



Figure 5.2 Photograph of wide residential street.

The goals of residential street design should be to provide for reasonable vehicular and pedestrian uses (Figure 5.3). The street design should also provide access to buildings and residences in a manner that enhances the appearance, security, safety, and enjoyment of the area. Safe vehicle speeds, access for people with mobility restrictions, and a street that is friendly encourage interaction, stability, and the livability of the street. In addition to increasing the integration of pedestrian and automobile access, design solutions must be developed to overcome the problems that streets bring, such as noise, vibration, and air pollution. Streets may be intimidating to pedestrians, and they may act as a barrier to a healthy neighborhood social life if the effort required to cross the street safely is so great that it discourages residents from interacting.

Suburban street width design requirements range from 16 to 36 ft. However, although some regional differences are appropriate, the typical suburban residential cartway need not be wider than 24 ft. This width allows for either parking on both sides and one clear traffic lane or two generous traffic lanes and parking on only one side. One positive effect of the narrower street is to slow the vehicular traffic down.

Unfortunately, most design standards do not include resident satisfaction among the criteria, and most people are simply resigned to living with a less-than-perfect streetscape. Design standards tend to be prescriptive rather than performance oriented to the detriment of livability. Studies conducted by Appelyard and Lintell (1972) in San Francisco neighborhoods found a strong