

## Glossary



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# moveDC Glossary

## LIST OF ACRONYMS

<b>AADT</b> .....	Annual Average Daily Traffic	<b>MARC</b> .....	Maryland Area Regional Commuter
<b>ADA</b> .....	Americans with Disabilities Act	<b>MDOT</b> .....	Maryland Department of Transportation
<b>ADT</b> .....	Average Daily Traffic	<b>M-NCPPC</b> .....	Maryland-National Capital Park and Planning Commission
<b>ANC</b> .....	Advisory Neighborhood Commission	<b>MPD</b> .....	Metropolitan Police Department
<b>AOC</b> .....	Architect of the Capitol	<b>MPO</b> .....	Metropolitan Planning Organization
<b>AWI</b> .....	Anacostia Waterfront Initiative	<b>MTA</b> .....	Maryland Transit Authority
<b>BID</b> .....	Business Improvement District	<b>MWAA</b> .....	Metropolitan Washington Airports Authority
<b>BLOS</b> .....	Bicycle Level of Service	<b>MWCOG</b> .....	Metropolitan Washington Council of Governments
<b>BRT</b> .....	Bus Rapid Transit	<b>NCPC</b> .....	National Capital Planning Commission
<b>CaBi</b> .....	Capital Bikeshare	<b>NoMA</b> .....	North of Massachusetts Avenue
<b>CEA</b> .....	Central Employment Area	<b>NPS</b> .....	National Park Service
<b>CIP</b> .....	Capital Improvement Program	<b>OP</b> .....	D.C. Office of Planning
<b>DCPS</b> .....	D.C. Public Schools	<b>PCN</b> .....	Priority Corridor Network
<b>DCTC</b> .....	D.C. Taxicab Commission	<b>PPSA</b> .....	Policy, Planning & Sustainability Administration (DDOT)
<b>DDOT</b> .....	District Department of Transportation	<b>PSRA</b> .....	Public Space Regulations Administration (DDOT)
<b>DDOE</b> .....	District Department of the Environment	<b>PTSA</b> .....	Progressive Transportation Services Administration (DDOT)
<b>DMV</b> .....	Department of Motor Vehicles	<b>RRFB</b> .....	Rectangular Rapid Flashing Beacons
<b>DOES</b> .....	Department of Employment Services	<b>RTSP</b> .....	Regional Transit System Plan (WMATA)
<b>DPW</b> .....	Department of Public Works	<b>TDM</b> .....	Transportation Demand Management
<b>EIS</b> .....	Environmental Impact Statement	<b>TIGER</b> .....	Transportation Investment Generating Economic Recovery
<b>EOM</b> .....	Executive Office of the Mayor	<b>TIP</b> .....	Transportation Improvement Program
<b>FHWA</b> .....	Federal Highway Administration	<b>TOA</b> .....	Traffic Operations Administration (DDOT)
<b>FTA</b> .....	Federal Transit Administration	<b>TOD</b> .....	Transit-Oriented Development
<b>GIS</b> .....	Geographic Information Systems	<b>TSP</b> .....	Transit Signal Priority
<b>HAWK</b> .....	High-intensity Activated crossWalk beacon	<b>UFA</b> .....	Urban Forestry Administration (DDOT)
<b>HCT</b> .....	High-Capacity Transit	<b>V/C</b> .....	Volume to Capacity Ratio
<b>HOT</b> .....	High-Occupancy Toll	<b>VDRPT</b> .....	Virginia Department of Rail and Public Transportation
<b>HOV</b> .....	High-Occupancy Vehicle	<b>VDOT</b> .....	Virginia Department of Transportation
<b>HSEMA</b> .....	Homeland Security and Emergency Management Agency	<b>VMT</b> .....	Vehicle Miles Traveled
<b>IPMA</b> .....	Infrastructure Project Management Administration (DDOT)	<b>VRE</b> .....	Virginia Railway Express
<b>LEED</b> .....	Leadership in Energy and Environmental Design	<b>WMATA</b> .....	Washington Metropolitan Area Transit Authority
<b>LOS</b> .....	Level of Service		
<b>LPI</b> .....	Leading Pedestrian Intervals		

