C. GLOSSARY OF COMMON BICYCLE TERMS AND ACRONYMS

ACRONYMS

BTA	Bicycle Transportation Account
APBP	Association of Pedestrian and Bicycle Professionals
CalPed	California Pedestrian Advisory Committee
Caltrans	California Department of Transportation
CBAC	California Bicycle Advisory Committee
CBC	California Bicycle Coalition
CBTP	Community Based Transportation Plan
CDC	Centers for Disease Control
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
COG	Council of Governments
CTC	California Transportation Commission
CSS	Context Sensitive Solutions
CTCDC	California Traffic Control Devices Committee
CVC	California Vehicle Code
DD-64	Deputy Directive 64
DHS	Department of Health Services
DOT	Department of Transportation
DP-22	Director's Policy #22
DSA	Division of the State Architect
DSMP	District System Management Plan
FHWA	Federal Highway Administration
GHG	Greenhouse Gases
HCM	Highway Capacity Manual
HDM	Highway Design Manual
HES	Hazard Elimination Safety Program
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
LACBC	Los Angeles County Bicycle Coalition
LCI	League Certified Instructor
LOS	Level of Service
LTF	Local Transportation Fund
LUCE	Land Use and Circulation Element
MPO	Metropolitan Planning Organization

MTA	Metropolitan Transportation Authority (Los Angeles County's RTPA)
MTC	Metropolitan Transportation Commission (SF Bay Area's MPO & RTPA)
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Area Air Quality Standards
NCHRP	National Cooperative Highway Research Program
NCSA	National Center for Statistics and Analysis
NHANES	National Health and Nutrition Examination Survey
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
NPTS	National Personal Transportation Survey
OCTA	Orange County Transportation Authority (Orange County's RTPA)
OTS	Office of Traffic Safety
PACE	Pedestrian and Cyclist Equity Act of 2003
PBCAT	Pedestrian and Bicycle Crash Analysis Tool
PID	Project Initiation Document
PSR	Project Study Report
PSSR	Project Scope Summary Report
PSTF	Pedestrian Safety Task Force
RCR	Route Concept Report
RSTP	Regional Surface Transportation Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments (MPA & RTPA)
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (2005)
SANDAG	San Diego County Council of Governments (MPO & RTPA)
SB	Senate Bill
SCAG	Southern California Association of Governments (6-county MPO)
SIB	State Infrastructure Bank
SM	Santa Monica
SR2S	Safe Routes to School
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPP	Surface Transportation Policy Project
SWITRS	Statewide Integrated Traffic Records System
TASAS	Traffic Accident Surveillance and Analysis System
TCR	Transportation Concept Report
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TMP	Transportation Management Plan
TRB	Transportation Research Board
TSDP	Transportation System Development Program
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
VTPI	Victoria Transportation Policy Institute

