

GLOSSARY

Accessibility Requirements Describing a site, building, facility or portion thereof that can be approached, entered and used by persons with physical disabilities. *American National Standard, Council of American Building Officials.*

Adequate Enough for what is required or needed; sufficient in quality or quantity to meet a need. In the context of this NMTP it usually means the minimum paving to safely accommodate the expected volume and use of a non-motorized facility.

Adequate Shoulder A shoulder designed to safely accommodate the (minimum) volume and type of use intended and to sufficiently protect the edge of the. See also Roadway Shoulder.

Appropriate Right for the purpose. Suitable for the occasion or circumstances. In the context of this NMTP it directs the decision makers to take into consideration the use, the community character and the environmental concerns for any given non-motorized facility being proposed.

Appropriate Native Vegetation Vegetation which belonging to a locality by growth (naturally occurring) and is right for the conditions and purpose that are proposed.

Appropriately-Scaled Right for the purpose; adequate for the use and volume and location intended. See also *Appropriate* and *Adequate*.

Arterial A main travel route which connects major activity centers.

Bicycle Facility Any facility provided for the benefit of bicycle travel (i.e. paving, signage, rack, parking, etc.).

Bicycle Lane A portion of a roadway, which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. The most developed type of bicycle facility; being paved to a Washington State or AASHTO standard.

Bikeway Any trail, path, part of the highway or shoulder, or any other traveled way specifically signed and/or marked for bicycle travel. A less formal bicycle facility such as a paved shoulder.

Capital Improvement Program A program for the development of infrastructure improvements identified in the City's budget and usually associated with a six year plan.

Climbing Lane An auxiliary lane used for the diversion of slower uphill traffic.

Collector A street designated to carry traffic between local access streets and arterials.

Community Subcommittee (Incl. Members) As called out in the NMTP the Non-Motorized Advisory Committee is an appointed group of stakeholders (including but not limited to: seniors, representatives of school zone bicyclists and walkers, bicycle commuters, recreational trail users and equestrians) that will: "advocate for the inclusion and development of non-motorized facilities, coordinate NMTP education for the community, develop and distribute a guide map, develop and administer an adopt a route program, review grant applications and provide guidance to City Staff, the Planning Commission and City Council", as identified in policy 5.1.

Commuters A person who travels daily or regularly between (at least) two destinations.

Connector Roads Access between roadways which would which would otherwise be considered "dead-ends" and which provide for alternate egress during storm and other emergency conditions. See *Collector* and *Arterial*.

Corridors A street or strip of land forming a passageway between (at least) two destinations (i.e. Wyatt Way from Winslow to south island).

Dan Burden Nationally recognized authority on the successful design of pedestrian facilities.

Effective Producing a desired result; efficient; operative.

Effectively Accommodate To efficiently provide for the type and volume of non-motorized use expected.

Encourage A direction, decision or action that is desirable but not required.

Expected Intensity The expected level of use for a (non-motorized) facility.

Expected Pedestrian Use Based on land use, population densities, site design, corridor usage and desired destinations, the number of people expected to use a pedestrian facility.

Feeder Roads Smaller less developed roadways, sometimes not providing for connectivity. See *Collector*.

Footpath An informal travel way for pedestrians created by repeated use and usually separated from the roadway.

Greenways Corridors preserved for the preservation of vegetation and sometimes providing pedestrian pathways.

Handicapped Access See *Accessibility Requirements*.

High Pedestrian Use Greater than two people traveling at a given time, in the same or in the opposite directions.

Long-Term In the context of this NMTP, a facility designed and constructed to provide for more than three years of use.

Maintenance The work of keeping a building, machinery, etc. in a state of good repair. Specifically, the regular clearing of gravel from bicycle facilities to promote safe bicycle travel.

May An expressed condition of permission.

Minimum Of Vehicle, Pedestrian And Bicycle Interaction The ability for safe multi-modal transportation to occur simultaneously.

Multi-Purpose Trail A trail designed by location or construction to accommodate different modes of non-motorized transportation such as pedestrian and bicycle travel.

Narrow Shoulder A paved or gravel, graded area along a roadway that is less than the accepted standard of three feet.

Native Vegetation Vegetation belonging to a locality (naturally occurring) by growth.

Neighborhood Character The (historic) design and personality of a location as defined by those that live in the area.

No Shoulder The absence of paving or gravel beyond the established roadway.

Non-Motorized Transportation To travel by means other than a motorized vehicle including by foot, bicycle or horse.

Non-Motorized Transportation Plan A document containing the goals, policies, design standards and implementation strategy to provide a continuous network of non-motorized facilities that make non-motorized travel a viable alternative throughout Bainbridge Island.