## GLOSSARY

- **Activity** – The total number of people who live (residents) and work (jobs) in a given area
- **Advisory Neighborhood Commission (ANC)** – An elected board representing a geographic subarea of the District of Columbia charged with advising on policies and programs affecting traffic, parking, recreation, street improvements, liquor licenses, zoning, economic development, police protection, sanitation and trash collection, and the District's annual budget. There are 37 ANCs in the District. (Source: D.C. Comprehensive Plan)
- **Alley** – Public passageway for vehicles, pedestrians, drainage purposes, or any combination thereof, which connects with a street and which usually affords a means of access to the rear of properties abutting streets or highways. (Source: DDOT)
- **Alightings** – The amount of passengers "getting off" a transit vehicle for a given stop or route; the opposite of boardings
- **Americans with Disabilities Act (ADA)** – Federal legislation specifying provisions to be made in the design (or redesign) of buildings, parking, and outdoor areas to remove barriers for persons with disabilities and guaranteeing equal opportunity access in public accommodations, transportation and government services. (Source: D.C. Comprehensive Plan)
- **Annual Average Daily Traffic (AADT) (also: Average Daily Traffic [ADT])** – The total volume of traffic on a highway segment for 1 year, divided by the number of days in the year. (Source: FHWA)
- **Architect of the Capitol (AOC)** – Federal agency responsible for the maintenance, operation, development, and preservation of the U.S. Capitol, congressional office buildings, Supreme Court, U.S. Botanic Garden, and other related facilities. (Source: D.C. Comprehensive Plan)
- **Arterial** – Roadway mainly serving through traffic; takes traffic to and from expressways and freeways with limited access to adjacent properties. (Source: D.C. Comprehensive Plan)
- **Automated Red-Light Enforcement** – To enhance the safety of the District's residents and visitors, the Metropolitan Police Department has developed an automated photo enforcement program designed to reduce the number of drivers who violate traffic regulations. The cameras help enforce traffic laws and reduce violations by automatically photographing the license plates of vehicles whose drivers violate the regulations. The photos capture only the rear of the vehicle and its license plate—they do not show the driver or passengers. As of April 2014, the program includes camera systems that capture red-light running violations at more than three dozen intersections with a high incidence of violations and crashes, as well as photo radar systems designed to reduce speeding at locations with chronic problems. (Source: D.C. Metropolitan Police Department)
- **Average Bicycle Speed** – For analysis conducted as part of **moveDC**, an average bicycling speed of 8 miles per hour (mph) on bicycle lanes and 10 mph on cycle tracks and trails was assumed. A 2-minute ride, used in analysis, would be approximately 0.27 miles for bicycle lanes and 0.33 miles for cycle tracks and trails.
- **Average Walk Speed** – For analysis conducted as part of **moveDC**, an average walk speed was assumed to be 2.4 mph. A 7-minute walk, used in analysis, is approximately equivalent to 0.3 miles.
- **Barnes Dance** – A term given to an "all-pedestrian" street crossing method which allows pedestrians to cross an intersection in any direction while all vehicular movements are stopped for a given amount of time. The Barnes Dance is used in areas with high pedestrian activity and can improve safety by eliminating potential conflicts between turning vehicles and pedestrians in crosswalks.



