GLOSSARY OF MAJOR TERMS AND ACRONYMS

2-lanes narrow to 1-lane: Curb bulge or center island narrows 2-lane road down to 1-lane, forcing traffic for each direction to take turns.

5304: shorthand for FTA's Section 5304 grant program for transportation planning

5310: shorthand for FTA's Section 5310 grant program for the elderly and disabled

5311: shorthand for FTA's Section 5311 rural transit grant program

AAA: Area Agency on Aging

AASHTO: American Association of State Highway and Transportation Officials (trade association for state Departments of Transportation)

ADA: Americans with Disabilities Act. The ADA is the most comprehensive civil rights legislation adopted to prohibit discrimination against people with disabilities. Public and private businesses, state and local government agencies, private entities offering public accommodations and services, transportation and utilities are required to comply with the law. The ADA was signed into law by President George Bush on July 26, 1990, extending civil rights protections to individuals with physical or mental disabilities; Title III of the act refers to public accommodations. Public accommodations must not exclude, segregate or treat people with disabilities unequally. This includes compliance with architectural standards providing physical access as well as reasonable modifications to policies, practices and procedures, effective communication with people with disabilities and other access requirements. Courses and examinations related to professional, educational or trade-related applications, licensing, certifications or credentialing must be provided in a place and manner accessible to people with disabilities, or alternative accessible arrangements must be offered.

APTA: American Public Transportation Association (trade association for larger bus systems)

ART: Animas River Trail

Bicycle/pedestrian actuated crossing device: A special device that is actuated by pedestrians or bicyclists to cross a higher speed and/or higher volume roadway. In some cases the signal includes physical treatments preventing drivers from crossing at the same location, such as islands or medians. See “HAWK”, “PELICAN”, “TOUCAN” and “Rapid Rectangular Flashing Beacon” (RRFB) as described in this glossary.

Bicycle/pedestrian intersection reconfiguration: Modification of an intersection to include lane tapers that narrow the crossing distance for pedestrians, addition of raised median refuge islands where space permits, reduction in curb radii to slow drivers when turning, and other adjustments. In some cases, raised crosswalks may be permissible on local streets and slow-speed collectors. Raised crosswalks are often associated with schools and effectively serve as speed tables, designed to slow traffic to 20 mph at the crosswalks.

Bicycle/pedestrian signing and striping: Safety research indicates that the addition of marked crosswalks alone at uncontrolled intersections on multi-lane roadways can actually result in an increase in pedestrian-motor vehicle crashes and that therefore higher safety provisions such as HAWKs and RRFBs should be considered. Includes addition of “ladder” or high-visibility marked crosswalks, special pedestrian and bicycle crossing signs where shared-use paths intersect with a roadway, “No Right on Red” signs where traffic studies indicate this is hazardous for pedestrians or actuated LED “No Right on Red” signs where high visibility is necessary. In addition to hi-visibility marking and signing treatments, the use of HAWK signals or RRFBs should be considered to improve safety and access, especially for multi-lane arterial and collector crossings.

Bike boulevard: Typically low-volume and low-speed streets that have been modified to prioritize bicycle and pedestrian travel and are signed with bike boulevard signs that include information on principal destinations and distances as well as names of intersecting bike routes. Bike boulevards are primarily provided along local streets but segments may be along collectors or arterials that include bicycle lanes, or in some cases the boulevards may have connecting segments of shared-use pathways within the route. Bike
boulevards can be implemented at various levels, potentially including only wayfinding signage and then if necessary progressing to pavement marking including sharrows, traffic calming, traffic diverters, and in some cases special bicycle/pedestrian signals to improve crossing opportunities and safety.

**Bike boxes:** A bike box is a colored marking treatment that extends a bicycle lane forward at an intersection and across the travel lane in front of stopped vehicles. The bike box requires drivers to stop further back from the intersection and is combined with a special sign directing drivers to yield to bicyclists. The intent is to place bicyclists at a more visible location to reduce collisions resulting from right-turning movements. The bike boxes are sometimes used at intersections that narrow at the far or departure side of the intersection to allow the cyclists to proceed through the intersection ahead of vehicles and reduce collisions that may occur at the pinch point.

