

## 2023 Regional Transportation Plan



# Glossary of Terms

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## GLOSSARY OF TERMS

**Accessibility** – The ability 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, intersection design, 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. See also Transit accessibility.

**Access Management** – Enables access to land uses while maintaining roadway safety and mobility through controlling access location, design, spacing and operation.

**Action** – Discrete steps to make progress toward a desired outcome(s).

**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, people using wheelchairs or mobility devices and skateboarding. Transit is considered part of active transportation because most transit trips start with a walking or bicycle trip.

**Active transportation network** – Combined network of streets, trails and districts identified on the *Regional Pedestrian and Bicycle Network Functional Classification 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.

**Active Transportation Plan** – Adopted in 2018, the Regional Active Transportation Plan identifies a vision, policies and actions to complete a seamless green network of on- and off-street pathways and districts connecting the region and integrating walking, biking and public transit.

**Adaptation** – This term refers to adjustment in natural or human systems in anticipation of or response to a changing environment in a way that effectively uses beneficial opportunities or reduces negative effects.

**Air toxics** – Also known as toxic air pollutants or hazardous air pollutants, are those pollutants that cause or may cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental and ecological effects.

**Air quality** – Air quality refers to the degree to which the air is suitable or clean enough for humans or the environment. Good air quality means the air is free of harmful substances.

**All Roads Transportation Safety (ARTS)** – Formerly known as the Jurisdictionally Blind Safety Program, is an Oregon Department of Transportation Program that is designed to address safety needs on all public roads in Oregon. The program’s goals are to:

- Increase awareness of safety on all roads;
- Promote best practices for infrastructure safety;
- Complement behavioral safety efforts;
- Focus limited resources to reduce fatal and serious injury crashes in the state of Oregon.

The program is data driven to achieve the greatest benefits in crash reduction and is blind to jurisdiction.

**Amendment** – A revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

**Arterial** – A classification 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 strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

**Attainment area** – Any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM<sub>10</sub>, PM<sub>2.5</sub>, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A “maintenance area” (see definition in this section) is not considered an attainment area for transportation planning purposes. The greater Portland region received attainment status in 2017.

**Autonomous vehicle (AV)** – Also known as a driverless car, self-driving car, robotic car, AVs use sensors and advanced control systems to operate independently of any input from a human driver. Transportation experts have developed a five-level system to distinguish between different levels of automation;<sup>1</sup> in this plan we focus on Level 4 or 5 AVs, which can operate independently under most or all conditions.

**Auxiliary lane** – An auxiliary lane is the portion of the roadway adjoining the through lanes for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic. An auxiliary lane provides a direct connection from one interchange ramp to the next. The lane separates slower traffic movements from the mainline, helping smooth the flow of traffic and reduce the potential for crashes and is not intended to function as a general purpose travel lane. Auxiliary lanes add additional motor vehicle capacity. New or extended auxiliary lanes with a total length of one-half mile or more, or existing auxiliary lanes being considered for conversion to general purpose lanes through restriping, must be reviewed as provided under the Congestion Management Process (RTP Section 3.55) and OAR 660-012-0830 (unless exempted as provided by the rule) due to the potential for these facilities to increase motor vehicle travel per capita. *See also definition for Congestion Management Process.*

**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.

**Best practices** – For purposes of this document, the term “best practices” is used as a general term of preferred practices accepted and supported by experience of the applicable professional discipline. It is not prescriptive to a particular set of standards or a particular discipline.

**Better Bus (enhanced transit toolbox)** – Better bus is a set of street design, signal, and other enhanced transit improvements that improve transit capacity, reliability and travel time along major Frequent Service bus lines. Actions can include changes to the design and operation of streets and signals, typically owned and operated by the City. It can also include changes to transit vehicle fleet, station equipment and operation systems typically owned and operated by TriMet.

Better Bus projects come in a variety of shapes and sizes; for example, the improvements might address bottlenecks, or a portion of a transit line experiencing delay, or in some cases, improvements to a full transit line. Treatments can be applied systematically across a transit network to improve multiple lines or through a corridor approach to improve one or more transit lines. Better Bus is intended to be flexible and context-sensitive during design and implementation. It encompasses a range investments comprised of capital and operational

treatments of moderate cost. It can be deployed relatively quickly in comparison to larger transit capital projects, such as building light rail.

**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. Also referred to as bike.

**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 boulevards may also be referred to as “neighborhood greenways.” *see also Neighborhood Greenways*

**Bicycle comfort index (BCI)** – A method to analyze the auto volumes, auto speeds and number of auto lanes on existing bikeways and within defined ‘cycle zones’ and assign 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 Regional Active Transportation Plan. 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 Regional Active Transportation Plan. 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 and suburban environments and to destinations outside the region. These bikeways connect 2040 activity centers, downtowns, institutions and greenspaces 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 cycletrack 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 wayfinding such as signs and pavement markings, connecting major destinations such as town centers, neighborhoods and regional destinations.

**Bike (bicycle) 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 share** – Systems like Biketown in Portland make fleets of bicycles available for short-term rental within a defined service area. Some bike share systems now offer electric bikes. Conventional bike share systems like Biketown in Portland are operated through exclusive agreements between a private company and a public agency, and in most cases users must pick up and leave bikes at designated stations, though Biketown and other modern systems also offer users the option of locking a bike anywhere within the service area. Fully dockless systems operated by companies such as Ofo, Lime bike and Spin allow users to pick up and leave bikes (or electric scooters, which many companies now offer) within a defined service area and require less coordination between the public and private sector.

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

**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.

**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, including separated bike paths, striped bike lanes or wide outside lanes that accommodate bicycles and motor vehicles.

**Bipartisan Infrastructure Law** – The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) is the Federal transportation bill signed into law November 15, 2021 by President Biden. The Bipartisan Infrastructure Law is the largest long-term investment in infrastructure and economy in the history of the United States.

**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. Certain facilities that increase motor vehicle capacity must be reviewed as provided for in OAR 660-012-0830: (A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic; (B) New or expanded interchanges; (C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and (D) New or extended auxiliary lanes with a total length of one-half mile or more.

Notwithstanding any provision in subsection (a) of OAR 660-012-0830, subsection (b) includes exceptions to enhanced review for certain proposed facilities: (A) Changes expected to have a

capital cost of less than \$5 million; (B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities; (C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane; (D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout; (E) Access management, including the addition or extension of medians; (F) Modifications necessary to address safety needs; or (G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems. *.See also definitions Auxiliary lane and Congestion Management Process.*

**Capital project** – A capital project is a project to construct either new facilities or make significant, long-term renewal improvements to existing facilities.

**Car share** – Services allow people to rent a nearby vehicle for short trips and pay only for the time that they use. Different car share service types include:

- Stationary car share (ZipCar, in some cases ReachNow), under which cars are kept at fixed stations and users pick up cars from and return them to the same station.
- Free-floating car share (Car2Go, ReachNow), which allows people to pick up and drop off cars anywhere within a defined service area.
- Peer-to-peer car share (Getaround, Turo), which enables people to rent cars from their neighbors on a short-term basis.

**Central city (2040 Design Type)** – Downtown Portland and adjacent areas (like Lloyd District) within the city of Portland.

**Climate change** – Any significant change in the measures of climate lasting for an extended period of time. Climate change includes major variations in temperature, precipitation or wind patterns, among other environmental conditions, that occur over several decades or longer. Changes in climate may manifest as a rise in sea level, as well as increase the frequency and magnitude of extreme weather events now and in the future.

**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.

**Community places** – Destinations and gathering places such as hospitals and other medical services, civic places, such as post offices, churches, social services, libraries, schools and colleges, financial institutions, such as banks and credit unions, grocery stores, and retail services, such as hardware stores, pharmacies and laundry services

**Commute** – Regular travel between home and work or 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.

**Complete streets project checklist** – A Project Checklist that is circulated for a sign-off from various agency departments when street designs are in process to ensure coordination to ensure projects implement Complete Street elements.