- **Bicycle Level of Service (BLOS)** – Assessment of bicyclists’ perceived safety and comfort with respect to motor vehicle traffic while traveling along collector and arterial streets. The BLOS model evaluates bicycling suitability based on roadway width, bicycle lane widths, traffic volume, pavement surface conditions, vehicle speeds, and on-street parking. BLOS is rated on scale of A to F, A being the best. (Source: Highway Capacity Manual, 2010)
- **Bike Lane** – A bike lane is a portion of the roadway that has been designated by pavement markings for the use of bicyclists. In most cases, bike lanes are located on both sides of the road (except one-way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic. The minimum width for a bicycle lane is 5 feet.
- **Boardings** – The amount of passengers “getting on” a transit vehicle for a given stop or route; the opposite of alightings
- **Bridge** – A single- or multiple-span structure, including supports, erected over a depression or an obstacle such as water, highway or railway, and having a passageway for carrying traffic or other moving loads and having an opening measured along the center of the passageway of more than 20 feet. (Source: DDOT)
- **Business Improvement District (BID)** – A defined commercial area where property owners approve a property assessment for services above and beyond what the city provides. Supplemental BID services can include cleaning, hospitality, marketing, planning, safety, event organizing and programming. BIDs are nonprofit organizations managed by a board of directors. As of April 2014, there are eight BIDs in the District. (Source: D.C. BID Council)
- **Census Block** – Statistical areas defined by the U.S. Census that are bounded by visible features, such as streets, roads, streams, and railroad tracks, and by nonvisible boundaries, such as selected property lines and city, township, school district, and county limits and short line-of-sight extensions of streets and roads. Census blocks nest within all other tabulated census geographic entities and are the basis for all tabulated data. (Source: U.S. Census Bureau)
- **Census Tract** – Statistical areas used in U.S. Census reporting. Larger, geographically, than census blocks, tracts generally have between 1,200 and 8,000 people with an optimum size of 4,000 people. Tract boundaries can be defined by local jurisdictions or the Census Bureau and generally follow visible and identifiable features. (Source: U.S. Census Bureau)
- **Central Employment Area (CEA)** – A legal definition used primarily by the federal government in the location of projects, leasing of space, determination of parking standards, etc. and synonymous with the major concentration of federal and commercial land uses in the core of the District of Columbia. (Source: D.C. Comprehensive Plan)
- **Commercial Vehicle** – In the District of Columbia, a commercial vehicle (truck) is defined as any vehicle with more than three wheels that is greater than 22 feet in length, or that is used or maintained for transporting freight, merchandise, or other commercial loads or property. (Source: goDCgo)
- **Commuter Rail** – Long-haul passenger service operating between metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fares for multiple rides, and commutation tickets for regular, recurring riders. (Source: FTA)
- **Congestion Pricing Cordon** – An established zone within a city for which drivers are required to pay a fee to travel within. Discounts and/or exceptions are given under various circumstances, especially to those traveling with multiple passengers or driving environmentally-friendly vehicles. Pricing cordons are intended for the purpose of minimizing congestion and encouraging the use of alternative modes of transportation. **moveDC** recommends a congestion pricing cordon for the Central Employment Area. (See **Vehicle Element**)

