

# Appendix E: Glossary and Acronyms

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## Glossary

### **Access management**

Measures that regulate access to streets, roads, and highways from public roads and private driveways while simultaneously preserving traffic flow on the surrounding road system in terms of safety, capacity, and speed. Measures may include but are not limited to restrictions on the siting of interchanges, restrictions on the type and amount of access to roadways, and the use of physical controls, such as signals and channelization, including raised medians, to reduce impacts of approaching road traffic on the main facility.

### **Accessibility**

Physical proximity and ease of reaching destinations throughout the urban metropolitan area.

### **Alternative modes**

Means of travel such as rail, transit, bicycles, and walking that provide transportation alternatives to the use of the automobile.

### **Americans with Disabilities Act (ADA)**

Federal civil rights legislation signed into law in 1990 that includes requirements for accessible public transportation services for persons with disabilities. Services include complementary or supplemental paratransit services for persons who are unable to use regular bus service due to a disability in areas where fixed-route transit service is operated. All new construction and modifications must be accessible to individuals with disabilities. For existing facilities, barriers to services must be removed if readily achievable.

### **Average daily traffic (ADT)**

The average number of vehicles passing a specified point in a typical 24-hour timeframe.

### **Benchmarks**

Target objectives for *TransPlan's Performance Measure* assessment method. Benchmarks are required by the Transportation Planning Rule for use in evaluating progress at five-year intervals. Transportation system plans must be amended to include new or additional efforts where benchmarks are not met.

**Bikeways**

A facility intended to accommodate bicycle travel for recreational or commuting purposes. Examples include striped lanes, bike routes, and multi-use paths. Bikeways are not necessarily separate facilities; they may be designed and operated to be shared with other traffic modes.

**Bus Rapid Transit (BRT)**

High-frequency, fast bus service along major transportation corridors that is intended to emulate the positive characteristics of a light rail system. Feeder service in neighborhoods using small buses connect the BRT corridor service with nearby activity centers.

**Clean Air Act Amendments of 1990 (CAAA)**

Federal law that established criteria for attaining and maintaining National Ambient Air Quality Standards. A *nonattainment* area is a region that fails to meet one or more of the standards. CAAA shifts the emphasis of conformity analysis from a system-level review of the State Implementation Plan towards a more project-oriented approach. Transportation agencies are interested in projects that help to reduce pollutant levels by reducing vehicle congestion and vehicle miles traveled.

**Capacity**

The maximum rate of flow at which persons or vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; capacity is usually expressed as vehicles per hour or persons per hour.

**Capital improvement program (CIP)**

A plan for future capital infrastructure and program expenditures that identifies each capital project, its anticipated start and completion, and allocates existing funds and known revenue sources for a given period of time.

**Conformity**

Process to assess the compliance of any transportation plan, program, or project with air quality control plans. The Clean Air Act defines the conformity process.

**Development review process**

Process used by local governments to assess development proposals on a case-by-case basis.

**Development standards**

A measure of physical attributes and/or policy conformance that shall be satisfied to allow a proposed land use or development to be established or modified.

**Differential nodal development infrastructure cost**

The additional cost for infrastructure in nodal development areas that would not be built in typical development, such as street modifications, pedestrian amenities, transit centers and public open space. [Eugene-specific definition]

## **Functional classification**

Street classification system that describes streets according to their purpose and capacity. The four main categories are detailed below.

### **Principal arterial**

A street that serves the major centers of activity of a metropolitan area, the highest traffic volume corridors and the longest trip needs. Principal arterials should carry a high proportion of the total urban area travel on a minimum of mileage and provide important intra-urban as well as inter-city bus routes.

### **Minor Arterial**

Includes all arterials not classified as principal arterials and offers a lower level of traffic mobility than the higher street classifications. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods.

### **Collector**

A street designed to provide both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. The primary function of a collector street is to distribute local trips to the arterial system.

### **Local**

All streets that are not collectors or arterials. These facilities serve primarily to provide direct access to abutting land and access to the higher order systems. They offer the lowest level of mobility and usually contain no bus routes. Service to through traffic movement is usually discouraged.

The four jurisdictions participating in *TransPlan* have slightly differing classifications for arterial and collector streets. The breakdown and a source document for each are listed below.

