76119
One Amelia Parc (Map ID 4.15) at 6100 E Loop 820 S, Fort Worth, TX 76119.

Used goods stores:
Goodwill Thrift Store (Map ID 4.16) at 5600 I-20, Kennedale, TX 76060
Arlington Resale (Map ID 4.13) at 5910 I-20 WB, Arlington, TX 76017.

Others:
The Don't Forget to Feed Me (Map ID 4.3) at 5825 E Rosedale St, Fort Worth, TX 76112 supplies pet food to local agencies in support of pet owners. The organization provides pet food for those in need during challenging financial times.

The Fort Worth HOPE Center (Map ID 4.6) at 3625 E Loop 820 S, Fort Worth, TX 76119 provides resources for low-income children and families by distributing food twice a week to families who live in Tarrant County. The organization provides dental health services and educational services (vocational skills and certifications) for families to find jobs and become self-sufficient.

inspirED (Map ID 4.9) at 4381 Green Oaks Blvd #200, Arlington, TX 76016 is a private, non-profit student loan servicing agency that provides federal and private education loans, scholarship funds and outreach services and programs to ensure that students across Texas have access to higher education.

Right from the Start Nutrition (Map ID 4.12) at 6015 Interstate 20 W, Arlington, TX 76017 is a 501(3)c non-profit sponsorship for the State of Texas Department of Agriculture's Child and Adult Care Food Program. The Child and Adult Care Food Program helps providers (qualified schools, enrichment programs, and childcare providers/centers) pay for healthy meals and snacks.

Homes and automobiles within the CIA study area are generally in good repair.

Refer to Attachments 2, 6, and 14.

7. Yes **Are there signs of other modes of transportation?**

Yes **Are there bus or train stops?**

Describe:

The Trinity Metro provides public transportation and has bus routes and stops within the upper third section (north of I-20) of the CIA study area. There are no train stops within the CIA study area.

The Trinity Metro is a participant of the proposed project's Technical Work Group (TWG) and is aware of these impacts. TxDOT/contractor will coordinate with Trinity Metro through construction and closure of frontage roads to help minimize potential disruptions.

Bus stop amenities such as bus stop signages, benches, shelter, or lighting are not part of the proposed project improvement. However, TxDOT will coordinate with Trinity Metro to incorporate bus stop landings during project construction.

Refer to Attachments 6 and 14.

No **Are there marked bike lanes or bicycle lane signage?**

No **Did you observe cyclists in the area?**

Yes **Are there sidewalks?**

Describe:

Existing sidewalks are located within the CIA study area. Refer to Attachment 14 for representative photographs.

No **Did you observe "goat paths" or dirt pathways adjacent to the project area?**

8. Yes **Is there any additional information about this community that will be helpful?**

Describe:

Fort Worth is ranked the 16th largest and one of the fastest growing cities in the U.S. (fortworthtexas.gov).

Arlington is the 2nd largest city in Tarrant County after Fort Worth (U.S. Census Bureau).

The area where Kennedale is located has been inhabited since the 1860s. Kennedale was chosen because of its proximity to a mineral water well (citytowninfo.com)

Forest Hill began around 1860. The community was called Brambleton Station and Forest Hill Village before being renamed Forest Hill (foresthilltx.org).

9. Yes **Is public involvement planned for this project?**

Results from the Scope Development Tool

1. Yes **Did the Scope Development Tool identify the need for a residential displacements analysis?**

2. Yes **Did the Scope Development Tool identify the need for a commercial displacements analysis?**

Select the level of analysis identified on the Scope Development Tool:

- ☒ Low level commercial displacements analysis
- ☐ Medium level commercial displacements analysis
- ☐ High level commercial displacements analysis

3. No **Did the Scope Development Tool identify the need for an other displacements analysis?**

- ☒ Medium risk access and travel patterns analysis

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4. Yes **Did the Scope Development Tool identify the need for an access and travel patterns analysis?**

Select the level of analysis identified on the Scope Development Tool:

☐ High risk access and travel patterns analysis

5. Yes **Did the Scope Development Tool identify the need for a community cohesion analysis?**

Select the level of analysis identified on the Scope Development Tool:

☒ Medium risk community cohesion analysis

☐ High risk community cohesion analysis

Residential Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. How many residences will be displaced or impacted in a manner that would prevent them from being occupied (loss of parking or access)?

There are 23 single-family residences (located in 21 parcels) that would be displaced.

1. Property No. 1 - 6500 Hartman Rd, Forest Hill, TX 76119; Appraised Value = $86,527
2. Property No. 3 - 4805 California Pkwy E, Forest Hill, TX 76119; Appraised Value = $103,856
3. Property No. 4 - 4809 California Pkwy E, Forest Hill, TX 76119; Appraised Value = $101,384
4. Property No. 5 - 4813 California Pkwy E, Forest Hill, TX 76119; Appraised Value = $105,260
5. Property No. 6 - 4817 California Pkwy E, Forest Hill, TX 76119; Appraised Value = $56,199
6. Property No. 7 - 4821 California Pkwy E, Forest Hill, TX 76119; Appraised Value = $56,199

7 and 8. Property No. 8 and 9 - 6604 Anglin Dr, Forest Hill, TX 76119; Appraised Value = $320,000

9. Property No. 11 - 6520 Royal Oaks Dr, Forest Hill, TX 76119; Appraised Value = $146,154
10. Property No. 12 - 6521 Royal Oaks Dr, Forest Hill, TX 76119; Appraised Value = $153,923
11. Property No. 13 - 6520 Melinda Dr, Forest Hill, TX 76119; Appraised Value = $130,189
12. Property No. 21 - 4112 Donalee St, Fort Worth, TX 76119; Appraised Value = $66,386
13. Property No. 29 - 2900 Louise St , Fort Worth, TX 76112; Appraised Value = $83,454
14. Property No. 30 - 6141 Craig St, Fort Worth, TX 76112; Appraised Value = $143,595
15. Property No. 31 - 6050 Craig St, Fort Worth, TX 76112; Appraised Value = $83,000
16. Property No. 32 - 6016 Craig St, Fort Worth, TX 76112; Appraised Value = $47,968
17. Property No. 33 - 2840 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $100,223
18. Property No. 34 - 2836 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $110,310
19. Property No. 35 - 2832 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $105,425
20. Property No. 36 - 2828 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $80,224
21. Property No. 37 - 2824 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $98,095
22. Property No. 38 - 2820 Cravens Rd, Fort Worth, TX 76112; Appraised Value = $111,063
23. Property No. 39 - 6301 Norma St, Fort Worth, TX 76112; Appraised Value = $107,613

The Build-Alternative of realigning the northern section of Anglin Dr to the west of its current location would result in the displacement of seven single-family residences (Property Nos. 3 to 9) and one commercial property (Property No. 2). One alternative considered for the Anglin Dr area would be realigning Anglin Dr to the south of I-20. This alternative would avoid impacts to the seven single-family residences but would result in the displacement of two commercial properties with up to 15 jobs lost. Other businesses would also be impacted through the loss of parking and displacement of a billboard. Refer to Attachment 17 for all Anglin Dr alternatives discussed.

The Build-Alternative of constructing a continuous I-20 northbound (NB) and southbound (SB) frontage road across the Union Pacific Railroad (UPRR) crossing would result in the displacements of two commercial (Property Nos. 10 and

14) and three single-family residences (Property Nos. 11, 12, and 13). Currently the UPRR acts a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the UPRR would enhance local access by providing grade-separated crossings over the railroad where there currently are none. This would allow for a new mode (pedestrian and bicycle) to safely cross a pre-existing barrier, thereby increasing cohesion and access. Also, these continuous frontage roads would be necessary as they would be utilized as temporary main lanes while I-20 is under construction.

The Build-Alternative for Craig St would keep Craig St connected to the I-820 frontage roads. At Craig St, the horizontal alignment would remain the same as the existing; however, the vertical alignment would be raised to accommodate the wider freeway section on I-820 and its braided ramps. Because Craig St would no longer intersect the I-820 frontage roads, jug handle ramps would be constructed to restore this access (thereby displacing ten single-family residential properties – Property Nos. 29 to 38). All remaining properties affected by the vertical realignment currently have access to either Craig St, NB frontage road, SB frontage road, Mel St, or Louis St. There would be no inaccessible areas. Current Roadway Design Manual requirements will require the removal of some existing ramps on I-820 in order to comply with current horizontal/vertical alignment criteria and minimum ramp spacing requirements (the existing facility was built in the 1960's under different design criteria). However, direct access must be maintained for major, high-volume cross-streets such as Spur 303 Rosedale, SH180 Lancaster, and Meadowbrook. The least impactful way to restore this direct access to the cross streets (under current design standards) is with braided ramps (see bypass lane discussion). The braided ramp bridge structures would cause the Craig Street profile to be raised, and jughandle ramps would then be needed to restore access from Craig Street to the frontage roads. It should be noted that depressing the main lane profile (thereby allowing the frontage roads to intersect Craig Street at grade) is not design feasible due to drainage considerations. Additionally, raising the frontage road profiles (thereby allowing the frontage roads to intersect elevated Craig Street) would remove driveway access to the frontage roads for adjacent properties.

Raising the vertical alignment of Craig St would remove direct access from Mel St; however, this access would still be available via Putnam St (a one-block detour). Additionally, raising Craig St would also remove driveway access to Craig St for the residence at the Louis St/Craig St intersection; however, access for this property to Craig St would still be available via Malcolm St (a one-block detour). Braided ramps are needed in this location to restore access to the adjacent major cross streets. These braided ramps, combined with the addition of freeway mainlanes, occupy all of the available ROW. If frontage road bypass lanes were added, this would require additional ROW on both sides of I820 for some distance upstream and downstream of Craig Street (causing more displacements, more environmental impacts, further encroachment on a major Oncor utility ROW, and increasing the span length of the UPRR bridge – a critical design issue). For these reasons, frontage road bypass lanes are not practical in this location.

Regarding the use of a narrower Craig Street bridge, a four-lane bridge is needed here for traffic operations to accommodate the left-turns that would occur at the jughandle ramp intersections along with the through traffic to/from: McClung middle school, FTW ISD football stadium, West Hadley elementary school, and Handley-Meadowbrook community center.

In summary, access to Craig St would be restored by jug handle ramps, and no other substantial access changes would occur. No disruptions to existing travel patterns would occur. Access would improve for through traffic on Craig St as the current all-way stop controlled intersections would change to only stop controlled for the jug handles. Access from frontage roads would require use of the jug handle ramps which could increase travel time to destinations somewhat. For example, access between West Handley Elementary School and Handley Park would improve due to access for through traffic on Craig St having fewer all-way stop controlled intersections.

The City of Fort Worth provided through email on 8/30/2019 a letter describing a list of design recommendations. However, city recommendations run counter to direction from TxDOT Fort Worth District. Refer to attachment 21, "City of Fort Worth Letter" detailing design recommendations.

Land values listed acquired from Tarrant County Appraisal District parcel data.
Refer to Attachments 14, 15, 16, 17 and 21.

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2. What type of residences will be displaced (single family homes, apartment, duplexes, etc.)?

All of the residential properties that would be displaced are single-family residential structures. One of the parcels consists of two single-family residential structures (Property Nos. 8 and 9).

According to the Tarrant Appraisal District 2019 market values, the values of the proposed displaced single-family residential structures are as follows:

9 single-family residences are between $10K to $100K
12 single-family residences are between $100K to $150K
2 single-family residences are between $150k to $200k (combined parcel value split equally for two single-family residences)

Refer to Attachments 15 and 16.

3. Yes **Is there comparable replacement housing available?**

Explain:

A search of several real estate sites (realtor.com and zillow.com) was conducted to determine the availability of residential properties at the displaced's neighborhood level, within 1.5-mile buffer, and within the zip code level.

NEIGHBORHOOD LEVEL

Within the neighborhood surrounding Property Nos. 1, 3 to 9 and 11 to 13 (bounded by Wanda Ln, Melinda Dr, I-20, and UPRR:
No single-family residential property of comparable value in the $50K to $100K price range,
2 single-family residential properties in the $100K to $150K price range, and
2 single-family residential properties in the $150K to $200K price range.

Within the neighborhood surrounding Property No. 21 (bounded by Shackleford St, Wilbarger St, and US 287):
No single-family residential property of comparable value in the $50K to $100K price range.

Within the neighborhood surrounding Property Nos. 29 to 38 (bounded by Greenlee St, Cravens Rd, Lancaster Ave, and Putnam St):
No single-family residential property of comparable value in the $50K to $100K price range and
1 single-family residential property in the $100K to $150K price range.

Within the neighborhood surrounding Property No. 39 (bounded by Meadowbrook Dr, Forest Ave, Greenlee St, and I-820):
No single-family residential property of comparable value in the $100K to $150K price range.

WITHIN 1.5-MILE BUFFER

In Forest Hill, near the cluster of Property Nos. 1, 3 to 9 and 11 to 13:
1 single-family residential property of comparable value in the $50K to $100K price range,
4 single-family residential properties in the $100K to $150K price range, and
5 single-family residential properties in the $150K to $200k price range.

Along US 287 (Property No. 21):
105 single-family residential properties of comparable value in the $50K to $100K price range.

In Fort Worth, near the cluster Property Nos. 29 to 38:
10 single-family residential properties of comparable value in the $50K to $100K price range and
14 single-family residential properties in the $100 to $150K price range.

A 1.5-mile buffer around the potentially displaced single-family residences was chosen to keep the potentially displaced within a reasonable distance from their current locations and facilities they may use (such as school).

ZIP CODE LEVEL

Zip Code 76119 (Property Nos. 1, 3 to 9, 11 to 13, and 21):
1 single-family residential property of comparable value in the $50K to $100K price range,
12 single-family residential properties in the $100K to $150K price range, and
11 single-family residential properties in the $150K to $200k price range.

Zip Code 76112 (Property Nos. 29 to 39):
5 single-family residential properties of comparable value in the $50K to $100K price range and
18 single-family residential properties in the $100 to $150K price range.

Refer to Attachments 14, 15, 16, and 17.

4. Yes **Would displacements impact community cohesion?**

Explain:

Yes. Displacements are anticipated to impact community cohesion.

Commercial Displacements

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. What types of businesses exist in the study area?

Due to the mostly urban nature of the CIA study area, a vast assortment of businesses currently exists. These include fast food restaurants, casual dining restaurants, gas stations, convenience stores, manufacturing and distribution centers, construction companies, automotive dealerships and repair centers, medical facilities, retail establishments, and day-care facilities, among others.

Refer to Attachments 2 and 14.

2. How many businesses will be displaced or impacted in a manner that would prevent them from continuing to operate (loss of parking or access)?

There are 19 commercial properties that would be displaced. These commercial displacements do not double as community facilities. No community facilities would be displaced.

1. Property No. 2: Anglin Food Store/Conoco at 4724 SE Loop 820, Forest Hill, TX 76119 (tank hold and parking displacements). Full displacement.

2. Property No. 10: Warehouse-Storage at 5111 California Pkwy E, Forest Hill, TX 76119 (Access). Full displacement.

3. Property No. 14: 820 Jeep Parts at 6624 Oak Crest Dr W, Forest Hill, TX 76119 (Building). Full displacement.

4. Property No. 15: TEXACO Fort Worth at 5317 Mansfield Hwy, Fort Worth, TX 76119 (tank hold and parking displacements). Full displacement.

5. Property No. 16: Warehouse and office space at 5700 E Loop 820 S, Fort Worth, TX 76119 (building and parking

displacements). Full displacement.

6. Property No. 17: Sun Valley Suites (Office) at 5600 E Loop 820 S, Fort Worth, TX 76119 (building and parking displacements). Full displacement.

7. Property No. 18: Mills Uniform Company at 5460 E Loop 820 S, Fort Worth, TX 76119 (building and parking displacements). Full displacement.

8. Property No. 19: Economy Inn at 5420 E Loop 820 S, Forest Hill, TX 76119 (office building displacement). Full displacement.

9. Property No. 20: Setra Coach at 4900 E Loop 820 S, Fort Worth, TX 76119 (building and parking displacements). Full displacement.

10. Property No. 22: Builders Sales and Service at 2201 E Loop 820 S, Fort Worth, TX 76112 (building displacement). Full displacement.

11. Property No. 23: Texaco gas station at 6101 E Rosedale St, Fort Worth, TX 76112 (parking and island pump displacements). Full displacement.

12. Property No. 24: Lobo's Tire Shop at 6200 Fort Worth Ave, Fort Worth, TX 76112 (building displacement). Full displacement.

13. Property No. 25: The Chevy Shop at 3202 Fort Worth Ave, Fort Worth, TX 76112 (building displacement). Full displacement.

14. Property No. 26: Smith's Auto World at 6204 Fort Worth Ave, Fort Worth, TX 76112 (building and parking displacements). Full displacement.

15. Property No. 27: Oncor Transmission Land at 6101 E Lancaster Ave, Fort Worth, TX 76112 (two transmission towers displacements). Full displacement.

16. Property No. 28: West Auto Sales at 6153 E Lancaster Ave, Fort Worth, TX 76112 (parking displacement). Full displacement.

17 and 18. Property Nos. 40 and 41: Meadow Shopping Center (Pizza Hut and Ace Cash Express) at 6318 Meadowbrook Dr, Fort Worth, TX 76112 (building and parking displacements). Full displacement.

19. Property No. 42: Taco Bell at 6162 Meadowbrook Dr, Fort Worth, TX 76112 (building and parking displacements). Full displacement.

Refer to Attachments 14, 15, and 16.

3. No **Are these businesses unique to the area?**

4. No **Do these businesses serve a specific population (specific ethnic group, disabled, low-income families, etc.)?**

Explain:

These businesses do not serve a specific population.

5. No **Have the businesses indicated if they would relocate?**

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NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above, how will displacements associated with the proposed project impact the community?

The Build Alternative would require the acquisition of proposed right of way (ROW) and acres of proposed permanent easements. The proposed project would potentially displace residential homes and commercial properties. The anticipated displacements are illustrated in attachments 14, 15, and 16.

Concerning the commercial displacements, none of the businesses function as community facilities or provide services or products that are unique to the area. Both local and national businesses would be displaced and would occur throughout the project area without areas of high concentration. None of the businesses serve a specific population (such as specific ethnic groups, people living with disabilities, low-income families, etc.).

The two notable areas of concentrated potential residential displacements are at:
1. Anglin Drive and UPRR (displaced Property Nos. 1, 3 to 9 and 11 to 13)
2. Craig Street (displaced Property Nos. 29 to 38)

Based on research of several real-estate websites, the residents of the homes being displaced in these two areas would not be expected to find comparable homes available within the same neighborhood. The neighborhood for the Anglin Drive and UPRR displacement area is bounded by Shackleford Street, Wilbarger Street, and US 287. The neighborhood for the Craig Street displacement area is bounded by Greenlee Street, Cravens Road, Lancaster Avenue, and Putnam Street. Relocation within the same neighborhood is unlikely due to a shortage of housing for rent or for sale within a reasonable price range of the market rate value for their current residence.

The displaced residents within the Craig Street area would be expected to find comparable replacement housing within 1.5 miles of their current homes, which potentially would allow them to use similar facilities (such as school) that they use today. Access to the same community facilities and social support networks have important implications for community cohesion and are discussed below. Relocating within the same area is one effort to minimize potential disruption in services, which generally eases the transition process.

The displaced residents within the Anglin Drive and UPRR area would be expected to find comparable replacement housing in the price range of greater than $100,000 within 1.5 miles of their current homes. There currently is no comparable replacement housing in the price range of less than $100,000 within the 1.5 miles of the Anglin Drive and UPRR area, nor within the same zip code (76119). For displaced residents in the Craig Street and UPRR area that require housing less than $100,000, TxDOT anticipates they would need to move out of their current zip code, potentially to another city. Individual housing situations and decisions are difficult to determine, but each displaced resident will be assigned a relocation officer to meet their individual needs during the relocation process. Potential displacements were minimized by avoiding impacts to structures where possible and using available vacant or open land where practicable. Constraints were mapped and used in the planning process to avoid important resources such as places of worship, public facilities, and other community facilities.

ACCESS AND TRAVEL PATTERNS

1. How do people currently access adjacent parcels (car, walking, cycling, mass transit)?

The most common form of transportation people use to access the adjacent parcels is by automobile followed by walking and mass transit.

The Trinity Metro provides public transportation and has bus stops within the upper third section (north of I-20) of the CIA study area. It caters to disabled people, as well as the general population. Refer to Attachment 6.

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2. Describe the permanent changes to access and/or travel patterns.

Implementation of the proposed project would result in changes of access to/from I 20/I 820/US 287 within the approximate 16-mile project limits.

Generally, the proposed project's increased main lane capacity, decreased conflicts (less ramps), and increased frontage road capacity would have a positive effect on regional users.

Refer to Attachment 18 for the Community Impacts Access Changes Tables.

A. The following COMMUNITY CLUSTERS would be most affected through access and travel changes because of the proposed project:

A1. Craig St and Meadowbrook Dr, Fort Worth:
South of Brentwood Stair Rd, the NB exit ramp and the SB entrance ramp will be removed. The NB entrance ramp to I-820 from Meadowbrook Dr and SB exit to Meadowbrook Dr will remain. The intent of this change was to reduce the weaving on the I-820 main lanes near the I-30/I-820 interchange. Traffic from Brentwood Stair Rd would still be able to access SB I-820 using the SB Meadowbrook ramp. Although the recommended alternative alters ramping throughout the I-820 corridor, access to I-30 from I-820 (via Brentwood Stair Rd, Meadowbrook Dr, and Craig St) would still be available. These ramping changes were developed with public input from State Representative Collier's Townhall meetings.

The proposed project would remove the NB entrance ramp from Craig St to I-820 and the SB exit ramp to Craig St from I-820; however, access to Craig St would still be provided through the SB I-820 exit ramp to Meadowbrook Dr and through the NB I-820 exit ramp to Lancaster Ave. Additionally, the existing pedestrian bridge would be removed. To compensate, the proposed Craig St bridge would be widened and 14-foot sidewalks would be added.

At Craig St, the horizontal alignment would remain the same as the existing; however, the vertical alignment would be raised to accommodate the wider freeway section on I-820 and its braided ramps. Because Craig St would no longer intersect the I-820 frontage roads, jug handle ramps would be constructed to restore this access (thereby displacing one commercial and ten single-family residential properties – Property Nos. 29 to 38). All remaining properties affected by the vertical realignment currently have access to either Craig St, NB frontage road, SB frontage road, Mel St, or Louis St. There would be no inaccessible areas.

Raising the vertical alignment of Craig St would remove direct access from Mel St; however, this access would still be available via Putnam St (a one-block detour). Additionally, raising Craig St would also remove driveway access to Craig St for the residence at the Louis St/Craig St intersection; however, access for this property to Craig St would still be available via Malcolm St (a one-block detour).

In summary, access to Craig St would be restored by jug handle ramps, and no other substantial access changes would occur. No disruptions to existing travel patterns would occur. Access would improve for through traffic on Craig St as the current all-way stop controlled intersections would change to only stop controlled for the jug handles. Access from frontage roads would require use of the jug handle ramps which could increase travel time to destinations somewhat. For example, access between West Handley Elementary School and Handley Park would improve due to access for through traffic on Craig St having fewer all-way stop controlled intersections.

A2. Anglin Dr, Forest Hill:
Anglin would have a minor alignment shift (about 300 feet) near I-20 to eliminate an existing segment of two-way frontage road in the WB (WB) direction and align Anglin Dr with the existing bridge over I-20. The properties (Property Nos. 2 to 9) affected by this realignment currently have access to either Anglin Dr, Shady Hill Dr, or the I-20 WB frontage road. There would be no inaccessible areas. Although eight properties would be displaced by the alignment shift, access to the remaining properties would not be substantially change. Therefore, no existing travel patterns would be disrupted. These changes would allow direct access across I-20.

A3. Frontage Roads over UPRR, Forest Hill:
Currently the UPRR acts a barrier between communities on either side of the railroad. The construction of continuous frontage roads over the UPRR would enhance local access by providing grade-separated crossings over the railroad

where there currently are none. This would allow for a new mode (pedestrian and bicycle) to safely cross a pre-existing barrier, thereby increasing cohesion and access. Also, these continuous frontage roads would be necessary as they would be utilized as temporary main lanes while I-20 is under construction.

A4. Rosedale St, Fort Worth:
The proposed project would provide connectivity across the I-820. It would connect to recently completed improvements in roadway and pedestrian infrastructure project constructed throughout a low-income area that is currently undergoing major revitalization efforts.

B. The changes to MAIN LANE and INTERCHANGE access and travel patterns are discussed as follows:

B1. I-20 Main Lanes and Interchange
Existing: The existing I-20 roadway from Forest Hill Dr to Park Springs Blvd is composed of four to five main lanes in each direction separated by a concrete safety barrier, located along the I-20 centerline, with adjacent shoulders. Bike lanes also do not exist within the I-20 corridor.

Proposed: Along I-20, from Forest Hill Dr eastward to the I-20/I-820 Interchange, six main lanes in each direction with adjacent shoulders are proposed. Auxiliary lanes would be added between the entrance and exit ramps to allow for efficient vehicular weaving. Along I-20, from I-820 eastward to US 287, the existing main lanes and the I-20/I-820 and I-20/US 287 interchanges would be reconstructed to provide five main lanes in each direction with an adjacent four-lane collector-distributor road system installed in each direction to separate vehicular movements and reduce main lane congestion. I-20 (east of US 287) would consist of five main lanes with 1-2 auxillary lanes in each direction.

B2. I-820 Main Lanes
Existing: The existing I-820 roadway from I-20 northward to the I-820/US 287 Interchange is a four-lane roadway in each direction separated by a concrete safety barrier or metal beam guard fence, located along the I-820 centerline, and composed of 12-foot wide main lanes and 10-foot wide inside and outside shoulders. Generally, I-820 from the I-820/US 287 Interchange northward to Craig St is a two-lane roadway composed of main lanes with shoulders in each direction separated by a grass median with a cable barrier (wire rope) system located adjacent to SB lanes. The I-820 from Craig St northward to Brentwood Stair Rd transitions to a three-lane roadway in each direction separated by a concrete median separated by a concrete safety barrier or metal beam guard fence located along the I-820 centerline.

Proposed: Along I-820, from I-20 northward to US 287, seven main lane lanes in each direction are proposed. This reconstruction would allow merging and diverging US 287 vehicles to enter and exit, respectively, I-820 on the right-hand side of the I-820 corridor in both directions to eliminate the major main lane weaving that currently exists with the left-hand ramp access system. I-820 (north of US 287) would consist of four main lanes with 1-2 auxillary lanes in each direction.

B3. US 287 Main Lanes
Existing: The existing US 287 roadway from Bishop St southward to the I-820/US 287 interchange is a three-lane roadway with shoulders in each direction separated by a concrete safety barrier or metal beam guard fence. US 287 from the I-20/US 287 Interchange southward to Sublett Rd is a two-lane roadway with shoulders in each direction. The NB and SB main lanes are separated by a grass median which contains a concrete safety barrier located directly adjacent to the SB US 287 main lane shoulder.

Proposed: Along US 287 from Bishop St to I-820, the project would reconstruct US 287 with three 12-foot main lanes in each direction with 12-foot wide auxiliary lanes between the entrance and exit ramps. Along US 287 from I-20 to Sublett Rd, the project would widen the existing main lanes to three lanes in each direction with auxiliary lanes between ramps with the I-20/US 287 Interchange.

C. The changes to FRONTAGE ROAD and SHARED-USE PATH access and travel patterns are discussed as follows:

C1. I-20 Frontage Roads and Shared-Use Path
Existing: From Forest Hill Dr to Park Springs Blvd, two to three-lane discontinuous I-20 frontage roads exist in each direction from Forest Hill Dr to Park Springs Blvd. The Eastbound (EB) I-20 frontage road is discontinuous between Forest Hill Dr and Business 287, between Bowman Springs Rd and Little Rd through the I-20/US 287 Interchange, and between Green Oaks Blvd and Kelly Elliott Rd. The WB I-20 frontage road is discontinuous between Anglin Dr and Business 287, through the I 20/I-820 Interchange, and between Green Oaks Blvd and Kelly Elliott Rd. Sections of the I-20 frontage roads are composed of curb and gutter with in-ground drainage systems. However, non-curb sections of frontage roads exist and are composed of variable-width inside and outside shoulders that convey drainage to open ditches. Bike lanes also do not exist within the I-20 corridor.

Proposed: All of the frontage roads would be continuous from Forest Hill Dr eastward to the I 20/I 820 interchange because new location frontage roads are proposed over the UPRR and would be constructed from Forest Hill Dr eastward to Anglin Dr. From I-820 eastward to US 287, two to four continuous lanes in each direction and a 10-foot wide bidirectional shared-use (for bicyclists and pedestrians) on one side and a 5 to 6-foot sidewalk on the other side/direction would be constructed. From the I-20/US 287 interchange eastward to Park Springs Blvd, two to four continuous lanes in each direction would be constructed. A 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side/direction and a 5 to 6-foot wide sidewalk on the other side/direction would also be constructed. New location frontage roads would be constructed between Green Oaks Blvd to Kelly Elliott Rd.

C2. I-820 Frontage Roads and Shared-Use Path
Existing: From I-20 northward to the I-820/US 287 Interchange, two continuous frontage road lanes exist in each direction. The frontage roads between the I-820/US 287 interchange northward to Brentwood Stair Rd are discontinuous. The frontage roads are also discontinuous between Rosedale St and Craig St where a one to two-lane collector-distributor road system also exists in each direction. No SB frontage road exists between Carey St (at US 287) and Wilbarger St at (I-820). Bike lanes do not exist within the I-820 corridor. However, a pedestrian/cyclist bridge located north of Craig St overpasses the I-820 main travel lanes.

Proposed:
Along I-820, from I-20 northward to US 287, two to three continuous lanes in each direction would be constructed. A 10-foot wide bidirectional shared-use (for bicyclists and pedestrians) on one side and a 5 to 6-foot sidewalk on the other side/direction would also be constructed. From US 287 northward to Brentwood Stair Rd, the frontage roads would be a curb and gutter design with in-ground drainage. New location frontage roads would be constructed from Rosedale St northward to Craig St, and from Carey St (at US 287) northward to Wilbarger St (at I-820).

C3. US 287 Frontage Roads and Shared-Use Path
Existing: The two-lane frontage roads are predominately continuous but convert to being discontinuous at the Miller Ave/Wilbarger St interchange and between Wilbarger St (at I-820) and Carey St (at US 287). Two-lane frontage roads exist in each direction from I-20 southward to Sublett Rd. The two-lane NB frontage road is discontinuous at Little Rd. Bike lanes also do not exist within the US 287 corridor.

Proposed: From Bishop St to I-820 and from I-20 to Sublett Rd, two to three continuous lanes in each direction would be constructed. A 10-foot wide bidirectional shared-use (for bicyclists and pedestrians) on one side and a 5 to 6-foot sidewalk on the other side/direction would also be constructed.

D. The changes to SIDEWALKS access and travel patterns are discussed as follows:

D1. I-20 Sidewalk
Existing: No continuous sidewalks are located adjacent to the frontage roads. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections.

Proposed: Bidirectional shared-use paths and sidewalks along each frontage road and at cross street intersections would be installed. Some cross streets would have buffer-separated bicycle lanes instead of shared-use path and would include wheelchair-accessible ramps and marked crosswalks. The Bowman Springs Rd bridge which overpasses I-20 would include 10-foot wide shared-use path on one side and 5 to 6-foot wide sidewalks on the other side).

D2. I-820 Sidewalk
Existing: A limited expanse of continuous sidewalks exists adjacent to the I-820 SB frontage road north of Meadowbrook Dr. A pedestrian/cyclist bridge located north of Craig St overpasses the I-820 main lanes. The pedestrian facilities (sidewalks and marked crosswalks) that do exist are limited and discontinuous and confined to only the major, high volume traffic frontage road/cross street intersections.

Proposed: Bidirectional shared-use paths and sidewalks along each frontage road and at cross street intersections would be installed. Some cross streets would have buffer-separated bicycle lanes instead of shared-use path and would include wheelchair-accessible ramps and marked crosswalks. The Craig St bridge which overpasses I-820 would include sidewalks to accommodate foot traffic since the existing pedestrian bridge north of Craig St would be removed and not replaced.

D3. US 287 Sidewalk
Existing: No continuous sidewalks are located adjacent to the frontage roads. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/ cross street intersections.

Proposed: Bidirectional shared-use paths and sidewalks along each frontage road and at cross street intersections would be installed. Some cross streets would have buffer-separated bicycle lanes instead of shared-use path and would include wheelchair-accessible ramps and marked crosswalks.

4. INTERCHANGE CONNECTIVITY

4.1 I-820/US 287 Interchange: fully directional, direct-connecting access between I-820 and US 287, and between the I-820 and US 287 frontage roads that would each traverse the interchange. Frontage road movements along SB I-820 would use the U-turn at Carey St to connect to the frontage roads below US 287.

4.2 I-820/I-20 Interchange: fully directional, direct-connecting access between I-20 and US 287 utilizing collector-distributor lanes, and continuous I-820 and I-20 frontage roads that would traverse the interchange. This interchange would provide additional access with a new WB exit to Sun Valley (east of interchange but west of Bowman Springs Rd), which would increase access to adjacent properties/businesses.

4.3 I-20/US 287 Interchange: fully directional, direct-connecting access between I-20 and US 287 utilizing collector-distributor lanes, and frontage roads that would traverse the interchange. Frontage road movements between US 287 and I-20 in the southeast third of the interchange would use Little Rd to connect the frontage roads. Ramps in this area have been moved upstream to allow increased access to adjacent property owners and to increase the vehicle storage.

5. Many of the access and ramps throughout entire project have been re-designed to allow for constructability while keeping facility open.

5.1 I-20 at Bowman Springs Rd – An EB frontage road by-pass would help maintain access EB to Little Rd and the surrounding retail area; allows more access options to motorists.

5.2 Ramp reversals to an “X” pattern between Green Oaks Blvd and Kelly Elliott Rd at I-20. This would allow for more vehicular storage, access to more adjacent properties (without going through a signal, decreases weaving problems, and results in a safer facility). A continuous frontage road would also be provided which would provide better access to adjacent properties and emergency vehicles and enhance incident management.

5.3 Exit to Sun Valley at I-820 were moved upstream (just east of the I-20/I-820 Interchange) to allow for increased access to adjacent property owners. Also enhances vehicle storage by removing short exit ramp.

5.4 Ramp reversals to an "X" pattern between Wilbarger St and Eastland St at I-820. This would allow for more vehicular storage, access to more adjacent properties (without going through a signal), decreases weaving problems, and results in a safer facility.

5.5 Ramp reversals to an "X" pattern between Ramey Ave and Wilbarger St. Ramey Ave at I-820 exits were moved further back which would allow for more vehicular storage, access to more adjacent properties (without going through a signal, decreases weaving problems, and results in a safer facility.

5.6 Lancaster Ave at I-820 cloverleaf was removed to improve/achieve a continuous frontage road. No continuous frontage roads prior due to railroad restrictions. Continuous frontage roads would add continuity for improved access, safety, and incident management. U-turns would be provided in both directions for local and improved access to adjacent properties, decrease travel times, increase safety and decrease congestion at traffic signals.

5.7 Exit and entrance ramps between Bishop St and Miller Ave at US 287 are being reconstructed to current design standards. Ramp access and locations remain the same.

5.8 East of Miller Rd to Village Creek Rd at US 287, ramps were reversed to the "X" shape replacing the current diamond shaped ramping. Continuous frontage roads have been added (currently not there).

5.9 A portion of Hillside Ave (from proposed frontage road to Pierce Ave) at US 287 would be removed because that portion would be in an exit ramp "access denial zone" (due to ramp reversals).

5.10 Continuous frontage roads at the Village Creek Rd and US 287 intersection would have a 40 mile per hour design speed. As a result, the current curved configuration would be removed.

5.11 US 287 south of Little Rd would undergo ramp reversal from the current diamond configuration to the "X" configuration to allow for better access, safety, and storage.

3. What neighborhoods and businesses will be affected by these changes?

It can be assumed that all neighborhoods and businesses along the proposed project would be both positively and negatively affected in some manner by the main lane capacity improvements, new frontage roads, existing frontage road capacity improvements, intersection capacity improvements and ramp improvements. The capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads is anticipated to increase the mobility of motorists in the corridor. The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel.

The reconfiguration of existing exit/entrance ramps would alter vehicular access for some adjacent businesses and residents along the frontage roads. Motorists seeking to access a specific establishment or residence could be temporarily inconvenienced, as they may have to alter their existing route. The ramp reconfigurations could cause some motorists to pass by existing establishments that they formerly could access. These motorists that are making a purposeful visit to an establishment would need to make a U-turn to return to the establishment or, if available, return to the establishment by driving back through existing, joined parking areas. Inconvenience to motorists as a result of the ramp reconfigurations should be minimal, as they would likely recall that they had to adjust their route based on changes in access and utilize the new route for future visits to the establishment. Frontage roads will still allow for access to all adjacent properties. Ramp removal is required to comply with current design criteria (existing ramps do not comply with current TxDOT design standards).

Alternatively, the relocation of existing exit/entrance ramps and new exit/entrance ramps could result in increased exposure for some establishments on the frontage roads, adjacent to the new ramp locations. This would benefit both the establishments and the motorists.

4. Yes **Are any community facilities affected?**

Are any of them "essential services" such as clinics, schools, or emergency responders?

It can be assumed that all neighborhoods and businesses along the project limits would be affected in some manner by these changes in access and travel patterns. This includes community facilities such as clinics, schools, and emergency responder stations, all of which are located throughout the CIA study area. The net effect to these essential services is anticipated to be positive because the improved access and mobility would allow members of the community better access to these services.

5. How will emergency response times be affected?

The capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads is anticipated to mostly decrease emergency response times along the corridor. However, an increase in response times may occur to some areas due to less ramps and vehicles navigating additional signalized intersections to get to/from mainlanes. Changes in access to area hospitals as a result of the proposed project is not anticipated.

Access to community services (i.e., police/fire protection, trash collection) would be improved by the introduction of additional turn lanes and cross street intersections, continuous frontage roads, U-turns to avoid signal delays, and the overall capacity increase/traffic operations improvement of the proposed project. Also, by moving the exits further upstream of the cross street, direct access to more adjacent properties along the frontage roads (between the exit ramps and the cross streets) would be provided (i.e., more properties would be directly accessible downstream of the exit ramps without being required to exit further upstream and go through a traffic signal at the previous cross street). Additionally, this would allow more vehicle storage at the cross-street traffic signal, decreasing the chance of vehicle queues onto the exit ramps and main lanes (a safety/traffic operations issue). These improvements would reduce delays and improve response times for community services.

6. For mass transit, walking, cycling impacts, which mode(s) will be permanently impacted?

Walking and Cycling Impacts:
1. The impact to walking and cycling modes of transportation would be positive with the introduction of the 10-foot wide bidirectional shared-use path (for bicyclists and pedestrians) on one side and a 5 to 6-foot wide sidewalk on the other side/direction along the adjacent continuous frontage roads. The reconstructed cross street bridges would also include sidewalks and each intersection would include wheelchair-accessible ramps and marked crosswalks.

2. The maximum grades for the Craig St interchange are Craig St (4.96%), west jug handle ramp (4.98%), and eastern jug handle ramp (2%). None of these exceed the 5% maximum grade given in current Federal accessibility guidelines for sidewalks. Marked crosswalks would be provided at each of the jughandle intersections, providing multiple opportunities for pedestrian movements across the facility in all directions. The proposed Craig Street jughandles would have a shared-use path on one side and a sidewalk on the other. The proposed Craig Street bridge would have a shared-use path on both sides. The proposed Craig Street improvements east of I-820 would have a shared-use path on one side and a sidewalk on the other. From west of the I-820 frontage road to the jughandle connection, a sidewalk would be provided on the south side and a shared-use path on the north side. West of the jughandle connection, sidewalks would be provided on both sides of Craig Street, and the pavement width would accommodate future shared use lanes or other bicycle accommodations as part of a future City project. Therefore, the proposed design would be considered more accessible. It should also be noted that decreasing these proposed grades would result in greater ROW takes.

3. Pedestrian Bridge would be removed resulting in greater travel times for those that use it, however, compared to Craig St and Meadowbrook Dr, the pedestrian bridge is underutilized and based on public comments is seen as a safety hazard and as an attraction for criminal activity.

Mass Transit Impacts:
The Trinity Metro provides public transportation and has bus routes and stops within the upper third section (north of I-20) of the CIA study area. Proposed project improvements include sidewalks where bus stops are located, consequently improving pedestrian mobility to and from bus stop locations. Any alterations in the use of bus stop locations as a result of this project will include construction of an ADA accessible boarding area and connection to the

pedestrian access route. The quality of the bus service and amenities such as bus stop signages, benches, shelter, or lighting are entirely the responsibility of Trinity Metro. The proposed ramp realignments are unlikely to impact bus routes long-term as the bus routes along I-820 remain on the frontage roads.

Temporary displacements of bus stops and disruption of bus route services along all portions of I-820 would occur during the construction of sidewalks and ramp realignments. Overall bus routes would continue to operate normally, however 12 bus stops would be impacted temporarily during construction. These bus stop locations are all within or very close to Census blocks where EJ population is greater than 50%.

Trinity Metro has been an active participant in TWG meetings and met with the City of Fort Worth, TxDOT, and Tarrant County regarding potential alternatives at the Miller Ave/Wilbarger St/US 287 intersection and other aspects of the project.

1. SB I-820 frontage road south of Sun Valley, adjacent to Mills Uniform Company (displaced Property No. 18):
The existing bus stop is only a sign, on a rural-type open shoulder, adjacent to a roadside ditch. The proposed project facility would provide space for the bus stop back-of-curb with a continuous 10-foot wide Americans with Disabilities Act (ADA) shared-use path with curb ramps and no open drainage ditch. Any amenities would be provided by Trinity Metro transportation authority of Fort Worth.

2. NB I-820 frontage road at the corner of Wilkes Dr:
The existing bus stop is only a sign, located back-of-curb, adjacent to a discontinuous 3-foot wide sidewalk. The proposed project would provide space for the bus stop back-of-curb with a continuous 10-foot wide ADA shared-use path with curb ramps. A ROW corner clip would also be acquired to provide additional space for any amenities (to be provided by Trinity Metro transportation authority of Fort Worth).

3. SB I-820 frontage road at the corner of E. Berry St:
The existing bus stop is only a sign, located back-of-curb, adjacent to a discontinuous 5-foot wide sidewalk. The proposed project would provide space for the bus stop back-of-curb with a continuous 5-foot wide ADA sidewalk with curb ramps. A ROW corner clip would also be acquired to provide additional space for any amenities (to be provided by Trinity Metro transportation authority of Fort Worth).

4. and 5. Two Bus Stops on SB I-820 frontage road between East Rosedale St and Plaza Circle and on SB I-820 frontage road south of Truman Dr:
The existing bus stops are only signs, located back-of-curb, in areas without a sidewalk. The proposed project would provide space for the bus stops back-of-curb with a continuous 5-foot wide ADA sidewalk w/curb ramps. Any amenities would be provided by Trinity Metro transportation authority of Fort Worth.

6. and 7. Two Bus Stops by Chase Bank along Ramey Ave and on SB I-820 frontage road south of Ramey Ave:
The existing bus stops are only signs, located back-of-curb, adjacent to a 3-foot wide sidewalk. The proposed project would provide space for the bus stops back-of-curb with a continuous 5-foot wide ADA sidewalk w/curb ramps. A ROW corner clip would also be acquired here to provide additional space for any amenities (to be provided by Trinity Metro transportation authority of Fort Worth).

8. East Lancaster Ave WB adjacent to Abandoned Gas station:
The existing bus stop is only a sign, located back-of-curb, adjacent to a 5-foot wide sidewalk. The proposed project would provide space for the bus stop back-of-curb with a continuous 5-foot wide ADA sidewalk with curb ramp. Any amenities would be provided by Trinity Metro transportation authority of Fort Worth.

9 to 12. Two stops on Meadowbrook Dr east of I-820, and two stops on Meadowbrook Dr west of I-820:
These existing bus stops are only signs, with the exception of a bench at the Taco Bell (displaced Property No. 42) stop, located back-of-curb, adjacent to a 5-foot wide sidewalk. The proposed project would provide space for the bus stops back-of-curb with a continuous 5-foot wide ADA sidewalk with curb ramps. Any amenities would be provided by Trinity Metro transportation authority of Fort Worth.

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7. How far will the user of this/these modes have to travel to find a comparable route/service? How much time will be added to their trips?

Temporary disruptions to walking/cycling and transit service would only occur during construction. There is potential for temporary closures or reroutes during construction. Overall bus routes would continue to operate normally, however 12 bus stops would be impacted temporarily during construction. At this time, there is no way to accurately predict the severity or duration of those disruptions at bus stops (the construction contractor, sequence of work, contractor priorities, and incentives are all unknown).

The improved mobility from the proposed project would likely benefit Trinity Metro users and their trip times in the project area.

8. Yes **Are any design elements proposed to mitigate adverse impacts to these modes?**

Describe:

The addition of shared-use paths is included in the proposed project to better accommodate pedestrians and cyclists in the CIA study area. impacts to these modes of services (walking, cycling, and transit) are temporary disruptions during the construction of the proposed project.

Bike/pedestrian mitigation near the Craig Street bike/ped bridge are described in section 5.6.3 of the EA.

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above, how will the proposed project impact access and travel patterns for the community?

The capacity improvements to the mainlanes, existing frontage roads, and intersections, along with the addition of new frontage roads, are anticipated to increase mobility of motorists in the project corridors. The reconfiguration of existing exit/entrance ramps would also help decrease congestion on the mainlanes by decreasing conflict points. Overall, the project is anticipated to decrease congestion on the project corridors and benefit users traveling regionally.

The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for those modes of travel. Temporary disruptions to the Trinity Metro public transportation service would occur during construction. There is potential for temporary bus stop closures or reroutes during construction. Overall, bus routes would continue to operate normally, however 12 bus stop locations would be impacted temporarily during construction. TxDOT will coordinate with Trinity Metro staff to adequately notify transit users of these potential temporary service impacts.

The reconfiguration of existing exit/entrance ramps would alter vehicular access for some adjacent businesses and residents along the frontage roads. Ramp removal in some areas is required to comply with current design criteria (existing ramps do not comply with current TxDOT design standards). Frontage roads will still allow for access to all adjacent properties. The proposed project would change ramping along the corridors resulting in several cross streets losing direct access to the project mainlanes. These cross streets would have the direct entrance and/or exit ramps removed, requiring motorists to travel through additional intersections/traffic signals to get access to/from the project mainlanes.
Ramps in some areas would be redesigned into an "X" pattern to allow increased direct access between the mainlanes and frontage roads (along with adjacent properties) and to increase the vehicle storage on the frontage roads. More vehicle storage would decrease the chance of vehicle queues onto the exit ramps and main lanes (a safety and traffic operations issue). This would reduce delays and improve emergency response times for community services.
Several intersections at cross streets would also be improved as part of the proposed project. This is anticipated to increase mobility across the project corridors.

Automobile travel is the most common mode of transportation that community members use within the project area, followed by walking, cycling, and mass transit. Overall, the proposed project is expected to reduce congestion and increase mobility and connectivity for both regional and local users. Several changes to direct access between adjacent properties and the project mainlanes would occur. The addition of shared-use paths for bicyclists and sidewalks for pedestrians would

increase mobility for these modes of travel. The improved mobility from the proposed project would likely benefit Trinity Metro users and their trip times in the project area. The proposed roadway would ultimately provide drivers, pedestrians, and cyclists a more efficient route to access cross streets and adjacent properties in the project area. Community cohesion, safety, and access would increase in areas where a new mode would be provided (bike and pedestrian) to cross pre-existing barriers such as roadways and rail lines.

Community Cohesion

Consider the community facilities and vulnerable populations other than EJ populations listed in your Community Profile answers.

1. If there is an existing roadway or other separation, how will the proposed project change that separation?

The existing facility is a controlled access highway that functions as a barrier between neighborhoods since the 60s and the 70s. The proposed project would not introduce any new physical barriers to the area that would increase any sense of separation.

All existing cross street access would be maintained, with improved ADA-compliant pedestrian/bike facilities. The frontage roads would be made continuous throughout the proposed project limits. Interchange connectivity (I-820/ US 287, I-820/I-20, and I-20/US 287) would be fully directional, direct-connecting access between interstate, highway, and/or frontage roads.

2. How would the proposed project change the way that people within the community access other parts of the community and participate in local activities?

Pedestrian/bike access to McClung Middle School, Fort Worth ISD football stadium, Handley Park, and the Handley-Meadowbrook Community Center would be improved by the addition of a wider Craig St bridge over I-820 (with 14-foot wide sidewalks on both sides). Access to the Southwest Nature Preserve would also be improved by the addition of a wider Bowman Springs Rd bridge over I-20 (10-foot wide shared-use path on one side and 5 to 6-foot wide sidewalks on the other side). Access to Village Creek Park would be improved by the addition of an EB-WB U-turn and pedestrian/bike access on the wider Village Creek bridge over US 287. Nothing about the project design should change the frequency with which people access other parts of the community.

Main Lanes
By adding additional main lanes, the associated roadways would be able to handle a higher volume of traffic. This would allow for greater access to other parts of the community which would enable more people in the community to participate in local activities. The additional main lanes would help motorists move within and through the CIA study area more efficiently.

Frontage Roads, Sidewalks and Bike Lanes
The proposed project is converting rural frontage roads to urban curb and gutter frontage roads. Approximately 80 percent of the project limits do not currently have sidewalks along frontage roads. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high-volume traffic frontage road/cross street intersections. The introduction of the following shared-use paths and sidewalks along the expanded frontage roads may encourage people to walk or bike throughout the community and to local activities:

1. I-20. No continuous sidewalks are located adjacent to the frontage roads. Bike lanes also do not exist within the I-20 corridor. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections. Bidirectional shared-use paths and sidewalks along the expanded frontage roads are proposed.

2. I-820. A limited expanse of continuous sidewalks exists adjacent to the I-820 SB frontage road north of Meadowbrook Dr. Bike lanes do not exist within the I-820 corridor; however, a pedestrian/bike bridge located north of

Craig St overpasses the I-820 main lanes. The pedestrian facilities (sidewalks and marked crosswalks) that do exist are limited and discontinuous and confined to only the major, high volume traffic frontage road/cross street intersections. The proposed project would remove the existing pedestrian/cyclist bridge located north of Craig St that overpasses the I-820 main lanes and would not be replaced. Shared-use paths and sidewalks along the expanded frontage roads are proposed.

3. US 287. No continuous sidewalks are located adjacent to the frontage roads. Bike lanes also do not exist within the US 287 corridor. The pedestrian facilities (sidewalks and crosswalks) that do exist are limited and discontinuous and confined to only major, high volume traffic frontage road/cross street intersections. Shared-use paths and sidewalks along the expanded frontage roads are proposed.

Cross Streets
Little or no accommodation for pedestrian and bike access exist at existing cross streets; however, they would be added throughout the project.

Bridge/Overpass
1. The proposed project would remove the existing pedestrian/bike bridge located north of Craig St that overpasses the I-820 main lanes and would not be replaced. Alleviating this impact would be the addition of 14-foot sidewalks at the Craig St bridge which overpasses I-820.

2. The Bowman Springs Road bridge which overpasses I-20 would be widened and would include 10-foot wide shared-use path on one side and 5 to 6-foot wide sidewalks on the other side to accommodate bike and foot traffic.

