

## GLOSSARY OF TERMS

**Accessibility** – The ability or ease to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices. Many factors affect accessibility (or physical access), including mobility, the quality, cost and affordability of transportation options, land use patterns, connectivity of the transportation system and the degree of integration between modes. The accessibility of a particular location can be evaluated based on distances and travel options, and how well that location serves various modes. Locations that can be accessed by many people using a variety of modes of transportation generally have a high degree of accessibility.

**Access management** – Measures regulating access to streets, roads and highways from public roads and private driveways. These measures include restrictions on the siting of interchanges, restrictions on the type and amount of driveway and intersection access to roadways, and use of physical controls, such as signals and raised medians, to reduce the impact of connecting road traffic on the main facility.

**Active Living** - Lifestyles characterized by incorporating physical activity into daily routines through activities such as walking or biking for transportation, exercise or pleasure. To achieve health benefits, the goal is to accumulate at least 30 minutes of activity each day.

**Active transportation** - Non-motorized forms of transportation including walking and biking.

**Active transportation network** – Combined network of streets, trails and districts

identified on the regional transportation pedestrian and bicycle network maps and identified as pedestrian and bicycle parkways, regional bikeways, regional pedestrian corridors and regional pedestrian and bicycle districts, which include station communities. The active transportation network also includes frequent bus routes, all of which are designated as pedestrian parkways, and high ridership bus stops.

**Affordability** –See cost-burdened household.

**Americans With Disabilities Act (ADA) of 1990** – Civil rights legislation enacted by Congress in 1990 that mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications and public accommodations. Under this Act, most transportation providers are obliged to purchase lift-equipped vehicles for their fixed-route services and must assure system-wide accessibility of their demand-responsive services to persons with disabilities. Public transit providers also must supplement their fixed-route services with paratransit services for those persons unable to use fixed-route service because of their disability. TriMet’s ADA transportation plan outlined the requirements of the ADA as applied to TriMet services, the deficiencies of the existing services when compared to the requirements of the new act and the remedial measures necessary to bring TriMet and the region into compliance with the act. Metro, as the region’s metropolitan planning organization (MPO) is required to review TriMet’s ADA Paratransit Plan annually and certify that the plan conforms to the Regional Transportation Plan. Without this certification, TriMet is not in compliance with the ADA. ADA also affects the design of

pedestrian facilities being constructed by local governments.

**Arterial** – A class of street. Arterial streets interconnect and support the throughway system. Arterials are intended to provide general mobility for travel within the region. Correctly sized arterials at appropriate intervals allow through trips to remain on the arterial system thereby discouraging use of local streets for cut-through travel. Arterial streets link major commercial, residential, industrial and institutional areas. Major arterials serve longer distance through trips and serve more of a regional traffic function. Minor arterials serve shorter, more localized travel within a community. As a result, major arterials usually carry more traffic than minor arterials. Arterial streets are usually spaced about one mile apart and are designed to accommodate bicycle, pedestrian, truck and transit travel.

**Arterial traffic calming** - Designed to manage traffic at higher speeds and volumes, but still minimize speeding and unsafe speeds. Treatments can include raised medians, raised intersections, gateway treatments, textured intersections, refuge islands, road diets, and roundabouts.

**Asset management** – A systematic process of maintaining, upgrading and operating physical assets cost-effectively. It combines engineering principles with sound business practices and economic theory, and it provides tools to facilitate a more organized, logical approach to decision-making. Asset management provides a framework for handling both short- and long-range planning. It is based on the process of monitoring the physical condition of assets, predicting deterioration over time and providing information on how to invest in order to

maintain or enhance the performance of assets over their useful life.

**Attainment area** – An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

**Barrier** – A condition or obstacle that prevents an individual or a group from accessing the transportation system or transportation planning process. Examples include a physical gap or impediment, lack of information, language, education and/or limited resources.

**Benchmark** – A numerical goal or stated direction to be achieved for which quantifiable or directional targets may be set, assigning a value to what the RTP is trying to achieve. Benchmarks (also known as targets) are expressed in quantitative terms and provide an important measure of progress toward achieving different goals within a timeframe specified for it to be achieved.

**Bicycle** – A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

**Bicycle boulevards** - Sometimes called a bicycle priority street, a bicycle boulevard is a low-traffic street where all types of vehicles are allowed, but the street is modified as needed to enhance bicycle safety and convenience by providing direct routes that allow free-flow travel for bicyclists at intersections where possible. Traffic controls are used at major intersections to help

bicyclists cross streets. Typically these modifications also calm traffic and improve pedestrian safety.

**Bicycle comfort index (BCI)** - analyzes the auto volumes, auto speeds and number of auto lanes on existing bikeways and within defined 'cycle zones' and assigns a comfort rating to the bikeway. Generally off-street paths receive the highest rating because they are completely separated from auto traffic. Results help identify existing bikeways on the regional bicycle network that could be upgraded to increase bicyclists comfort. Metro's BCI analysis was used in the existing conditions step of developing the ATP. Additional data would be useful to refine the tool.

**Bicycle district** - an area with a concentration of transit, commercial, cultural, institutional and/or recreational destinations where bicycle travel is attractive, comfortable and safe. Bicycle districts are areas where high levels of bicycle use exist or a planned. Within a bicycle district, some routes may be designated as bicycle parkways or regional bikeways, however all routes within the bicycle district are considered regional. A new concept for the Regional Transportation Plan and added to the regional bicycle network through the ATP. The Central City, Regional and Town Centers and Station Communities are identified as bicycle districts.

**Bicycle facilities** – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

**Bicycle parkway** - A bicycle route designed to serve as a bicycle highway providing for

direct and efficient travel for large volumes of cyclists with minimal delays in different urban environments and to destinations outside the region. These bikeways connect 2040 activity centers, downtowns, institutions and green spaces within the urban area. The specific design of a bike parkway will vary depending on the land use context within which it passes through. These bikeways could be designed as an off-street trail along a stream or rail corridor, a cycle track along a main street or town center, or a bicycle boulevard through a residential neighborhood.

**Bicycle Routes** – Link bicycle facilities together into a clear, easy to follow route using way finding such as signs and pavement markings, connecting major destinations such as town centers, neighborhoods and regional destinations.

**Bikeable** - A place where people live within biking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc. and where it is easy and comfortable to bike.

**Bike lane** – A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

**Bike-transit facilities** - Infrastructure that provide connections between the two modes, by creating a "bicycle park-and-ride," i.e. large-scale bike parking facility at a transit station.

**Bikeway** – Any road, street, path or right-of-way that is specifically designated in some manner as being open to bicycle travel, either for the exclusive use of bicycles or shared use with other vehicles or pedestrians.

**Boulevards** – Facilities designated in mixed-use areas (e.g., 2040 centers, station communities and main streets) that are designed to integrate motor vehicles, freight, transit, bicycle and pedestrian modes of travel, with an emphasis on pedestrian, bicycle and transit travel.

**Branch railroad lines** - Non-Class I rail lines, including short line or branch lines.

**Bus Rapid Transit (BRT)** - Bus rapid transit service uses high capacity buses in their own guideway or mixed in with traffic, with limited stops and a range of transit priority treatments to provide speed, frequency, and comfort to users. This service typically runs at least every 15 minutes during the weekday and weekend mid-day base periods through frequencies may increase or decrease for individual applications and based on demand.. Stops are generally spaced one-quarter mile apart or more. Most stops have significant and easily identifiable passenger infrastructure, including waiting areas that are weather protected. Additional passenger amenities at stops may include real-time schedule information, trip planning kiosks, ticket machines, special lighting, benches, and bicycle parking.

**Capacity** – A transportation facility’s ability to accommodate a moving stream of people or vehicles in a given place during a given time period. Increased capacity can come from building more streets or throughways, adding more transit service, timing traffic signals, adding turn lanes at intersections or many other sources.

**Carbon footprint** – A measure of the amount of carbon dioxide (CO<sub>2</sub>) emitted through the combustion of fossil fuels. This measure is often expressed as tons of carbon dioxide or

tons of carbon emitted, usually on a yearly basis.

**Carbon monoxide (CO)** – An air pollutant that is a highly toxic, odorless and colorless gas, formed in large part by incomplete combustion of fuel. Automobile emissions are the primary source of CO.

**Carpool** – An arrangement in which two to six people share the use and/or costs, of traveling in privately owned automobiles between fixed points on a regular basis. See also vanpool.

**Carsharing** – A transportation demand management strategy wherein a group of people share a single vehicle. Benefits of this strategy include reduced vehicle ownership, parking needs and drive-alone trips, as well as improved accessibility. Implementation in the Portland region includes public/private partnerships and a private sector membership organization.

