Connectivity/Block Design

Since we’re developing concepts for subdivisions and single family zones, we’re revisiting block size provisions.

We (MAKERS/Transpo) agree with the NMT committee’s standard for **pedestrian connectivity** (maximum 660’ intervals)

However, the committee’s recommendation for **vehicular access** at maximum ¼ mile intervals (1,320’) might warrant further review.
Connectivity/Block Design

Let’s look at some block sizes in other Washington Communities.......
Seattle’s Historic Capitol Hill: 530’ blocks (and very walkable)
West Bellevue:
890’ blocks (not very walkable)
Lacey – newer neighborhood:
520’ blocks – also note alleys
Issaquah Highlands:
550’ block – note ped connection, alleys, but not for every lot
Snoqualmie Ridge: 670' block – under proposed, this is furthest you could go without ped connection – looks about right
Connectivity/Block Design

Let's look at some block sizes within Ellensburg........
Downtown Core:
310' blocks
What is cross distance?

410' blocks - note transition
downtown - east edge

to longer blocks
Where many walk/bike
Particularly near campus
1,277 block – way too big!
North of Campus
meet requirement. Vehicular access would need one proposed, would need one 794 block – under North edge of town.
meet requirement

Vehicular access would
ped connection, but
proposed, would need one
1,257 block — under
Northeast edge of town
other communities are doing
Meanwhile, here's some more research on what

What do you think?

Intervals down to somewhere between 800-1000
the group about reducing the "mile vehicular
After looking at these examples, we wanted to ask
Connectivity/Block Design
at ¼ mile.

Veihicular connectivity
at max 660 feet and
with ped connectivity
proposed standards
This would meet the

Example:

Fused Grid

Figure 4: A 40-acre building block (quadrant) of residential districts.
Connectivity/Block Design

Meanwhile – here’s some more research on what other communities are doing
<table>
<thead>
<tr>
<th>Location</th>
<th>Max. CUI-D Lease (feet)</th>
<th>Max. CUI-D Sales (feet)</th>
<th>CUI-D Sales Required?</th>
<th>Street Subs. Required?</th>
<th>Intersec. Street Spacing (feet)</th>
<th>Max. Atten. Intersec. Spacing (feet)</th>
<th>Location (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flushing, NY</td>
<td>1,000</td>
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<td>Yes</td>
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<tr>
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<td>Yes</td>
<td>No (exceptions)</td>
<td>Yes</td>
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<td>500-200</td>
<td>500</td>
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<td>Minneapolis, MN</td>
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<td>No (exceptions)</td>
<td>Yes</td>
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<td>No (exceptions)</td>
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<td>400-200</td>
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Table 3: Street Compatibility Standards
<table>
<thead>
<tr>
<th>Location</th>
<th>Max. Spacing Between Bikes/Peds Connections (feet)</th>
<th>Local Street Width (feet)</th>
<th>Private Street Allowed?</th>
<th>Gated Streets Allowed?</th>
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</thead>
<tbody>
<tr>
<td>Portland Metro, OR</td>
<td>330</td>
<td>24-32</td>
<td>Limited</td>
<td>Not Regulated</td>
</tr>
<tr>
<td>City of Portland, Or</td>
<td>330</td>
<td>24-32</td>
<td>Limited</td>
<td>Not Regulated</td>
</tr>
<tr>
<td>Fort Collins, CO</td>
<td>300-350 recommended</td>
<td>24-36</td>
<td>Limited</td>
<td>Not Regulated</td>
</tr>
<tr>
<td>Boulder, CO</td>
<td>700</td>
<td>20-34</td>
<td>Limited</td>
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<tr>
<td>Ellison's Creek, CO</td>
<td>330</td>
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<td>Corvallis, OR</td>
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Note: If index waived, the data is not applicable.
Another possible tool for subdivisions is maximum block perimeter...
2. Retime goal T-31 to clarify "With 200 to 800 foot pedestrian connections, connecting path, depending on zone density", "Depending on zone density, pedestrian sidewalk connections) 

Recommendations

AMT Plan Recommendations

Complexes.

Internal transportation networks for large
provided block length may be satisfied with
400 feet in residential High density zones.

C. Amended code to allow maximum block length of
600 feet in Residential Medium zone.

b. Amended code to allow maximum block length of
Low density zones.

800 feet for Rural Suburban and Residential

a. Amended code to allow maximum block length of

connecting path), depending on zone density.

Pedestrian sidewalk connections) with sidewalk or

2.
Current route to school

824 ft = 1.5 mi

3765 ft = 0.71 mi

Not connected
Development, streets
preclude by
Route to school