- **Core Capacity** – Condition in which rail and bus transit lines and facilities, specifically those closer to the region's center are rapidly approaching or exceeding capacity. WMATA has outlined a program of capital and operational improvements intended to address the continued crowding and degradation in the level of service around the region's core. (Source: WMATA)
- **Curbside Management** – See Curbspace Management.
- **Culvert** – A drainage pipe, usually made of metal, concrete, or plastic, set beneath the road surface to move water from the inside of the road to the outside of the road, or under the road. Culverts are used to drain ditches, springs, and streams that cross the road. (Source: FHWA)
- **Curbspace Management (also: Curbside Management)** – The management of the portion of a road not used for vehicle travel, including parking spaces, bike lanes, shoulders, and curb cuts. Often synonymous with on-street parking management. (Source: D.C. Comprehensive Plan)
- **Cycle Track (also: Protected Bicycle Lane)** – An exclusive bicycle facility that is physically separated from motor traffic and is distinct from the sidewalk for the exclusive use of bicycles, which provides an extra sense of security for both cyclists and drivers. (Source: National Association of City Transportation Officials – Urban Bikeway Design Guide)
- **D.C. Circulator** – A bus service connecting D.C. neighborhoods, operated through a public-private partnership with DDOT. Circulator buses arrive every 10 minutes and costs \$1 per ride (2014). The idea for a quick, efficient, low-cost, public-transit system originated in the National Capital Planning Commission's 1997 Vision for the District. (Source: D.C. Circulator)
- **Dedicated Transit Lane** – A lane or space on the roadway in which only transit vehicles are permitted to travel. Dedicated lanes may be physically separated or delineated using pavement markings. **moveDC** recommends examining converting a shared travel lane to a dedicated transit lane when the number of people riding transit is equal to the number in vehicles in a general traffic lane.
- **Department of Motor Vehicles (DMV)** – The DMV provides service to licensed drivers and identification card holders and registered vehicles at three service centers around the District. Some major services include adjudication, collecting ticket payments, and inspecting vehicles. (Source: D.C. Department of Motor Vehicles)
- **Districtwide Travel Demand Model (DWTDM)** – An analysis tool used as part of **moveDC** to assess existing and future travel patterns within the District and surrounding areas. The model uses forecast socioeconomic data to generate trips, distribute trips, process mode choice, and assign trips to the future roadway network. The model uses an additional step—Mode Choice Post Processing (see Mode Choice Post Processing)—to improve the sensitivity of mode choice based on urban conditions. The DWTDM is a sub-area model of the Washington metropolitan area travel forecasting model developed and maintained by MWCOG. The DWTDM model area includes the District and areas inside the Capital Beltway (I-495).
- **Exclusive Transit Lane** – see Dedicated Transit Lane.
- **Federal Highway Administration (FHWA)** – A branch of the U.S. Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges. (Source: FHWA)
- **Federal Transit Administration (FTA)** – A branch of the U.S. Department of Transportation that is the principal source of federal financial assistance to America's communities for planning, development, and improvement of public or mass transportation systems. FTA provides leadership, technical assistance, and financial resources for safe, technologically advanced public transportation to enhance mobility and accessibility, to improve the nation's communities and natural environment, and to strengthen the national economy. (Source: FHWA)

- **Freeway** – A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled and intersection grade separations are required. (Source: FHWA)
- **Headway** – Time interval between vehicles moving in the same direction on a particular route, typically used to describe spacing between transit vehicles.
- **High-Capacity Surface Transit** – High-capacity transit that operates at street or “surface” level. For purposes in **moveDC**, this includes streetcar, high-capacity transit in dedicated and shared lanes, and water transit.
- **High-Capacity Transit (HCT)** – A transit service that operates within a street right-of-way, in dedicated transit lanes, shared travel lanes, or a combination of both. The transit service operates at frequent intervals along a fixed route. Where dedicated transit lanes are not available, other operational strategies are used to increase transit speeds. **moveDC** does not recommend a specific mode technology for recommended high-capacity transit routes, but assumes they could be served by bus or streetcar.
- **High-Frequency Bus Corridor** – A heavily-traveled bus corridor that is enhanced with physical and operational modifications to improve transit service through transit operational improvement strategies.
- **High-Intensity Activated crossWALK beacon (HAWK)** – Used to allow pedestrians to cross at locations other than intersections (mid-block). When pedestrians are present, the beacon stops the road traffic so pedestrians may cross safely. These are often used in areas of high pedestrian activity.
- **High-Occupancy Vehicle (HOV)** – A vehicle containing more than one passenger. HOV-3+ vehicles contain three or more passengers.
- **High-Occupancy Vehicle (HOV) Lane** – Managed lane strategy which restricts access to vehicles unless they are HOV as a means of managing congestion.
- **High-Occupancy Toll (HOT) Lane** – Managed lane strategy which requires a fee for access by all vehicles unless they meet the occupancy regulation (often three or more passengers) or have other specific exceptions.
- **Highway** – Any road, street, parkway, or freeway/expressway that includes rights-of-way, bridges, railroad-highway crossings, tunnels, and additional roadway structures. The highway further includes that portion of any interstate or international bridge or tunnel and the approaches thereto. (Source: FHWA)
- **Interstate** – Limited access divided facility of at least four lanes designated by the Federal Highway Administration as part of the Interstate System. (Source: FHWA)
- **Intelligent Transportation Systems (ITS)** – The application of advanced technologies to improve the efficiency and safety of transportation systems. (Source: FHWA)
- **Land Use** – Refers to the manner in which portions of land or the structures on them are used, i.e. commercial, residential, retail, industrial, etc. (Source: FHWA)
- **Leading Pedestrian Intervals (LPI)** – Period of time during a traffic signal cycle in which pedestrians are given the “WALK” signal before conflicting left- and right-turns are permitted. LPIs are typically two to four seconds and work best with “No Turn on Red” restrictions. LPIs are often a low-cost, low-labor way to improve pedestrian crossings. (Source: D.C. Pedestrian Master Plan)
- **Level of Service (LOS)** – A scale of lettered “report card” type grades (“A” through “F”) that measures the amount of traffic that a transportation facility or intersection can accommodate, based on such factors as maneuverability, driver satisfaction, volume to capacity ratio, and delay. (Source: D.C. Comprehensive Plan)