**Central city** – The downtown and adjacent portions of the city of Portland. See the 2040 Growth Concept map and text.

**Chronic disease** - An illness that is prolonged, does not resolve spontaneously and is rarely cured completely. Chronic diseases such as heart disease, cancer and diabetes account for seven of every 10 deaths in America. Although chronic diseases are among the most common and costly problems, they are also among the most preventable. Adopting healthy behaviors such as eating nutritious foods, being physically active and avoiding tobacco use can prevent or control the these diseases.

**Clean Air Act** – The Federal clean air act identifies “mobile sources” (vehicles) as primary sources of pollution and calls for

stringent new requirements in metropolitan areas and states where attainment of federal air quality standards is or could be a problem.

**Climate change** - Any significant variation in the earth's climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change may result from:

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- natural processes within the climate system (e.g. changes in ocean circulation); and
- human activities that change the atmosphere's composition (e.g. through burning fossil fuels) and the land surface (e.g. deforestation, reforestation, urbanization, desertification, etc.).<sup>1</sup>

**Collector street** – A class of street. Collector streets provide both access and circulation between residential, commercial, industrial and agricultural community areas and the arterial system. As such, collectors tend to carry fewer motor vehicles than arterial streets, with reduced travel speeds. Collector streets are usually spaced at half-mile intervals, midway between arterial streets. Collectors may serve as bike, pedestrian and freight access routes, providing local connections to the arterial street network and transit system. While the focus for collectors has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and transit.

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<sup>1</sup> <http://www.epa.gov/climatechange/basicinfo.html>. Accessed on December 17, 2007.

**Community boulevard** – These facilities generally consist of two vehicle travel lanes, balanced multi-modal function, narrower right of way than a regional boulevard, landscaped medians, on-street parking, narrower travel lanes than throughways, more intensive land use oriented to the street and wide sidewalks. The right of way ranges from 61 to 98 feet or greater. These facilities are located within the most intensely developed activity centers with development oriented to the street. These are primarily central city and regional centers, town centers, station communities and some main streets.

**Community street** – These facilities consist of two to four travel lanes, balanced multi-modal function, narrower right of way than regional streets, on-street parking, narrower or fewer travel lanes than regional streets, and residential neighborhood and corridor land uses set back from the street. These facilities provide a higher level of local access and street connectivity than regional streets. They have the greatest flexibility in cross sectional elements. The right of way ranges from 60 to 80 feet or greater.

**Commute** – Regular travel between home and a fixed location (e.g., work, school).

**Commuter rail** – Short-haul rail passenger service operated within and between metropolitan areas and neighboring communities. This transit service operates in a separate right-of-way on standard railroad tracks, usually shared with freight use. The service is typically focused on peak commute periods but can be offered other times of the day and on weekends when demand exists and where rail capacity is available. The stations are typically located one or more miles apart, depending on the overall route

length. Stations offer infrastructure for passengers, bus and LRT transfer opportunities and parking as supported by adjacent land uses. See also Inter-city rail.

**Complete streets** - A transportation policy and design approach where streets are designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

**Concept planning** – A planning process to create a blueprint for the future of land brought inside the urban growth boundary for urbanization. The process is required to address the provisions listed in Title 11 of the Urban Growth Management Functional Plan. These provisions include a minimum level of residential units per acre, a diversity of housing stock, an adequate transportation system, protection of natural resource areas and needed school facilities.

**Conformity** – Process defined by the Clean Air Act to assess the compliance of any transportation plan, program or project with air quality implementation plans.

**Congestion** - A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds. Recurrent congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by incidents such as bad weather, special events and/or traffic accidents.

**Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – A federal transportation funding program. The MAP-21 provides just over \$2.2 billion in CMAQ funding for each year of the authorization-2013 and 2014. While project eligibility remains basically the same, the legislation

places considerable emphasis on diesel engine retrofits and other efforts that underscore the priority on reducing fine particle pollution (PM 2.5).

**Congestion management process** - A federally mandated program directed at the Portland metropolitan region (and other metropolitan areas) to systematically manage traffic congestion. The process provides information on transportation system performance and recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity.

**Corridors (2040 design type)** – A type of land use that is typically located along regional transit routes and arterial streets, providing a place for somewhat higher densities than is found in 2040 centers. These land uses should feature a high-quality pedestrian environment and convenient access to transit. Typical new developments would include rowhouses, duplexes and one to three-story office and retail buildings, and average about 25 persons per acre. While some corridors may be continuous, narrow bands of higher-intensity development along arterial streets, others may be more nodal, that is a series of smaller centers at major intersections or other locations along the arterial that have high quality pedestrian environments, good connection to adjacent neighborhoods and transit service.

**Cost-burdened household**– A renter household that spends more than 50 percent of its gross income on housing and transportation expenses. Housing and transportation costs include all expenditures

tracked under those two categories by the U.S. Bureau of Labor Statistics in the Consumer Expenditures Survey.

**Cycle track** – Bicycle lanes that are physically separated from motor vehicle and pedestrian travel. A cycle track is an exclusive bike facility that has elements of a separated path and on-road bike lane. A cycle track, while still within the roadway, is physically separated from motor traffic and is distinct from the sidewalk. Cycle tracks may be one-way or two-way, and may be at road level, at sidewalk level, or at an intermediate level. They all share in common some separation from motor traffic with bollards, car parking, barriers or boulevards.

**Cyclist** – Person riding a bicycle.

**Deficiency** - Capacity or design constraints that limit, but do not prohibit the ability to travel by a given mode or meet thresholds defined in Tables 2.4 (Regional Motor Vehicle Performance Measures) or 2.5 (Non-SOV Modal Targets). Examples include locations where throughway capacity is less than six through lanes and arterial street capacity less than 4 lanes, or that have poor or substandard design features; at-grade rail crossings; height restrictions; bike and pedestrian connections that contain obstacles (e.g., missing curb ramps, distances greater than 330 feet between pedestrian crossings, absence of pedestrian refuges, sidewalks occluded by utility infrastructure, high traffic volumes and complex traffic environments); transit overcrowding or schedule unreliability and high crash locations).

**Delay** - The additional travel time required by all travelers, as measured by the time to reach destinations at posted speed limits (free-flow speed) versus traveling at a slower congested speed. Delay can be expressed in

several different ways, including total delay in vehicle-hours, total delay per vehicle miles traveled (VMT) and share of delay by time period, day of week or speed range.

**Developed areas** – Areas of the region that are primarily built-up, with most new housing and employment being primarily accommodated through infill, redevelopment and use of brownfields.

**Developing areas** – Areas of the region containing significant areas of developable and re-developable land, with most new housing and employment being primarily accommodated through a combination of greenfield development, infill and redevelopment.

**Disability** - The limitation of normal physical, mental, social activity of an individual. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.

**Emissions budget** – The part of the State Implementation Plan (SIP) that identifies the allowable emissions levels, mandated by the National Ambient Air Quality Standards for certain pollutants emitted from mobile, stationary and area sources. The emissions levels are used for meeting emission reduction milestones, attainment or maintenance demonstrations.

**Employee Commute Options (ECO) rules** – The Employee Commute Options or "ECO" Program requires larger employers to provide commute options to encourage employees to reduce auto trips to the work site. ECO is one of several strategies included in the Ozone Maintenance Plan for the Portland Air Quality Maintenance Area. ECO applies to employers within the Portland Air

Quality Maintenance Area (AQMA) with more than 50 employees at a work site. Employers must provide commute options that have the potential to reduce employee commute auto trips

**Employment areas** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development. Retail uses should primarily serve the needs of the people working or living in the immediate employment area. Exceptions to this general policy can be made only for certain areas indicated in a functional plan.

**End-of-trip facilities** – Parking facilities and other accommodations that meet the needs of bicyclists, walkers and carpoolers. Examples include parking spaces striped for rideshare vehicles only, bike parking, locker rooms and showers.

**Environmental justice (EJ) community** – A U.S. Census block group that has a concentration of people living in poverty, people with low-income, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes. “Concentration” shall be defined as having two or more socio-economically sensitive populations in a Census Block Group of any of the groups listed above greater than 2.5 times the regional percentage based on the most recent actual census bureau data. This includes minorities, seniors, and people with disabilities, low-income, or who do not speak English.

**Environmental justice populations** - People living in poverty, people with low-income as determined annually by the U.S. Department of Health and Human Services Low-Income

Index, people of color, elderly, children, people with disabilities, and other populations protected by Title VI and related nondiscrimination statutes.

**Environmental Protection Agency** – The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, and the Endangered Species Act.

**Equity** – In transportation, a normative measure of fairness among transportation system users.

**Facility** – The fixed physical assets (structures) enabling a transportation mode to operate (including travel, as well as the loading and unloading of passengers). This includes streets, throughways, bridges, sidewalks, bikeways, transit stations, bus stops, ports, air and marine terminals and rail lines.

**Equitable access** – Equal opportunities low-income residents and people with disabilities to access the regional transportation system.

**Federal Highway Administration (FHWA)** - The federal agency responsible for administering roadway programs and funds. The FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states and local governments.

