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WSDOT Local Programs  
Eastern Region  
2714 N Mayfair St  
Spokane, WA 99207

November 18, 2019

## **Environmental Justice Memo**

Barker Road Widening Project  
Spokane Valley, WA

Dear Mr. Martin,

In compliance with Presidential Executive Order 12898, DOT Order 5610.2, and FHWA Order 6640.23, an Environmental Justice (EJ) analysis was conducted for the Barker Road Widening Project. The purpose of this EJ analysis is to identify minority and low-income groups in the project area, keep these groups informed about project plans and activities, and encourage their participation in projects.

The project proposed by the city of Spokane Valley includes two elements. One is to provide a multi-use path on the east side of Barker Road from the Spokane River to the Barker grade separation project. The second is to reconstruct and widen the existing 2 lane rural county road to a 3-lane, City arterial pavement section with curb, gutter, and associated drainage improvements from the Spokane river to Euclid Avenue. The scope includes intersection improvements at Euclid Avenues (east and west, offset) and reconstruction of the transition roadway just north of the Euclid intersection. The project will also include a partnership with Spokane County for the installation of sanitary sewer mainlines to serve future development along the corridor.

The purpose of the project is to improve the corridor so that it has capacity to support the economic development occurring today and in the future. The pending Barker/BNSF grade separation project will unlock this corridor to industrial development and is expected to increase its exposure to freight traffic. The project will improve safety by providing a two-way left turn lane along its full length, providing curb and gutter to prevent vehicle run-offs, and separating pedestrian/bicycle traffic from the traveled way via a separated pathway. Thus, the project is expected to increase the safety of vehicles, pedestrians, and bicyclists throughout the length of the corridor. The proposed project is located within Sections 5 through 8 of Range 45 East, Township 25 North. The project is entirely within the City of Spokane Valley.

Minority and low-income groups were identified in a demographics study that utilized 2010 Census data. Using the Environmental Protection Agency's (EPA) EJScreen, demographics data within a half mile of the project area was collected. These data are summarized in the following table:

<b>Total Population in 0.5-Mile Buffer</b>	<b>2,745</b>
White	93%
Black	1%
Native American	1%
Asian	2%
Pacific Islander	0%
Some Other Race	1%
Two or More Races	3%
Hispanic or Latino of Any Race	4%
Minority Population	9%
Household Income Below \$15,000	11%*
Population 5 years and over that speak English "less than very well"	3%*

Source: EJScreen web site Census 2010, Summary Report Attached

\*2013-2017 American Community Survey (ACS) Estimates, Summary Report Attached

Local school data for the 2018-2019 school year was also obtained from the State of Washington Office of Superintendent of Public Instruction (OSPI). The project area crosses two school district boundaries. Areas north of the Spokane River are within the East Valley School District, and areas south of the river are within the Central Valley School District. The closest public elementary school to the project is Riverbend Elementary School (Central Valley School District), located approximately 0.65 miles away from the southern project extent. The closest middle school is Selkirk Middle School (Central Valley School District), located 1.09 miles away from the project's southern extents, and does not have published enrollment data as it opened in 2019. Therefore, the closest middle school and high school with enrollment data is East Valley Middle School and East Valley High School (both East Valley School District) located 2.21 miles and 1.89 miles from the northern project extent, respectively. A demographics summary for the three schools can be seen in the following tables, containing data from the Washington State Office of Public Instruction Washington State Report Card website:

<b>Riverbend Elementary School</b>	
Total Student Body	396
Hispanic/Latino of Any Race	3.0%
Native American/Native Alaskan	1.8%
Asian	1.3%
Black	2.0%
Native Hawaiian/Other Pacific Islander	0.5%
White	87.9%
Two or More Races	3.5%
Low-Income	35%
English Language Learners	5%

<b>East Valley Middle School</b>	
Total Student Body	467
Hispanic/Latino of Any Race	11.3%
Native American/Native Alaskan	2.1%
Asian	0.9%
Black	0.6%
Native Hawaiian/Other Pacific Islander	0.6%
White	78.2%
Two or More Races	6.2%
Low-Income	62%
English Language Learners	3

<b>East Valley High School</b>	
Total Student Body	1,138
Hispanic/Latino of Any Race	10.4%
Native American/Native Alaskan	1.5%
Asian	1.2%
Black	0.8%
Native Hawaiian/Other Pacific Islander	0.6%
White	79.8%
Two or More Races	5.7%
Low-Income	50%
English Language Learners	2%

The project will result in both short-term and long-term impacts. Increased noise is anticipated in the short-term. Increased noise from construction is anticipated for the duration of the project. Noise disturbances will be limited, whenever possible, to the legal working hours for construction as stated in the Spokane Valley Municipal Code.