**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 management** – The application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. *See Appendix L for more information.*

**Congestion management process (CMP)** – A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state, regional and local needs. This systematic approach is required in transportation management areas (TMAs) to provide for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

Section 3.3.4 of the RTP describes the congestion management process policy to analyze and implement system and demand management strategies and/or a combination of other strategies (e.g. pedestrian, bicycle, transit strategies) prior to building new motor vehicle capacity, consistent with the Federal Congestion Management Process (CMP) and the Oregon Transportation Plan policies (including Oregon Highway Plan Policy 1G). Sections 3.08.220 and 3.08.510 of the Regional Transportation Functional Plan (RTFP) further direct how cities and counties implement the CMP in the local transportation system planning process. *See Appendix L for more information on the Congestion Management Process.*

**Congestion Mitigation and Air Quality Improvement (CMAQ) Program** – A federal source of funding for projects and activities that reduce congestion and improve air quality, both in regions

not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

**Connected vehicles (CVs)** – Vehicles that communicate with each other, wireless devices or with infrastructure like traffic signals and incident management systems. It seems increasingly likely that vehicles in the near future will be automated and may include some connected elements, we typically use “automated vehicles” to refer to vehicles that include a mix of automated and connected elements, and only use “connected vehicles” to distinguish connected from automated vehicles.

**Connected vehicle (CV) infrastructure** – This refers to the communications, wireless devices and other infrastructure, such as traffic signals and roadside sensors, that offer the ability of vehicles to send and receive message to other vehicles, wireless devices and communication devices to communicate information in order to help them navigate the transportation system safely and efficiently.

**Connectivity** – The degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are interconnected.

**Consideration** – One or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

**Constrained budget** – The budget of federal, state and local funds the greater Portland region can reasonably expect through 2040 under current funding trends presuming some increased funding compared to current levels.

**Constrained list** – Projects that can be built by 2040 within the constrained budget.

**Consultation** – One or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

**Context sensitive design** – A model for transportation project development that requires proposed transportation projects to be planned not only for its physical aspects as a facility serving specific transportation objectives, but also for its effects on the aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting.

**Cooperation** – The parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

**Coordinated public transit-human services transportation plan** – A locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local

needs, and prioritizes transportation services for funding and implementation. Trimet leads development of this plan for the region.

**Coordination** – The cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

**Corridor** – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, freight, active transportation and transit route alignments.

**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 row houses, 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.

**Countermeasure** – An activity, initiative or design element to prevent, neutralize, or correct a specific safety problem.

**Cordon pricing** - Motorists are charged to enter a congested area, usually a city center or other high activity area well served with non-driving transportation options. Cordon pricing is most often implemented as flat or variable rate fees.

**Crash** – A violent collision between two or more motor vehicles (including commercial vehicles, school buses, transit buses, etc.), or between a vehicle and a pedestrian, person on a bicycle or motorcycle, scooter, or other type of micromobility, or with a stationary object such as a pole or guard rail.

**Criteria pollutants** – Carbon monoxide, lead, ground-level ozone, nitrogen oxides, particulate matter, and sulfur dioxides. Criteria pollutants are the only air pollutants with national air quality standards that define allowable concentrations of these substances in ambient air.

**Cycletrack** – 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.

**Data-driven safety analysis** – Uses data to promote the integration of safety performance into all roadway investment decisions. Broader implementing of quantitative safety analysis so that it becomes an integral part of safety management and project development decision making in order to lead to better targeted roadway investments that result in fewer fatal and serious injury crashes. Decisions are compelled by data, rather than by intuition or by personal experience.

**Deficiency** – A performance, design or operational constraint that limits, but does not prohibit the ability to travel by a given mode. Examples include locations where throughway capacity is less than six through lanes or that do not meet the travel speed thresholds defined in Table 3-5 (Mobility performance targets and thresholds), 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, inadequate frequency, or schedule unreliability; and high crash locations). A deficiency is a transportation need. *See also gap.*

**Delay** – The additional travel time required by all travelers, as measured by the time needed 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.

**Design type** – The conceptual areas depicted on the Metro 2040 Growth Concept Map and described in the Regional Framework Plan, including Central City, Regional Center, Town Center, Station Community, Corridor, Main Street, Inner Neighborhood, Outer Neighborhood, Regionally Significant Industrial Area, Industrial Area and Employment Area.

**Diversion** - Diversion is the movement of automobile trips from one facility to another because of pricing implementation. All trips that change their route in response to pricing are considered diversion, regardless of length or location of the trip, or whether they divert to or from the priced facility.

**Dynamic rate fee** - Fee rates are continually adjusted according to traffic conditions to better achieve a free-flowing level of traffic. Under this system, fee rates increase when the priced facilities get relatively full and decrease when the priced facilities get less full. This system is more complex and less predictable than using a flat or variable rate fee structure, but its flexibility helps to better achieve the optimal traffic flow by reflecting changes in travel demand. MDynamic fee systems may sometimes include a pre-set maximum price. The current price is often displayed on electronic signs prior to the beginning of the priced facility.

**Electric vehicles (EVs)** – Vehicles that use electric motors for propulsion instead of or in addition to gasoline motors.

**Emergency** – Any human-made or natural event or circumstance causing orthreatening loss of life, injury to person or property, and includes, but is not limited to, fire, explosion, flood, severe

weather, drought earthquake, volcanic activity, spills or releases of oil or hazardous material, contamination, utility or transportation disruptions, and disease.

**Emergency medical services (EMS)** – The treatment and transport of people in crisis health situations that may be life threatening. Emergency medical support is applied in a wide variety of situations, including traffic crashes.

**Emergency transportation routes** – Priority routes used during and after a major regional emergency or disaster to move people and response resources, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and patients.

**Emerging technologies** – A blanket term that we use throughout this plan to refer to new developments in transportation technology. We use it to refer both to technologies like automated vehicles or smart phones and services that operate using these technologies, like car and bike share.

**Employer-based commute programs** – Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

**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.

**Employment lands** – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development.

**Environmental justice** – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. (EPA definition)

**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 mitigation activities** – Strategies, policies, programs, and actions that, over time, will serve to avoid, minimize, rectify, reduce, or eliminate impacts to environmental resources associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan.

**Equitable Development** – An approach to creating healthy, vibrant, communities of opportunity by creating coordinated, intentional strategies to ensure that everyone (residents of all incomes, races and ethnicities) can participate in, and benefit from, decisions that shape their

neighborhoods and region. This approach involves investments, policies, and protections to prevent displacement of vulnerable residents, businesses, and community organizations.

**Equitable Outcomes** – Means outcomes that burdens underserved populations less than and benefits underserved populations as much or more as the city or county population as a whole. Examples of equitable outcomes include: (a) Increased stability of underserved populations, lowering the likelihood of displacement due to gentrification from public and private investments; (b) More accessible, safe, affordable and equitable transportation options with better connectivity to destinations people want to reach; (c) Adequate housing with access to employment, education, fresh food, goods, services, recreational and cultural opportunities, and social spaces; (d) Increased safety for people in public spaces, transportation and community development; (e) Equitable access to parks, nature, open spaces, and public spaces; (f) Better and more racially equitable health outcomes across the lifespan, particularly health outcomes connected to transportation choices, air pollution, and food; (g) Recognizing and remedying impacts of past practices such as redlining, displacement, exclusionary zoning, and roadway and other public infrastructure siting decisions that harmed underserved communities; and (h) Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas.

**Equity** – Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In transportation, a normative measure of fairness among transportation system users. *See also Racial equity, Social equity, and Transportation equity.*

**Equity focus areas** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, English language learners, and/or people with lower income. Most of these areas also include higher than regional average concentrations of other historically marginalized communities, including young people, older adults and people living with disabilities.

**Excessive delay** – The extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For the purposes of MAP-21 target-setting, the speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit, whichever is greater.

**Extreme events** – This term refers to risks posed by climate change and extreme weather events. The definition does not apply to other uses of the term nor include consideration of risks to the transportation system from other natural hazards, accidents, or other human induced disruptions.

**Extreme weather events** – Significant anomalies in temperature, precipitation and winds and can manifest as heavy precipitation and flooding, heatwaves, drought, wildfires and windstorms (including tornadoes). Consequences of extreme weather events can include safety concerns, damage, destruction and/or economic loss. Climate change can also cause or influence extreme weather events.

**Facility** – The fixed physical assets (structures) enabling a transportation mode to operate (including travel, as well as the loading and unloading of goods and passengers). This includes

streets, throughways, bridges, sidewalks, bikeways, transit stations, bus stops, ports, air and marine terminals and rail lines and yards.

**Federal Highway Administration (FHWA)** – The U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally-funded highway projects. FHWA also governs the safety of hazardous cargo on the nation’s highways. The FHWA implements transportation legislation approved at the congressional level that appropriates all federal funds to states, MPOs and local governments.