*City of Eugene:* Major arterial, minor arterial, major collector neighborhood collector, and local (Eugene Arterial and Collector Street Plans, 1999)

*City of Springfield:* Major arterial, minor arterial collector, and local (Springfield Development Code Article 32)

*Lane County:* Principal arterial, minor arterial, major collector, minor collector, and local (Lane County Code, 15.010(3))

*Oregon Department of Transportation:* Interstate highway, state-wide highway, regional highway, and district highway. All Oregon Department of Transportation roads are arterials. (Oregon Highway Plan, 1992)

## **Goal**

Broad statement of philosophy that describes the hopes of the community's residents for the community's future. A goal may never be completely attainable, but it is a point towards which to strive.

**High-occupancy vehicle (HOV)**

Any passenger vehicle carrying more than one person. The term HOV is sometimes used to refer to lanes on large-volume roadways that are specifically set aside for the exclusive use of carpools, vanpools, and buses.

**Implementation actions**

Specific measures for achieving *TransPlan* policies.

**Infill development**

Development that consists of either construction on one or more lots in an area that is mostly developed or new construction between existing structures. Development of this type can conserve land and reduce sprawl.

**Intelligent Transportation Systems Technology (ITS)**

Computer and communication technology that provide information to travelers about road and transit conditions. Research in the field may eventually lead to a system that monitors, guides, and/or controls the operation of vehicles.

**Intermodal**

Connecting individual modes of transportation and/or accommodating transfers between such modes. Intermodal transportation emphasizes the transfer of people or freight in a single journey through connections, provides options to facilitate trip making, and promotes coordination among transportation providers.

**Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991**

The 1991 federal transportation funding legislation that provides for a new direction in transportation planning, with an emphasis to protect the environment and reduce congestion, relying on the most efficient transportation mode, and providing increased flexibility to state and local governments on the use of federal funds.

**Level of service**

A qualitative rating of how well a unit of transportation supply (e.g., street, intersection, sidewalk, bikeway, transit route, ferry) serves its current or projected demand.

- A: Free flow conditions, 32% of capacity
- B: Reasonably free flow conditions, 51% of capacity
- C: Operation stable, but becoming more critical, 75% of capacity
- D: Lower speed range of stable flow, 92% of capacity
- E: Unstable flow, 100% of capacity
- F: Forced flow, +100% of capacity, stop-and-go operation

**Major investment study (MIS)**

A method of analyzing and evaluating the transportation needs and related problems of a corridor or subarea within a region. The MIS may identify a multi-modal set of investment and policy options to address identified needs and problems, develop measures of benefits, calculate costs, and determine impacts. The process is intended to provide decision makers with better and more complete information on the options available for addressing identified transportation problems before decisions are made.

**Metro Plan**

The *Eugene-Springfield Metropolitan Area General Plan, 1987 Update*, amendments incorporated as of July 1997, 1998 Reprint. The official document adopted by local governments that contains the general, long-range policies on how the community's future development should occur.

**Metropolitan planning organization (MPO)**

The organizational entity designated by law to have the lead responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor and units of general purpose local government that together represent 75 percent of the affected population of an urbanized area. Lane Council of Governments is the MPO for the Eugene-Springfield metropolitan area.

**Mixed-use development**

A development that has a mixture of land uses that may include office and other commercial uses, residential uses, parks and public places, and supporting public facilities and services.

**Mobility**

The ease with which a person is able to travel from place to place. It can be measured in terms of travel time.

**Modal split**

The proportion of total persons using a particular mode of travel.

**Mode**

A means of moving people and/or goods. Modes may include motor vehicles, public transit, bicycles, railroads, airplanes, waterways, pipelines, and pedestrian walkways.

**Multi modal**

Refers to the diversity of transportation options for the same trip. Also, an approach to transportation planning or programming that acknowledges the existence of or need for transportation options.

**Nodal development (Node)**

Nodal development is a mixed-use, pedestrian-friendly land use pattern that seeks to increase concentrations of population and employment in well-defined areas with good transit service, a mix of diverse and compatible land uses, and public and private improvements designed to be pedestrian and transit oriented. Fundamental characteristics of Nodal development require:

- Design elements that support pedestrian environments and encourage transit use, walking, and bicycling;
- A transit stop which is within walking distance (generally 1/4 mile) of anywhere in the node;
- Mixed uses so that services are available within walking distance;
- Public spaces, such as parks, public and private open space, and public facilities, that can be reached without driving; and
- a mix of housing types and residential densities that achieve an overall net density of at least 12 units per net acre.

