

TABLE 5.1 Performance Standards for Residential Streets

1. Adequate maneuvering and access space for the largest vehicle that will use the street
2. Adequate maneuvering space to permit an efficient level of operation speed
3. Adequate parking provisions
4. Adequate lighting and drainage and means of separating vehicles from pedestrians

SOURCE: Adapted from the Institute of Traffic Engineering.

TABLE 5.2 Comparison of Typical Street Widths

| Type of street | Design speed mi/h* | Right-of-way, ft | Traffic land width, ft | Parking lane width, ft |
|------------------------|--------------------|------------------|------------------------|------------------------|
| Local, residential | 20–25 | 30–60 | 9–11 | 8 |
| Collector, residential | 25–30 | 40–60 | 12 | 10 |
| Minor arterial | 30–40 | 100–120 | 12 | 10 |

SOURCE: Adapted from the Institute of Traffic Engineering and the American Association of State Highway and Transportation Officials (AASHTO).

TABLE 5.3 Street Width Requirements for Fire Vehicles

| Width, ft | Source |
|----------------------------|--|
| 18–20* | U.S. Fire Administration |
| 24 (on-street parking) | Baltimore County Fire Dept., Baltimore County, Md. |
| 16 (no on-street parking) | |
| 18 min | Virginia State Fire Marshal |
| 24 (no parking) | Prince Georges County Dept. of Environmental Resources, Prince Georges County, Md. |
| 30 (parking one side) | |
| 36 (parking both sides) | |
| 20 (for fire truck access) | |
| 18 (parking one side)† | Portland Office of Transportation |
| 26 (parking both sides) | |

*Represents typical “fire lane” width, which is the width necessary to accommodate a fire truck.

†Applicable to grid pattern streets and cu-de-sacs.

SOURCE: Center for Watershed Protection, Site Planning Roundtable, *Better Site Design: A Handbook for Changing Development Rules in Your Community*, 1999. (Center for Universal Watershed Protection, Ellicott City, MD). Used with permission from the Center for Watershed Protection.

The National Association of Home Builders surveyed 110 communities that allow for narrower residential streets in order to learn from their experience (Table 5.4). The majority of communities surveyed reported that the narrower streets performed as well as wider streets with regard to maintenance costs and emergency vehicle access. Parking, traffic, and access problems were rare among the experiences reported.