Access within the proposed project would be enhanced with additional lanes, U-turns, turn lanes and pedestrian/ bicycle lanes. The following notable areas of access change are at:
1. Anglin Dr. The proposed changes would provide direct access across I-20 north and south through road realignment with the removal of the existing offset roadway. This access change would cause displacements but substantially improve traffic flow through improved access.

2. Frontage Roads across UPRR at I-20. The proposed construction of a continuous I-20 NB and SB frontage road across the UPRR crossing would result in the displacements of two commercial (Property Nos. 10 and 14) and three single-family residences (Property Nos. 11 to 13). The proposed continuous frontage roads would provide access to areas previously separated by the railroad. Also, these continuous frontage roads would be necessary as they would be utilized as temporary main lanes while I-20 is under construction.

3. Craig St at I-820 intersection. Adding jug handle-style ramps would provide direct access from frontage roads to Craig St due to ramp reconfiguration in the area. This access change would result in the displacement of one commercial and five single-family residential properties, but substantially improve traffic flow through improved access. Braided ramps would require Craig St to be raised, making frontage road connection without jug handle ramps between Craig St and the frontage roads impossible without greater displacements or lost connectivity between parcels and the frontage roads. Access to Handley Park would not be impacted.

4. Bridge at Village Creek Rd. The proposed project would improve access to Village Creek Park through new frontage road ramps and realigned intersection. This access change would not result in displacements.

5. Meadowbrook Dr. South of Brentwood Stair Rd, the NB exit ramp and the SB entrance ramp would be removed. The NB entrance ramp to I-820 from Meadowbrook Dr and SB exit to Meadowbrook Dr would remain. The intent of this change was to reduce the weaving on the I-820 main lanes near the I-30/I-820 interchange. Traffic from Brentwood Stair Rd would still be able to access SB I-820 using the SB Meadowbrook ramp. Although the recommended alternative alters ramping throughout the I-820 corridor, access to I-30 from I-820 (via Brentwood Stair Rd, Meadowbrook Dr, and Craig St) would still be available. These ramping changes were developed with public input from State Representative Collier's Townhall meetings.

6. Forest Hill. Although the Build-Alternative alters ramping throughout the I-20 corridor, access to and from Forest Hill Dr would still be available. The ramping would be designed to provide the best traffic operations possible.

Reset Form

3. How will the proposed project change the way that people use local services and facilities change?

The introduction of continuous bike/pedestrian facilities may encourage people to pursue alternative modes of transportation. There are numerous bus routes and stops within the CIA study area along I-820 north of I-20, and the improved and expanded pedestrian facilities would allow for easier and more convenient access to bus stops. Instead of driving and parking at bus station, users may opt to walk or bike, having the option to take their bicycle along with them. With improved access to bike/pedestrian and bus stops, people may desire to visit or use local services and facilities such as libraries, senior centers, and community centers more frequently.

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Conclusion: Based on the information above, how will the proposed project impact community cohesion?

The existing facility is a controlled access highway that has functioned as a barrier between neighborhoods since the 60s and the 70s. The area traversed by I-820, I-20, and US 287 is extensively developed and consists of well-established residential, commercial, and institutional properties. The corridor also features several city parks, places of worship, and public schools.

The proposed project would require new ROW, which would widen the physical barrier. This would also result in displacements, which is expected to increase the sense of separation for some areas. The proposed capacity improvements to the main lanes, existing frontage roads, and intersections, along with the addition of new frontage roads, are all anticipated to increase mobility of motorists in the project corridors, which is expected to strengthen regional cohesion.

The new frontage roads proposed across Kee Branch and across the UPRR, the capacity improvements to frontage roads (which function similar to local streets), and the addition of sidewalks and shared-use paths adjacent to frontage roads, are all expected to result in improved community cohesion for users traveling along the I-820, I-20, and US 287 corridors.

The proposed improvements to cross streets are expected to result in improved community cohesion across the I-820, I-20, and US 287. The proposed upgraded bridges, bridge approaches, and intersections at cross streets that include additional travel lanes, turning lanes, sidewalks, shared-use paths, and protected bicycle lanes would result in safer and more comfortable travel across the project corridors.

Although removal of the existing bicycle/pedestrian bridge located north of Craig Street would increase travel distances and require travel on steeper grades for some users crossing between the area of West Handley Elementary School on the west side of I-820 to the area of Handley Park and Handley Meadowbrook Community Center on the east side of I-820, the proposed facilities along I-820 frontage roads (shared-use paths) and at the Craig Street (shared-use paths) and Meadowbrook Drive (sidewalks and barrier-separated bike lanes) interchanges would be safer and more accommodating for bicyclists and pedestrians compared to the existing conditions. This contributes to cohesion on the neighborhood level by providing safe opportunities for all modes of travel, both within communities and across pre-existing barriers such as roadways and railways. The proposed project is not expected to result in the isolation of any particular demographic population, including low-income and minority communities.

ENVIRONMENTAL JUSTICE

1. Yes **Will there be displacements?**

How many are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

There are 42 (23 single-family residential and 19 commercial properties) potential displacements associated with the proposed project. The displaced commercial properties' services do not target or serve specific minority groups.

1. All 42 potential displacements are located in block groups that have median household income above the poverty guideline of $25,750 (for a family of four). The median household income in the study area ranges from $26,375 to $143,778.

2. All of the 23 potential single-family residential displacements are located in Census blocks that have minority populations of greater than 50%. The predominant minority populations of the displaced is Hispanic or Latino. All 19 commercial displacements are within, or adjacent to EJ Census blocks.

Refer to Attachments 7 to 16.

2. Yes **Will there be access and travel pattern impacts?**

What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

As discussed in the Access and Travel Pattern section, the proposed project would not restrict access to any existing public or community services, businesses, commercial areas, or employment centers. However, notable access changes at Anglin Dr, Frontage Roads across UPRR at I-20, and Craig St would impact minority populations of greater than 50 percent. Predominant minority populations in these impacted areas are Black or African American alone and Hispanic or Latino. There are no low-income household Census block groups within the CIA study area.

In the case of Craig St, a predominantly minority area, the horizontal alignment would remain the same as the existing; however, the vertical alignment would be raised to accommodate the wider freeway section on I-820 and its braided ramps. Because Craig St would no longer intersect the I-820 frontage roads, jug handle ramps would be constructed to restore this access (thereby displacing one commercial and 10 single-family residential properties – Property Nos. 28 to 38). All remaining properties affected by the vertical realignment currently have access to either Craig St, NB frontage road, SB frontage road, Mel St, or Louis St. There would be no inaccessible areas.

Raising the vertical alignment of Craig St would remove direct access from Mel St; however, this access would still be available via Putnam St (a one-block detour). Additionally, raising Craig St would also remove driveway access to Craig St for the residence at the Louis St/Craig St intersection; however, access for this property to Craig St would still be available via Malcolm St (a one-block detour).

In summary, access to Craig St would be restored by jug handle ramps, and no other substantial access changes would occur. No disruptions to existing travel patterns would occur. Access would improve for through traffic on Craig St as the current all-way stop controlled intersections would change to only stop controlled for the jug handles. Access from frontage roads would require use of the jug handle ramps which could increase travel time to destinations somewhat. For example, access between West Handley Elementary School and Handley Park would improve due to access for through traffic on Craig St having fewer all-way stop controlled intersections.

Improvements at these intersection improvements would benefit the existing residential subdivisions on both side of I-820, public facilities (West Handley Elementary School, Jean McClung Middle School, Handley Park, Forest Hill City Fire Department, Emily Trentman Park, Forest Hill Memorial Park, and Trinity Metro bus stops/routes), and commercial properties in the immediate area by providing improved access, increased mobility, and pedestrian/bicyclist safety.

Refer to Attachment 18.

3. Yes **Will there be community cohesion impacts?**

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What types of impacts are in predominantly minority and/or low income census geographies versus non-minority and non-low income geographies?

The following areas contain predominantly minority populations where community cohesion would be impacted:

1. Anglin Dr. The proposed changes would provide direct access across I-20 north and south through road realignment with the removal of the existing offset roadway. This access change would cause displacements but substantially improve traffic flow through improved access.

2. Frontage Roads across UPRR at I-20. The proposed construction of a continuous I-20 NB and SB frontage road across the UPRR crossing would result in the displacements of two commercial (Property Nos. 10 and 14) and three single-family residences (Property Nos. 11 to 13). The proposed continuous frontage roads would provide access to areas previously separated by the railroad. Also, these continuous frontage roads would be necessary as they would be utilized as temporary main lanes while I-20 is under construction.

3. Craig St at I-820 intersection. Adding jug handle-style ramps would provide direct access from frontage roads to Craig St due to ramp reconfiguration in the area. This access change would result in the displacement of one commercial and ten single-family residential properties, but substantially improve traffic flow through improved access. Braided ramps would require Craig St to be raised, making frontage road connection without jug handle ramps between Craig St and the frontage roads impossible without greater displacements or lost connectivity between parcels and the frontage roads. Access to Handley Park would not be impacted.

4. Bridge at Village Creek Rd. The proposed project would improve access to Village Creek Park through new frontage road ramps and realigned intersection. This access change would not result in displacements.

5. Meadowbrook Dr. South of Brentwood Stair Rd, the NB exit ramp and the SB entrance ramp would be removed. The NB entrance ramp to I-820 from Meadowbrook Dr and SB exit to Meadowbrook Dr would remain. The intent of this change was to reduce the weaving on the I-820 main lanes near the I-30/I-820 interchange. Traffic from Brentwood Stair Rd would still be able to access SB I-820 using the SB Meadowbrook ramp. Although the recommended alternative alters ramping throughout the I-820 corridor, access to I-30 from I-820 (via Brentwood Stair Rd, Meadowbrook Dr, and Craig St) would still be available. These ramping changes were developed with public input from State Representative Collier's Townhall meetings.

6. Forest Hill Dr. Although the Build-Alternative alters ramping throughout the I-20 corridor, access to and from Forest Hill Dr would still be available. The ramping would be designed to provide the best traffic operations possible.

Refer back to the Access and Travel Pattern section for additional information.

4. Yes **Will the community experience any negative impacts to air quality or water quality from increased noise level or from hazardous materials?**

What types of impacts are in predominately minority and/or low income census geographies versus non-minority and non-low income geographies?

The proposed addition of main lanes and expansion of the frontage roads would move traffic closer to homes and businesses. A noise analysis will be conducted based upon existing and future traffic numbers, to determine if mitigation such as a sound wall would be reasonable and feasible. If it is determined, as a result of the noise study that a sound wall is needed, then it will be included in the proposed project. Noise impacts would equally impact minority and/or low income populations and non-minority and/or non-low income populations.

Hispanic or Latino populations can be found across the CIA study area, but the largest concentrations are primarily along I-820 south and just north of US 287, I-820 north of Craig St, along US 287 west of I-820, and

north of I-20 west of I-820. These largest concentrations of Hispanic or Latino populations do not have potential displacements though many Census blocks with potential displacements do have large proportions of Hispanic or Latino persons.

Black or African American populations can be found across the entire project area, but the largest concentrations are primarily in the northern most end of I-820, I-820 north of Eastland St and south of Ramey Ave, north and south of I-20 west of I-820, and south of I-20 just west of US 287. Three Census blocks with a number of displacements (Properties 2 to 9, 11 to 13 and 20) have a majority Black or African American population, making it very likely that these displacements would impact them directly.

Concentrations of Asian populations can be found along I-20 near the intersections of Bowman Springs Rd, Kelly Elliott Rd and Park Springs Blvd as well as on the west side of US 287 south of I-20.

5. No **Has the community experienced substantial impacts from past transportations projects such as a new roadway causing large number of displacements or introducing a barrier and separating parts of the community?**

6. No **Has the community experienced substantial impacts from any other major projects such as utilities, industry, etc?**

7. Yes **Is there any mitigation proposed to specifically lessen the severity of these impacts on EJ populations?**

Describe:

Noise barriers will be proposed where the Traffic Noise Analysis Report determines barrier construction to be reasonable and feasible.

Bike/pedestrian mitigation near the Craig Street bike/ped bridge are described in section 5.6.3 of the EA.

8. No **If there are any impacts to minority or low-income populations would these impacts still be considered disproportionately high and adverse after mitigation has been applied?**

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS. If is concluded that there will be disproportionately high and adverse impacts to EJ communities, consult the CIA handbook or further guidance.*

Conclusion: Based on the information above and information in the community profile, will the proposed project have disproportionately high and adverse impacts on minority and/or low-income populations?

A large portion of the study area is comprised of EJ populations, with concentrations along I-820 and US 287 north and east of the I-820/US 287 Interchange, as well as along I-20 west of the I-20/I-820 interchange. These areas are within Fort Worth and Forest Hill city limits, with only small pockets of EJ populations along the project corridor in Kennedale and Arlington.

All of the potential single-family residential displacements and most commercial displacements resulting from the proposed project are located in EJ areas. As described in Section 5.1 of the EA, residential displacement impacts are concentrated in the Anglin Drive and UPRR area and the Craig Street area. Alternatives to avoiding residential displacements in these areas of high residential displacements were evaluated and are described in Section 4.3 of the EA. Benefits of the designs selected for the Anglin Drive and UPRR area and the Craig Street area include retaining full vehicle access to frontage roads, increased vehicle mobility through the interchanges, increased bike/pedestrian accessibility across the project corridors, and providing a new local connection across the UPRR.

The CIA and the project team was also informed by site visits and public involvement opportunities. The localized impacts to these EJ communities warranted additional efforts at outreach and engagement. Therefore, a town hall meeting was held in December 2019 to present alternative design concepts to the Forest Hill community. Door-to-door outreach to

residents affected by the proposed realignment of Anglin Drive was conducted to ensure that the most directly impacted received adequate notice, and were provided opportunities for meaningful involvement. In addition to attending, representatives from the City of Forest Hill assisted TxDOT in outreach and planning for the meeting. A total of 50 people attended, including four elected officials. Concerns expressed during the meeting varied and ranged from concerns regarding noise impacts, displacements, access, and emergency response times.

In 2018, State Representative Nicole Collier hosted transportation town hall meetings for House District 95, which includes the Handley neighborhood in the Craig Street area. TxDOT participated in these town halls as a follow-up to the July 19 public meeting and to present project updates based on input from the community. The meeting presented alternative design concepts along with ramping and pedestrian bridge options involving Meadowbrook Drive, Brentwood Stair Road, and Craig Street. The presentation also included design criteria and guidelines that were used to develop a safe and effective project design that also addresses concerns identified by community members.

The proposed addition of mainlanes and expansion of the frontage roads would move traffic closer to homes and businesses resulting in increased noise levels and noise impacts to adjacent properties. Many of these noise impacts occur in EJ areas, and noise mitigation such as noise barriers would be considered where reasonable and feasible.

The addition of shared-use paths for bicyclists and sidewalks for pedestrians would increase mobility for these modes of travel. The improved mobility from the proposed project would likely benefit Trinity Metro users and their trip times in the project area. This could benefit low-income users who may not be able to afford the costs of car ownership, in addition to other transit-dependent populations. The proposed roadway would ultimately provide all modes a more efficient route to access cross streets and adjacent properties in the project area.

The bike/pedestrian bridge located north of Craig Street had the intent to provide access to Handley Park and other community facilities, and its removal would disproportionately impact minority populations. However, the proposed enhancements to the Meadowbrook Drive and Craig Street bridges, where there is far more pedestrian traffic, would minimize the adverse impact of the bike/pedestrian bridge removal. Additionally, the following design elements are incorporated into the proposed project to mitigate adverse impacts to EJ community cohesion and pedestrian safety in the Craig Street and Meadowbrook Drive area resulting from removal of the bicycle/pedestrian bridge:

• All crosswalks within these high pedestrian corridors will include continental or comparable high visibility pavement markings to maximize visibility and safety, as opposed to the current conditions of standard transverse lines.
• Where exclusive pedestrian intervals are not already planned, project designers will incorporate leading pedestrian intervals at all traffic signals for safety.
• The general increase in roadway width will be offset by the addition of pedestrian crossing islands to assist in safely and comfortably crossing multiple lanes of traffic.
• The Craig Street bridge which overpasses I-820 will include shared-use paths to accommodate bike and foot traffic (14-foot wide on both sides), which are wide enough to allow for two-directional, and multi-modal travel.
• The increased path width at Craig Street will allow for the additional safety element of an inside barrier to separate bike and pedestrian travel from vehicular traffic. Separation from traffic is a safety design principle similar to that of a pedestrian bridge. Further accommodations include crosswalks across Craig St at each of the jughandle intersections, providing multiple opportunities for pedestrian movements across the facility in all directions.
• The pedestrian enhancements across the Meadowbrook Drive bridge will include 6-foot wide designated bicycle lanes with a buffer, along with 6-foot sidewalks in each direction.
• The turning radius and crosswalk orientation of the Meadowbrook right-turn slip lane will be designed to prioritize pedestrian safety and visibility as traffic yields right onto the eastbound frontage roads. This will be accomplished by marking an advanced stop line or yield markings, in addition to crosswalk striping and clear signage. Project engineers will consider extending the pedestrian island to form a longer channelized right-turn lane, which could alternatively be accomplished by edge lines and with cross-hatching to narrow the perceived width of the lane while still accommodating larger vehicles.

With the avoidance and mitigation measures identified in this report and in design elements of the project, there would be no notable disproportionately high and adverse impacts to minority and/or low-income communities. The investment in transportation infrastructure is expected to strengthen community cohesion in EJ communities overall when compared to the No-Build Alternative. Community cohesion, safety, and access would increase in areas where a new mode would be provided (bike and pedestrian) to cross pre-existing barriers such as roadways and rail lines. These benefits from the

proposed project to local drivers, transit users, pedestrians, and cyclists would be equally distributed in EJ areas (including the Anglin Drive and UPRR area and the Craig Street area) as well as non-EJ areas. Following application of minimization and mitigation measures, and considering public input on the proposed project thus far, the proposed project is not expected to result in disproportionately high and adverse impacts to EJ populations.

Limited English Proficiency

1. Yes **Were there LEP persons identified in the project area?**

What languages do they speak?

Spanish, other Indo-European languages, Asian and Pacific Island languages, and other languages. Refer to the attached "Census Geography Map - LEP Populations" for the locations of the LEP block groups (contain persons age 5 years and over that speak English "less than very well") and the attached census data obtained from the American FactFinder.

2. **What public involvement techniques were used or is planned to be used?**

Please note in the response whether public involvement notices are available to view under the Public Involvement or Community Impacts section of ECOS.

A Public Meeting was held on July 19, 2018 at Dunbar High School, 5700 Ramey Ave, Fort Worth, TX 76112. The purpose of the meeting was to provide information regarding the proposed improvements to the proposed project. The notices for the Public Meeting were published in The Fort Worth Star-Telegram and in La Estrella (Spanish language newspaper). Notices were also mailed, in English and in Spanish, to the adjacent property owners. There were 273 people who attended the meeting and 277 comments were received. TxDOT thoroughly analyzed and responded to all of the comments.

A Town Hall meeting was conducted in cooperation with State Representative Nicole Collier and her staff on August 16, 2018 at the Martin Luther King Community Center, 5565 Truman Dr, Fort Worth, TX 76112. The purpose of the meeting was to provide information regarding the proposed recommended, Build-Alternative improvements to the proposed project. Forty-two people attended the meeting.

A Community Meeting was conducted in cooperation with Fort Worth City Councilmember Gyna Bivens of District 5, and city staff on September 15, 2018 at the Handley United Methodist Church, 2929 Forest Ave, Fort Worth, TX 761112. The purpose of the meeting was to provide information regarding the proposed recommended, Build-Alternative improvements to the proposed project. Approximately 40 people attended the meeting. Both newsletters are available on the project website.

A City of Fort Worth Lions Club Meeting was conducted on October 31, 2018 at the Lions Club, 6013 Craig St, Fort Worth, TX 76112. The purpose of the meeting was to provide information regarding the proposed recommended, Build-Alternative improvements to the proposed project. Approximately 15 people attended the meeting.

A Town Hall meeting was conducted in cooperation with State Representative Nicole Collier and her staff on November 8, 2018 at the Tarrant County College Opportunity Center, 5901 Fitzhugh Ave, Fort Worth, TX 76112. The purpose of the meeting was to provide information regarding the proposed recommended, Build-Alternative improvements to the proposed project. Approximately 27 people attended the meeting.

Newsletters containing project information, updates, and status were mailed to adjacent property owners and stakeholders on July 5 and 6, 2018. A second newsletter was mailed in May 2019.

A Forest Hill Town Hall meeting was conducted on December 10, 2019 at the Forest Hill Civic and Community Center. TxDOT took this effort to proactively and meaningfully involve this EJ community by partnering with City

official and conducting door-to-door outreach to ensure that the most directly impacted received adequate notice to increase participation. The meeting presented an overview of the proposed project and the project activity timeline from 2017 through 2020. These included information of the design process, previous public meeting, the preparation of Preliminary Design and Environmental Assessment, a future Public Hearing (Spring 2020) and begin of construction (Winter 2020). A total of 50 people attended the meeting, consisting of 4 elected officials. A total of 6 comments were received from the public concerning the Anglin Drive South alternative, access, and emergency response times.

A Village Creek Neighborhood Association (VNCA) Meeting was conducted on February 11, 2020 at the Eugene McCray Community Center. TxDOT presented an overview of the proposed project and focused on the portion that occurs near or directly involves the Village Creek area of the project such as access ramps,cross-streets access and I-820 links to/from US 287. The traffic analysis, proposed recommendations, project schedule and project contact information were discussed. A total of 35 people attended the meeting, consisting of VNCA members, City of Fort Worth staff, TxDOT staff, and project consultants. A total lof 12 verbal comments were received from the public concerning traffic congestion, project design, project timeline, and future public hearing date. Exhibit rolls of the existing and proposed portion of the proposed project were presented and copies of the presentation were handed out to all attendees.

A Public Hearing will be held at a later date to present the proposed project, and to encourage and solicit public comment. In addition to the above public involvement techniques, notices will also be made available online at http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html.

3. Yes **Was assistance in a language other than English requested or is it anticipated to be requested?**

Describe:

Assistance in a language other than English was not requested in the previous public meeting. Interpreters would be provided should assistance in a language other than English be requested prior to the planned Public Hearing.

4. How were LEP persons accommodated during the public involvement process?

Please note in the response if copies of public involvement materials are available to view under the Public Involvement or Community Impacts section of ECOS.

The notices for the Public Meeting were published in The Fort Worth Star-Telegram (English language newspaper) and La Estrella (Spanish language newspaper). Notices were also mailed to the adjacent property owners. All Legal Notices published in the English language newspaper provided contact information for persons interested in attending the meeting who had special communication/accommodation needs. Meeting notices mailed to adjacent property owners were in both English and Spanish. Project team members fluent in Spanish were available at the Public Meeting to provide communication assistance to Spanish- speaking attendees. The Public Meeting comment form was provided in both English and Spanish. The previously discussed accommodations would be repeated for the Public Hearing.

LEP populations besides Spanish-speakers that are estimated to be greater than 50 based on US Census data, can be found in 9 of the 50 Census block groups, with six of the nine population groups being Asian and Pacific Island Language Speakers, two being Other Indo-European Language Speakers, and one being Other Language Speakers. Five of the six Asian and Pacific Island Language population groups are found in Arlington and Kennedale, with the last along US 287 in Fort Worth. The two Other Indo-European Language LEP population groups are found adjacent, between US 287 and I-20 in the proposed project's eastern limits. The one Other Language Speakers LEP population is found in a block group in Forest Hill adjacent north of I-20.

It may be necessary to accommodate LEP persons of these populations in the future, though previous outreach for Vietnamese populations, the most common language spoken after Spanish, showed that not many would likely benefit from translated materials. Outreach included contacting local temples serving Vietnamese populations, and ESL coordinators with the Arlington library.

Reset Form

5. Yes **Is any more public involvement planned?**

Yes **Will LEP persons continue to be accommodated?**

NOTE: *The conclusion statement should be included in the NEPA document if one is being produced. Upon completion, upload this Documentation Standard to the Community Impacts and EJ section of the Documents page in ECOS.*

Conclusion: Based on the information above and public involvement documentation, were LEP persons given the opportunity for meaningful involvement in the NEPA process?

Based on data from the 2017 American Community Survey, block groups located within and adjacent to the project area have an LEP population ranging from approximately 0.5 to 10.5 percent. Spanish speakers make up the largest portion of the LEP population with 10.5 percent. Other LEP populations speak Asian and Pacific Islander (1.1%), Indo-European (0.5 percent), and Other (0.5%) languages. These data match observed places that serve these populations, mostly for Hispanic and Asian (Vietnamese) populations.

Public outreach was conducted for the proposed project and included town hall, community, and public meetings. These meetings were held in areas such as Dunbar High School, Martin Luther King Jr. Community Center, and Tarrant County College Opportunity Center. Although bilingual notices were provided, assistance in a language other than English was not requested at these meetings.

To ensure meaningful access to the public meeting held on July 19, 2018 TxDOT provided announcements in both English and Spanish, and Spanish-speaking staff were present at the meeting in case interpretation was needed. Meeting notices were published in English in The Fort Worth Star-Telegram and in Spanish in La Estrella, and materials handed out at the meeting were also provided in English and Spanish.

Outreach to Vietnamese populations, the most common language spoken after Spanish, showed that not many would likely benefit from translated materials. Outreach included contacting local temples serving Vietnamese populations and English as a Second Language coordinators with the Arlington library.

TxDOT will continue to comply with EO 13166 by offering to meet the needs of persons requiring language assistance or request other accommodations in all future public involvement activities and notices.

Prepared By:

Austin Gibson
Preparer Name

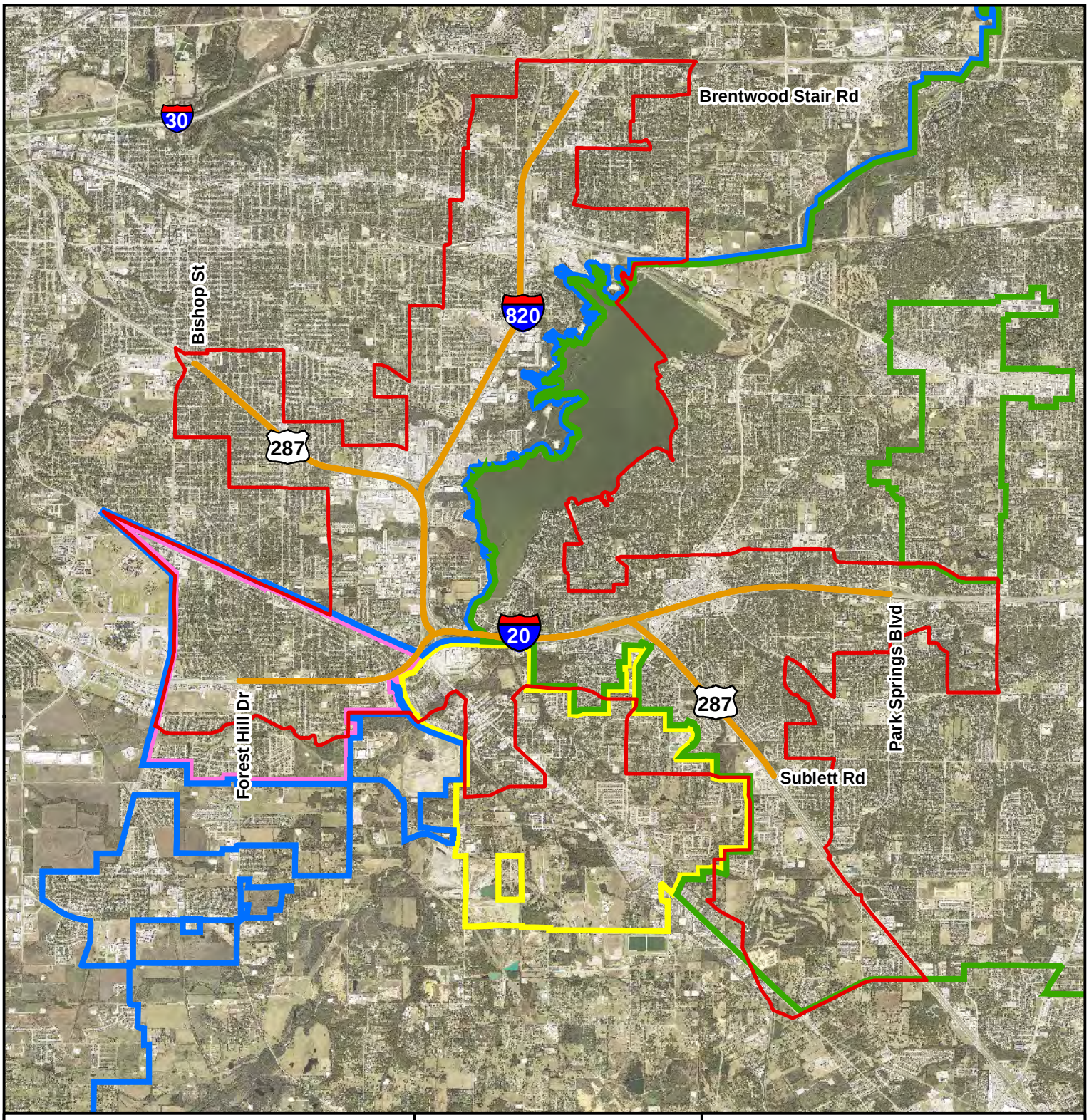
Environmental Scientist
Title

Austin Gibson
Preparer Signature

4/16/2020
Date

Attachment 1

CIA Study Area Map



Legend

- Project Location
- Study Area
- Arlington
- Forest Hill
- Fort Worth
- Kennedale

Base Map Source: TNRIS (2018)

N
W E
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0 1.5 Miles

CIA STUDY AREA MAP

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

SHEET 1 of 1

Attachment 2

Facilities List

List	Type of Facility	Public or Private?	Serves a Specific Population?	Adjacent to Project?
1-1.1 Mount Moriah M B Church	Place of Worship	Public	No	No
1-1.2 Brentwood Hills Primitive Baptist Church	Place of Worship	Public	No	No
1-1.3 New Life Deaf Fellowship	Place of Worship	Public	Deaf Population	No
1-1.4 Bridgewood Church of Christ	Place of Worship	Public	No	Yes
1-1.5 Throne Of Grace International Church and Learning Center	Place of Worship	Public	No	No
1-1.6 Meadowbrook First Baptist Church	Place of Worship	Public	No	No
1-1.7 New Beginnings International Church	Place of Worship	Public	No	Yes
1-1.8 Saintsville Baptist Church	Place of Worship	Public	No	No
1-1.9 One Church	Place of Worship	Public	No	No
1-1.10 Bethel Fort Worth	Place of Worship	Public	No	No
1-1.11 Assured Faith Church-God In	Place of Worship	Public	No	No
1-1.12 Christ Truth League	Place of Worship	Public	No	No
1-1.13 New Victorious Baptist Church	Place of Worship	Public	No	Yes
1-1.14 Iglesia de Dios El Remanente	Place of Worship	Public	No	No
1-1.15 Worship & Praise Bible Church	Place of Worship	Public	No	No
1-1.16 St. Rita Catholic Church	Place of Worship	Public	No	No
1-1.17 Handley United Methodist Church	Place of Worship	Public	No	No
1-1.18 Kingdom Harvest Word Church	Place of Worship	Public	No	No
1-1.19 Eastside Ministries	Place of Worship	Public	No	No
1-1.20 Anchored Ministries of Fort Worth	Place of Worship	Public	No	No
1-1.21 East Pointe Church of Christ	Place of Worship	Public	No	No
1-1.22 Rush Creek Church - Handley Campus	Place of Worship	Public	No	No
1-1.23 Love Faith Hope Power	Place of Worship	Public	No	No
1-1.24 Bread Of Life Community Church	Place of Worship	Public	No	No
1-1.25 Bridging the Gap Church	Place of Worship	Public	No	No
1-1.26 God’s House Of Deliverance Church	Place of Worship	Public	No	No
1-1.27 THE EMPOWERMENT CENTER	Place of Worship	Public	No	No
1-1.28 Iglesia Cristiana Palabra VIVA	Place of Worship	Public	No	No
1-1.29 St Peter Presbyterian Church	Place of Worship	Public	No	No
1-1.30 Providence Baptist Church	Place of Worship	Public	No	No
1-2.31 St Simon of Cyrene Episcopal	Place of Worship	Public	No	No
1-2.32 Turners Chapel Church of God in Christ	Place of Worship	Public	No	No
1-2.33 Community Missionary Baptist Church	Place of Worship	Public	No	No
1-2.34 Christ Centered Missionary Baptist Church	Place of Worship	Public	No	No
1-2.35 New Harvest Community Church	Place of Worship	Public	No	No
1-2.36 Christland Baptist Church	Place of Worship	Public	No	No
1-2.37 Holy Tabernacle C.O.G.I.C	Place of Worship	Public	No	Yes
1-2.38 Assured Faith Church of God in Christ	Place of Worship	Public	No	No
1-2.39 Iglesia Ni Cristo - Fort Worth Congregation	Place of Worship	Public	No	No
1-2.40 Antioch Baptist Church	Place of Worship	Public	No	No
1-2.41 Heavenly Gospel Church	Place of Worship	Public	No	No
1-2.42 House Of Prayer And Worship	Place of Worship	Public	No	No

List	Type of Facility	Public or Private?	Serves a Specific Population?	Adjacent to Project?
1-2.43 New Zion Baptist Church	Place of Worship	Public	No	No
1-2.44 Mt Horum Missionary Baptist Church	Place of Worship	Public	No	No
1-2.45 New Bethany Baptist Church	Place of Worship	Public	No	No
1-2.46 Lula McLane Chapel	Place of Worship	Public	No	No
1-2.47 Hedge Highway Church	Place of Worship	Public	No	No
1-2.48 Without Walls Church of Fort Worth	Place of Worship	Public	No	Yes
1-2.49 House of Prayer Church of God in Christ	Place of Worship	Public	No	No
1-2.50 St Matthews Baptist Church	Place of Worship	Public	No	No
1-2.51 Bible Way Baptist Church	Place of Worship	Public	No	No
1-2.52 New Light Baptist Church	Place of Worship	Public	No	No
1-2.53 Eastside Community	Place of Worship	Public	No	No
1-2.54 Zomi Baptist Church	Place of Worship	Public	No	No
1-2.55 Good Shepherd Temple of Praise	Place of Worship	Public	No	Yes
1-3.56 Samaria Baptist Church	Place of Worship	Public	No	No
1-3.57 Greater St Stephen Baptist Church	Place of Worship	Public	No	No
1-3.58 Parkside Missionary Baptist	Place of Worship	Public	No	No
1-3.59 Kingdom Hall of Jehovah's Witnesses, Edgewood	Place of Worship	Public	No	No
1-3.60 Rising Star Church of God in Christ	Place of Worship	Public	No	No
1-3.61 E.T.O.P. (Empowering Temple of Praise)	Place of Worship	Public	No	No
1-3.62 True Vine Missionary Baptist	Place of Worship	Public	No	No
1-3.63 New Jerusalem church of Fort Worth	Place of Worship	Public	No	No
1-3.64 New Providence Baptist Church	Place of Worship	Public	No	No
1-3.65 St Mark Cumberland Presbyterian	Place of Worship	Public	No	No
1-3.66 Community-Hope Lutheran Church	Place of Worship	Public	No	Yes
1-3.67 Collin Street Missionary Baptist	Place of Worship	Public	No	No
1-3.68 Bethlehem Church of God and Christ	Place of Worship	Public	No	No
1-3.69 United Grace Cogic	Place of Worship	Public	No	No
1-3.70 Greater Love Baptist Church	Place of Worship	Public	No	No
1-3.71 Victory Temple Of Praise Ministries	Place of Worship	Public	No	No
1-3.72 Gideon Baptist Church	Place of Worship	Public	No	No
1-3.73 Forest Hill AME Church	Place of Worship	Public	No	No
1-3.74 Kingdom's Temple Church	Place of Worship	Public	No	No
1-3.75 Free Methodist Church	Place of Worship	Public	No	No
1-3.76 Bethesda Missionary Baptist	Place of Worship	Public	No	No
1-4.77 Higher Praise Family Church	Place of Worship	Public	No	No
1-4.78 Christ Centered Missionary Baptist Church	Place of Worship	Public	No	No
1-4.79 Sara Esquivel Ministry	Place of Worship	Public	No	No
1-4.80 Ark of Salvation Ministry	Place of Worship	Public	No	Yes
1-4.81 First Baptist Church	Place of Worship	Public	No	No
1-4.82 Forest Hill Presbyterian Church	Place of Worship	Public	No	No
1-4.83 Believers Tabernacle Church	Place of Worship	Public	No	No
1-4.84 Berea Bible Fellowship Church	Place of Worship	Public	No	No
1-4.85 Kingdoms Hall of Jehovah's	Place of Worship	Public	No	Yes
1-4.86 Galileo Christian Church	Place of Worship	Public	No	Yes

List	Type of Facility	Public or Private?	Serves a Specific Population?	Adjacent to Project?
1-4.87 The Church of Jesus Christ of Latter-day Saints	Place of Worship	Public	No	No
1-4.88 Perfect Peace	Place of Worship	Public	No	No
1-4.89 His House of Prayer	Place of Worship	Public	No	No
1-4.90 Ambassadors Today	Place of Worship	Public	No	No
1-4.91 Mt. Zion Christ Holy Sanctified Church	Place of Worship	Public	No	No
1-4.92 Rebirth Church of God In Christian	Place of Worship	Public	No	No
1-4.93 Agape Metropolitan Community Church	Place of Worship	Public	No	Yes
1-4.94 Forest Hill United Methodist	Place of Worship	Public	No	Yes
1-4.95 Oakcrest Baptist Church	Place of Worship	Public	No	No
1-4.96 Chua Vien An Temple	Place of Worship	Private	Vietnamese	Yes
1-4.97 Forest Hill Community Church	Place of Worship	Private	No	No
1-4.98 Forest Hill Church of Christ	Place of Worship	Private	No	No
1-4.99 Gloryland Christian Church	Place of Worship	Private	No	No
1-4.100 Tabernacle of Praise	Place of Worship	Private	No	No
1-4.101 Bethany Church	Place of Worship	Private	No	No
1-4.102 Full of Faith Bible Church	Place of Worship	Private	No	No
1-4.103 The Lord's House Welcome Home Church	Place of Worship	Private	No	No
1-4.104 First Bible Baptist Church	Place of Worship	Private	No	No
1-4.105 First Baptist Church	Place of Worship	Private	No	No
1-4.106 First United Methodist Church	Place of Worship	Private	No	No
1-4.107 Living Water Baptist Church	Place of Worship	Private	No	No
1-5.108 Tate Springs Baptist Church	Place of Worship	Private	No	No
1-5.109 Pleasant Ridge Church-Christ	Place of Worship	Private	No	No
1-5.110 City Chapel Arlington TX	Place of Worship	Private	No	No
1-5.111 Connect Church	Place of Worship	Private	No	No
1-5.112 Pleasantview Baptist Church	Place of Worship	Private	No	No
1-5.113 Arlington Seventh-day Adventist Church	Place of Worship	Private	No	Yes
1-5.114 Grace Covenant Church	Place of Worship	Private	No	Yes
1-5.115 The Welcome Table Christian Church	Place of Worship	Private	No	Yes
1-5.116 DFW Fil-Am Adventist Church	Place of Worship	Private	No	No
1-5.117 Heritage Baptist Church	Place of Worship	Private	No	No
1-5.118 Vietnamese Baptist Church of Arlington	Place of Worship	Private	No	No
1-5.119 Church of Christ On Green Oaks	Place of Worship	Private	No	No
1-5.120 Faith Assembly Of God	Place of Worship	Private	No	No
1-5.121 Old School Primitive Baptist Church	Place of Worship	Private	No	No
1-5.122 All Saints Lutheran Church	Place of Worship	Private	No	No
1-5.123 Fielder Church - South Oaks	Place of Worship	Private	No	Yes
1-5.124 Covenant Life Baptist Church	Place of Worship	Private	No	No
1-5.125 The Church of Jesus Christ of Latter-day Saints	Place of Worship	Private	No	No
NA - Chùa Hương Đạo (Outside Study Area)	Place of Worship	Private	No	No
2-1.1 Stone Academy	Educational Facility	Private	No	No
2-1.2 United States Postal Service	Federal	Public	No	No

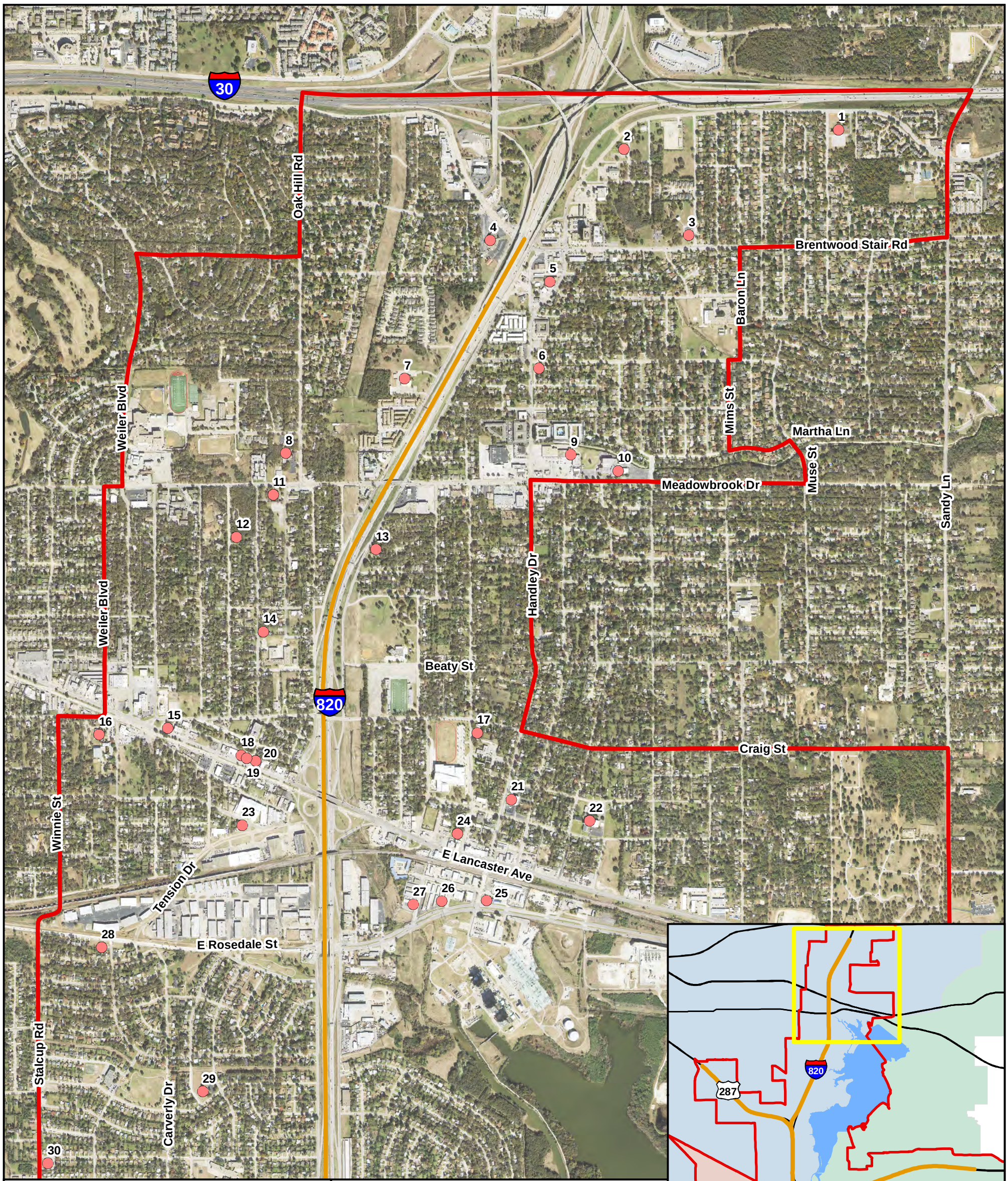
List	Type of Facility	Public or Private?	Serves a Specific Population?	Adjacent to Project?
2-1.3 Little Tyke Learning Centers	Educational Facility	Private	Children	No
2-1.4 Atwood McDonald Elementary School	Educational Facility	Public	Children	No
2-1.5 Eastern Hills Elementary School	Educational Facility	Public	Children	No
2-1.6 Springpack Healthcare Institute LLC	Educational Facility	Private	No	No
2-1.7 Newman International Academy Of Fort Worth	Educational Facility	Private	Children	No
2-1.8 West Handley Elementary School	Educational Facility	Public	Children	No
2-1.9 Kings Kids Learning Center	Educational Facility	Public	Children	No
2-1.10 Fort Worth Police Department East Division	Municipal	Public	No	No
2-1.11 Jean McClung Middle School	Educational Facility	Public	Children	No
2-1.12 Fort Worth Fire Station 24	Municipal	Public	No	No
2-1.13 Pebble Pond Preschool	Educational Facility	Public	Children	No
2-1.14 Maudrie M. Walton Elementary School	Educational Facility	Public	Children	No
2-1.15 Dunbar High School	Educational Facility	Public	Children	No
2-1.16 Tarrant County College Opportunity Center	Educational Facility	Public	Children	No
2-1.17 Blanche Child Care Center	Educational Facility	Public	Children	No
2-1.18 Sunrise Early Learning & Dev	Educational Facility	Private	Children	No
2-1.19 Tarrant County Tax Collector	Municipal	Public	No	No
2-1.20 Sunrise McMillan Elementary School	Educational Facility	Public	Children	No
2-1.21 Texas Department of Public Safety	State	Public	No	No
2-1.22 Precinct 5 Court House	Municipal	Public	No	No
2-1.23 Christene C. Moss Elementary School	Educational Facility	Public	Children	No
2-1.24 Key School	Educational Facility	Private	No	Yes
2-1.25 New Life Christian Academy	Educational Facility	Private	Children	No
2-1.26 Oaklawn Elementary School	Educational Facility	Public	Children	No
2-1.27 Good Shepherd Temple of Praise Daycare	Educational Facility	Private	Children	Yes
2-1.28 Magical Moments Daycare Center	Educational Facility	Private	Children	Yes
2-1.29 Fort Worth Storm Water Quality	Municipal	Public	No	Yes
2-1.30 Texas Department of Criminal Justice Parole Office	State	Public	No	Yes
2-2.31 Allstars Learning Center	Educational Facility	Private	Children	No
2-2.32 W.M. Green Elementary School	Educational Facility	Public	Children	No
2-2.33 Logos Academy	Educational Facility	Private	Children	No
2-2.34 America's National Christian Academy	Educational Facility	Private	No	No
2-2.35 Forest Hill Police Department	Municipal	Public	No	No
2-2.36 Harlean Beal Elementary School	Educational Facility	Public	Children	No
2-2.37 A Mother's Touch Childcare	Educational Facility	Private	Children	No
2-2.38 Grace Preparatory Academy	Educational Facility	Private	Children	No
2-2.39 Burton Adventist Academy	Educational Facility	Private	Children	No
2-2.40 Northstar School	Educational Facility	Private	Children	No
2-2.41 International Leadership of Texas, Arlington K-8	Educational Facility	Private	Children	No
2-2.42 Children's University	Educational Facility	Private	Children	No
2-2.43 David K Sellars Elementary School	Educational Facility	Public	Children	No

List	Type of Facility	Public or Private?	Serves a Specific Population?	Adjacent to Project?
2-2.44 Forest Hill City Fire Department	Municipal	Public	No	No
2-2.45 Faith Child Development Center	Educational Facility	Private	Children	No
2-2.46 Corey Elementary School	Educational Facility	Public	Children	No
2-2.47 Forest Hill City Hall	Municipal	Public	No	No
2-2.48 Ambitious Minds Christian Daycare	Educational Facility	Private	Children	No
2-2.49 Forest Hill Community Church Day Care	Educational Facility	Private	Children	No
2-2.50 Fellowship Academy	Educational Facility	Private	Children	No
2-2.51 City of Forest Hill Police and Fire Substation	Municipal	Public	No	No
2-2.52 Kennedale High School	Educational Facility	Public	Children	No
2-2.53 Childtime of Arlington	Educational Facility	Private	Children	No
2-2.54 Kennedale Municipal Building	Municipal	Public	No	No
2-2.55 Kennedale Municipal Court	Municipal	Public	No	No
2-2.56 Primrose School of Southwest Arlington	Educational Facility	Private	Children	No
2-2.57 Kennedale Police Department	Municipal	Public	No	No
2-2.58 Kennedale Public Library & Community Center	Municipal	Public	No	No
2-2.59 St. Paul's Preparatory Academy	Educational Facility	Private	Children	Yes
NA - Cavile Outreach Opportunity Library (Outside Study Area)	Educational Facility	Public	No	No
3.1 Sunset Hills Park	Recreational	Public	No	No
3.2 Handley Park	Recreational	Public	No	Yes
3.3 Handley Meadowbrook Community Center	Recreational	Public	No	Yes
3.4 Rose Hill Park	Recreational	Public	No	No
3.5 Unnamed Park	Recreational	Public	No	Yes
3.6 Martin Luther King Community Center	Recreational	Public	No	No
3.7 Martin Luther King Park	Recreational	Public	No	No
3.8 Bunche Park	Recreational	Public	No	No
3.9 Eugene McCray Park	Recreational	Public	No	No
3.10 William McDonald Park	Recreational	Public	No	No
3.11 Eugene McCray Community Center Park	Recreational	Public	No	No
3.12 Village Creek Park	Recreational	Public	No	Yes
3.13 Shackleford Park	Recreational	Public	No	No
3.14 Marti Van Ravenswaay Park	Recreational	Public	No	No
3.15 Gene Schrickel, Jr. Park	Recreational	Public	No	No
3.16 Cliff Nelson Recreation Center	Recreational	Public	No	No
3.17 Cliff Nelson Park	Recreational	Public	No	No
3.18 Hanger Park	Recreational	Public	No	No
3.19 Southwest Nature Preserve	Recreational	Public	No	No
3.20 Emily Trentman Park	Recreational	Public	No	No
3.21 Forest Hill Memorial Park	Recreational	Public	No	Yes
3.22 Treepoint Park	Recreational	Public	No	No
3.23 Heritage Park	Recreational	Public	No	No
3.24 Jewell Blanton Kelly Park	Recreational	Public	No	No
3.25 Forest Hill Civic & Convention Center	Recreational	Public	No	No
3.26 Leo Spicer Park	Recreational	Public	No	No