**Federal Transit Administration (FTA)** - The federal agency responsible for administering transit programs and funds. The FTA works with state and local governments to select new transit systems for implementation and guides capital, operating, and transit methodology decisions.

**Fiscal constraint** – Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

**Fixed-route transit** – Regularly scheduled service operating repeatedly over the same street or throughway pattern on a determined schedule.

**Forecast** – Projection of population, employment or travel demand for a given future year.

**Freeway** – A design for a Throughway in which all access points are grade separated.

**Freight intermodal facility** – An intercity facility where freight is transferred between two or more modes (e.g., truck to rail, rail to ship, truck to air).

**Freight mobility** – The efficient movement of goods from point of origin to destination.

**Frequent bus** – Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet, providing corridor service rather than nodal service along selected arterial streets. This service typically runs at least every 15 minutes throughout the day and on weekends though frequencies may increase based on demand, and it can include transit preferential treatments, such as reserved bus lanes and transit signal priority, and enhanced passenger infrastructure along the corridor and at major bus stops, such as covered bus shelters, curb extensions, special lighting and median stations.

**Gap** - Missing links or barriers in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur. A gap generally means a connection does not exist

at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge (e.g., Sellwood Bridge), or existing development.

Investments to address system gaps include throughway, rail and stream over-crossings that help meet arterial network concept goals as appropriate; new arterial connections up to four lanes with turn lanes; new collector connections in the central city, regional centers and industrial areas; new bike and pedestrian facilities; regional multi-use trails with a transportation function; new transit service connections, new vanpool connections, individualized travel marketing programs.

**Global warming** - The increase in the average temperature of the air near the Earth's surface and oceans, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human induced. In common usage, "global warming" often refers to the warming that can occur as a result of increased emissions of greenhouse gases from human activities.<sup>2</sup>

**Greenhouse gases** - The six gases identified in the Kyoto Protocol and by the Oregon Greenhouse Gas Mandatory Reporting Advisory Committee as contributing to global warming: carbon dioxide (CO<sub>2</sub>), nitrous oxide (N<sub>2</sub>), methane (CH<sub>4</sub>), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).

**Green street, throughway or parking lot** - A transportation facility designed to:

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<sup>2</sup> <http://www.epa.gov/climatechange/basicinfo.html>. Accessed on December 17, 2007.

- Integrate a system of stormwater management.
- Reduce the amount of water that is piped directly to streams and rivers.
- Be a visible component of a system of "green infrastructure" that is incorporated into the aesthetics of the community. Make the best use of vegetation for stormwater interception as well as temperature mitigation and air quality improvement.
- Ensure the roadway has the least impact on its surroundings, particularly at locations where it crosses a stream, wildlife corridor or other sensitive area. These facilities include features like street trees, landscaped swales, pervious curb treatments and special paving materials to manage stormwater runoff.

**Greenways** - Greenways generally follow rivers and streams and may or may not provide for public access. In some cases, greenways may be a swath of protected habitat along a stream with no public access. In other cases, greenways may allow for an environmentally compatible trail, viewpoint or canoe launch site. The greenways that are identified in Metro's regional trails plan do not presently offer public access. Usage of the term "greenway" can be ambiguous because it is sometimes used interchangeably with the word "trail." For example, "Fanno Creek Trail", "Fanno Creek Greenway", and "Fanno Creek Greenway Trail" are used with equal frequency for the same trail. Trail and greenway professionals prefer to make the technical distinction that the "trail" refers to the tread or the actual walking service, while the "greenway" refers to the surrounding park or natural corridor. The term is also

ambiguous because the City of Portland recently began referring to its bicycle boulevards as "neighborhood greenways." Neighborhood greenways differ from traditional greenways in that they generally do not follow an open space corridor aside from local streets.

**Habitat conservation areas** – Riparian habitat areas within the current urban growth boundary identified by the regional fish and wildlife protection program. Habitat Conservation Areas are to be protected by development standards contained in Title 13 of the Urban Growth Management Functional Plan or through equivalent approaches by local jurisdictions. As new areas are added to the urban growth boundary, highly valued upland habitat areas will also be identified as Habitat Conservation Areas, with their protection level adjusted depending on the area's economic importance to the region.

**Health** - A condition of complete physical, mental and emotional well-being, not merely the absence of disease.

**Health Impact Assessment** - A combination of procedures, methods, and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of these effects within the population.

**High capacity transit network** – High capacity transit is defined by its function: to carry high volumes of passengers quickly and efficiently from one place to another. Other defining characteristics of HCT service include the ability to bypass traffic and avoid delay by operating in exclusive or semi-exclusive rights of way, faster overall travel speeds due to wide station spacing, frequent service, transit priority street and signal treatments, and premium station and

passenger amenities. Speed and schedule reliability are preserved using transit signal priority at at-grade crossings and/or intersections. High levels of passenger infrastructure are provided at transit stations and station communities, including real-time schedule information, ticket machines, special lighting, benches, shelters, bicycle parking, and commercial services. The transit modes most commonly associated with high capacity transit include:

- light rail transit, light rail trains operating in exclusive or semi-exclusive right of way<sup>3</sup>
- bus rapid transit, regular or advanced bus vehicles operating primarily in exclusive or semi-exclusive right of way
- rapid streetcar, streetcar trains operating primarily in exclusive or semi-exclusive right of way
- commuter rail, heavy rail passenger trains operating on exclusive, semi-exclusive or nonexclusive (with freight) railroad tracks.

Other transit modes, such as exclusive track heavy rail or monorail, could be applied in Portland but have generally not been considered due to high costs.

**High-occupancy vehicle (HOV) lane** – Highway and arterial lanes restricted for use to vehicles carrying more than two passengers with the exception of motorcycles.

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<sup>3</sup> Exclusive right of way, as defined by Transportation Research Board TCRP report 17, includes fully grade-separated right of way. Semi-exclusive right of way includes separate and shared rights of way as well light rail and pedestrian malls adjacent to a parallel roadway. Nonexclusive right of way includes operations in mixed traffic, transit mall and a light rail/pedestrian mall.

**Highway** – A design for a Throughway in which access points are a mix of separate and at-grade.

**Housing affordability** – See cost-burdened household.

**Impervious surfaces** – Surfaces that do not allow water to infiltrate into the ground and rely on piped stormwater drainage systems that convey runoff directly to streams. The majority of impervious surfaces are roads, rooftops, sidewalks, parking lots and driveways. A conventional stormwater management approach uses storm sewer pipes beneath the street to quickly convey storm runoff to stream channels that are also managed for stormwater conveyance.

**Indicator** – Also called performance measure. A measure of how well the transportation system is performing that is used to evaluate the success of the objective with quantitative or qualitative data and provide feedback in the plan’s decision-making process. Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes based on actual empirical or observed data. In both cases, they can be applied at a system-level, corridor-level and/or project-level. Indicators provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments. They can also be used to monitor performance of the plan in between updates to evaluate the need for refinements to policies, investment strategies or other elements of the plan.

**Individualized marketing** – A transportation demand management strategy that provides support programs and customized travel choice information based

on a person's interest-level. Examples include TravelSmart™ and SmartTrips. A TravelSmart™ project in North and Northeast Portland provided transit information, bike and walking maps, guided walks and rides, customized trip planning and in-home assistance to help residents get started walking, biking, or riding transit.

**Industrial areas** – Areas set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users. Residential development and retail users whose market area is larger than the industrial area are not considered supporting uses.

**Infrastructure** – The fundamental physical facilities and systems required to provide a community with services it needs or wants, including transportation and communication systems, power plants, sewer and water treatment systems, and schools, for example.

**Inner neighborhoods** – Areas in Portland and typically other older cities that are primarily residential, close to central employment and shopping areas, and have smaller lot sizes and higher population densities than in outer neighborhoods.

**Intelligent transportation systems (ITS)** - The application of a broad range of communications-based information, control and electronics technologies to improve the efficiency and safety of transportation systems. ITS can be integrated into the transportation system infrastructure and in vehicles to help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, and improve safety.

**Interchange area management plan (IAMP)** - A joint ODOT and local government

long-term (20+ years) transportation and land use plan to balance and manage transportation and land use decisions in interchange areas. The primary purpose of this planning tool is to protect the function, operations and safety of the interchange, the state highway, and the supporting arterial and local street network. The IAMP uses access management and site design standards for interchange areas to preserve traffic efficiency and function, while ensuring safety for all modes of travel. The standards should include guidelines for pedestrian and bicycle access, access restrictions, gateway treatments at interchanges, use of medians, landscaping minimums, and other design considerations. The IAMPs may use interchange zoning (as a base zone and/or overlay zone) to regulate the type of development that may take place at an interchange or along arterials connecting to the interchange to accomplish these objectives. This plan is required for new interchanges or as part of major changes to existing interchanges.

**Intermodal facility** – A transportation element that allows passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals, and railyards that facilitate the transfer of containers or trailers. See also passenger intermodal facility and freight intermodal facility definitions.