GLOSSARY

TERM	DESCRIPTION
Bicycle Campus	A Bicycle Campus is dedicated space used to teach bike skills to all riders using the League of American Bicyclists training model. The Santa Monica Bicycle campus has physical courses that include an avoidance weave, rock dodge, quick turn, and slalom course for agility, while the other side, includes a model Santa Monica street that incorporates bike treatments (bike lanes, bike detection, sharrows, climbing lane, etc.) for practicing.
Bicycle Network	A system of bikeways designated by the jurisdiction having authority. This system may include bike lanes, bicycle routes, shared use paths, and other identifiable bicycle facilities.
Bicycle Path (Class I)	A pathway that is exclusively used by bicyclists and pedestrians, and is separated from any roadway.
Bicycle Lane (Class II)	A portion of roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
Bicycle Route (Class III)	A roadway that is signed as an on-street route for bicycles. The types of facilities on bike routes vary and may include shared lane markings and neighborhood greenway features.
Bike Boxes	Bike boxes are experimental intersection facilities that are intended to reduce conflicts with right-turning vehicles and offer bicycle priority at intersections. Cyclists using a bike box first pass queued motor vehicles on the right using a bike lane, then enter the bike box directly in front of waiting cars.
Bike Center	Bike Centers provide bicyclist amenities such as showers, changing, and locker facilities, repair and maintenance facilities, and secure bicycle storage. Bike Centers will be located proximate to transit centers, Expo light rail stations, and major employment centers.
Bike Detection	Allows bicycles to be detected by traffic signal controllers to activate a green indication. Detection of bicyclists at signalized intersections can improve efficiency and decrease delay to bicyclists without causing inordinate delays to motorists. Bicycle detection at intersections can be accomplished using several technologies; the most widely used are loop detectors and video detectors.
Bike Share	A program in which public bicycles are made available for shared use by individuals who do not own them. Publicly shared bicycles are a mobility service, mainly useful in urban environment for short trips. Bike sharing removes some of the major concerns with owning and operating a bicycle including loss from theft or vandalism, lack of parking or storage, and maintenance requirements.
Bike Signal Timing	Due to the unique characteristics of bicycles, bicycle specific signal timing is required to better accommodate bicycles at signalized intersections. Bicycle signal timing is specific timing to ensure that bicyclists get enough green indication time to cross an intersection or make a left-turn, when starting from a complete stop.
Bike Valet	Guarded bicycle areas that work like a coat check, but for bikes. Bikes are handed over to attendants, tagged with a ticket that matches a ticket given to the cyclist, and watched by attendants throughout the event.
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.
Buffered Bike Lane	A buffered bicycle lane is designed so that it provides a more protected and comfortable space for cyclists than a conventional bike lane. Buffers can be striped to provide added shy distance from parking spaces or the travel lane.

TERM	DESCRIPTION
Ciclovía	A Spanish term, meaning "bike path," used in Latin America to mean either a permanent designated bicycle route or a temporary event closing of the street to automobiles to allow dominance by other users. Permanent designated bicycle lanes are also known as ciclo-rutas, while streets temporarily closed for that purpose are always called ciclovías.
Climbing (Bike) Lane	A lane dedicated to cyclists installed in areas where the incline of the roadway could result in slower speeds and side-to-side movement by cyclists. Climbing bike lanes reduce conflicts for bicycles operating on streets with noticeable grades.
Contra-flow Bike Lanes	Contra-flow bike lanes allow bicycles to travel in the opposite direction of motor vehicle traffic. Contra-flow lanes operate the same way as conventional bike lanes except that there is no adjacent vehicular lane in the same direction.
Cycle Track	Cycle tracks are exclusive bicycle facilities located parallel to the roadway but physically separated from motor vehicle traffic. Cycle tracks can be bi-directional facilities on one-side of the street or one-way separated bikeways placed on both sides of the street. The preferred application in Santa Monica is in the form of dedicated on-street bikeways that are separated from general use travel lanes by a marked buffer, raised median, or traffic separator. Cycle tracks are typically configured between the parking lane and the sidewalk.
Double Bike Lanes	Double bike lanes, also known as passing lanes, provide two bike lanes separated by a dashed passing lane marking. Double bike lanes provide additional comfort for cyclists on high volume roadways, while facilitating bicycle passing.
Exposition Light Rail Project	Currently under construction, the 15.2 mile Expo Line will bring light rail to the Exposition Corridor, with 19 stations serving popular destinations like USC, Exposition Park, the Mid-City Communities, the Crenshaw District, Culver City, and West Los Angeles. Phase 1 of the line will travel from Downtown Los Angeles to Culver City, and Phase 2 will extend the line out to Santa Monica. Service on Phase 1 is expected to begin in 2011, with service to the Venice/Robertson station in 2012, and the complete line to Santa Monica opening in 2015.
Greenway	A Greenway is an open space corridor in largely natural condition which may include paths for bicycles and pedestrians.
The Leadership in Energy and Environmental Design (LEED)	LEED is a Green Building Rating System developed by the U.S. Green Building Council (USGBC) that provides a suite of standards for environmentally sound and sustainable building development.
League Certified Instructor (LCI)	An LCI is certified by the League of American Bicyclists to teach bicycle education classes to children as well as adults, which include bicycle safety education.
Local Street	Local Streets are low speed neighborhood streets to be designed and operated for the dual purpose of access and urban open space. This designation in the Bike Action Plan primarily uses the neighborhood streets identified in the LUCE (see below) and other streets that are comfortable for walking and bicycling without specific, dedicated facilities. The Santa Monica Bike Action Plan aims to funnel experiential investments toward public streets designated as Local Streets.
LUCE	The Land Use and Circulation Element (LUCE) is an integral component of Santa Monica's General Plan. The LUCE lays out a bold vision for Santa Monica's future seeking to better integrate land use and transportation, while protecting the city's beautiful neighborhoods and managing traffic congestion through a "No Net New Vehicle Trips" policy.
Manual on Uniform Traffic Control Devices (MUTCD)	A document issued by the Federal Highway Administration (FHWA) to specify the standards by which traffic signs, pavement markings, and signals are designed, installed, and used. The California MUTCD is a state-specific supplement that provides specific standards for bikeway and bicycle traffic control device development.

