



Appendix A:

Glossary

A1: Definitions of Technical Terms and Acronyms

3-R Project: A project involving resurfacing, restoration or rehabilitation of an existing highway.

4-R Project: A project involving reconstruction of an existing highway.

AASHTO: American Association of State Highway and Transportation Officials.

ADT: Average Daily Traffic, the average number of vehicles passing a certain point each day on a highway, road or street.

Access management: Measures regulating physical connections to streets, roads and highways from public roads and private driveways. See Goal 3, Access Management.

Alignment: Geometric arrangement of a roadway (curvature, etc.).

Approach road: A roadway or driveway connection, between the outside edge of the shoulder or curb line and the right-of-way line of the highway, intended to provide vehicular access to and from said highway and the adjoining property.

Alternative modes: Modes such as rail, transit, carpool, walking, and bicycle that provide transportation alternatives to the use of single-occupancy automobiles.

AOH: Access Oregon Highways, a 1987-1997 highway development and funding program which focused on through traffic movements and economic development.

ATMS: Advanced Traffic Management System, technology which facilitates traffic movements.

Best management practices: Techniques which reflect current thinking on a specific subject.

Capacity: Maximum volume of traffic that the roadway section is able to carry on a sustained basis.

Commercial Center: An area of concentrated commercial activity inside the urban growth boundary. A commercial center is intended to support commercial, office, residential, and civic activities of the surrounding neighborhood, neighborhoods or communities. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them. The Commercial Center highway segment designation has specific attributes as described in Actions 1B.7 and 1B.12.

Commercial node: An area of concentrated commercial activity inside the urban growth boundary smaller than a commercial center. Commercial nodes are intended to support commercial, office, residential, and civic activities for the surrounding neighborhood. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them.

Community center: An area of concentrated civic and public activity inside the urban growth boundary that may include public plazas, post offices, libraries, school facilities and the city hall. Residential, office, industrial and commercial activities may support and enhance the community center. Community centers have a high level of community and neighborhood accessibility, and can be reached by a variety of local street routes and transportation modes. Community centers conveniently accommodate pedestrians and bicyclists on and off the site and, where appropriate, have transit.

Continuous two-way left-turn lane: A traversible median that is designed to accommodate left-turn egress movements from opposite directions.

Developable frontage: The total crossroad frontage between the ramp terminal and the furthest limit of the interchange management area. Each interchange has up to four frontages subject to development.

Deviation: A departure from an access management standard.

DLCD: Department of Land Conservation and Development.

Expressway: Highways that provide for safe and efficient high speed and high volume traffic movements. See Action 1A.2.

“Fair or better” condition: A measure of pavement condition. ODOT annually evaluates the condition of the state highways, and rates the pavement from “very poor” to “very good.” See Systems Element.

Feasible needs: Projects and services needed on the state highway system to meet performance measures and carry out corridor plans and acknowledged regional and local transportation system plans, but constrained by topographical, environmental, community, and fiscal considerations.

FHWA: Federal Highway Administration.

Full development: For the purposes of Policy 1F, Highway Mobility Standards, full development means the amount of population and employment growth and associated travel anticipated by the community's acknowledged comprehensive plan over the planning period.

Fully developed urban interchange management areas: Fully developed areas are distinguished from urban interchange management areas to acknowledge those areas of well-established existing development within urban growth boundaries. It is recognized that in fully developed urban areas, traffic speeds are generally slower with different driver expectations. A fully developed urban interchange management area occurs when 85 percent or more of the parcels along the developable frontage are developed at urban densities and many have driveways connecting to the crossroad.

Grade crossings: Intersections between railroad tracks and a road. Crossings can be either "at-grade" (at the same level) or separated grade, where the road uses either a tunnel or a bridge to avoid crossing the rail tracks.

Highway: A public way for purposes of travel, including the entire area within the public right-of-way.

Highway mobility standards: See Policy 1F.

HOT Lanes: High-Occupancy/Toll lanes, a type of HOV lane which can be used by single occupancy or commercial vehicles for an extra charge. See Policy 4C.

HOV Lanes: High-Occupancy Vehicle lanes, special road lanes which can only be used by vehicles with more than one occupant. See Policy 4C.

Immediate opportunity fund: A fund that enables ODOT to respond quickly to economic development opportunities by funding transportation projects that will influence business location decisions and/or revitalize commercial and industrial centers.

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

Interchange management area: The area defined by a distance along both the mainline and crossroads in all directions extending beyond the end of the interchange ramp terminal intersections, or the end of the ramp merge lane tapers, as shown in Appendix C, Tables 16-19.

Intermodal connectors: Short lengths of roads that connect intermodal facilities to the state highway system.

Intermodal facilities: Facilities that allow passenger and/or freight connections between modes of transportation. Examples include airports, bus stations, ports and rail stations.

