

Introduction

The following glossary will provide a common vocabulary for engineers, planners, city council members, county boards of supervisors, business owners, and the general public as they discuss access management principles and projects.

Glossary of Terms Used in this Handbook

Acceleration Lane – A speed change *lane* that enables a vehicle entering a roadway to increase its speed to a rate at which it can safely merge with through traffic.

Access – The ability to enter or leave a public street from or at an adjacent driveway or another public street.

Access Management – The control of *driveways* and *intersections* to maintain safety at a roadway's full traffic carrying capacity.

Access Management Program – The sum of all actions taken by a governing council, board, or agency to maintain the safety and traffic carrying capacity of its roadways. These actions may include enacting ordinances that control driveway location and design. Adopting and implementing a comprehensive planning and zoning ordinance to guide the overall pattern of growth also can be a part of an *access management program* if it is aimed at avoiding or limiting *strip development*.

Annual Average Daily Traffic (AADT) – The annual average two-way daily traffic volume. It represents the total annual traffic on a road per year, divided by 365.

Arterial – A highway intended primarily for through traffic and where access is carefully controlled.

Backage Road – A *local street* or road running parallel to an *arterial* for service to abutting properties and for controlling *access* to the *arterial* which provides land *access* to the rear lot line of the property. *Arterial frontage* becomes the rear lot and buildings front on the *backage road*. See also *service roads* and *frontage roads*).

Collector Street – Roads intended to move traffic from local roads to secondary arterials.

Compact Area – A geographic area encompassing roadways along which structures are spaced less than 200 feet apart for a distance of ¼ mile or more.

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Conflict – A traffic-related event that causes evasive action by a driver to avoid collision with another vehicle.

Conflict Point– Any point where the paths of two through or turning vehicles diverge, merge, or cross.

Congestion – See *traffic congestion*.

Controlled Access Highways – Highways that serve through traffic, have very few *access* points, and may prohibit direct *access* from the highway to abutting land.

Corner Clearance – The minimum dimension, measured parallel to a highway, between the curb, pavement or shoulder lines of an intersecting highway and the nearest edge of a driveway.

Corner Lot – A single lot with *frontage* on a road and an intersecting road.

Cross Access – A service drive providing vehicular *access* between two or more continuous sites so the driver need not enter the public street system.

Cul-de-sac – A dead-end road with a circular or T-shaped turnaround at the end, usually built to serve a small *subdivision*.

Deceleration Lane – A speed-change *lane* that enables a vehicle to leave the through traffic *lane* at a speed equal to or slightly less than the speed of traffic in the through *lane*, then to decelerate to a stop or make a slow speed turn.

Driveway – An entrance used by vehicular traffic to *access* property abutting a highway. As used in this handbook, the term includes private residential *driveways* as well as commercial and other non-residential *driveways*.

Low Volume Driveways: *Driveways* with a traffic volume of less than 500 *vehicle trips* per day and less than 50 *vehicle trips* per peak hour.

Medium Volume Driveways: *Driveways* with a traffic volume of 500 to less than 1500 *vehicles* trips per day and 50 to less than 150 *vehicle trips* per peak hour.

High Volume Driveways: *Driveways with a traffic volume of 1500 or more vehicle trips per day and 150 or more vehicle trips per peak hour.*

Design Hour Volume – The hourly traffic volume used to evaluate or design a highway or *driveway*.

Driveway Width – The narrowest width of the *driveway*, measured parallel to the highway *right-of-way*.

Easement – A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.

Frontage – The width of a single lot, measured parallel to the *right-of-way*.

Frontage Road – A public or private drive that generally parallels a public street between the *right-of-way* and the front building setback time. The *frontage road* provides *access* to private properties while separating them from the *arterial* street (see also *service roads* and *backage roads*).

Functional Area (Intersection) – That area beyond the physical *intersection* of two controlled *access* facilities that comprises decision and maneuver distance, plus any required vehicle *storage length*, and is protected through *corner clearance* standards and *driveway* connection spacing standards.

Functional Classification – A system used to group public roadways into classes according to their purpose in moving vehicles and providing *access*; it includes design and operational standards.