**Federal Transit Administration (FTA)** – U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.

**Federally recognized tribal lands** - Refers an area of land reserved for a Tribe or Tribes under treaty or other agreement with the United States, executive order, or federal statute or administrative action as permanent Tribal homelands, and where the federal government holds title to the land in trust on behalf of the Tribe. Approximately 56.2 million acres are held in trust by the United States for various Indian Tribes and individuals. Some reservations are the remnants of a Tribe’s original land base. Others were created by the federal government for the resettling of Indian people forcibly relocated from their homelands. Not every federally recognized Tribe has a reservation. Federal Indian reservations are generally exempt from state jurisdiction, including taxation, except when Congress specifically authorizes such jurisdiction.

**Federally recognized tribe** - Refers an American Indian or Alaska Native Tribal entity that is recognized as having a government-to-government relationship with the United States, with the responsibilities, powers, limitations, and obligations attached to that designation, and is eligible for funding and services from the Bureau of Indian Affairs. Furthermore, Federally recognized Tribes are recognized as possessing certain inherent rights of self-government (i.e., Tribal sovereignty) and are entitled to receive certain federal benefits, services, and protections because of their special relationship with the United States. At present, there are 574 federally recognized American Indian and Alaska Native Tribes and villages.

**Financial plan** – Documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

**Financially constrained or fiscal constraint** – This means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

**Fiscal (or financial) constraint** – A federal requirement that long-range transportation plans and four-year **Metropolitan** Transportation Improvement Programs (MTIP) include only projects that have a reasonable expectation of being funded, based upon anticipated revenues (for the long-range transportation plan) or secured revenues (for the four-year TIP). In other words, long-range transportation plans or TIP cannot be a wish lists of projects; they must reflect realistic assumptions about revenues that will likely be available or secured.

**Fixing America’s Surface Transportation Act (FAST Act)** – A funding and authorization bill to govern United States federal surface transportation spending, signed by President Obama on December 4, 2015. The FAST Act established funding levels and federal policy for highways and public transit systems for fiscal years 2016-2020. The \$305 billion, five-year bill maintained the core highway and transit funding programs established by its predecessor MAP-21, and established the National Highway Freight Program, a formula program focused on goods movement.

**Flat rate fee (toll)** - A flat rate fee, also known as a toll, charged by a toll facility operator in an amount set by the operator for the privilege of traveling on said toll facility. Tolling is a user fee system for specific infrastructure such a bridges and tunnels. Toll revenues are used for costs associated with the tolled infrastructures. This tool is used to raise funds for construction, operations, maintenance, and administration of specific infrastructure. Flat rate tolling can also serve as a method for congestion management, though it is not responsive to changing conditions or time of day. Additionally, flat rate tolling cannot be used for congestion pricing programs or projects authorized by the Value Pricing Pilot Program, Congestion Relief Program, or Section 166 on interstate highways under Federal law.

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

**Freeway** – A design for highway in which all access points are grade separated. Directional travel lanes usually separated by a physical barrier, and access and egress points are limited to on-and off-ramp locations or a very limited number of at-grade intersections. In the RTP freeways are indentified with the Throughway classification.

**Freight intermodal facility** – An intercity facility where freight is transferred between two or more freight 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.

**Freight modes** – Freight modes are the means by which freight achieves mobility. These modes fall into five basic types: road (by truck), rail, pipeline, marine (by ship or barge) and air.

**Freight rail** – A freight train that is a group of freight cars hauled by one or more locomotives on a railway, transporting cargo all or some of the way between the shipper and the intended destination.

**Frequent bus** – Frequent bus service offers local and regional bus service with stops approximately every 750 to 1000 feet (between 5 and 7 every mile), providing corridor service



rather than nodal service along selected arterial streets based on demand. 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.

**Full Funding Grant Agreement (FFGA)** – An instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects

**Functional classification** – The class or group of roads to which the road belongs. There are three main motor vehicle functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local. Throughways and freeways fall under arterial in the federal classification system. Classifications also exist for biking and walking networks. These definitions can be found elsewhere in the glossary: bicycle parkway, regional bikeway, local bikeway, pedestrian parkway, pedestrian corridor and local pedestrian connector.

**Gap** – A missing link or barrier in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks in Chapter 3 of the RTP. 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 or existing development. Gaps are a transportation need. *See also deficiency.*

**Goal** – A broad statement that describes a desired outcome. Actions are steps taken to make progress toward goals.

**Greenhouse gas emissions** – The six gases identified in the Kyoto Protocol and by the Oregon Greenhouse Gas Mandatory Reporting Advisory Committee as contributing to global climate change: 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>). Greenhouse gases absorb solar radiation and act like a heat-trapping blanket in the atmosphere, causing climate change. More information is available at [epa.gov/climatechange](http://epa.gov/climatechange).

**Green infrastructure** – A network of multi-functional green spaces and environmental features, both natural and engineered, that use or replicate natural systems to better manage stormwater, protect streams and enhance wildlife corridors—trees, soils, water and habitats. Examples include: permeable paving, vegetated swales, rain gardens, green streets, green roofs, green walls, urban forestry, street trees, parks, green corridors such as trails, and other low impact development practices.

**Green streets** – An innovative stormwater management approach that captures rain where it falls by using vegetation, soil and engineered systems to slow, filter and clean stormwater runoff from impervious surfaces.

**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.

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

**High capacity transit** – High capacity transit is public transit that can have exclusive right of way, non-exclusive right of way, or a combination of both. Vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. It includes:

- Light rail uses high capacity trains (68 seats with room and design for several passengers to stand) and focuses on regional mobility with stops typically one-half to 1 mile apart, connecting concentrated housing or local bus hubs and employment areas. The service has its own right of way. Cars can be doubled, and service frequency increased, during peak hours.
- Commuter rail uses high capacity heavy rail trains (74 seats in a single car, 154 in doubled cars), typically sharing right of way with freight or other train service (though out of roadway). The service focuses on connecting major housing or local bus hubs and employment areas with few stops and higher speeds. The service may have limited or no non-peak service.
- Bus rapid transit uses coach-style or high capacity busses (40-60 seats with room and design for several passengers to stand). The service may be in the roadway with turnouts and signal priority for stops, have an exclusive right of way, or be some combination of the two. The service focuses on regional mobility, with higher speeds, fewer stops, higher frequency and more substantial stations than local bus, connecting concentrated housing or local bus hubs and employment areas. Service frequency can be increased during peak hours.
- Using the same technology as local streetcar, rapid streetcar focuses on regional mobility, offering fewer stops and primarily running in exclusive right of way to connect housing areas to jobs or other destinations. Cars can be doubled, and service frequency increased, during peak hours. The service operates in mixed traffic, in exclusive right of way or a combination of the two. Local streetcar also helps extend the reach of the high capacity transit network by acting as a circulator within the Central City and between dense urban regional centers in close proximity.

**High crash location** – Highway or road segments identified by the frequency and severity of motor vehicle crashes. Identification of high crash locations is part of the safety problem identification process.

**High injury corridors and intersections (RTP)** – Roadways where the highest concentrations of fatal and severe injury crashes involving people in cars, biking and walking occur on the regional transportation system Corridors and intersections were analyzed to determine aggregate crash scores based on the frequency and severity of crashes, using the following methodology:

- Fatal and Injury A (serious) crashes for all modes are assigned to the network;
- "Injury B", "Injury C", and "PDO (property damage only)" crashes involving bikes and pedestrians are also assigned to the network;
- Fatal and Injury A crashes are given a weight of 10;
- Roadways are analyzed in mile segments; if a segment has only one Fatal or Injury A crash it must also have at least one B/C (minor injury) crash, for the same mode, to be included in the analysis.; and
- Roadway segments are assigned an N-score (or "crash score") by calculating the weighted sum by mode and normalizing it by the roadway length.

To reach 60 percent of Fatal and Severe Injury crashes, roadway segments had to have an N-score of 39 or higher; high injury Bicycle Corridors had to have an N-score of 6 or more, and high injury Pedestrian Corridors had to have an N-score of 15 or more. Intersections with the highest weighted crash scores were also identified; 5 percent of intersections had an N-score (or "crash score") higher than 80 and are also shown on the map, and 1 percent of intersections (the top 1 percent) had to have an N-score higher than 128.

**High risk roadways** – Characteristics if high risk roads are identified by looking at crash history on an aggregate basis to identify particular severe crash types (e.g. pedestrian) and then use the roadway characteristics associated with particular crash types (e.g. arterial roadways with four-or more lanes, posted speed over 35 mph, unlit streets) to understand which roadways may have a higher risk of the same type of severe crash.

