

## DEFINITIONS

**Acceleration Lane:** An auxiliary lane, including tapered areas, that enables a motorist to increase its speed to a rate that enables it to safely merge with through traffic.

**Access Management:** The systematic control of the location, spacing, design, and operation of entrances, median openings/crossovers, traffic signals, and interchanges for the purpose of providing vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.

**Arterial:** A major highway intended to serve through traffic where access is carefully controlled, generally highways of regional importance, intended to serve moderate to high volumes of traffic traveling relatively long distances and at higher speeds.

**Auxiliary Lane:** The portion of the roadway adjoining the traveled way for speed change, turning, storage for turning, weaving, truck climbing, and other purposes supplementary to through-traffic movement.

**Channelization:** The separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement marking to facilitate safe and orderly movements of vehicles, pedestrians and bicyclists.

**Collector:** The functional classification of a highway that provides land access service and traffic circulation within residential, commercial, and industrial areas. The collector system distributes trips from principal and minor arterials through the area to the ultimate destination. Conversely, collectors also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

**Commercial Entrance:** Any entrance serving land uses other than two or fewer individual private residences. (See “private entrance.”)

**Conflict:** A traffic conflict occurs when the paths of vehicles intersect, an event that causes a driver to take evasive action to avoid collision with another vehicle, usually designated by a braking application or evasive lane change.

**Conflict Point:** An area where intersecting traffic either merges, diverges or crosses. Each conflict point is a potential collision.

**Corner Clearance:** The distance an entrance on a minor side street needs to be separated from the minor side street’s intersection with a major roadway. It is aimed at preventing the location of entrances within the functional area of an intersection. The major roadway will have the higher functional classification (excluding local streets), or will have the higher traffic volume.\*

**Crossover:** an opening in a nontraversable median that provides for crossing movements and left and right turning movements.

**Curb Cut:** An opening along the curb line where vehicles may enter or leave the highway.

**Deceleration Lane:** A speed-change lane including tapered areas that enables a turning vehicle to exit a through lane and slow to a safe speed to complete its turn.

\* Rev. 7/10