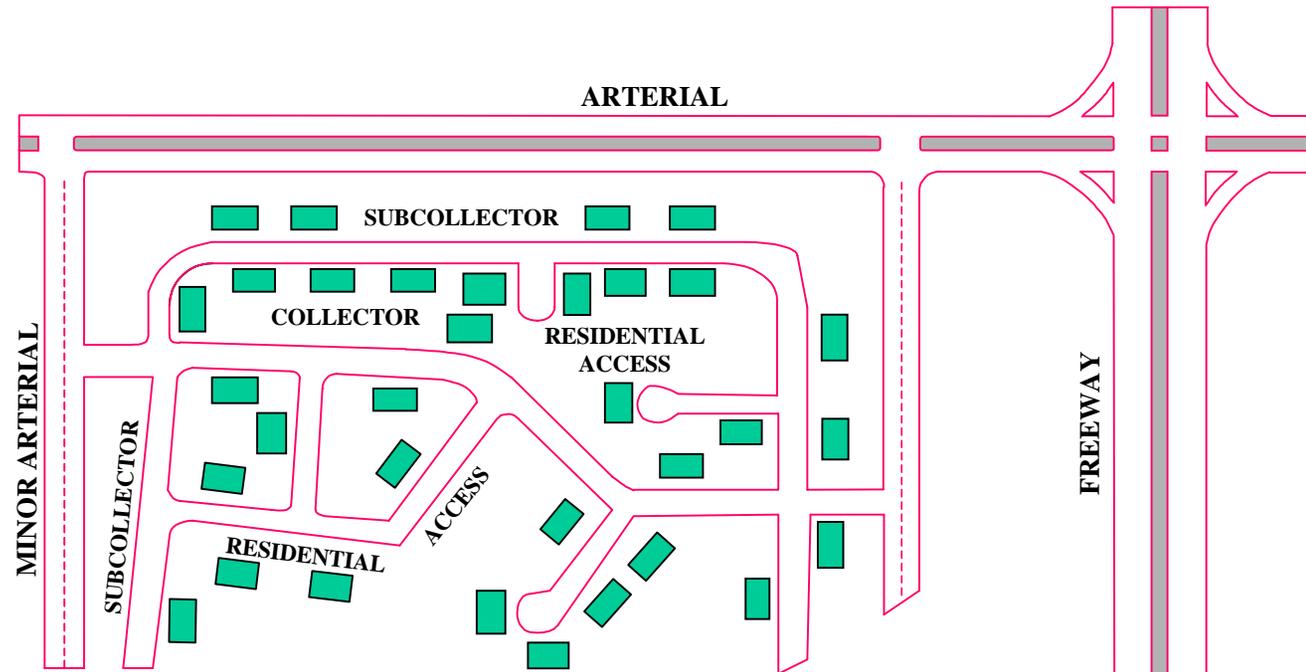
Functional Integrity – The principle that the highest speed and highest capacity roads should be reserved for longer distance and higher speed travel.

Highway Capacity – The maximum number of vehicles that a highway can handle during a specific amount of time at a given *level of service*.

Highway System – All public highways and roads in Iowa. These include *controlled access highways*, *arterials*, *collector streets* and *local streets* (Figure 1).

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Figure 1—The highway system



Source: Adapted from Endnote (1)

Joint Access (or Shared Access) – A *driveway* connecting two or more continuous sites to the public street system.

Lane – The portion of a roadway for the movement of a single line of vehicles, not including the gutter or roadway shoulder.

Level of Service – The description of traffic conditions along a given roadway or at a particular *intersection*. The *level of service* ranges from “A,” which is the best, to “F,” which is the worst. It reflects factors such as speed, travel time, freedom to maneuver, traffic interruptions, and delay.

Local Street – A road whose primary purpose is to provide direct access to abutting properties and to roads of higher functional classification.

Peak Hour Traffic – The highest number of vehicles passing over a section of a *lane* or roadway during any 60 consecutive minutes. Typically, there is a peak hour condition in the a.m. and a peak hour condition in the p.m. for which a roadway or *intersection* is analyzed for capacity and *level of service*.

Right-of-Way – Land reserved, used, or slated for use for a highway, street, alley, walkway, drainage facility, or other public purpose.

Service Road (Frontage Road, Backage Road) – A public or private street or road, auxiliary to and normally located parallel to a controlled *access* facility, that maintains local road continuity and provides *access* to parcels adjacent to the controlled *access* facility.

Shared Driveway – A single *driveway* serving two or more lots. A shared *driveway* may cross a lot line or be on the lot line, and the owners may have an *easement* for the shared use.

Side Friction – Driver delays and *conflicts* caused by vehicles entering and exiting *driveways*.

Storage Length – Additional *lane* footage added to a turning *lane* to hold the maximum number of vehicles likely during a peak period so as not to interfere with through travel *lanes*.

Strip Development – A linear pattern of roadside development. It commonly includes residential and/or commercial development. Typically, no *frontage roads* are available to reduce the number of driveways that intersect with the *arterials*.

Subdivision – Any tract of land that is developed by division into a lot or lots along an existing or proposed street, highway, *easement*, or *right-of-way*.

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Thoroughfare Plan Map – A map that depicts all roadways contained on the long range traffic circulation map and identifies the *right-of-way* widths for each roadway. The *thoroughfare plan map* is the official listing of *rights-of-way* to be reserved.

Traffic Congestion – A condition resulting from more vehicles trying to use a given road during a specific period of time than the road can handle with what are considered acceptable levels of delay or inconvenience.

Traffic Impact Study – A report initiated in response to a proposed development that compares the anticipated roadway conditions with and without the development. The report may include an analysis of mitigation measures.

Trip Generation – The estimated volume of traffic going to and from a particular location.

Turn Radius – The radius of an arc that approximates the turning path of a vehicle.

Uncontrolled Access – The unlimited number, spacing, and/or unstandardized design of *driveways* onto a street or road.

Vehicle Trip – The vehicle moving from an origin point to a destination point.

Volume Warrants – The conditions under which traffic management techniques, such as a left-turn or a right-turn *lane*, are justified. For example, the need for a left-turn *lane* will vary according to the volumes of advancing and opposing traffic, and the percentages of traffic turning left.