

GLOSSARY

A Access Management – Measures regulating access to streets, roads and highways from public roads and private driveways. 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 use of physical controls, such as signals and channelization including raised medians, to reduce impacts of approach road traffic on the main facility.

Accessway – A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees and lighting. Where accessways cross driveways, they are generally raised, paved or marked in a manner that provides convenient access for pedestrians.

Affected Local Government – A city, county or metropolitan service district that is directly impacted by a proposed transportation facility or improvement.

Alternative Modes – Travel modes such as rail, transit, bicycles and walking that provide transportation alternatives to the use of single-occupant automobiles.

Arterials – Roads that principally provide service to through traffic between cities, towns and major destinations.

At or Near a Major Transit Stop – “At” means a parcel or ownership, which is adjacent to or includes a major transit stop generally including portions of such parcels or ownerships that are within 200 feet of a transit stop. “Near” generally means a parcel or ownership that is within 300 feet of a major transit stop. The term “generally” is intended to allow local governments, through their plans and ordinances, to adopt more specific definitions of these terms considering local needs and circumstances consistent with the overall objective and requirement to provide convenient pedestrian access to transit.

Average Annual Daily Traffic (ADT) – The estimated vehicle travel for an average day over a given roadway segment or through an intersection.

B Bicycle/Pedestrian Accessway – A walkway that provides pedestrian and bicycle passage either between streets, from a street to a building, or other destination such as a school, park or transit stop.

Boulevards – Multi-modal streets designed with special amenities that promote pedestrian, bicycle and public transportation travel in the region’s most intensely developed activity centers (central city, regional centers, station communities, town centers).

C C-Tran – Transit agency for Clark County, Wash.

Capital Improvement Program (CIP) – City document that programs funds for non-operational public works capital infrastructure improvements and investments.

Citizen Advisory Committee (CAC) – A group of citizen volunteers appointed to represent citizen interests for a specific issue, project or process.

Collectors – Roads that provide access to property and collect and distribute traffic between local streets and arterials.

Committed Transportation Facilities – Those proposed transportation facilities and improvements that are consistent with the Transportation System Plan and have approved funding for construction in a public facilities plan or the Six-Year Highway or Transportation Improvement Program.

Congestion Mitigation/Air Quality (CMAQ) – A program within the federal Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) to address congestion and transportation-related air pollution.

D Demand Management – Actions designed to change travel behavior in order to improve performance of transportation facilities and to reduce need for additional road capacity. Methods may include, but are not limited to, the use of alternative modes, ride-sharing and vanpool programs, and trip-reduction ordinances.

E East Multnomah County Transportation Committee (EMCTC) – A five-member committee of elected officials representing Fairview, Gresham, Troutdale, Wood Village and Multnomah County. The EMCTC provides a forum for discussion and consensus building on transportation issues, plans and projects.

F Functional Plan – A limited purpose multi-jurisdictional plan for an area or activity having significant district-wide impact upon the orderly and responsible development of the metropolitan area that serves as a guideline for local comprehensive plans consistent with ORS 268.390.

G Growth Concept – A concept for the long-term growth management of the Portland region; states the preferred form of regional growth and development, including if, where and how much the urban growth boundary should be expanded, what densities should characterize different areas and which areas should be protected as open space.

H High-Occupancy Vehicle (HOV) – A vehicle carrying more than just the driver.

I Inner Neighborhoods – Areas in Portland and older suburbs that are primarily residential, close to employment and shopping areas, and have slightly smaller lot sizes and higher population densities than in outer neighborhoods.

Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 – Federal highway/transit funding reauthorization that provided regions and states with additional funding and more flexibility in making transportation decisions. The Act requires, for example, the metropolitan area planning process to consider such issues as land use, intermodal connectivity, methods to enhance transit service and needs identified through management systems.

J Joint Policy Advisory Committee on Transportation (JPACT) – A 17-member committee of local-area elected officials, Metro councilors and other transportation officials who coordinate transportation decisions for the region.

L Land Conservation and Development Commission (LCDC) – The seven-member directorship of Oregon's statewide planning program. The LCDC is responsible for approving comprehensive land use plans promulgating regulations for each of the statewide planning goals.

Light Rail Transit (LRT) – See Metropolitan Area Express.

Local Comprehensive Plan – A generalized, coordinated land use map and policy statement of the governing body of a city or county that inter-relates all functional and natural systems and activities related to the use of land, consistent with state law.

Local Street Standards – Include, but are not limited to, standards for right-of-way, pavement width, travel lanes, parking lanes, curb turning radius and accessways.

