

Glossary



ADT—Average Daily Traffic: the number of vehicles to pass a given point on a roadway during a 24-hour period on an average day of a given year. Existing volumes may be measured with a recording device (machine counter) placed on the roadway. Existing volumes may also be estimated, or future volumes forecast, with the aid of computerized travel models representing existing or future land use and transportation networks.

Concrete; P.C.C.; A.C.—terms and abbreviations used to describe the materials used in the construction of roadways, bridges, and sidewalks. Concrete and P.C.C. refer to portland cement concrete, a material consisting of portland cement, coarse and fine aggregates, and water. A.C. refers to asphaltic concrete, a material consisting of asphalt cement, coarse aggregates, and fine aggregates.

Design Speed—the maximum safe speed that can be maintained over a specified section of roadway when conditions are so favorable that the design features of the roadway govern.

Easement—an interest in land owned by another that entitles its holder to a specified limited use or enjoyment.

Horizontal Curve—a geometric design feature of a roadway—provides a smooth change in direction to the left or right.

Low Profile Landscaping—plantings with mature height of 24 inches.

Major Street/Minor Street—descriptive terms of the relative traffic volumes on two streets at an intersection. The major street carries the higher volume of traffic and is usually wider than the minor street. At a T-intersection, the major street is the through street and the minor street forms the stem of the “T.”

Median—the part of the roadway, wider than a double yellow line, that separates opposing directions of traffic. It is usually raised and delineated by curbs, and may be landscaped. It may also be depressed or level with the traffic lanes.

Parkway—the part of the street between the face of the curb (or edge of the traveled way) and the right-of-way line.

Passing Sight Distance—the distance required for a vehicle to safely overtake a slower vehicle on a two-lane roadway by maneuvering into the lane of opposing traffic and then back into the right lane when past the slower vehicle. It is rarely provided on urban streets, but is common on rural roads in flat or rolling terrain.

Pedestrian-scale lighting—Adequate and aesthetically pleasing lighting should be provided for safety, security, and a greater sense of comfort for pedestrians of all abilities, allowing them to quickly and accurately recognize cues that will enable their safe navigation. The appropriate height for pedestrian lighting is between 12 and 20 feet high. Light standards may also be combined on one post. Low, pedestrian-oriented lights can be affixed to a post and direct light onto sidewalks while the same post may also accommodate auto-oriented lights directed at roadways.

Precise Plan—a detailed, long-term plan for the development of a sub-area of a community plan. Generally, a precise plan would include a residential neighborhood, commercial area, industrial area, or some geographical area sharing common facilities or problems. Usually a precise plan proposes specific land uses for each parcel and is often based on a detailed grading plan. In some instances, very specific proposals relative to the layout of buildings, parking, and landscaping are included within the precise plan. A precise plan is adopted by resolution.

Right-of-way—the property dedicated for public roadway.

Single loaded street—a single loaded street is a street serving property (front yard or side yard) on one side only, with no need for access (to a rear yard or to open space) or parking on the other side.

Specific Plan—a tool to implement a general or community plan (policy documents). The minimum contents of a specific plan are stipulated by state law. At various degrees of detail, specific plans address land use, infrastructure, development standards, and implementation measures. Specific plans are adopted by ordinance.

Stopping Sight Distance—the distance required for a vehicle traveling at a particular speed to come to a safe stop to avoid colliding with an object in the roadway. It is measured with a driver's eye height of 3.50 feet (1070 mm) above the roadway and an object height of 6 inches (150 mm) above the roadway. The distance includes vehicular travel during the driver's perception of and reaction to the object and the vehicular travel during braking.

Street Tree—a tree adjacent to a street and located within the public right-of-way.

T.O.D. (Transit-Oriented Development)—a mixed-use community within a typical 2,000-foot (600 m) walking distance of a transit stop and core commercial area. The design, configuration, and mix of uses emphasize a pedestrian-oriented environment and reinforce the use of public transportation without ignoring the role of the automobile. TODs mix residential, retail, office, open space, and public uses within a comfortable walking distance, making it convenient for residents and employees to travel by transit, bicycle, or foot, as well as by car.

Transit—the carrying of passengers in a bus or trolley along a regularly scheduled route for a fixed, basic fare.

Traveled Way—the lanes of a street or roadway in which the moving vehicles travel; does not include shoulders or parking lanes.

Vertical Curve—a geometric design feature of a roadway—provides a smooth transition between an ascending grade and a descending grade, or vice-versa. A *crest* vertical curve begins with an ascending grade and ends with a descending grade. A *sag* vertical curve begins with a descending grade and ends with an ascending grade.

Visibility Area—Specified areas along intersection corners that should be clear of obstructions that might block a driver's view of pedestrians and potentially conflicting vehicles. The dimensions of the visibility area depend on the design speeds of the intersecting roadways and the type of traffic control used at the intersection.

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