

2018 Update to the ADA Transition Plan

In 2017 the City of Burien sought out input from community groups that represent the users of public facilities within the City of Burien regarding general accessibility concerns. The groups included: The Alliance for People with Disabilities, The Lighthouse for the Blind, Inc., Northwest Paralyzed Veterans of America, Disabled Veterans of America, Walk Bike Burien and the Hearing, Speech and Deafness Center. These groups were also invited to help distribute invitations to a community Open House discussion regarding general and specific ADA concerns within the City of Burien. The City Also posted invitations for the general public to the Open House on the City website, via Twitter and Facebook and in various City service centers.

The Open House was held on November 2, 2017 at the Burien Community Center. The meeting included a short presentation by City staff discussing the history of the City's ADA Transition Plan, the projects currently underway and what information would be included in the City's first Transition Plan Update. The City requested that attendees share their experiences in the community, provide feedback on current projects and provide a list of 3 geographic areas where they would most like to see barrier mitigation projects focused.

It was determined by the City that the areas selected by the meeting attendees would be the top priority locations for the City to address ADA concerns until the next Transition Plan Update. Per Section VIII of the 2015 ADA Transition Plan, the list of prioritized geographic areas the plan considers for barrier mitigation is updated every three to five years.

The following is the list of geographic areas identified by the attendees of the community meeting:

- 1st Avenue South between the 143rd Street bus stops
- 4th Avenue Southwest between Southwest 156th Street and Southwest 160th Street
- 12th Avenue South between Glendale Way and South 136th Street
- Southwest 112th Street at 16th Avenue Southwest
- South 128th Street between State Route 509 and Des Moines Memorial Drive
- Southwest 131st Street, 16th Avenue Southwest and Southwest 130th Street between Shorewood Drive and Ambaum Boulevard
- South 136th Street between State Route 509 and Des Moines Memorial Drive
- Southwest 146th Street between 1st Ave S and Kaiser Permanente clinic
- Southwest 150th Street at 5th Avenue Southwest
- Southwest 151st Street at 5th Avenue Southwest
- Southwest 151st Street between 6th Avenue Southwest and 8th Ave Southwest
- Southwest 152nd Street between 5th Avenue Southwest and Ambaum Boulevard
- Southwest 152nd Street at 4th Avenue Southwest
- Southwest 153rd Street from 1st Ave South to Ambaum Boulevard

The following criteria were applied to the above geographic area list to establish priority for barrier mitigation projects:

- Cost
- Connectivity to transit, government services, and/or schools. Provides a missing link between two accessible corridors, services, etc.

- Serves low/moderate income communities
- Serves senior communities
- Population density
- On the City's Capital Improvements Projects List

Some of the above geographic areas were eliminated from the final list because they fall within current Capital Project limits and will be addressed through the design and construction of alteration projects. Others have already been addressed through the first Barrier Mitigation Program. Limits have also been adjusted to account for these factors. The final geographic area list, in order of priority, to be included in this 2018 ADA Transition Plan Update is as follows:

1. Southwest 152nd Street between 6th Avenue Southwest and Ambaum Boulevard
2. Southwest 112th Street at 16th Avenue Southwest
3. Southwest 153rd Street from 1st Ave South to Ambaum Boulevard
4. Southwest 151st Street between 6th Avenue Southwest and 8th Ave Southwest
5. South 128th Street between State Route 509 and Des Moines Memorial Drive
6. Southwest 146th Street between 1st Ave S and Kaiser Permanente clinic
7. 12th Avenue South between Glendale Way and South 136th Street
8. 4th Avenue Southwest between Southwest 156th Street and Southwest 160th Street
9. Southwest 130th Street between Shorewood Drive and Ambaum Boulevard
10. South 136th Street between State Route 509 and Des Moines Memorial Drive

Evaluation Criteria:

Each criteria element was divided into 3 levels based on how well it met the goal of the element. Between 1 and 3 points were awarded for each level. Each geographic area was evaluated against the 6 criteria elements and scored accordingly. The geographic areas were then ranked from highest to lowest based on the scores. The criteria and their corresponding scoring levels are outlined below:

- **Cost:** Preliminary cost estimates have been completed for the purpose of geographic area prioritization, these costs were separated into three categories, High Medium & Low. With the lowest cost geographic areas scoring the highest since the lower cost geographic areas could be completed sooner. (See below for a list of elements that were considered during the cost estimating evaluation.)
 - High Cost, which is defined as more than \$200,000 (1 point)
 - Medium Cost, which is defined as between \$50,000 and \$200,000 (2 points)
 - Low Cost, which is defined as less than \$50,000 (3 points)
- **Connectivity:** Geographic areas were ranked in terms of connectivity enhancement based on their proximity to key public facilities (like schools, community centers, libraries, hospitals, bus routes, etc.) and whether they completed walking corridors. Geographic areas that were at or near these key locations scored highest.
 - Does not complete walking corridors to schools, bus routes, hospitals or downtown (1 point)
 - Completes corridors to schools, bus routes, hospitals or downtown (2 points)
 - At schools, on bus routes, at hospitals or in downtown (3 points)