M Main Streets – Neighborhood shopping areas along a main street or at an intersection, sometimes having unique character that draws people from outside the area.

Major – In general, those facilities or developments that, considering the size of the urban or rural area and the range of size, capacity or service level of similar facilities or developments in the area, are either larger than average, serve more than neighborhood needs or have significant land use or traffic impacts on more than the immediate neighborhood:

- (a) “Major” as it modifies transit corridors, stops, transfer stations and new transportation facilities means those facilities that are most important to the functioning of the system or which provide a high level, volume or frequency of service;
- (b) “Major” as it modifies industrial, institutional and retail development means such developments that are larger than average, serve more than neighborhood needs or have traffic impacts on more than the immediate neighborhood;
- (c) Application of the term “Major” will vary from area to area depending upon the scale of transportation improvements, transit facilities and developments that occur in the area. A facility considered to be major in a smaller or less densely developed area may, because of the relative significance and impact of the facility or development, not be considered a major facility in a larger or more densely developed area with larger or more intense development or facilities.

Major Transit Stop – Means:

- (a) Existing and planned light rail stations and transit transfer stations, High Capacity Transit stations and Regional Transportation Plan major bus stops, and bike-transit facilities except for temporary facilities;
- (b) Other planned stops designated as major transit stops in a transportation system plan and existing 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.

Metro – The regional government and designated Metropolitan Planning Organization (MPO) of the Portland metropolitan area. It is governed by a seven-member Metro Council elected by and representing districts within Metro’s jurisdictional boundaries. Metro manages the Washington Park Zoo, solid waste landfills, the Oregon Convention Center and the Portland Center for the Performing Arts. Metro also is responsible for establishing and maintaining

the Urban Growth Boundary (UGB), and for regional transportation planning activities such as the preparation of the Regional Transportation Plan (RTP), and the planning regional transportation projects such as light rail.

Metro Council – composed of seven members elected from districts throughout the metropolitan region - all of Multnomah County and generally the urban portions of Clackamas and Washington counties. The council approves Metro policies, including transportation plans, projects and programs recommended by the Joint Policy Advisory Committee on Transportation (JPACT).

Metro Policy Advisory Committee (MPAC) – Established by the Metro Charter and composed of local Metro area elected officials. MPAC is responsible for recommending to the Metro Council adoption of or amendment to any element of the Charter-mandated Regional Framework Plan.

Metropolitan area – The local governments that are responsible for adopting local or regional transportation system plans within a metropolitan planning organization (MPO) boundary. This includes cities, counties, and, in the Portland Metropolitan area, Metro.

Metropolitan Area Express (MAX) – A regional light rail mass transit facility serving the Portland central city, the Hillsboro, Beaverton and Gresham Regional Centers, and several Town Centers.

Metropolitan Planning Organization (MPO) – An individual agency designated by the state governor in each federally recognized urbanized area to coordinate transportation planning for that region. Metro is the agency for Clackamas, Washington and Multnomah Counties; for Clark County, Wash., the agency is the Southwest Washington Regional Transportation Council (SWRTC).

Metropolitan Transportation Improvement Program (MTIP) – A multi-year, intermodal program of transportation projects that is consistent with the Regional Transportation Plan.

Multi-Modal – Involving several modes of transportation (bus, rail, bicycle, car, etc.).

N National Highway System (NHS) – The National Highway System consists of interconnected urban and rural principal arterials and highways that serves major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meets national defense requirements; and serves interstate and interregional travel. All routes on the Interstate System are a part of the National Highway System.

Neighborhood Centers – Retail and service development that surrounds major MAX stations and other major intersections, extending out for one-quarter to one-half mile.

O ODOT – The Oregon Department of Transportation. ODOT is actively involved in developing Oregon's system of highways and bridges, public transportation services, rail passenger and freight systems, and bicycle and pedestrian paths. ODOT manages driver licensing and vehicle registration programs, motor carrier operations, and transportation safety programs.

Oregon's Statewide Planning Goals – 19 goals in four broad categories: land use, resource management, economic development and citizen involvement. Locally adopted comprehensive plans and regional transportation plans must be consistent with the statewide planning goals.

Oregon Transportation Plan (OTP) – The state's official statewide, intermodal transportation plan that sets priorities and state policy in Oregon for the next 40 years. The plan, developed by the Oregon Department of Transportation (ODOT) through the statewide transportation planning process, responds to federal requirements and Oregon's Transportation Planning Rule (TPR).

