

## 4.3 Socioeconomics and Community Impacts

### 4.3.1 Methodology for Impact Evaluation

Evaluating socioeconomic impacts of the proposed alternatives began with a review of maps and census data of the project study area. Vehicle and pedestrian surveys were made of the alternative routes in the study area, with travel as close as possible to proposed new alternatives where public access is not available currently. Several site surveys were conducted to gain broad perspective of the communities, to evaluate specific neighborhoods or smaller areas, and to ascertain information gathered from secondary sources.

Secondary sources of information included the 1990 and 2000 decennial censuses, the 1997 economic census, and the 1997 agricultural census. Demographic data for the tracts in the study area were evaluated for characteristics such as population, race and ethnicity, household income, age, travel patterns, and housing characteristics. To compare potential impacts among alternatives, census tracts (1990 and 2000) affected by each route were identified. Tracts were included in an alternative's impact area if the bandwidth of the alternative intersected areas within the census tract.

Information was also gathered from local and state agencies including community planning departments, the Riverside County planning and finance departments, and the California Department of Conservation. These sources generally had more current information, and better forecasts, than federal agencies, although typically not correlated to census tract boundaries.

The information gathered from maps and aerial photographs, site visits, censuses, and agencies was evaluated in spreadsheets, figures, and GIS analysis to describe the potential socioeconomic impacts of each alternative. The affected area for each alternative is the approximately 150 to 300 m (500 to 1,000 ft) bandwidth area previously described in Chapter 2. All resources within the right-of-way are considered to be potentially affected. Precise determination of impacts will be made in Tier 2 for the selected alternative based on more detailed engineering.

### 4.3.2 Impacts

#### 4.3.2.1 Displacements and Encroachments

Implementation of any of the proposed alternatives will require acquiring a considerable amount of private property, some of which includes residences, nonresidential buildings, or other improvements.

Two types of direct effects to properties are considered in this section:

- *Displacement* of a property occurs if the entire parcel is within the footprint of an alternative. Displacement of a building occurs if the footprint of an alternative contacts any part of the building.
- *Encroachment* of a property occurs if any part of a parcel is within the footprint of the alternative. These impacts range from a sliver or edge within the right-of-way preservation area to substantial portions that fall short of entire displacement. As