

## Bicycle & Pedestrian Terminology

**Accessible Pedestrian Signal (APS)** - Devices that communicate information about the WALK and DON'T WALK intervals at signalized intersections in non-visual formats to pedestrians who are blind or have low vision.

**ADT** - Average Daily Traffic

**Americans with Disabilities Act (ADA)** - Requirements for ensuring equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, transportation, and accessibility.

**BAC- Lawrence - Douglas County Bicycle Advisory Committee** <http://lawrenceks.org/boards/bicycle-advisory-committee>

**Bicycle** – Kansas State Law 8-1405 "Bicycle" means every device propelled by human power upon which any person may ride, having two (2) tandem wheels, either of which is more than fourteen (14) inches in diameter.

**Bicycle (Bike) Box**- A designated area on the approach to a signalized intersection, between a recessed motorist stop line and the crosswalk or intersection, intended to provide bicyclists a visible place to wait in front of stopped motorists during the red signal phase for the purpose of providing a head start at the onset of the green phase. The Bike Box is currently not a Michigan

**Bicycle Boulevard** - A segment of street or series of contiguous street segments, that has-been modified to accommodate through-bicycle traffic and minimize through-motor traffic. Another common term for a bicycle boulevard is a Neighborhood Greenway.

**Bicycle Facilities**- A general term denoting provisions to accommodate or encourage bicycling, including parking and storage facilities.

**Bicycle Lane or Bike Lane**- A portion of roadway that has been designated for preferential or exclusive use by bicyclists with pavement markings and signs, if used. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane.

**Bicycle Network**- A system of bikeways (see bikeway definition) designated by the jurisdiction having authority, either with a unique route designation or with Bike Route signs, along which bicycle guide signs may provide directional and distance information. Signs that provide directional, distance, and destination information for bicyclists do not necessarily establish a bike network.

**Bicycle-Friendly**- A roadway not designated by directional and informational markers, striping, signing or pavement markings for the preferential or exclusive use of bicyclists, but containing appropriate bicycle-friendly design standards, such as wide curb lanes and bicycle-safe drain grates.

**Bicyclists & Pedestrians** - for the purpose of this taskforce this represents all persons that use Streets, including pedestrians, bicyclists, mobility device users, of all ages and abilities, including children, youths, families, older adults, and persons with disabilities.

**Bike Path**- A segment of road designated by a jurisdiction having authority with appropriate directional and informational markers but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bike Route**- A segment of road designated by a jurisdiction having authority with appropriate directional and informational markers but without striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

## Bicycle & Pedestrian Terminology

**Bikeway**- A generic term for any road, street, path, or way in which 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.

**Bollards**- Wood or metal posts put in the middle of pedestrian/bike paths to restrict access of motor vehicles.

**Buffered Bike Lane**- A bicycle lane accompanied by a designated buffer space, separating the bicycle lane from the adjacent travel lane.

**CIP** - Capital Improvement Program

**Complete Streets**- a comprehensive and integrated transportation network that permits safe and convenient travel along and across all Streets for all Users. Lawrence Complete Streets Policy- <http://www.lawrenceks.org/assets/pds/planning/documents/CSPolicy.pdf>

**Complete Streets Elements** - design features that contribute to a safe, convenient, and comfortable travel experience for all Users, including but not limited to such features as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices; narrow vehicle lanes; raised medians; roadway diets; and dedicated transit lanes.

**Contra-flow Bicycle Lane**- A bicycle lane that allows bicyclists to travel the opposite direction of motor vehicle traffic on a one-way street.

**Crash or Collision**- A crash or collision reflect a mistake or combination of mistakes and are not "accidents." In terms of the bicyclist, collisions may involve the ground, a fixed object (e.g., a tree or bollard), a pedestrian, another cyclist, a parked or moving motor vehicle or an animal. They usually involve a mistake(s) on the part of users.

**Crosswalk**- That part of a roadway at an intersection that is included within the extensions of the lateral lines of the sidewalks on opposite sides of the roadway, measured from the curb line, or in the absence of curbs from the edges of the roadway. Also, any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface.

