

Definitions

Access Management/Control – Controlling or limiting the types of access or the locations of access on major roadways to help improve the carrying capacity of a roadway, reduce potential conflicts, and facilitate reasonable land usage.

Average Daily Traffic (ADT) – The total amount of traffic observed, counted or estimated during a single, 24-hour period.

Annual Average Daily Traffic (AADT) – The average daily traffic averaged over a full year.

Americans with Disabilities Act (ADA) – The Federal regulations which govern minimum requirements for ensuring that transportation facilities and buildings are accessible to individuals with disabilities.

Bikeway – Any roadway, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bike Path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way (or easement) or within an independent right of way (or easement).

Bike Lane – A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Bike Route – A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.

Capacity – The maximum sustainable flow rate at which vehicles can be expected to traverse a roadway during a specific time period given roadway, geometric, traffic, environmental, and control conditions. Capacity is usually expressed in vehicles per day (vpd) or vehicles per hour (vph).

Collector Roadway – Provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. It provides for the equal priority of the movement of traffic, coupled with access to residential, business and industrial areas. A collector roadway may at times traverse residential neighborhoods.

Congested Flow – A traffic flow condition caused by a downstream bottleneck unable to pass through unsignalized intersections.

Context Sensitive Design (CSD) – Integrates transportation infrastructure improvements to the context of the adjacent land uses and functions, with a greater sensitivity to transportation impacts on the environment and communities being realized.

Delay – The amount of time spent not moving due to a traffic signal being red, or being unable to pass through an unsignalized intersection.

Facility – A length of highway composed of connected section, segments, and points.

Level of Service (LOS) – A qualitative measure of how well an intersection or road segment is operating based on traffic volume and geometric conditions. The level of service “scale” represents the full range of operating conditions. The scale is based on the ability of an intersection or street segment to accommodate the amount of traffic using it, and can be used for both existing and projected conditions. The scale ranges from “A” which indicates little, if any, vehicle delay, to “F” which indicates significant vehicle delay and traffic congestion.

Local Roadway – Comprises all facilities not included in a higher system. Its primary purpose is to permit direct access to abutting lands and connections to higher systems. Usually through-traffic movements are intentionally discouraged.

Major Street Network (MSN) – The network of roadways defined for the Transportation Plan effort that include the interstate, principal arterials, minor arterials, collectors and some local roadways.

Minor Arterial Roadway – Interconnects with and augments the Principal Arterial system. It also provides access to lower classifications of roadways on the system and may allow for traffic to directly access destinations. They provide for movement within sub-areas of the study area, whose boundaries are largely defined by the Principal Arterial road system. They serve through traffic, while at the same time providing direct access for commercial, industrial, office and multifamily development but, generally, not for single-family residential properties. The purpose of this classification of roadway is to increase traffic mobility by connecting to both the Principal Arterial system and also providing access to adjacent land uses.

Multi-modal – A transportation facility for different types of users or vehicles, including passenger cars and trucks, transit vehicles, bicycles, and pedestrians.

Oversaturation – A traffic condition in which the arrival flow rate exceeds capacity on a roadway lane or segment.

Peak Hour – The hour of greatest traffic flow at an intersection or on a roadway segment. Typically broken down into AM and PM peak hours.

Principal Arterial Roadway – Is the basic element of the study area’s roadway system. All other functional classifications supplement the Principal Arterial network. Access to a Principal Arterial is generally limited to intersections with other principal arterials or to the interstate system. Direct access is minimal and controlled. The purpose of a principal arterial is to serve the major centers of activity, the highest traffic volume corridors, and the longest trip distances in the study area. This classification of roadways carries a high proportion of the total traffic within the study area. The major purpose is to provide for the expedient movement of traffic.

Roadway – The area within a travelling section and is inclusive of all aspects of the structure (not just the “driving” surface).

Service Life – The design life span of roadway based on capacity or physical characteristics.

Transportation Demand Management (TDM) - Programs designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel.

Volume to Capacity (V/C) Ratio – A qualitative measure comparing a roadways theoretical maximum capacity to the existing (or future) volumes. Commonly described as the result of the flow rate of a roadway lane divided by the capacity of the roadway lane.