

## DEFINITIONS / ACRONYMS

### 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 proper 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 road, 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 within an independent right of way.

**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 Street** – 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. Posted speed limits on collectors typically range from 25 mph to 45 mph.

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

**Context Sensitive Design (CSD)** - A fairly new concept in transportation planning and highway design that 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 Street** – 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. Posted speed limits on local roads typically range from 25 mph to 35 mph.

**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 streets.

**Minor Arterial Street** – Interconnects with and augments the Principal Arterial system. It also provides access to lower classifications of roads on the system and may allow for traffic to directly access destinations. They provide for movement within sub-areas of the city, 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 road is to increase traffic mobility by connecting to both the Principal Arterial system and also providing access to adjacent land uses. Posted speed limits on minor arterials typically range from 25 mph to 55 mph.

**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 road segment. Typically broken down into AM and PM peak hours.

**Road Failure** – A condition by which a road has reached maximum capacity or has experienced structural failure.

**Principal Arterial Street** – Is the basic element of a city’s road 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 an urbanized area. This classification of roads carries a high proportion of the total traffic within an urban area. The major purpose is to provide for the expedient movement of traffic. Posted speed limits on principal arterials typically range from 25 mph to 70 mph.

**Running speed** - The actual vehicle speed while the vehicle is in motion (travel speed minus delay).

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

**Technical Advisory Committee (TAC)** – The oversight committee that guided the development of this Transportation Plan Update. The committee is comprised of 18 members and includes representatives from the City of Kalispell, Flathead County, the Montana Department of Transportation (MDT), and other local business and citizen interests. The committee is a standing committee in the community that is generally responsible for overseeing transportation planning efforts.

**Transportation Analysis Zone (TAZ)** – Geographical zones identified throughout the study area based on land use characteristics and natural physical features for use in the traffic model developed for this project.

**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.

**Travel speed** - The speed at which a vehicle travels between two points including all intersection delay.

**Volume to Capacity (V/C) Ratio** – A qualitative measure comparing a roads 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.

**ACRONYMS**

<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>CFR</b>	Code of Federal Regulations
<b>CIP</b>	Capital Improvement Program
<b>FAA</b>	Federal Aviation Administration
<b>FHWA</b>	Federal Highway Administration
<b>HCM</b>	Highway Capacity Manual
<b>HCS</b>	Highway Capacity Software
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>ITE</b>	Institute of Transportation Engineers
<b>MDT</b>	Montana Department of Transportation
<b>MPO</b>	Metropolitan Planning Organization
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>TEA-21</b>	Transportation Efficiency Act for the 21 <sup>st</sup> Century
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>TIP</b>	Transportation Improvement Program