



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
FROM: **Jen Tetatzin, Public Works Director**
BY: **Catrien de Boer, Public Works Grant Analyst**
CC: **Mayor McLeod**
DATE: **July 25, 2025**
SUBJECT: **Transportation Improvement Board Complete Streets Grant Application**
Project No. 82510403
Interurban Ave Overlay & Pedestrian Improvements

ISSUE

Approval is needed to authorize the submittal of a grant application to the Transportation Improvement Board (TIB) Complete Streets Program for design and construction funding for Interurban Avenue Pedestrian Improvements. The required match funds are currently not budgeted.

BACKGROUND

The primary goals of this project are to restore the pavement condition of S Ryan Way, improve pedestrian and bicycle facilities, and modify roadway drainage systems. This project was identified as a priority in the Local Road Safety Plan (LRSP) and is within the project limits for the existing Interurban Avenue Overlay project, which is currently listed in the City's 6-Year Capital Improvement Plan. City staff are proposing additional spot improvements to increase safety and connectivity.

DISCUSSION

In 2024, the City was awarded NHS Asset Management funding to overlay 2.2 miles of Interurban Avenue S. A design contract was awarded to Psomas, and the project is currently at approximately 10% design. In April 2025, the City Council adopted the Local Road Safety Plan (LRSP), which identifies priority projects to enhance safety for all road users. LRSP Project #5—located at the southern end of the Interurban Overlay project limits—is eligible for grant funding and City staff are proposing these elements be incorporated into the planned overlay project. If the grant application is successful, the additional safety improvements will be installed between S 140th St and S 144th St. These improvements include landscaped medians, a new pedestrian hybrid beacon (mid-block crossing), upgraded curb ramps, striping, and trail wayfinding signage.

The Interurban Ave overlay project is currently in the design phase, so if successful, there is time to add these project elements to the overlay project before construction begins in 2027 or 2028, pending design completion and advertisement. City staff would need to submit an application to the TIB Complete Streets program for these additional site elements by August 15th, 2025, with an expected notice of award on November 21st, 2025. If the grant application is unsuccessful, the project will continue as currently scoped.

FISCAL IMPACT

The City is seeking \$680,000 from the TIB Complete Streets program for design and construction of the Interurban Ave Pedestrian Improvements project. The program requires a 20% match, which is estimated to be \$170,000 and is currently not budgeted. The project team has discussed this project with the Northwest Region Engineer at the Transportation Improvement Board (TIB) who is interested in funding this project.

	<u>Amount</u>	<u>Notes</u>
TIB Request	\$680,000	Medians, Hybrid Beacon, Wayfinding, Curb ramps, Striping
NHS Asset Management	\$70,000	Curb ramps, Striping
Remaining Unbudgeted	\$100,000	104 Fund balance
Match		
Total	\$850,000	

RECOMMENDATION

Approve the submittal of the Transportation Improvement Board grant application for the Interurban Ave S project. Alternatively, the Committee may recommend the City not move forward with this application.

Attachments: CIP Page

Local Road Safety Plan Project Summary

CITY OF TUKWILA CAPITAL PROJECT SUMMARY 2025 to 2030

PROJECT:	Interurban Avenue S Overlay						Project #	82510403
Project Manager	David Baus				Department	Arterial Streets		
DESCRIPTION:	Complete pavement repairs, overlay, and curb and gutter repair.							
JUSTIFICATION:	Preserve and maintain the street structure in a safe and useable state by resurfacing before failure which also minimizes costs.							
STATUS:	Project was awarded full funding by National Highway Performance Program January of 2024.							
MAINTENANCE IMPACT:	1,300 staff hours not needed to fill in potholes/crack sealing.							
COMMENT:	Construction must be completed as a single contract and authorized by August 31, 2026.							
FINANCIAL (in thousands)	2025	2026	2027	2028	2029	2030	Beyond	TOTAL
Project Costs								
Project Mgmt (Staff Time/Cost)	\$ -	\$ 50	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ 100
Design	\$ -	\$ 397	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 397
Construction Mgmt.	\$ -	\$ -	\$ 545	\$ -	\$ -	\$ -	\$ -	\$ 545
Construction	\$ -	\$ -	\$ 3,650	\$ -	\$ -	\$ -	\$ -	\$ 3,650
Contingency	\$ -	\$ -	\$ 365	\$ -	\$ -	\$ -	\$ -	\$ 365
Total Project Costs	\$ -	\$ 447	\$ 4,610	\$ -	\$ -	\$ -	\$ -	\$ 5,057
Project Funding								
Awarded Grant	\$ -	\$ 397	\$ 4,561	\$ -	\$ -	\$ -	\$ -	\$ 4,958
Fund Balance	\$ -	\$ 50	\$ 49	\$ -	\$ -	\$ -	\$ -	\$ 99
Total Project Funding	\$ -	\$ 447	\$ 4,610	\$ -	\$ -	\$ -	\$ -	\$ 5,057

LRSP Project #5: Interurban Avenue (140th Street to 144th Street)



Project Narrative

EXTENT	140 th St to 144 th St
JURISDICTION	City of Tukwila
LAND USE CONTEXT	Office, commercial, institutional, and residential
CROSS SECTION	Two travel lanes in each direction, with a center turn lane
SPEED LIMIT	35 MPH
AADT	17,000
CRASH PATTERNS	23 crashes within the corridor between 2018 and 2022, including 3 fatal or severe injury (KSI) crashes
PRIORTIZATION SCORING	The highest-scoring segment of this corridor was 2.7 out of 3.0. Interurban Ave scored highly on vulnerable road user crashes and proximity to destinations.