**Intercity bus** – A mode of transit service that provides connections between cities, towns, and other places typically tens or hundreds of miles away. This type of service generally provides fewer bus stops than provided by local bus routes. Greyhound Bus Lines and private carriers operate inter-city buses. Some local transit systems offer bus lines to nearby cities or towns served by another

transit agency. Intercity bus services provide important travel connections to smaller towns and rural areas that do not have airports or train service. Several private inter-city bus services are currently provided in the region.

**Intercity rail** – Inter-city passenger rail that is part of the state transportation system and extends from the Willamette Valley north to British Columbia. Amtrak already provides service south to California, east to the rest of the continental United States and north to Canada. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.

**Jurisdiction** - Typically refers to a government or quasi-government agency or the authority of a government or quasi-government agency, including, for example, counties, cities, regional agencies, federal and state agencies and federally recognized tribes.

**Level of service (LOS)** – A tool for evaluating system performance and identifying deficiencies for roadways, transit and other motorized and non-motorized modes of travel. For example, roadway measures of level-of-service often assign criteria based on volume-to-capacity ratios. A qualitative measure describing operational conditions within a traffic stream from a motorist’s point of view. A level of service definition describes conditions in terms of speed and travel time, freedom to maneuver, and traffic interruptions. LOS is rated on a scale of A through F:

LOS     Motor Vehicle Traffic Flow Characteristics

- A    Virtually free flow; completely unimpeded
- B    Stable flow with slight delays; reasonably unimpeded

- C    Stable flow with delays; less freedom to maneuver
- D    High density but stable flow
- E    Operating conditions at or near capacity; unstable flow
- F    Forced flow, breakdown conditions
- > F Severe congestion - demand exceeds roadway capacity, limiting volume than can be carried and forcing excess demand onto parallel routes and extending the peak period

Sources:            1985 Highway Capacity Manual  
(A through F descriptions)

Metro (>F Description)

**Light rail transit (LRT)** – In this region, Light Rail Transit (LRT) is TriMet’s MAX service. It is a system of modern passenger rail cars operating on a fixed guideway within an exclusive right-of-way. LRT serves the Central City and Regional Centers as well as station communities and may serve Town Centers and Corridors. In addition, LRT serves regional public attractions such as the Washington County Fair Grounds, Civic Stadium, the Oregon Convention Center, Oregon Zoo, Metropolitan Exposition Center and the Rose Garden. LRT service typically runs at least every 15 minutes throughout the day. It operates with limited stops and operates at higher speed outside of downtown Portland. MAX is powered by overhead electric lines though some systems in other regions are powered by on-board diesel or electric motors. Main elements include rail vehicles, rail tracks, overhead electric lines, modern rail stations, signal priority at intersections, and integration with transit-oriented development strategies. A high level of passenger infrastructure is provided at transit stations and station communities, including schedule information, ticket machines, special lighting, benches, shelters, bicycle parking and commercial

services. The speed and reliability of LRT can be maintained using transit signal priority at at-grade crossings and grade separation.

**Local Bikeways** - Trails, streets and connections not identified as regional bicycle routes, but are important to a fully functioning network. Local bikeways are the local collectors of bicycle travel. They are typically shorter routes with less bicycle demand and use. They provide for door-to-door bicycle travel.

**Local bus** - Local bus lines provide access to public transit within neighborhoods, commercial districts and some industrial areas, and often provide access to 2040 Target Areas and the remainder of the regional transit system. Local transit services are characterized by frequent stops along the route, with stop spaced every 750 to 1000 feet. Service levels vary, but are typically every 30 minutes during the weekday base period in higher-density areas and may be more frequent as demand warrants. Weekend and evening service levels are typically policy, not demand based.

**Local government** – For the purpose of this plan, this term refers to a city or county within the Metro boundary.

**Local Pedestrian Connectors** – All streets and trails not included on the regional network. Local connectors experience lower volumes of pedestrian activity and are typically on residential and low-volume/speed roadways or smaller trails. Connectors, however, are an important element of the regional pedestrian network because they allow for door-to-door pedestrian travel.

**Local streets** – Local streets primarily provide direct access to adjacent land. While

Local streets are not intended to serve through traffic, the aggregate effect of local street design impacts the effectiveness of the Arterial and Collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the Arterial street network. In the urban area, local roadway system designs often discourage “through traffic movement.” Regional regulations require local street connections spaced no more than 530 feet in new residential and mixed used areas, and cul-de-sacs are limited to 200 feet in length. These connectivity requirements ensure that a lack of adequate local street connections does not result in the arterial system becoming congested. While the focus for local streets has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and sometimes transit.

**Local transit network** – The local transit network provides basic service and access to local neighborhoods and activity centers as well as to the regional and high capacity transit networks. It also offers coverage and access to primary and secondary land-use components. Transit preferential treatments and passenger infrastructure are appropriate at high ridership locations. Sidewalk connectivity and protected crosswalks are critical elements of the local transit network. This network includes local bus, para-transit, streetcar, and tram.

**Main roadway route** – Designated freights routes that connect major activity centers in the region to other areas in Oregon or other states throughout the U.S., Mexico and Canada.

**Main streets** – Neighborhood shopping areas along an arterial street or at an intersection,

having a unique character that draws people from outside the adjacent neighborhood. Northwest 23rd Avenue and SE Hawthorne Boulevard in the city of Portland are examples of established main streets.

**Maintenance area** – Any geographic region in the U.S. previously designated non-attainment pursuant to the Clean Air Act (CAAA) Amendments of 1990 and subsequently designated to attainment subject to the requirements to develop a maintenance plan under section 175A of the CAA as amended.

**Major Bus Stop** – Major Bus Stops are intended to provide highly visible and comfortable bus stops to encourage greater use of transit. Major Bus Stops include most Frequent Service bus stops, most transfer locations between bus lines (especially when at least one of the bus lines is a frequent service line), stops at major ridership generators (e.g., schools, hospitals, concentrations of shopping or high density employment), and other high ridership bus stops. These stops may include shelters, lighting, seating, bicycle parking, or other passenger amenities and are intended to be highly accessible to adjacent buildings while providing for quick and efficient bus service. Major Bus Stop locations are shown in Figure 2.15.

**Marine facility** – A facility where freight is transferred between water-based and land-based modes.

**Metropolitan Greenspaces Master Plan (1992)** - Details the vision, goals and organizational framework of a regional system of natural areas, trails and greenways for wildlife and people in the region, and set the foundation for subsequent bond measures and trail plans.

**Metropolitan Planning Organization (MPO)** - A regional policy body, required in urbanized areas with populations more than 50,000 and designated by the governor of the state. MPOs are responsible, in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation. In 2007, Oregon had six designated MPOs– Bend, Corvallis, Eugene-Springfield, Medford, Portland and Salem-Keizer.

**Metropolitan Transportation Plan (MTP)** - A long-range intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. The plan guides future regional investments and responds to legal mandates contained in federal legislation such as SAFETEA-LU, the 1990 Clean Air Act. Under federal legislation, the RTP is a MTP.

**Metropolitan Transportation Planning Process** – A federally mandated decision-making framework used by MPOs to develop metropolitan transportation plans in consultation and coordination with federal, state, regional and local governments, and engagement of other stakeholders with an interest in or who are affected by the planning process. The process also includes opportunities for open, timely and meaningful involvement of the public.

**Mini-bus** – A transit service vehicle that provides coverage in lower density areas by providing transit connections to 2040 Target Areas or the regional transit system. Mini-bus services, which may follow fixed routes or respond to customer demand, include dial-a-ride, employer shuttles and bus pools. These services typically provide a 60-minute

response time on weekdays. Weekend service is provided as demand warrants.

**Minority** - A person who is:

- A. Black (having origins in any of the black racial groups of Africa);
- B. Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
- C. Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands);
- D. American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or
- E. Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands).

**Mobility** – The ability to move people and goods to destinations efficiently and reliably.

**Mobility corridor** – Mobility corridors represent sub-areas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region

with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies.

**Mobility corridor strategy** - A scoping tool to document land use and transportation needs, function and potential solutions for each of the region’s 24 mobility corridors. A strategy will be included in the RTP for each corridor that includes:

- Integrated statement mobility function and purpose defined at a corridor-area level
- Proposed land use and transportation solutions after consideration of land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions

**Modal targets** – Targets for increased walking, biking, transit, shared ride and other non-drive alone trips as percentages of all trips. The targets apply to trips to, from and within each 2040 Design Type. The targets reflect mode shares for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

**Regional Modal Targets**

2040 Design Type	Non-SOV Modal Target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	
Industrial areas	
Freight intermodal facilities	

Employment areas	40-45%
Inner neighborhoods	
Outer neighborhoods	

Note: *The targets apply to trips to and within each 2040 design type. The targets reflect conditions needed in the year 2040 to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.*

**Mode** – A type of transportation distinguished by means used (e.g., such as walking, bike, bus, single- or high-occupancy vehicle, bus, train, truck, air, marine).

