

Appendix D – Glossary of Terms

[Many References Adapted from Jefferson Area Bicycle, Pedestrian, and Greenways Plan (July 24, 2001) and the Northern Virginia Regional Bikeway and Trail Network Study Final Report (11/19/03).]

Activity Centers - Neighborhoods, commercial areas, and employment sites which attract or generate travel.

App – A website application condensed into an easy to access icon on a smartphone. In the context of this plan, an app can be utilized to reserve bicycles via a bike share system.

Bicycle – (Code of VA) a device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached thereto, having two or more wheels in tandem, including children's bicycles, except a toy vehicle intended for use by young children. For purposes of Chapter 8 ([46.2-800](#) et seq.) of this title, a bicycle shall be a vehicle while operated on the highway.

Bicycle Facility – A general term denoting improvements and other provisions made by public agencies to accommodate or encourage bicycling, including roadway improvements, signage, bicycle parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bike Lane – A portion of a roadway which has been designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

Bike Share – A system by which localities, either directly or vis-à-vis a third party, provide for rental of bicycles to the general public for a short-term period (typically 24 hours or less). Rentals are typically conducted through a website or “app,” via which the renter pays. He or she typically accesses the bicycle from a locking bike rack, or throughout the locality via a “dockless” system.

Bikeway – A generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

BMX Bicycle Facility – A facility, typically located at a park or public use area, which features specialized equipment to permit “Bicycle Motorcross” activities, which involves performance of stunts, racing, etc.

Boomer – (Baby boomer) Refers to a generation of individuals generally born between the mid-1940s and mid-1960s.

Challenging Routes (located in map legend) – Refers to those routes which may pose challenges to bicyclists because of certain conditions including, but not limited to, high traffic and/or truck volumes or speeds, roadway geometry, or topography.

Complete Streets – Streets designed for all users, including motorists, pedestrians, bicyclists, and transit (where contextually feasible).

Direct Impact – Refers to the direct effects of an activity on the local economy, such as cash directly introduced to the local economy, or jobs directly created by the activity.

FAST Act – (Fixing America’s Surface Transportation Act) The most recent federal transportation legislation, signed into law December 4, 2015.

Grade - A measure of the steepness of a roadway, bikeway, or walkway, expressed in a ratio of vertical rise per horizontal distance, usually in percent; e.g. a 5% grade equals 5 m of rise over a 100 m horizontal distance.

Grade Separation – The vertical separation of conflicting travel ways with a structure.

Gravel Roads – Includes those roads surfaced with gravel and similar loose and/or coarse materials.

Greenway – Natural corridor often used for bicycle and pedestrian trails.

Highway – A general term denoting a public way for purposes of travel, including the entire area within the right-of-way.

Indirect Impact – Refers to secondary effects of an activity on a local economy. Based on the example of greater bicycle tourism in the region, a secondary impact might be a bicycle shop owner who benefits from additional income as a result of this tourism then utilizing the additional income to pay a local construction company to expand the bike shop to accommodate greater demand for services.

Induced Impacts – Refers to households which are the beneficiaries of direct and indirect economic impacts who then spend money based on household needs and desires. For example, the direct and indirect impacts of greater bicycle tourism may generate additional household income, which householders may use to eat at a local restaurant more often.

Lane Diet – The process of narrowing travel lanes so as to make additional road surface available for other uses, such as for bike lanes.

Local (road/street) – The main purpose of Local Roads is to enable vehicular traffic to directly access lands that are adjoining them. These roads are intended for short-distance travel and serve transitional roles between various land uses (residences, farms, small businesses, etc.) and roadways of higher functional classifications such as collectors and arterials, which are intended for longer-distance travel. (VDOT Functional Classification Comprehensive Guide, 2014)

Local jurisdictions – Local jurisdictions in the West Piedmont Planning District Commission include: the cities of Danville and Martinsville; the counties of Franklin, Henry, Patrick, and Pittsylvania; and the Town of Rocky Mount.

Major Collector – Distinguishing factors which differentiate Major Collectors from Minor Collectors include the function they perform. In contrast to the latter, Major Collectors accommodate higher traffic volumes, tend to carry traffic longer distances at higher speed limits, and provide less direct access to individual land uses. In the absence of arterial or routes of higher classification in the rural context, major collectors serve larger towns and county seats, connect these with towns and cities, as well as with the larger arterial routes serving as major transportation routes within localities. In the urban context, major collectors serve commercial, industrial, and residential areas with the dual purposes of access and traffic movement. Major collectors function as segues between these land uses and arterials, as well as between arterials and local streets. (VDOT Functional Classification Comprehensive Guide, 2014)

Millennial – Refers to a generation of individuals generally born between the early 1980s and early

2000s.

Minor Arterial - Minor Arterials are suited to medium-length trips, and often serve as connections to roadways of higher classifications such as Major Arterials, Other Freeways and Expressways, and Interstates. In the rural context, these roadways function as higher-speed networks promoting greater through-movements than roads of lower classifications to link states and counties, and to connect sizable towns and cities and significant destinations together. In urban areas, Minor Arterials constitute arterials of lesser classification than Principal Arterials, but form networks with them and complement them, and provide greater access to land than do they. (VDOT Functional Classification Comprehensive Guide, 2014)

Minor Collector – In rural areas, a function of Minor Collectors is to distribute traffic to smaller communities and to serve as avenues of travel between traffic-generating activity centers and outlying areas. For example, these roads may serve as conduits between schools and small town and village centers and the low-density residential areas in the countryside. In the urban context, Minor Collectors are typically characterized by relatively low speeds and few traffic signals, and they serve relatively low density areas comprising mostly commercial and residential as well as industrial functions. (VDOT Functional Classification Comprehensive Guide, 2014)

Motor Vehicle – A vehicle that is self-propelled or designed for self-propulsion.