Crash History Addressed

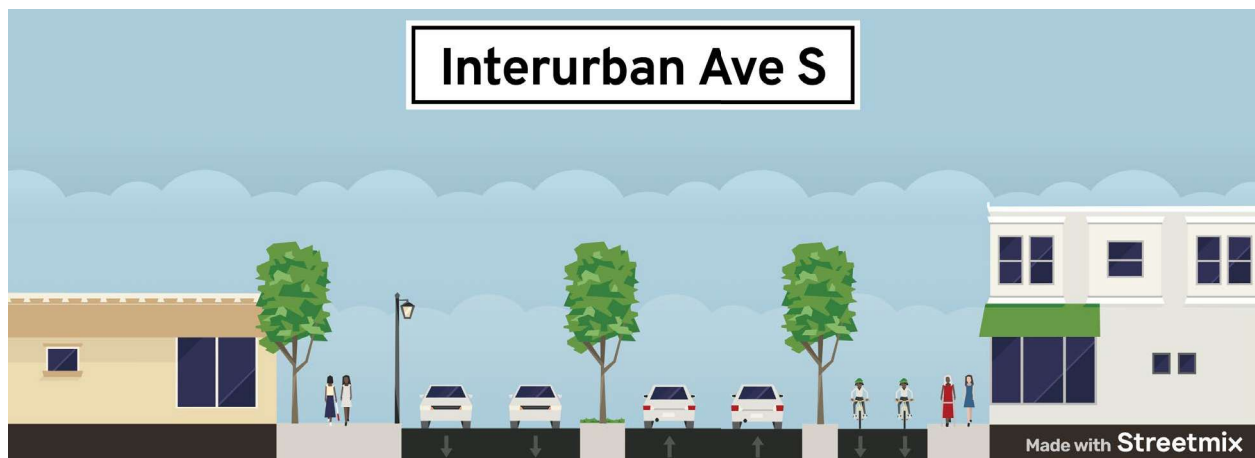
The following crash types resulted in KSI crashes:

- **Pedestrian:** Any crash involving a pedestrian.
- **Angle:** Angle crashes involve a driver hitting another motor vehicle at an angle, or the “Angle (T)” WSDOT crash classification.¹
- **From opposite direction – Head-on:** A crash occurring where vehicles traveling in opposite directions hit each other directly.

Proposed Countermeasures

A series of countermeasures were selected for Interurban Ave to address the most severe and common crash types. Key interventions address pedestrian connectivity and the high instance of angle crashes from driveways of local businesses and minor street intersections. They also support users of the Green River Trail in this corridor, which runs along the eastern side of Interurban Avenue from Interstate 5 to 58th Ave S.

The countermeasures include corridor-wide measures and spot improvements at specific locations. The list below is not inclusive of proposed systemic, citywide countermeasures such as lane marking visibility improvements and high-visibility crosswalks.



Proposed cross section of Interurban Ave S, looking north

Corridor Improvements

- Two segments of **landscaped median** would extend the treatment present from south of this corridor’s extent into this commercial and retail area. The median would limit turning conflicts by limiting left turns into some driveways, restricting conditions that create some angle crashes. Further study may be required to determine regarding if allowing u-turns at signalized intersections may be necessary to accommodate travel pattern changes. The median would be added at these locations:
 - Between 57th Ave S and S 141st Pl
 - Between 141st Pl S and S 143rd St

¹ <https://wsdot.wa.gov/sites/default/files/2022-01/NHFP-crash-data-dictionary.pdf>

- Extending south beyond 143rd St, connecting to the existing median

Spot Improvements

- A **new pedestrian crossing** at S 140th St would reduce the long distances between marked crossings for pedestrians. Utilizing the proposed landscaped median, the crossing would have a **raised refuge** to allow pedestrians to cross in two stages. There would be a **Pedestrian Hybrid Beacon** (PHB) installed at this location to control cross-traffic along Interurban Ave S and allow pedestrians to cross.
- **Trail wayfinding** and **green conflict striping** is proposed for the intersection of Interurban Ave and 58th Ave. Conflict striping at the driveway of the Riverside Casino can make drivers more alert to the presence of people walking and bicycling along the trail. Further, wayfinding signage can reinforce for users that the trail runs along Interurban Ave at this location, and that south of the intersection it turns east towards the river.

Local Road Safety Project #5: Interurban Ave S (S 140th St to S 144th St)