**High-occupancy vehicle (HOV)** – A vehicle carrying more than two passengers with the exception of motorcycles.

**High-occupancy vehicle lane** – The technical term for a carpool lane. *See also high-occupancy vehicle.*

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

**Incident management** – The detection and verification of incidents (crashes, stalled vehicles, etc. blocking traffic) and the implementation of appropriate actions to clear the highway.

**Indigenous** - Refers to ethnic groups who are the descendants of the original peoples or earliest known inhabitants of an area, as opposed to ethnic groups that have settled, occupied or colonized the area more recently. This term includes native and aboriginal peoples from across the planet, including those native to the Americas, Asia, Pacific Island nations and more.

**Induced demand** – The process whereby improvements in the transportation system intended to alleviate congestion and delay result in additional demand for the transportation segment, offsetting some of the improvement’s potential benefits. For instance, when a congested roadway is expanded from 2 to 3 lanes, some drivers will recognize the increased capacity and take this roadway though they had not done so previously. *See also capacity.*

**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.

**Intelligent transportation systems (ITS)** – Electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of the transportation system. ITS can include both vehicle-to-vehicle communication (which allows cars to communicate with one another to avoid crashes and vehicle-to-infrastructure communication (which allows cars to communicate with the roadway) to identify congestion, crashes or unsafe driving conditions, manage traffic flow, or provide alternate routes to travelers.

**Intercity transit** – Intercity transit includes service that goes beyond regional boundaries to serve people traveling to destinations in and out of our region, connecting regions and even states. Intercity rail refers to passenger rail service that provides transportation between cities or metropolitan areas at speeds and distances greater than that of commuter or regional rail.

**Intermodal connector** – A road that provides connections between major rail yards, marine terminals, airports, and other freight intermodal facilities; and the freeway and highway system (the National Highway System).

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

**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 jurisdiction** – 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 or roads** – 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.

**Low-carbon travel options** - Low-carbon travel options include walking, rolling, biking, transit, and electric vehicles.

**Low emissions zone pricing** - Similar to cordon pricing, drivers are charged when they enter a Low Emissions Zone, unless they have a vehicle that meets the requirements of the Low Emissions Zone, for example an electric vehicle that does not emit tailpipe emissions when only using electricity to run.

**Lower income focus area** – Census tracts with higher than regional average concentrations and double the density of people with lower income. Lower income is defined as households with incomes below 200 percent of the federal poverty level, adjusted for household size (i.e., with incomes up to twice the level of poverty), as defined by the U.S. Census.

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

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

**Major transit stop** – Existing and planned light rail stations and transit transfer stations, except for temporary facilities and other existing and planned transit stops which:

- (A) Have or are planned for an above average frequency of scheduled, fixed-route service when compared to region wide service. In urban areas of 1,000,000 or more population major transit stops are generally located along routes that have or are planned for 20 minute service during the peak hour; and
- (B) Are located in a transit oriented development or within 1/4 mile of an area planned and zoned for:

- (i) Medium or high density residential development; or
- (ii) Intensive commercial or institutional uses within 1/4 mile of subsection (i); or
- (iii) Uses likely to generate a relatively high level of transit ridership.

**Marginalized communities** – Communities of people that have been historically excluded from critical aspects of social participation including, voting, education, housing and more. Historical marginalization is often a result of systematic exclusion based on devaluation of any individual existing outside of the dominant culture. For purposes of the RTP, this includes people of color, people with limited English proficiency, people with lower-incomes, youth, older adults and people living with a disability.

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

**Meaningful involvement** – This term means that the public should have opportunities to participate in decisions that could affect their environment and their health, their contributions should be taken into account by regulatory agencies, and decision-makers should seek and facilitate the engagement of those potentially affected by their decisions. (from EPA)

**Measure** – An expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

**Metric** – A quantifiable indicator of performance or condition.

**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 Area Boundary (MPA)** – The geographic area determined by agreement between the Metropolitan Planning Organization (MPO) and the Governor, in which the metropolitan transportation planning process is carried out by the MPO.

**Metropolitan Planning Organization (MPO)** – A federally-required policy body responsible for the transportation planning, project selection and scheduling the use of federal transportation funds in its region. Governed by policy board, MPOs are required in urbanized areas with populations more than 50,000 and are designated by the governor of the state. JPACT and the Metro Council constitute the MPO for the Portland region. The MPO conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) for capital improvements identified for a four-year construction period, allocates federal transportation funding through the Regional Flexible Funds process (RFFA), a Unified Planning Work Program (UPWP), a congestion management process (CMP), federal performance-based planning and target-setting and conformity to the state implementation plan for air quality for transportation related emissions.

**Metropolitan Transportation Improvement Program (MTIP)** – The MTIP includes all federally funded transportation projects in the Portland metropolitan planning area, including projects planned by TriMet, the Oregon Department of Transportation and local agencies receiving federal funds allocated by Metro. The MTIP is incorporated in the Statewide Transportation Improvement Program (STIP), which identifies the state’s four-year transportation capital improvements. See also transportation improvement program.

**Metropolitan transportation plan** – The official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process. The Regional Transportation Plan is metropolitan transportation plan for the Portland region. **Microtransit** – Services such as Via, and others, can differ from conventional transit service in several different ways:

- **Dynamic routing:** Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.
- **On-demand scheduling:** Instead of operating on a fixed schedule, microtransit services may allow riders to request a ride when they need it.
- **Smaller vehicles:** Microtransit services often use vans or small buses instead of 40-passenger buses.
- **Private operation:** Many microtransit services are privately operated or operated through partnerships between public agencies and private companies.

We distinguish between microtransit that is coordinated with public transit, for example services that connect people to high-frequency transit or operate in areas that are hard to serve with conventional transit, and luxury microtransit that serve existing transit routes and offer more space or amenities than a public bus at a higher cost.

**Microtransit** – Services such as Via, Chariot and Leap can differ from conventional transit service in several different ways:

- **Dynamic routing:** Some microtransit services operate on flexible routes to pick up and drop off riders nearer to their origins and destinations. Services may deviate from a fixed route to make pickups and dropoffs, crowdsource routes from data provided by riders or make stops anywhere within a defined service area.
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**Mileage Based User Fee** – See Road Usage Charge

**Mitigation** – Planning actions taken to avoid an impact altogether, minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact. Mitigation includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

**Mixed use** – Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

**Mixed-use development** – Areas of a mix of at least two of the following land uses and includes multiple tenants or ownerships: residential, retail and office. This definition excludes large, single-use land uses such as colleges, hospitals, and business campuses.

**Mobility** – People and businesses can safely, affordably, and efficiently reach the goods, services, places and opportunities they need to thrive by a variety of seamless and well-connected travel options and services that are welcoming, convenient, comfortable, and reliable.

**Mobility corridor** – Mobility corridors represent subareas 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.



**Modal targets** – Performance targets for increased walking, biking, transit, shared ride and other non-drive alone trips as a percentage of all trips made in a defined area. The targets apply to trips to, from and within each 2040 Design Type. The targets reflect desired mode shares for each area for the year 2040 needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupant vehicles and per capita vehicle miles traveled.

**Regional 2040 modal targets**

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers Town centers Main streets Station communities Corridors Passenger intermodal facilities	45-55%
Industrial areas Freight intermodal facilities Employment areas Neighborhoods	40-45%

Note: The targets apply to trips to, from and within each 2040 design type

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

**Motorcycle** – A motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground. The NHTSA defines “motorcycle” to include mopeds, two or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes and pocket bikes.

**Moving Ahead for Progress in the 21st Century Act (MAP-21 ) (P.L. 112-141)** – Reauthorization of Federal highway funding, signed into law by President Obama on July 6, 2012. Subsequent adoption of the FAST Act does not replace MAP-21 in all areas regulation of transportation safety planning and funding, so both must be referenced.

**Multimodal** – Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

**Multimodal 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.

**Must** – When used in the context of actions and policies must means there is a legal obligation or requirement to take the action or enact the policy. Must is often used interchangeably with shall. *Also see should.*

**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.

**National Performance Management Research Data Set (NPMRDS)** – A data set derived from vehicle/passenger probe data (sourced from Global Positioning Station (GPS), navigation units, cell phones) that includes average travel times representative of all traffic on each mainline highway segment of the National Highway System (NHS), and additional travel times representative of freight trucks for those segments that are on the Interstate System. The data set includes records that contain average travel times for every 15 minutes of every day (24 hours) of the year recorded and calculated for every travel time segment where probe data are available. The NPMRDS does not include any imputed travel time data.

