

GLOSSARY

Disclaimer: These terms are defined relative to the transportation, which may be different from their definitions in general usage.

access; accessibility

The characteristic of a location allowing approach and use.

accessible

Meets the requirements of ADAAG (see below) in accommodating wheelchairs and other disabled users.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Accessibility guidelines for buildings and facilities.

alternative modes

A term commonly used to refer to modes of transportation other than the single-occupant automobile. These include walking, bicycling, transit, and ridesharing/carpooling. While “alternative” suggests to some a secondary or less than preferred option, in the context of this Bicycle and Pedestrian Master Plan, it means “choice”. Users are not limited to just one option in their mobility choices; they have different transportation alternatives to choose from.

Americans with Disabilities Act (ADA)

A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

arterial

See “Regional streets”, which has replaced the term ‘arterial’.

at-grade crossing

Where a roadway or path intersects another roadway or path (or rail tracks) at the same elevation/plane.

barrier

An object that blocks access to, or use of an area.

bicycle

A device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. (Persons riding bicycles are subject to the provisions of the California Vehicle Code (CVC) specified in Sections 21200 and 21200.5 CVC.¹)

Bicycle Boulevard

A residential street with low volume, low speed where bicycles have priority over automobiles by discouraging non-local motor vehicle traffic. Conflicts between bicycles and automobiles are minimized and bicycle travel time is reduced by the removal of unwarranted stop signs and other impediments to bicycle travel. Design features include a variety of different street treatments such as traffic calming, traffic diverters, and bicycle actuated traffic signals.

bicycle commuter

A person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.²

bike facilities

Facilities designed for the end use of bicyclists; may include: roadways, dedicated paths, user activated traffic controls, secure parking structures, bike racks, lockers and shower-rooms, bike repair facilities.

bike lane

See “Class II–bicycle lane”

bike path

see “Class I-bicycle path”

bike route

see “Class III-bicycle route”

bike detection

The capability of a traffic signal control system to detect the presence of bicycles, and respond with the appropriate signal phase or timing cycle.

bikeway

A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.³ For example, Class I bike paths, Class II bike lanes and Class III bike routes are all bikeways.

bikeway network

The combined system of all designated existing and proposed bikeways in the City for transportation and recreational purposes.

bollards

A barrier, typically a rigid post, placed in a roadway or path so as to limit access or traffic of certain widths or types.

BPAB – Bicycle and Pedestrian Advisory Board (City of Santa Rosa)

A City board of citizens established to provide input on pedestrian and bicycle issues to the City Council.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. (To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2)

bulb out

See “curb extension”

cargo bikes

Bicycles designed and constructed specifically for transporting large loads. Bicycle designs include a cargo area consisting of a steel tube carrier, an open or enclosed box, a flat platform, or a wire basket. These are usually mounted over one or both wheels, low behind the front wheel, or between parallel wheels at either the front or rear of the vehicle.⁴

chirpers

A safety warning device which produces a repetitive, high-pitched sound to indicate a hazardous situation such as a traffic crossing.

Class I–bicycle path

A path providing a completely separate right-of-way for the exclusive use of bicycles and pedestrians with the cross-flow minimized. (NOTE: Per California Highway Design Manual a Class 1 is a paved right-of-way.)

Class II bicycle lane

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

Class III bicycle route

A paved, shared roadway which has been designated by signing as a preferred route for bicycle use. Also known as a “SIGNED SHARED ROADWAY (or SIGNED BIKE ROUTE).” Shared facilities serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
- (b) Designate preferred routes through high demand corridors.

collector (street)

See “transitional (street)” which has replaced the term “collector.”

Complete Streets

The policy/concept where the entire right of way is planned, designed and operated for all users: pedestrians, bicyclists, transit-users, and motorists.

controlled intersection

An intersection with a traffic light or other traffic control device to regulate traffic flow.

core area

See “downtown core”

crosswalk

The horizontal portion of roadways, usually at intersections, reserved for pedestrian crossing; it may be marked or unmarked.

curb extension

A section of sidewalk extending into the roadway at an intersection or midblock crossing that reduces the crossing width for pedestrians, facilitates line of sight for drivers to see pedestrians waiting to cross and may help reduce traffic speeds.