During project construction N Barker Rd, between north of Euclid Avenue and just south of the bridge over the Spokane River, will be closed to through traffic. A detour will be required to bypass the construction with signs clearly marking the suggested path. The detour will include E Mission Avenue, E Indiana Avenue, Sullivan Road, E Euclid Avenue, N Flora Road, E Trent Avenue, E Wellesley Avenue, and N Harvard Road (see attached detour exhibit). Vehicles coming from E Trent Ave or E Wellesley Ave intending to head south on N Barker Rd, will be directed to continue west on E Trent Ave to then turn left to head south on Flora Road. Vehicles will then turn right on E Euclid Ave to head west to Sullivan Road, where they can continue south and cross the Spokane River. To reach Barker Road, vehicles will be directed east along E Indiana Avenue and Mission Avenue. Those vehicles wanting to travel north on N Barker Rd to reach E Trent Ave from will be directed on the same detour route going the opposite direction. Driving between E Trent Avenue and E Mission Avenue on N Barker Rd typically takes 4 minutes based on Google Maps no-traffic estimate. The detour adds 10 minutes of travel time.

Housing developments along Mission Avenue and E Indiana Avenue will experience temporary increases in traffic and noise during the detour routing. The detour will otherwise pass through industrial areas outside of this area.

Upon project completion, traffic is expected to flow better through the area due to the addition of a center turn lane, channelization improvements, and pavement widening. Vehicles will no longer have to stop for cross-traffic turning vehicles, and overall the roadway will be safer. Additionally, pedestrian and bicyclist safety will improve through the addition of a separated multi-use path. This will allow for safer non-motorized traffic in the area, where pedestrian and bicycle facilities did not exist prior. Neighboring housing developments are not expected to experience an increase in traffic noise post project completion as no additional travel lanes will be added to the roadway.

Partial property acquisitions are required for this project. Parcels: 55053.0109 and 55082.0131 will require right of way acquisitions to widen roadways along Barker Road and Euclid Avenue as well as to construct stormwater infiltration facilities. Furthermore, temporary construction easements will be required on parcels 55071.6001 and 55082.0130 for project activities. An area of permanent easement within the railroad right of way exists and will be expanded to allow for project roadway improvements. The following table shows initial estimates for property acquisitions and easements required for this project:

Parcel Number	Owner Name	Total Area (SF) *	Right-Of-Way Acquisition (SF)	Temporary Easement (SF)	Permanent Easement (SF)	Existing Roadway Easement (SF) **
55053.0109	Spokane Valley Fire Dept.	125,829	11,455	-	-	-
55082.0131	Mary Hankins	25,040	4,102	-	-	-
55071.6001	River Rose MHP, LLC	691,250	-	875	-	-
55082.0130	Carol & Neil Swift	25,011	-	626	-	-
Railroad	Union Pacific RR	N/A	-	-	912	6,181
<b>Totals</b>			<b>15,557</b>	<b>1,501</b>	<b>912</b>	<b>6,181</b>

\* Total area per Spokane Valley viewer

\*\* No easement records have been located at this time

The proposal for this project was selected to limit environmental impacts and impacts to the people of Spokane Valley while improving the corridor’s safety for vehicles and non-motorized users. During construction, there will be short-term negative impacts including construction noise and detour routes that will impact the local population. Upon completion, the project will benefit the surrounding population by providing a safer route along North Barker Road. Despite low income and minority populations being present within the project vicinity, this project is not anticipated to have disproportionate high or adverse impacts on these populations. Any communication with the public regarding this project will be done in accordance with the City of Spokane Valley’s Title VI Plan. Should you have any questions about this assessment or require

additional information, please contact Ross Widener at (425) 332-3961 or at [rwidener@prodigy.net](mailto:rwidener@prodigy.net).

Sincerely,

A handwritten signature in cursive script, appearing to read "Ross Widener".

Ross Widener  
Widener & Associates

**Attachments**

Property Acquisition Exhibits

Detour Exhibits

EJScreen data

State of Washington Office of Superintendent of Public Instruction data