**Native American** - Refers to the Indigenous peoples of the continental United States and its territories. It arose in the 1960s as a word that was meant to include both American Indians and Alaska Natives. Since then, its meaning has been expanded to include Native Hawaiians and American Samoans, too.

**Needs** – see Transportaton needs.

**Neighborhood Greenway** - Neighborhood greenways are low-traffic and low-speed streets where priority is given to people walking, bicycling, and rolling. Neighborhood greenways are designed to provide a safe network that connects neighborhoods, parks, schools, and business districts. *see also Bicycle Boulevards*

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

**New mobility services** – Transportation services like ride-hailing, microtransit and car and bike share, which operate using smart phones and other emerging technologies. Many of these services are privately operated by new mobility companies.

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

**Non-SOV travel** – Any travel mode other than driving alone in a motorized vehicle (i.e., single occupancy vehicle or SOV travel), including travel avoided by telecommuting.

**Objective (in a plan)** – A specific, measureable desired outcome and means for achieving a goal(s) to guide action within the plan period.

**Off-peak hours** – 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.

**Older adults (vulnerable)** – The Moving Ahead for Progress in the 21st Century (MAP-21) Act created a new Special Rule for older drivers and pedestrians under 23 USC 148(g)(2), which was continued under the Fixing America's Surface Transportation (FAST) Act. If the rate per capita of traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 in a State increases over the most recent 2-year period, this Special Rule requires a State to include strategies to address the increases in those rates in their State Strategic Highway Safety Plan (SHSP). FHWA issued the Section 148: Older Drivers and Pedestrians Special Rule Final Guidance in May 2016.<sup>1</sup> TriMet's *Coordinated Transportation Plan for Seniors and Persons With Disabilities* (2020) identifies several principles and actions related to addressing safety and security concerns getting to and at transit stops and on transit. *See Appendix G.*

**Operational and management strategies** – Actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.

**Oregon Transportation Commission (OTC)** – The Oregon Transportation Commission is a five-member governor-appointed government agency that manages the state highways and other transportation in the state of Oregon, in conjunction with the Oregon Department of Transportation.

**Oregon Transportation Plan (OTP)** – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process by ODOT and approved by the Oregon Transportation Commission.

**Parking management** – Strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. Examples include developing an inventory of parking supply and usage, reduced parking requirements, shared and unbundled parking, parking-cash-out, priced parking, bicycle parking and providing information on parking space availability. When used in conjunction with other demand management strategies, parking management is an effective means of reducing drive-alone auto trips and achieving GHG reductions. More information can be found at [vtpi.org/park\\_man.pdf](http://vtpi.org/park_man.pdf)

**Parking pricing** - Drivers pay to park in certain areas. Parking pricing may include flat, variable, or dynamic fee structures. Dynamic pricing involves periodically adjusting parking fees to match demand, this can be paired with technology which helps drivers find spaces in underused and less costly areas.

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration Older Drivers and Pedestrians Special Rule. <https://safety.fhwa.dot.gov/hsip/older/>

**Passenger car equivalent** – Passenger Car Equivalent (PCE) is a metric used in Transportation Engineering, to assess traffic-flow rate on a highway. A PCE is essentially the impact that a mode of transport has on traffic variables compared to a single car.

**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** – Inter-city passenger rail 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. It is a transit system that operates, in whole or part, on a fixed guide-way. These systems should be integrated with other transit services within the metropolitan region with connections at passenger intermodal facilities.

**Passenger train** – A railroad train for only passengers, rather than goods. Amtrak is the company that controls the railroads that carry passengers in the U.S.

**Passenger vehicles** – Motor vehicles with at least four wheels, used for the transport of passengers, and comprising no more than eight seats in addition to the driver's seat. Light commercial vehicles are motor vehicles with at least four wheels, used for the carriage of goods.

**Peak period or hours** – 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 traveling on foot, in a wheelchair or in another health-related mobility device.

**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 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 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, protected street crossings, crosswalks, plazas, signs, signals, pedestrian scale street lighting 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-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.

**People of color focus area** – Census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color and/or English language learners.

**Per capita** – Used to describe the rate of something per person.

**Performance-based planning and programming** – Refers to the application of performance management within the planning and programming processes of MPOs and transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Attempts to ensure that transportation investment decisions are made – both in long-term planning and short-term programming of projects – based on their ability to meet established goals.

**Performance management** – A strategic approach that uses data and information to support decisions that help to achieve identified performance outcomes.

**Performance measurement** – A process of assessing progress toward achieving goals using data.

**Performance measure** – A metric used to assess and monitor progress toward meeting an objective using 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. As used in the RTP, performance measures are used to evaluate transportation system performance and potential impacts of the plan’s investments within the planning period. They are also 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** – A trip made by a person from one location to another, whether as a driver, bicyclist, passenger or pedestrian.

**Per vehicle miles traveled (VMT)** – Used to describe rate of something per the number of motor vehicle miles traveled, such as the crash rate per motorized vehicle miles. Except where otherwise noted, crash rates are per 100-million motorized vehicle miles travelled in this document.

**Physically separated bicycle lanes** – These types of facilities provide a physical buffer between a person riding a bicycle and auto traffic and can be referred to as cycle tracks, trails, paths and buffered bicycle lanes. Buffers can be provided by parked cars, landscaped strips, raised pavement, bollards and planters.

**Planning area boundary** – A boundary used by Metro for planning purposes – also called the metropolitan planning area boundary. Included within the boundary are all areas within the Metro jurisdictional boundary, the 2010 Census urbanized area, designated urban reserves and the urban growth boundary.

**Planning factors** – A set of broad objectives defined in Federal legislation to be considered in both the metropolitan and statewide planning process. The factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

**Policy** – A policy is a statement of intent and describes a direction and a course of action adopted and pursued by a government to achieve desired outcome(s).

**Posted Speed** – The speeds indicated on signs along the roadway. When speeds differ from statutory speeds there must be a posted sign indicating the different speed.

**Practicable** – This term means available and capable of being done after taking into consideration cost, existing technology and logistics, in light of overall project purposes.

**Preparedness** – This term refers to actions taken to plan, organize, equip, train, and exercise to build, apply, and sustain the capabilities necessary to prevent, protect against, ameliorate the effects of, respond to, and recover from climate change related damages to life, health, property, livelihoods, ecosystems, and national security.

**Pricing** - Motorists pay directly for driving on a particular roadway or for driving or parking in a particular area. Pricing includes applying different rates by location, level of congestion, or time of day, amongst other methods. Rates may vary based on vehicle size or type, incomes, or other variables. Pricing within the Portland metropolitan context could include the following methods and pricing strategies. Methods and strategies can be combined in different ways, such as variable cordon pricing or dynamic roadway pricing. Different types of pricing can be implemented in coordination with each other to provide greater systemwide benefits. Pricing can be implemented at the state, regional, or local level. Types of Pricing: Cordon / Low Emissions Zone; Parking; Road Usage Charge / VMT Fee / Mileage Based User Fee. Roadway Rate Types: Flat; Variable; Dynamic

**Principal arterial** – Limited-access roads that serve longer-distance motor vehicle and freight trips and provide interstate, intrastate and cross-regional travel. See definition of Throughway.

**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 to determine the precise location, alignment, and preliminary design of improvements based on site-specific engineering and environmental studies. 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).

**Protected bike lanes** – Separated bike lane, cycle track, a bike lane that is physically separated from auto traffic, typically they are created using planters, curbs, parked cars, or posts and are essential for creating a complete network of bike-friendly routes. For bicyclists, safety increases significantly when there is physical separation from motorists through infrastructure. Fully protected bikeways can reduce bicycle injury risk up to 90 percent.<sup>2</sup> Another report found that on-street bike lanes that use barriers to physically separate bicyclists from motor vehicles are 89 percent safer than streets with parked cars and without bicycling infrastructure. When physical separation is not possible, infrastructure such as striped bike lanes, bicycle boulevards, and bike boxes help reduce the risk of conflict with motor vehicles.<sup>3</sup>

**Public health** – The health of the population as a whole, especially as monitored, regulated, and promoted by the state.