curb ramp

A combined ramp and landing to provide access between street level and sidewalk level, usually at intersections or designated crosswalks. Curb ramps are intended to provide street/sidewalk access to all types of pedestrians.

designated bikeways

Bicycle facilities (designated on the bicycle planning map) that are/will be used for commuting and local transportation. These designated bikeways take into consideration motor vehicle speed, volume, roadway and intersection geometry and operations. Designated bikeways are intended to accommodate most bicycle users. Bicyclists may or may not chose to use designated bikeways, based on their individual levels of experience and confidence.

design guidelines

Adopted specifications governing the visual elements of development maintained by the City of Santa Rosa Department of Community Development.

direction of travel

Particularly for utilitarian pedestrian and bicycle trips, the most direct route between origins and destinations along pedestrian and bicycle facilities to maximize convenience and minimum distance for users.

diverter

A barrier used as a traffic calming device that directly reduces the volume of automobile traffic by either completely blocking both directions of travel, blocking one direction of travel, or diverting vehicles at an intersection such that through movements are not allowed.

downtown core

An area of the City located in the “Downtown Commercial District” designated by Article 20-20 of the Santa Rosa City Code, Title 20, Zoning Code and the General Plan (3-2) defined generally as College Avenue on the north, Brookwood Avenue on the east, Santa Rosa Creek on the south, and the North Western Pacific Railroad tracks on the west.

essential commercial services

Businesses that provide basic needs.

gateway

A designated or marked entrance to a pathway or area.

geographic information system (GIS)

GIS refers to systems of hardware and software used for storage, retrieval, mapping and analysis of geographic data.

grade-separated crossing

Where a roadway or path intersects another roadway or path (or rail tracks) at a different elevation by an underpass or overpass or bridge.

greenhouse gas (GHG)

Greenhouse gases include carbon dioxide, methane, and chlorofluorocarbons. These gases act as a shield that traps heat in the earth’s atmosphere. The resulting greenhouse gas effect is thought to contribute to climate change and global warming.

hard paths

An asphalt paved path (or concrete in case of some special project areas) 8’ to 12’ wide (proposed to meet design standards of a Class I bike route). This category includes upgrades of informally created footpaths to formally improved Paved Trails.

highway

A way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.⁵

infill development

Development adjacent to or on the same lots as existing buildings, utilizes pockets of un- or underdeveloped real estate contiguous with existing development.

landscaping

Alteration of the ground through grading, planting and contouring.

lead pedestrian interval (LPI)

The pedestrian walk phase of a traffic signal that begins several seconds prior to the green light for vehicles. This reduces the conflicts between turning vehicles and pedestrians when turning vehicles encroach onto the crosswalk before the pedestrian leaves the curb.

loop detector

A cable embedded in the pavement that provides information to traffic signal control systems on the presence of vehicles and/or bicycles at intersections.

median

A barrier - paved, landscaped, or planted – separating two traffic lanes.

Metropolitan Transportation Commission (MTC)

The Metropolitan Transportation Commission is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area.

midblock crosswalk

A legally established crosswalk that is not at an intersection. (Also known as ‘midblock crossing’)

multi-family unit

A residential facility designed for occupation by more than one household under one roof or at one location; includes townhouse and row house developments.

multi-use path

A bicycle and pedestrian path separated from motorized vehicular traffic by an open space, barrier or curb. Multi-use paths typically accommodate two-way travel.

path of travel

In pedestrian circulation planning, the area of a pathway (e.g. sidewalk) that provides an accessible (unobstructed) route and is the predominant walking area.

paving treatment

The application of materials, utilitarian and /or decorative, to mark, level and condition pathway and roadway surfaces.

pedestrian

A person who is afoot or who is using a means of conveyance propelled by human power other than a bicycle. “Pedestrian” includes any person who is operating a self-propelled wheelchair, invalid tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a) of CVC 467.⁶

pedestrian accessibility

Consideration of pedestrian circulation and direct line of travel access in development and transportation facilities.

pedestrian activated flashers

A pedestrian operated traffic control device featuring flashing lights, designed to interrupt the flow of traffic to permit pedestrians to use a crosswalk.

pedestrian amenities

Examples of pedestrian amenities include benches or seating areas, shade, water fountains, restrooms, lighting, and way-finding signage.

pedestrian crossing

A designated or undesignated location where pedestrians are permitted to cross a roadway or path.