- **Serves Low/Moderate Income Community:** Geographic areas were defined as serving lower income areas if they were within a ¼ mile radius of areas defined as low/moderate income. Information outlining low/moderate income areas was established using the WSDOT website. <http://www.wsdot.wa.gov/mapsdata/tools/communityaccessibility/> Areas with the highest population of low/moderate income households scored the highest.
 - 0%-25% of households within the radius are in low/moderate income range (1 point)
 - 25%-50% of households within the radius are in low/moderate income range (2 points)
 - 50%-100% of households within the radius are in low/moderate income range (3 points)
- **Serves Senior Community:** Geographic areas were defined as serving Senior Communities based on the percentage of senior citizens living in areas within a ¼ mile radius of the area or if they were in the downtown core of Burien. Information outlining senior community areas was established using the WSDOT website. <http://www.wsdot.wa.gov/mapsdata/tools/communityaccessibility/> Areas with the highest population of seniors scored the highest.
 - 0%-10% of the population within the radius are defined as senior citizens (1point)
 - 10%-20% of the population within the radius are defined as senior citizens (2 points)
 - 20%-40% of the population within the radius are defined as senior citizens (3 points)
- **Population Density:** Population density was approximated using The City of Burien Zoning Map. Zoning codes were used as an analog for population density. Geographic areas within the most populated areas scored highest.
 - The most densely populated area is between Residential Single-Family A and Residential Single-Family 7,200 (1 point)
 - The most densely populated area is between Multi-Family 12 and Multi-Family 18 (2 points)
 - The most densely populated area is Multi-Family 24 or above (3 points)
- **On Capital Projects List:** This category prioritized geographic areas that are not already represented by projects on the City of Burien Capital Projects List.
 - The geographic area has project(s) on the Capital Projects List and funding for it(them) **has** been secured (1 point)
 - The geographic area has projects on the Capital Projects List and funding for it(them) **has not** been secured (2 points)
 - The geographic area does **not** have projects on the Capital Projects List (3 points)

Items Considered for Cost Estimating:

- **Lack of curb ramps:** In some cases curb ramps don't exist at the corners of intersections

- **Lack of delineated pedestrian crossings:** Marked pedestrian crossings help ensure that vehicles stop to allow pedestrians to cross the road
- **Lack of adequate Pedestrian Access Route (PAR):** ADA code requires a 4' wide continuous PAR which has a cross slope of 2% or less and is free from major surface discontinuities. In some cases the sidewalk is too narrow, in others, luminaire poles or fire hydrants were placed in the PAR or large cracks or panels of sidewalk have been lifted up by tree roots make the path non-compliant.
- **Non ADA Compliant driveways:** Many driveways have non-compliant flare slopes or cross slopes with no Pedestrian Access Route behind them.
- **Non ADA Compliant curb ramps:** Where curb ramps do exist many do not meet current ADA standards for curb ramps.
- **Non ADA Compliant pedestrian push buttons:** Many of the pedestrian push buttons at traffic signals are an older style that is no longer considered compliant by the ADA. Another common barrier is the lack of a level landing in front of the push button.

Next Steps

In the upcoming years, a more in depth assessment of the ADA deficiencies on the priority geographic area list will be prepared and the City will begin the design phase for projects within the top scoring geographic areas. Annual project funding is limited. Larger projects will need to be broken into multiple phases.

See the attached geographic area ranking spreadsheet for a breakdown on the scoring

Geographic Area Ranking
Scoresheet

Site Name			Cost	Connectivity	Serves Low/Moderate Income Area	Serves Senior Community	Population Density	On Capital Projects List?	Total
			High Cost \$200k + = 1 point	Does not complete walking corridors to schools, bus routes, hospitals, downtown = 1 point	Low 0%-25% = 1 point	Low 0%-10% = 1 point	SF Zone = 1 point	Yes, fully funded= 1 point	
			Med Cost \$50-\$200k = 2 points	Completes walking corridors to schools, bus routes, hospitals, town square = 2 points	Med 25.01%-50% = 2 points	Med 10.01%-20% = 2 points	MF12 - MF18 Zone = 2 points	Yes, partially/not Funded = 2 points	
			Low Cost \$0-\$50k = 3 points	At schools, on bus routes, at hospitals, in downtown = 3 points	High 50% + = 3 points	High 20.01%-40% = 3 points	SF24+ Zone = 3 points	Not on list = 3	
SW 152nd St	&	6th Ave SW to Ambaum Blvd	3	3	1	3	3	3	16
16th Ave SW	&	SW 112th St	2	3	2	2	3	3	15
SW 153rd St	&	1st Ave S to Ambaum Blvd	1	3	2	3	3	3	15
SW 151st St	&	6th Ave SW to 8th Ave SW	1	3	1	3	3	3	14
S 128th St	&	SR 509 to Des Moines Memorial Dr	2	2	2	3	1	3	13
SW 146th St	&	1st Ave S to Kaiser Permanente	1	2	2	3	3	2	13
12th Ave S	&	Glendale Way to S 136th St	1	2	2	3	2	3	13
4th Ave SW	&	SW 156th St to SW 160th St	1	2	1	3	3	2	12
SW 130th St	&	Shorewood Dr to Ambaum Blvd	1	2	2	2	1	3	11
S 136th St	&	SR 509 to Des Moines Memorial Dr	1	2	2	3	1	1	10