**Public Transportation Safety Action Plan (PTASP)** – A plan developed by certain operators of public transportation systems that are recipients or subrecipients of Federal Transit Administration (FTA) grant funds that include the processes and procedures necessary for implementing Safety Management Systems (SMS). Each safety plan must include, at a minimum:

- An approval by the agency’s Accountable Executive and Board of Directors (or an equivalent authority); ☐ The designation of a Chief Safety Officer;
- The documented processes of the agency’s SMS, including the agency’s Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;
- An employee reporting program;
- Performance targets based on the safety performance measures established in FTA’s National Public Transportation Safety Plan (NSP);
- Criteria to address all applicable requirements and standards set forth in FTA’s Public Transportation Safety Program and the NSP; and
- A process and timeline for conducting an annual review and update of the safety plan.

A rail transit agency’s safety plan also must include or incorporate by reference an emergency preparedness and response plan or procedures.

**Racial equity** – When race can no longer be used to predict life outcomes and outcomes for all groups are improved. The removal of barriers with a specific focus on eliminating disparities

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<sup>2</sup> “Route Infrastructure and the Risk of Injuries to Bicyclists: a Case-Crossover Study,” Teschke, et al. American Journal of Public Health, Vol. 102, No. 12, December 2012.

<sup>3</sup> A Right to the Road, p.48, GHSA, 2017.



faced by and improving equitable outcomes for communities of color – the foundation of Metro’s strategy with the intent of also effectively identifying solutions and removing barriers for other disadvantaged groups.

**Rail branch lines** – Non-Class I rail lines, including short line or branch lines.

**Ramp meter or metering** – A traffic signal used to regulate the flow of vehicles entering the freeway. Ramp meters smooth the merging process resulting in increased freeway speeds and reduced crashes. Ramp meters can be automatically adjusted based on traffic conditions.

**Refinement plan** – Amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

**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 bike lanes) shoulder bikeways, shared roadway/wide outside lanes and bicycle priority treatments (e.g. bicycle boulevards).

**Regional centers (2040 design type)** – 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 (RCS) 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 places: employment sites with 300 or more employees (includes regional sports and attraction sites such as Oregon Zoo, Oregon Museum of Science and Industry, Providence Park, Moda Center); 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 Allocation (RFFA)** – Regional flexible funds come from the Surface Transportation Block Grant Program and Transportation Alternatives set aside and the Congestion Mitigation/Air Quality Program federal funding programs. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive these funds to carry out RTP investment policy priorities. Regional flexible funds are allocated every three years and are included in the Metropolitan Transportation Improvement Program. Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested in a range of transportation projects or programs as long as federal funding eligibility requirements are met

**Regional freight network** – Applies the regional freight concept on the ground to identify the transportation networks and freight facilities that serve the region and state’s freight mobility needs.

**Regional intelligent transportation system (ITS) architecture** – A regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

**Regional mobility policy** – The Regional Mobility Policy is a policy in Metro’s Regional Transportation Plan (RTP) as well as ODOT’s Oregon Highway Plan (OHP). It applies to system planning and plan amendment processes only within the Portland metropolitan area. The regional mobility policy is one of many policies that helps the region choose where to focus resources for the transportation system to support implementation of city and county comprehensive plans. The goal of the updated policy is to better align the policy and measures with shared regional values, goals, and desired outcomes identified in RTP and 2040 Growth Concept, as well as with local and state goals. Specifically, the updated policy is intended to support mobility outcomes related to equity, efficiency, access and options, safety, and reliability. Six policies and three measures are included in the policy that have direct relationships to these desired mobility outcomes.

**Regional trails** – Regional Trails are defined by Metro as 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 Trails and Greenways Map** – A map developed and maintained by Metro. The map was first developed as part of the *Metropolitan Greenspaces Master Plan*. The map includes the existing and proposed trails and greenways in the regional system. Many of the regional trails are included in the Regional Transportation Plan.

**Regional transit network** – The regional transit system includes light rail, commuter rail, bus rapid transit, enhanced transit, frequent bus, regional bus, and streetcar modes as well as major transit stops.

**Regional Transportation Functional Plan (RTFP)** – 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)** – A long-range metropolitan transportation plan that is developed and adopted for the greater Portland metropolitan planning area (MPA) covering a planning horizon of at least 20 years. Usually RTPs are updated every five years through the federally-mandated metropolitan transportation planning process. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for implementing policies and project priorities. Required by state and federal law, it includes programs to better maintain, operate and expand transportation options to address existing and future transportation needs. The RTP also serves as the regional transportation system plan under the Oregon Transportation Planning Rule.

**Regional transportation system** – The regional transportation system is identified on the regional transportation system maps in the Regional Transportation Plan. 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.

**Regional Travel Options (RTO) Program** – Regional program led by Metro and guided by a 10-year strategy aimed at reducing the demand for roadway travel, particularly single occupant vehicle travel and improving people's travel choices. Metro coordinates partner activities and provides grant funding for the following:

- support for employment-based programs to reduce SOV auto trips to worksites and ECO rule compliance
- a regional Safe Routes to School effort that supports local education programs in schools to teach kids how to walk and bicycle to school safely
- community-based programs that focus on the travel needs of specific neighborhoods or people
- funding for bicycle parking, wayfinding signage and other tools that help people to use travel options
- funding for pilot projects to test new ways to reach the public through technology or innovative engagement methods.

*See also transportation demand management.*

**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.

**Regionally significant project** – A transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. Chapter 3 of the RTP defines the regional transportation system.

**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.

**Resilience or resiliency** – This term means the ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.

**Revision** – A change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an “amendment” while a minor revision is an “administrative modification.”

**Ride-hailing services** – Also known as transportation network companies, or TNCs like Uber and Lyft, which use apps to connect passengers with drivers who provide rides in their personal vehicles.

**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 underserved 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 diet** – Road diets are 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.

**Road Usage Charge / VMT Fee / Mileage Based User Fee** - Motorists are charged for each mile driven. A road usage charge is often discussed as an alternative to federal, state, and local gas taxes which have become less relevant to the user-pays principle as more drivers switch to fuel efficient or electric vehicles. Road usage charges are most often implemented as flat or variable rate fees.

**Road users** – A motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 USC section 148)

**Roadway connectors** – Roads that connect other freight facilities, industrial areas, and 2040 centers to a main roadway route.

**Roadway pricing** - Motorists are charged to drive on a particular roadway. Roadway pricing can be implemented as a flat, variable, or dynamic fee. Roadway prices that vary by time of day can follow a set fee schedule (variable), or the fee rate can be continually adjusted based on traffic conditions (dynamic).

**Rural reserves (2040 Design Type)** – Lands that are high value working farms and forests or have important natural features like rivers, wetlands, buttes and floodplains. These areas are protected from urbanization for 50 years after their designation.

**Safe Routes to School** – A comprehensive engineering/education program focused on youth school travel that aims to create safe, convenient, and fun opportunities for children to walk and roll (bike, scooter, etc.) to and from schools. City or school district based programs incorporate evaluation, education, encouragement, engineering, enforcement, and equity with the goal of increasing walking and rolling to school. Safe Routes to School is a national program that works to nationally, regionally and locally to create safe, healthy, and livable urban, suburban and rural communities. The program works with parents, school districts, local governments, government,

police and community partners to make it easy and safe for kids to walk and bike to school. Results are achieved through investments in small capital projects, educations and outreach such as walking school buses.

**Safe System Approach** – A data-driven, strategic approach to roadway safety that aims to eliminate fatal and severe injury crashes. The approach is based on a foundational understanding of the underlying causes of traffic fatalities and severe injuries (using data) and is based on the principle that errors are inevitable but serious crashes should not be. Transportation safety policies that use a Safe System approach include Vision Zero, Towards Zero Deaths, Road to Zero and Sustainable Safety.

**Safe System Approach Speed Setting** – Speed limits are set according to the likely crash types, the resulting impact forces, and the human body’s ability to withstand these forces. It allows for human errors (that is, accepting humans will make mistakes) and acknowledges that humans are physically vulnerable (that is, physical tolerance to impact is limited). Therefore, in this approach, speed limits are set to minimize death and severe injury as a consequence of a crash.

**Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** – Signed into federal law in 2005, SAFETEA-LU authorized the federal surface transportation programs for highways, highway safety, and transit through 2009. SAFETEA-LU refined and reauthorized TEA-21. SAFETEA-LU was subsequently replaced by MAP-21 and the FAST Act. *See also BIL*

**Safety** – Protection from death or bodily injury from a motor-vehicle crash through design, regulation, management, technology and operation of the transportation system.