**Bike lane:** A paved shoulder on curbed or uncurbed roadway which has been primarily or exclusively set aside for bicyclists. Bike lanes are usually provided along collector and arterial roadways and range from 5 to 7 feet wide, and include “bike with arrow” or bike lane pavement markings at frequent intervals and, when used, bike lane signs. Marking bike lanes narrows traffic lanes.

**Bike parking:** Bike parking provides designated bicycle parking facilities on or adjacent to sidewalks, at buildings, or in place of parking spaces. By providing designated bike parking facilities it helps keep bicycles from being parked at trees, in the sidewalk pedestrian travel areas, or at parking meters. The City has begun implementation of on-street bicycle parking in the Central Business District in lieu of a metered parking space. Bike parking facilities include bike racks, bike “corrals” (racks located on-street next to the sidewalk), and bike lockers that provide enclosed, long-term bike parking.

**Bike route:** A roadway or bikeway signed with bike route signs and/or sometimes with special signs which provide information on key destinations and distances. Bicycle routes are often on low-volume local streets or moderate-volume collectors or arterials, and may have minimal improvements other than wayfinding and informational signage. Some collectors and arterials may include “share the road” signs.

**BLM:** Bureau of Land Management

**BOR:** Bureau of Reclamation

**Buffered or separated bike lane:** A bike lane that includes additional buffer space, usually a 1 to 3-foot striped space between the bike lane and travel lane, in some cases between the bike lane and on-street parking to help offset bicyclists from the “door zone”. The buffer can also be a colored pavement or colored marking material to help the buffered lane stand out visually.

**CASTA:** Colorado Association of Transit Agencies

**CCB:** Community Centered Board (for serving the developmentally disabled population)

**CDOT:** Colorado Department of Transportation

**Channelization islands:** A raised island that forces traffic in a particular direction, such as right-turn-only.

**Chicanes:** Curb bulges or planters (usually 3) on alternating sides, forcing motorists to slow down.

**COG:** Council of governments (a voluntary association of local governments in a multi-county area, often providing planning to its counties; sometimes provides services, training, technical assistance)

**Commuter bus:** Bus service providing peak-time service to commuters

**Complete Street:** Complete Streets defines those streets and roadways that incorporate as many modal elements as possible, including transit routes and shelters, accessible and limited-size intersection crossings, accessible sidewalks, bike lanes, shade landscaping, raised median refuges, on-street parking (in urbanized conditions), intersection and/or pedestrian lighting, and travel lanes. A Complete Street would also have measures to help control vehicular travel speeds, such as narrower lanes and raised median refuges, with a limited number of lanes in order to help control volumes and keep crossing distances reasonable, and would have pedestrian crossing opportunities at frequent intervals. In some cases a Complete Street may not have
all the elements, such as on-street parking, especially if the street or roadway is more rural in nature. In this setting the roadway may be considered as a Complete Street if it has paved shoulders or bike lanes, and also if it potentially has a paved pedestrian facility on at least one side of the roadway. Cross section standards with design information for arterial, collector, and local streets are included in Appendix A.

**Contracts and Contributions:** Durango Transit maintains a student transit services contract with Fort Lewis College, bringing in $85,990 in 2016. With increases in student enrollment and student fees, the contract will fund and anticipated $105,520 by 2018.

**CR:** County Road

**Crosswalk:** Legal crosswalks in all states, unless posted to prohibit pedestrian crossings, exist at the prolongation of the curb lines of intersecting public streets, including at T-intersections, and may be marked or unmarked crosswalks. Generally, marked crosswalks are 6 feet minimum in width to 10 feet or more. There are important considerations and studies required in order to mark crosswalks due to the potential for the marked crosswalk to actually result in an increase in motor vehicle-pedestrian crashes. The primary considerations that may result in higher crashes are if the roadway carries a higher number of vehicles, higher speeds, and/or greater number of lanes. Marked crosswalks should be allowed where warranted for higher speed/volume multi-lane roadways, but additional provisions such as bicycle/pedestrian actuated crossing devices should be considered before putting in such a crosswalk. Crosswalk guidance is provided in Appendix A.

**CTAA:** Community Transportation Association of America (trade association for smaller bus systems)

**Curb extensions (bulbs, chokers):** Extending curb a half-lane into the street to control traffic and reduce pedestrian crossing distances.

