

Appendix E

Glossary of Technical Terms

Access Management: Measures regulating access to streets, roads, and highways from public roads and private driveways. Measures may include, but are not limited to: restrictions on the type and amount of access to roadways and use of physical controls (such as signals and channelization) to reduce impacts of approach traffic on the main facility.

Accessway: A facility that provides pedestrian and/or bicycle passage between streets, from a street to a building, or to other destinations such as schools, parks, or transit stops.

Average Daily Traffic (ADT): Measurement of the average number of vehicles passing a certain point each day on a highway, road, or street.

Alternative Modes: Transportation alternatives other than single-occupant automobiles. Alternative travel modes include travel by rail, transit, bicycle, and walking.

Arterial Street: High-volume, moderate-speed streets that carry vehicles within a city and between adjacent cities in surrounding metropolitan area. Arterials link major commercial, residential, industrial, and institutional areas. They are typically spaced about one mile apart to assure mobility and reduce the incidence of cut-through traffic on neighborhood routes and local streets.

Bicycle Facility: Any facility provided for the benefit of bicycle travel, including bikeways and parking facilities.

Bicycle Network: A system of connected bikeways that provide access to and from local and regional destinations.

Bike Lane: A portion of the roadway that has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

Capacity: The maximum number of vehicles or individuals that can traverse a given segment of a transportation facility with prevailing roadway and traffic conditions.

Central Business District (CBD): Traditional downtown area. Usually characterized by slow traffic speeds, on-street parking, and a compact street grid system.

Collector Street: Moderate-volume, moderate-speed streets that provide access and circulation within and between residential neighborhoods, commercial areas, and industrial areas. They serve a citywide function of connectivity and are typically spaced about one-half mile apart. They distribute trips between a neighborhood street system and an arterial street system, linking a wide range of land uses.

Congestion Mitigation/Air Quality (CMAQ) Program: Jointly administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over \$8.6 billion in funds to state and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources.

Crosswalk: Portion of a roadway designated for pedestrian crossing. Can be either marked or unmarked. Unmarked crosswalks are the natural extension of the shoulder, curb line, or sidewalk at an intersection.

Demand Management: Actions that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include subsidizing transit for the journey to work trip, charging for parking, starting a van or car pool system, or instituting flexible work hours.

Grade: A measure of the steepness of a roadway, bikeway, or walkway, usually expressed in a percentage form of the ratio between vertical rise to horizontal distance. A 5% grade, for example, means that the facility rises 5 feet in height over 100 feet in length.

Grade Separation: Vertical separation of one transportation facility from another at the point of intersection that prevents conflicts between modes and/or traffic moving at different speeds.

Impervious Surfaces: Hard surfaces that do not allow water to soak into the ground, increasing the amount of stormwater running into the drainage system.

Level of Service (LOS): A qualitative measure describing the perception of operation conditions within a traffic stream by motorists and/or passengers. An LOS rating of "A" to "F" describes the traffic flow on streets and at intersections, ranging from LOS A (representing virtually free flowing conditions) to LOS F (representing forced flow conditions and congestion).

Local Street: Low-volume, low-speed streets that emphasize access to adjacent land uses over mobility. Most local streets in a city are adjacent to residential uses and serve residential transportation needs; however, local streets can also serve industrial areas.

Metropolitan Planning Organization (MPO): An organization in each federally recognized urbanized area (population over 50,000) designated by the Governor, which has the responsibility for planning, programming, and coordinating the distribution of federal transportation resources.

Multimodal: A street or path designed for use by several modes of travel.

Multiuse Path: A path separated from motor vehicle traffic by an open space or barrier used by bicyclists, pedestrians, joggers, skaters, and other nonmotorized travelers.

National Highway System (NHS): Interconnected urban and rural principal arterial streets and highways that serve major population centers, ports, airports, and other major travel destinations and that meet national defense requirements and serve interstate and interregional travel.

Neighborhood Route: Moderate-volume, low-speed streets. They do not provide citywide circulation, as they mainly serve the immediate neighborhood in which they are located. They typically have residential frontage. Neighborhood routes are similar to local streets in design, but they are generally longer in length and have higher traffic volumes.

Peak Period or Peak Hour: The period of the day with the highest number of travelers. This is normally between 4-6 PM on weekdays.

Pedestrian Connection: A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. These connections could include sidewalks, walkways, accessways, stairways, and pedestrian bridges.

Pedestrian Facility: A facility that facilitates pedestrian travel, including walkways, crosswalks, signs, and signals.

Pedestrian Scale: Site and building design elements that are oriented and scaled to the pedestrian.

Regional Routes: High-volume, generally high-speed facilities. These routes may be used for travel within a city, but typically they are used for trips between cities, especially those that are separated by a significant distance.

Right-of-way (ROW): A general term denoting publicly owned land or property upon which public facilities and infrastructure is placed.

Shared Roadway: A type of bikeway where bicyclists and motor vehicles share a travel lane.

Sight Distance: The distance a person can see along an unobstructed line of sight.

Traffic Control Device: Sign, signal, or other fixture placed on or adjacent to a roadway that regulates, warns, or guides traffic. Can be either permanent or temporary.

Transportation Analysis Zone (TAZ): A geographic sub-area used to assess travel demands using a travel-demand forecasting model. Often defined by the transportation network and US Census blocks.

Transportation Disadvantaged: Individuals who have difficulty obtaining transportation because of their age, income, physical, or mental disability.

Transportation System Plan: A long-range plan that contains a city's long-term transportation goals and policies for pedestrians, cyclists, drivers, transit users, and freight carriers. It also provides for the coordination of transportation improvements at the local level and the integration of the local transportation system with the regional transportation system.

Urban Area: The area immediately surrounding an incorporated city or rural community that is urban in character, regardless of size.