NSC Neighborhood Service Centers or the three areas of commercial development outside of Winslow.

Paved Shoulder The paved area between the (striped) motor-vehicle lane and the edge of pavement. The Bainbridge Island standard is three feet.

Pedestrian Facility A facility provided for the benefit of pedestrian travel (i.e. crosswalks, paving, signage, etc.) that facilitates or makes pedestrian transportation possible.

Pedestrian Roadshow A program sponsored by the Washington State Department of Transportation (WSDOT) which helps communities identify how they value and provide for pedestrian travel.

Plantings A non-contiguous establishment of plantings within the right-of-way (usually) between the curb and the pedestrian path or sidewalk.

Planting Strip A contiguous area within the right-of-way (usually) lying between the curb and the sidewalk used to provide landscape features and separation of uses.

Recreational Users People who use (non-motorized) facilities for enjoyment as opposed to those that use them for (work) commute purposes.

Residential Streets A non-arterial street that provides access to residential land users and connects to higher level traffic streets. See *Collector*.

Roadway Shoulder The paved or gravel area contiguous to the travel lane, used for; emergency purposes, non-motorized travel and lateral support to the base and surface roadway courses.

Safe Free from danger, injury or damage. For this purpose it is the design and maintenance of non-motorized transportation facilities (to accepted industry standards) which provide for the greatest possible degree of freedom from physical harm.

Safe Roadway Crossing A crossing that establishes a visual advantage to the non-motorized traveler. May include raised crosswalks, flashing lights, streetlights or signage.

Shall A decision or action that is required.

Shared Facility A structure (i.e. paving, signage, etc.) that facilitates or makes non-motorized transportation possible and which is intended to be used by more than one form of transportation (i.e. bicyclists and pedestrians).

Short-Term In the context of this NMTP, a facility designed and constructed to provide for less than three years of use.

Shoulder See *Roadway Shoulder*.

Sidewalk A walkway separated from the roadway with a curb or other protective barrier and constructed of a durable, hard and smooth surface designed for preferential or exclusive use by pedestrians.

Sidewalk-Narrow A paved pedestrian walkway that falls below the adopted City standard and or restricts the use of the walkway to a single person at any one time.

Sidewalk-Wide A paved pedestrian walkway that exceeds the adopted City standard and or allows the use of the walkway by two or more persons at any one time.

Smart Lights A lighting system embedded in the pavement along crosswalks that, when activated, flashes to alert drivers to the presence of pedestrians.

Strongly Encourage (As Opposed To Encourage) Applied to a policy or design aspect when the expectation is that the element will be incorporated into the planning, design and/or construction of the (non-motorized) facility. However flexibility is allowed to accommodate extenuating circumstances if a particular facility or site, alters or precludes incorporation of the desired element.

Super Blocks An urban area of several acres, usually closed to through traffic and providing a mix of facilities such as residential units, commercial and recreational areas.

Trail A formal pedestrian path, designated and maintained by the Bainbridge Island Park District.

Trail Connection Zone An area where the City seeks to complete its trail network.

Trail Facility A facility provided for the benefit of (recreational) trail users and may include signage, boardwalk or benches.

Transportation Element The Chapter of the City's Comprehensive Plan that expresses the goals and policies of the community for the development of transportation infrastructure on the Island.

Travel Route A formal or informal path for motorized or non-motorized transportation.

Urban In Character Describing an area as providing greater density of housing and commercial activity and the associated infrastructure.

Universal Design Facility development that considers the needs of people of all abilities, recognizing variation in agility, balance, cognition, coordination, endurance, flexibility, hearing, problem solving, strength, vision and walking speed.

WASHTO Washington State chapter of the American Association of State Highway and Transportation Officials.

Well-designed A (non-motorized) facility that is *appropriate* (see above definition). Usually implies a higher standard than *adequate*. Meets or exceed industry standards for safety and community standards for aesthetics

Well-constructed A (non-motorized) facility that is constructed to accepted or adopted industry standards.

Widened Travel Lane A road width that is greater than the (adopted) City Standard of 10 feet, sometimes intended to accommodate non-motorized travel.

Winslow Core The "downtown" area as defined in the (adopted) City Map

Winslow Master Plan A plan developed in 1998 to direct the development of the "downtown, urban core" of Bainbridge Island.

REFERENCES

Uniform Building Code 1997

Bainbridge Island Design and Construction Standards, April 1997

American Association of State Highway and Transportation Officials, Guide for the Development of Bicycle Facilities, 1999

The Manual on Uniform Traffic Control Devices (MUTCD)

Pedestrian Facilities Guidebook, otak, 1997