**Curb Extension** -A section of sidewalk or a landscaped area extending into the roadway at an intersection or mid-block crossing that reduces the crossing distance for pedestrians and may help reduce traffic speeds.

**Curb Ramp** - A combined ramp and landing to accomplish a change in level at a curb. This element provides street and sidewalk access to pedestrians using wheelchairs, strollers or other devices with wheels.

**Cycle Track** - A bicycle facility separated from motor vehicle travel lanes, as well as sidewalks and pedestrians, by a physical barrier, such as on-street parking, a curb, or is grade-separated.

**FHWA** - Federal Highway Administration

**FTA** - Federal Transit Administration

## Bicycle & Pedestrian Terminology

**Grade-Separated Crossing-** A facility, such as an overpass, underpass, skywalk, or tunnel that allows pedestrians and motor vehicles to cross each other at different levels.

**KDOT** - Kansas Department of Transportation

**L-DC MPO** - Lawrence - Douglas County Metropolitan Planning Organization

**Manual of Uniform Traffic Control Devices (MMUTCD)** – approved device and permission from the Federal Highway Administration (FHWA) to experiment is required before installing

**MAP-21** - Moving Ahead for Progress in the 21st Century, 2012

**MPO** - Metropolitan Planning Organization

**Narrow Lane** - A travel lane less than 14-feet-wide, which therefore does not allow bicyclists and motorists to travel side-by-side within the same traffic lane and maintain a safe separation distance.

**Pathway** - A non-descriptive general term referring to a bicycle only facility but with no standardized definition. Use of the term should generally be avoided as it may refer to a range of facilities.

**Pavement Markings-** Painted or applied line(s) or legend placed on any travel surface for regulating, guiding or warning traffic.

**Pedestrian** - A person on foot or in a wheelchair.

**Pedestrian Hybrid Beacon** - The pedestrian hybrid beacon (also known as the High-intensity Activated crossWALK, or HAWK) is a pedestrian-activated device used to warn and control traffic at a non-signalized location to assist pedestrians in crossing at a marked crosswalk. The beacon head consists of two red lenses above a single yellow lens. The beacon head is "dark" until the pedestrian desires to cross the street and the device is activated.

**Shared Lane-** A lane of a traveled way open to both bicycle and motor vehicle travel.

**Shared Lane Marking ("Sharrows")**= A pavement marking symbol that assists bicyclists with lateral positioning in lanes too narrow for a motor vehicle and a bicycle to travel side-by-side within the same traffic lane.

**Shared Roadway-** A roadway open to both bicycle and motor vehicle travel.

**Shared-Use Path-** A bikeway physically separated from motor vehicle traffic by an open space or barrier, either within the highway right of way or an independent right of way. Shared-use paths also may be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. Most shared use paths are designed for two-way travel. Its minimum width is 10 feet. It is separated from vehicular traffic either by a barrier or a minimum lateral separation of 5 feet.

**Shoulder Bicycle Lane-** The portion of the roadway contiguous with the traveled way that is wide enough or has potential to accommodate stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses but is marked as a bicycle lane and meets relevant design criteria for bicycle lanes and paved shoulders.

**Shoulder-** The portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of sub-base, base, and surface courses. Shoulders, where paved, are often used by bicyclists.

## Bicycle & Pedestrian Terminology

**Side path**- A shared-use path located immediately adjacent and parallel to a roadway.

**Sidewalk**- That portion of a street or highway right of way, beyond the curb or edge of roadway pavement, which is intended for use by pedestrians.

**Sight Distance**- A measurement of the user's visibility, unobstructed by objects, along the normal travel path to the furthest point of the roadway surface.

**SRTS** - Safe Routes to Schools

**Streets** - any rights of ways, public or private, including arterials, collectors, local streets, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.

**TAP** - Transportation Alternatives Program, Federal Funding Source for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**T2040** - Transportation 2040, the Metropolitan Transportation Plan for the Lawrence-Douglas County Region <http://www.lawrenceks.org/mpo/t2040>

**Trail** - Non-descriptive general term referring to off-roadway facilities but with no standardized definition. Use of the term trail should generally be avoided as it may refer to a range of facilities, including a coarse, unpaved hiking/ biking route or a paved urbanized facility.