- **Long-Range Transportation Plan (LRTP)** – A document resulting from regional or statewide collaboration and consensus on a region or state’s transportation system, and serving as the defining vision for the region’s or state’s transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years. (Source: FHWA)
- **Low-Cost Transit** – Transit service that is available at a reduced or fully subsidized fare for certain users of the system.
- **Managed Lanes** – Usually used on limited access roadway system, managed lanes can be used to improve travel reliability and optimize person-carrying capacity through the implementation of a “management” strategy such as high-occupancy vehicle (HOV) and/or high-occupancy toll (HOT) restrictions.
- **Maryland-National Capital Park and Planning Commission (M-NCPPC)** – A bi-county agency empowered by the State of Maryland in 1927 to acquire, develop, maintain, and administer a regional system of parks within Montgomery and Prince George’s Counties, and to provide land use planning for the physical development of Prince George’s and Montgomery Counties. (Source: M-NCPPC)
- **Metropolitan Planning Organization (MPO)** – Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. (Source: FHWA)
- **Metropolitan Police Department (MPD)** – Primary law enforcement agency for the District of Columbia. It is the mission of the MPD to safeguard the District of Columbia and protect its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems. (Source: Metropolitan Police Department)
- **Mode** – A means of transportation, such as walking, automobile, transit, bicycle, etc. (Source: D.C. Comprehensive Plan)
- **Mode Share** – The percentage of total trips using a given means of transportation, such as transit, automobile, or non-motorized.
- **Mode-Choice Post Processing Tool (MCPPT)** – Analysis tool used in the **moveDC** Districtwide Travel Demand Model (DWTDM) to improve the sensitivity of modeled mode choice based on urban conditions. The DWTDM’s MCPPT assigns point values for the presence of transportation features that trigger a modification to mode choice assignment in an area.
- **Monumental Core** – The general area encompassing the U.S. Capitol grounds, the National Mall and environs, the Tidal Basin, the Federal Triangle and Northwest Rectangle, the Southwest Federal Center, and East and West Potomac Parks. (Source: D.C. Comprehensive Plan)
- **Multimodal** – The availability of transportation options using different types (i.e. walking, automobile, transit, bicycling) within a system or corridor. (Source: FHWA)
- **Multi-Use Trail** – See Trail.
- **Multi-Use Path** – See Trail.
- **National Capital Planning Commission (NCPC)** – Central planning agency for the federal government within the National Capital Region, providing overall planning and guidance for federal lands and buildings in the District, and in portions of Maryland and Virginia. (Source: D.C. Comprehensive Plan)