3.27 Town Center Park	Recreational	Public	No	No
3.28 Rodgers Farm Park	Recreational	Public	No	No
List	**Type of Facility**	**Public or Private?**	**Serves a Specific Population?**	**Adjacent to Project?**
3.29 Martin Luther King Jr. Sports Center	Recreational	Public	No	No
3.30 Tierra Verde Golf Club	Recreational	Public	No	No
4.1 Eastside YMCA | YMCA of Fort Worth	Non-Profit Organization	Public	No	No
4.2 Handley Medowbrook Senior Center	Assisted Living	Private	Elderly	Yes
4.3 Don't Forget to Feed Me	Non-Profit Organization	Public	Pets	No
4.4 Handley Cemetery	Cemetery	Private	No	No
4.5 Shannon Rose Hill Funeral Chapel and Cemetery	Cemetery	Public	No	No
4.6 The Fort Worth HOPE Center	Non-Profit Organization	Public	Low-Income Families	Yes
4.7 Village Creek Nursing Center	Assisted Living	Private	Elderly	No
4.8 All Care Professional Home Health, Inc.	Assisted Living	Private	Elderly	No
4.9 inspirED	Non-Profit Organization	Public	Children	No
4.10 2804 Glen Hollow Cir (Section 8 Housing)	Section 8 Housing	Private	Low-Income Families	No
4.11 Forest Hill Cemetery	Cemetery	Public	No	No
4.12 Right from the Start Nutrition	Non-Profit Organization	Public	Low-Income Families	Yes
4.13 Arlington Resale	Resale	Public	No	No
4.14 Villas by the Lake (Section 8 Housing)	Section 8 Housing	Private	Low-Income Families	Yes
4.15 One Amelia Parc (Section 8 Housing)	Section 8 Housing	Private	Low-Income Families	Yes
4.16 Goodwill Thrift Store - Kennedale	Resale	Public	No	Yes
4.17 Vincent Victoria Village Assisted Living	Assisted Living	Private	Elderly	Yes
4.18 Hawkins Cemetery	Cemetery	Private	No	No
4.19 Rodgers Cemetery	Cemetery	Private	No	No
4.20 Kennedale Senior Citizens Center	Assisted Living	Private	Elderly	No
4.21 Cedar Hill Memorial Park Cemetery	Cemetery	Public	No	No
NA - Caville Place (Outside Study Area)	Section 8/Affordable Housing	Public	Low-Income	No

Attachment 3

Facilities Maps 1 – Place of Worship



Legend

- Place of Worship
- Project Location
- Study Area

N
W E
S

0 2,400 Feet

Base Map Source: TNRIS (2018)

FACILITIES MAP 1-1
(Place of Worship)

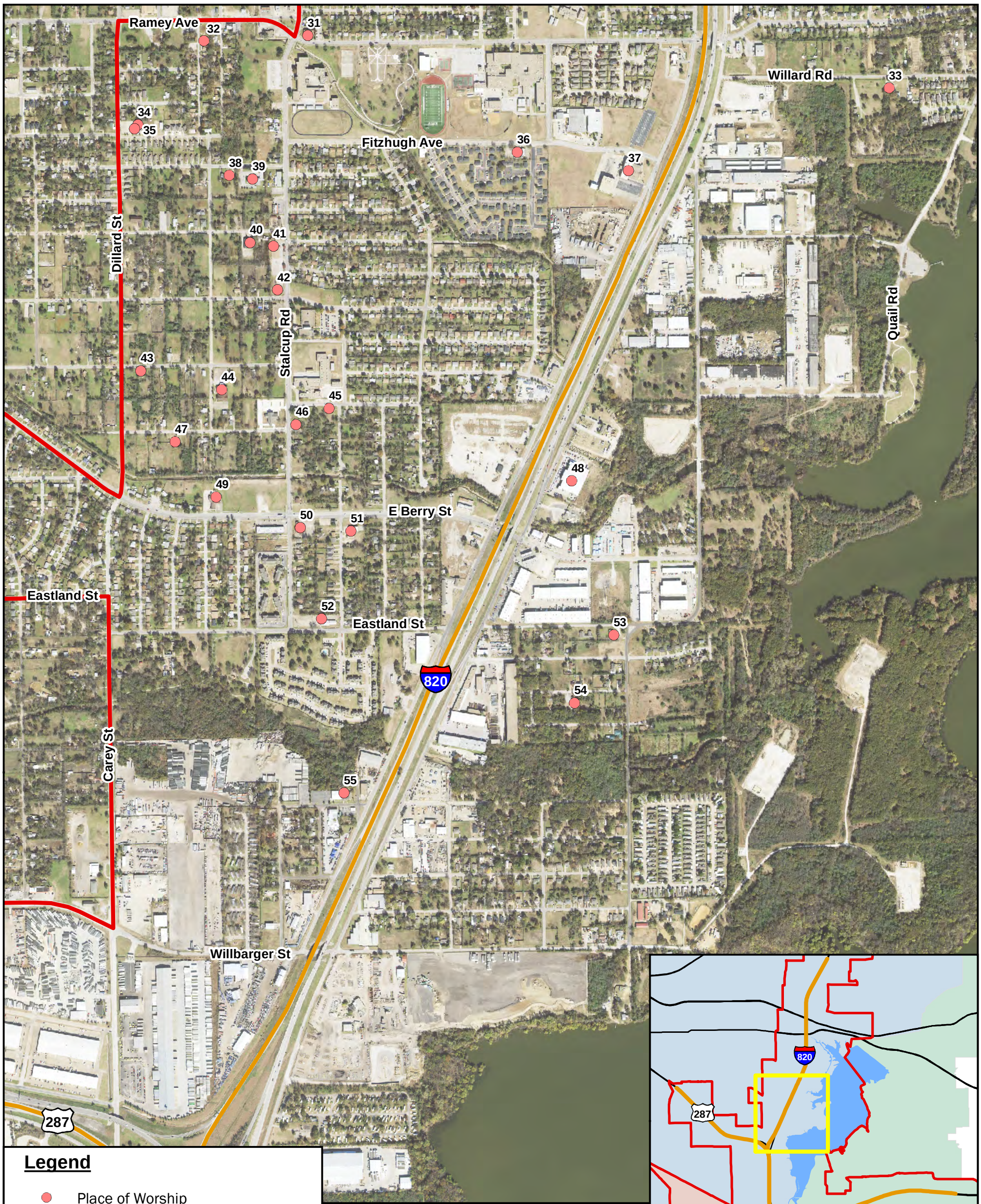
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 1 of 5

1. Mount Moriah M B Church
2. Brentwood Hills Primitive Baptist Church
3. New Life Deaf Fellowship
4. Bridgewood Church of Christ
5. Throne Of Grace International Church and Learning Center
6. Meadowbrook First Baptist Church
7. New Beginnings International Church
8. Saintsville Baptist Church
9. One Church
10. Bethel Fort Worth
11. Assured Faith Church-God In
12. Christ Truth League
13. New Victorious Baptist Church
14. Iglesia de Dios El Remanente
15. Worship & Praise Bible Church
16. St. Rita Catholic Church
17. Handley United Methodist Church
18. Kingdom Harvest Word Church
19. Eastside Ministries
20. Anchored Ministries of Fort Worth
21. East Pointe Church of Christ
22. Rush Creek Church - Handley Campus
23. Love Faith Hope Power
24. Bread Of Life Community Church
25. Bridging the Gap Church
26. God's House Of Deliverance Church
27. THE EMPOWERMENT CENTER
28. Iglesia Cristiana Palabra VIVA
29. St Peter Presbyterian Church
30. Providence Baptist Church



Legend

- Place of Worship
- Project Location
- Study Area

N
W E
S

0 1,500 Feet

Base Map Source: TNRIS (2018)

FACILITIES MAP 1-2
(Place of Worship)

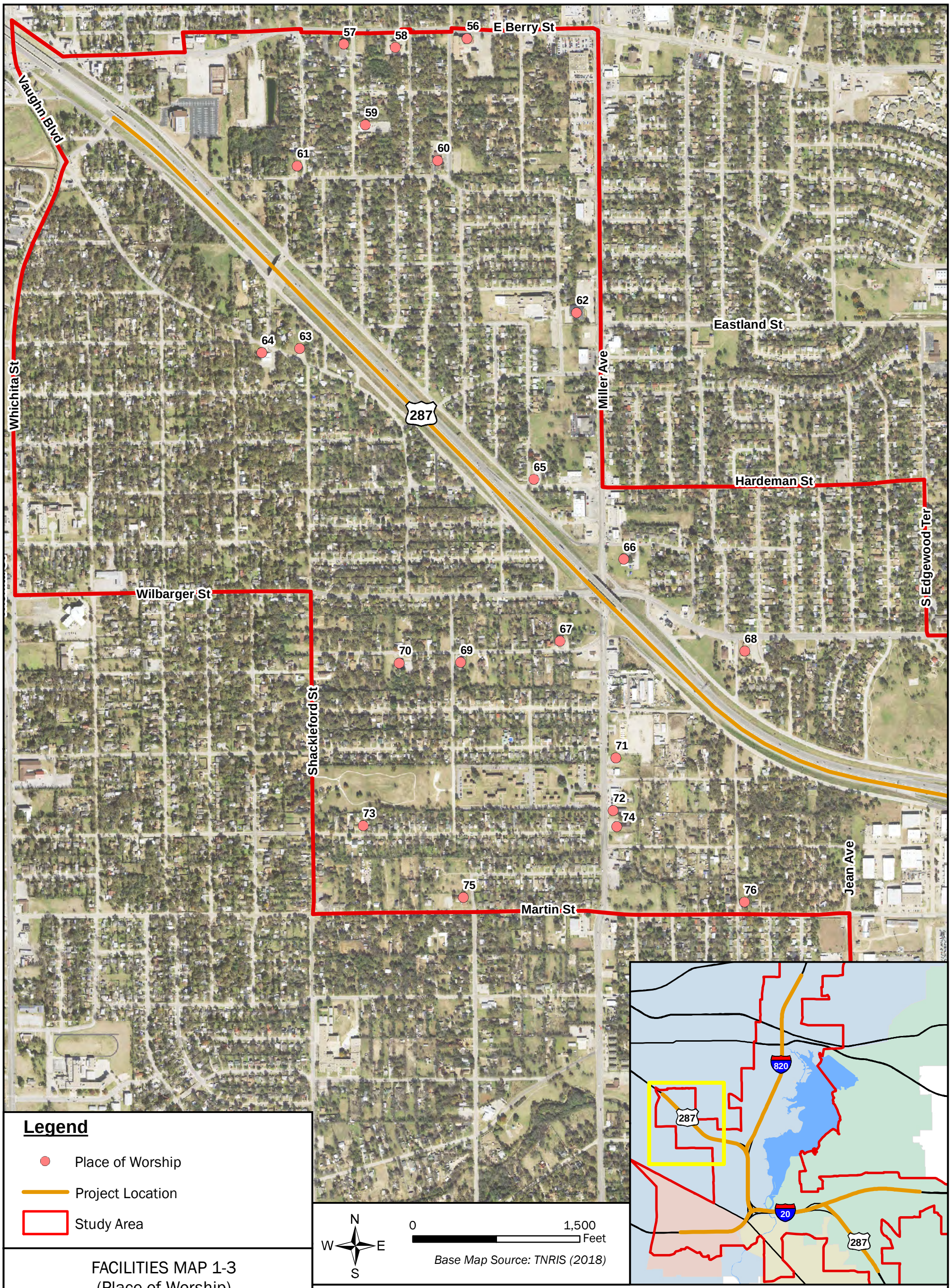
SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 2 of 5

31. St Simon of Cyrene Episcopal
32. Turners Chapel Church of God in Christ
33. Community Missionary Baptist Church
34. Christ Centered Missionary Baptist Church
35. New Harvest Community Church
36. Christland Baptist Church
37. Holy Tabernacle C.O.G.I.C
38. Assured Faith Church of God in Christ
39. Iglesia Ni Cristo - Fort Worth Congregation
40. Antioch Baptist Church
41. Heavenly Gospel Church
42. House Of Prayer And Worship
43. New Zion Baptist Church
44. Mt Horum Missionary Baptist Church
45. New Bethany Baptist Church
46. Lula McLane Chapel
47. Hedge Highway Church
48. Without Walls Church of Fort Worth
49. House of Prayer Church of God in Christ
50. St Matthews Baptist Church
51. Bible Way Baptist Church
52. New Light Baptist Church
53. Eastside Community
54. Zomi Baptist Church
55. Good Shepherd Temple of Praise



Legend

- Place of Worship
- Project Location
- Study Area

FACILITIES MAP 1-3
(Place of Worship)

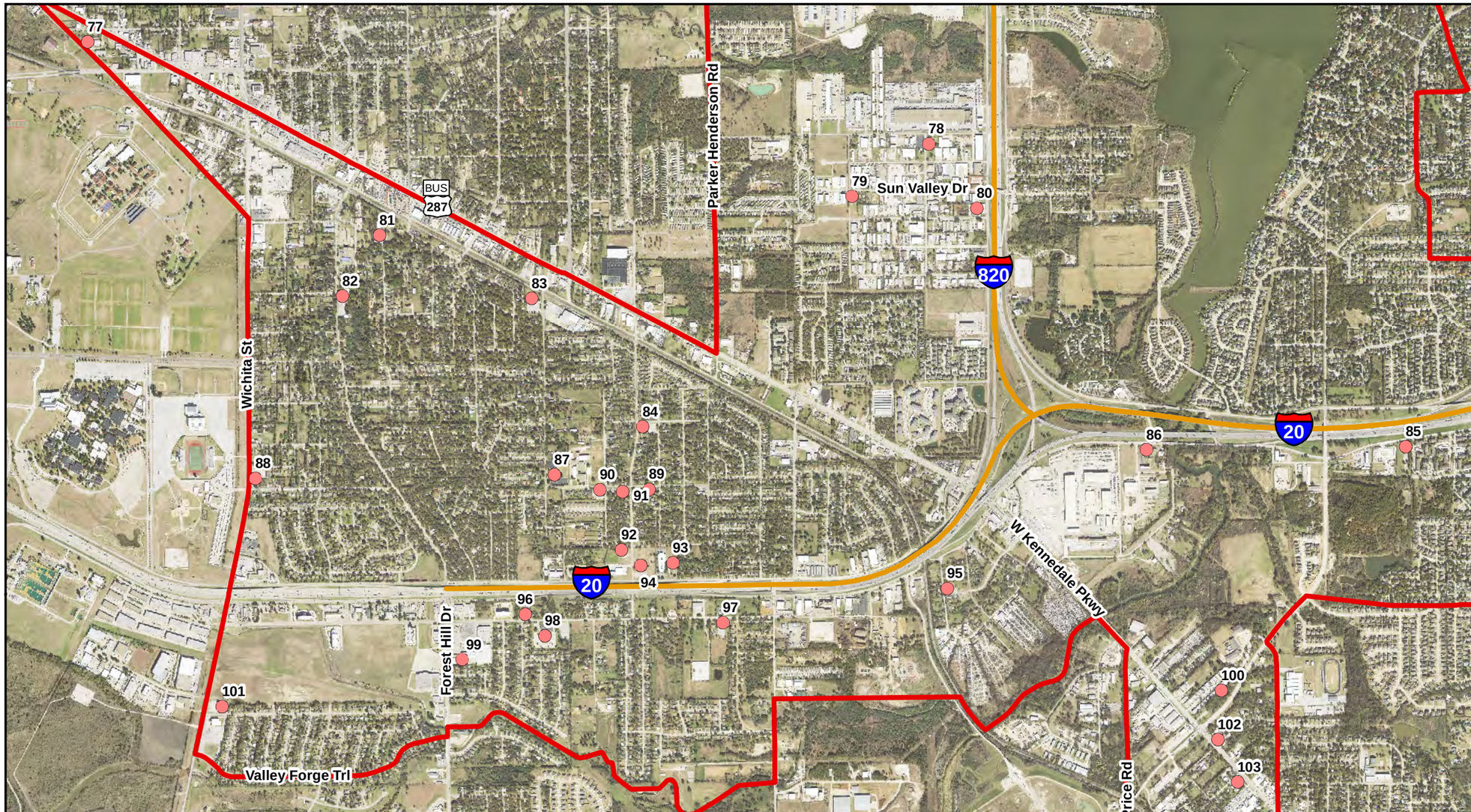
SOUTHEAST CONNECTOR

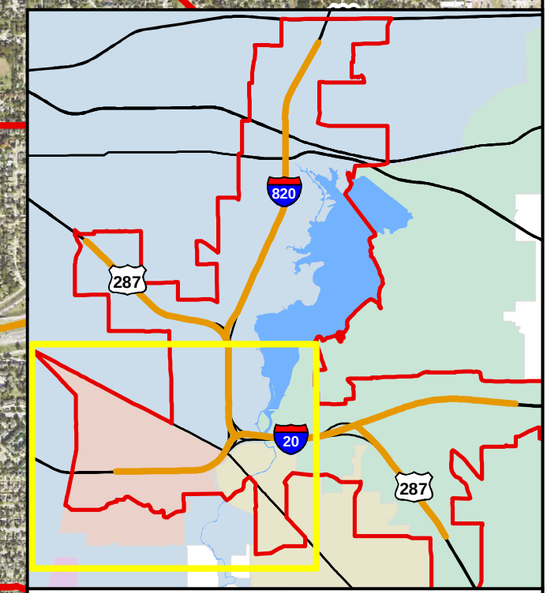
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 3 of 5

56. Samaria Baptist Church
57. Greater St Stephen Baptist Church
58. Parkside Missionary Baptist
59. Kingdom Hall of Jehovah's Witnesses, Edgewood
60. Rising Star Church of God in Christ
61. E.T.O.P. (Empowering Temple of Praise)
62. True Vine Missionary Baptist
63. New Jerusalem church of Fort Worth
64. New Providence Baptist Church
65. St Mark Cumberland Presbyterian
66. Community-Hope Lutheran Church
67. Collin Street Missionary Baptist
68. Bethlehem Church of God and Christ
69. United Grace Cogic
70. Greater Love Baptist Church
71. Victory Temple Of Praise Ministries
72. Gideon Baptist Church
73. Forest Hill AME Church
74. Kingdom's Temple Church
75. Free Methodist Church
76. Bethesda Missionary Baptist





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Base Map Source: TNRIS (2018)

Legend

- Place of Worship
- Project Location
- Study Area

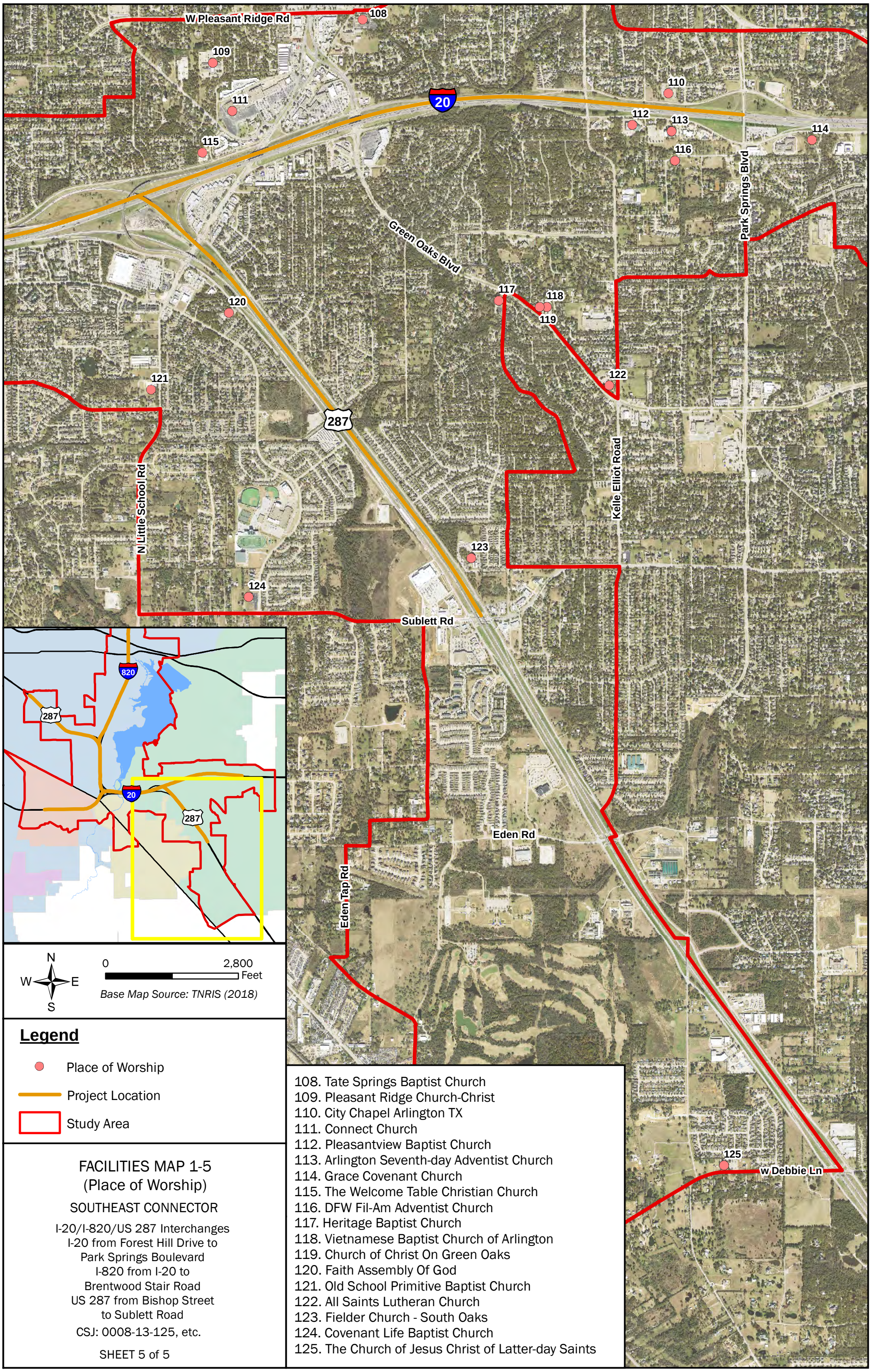
77. Higher Praise Family Church
78. Christ Centered Missionary Baptist Church
79. Sara Esquivel Ministry
80. Ark of Salvation Ministry
81. First Baptist Church
82. Forest Hill Presbyterian Church
83. Believers Tabernacle Church
84. Berea Bible Fellowship Church
85. Kingdoms Hall of Jehovah's
86. Galileo Christian Church
87. The Church of Jesus Christ of Latter-day Saints
88. Perfect Peace
89. His House of Prayer
90. Ambassadors Today
91. Mt. Zion Christ Holy Sanctified Church
92. Rebirth Church of God In Christian
93. Agape Metropolitan Community Church
94. Forest Hill United Methodist
95. Oakcrest Baptist Church
96. Chua Vien An Temple
97. Forest Hill Community Church
98. Forest Hill Church of Christ
99. Gloryland Christian Church
100. Tabernacle of Praise
101. Bethany Church
102. Full of Faith Bible Church
103. The Lord's House Welcome Home Church
104. First Bible Baptist Church
105. First Baptist Church
106. First United Methodist Church
107. Living Water Baptist Church

FACILITIES MAP 1-4
(Place of Worship)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.



Legend

- Place of Worship
- Project Location
- Study Area

FACILITIES MAP 1-5
(Place of Worship)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

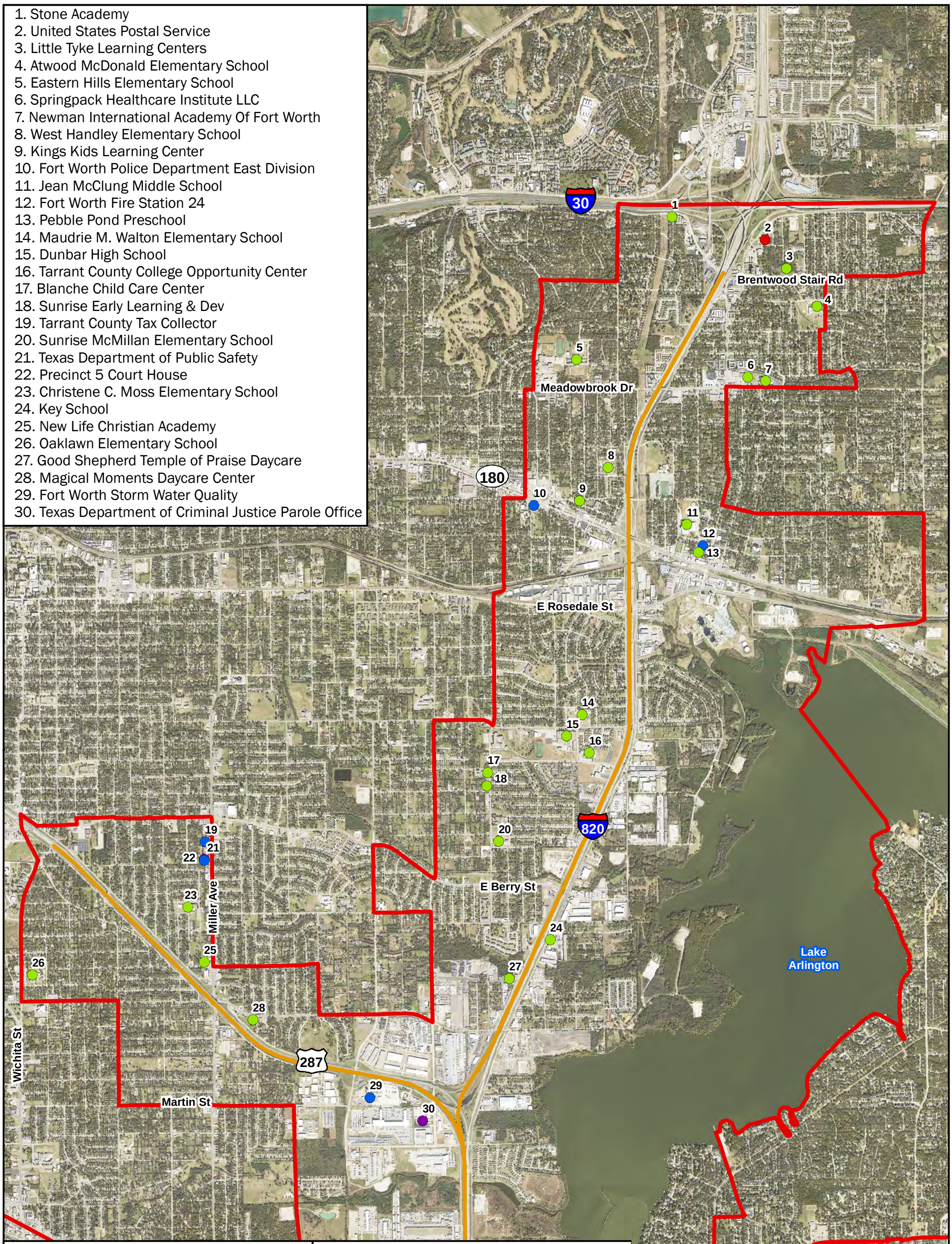
SHEET 5 of 5

108. Tate Springs Baptist Church
109. Pleasant Ridge Church-Christ
110. City Chapel Arlington TX
111. Connect Church
112. Pleasantview Baptist Church
113. Arlington Seventh-day Adventist Church
114. Grace Covenant Church
115. The Welcome Table Christian Church
116. DFW Fil-Am Adventist Church
117. Heritage Baptist Church
118. Vietnamese Baptist Church of Arlington
119. Church of Christ On Green Oaks
120. Faith Assembly Of God
121. Old School Primitive Baptist Church
122. All Saints Lutheran Church
123. Fielder Church - South Oaks
124. Covenant Life Baptist Church
125. The Church of Jesus Christ of Latter-day Saints

Attachment 4

Facilities Maps 2 – Educational and Government Buildings

1. Stone Academy
2. United States Postal Service
3. Little Tyke Learning Centers
4. Atwood McDonald Elementary School
5. Eastern Hills Elementary School
6. Springpack Healthcare Institute LLC
7. Newman International Academy Of Fort Worth
8. West Handley Elementary School
9. Kings Kids Learning Center
10. Fort Worth Police Department East Division
11. Jean McClung Middle School
12. Fort Worth Fire Station 24
13. Pebble Pond Preschool
14. Maudrie M. Walton Elementary School
15. Dunbar High School
16. Tarrant County College Opportunity Center
17. Blanche Child Care Center
18. Sunrise Early Learning & Dev
19. Tarrant County Tax Collector
20. Sunrise McMillan Elementary School
21. Texas Department of Public Safety
22. Precinct 5 Court House
23. Christene C. Moss Elementary School
24. Key School
25. New Life Christian Academy
26. Oaklawn Elementary School
27. Good Shepherd Temple of Praise Daycare
28. Magical Moments Daycare Center
29. Fort Worth Storm Water Quality
30. Texas Department of Criminal Justice Parole Office



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Base Map Source: TNRIS (2018)

Legend

- Educational Facility
- Federal
- State
- Municipal
- Project Location
- Study Area

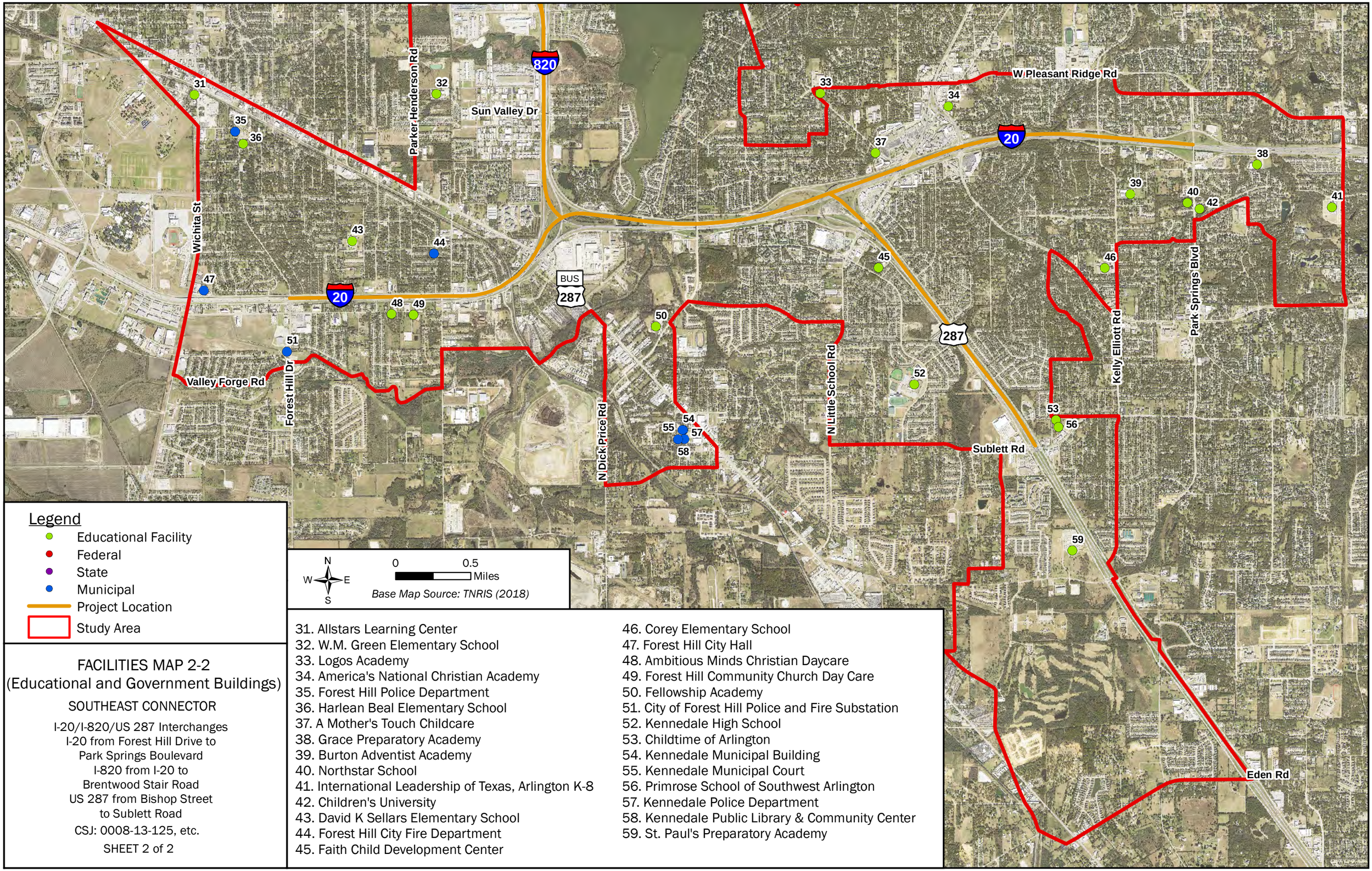
FACILITIES MAP 2-1
(Educational and Government Buildings)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 1 of 2



FACILITIES MAP 2-2
(Educational and Government Buildings)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

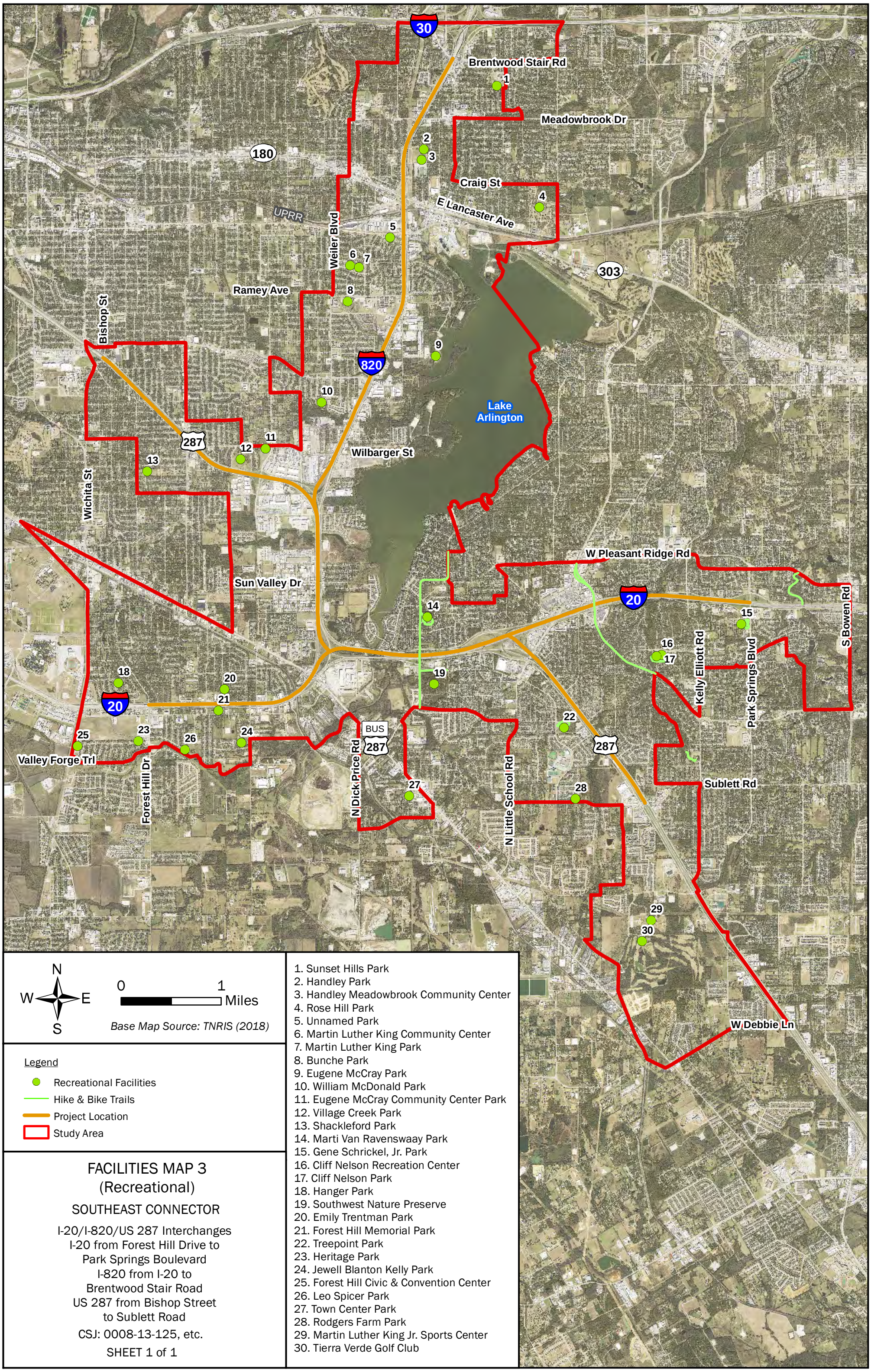
CSJ: 0008-13-125, etc.

SHEET 2 of 2

31. Allstars Learning Center
32. W.M. Green Elementary School
33. Logos Academy
34. America's National Christian Academy
35. Forest Hill Police Department
36. Harlean Beal Elementary School
37. A Mother's Touch Childcare
38. Grace Preparatory Academy
39. Burton Adventist Academy
40. Northstar School
41. International Leadership of Texas, Arlington K-8
42. Children's University
43. David K Sellars Elementary School
44. Forest Hill City Fire Department
45. Faith Child Development Center
46. Corey Elementary School
47. Forest Hill City Hall
48. Ambitious Minds Christian Daycare
49. Forest Hill Community Church Day Care
50. Fellowship Academy
51. City of Forest Hill Police and Fire Substation
52. Kennedale High School
53. Childtime of Arlington
54. Kennedale Municipal Building
55. Kennedale Municipal Court
56. Primrose School of Southwest Arlington
57. Kennedale Police Department
58. Kennedale Public Library & Community Center
59. St. Paul's Preparatory Academy

Attachment 5

Facilities Map 3 – Recreational



1. Sunset Hills Park
2. Handley Park
3. Handley Meadowbrook Community Center
4. Rose Hill Park
5. Unnamed Park
6. Martin Luther King Community Center
7. Martin Luther King Park
8. Bunche Park
9. Eugene McCray Park
10. William McDonald Park
11. Eugene McCray Community Center Park
12. Village Creek Park
13. Shackleford Park
14. Marti Van Ravenswaay Park
15. Gene Schrickel, Jr. Park
16. Cliff Nelson Recreation Center
17. Cliff Nelson Park
18. Hanger Park
19. Southwest Nature Preserve
20. Emily Trentman Park
21. Forest Hill Memorial Park
22. Treepoint Park
23. Heritage Park
24. Jewell Blanton Kelly Park
25. Forest Hill Civic & Convention Center
26. Leo Spicer Park
27. Town Center Park
28. Rodgers Farm Park
29. Martin Luther King Jr. Sports Center
30. Tierra Verde Golf Club

FACILITIES MAP 3
(Recreational)

SOUTHEAST CONNECTOR

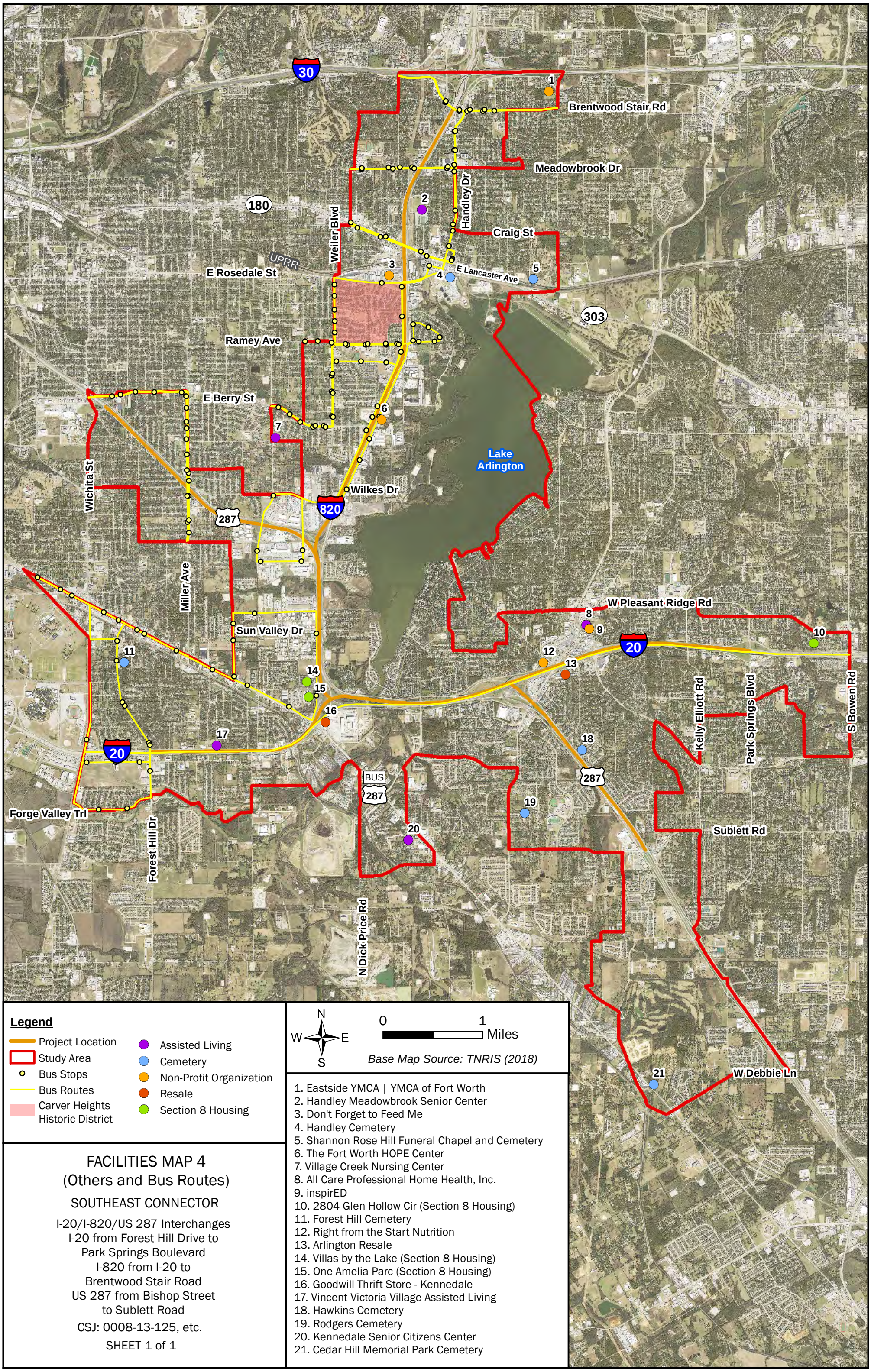
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 1 of 1

Attachment 6

Facilities Map 4 – Others and Bus Routes



1. Eastside YMCA | YMCA of Fort Worth
2. Handley Meadowbrook Senior Center
3. Don't Forget to Feed Me
4. Handley Cemetery
5. Shannon Rose Hill Funeral Chapel and Cemetery
6. The Fort Worth HOPE Center
7. Village Creek Nursing Center
8. All Care Professional Home Health, Inc.
9. inspirED
10. 2804 Glen Hollow Cir (Section 8 Housing)
11. Forest Hill Cemetery
12. Right from the Start Nutrition
13. Arlington Resale
14. Villas by the Lake (Section 8 Housing)
15. One Amelia Parc (Section 8 Housing)
16. Goodwill Thrift Store - Kennedale
17. Vincent Victoria Village Assisted Living
18. Hawkins Cemetery
19. Rodgers Cemetery
20. Kennedale Senior Citizens Center
21. Cedar Hill Memorial Park Cemetery

FACILITIES MAP 4
(Others and Bus Routes)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 1 of 1

Attachment 7

Summary of Census Data for the

Community Impacts Assessment (CIA) Study Area

Summary of Census Data for the Community Impacts Assessment (CIA) Study Area

There are 1,610 census blocks and 50 block groups within the CIA study area. Because the census blocks and block groups share the same boundary, the total recorded population and percent of each race/ethnicity is the same.

The total recorded population of the CIA study area is 70,633. Of these, 39.95% are White alone; 24.25% are Hispanic or Latino; 31.15% are Black or African American alone; 0.36% are American Indian and Alaska
Native alone; 2.66% are Asian alone;0.03% Native Hawaiian and Other Pacific Islander alone; 0.12% are some other race alone; and 1.48% are two or more races.

Of the 1,610 census blocks in the CIA study area, 601 (37.3%) have a minority population greater than 50% accounting for approximately 60.0% of the population within the CIA study area.

There are 50 census block groups within the CIA study area. Of these block groups, has a median household income less than the DHHS 2019 poverty level of $25,750 (for a family of four).The median household income in the study area ranges from $26,375 to $143,778.

There are 50 census block groups within the CIA study area. Of these block groups, 46 have populations who speak English "less than very well".

The total recorded population (age 5 years and over) for the CIA study area is 71,715. Of this population 8,774 (12.2%), speak English "less than very well". Of those that speak English "less than very well", 7,512 (10.5%) speak Spanish; 764 (1.1%) speak Asian and Pacific Island languages; 339 (0.5%) speak other Indo-European languages; and 159 (0.2%) speak other languages.

	Census Tracts		Block Groups		Blocks	
	Total	Percent	Total	Percent	Total	Percent
# of Geographies	27		50		1,610	
Population	117,279		70,633		70,633	

Race and Ethnicity Summary (2010 Census Summary File 1, Table P9)

P9: HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE - Universe: Total population						
White alone	52,005	73.63%	28,219	39.95%	28,219	39.95%
Hispanic or Latino	26,003	36.81%	17,132	24.25%	17,132	24.25%
Black or African American alone	33,778	47.82%	22,005	31.15%	22,005	31.15%
American Indian and Alaska Native alone	415	0.59%	252	0.36%	252	0.36%
Asian alone	3,137	4.44%	1,876	2.66%	1,876	2.66%
Native Hawaiian and Other Pacific Islander alone	53	0.08%	21	0.03%	21	0.03%
Some Other Race alone	148	0.21%	83	0.12%	83	0.12%
Two or More Races	1,740	2.46%	1,045	1.48%	1,045	1.48%
Total Minority Population in Study Area	65,274	55.7%	42,414	60.0%	42,414	60.0%
Geographies with Minority Population > 50%	16	59.3%	31	62.0%	601	37.3%

Limited English Proficiency Summary (2013-2017 American Community Survey 5-Year Estimates)

B16004: AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER - Universe: Population 5 years and over						
Estimated Population 5 years and older	116,990		71,715		No Data	
Geographies with LEP Population	27	100.0%	46	92.0%	No Data	No Data
Population of Geographies with LEP Population > 10%	9,914	8.5%	7,190	10.0%	No Data	No Data
Geographies with LEP Population > 10%	14	51.9%	23	46.0%	No Data	No Data
Spanish Speakers: Speak English "less than very well"	10,765	9.2%	7,512	10.5%	No Data	No Data
Other Indo-European Language Speakers: Speak English "less than very well"	569	0.5%	339	0.5%	No Data	No Data
Asian and Pacific Island Language Speakers: Speak English "less than very well"	1,392	1.2%	764	1.1%	No Data	No Data
Other Language Speakers: Speak English "less than very well"	546	0.5%	159	0.2%	No Data	No Data
Total LEP Population	13,272	11.3%	8,774	12.2%	No Data	No Data

Median Income Summary (2013-2017 American Community Survey 5-Year Estimates)

B19013: MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS) - Universe: Households						
2019 DHHS Poverty Threshold for a Family of Four	$25,750		$25,750		No Data	
Minimum Median Income in Study Area	$26,700		$26,375		No Data	
Maximum Median Income in Study Area	$119,946		$143,778		No Data	
Average Median Income in Study Area	$56,806		$55,722		No Data	
Geographies below Poverty Threshold	0	0%	0	0%	No Data	No Data

B17017: POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER - Universe: Households						
Households	43,158		26,557		No Data	
Households below Poverty Threshold	6,009	14%	4,144	15.6%	No Data	No Data

P9: HISPANIC OR LATINO, AND NOT HISPANIC OR LATINO BY RACE - Universe: Total population

2010 Census Summary File 1

Note: This is a modified view of the original table.

Note: Census geographies with a "Total Population" of zero were included in the calculations, but removed from the table.