**Safety benefit projects** – Projects with design features to increase safety for one or more roadway user. These projects may not necessarily address an identified safety issue at an identified high injury or high risk location, but they do include design treatments known to increase safety and reduce serious crashes. Examples include adding sidewalks, bikeways, medians, center turn lanes and intersection or crossing treatments.

**Safety data** – Includes, but is not limited to, crash, roadway, and traffic data on all public roads. For railway- highway grade crossings, safety data also includes the characteristics of highway and train traffic, licensing, and vehicle data.

**Safety project** – Has the primary purpose of reducing fatal and severe injury crashes or reducing crashes by addressing a documented safety problem at a documented high injury or high risk location with one or more proven safety countermeasures.

**Scenario planning** – An analytical approach and planning process that provides a comprehensive framework for evaluating how various combinations of strategies, policies, plans and/or programs may affect the future of a community, region or state. The approach involves identifying various packages or strategies or scenarios against a baseline projection.

**Security (public and personal)** – Protection from intentional criminal or antisocial acts while engaged in trip making through design, regulation, management, technology and operation of the transportation system.

**Serious Crash** – Refers to the total number of Fatal and Severe Injury (Injury A) crashes combined.

**Severity** – A measurement of the degree of seriousness concerning both vehicle impact (damage) and bodily injuries sustained by victims in a traffic crash.

**Shared mobility** – Describes services that allow people to share a vehicle, such as ride-hailing trips, shared e-scooters, car and bike share and microtransit, as well as traditional shared modes like transit, car- or vanpools and taxis. Some of these services are privately operated by shared mobility companies.

**Shared trips** – Trips taken by multiple passengers traveling in a single vehicle, including carpools, transit trips and some ride-hailing or car share trips.

**Short trip** – Generally defined as a one-way trip less than three miles.

**Should** – When used in the context of a policy or action, should means an expected course of action or policy that is to be followed unless inappropriate for a particular circumstance. *Also see must.*

**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-occupant vehicle (SOV)** – A private motorized passenger vehicle carrying one occupant (the driver only). Also referred to as a drive alone vehicle. Also, an automated vehicle with one passenger.

**Smart cities** – The way in which public agencies are using technology to collect better data, provide better service, do business more efficiently and make better decisions.

**Social equity** – The idea that all members of a societal organization or community should have access to the benefits associated with civil society – the pursuit of an equitable society requires the recognition that there are a number of attributes that give members of a society more or less privilege and that in order to provide equitable situations the impacts of these privileges (or lack thereof) must be addressed. For transportation, equity refers to fair treatment or equal access to transportation services and options. In the context of safety, transportation equity relates to improving the travel choices, the safety of travel and not unfairly impacting one group or mode of transportation. More specifically it means improved safety for all transportation options and lessening the risks or hazards associated with different choices of transportation.

**Stakeholders** – Individuals and organizations with an interest in or who are affected by a transportation plan, program or project, including federal, state, regional and local officials and jurisdictions, institutions, community groups, transit operators, freight companies, shippers, non-

governmental organizations, advocacy groups, residents of the geographic area and people who have traditionally been underrepresented.

**State Highways** – In Oregon, is a network of roads that are owned and maintained by the Highway Division of the Oregon Department of Transportation (ODOT), including Oregon’s portion of the Interstate Highway System.

**State Transportation Improvement Program (STIP)** – The four-year funding and scheduling document for major street, highway and transit projects in Oregon. The STIP is produced by ODOT, consistent with the Oregon Transportation Plan (the statewide transportation plan) and other statewide plans as well as metropolitan transportation plans and MTIPs. The STIP covers the entire state and is overseen by the Oregon Transportation Commission (OTC). It must include all the metropolitan region’s TIPs without change as well as a list of specific projects proposed by ODOT in the non-metropolitan areas. Updated every three years, the STIP determines when and if transportation projects will be funded by the state with state or federal funds.

**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 (2040 Design Type)** – 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.

**Strategic plan** – Defines the desired direction and outcomes to guide decisions for allocating resources to pursue the strategy.

**Strategic project list** – Additional policy-driven transportation needs and priority projects that could be achieved with additional resources.

**Strategy** – Involves a set of actions that follows the planning process of setting goals, objectives and performance measures, and mobilizing resources to execute the actions. A strategy describes how the ends (goals) will be achieved by the means (resources).

**Street** – A 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.

**Surface Transportation Block Grant (STBG)** – A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any



federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.

**Sustainability** – A social goal about the ability of people to co-exist on Earth over a long time, using, developing and protecting the natural environment and resources in a manner that enables people to meet current needs and while enabling future generations to meet future needs, from the joint perspective of environmental, economic and community objectives. **Sustainable** – A method of using a resource such that the resource is not depleted or permanently damaged.

**System efficiency** – Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

**Target** – A specific level of performance that is desired to be achieved within a specified time period.

**Threshold** - Thresholds determine the upper and lower limits of performance for a specific time period.

**Throughways** – Controlled access (on-ramps and off-ramps) interstates and major highways. These routes generally correspond to Expressways designated in the Oregon Highway Plan.

**Toward Zero Deaths** – The United States’ highway safety vision. The National Strategy on Highway Safety provides a platform of consistency for state agencies, private industry, national organizations and others to develop safety plans that prioritize traffic safety culture and promote the national Toward Zero Deaths vision. As a strategic policy it is similar to Vision Zero.

**Traffic** – Movement of motorized vehicles, non-motorized 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 incident management** – Planned and coordinated processes followed by state and local agencies to detect, respond to, investigate and remove lane-blocking or rail-blocking vehicles and debris quickly and safely in order to quickly recover road, transit and other operations for travelers.

**Traffic management** – Actions that improve traffic conditions for safety and reliability during incidents such as special events, crashes, construction, inclement weather or a natural disaster that cause delays, unreliable travel times and/or the need for alternate routes and/or additional transit and other mobility services.

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

**Transit accessibility** – Accessibility refers to two separate but related aspects of transit. One is to ensure that transit is physically accessible to everyone, regardless of age or ability. All transit users must access transit via biking, walking or rolling, even if stops are mere feet away. Complete sidewalks and bike paths improve safety and enhance the experience of using transit and the accessible stations are essential to making transit work for everyone. The first/last mile connection is also an important part of accessibility, as it often represents the best opportunity for people living in less developed areas, rural towns or outlying areas to access our transit system. The second is to ensure that schools, particularly high schools and colleges, community places, such as grocery stores and medical services, and jobs are accessible by transit. As the region grows, it's crucial to continue to expand community and regional transit service in order to improve access to these daily needs and encourage employers to locate on existing transit routes.

**Transit Asset Management Plan (TAMP)** – A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

**Transit Asset Management System** – A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

**Transit oriented development (TOD)** – Is a mix of residential, retail, and office uses and a supporting network of roads, bicycle, and pedestrian ways focused on a major transit stop designed to support a high level of transit use.

**(Metro) Transit Oriented Development (TOD) Program** - Metro began a regional Transit Oriented Development program in 1998 as part of a strategy to leverage the region's significant investment in high capacity transit. As part of Metro's TOD Program, the agency strategically invests to stimulate private development of higher-density, affordable and mixed-use projects near transit to help more people live, work and shop in neighborhoods served by high-quality transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, provides technical assistance to communities and developers, and acquires and owns properties in transit-served areas and solicits proposals from qualified developers to create transit-oriented communities in these places.

**Transit-supportive elements** - Transit-supportive elements include programs, policies, capital investments and incentives such as Travel Demand Management and physical improvements such as sidewalks, crossings, and complementary land uses.

**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% 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 demand** – The quantity of transportation services desired by users of the transportation system.

**Transportation demand management (TDM)** – A policy approach such as variable pricing to manage demand of limited transportation capacity or transportation services. Also, a strategy with a set of actions and programs designed to reduce demand for roadway travel, particularly single occupant vehicle trips, through various means (e.g. education, outreach, marketing, incentives, technology). The strategies aim to provide information, encouragement and incentives to help people choose non-SOV modes in order to make more efficient use of transportation infrastructure and services. Strategies include offering other modes of travel such as walking, bicycling, ride-sharing and vanpool programs, car sharing, alternative work hours, education such as individualized marketing, policies, regulations and other combinations of incentives and disincentives that are intended to reduce drive alone vehicle trips on the transportation network. Metro’s TDM program is called the Regional Travel Options (RTO) program. *See also Regional Travel Options Program.*

**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. This includes every person in their youth and is likely to affect people in their oldest years.