Outer Neighborhoods – Areas in outlying suburbs that are primarily residential, farther from employment and shopping areas, and have slightly larger lot sizes and lower population densities than inner neighborhoods.

P Parking Spaces – On and off street spaces designated for automobile parking in areas planned for industrial, commercial, institutional or public uses. The following are not considered parking spaces for the purposes of OAR 660-012-0045(5)(c): park and ride lots, handicapped parking and parking spaces for carpools and vanpools.

Peak Period or Peak Hour – A period of the day with the highest level of travel, normally between 6-9 a.m. and 4-6 p.m. on weekdays.

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 District – A comprehensive plan designation for implementing land use regulations, such as an overlay zone, that establish requirements to provide a safe and convenient pedestrian environment in an area planned for a mix of uses likely to support a relatively high level of pedestrian activity. Such areas include but are not limited to:

- (a) Lands planned for a mix of commercial or institutional uses near lands planned for medium to high density housing; or
- (b) Areas with a concentration of employment and retail activity; and
- (c) Which have or could develop a network of streets and accessways that provide convenient pedestrian circulations.

Pedestrian Plaza – A small, semi-enclosed area usually adjoining a sidewalk or a transit stop that provides a place for pedestrians to sit, stand or rest. They are usually paved with concrete, pavers, bricks or similar material and include seating, pedestrian scale lighting and similar pedestrian improvements. Low walls or planters and landscaping are usually provided to create a semi-enclosed space and to buffer and separate the plaza from adjoining parking lots and vehicle maneuvering areas. Plazas are generally located at a transit stop, building entrance or an intersection, and connect directly to adjacent sidewalks, walkways, transit stops and building entrances; or at an intersection and connect directly to adjacent sidewalks, walkways, transit stops and buildings. A plaza including 150-250 square feet would be considered “small.”

Pedestrian Scale – Site and building design elements that are dimensionally less than those intended to accommodate automobile traffic, flow and buffering. Examples include ornamental lighting of limited height; bricks, pavers or other modules of paving with small dimensions; a variety of planting and landscaping materials; arcades or awnings that reduce the height of walls; and signage and signpost details that can only be perceived from a short distance.

Planning Period – The 20-year period beginning with the date of adoption of a TSP to meet the requirements of this rule.

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

R Reasonably Direct – Either a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

Refinement Plan – An amendment to the transportation system plan that resolves, at a systems level, determinations on function, mode or general location, which were deferred during transportation system planning because detailed information needed to make those determinations could not reasonably be obtained during that process.

Regional Centers – Areas of mixed residential and commercial use that serve hundreds of thousands of people and are easily accessible by different types of transit.

Regional Framework Plan – The Regional Framework Plan is required under the Metro Charter and must address nine specific growth management and land use planning issues (including transportation), with the consultation and advice of MPAC. To encourage regional uniformity, the Regional Framework Plan shall also contain model terminology, standards and procedures for local land use decision-making that may be adopted by local governments.

Regional Transportation Plan (RTP) – The official intermodal transportation plan that is developed and adopted through the Metro transportation planning process for the metropolitan planning area.

Regional Urban Growth Goals and Objectives (RUGGOs) – An urban growth policy framework that represents the starting point for the agency’s long-range regional planning program.

Right-of-Way (ROW) – The publicly-owned land on which public facilities and infrastructure is placed.

Roads – Streets, roads and highways.

S Single-Occupant Vehicle (SOV) – A vehicle carrying only the driver.

Southwest Washington Regional Transportation Council (SWRTC) – The designated Metropolitan Planning Organization (MPO) for the Clark County, Wash., portion of the Portland/Vancouver metropolitan region.

State Implementation Plan (SIP) – A plan for ensuring that all parts of Oregon remain in compliance with Federal air quality standards.

State Transportation Improvement Program (STIP) – A staged, multi-year, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning process and metropolitan plans, TIPs and processes.

T Technical Advisory Committee (TAC) – A group of technical staff from government agencies participating in a project or process. The TAC is responsible for producing the base technical information that will ultimately be used by local decision-makers to complete the project purpose.

Town Centers – Areas of mixed residential and commercial use that serve tens of thousands of people.

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

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

Transportation Analysis Zone (TAZ) – A geographic sub-area used to assess travel demands using a travel demand forecasting model. Often defined by the transportation network, travelsheds, US Census blocks, etc.

Transportation Corridors – Residential and retail development concentrated along major arterials and bus lines.