pedestrian district

A place where walking is prioritized as a mode of travel. A district can be an entire neighborhood (or a node within a neighborhood). Pedestrian districts can also be linear. Pedestrian districts can abut and overlap.⁷

pedestrian element

The portion of a plan geared toward pedestrian transportation, interests and issues.

pedestrian infrastructure

Physical structures that support pedestrian access, comfort and safety.

phased plan

A plan which is broken into multiple, sequential steps with goals and implementation tasks for each step of the plan.

public access trail

A non-paved trail designated for public use. See “soft path”.

regional street

(Formerly known as ‘arterial’.) A street type that includes boulevards and parkways, which connect town centers to the greater region.

regional trail system

A trail system that crosses jurisdictional lines.

ridership

The number of people using a particular mode of public transportation.

right-of-way

A strip of land granted for a rail line, highway, or other transportation facility.

riparian

Of, or pertaining to rivers and river ecosystems.

roadway

see “highway”

routine accommodation

The planning, design, construction, reconstruction, or operation of highways and other transportation infrastructure by local agencies which fully consider and accommodate all users of the highway as needed to provide for reasonably safe and convenient travel.

Safe Routes to Schools (SR2S)

A program focusing efforts on improving the paths and routes used by children to commute to and from school.

Safe Routes to Transit (SR2T)

A program focused on improving pedestrian and bike access to transit stations/stops.

shared roadway

A roadway that is open to both bicycle and motor vehicle travel. Unless bicycle travel is explicitly prohibited, all highways, roads and streets are “Shared Roadways.”

sharrow

An informal term for the Shared Roadway Bicycle Marking (California MUTCD: Figure 9C-104)

signed bike route

See “Class III bicycle route”

Sonoma Marin Area Rail Transit (SMART)

SMART is implementing passenger train service along a 70-mile corridor between Cloverdale and Larkspur, connecting to ferry service to San Francisco. (Approximately 54 of the 70 miles will have a multi-use path within the SMART right of way.)

soft paths

A new, formally-improved pedestrian (and potentially mountain bike and/or equestrian) path with compacted earth, decomposed granite or other “soft” surface. This category includes upgrades of informally created footpaths to formally improved trails. ⁸

street furniture

Permanently installed amenity fixtures along roadways, sidewalks and paths; including but not limited to lamp-posts, bollards, refuse and recycling containers, benches, bike racks, water fountains, planters, etc.

streetscape

The overall appearance and functionality of the roadway, incorporating the rights-of-way, landscaping, built features and adjacent land uses.

transit hub

A location /station where multiple public transportation systems converge, to facilitate transfers.

transitional (street)

Transitional streets connect residential neighborhoods to commercial centers and service commercial districts. Avenues and Main Streets are transitional roadways.

transportation demand management

Transportation demand management (TDM) is the all-inclusive term given to a variety of measures used to improve the efficiency of the existing transportation system. TDM includes encouragement to use alternatives to the single-occupant vehicle such as carpools, vanpools, transit, bikes, and walking. Alternative work-hour programs such as the compressed work week, flextime, and telecommuting are also TDM strategies, as are parking management tactics such as preferential parking for carpools and parking pricing.

uncontrolled intersection

An intersection without a traffic light or other traffic control device to regulate traffic flow.

“users of the road” (street or highway)

Includes not only motorists, but pedestrians, bicyclists, movers of commercial goods, and users of public transportation.

utilitarian trips

Trips made to secure basic needs and services; e.g. grocery, pharmacy, local commerce etc.

wrong-way-riding

Bicycles riding against the flow of traffic.

zoning

Regulation by a governing agency to specify permitted land uses for a given area.

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- 1 California Vehicle Code Section 231 and Streets and Highway Code 890.2
 - 2 Streets and Highway Code 890.3
 - 3 Guide for the Development of Bicycle Facilities, 1999, p.3 American Association of State Highway and Transportation Officials (AASHTO).
 - 4 Wikipedia, “Freight bicycles”
 - 5 CVC 360
 - 6 California Vehicle Code Section 467
 - 7 Metropolitan Transportation Commission. Pedestrian Districts Study, January 4, 2006, p.1-2, Oakland, CA.
 - 8 Santa Rosa Citywide Creek Master Plan – February 2007