Nodal developments will vary in the amount, type, and orientation of commercial, civic, and employment uses; target commercial floor area ratios; size of buildings; and the amount and types of residential uses.

### **Objective**

An attainable target that the community attempts to reach in striving to meet a goal. An objective may also be considered as an intermediate point that will help fulfill the overall goal.

### **1991 Oregon Highway Plan (OHP)**

Document that outlines the policies and strategies that will guide the Highway Division's operation and fiscal activities during the 1991-2012 period. The current document represents an update to the 1985 Highway Plan.

### **Oregon Statewide Planning Goals**

A mandated statewide program for land use planning in place since 1973. The foundation of the program is a set of 19 goals that express the state's policies on land use and related topics such as natural resources (Goal 5), housing (Goal 10), and transportation (Goal 12).

### **Oregon Transportation Plan (OTP)**

The comprehensive, long-range plan for a multi-modal transportation system for the state that encompasses economic efficiency, orderly economic development, safety, and environmental quality. The OTP was adopted by the Oregon Transportation Commission in 1992.

### **Overlay zone**

A set of zoning specifications that is imposed on an area, in addition to the underlying zoning district's requirements.

### **Paratransit**

Transit alternative known as *special or specialized* transportation that often includes flexibly scheduled and routed transportation services that use low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. Services usually cater to the needs of persons who cannot use standard mass transit services. Common patrons are the elderly and persons with disabilities.

### **Park-and-Ride**

Public parking lots whose primary purpose is to provide access to public transportation services. These parking areas may function as shared use parking areas.

#### **Major Park-and-Rides**

Park-and-Rides provide public parking for access to public transportation. In general, this type of Park-and-Ride includes capacity for 100 cars or more. A major Park-and-Ride generally includes buses operating on-site and passenger amenities such as a larger style bus shelter, lighting, and passenger information and may include restrooms for operators. Major Park-and-Rides are not transfer points and usually are on-street bus stops.

**Minor Park-and-Rides**

A minor Park-and-Ride is smaller in scale than a major Park-and-Ride, with capacity for fewer than 100 cars. Buses typically will not operate on-site. Buses may serve the Park-and-Ride via an on-street bus stop, which may include a bus turnout and standard LTD bus shelter adjacent to the bus stop. A minor Park-and-Ride generally is a public parking lot less than two acres in size. These stops are not transfer points and the bus stop is on-street.

**Parking management**

Management strategies designed to address the supply and demand for vehicle parking. They contribute to balancing the travel demand within the region among the modes of transportation.

**Pavement Condition Rating (PCR)**

Pavement condition ratings provide an assessment of pavement condition. Local and state road agencies use a pavement management process that provides, analyzes, and summarizes information for use in selecting and implementing cost-effective pavement construction, rehabilitation, and maintenance programs designed to accommodate current and forecasted traffic.

**Performance measure**

Predetermined indicators monitored during the 20-year life of *TransPlan* as a method of evaluating the plan's effectiveness. To provide numerical targets needed to assess plan progression, *benchmarks* are established for each performance measure at five-year intervals.

**Person trip**

A movement from one address to another by one person by any mode.

**Policy**

Statement adopted as part of a plan to provide a specific course of action that moves the community towards attainment of its goals.

**Regional roadway system**

Streets with classifications of arterial and major collector.

**Single-occupant vehicle (SOV)**

A vehicle, usually referring to a private automobile, that is carrying only one person.

**Special transportation area (STA)**

As defined by the OHP, STAs are designated existing or future compact, mixed-use areas within an urban growth boundary in which growth management considerations outweigh the considerations underlying the highway level-of-service policy. STAs include central business districts, transit-oriented development areas and other activity centers that emphasize non-auto travel. They are high-density areas with an interconnected local street network. They are not located on interstates or limited-access highways and are not encouraged on major designated freight routes.

**State implementation plan (SIP)**

An air quality plan mandated by the Federal Clean Air Act that contains procedures to monitor, control, maintain, and enforce compliance with federal air quality standards.

**Statewide Transportation Improvement Program (STIP)**

Statewide budget and programming document for funding. Required by the ISTEA legislation as a prioritized, fiscally constrained list of transportation projects that covers, at a minimum, a three-year period. STIPs are compiled by the Oregon Department of Transportation in order to program authorized levels of federal funding.