**Curb ramp:** Curb ramps are critical to providing access between the sidewalk and the street for people who use wheelchairs. Curb ramps are most commonly found at intersections, but they may also be used at other locations such as on-street parking, loading zones, bus stops, and mid-block crossings. The implementing regulations under Title II of the ADA specifically identify curb ramps as requirements for existing facilities, as well as all new construction. Curb ramps for existing facilities must be included in Transition Plans. According to the Title II implementing regulations, priorities for the installation of curb ramps in existing facilities should include access to government facilities, transportation, public accommodations, and for employees to their place of employment (U.S. Department of Justice, 1991a).

**DD:** Developmentally disabled

**DOW:** Department of Wildlife

**DRCOG:** Denver Regional Council of Governments (pronounced “Doctor COG”)

**DTD:** Division of Transportation Development at CDOT

**DTR:** Division of Transit and Rail at CDOT

**FASTER:** Funding Advancement for Surface Transportation & Economic Recovery

**Federal and state funding:** Durango Transit receives grant funding from both federal and state sources.

**FHWA:** Federal Highway Administration

**FTA:** Federal Transit Administration

**FY:** Fiscal Year

**GIS:** Geographic Information System

**GP:** Grant partner. CDOT term for a grant recipient or grantee

**Grade-separated crossings:** Grade-separated crossings consist of pedestrian/bicycle overpasses, bridges and underpasses, generally designed to be at least 10 feet wide with greater width desired when feasible. Grade separated crossings are usually provided for shared-use pathways or pedestrian facilities over
or under main roadways, but also can connect two buildings located across a highway from each other to provide all-weather access as well as to avoid crossing at street level. Crossings should be designed so that persons can see completely across or through the crossing and should be well-lit when feasible. Crossings also need to be designed carefully to standard in terms of path grades and curvature, and should be ADA-accessible. In some cases crossings could require too much deviation from a direct route or may require too much effort to get up and down, so considerations may be necessary to evaluate a suitable at-grade treatment through a HAWK signal or other such safety device.

**HAWK:** A High-Intensity Activated crosswalk is a traffic signal used to stop traffic and allow pedestrians to cross. It is officially known as a “pedestrian hybrid beacon” and rests on a dark phase until actuated by a pedestrian. A “Bike-HAWK” signal is currently in a testing phase to develop a best practice for both pedestrian and bicycle use with minor modifications to the existing HAWK design.

**Horizontal shifts:** Lane centerline that curves or shifts.

**HOV:** High Occupancy Vehicle, as in HOV lane

**ICB:** Intercity Bus (bus service connecting cities, usually long-distance, e.g., Greyhound)

**IGA:** Intergovernmental Agreement on Land Use

**Informational/wayfinding signage:** Informational signage would provide longer-distance cyclists with an overview and directions so cyclists can make use of the bike route facilities, the ART, other trails and routes, and streets with lower traffic volumes through town that may be safer and more enjoyable than highway riding.

**ITE:** Institute of Transportation Engineers

**Lane diet:** In some circumstances it may be desirable to “diet” or narrow the existing travel lane widths in order to fit in desired elements such as bicycle lanes, as well as to help slow traffic speeds through the visual narrowing of the lanes. Safety research indicates that lane widths of 11 feet do not have negative effects on traffic safety on urban and suburban arterials, and in fact can improve safety if bicycle lane accommodations are included along with the narrowing of the travel lanes. On arterial and collector roadways, 10-foot left and right turn lanes can be acceptable. On roadways with speed limits of 40 mph and below, 10-foot travel lanes have also been found to be feasible with no negative effects on traffic safety.

**Lane narrowing, “pinch points”:** Curb extensions, planters, or centerline traffic islands that narrow traffic lanes. Also called “chokers.”

**Large UZA:** area with a population over 200,000

**LED:** light emitting diode

**Local funding:** Local funding sources currently include parking revenue, a lodgers’ tax and farebox revenue. Citizens approved a reauthorization of a half-cent sales tax in 2015, with a portion designated to fund multimodal projects. The half-cent sales tax will generate approximately $4,000,000 annually over 20 years.

**LOS:** Level of service

**Median Island:** Raised island in the road center (median) narrows lanes and provides pedestrian with a safe place to stop.

