

## **Traffic Terms**.....

**Arterial** – major roadways designed to carry large volumes of traffic. Arterials are placed (in the Las Vegas Valley) at one-mile intervals and are usually posted at 45 miles per hour. Arterials may have up to three to four lanes in each direction.

**Crosswalk**—(a) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline; (b) any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by lines on the surface, which may be supplemented by contrasting pavement texture, style, or color.

**Collector** – immediate roadways designed to carry traffic from residential street to arterials. Collectors are placed (in the Las Vegas Valley) at ½ mile intervals between arterials. Collectors are usually posted at 35 miles per hour. Collectors may have up to two to three lanes in each direction.

**Engineering Judgment**—the evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

**Engineering Study**—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

**Flashing UPRAISED HAND** (symbolizing DONT WALK) orange signal indication means that a pedestrian shall not start to cross the roadway in the direction of the signal indication, but that any pedestrian who has already started to cross on a steady WALKING PERSON (symbolizing WALK) signal indication shall proceed out of the traveled way.

**High occupancy vehicle (HOV) Lane**—any preferential lane designated for exclusive use by high-occupancy vehicles for all or part of a day—including a designated lane on a freeway, other highway, street, or independent roadway on a separate right-of-way.

**Level of Service (LOS)** - a quantitative measurement of the effect of a number of factors that include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

**MUTCD** – the Manual on Uniform Traffic Control Devices that is required by NRS 484.781 to be used for determining the proper placement of traffic control devices on public roadways.

**OPTICOM** – an optical detection system that allows a priority override to facilitate emergency vehicles and transit systems.

**Peak hour traffic** - the highest number of vehicles found to be passing over a section of a lane or roadway during any sixty consecutive minutes.

**Permissive left turn** - allows left turns to be made on the circular green indication after yielding to on-coming traffic and pedestrians.

**Protected left turn** - allows left turning movement only when the left green arrow indication is illuminated; conflicting movements have a red light and cannot proceed. **Thus**, the left turn is protected.

**Protected/Permissive left turn** – allows a protected left turning movement when the green arrow is illuminated but permits allows left turns to be made on the circular green indication after yielding to on-coming traffic and pedestrians.

**Residential street** – the street network that connects to arterials and collectors used to access residential areas and some business areas.

**School Frontage Zone** – the area along a school property that is posted at 15 miles per hour. If the area does not have direct pedestrian access, the area is not considered a school frontage zone.

**School Crossing Zone** – a crosswalk away from a school property that is posted at 25 miles per hour.

**School Zones** – sections of roadways (as defined above) marked with school signage and may have reduced speeds during certain times of the school day.

**Steady UPRaised HAND** (symbolizing DONT WALK) signal indication means that a pedestrian shall not enter the roadway in the direction of the signal indication.

**Steady WALKING PERSON** (symbolizing WALK) white signal indication means that a pedestrian facing the signal indication is permitted to start to cross the roadway in the direction of the signal indication, possibly in conflict with turning vehicles. The pedestrian shall yield the right-of-way to vehicles lawfully within the intersection at the time that the WALKING PERSON (symbolizing WALK) signal indication is first shown.

**Stop Line**—a solid white pavement marking line extending across approach lanes to indicate the point at which a stop is intended or required to be made.

**Time of day (TOD) left turn** – a left turn signal that can operate in either protected, permissive or protected/permissive modes depending on traffic conditions and time of day.

**Traffic capacity** - refers to the maximum number of automobiles that can pass over a given section of a lane or roadway in one hour given the existing traffic and street conditions.

**Traffic Control Device**—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or shared-use path by authority of a public agency having jurisdiction.

**Warrant**—a warrant describes threshold conditions to the engineer in evaluating the potential safety and operational benefits of traffic control devices and is based upon average or normal conditions. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification for the installation of the device