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1013.01	3	3003	27	13 (48.15%)	3 (11.11%)	11 (40.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (51.85%)
1013.01	3	3005	24	10 (41.67%)	4 (16.67%)	10 (41.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (58.33%)
1013.01	3	3009	1	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)
1013.01	3	3011	28	11 (39.29%)	4 (14.29%)	13 (46.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (60.71%)
1013.01	3	3012	28	10 (35.71%)	11 (39.29%)	6 (21.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.57%)	18 (64.29%)
1013.01	3	3013	97	38 (39.18%)	36 (37.11%)	19 (19.59%)	0 (0.00%)	3 (3.09%)	0 (0.00%)	1 (1.03%)	0 (0.00%)	59 (60.82%)
1013.01	3	3014	180	69 (38.33%)	49 (27.22%)	51 (28.33%)	3 (1.67%)	3 (1.67%)	0 (0.00%)	0 (0.00%)	5 (2.78%)	111 (61.67%)
1013.01	3	3015	179	79 (44.13%)	67 (37.43%)	26 (14.53%)	1 (0.56%)	1 (0.56%)	0 (0.00%)	0 (0.00%)	5 (2.79%)	100 (55.87%)
1013.01	3	3017	52	16 (30.77%)	18 (34.62%)	18 (34.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (69.23%)
1013.01	3	3018	37	20 (54.05%)	5 (13.51%)	11 (29.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.70%)	17 (45.95%)
1013.01	4	4003	98	23 (23.47%)	63 (64.29%)	9 (9.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.02%)	2 (2.04%)	75 (76.53%)
1013.01	4	4004	64	25 (39.06%)	24 (37.50%)	14 (21.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.56%)	39 (60.94%)
1013.01	4	4005	74	13 (17.57%)	30 (40.54%)	30 (40.54%)	1 (1.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	61 (82.43%)
1013.01	4	4006	61	24 (39.34%)	14 (22.95%)	23 (37.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (60.66%)
1013.01	4	4007	49	27 (55.10%)	11 (22.45%)	1 (2.04%)	0 (0.00%)	5 (10.20%)	0 (0.00%)	3 (6.12%)	2 (4.08%)	22 (44.90%)
1013.01	4	4008	447	59 (13.20%)	258 (57.72%)	123 (27.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (1.57%)	388 (86.80%)
1013.01	4	4009	27	6 (22.22%)	11 (40.74%)	10 (37.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (77.78%)
1013.01	4	4010	24	4 (16.67%)	10 (41.67%)	10 (41.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (83.33%)
1013.01	4	4011	65	21 (32.31%)	18 (27.69%)	20 (30.77%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (7.69%)	1 (1.54%)	44 (67.69%)
1013.01	4	4012	72	31 (43.06%)	21 (29.17%)	20 (27.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	41 (56.94%)
1013.01	4	4013	63	19 (30.16%)	40 (63.49%)	4 (6.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (69.84%)
1013.01	4	4014	110	18 (16.36%)	23 (20.91%)	62 (56.36%)	3 (2.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.64%)	92 (83.64%)
1013.01	4	4018	30	8 (26.67%)	19 (63.33%)	3 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (73.33%)
1013.01	4	4019	6	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1013.01	4	4020	109	25 (22.94%)	49 (44.95%)	35 (32.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	84 (77.06%)
1013.01	4	4021	89	27 (30.34%)	28 (31.46%)	29 (32.58%)	1 (1.12%)	2 (2.25%)	0 (0.00%)	0 (0.00%)	2 (2.25%)	62 (69.66%)
1013.01	4	4022	52	8 (15.38%)	30 (57.69%)	11 (21.15%)	3 (5.77%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (84.62%)
1013.02	1	1001	6	1 (16.67%)	3 (50.00%)	2 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (83.33%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1013.02	1	1002	15	7 (46.67%)	5 (33.33%)	2 (13.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (6.67%)	8 (53.33%)
1013.02	1	1006	9	3 (33.33%)	4 (44.44%)	2 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (66.67%)
1013.02	1	1015	70	24 (34.29%)	26 (37.14%)	9 (12.86%)	2 (2.86%)	2 (2.86%)	0 (0.00%)	0 (0.00%)	7 (10.00%)	46 (65.71%)
1013.02	1	1016	3	0 (0.00%)	0 (0.00%)	1 (33.33%)	0 (0.00%)	1 (33.33%)	0 (0.00%)	0 (0.00%)	1 (33.33%)	3 (100.00%)
1013.02	1	1021	5	2 (40.00%)	1 (20.00%)	1 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (20.00%)	3 (60.00%)
1013.02	1	1022	19	10 (52.63%)	7 (36.84%)	0 (0.00%)	2 (10.53%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (47.37%)
1013.02	1	1023	11	5 (45.45%)	3 (27.27%)	3 (27.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (54.55%)
1013.02	1	1024	39	17 (43.59%)	14 (35.90%)	7 (17.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.56%)	22 (56.41%)
1013.02	1	1025	5	0 (0.00%)	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (100.00%)
1013.02	1	1026	3	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1013.02	1	1032	18	2 (11.11%)	10 (55.56%)	6 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (88.89%)
1013.02	1	1033	15	4 (26.67%)	0 (0.00%)	11 (73.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (73.33%)
1013.02	1	1034	81	13 (16.05%)	38 (46.91%)	25 (30.86%)	2 (2.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.70%)	68 (83.95%)
1013.02	1	1035	53	1 (1.89%)	32 (60.38%)	20 (37.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	52 (98.11%)
1013.02	1	1036	166	28 (16.87%)	54 (32.53%)	60 (36.14%)	0 (0.00%)	20 (12.05%)	0 (0.00%)	0 (0.00%)	4 (2.41%)	138 (83.13%)
1013.02	1	1037	68	10 (14.71%)	44 (64.71%)	13 (19.12%)	0 (0.00%)	1 (1.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	58 (85.29%)
1013.02	1	1038	86	16 (18.60%)	51 (59.30%)	18 (20.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.16%)	70 (81.40%)
1013.02	1	1039	50	6 (12.00%)	33 (66.00%)	11 (22.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (88.00%)
1013.02	2	2001	173	93 (53.76%)	66 (38.15%)	13 (7.51%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.58%)	80 (46.24%)
1013.02	2	2002	17	8 (47.06%)	3 (17.65%)	6 (35.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (52.94%)
1013.02	2	2003	12	12 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1013.02	2	2004	7	5 (71.43%)	2 (28.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (28.57%)
1013.02	2	2005	24	11 (45.83%)	5 (20.83%)	8 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (54.17%)
1013.02	2	2006	80	25 (31.25%)	36 (45.00%)	19 (23.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (68.75%)
1013.02	2	2007	46	31 (67.39%)	11 (23.91%)	3 (6.52%)	1 (2.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (32.61%)
1013.02	2	2008	51	19 (37.25%)	25 (49.02%)	6 (11.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.96%)	32 (62.75%)
1013.02	2	2009	27	13 (48.15%)	7 (25.93%)	7 (25.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (51.85%)
1013.02	2	2011	53	29 (54.72%)	17 (32.08%)	7 (13.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (45.28%)
1013.02	2	2012	48	19 (39.58%)	17 (35.42%)	12 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (60.42%)
1013.02	2	2013	17	6 (35.29%)	9 (52.94%)	1 (5.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.88%)	11 (64.71%)
1013.02	2	2022	9	3 (33.33%)	6 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (66.67%)
1013.02	2	2023	12	2 (16.67%)	6 (50.00%)	4 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (83.33%)
1013.02	2	2024	18	8 (44.44%)	3 (16.67%)	5 (27.78%)	0 (0.00%)	1 (5.56%)	0 (0.00%)	0 (0.00%)	1 (5.56%)	10 (55.56%)
1013.02	2	2025	13	1 (7.69%)	12 (92.31%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (92.31%)
1013.02	2	2026	14	6 (42.86%)	4 (28.57%)	4 (28.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (57.14%)
1013.02	2	2036	19	11 (57.89%)	3 (15.79%)	5 (26.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (42.11%)
1013.02	2	2041	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1013.02	2	2042	32	9 (28.13%)	16 (50.00%)	7 (21.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (71.88%)
1013.02	2	2043	4	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1013.02	2	2044	47	24 (51.06%)	9 (19.15%)	13 (27.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.13%)	23 (48.94%)
1013.02	2	2045	25	18 (72.00%)	4 (16.00%)	3 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (28.00%)
1013.02	2	2046	46	25 (54.35%)	12 (26.09%)	9 (19.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (45.65%)
1013.02	2	2047	12	4 (33.33%)	3 (25.00%)	2 (16.67%)	0 (0.00%)	3 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (66.67%)
1013.02	2	2048	25	16 (64.00%)	8 (32.00%)	0 (0.00%)	1 (4.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (36.00%)
1013.02	2	2049	39	15 (38.46%)	13 (33.33%)	11 (28.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (61.54%)
1013.02	2	2050	53	18 (33.96%)	21 (39.62%)	10 (18.87%)	0 (0.00%)	4 (7.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	35 (66.04%)
1013.02	2	2051	85	44 (51.76%)	34 (40.00%)	6 (7.06%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.18%)	41 (48.24%)
1013.02	2	2052	39	23 (58.97%)	4 (10.26%)	10 (25.64%)	0 (0.00%)	2 (5.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (41.03%)
1013.02	2	2066	24	8 (33.33%)	10 (41.67%)	5 (20.83%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (4.17%)	16 (66.67%)
1013.02	2	2067	9	6 (66.67%)	2 (22.22%)	1 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (33.33%)
1013.02	2	2068	25	16 (64.00%)	4 (16.00%)	5 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (36.00%)
1013.02	2	2069	31	14 (45.16%)	15 (48.39%)	1 (3.23%)	1 (3.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (54.84%)
1013.02	2	2070	20	11 (55.00%)	7 (35.00%)	1 (5.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.00%)	9 (45.00%)
1013.02	2	2071	51	38 (74.51%)	8 (15.69%)	4 (7.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.96%)	13 (25.49%)
1013.02	2	2091	12	7 (58.33%)	3 (25.00%)	2 (16.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (41.67%)
1013.02	2	2092	17	8 (47.06%)	0 (0.00%)	8 (47.06%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.88%)	9 (52.94%)
1013.02	3	3006	104	1 (0.96%)	21 (20.19%)	81 (77.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.96%)	103 (99.04%)
1013.02	3	3007	95	3 (3.16%)	29 (30.53%)	57 (60.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (6.32%)	92 (96.84%)
1013.02	3	3008	65	3 (4.62%)	17 (26.15%)	45 (69.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	62 (95.38%)
1013.02	3	3009	60	0 (0.00%)	4 (6.67%)	56 (93.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	60 (100.00%)
1013.02	3	3015	82	3 (3.66%)	20 (24.39%)	56 (68.29%)	0 (0.00%)	3 (3.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	79 (96.34%)
1013.02	3	3016	54	6 (11.11%)	12 (22.22%)	36 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	48 (88.89%)
1013.02	3	3017	90	0 (0.00%)	8 (8.89%)	82 (91.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	90 (100.00%)
1013.02	3	3018	82	8 (9.76%)	15 (18.29%)	58 (70.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.22%)	74 (90.24%)
1013.02	3	3019	32	3 (9.38%)	4 (12.50%)	25 (78.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (90.63%)
1013.02	3	3020	21	0 (0.00%)	0 (0.00%)	21 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (100.00%)
1013.02	3	3021	28	0 (0.00%)	2 (7.14%)	26 (92.86%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (100.00%)
1013.02	3	3022	71	0 (0.00%)	21 (29.58%)	50 (70.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	71 (100.00%)
1013.02	3	3023	57	3 (5.26%)	9 (15.79%)	45 (78.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	54 (94.74%)
1036.02	1	1006	73	1 (1.37%)	19 (26.03%)	53 (72.60%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	72 (98.63%)
1036.02	1	1007	20	0 (0.00%)	0 (0.00%)	20 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (100.00%)
1036.02	1	1008	20	0 (0.00%)	9 (45.00%)	11 (55.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (100.00%)
1036.02	1	1012	41	1 (2.44%)	5 (12.20%)	35 (85.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	40 (97.56%)
1036.02	1	1013	25	0 (0.00%)	0 (0.00%)	25 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (100.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1036.02	1	1014	33	0 (0.00%)	15 (45.45%)	18 (54.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (100.00%)
1036.02	1	1015	43	1 (2.33%)	7 (16.28%)	35 (81.40%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	42 (97.67%)
1036.02	1	1016	59	4 (6.78%)	10 (16.95%)	45 (76.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (93.22%)
1036.02	1	1017	62	2 (3.23%)	13 (20.97%)	47 (75.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	60 (96.77%)
1036.02	1	1018	55	0 (0.00%)	21 (38.18%)	34 (61.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (100.00%)
1036.02	1	1019	36	0 (0.00%)	1 (2.78%)	35 (97.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (100.00%)
1036.02	1	1020	31	1 (3.23%)	1 (3.23%)	29 (93.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (96.77%)
1036.02	1	1025	77	1 (1.30%)	11 (14.29%)	65 (84.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	76 (98.70%)
1036.02	1	1026	51	2 (3.92%)	6 (11.76%)	42 (82.35%)	0 (0.00%)	0 (0.00%)	1 (1.96%)	0 (0.00%)	0 (0.00%)	49 (96.08%)
1036.02	1	1027	34	0 (0.00%)	0 (0.00%)	34 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (100.00%)
1036.02	1	1028	31	0 (0.00%)	12 (38.71%)	19 (61.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (100.00%)
1036.02	1	1029	29	0 (0.00%)	0 (0.00%)	25 (86.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (13.79%)	29 (100.00%)
1036.02	1	1030	54	1 (1.85%)	23 (42.59%)	28 (51.85%)	0 (0.00%)	1 (1.85%)	0 (0.00%)	0 (0.00%)	1 (1.85%)	53 (98.15%)
1036.02	1	1031	4	0 (0.00%)	0 (0.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)
1036.02	1	1032	51	0 (0.00%)	17 (33.33%)	30 (58.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (7.84%)	51 (100.00%)
1036.02	1	1033	23	0 (0.00%)	0 (0.00%)	23 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (100.00%)
1036.02	1	1034	84	0 (0.00%)	25 (29.76%)	57 (67.86%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.38%)	84 (100.00%)
1036.02	1	1035	108	1 (0.93%)	42 (38.89%)	61 (56.48%)	0 (0.00%)	1 (0.93%)	0 (0.00%)	0 (0.00%)	3 (2.78%)	107 (99.07%)
1036.02	1	1036	39	1 (2.56%)	0 (0.00%)	38 (97.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (97.44%)
1036.02	2	2001	15	0 (0.00%)	0 (0.00%)	15 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (100.00%)
1036.02	2	2002	16	0 (0.00%)	0 (0.00%)	16 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (100.00%)
1036.02	2	2003	15	0 (0.00%)	0 (0.00%)	15 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (100.00%)
1036.02	2	2004	50	0 (0.00%)	0 (0.00%)	45 (90.00%)	1 (2.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (8.00%)	50 (100.00%)
1036.02	2	2005	75	0 (0.00%)	10 (13.33%)	64 (85.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.33%)	75 (100.00%)
1036.02	2	2006	33	0 (0.00%)	17 (51.52%)	16 (48.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (100.00%)
1036.02	2	2007	98	0 (0.00%)	38 (38.78%)	59 (60.20%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.02%)	98 (100.00%)
1036.02	2	2008	56	1 (1.79%)	29 (51.79%)	26 (46.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (98.21%)
1036.02	2	2009	52	1 (1.92%)	19 (36.54%)	32 (61.54%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	51 (98.08%)
1036.02	2	2010	21	0 (0.00%)	8 (38.10%)	13 (61.90%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (100.00%)
1036.02	2	2011	16	2 (12.50%)	0 (0.00%)	14 (87.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (87.50%)
1036.02	2	2012	17	0 (0.00%)	0 (0.00%)	17 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (100.00%)
1036.02	2	2013	48	2 (4.17%)	5 (10.42%)	41 (85.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	46 (95.83%)
1036.02	2	2014	55	1 (1.82%)	20 (36.36%)	32 (58.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.64%)	54 (98.18%)
1036.02	2	2015	49	0 (0.00%)	11 (22.45%)	36 (73.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (4.08%)	49 (100.00%)
1036.02	2	2016	50	0 (0.00%)	3 (6.00%)	44 (88.00%)	0 (0.00%)	3 (6.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	50 (100.00%)
1036.02	2	2018	70	0 (0.00%)	2 (2.86%)	68 (97.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	70 (100.00%)
1036.02	2	2019	62	0 (0.00%)	12 (19.35%)	50 (80.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	62 (100.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1036.02	2	2020	58	0 (0.00%)	17 (29.31%)	38 (65.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.17%)	58 (100.00%)
1036.02	2	2021	46	1 (2.17%)	9 (19.57%)	36 (78.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (97.83%)
1036.02	2	2022	44	0 (0.00%)	0 (0.00%)	44 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (100.00%)
1036.02	2	2023	76	3 (3.95%)	10 (13.16%)	60 (78.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.95%)	73 (96.05%)
1046.01	1	1000	43	0 (0.00%)	0 (0.00%)	43 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (100.00%)
1046.01	1	1001	80	0 (0.00%)	44 (55.00%)	36 (45.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	80 (100.00%)
1046.01	1	1002	75	0 (0.00%)	25 (33.33%)	50 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	75 (100.00%)
1046.01	1	1003	66	0 (0.00%)	30 (45.45%)	36 (54.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (100.00%)
1046.01	1	1004	65	1 (1.54%)	28 (43.08%)	36 (55.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	64 (98.46%)
1046.01	1	1005	38	4 (10.53%)	14 (36.84%)	19 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.63%)	34 (89.47%)
1046.01	1	1006	43	0 (0.00%)	21 (48.84%)	22 (51.16%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (100.00%)
1046.01	1	1007	31	0 (0.00%)	10 (32.26%)	21 (67.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (100.00%)
1046.01	1	1009	6	0 (0.00%)	4 (66.67%)	2 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (100.00%)
1046.01	1	1010	30	3 (10.00%)	12 (40.00%)	15 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (90.00%)
1046.01	1	1011	53	0 (0.00%)	20 (37.74%)	33 (62.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	53 (100.00%)
1046.01	1	1012	4	0 (0.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)
1046.01	1	1013	53	0 (0.00%)	10 (18.87%)	37 (69.81%)	3 (5.66%)	0 (0.00%)	1 (1.89%)	0 (0.00%)	2 (3.77%)	53 (100.00%)
1046.01	1	1014	17	0 (0.00%)	14 (82.35%)	3 (17.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (100.00%)
1046.01	1	1022	83	1 (1.20%)	42 (50.60%)	40 (48.19%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	82 (98.80%)
1046.01	1	1023	39	1 (2.56%)	11 (28.21%)	26 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.56%)	38 (97.44%)
1046.01	1	1024	33	1 (3.03%)	10 (30.30%)	22 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (96.97%)
1046.01	1	1031	35	0 (0.00%)	5 (14.29%)	30 (85.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	35 (100.00%)
1046.01	1	1035	23	0 (0.00%)	19 (82.61%)	4 (17.39%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (100.00%)
1046.01	1	1036	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1046.01	1	1037	20	7 (35.00%)	13 (65.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (65.00%)
1046.01	1	1038	3	0 (0.00%)	0 (0.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)
1046.01	1	1040	86	8 (9.30%)	64 (74.42%)	14 (16.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	78 (90.70%)
1046.01	1	1041	9	0 (0.00%)	0 (0.00%)	9 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (100.00%)
1046.01	1	1043	2	1 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (50.00%)	1 (50.00%)
1046.01	1	1045	14	0 (0.00%)	11 (78.57%)	2 (14.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (7.14%)	14 (100.00%)
1046.01	1	1050	36	0 (0.00%)	6 (16.67%)	30 (83.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (100.00%)
1046.01	1	1051	19	0 (0.00%)	3 (15.79%)	16 (84.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (100.00%)
1046.01	1	1055	3	0 (0.00%)	0 (0.00%)	2 (66.67%)	0 (0.00%)	1 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)
1046.01	1	1056	27	0 (0.00%)	8 (29.63%)	19 (70.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (100.00%)
1046.01	2	2000	35	4 (11.43%)	15 (42.86%)	16 (45.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (88.57%)
1046.01	2	2005	47	4 (8.51%)	25 (53.19%)	18 (38.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (91.49%)
1046.01	2	2009	91	6 (6.59%)	39 (42.86%)	43 (47.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.30%)	85 (93.41%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1046.01	2	2012	6	0 (0.00%)	0 (0.00%)	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (100.00%)
1046.01	2	2014	85	2 (2.35%)	42 (49.41%)	41 (48.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	83 (97.65%)
1046.01	2	2015	103	4 (3.88%)	36 (34.95%)	63 (61.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	99 (96.12%)
1046.01	2	2016	86	1 (1.16%)	31 (36.05%)	54 (62.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	85 (98.84%)
1046.01	2	2017	132	2 (1.52%)	76 (57.58%)	54 (40.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	130 (98.48%)
1046.01	2	2018	62	3 (4.84%)	22 (35.48%)	37 (59.68%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	59 (95.16%)
1046.01	2	2019	63	0 (0.00%)	23 (36.51%)	38 (60.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.17%)	63 (100.00%)
1046.01	2	2020	69	3 (4.35%)	25 (36.23%)	41 (59.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (95.65%)
1046.01	2	2021	61	0 (0.00%)	12 (19.67%)	49 (80.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	61 (100.00%)
1046.01	2	2022	24	0 (0.00%)	18 (75.00%)	6 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (100.00%)
1046.01	2	2023	56	0 (0.00%)	13 (23.21%)	43 (76.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (100.00%)
1046.02	1	1000	74	4 (5.41%)	39 (52.70%)	28 (37.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (4.05%)	70 (94.59%)
1046.02	1	1001	30	6 (20.00%)	22 (73.33%)	1 (3.33%)	1 (3.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (80.00%)
1046.02	1	1002	63	5 (7.94%)	46 (73.02%)	12 (19.05%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	58 (92.06%)
1046.02	1	1003	69	5 (7.25%)	41 (59.42%)	22 (31.88%)	0 (0.00%)	1 (1.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	64 (92.75%)
1046.02	1	1004	98	1 (1.02%)	55 (56.12%)	40 (40.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.04%)	97 (98.98%)
1046.02	1	1005	83	5 (6.02%)	35 (42.17%)	43 (51.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	78 (93.98%)
1046.02	1	1006	83	0 (0.00%)	28 (33.73%)	55 (66.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	83 (100.00%)
1046.02	1	1007	31	2 (6.45%)	21 (67.74%)	8 (25.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (93.55%)
1046.02	1	1008	80	2 (2.50%)	40 (50.00%)	38 (47.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	78 (97.50%)
1046.02	1	1009	72	0 (0.00%)	34 (47.22%)	38 (52.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	72 (100.00%)
1046.02	1	1010	9	0 (0.00%)	0 (0.00%)	8 (88.89%)	0 (0.00%)	1 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (100.00%)
1046.02	1	1012	49	2 (4.08%)	39 (79.59%)	8 (16.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	47 (95.92%)
1046.02	1	1013	89	1 (1.12%)	50 (56.18%)	38 (42.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	88 (98.88%)
1046.02	1	1014	117	8 (6.84%)	61 (52.14%)	48 (41.03%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	109 (93.16%)
1046.02	1	1015	51	3 (5.88%)	20 (39.22%)	28 (54.90%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	48 (94.12%)
1046.02	2	2000	33	2 (6.06%)	21 (63.64%)	10 (30.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (93.94%)
1046.02	2	2001	61	3 (4.92%)	35 (57.38%)	23 (37.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	58 (95.08%)
1046.02	2	2002	47	3 (6.38%)	42 (89.36%)	2 (4.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (93.62%)
1046.02	2	2003	56	0 (0.00%)	49 (87.50%)	7 (12.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (100.00%)
1046.02	2	2004	36	1 (2.78%)	35 (97.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	35 (97.22%)
1046.02	2	2005	60	8 (13.33%)	46 (76.67%)	6 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	52 (86.67%)
1046.02	2	2006	60	6 (10.00%)	54 (90.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	54 (90.00%)
1046.02	2	2007	55	1 (1.82%)	44 (80.00%)	6 (10.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (7.27%)	54 (98.18%)
1046.02	2	2008	84	13 (15.48%)	64 (76.19%)	7 (8.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	71 (84.52%)
1046.02	2	2009	68	4 (5.88%)	53 (77.94%)	11 (16.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	64 (94.12%)
1046.02	2	2010	45	0 (0.00%)	15 (33.33%)	30 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (100.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1046.02	2	2011	40	7 (17.50%)	27 (67.50%)	6 (15.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (82.50%)
1046.02	2	2012	42	0 (0.00%)	32 (76.19%)	10 (23.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	42 (100.00%)
1046.02	2	2013	64	6 (9.38%)	51 (79.69%)	7 (10.94%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	58 (90.63%)
1046.02	2	2015	54	2 (3.70%)	38 (70.37%)	14 (25.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	52 (96.30%)
1046.02	2	2016	44	11 (25.00%)	30 (68.18%)	3 (6.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (75.00%)
1046.02	2	2017	57	3 (5.26%)	48 (84.21%)	5 (8.77%)	1 (1.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	54 (94.74%)
1046.02	2	2018	31	1 (3.23%)	24 (77.42%)	6 (19.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (96.77%)
1046.02	2	2019	51	1 (1.96%)	34 (66.67%)	16 (31.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	50 (98.04%)
1046.02	4	4001	99	0 (0.00%)	58 (58.59%)	37 (37.37%)	3 (3.03%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.01%)	99 (100.00%)
1046.02	4	4002	77	2 (2.60%)	26 (33.77%)	47 (61.04%)	2 (2.60%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	75 (97.40%)
1046.02	4	4003	124	8 (6.45%)	83 (66.94%)	32 (25.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.81%)	116 (93.55%)
1046.02	4	4004	74	3 (4.05%)	53 (71.62%)	16 (21.62%)	1 (1.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.35%)	71 (95.95%)
1046.02	4	4005	54	2 (3.70%)	38 (70.37%)	14 (25.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	52 (96.30%)
1046.02	4	4006	118	7 (5.93%)	90 (76.27%)	20 (16.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.85%)	0 (0.00%)	111 (94.07%)
1046.02	4	4007	144	6 (4.17%)	116 (80.56%)	22 (15.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	138 (95.83%)
1046.02	4	4008	67	1 (1.49%)	53 (79.10%)	13 (19.40%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (98.51%)
1046.02	4	4009	146	2 (1.37%)	116 (79.45%)	21 (14.38%)	0 (0.00%)	7 (4.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	144 (98.63%)
1046.02	4	4010	85	1 (1.18%)	71 (83.53%)	13 (15.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	84 (98.82%)
1046.02	4	4011	77	2 (2.60%)	54 (70.13%)	18 (23.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.90%)	75 (97.40%)
1046.02	4	4012	167	0 (0.00%)	156 (93.41%)	11 (6.59%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	167 (100.00%)
1046.02	4	4013	224	24 (10.71%)	124 (55.36%)	76 (33.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	200 (89.29%)
1046.02	4	4014	135	15 (11.11%)	104 (77.04%)	16 (11.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	120 (88.89%)
1061.01	1	1001	42	3 (7.14%)	1 (2.38%)	38 (90.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	39 (92.86%)
1061.01	1	1002	60	0 (0.00%)	4 (6.67%)	56 (93.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	60 (100.00%)
1061.01	1	1003	73	2 (2.74%)	14 (19.18%)	56 (76.71%)	0 (0.00%)	1 (1.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	71 (97.26%)
1061.01	1	1005	45	0 (0.00%)	0 (0.00%)	44 (97.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.22%)	45 (100.00%)
1061.01	1	1006	71	2 (2.82%)	8 (11.27%)	59 (83.10%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.82%)	69 (97.18%)
1061.01	1	1007	8	0 (0.00%)	0 (0.00%)	8 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (100.00%)
1061.01	1	1016	29	9 (31.03%)	10 (34.48%)	10 (34.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (68.97%)
1061.01	1	1017	2	0 (0.00%)	0 (0.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)
1061.01	1	1027	38	23 (60.53%)	13 (34.21%)	2 (5.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (39.47%)
1061.01	1	1028	38	9 (23.68%)	29 (76.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (76.32%)
1061.01	1	1029	44	3 (6.82%)	30 (68.18%)	11 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	41 (93.18%)
1061.01	1	1030	29	7 (24.14%)	17 (58.62%)	5 (17.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (75.86%)
1061.01	1	1032	151	11 (7.28%)	114 (75.50%)	26 (17.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	140 (92.72%)
1061.01	1	1033	130	4 (3.08%)	92 (70.77%)	34 (26.15%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	126 (96.92%)
1061.01	1	1041	31	1 (3.23%)	0 (0.00%)	30 (96.77%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (96.77%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1061.01	1	1042	5	0 (0.00%)	0 (0.00%)	3 (60.00%)	0 (0.00%)	1 (20.00%)	0 (0.00%)	0 (0.00%)	1 (20.00%)	5 (100.00%)
1061.01	1	1046	114	9 (7.89%)	82 (71.93%)	22 (19.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.88%)	105 (92.11%)
1061.02	1	1000	1	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)
1061.02	1	1001	3	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1061.02	1	1002	542	57 (10.52%)	423 (78.04%)	48 (8.86%)	3 (0.55%)	4 (0.74%)	0 (0.00%)	0 (0.00%)	7 (1.29%)	485 (89.48%)
1061.02	1	1003	21	6 (28.57%)	14 (66.67%)	1 (4.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (71.43%)
1061.02	1	1004	6	0 (0.00%)	0 (0.00%)	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (100.00%)
1061.02	1	1005	115	5 (4.35%)	105 (91.30%)	5 (4.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	110 (95.65%)
1061.02	1	1006	9	0 (0.00%)	9 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (100.00%)
1061.02	1	1007	16	8 (50.00%)	8 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (50.00%)
1061.02	1	1008	9	4 (44.44%)	5 (55.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (55.56%)
1061.02	1	1009	11	2 (18.18%)	5 (45.45%)	0 (0.00%)	0 (0.00%)	4 (36.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (81.82%)
1061.02	1	1010	35	24 (68.57%)	11 (31.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (31.43%)
1061.02	1	1011	78	6 (7.69%)	55 (70.51%)	16 (20.51%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.28%)	72 (92.31%)
1061.02	1	1012	3	0 (0.00%)	0 (0.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)
1061.02	1	1013	38	9 (23.68%)	26 (68.42%)	2 (5.26%)	1 (2.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (76.32%)
1061.02	1	1014	43	0 (0.00%)	27 (62.79%)	16 (37.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (100.00%)
1061.02	1	1015	58	19 (32.76%)	39 (67.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	39 (67.24%)
1061.02	1	1016	4	0 (0.00%)	3 (75.00%)	1 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)
1061.02	1	1019	5	1 (20.00%)	4 (80.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (80.00%)
1061.02	1	1020	10	0 (0.00%)	10 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (100.00%)
1061.02	1	1025	12	10 (83.33%)	0 (0.00%)	2 (16.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (16.67%)
1061.02	1	1026	316	158 (50.00%)	109 (34.49%)	44 (13.92%)	2 (0.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (0.95%)	158 (50.00%)
1061.02	1	1027	35	16 (45.71%)	0 (0.00%)	19 (54.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (54.29%)
1061.02	1	1028	155	79 (50.97%)	59 (38.06%)	14 (9.03%)	2 (1.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.65%)	76 (49.03%)
1061.02	1	1029	16	15 (93.75%)	1 (6.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (6.25%)
1061.02	1	1030	25	19 (76.00%)	6 (24.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (24.00%)
1061.02	1	1031	69	51 (73.91%)	0 (0.00%)	18 (26.09%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (26.09%)
1061.02	1	1032	13	6 (46.15%)	7 (53.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (53.85%)
1061.02	1	1033	17	12 (70.59%)	2 (11.76%)	3 (17.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (29.41%)
1061.02	1	1034	18	7 (38.89%)	11 (61.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (61.11%)
1061.02	1	1035	33	20 (60.61%)	12 (36.36%)	1 (3.03%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (39.39%)
1061.02	1	1036	45	34 (75.56%)	2 (4.44%)	9 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (24.44%)
1061.02	1	1037	23	20 (86.96%)	0 (0.00%)	3 (13.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (13.04%)
1061.02	1	1038	287	18 (6.27%)	29 (10.10%)	238 (82.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (0.70%)	269 (93.73%)
1061.02	1	1039	85	1 (1.18%)	72 (84.71%)	9 (10.59%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.53%)	84 (98.82%)
1061.02	1	1040	289	82 (28.37%)	21 (7.27%)	177 (61.25%)	0 (0.00%)	3 (1.04%)	0 (0.00%)	0 (0.00%)	6 (2.08%)	207 (71.63%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1061.02	1	1041	25	19 (76.00%)	0 (0.00%)	6 (24.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (24.00%)
1061.02	1	1042	22	10 (45.45%)	10 (45.45%)	2 (9.09%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (54.55%)
1061.02	1	1044	64	1 (1.56%)	0 (0.00%)	61 (95.31%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.13%)	63 (98.44%)
1061.02	1	1045	105	2 (1.90%)	18 (17.14%)	81 (77.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.81%)	103 (98.10%)
1062.01	2	2000	142	3 (2.11%)	20 (14.08%)	116 (81.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (2.11%)	139 (97.89%)
1062.01	2	2001	94	0 (0.00%)	4 (4.26%)	90 (95.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	94 (100.00%)
1062.01	2	2002	90	2 (2.22%)	8 (8.89%)	80 (88.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	88 (97.78%)
1062.01	2	2003	61	0 (0.00%)	17 (27.87%)	44 (72.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	61 (100.00%)
1062.01	2	2004	63	1 (1.59%)	8 (12.70%)	54 (85.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	62 (98.41%)
1062.01	2	2005	72	0 (0.00%)	12 (16.67%)	60 (83.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	72 (100.00%)
1062.01	2	2006	67	0 (0.00%)	25 (37.31%)	42 (62.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	67 (100.00%)
1062.01	2	2007	66	1 (1.52%)	14 (21.21%)	51 (77.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	65 (98.48%)
1062.01	2	2008	69	0 (0.00%)	9 (13.04%)	59 (85.51%)	1 (1.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	69 (100.00%)
1062.01	2	2009	65	0 (0.00%)	17 (26.15%)	47 (72.31%)	0 (0.00%)	0 (0.00%)	1 (1.54%)	0 (0.00%)	0 (0.00%)	65 (100.00%)
1062.01	2	2010	81	0 (0.00%)	26 (32.10%)	55 (67.90%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	81 (100.00%)
1062.02	3	3001	8	0 (0.00%)	0 (0.00%)	8 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (100.00%)
1062.02	3	3002	29	4 (13.79%)	9 (31.03%)	16 (55.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (86.21%)
1062.02	3	3003	67	1 (1.49%)	13 (19.40%)	49 (73.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (5.97%)	66 (98.51%)
1062.02	3	3004	64	1 (1.56%)	9 (14.06%)	54 (84.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	63 (98.44%)
1062.02	3	3005	202	3 (1.49%)	13 (6.44%)	185 (91.58%)	0 (0.00%)	1 (0.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	199 (98.51%)
1062.02	3	3006	44	0 (0.00%)	12 (27.27%)	32 (72.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (100.00%)
1062.02	3	3007	68	0 (0.00%)	0 (0.00%)	68 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	68 (100.00%)
1062.02	3	3008	78	1 (1.28%)	10 (12.82%)	65 (83.33%)	0 (0.00%)	2 (2.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	77 (98.72%)
1062.02	3	3009	122	4 (3.28%)	9 (7.38%)	105 (86.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.28%)	118 (96.72%)
1062.02	3	3010	96	0 (0.00%)	14 (14.58%)	82 (85.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	96 (100.00%)
1062.02	3	3011	36	0 (0.00%)	16 (44.44%)	20 (55.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (100.00%)
1062.02	3	3012	44	0 (0.00%)	0 (0.00%)	41 (93.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (6.82%)	44 (100.00%)
1062.02	3	3013	61	0 (0.00%)	8 (13.11%)	51 (83.61%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.28%)	61 (100.00%)
1062.02	3	3014	65	3 (4.62%)	3 (4.62%)	58 (89.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.54%)	62 (95.38%)
1062.02	3	3015	36	0 (0.00%)	3 (8.33%)	33 (91.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (100.00%)
1062.02	3	3016	41	0 (0.00%)	11 (26.83%)	30 (73.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	41 (100.00%)
1062.02	3	3017	56	0 (0.00%)	15 (26.79%)	41 (73.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (100.00%)
1062.02	3	3018	101	0 (0.00%)	21 (20.79%)	80 (79.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	101 (100.00%)
1062.02	3	3019	114	18 (15.79%)	6 (5.26%)	85 (74.56%)	0 (0.00%)	4 (3.51%)	0 (0.00%)	0 (0.00%)	1 (0.88%)	96 (84.21%)
1062.02	3	3020	599	22 (3.67%)	117 (19.53%)	450 (75.13%)	4 (0.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (1.00%)	577 (96.33%)
1062.02	3	3021	4	0 (0.00%)	0 (0.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)
1062.02	3	3022	18	14 (77.78%)	0 (0.00%)	2 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (11.11%)	4 (22.22%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1063	2	2002	211	14 (6.64%)	42 (19.91%)	142 (67.30%)	0 (0.00%)	1 (0.47%)	2 (0.95%)	0 (0.00%)	10 (4.74%)	197 (93.36%)
1063	2	2004	20	2 (10.00%)	3 (15.00%)	15 (75.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (90.00%)
1063	2	2005	20	0 (0.00%)	0 (0.00%)	20 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (100.00%)
1063	2	2006	88	1 (1.14%)	11 (12.50%)	76 (86.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	87 (98.86%)
1063	2	2007	106	1 (0.94%)	37 (34.91%)	64 (60.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.77%)	105 (99.06%)
1063	2	2008	30	0 (0.00%)	0 (0.00%)	30 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (100.00%)
1063	2	2009	6	0 (0.00%)	0 (0.00%)	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (100.00%)
1063	2	2010	56	2 (3.57%)	10 (17.86%)	43 (76.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.79%)	54 (96.43%)
1063	2	2012	358	1 (0.28%)	30 (8.38%)	318 (88.83%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (2.51%)	357 (99.72%)
1063	2	2013	89	0 (0.00%)	5 (5.62%)	81 (91.01%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.37%)	89 (100.00%)
1063	2	2014	95	1 (1.05%)	2 (2.11%)	85 (89.47%)	0 (0.00%)	5 (5.26%)	0 (0.00%)	0 (0.00%)	2 (2.11%)	94 (98.95%)
1063	2	2015	249	3 (1.20%)	7 (2.81%)	236 (94.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (1.20%)	246 (98.80%)
1063	2	2016	91	2 (2.20%)	18 (19.78%)	71 (78.02%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	89 (97.80%)
1063	2	2017	94	2 (2.13%)	4 (4.26%)	88 (93.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	92 (97.87%)
1063	2	2018	106	2 (1.89%)	25 (23.58%)	75 (70.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.77%)	104 (98.11%)
1063	2	2020	100	0 (0.00%)	6 (6.00%)	94 (94.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	100 (100.00%)
1063	2	2021	43	0 (0.00%)	0 (0.00%)	42 (97.67%)	1 (2.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (100.00%)
1063	2	2023	27	0 (0.00%)	12 (44.44%)	15 (55.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (100.00%)
1063	2	2024	9	2 (22.22%)	2 (22.22%)	5 (55.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (77.78%)
1063	2	2025	11	0 (0.00%)	0 (0.00%)	11 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (100.00%)
1063	2	2026	14	0 (0.00%)	0 (0.00%)	14 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (100.00%)
1063	2	2027	31	2 (6.45%)	0 (0.00%)	29 (93.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (93.55%)
1063	2	2028	3	0 (0.00%)	0 (0.00%)	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)
1063	2	2030	63	0 (0.00%)	0 (0.00%)	63 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	63 (100.00%)
1063	2	2031	104	0 (0.00%)	12 (11.54%)	92 (88.46%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	104 (100.00%)
1063	2	2032	45	0 (0.00%)	0 (0.00%)	41 (91.11%)	0 (0.00%)	4 (8.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (100.00%)
1063	2	2033	54	1 (1.85%)	2 (3.70%)	51 (94.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	53 (98.15%)
1063	2	2035	14	0 (0.00%)	0 (0.00%)	14 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (100.00%)
1063	2	2036	36	0 (0.00%)	0 (0.00%)	34 (94.44%)	1 (2.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.78%)	36 (100.00%)
1063	2	2037	10	0 (0.00%)	2 (20.00%)	8 (80.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (100.00%)
1063	2	2038	46	0 (0.00%)	0 (0.00%)	44 (95.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (4.35%)	46 (100.00%)
1063	2	2039	5	0 (0.00%)	0 (0.00%)	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (100.00%)
1064	1	1000	331	172 (51.96%)	120 (36.25%)	17 (5.14%)	2 (0.60%)	14 (4.23%)	0 (0.00%)	0 (0.00%)	6 (1.81%)	159 (48.04%)
1064	1	1001	54	7 (12.96%)	44 (81.48%)	3 (5.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	47 (87.04%)
1064	1	1004	100	17 (17.00%)	61 (61.00%)	22 (22.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	83 (83.00%)
1064	1	1005	133	29 (21.80%)	91 (68.42%)	12 (9.02%)	1 (0.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	104 (78.20%)
1064	1	1006	136	31 (22.79%)	102 (75.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (2.21%)	105 (77.21%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1064	1	1007	13	9 (69.23%)	1 (7.69%)	2 (15.38%)	1 (7.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (30.77%)
1064	1	1009	36	31 (86.11%)	2 (5.56%)	0 (0.00%)	2 (5.56%)	1 (2.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (13.89%)
1064	1	1010	26	25 (96.15%)	1 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.85%)
1064	2	2001	92	11 (11.96%)	27 (29.35%)	52 (56.52%)	0 (0.00%)	1 (1.09%)	0 (0.00%)	0 (0.00%)	1 (1.09%)	81 (88.04%)
1064	2	2009	2	0 (0.00%)	0 (0.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)
1064	2	2013	97	18 (18.56%)	36 (37.11%)	42 (43.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.03%)	79 (81.44%)
1064	2	2018	30	19 (63.33%)	9 (30.00%)	2 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (36.67%)
1064	2	2020	3	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (100.00%)	3 (100.00%)
1064	2	2021	13	8 (61.54%)	5 (38.46%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (38.46%)
1064	2	2024	9	8 (88.89%)	1 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (11.11%)
1064	2	2025	8	7 (87.50%)	1 (12.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (12.50%)
1064	2	2026	9	7 (77.78%)	2 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (22.22%)
1064	2	2027	13	12 (92.31%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (7.69%)	1 (7.69%)
1064	2	2028	123	45 (36.59%)	59 (47.97%)	18 (14.63%)	1 (0.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	78 (63.41%)
1064	2	2035	29	10 (34.48%)	1 (3.45%)	16 (55.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.90%)	19 (65.52%)
1064	2	2036	7	0 (0.00%)	0 (0.00%)	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (100.00%)
1064	2	2037	47	9 (19.15%)	4 (8.51%)	31 (65.96%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (6.38%)	38 (80.85%)
1064	2	2038	35	10 (28.57%)	4 (11.43%)	21 (60.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (71.43%)
1064	2	2039	29	5 (17.24%)	9 (31.03%)	14 (48.28%)	0 (0.00%)	1 (3.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (82.76%)
1064	2	2040	47	19 (40.43%)	28 (59.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (59.57%)
1064	2	2041	9	0 (0.00%)	6 (66.67%)	3 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (100.00%)
1064	2	2042	13	4 (30.77%)	0 (0.00%)	9 (69.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (69.23%)
1064	2	2043	37	7 (18.92%)	17 (45.95%)	13 (35.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (81.08%)
1064	2	2044	7	0 (0.00%)	1 (14.29%)	6 (85.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (100.00%)
1064	2	2047	22	0 (0.00%)	17 (77.27%)	5 (22.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (100.00%)
1064	2	2048	38	1 (2.63%)	27 (71.05%)	10 (26.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (97.37%)
1064	2	2049	8	2 (25.00%)	5 (62.50%)	0 (0.00%)	1 (12.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (75.00%)
1064	2	2050	19	6 (31.58%)	1 (5.26%)	11 (57.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.26%)	13 (68.42%)
1064	2	2051	46	27 (58.70%)	8 (17.39%)	11 (23.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (41.30%)
1064	2	2052	127	60 (47.24%)	60 (47.24%)	6 (4.72%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.79%)	67 (52.76%)
1064	2	2053	87	49 (56.32%)	21 (24.14%)	12 (13.79%)	0 (0.00%)	3 (3.45%)	0 (0.00%)	0 (0.00%)	2 (2.30%)	38 (43.68%)
1064	2	2056	54	22 (40.74%)	31 (57.41%)	1 (1.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (59.26%)
1064	2	2057	45	31 (68.89%)	12 (26.67%)	2 (4.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (31.11%)
1064	2	2058	7	2 (28.57%)	0 (0.00%)	5 (71.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (71.43%)
1064	2	2059	20	10 (50.00%)	10 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (50.00%)
1064	2	2060	75	43 (57.33%)	31 (41.33%)	0 (0.00%)	0 (0.00%)	1 (1.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (42.67%)
1064	2	2061	43	20 (46.51%)	20 (46.51%)	3 (6.98%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (53.49%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1064	2	2063	9	8 (88.89%)	0 (0.00%)	1 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (11.11%)
1064	2	2064	31	17 (54.84%)	10 (32.26%)	2 (6.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.45%)	14 (45.16%)
1064	2	2072	7	6 (85.71%)	0 (0.00%)	1 (14.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (14.29%)
1064	2	2073	14	5 (35.71%)	4 (28.57%)	4 (28.57%)	0 (0.00%)	0 (0.00%)	1 (7.14%)	0 (0.00%)	0 (0.00%)	9 (64.29%)
1064	2	2074	14	3 (21.43%)	0 (0.00%)	11 (78.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (78.57%)
1065.02	1	1007	5	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1065.02	1	1011	33	10 (30.30%)	8 (24.24%)	15 (45.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (69.70%)
1065.02	1	1012	140	43 (30.71%)	25 (17.86%)	64 (45.71%)	0 (0.00%)	2 (1.43%)	0 (0.00%)	0 (0.00%)	6 (4.29%)	97 (69.29%)
1065.02	1	1013	36	17 (47.22%)	1 (2.78%)	17 (47.22%)	0 (0.00%)	1 (2.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (52.78%)
1065.02	1	1014	49	33 (67.35%)	7 (14.29%)	9 (18.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (32.65%)
1065.02	1	1015	43	18 (41.86%)	14 (32.56%)	10 (23.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.33%)	25 (58.14%)
1065.02	1	1016	62	28 (45.16%)	9 (14.52%)	23 (37.10%)	1 (1.61%)	1 (1.61%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (54.84%)
1065.02	1	1017	53	16 (30.19%)	27 (50.94%)	10 (18.87%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (69.81%)
1065.02	1	1018	56	29 (51.79%)	15 (26.79%)	11 (19.64%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.79%)	27 (48.21%)
1065.02	1	1019	50	37 (74.00%)	8 (16.00%)	5 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (26.00%)
1065.02	1	1020	51	28 (54.90%)	4 (7.84%)	19 (37.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (45.10%)
1065.02	1	1021	50	16 (32.00%)	22 (44.00%)	6 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (12.00%)	34 (68.00%)
1065.02	1	1022	41	14 (34.15%)	0 (0.00%)	22 (53.66%)	0 (0.00%)	5 (12.20%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (65.85%)
1065.02	3	3000	27	11 (40.74%)	14 (51.85%)	2 (7.41%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (59.26%)
1065.02	3	3001	395	88 (22.28%)	54 (13.67%)	231 (58.48%)	1 (0.25%)	12 (3.04%)	0 (0.00%)	0 (0.00%)	9 (2.28%)	307 (77.72%)
1065.02	3	3003	32	9 (28.13%)	0 (0.00%)	18 (56.25%)	0 (0.00%)	5 (15.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (71.88%)
1065.02	3	3004	44	5 (11.36%)	0 (0.00%)	35 (79.55%)	0 (0.00%)	1 (2.27%)	0 (0.00%)	0 (0.00%)	3 (6.82%)	39 (88.64%)
1065.02	3	3005	14	1 (7.14%)	7 (50.00%)	6 (42.86%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (92.86%)
1065.02	3	3006	30	17 (56.67%)	1 (3.33%)	9 (30.00%)	0 (0.00%)	3 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (43.33%)
1065.02	3	3007	41	23 (56.10%)	0 (0.00%)	17 (41.46%)	0 (0.00%)	1 (2.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (43.90%)
1065.02	3	3008	25	16 (64.00%)	3 (12.00%)	6 (24.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (36.00%)
1065.02	3	3009	41	33 (80.49%)	2 (4.88%)	6 (14.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (19.51%)
1065.02	3	3010	41	34 (82.93%)	3 (7.32%)	3 (7.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.44%)	7 (17.07%)
1065.02	3	3011	137	36 (26.28%)	19 (13.87%)	79 (57.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (2.19%)	101 (73.72%)
1065.02	3	3012	22	13 (59.09%)	1 (4.55%)	8 (36.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (40.91%)
1065.02	3	3013	64	50 (78.13%)	0 (0.00%)	13 (20.31%)	1 (1.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (21.88%)
1065.02	3	3014	29	13 (44.83%)	6 (20.69%)	10 (34.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (55.17%)
1065.02	3	3016	18	14 (77.78%)	0 (0.00%)	4 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (22.22%)
1065.02	3	3017	39	12 (30.77%)	6 (15.38%)	20 (51.28%)	0 (0.00%)	1 (2.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (69.23%)
1065.03	1	1009	120	10 (8.33%)	1 (0.83%)	108 (90.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.83%)	110 (91.67%)
1065.03	1	1011	51	11 (21.57%)	5 (9.80%)	33 (64.71%)	0 (0.00%)	2 (3.92%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	40 (78.43%)
1065.03	1	1012	49	7 (14.29%)	13 (26.53%)	28 (57.14%)	0 (0.00%)	1 (2.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	42 (85.71%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1065.03	1	1016	2	0 (0.00%)	1 (50.00%)	1 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)
1065.03	1	1017	54	4 (7.41%)	3 (5.56%)	38 (70.37%)	0 (0.00%)	9 (16.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	50 (92.59%)
1065.03	1	1018	252	10 (3.97%)	18 (7.14%)	212 (84.13%)	0 (0.00%)	4 (1.59%)	0 (0.00%)	0 (0.00%)	8 (3.17%)	242 (96.03%)
1065.03	1	1019	54	1 (1.85%)	21 (38.89%)	32 (59.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	53 (98.15%)
1065.03	1	1020	4	3 (75.00%)	1 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (25.00%)
1065.03	1	1022	86	24 (27.91%)	7 (8.14%)	54 (62.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.16%)	62 (72.09%)
1065.03	1	1023	76	21 (27.63%)	5 (6.58%)	41 (53.95%)	0 (0.00%)	9 (11.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (72.37%)
1065.03	1	1024	87	31 (35.63%)	0 (0.00%)	52 (59.77%)	1 (1.15%)	3 (3.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (64.37%)
1065.03	1	1025	64	14 (21.88%)	14 (21.88%)	32 (50.00%)	0 (0.00%)	3 (4.69%)	0 (0.00%)	0 (0.00%)	1 (1.56%)	50 (78.13%)
1065.03	1	1026	54	25 (46.30%)	4 (7.41%)	22 (40.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.56%)	29 (53.70%)
1065.03	1	1027	142	45 (31.69%)	20 (14.08%)	77 (54.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	97 (68.31%)
1065.03	1	1029	28	10 (35.71%)	1 (3.57%)	13 (46.43%)	0 (0.00%)	4 (14.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (64.29%)
1065.03	1	1033	41	10 (24.39%)	9 (21.95%)	22 (53.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (75.61%)
1065.03	1	1034	43	8 (18.60%)	15 (34.88%)	20 (46.51%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	35 (81.40%)
1065.03	1	1035	54	11 (20.37%)	5 (9.26%)	38 (70.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (79.63%)
1065.03	1	1036	64	16 (25.00%)	6 (9.38%)	39 (60.94%)	0 (0.00%)	2 (3.13%)	0 (0.00%)	0 (0.00%)	1 (1.56%)	48 (75.00%)
1065.03	2	2000	31	13 (41.94%)	0 (0.00%)	12 (38.71%)	0 (0.00%)	6 (19.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (58.06%)
1065.03	2	2001	81	25 (30.86%)	6 (7.41%)	43 (53.09%)	0 (0.00%)	5 (6.17%)	0 (0.00%)	0 (0.00%)	2 (2.47%)	56 (69.14%)
1065.03	2	2002	148	48 (32.43%)	17 (11.49%)	78 (52.70%)	0 (0.00%)	2 (1.35%)	0 (0.00%)	0 (0.00%)	3 (2.03%)	100 (67.57%)
1065.03	2	2005	131	5 (3.82%)	15 (11.45%)	108 (82.44%)	0 (0.00%)	3 (2.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	126 (96.18%)
1065.03	2	2006	53	10 (18.87%)	1 (1.89%)	42 (79.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (81.13%)
1065.03	2	2007	82	25 (30.49%)	13 (15.85%)	40 (48.78%)	1 (1.22%)	3 (3.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	57 (69.51%)
1065.03	2	2008	106	19 (17.92%)	11 (10.38%)	71 (66.98%)	0 (0.00%)	2 (1.89%)	0 (0.00%)	0 (0.00%)	3 (2.83%)	87 (82.08%)
1065.03	2	2010	51	17 (33.33%)	8 (15.69%)	25 (49.02%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.96%)	34 (66.67%)
1065.03	2	2011	58	14 (24.14%)	9 (15.52%)	25 (43.10%)	0 (0.00%)	8 (13.79%)	0 (0.00%)	0 (0.00%)	2 (3.45%)	44 (75.86%)
1065.03	2	2012	22	17 (77.27%)	0 (0.00%)	5 (22.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (22.73%)
1065.03	3	3003	39	19 (48.72%)	15 (38.46%)	5 (12.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (51.28%)
1065.03	3	3004	225	25 (11.11%)	37 (16.44%)	147 (65.33%)	0 (0.00%)	10 (4.44%)	0 (0.00%)	2 (0.89%)	4 (1.78%)	200 (88.89%)
1065.03	3	3005	11	5 (45.45%)	4 (36.36%)	2 (18.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (54.55%)
1065.03	3	3006	35	5 (14.29%)	9 (25.71%)	19 (54.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (5.71%)	30 (85.71%)
1065.03	3	3007	321	52 (16.20%)	64 (19.94%)	194 (60.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.31%)	10 (3.12%)	269 (83.80%)
1065.03	3	3008	318	34 (10.69%)	54 (16.98%)	215 (67.61%)	0 (0.00%)	4 (1.26%)	0 (0.00%)	0 (0.00%)	11 (3.46%)	284 (89.31%)
1065.03	3	3009	26	3 (11.54%)	6 (23.08%)	16 (61.54%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	23 (88.46%)
1065.03	3	3010	23	7 (30.43%)	1 (4.35%)	15 (65.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (69.57%)
1065.03	3	3011	64	15 (23.44%)	22 (34.38%)	27 (42.19%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (76.56%)
1065.03	3	3012	60	22 (36.67%)	11 (18.33%)	23 (38.33%)	0 (0.00%)	1 (1.67%)	0 (0.00%)	0 (0.00%)	3 (5.00%)	38 (63.33%)
1065.03	3	3013	32	8 (25.00%)	6 (18.75%)	16 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.25%)	24 (75.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1065.03	3	3014	32	5 (15.63%)	10 (31.25%)	15 (46.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.25%)	27 (84.38%)
1065.03	3	3015	32	22 (68.75%)	0 (0.00%)	10 (31.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (31.25%)
1065.03	3	3016	26	12 (46.15%)	1 (3.85%)	12 (46.15%)	0 (0.00%)	1 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (53.85%)
1065.03	3	3017	38	7 (18.42%)	4 (10.53%)	25 (65.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (5.26%)	31 (81.58%)
1065.03	3	3018	30	13 (43.33%)	3 (10.00%)	12 (40.00%)	0 (0.00%)	2 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (56.67%)
1065.03	3	3019	29	26 (89.66%)	0 (0.00%)	3 (10.34%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (10.34%)
1065.03	3	3020	25	15 (60.00%)	7 (28.00%)	3 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (40.00%)
1065.03	3	3021	30	3 (10.00%)	9 (30.00%)	17 (56.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.33%)	27 (90.00%)
1065.03	3	3022	40	8 (20.00%)	12 (30.00%)	20 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (80.00%)
1065.03	3	3023	54	18 (33.33%)	10 (18.52%)	23 (42.59%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.56%)	36 (66.67%)
1065.03	3	3024	45	17 (37.78%)	8 (17.78%)	18 (40.00%)	1 (2.22%)	1 (2.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (62.22%)
1065.03	3	3025	35	8 (22.86%)	0 (0.00%)	25 (71.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (5.71%)	27 (77.14%)
1111.02	1	1001	14	14 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1111.02	1	1003	16	1 (6.25%)	15 (93.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (93.75%)
1111.02	1	1004	27	16 (59.26%)	11 (40.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (40.74%)
1111.02	1	1005	7	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1111.02	1	1006	15	7 (46.67%)	1 (6.67%)	2 (13.33%)	0 (0.00%)	2 (13.33%)	0 (0.00%)	0 (0.00%)	3 (20.00%)	8 (53.33%)
1111.02	1	1007	22	14 (63.64%)	8 (36.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (36.36%)
1111.02	1	1011	56	35 (62.50%)	11 (19.64%)	6 (10.71%)	2 (3.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.57%)	21 (37.50%)
1111.02	1	1013	37	8 (21.62%)	19 (51.35%)	10 (27.03%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (78.38%)
1111.02	1	1014	7	2 (28.57%)	0 (0.00%)	5 (71.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (71.43%)
1111.02	1	1018	89	25 (28.09%)	16 (17.98%)	46 (51.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.25%)	64 (71.91%)
1111.02	1	1019	73	4 (5.48%)	22 (30.14%)	46 (63.01%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.37%)	69 (94.52%)
1111.02	1	1020	104	8 (7.69%)	34 (32.69%)	61 (58.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.96%)	96 (92.31%)
1111.02	1	1021	144	23 (15.97%)	29 (20.14%)	90 (62.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (1.39%)	121 (84.03%)
1111.02	1	1022	84	0 (0.00%)	33 (39.29%)	49 (58.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.38%)	84 (100.00%)
1111.02	1	1023	80	4 (5.00%)	8 (10.00%)	68 (85.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	76 (95.00%)
1111.02	1	1024	174	13 (7.47%)	40 (22.99%)	118 (67.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (1.72%)	161 (92.53%)
1111.02	1	1025	50	1 (2.00%)	27 (54.00%)	20 (40.00%)	1 (2.00%)	1 (2.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (98.00%)
1111.02	1	1026	81	2 (2.47%)	15 (18.52%)	62 (76.54%)	0 (0.00%)	2 (2.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	79 (97.53%)
1111.02	1	1027	91	9 (9.89%)	20 (21.98%)	61 (67.03%)	1 (1.10%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	82 (90.11%)
1111.02	1	1028	282	15 (5.32%)	125 (44.33%)	136 (48.23%)	4 (1.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (0.71%)	267 (94.68%)
1111.02	1	1029	41	5 (12.20%)	2 (4.88%)	34 (82.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (87.80%)
1111.02	1	1030	50	14 (28.00%)	14 (28.00%)	22 (44.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (72.00%)
1111.02	1	1031	27	6 (22.22%)	6 (22.22%)	14 (51.85%)	0 (0.00%)	1 (3.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (77.78%)
1111.02	1	1033	119	7 (5.88%)	30 (25.21%)	79 (66.39%)	0 (0.00%)	1 (0.84%)	0 (0.00%)	0 (0.00%)	2 (1.68%)	112 (94.12%)
1111.02	1	1036	17	2 (11.76%)	1 (5.88%)	11 (64.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (17.65%)	15 (88.24%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1111.02	1	1037	51	2 (3.92%)	9 (17.65%)	40 (78.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (96.08%)
1111.02	1	1039	29	15 (51.72%)	14 (48.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (48.28%)
1111.02	2	2008	122	6 (4.92%)	44 (36.07%)	71 (58.20%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.82%)	116 (95.08%)
1111.02	2	2009	79	2 (2.53%)	2 (2.53%)	73 (92.41%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.53%)	77 (97.47%)
1111.02	2	2010	98	9 (9.18%)	30 (30.61%)	58 (59.18%)	1 (1.02%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	89 (90.82%)
1111.02	2	2011	78	4 (5.13%)	33 (42.31%)	36 (46.15%)	0 (0.00%)	5 (6.41%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	74 (94.87%)
1111.02	2	2012	93	5 (5.38%)	28 (30.11%)	60 (64.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	88 (94.62%)
1111.02	2	2013	32	1 (3.13%)	5 (15.63%)	22 (68.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (12.50%)	31 (96.88%)
1111.02	2	2014	32	6 (18.75%)	4 (12.50%)	22 (68.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	26 (81.25%)
1111.02	2	2015	42	2 (4.76%)	11 (26.19%)	28 (66.67%)	0 (0.00%)	1 (2.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	40 (95.24%)
1111.02	2	2016	40	5 (12.50%)	5 (12.50%)	28 (70.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (5.00%)	35 (87.50%)
1111.02	2	2017	41	3 (7.32%)	16 (39.02%)	22 (53.66%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (92.68%)
1111.02	2	2018	74	7 (9.46%)	0 (0.00%)	67 (90.54%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	67 (90.54%)
1111.02	2	2019	69	3 (4.35%)	17 (24.64%)	49 (71.01%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (95.65%)
1111.03	1	1000	6	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1111.03	1	1004	243	11 (4.53%)	123 (50.62%)	103 (42.39%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (2.47%)	232 (95.47%)
1111.03	1	1005	42	17 (40.48%)	15 (35.71%)	10 (23.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (59.52%)
1111.03	1	1006	95	14 (14.74%)	49 (51.58%)	32 (33.68%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	81 (85.26%)
1111.03	1	1007	114	21 (18.42%)	34 (29.82%)	58 (50.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.88%)	93 (81.58%)
1111.03	1	1008	36	13 (36.11%)	23 (63.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (63.89%)
1111.03	1	1009	80	2 (2.50%)	56 (70.00%)	22 (27.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	78 (97.50%)
1111.03	1	1011	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1111.03	1	1019	5	1 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (60.00%)	0 (0.00%)	0 (0.00%)	1 (20.00%)	4 (80.00%)
1111.03	1	1020	54	9 (16.67%)	17 (31.48%)	28 (51.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (83.33%)
1111.03	1	1021	59	5 (8.47%)	26 (44.07%)	27 (45.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.69%)	54 (91.53%)
1111.03	1	1022	97	11 (11.34%)	36 (37.11%)	46 (47.42%)	4 (4.12%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	86 (88.66%)
1111.03	1	1023	33	5 (15.15%)	0 (0.00%)	28 (84.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (84.85%)
1111.03	1	1024	39	1 (2.56%)	3 (7.69%)	35 (89.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (97.44%)
1111.03	1	1025	166	28 (16.87%)	45 (27.11%)	92 (55.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.60%)	138 (83.13%)
1111.03	1	1026	52	3 (5.77%)	44 (84.62%)	5 (9.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (94.23%)
1111.03	1	1027	56	5 (8.93%)	39 (69.64%)	9 (16.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.36%)	51 (91.07%)
1111.03	1	1028	77	6 (7.79%)	57 (74.03%)	5 (6.49%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (11.69%)	71 (92.21%)
1111.03	1	1029	39	12 (30.77%)	25 (64.10%)	2 (5.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (69.23%)
1111.03	1	1030	128	20 (15.63%)	59 (46.09%)	49 (38.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	108 (84.38%)
1111.03	1	1031	44	7 (15.91%)	36 (81.82%)	1 (2.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (84.09%)
1111.03	1	1032	70	3 (4.29%)	64 (91.43%)	3 (4.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	67 (95.71%)
1111.03	1	1033	79	13 (16.46%)	65 (82.28%)	1 (1.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (83.54%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1111.03	1	1034	71	10 (14.08%)	20 (28.17%)	34 (47.89%)	3 (4.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (5.63%)	61 (85.92%)
1111.03	1	1035	96	12 (12.50%)	77 (80.21%)	7 (7.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	84 (87.50%)
1111.03	1	1036	45	11 (24.44%)	21 (46.67%)	13 (28.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (75.56%)
1111.03	1	1037	15	2 (13.33%)	5 (33.33%)	8 (53.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (86.67%)
1111.03	1	1038	2	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (100.00%)
1111.03	1	1039	47	8 (17.02%)	20 (42.55%)	19 (40.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	39 (82.98%)
1111.03	1	1040	76	16 (21.05%)	14 (18.42%)	46 (60.53%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	60 (78.95%)
1111.03	1	1041	104	10 (9.62%)	13 (12.50%)	74 (71.15%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (6.73%)	94 (90.38%)
1111.03	1	1042	53	5 (9.43%)	6 (11.32%)	42 (79.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	48 (90.57%)
1111.03	1	1043	39	15 (38.46%)	11 (28.21%)	13 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (61.54%)
1111.03	1	1044	46	10 (21.74%)	23 (50.00%)	13 (28.26%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (78.26%)
1111.03	1	1045	68	1 (1.47%)	38 (55.88%)	29 (42.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	67 (98.53%)
1111.03	1	1049	44	12 (27.27%)	0 (0.00%)	32 (72.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (72.73%)
1111.03	2	2000	15	2 (13.33%)	13 (86.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (86.67%)
1111.03	2	2001	20	3 (15.00%)	16 (80.00%)	0 (0.00%)	1 (5.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (85.00%)
1111.03	2	2005	54	6 (11.11%)	40 (74.07%)	8 (14.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	48 (88.89%)
1111.03	2	2006	89	5 (5.62%)	67 (75.28%)	17 (19.10%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	84 (94.38%)
1111.03	2	2007	128	17 (13.28%)	94 (73.44%)	17 (13.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	111 (86.72%)
1111.03	2	2008	21	1 (4.76%)	20 (95.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (95.24%)
1111.03	2	2009	210	25 (11.90%)	135 (64.29%)	44 (20.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (2.86%)	0 (0.00%)	185 (88.10%)
1111.03	2	2010	45	13 (28.89%)	29 (64.44%)	3 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (71.11%)
1111.03	2	2011	67	8 (11.94%)	52 (77.61%)	6 (8.96%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.49%)	59 (88.06%)
1111.03	2	2012	63	7 (11.11%)	43 (68.25%)	13 (20.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (88.89%)
1111.03	2	2013	69	5 (7.25%)	33 (47.83%)	31 (44.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	64 (92.75%)
1111.03	2	2015	92	8 (8.70%)	52 (56.52%)	32 (34.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	84 (91.30%)
1111.03	2	2016	86	16 (18.60%)	29 (33.72%)	41 (47.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	70 (81.40%)
1111.03	2	2017	95	15 (15.79%)	64 (67.37%)	16 (16.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	80 (84.21%)
1111.03	2	2018	61	7 (11.48%)	40 (65.57%)	12 (19.67%)	1 (1.64%)	0 (0.00%)	0 (0.00%)	1 (1.64%)	0 (0.00%)	54 (88.52%)
1111.03	2	2019	120	19 (15.83%)	64 (53.33%)	35 (29.17%)	2 (1.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	101 (84.17%)
1111.03	2	2020	107	8 (7.48%)	86 (80.37%)	10 (9.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (2.80%)	99 (92.52%)
1111.03	2	2021	37	10 (27.03%)	9 (24.32%)	16 (43.24%)	0 (0.00%)	2 (5.41%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	27 (72.97%)
1111.03	2	2022	87	7 (8.05%)	44 (50.57%)	36 (41.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	80 (91.95%)
1111.03	2	2023	45	17 (37.78%)	20 (44.44%)	8 (17.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (62.22%)
1111.03	2	2024	50	9 (18.00%)	34 (68.00%)	6 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.00%)	41 (82.00%)
1111.03	2	2025	56	10 (17.86%)	46 (82.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	46 (82.14%)
1111.03	2	2026	29	4 (13.79%)	7 (24.14%)	18 (62.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (86.21%)
1111.04	1	1000	39	9 (23.08%)	28 (71.79%)	1 (2.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.56%)	0 (0.00%)	30 (76.92%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1111.04	1	1001	5	4 (80.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (20.00%)
1111.04	1	1002	8	0 (0.00%)	1 (12.50%)	7 (87.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (100.00%)
1111.04	1	1003	46	8 (17.39%)	34 (73.91%)	0 (0.00%)	0 (0.00%)	4 (8.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (82.61%)
1111.04	1	1004	67	10 (14.93%)	37 (55.22%)	17 (25.37%)	0 (0.00%)	3 (4.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	57 (85.07%)
1111.04	1	1005	86	37 (43.02%)	40 (46.51%)	9 (10.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (56.98%)
1111.04	1	1006	71	9 (12.68%)	44 (61.97%)	16 (22.54%)	1 (1.41%)	0 (0.00%)	0 (0.00%)	1 (1.41%)	0 (0.00%)	62 (87.32%)
1111.04	1	1007	68	6 (8.82%)	49 (72.06%)	3 (4.41%)	2 (2.94%)	2 (2.94%)	0 (0.00%)	6 (8.82%)	0 (0.00%)	62 (91.18%)
1111.04	1	1008	34	11 (32.35%)	18 (52.94%)	5 (14.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (67.65%)
1111.04	1	1009	41	17 (41.46%)	20 (48.78%)	4 (9.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (58.54%)
1111.04	1	1010	70	4 (5.71%)	17 (24.29%)	46 (65.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (4.29%)	66 (94.29%)
1111.04	1	1011	32	2 (6.25%)	18 (56.25%)	12 (37.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (93.75%)
1111.04	1	1012	76	2 (2.63%)	12 (15.79%)	56 (73.68%)	0 (0.00%)	6 (7.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	74 (97.37%)
1111.04	1	1013	55	0 (0.00%)	17 (30.91%)	38 (69.09%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	55 (100.00%)
1111.04	1	1014	45	7 (15.56%)	26 (57.78%)	12 (26.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (84.44%)
1111.04	1	1015	42	5 (11.90%)	3 (7.14%)	34 (80.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (88.10%)
1111.04	1	1016	83	13 (15.66%)	12 (14.46%)	54 (65.06%)	0 (0.00%)	4 (4.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	70 (84.34%)
1111.04	1	1017	4	0 (0.00%)	0 (0.00%)	3 (75.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (25.00%)	4 (100.00%)
1111.04	1	1018	42	2 (4.76%)	4 (9.52%)	35 (83.33%)	1 (2.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	40 (95.24%)
1111.04	1	1019	78	7 (8.97%)	13 (16.67%)	58 (74.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	71 (91.03%)
1111.04	1	1020	72	1 (1.39%)	23 (31.94%)	48 (66.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	71 (98.61%)
1111.04	1	1021	75	0 (0.00%)	22 (29.33%)	53 (70.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	75 (100.00%)
1111.04	1	1022	75	0 (0.00%)	24 (32.00%)	51 (68.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	75 (100.00%)
1111.04	1	1023	73	6 (8.22%)	3 (4.11%)	62 (84.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.74%)	67 (91.78%)
1111.04	1	1024	20	0 (0.00%)	8 (40.00%)	12 (60.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (100.00%)
1111.04	1	1026	48	1 (2.08%)	9 (18.75%)	38 (79.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	47 (97.92%)
1111.04	2	2001	1	0 (0.00%)	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)
1111.04	2	2002	14	7 (50.00%)	6 (42.86%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (7.14%)	7 (50.00%)
1111.04	2	2006	15	7 (46.67%)	8 (53.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (53.33%)
1111.04	2	2007	18	2 (11.11%)	9 (50.00%)	6 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.56%)	16 (88.89%)
1111.04	2	2008	22	5 (22.73%)	17 (77.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (77.27%)
1111.04	2	2013	8	0 (0.00%)	6 (75.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (25.00%)	8 (100.00%)
1111.04	2	2014	8	8 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1111.04	2	2016	15	2 (13.33%)	13 (86.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (86.67%)
1111.04	2	2017	92	12 (13.04%)	57 (61.96%)	19 (20.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (4.35%)	80 (86.96%)
1111.04	2	2018	76	7 (9.21%)	11 (14.47%)	57 (75.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.32%)	69 (90.79%)
1111.04	2	2019	40	8 (20.00%)	28 (70.00%)	1 (2.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (7.50%)	32 (80.00%)
1111.04	2	2020	102	23 (22.55%)	40 (39.22%)	39 (38.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	79 (77.45%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1111.04	2	2021	107	26 (24.30%)	37 (34.58%)	39 (36.45%)	1 (0.93%)	0 (0.00%)	4 (3.74%)	0 (0.00%)	0 (0.00%)	81 (75.70%)
1111.04	2	2022	49	12 (24.49%)	1 (2.04%)	36 (73.47%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (75.51%)
1111.04	2	2023	57	7 (12.28%)	5 (8.77%)	45 (78.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	50 (87.72%)
1111.04	2	2024	26	11 (42.31%)	4 (15.38%)	10 (38.46%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	15 (57.69%)
1111.04	2	2025	31	0 (0.00%)	17 (54.84%)	14 (45.16%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (100.00%)
1111.04	2	2026	52	5 (9.62%)	13 (25.00%)	34 (65.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	47 (90.38%)
1111.04	2	2027	68	9 (13.24%)	12 (17.65%)	45 (66.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.94%)	59 (86.76%)
1111.04	2	2028	69	3 (4.35%)	6 (8.70%)	60 (86.96%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	66 (95.65%)
1111.04	2	2029	47	11 (23.40%)	18 (38.30%)	18 (38.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (76.60%)
1111.04	2	2030	170	16 (9.41%)	23 (13.53%)	125 (73.53%)	0 (0.00%)	1 (0.59%)	0 (0.00%)	1 (0.59%)	4 (2.35%)	154 (90.59%)
1111.04	2	2031	27	3 (11.11%)	9 (33.33%)	15 (55.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (88.89%)
1111.04	2	2032	34	8 (23.53%)	8 (23.53%)	14 (41.18%)	0 (0.00%)	4 (11.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	26 (76.47%)
1111.04	2	2033	47	9 (19.15%)	5 (10.64%)	33 (70.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	38 (80.85%)
1111.04	2	2034	32	6 (18.75%)	15 (46.88%)	11 (34.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	26 (81.25%)
1111.04	2	2035	74	17 (22.97%)	3 (4.05%)	54 (72.97%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	57 (77.03%)
1111.04	2	2036	53	8 (15.09%)	9 (16.98%)	36 (67.92%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (84.91%)
1111.04	2	2037	56	11 (19.64%)	8 (14.29%)	37 (66.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	45 (80.36%)
1111.04	2	2038	15	4 (26.67%)	0 (0.00%)	11 (73.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (73.33%)
1111.04	2	2039	40	6 (15.00%)	21 (52.50%)	13 (32.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (85.00%)
1114.02	4	4000	343	241 (70.26%)	49 (14.29%)	36 (10.50%)	3 (0.87%)	4 (1.17%)	1 (0.29%)	0 (0.00%)	9 (2.62%)	102 (29.74%)
1114.02	4	4001	117	74 (63.25%)	35 (29.91%)	8 (6.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	43 (36.75%)
1114.02	4	4002	45	27 (60.00%)	9 (20.00%)	3 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (13.33%)	18 (40.00%)
1114.02	4	4003	60	46 (76.67%)	6 (10.00%)	6 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.33%)	14 (23.33%)
1114.02	4	4004	46	39 (84.78%)	2 (4.35%)	2 (4.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (6.52%)	7 (15.22%)
1114.02	4	4006	91	61 (67.03%)	20 (21.98%)	6 (6.59%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.30%)	1 (1.10%)	30 (32.97%)
1114.02	4	4007	62	18 (29.03%)	13 (20.97%)	27 (43.55%)	2 (3.23%)	2 (3.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	44 (70.97%)
1114.02	4	4008	9	7 (77.78%)	0 (0.00%)	2 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (22.22%)
1114.02	4	4009	417	295 (70.74%)	58 (13.91%)	41 (9.83%)	8 (1.92%)	12 (2.88%)	0 (0.00%)	0 (0.00%)	3 (0.72%)	122 (29.26%)
1114.02	4	4010	78	42 (53.85%)	8 (10.26%)	22 (28.21%)	0 (0.00%)	4 (5.13%)	0 (0.00%)	0 (0.00%)	2 (2.56%)	36 (46.15%)
1114.02	4	4011	2	1 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (50.00%)
1114.02	4	4012	37	21 (56.76%)	13 (35.14%)	3 (8.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (43.24%)
1114.02	4	4018	94	45 (47.87%)	39 (41.49%)	8 (8.51%)	0 (0.00%)	2 (2.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	49 (52.13%)
1114.02	4	4019	28	13 (46.43%)	6 (21.43%)	8 (28.57%)	0 (0.00%)	0 (0.00%)	1 (3.57%)	0 (0.00%)	0 (0.00%)	15 (53.57%)
1114.04	1	1015	359	150 (41.78%)	68 (18.94%)	110 (30.64%)	1 (0.28%)	18 (5.01%)	0 (0.00%)	0 (0.00%)	12 (3.34%)	209 (58.22%)
1114.04	1	1016	62	29 (46.77%)	11 (17.74%)	18 (29.03%)	0 (0.00%)	4 (6.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (53.23%)
1114.04	1	1018	163	69 (42.33%)	44 (26.99%)	37 (22.70%)	0 (0.00%)	10 (6.13%)	0 (0.00%)	0 (0.00%)	3 (1.84%)	94 (57.67%)
1114.04	1	1020	78	35 (44.87%)	22 (28.21%)	19 (24.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.56%)	43 (55.13%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1114.04	1	1023	364	165 (45.33%)	73 (20.05%)	100 (27.47%)	1 (0.27%)	19 (5.22%)	0 (0.00%)	0 (0.00%)	6 (1.65%)	199 (54.67%)
1114.04	1	1025	60	28 (46.67%)	13 (21.67%)	18 (30.00%)	1 (1.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (53.33%)
1114.04	1	1027	292	189 (64.73%)	16 (5.48%)	49 (16.78%)	1 (0.34%)	34 (11.64%)	0 (0.00%)	2 (0.68%)	1 (0.34%)	103 (35.27%)
1114.04	1	1028	26	15 (57.69%)	0 (0.00%)	7 (26.92%)	0 (0.00%)	4 (15.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (42.31%)
1114.04	1	1031	304	167 (54.93%)	45 (14.80%)	57 (18.75%)	2 (0.66%)	27 (8.88%)	0 (0.00%)	0 (0.00%)	6 (1.97%)	137 (45.07%)
1114.04	1	1033	106	52 (49.06%)	22 (20.75%)	27 (25.47%)	3 (2.83%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (1.89%)	54 (50.94%)
1114.04	4	4003	147	52 (35.37%)	28 (19.05%)	53 (36.05%)	2 (1.36%)	6 (4.08%)	0 (0.00%)	0 (0.00%)	6 (4.08%)	95 (64.63%)
1114.04	4	4004	148	74 (50.00%)	35 (23.65%)	27 (18.24%)	0 (0.00%)	9 (6.08%)	1 (0.68%)	0 (0.00%)	2 (1.35%)	74 (50.00%)
1114.04	4	4006	185	55 (29.73%)	38 (20.54%)	81 (43.78%)	0 (0.00%)	5 (2.70%)	1 (0.54%)	1 (0.54%)	4 (2.16%)	130 (70.27%)
1114.04	4	4010	354	159 (44.92%)	64 (18.08%)	113 (31.92%)	0 (0.00%)	8 (2.26%)	0 (0.00%)	0 (0.00%)	10 (2.82%)	195 (55.08%)
1114.04	4	4011	369	146 (39.57%)	68 (18.43%)	140 (37.94%)	0 (0.00%)	6 (1.63%)	0 (0.00%)	0 (0.00%)	9 (2.44%)	223 (60.43%)
1114.04	4	4012	120	58 (48.33%)	29 (24.17%)	30 (25.00%)	0 (0.00%)	1 (0.83%)	0 (0.00%)	0 (0.00%)	2 (1.67%)	62 (51.67%)
1114.04	4	4013	127	68 (53.54%)	25 (19.69%)	25 (19.69%)	0 (0.00%)	4 (3.15%)	0 (0.00%)	1 (0.79%)	4 (3.15%)	59 (46.46%)
1114.04	4	4014	12	9 (75.00%)	3 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (25.00%)
1114.04	4	4016	37	17 (45.95%)	3 (8.11%)	16 (43.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.70%)	20 (54.05%)
1114.04	4	4017	21	15 (71.43%)	0 (0.00%)	5 (23.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (4.76%)	6 (28.57%)
1114.04	4	4018	64	48 (75.00%)	3 (4.69%)	0 (0.00%)	0 (0.00%)	3 (4.69%)	0 (0.00%)	0 (0.00%)	10 (15.63%)	16 (25.00%)
1114.04	4	4019	13	9 (69.23%)	1 (7.69%)	0 (0.00%)	0 (0.00%)	3 (23.08%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (30.77%)
1114.04	4	4020	76	54 (71.05%)	7 (9.21%)	10 (13.16%)	0 (0.00%)	5 (6.58%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (28.95%)
1114.04	4	4021	92	72 (78.26%)	11 (11.96%)	9 (9.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	20 (21.74%)
1114.04	4	4022	92	67 (72.83%)	6 (6.52%)	14 (15.22%)	0 (0.00%)	3 (3.26%)	0 (0.00%)	0 (0.00%)	2 (2.17%)	25 (27.17%)
1114.04	4	4023	64	43 (67.19%)	7 (10.94%)	9 (14.06%)	0 (0.00%)	4 (6.25%)	0 (0.00%)	0 (0.00%)	1 (1.56%)	21 (32.81%)
1114.04	4	4024	53	36 (67.92%)	4 (7.55%)	13 (24.53%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (32.08%)
1114.04	4	4025	35	21 (60.00%)	0 (0.00%)	6 (17.14%)	0 (0.00%)	7 (20.00%)	0 (0.00%)	0 (0.00%)	1 (2.86%)	14 (40.00%)
1114.04	4	4027	33	23 (69.70%)	7 (21.21%)	0 (0.00%)	0 (0.00%)	2 (6.06%)	0 (0.00%)	0 (0.00%)	1 (3.03%)	10 (30.30%)
1114.05	1	1006	117	98 (83.76%)	10 (8.55%)	5 (4.27%)	0 (0.00%)	4 (3.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (16.24%)
1114.05	1	1007	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1010	26	24 (92.31%)	0 (0.00%)	1 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	2 (7.69%)
1114.05	1	1011	261	177 (67.82%)	83 (31.80%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.38%)	84 (32.18%)
1114.05	1	1012	15	15 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1013	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1014	103	96 (93.20%)	6 (5.83%)	0 (0.00%)	1 (0.97%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (6.80%)
1114.05	1	1015	78	64 (82.05%)	11 (14.10%)	1 (1.28%)	1 (1.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.28%)	14 (17.95%)
1114.05	1	1016	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1017	10	8 (80.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (10.00%)	0 (0.00%)	0 (0.00%)	1 (10.00%)	2 (20.00%)
1114.05	1	1018	46	34 (73.91%)	7 (15.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (10.87%)	12 (26.09%)
1114.05	1	1019	8	7 (87.50%)	1 (12.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (12.50%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1114.05	1	1021	14	14 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1023	19	13 (68.42%)	6 (31.58%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (31.58%)
1114.05	1	1024	1	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1025	3	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1026	1	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)	1 (100.00%)
1114.05	1	1027	20	18 (90.00%)	2 (10.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (10.00%)
1114.05	1	1028	12	12 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1029	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1030	7	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1031	12	12 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1032	7	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.05	1	1033	74	50 (67.57%)	18 (24.32%)	3 (4.05%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (4.05%)	24 (32.43%)
1114.05	1	1034	16	6 (37.50%)	10 (62.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (62.50%)
1114.05	1	1035	15	9 (60.00%)	5 (33.33%)	0 (0.00%)	0 (0.00%)	1 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (40.00%)
1114.08	1	1004	44	29 (65.91%)	4 (9.09%)	9 (20.45%)	0 (0.00%)	2 (4.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (34.09%)
1114.08	1	1005	28	22 (78.57%)	6 (21.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (21.43%)
1114.08	1	1008	341	161 (47.21%)	78 (22.87%)	90 (26.39%)	2 (0.59%)	3 (0.88%)	0 (0.00%)	0 (0.00%)	7 (2.05%)	180 (52.79%)
1114.08	1	1009	18	14 (77.78%)	4 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (22.22%)
1114.08	1	1010	181	116 (64.09%)	12 (6.63%)	41 (22.65%)	1 (0.55%)	5 (2.76%)	0 (0.00%)	0 (0.00%)	6 (3.31%)	65 (35.91%)
1114.08	1	1011	202	63 (31.19%)	15 (7.43%)	119 (58.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (2.48%)	139 (68.81%)
1114.08	1	1012	177	55 (31.07%)	34 (19.21%)	71 (40.11%)	0 (0.00%)	1 (0.56%)	0 (0.00%)	3 (1.69%)	13 (7.34%)	122 (68.93%)
1114.08	1	1015	32	31 (96.88%)	1 (3.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.13%)
1114.08	1	1016	17	16 (94.12%)	1 (5.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (5.88%)
1114.08	1	1017	22	12 (54.55%)	4 (18.18%)	0 (0.00%)	0 (0.00%)	6 (27.27%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (45.45%)
1114.08	1	1018	13	8 (61.54%)	1 (7.69%)	4 (30.77%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (38.46%)
1114.08	1	1020	52	49 (94.23%)	1 (1.92%)	2 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.77%)
1114.08	1	1026	391	325 (83.12%)	38 (9.72%)	8 (2.05%)	1 (0.26%)	16 (4.09%)	0 (0.00%)	3 (0.77%)	0 (0.00%)	66 (16.88%)
1114.08	1	1027	24	17 (70.83%)	2 (8.33%)	5 (20.83%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (29.17%)
1114.08	1	1030	30	28 (93.33%)	0 (0.00%)	2 (6.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.67%)
1114.08	1	1031	162	133 (82.10%)	16 (9.88%)	8 (4.94%)	0 (0.00%)	2 (1.23%)	0 (0.00%)	0 (0.00%)	3 (1.85%)	29 (17.90%)
1114.08	1	1032	52	24 (46.15%)	16 (30.77%)	0 (0.00%)	7 (13.46%)	2 (3.85%)	0 (0.00%)	0 (0.00%)	3 (5.77%)	28 (53.85%)
1114.08	1	1033	2	2 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.08	1	1041	160	130 (81.25%)	13 (8.13%)	7 (4.38%)	0 (0.00%)	8 (5.00%)	0 (0.00%)	0 (0.00%)	2 (1.25%)	30 (18.75%)
1114.08	1	1042	53	39 (73.58%)	7 (13.21%)	7 (13.21%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (26.42%)
1114.08	1	1043	33	25 (75.76%)	7 (21.21%)	0 (0.00%)	0 (0.00%)	1 (3.03%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (24.24%)
1114.08	1	1044	35	32 (91.43%)	0 (0.00%)	0 (0.00%)	3 (8.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (8.57%)
1114.08	1	1045	57	48 (84.21%)	3 (5.26%)	0 (0.00%)	1 (1.75%)	1 (1.75%)	0 (0.00%)	0 (0.00%)	4 (7.02%)	9 (15.79%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1114.08	1	1046	3	3 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.08	1	1047	118	97 (82.20%)	9 (7.63%)	7 (5.93%)	0 (0.00%)	5 (4.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (17.80%)
1114.08	1	1050	5	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1114.08	1	1051	8	8 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.3	1	1006	248	194 (78.23%)	15 (6.05%)	24 (9.68%)	1 (0.40%)	10 (4.03%)	0 (0.00%)	0 (0.00%)	4 (1.61%)	54 (21.77%)
1115.3	1	1007	26	25 (96.15%)	1 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.85%)
1115.3	1	1008	203	137 (67.49%)	42 (20.69%)	17 (8.37%)	0 (0.00%)	6 (2.96%)	0 (0.00%)	0 (0.00%)	1 (0.49%)	66 (32.51%)
1115.3	1	1009	13	11 (84.62%)	2 (15.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (15.38%)
1115.3	1	1010	12	12 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.3	1	1011	152	91 (59.87%)	23 (15.13%)	8 (5.26%)	1 (0.66%)	29 (19.08%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	61 (40.13%)
1115.3	1	1012	131	59 (45.04%)	14 (10.69%)	11 (8.40%)	0 (0.00%)	46 (35.11%)	0 (0.00%)	0 (0.00%)	1 (0.76%)	72 (54.96%)
1115.3	1	1013	37	15 (40.54%)	5 (13.51%)	12 (32.43%)	0 (0.00%)	5 (13.51%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (59.46%)
1115.3	1	1014	23	12 (52.17%)	0 (0.00%)	2 (8.70%)	0 (0.00%)	9 (39.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (47.83%)
1115.3	1	1015	25	14 (56.00%)	6 (24.00%)	0 (0.00%)	0 (0.00%)	5 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (44.00%)
1115.3	1	1016	126	92 (73.02%)	20 (15.87%)	7 (5.56%)	0 (0.00%)	4 (3.17%)	0 (0.00%)	0 (0.00%)	3 (2.38%)	34 (26.98%)
1115.3	1	1019	51	42 (82.35%)	9 (17.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (17.65%)
1115.3	1	1025	41	26 (63.41%)	1 (2.44%)	1 (2.44%)	0 (0.00%)	13 (31.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (36.59%)
1115.3	1	1026	375	312 (83.20%)	31 (8.27%)	14 (3.73%)	1 (0.27%)	12 (3.20%)	0 (0.00%)	0 (0.00%)	5 (1.33%)	63 (16.80%)
1115.3	1	1027	43	38 (88.37%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (11.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (11.63%)
1115.3	1	1028	19	16 (84.21%)	3 (15.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (15.79%)
1115.3	1	1029	14	13 (92.86%)	0 (0.00%)	0 (0.00%)	1 (7.14%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (7.14%)
1115.3	1	1030	15	15 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.3	1	1031	83	66 (79.52%)	8 (9.64%)	7 (8.43%)	0 (0.00%)	1 (1.20%)	0 (0.00%)	1 (1.20%)	0 (0.00%)	17 (20.48%)
1115.3	1	1032	28	20 (71.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (21.43%)	0 (0.00%)	0 (0.00%)	2 (7.14%)	8 (28.57%)
1115.3	1	1033	44	34 (77.27%)	4 (9.09%)	6 (13.64%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (22.73%)
1115.3	1	1034	38	34 (89.47%)	2 (5.26%)	0 (0.00%)	1 (2.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.63%)	4 (10.53%)
1115.3	1	1035	33	27 (81.82%)	0 (0.00%)	1 (3.03%)	0 (0.00%)	5 (15.15%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (18.18%)
1115.3	1	1038	52	42 (80.77%)	6 (11.54%)	2 (3.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.85%)	10 (19.23%)
1115.3	1	1041	48	44 (91.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (8.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (8.33%)
1115.3	1	1042	27	26 (96.30%)	1 (3.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.70%)
1115.31	1	1001	27	26 (96.30%)	1 (3.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.70%)
1115.31	1	1002	20	17 (85.00%)	0 (0.00%)	3 (15.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (15.00%)
1115.31	1	1003	40	39 (97.50%)	1 (2.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.50%)
1115.31	1	1004	66	48 (72.73%)	14 (21.21%)	0 (0.00%)	0 (0.00%)	4 (6.06%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (27.27%)
1115.31	1	1005	229	162 (70.74%)	33 (14.41%)	19 (8.30%)	1 (0.44%)	9 (3.93%)	0 (0.00%)	2 (0.87%)	3 (1.31%)	67 (29.26%)
1115.31	1	1006	121	62 (51.24%)	29 (23.97%)	16 (13.22%)	0 (0.00%)	10 (8.26%)	0 (0.00%)	2 (1.65%)	2 (1.65%)	59 (48.76%)
1115.31	1	1007	55	37 (67.27%)	8 (14.55%)	9 (16.36%)	0 (0.00%)	1 (1.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	18 (32.73%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1115.31	1	1008	114	60 (52.63%)	2 (1.75%)	28 (24.56%)	4 (3.51%)	15 (13.16%)	0 (0.00%)	0 (0.00%)	5 (4.39%)	54 (47.37%)
1115.31	2	2001	110	89 (80.91%)	13 (11.82%)	7 (6.36%)	0 (0.00%)	1 (0.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (19.09%)
1115.31	2	2002	21	20 (95.24%)	1 (4.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (4.76%)
1115.31	2	2003	31	28 (90.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (9.68%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (9.68%)
1115.31	2	2004	26	22 (84.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (11.54%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	4 (15.38%)
1115.31	2	2005	78	68 (87.18%)	7 (8.97%)	1 (1.28%)	1 (1.28%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.28%)	10 (12.82%)
1115.31	2	2006	77	65 (84.42%)	10 (12.99%)	2 (2.60%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (15.58%)
1115.31	2	2007	279	199 (71.33%)	50 (17.92%)	12 (4.30%)	0 (0.00%)	11 (3.94%)	0 (0.00%)	4 (1.43%)	3 (1.08%)	80 (28.67%)
1115.31	2	2008	22	15 (68.18%)	5 (22.73%)	2 (9.09%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (31.82%)
1115.31	2	2009	18	16 (88.89%)	0 (0.00%)	2 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (11.11%)
1115.31	2	2011	39	36 (92.31%)	1 (2.56%)	0 (0.00%)	1 (2.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.56%)	3 (7.69%)
1115.31	2	2012	34	31 (91.18%)	3 (8.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (8.82%)
1115.31	2	2015	256	188 (73.44%)	36 (14.06%)	9 (3.52%)	1 (0.39%)	16 (6.25%)	0 (0.00%)	0 (0.00%)	6 (2.34%)	68 (26.56%)
1115.31	2	2016	44	31 (70.45%)	7 (15.91%)	0 (0.00%)	1 (2.27%)	5 (11.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (29.55%)
1115.31	2	2017	46	44 (95.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.17%)	0 (0.00%)	0 (0.00%)	1 (2.17%)	2 (4.35%)
1115.31	2	2018	138	78 (56.52%)	23 (16.67%)	11 (7.97%)	0 (0.00%)	24 (17.39%)	0 (0.00%)	0 (0.00%)	2 (1.45%)	60 (43.48%)
1115.31	2	2019	58	27 (46.55%)	11 (18.97%)	17 (29.31%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (5.17%)	31 (53.45%)
1115.31	3	3000	269	237 (88.10%)	12 (4.46%)	14 (5.20%)	4 (1.49%)	2 (0.74%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	32 (11.90%)
1115.31	3	3001	102	87 (85.29%)	9 (8.82%)	4 (3.92%)	0 (0.00%)	1 (0.98%)	0 (0.00%)	0 (0.00%)	1 (0.98%)	15 (14.71%)
1115.31	3	3002	102	93 (91.18%)	4 (3.92%)	0 (0.00%)	0 (0.00%)	2 (1.96%)	0 (0.00%)	0 (0.00%)	3 (2.94%)	9 (8.82%)
1115.31	3	3004	98	62 (63.27%)	23 (23.47%)	9 (9.18%)	0 (0.00%)	2 (2.04%)	0 (0.00%)	0 (0.00%)	2 (2.04%)	36 (36.73%)
1115.31	3	3005	72	56 (77.78%)	5 (6.94%)	9 (12.50%)	1 (1.39%)	1 (1.39%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (22.22%)
1115.31	3	3009	172	139 (80.81%)	13 (7.56%)	13 (7.56%)	4 (2.33%)	1 (0.58%)	0 (0.00%)	1 (0.58%)	1 (0.58%)	33 (19.19%)
1115.31	3	3010	110	95 (86.36%)	11 (10.00%)	2 (1.82%)	1 (0.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (0.91%)	15 (13.64%)
1115.31	3	3011	91	82 (90.11%)	5 (5.49%)	0 (0.00%)	3 (3.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.10%)	9 (9.89%)
1115.31	3	3012	70	68 (97.14%)	1 (1.43%)	0 (0.00%)	1 (1.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.86%)
1115.31	3	3014	90	75 (83.33%)	10 (11.11%)	3 (3.33%)	1 (1.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.11%)	15 (16.67%)
1115.31	3	3015	81	57 (70.37%)	11 (13.58%)	6 (7.41%)	0 (0.00%)	5 (6.17%)	0 (0.00%)	0 (0.00%)	2 (2.47%)	24 (29.63%)
1115.32	1	1002	63	57 (90.48%)	6 (9.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (9.52%)
1115.32	1	1004	41	35 (85.37%)	6 (14.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (14.63%)
1115.32	1	1005	246	215 (87.40%)	17 (6.91%)	11 (4.47%)	0 (0.00%)	3 (1.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (12.60%)
1115.32	1	1006	86	75 (87.21%)	5 (5.81%)	5 (5.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.16%)	11 (12.79%)
1115.32	1	1007	223	195 (87.44%)	13 (5.83%)	4 (1.79%)	1 (0.45%)	10 (4.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (12.56%)
1115.32	1	1008	26	19 (73.08%)	4 (15.38%)	1 (3.85%)	0 (0.00%)	1 (3.85%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	7 (26.92%)
1115.32	1	1009	71	61 (85.92%)	4 (5.63%)	2 (2.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (5.63%)	10 (14.08%)
1115.32	2	2004	114	73 (64.04%)	11 (9.65%)	23 (20.18%)	0 (0.00%)	2 (1.75%)	0 (0.00%)	0 (0.00%)	5 (4.39%)	41 (35.96%)
1115.32	2	2005	23	12 (52.17%)	0 (0.00%)	10 (43.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (4.35%)	11 (47.83%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1115.32	2	2006	144	111 (77.08%)	7 (4.86%)	17 (11.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (6.25%)	33 (22.92%)
1115.32	2	2007	389	294 (75.58%)	22 (5.66%)	44 (11.31%)	1 (0.26%)	22 (5.66%)	0 (0.00%)	0 (0.00%)	6 (1.54%)	95 (24.42%)
1115.32	2	2008	23	21 (91.30%)	2 (8.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (8.70%)
1115.32	2	2009	46	44 (95.65%)	1 (2.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.17%)	2 (4.35%)
1115.32	2	2010	81	58 (71.60%)	5 (6.17%)	9 (11.11%)	0 (0.00%)	8 (9.88%)	0 (0.00%)	0 (0.00%)	1 (1.23%)	23 (28.40%)
1115.32	2	2011	29	23 (79.31%)	1 (3.45%)	5 (17.24%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (20.69%)
1115.32	2	2012	92	71 (77.17%)	14 (15.22%)	7 (7.61%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (22.83%)
1115.32	2	2013	131	109 (83.21%)	14 (10.69%)	5 (3.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (2.29%)	22 (16.79%)
1115.32	2	2014	27	15 (55.56%)	2 (7.41%)	10 (37.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (44.44%)
1115.32	2	2015	22	13 (59.09%)	1 (4.55%)	8 (36.36%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (40.91%)
1115.32	2	2016	44	32 (72.73%)	4 (9.09%)	5 (11.36%)	3 (6.82%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (27.27%)
1115.32	2	2017	42	28 (66.67%)	7 (16.67%)	6 (14.29%)	0 (0.00%)	1 (2.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (33.33%)
1115.32	2	2018	3	1 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (66.67%)	0 (0.00%)	0 (0.00%)	2 (66.67%)
1115.32	3	3001	610	510 (83.61%)	48 (7.87%)	34 (5.57%)	4 (0.66%)	4 (0.66%)	0 (0.00%)	0 (0.00%)	10 (1.64%)	100 (16.39%)
1115.32	3	3002	261	164 (62.84%)	38 (14.56%)	57 (21.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (0.77%)	97 (37.16%)
1115.32	3	3005	207	175 (84.54%)	7 (3.38%)	0 (0.00%)	0 (0.00%)	12 (5.80%)	0 (0.00%)	0 (0.00%)	13 (6.28%)	32 (15.46%)
1115.32	3	3009	90	70 (77.78%)	2 (2.22%)	4 (4.44%)	7 (7.78%)	2 (2.22%)	0 (0.00%)	0 (0.00%)	5 (5.56%)	20 (22.22%)
1115.32	3	3011	51	41 (80.39%)	10 (19.61%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (19.61%)
1115.32	3	3012	61	33 (54.10%)	10 (16.39%)	16 (26.23%)	0 (0.00%)	1 (1.64%)	0 (0.00%)	0 (0.00%)	1 (1.64%)	28 (45.90%)
1115.32	3	3013	53	46 (86.79%)	3 (5.66%)	4 (7.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (13.21%)
1115.32	3	3014	24	16 (66.67%)	6 (25.00%)	2 (8.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (33.33%)
1115.32	3	3015	29	26 (89.66%)	3 (10.34%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (10.34%)
1115.32	3	3016	30	22 (73.33%)	1 (3.33%)	5 (16.67%)	1 (3.33%)	1 (3.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (26.67%)
1115.32	4	4009	259	170 (65.64%)	25 (9.65%)	47 (18.15%)	0 (0.00%)	9 (3.47%)	0 (0.00%)	1 (0.39%)	7 (2.70%)	89 (34.36%)
1115.32	4	4010	79	46 (58.23%)	15 (18.99%)	4 (5.06%)	1 (1.27%)	13 (16.46%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (41.77%)
1115.32	4	4012	61	50 (81.97%)	4 (6.56%)	3 (4.92%)	0 (0.00%)	2 (3.28%)	0 (0.00%)	0 (0.00%)	2 (3.28%)	11 (18.03%)
1115.32	4	4013	57	49 (85.96%)	6 (10.53%)	1 (1.75%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.75%)	8 (14.04%)
1115.32	4	4017	287	179 (62.37%)	44 (15.33%)	43 (14.98%)	2 (0.70%)	9 (3.14%)	0 (0.00%)	1 (0.35%)	9 (3.14%)	108 (37.63%)
1115.32	4	4018	43	24 (55.81%)	5 (11.63%)	14 (32.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (44.19%)
1115.32	4	4019	37	27 (72.97%)	6 (16.22%)	4 (10.81%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (27.03%)
1115.32	4	4020	63	52 (82.54%)	0 (0.00%)	5 (7.94%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (9.52%)	11 (17.46%)
1115.32	4	4021	13	5 (38.46%)	2 (15.38%)	6 (46.15%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (61.54%)
1115.32	4	4022	54	26 (48.15%)	4 (7.41%)	22 (40.74%)	0 (0.00%)	2 (3.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (51.85%)
1115.32	4	4023	4	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.32	4	4025	108	57 (52.78%)	21 (19.44%)	21 (19.44%)	0 (0.00%)	4 (3.70%)	0 (0.00%)	0 (0.00%)	5 (4.63%)	51 (47.22%)
1115.32	4	4026	190	134 (70.53%)	26 (13.68%)	8 (4.21%)	1 (0.53%)	19 (10.00%)	0 (0.00%)	0 (0.00%)	2 (1.05%)	56 (29.47%)
1115.32	4	4027	52	42 (80.77%)	5 (9.62%)	0 (0.00%)	0 (0.00%)	5 (9.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (19.23%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1115.32	4	4028	28	22 (78.57%)	1 (3.57%)	5 (17.86%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (21.43%)
1115.32	4	4029	26	21 (80.77%)	5 (19.23%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (19.23%)
1115.32	4	4030	153	92 (60.13%)	18 (11.76%)	11 (7.19%)	1 (0.65%)	27 (17.65%)	0 (0.00%)	0 (0.00%)	4 (2.61%)	61 (39.87%)
1115.32	4	4031	39	23 (58.97%)	11 (28.21%)	2 (5.13%)	0 (0.00%)	1 (2.56%)	0 (0.00%)	0 (0.00%)	2 (5.13%)	16 (41.03%)
1115.32	4	4034	93	66 (70.97%)	10 (10.75%)	8 (8.60%)	0 (0.00%)	8 (8.60%)	0 (0.00%)	0 (0.00%)	1 (1.08%)	27 (29.03%)
1115.32	4	4035	55	33 (60.00%)	8 (14.55%)	6 (10.91%)	0 (0.00%)	2 (3.64%)	0 (0.00%)	0 (0.00%)	6 (10.91%)	22 (40.00%)
1115.32	4	4036	104	67 (64.42%)	7 (6.73%)	22 (21.15%)	0 (0.00%)	8 (7.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (35.58%)
1115.32	4	4037	172	112 (65.12%)	28 (16.28%)	27 (15.70%)	0 (0.00%)	4 (2.33%)	0 (0.00%)	0 (0.00%)	1 (0.58%)	60 (34.88%)
1115.32	4	4039	376	216 (57.45%)	36 (9.57%)	98 (26.06%)	1 (0.27%)	11 (2.93%)	0 (0.00%)	2 (0.53%)	12 (3.19%)	160 (42.55%)
1115.32	4	4040	28	14 (50.00%)	6 (21.43%)	2 (7.14%)	0 (0.00%)	5 (17.86%)	0 (0.00%)	0 (0.00%)	1 (3.57%)	14 (50.00%)
1115.32	4	4051	7	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.32	4	4054	157	121 (77.07%)	9 (5.73%)	6 (3.82%)	0 (0.00%)	21 (13.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	36 (22.93%)
1115.32	4	4055	235	135 (57.45%)	32 (13.62%)	40 (17.02%)	0 (0.00%)	20 (8.51%)	0 (0.00%)	2 (0.85%)	6 (2.55%)	100 (42.55%)
1115.32	4	4056	29	25 (86.21%)	1 (3.45%)	2 (6.90%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.45%)	4 (13.79%)
1115.32	4	4057	22	21 (95.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (4.55%)	1 (4.55%)
1115.32	4	4058	32	31 (96.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.13%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (3.13%)
1115.32	4	4059	49	38 (77.55%)	3 (6.12%)	0 (0.00%)	0 (0.00%)	6 (12.24%)	0 (0.00%)	0 (0.00%)	2 (4.08%)	11 (22.45%)
1115.32	4	4060	46	27 (58.70%)	19 (41.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (41.30%)
1115.32	4	4061	76	59 (77.63%)	3 (3.95%)	13 (17.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.32%)	17 (22.37%)
1115.32	4	4062	69	30 (43.48%)	24 (34.78%)	6 (8.70%)	0 (0.00%)	8 (11.59%)	0 (0.00%)	0 (0.00%)	1 (1.45%)	39 (56.52%)
1115.32	4	4063	57	25 (43.86%)	13 (22.81%)	4 (7.02%)	0 (0.00%)	10 (17.54%)	0 (0.00%)	0 (0.00%)	5 (8.77%)	32 (56.14%)
1115.32	4	4064	107	57 (53.27%)	27 (25.23%)	10 (9.35%)	3 (2.80%)	4 (3.74%)	0 (0.00%)	0 (0.00%)	6 (5.61%)	50 (46.73%)
1115.32	4	4065	115	81 (70.43%)	12 (10.43%)	18 (15.65%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.48%)	34 (29.57%)
1115.32	4	4066	40	33 (82.50%)	2 (5.00%)	5 (12.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (17.50%)
1115.32	4	4067	34	29 (85.29%)	3 (8.82%)	0 (0.00%)	1 (2.94%)	1 (2.94%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (14.71%)
1115.32	4	4068	62	31 (50.00%)	19 (30.65%)	1 (1.61%)	0 (0.00%)	9 (14.52%)	0 (0.00%)	0 (0.00%)	2 (3.23%)	31 (50.00%)
1115.32	4	4070	15	12 (80.00%)	2 (13.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (6.67%)	3 (20.00%)
1115.32	4	4071	53	39 (73.58%)	4 (7.55%)	0 (0.00%)	0 (0.00%)	4 (7.55%)	0 (0.00%)	0 (0.00%)	6 (11.32%)	14 (26.42%)
1115.32	4	4072	95	70 (73.68%)	16 (16.84%)	8 (8.42%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.05%)	25 (26.32%)
1115.34	3	3001	61	58 (95.08%)	3 (4.92%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (4.92%)
1115.34	3	3002	31	29 (93.55%)	0 (0.00%)	2 (6.45%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (6.45%)
1115.34	3	3003	55	40 (72.73%)	9 (16.36%)	6 (10.91%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (27.27%)
1115.34	3	3004	33	29 (87.88%)	0 (0.00%)	4 (12.12%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (12.12%)
1115.34	3	3005	210	176 (83.81%)	24 (11.43%)	1 (0.48%)	0 (0.00%)	4 (1.90%)	0 (0.00%)	1 (0.48%)	4 (1.90%)	34 (16.19%)
1115.34	3	3006	17	15 (88.24%)	2 (11.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (11.76%)
1115.34	3	3007	36	25 (69.44%)	0 (0.00%)	10 (27.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (2.78%)	11 (30.56%)
1115.34	3	3008	11	8 (72.73%)	2 (18.18%)	0 (0.00%)	0 (0.00%)	1 (9.09%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (27.27%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1115.34	3	3009	326	182 (55.83%)	73 (22.39%)	58 (17.79%)	1 (0.31%)	3 (0.92%)	0 (0.00%)	1 (0.31%)	8 (2.45%)	144 (44.17%)
1115.34	3	3010	79	47 (59.49%)	7 (8.86%)	18 (22.78%)	5 (6.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.53%)	32 (40.51%)
1115.34	3	3011	54	35 (64.81%)	6 (11.11%)	12 (22.22%)	1 (1.85%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (35.19%)
1115.34	3	3012	104	88 (84.62%)	13 (12.50%)	3 (2.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (15.38%)
1115.34	3	3013	154	130 (84.42%)	8 (5.19%)	10 (6.49%)	1 (0.65%)	5 (3.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	24 (15.58%)
1115.34	3	3014	52	47 (90.38%)	4 (7.69%)	0 (0.00%)	1 (1.92%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (9.62%)
1115.34	3	3015	109	103 (94.50%)	6 (5.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (5.50%)
1115.34	3	3016	129	96 (74.42%)	18 (13.95%)	15 (11.63%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (25.58%)
1115.34	3	3017	21	16 (76.19%)	1 (4.76%)	0 (0.00%)	0 (0.00%)	4 (19.05%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	5 (23.81%)
1115.34	3	3018	112	78 (69.64%)	20 (17.86%)	12 (10.71%)	1 (0.89%)	1 (0.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (30.36%)
1115.34	3	3019	66	47 (71.21%)	7 (10.61%)	5 (7.58%)	1 (1.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (9.09%)	19 (28.79%)
1115.34	3	3020	77	49 (63.64%)	9 (11.69%)	16 (20.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.90%)	28 (36.36%)
1115.34	3	3021	22	19 (86.36%)	0 (0.00%)	3 (13.64%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (13.64%)
1115.34	3	3022	97	62 (63.92%)	11 (11.34%)	11 (11.34%)	8 (8.25%)	3 (3.09%)	0 (0.00%)	0 (0.00%)	2 (2.06%)	35 (36.08%)
1115.34	3	3023	86	65 (75.58%)	7 (8.14%)	11 (12.79%)	0 (0.00%)	3 (3.49%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (24.42%)
1115.34	3	3024	36	15 (41.67%)	8 (22.22%)	9 (25.00%)	0 (0.00%)	4 (11.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (58.33%)
1115.34	3	3025	83	42 (50.60%)	10 (12.05%)	19 (22.89%)	0 (0.00%)	9 (10.84%)	0 (0.00%)	0 (0.00%)	3 (3.61%)	41 (49.40%)
1115.34	3	3026	23	9 (39.13%)	7 (30.43%)	7 (30.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (60.87%)
1115.34	3	3028	221	141 (63.80%)	22 (9.95%)	40 (18.10%)	1 (0.45%)	11 (4.98%)	0 (0.00%)	2 (0.90%)	4 (1.81%)	80 (36.20%)
1115.34	3	3029	11	11 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.34	3	3030	4	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.34	3	3031	77	67 (87.01%)	3 (3.90%)	5 (6.49%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (2.60%)	10 (12.99%)
1115.34	3	3032	13	10 (76.92%)	2 (15.38%)	0 (0.00%)	0 (0.00%)	1 (7.69%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (23.08%)
1115.34	3	3033	7	7 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1115.34	3	3034	113	64 (56.64%)	25 (22.12%)	18 (15.93%)	0 (0.00%)	3 (2.65%)	0 (0.00%)	0 (0.00%)	3 (2.65%)	49 (43.36%)
1115.46	1	1001	192	138 (71.88%)	32 (16.67%)	8 (4.17%)	1 (0.52%)	11 (5.73%)	0 (0.00%)	0 (0.00%)	2 (1.04%)	54 (28.13%)
1115.46	1	1002	55	45 (81.82%)	10 (18.18%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (18.18%)
1115.46	1	1003	130	74 (56.92%)	37 (28.46%)	17 (13.08%)	2 (1.54%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	56 (43.08%)
1115.46	1	1004	78	37 (47.44%)	30 (38.46%)	11 (14.10%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	41 (52.56%)
1115.46	1	1005	29	21 (72.41%)	4 (13.79%)	4 (13.79%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (27.59%)
1115.46	1	1006	240	165 (68.75%)	27 (11.25%)	34 (14.17%)	0 (0.00%)	10 (4.17%)	0 (0.00%)	0 (0.00%)	4 (1.67%)	75 (31.25%)
1115.46	1	1007	137	84 (61.31%)	26 (18.98%)	21 (15.33%)	0 (0.00%)	4 (2.92%)	2 (1.46%)	0 (0.00%)	0 (0.00%)	53 (38.69%)
1115.46	1	1008	12	4 (33.33%)	0 (0.00%)	3 (25.00%)	0 (0.00%)	5 (41.67%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (66.67%)
1115.46	1	1009	105	75 (71.43%)	16 (15.24%)	6 (5.71%)	2 (1.90%)	4 (3.81%)	0 (0.00%)	0 (0.00%)	2 (1.90%)	30 (28.57%)
1115.46	1	1010	82	55 (67.07%)	15 (18.29%)	8 (9.76%)	2 (2.44%)	1 (1.22%)	0 (0.00%)	1 (1.22%)	0 (0.00%)	27 (32.93%)
1115.46	1	1011	64	36 (56.25%)	8 (12.50%)	14 (21.88%)	5 (7.81%)	1 (1.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (43.75%)
1115.46	1	1012	72	56 (77.78%)	9 (12.50%)	3 (4.17%)	0 (0.00%)	0 (0.00%)	1 (1.39%)	3 (4.17%)	0 (0.00%)	16 (22.22%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1115.46	1	1013	210	143 (68.10%)	28 (13.33%)	21 (10.00%)	0 (0.00%)	9 (4.29%)	0 (0.00%)	0 (0.00%)	9 (4.29%)	67 (31.90%)
1115.46	1	1014	80	52 (65.00%)	24 (30.00%)	4 (5.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (35.00%)
1115.46	1	1015	69	38 (55.07%)	14 (20.29%)	4 (5.80%)	0 (0.00%)	13 (18.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (44.93%)
1115.46	1	1016	321	169 (52.65%)	21 (6.54%)	38 (11.84%)	1 (0.31%)	86 (26.79%)	0 (0.00%)	0 (0.00%)	6 (1.87%)	152 (47.35%)
1115.46	1	1017	58	51 (87.93%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (12.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (12.07%)
1115.46	1	1019	216	81 (37.50%)	44 (20.37%)	43 (19.91%)	1 (0.46%)	41 (18.98%)	0 (0.00%)	0 (0.00%)	6 (2.78%)	135 (62.50%)
1115.46	1	1020	10	3 (30.00%)	4 (40.00%)	0 (0.00%)	1 (10.00%)	2 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (70.00%)
1115.46	4	4000	71	63 (88.73%)	1 (1.41%)	2 (2.82%)	0 (0.00%)	5 (7.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	8 (11.27%)
1115.46	4	4001	541	387 (71.53%)	75 (13.86%)	42 (7.76%)	3 (0.55%)	18 (3.33%)	1 (0.18%)	1 (0.18%)	14 (2.59%)	154 (28.47%)
1115.46	4	4002	51	42 (82.35%)	3 (5.88%)	6 (11.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (17.65%)
1115.46	4	4003	50	35 (70.00%)	12 (24.00%)	2 (4.00%)	0 (0.00%)	1 (2.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (30.00%)
1115.46	4	4004	35	29 (82.86%)	3 (8.57%)	0 (0.00%)	0 (0.00%)	3 (8.57%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (17.14%)
1115.46	4	4005	50	28 (56.00%)	1 (2.00%)	11 (22.00%)	0 (0.00%)	10 (20.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	22 (44.00%)
1115.46	4	4006	50	35 (70.00%)	6 (12.00%)	6 (12.00%)	0 (0.00%)	0 (0.00%)	1 (2.00%)	0 (0.00%)	2 (4.00%)	15 (30.00%)
1115.46	4	4007	53	43 (81.13%)	6 (11.32%)	0 (0.00%)	0 (0.00%)	4 (7.55%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	10 (18.87%)
1115.46	4	4008	66	53 (80.30%)	0 (0.00%)	2 (3.03%)	0 (0.00%)	9 (13.64%)	0 (0.00%)	0 (0.00%)	2 (3.03%)	13 (19.70%)
1115.46	4	4009	90	59 (65.56%)	16 (17.78%)	11 (12.22%)	0 (0.00%)	4 (4.44%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	31 (34.44%)
1115.46	4	4010	50	39 (78.00%)	5 (10.00%)	0 (0.00%)	0 (0.00%)	6 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	11 (22.00%)
1115.46	4	4011	272	223 (81.99%)	30 (11.03%)	11 (4.04%)	0 (0.00%)	6 (2.21%)	0 (0.00%)	0 (0.00%)	2 (0.74%)	49 (18.01%)
1115.46	4	4016	125	87 (69.60%)	14 (11.20%)	9 (7.20%)	1 (0.80%)	4 (3.20%)	0 (0.00%)	0 (0.00%)	10 (8.00%)	38 (30.40%)
1115.46	4	4018	4	0 (0.00%)	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (100.00%)
1115.46	4	4023	86	59 (68.60%)	12 (13.95%)	4 (4.65%)	5 (5.81%)	4 (4.65%)	0 (0.00%)	0 (0.00%)	2 (2.33%)	27 (31.40%)
1216.09	1	1003	100	80 (80.00%)	2 (2.00%)	0 (0.00%)	1 (1.00%)	11 (11.00%)	0 (0.00%)	6 (6.00%)	0 (0.00%)	20 (20.00%)
1216.09	1	1004	42	30 (71.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (21.43%)	0 (0.00%)	0 (0.00%)	3 (7.14%)	12 (28.57%)
1216.09	1	1006	295	147 (49.83%)	31 (10.51%)	37 (12.54%)	0 (0.00%)	74 (25.08%)	0 (0.00%)	2 (0.68%)	4 (1.36%)	148 (50.17%)
1216.09	1	1007	4	4 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1216.09	1	1008	41	38 (92.68%)	3 (7.32%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (7.32%)
1216.09	1	1009	8	6 (75.00%)	0 (0.00%)	2 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (25.00%)
1216.09	1	1010	26	18 (69.23%)	0 (0.00%)	1 (3.85%)	0 (0.00%)	6 (23.08%)	0 (0.00%)	0 (0.00%)	1 (3.85%)	8 (30.77%)
1216.09	1	1011	33	25 (75.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (18.18%)	0 (0.00%)	0 (0.00%)	2 (6.06%)	8 (24.24%)
1216.09	1	1012	115	55 (47.83%)	8 (6.96%)	13 (11.30%)	0 (0.00%)	30 (26.09%)	0 (0.00%)	0 (0.00%)	9 (7.83%)	60 (52.17%)
1216.09	1	1013	153	124 (81.05%)	10 (6.54%)	9 (5.88%)	1 (0.65%)	8 (5.23%)	0 (0.00%)	0 (0.00%)	1 (0.65%)	29 (18.95%)
1216.09	1	1014	31	19 (61.29%)	6 (19.35%)	6 (19.35%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (38.71%)
1216.09	1	1015	33	33 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1216.09	1	1016	64	51 (79.69%)	6 (9.38%)	0 (0.00%)	0 (0.00%)	7 (10.94%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	13 (20.31%)
1216.09	1	1017	58	50 (86.21%)	2 (3.45%)	5 (8.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.72%)	8 (13.79%)
1216.09	1	1018	49	47 (95.92%)	0 (0.00%)	1 (2.04%)	0 (0.00%)	1 (2.04%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (4.08%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1216.09	1	1019	62	48 (77.42%)	5 (8.06%)	7 (11.29%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.23%)	14 (22.58%)
1216.09	1	1020	93	85 (91.40%)	1 (1.08%)	3 (3.23%)	0 (0.00%)	1 (1.08%)	0 (0.00%)	1 (1.08%)	2 (2.15%)	8 (8.60%)
1216.09	1	1021	18	11 (61.11%)	0 (0.00%)	7 (38.89%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (38.89%)
1216.09	1	1024	2	0 (0.00%)	1 (50.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (50.00%)	2 (100.00%)
1216.09	1	1025	12	3 (25.00%)	1 (8.33%)	5 (41.67%)	0 (0.00%)	3 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (75.00%)
1216.09	1	1026	332	201 (60.54%)	21 (6.33%)	68 (20.48%)	0 (0.00%)	36 (10.84%)	0 (0.00%)	0 (0.00%)	6 (1.81%)	131 (39.46%)
1216.09	1	1027	65	42 (64.62%)	0 (0.00%)	23 (35.38%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (35.38%)
1216.09	1	1028	72	56 (77.78%)	1 (1.39%)	2 (2.78%)	1 (1.39%)	11 (15.28%)	0 (0.00%)	0 (0.00%)	1 (1.39%)	16 (22.22%)
1216.09	1	1029	33	4 (12.12%)	12 (36.36%)	7 (21.21%)	0 (0.00%)	10 (30.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	29 (87.88%)
1216.09	1	1030	65	50 (76.92%)	7 (10.77%)	7 (10.77%)	0 (0.00%)	1 (1.54%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	15 (23.08%)
1216.09	1	1031	50	10 (20.00%)	1 (2.00%)	21 (42.00%)	3 (6.00%)	14 (28.00%)	0 (0.00%)	0 (0.00%)	1 (2.00%)	40 (80.00%)
1216.09	1	1032	5	5 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1216.09	1	1033	15	6 (40.00%)	0 (0.00%)	4 (26.67%)	0 (0.00%)	5 (33.33%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	9 (60.00%)
1216.09	1	1035	91	28 (30.77%)	22 (24.18%)	10 (10.99%)	0 (0.00%)	30 (32.97%)	0 (0.00%)	0 (0.00%)	1 (1.10%)	63 (69.23%)
1216.09	1	1036	65	22 (33.85%)	13 (20.00%)	9 (13.85%)	0 (0.00%)	17 (26.15%)	0 (0.00%)	2 (3.08%)	2 (3.08%)	43 (66.15%)
1216.09	1	1037	72	37 (51.39%)	6 (8.33%)	6 (8.33%)	0 (0.00%)	21 (29.17%)	0 (0.00%)	0 (0.00%)	2 (2.78%)	35 (48.61%)
1216.09	1	1038	24	5 (20.83%)	12 (50.00%)	2 (8.33%)	0 (0.00%)	5 (20.83%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	19 (79.17%)
1216.09	1	1039	61	52 (85.25%)	0 (0.00%)	8 (13.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.64%)	9 (14.75%)
1216.09	1	1040	43	40 (93.02%)	3 (6.98%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (6.98%)
1216.09	1	1041	79	73 (92.41%)	1 (1.27%)	4 (5.06%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.27%)	6 (7.59%)
1216.09	1	1042	25	22 (88.00%)	3 (12.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (12.00%)
1216.09	1	1043	34	18 (52.94%)	0 (0.00%)	14 (41.18%)	0 (0.00%)	2 (5.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (47.06%)
1216.09	1	1044	84	63 (75.00%)	6 (7.14%)	7 (8.33%)	0 (0.00%)	5 (5.95%)	0 (0.00%)	0 (0.00%)	3 (3.57%)	21 (25.00%)
1216.09	1	1050	6	6 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)
1216.11	1	1000	1	0 (0.00%)	1 (100.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (100.00%)
1216.11	1	1002	273	218 (79.85%)	28 (10.26%)	11 (4.03%)	0 (0.00%)	6 (2.20%)	0 (0.00%)	0 (0.00%)	10 (3.66%)	55 (20.15%)
1216.11	1	1003	58	33 (56.90%)	17 (29.31%)	4 (6.90%)	1 (1.72%)	3 (5.17%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (43.10%)
1216.11	1	1004	81	43 (53.09%)	8 (9.88%)	18 (22.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (3.70%)	9 (11.11%)	38 (46.91%)
1216.11	1	1005	62	56 (90.32%)	6 (9.68%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	6 (9.68%)
1216.11	1	1006	45	38 (84.44%)	4 (8.89%)	2 (4.44%)	1 (2.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (15.56%)
1216.11	1	1007	32	18 (56.25%)	0 (0.00%)	7 (21.88%)	0 (0.00%)	7 (21.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	14 (43.75%)
1216.11	1	1008	21	14 (66.67%)	5 (23.81%)	1 (4.76%)	0 (0.00%)	1 (4.76%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (33.33%)
1216.11	1	1009	168	125 (74.40%)	19 (11.31%)	19 (11.31%)	0 (0.00%)	1 (0.60%)	0 (0.00%)	0 (0.00%)	4 (2.38%)	43 (25.60%)
1216.11	1	1010	53	30 (56.60%)	16 (30.19%)	5 (9.43%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	2 (3.77%)	23 (43.40%)
1216.11	1	1020	46	23 (50.00%)	6 (13.04%)	1 (2.17%)	0 (0.00%)	16 (34.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (50.00%)
1216.11	1	1021	117	81 (69.23%)	12 (10.26%)	20 (17.09%)	1 (0.85%)	2 (1.71%)	0 (0.00%)	1 (0.85%)	0 (0.00%)	36 (30.77%)
1216.11	3	3000	28	21 (75.00%)	7 (25.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	7 (25.00%)