**Mini-circles:** Small traffic circles at intersections.

**MMAB:** Multimodal Advisory Board

**MPO:** Metropolitan Planning Organization

**Mobility management:** a strategic approach to service coordination and customer service which enhances the ease of use and accessibility of transportation networks; often involves the usage of transportation brokerages, travel training, vanpools, and trip referrals and exchanges as a means of moving people.
Multimodal: transportation modes other than single-occupant drivers including transit service, carpooling, pedestrians and bicyclists

Multimodal facility: Any transportation-related facility that accommodates, improves, or provides access and/or connectivity for transit, pedestrians, bicycles, or motor vehicles. Facilities include but are not limited to: transit stops, bus storage, bus maintenance facilities, bicycle, and vehicle parking, wayfinding and informational signage, sidewalks, multi-use trails, hard and natural surface trails, surface treatments to improve safety or accessibility, curb ramps, signal timing, traffic signals such as HAWKs or RRFBs, and bike boxes.

MUTCD: Manual on Uniform Traffic Control Devices

Neotraditional street design: Streets with narrower lanes, shorter blocks, T-intersections, and other design features to control traffic speed and volumes.

Neighborhood traffic circle: This traffic calming device, also known as a mini-circle or mini-roundabout, is usually installed in neighborhoods on local streets at existing 4-way or T-intersections that may currently be signed with stop signs. The circle can be posted with yield signs or even no signs at all, and have been found to reduce crashes by over 94 percent in comparison to local street intersections signed with stop signs. The circles can be designed to accommodate fire trucks and larger vehicles, including sufficient offset distance around the circles and/or mountable aprons. A major advantage of the circles is that they are “self-enforcing” through the elimination of stop signs while facilitating safer and more efficient travel, especially for bicyclists.

Paved shoulder: Similar to a bike lane, this facility provides additional paved width for a bicyclist to utilize while motor vehicle traffic is usually able to pass without encroaching into an opposing traffic lane. Paved shoulders should be at least five feet in width and preferably six feet, especially as typical motor vehicle speeds exceed 30 mph. In limited cases due to topographic or right-of-way constraints, paved shoulders may be four feet in width.

Pavement treatments: Special pavement textures (cobbles, bricks, etc.) and marking to designate special areas.

Pelican: raised pedestrian median refuge which may be signalized and is generally designed so that pedestrians cross a multi-lane roadway in two separate movements. The pedestrian crosses half way into the refuge, then traverses a short distance typically facing traffic within the refuge before making the second half of the crossing. Pelicans may be signalized with a HAWK, RRFB, or more standard signal treatment that stops only one direction of travel at a time until the pedestrian actuates the second part of the crossing.

PNP: Private nonprofit organization

Raised median refuge (low profile barrier): Typically constructed of concrete and designed at varying lengths, a median refuge should be a minimum of eight feet wide if designed for pedestrian use and a minimum of 10 feet wide if designed for bicyclists (with 12 to 14 feet preferred where space is available). The raised refuge may also be combined with a HAWK or similar signal to improve pedestrian and bicycle crossing safety. Medians may or may not include marked crosswalks and can be designed in a “Pelican” arrangement that results in an off-set two-stage crossing. This treatment guides the pedestrian to cross to the median and then walk a short distance within it to the second half of the crossing. The median can also be designed with a Low-Profile Barrier, which can improve vehicular and pedestrian safety.

RRFB: A Rapid Rectangular Flashing Beacon is a pedestrian-actuated device that includes amber LEDs which supplement warning signs at unsignalized intersections or mid-block crosswalks. The flashers are set in an irregular flash pattern similar to flashers used by emergency vehicles to help catch drivers’ attention as they are approaching the crossing.

RFTA: Roaring Fork Transit Authority operates large transit system in the Glenwood Springs to Aspen corridor. Pronounced “rafta.”

Road diet: A roadway that usually is converted from a 4-lane roadway that has two travel lanes in each
direction to a 3-lane roadway with center turn lane, one travel lane in each direction, and bike lanes or parking (sometimes both if sufficient width exists). A road diet is often achieved through low-cost striping modifications, and usually on roadways with volumes of 26,000 motor vehicles per day or less.

**Roundabouts:** Medium to large circles at intersections.

**RPC:** Regional Planning Commission

**RTA:** Regional Transportation Authority

**RTAP:** Rural Transportation Assistance Program

**RTP:** Regional Transportation Plan

**Rumble Strips:** Low bumps across road make noise when driven over.

**Rural area (also called non-urbanized):** area with a population under 50,000

**Semi-diverters, partial closers:** Restrict entry/exit to/from neighborhood. Limit traffic flow at intersections.

**Shared lane:** A lane that is used by vehicles and bicycles and may be designated with signing for bicycle use. Shared lanes can range from local streets where drivers must wait behind bicyclists or pass as traffic conditions permit, to “wide curb lanes” usually 15 to 16 feet in width that allow drivers to pass bicyclists with relative safety while still staying within the travel lane.