**Mode choice** – The ability to choose one or more modes of transportation.

**Mode split** – The proportion of total person trips using various modes of transportation.

**Multi-modal** – The movement of people or goods by more than one mode.

**Multi-modal level of service** - Multimodal level of service (MMLOS) is an analytical tool that measures and rates users’ experiences of the transportation system according to their mode. It evaluates not only drivers’ experiences, but incorporates the experiences of all other users, such as cyclists and pedestrians.

**National Environmental Policy Act (NEPA)** – Federal legislation that established a federal environmental policy requiring that any project using federal funding or requiring federal approval, including transportation projects, examine the effects of proposed and alternative choices on the environment before a federal decision is made.

**National Highway System (NHS)** - Title 23 of the U.S. Code section 103 states that the purpose of the NHS is to provide an interconnected system of principal routes that serve major population centers,

international border crossings, ports, airports, public transportation facilities, intermodal transportation facilities, major travel destinations, meet national defense requirements, and serve interstate and inter-regional travel. Facilities included in the NHS are of regional significance.

**Network** – Connected routes forming a cohesive system.

**Nonattainment** – A geographic region of the U.S. that the EPA has designated as not meeting air quality standards.

**Nonmotorized** - Generally referring to bicycle, walking and other modes of transportation not involving a motor vehicle.

**Objective**- An intermediate, short-term desired outcome or result that is measurable and must be realized within the timeframe of the RTP plan period to reach a longer-term goal.

**Off-peak period** – The hours outside of the highest motor vehicle traffic period, generally between 9 a.m. and 3 p.m. and between 6 p.m. and 7 a.m.

**On-Street Bus Rapid Transit** – A version of Bus Rapid Transit (see separate definition in glossary) with limited stops and service at least every 15 minutes during much of the day though frequencies by increase or decrease for individual applications are based on demand. On-Street BRT operates mostly in general purpose traffic lanes, mixed with other traffic, though transit preferential treatments which could include short bus-only lanes and/or queue jumps can be included. Stops are generally spaced one-quarter mile apart or more. Passenger amenities and information is similar to BRT. Due to its flexibility, On-Street BRT can have

attributes that are more like High Capacity Transit or like Frequent Service Bus and may be considered as a mode in either depending on circumstances.

**Oregon Transportation Plan** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process by ODOT.

**Operator** – An agency responsible for providing a service or operating a facility. ODOT is the operator of the state highway system. TriMet is an operator of elements of the regional transit system.

**Outer neighborhoods** – Areas in the outlying cities that are primarily residential and farther from employment and shopping areas. Outer neighborhoods generally exhibit larger average lot sizes and lower population densities than inner neighborhoods.

**Ozone** – An air pollutant that is a toxic, colorless gas which is the product of the reaction of hydrocarbons (HC) and oxides of nitrogen (NO<sub>x</sub>) in the presence of sunlight in the atmosphere. Motor vehicle emissions are the primary source of ozone precursors.

**Para-transit** - On-demand non-fixed route transit service that serves special transit markets, such as the elderly, people with disabilities or where demand is not sufficient to support fixed-route service. Components of this service are typically owned, operated, scheduled and dispatched by a combination of public and private entities. Vehicles are typically small buses (mini-buses) or vans, but may include contract taxis. Service may be door-to-door or fixed schedule/flexible route and can act as feeder service to the fixed-route transit system.

**Park-and-ride** – Parking areas or structures that are placed near transit stations or stops to enhance access to transit and other HOV-modes. Transit patrons typically drive private automobiles or ride bicycles to a park and ride facility, where they store their vehicles in facilities designed for that purpose before transferring to transit. Vanpools also use park-and-rides as a common meeting place and sometimes as a destination. Transit services, transit transfer, bicycle parking and passenger drop off and pick-up areas are incorporated in site design. Bicycle and pedestrian access is considered in the siting process of new park-and-ride facilities. Periodic evaluation is needed to determine how park-and-ride facilities can best support regional and local land use goals.

**Parking cash-out** – A transportation demand management strategy where the market value of a parking space is offered to an employee by the employer. The employee can either spend the money on a parking space, or pocket it and use an alternative mode to travel to work. Measures such as parking cash-out provide disincentives for commuting by single-occupancy vehicles.

**Parkway** - A design for a Throughway in which access points are a mix of separate and at-grade. They typically have a greener design than a highway, often showcasing and preserves scenic areas and incorporating a parallel park and/or multi-use trail.

**Passenger intermodal facilities** – Facilities that accommodate or serve as transfer points to interconnect various transportation modes for the movement of people. Examples include Portland International Airport, Union Station, Oregon City Amtrak station and inter-city bus stations.

**Passenger rail** – Transit systems operating, in whole or part, on a fixed guideway.

**Peak period** – The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (A.M.) or afternoon or evening (P.M.) peak. Peak periods in the Portland metropolitan region are currently generally defined as from 7-9 AM and 4-6 PM.

**Pedestrian** – A person on foot, in a wheelchair or in another health-related mobility device.

**Pedestrian connection** – A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights-of-way or easements for future pedestrian improvements.

**Pedestrian comfort index (PCI)**- Uses data such as auto volumes, auto speeds, number of auto lanes, sidewalk existence and width, number of pedestrian crossings on existing roadways and assigns a comfort rating for pedestrians. Results help identify roadways on the regional pedestrian network that could be upgraded to increase bicyclists comfort. Metro has collected and analyzed initial data for the regional pedestrian network but has not created a PCI. Additional data and analysis is needed.

**Pedestrian Corridor** - The second highest functional class of the regional pedestrian network. On-street regional pedestrian corridors are any major or minor arterial on the regional urban arterial network that is not a pedestrian parkway. Regional trails that are not pedestrian parkways are regional pedestrian corridors. These routes are also expected to see a high level of pedestrian activity, though not as high as the parkways.

**Pedestrian district** – A comprehensive plan designation or set of land use regulations designed to provide safe and convenient pedestrian circulation, with a mix of uses, density, and design that support high levels of pedestrian activity and transit use. The pedestrian district can be a concentrated area of pedestrian activity or a corridor. Pedestrian districts can be designated within the following 2040 Design Types: Central City, Regional and Town Centers, Corridors and Main Streets. Though focused on providing a safe and convenient walking environment, pedestrian districts also integrate efficient use of several modes within one area, e.g., auto, transit, and bike.

**Pedestrian facility** – A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, plazas, signs, signals, illumination and benches.

**Pedestrian Parkway** –A new functional class for pedestrian routes in the Regional Transportation Plan and the highest functional class. They are high quality and high priority routes for pedestrian activity. Pedestrian parkways are major urban streets that provide frequent and almost frequent transit service (existing and planned) or regional trails. Adequate width and separation between pedestrians and

bicyclists should be provided on shared use path parkways.

**Pedestrian plaza** – A small semi-enclosed area usually adjoining a sidewalk or a transit stop which provides a place for pedestrians to sit, stand or rest. Plazas are usually paved with concrete, pavers, bricks or similar material, and include seating, pedestrian scale lighting and similar improvements. Low walls, planters, or landscaping are often used to separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas connect directly to adjacent sidewalks, walkways, transit stops and building entrances. A 150-250 square foot plaza would be considered small.

**Pedestrian-scale** – An urban development pattern where walking is a safe, convenient and interesting travel mode. The following are examples of pedestrian scale facilities: continuous, smooth and wide walking surfaces, easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; and storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; all well-integrated into the transit system and having uses that cater to pedestrians.

**Performance measures** – Also called indicators. A measure of how well the transportation system is performing that is used to evaluate the success of the objective with quantitative or qualitative data and provide feedback in the plan's decision-making process. Some measures can be used to predict the future as part of an evaluation process using forecasted data, while other measures can be used to monitor changes based on actual empirical or observed data. In

both cases, they can be applied at a system-level, corridor-level and/or project level, and provide the planning process with a basis for evaluating alternatives and making decisions on future transportation investments. They can also be used to monitor performance of the plan in between updates to evaluate the need for refinements to policies, investment strategies or other elements of the plan.

**Person-Trip** - Trip made by a person from one location to another, whether as a driver, passenger or pedestrian.

**Placemaking** – A planning term that refers to the design of a building, transportation facility or area to make it more attractive to--and compatible with--the people who use it.

**Posted speed** – The posted speed limit on a given street or the legal speed limit, as defined in ORS 811.105 and 811.123 when a street is not posted.

**Preliminary design** – An engineering design that specifies in detail the location and alignment of a planned transportation facility or improvement.

**Principal arterial** – These facilities form the backbone of the motor vehicle network. These routes connect over the longest distance and are spaced less frequently than other Arterials or Collectors. These facilities form the primary connections between the central city, regional centers, industrial areas and intermodal facilities, as well as between neighboring cities and the metro region. Principal arterials generally span several jurisdictions and often are designated to be of statewide importance and serve as major freight routes.