Transportation Demand Management (TDM) – Actions such as ridesharing and vanpool programs, use of alternative modes and trip reduction ordinances designed to change travel behavior in order to improve performance of transportation facilities and to reduce the need for additional road capacity.

Transportation Disadvantaged People – Individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation Equity Act for the 21st Century (TEA-21) – The most recent federal highway/transit funding reauthorization. TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. The Act combines the continuation and improvement of current programs with new initiatives to meet transportation challenges.

Transportation Enhancement Activities (TEAs) – An exclusive list of 10 specific activities eligible for funding under federal transportation legislation. Included are bicycle and pedestrian facilities, rehabilitation of historic transportation facilities and control of outdoor advertising.

Transportation Facilities – Any physical facility that moves or assists in the movement of people or goods including facilities identified in OAR 660-012-0020 but excluding electricity, sewage and water systems.

Transportation Management Association (TMA) – A group of employers working together to implement strategies and programs to reduce reliance on single-occupant automobiles.

Transportation Needs – Estimates of the movement of people and goods consistent with an acknowledged comprehensive plan and the requirements of this rule. Needs are typically based on projections of future travel demand.

Transportation Needs, Local – Needs for movement of people and goods within communities and portions of counties and the need to provide access to local destinations.

Transportation Needs, Regional – 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.

Transportation Needs, State – Needs for movement of people and goods between and through regions of the state and between the state and other states.

Transportation Planning Rule (TPR) – The implementing rule of statewide land use planning goal No. 12 dealing with transportation, as adopted by the State Land Conservation and Development Commission (LCDC). Among its many provisions, the TPR includes requirements to preserve rural lands, reduce vehicle miles traveled (VMT) per capita by 20% in the next 30 years, and to improve alternative transportation systems.

Transportation Project Development – Implementing the Transportation System Plan (TSP) by determining the precise location, alignment, and preliminary design of improvements included in the TSP based on site-specific engineering and environmental studies.

Transportation Policy Alternatives Committee (TPAC) – A senior staff-level policy committee that reports and makes policy recommendations to JPACT. TPAC’s membership includes technical staff from the same governments and agencies as JPACT, plus representatives of the Federal Highway Administration and the Southwest Washington Regional Transportation Council (SWRTC); there are also six citizen representatives appointed by the Metro Council.

Transportation Service – A service for moving people and goods, for example, intercity bus service and passenger rail service.

Transportation System Management Measures – Techniques for increasing the efficiency, safety, capacity or level of service of a transportation facility without increasing its size. Examples include, but are not limited to, traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping of high occupancy vehicle (HOV) lanes.

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.

Tri-County Metropolitan Transportation District (TriMet) – TriMet provides bus, light rail and commuter rail service in the Portland metro area.

U Urban Area – Lands within an urban growth boundary, two or more contiguous urban growth boundaries, and urban unincorporated communities as defined by OAR 660-022-0010(9). For the purposes of this division, the area need only meet the definition contained in the Unincorporated Communities Rule although the area may not have been designated as an unincorporated community in accordance with OAR 660-022-0020.

Urban Fringe –

- (a) Areas outside the urban growth boundary that are within 5 miles of the urban growth boundary of an MPO area; and
- (b) Areas outside the urban growth boundary within 2 miles of the urban growth boundary of an urban area containing a population greater than 25,000.

Urban Growth Boundary (UGB) – The politically defined boundary around a metropolitan area outside of which no urban improvements may occur (sewer, water, etc.) It is intended that the UGB be defined to accommodate all projected population and employment growth within a 20-year planning period. A formal process has been established for periodically reviewing and updating the UGB so that it accurately reflects projected population and employment growth.

V Vehicle Hours Traveled (VHT) – A transportation measure relating traffic volumes to speed and length on a roadway segment or system of roadways within a defined area.

Vehicle Miles of Travel (VMT) – Automobile vehicle miles of travel. Automobiles, for purposes of this definition, include automobiles, light trucks and other similar vehicles used for movement of people. The definition does not include buses, heavy trucks and trips that involve commercial movement of goods. VMT includes trips with an origin and a destination within the MPO boundary and excludes pass through trips (i.e., trips with a beginning and end point outside of the MPO) and external trips (i.e., trips with a beginning or end point outside of the MPO boundary). VMT is estimated prospectively through the use of metropolitan area transportation models.

Volume to Capacity (V/C) – A measure of how the transportation system is operating relative to the use (demand) and the system's capacity.

W Walkway – A hard surfaced area intended and suitable for use by pedestrians, including sidewalks and surfaced portions of accessways.