**Systems development charge (SDC)**

A fee collected from new development by local governments to pay for offsite public facility improvements to mitigate impacts associated with development. SDCs are imposed on development projects by local governments to cover the capital costs for certain types of infrastructure and public facilities needed to serve those developments. Under Oregon's SDC Act of 1989, transportation facilities are eligible capital improvements that may be funded by SDCs. Examples include arterial and collector streets; acquisition of street rights-of-way, easements, and other property interests necessary to construct a capital improvement; and traffic control devices.

**Traffic calming**

A variety of techniques designed to reduce the speed and impacts of motor vehicle traffic. It is an attempt to mix the different modes of transportation and to create an efficient mix between them. Examples include road humps, roundabouts, and woonerfs.

**Transit station****Major transit station**

Provides room for three or more buses for customer transfers and facilitate bus operations. A major transit station typically includes a larger facility than minor stations to accommodate passenger transfers (to three or more routes and/or serves major destinations) and may include parking for customers and restrooms for Lane Transit District employees or the public. A major station is usually an off-street facility.

**Minor transit station**

Provides room for two or three buses. Minor transit stations are primarily large bus turnouts near key intersections to facilitate customer transfers (to two to four routes) or bus operations. Minor stations may include parking. Typically, a minor transit station is an on-street facility.

**Transit-oriented development (TOD)**

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. The key features of transit-oriented development include:

- A mixed-use center at the transit stop, oriented principally to transit riders and pedestrian and bicycle travel from the surrounding area;
- High density of residential development proximate to the transit stop sufficient to support transit operation and neighborhood commercial uses within the TOD; and

- A network of roads, and bicycle and pedestrian paths to support high levels of pedestrian access within the TOD and high levels of transit use.

### **TransPlan**

The Eugene-Springfield Metropolitan Area Transportation Plan. A 20-year policy document intended to guide regional transportation system planning in the Eugene-Springfield metropolitan area by setting forth goals, policies, and implementation actions.

### **Transportation Demand Management (TDM)**

*Demand-based* techniques that are designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods include the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances.

### **Transportation disadvantaged**

Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals without access to a personal vehicle.

### **Transportation improvement program (TIP)**

Required by the ISTEA legislation as a prioritized fiscally constrained list of transportation projects that covers, at a minimum, a three-year period. TIPs are compiled by a metropolitan planning organization in order to program authorized levels of federal funding.

### **Transportation Planning Rule (TPR)**

A state planning administrative rule, adopted by the Land Conservation and Development Commission in 1991 and amended in 1995 and 1998, to implement state land use planning Goal 12, *Transportation*. The TPR requires metropolitan areas to show measurable progress towards reducing reliance on the automobile.

### **Transportation pricing measures**

Market-based user fees used to manage traffic congestion and to partially support financing of future infrastructure and transportation services.

### **Transportation Rule Implementation Project (TRIP)**

Document that contains recommended amendments to the Eugene code to address the requirements of the Transportation Planning Rule. The recommendations were prepared by a multijurisdictional team that consisted of staff from the City of Eugene, Lane County, and Lane Transit District.

### **Transportation System Improvements (TSI)**

Supply side improvements of the transportation system. Strategies include the full range of system improvements from improving the capacity and efficiency of the existing system to the construction or expansion of a new facility. TSI strategies are not limited to improvements for the automobile but also incorporate system improvements, expansion, and construction for transit, bicycles, and pedestrians.

### **Transportation system plan (TSP)**

A plan for one or more transportation facilities that are planned, developed, operated, and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. Specific requirements are detailed in the Transportation Planning Rule.

**Travel forecasting model**

A technique for predicting future human choices in travel by using current travel trends in conjunction with future population, employment, and land use projections.

**Unified Planning Work Program (UPWP)**

An annual document that describes the transportation planning activities for a metropolitan area. ISTEA requires that each metropolitan planning organization develop this document as a prerequisite to obtaining federal planning funds.

**Urban standards**

Standards for all arterial and collector streets that include curb, gutter, underground drainage, and sidewalks, unless otherwise noted. When provisions for bicycles are anticipated, they are specifically mentioned.