Census Tract	Block Group	Block	Total Population	White alone	Hispanic or Latino	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	Total Minority Population
1216.11	3	3001	80	57 (71.25%)	8 (10.00%)	10 (12.50%)	0 (0.00%)	5 (6.25%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (28.75%)
1216.11	3	3002	283	186 (65.72%)	33 (11.66%)	37 (13.07%)	1 (0.35%)	19 (6.71%)	0 (0.00%)	0 (0.00%)	7 (2.47%)	97 (34.28%)
1216.11	3	3003	50	31 (62.00%)	12 (24.00%)	0 (0.00%)	0 (0.00%)	6 (12.00%)	0 (0.00%)	0 (0.00%)	1 (2.00%)	19 (38.00%)
1216.11	3	3004	32	16 (50.00%)	6 (18.75%)	7 (21.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	3 (9.38%)	16 (50.00%)
1216.11	3	3005	111	81 (72.97%)	16 (14.41%)	11 (9.91%)	2 (1.80%)	1 (0.90%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	30 (27.03%)
1216.11	3	3006	90	52 (57.78%)	11 (12.22%)	18 (20.00%)	2 (2.22%)	4 (4.44%)	0 (0.00%)	0 (0.00%)	3 (3.33%)	38 (42.22%)
1216.11	3	3007	74	51 (68.92%)	5 (6.76%)	9 (12.16%)	0 (0.00%)	9 (12.16%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	23 (31.08%)
1216.11	3	3008	69	57 (82.61%)	6 (8.70%)	6 (8.70%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	12 (17.39%)
1216.11	3	3009	82	54 (65.85%)	11 (13.41%)	17 (20.73%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	28 (34.15%)
1216.11	3	3010	180	111 (61.67%)	25 (13.89%)	28 (15.56%)	0 (0.00%)	9 (5.00%)	0 (0.00%)	0 (0.00%)	7 (3.89%)	69 (38.33%)
1216.11	4	4006	100	42 (42.00%)	21 (21.00%)	19 (19.00%)	1 (1.00%)	14 (14.00%)	0 (0.00%)	0 (0.00%)	3 (3.00%)	58 (58.00%)
1216.11	4	4007	195	129 (66.15%)	33 (16.92%)	25 (12.82%)	0 (0.00%)	3 (1.54%)	0 (0.00%)	0 (0.00%)	5 (2.56%)	66 (33.85%)
1216.11	4	4008	90	61 (67.78%)	17 (18.89%)	11 (12.22%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	1 (1.11%)	29 (32.22%)
1216.11	4	4009	99	60 (60.61%)	23 (23.23%)	12 (12.12%)	0 (0.00%)	3 (3.03%)	0 (0.00%)	0 (0.00%)	1 (1.01%)	39 (39.39%)
1216.11	4	4010	162	106 (65.43%)	20 (12.35%)	33 (20.37%)	0 (0.00%)	1 (0.62%)	0 (0.00%)	0 (0.00%)	2 (1.23%)	56 (34.57%)
1216.11	4	4011	60	39 (65.00%)	21 (35.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	21 (35.00%)
1216.11	4	4012	107	71 (66.36%)	16 (14.95%)	16 (14.95%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	4 (3.74%)	36 (33.64%)
1216.11	4	4013	31	14 (45.16%)	7 (22.58%)	4 (12.90%)	3 (9.68%)	3 (9.68%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	17 (54.84%)
1216.11	4	4014	118	60 (50.85%)	14 (11.86%)	21 (17.80%)	0 (0.00%)	16 (13.56%)	0 (0.00%)	0 (0.00%)	7 (5.93%)	58 (49.15%)
1216.11	4	4015	58	25 (43.10%)	12 (20.69%)	14 (24.14%)	0 (0.00%)	7 (12.07%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	33 (56.90%)
1216.11	4	4016	92	52 (56.52%)	9 (9.78%)	21 (22.83%)	0 (0.00%)	6 (6.52%)	0 (0.00%)	0 (0.00%)	4 (4.35%)	40 (43.48%)
1216.11	4	4022	130	76 (58.46%)	28 (21.54%)	20 (15.38%)	6 (4.62%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	54 (41.54%)

