

# High Point Neighborhood Transportation Case Study

Considerable effort was made to design appropriate width residential streets. The typically 25 foot wide streets with parking on both sides was approved by the Fire department after much discussion. To assist in their concerns fire hydrants were strategically placed to provide mid block pull over space. The retained mature trees assist in traffic calming and the perpendicular alleys allow options for emergency vehicle movement.

The filtration swales create buffers between pedestrians and traffic, providing additional safety. Traffic calming was achieved by designing streets which follow the traditional dimensions of older neighborhoods in Seattle. Depth of swales was considered, putting the shallower, grassy swales along the more pedestrian friendly streets and planting the deeper vegetated swales along the busier streets to prevent pedestrians stepping off the curb into traffic and/or along streets with less pedestrian traffic crossing the planter strip.



Facts and Figures	
4,000	residents
1,250	children under 19
450	seniors over 62
34	blocks (120 acres)
25'	street width
470' x 260'	block lengths
10,000,000	gallons of water saved by drought tolerant landscaping
107	mature trees saved
3,000	new trees planted
13,000	lineal feet of pervious pavement sidewalk
10	traffic calming islands
600' x 25' x 8"	porous street statistics

top to bottom:  
 32nd Ave SW porous pavement street  
 street widths still allow emergency vehicle access  
 great walking environment  
 residential scale intersection treatment



## Morgan/Sylvan Corridor, Seattle, WA

SvR redesigned five blocks of SW Morgan/Sylvan corridor in 2004. This is a major arterial that is a primary east west corridor used by transit, police and fire, delivery trucks, and school buses. The arterial configuration had divided a residential neighborhood and provided a barrier for families and senior citizens accessing the school, neighborhood center, and regional athletic fields. The corridor had vehicle trips ranging upwards of 6,000 per day at speeds over 40 mph (posted speed was advisory at 25 mph). The City was reluctant to allow a signal until we demonstrated that the multiple users and road geometry met the need for signalization.

Adding to the complexity was Seattle Public Utilities' request to incorporate natural drainage systems along the corridor to handle water quality storm events. SvR managed to work with many stakeholders to design a street that met the neighborhood's vision for connectivity and addressed the functional issues of sight distance. Most importantly, the design addressed the speed issue allowing users to understand that they are driving through a neighborhood. Vehicle speeds are now within the posted 25 mph.

Flowering trees were selected for this corridor to replace the old flowering cherries that announced the start of spring every year for the West Seattle community. Morgan/Sylvan with installed low impact development treatments, center planted median, sidewalks, art, transit stops and bicycle sharrows is one of the country's early green, complete streets.



Morgan/Sylvan Before and After