**Project development** – A phase in the transportation planning process during

which a proposed project undergoes a more detailed analysis of the project's social, economic and environmental impacts and various project alternatives. After a project has successfully passed through this phase, it may move forward to right-of-way acquisition and construction phases. Project development activities include:

Environmental Assessment (EA)/Environmental Impact Statement (EIS) work, Design Options Analysis (DOA), management plans, and transit Alternatives Analysis (AA).

**Public participation** – The active meaningful involvement of the public in the development of transportation plans and programs.

**Ramp metering** – Traffic signal control on an entry ramp to a freeway for regulating vehicle access.

**Rail main line** – Class I rail lines (e.g., Union Pacific and Burlington Northern/Santa Fe).

**Rapid streetcar** – Streetcars operating primarily in exclusive right-of-way so that they are able to travel faster and more reliably than streetcars that operate primarily mixed in traffic.

**Reasonably direct** – A route that does not require likely users to deviate from the most direct path to their destination.

**Refinement plan** - The Oregon transportation planning rule defines “refinement planning” as resolving at the system-level the need, function, mode, and general location of transportation facilities and improvements. The RTP expands this definition to specifically call out a comprehensive consideration of land use, management, walking and biking solutions in addition to traditional transit and highway-

focused analyses. A refinement plan would be conducted for mobility corridors for which the need, function, mode, and general location of transportation facilities and improvements cannot be identified through the RTP. The plan is intended to result in a wide range of strategies and projects to progress through project development and implementation at the local, regional and/or state levels.

**Regional Bike-Transit Facility** - the hub where the spokes of the regional bikeway network connect to the regional transit network. Stations and transit centers identified as regional bike-transit facilities have high-capacity bike parking and are suitable locations for bike-sharing and other activities that support bicycling. Criteria for identifying locations are found in the TriMet Bicycle Parking Guidelines.

**Regional bikeway** – Designated routes that provide access to and within the central city, regional centers and town centers. These bikeways are typically located on arterial streets but may also be located on collectors or other low-volume streets. These bikeways should be designed using a flexible “toolbox” of bikeway designs, including bike lanes, cycle tracks (physically separated bicycle lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards).

**Regional boulevard** – See “Boulevard”. These facilities typically consist of four or more vehicle travel lanes, balanced multi-modal function and a broad right of way. Features highly desirable on regional boulevards include on-street parking, bicycle lanes, narrower travel lanes than throughways, more intensive land use oriented to the street and wide sidewalk features that may include a landscaped

median. The right of way ranges from 80 to 120 feet or greater. These facilities are located within the most intensely developed activity centers with development oriented to the street. These are primarily central city, regional centers, station communities, town centers and some main streets.

**Regional bus** – Bus service that operates on arterial streets with typical frequencies of 15 minutes during most of the day, though midday headways may drop to 30 minutes. Regional bus may operate seven days per week, but not necessarily based on demand or policy. Stops are generally spaced every 750 to 1000 feet. Transit preferential treatments and passenger infrastructure such as bus shelters, special lighting, transit signal priority and curb extensions are appropriate at some locations such as those with high ridership.

**Regional centers** – Compact, specifically-defined areas where higher density growth and a mix of intensive residential and commercial land uses exists or is planned. Regional centers are to be supported by an efficient, transit-oriented, multi-modal transportation system. Examples include traditional centers, such as downtown Gresham, and new centers such as Gateway and Clackamas Town Center.

**Regional Conservation Strategy for the Greater Portland Vancouver Metropolitan Area, Intertwine and Metro** - Identifies high quality land and riparian areas in the region. The strategy was developed by The Intertwine Alliance, Metro and a broad coalition of conservation organizations to pull together 20 years of conservation planning and create an integrated blueprint for regional conservation. The plan will help government, nonprofit and private

organizations work together to care for and restore thousands of acres of natural area land and create habitat for wildlife.

**Regional destinations** – Include the following types of destinations: employment sites with 300 or more employees (includes regional sports and attraction sites such as Oregon Zoo, OMSI, Jen Weld, Rose Stadium); high ridership bus stop locations; regional shopping centers; Major hospitals and medical centers; Colleges, universities and public high schools; Regional parks; major government centers; Social services; Airports; and Libraries.

**Regional Flexible Funds (RFF)** - Regional flexible funds come from three federal grant programs: the Surface Transportation Program, the Congestion Mitigation/Air Quality Program and the Transportation Alternatives Program. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive funding. Regional flexible funds are allocated every two years and are included in the Metropolitan Transportation Improvement Program.

**Regional trail** – linear facilities for non-motorized users that are at least 75% off-street and are regionally significant. Bicycle/pedestrian sidewalks on bridges are also included in this definition. The term “non-motorized” is used instead of “multi-use” or “multi-modal” because some Regional Trails are pedestrian-only. Trails must meet two levels of criteria to be considered “regionally significant.” The criteria are adopted by the Metro Council in the *Regional Trails and Greenways Plan*. Regional trails are physically separated from motor vehicle traffic by open space or a barrier. Bicyclists,

pedestrians, joggers, skaters and other non-motorized travelers use these facilities.

While all trails serve a transportation function, not all regional trails identified on Metro's *Regional Trails and Greenways Map* are included in the RTP. The RTP includes regional trails that support both utilitarian and recreational functions. These trails are generally located near or in residential areas or near mixed-use centers and provide access to daily needs. Trails in the RTP are defined as transportation facilities and are part of the regional transportation system. Regional trails in the RTP are eligible to receive federal transportation funds. Trails that use federal transportation funds need to be ADA accessible according to the AASHTO trail design guidelines. There are some pedestrian only trails or trails near sensitive habitat on the RTP network that would most likely not be paved. Regional bicycle connections are planned parallel to pedestrian only regional trails. Colloquially, terms like "bike path" and "multi-use path" are often used interchangeably with "regional trail", except when referring to pedestrian-only regional trails.

**Regional Street** – See "Street." These facilities consist of four or more vehicle travel lanes, balanced multi-modal function, broad right of way, limited on-street parking, wider travel lanes than boulevards, corridor land uses set back from the street, sidewalks with pedestrian buffering from the street, and a raised landscaped median with turn pockets at intersections. The right of way ranges from 80 to 100 feet or greater. These facilities are located within low-density inner and outer residential neighborhoods to more densely developed commercial corridors and employment centers where development is set back from the street. They can be within

main street districts where buildings are oriented toward the street at major intersections and transit stops.

**Regional transit network** – The network of transit operates primarily on arterial streets. Most services operate at intervals of 15-minute headways or better (all day and weekends when possible). This network also includes preferential treatments, such as transit signal priority and queue bypasses and in some cases exclusive or limited-access lanes. Supportive design treatments and enhanced passenger infrastructure such as covered bus shelters, curb extensions and special lighting are provided at regional transit stops and high ridership locations. This network includes: frequent bus, regional bus, streetcar, transit centers, park-and-ride lots and regional transit stops.

**Regional transit stops** – Transit stops that provide a high degree of transit passenger comfort and access. Regional transit stops are located at stops on light rail, commuter rail, rapid bus, frequent bus or streetcar lines in the central city, regional and town centers, main streets and corridors. Regional transit stops may also be located where bus lines intersect providing transfer opportunities or serve intermodal facilities, and major destinations such as hospitals, colleges and universities. Regional transit stops may provide real-time schedule information, lighting, benches, shelters and trash cans. Other features may include real time information, special lighting or shelter design, public art and bicycle parking.

**Regional transit system** - The regional transit system includes light rail, commuter rail, bus rapid transit, frequent bus, regional bus, and streetcar modes.

**Regional Transportation Functional Plan –**

A regional functional plan regulating transportation in the Metro region, as mandated by Metro’s Regional Framework Plan. The plan directs local plan implementation of the Regional Transportation Plan.

**Regional transportation plan (RTP)** - The official multimodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the Portland metropolitan region.

**Regional transportation system** – The regional transportation system is identified on the regional transportation system map(s) in Chapter 2. The system is limited to facilities of regional significance generally including regional arterials and throughways, high capacity transit and regional transit systems, regional multi-use trails with a transportation function, bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system, air and marine terminals, as well as regional pipeline and rail systems.

**Regionally Significant Industrial Area (RSIA)** – 2040 land use designation; RSIA’s are shown on Metro’s 2040 map. Industrial activities and freight movement are prioritized in these areas.

**Regional travel** – Longer trips that span the region, including interstate and intrastate travel, but occur within the larger metropolitan area.

**Regional Travel Options (RTO)**- Metro program guided by a five-year strategic plan, developed with stakeholders, and is funded primarily by grants from the U.S. Department of Transportation. The program includes: a coordinated marketing effort to efficiently

use public dollars to reach key audiences; an employer outreach program to save employers and employees money; a regional rideshare program that makes carpooling easier and helps people with limited transit access have options to get around; a grant program that funds partner efforts, such as the BTA Bike Commute Challenge, TMA’s work with employers, local transportation options projects, TriMet’s regional multi-modal trip planner and Sunday Parkways, to name a few.

**Reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Reload facility** – An intermediary facility where freight is reloaded from one land-based mode to another.

**Rideshare** – A transportation demand management strategy where two or more people share a trip in a vehicle to a common destination or along a common corridor. Private passenger vehicles are used for carpools, and some vanpools receive public/private support to help commuters. Carpooling and vanpooling provide travel choices for areas under-served by transit or at times when transit service is not available.

**Right-of-way (ROW)** – Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

**Road connector** – Designated freight route that connects freight facilities or freight generation areas to a main roadway route.

**Road diet** - one way to reconfigure limited roadway space in a way that allows for the inclusion of wider sidewalks and separated bicycle facilities such as buffered bicycle lanes, which can provide space for all users to operate safely in their own “zones”. Road diets can have multiple safety and operational benefits for autos, as well as pedestrians and cyclists. On existing roadways, separated in-roadway facilities may be implemented by narrowing existing travel lanes, removing travel lanes, removing on-street parking or widening the roadway shoulder. If constraints, such as narrow existing right-of-way, prohibit providing optimally desired bicycle facility widths, then interim facility improvements can be used.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** - Signed into federal law in 2005, SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit through 2009. SAFETEA-LU refined and reauthorized TEA-21.

**Shared roadway** – A roadway designed and designated to enable bicyclists and motor vehicles to share travel lanes.

**Short trip** – In the Regional Active Transportation Plan, generally defined as a one-way trip less than three miles.

**Sidewalk** – A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

**Single-occupancy vehicle (SOV)** – Motor vehicles occupied by the driver only.

**Stakeholders** – Individuals and organizations with an interest in or who are affected by the transportation planning process, including federal, state, regional and local officials and jurisdictions, institutions, community groups, transit operators, freight companies, shippers, the general public, and people who have traditionally been underrepresented.

**State Highways** - State highways are important elements of the regional transportation system, functioning as the most important interstate, inter-regional, intra-regional and urban-rural connections for people and goods movement.

**State Implementation Plan (SIP)** – Air quality plan produced by the Department of Environmental Quality and required by the federal Clean Air Act. The plan contains procedures to monitor, control, maintain and enforce compliance with the NAAQS and must be taken into account in the transportation planning process. The RTP must conform to the SIP.

**State Transportation Improvement Program** – The funding and scheduling document for major street, highway and transit projects in Oregon for a four-year period. The document is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and planning processes as well as metropolitan transportation plans, MTIPs, and processes.

**State Transportation Plan** - The official statewide intermodal transportation plan that is developed through the statewide transportation planning process. See also Oregon Transportation Plan.

**Station Communities** - Areas generally within a 1/4- to 1/2-mile radius of a light rail station or other high capacity transit stops that are planned as multi-modal, mixed-use communities with substantial pedestrian and transit-supportive design characteristics and improvements.

**Stewardship** – A planning and management approach that takes responsibility for actions affecting the natural or built environment and considering environmental impacts and public benefits of actions as well as public and private dollar costs.

**Street** – A generally gravel or concrete- or asphalt-surfaced facility. The term collectively refers to arterial, collector and local streets that are located in 2040 mixed-use corridors, industrial areas, employment areas and neighborhoods. While the focus for streets has been on motor vehicle traffic, they are designed as multi-modal facilities that accommodate bicycles, pedestrians and transit, with an emphasis on vehicle mobility and special pedestrian infrastructure on transit streets.

**Streetcar** – Fixed guideway transit service mixed in traffic for locally oriented trips within or between higher density mixed-use centers. Streetcar services provide local circulator service and may also serve as a potent incentive for denser development in centers. Service runs typically every 15 minutes or better and streetcar routes may include transit preferential treatments, such as transit signal priority systems, and enhanced passenger infrastructure, such as covered real-time schedule information, bus shelters, curb extensions and special lighting. Streetcar is distinguished from Rapid Streetcar (defined elsewhere) by its operation

in generally mixed-traffic lanes and with relatively short stop spacing.

**Surface Transportation Program (STP)** – A federal transportation program that provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

**Sustainable development** – Development uses, develops and protects resources in a manner that enables people to meet current needs and provides that future generations can meet future needs, from the joint perspective of environmental, economic and community objectives.

**Sustainability** – Using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can meet future needs, from the joint perspective of environmental, economic and community objectives. This definition of sustainability is from the 2006 Oregon Transportation Plan and ORS 184.421(4). The 2001 Oregon Sustainability Act and 2007 Oregon Business Plan maintain that these principles of sustainability can stimulate innovation, advance global competitiveness and improve quality of life in communities throughout the state.

**System management** - A set of strategies for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal synchronization and access management.

**Target** – A numerical goal or stated direction to be achieved for which quantifiable or directional targets may be set, assigning a

value to what the RTP is trying to achieve. Benchmarks (also known as benchmarks) are expressed in quantitative terms and provide an important measure of progress toward achieving different goals within a timeframe specified for it to be achieved.

**Telecommute** – This term refers to a transportation demand management strategy whereby an individual communicates electronically (e.g., telephone, computer, fax, etc.) with an office either from home, or a satellite office located closer to home instead of traveling to it physically.

**Throughways** – Limited-access facilities that serve longer-distance motor vehicle and freight trips, providing for interstate, intrastate and cross-regional travel. Throughways are classified as a principal arterial and connect major activity centers within the region to one another and to destinations outside the region.

**Town centers** – Areas of mixed residential and commercial land uses that serve tens of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego.

**Traffic** – Movement of motorized vehicles, nonmotorized vehicles and pedestrians on transportation facilities. Often traffic levels are expressed as the number of units moving over or through a particular location during a specific time period.

**Traffic calming** – A transportation system management technique that aims to prevent inappropriate through-traffic and reduce motor vehicle travel speeds on a particular roadway. Traditionally, traffic calming strategies provide speed bumps, curb extensions, planted median strips or rounds and narrowed travel lanes.

**Traffic signal coordination/synchronization** – A process by which a number of traffic signals are synchronized to create efficient progression.

**Transit-oriented development** – A mix of residential, retail and office land uses designed with transit-supportive characteristics, and typically located near a regional transit stop to support a high level of transit use. The key features may include:

- (a) A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;
- (b) Relatively high density of residential development near the transit stop that is sufficient to support transit operation and neighborhood commercial uses within the TOD;
- (c) A network of roads, and bicycle and pedestrian paths to provide a high level of access to and within the TOD.

**Transit/mixed-use corridor** – Designated facilities that generally correspond to the 2040 Corridor designation, and are a priority for pedestrian investments. The designation is applied to high-quality regional transit routes that will be redeveloped at densities that are somewhat more than today. These corridors have designs that promote pedestrian travel to enhance access to the regional transit system. These corridors will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks and bus stops.

**Transportation Alternatives Program** - The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st

Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**Transportation control measure (TCM)** – Strategies that affect travel patterns or reduce vehicle use to reduce air pollutant emissions. These projects, programs or actions are identified in the State Implementation Plan to demonstrate attainment of national air quality standards. The RTP must include these strategies. Examples include HOV lanes, provision of bicycle and pedestrian facilities, telecommuting, rideshare and land use.

**Transportation demand** - The quantity of transportation services desired by users of the transportation system.

**Transportation demand management (TDM)** – A general term for any action or set of strategies designed to influence the intensity, timing and distribution of travel in

order to make more efficient use of transportation infrastructure and services. Methods may include but are not limited to offering other modes of travel such as walking, bicycling, ride-sharing and vanpool programs, car sharing, providing opportunities to link or “chain” trips together, individualized marketing, and trip-reduction ordinances. Public and private partners of the Regional Travel Options (RTO) Program implement TDM.

**Transportation disadvantaged/persons potentially underserved by the transportation system** – Individuals who have difficulty in obtaining important transportation services because of their age, income, physical or mental disability.

**Transportation Equity Act (TEA-21)** - The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. TEA-21 refined and reauthorized ISTEA. See entry for SAFETEA-LU for updated federal transportation authorization.

**Transportation facilities** – Any physical facility that is used to accommodate the movement of people or goods, including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

**Transportation Improvement Program (TIP)** - The 4-year, specific multimodal program of regional transportation improvements for highways, transit and other travel modes. The TIP consists of projects drawn from the Regional Transportation Plan financially constrained system as well as local plans and programs.

**Transportation management area (TMA)** – Federally designated urbanized areas over 200,000 population that, among other activities, must have a congestion management program that identifies actions and strategies to reduce congestion and increase mobility.

**Transportation management associations (TMA)** – Non-profit coalitions of local businesses and/or public agencies, residences such as condo Home Owner Associations all dedicated to reducing traffic congestion and pollution while improving commuting options for employees, residents and visitors.