B16004: AGE BY LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER - Universe: Population 5 years and over
B17017: POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD TYPE BY AGE OF HOUSEHOLDER - Universe: Households
B19013: MEDIAN HOUSEHOLD INCOME IN THE PAST 12 MONTHS (IN 2017 INFLATION-ADJUSTED DOLLARS) - Universe: Households

Note: This is a modified view of the original tables.

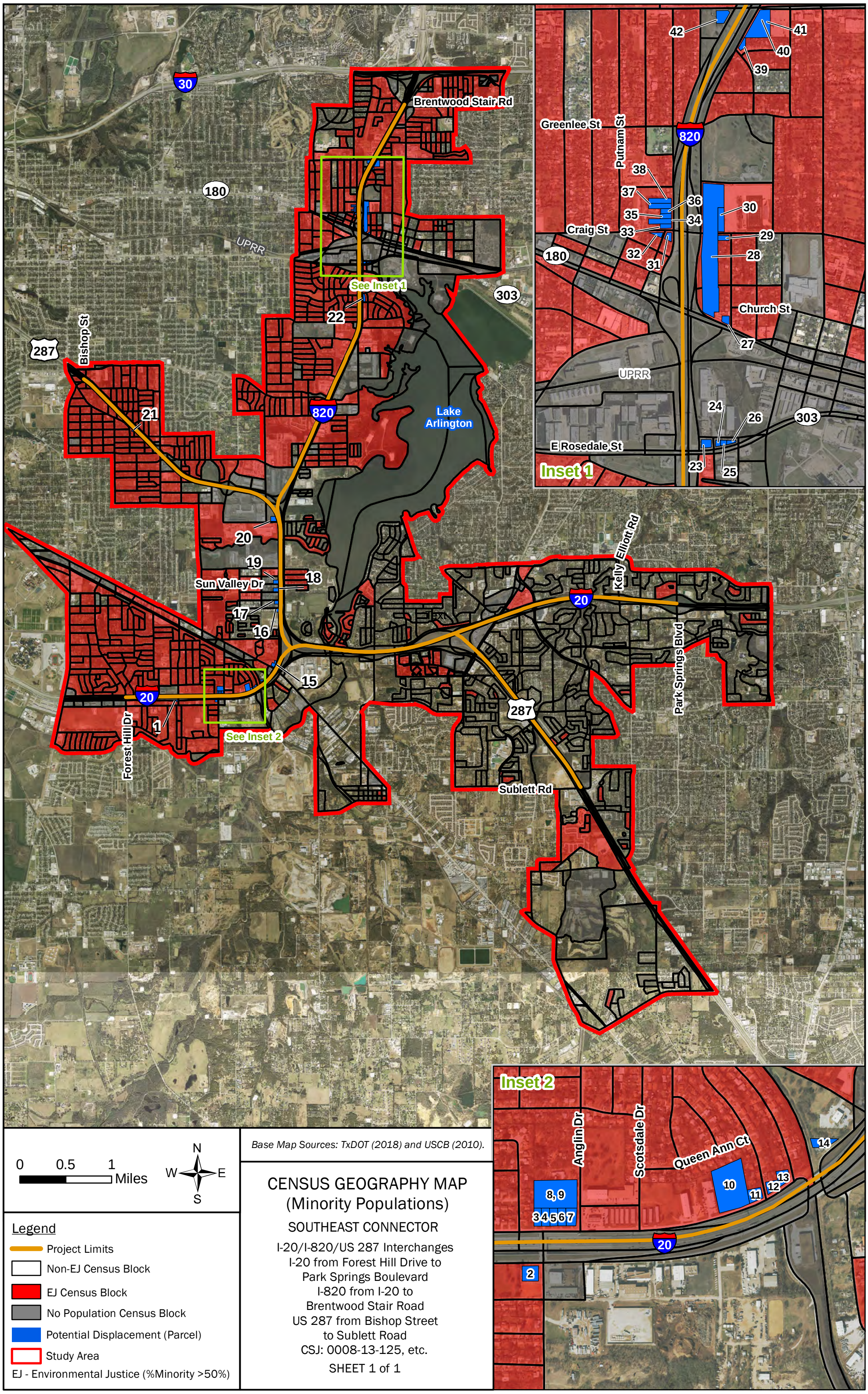
Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Geography	Estimated Population	Spanish Speakers: Speak English "less than very well"	Other Indo-European Language Speakers: Speak English "less than very well"	Asian and Pacific Island Language Speakers: Speak English "less than very well"	Other Language Speakers: Speak English "less than very well"	Estimated LEP Population	Median household income in the past 12 months (in 2017 inflation-adjusted dollars)	Estimated Number of Households
Block Group 3, Census Tract 1013.01	609	37 (6.08%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	37 (6.08%)	$30,917	270
Block Group 4, Census Tract 1013.01	1446	489 (33.82%)	13 (0.90%)	0 (0.00%)	0 (0.00%)	502 (34.72%)	$26,375	532
Block Group 1, Census Tract 1013.02	622	81 (13.02%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	81 (13.02%)	$38,631	219
Block Group 2, Census Tract 1013.02	1563	305 (19.51%)	0 (0.00%)	12 (0.77%)	0 (0.00%)	317 (20.28%)	$31,896	576
Block Group 3, Census Tract 1013.02	937	101 (10.78%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	101 (10.78%)	$44,471	292
Block Group 1, Census Tract 1036.02	1042	152 (14.59%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	152 (14.59%)	$32,109	381
Block Group 2, Census Tract 1036.02	1113	195 (17.52%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	195 (17.52%)	$28,173	429
Block Group 1, Census Tract 1046.01	992	262 (26.41%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	262 (26.41%)	$29,279	383
Block Group 2, Census Tract 1046.01	1313	199 (15.16%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	199 (15.16%)	$52,500	322
Block Group 1, Census Tract 1046.02	1877	306 (16.30%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	306 (16.30%)	$40,458	447
Block Group 2, Census Tract 1046.02	1218	521 (42.78%)	0 (0.00%)	57 (4.68%)	0 (0.00%)	578 (47.45%)	$33,478	406
Block Group 4, Census Tract 1046.02	1387	315 (22.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	315 (22.71%)	$39,966	361
Block Group 1, Census Tract 1061.01	648	64 (9.88%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	64 (9.88%)	$64,375	177
Block Group 1, Census Tract 1061.02	2269	624 (27.50%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	624 (27.50%)	$31,042	1,062
Block Group 2, Census Tract 1062.01	1117	178 (15.94%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	178 (15.94%)	$43,000	336
Block Group 3, Census Tract 1062.02	2449	94 (3.84%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	94 (3.84%)	$29,390	925
Block Group 2, Census Tract 1063	2391	146 (6.11%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	146 (6.11%)	$30,250	856
Block Group 1, Census Tract 1064	991	400 (40.36%)	0 (0.00%)	0 (0.00%)	6 (0.61%)	406 (40.97%)	$38,800	344
Block Group 2, Census Tract 1064	1713	390 (22.77%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	390 (22.77%)	$52,115	598
Block Group 1, Census Tract 1065.02	634	152 (23.97%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	152 (23.97%)	$63,323	299
Block Group 3, Census Tract 1065.02	1153	0 (0.00%)	0 (0.00%)	4 (0.35%)	0 (0.00%)	4 (0.35%)	$54,800	468
Block Group 1, Census Tract 1065.03	1075	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	$49,926	498
Block Group 2, Census Tract 1065.03	950	34 (3.58%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	34 (3.58%)	$58,750	459
Block Group 3, Census Tract 1065.03	1316	59 (4.48%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	59 (4.48%)	$46,899	593

Geography	Estimated Population	Spanish Speakers: Speak English "less than very well"	Other Indo-European Language Speakers: Speak English "less than very well"	Asian and Pacific Island Language Speakers: Speak English "less than very well"	Other Language Speakers: Speak English "less than very well"	Estimated LEP Population	Median household income in the past 12 months (in 2017 inflation-adjusted dollars)	Estimated Number of Households
Block Group 1, Census Tract 1111.02	1793	450 (25.10%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	450 (25.10%)	$32,288	638
Block Group 2, Census Tract 1111.02	803	353 (43.96%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	353 (43.96%)	$42,742	266
Block Group 1, Census Tract 1111.03	2204	291 (13.20%)	0 (0.00%)	0 (0.00%)	56 (2.54%)	347 (15.74%)	$37,623	645
Block Group 2, Census Tract 1111.03	1860	587 (31.56%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	587 (31.56%)	$38,140	481
Block Group 1, Census Tract 1111.04	1119	230 (20.55%)	0 (0.00%)	5 (0.45%)	0 (0.00%)	235 (21.00%)	$52,927	422
Block Group 2, Census Tract 1111.04	1338	162 (12.11%)	5 (0.37%)	36 (2.69%)	0 (0.00%)	203 (15.17%)	$36,397	471
Block Group 4, Census Tract 1114.02	965	47 (4.87%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	47 (4.87%)	$63,167	370
Block Group 1, Census Tract 1114.04	1939	55 (2.84%)	20 (1.03%)	16 (0.83%)	0 (0.00%)	91 (4.69%)	$45,147	1,056
Block Group 4, Census Tract 1114.04	1463	25 (1.71%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	25 (1.71%)	$37,375	743
Block Group 1, Census Tract 1114.05	966	76 (7.87%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	76 (7.87%)	$50,714	390
Block Group 1, Census Tract 1114.08	2689	29 (1.08%)	0 (0.00%)	80 (2.98%)	0 (0.00%)	109 (4.05%)	$102,222	1,022
Block Group 1, Census Tract 1115.30	2057	0 (0.00%)	0 (0.00%)	72 (3.50%)	0 (0.00%)	72 (3.50%)	$98,750	725
Block Group 1, Census Tract 1115.31	630	0 (0.00%)	0 (0.00%)	17 (2.70%)	0 (0.00%)	17 (2.70%)	$68,333	244
Block Group 2, Census Tract 1115.31	1377	16 (1.16%)	51 (3.70%)	50 (3.63%)	0 (0.00%)	117 (8.50%)	$74,375	511
Block Group 3, Census Tract 1115.31	1171	0 (0.00%)	0 (0.00%)	9 (0.77%)	0 (0.00%)	9 (0.77%)	$80,125	465
Block Group 1, Census Tract 1115.32	803	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	$81,667	312
Block Group 2, Census Tract 1115.32	1125	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	$77,614	421
Block Group 3, Census Tract 1115.32	1184	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	0 (0.00%)	$90,536	504
Block Group 4, Census Tract 1115.32	3903	0 (0.00%)	16 (0.41%)	106 (2.72%)	0 (0.00%)	122 (3.13%)	$84,878	1,544
Block Group 3, Census Tract 1115.34	2630	28 (1.06%)	191 (7.26%)	18 (0.68%)	0 (0.00%)	237 (9.01%)	$93,796	902
Block Group 1, Census Tract 1115.46	2225	18 (0.81%)	0 (0.00%)	202 (9.08%)	37 (1.66%)	257 (11.55%)	$63,750	730
Block Group 4, Census Tract 1115.46	1456	0 (0.00%)	0 (0.00%)	0 (0.00%)	16 (1.10%)	16 (1.10%)	$105,057	541
Block Group 1, Census Tract 1216.09	1929	8 (0.41%)	0 (0.00%)	51 (2.64%)	0 (0.00%)	59 (3.06%)	$143,778	762
Block Group 1, Census Tract 1216.11	1060	8 (0.75%)	32 (3.02%)	0 (0.00%)	0 (0.00%)	40 (3.77%)	$66,728	373
Block Group 3, Census Tract 1216.11	1158	12 (1.04%)	0 (0.00%)	29 (2.50%)	0 (0.00%)	41 (3.54%)	$63,333	406
Block Group 4, Census Tract 1216.11	1043	13 (1.25%)	11 (1.05%)	0 (0.00%)	44 (4.22%)	68 (6.52%)	$63,721	380

Attachment 8

Census Geography Map – Minority Populations



0 0.5 1 Miles

N W E S

Base Map Sources: TxDOT (2018) and USCB (2010).

CENSUS GEOGRAPHY MAP (Minority Populations)

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

SHEET 1 of 1

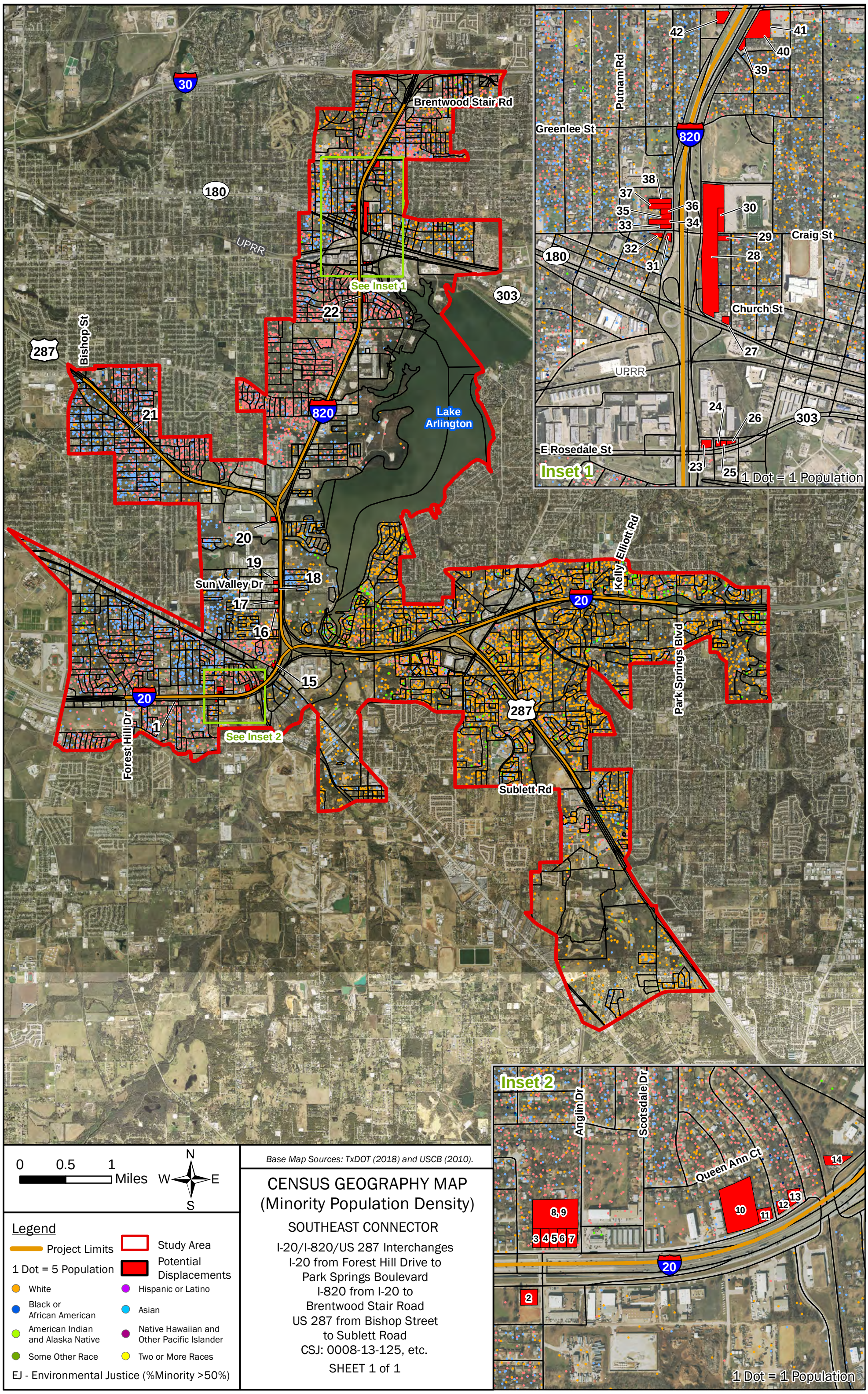
Legend

- Project Limits
- Non-EJ Census Block
- EJ Census Block
- No Population Census Block
- Potential Displacement (Parcel)
- Study Area

EJ - Environmental Justice (%Minority >50%)

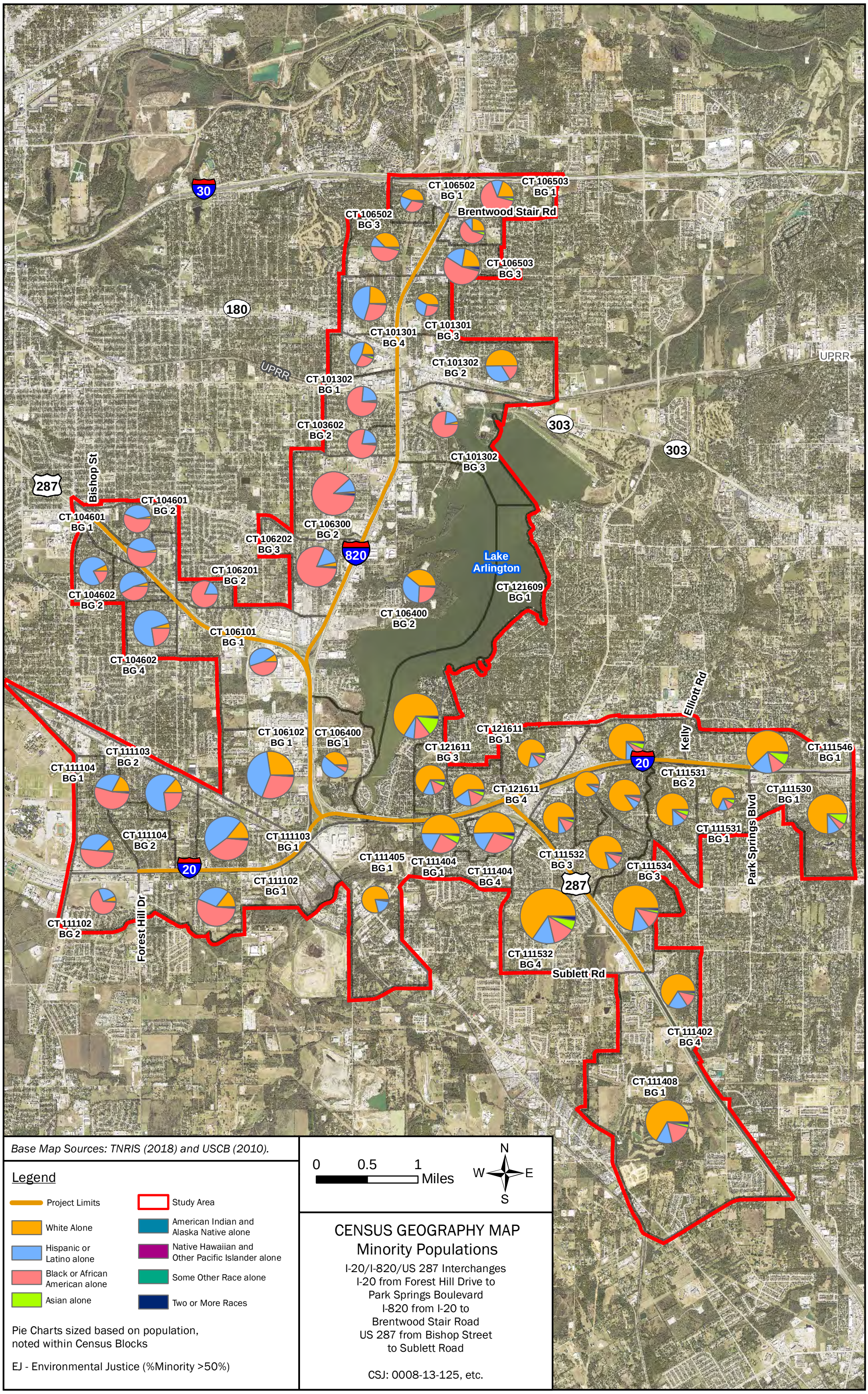
Attachment 9

Census Geography Map – Minority Population Density


Brentwood Stair Rd
See Inset 1
Lake Arlington
Bishop St
UPRR
Sun Valley Dr
See Inset 2
Forest Hill Dr
Kelly Elliott Rd
Park Springs Blvd
Sublett Rd
Inset 1
Greenlee St
Putnam Rd
Craig St
Church St
E Rosedale St
1 Dot = 1 Population
Inset 2
Anglin Dr
Scotsdale Dr
Queen Ann Ct
0 0.5 1 Miles
N
W
E
S
Base Map Sources: TxDOT (2018) and USCB (2010).
Legend
Project Limits
Study Area
1 Dot = 5 Population
Potential Displacements
White
Hispanic or Latino
Black or African American
Asian
American Indian and Alaska Native
Native Hawaiian and Other Pacific Islander
Some Other Race
Two or More Races
EJ - Environmental Justice (%Minority >50%)
CENSUS GEOGRAPHY MAP
(Minority Population Density)
SOUTHEAST CONNECTOR
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.
SHEET 1 of 1

Attachment 10

Census Geography Map – Minority Population Pie Chart



Base Map Sources: TNRIS (2018) and USCB (2010).

Legend

- Project Limits
- Study Area
- White Alone
- American Indian and Alaska Native alone
- Hispanic or Latino alone
- Native Hawaiian and Other Pacific Islander alone
- Black or African American alone
- Some Other Race alone
- Asian alone
- Two or More Races

Pie Charts sized based on population, noted within Census Blocks

EJ - Environmental Justice (%Minority >50%)

0 0.5 1 Miles

N W E S

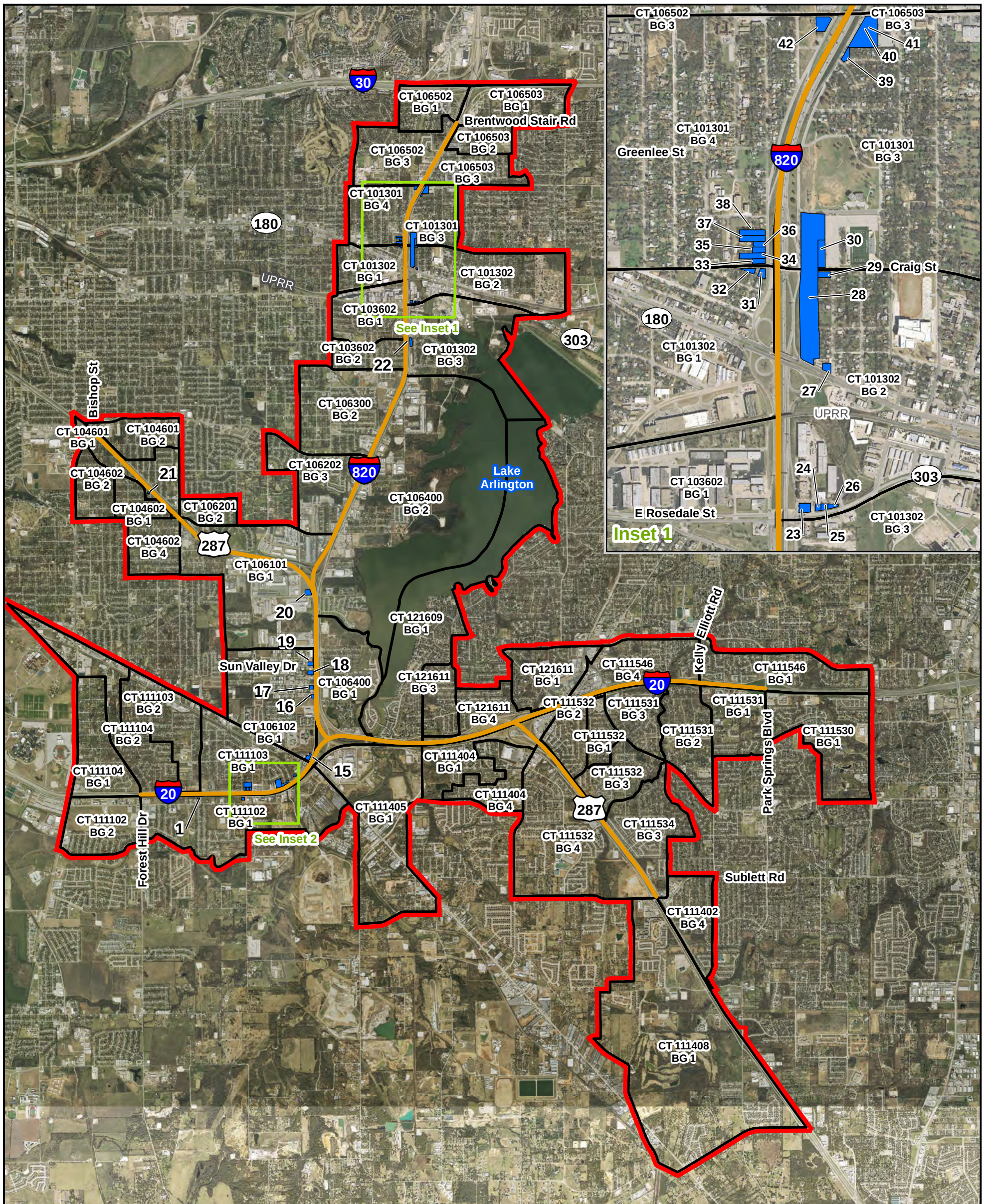
CENSUS GEOGRAPHY MAP
Minority Populations

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

Attachment 11

Census Geography Map – Median Household Income



0 0.5 1 Miles

N W E S

Base Map Sources: TxDOT (2018) and USCB (2017).

Legend

- Study Area
- Project Limits
- Non-EJ Census Block Group
- EJ Census Block Group
- Potential Displacement (Parcel)

EJ - Environmental Justice
(Median Household Income <$25,750)
BG - Block Group
CT - Census Tract

CENSUS GEOGRAPHY MAP
(Median Household Income)

SOUTHEAST CONNECTOR

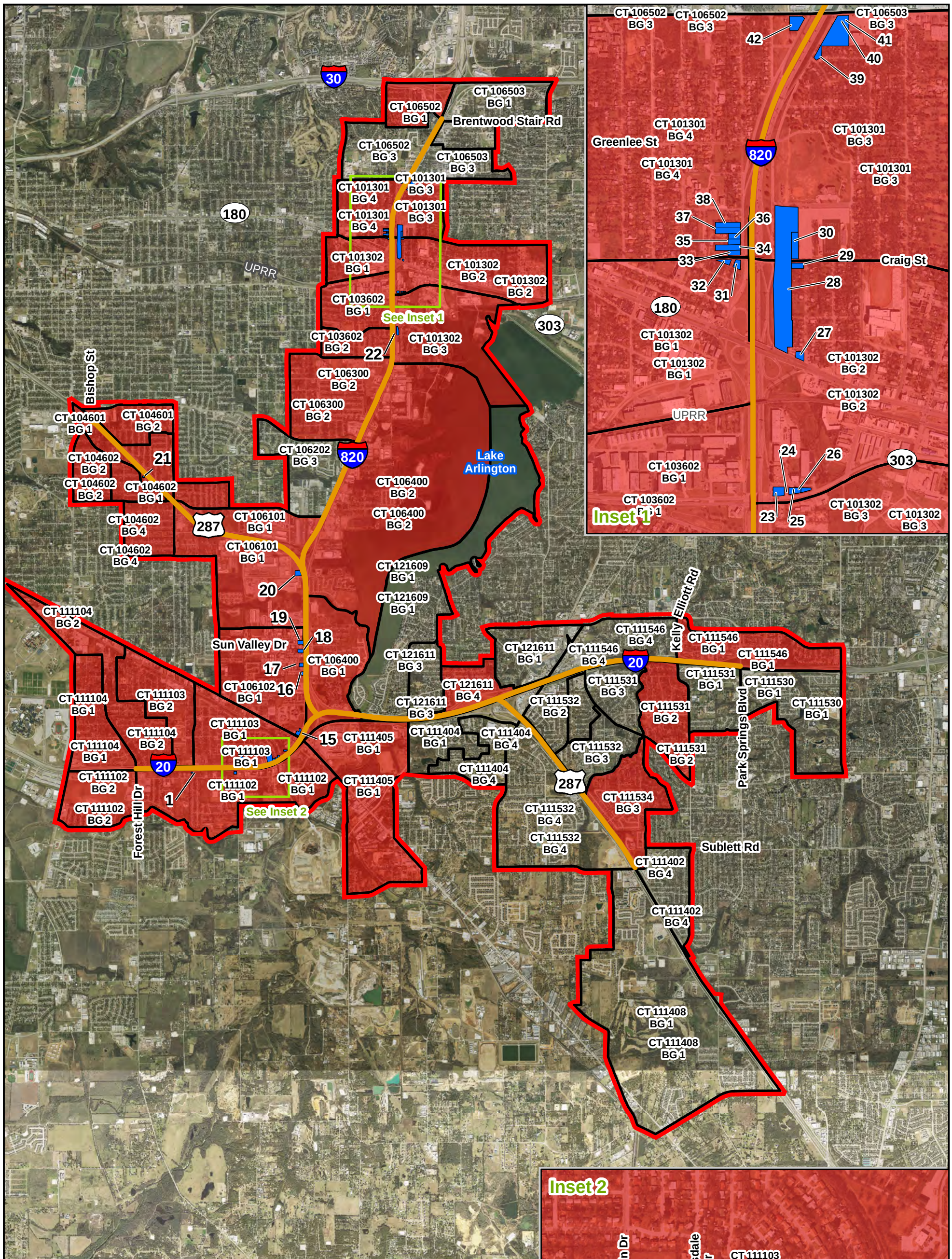
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road

CSJ: 0008-13-125, etc.