TERM	DESCRIPTION
Neighborhood Greenway	Neighborhood greenways, commonly known as bicycle boulevards, are low stress bike routes geared toward riders of all ages and skill levels. The neighborhood greenway concept is to create a livable street environment for pedestrians, bicyclists, and vehicles as well as for active and passive recreation for people of all ages. Neighborhood greenways utilize a range of treatments in order to establish bicycle priority by managing vehicle speeds and volumes.
Non-Vehicular Cycling	When cyclists behave more like pedestrians than motorists. Non-vehicular cycling is accommodated in paths, cycle tracks and other facilities not shared by high speed or high volume motor vehicles. When non-vehicular cyclists use bike lanes, rather than merging to turn left, they tend to make a "box turn," using the crosswalks to cross first one street, then the other.
Shared Lane Markings (also known as "Sharrows")	A pavement marking consisting of a directional arrow or "chevron," and a bicycle symbol similar to those seen in bicycle lanes. Sharrows demonstrate that bicyclists should "take the lane" by directing them into safe, shared-lane positioning.
Shared Use Path	A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.
Shared Streets	Constitute the majority of bikeways. They are typically low-speed, low-volume inter- and intra-neighborhood streets. They can also be more vibrant mixed-use commercial streets because the low level of activity allows bicyclists to safely share the road with slow-moving vehicular traffic.
Side Path	A shared use path for use by bicycle, pedestrians, and other non-motorized vehicles located immediately adjacent and parallel to a roadway.
Safe Routes to School (SRTS)	SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. As a result, these programs help make bicycling and walking to school safer and more appealing transportation choices thus encouraging a healthy and active lifestyle from an early age.
Transportation Demand Management (TDM)	The application of strategies and policies to reduce automobile travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. Strategies encompass ridesharing benefits, transit trip planning and bicycling improvements. Santa Monica focuses on TDM districts in high activity centers and highly concentrated employment destinations.
Transportation Management Association (TMA)	One-stop resource for all transportation needs; producing materials, coordinating carpools/bike pools, or helping employers offer incentives to employees. TMAs are often non-profit, member-controlled organizations that help to coordinate people getting to and from where they need to go.
Vehicular Cycling	When cyclists ride in the roadway with vehicles and follow the same patterns that cars do, such as merging into a left turn lane to turn left. Vehicular cycling is accommodated on all roadways, and in such on-road facilities as bike lanes.
Wide Shoulders	Wide shoulders are often used by opportunistic bicyclists as a way to claim space, and therefore a sense of safety and comfort. Typically 4' or more, wide shoulders most often exist on those thoroughfares which pass through a more rural context, or along scenic urban thoroughfares, such as a waterside drive. However, some residential and commercial urban thoroughfares without parallel or head-in parking are wide enough to accommodate bicyclists riding along the shoulder. Regardless, striping bicycle lanes, or narrowing and calming traffic along such streets is preferred.