- **National Park Service (NPS)** – A bureau of the U.S. Department of the Interior that manages all U.S. national parks and many other national monuments and conservation and historical properties. In the District, the NPS owns and operates trails and roadways in areas which include but are not limited to the National Mall, Rock Creek Park, East Potomac Park, and Anacostia Park.
- **Neighborhood Bikeway** – Neighborhood bikeways are low-volume and low-speed streets that have been optimized for bicycle travel through treatments such as traffic calming, way finding signage and pavement markings. (Source: DDOT)
- **Non-Motorized Mode Share** – For **moveDC**, this consists of trips made primarily by walking and biking.
- **Paratransit** – Comparable transportation service required by the **Americans with Disabilities Act** (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems; a variety of smaller, often flexibly scheduled-and-routed transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass-transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities. (Source: FHWA)
- **Parkway** – A highway that has full or partial access control, is usually located within a park or a ribbon of park-like developments, and prohibits commercial vehicles. Buses are not considered commercial vehicles in this case.
- **Planning Area** – One of five geographic areas in the District designated by DDOT’s Policy, Planning and Sustainability Administration (PPSA) for transportation planning purposes, based primarily on the transportation networks, but also informed by Ward and ANC boundaries wherever possible. **moveDC**-recommended networks are displayed by planning area throughout the document. (Source: DDOT)
- **Protected Bike Lane** – See Cycle Track.
- **Rectangular Rapid Flashing Beacons (RRFB)** – Devices installed at crosswalks at unsignalized locations to increase driver awareness to the presence of pedestrians and crosswalks. RRFBs are usually installed attached to standard pedestrian crossings signage.
- **Regional and Non-Regional Bus Routes** – WMATA routes are regional if they cross a jurisdictional boundary, serve one or more regional activity centers (including downtown D.C.), operate primarily on arterial streets, and have high hourly boardings. Non-regional routes make up the remainder of the WMATA service in the District.
- **Residential Permit Parking (RPP)** – System used to help residents in neighborhoods with high parking demand and limited off-street parking by limiting the long-term use of on-street parking spaces to residents with permits. (Source: D.C. Comprehensive Plan)
- **Ridesharing, Dynamic or Real-Time** – Arranging shared rides with little or no advance notice, usually via mobile device applications. Some systems require or recommend a fee while others are free of charge.
- **Right-of-Way** – Land, property, or interest therein acquired for or devoted to the District’s transportation purposes.
- **Runningway** – The configuration of the transit line. Runningways can either be shared or dedicated. Typical runningway configurations include median, center, or side.
- **Shared Travel Lane (for Transit)** – A roadway lane in which transit service operates in the same lanes as all vehicles (mixed flow).
- **Shared-Use Pathway** – See Trail.

- **Sidewalk** – Sidewalks are the part of the public space immediately adjacent to the roadway. The sidewalk area includes a pedestrian zone that must remain clear, both horizontally and vertically. (Source: D.C. Public Realm Design Manual)
- **Signalized** – Type of control at intersections using electrically operated traffic control devices. Signalized intersections allow the shared use of road space by separating conflicting movements in time and allocating delay, and can be used to enhance the mobility and safety of some movements. (Source: FHWA)
- **Slugging** – Slugging is a term for the practice where a driver picks up additional passengers at specific pickup or drop-off locations. The passengers are strangers and the rides are not prearranged. Typically, either passengers or drivers display a sign with their destination or call out the window. No money is exchanged. With one or more riders, the driver is eligible to use the region's HOV facilities, such as I-395 in Virginia.
- **SmarTrip** – A permanent, rechargeable card used to pay Metrorail and local bus system fares. Plastic, like a credit card, it is embedded with a computer chip that keeps track of the value of the card.
- **State of Good Repair** – Maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. (Source: FTA)
- **State Transportation Improvement Program (STIP)** – A staged, multiyear, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, Transportation Improvement Programs (TIPs), and processes.
- **Stop-controlled** – Intersections which are controlled by one or more "STOP" signs. Stop-controlled intersections can be minor-street stop controlled, in which traffic on the major road does not stop, or all-way stop-controlled, in which all traffic must stop and a set of priority rules governs the flow.
- **Street Tree** – Tree planted in median or along sidewalks in the public right-of-way intended to enhance the visual quality of a street, provide shade, absorb pollutants and noise, and provide habitat for urban wildlife. (Source: D.C. Comprehensive Plan)
- **Streetcar** – A wheeled transit vehicle that runs on rails, operates within a street right-of-way, and is propelled by electricity. (Source: D.C. Comprehensive Plan)
- **Streetscape** – The landscape, infrastructure, and building elements that characterize a particular street or public space. (Source: D.C. Comprehensive Plan)
- **Traffic Signal Optimization** – Updating and improving the operations of a group signals. Improvements include replacing traffic control software and equipment as well as re-timing the signal progression to currently anticipated travel patterns.
- **Trail (also: Multi-Use Trails; Shared-Use Pathway)** – Paved facilities that provide a high-quality walking and bicycling experience in an environment that provides separation from traffic. These types of paths can be constructed within a roadway corridor right-of-way, in their own corridor (such as a greenway trail or rail-trail), or be a combination of both. In some cases, there is a need for trails in addition to bike lanes on busy streets. Trails should not be used to preclude on-road bicycling but rather to supplement a system of on-road bicycle facilities for less experienced cyclists.
- **Transit** – Passenger transportation services, usually local in scope, that is available to any person who pays a prescribed fare. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time. For the purpose of **moveDC**, transit is defined as bus (local, commuter/regional, D.C. Circulator, and