SHEET 1 of 1

Attachment 12

Census Geography Map – LEP Populations



0 0.5 1 Miles

N W E S

Base Map Sources: TxDOT (2018) and USCB (2017).

Legend

- Study Area
- Project Limits
- Non-LEP Census Block Group
- LEP Census Block Group
- Potential Displacement (Parcel)

LEP - Population age 5 years and over who speak English "less than very well"
BG - Block Group
CT - Census Tract

CENSUS GEOGRAPHY MAP (LEP Populations)

SOUTHEAST CONNECTOR

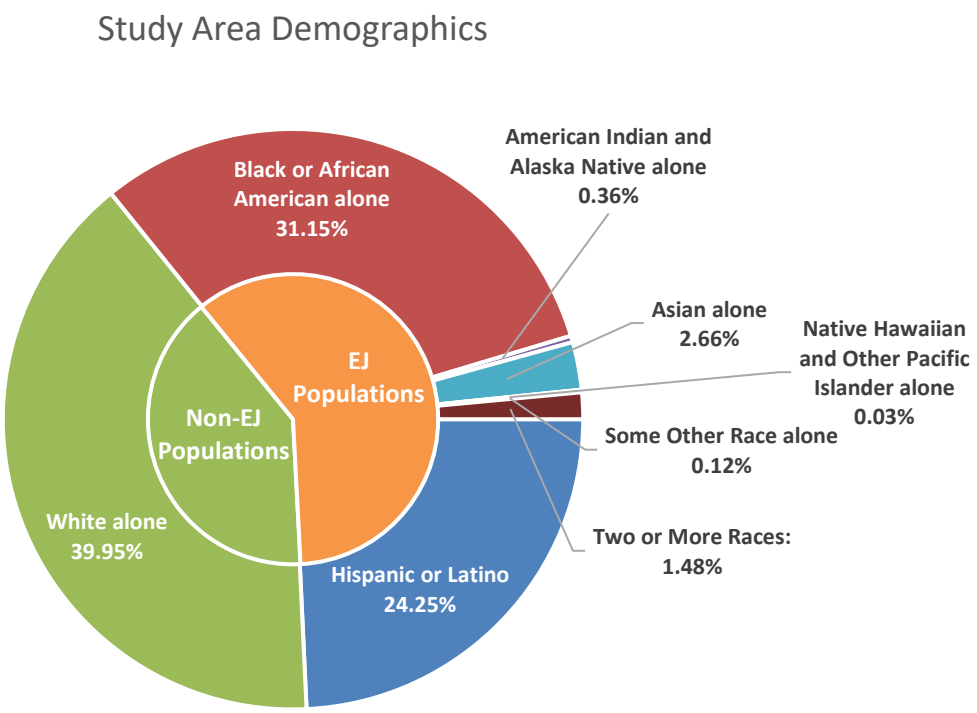
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to Park Springs Boulevard
I-820 from I-20 to Brentwood Stair Road
US 287 from Bishop Street to Sublett Road
CSJ: 0008-13-125, etc.

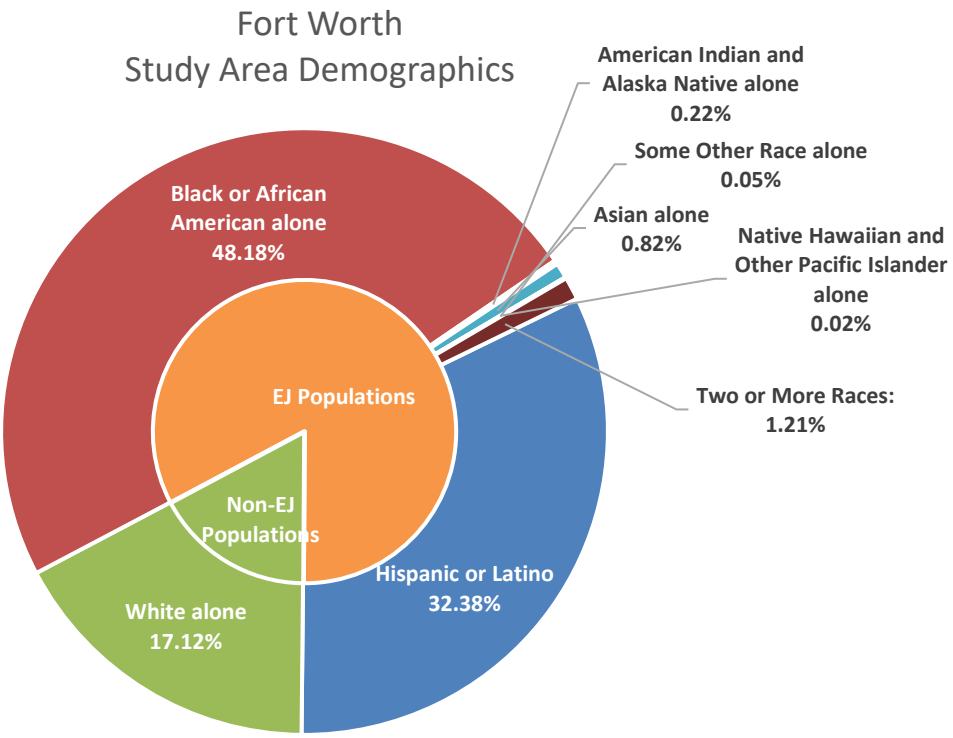
SHEET 1 of 1

Attachment 13

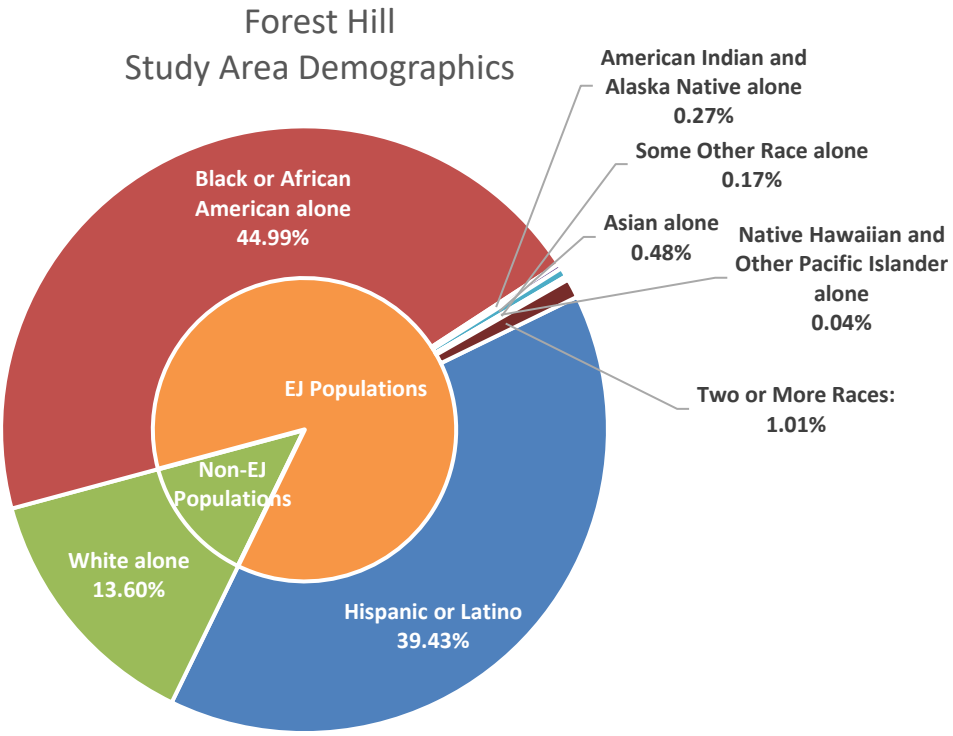
Census Geography Maps – Study Area Demographics

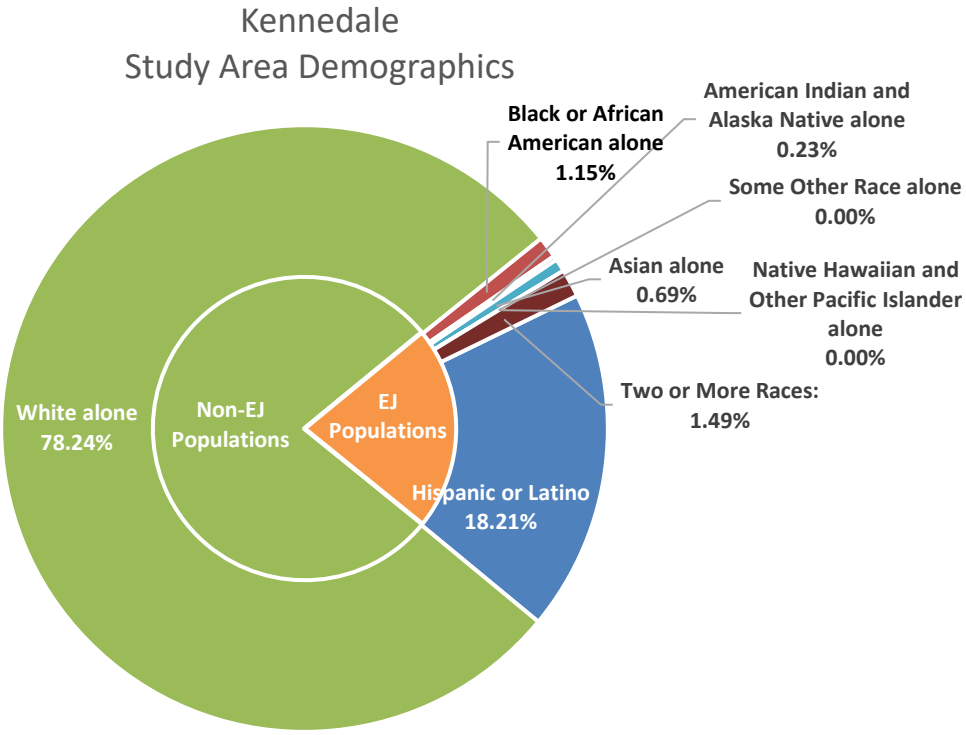
Census Data Graphs



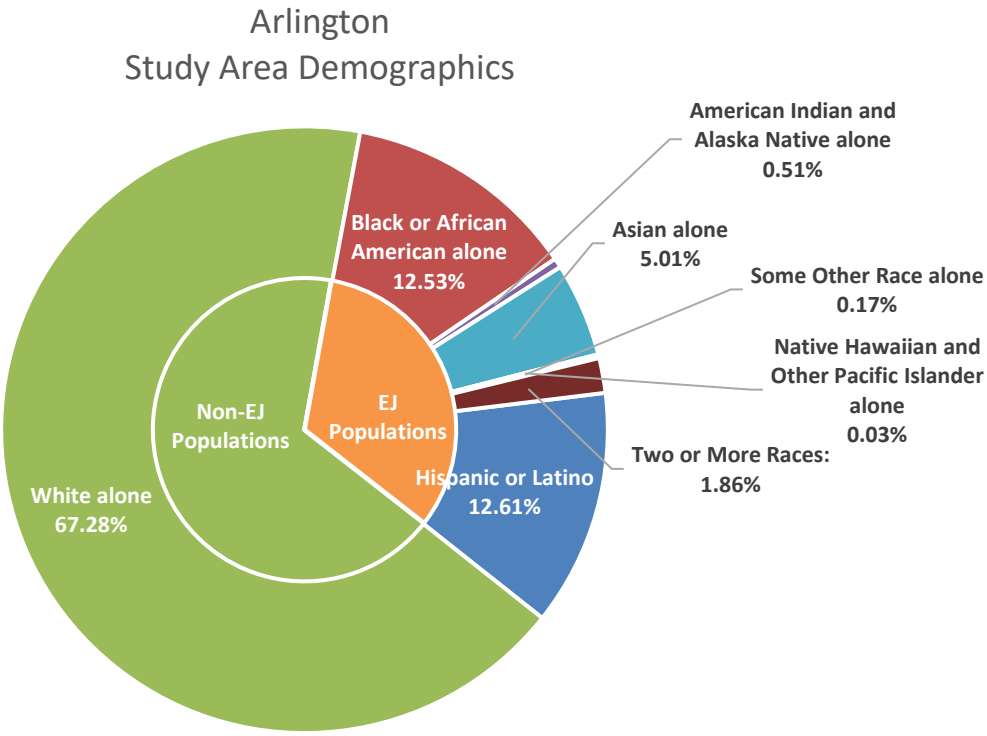


Census Data Graphs

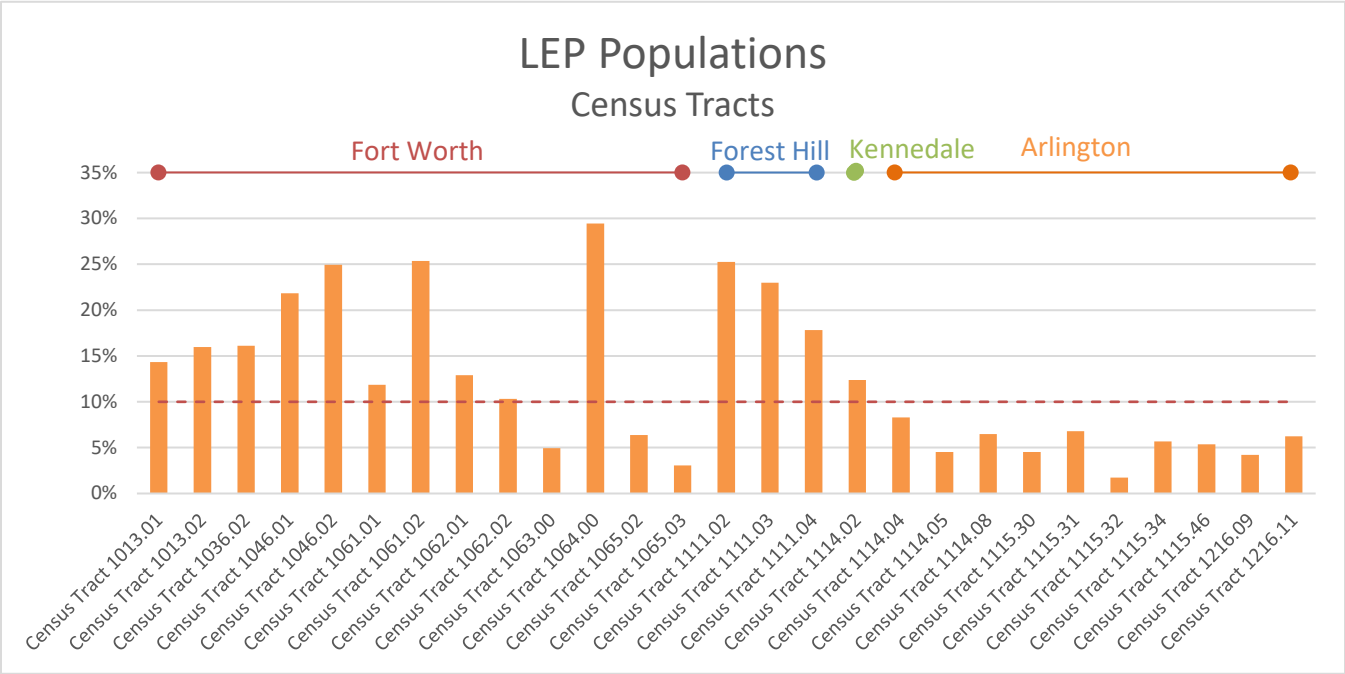


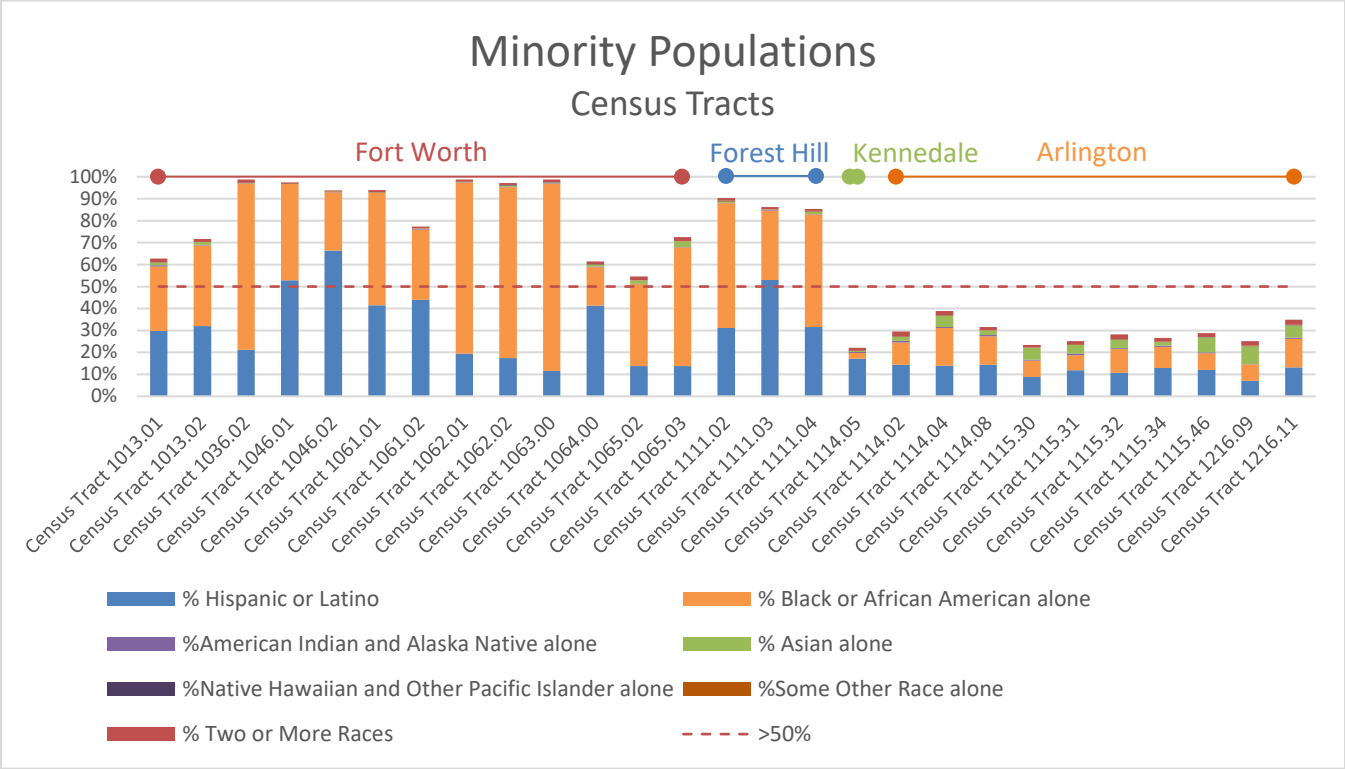


Census Data Graphs

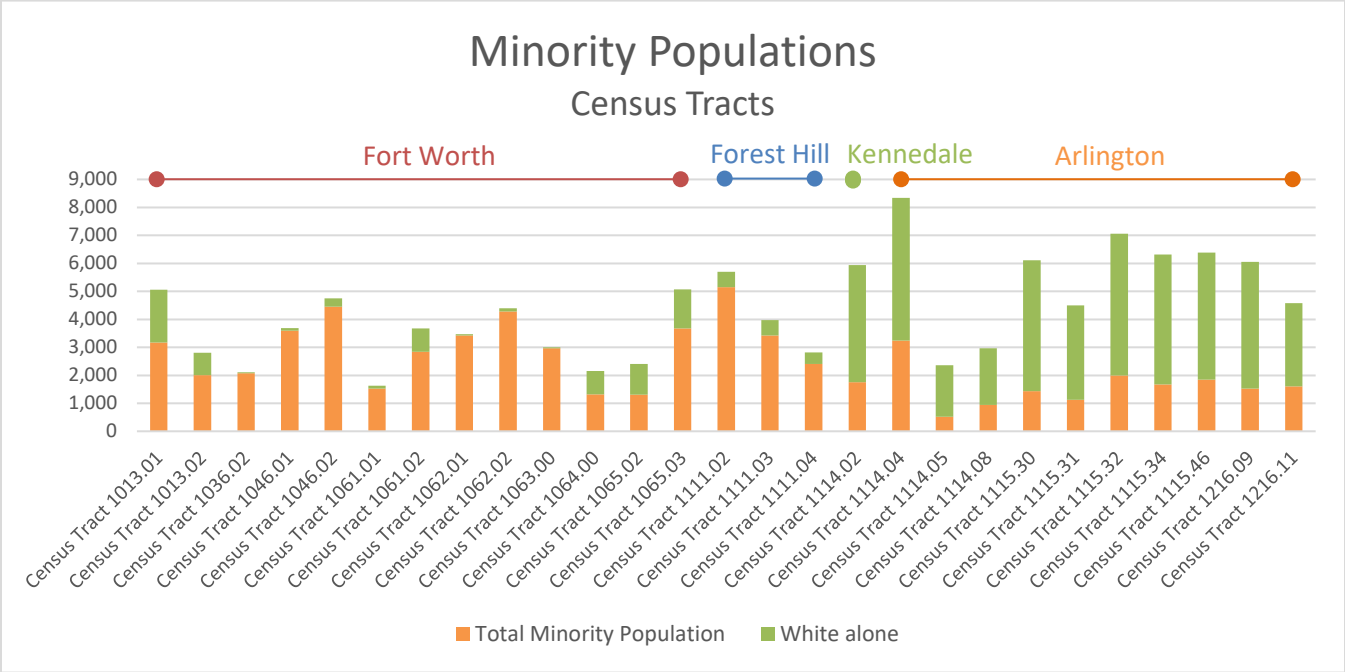


Census Data Graphs
Census Tracts

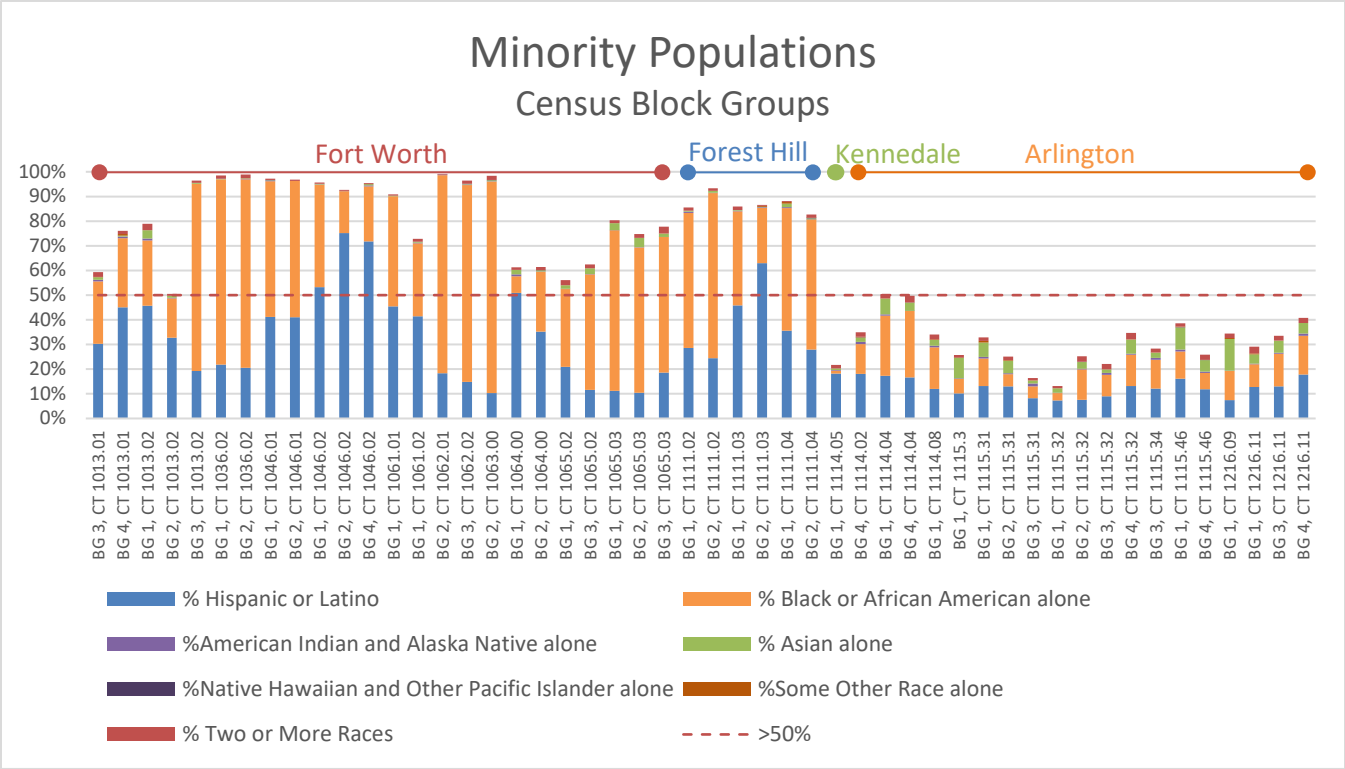




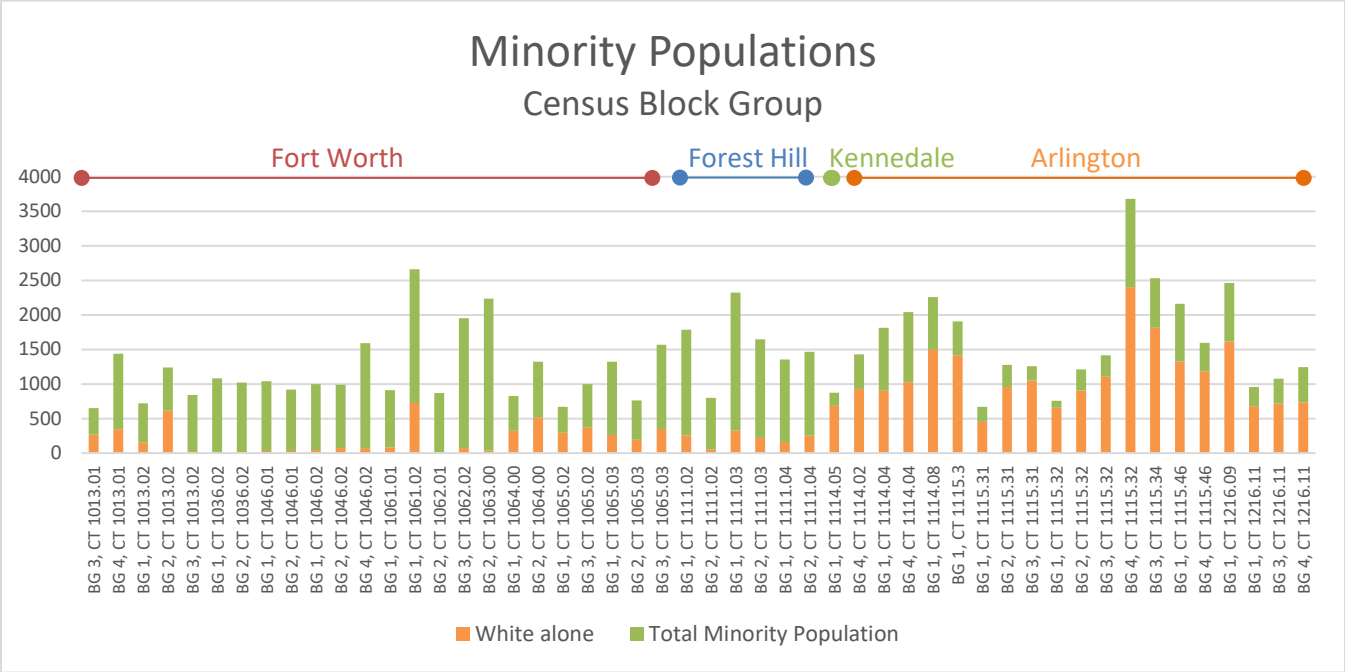
Census Data Graphs

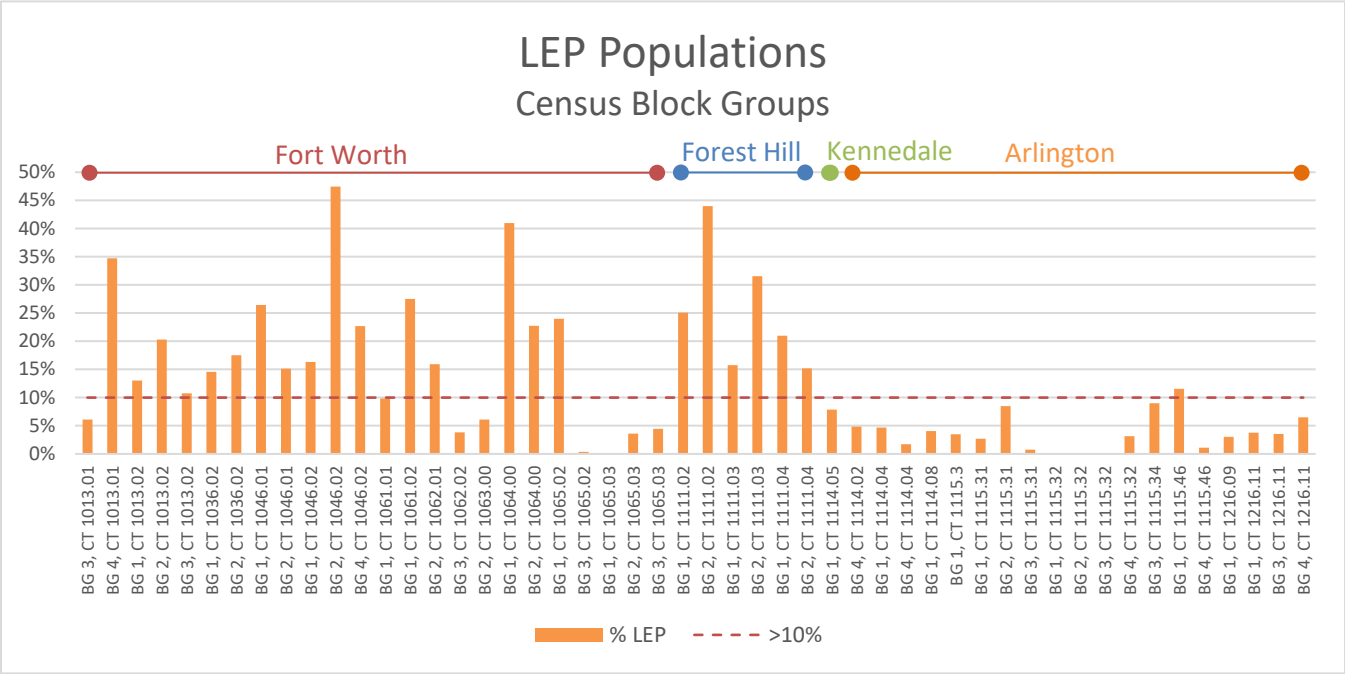


Block Groups



Census Data Graphs





Attachment 14

CIA Project Area Photographs

CIA Project Area Photographs

Southeast Connector

I-20/I-820/US 287 Interchange

I-20 from Forest Hill Dr to Park Springs Blvd
I-820 from I-20 to Brentwood Stair Rd
US 287 from Bishop Street to Sublett Rd
CSJ(s):0008-13-125, 0008-13-206, 0172-06-080, 0172-09-028, 2374-05-066
Tarrant County, Texas

Fort Worth District
5/23/2019

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Photo ID: R0020641

Date Photo Taken: 4/18/2019

Coordinates: N 32° 44' 09.98" W 97° 13' 45.46"
Direction of View: Southeast

Comments: V.2. Signs observed in Spanish. V.3. Places of Worship, businesses, or services, targeting minority groups V.7. Signs of other modes of transportation

Photo ID: R0020672

Date Photo Taken: 4/18/2019

Coordinates: N 32° 39' 42.93" W 97° 15' 05.59"
Direction of View: East

Comments: V.2. Signs observed in Spanish. V.3. Places of Worship, businesses, or services, targeting minority groups

Photo ID: R0020631

Date Photo Taken: 4/18/2019

Coordinates: N 32° 45' 04.50" W 97° 13' 05.16"
Direction of View: Southeast

Comments: V.2. Signs observed in Spanish. V.3. Places of Worship, businesses, or services, targeting minority groups

Photo ID: R0020635

Date Photo Taken: 4/18/2019

Coordinates: N 32° 44' 58.29" W 97° 13' 13.62"
Direction of View: Southwest

Comments: V.2. Signs observed in Spanish. V.3. Places of Worship, businesses, or services, targeting minority groups

Photo ID: R0020639

Date Photo Taken: 4/18/2019

Coordinates: N 32° 44' 26.95" W 97° 13' 40.08"
Direction of View: Southeast

Comments: V.2. Signs observed in Spanish. V.3. Places of Worship, businesses, or services, targeting minority groups

Photo ID: R0020608

Date Photo Taken: 4/18/2019

Coordinates: N 32° 42' 08.10" W 97° 15' 47.19"
Direction of View: West

Comments: V.4. Signs of disabled persons such as ramps on homes or public transit V.7. Signs of other modes of transportation

Photo ID: R0020574

Date Photo Taken: 4/18/2019

Coordinates: N 32° 40' 44.08" W 97° 14' 19.51"
Direction of View: Southeast

Comments: V.4. Signs of disabled persons such as ramps on homes or public transit

Photo ID: R0020612

Date Photo Taken: 4/18/2019

Coordinates: N 32° 42' 00.63" W 97° 15' 51.35"
Direction of View: South

Comments: V.4. Signs of disabled persons such as ramps on homes or public transit

Photo ID: R0020667

Date Photo Taken: 4/18/2019

Coordinates: N 32° 41' 58.36" W 97° 14' 18.13"
Direction of View: Southwest

Comments: V.4. Signs of disabled persons such as ramps on homes or public transit

Photo ID: R0020673

Date Photo Taken: 4/18/2019

Coordinates: N 32° 39' 42.73" W 97° 15' 28.63"
Direction of View: West

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020586

Date Photo Taken: 4/18/2019

Coordinates: N 32° 40' 30.32"
W 97° 12' 09.64"
Direction of View: South

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020637

Date Photo Taken: 4/18/2019

Coordinates: N 32° 44' 21.87"
W 97° 13' 40.73"
Direction of View: Northeast

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020640

Date Photo Taken: 4/18/2019

Coordinates: N 32° 44' 15.95" W 97° 13' 44.70"
Direction of View: Southwest

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020648

Date Photo Taken: 4/18/2019

Coordinates: N 32° 43' 19.01" W 97° 13' 46.32"
Direction of View: Southeast

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020680

Date Photo Taken: 4/18/2019

Coordinates: N 32° 39' 36.96" W 97° 15' 29.78"
Direction of View: South

Comments: V.5. Signs of vulnerable populations

Photo ID: R0020595

Date Photo Taken: 4/18/2019

Coordinates: N 32° 40' 13.99" W 97° 14' 34.37"
Direction of View: West

Comments: V.6. Signs of low-income families or neighborhoods

Photo ID: R0020576

Date Photo Taken: 4/18/2019

Coordinates: N 32° 39' 54.45" W 97° 14' 24.63"
Direction of View: Northeast

Comments: V.6. Signs of low-income families or neighborhoods

Photo ID: R0020617

Date Photo Taken: 4/18/2019

Coordinates: N 32° 42' 35.31" W 97° 13' 47.17"
Direction of View: East

Comments: V.6. Signs of low-income families or neighborhoods

Photo ID: R0020655

Date Photo Taken: 4/18/2019

Coordinates: N 32° 43' 13.54" W 97° 13' 55.80"
Direction of View: East

Comments: V.7. Signs of other modes of transportation

Photo ID: R0020604

Date Photo Taken: 4/18/2019

Coordinates: N 32° 42' 02.16" W 97° 15' 46.51"
Direction of View: Northeast

Comments: V.7. Signs of other modes of transportation

Photo ID: R0020645

Date Photo Taken: 4/18/2019

Coordinates: N 32° 43' 13.69" W 97° 13' 35.53"
Direction of View: West

Comments: V.7. Signs of other modes of transportation

Photo ID: R0020644

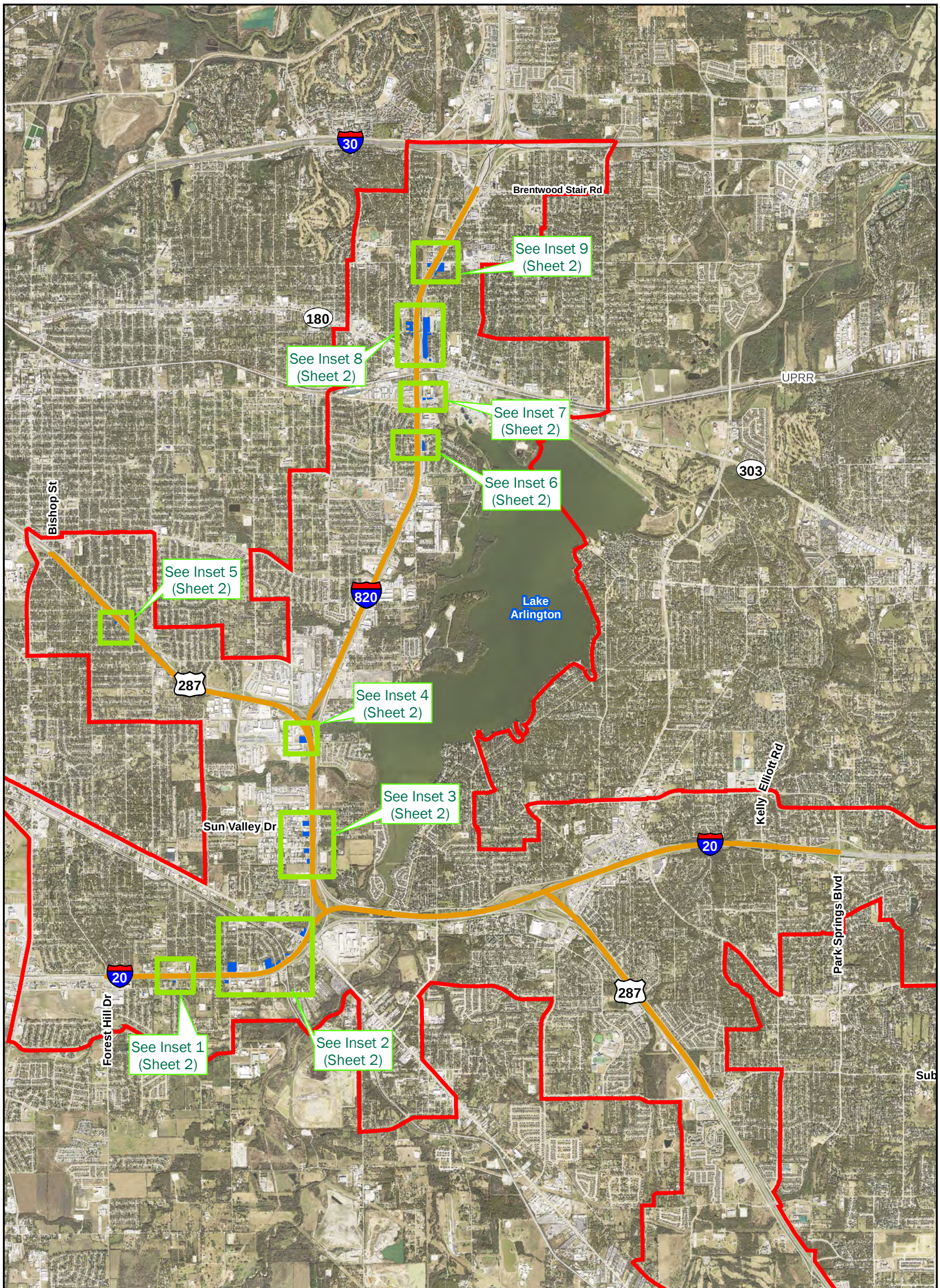
Date Photo Taken: 4/18/2019

Coordinates: N 32° 43' 42.09" W 97° 13' 37.02"
Direction of View: Southeast

Comments: V.8. Additional information about this community

Attachment 15

Displacement Maps



Legend

- Project Limits
- Potential Displacement
- Study Area

Base Map Source: TNRIS (2018)

N
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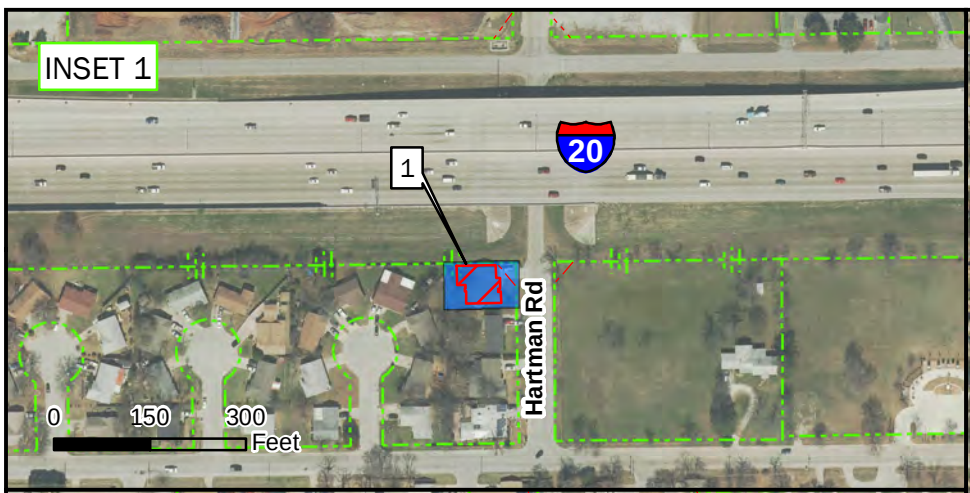
0 0.5 1 Miles

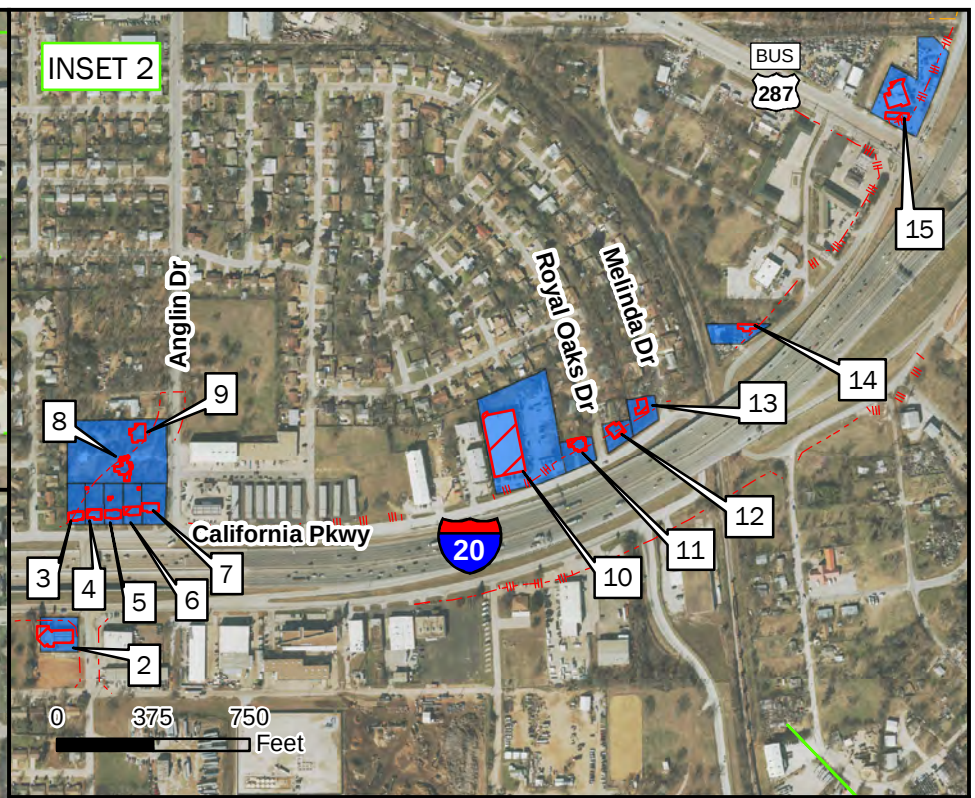
DISPLACEMENT MAP

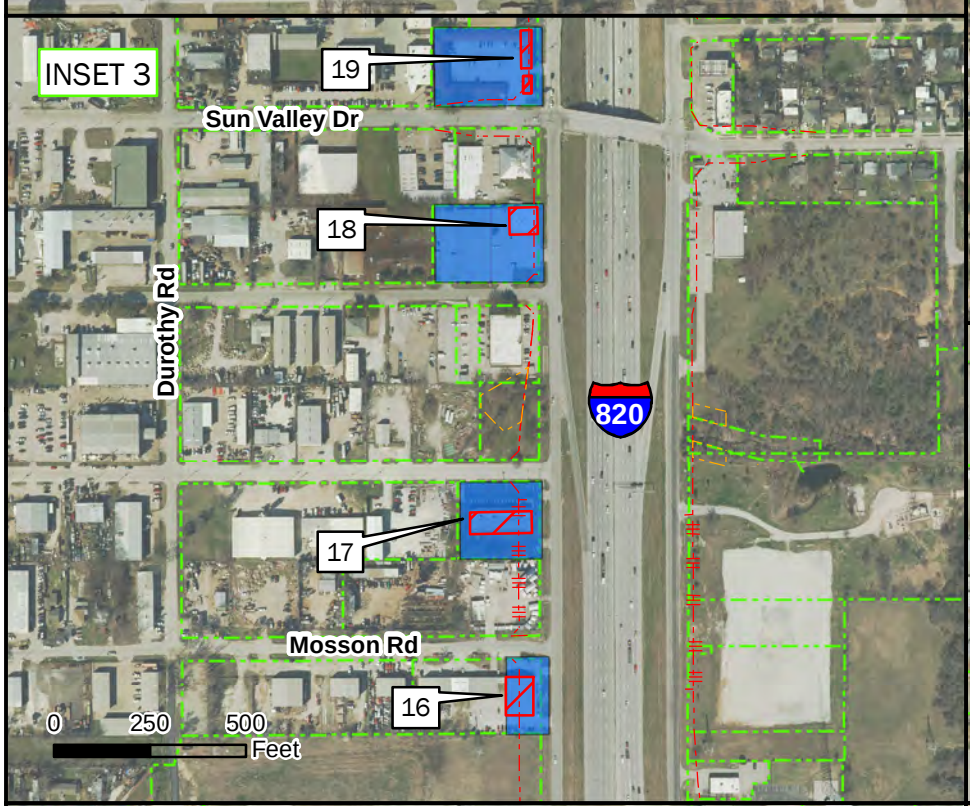
SOUTHEAST CONNECTOR

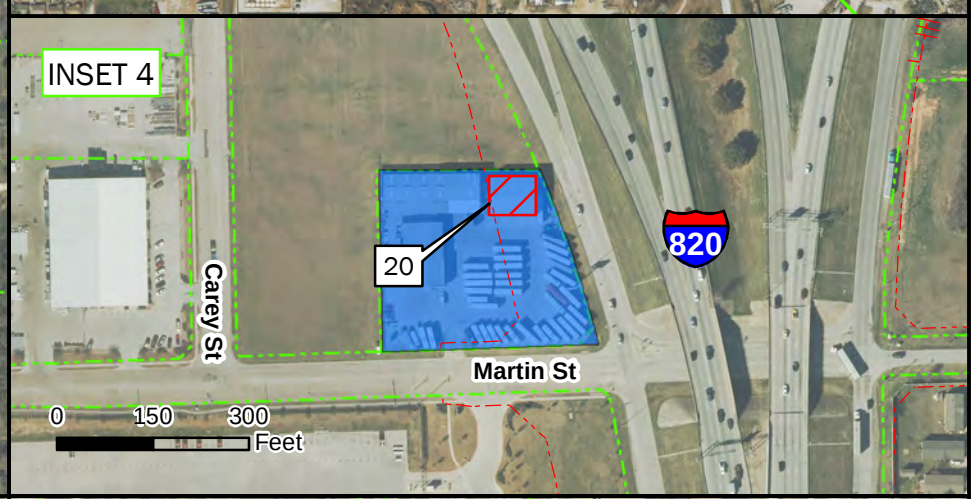
I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

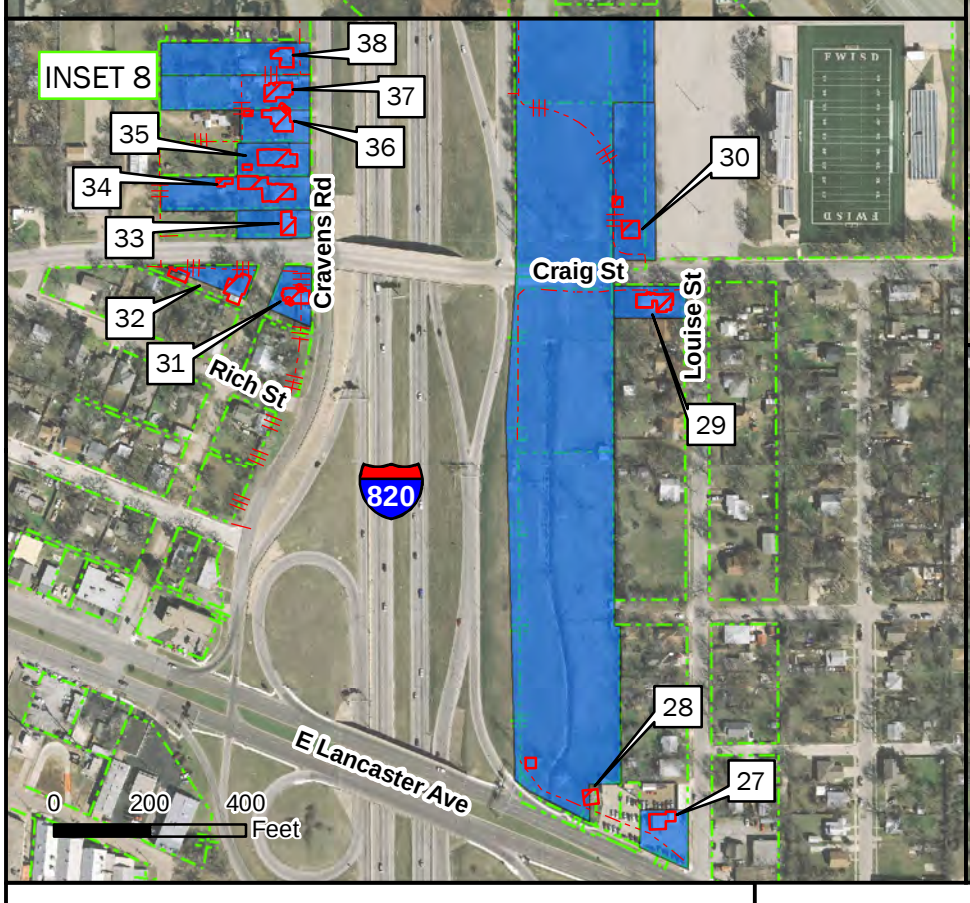
SHEET 1 of 2

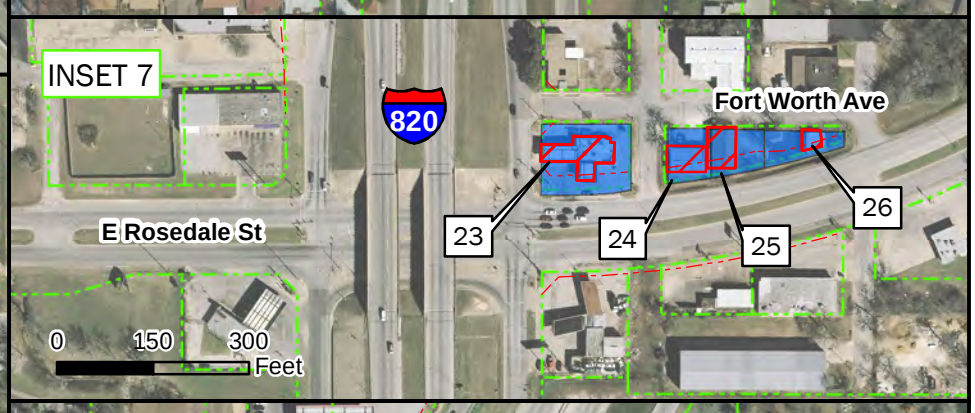


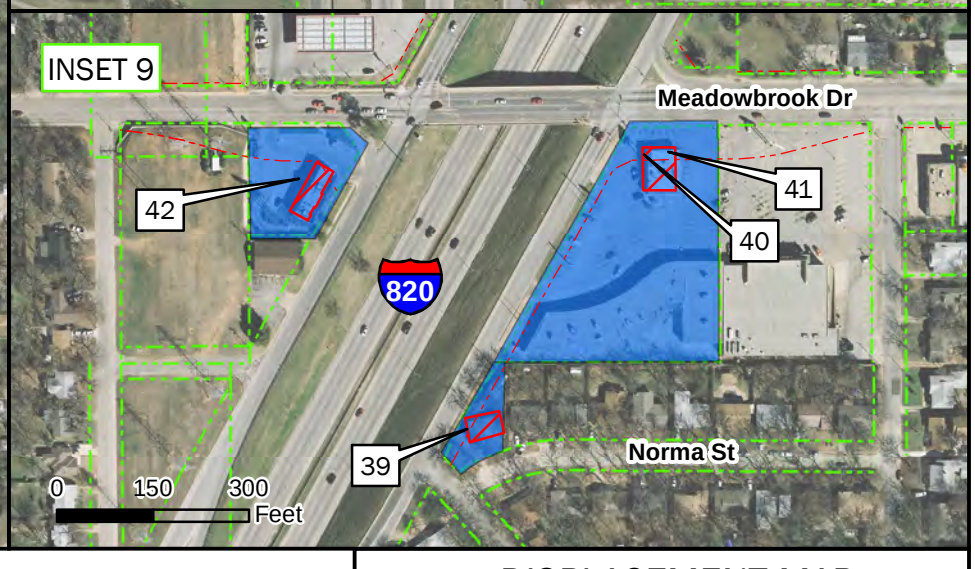












Legend

- Existing ROW
- Proposed ROW
- Potential Displacement
- Parcel

Base Map Sources: TxDOT (2018), Tarrant Appraisal District (2018)

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DISPLACEMENT MAP

SOUTHEAST CONNECTOR

I-20/I-820/US 287 Interchanges
I-20 from Forest Hill Drive to
Park Springs Boulevard
I-820 from I-20 to
Brentwood Stair Road
US 287 from Bishop Street
to Sublett Road
CSJ: 0008-13-125, etc.