**Transportation equity** – The removal of barriers to eliminate transportation-related disparities faced by and improve equitable outcomes for marginalized communities, especially Black, Indigenous, people of color.

**Transportation improvement program (TIP)** – A prioritized listing/program of multimodal transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process. The TIP must be consistent with the metropolitan transportation plan, and is required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. In the Portland metropolitan region, the TIP is referred to as the Metropolitan Transportation Improvement Program (MTIP). In practice, the MTIP is a short-term, four year program of transportation projects that will be funded with federal funds expected to flow to the region and locally and state-funded regionally significant projects.

**Transportation management associations (TMA)** – Non-profit coalitions of local businesses and/or public agencies, and/or residences (such as condo Home Owner Associations and

Community Development Corporations) all dedicated to reducing traffic congestion and pollution while improving travel options for employees, residents and visitors.

**Transportation management area (TMA)** – An urbanized area with a population over 200,000, as defined by the U.S. Census Bureau and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation. These areas must comply with special transportation planning requirements regarding congestion management process, project selection, processes for development of tan RTP and MTIP and certification identified in 23 CFR 450.300-340.

**Transportation needs** – Estimates of the movement of people and goods based on current population and employment and future growth consistent with acknowledged comprehensive plans. Needs are typically defined based on an assessment of existing transportation system gaps and deficiencies and projections of future travel demand, from a continuation of current trends as modified by policy objectives expressed in Statewide Planning Goal 12, the Transportation Planning Rule, federal planning factors and the RTP (Chapter 2 and Chapter 3).

Deficiencies are defined as the difference between the current transportation system and adopted standards based on performance measures and targets identified in Chapter 2. Deficiencies are capacity or design constraints that limit but do not prohibit the ability to travel by a given mode. Gaps are defined as missing links in the transportation system for any mode. Gaps either prohibit travel by a particular mode or make it functionally unsafe. Together, gaps and deficiencies are defined as needs.

- Local transportation needs means needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.
- Regional transportation needs means needs for movement of people and goods between and through communities and accessibility to regional destinations within a metropolitan area, county or associated group of counties.
- State transportation needs means needs for movement of people and goods between and through regions of the state and between the state and other states.

*See also gap and deficiency.*

**Transportation performance management (TPM)** – Strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

**Transportation planning** – A continuing, comprehensive, and cooperative (3-C) process to encourage and promote the development of a multimodal transportation system to ensure safe and efficient movement of people and goods while balancing environmental and community needs.

**Transportation planning rule (TPR)** – Oregon’s statewide planning goals established state policies in 19 different areas. The TPR implements the Land Conservation and Development Commission’s Planning Goal 12 (Transportation) which requires ODOT, MPOs, Counties and

Cities, per OAR 660-012-0015 (2) and (3), to prepare a Transportation System Plan (TSP) to identify transportation facilities and services to meet state, regional and local needs, as well as the needs of the transportation disadvantaged and the needs for movement of goods and services to support planned industrial and commercial development, per OAR 660-012-0030(1).

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

**Transportation system management (TSM)** – A strategy composed of actions for increasing travel flow on existing facilities through improvements such as ramp metering, traffic signal performance, incident response, traveler information and integrated travel choices such as mobility on demand.

**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. A TSP describes a transportation system and outlines projects, programs, and policies to meet transportation needs now and in the future based on community (and regional) aspirations. A TSP typically serves as the transportation component of the local comprehensive plan. The TSP supports the development patterns and land uses contained in adopted community and regional 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. The RTP is a regional TSP.

Local TSPs must be consistent with the applicable Regional Transportation Plan. Jurisdictions within a metropolitan area must adopt TSPs that reflect regional goals, objectives, and investment strategies specific to the area and demonstrate how local transportation system planning helps meet regional performance targets. A jurisdiction within a Metropolitan Planning Organization area must make findings that the proposed Regional Transportation Plan amendment or update is consistent with the local TSP and comprehensive plan or adopt amendments that make the Regional Transportation Plan and the TSP consistent with one another. (OAR 660-012-0015) TSP updates must occur within one year of the adoption of a new or updated Regional Transportation Plan (OAR 660-012-0055).

**Travel options/choices** – 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 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.

**TripCheck** – An Oregon Department of Transportation website that displays real-time data and crowdsourced data regarding road conditions, weather conditions, camera images, crash alerts, delays due to congestion and construction, and other advisories. Additionally, TripCheck provides travelers with information about travel services such as food, lodging, attractions, public transportation options, scenic byways, weather forecasts, etc. This information is also available through the 511 travel information phone line.

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

**Underserved communities** – Populations that have historically experienced a lack of consideration in the planning and decision making process. It describes historically marginalized communities in addition to those that are defined in the federal definition of Environmental Justice. These populations are seniors, persons with disabilities, youth, communities of color, low-income communities, and any other population of people whose needs may not have been full met in the planning process.

**Unified Planning Work Program (UPWP)** – This refers to annual statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

**United States Department of Transportation (USDOT)** – The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; it is headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others.

**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 youth, seniors, and people with disabilities 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.

**Update** – For federal purposes, this means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas). For state purposes, this means TSP amendments that change the planning horizon and 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 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.

**Urbanized area (UZA)** – A geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

**Urban reserve** – Lands suitable for accommodating urban development over the 50 years after their designation.

**Variable rate fee** - With this type of pricing, a variable fee schedule is set so that the fee is higher during peak travel hours and lower during off-peak or shoulder hours. This encourages motorists to use the facility or drive less during less congested periods and allows traffic to flow more freely during peak times. Peak fee rates may be high enough to usually ensure that traffic flow will not break down, thus offering motorists a reliable and less congested trip in exchange for the higher peak fee. The current price is often displayed on electronic signs prior to the beginning of the priced facility and is often published as a schedule on agency websites and other routing resources.

**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. Also see *pricing*

**Vanpool** – A form of transit in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

**Vehicle** – Any device in, upon or by which any person or property is or may be transported or drawn upon a public highway and includes vehicles that are propelled or powered by any means.

**Vehicle miles traveled (VMT)** – A common measure of roadway use by multiplying miles traveled per vehicle by the total number of vehicles for a specified time period. For purposes of this definition, "vehicles" include automobiles, light trucks and other passenger vehicles used for

the movement of people. The definition does not include buses, heavy trucks and other vehicles that involve commercial movement of goods.

**VMT Fee** – See Road Usage Charge

**Vision** – In this document, an aspirational statement of what the region (and plan) is trying to achieve over the long-term through policy and investment decisions.

**Vision Zero** – A system and approach to public policy developed by the Swedish government which stresses safe interaction between road, vehicle and users. Highlighted elements include a moral imperative to preserve life, and that the system conditions and vehicle be adapted to match the capabilities of the people that use them. Vision Zero employs the Safe System approach.

**Visualization techniques** – Methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as GIS- or web-based surveys, inventories, maps, pictures, and/or displays identifying features such as roadway rights of way, transit, intermodal, and non-motorized transportation facilities, historic and cultural resources, natural resources, and environmentally sensitive areas, to promote improved understanding of existing or proposed transportation plans and programs.

**Volume-to-capacity (v/c) ratio** – A traditional measure of congestion, calculated by dividing the number of motor vehicles passing through a section of roadway during a specific increment of time by the motor vehicle capacity of the section. For example, a V/C ratio of 1.00 indicates the roadway facility is operating at its capacity.

Also referred to as level-of-service, this ratio has been used in transportation system planning, project development and design as well as in operational analyses and traffic analysis conducted during the development review process. As a system plan, the RTP uses the volume-to-capacity ratio targets to diagnose the extent of motor vehicle congestion on throughways and arterials during different times of the day and to determine adequacy in meeting the region's needs. The v/c ratio targets are also used to determine consistency of the RTP with the Oregon Highway Plan for state-owned facilities. *See also level-of-service and regional mobility policy.*

**Vulnerable users** – In this document, refers to groups of people that are more vulnerable to being killed or severely injured in traffic crashes. Vulnerable users are people that are more vulnerable to being killed or seriously injured in crashes. Vulnerable users are pedestrians, bicyclists, motorcycle operators, children, older adults, road construction workers, people with disabilities, people of color and people with low income.

**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.

**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.



**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.

**Wayfinding** – Signs, maps, street markings, and other graphic, tactile, haptic or audible methods used to convey location and directions to travelers. Wayfinding helps people traveling to orient themselves and reach destinations easily.