**Shared lane marking:** A pavement marking that includes a bicycle symbol with two “chevron” arrows to guide bicyclists on the best location to ride within a shared lane. Also known as “sharrows”, this marking indicates to drivers to expect bicyclists on the roadway and that the bicyclists will be using the shared travel area.

**Shared-use path (multi-use path or trail):** A paved pedestrian and bicycle facility located along rivers or independent rights-of-way or sometimes alongside roadways separated by sufficient space or by a barrier. Shared-use paths, typically 10 to 12 feet in width, are often used by pedestrians, bicyclists, rollerbladers, wheelchair users, joggers and other users. Where feasible, shared-use paths have grade-separated crossings of roadways, either underpasses or bridges, or have special bike-pedestrian traffic signal crossings. Shared-use paths are maintained by the City of Durango, as opposed to sidewalks, which are typically maintained by the adjacent property owner.

**Sidewalk:** A facility usually located within a street or highway right-of-way that’s typically 5 to 10 feet wide and used by pedestrians and, when permitted, by bicyclists. Where possible, addition of a buffer such as a landscaped separation from the roadway, presence of a bike lane or on-street parking improves the pedestrian’s walking experience and safety. Sidewalks may also be located in easements between houses or businesses and serve as key connecting facilities, including to provide “Safe Routes to School” where direct pedestrian connectivity from a neighborhood to adjacent school may not otherwise be available.

**Small UZA:** area with a population between 50,000 and 200,000

**SMART 160:** Safe Multi-modal Aesthetic Regional Transportation trail – a planned multi-use, hard-surface trail that will be built to the same standards as the ART, connecting Three Springs to town

**SMP:** State Management Plan

**SOV:** Single Occupant Vehicle

**Speed alert, enforcement:** Radar-clocked traffic speeds displayed to drivers. Strong speed limit enforcement.

**Speed humps:** Curved 7-10 cm high, 3-4 m long.

**Speed tables, raised crosswalks:** Ramped surface above roadway, 7-10 cm high, and 3-6 m long.
SRTS: Safe Routes to School. This term describes efforts to develop safer pedestrian and bicycle routes for children and their families to be able to travel to elementary and middle schools. Routes would include paved pedestrian facilities, shared-use paths, bicycle lanes, actuated bicycle/pedestrian crossings, and in some cases traffic calming to reduce speeds in the vicinities of schools. It is important to note that there is no true way to develop an absolutely “safe” route for children to get to and from school, and so that’s why communities often develop support programs such as “walking school buses” or “bicycle trains” whereby responsible adults or older youth assist younger children in getting to and from school and in learning about traffic safety and security. Some communities also provide specific bicycle and pedestrian training for children through nonprofits, fire or police departments, or transportation departments.

STAC: Statewide Transportation Advisory Committee

Street closures: Closing off streets to through vehicle traffic at intersections or mid-block.

TC: Colorado Transportation Commission

TDM: Transportation demand management. Various strategies to reduce total motor vehicle use.

TE: FTA Transportation Enhancement Funds

Toucan: a bicycle and pedestrian crossing device derived from the fact that the signal is designed so that “two-can” cross, meaning both bicyclists and pedestrians, with the signal designed in some cases using bollards and medians to allow bicyclists and pedestrians to cross a main roadway from a side street while preventing motor vehicles from crossing.

TPR: Transportation Planning Region

TRAC: Transit and Rail Advisory Committee

Transfer point: A fixed location where passengers transfer from one route to another.

Transit shelter and stop: Locations on transit route, stop amenities may include but are not limited to: signage, platform, shelter, benches, bike racks, lighting, trash receptacle, and smoker’s urn.

USFS: United States Forest Service

UZA: Urbanized Area is an area with a population over 50,000

Vehicle restrictions: Limited vehicle types (trucks) or users (residents only) on specific roads.

Warnings signs and gateways: Signs and gateways indicating changing road conditions, traffic calming, residential or commercial districts.

Woonerf: Very low-speed residential streets with mixed vehicle and pedestrian traffic.