**Transportation service** – A service that provides or supports the movement of people and goods, such as intercity bus service and passenger rail service.

**Transportation system** - Various transportation modes or facilities (aviation, bicycle and pedestrian, throughway, street, pipeline, transit, rail, water transport) serving as a single unit or system.

**Transportation system management (TSM)** – Strategies and techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without major new capital improvements. Examples include traffic signal improvements, traffic control devices such as medians, parking removal, channelization, access management, re-striping of HOV lanes, ramp metering, incident response, targeted traffic enforcement and programs that smooth transit operations.

**Transportation System Management and Operations (TSMO)** – An integrated “toolkit” of programs and strategies that will allow the region to more effectively and efficiently manage existing and new multi-modal

transportation facilities and services in the region to preserve capacity and improve security, safety, and reliability. TSMO has two components. The first component (transportation system management) includes strategies that focus on making the infrastructure better serve the users by improving efficiency, safety and capacity of the system. The second component (transportation demand management) includes programs and strategies seeking to modify travel behavior in order to make more efficient use of transportation infrastructure and services and enable the users to take advantage of everything the system has to offer.

**Transportation system plan (TSP)** – The transportation element of the comprehensive plan for one or more transportation facilities that is planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and between geographic and jurisdictional areas. The TSP supports the development patterns and land uses contained in adopted community plans. The TSP includes a comprehensive analysis and identification of transportation needs associated with adopted land use plans. The TSP complies with Oregon's Transportation Planning Rule, as described in statewide planning goal 12.

**Travel options** – The ability range of travel mode choices available, including motor vehicle, walking, bicycling, riding transit and carpooling. Telecommuting is sometimes considered a travel option because it replaces a commute trip with a trip not taken.

**Travel time** – The measure of time that it takes to reach another place in the region from a given point for a given mode of

transportation. Stable travel times are a sign of an efficient transportation system that reliably moves people and goods through the region.

**Travel time contours** – An analysis map that depicts the distance a given mode of transportation can travel within a specified travel time from a given point to show relative changes in accessibility over time within the region.

**Travel time reliability** – This term refers to consistency or dependability in travel times, as measured from day to day and/or across different times of day. Variability in travel times means travelers must plan extra time for a trip.

**Trip** - A one-way movement of a person or vehicle between two points. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.

**Truck terminal** – A facility that serves as a primary gateway for commodities entering or leaving the metropolitan area by road.

**Undeveloped areas** – Areas inside the urban growth boundary that are not currently developed with urban uses, or which are otherwise under-utilized.

**Unified Planning Work Program (UPWP)** – The management plan for the metropolitan planning program. Its purpose is to coordinate the planning activities of all participants in the metropolitan planning program.

**Universal access**- Universal access is the goal of enabling all citizens to reach every

destination served by their public street and pathway system. Universal access is not limited to access by persons using automobiles. Travel by bicycle, walking, or wheelchair to every destination is accommodated in order to achieve transportation equity, maximize independence, and improve community livability. Wherever possible, facilities are designed to allow safe travel by young, old, and disabled persons who may have diminished perceptual or ambulatory abilities. By using design to maximize the percentage of the population who can travel independently, it becomes much more affordable for society to provide paratransit services to the remainder with special needs.

**Universal design** – Transportation facilities designed to accommodate all users, including people who rely on mobility aids such as wheelchairs and walkers.

**Update** - TSP amendments that change the planning horizon year and that apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

**Urban form** – The spatial arrangement of land uses and supporting infrastructures within an urban area. Stating and pursuing urban form objectives generally provides the focal strategy for managing a region's growth

**Urban growth boundary** – The politically defined boundary around an urban area beyond which no urban improvements may occur. In Oregon, UGBs are defined so as to accommodate projected population and employment growth within a 20-year planning horizon. A formal process has been established for periodically reviewing and

updating the UGB so that it meets forecasted population and employment growth.

**Urban Growth Management Functional Plan** – A regional functional plan regulating urban development in the Metro region, as mandated by Metro’s Regional Framework Plan. The plan addresses such issues as accommodation of projected regional population and job growth, regional parking management, water quality conservation, retail in employment and industrial areas and the regional fish and wildlife protection program.

**Urbanized area** – A federal designation of an area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

**Vanpool** - An organized ridesharing arrangement in which 7 to 15 people regularly commute together in a van. The van may be publicly owned, employer owned, individually owned, leased, or owned by a third party. Expenses are generally shared and there is usually a regular volunteer driver. See also carpool.

**Value pricing** - A demand management strategy that involves the application of market pricing (through variable tolls, variable priced lanes, area-wide charges or cordon charges) to the use of roadways at different times of day. Also called congestion pricing or peak period pricing.

**Volume-to-capacity (v/c) ratio** - A measure of potential roadway capacity. A ratio expressing the relationship between the existing or anticipated volume of traffic on a roadway and the designed capacity of the facility. V/C standards set ratios as a minimum operating standard. One of the

important characteristics of the v/c ratio is that it does not bias solutions. Deficiencies can be addressed by lowering traffic volumes through demand management, transit, etc. or by increasing capacity through access management, signal timing, adding lanes, etc., or a combination of methods.

**Vehicle miles traveled (VMT)** – A measurement of the total miles traveled by all vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks, and other similar vehicles used for the movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. For regional planning purposes, VMT generally includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is often estimated prospectively through the use of metropolitan area transportation models.

**Walkable neighborhood** - A place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc.

**Walkway** – A hard-surfaced transportation facility designed and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, hard-surfaced portions of accessways, regional trails, paths and paved shoulders.

**Walk Score**- an online tool that produces a number between 0 and 100 that measures the walkability of any address. Similar tools for transit and bicycling - Transit Score and Bike Score.

**Wayfinding-** Wayfinding helps people traveling to orient themselves and reach destinations easily. Wayfinding includes signs, maps, street markings, and other graphic or audible methods used to convey location and directions to travelers.

**Wide outside lane** – A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.

## ACRONYMS

ADA	Americans with Disabilities Act	LRT	Light Rail Transit (MAX)
ATMS	Advanced Traffic Management System	LOS	Level of Service
ATP	Active Transportation Plan	MAP-21	The Moving Ahead for Progress in the 21st Century Act
AQMA	Air Quality Maintenance Area	MCCI	Metro Committee for Citizen Involvement
BRT	Bus rapid transit	MPAC	Metro Policy Advisory Committee
CAAA	Clean Air Act Amendments of 1990	MPO	Metropolitan Planning Organization
CMAQ	Congestion Mitigation/Air Quality Program	MSTIP	Major Streets Improvement Program
CMP	Congestion Management Program	MTAC	Metro Technical Advisory Committee
DEIS	Draft Environmental Impact Statement	MTIP	Metropolitan Transportation Improvement Program
DEQ	Department of Environmental Quality	MTP	Metropolitan Transportation Plan
ECO	Employee Commute Options Rule	NAAQS	National Ambient Air Quality Standards
EPA	Environmental Protection Agency	NEPA	National Environmental Protection Act
ESA	Endangered Species Act	NHS	National Highway System
FEIS	Final Environmental Impact Statement	OAR	Oregon Administrative Rules
FHWA	Federal Highway Administration	ODOT	Oregon Department of Transportation
FTA	Federal Transit Administration	ORS	Oregon Revised Statutes
HCT	High-Capacity Transit	OTC	Oregon Transportation Commission
HOV	High-Occupancy Vehicle	OTP	Oregon Transportation Plan
IAMP	Interchange Area Management Plan	PE	Preliminary Engineering
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991	PEF	Pedestrian Environmental Factors
ITS	Intelligent Transportation System	RFP	Regional Framework Plan
JPACT	Joint Policy Advisory Committee on Transportation	PSU	Portland State University
LCDC	Land Conservation and Development Commission	ROW	Right-of-Way

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RTC	Regional Transportation Council	TSMO	Transportation System Management and Operations
RTP	Regional Transportation Plan	TSP	Transportation System Plan
RUGGO	Regional Urban Growth Goals and Objectives	UGB	Urban Growth Boundary
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	USDOT	United States Department of Transportation
SIP	Oregon State Implementation Plan	VMT	Vehicle Miles Traveled
SMART	South Metro Area Rapid Transit	WSDOT	Washington State Department of Transportation
SOV	Single-Occupancy Vehicle		
STIP	Statewide Transportation Improvement Program		
STP	Surface Transportation Program		
TAZ	Transportation Analysis Zones		
TCM	Transportation Control Measures		
TDM	Transportation Demand Management		
TIP	Transit Investment Plan		
TMA	Transportation Management Area		
TMA	Transportation Management Association		
TOD	Transit-Oriented Development		
TPAC	Transportation Policy Alternatives Committee		
TPR	Transportation Planning Rule		
TriMet	Tri-County Metropolitan Transportation District		
TSM	Transportation System Management		

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