

Appendix A - Definitions and Acronyms

Access Management: Provisions regulating access to streets, roads, and highways from public streets or roads and private driveways. Provisions 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 approach road traffic on the main facility. (Ref. OAR 660-12-005)

Arterial Street: A street that is the primary route for traffic within and through the community.

Average Daily Traffic (ADT): The annual average two-way daily traffic volume. It represents the total traffic for the year, divided by 365.

Bike Lane: A portion of a roadway which has been designated by striping and pavement marking for the preferential or exclusive use of bicyclists.

Bikeway: A bikeway is created when a road has the appropriate design treatment for bicyclists, based on motor vehicle traffic volumes and speeds: shared roadway, shoulder bikeway, bike lane, or bicycle boulevard. Another type of facility is separated from the roadway: multi-use path.

Collector: A street that allows traffic within an area or neighborhood to connect to the arterial system.

Cul-de-sac: The turn around area at the end of a dead-end street. In common usage the term typically includes the street leading to the turnaround area.

Complementary Paratransit: Comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed-route systems.

Corridor Plan: A long-range plan for managing and improving transportation facilities and serves to meet needs for moving people and goods.

Demand Management: Actions which are 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, ridesharing and vanpool programs, and trip reduction ordinances. (Ref. OAR 660-12-005)

Demand - Response Service: Non-fixed route service utilizing vans or buses with passengers boarding and alighting at prearranged times at any location within the system's service area. Sometimes referred to as "dial-a-ride," it is designed to carry passengers from their origins to specific locations on an immediate basis or advanced reservation basis.

Divided Highway: A two-way highway on which traffic traveling in opposite directions is physically separated by a median.

Elderly: People 60 years of age and over.

Frontage Road (Local Service Road): A local street or road located parallel to an arterial highway for service to abutting properties for the purpose of controlling access to the arterial highway.

FRA: Federal Railroad Administration

FTA: Federal Transit Administration, formerly Urban Mass Transit Administration (UMTA). A federal agency under USDOT charged with carrying out the transit provisions of the ISTEA of 1991 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), local government, and State of Oregon funds.

Heavy Rail: An electric railway with the capacity of a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, and high platform loading. Also known as "subway," elevated (railway)", etc.

Interchange: A facility that vertically separates intersecting roadways and provides directional ramps for access movements between the roadways. The structure and the ramps are considered part of the interchange.

Inter-city; inter-county: Between or among cities, counties.

ISTEA: The federally enacted Intermodal Surface Transportation Efficiency Act of 1991 which provided authorizations for highway, highway safety, and mass transportation for the following six years.

Level of Service: A qualitative measure of the effect of a number of factors on transportation service including speed and travel time, traffic interruptions, freedom of movement, safety, driving comfort, and convenience.

Level of Service (LOS) Criteria:

Service Level A: Relatively free flow of traffic with some stops at signalized or stop sign controlled intersection. Average speeds would be at least 30 miles per hour.

Service Level B: Stable traffic flow with slight delays at signalized or stop sign controlled intersections. Average speeds would vary between 25 to 30 miles per hour.

Service Level C: Stable traffic flow but with delays at signalized or stop sign controlled intersections. Delays are greater than at level B but still acceptable to the motorist. The average speeds would vary between 20 and 25 miles per hour.

Service Level D: Traffic flow would approach unstable operating conditions. Delays at signalized or stop sign controlled intersections would be tolerable and could include waiting through several signal cycles for motorists. The average speed would be vary between 15 and 20 miles per hour.

Service Level E: Traffic flow would be unstable with congestion and intolerable delays to motorists. The average speed would be approximately 10 to 15 miles per hour.

Service Level F: Traffic flow would be forced and jammed with stop and go operating conditions and intolerable delays. The average speed would be less than 10 miles per hour.

Light Rail: An electric railway with a "light volume" traffic capacity, operated on city streets, semi-exclusive rights-of-way, or exclusive rights-of-way and may have high or low platform boarding and single or multi-car trains.

Local: A street intended primarily for access to abutting properties, but protected from through traffic. Local streets entail all those not otherwise defined as arterials or collectors. While connectivity is encouraged for all streets, through traffic movement is not the intended purpose of a minor street.

Local Access Road (aka Public Use Road): A road dedicated to public use, and ownership has been accepted by the county, but without obligation, responsibility, or agreement for improvement or maintenance.

Modes of Transportation: Mass transit, air, water, pipeline, rail, highways, bicycle, and pedestrian. The terms "modes," "mode connectivity," and "intermodal" refer to these transportation means.

Multi-Use Path: A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right-of-way or within an independent right-of-way, used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers.

Node: A point of concentration; central point. A rural node is a point of concentration in a rural area such as a rural market at the intersection of two roads.

Paratransit: Flexible transportation service which are operated publicly or privately, are distinct from conventional fixed-route, fixed-schedule, and can be operated on the existing highway and street system, generally with low capacity vehicles. Examples include shared-ride taxis and dial-a-ride, and other demand-responsive type services.

Public Use Road: See Local Access Road.

Rural: Any area not included in a business, industrial, or residential zone of moderate or high density, whether or not it is within the boundaries of a municipality.

SAFETEA-LU: The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

Shared Roadway: A type of bikeway where bicyclists and motor vehicles share a travel lane.

Shoulder Bikeway (aka Shared Shoulder): A type of bikeway where bicyclists travel on a paved shoulder.

STF: The Special Transportation Fund for Elderly and Disabled is a dedicated resource to support special transportation service. The fund is administered by ODOT and funded by Oregon cigarette tax revenues. Three-fourths of the dedicated revenue is distributed by population formula to counties of transportation districts through the formula program (STF). One-fourth is discretionary and awarded on a competitive basis through the Community Transportation Program.

Section 5310 (Formerly referred to as Section 16(b)(2)): Elderly and Disabled Capital Assistance Program, an ISTEA-FTA law providing capital funds for nonprofit organizations and certain local governments.

Section 5311 (Formerly referred to as Section 18): Small City and Rural Area Transit Assistance Program, an ISTEA-FTA law providing funds for public transportation service in non-urban areas.

Section 504: Nondiscrimination against persons with disabilities as a condition of federal funding.

Small Transit Vehicle: Vehicle smaller than the 35 or 40 foot standard transit bus.

SOV: Single occupancy vehicle.

TPR: The state Transportation Planning Rule contained in Oregon's Administrative Rule, Chapter 660, Division 12, which implements the statewide planning goal 12 (Transportation).

Title XIX: State Medicaid Program funds.

Transportation Disadvantaged: A term used to denote individuals without the ability or capability to use personal conveyances to travel. For example, these individuals may be the working poor, students, or physically or mentally challenged.

UGB: Urban Growth Boundary. A boundary adopted by both the city and the county which includes land available for future urban development and which separates urban land uses from rural land uses.

Urban: Any territory within an incorporated area or with frontage on a highway which is at least 50 percent built-up with structures devoted to business, industry, or residences for a distance of a quarter mile or more.

Urbanizing: Areas within an urban growth boundary that are undeveloped.

Van: A vehicle which has a typical seating capacity of five to 15 passengers and is classified as a van by vehicle manufacturers. The seating capacity of modified vans is approximately nine to 18 passengers.

V/C: Road traffic volume divided by the road's capacity. The resulting number is used to judge levels of service.

VMT: Vehicle miles of travel.