SHEET 2 of 2

Attachment 16

Displacement Tables and Summary of Available Single-Family Residential Properties Tables

Table 1: Residential Displacement

Property No.	Name	Impact Types	Situs Address	City	Zip	Year Built	Appraised Value
1	Residential (Single-Family)	Access	6500 Hartman Rd	Forest Hill, TX	76119	1961	$86,527
3	Residential (Single-Family)	Building, Driveway, Aboveground Pool	4805 California Pkwy E	Forest Hill, TX	76119	1962	$103,856
4	Residential (Single-Family)	Building, Driveway, Shed, Aboveground Pool	4809 California Pkwy E	Forest Hill, TX	76119	1962	$101,384
5	Residential (Single-Family)	Building, Driveway, Shed	4813 California Pkwy E	Forest Hill, TX	76119	1962	$105,260
6	Residential (Single-Family)	Building, Driveway, Shed	4817 California Pkwy E	Forest Hill, TX	76119	1962	$56,199
7	Residential (Single-Family)	Building, Driveway	4821 California Pkwy E	Forest Hill, TX	76119	1962	$56,199
8, 9	Residential (Single-Family)	2 Buildings, Driveway	6604 Anglin Dr	Forest Hill, TX	76119	1963	$320,000
11	Residential (Single-Family)	Building, Driveway	6520 Royal Oaks Dr	Forest Hill, TX	76119	1965	$146,154
12	Residential (Single-Family)	Building, Driveway	6521 Royal Oaks Dr	Forest Hill, TX	76119	1965	$153,923
13	Residential (Single-Family)	Building, Driveway	6520 Melinda Dr	Forest Hill, TX	76119	1967	$130,189
21	Residential (Single-Family)	Building, Driveway	4112 Donalee St	Fort Worth, TX	76119	1954	$66,386
29	Residential (Single-Family)	Access	2900 Louise St	Fort Worth, TX	76112	1940	$83,454
30	Residential (Single-Family)	Building, Driveway, Shed	6141 Craig St	Fort Worth, TX	76112	1946	$143,595
31	Residential (Single-Family)	Building, Driveway	6050 Craig St	Fort Worth, TX	76112	1928	$83,000
32	Residential (Single-Family)	Access	6016 Craig St	Fort Worth, TX	76112	1924	$47,968
33	Residential (Single-Family)	Building, Driveway	2840 Cravens Rd	Fort Worth, TX	76112	1946	$100,223
34	Residential (Single-Family)	Building, Driveway, Shed	2836 Cravens Rd	Fort Worth, TX	76112	1947	$110,310
35	Residential (Single-Family)	Building, Driveway, Shed	2832 Cravens Rd	Fort Worth, TX	76112	1946	$105,425
36	Residential (Single-Family)	Access	2828 Cravens Rd	Fort Worth, TX	76112	1946	$80,224
37	Residential (Single-Family)	Access	2824 Cravens Rd	Fort Worth, TX	76112	1946	$98,095
38	Residential (Single-Family)	Access	2820 Cravens Rd	Fort Worth, TX	76112	1946	$111,063
39	Residential (Single-Family)	Building, Driveway	6301 Norma St	Fort Worth, TX	76112	1956	$107,613

Source: Tarrant Appraisal District, accessed March 2020.

Table 2: Commercial Displacement

Property No.	Name	Impact Types	Situs Address	City	Zip	Year Built	Appraised Value
2	Anglin Food Store/Conoco (Commercial)	Parking, Tank Hold	4724 SE Loop 820	Forest Hill, TX	76119	1990	$388,122
10	Warehouse-Storage (Commercial)	Access	5111 California Pkwy E	Forest Hill, TX	76119	1966	$933,152
14	820 Jeep Parts	Building	6624 Oak Crest Dr W	Forest Hill, TX	76119	NA	$36,400
15	TEXACO Fort Worth (Commercial)	Parking, Tank Hold	5317 Mansfield Hwy	Fort Worth, TX	76119	1970	$390,000
16	Warehouse and Office Space(Commercial)	Building, Parking	5700 E Loop 820 S	Fort Worth, TX	76119	1985	$365,440
17	Sun Valley Suites (Office)	Building, Parking	5600 E Loop 820 S	Fort Worth, TX	76119	1985	$575,053
18	Mills Uniform Company (Commercial)	Building, Parking	5460 E Loop 820 S	Fort Worth, TX	76119	2002	$1,180,815
19	Economy Inn (Commercial)	Building, Parking	5420 E Loop 820 S	Forest Hill, TX	76119	1985	$988,453
20	Setra Coach (Commercial)	Building, Parking	4900 E Loop 820 S	Fort Worth, TX	76119	1993	$2,750,000
22	BUILDERS SALES AND SERVICE	Access	2201 E LOOP 820 S	Fort Worth, TX	76112	1976	$622,800
23	TEXACO (Commercial)	Parking, Island Pump	6101 E Rosedale St	Fort Worth, TX	76112	1995	$413,039
24	Lobo's Tire Shop (Commercial)	Building	6200 Fort Worth Ave	Fort Worth, TX	76112	1984	$93,144
25	The Chevy Shop (Commercial)	Building	6202 Fort Worth Ave	Fort Worth, TX	76112	1984	$129,600
26	Smith's Auto World (Commercial)	Building, Parking	6204 Fort Worth Ave	Fort Worth, TX	76112	1984	$55,000
27	West Auto Sales (Commercial)	Parking	6153 E Lancaster Ave	Fort Worth, TX	76112	1989	$118,411
28	ONCOR Transmission Land: Handley-Hurs (Commercial)	N/A	6101 E Lancaster Ave	Fort Worth, TX	76112	-	$294,030
40, 41	Pizza Hut & ACE Cash Express (Commercial); Part of Meadowbrook Shopping Center	Building, Parking	6330 Meadowbrook Dr	Fort Worth, TX	76112	1973	$111,344
			6334 Meadowbrook Dr				$15,921
			6300 Meadowbrook Dr				$2,400,000
42	Taco Bell (Commercial)	Building, Parking	6162 Meadowbrook Dr	Fort Worth, TX	76112	2000	$435,476

Source: Tarrant Appraisal District, accessed March 2020.

Table 3: Displacement Table

Type of Displacement	Number of Displacements
Residential	
Single-Family Residential	23
Multi-Family Residential	0
Commercial	
Commercial/Industrial	15
Commercial/Food	1
Commercial/Gas	3
Other	
Billboards*	1
Places of Worship (only parking lot affected)*	3
Fire Department*	0
Total	46

*Not included in residential or commercial displacements

Source: Design Schematic March 2020) and field observations (May 2019)

Table 4: Summary of Available Single-Family Residential Properties

Price Range	Number of Homes in Zip Code 76119	Number of Homes in Zip Code 76112	Number of Homes in Zip Code 76016
$50,000-$100,000	1	5	7
$100,000-$150,000	12	18	3
$150,000-$200,000	11	24	13
$200,000-$250,000	3	16	15
$250,000-$300,000	1	7	26

Source: Zillow.com, accessed September 26, 2019

Attachment 17

Anglin Drive Alternatives Summary and Tables

No-Build Alternative

Under the No-Build Alternative, the proposed project would not be constructed. Therefore, the No-Build Alternative would not require the proposed ROW and proposed permanent easements from existing land uses to transportation use (ROW) nor would other project-related impacts occur. No residential or commercial displacements would occur.

The No Build Alternative would not address or alleviate traffic demand or improve local traffic management. Consequently, no mobility benefits would be realized and the facilities would not be upgraded to current design standards. The No-Build Alternative does not meet the need and purpose for the proposed project and is not the recommended alternative.

Anglin Drive North Alternative

This alternative would result in seven (7) residential displacements and one (1) commercial displacement, totaling approximately 4.2 acres with 2.16 acres of proposed right-of-way acquisition. This alternative would also impact the eleven (11) additional residential, commercial and undeveloped properties totaling approximately 0.76 acres (proposed right-of-way acquisitions) not resulting in displacements.

The total appraised value of the displaced residences and commercial land is approximately $1,127,596 based on currently available Tarrant County Appraisal District data.

Comparable replacement housing is available in the Forest Hill area, allowing the displaced residents to remain in proximity to the existing neighborhood/residential facilities including schools. Comparable replacement commercial property is technically available in so far as commercial land is currently available for sale within the City of Forest Hill, though the cost to purchase the land and construct new commercial buildings is beyond the currently appraised value of the existing properties and therefore may be considered unfeasible by the current owners. No nearby commercial property for lease is currently available. Another option possibly considered by the current business owner is redeveloping the remaining (non-impacted) land at the site, subsequent to the right-of-way acquisitions construction of this alternative.

This alternative would displace one billboard at site 16 with an approximate value of $71-75K.

This alternative would also impact two (2) HazMat sites including displacing one (1) active PST at the Conoco convenience store adjacent to Anglin Drive resulting in a high risk to the SEC project. The second HazMat site is a former PST removed in 1990 which is considered low risk.

Anglin Drive South Alternative

This alternative would result in three (3) commercial displacements and one (1) residential displacement totaling approximately 16.7 acres and 1.44 acres of proposed right-of-way acquisition. This alternative would also impact nine (9) additional residential, commercial and undeveloped land impacts totaling approximately 0.59 acres (proposed right-of-way acquisition) not resulting in displacements.

The total appraised value of the displacements and land is approximately $1,429,206 based on currently available Tarrant County Appraisal District data.

Comparable replacement commercial property is technically available in so far as commercial land is currently available for sale within the City of Forest Hill, though the cost to purchase the land and construct new commercial buildings is beyond the currently appraised value of the existing properties and therefore may be considered unfeasible by the current owners. No nearby commercial property for lease is currently available. Another option possibly considered by the current business owner is redeveloping the remaining (non-impacted) land at the site, subsequent to the right-of-way acquisitions construction of this alternative. Comparable replacement housing is available in the Forest Hill area, allowing the displaced residents to remain in proximity to the existing neighborhood/residential facilities including schools.

This alternative would displace one billboard at site 23 with an approximate value of $71-75K.

This alternative would also impact one low risk HazMat site which is a former PST removed in 1990.

<u>Two-way Frontage Road Alternative</u>

The existing bridge would stay in place. There would be no East U-turn and no road improvements to Anglin Drive north or south of I-20.

This alternative would result in one (1) commercial displacement totaling approximately 0.56 acres with 0.67 acres of proposed right-of-way acquisition. This alternative would also impact the eleven (11) additional residential, commercial and undeveloped properties totaling approximately 0.67 acres (proposed right-of-way acquisitions) not resulting in displacements.

The total appraised value of the displacements and land is approximately $396,698 based on currently available Tarrant County Appraisal District data.

Comparable replacement commercial property is technically available in so far as commercial land is currently available for sale within the City of Forest Hill, though the cost to purchase the land and construct new commercial buildings is beyond the currently appraised value of the existing properties and therefore may be considered unfeasible by the current owners. No nearby commercial property for lease is currently available. Another option possibly considered by the current business owner is redeveloping the remaining (non-impacted) land at the site, subsequent to the right-of-way acquisitions construction of this alternative.

This alternative would displace one billboard at site 16 with an approximate value of $71-75K.

This alternative would also impact two (2) HazMat sites including displacing one (1) active PST at the Conoco convenience store adjacent to Anglin Drive resulting in a high risk to the SEC project. The second HazMat site is a former PST removed in 1990 which is considered low risk.

<u>No Bridge Alternative</u>

Under the No Bridge Alternative, the bridge over I-20 would be removed and Anglin Drive would no longer be connected. The planned U-turns would go away.

This alternative would result in no displacements, however it would impact two (2) commercial properties totally approximately 0.3 acres (proposed right-of-way acquisition) not resulting in displacements.

This alternative would not impact billboards or HazMat sites.

Anglin Alternative Summary Information

	Anglin No-Build Alternative	Anglin North Alternative	Anglin South Alternative	Anglin 2-Way Frontage Road Alternative	Anglin No Bridge Alternative
Residential Displacements	0	7	1	0	0
Commercial Displacements	0	1	3	1	0
Parcels Displaced (acres)	0.00	4.20	16.71	0.56	0.00
Total Land Value of Displacements	$ -	$ 1,127,596	$ 1,429,206	$ 396,698	$ -
Estimated Jobs Displaced	0	5	30	5	0
Other Properties Impacted (PROW)	0	11	9	11	2
Proposed ROW of Other Properties Impacted (acres)	0	0.76	0.59	0.67	0.3
Approx. Length of Alternative (ft)	NA	1,714	1,880	620	NA
Street Intersections	NA	5	5	3	NA
Billboards Displaced*	0	1	1	1	0

*Billboard Displacements

Dimensions	14'x48'
Square Footage	672
Height Above Ground Level	~50ft
Illuminated?	Yes
Structure	Steel Monopole
Mount Type	Center Mount
Display Configuration	V-Face
Total Base Cost	$71-75k

Anglin Dr North Alternative

Property No.	**Existing Use**	*Situs Address*	*Land Acres*	*Acct Num*	*Year Built*	*Land Value*	*EJ*	*Displ*	*PROW (acres)*	*Employees*	*HazMat*
1	***Single-Family Home***	4805 California Pkwy E	0.252	2715155	1962	$ 103,856	Yes	Yes	0.089	NA	No
2	***Single-Family Home***	4809 California Pkwy E	0.271	2715163	1962	$ 101,384	Yes	Yes	0.254	NA	No
3	***Single-Family Home***	4813 California Pkwy E	0.269	2715171	1962	$ 105,260	Yes	Yes	0.269	NA	No
4	***Single-Family Home***	4817 California Pkwy E	0.272	2715198	1962	$ 56,199	Yes	Yes	0.272	NA	No
5	***Single-Family Home***	4821 California Pkwy E	0.340	41145089	1962	$ 56,199	Yes	Yes	0.34	NA	No
6, 7	***Single-Family Home***	6604 Anglin Dr	2.233	3797953	1963	$ 308,000	Yes	Yes	0.867	NA	No
16	***Undeveloped***	4722 SE Loop 820	0.105	41445082	NA	$ 8,576	Yes	Yes	0.009	NA	No
17	***Conoco Food Mart 4724 SE Loop 820***	4724 SE Loop 820	0.456	10565396 6427308	1990	$ 388,122	Yes	Yes	0.058	5	MapID 38: Active PST
8	***Single-Family Home***	6602 Anglin Dr	0.945	3797767	1963	$ 80,818	Yes	No	0.069	NA	No
9	***Single-Family Home***	6600 ANGLIN DR	1.783	3798054	1945	$ 131,915	Yes	No	0.068	NA	No
10	***Single-Family Home***	6408 ANGLIN DR	1.798	3798062	1962	$ 107,612	Yes	No	0.03	NA	No
11	***Undeveloped***	6601 Anglin Dr	4.562	4162145	NA	$ 54,450	Yes	No	0.18	NA	No
12	***Durham Core Inc 6611 Anglin Dr***	6611 Anglin Dr	0.559	12146994 6377149	1985	$ 124,877	Yes	No	0.03	5-9	No
13	***Texas Toast Autos 4901 California Pkwy E***	4901 California Pkwy E 3229 Alta Mere Dr	0.662	971189 14292390	1985	$ 410,351	Yes	No	0.056	5-9	No
14	***U-Store-It 4917 California Pkwy E***	4917 California Pkwy E	1.080	14256245 971197	1974	$ 677,966	Yes	No	0.26	5	No
15	***Undeveloped***	4701 FOREST HILL CIR	2.545	3797708	NA	$ 91,440	Yes	No	0.043	NA	No
18	***Wallco Retaining Walls 4800 SE Loop 820***	4800 SE Loop 820 4800 SE Loop 820	1.298	3797732 12327530	1979	$ 405,427	NA	No	0.126	20-49	MapID 40: Former PST
19	***Undeveloped***	4725 Forest Hill Cir	0.730	3797716	NA	$ 119,246	Yes	No	0.032	NA	No
20	***Poorboy Auto Repair 4809 Forest Hill Cir***	4801 Forest Hill Cir 4809 Forest Hill Cir	0.529	3797724 9587179	1984	$ 519,120	NA	No	0.086	5	No

Anglin Dr South Alternative

Property No.	Existing Use	Situs Address	Land Acres	Acct Num	Year Built	Land Value	EJ	Displ	PROW (acres)	Employees	HazMat
5	***Single-Family Home***	4821 California Pkwy E	0.340	41145089	1962	$ 56,199	Yes	Yes	0.002	NA	No
21	***Walls Car Care*** ***4813 Forest Hill Cir***	4801 Forest Hill Cir 4813 Forest Hill Cir	0.710	3797724 NA	1984	$ 519,120	NA	Yes	0.070	5	No
22	***FTW Transport LLC*** ***6629 Anglin Dr***	6629 Anglin Dr	14.600	41505999	1984	$ 253,887	No	Yes	1.160	10	No
23	***Cowtown Power Sports*** ***4808 SE Loop 820***	4808 SE Loop 820 4808 SE Loop 820 4808 SE Loop 820 4808 SE Loop 820 4820 SE Loop 820	1.055	4907841 10503714 10191720 8434298 8506124	1984	$ 600,000	No	Yes	0.209	10-19	No
6, 7	***Single-Family Home***	6604 Anglin Dr	2.233	3797953	1963	$ 308,000	Yes	No	0.090	NA	No
8	***Single-Family Home***	6602 Anglin Dr	0.945	3797767	1963	$ 80,818	Yes	No	0.040	NA	No
11	***Undeveloped***	6601 Anglin Dr	4.562	4162145	0	$ 54,450	Yes	No	0.072	NA	No
12	***Durham Core Inc*** ***6611 Anglin Dr***	6611 Anglin Dr	0.559	12146994 6377149	1985	$ 124,877	Yes	No	0.046	5-9	No
13	***Texas Toast Autos*** ***4901 California Pkwy E***	4901 California Pkwy E 3229 Alta Mere Dr	0.662	971189 14292390	1985	$ 410,351	Yes	No	0.131	5-9	No
14	***U-Store-It*** ***4917 California Pkwy E***	4917 California Pkwy E	1.080	14256245 971197	1974	$ 677,966	Yes	No	0.26	5	No
18	***Wallco Retaining Walls*** ***4800 SE Loop 820***	4800 SE Loop 820 4800 SE Loop 820	1.298	3797732 12327530	1979	$ 405,427	NA	No	0.139	20-49	MapID 40: Former PST
24	***Undeveloped***	6631 ANGLIN DR	0.581	6020054	NA	$ 33,759	No	No	0.122	NA	No

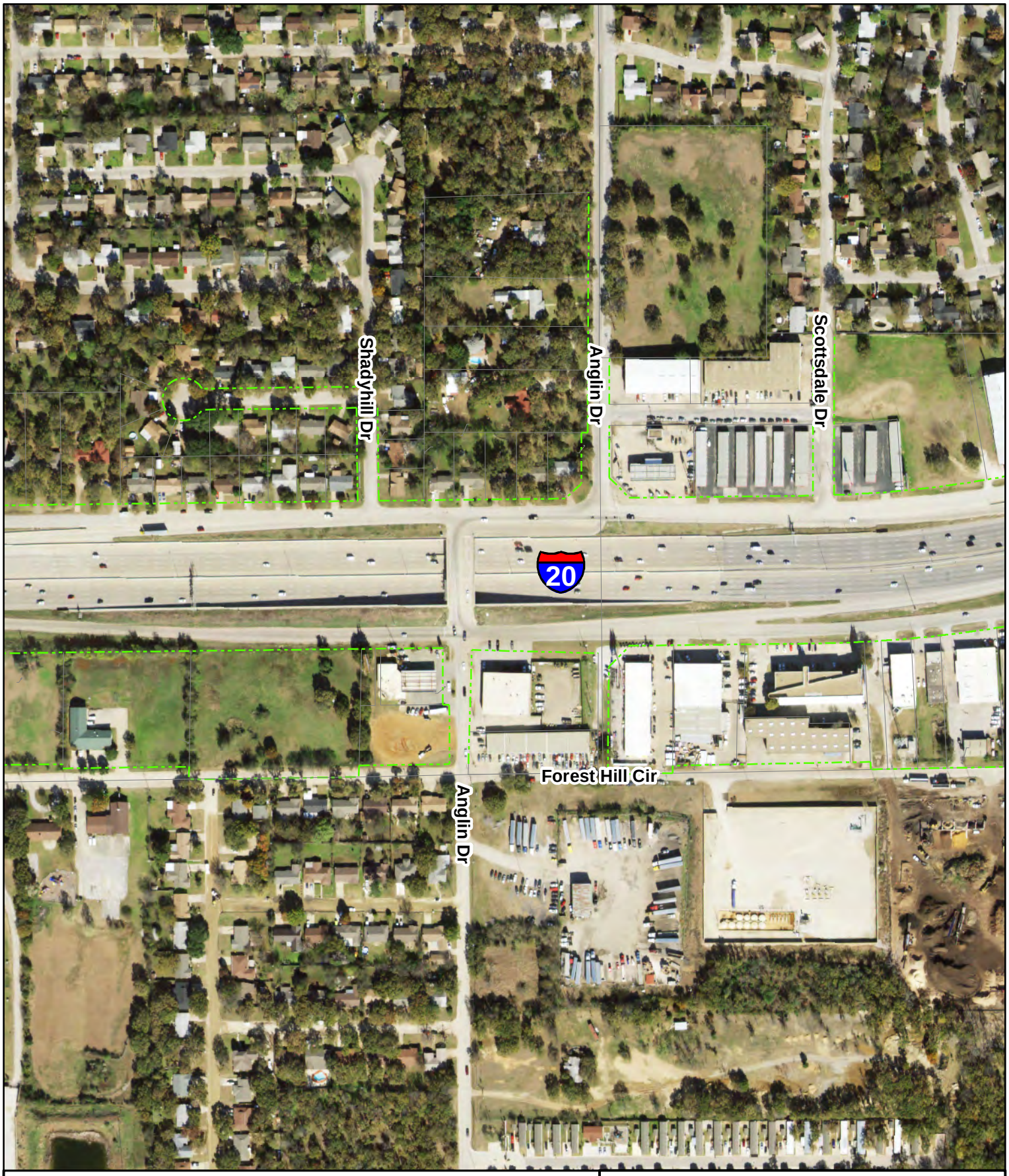
Anglin Dr 2-Way Frontage Road Alternative

Property No.	**Existing Use**	*Situs Address*	*Land Acres*	*Acct Num*	*Year Built*	*Land Value*	*EJ*	*Displ*	*PROW (acres)*	*Employees*	*HazMat*
17	***Conoco Food Mart 4724 SE Loop 820***	4724 SE Loop 820	0.456	10565396 6427308	1990	$ 388,122	Yes	Yes	0.058	5	MapID 38: Active PST
1	***Single-Family Home***	4805 California Pkwy E	0.252	2715155	1962	$ 103,856	Yes	No	0.01	NA	No
2	***Single-Family Home***	4809 California Pkwy E	0.271	2715163	1962	$ 101,384	Yes	No	0.017	NA	No
3	***Single-Family Home***	4813 California Pkwy E	0.269	2715171	1962	$ 105,260	Yes	No	0.02	NA	No
4	***Single-Family Home***	4817 California Pkwy E	0.272	2715198	1962	$ 56,199	Yes	No	0.022	NA	No
5	***Single-Family Home***	4821 California Pkwy E	0.340	41145089	1962	$ 56,199	Yes	No	0.014	NA	No
13	***Texas Toast Autos 4901 California Pkwy E***	4901 California Pkwy E 3229 Alta Mere Dr	0.662	971189 14292390	1985	$ 410,351	Yes	No	0.035	5-9	No
14	***U-Store-It 4917 California Pkwy E***	4917 California Pkwy E	1.080	14256245 971197	1974	$ 677,966	Yes	No	0.26	5	No
15	***Undeveloped***	4701 FOREST HILL CIR	2.545	3797708	NA	$ 91,440	Yes	No	0.043	NA	No
16	***Undeveloped***	4722 SE Loop 820	0.105	41445082	NA	$ 8,576	Yes	No	0.009	NA	No
18	***Wallco Retaining Walls 4800 SE Loop 820***	4800 SE Loop 820 4800 SE Loop 820	1.298	3797732 12327530	1979	$ 405,427	NA	No	0.126	20-49	MapID 40: Former PST
19	***Undeveloped***	4725 Forest Hill Cir	0.730	3797716	NA	$ 119,246	Yes	No	0.032	NA	No
20	***Poorboy Auto Repair 4809 Forest Hill Cir***	4801 Forest Hill Cir 4809 Forest Hill Cir	0.529	3797724 9587179	1984	$ 519,120	NA	No	0.086	5	No

Anglin Dr No Bridge Alternative

Property No.	**Existing Use**	*Situs Address*	*Land Acres*	*Acct Num*	*Year Built*	*Land Value*	*EJ*	*Displ*	*PROW (acres)*	*Employees*	*HazMat*
13	***Texas Toast Autos 4901 California Pkwy E***	4901 California Pkwy E 3229 Alta Mere Dr	0.662	971189 14292390	1985	$ 410,351	Yes	No	0.035	5-9	No
14	***U-Store-It 4917 California Pkwy E***	4917 California Pkwy E	1.080	14256245 971197	1974	$ 677,966	Yes	No	0.26	5	No

Existing Anglin Drive - No Build



Legend

Existing Right-of-Way

0 250 500 Feet

N W E S

Anglin North Alternative

Legend

- Existing Right-of-Way
- Proposed Right-of-Way
- Potential Displacement
- Proposed Main Lanes
- Proposed Frontage Roads and Cross-streets

7 Residential Displacements
1 Commercial Displacement
4.20 acres of Displaced Properties
5 Jobs Estimated Displaced
11 Other Properties Impacted
0.98 acres of Proposed Right-of-Way Acquisition for Other Properties
1 Billboard Displacement (Site 16)
2 HazMat Sites (One High Risk)

Anglin South Alternative

Legend

- Existing Right-of-Way
- Proposed Right-of-Way
- Potential Displacement
- Proposed Main Lanes
- Proposed Frontage Roads and Cross-streets

3 Commercial Displacements
1 Residential Displacement
16.71 acres of Displaced Properties
15 Jobs Estimated Displaced
9 Other Properties Impacted
0.78 acres of Proposed Right-of-Way Acquisition for Other Properties
1 Billboard Displacement (Site 23)
1 HazMat Site (Low Risk)

2-Way Frontage Road Anglin Alternative

Legend

- Existing Right-of-Way
- Proposed Right-of-Way
- Potential Displacement
- Proposed Main Lanes
- Proposed Frontage Roads and Cross-streets

0 Residential Displacements
1 Commercial Displacement
0.56 acres of Displaced Properties
5 Jobs Estimated Displaced
11 Other Properties Impacted
0.67 acres of Proposed Right-of-Way Acquisition for Other Properties
1 Billboard Displacement (Site 16)
2 HazMat Sites (One High Risk)

No Bridge Anglin Alternative

Legend

- Existing Right-of-Way
- Proposed Right-of-Way
- Potential Displacement
- Proposed Main Lanes
- Proposed Frontage Roads and Cross-streets

0 Residential Displacements
0 Commercial Displacement
0 acres of Displaced Properties
0 Jobs Estimated Displaced
2 Other Properties Impacted
0.30 acres of Proposed Right-of-Way Acquisition for Other Properties
0 Billboard Displacements
0 HazMat Sites

Attachment 18

Community Impacts Access Changes Tables

SEC Community Impacts Access Changes - I-820 Intersections		
	Existing Access Changed?	Comments
NB I-820 (I-20) to Sun Valley	Yes, exit would be moved from the I-820 mainlanes to the EB-NB direct connector from I-20.	Although this ramp would be moved upstream, it would essentially provide the same access due to the proximity of Sun Valley to the I-20/I-820 I/C.
SB I-820 to Sun Valley	No change.	Exit ramp would be moved further north to provide improved access to adjacent properties on the SB frontage road.
Sun Valley to NB I-820	Yes, traffic must go through signal at Martin St to access NB entrance ramp.	Existing ramp moved due to redesign of the I-820/US 287N interchange. Result is a minor delay accessing NB I-820 from Sun Valley.
Sun Valley to SB I-820 (I-20)	Yes, entrance ramp moved south to access the SB collector-distributor roadway and EB I-20. Access to WB I-20 must continue on SB frontage road and go through signal at BUS287.	Existing ramp would be moved due to redesign of the I-20/I-820 interchange. Result is a minor delay accessing WB I-20 from Sun Valley.
NB I-820 to Martin St	Yes, exit would be moved from the I-820 mainlanes to the EB-NB direct connector from I-20. Traffic must go through signal at Sun Valley to access Martin St.	Existing ramp would be moved due to redesign of the I-20/I-820 interchange. Result is a minor delay accessing Martin St.
SB I-820 to Martin St	No change.	Neither existing or proposed conditions provide direct SB access to Martin due to its proximity to the I-820/US 287N I/C.
Martin St to NB I-820	No change.	Existing access would remain.
Martin St to SB I-820	Yes, entrance ramp moved south to access the SB collector-distributor roadway and EB I-20. Access to WB I-20 must continue on SB frontage road and go through signals at Sun Valley and BUS287.	Existing ramp would be moved due to redesign of the I-20/I-820 interchange. Result is a significant delay accessing WB I-20 from Martin St.
NB I-820 to Wilbarger St	Yes, NB I-20 traffic to Wilbarger must exit to Sun Valley and go through signals at Sun Valley and Martin St.	There is no existing direct NB access to Wilbarger because of its proximity to the I-820/US 287N I/C.
SB I-820 to Wilbarger St	No change.	Exit ramp would be moved further north to provide improved access to adjacent properties on the SB frontage road.
Wilbarger St to NB I-820	Yes, traffic must go through signal at Berry St to access NB entrance ramp.	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing NB I-820 from Wilbarger.
Wilbarger St to SB I-820	No change. There is no existing SB access here and no existing SB frontage road.	New SB frontage road would be added between Wilbarger and Carey St to provide continuous frontage roads and improved access for Wilbarger St.
NB I-820 to Berry St	No change.	Existing access would remain.
SB I-820 to Berry St	No change.	Existing access would remain.
Berry St to NB I-820	No change.	Existing access would remain.
Berry St to SB I-820	No change.	Exit ramp would be moved further south to provide improved access to adjacent properties on the SB frontage road.
NB I-820 to Ramey Ave	Yes, traffic must go through signal at Berry St to access Ramey Ave.	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing Ramey.
SB I-820 to Ramey Ave	No change.	Exit ramp would be moved further north to provide improved access to adjacent properties on the SB frontage road.
Ramey Ave to NB I-820	No change.	Entrance ramp would be moved further north to provide improved access to adjacent properties on the NB frontage road.
Ramey Ave to SB I-820	Yes, traffic must go through signal at Berry St to access SB I-820.	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing SB I-820.

SEC Community Impacts Access Changes - I-820 Intersections		
	Existing Access Changed?	Comments
NB I-820 to Rosedale St	No change.	Entrance ramp would be moved further south to provide improved access to adjacent properties on the NB frontage road.
SB I-820 to Rosedale St	No change.	Exit ramp would be moved further north to provide improved access to adjacent properties on the SB frontage road.
Rosedale St to NB I-820	No change.	Entrance ramp would be moved further north to provide improved access to adjacent properties on the NB frontage road.
Rosedale St to SB I-820	No change.	Entrance ramp would be moved further south to provide improved access to adjacent properties on the SB frontage road.
NB I-820 to Lancaster Ave	Yes, traffic must go through signal at Rosedale to access Lancaster Ave	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing Lancaster.
SB I-820 to Lancaster Ave	No change.	Exit ramp would be moved further north to provide improved access to adjacent properties on the SB frontage road.
Lancaster Ave to NB I-820	No change.	Existing access would remain.
Lancaster Ave to SB I-820	Yes, traffic must go through signal at Rosedale to access Lancaster Ave	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing SB I-820.
NB I-820 to Craig St	Yes, traffic must go through two signals at Rosedale and Lancaster Ave to access Craig St.	Existing exit ramp would be moved due to redesign of the Lancaster/I-820 interchange. Result is a significant delay accessing Craig St from NB I-820.
SB I-820 to Craig St	Yes, traffic must go through signal at Meadowbrook to access Craig St	Existing exit ramp would be moved due to redesign of the Lancaster/I-820 interchange and the addition of braided ramps. Result is a minor delay accessing Craig St from SB I-820.
Craig St to NB I-820	Yes, traffic must go through signal at Meadowbrook to access NB I-820.	Existing exit ramp would be moved due to redesign of the Lancaster/I-820 interchange and the addition of braided ramps. Result is a minor delay accessing NB I-820 from Craig St.
Craig St to SB I-820	Yes. Existing SB traffic must go through the signal at Lancaster to access SB I-820. Proposed condition must also go through signal at Rosedale St.	Existing exit ramp would be moved due to redesign of the Lancaster/I-820 interchange. Result is a significant delay accessing SB I-820 from Craig St.
NB I-820 to Meadowbrook Dr	No change.	Exit ramp would be moved further south to provide improved access to adjacent properties on the NB frontage road.
SB I-820 to Meadowbrook Dr	No change.	Existing access would remain.
Meadowbrook Dr to NB I-820	No change.	Existing access would remain.
Meadowbrook Dr to SB I-820	No change.	Entrance ramp would be moved further south to provide improved access to adjacent properties on the SB frontage road.
NB I-820 to Brentwood Stair	Yes, traffic must go through signal at Meadowbrook to access Brentwood Stair.	Existing exit ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing Brentwood Stair.
SB I-820 to Brentwood Stair	No change.	Existing access would remain.
Brentwood Stair to NB I-820	No change.	Existing access would remain.
Brentwood Stair to SB I-820	Yes, traffic must go through signal at Meadowbrook to access SB I-820.	Existing ramp removed because of insufficient weave/merge distance between successive ramps to meet current design standards. Result is a minor delay accessing SB I-820.

SEC Community Impacts Access Changes - US287N Intersections		
	Existing Access Changed?	Comments
EB US287N to Carey St	No change.	Existing access provided through Village Creek I/C.
WB US287N to Carey St	No change.	No existing access due to proximity of I820/US287N I/C.
EB US287N to Village Creek	No change.	Entrance ramp relocated further west to provide better access to adjacent properties on EB frontage road.
WB US287N to Village Creek	No change.	Exit ramp would be relocated further east to provide better access to adjacent properties on WB frontage road.
Village Creek to EB US287N	Yes, access removed due to re-designed EB-NB direct connector at I820/US287N I/C.	Moving existing left-handed connector to the right side would no longer allow EB entrance from Village Creek. Access to SB I820 would be available via the SB I820 frontage road.
Village Creek to WB US287N	No change.	Entrance ramp relocated further west to provide better access to adjacent properties on WB frontage road.
EB US287N to Miller/Wilbarger	No change.	Existing access would remain.
WB US287N to Miller/Wilbarger	No change.	Exit ramp would be relocated further east to provide better access to adjacent properties on WB frontage road.
Miller/Wilbarger to EB US287N	No change.	Entrance ramp would be relocated further east to provide better access to adjacent properties on EB frontage road.
Miller/Wilbarger to WB US287N	No change.	Existing access would remain.
EB US287N to Erath St	No change.	Existing access would remain.
WB US287N to Erath St	No change.	Existing access would remain.
Erath St to EB US287N	No change.	Existing access would remain.
Erath St to WB US287N	No change.	Existing access would remain.
Reed Street @ WB US287 Frontage Road	Yes, access to frontage road would be removed because of conflict with WB exit ramp.	Access to the WB frontage road would still be available via Erath St.
EB US287N to Wichita St	No change.	Project limit. Existing access would remain.
WB US287N to Wichita St	No change.	Project limit. Existing access would remain.
Wichita St to EB US287N	No change.	Project limit. Existing access would remain.
Wichita St to WB US287N	No change.	Project limit. Existing access would remain.

SEC Community Impacts Access Changes - US287S Intersections		
	Existing Access Changed?	Comments
SB US287S to Little Rd	No change.	Access would be provided from the collector-distributor road/US287S connector.
NB US287S to Little Rd	No change.	Exit ramp relocated further south to provide better access to adjacent properties on NB frontage road.
Little Rd to SB US287S	No change.	Entrance ramp relocated further south to provide better access to adjacent properties on SB frontage road.
Little Rd to NB US287S	No change.	No existing access due to proximity of I-20/US287S I/C; however, this access is available from Little Rd/I-20.
Little Rd/US287S to EB I-20	No change.	No existing access due to proximity of I-20/US287S I/C.
Little Rd/US287S to WB I-20	No change.	No existing access due to proximity of I-20/US287S I/C.
Sublett Rd/US287S	No change.	Project limit. Existing access would remain in all directions.

SEC Community Impacts Access Changes - I-20 Intersections		
	Existing Access Changed?	Comments
Forest Hill/I-20	No change.	Project limit. Existing access would remain in all directions.
EB I-20 to Anglin	No change.	Existing access would remain.
WB I-20 to Anglin	Yes, WB20 must exit BUS287 and go through signal to access Anglin.	Continuous WB frontage road over UPRR would be added to provide access.
Anglin to EB I-20	Yes, EB I-20 traffic must go through signal @ BUS287, continue through frontage road bypass lane @ Bowman Springs, and then access on-ramp before US287 I/C.	Access would be available, but indirectly due to Collector-Distributor roadway passing through the I-20/I-820 interchange.
Anglin to WB I-20	Yes, traffic must go through signal @ Forest Hill.	Minor delay accessing I-20.
EB I-20 to BUS287	No change.	Existing access would remain.
WB I-20 to BUS287	WB ramp restored on right-hand side of roadway; existing left-hand ramp removed.	Access would be improved by moving it to right-hand side, consistent with driver expectancy.
BUS287 to EB I-20	Yes, traffic must use frontage road bypass lane @ Bowman Springs, and then access on-ramp before US287 I/C.	No signal delay, access would be essentially unchanged.
BUS287 to WB I-20	No change.	Continuous WB frontage road over UPRR would be added to provide access.
BUS287 to NB I-820	No change.	Existing access would remain.
EB I-20 to Bowman Spr.	Yes, new ramp would provide direct access, improving existing conditions.	Existing access is provided only through BUS287 signal.
WB I-20 to Bowman Spr.	No change.	Existing access would remain.
Bowman Spr. to EB I-20	Yes, new ramp would provide direct access, improving existing conditions.	Existing access is provided only through Little Road/Green Oaks I/C – very circuitous.
Bowman Spr. to WB I-20	No change.	Existing access is available only through I-20/Sun Valley I/C – very circuitous. U-turn would be added at Sun Valley to prevent signal delay.
Bolen Rd @ Bowman Spr.	Yes, road to be converted to a cul-de-sac due to proximity to EB I-20 Frontage Rd/Bowman Springs I/C.	Access to Bowman Springs would still be available via EB I-20 frontage road.
EB I-20 to Little Rd	Yes, traffic must exit to collector-distributor road, then exit to US287/Little. Minor change with no signal delay.	Existing access is available only through US287/Little I/C because of proximity to I-20/US287S I/C.
WB I-20 to Little Rd	No change.	Existing access is available only through Green Oaks I/C.
Little Rd. to EB I-20	No change.	Existing access is available only through Green Oaks I/C.
Little Rd. to WB I-20	No change.	Existing access would remain.
EB I-20 to Green Oaks	No change.	Existing access would remain.
WB I-20 to Green Oaks	No change.	Continuous WB frontage road would be added here, improving access to adjacent properties.
Green Oaks to EB I-20	No change.	Continuous EB frontage road would be added here, improving access to adjacent properties.
Green Oaks to WB I-20	No change.	Existing access would remain.
EB I-20 to Kelly Elliott	No change.	Continuous EB frontage road would be added here, improving access to adjacent properties.
WB I-20 to Kelly Elliott	No change.	Existing access is available only through Park Springs I/C.
Kelly Elliott to EB I-20	No change.	Existing access is available only through Green Oaks I/C.
Kelly Elliott to WB I-20	No change.	Continuous WB frontage road would be added here, improving access to adjacent properties.
Park Springs/I-20	No change.	Project limit. Existing access would remain in all directions.

Attachment 19

PI Documentation Log

PUBLIC INVOLVEMENT LOG

04/19/2001	Public Meeting
2001 – 2003	Bi-Monthly Coordination Work Group Meetings
2002 – 2003	Handley Neighborhood Assoc., Historic Handley Development Corp., and City of Fort Worth Transportation & Planning Meetings
12/11/2003	Public Meeting
06/06/2017	Task Work Group (TWG) Meeting
06/20/2018	TTWG Meeting
06/26/2018	City of Forest Hill Council workshop
07/05/2018	Newsletter Mail-out
07/19/2018	Public Meeting
08/16/2018	Town Hall Meeting
08/20/2018	City of Arlington Coordination Meeting – Public Works and Transportation
09/15/2018	Community Meeting
10/18/2018	City of Fort Worth Lions Club Meeting
11/08/2018	City of Kennedale Project Update Meeting
11/08/2018	Town Hall Meeting
02/21/2019	Task Work Group Meeting
05/10/2019	Bridge Option US 287 @ Wilbarger/Miller Meeting (city of Fort Worth, Trinity Metro)
06/25/2019	Bike/Pedestrian Consideration meeting (Forest Hill, Fort Worth, Arlington, Kennedale, and NCTCOG)
06/06/2019 and 07/29/19	Project Newsletter Mail-out

Attachment 20

Pedestrian/Bike

Assessment Counts

PEDESTRIAN COUNTS AT CRAIG STREET, PEDESTRIAN BRIDGE AND MEADOWBROOK CROSSINGS OF IH-820

Date of Count[1]	Craig Steet			Pedestrian Bridge			Meadowbrook		
	Totals (Both EB/WB Movements)			Totals (Both EB/WB Movements)			Totals (Both EB/WB Movements)		
	Pedestrian	Bicycle	Total (Ped + Bike)	Pedestrian	Bicycle	Total (Ped + Bike)	Pedestrian	Bicycle	Total (Ped + Bike)
Saturday, August 10, 2019	8	3	11	0	1	1	83	1	84
Wednesday, August 14, 2019	7	6	13	1	3	4	95	10	105
FWISD School Start August 19, 2019									
Thursday, August 22, 2019	21	9	30	6	0	6	79	5	84
Saturday, August 24, 2019	4	7	11	16	0	16	91	9	100

[1]Actual pedestrian counts collected from 7am to 7pm for the dates noted

Attachment 21

City of Fort Worth Letter

FORT WORTH®

August 30, 2019

Mr. Curtis Loftis, P.E.
2501 S.W. Loop 820
Fort Worth, TX 76133

Dear Mr. Loftis:

We appreciate the partnership between the Texas Department of Transportation (TxDOT) and the City of Fort Worth (City) to continually improve regional mobility, operations and safety through transportation projects. The Southeast (SE) Connector project is a perfect example of these improvements through project collaboration. Following the SE Connector project meeting at TxDOT offices on July 30, 2019, city staff has identified the following for TxDOT consideration as the project moves forward.

1. Review the proposed number of lanes for bridges and under-pass against projected traffic volumes to reduce the number of through lanes and left-turn lanes where possible to improve pedestrian safety, by reducing the walking distance across vehicle lanes.

   - **PROPOSED ERATH STREET BRIDGE** – Review options to remove the two 12' wide dedicated left-turn lanes, reduce the remaining two 14' wide through lanes to 11' widths, and increase the sidewalk width to 10' minimum for a buffered shared pedestrian/bicycle path on the bridge. On the southbound lane of Erath Street to the northwest bound frontage road, add a "pork chop" island splitting the through traffic movement and right-turn movement. This will improve pedestrian safety crossing at Earth Street and the north frontage road location by use of the proposed island.

   - **PROPOSED MILLER/WILBARGER INTERSECTION** – Review options to maintain the through movement connection for both Miller Avenue and Wilbarger Street. A proposed option is to bridge the continuous frontage roads over both Miller Avenue and Wilbarger Street. Look for opportunities to incorporate transit bus bays at stops on Miller Avenue to pull the buses out of the travel lanes. Once the final intersection configuration is determined for this location, the bicycle infrastructure will be identified using the City's level of comfort analysis based on speed and volume information. Sidewalks along both Miller Avenue and Wilbarger Street should be a minimum of 6'wide.

   - **PROPOSED LANCASTER AVENUE BRIDGE** - Review options to reduce the four westbound lanes with dual left-turn lanes to two westbound through lanes and a single dedicated left-turn lane. Second, reduce the outside lanes of Lancaster from 14' to 11' and increase the sidewalk width to 10' wide minimum for a buffered shared pedestrian and bicycle path over the bridge. This option will improve pedestrian and bicycle safety by reducing the walking distance across East Lancaster Avenue and by moving the bicyclist from street traffic to a buffered shared use path at this interchange.

- **CRAIG STREET BRIDGE** – Remove the Partial Cloverleaf Interchange (Jug-handles) that requires taking residential homes. Review a split level frontage road option that will maintain the existing frontage road connections to Craig Street Bridge and add a through movement connection under the Craig Street Bridge from Lancaster to IH 820. Reduce the bridge width by removing the two dedicated left-turn lanes on the bridge and reduce the through lane width from 14' to 11'. Maintain the 10' wide shared use paths for pedestrian and bicyclist use, but include a buffer to separate the shared use path from the traffic lanes.

2. Pedestrian and bicycle facilities are a transportation priority within the City of Fort Worth to create a non-motorized transportation system that provides a safe, accessible, comfortable, and equitable network of sidewalks, bike facilities and trails for people of all ages and abilities. This vision encourages a healthy lifestyle, economic development, and safety in a seamless network of transportation choices.

   - Sidewalks and shared use paths should be separated from the curb. This preference improves safety for pedestrians and bicyclist, especially young children walking and biking.

   - Review options to include a minimum 10' wide pedestrian and bicycle path adjacent to all frontage roads, arterials and bridges. The City recommends using buffers to separate bike lane or share use paths from vehicle traffic lanes on bridges to increase safety as indicated in the Active Transportation Plan.

   - Where on-street bicycle lanes are proposed, look for options that provided buffered or physically separated bike lanes, such as along Meadowbrook Drive, Ramey Street, Berry Street and Wilbarger Street in concurrence with the adopted Active Transportation Plan.

   - In the project schematics, show future trail connections to be "Built by Others" and ensure that the SE Connector project design accounts for all planned future pedestrian, bicycle, and trail connections.

3. Public transportation provides people with mobility and access to employment, education, community resources, medical care, and other opportunities within the community. The connections and accessibility to transit is a priority for the City. Current transit routes include Meadowbrook Drive, East Lancaster Avenue, East Rosedale Street, Ramey Street, and several segments of the IH 820 service roads within the project area.

   - Review all transit bus routes and stop location within the project with Trinity Metro planning staff to ensure that the current transit routes and stop locations best serves the community effectively and efficiently. Look for opportunities to enhance transit routes within the SE Connector project area.

   - Improve accessibility to bus stops with installation of bus landing pads and lighting within the public right-of-way. The size of the landing pad depends on the location of sidewalk to accommodate Americans with Disabilities Act (ADA) requirements and allow for the installation of either a bench or shelter. When the sidewalk is adjacent to curb, install a 14.5' x 10' bus landing pad at the transit stop location. When the sidewalk is off the curb, install an 18.5' x 10' bus landing pad at the transit stop location.

4. Railroad corridors support the movement of people and goods via trains and have a positive economic impact in North Central Texas.

   - Review the two existing Union Pacific Railroad (UPRR) corridors within the project area with UPRR officials to ensure the SE Connector project improvements does not prevent future railroad infrastructure capacity improvements. Below is a UPRR point of contact to your convenience.

     - **Mr. Douglas G. Woods**
       Sr. Mgr. Industry & Public Projects
       24125 Aldine Westfield Road
       Spring, Texas 77373
       Office: (281) 350-7679
       Cell: (832) 493-4556

If you have any questions pertaining to these comments, please contact me at Chad.Edwards@FortWorthTexas.gov or 817-392-7259.

Sincerely

Chad Edwards

Chad Edwards
Regional Mobility and Innovation Officer

C: Tonya Brooks, Assistant Director
Bob Baulsir, Trinity Metro
Douglas G. Woods, UPRR
Project File: SE Connector Project