**Vehicle miles of travel (VMT)**

Each mile traveled by a private vehicle. For example, one vehicle that makes a five-mile car trip would generate five vehicle miles of travel. A requirement of the state Transportation Planning Rule is to reduce vehicle miles traveled per capita.

**Vehicle trip**

Each time a private vehicle goes from one address to another for a purpose, a vehicle trip is counted, regardless of the number of people in the vehicle.

# List of Acronyms

|                  |  |
|------------------|--|
| ACSP             | Arterial and Collector Street Plan                       |
| ACT              | Area Commissions on Transportation                       |
| ADA              | Americans with Disabilities Act                          |
| ADT              | Average daily traffic                                    |
| BRT              | Bus Rapid Transit  |
| CAAA             | Clean Air Act Amendments of 1990                         |
| CATS             | Central Area Transportation Study                        |
| CIP              | Capital improvement program                              |
| CO               | Carbon monoxide  |
| Decision Package | Policy Makers' Decision Package for Draft Plan Direction |
| DEQ              | Department of Environmental Quality                      |
| DLCD             | Department of Land Conservation and Development          |
| EPA              | U.S. Environmental Protection Agency                     |
| EQC              | Environmental Quality Commission                         |
| ESATS            | Eugene-Springfield Area Transportation Study             |
| FHWA             | Federal Highway Administration                           |
| FTA              | Federal Transit Administration                           |
| HCM              | Highway Capacity Manual                                  |
| HCS              | Highway capacity software                                |
| HOV              | High-occupancy vehicle                                   |
| ISTEA            | Intermodal Surface Transportation Efficiency Act         |
| ITS              | Intelligent transportation systems technology            |
| LCDC             | Land Conservation and Development Commission             |
| LCOG             | Lane Council of Governments                              |
| LOS              | Level of service   |
| LRAPA            | Lane Regional Air Pollution Authority                    |
| LTD              | Lane Transit District                                    |
| LUM              | Land use measures  |
| Metro Plan       | Eugene-Springfield Metropolitan Area General Plan        |
| MIS              | Major investment study                                   |
| MPC              | Metropolitan Policy Committee                            |
| MPO              | Metropolitan Planning Organization                       |
| MTIP             | Metropolitan Transportation Improvement Program          |
| NAAQS            | National Ambient Air Quality Standards                   |
| ND               | Nodal Development  |
| NHS              | National Highway System                                  |
| O <sub>3</sub>   | Ozone  |
| O&M              | Operations and maintenance                               |
| OM&P             | Operations, maintenance, and preservation                |
| OAR              | Oregon Administrative Rules                              |
| ODOT             | Oregon Department of Transportation                      |
| OHP              | 1991 Oregon Highway Plan                                 |
| ORFS             | Oregon Roads Finance Study                               |
| OTC              | Oregon Transportation Commission                         |
| OTP              | Oregon Transportation Plan                               |

|                  |  |
|------------------|--|
| PCR              | Pavement Condition Rating                                  |
| PM <sub>10</sub> | Particulate matter   |
| RAC              | Lane County Roads Advisory Committee                       |
| RCI              | Roadway Congestion Index                                   |
| ROW              | Right-of-way   |
| SDC              | Systems development charge                                 |
| SHTF             | State Highway Trust Fund                                   |
| SIP              | State Implementation Plan                                  |
| SOV              | Single-occupant vehicle                                    |
| STA              | Special transportation areas                               |
| STFAC            | Special Transportation Fund Advisory Committee             |
| STIP             | Statewide Transportation Improvement Program               |
| STP              | Surface Transportation Program                             |
| TCM              | Transportation control measure                             |
| TDM              | Transportation demand management                           |
| TEA 21           | Transportation Equity Act for the 21 <sup>st</sup> Century |
| TIP              | Transportation improvement program                         |
| TMA              | Transportation Management Association                      |
| TOD              | Transit-oriented development                               |
| TPC              | Transportation Planning Committee                          |
| TPR              | Transportation Planning Rule                               |
| TRIP             | Transportation Rule Implementation Project                 |
| TSI              | Transportation system improvements                         |
| TSP              | Transportation system plan                                 |
| TUF              | Transportation utility fee                                 |
| UGB              | Urban growth boundary                                      |
| UPWP             | Unified Planning Work Program                              |
| V/C              | Volume to capacity   |
| VMT              | Vehicle miles of travel                                    |