

connecting REDMOND

Transportation Master Plan

Access: is the ability to get "in the door." Access is about physically reaching — gaining access to — destinations. Access is the most important element of overall mobility for business. Good access is essential to the delivery of both customers and freight.

Arterial Street: a major thoroughfare, used primarily for through traffic rather than for access to abutting land, that is characterized by high vehicular capacity and continuity of movement.

Average Daily Traffic (ADT): The total traffic volume during a given period (from 1 to 364 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise.

Average Weekday Daily Traffic (AWDT): The total traffic for an average weekday. An average weekday is a representative weekday computed as the mathematical average of several typical weekdays selected at random throughout the year.

Backbone Trails: large-scale regional facilities that link the city with surrounding jurisdictions.

Capacity: the ability of a transportation system to meet a wide range of mobility needs. The Redmond TMP reaches beyond traditional interpretations that only include roadway volumes as a measure of capacity.

Circulation: is the ability to move about within an area, connecting different localized land uses. Density and efficiency of local transportation networks affect circulation.

Collector-distributor street (collector road): a street that gathers and disperses traffic between larger arterial highways and smaller streets. It has intersections at grade and provides access to abutting properties.

Collector Trails: medium-scale facilities, typically within City street rights-of-way, that provide connections to the backbone trails.

Commute Trip Reduction (CTR): State Clean Air Act, enacted to reduce traffic congestion, air pollution and fuel consumption by reducing vehicle trips.

Connectivity: the ability of a public transportation network to provide service to the maximum number of origin-and-destination trip pairs through the optimal integration of routes, schedules, fare structures, information systems, and modal transfer facilities.

Corridor: in planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and highways and transit lines and routes.

Curb Extensions (bulbouts, neckdowns, flares, or chokers): reduce pedestrian crossing distance and improve the visibility of pedestrians to motorists and vice versa.

Destination 2030: a transportation action plan for the next 30 years of growth in King, Pierce, Snohomish and Kitsap counties, the central Puget Sound region of Washington state. The plan addresses traffic congestion and making it easier to move between home and work, school, shopping, and recreation.

High-Capacity Transit (HCT): refers to a transit system that carries large numbers of people faster and more frequently than a basic, conventional local transit system. To do this, the type of transit used in the system (express buses, rail or both) usually need to run in their own rights-of-way, separated from general traffic (and general traffic jams).

Infrastructure: (1) in transit systems, all the fixed components of the transit system, such as rights-of-way, tracks, signal equipment, stations, park-and-ride lots, bus stops, maintenance facilities. (2) in transportation planning, all the relevant elements of the environment in which transportation system operates.

Local Access Street: a street that provides access for pedestrians and vehicles to properties that front on it but is not intended for though traffic.

Local Connections: connects residential neighborhoods and individual destinations into the citywide system.

Medians (center refuge islands): at intersections and/or midblock locations provide a waiting area for pedestrians, and eliminate the need for pedestrians to cross both directions of traffic at once, thus turning a two-way street into two one-way streets for pedestrians.

Mobility: is the ability to travel over distances. Mobility has to do with the interaction between people and regional geography.

Mode Split: function of relative utility of modes, which depends on travel time (using trip interchange or disaggregate models).

Multimodal: in planning, it reflects consideration of more than one mode to serve transportation needs in a given area. Accommodating various modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles.

Multimodal Overlay: a planning tool used to define corridors where the City can be smarter about making capital investments.

Multi-Use/ Hiking and/or Neighborhood Linkages: small-scale pedestrian connections that link neighborhoods with each other and with longer collector and backbone trails.

Non-Motorized Transportation Network Components - Class I - Bicycle Paths: bicycle facilities that are physically separated from motorized traffic.

Non-Motorized Transportation Network Components - Class II - Bicycle Lanes: portions of a roadway identified by striping, signing and pavement marking for preferential use by bicyclists.

Non-Motorized Transportation Network Components - Class III - Shared Roadways: streets shared by bicycles and motor vehicles that have either: wide curb lanes, paved shoulders low traffic volumes and speeds. (May or may not have Bike Route signs).

Pedestrian Intolerant environments: lack pedestrians, either due to a lack of pedestrian accommodations and/or dominance by automobile traffic and auto-oriented land uses.

Pedestrian Places: the actual ongoing presence of significant numbers of people. People moving about between multiple activities -- typically at least *three* highly identifiable areas such as outdoor seating, a water feature, and pedestrian-oriented shopping.

Pedestrian Supportive environments: safe environments for walking, where sidewalks are continuous and buffered from streets, wide enough for passing and walking side by side, and where good street crossings have been provided. Land uses are either dense enough to both generate and attract utilitarian walking trips of reasonably short lengths (half mile or less).

Pedestrian Tolerant environments: areas and corridors where walking is technically safe (there are continuous sidewalks and some kind of reasonably safe street crossings), but the land use patterns are such that little walking activity is likely to be generated. These include arterial street corridors, remote or rural streets and certain light industrial or warehousing areas.

Primary Bicycling Corridors: allows bicyclists barrier-free travel for distances of 2.5 miles or more.

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PSRC (Puget Sound Regional Council): an association of cities, towns, counties, ports and state agencies that serves as a forum for developing policies and making decisions about regional growth management, economic and transportation issues in the four-county central Puget Sound region. The Council provides creative, pragmatic regional planning and research to address current issues, and to explore future needs and options that could benefit the region.

Secondary Bicycling Corridors: connects into the primary system to provide greater access into all parts of the community; typically for distances at least 1 mile in length.

Secondary Corridors: connect into the primary bicycle system to provide greater access to and from all neighborhoods. (Distance typically at least one mile in length.)

Slip lanes (right-turn channelization lanes): allow right-turning motor vehicles to proceed without stopping and, generally, at a higher speed than if they had to make a 90-degree right turn.

Sound Move: the regional transit system will be the tie that binds the region together, connecting the communities of the Central Puget Sound region in a way that supports local land-use plans, joins economic centers and expands local transit services.

Thoroughfare: a public road from one place to another.

Time competitive: trips that are possible today, but require multiple uncoordinated time transfers.

Transportation Demand Management (TDM): improve mobility by offering alternatives to single occupant vehicle (SOV) travel. Tool used to achieve mode split goals established in Comprehensive Plan, build transit ridership, support pedestrian and bicycle systems, and manage parking.

A2. G L O S S A R Y

Travel Mode Share: how people travel within a city by different types of transportation modes.