high-frequency bus corridors), streetcar, high-capacity transit, Metrorail, commuter rail, and water taxis. (Source: FHWA)

- **Transit Mode Technology** – Refers to the type of vehicle that is used to provide the transit service. With the exception of The District's planned streetcar network, **moveDC** does not specifically identify the transit mode technology for high-capacity transit.
- **Transit Signal Priority (TSP)** – The preferential treatment of one vehicle class (such as a transit vehicle, emergency service vehicle, or a commercial fleet vehicle) over another vehicle class at a signalized intersection without causing the traffic signal controllers to drop from coordinated operations. (Source: National Transportation Communications for Intelligent Transportation Systems Protocol [NTCIP])
- **Transportation Demand Management (TDM)** – An overarching approach to influence travel behavior by mode, frequency, time, route, or trip length to reduce transportation demand and balance demand across all components of the transportation system.
- **Transportation Improvement Program (TIP)** – A document prepared by a metropolitan planning organization that lists projects to be funded with Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) funds for the next 1- to 3-year period. (Source: FHWA)
- **Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program** – A funding program operated by the United States Department of Transportation (U.S. DOT) that annually provides grants to state, regional, and local governments to fund projects that will improve the freight and passenger transportation networks around the country.
- **Tree Canopy** – The cover formed by the leafy upper branches of trees in a forest. (Source: D.C. Comprehensive Plan)
- **Tunnel** – An enclosed roadway for motor vehicular traffic with vehicle access limited to portals, regardless of type of structure or method of construction. Tunnels are structures that require, based on owner's determination, special design considerations that may include lighting, ventilation, fire protection systems, and emergency egress capacity. (Source: FHWA)
- **Unsignalized** – Type of control for intersections that does not involve electrically operated traffic control devices. Unsignalized intersections are generally controlled by stop or yield signs on at least one of the approaches.
- **Vehicle Miles Traveled (VMT)** – Miles of travel by all types of motor vehicles as determined by actual traffic counts and established estimating procedures. In modeling: The overall distance that is traveled by all vehicles on a network. Often used to evaluate overall system use and performance. (Source: FHWA)
- **Virginia Megaprojects** – A series of large-scale transportation improvement projects designed to ease congestion and increase transportation choice in Northern Virginia. Megaprojects are managed by the Virginia Department of Transportation (VDOT).
- **Volume to Capacity (V/C) Ratio** – The ratio of the counted or forecast number of vehicles to the designated number that a specific roadway can accommodate. Evaluating V/C ratios is one of the ways to understand where congestion may exist on streets under existing and future traffic conditions. In theory, when a V/C ratio exceeds 1.0, it means that a roadway is over-capacity—more demand (traffic) than capacity (space for that traffic).
- **Washington Metropolitan Area Transit Authority (WMATA)** – WMATA was created by an interstate compact in 1967 to plan, develop, build, finance, and operate a balanced regional transportation system in the national capital area. WMATA operates Metrorail, Metrobus, and its paratransit service, MetroAccess. (Source: WMATA)