Multi-use Path – A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

Multi-Modal – Including more than one mode of transportation (road, transit, bicycle, pedestrian, water, air, rail.)

New Routes (located in map legend) – Refers to bicycle routes added since the original iteration of the West Piedmont Regional Bicycle Plan, which was adopted May 2005.

Other Principal Arterial - In the rural context, Other Principal Arterials facilitate significant interstate or intrastate travel, forming a comprehensive network without “dead ends.” In urban areas, Other Principal Arterials serve as the main conduits for a significant amount of vehicular travel in the major metropolitan centers, and serve to transition traffic from rural areas into urban areas. They also accommodate travel between suburban areas and urban centers, as well as linking virtually all urbanized areas and urban clusters. (VDOT Functional Classification Comprehensive Guide, 2014)

Pavement Markings – Painted or applied lines of legends planed on a roadway surface for regulating, guiding or warning traffic.

Points of Interest (located in map legend) – Refers to destinations which may be attractive to bicyclists to visit including, but not limited to, restaurants, breweries, bicycle shops, civic institutions, lodging establishments such as bed and breakfasts and campgrounds, and parks.

Previous Routes (located in map legend) – Refers to bicycle routes carried over from the original

iteration of the West Piedmont Regional Bicycle Plan, adopted May 2005, and included in this plan, adopted February 2018.

Priority Corridor/Zone – A corridor or zone which has been identified as an area or route for which to promote bicycling.

Rail Trail – A former railroad right-of-way which has been converted to a trail, typically a multi-use facility.

Recreational Bicyclist – This bicyclist's objective is not necessarily reaching a specific destination, but instead to exercise and enjoy the scenery. Scenic roadways with meanders, overlooks, and points of interest are usually desirable features.

Regional bikeway network – A system of high-quality bicycle facilities, including shared use paths that are a minimum of 10 feet, paved shoulders that are four feet or wider, and bike lanes (see acceptable widths under the definition for bike lanes.) In constrained situations, wide curb lanes, with a minimum of 14 feet usable width, can also be used to accommodate bicyclists.

Right of Way – The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Road Diet – The process of eliminating travel lanes, typically resulting in bi-directional travel lanes, a center two-way turn lane, and outside bike lanes.

Roadway – The paved portion of the highway.

Shared roadway – A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes of 14-feet to 15-feet, or road with paved shoulders.

Share the Road/Bikes on Road Signage – Signage indicating to motorists that bicyclists share the road with automobiles.

Shared use path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way (often termed "parallel shared use path") or within an independent right-of-way. Shared use paths may also be used by pedestrians, skates, wheelchair users, joggers, and other non-motorized users. In some cases, such as the W&OD Trail, shared use paths also accommodate equestrians.

Sharrow Arrow – A stenciled image of a bicycle and arrow, typically printed on a roadway to convey to motorists that bicyclists share the road.

Shoulder – The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of sub-base, base, and surface courses. Paved shoulders can be used for bicycle travel as well.

Shoulder bikeway – A type of bikeway where bicyclists travel on a paved shoulder.

Signed shared roadway (signed bike route) - A shared roadway that has been designated by

signing as a preferred route for bicycle use with either a "Share the Road" or "Bike Route" sign.

Spur – In the context of this plan, refers to an additional segment of a trail which provides additional access to a certain area of a town, city, civic institutions, etc.

Strava – A website/app which bicyclists can download for the purpose of tracking their rides. This site also generates "Heatmaps" which are available to the general public and indicate the most popular routes on which bicyclists ride.

Traditional Neighborhood Development (TND) – Development that generally adheres to the character of pre-World War II developments which include attributes such as interconnected street systems, mixed-use development and relatively dense development, and infrastructure to promote walkability.

Traffic Volume – The given number of vehicles that pass a given point for a given amount of time (hour, day, year.) See ADT.

Trail – A separated right-of-way, typically paved, earthen, or gravel surfaced, which enables use by bicyclists or pedestrians.

Trailhead – The beginning, end, or access point of a trail.

Urban Development Area (UDA)

(located in map legend) – Designated areas within localities, or an area comprising an entire jurisdiction, in which Traditional Neighborhood Development (TND) and infill development are emphasized and a multimodal transportation system – especially pedestrian, bicycle, and transit infrastructure and facilities – is the focus. UDAs are a component of Vtrans 2040, Virginia's long-range transportation plan, and serve as a basis for Smart Scale applications.

VDOT Six-year Improvement Program – Updated every June, shows funding allocations and timelines for transportation improvements throughout the state.

Vehicle – Any device in, upon or by which any person or property is or may be transported or drawn upon a highway, including vehicles that are self-propelled or powered by any means.

VTrans 2040 – Virginia's current long-range transportation plan, which establishes priorities for which transportation funding should be directed.

West Piedmont (located in map legend) – The boundary delineating the West Piedmont Planning District.

Wide Outside Lane - Vehicular travel lanes which are wider than typical travel lanes, allowing bicyclists to ride adjacent to traffic. Wide outside lanes should be 14 feet in width, and are not the same as bike lanes.