ISTEA: Intermodal Surface Transportation Efficiency Act, passed by Congress in 1991.

ITS: Intelligent Transportation System; see Policy 2E

Lane miles/kilometers: Length of road multiplied by the number of lanes.

LCDC: Land Conservation and Development Commission.

LOI: Level of Importance, the highway classification system used in the 1991 Highway Plan and replaced in this plan by the State Highway Classification System.

LOS: Level of Service, a range of operating conditions defined for each type of facility and related to the amounts of traffic that can be accommodated at each level.

Median: That portion of the roadway which separates opposing traffic streams. See also nontraversable median and traversible median.

Median pedestrian island: A nontraversable median section designed to provide an area where pedestrians can take refuge while crossing the traffic stream approaching from the left and then the traffic stream approaching from the right.

Mode of transportation: A means of moving people and/or goods.

MPO: Metropolitan Planning Organization, a planning body in an urbanized area of over 50,000 population which has responsibility for developing transportation plans for that area. Designated in the 1991 ISTEA, MPOs exist in 1999 in the Eugene/Springfield, Medford, Portland, and Salem areas. Rainier is part of a fifth MPO, Longview-Kelso-Rainier, which is not considered to be an MPO for the purposes of this plan. Subsequent to the 2000 census, MPOs have been formed in Corvallis and Bend.

Native plant: A species that occurs naturally in a particular region, ecosystem, and/or habitat without direct or indirect human actions.

New road: A public road or road segment that is not a realignment of an existing road or road segment.

NHS: National Highway System, a system of Statewide and Interstate Highways and intermodal connectors meeting federal criteria (approximately 155,000 miles total), designated by Congress in the National Highway System Designation Act of 1995.

Nontraversable median: A median which, by its design, physically discourages or prevents vehicles from crossing it except at designated openings which are designed for turning or crossing movements. Nontraversable medians include grass, flush grass and raised medians. Landscaping is used to delineate medians and is commonly used to actively discourage cross median vehicular

movements or pedestrian crossing except at locations designated and designed for such movements or crossings as well as for beautification. Access can be provided for emergency and official vehicles.

OAR: Oregon Administrative Rules, rules written by a government agency intended to clarify the intent of an adopted law.

ODOT: Oregon Department of Transportation.

ORS: Oregon Revised Statutes, the laws passed by the legislature to govern the State of Oregon.

OTC: Oregon Transportation Commission, ODOT's governing body. The Commission has five members appointed by the Governor.

OTI: Oregon Transportation Initiative.

OTP: Oregon Transportation Plan.

Peak hour: Hour of the day with the most traffic, usually during morning and evening commute times.

Pedestrian: A person on foot, in a wheelchair or walking a bicycle.

Policy: For ODOT, this is a strategy or direction officially adopted by the Oregon Transportation Commission.

Raised median: A nontraversable median where curbs are used to help delineate the boundary between the median and the adjacent traffic lane and to elevate the surface of the median above the surface of the adjacent traffic face.

Realignment: Rebuilding an existing roadway on a new alignment where the new centerline shifts outside the existing right-of-way and where the existing road surface is either removed, maintained as an access road, or maintained as a connection between the realigned roadway and a road that intersects the original alignment.

Region Access Management Engineer: An individual who is a registered professional engineer and who by training and experience has comprehensive knowledge of ODOT's access management standards, policies and procedures, and has professional expertise in traffic engineering concepts which underlie access management principles.

Right-of-way: A general term denoting publicly-owned land, property or interest therein, usually in a strip. The entire width between the exterior right-of-way lines including the paved surface, shoulders, ditches, and other drainage facilities in the border area between the ditches or curbs and right-of-way line.

Roadway: The paved portion of a highway.

RTP: Regional Transportation Plan.

SAC: State Agency Coordination Program.

SOV: Single Occupancy Vehicle, a non-commercial vehicle with only one occupant.

STA: Special Transportation Area.

State highway system: Public roads owned and operated by the State of Oregon through the Oregon Department of Transportation. The state highway system does not include state-owned roads managed by State Parks, State Forests, Oregon Department of Fish and Wildlife, college campuses or other state institutions.

STIP: Statewide Transportation Improvement Program.

TEA-21: The Transportation Equity Act for the 21st Century.

TDM: Transportation Demand Management; see Policy 4D.

Traversable median: A median that by its design does not physically discourage or prevent vehicles from entering upon or crossing it. Such medians include painted medians and continuous two-way left-turn lanes.

TPR: Transportation Planning Rule.

TSP: Transportation System Plan.

UBA: Urban Business Area.

UGB: Urban Growth Boundary, the area surrounding an incorporated city in which the city may legally expand its city limits.

Urban interchange management areas: Interchange management areas within an urban growth boundary that are not fully developed urban interchange management areas.

US DOT: United States Department of Transportation.

Vehicle miles of travel (VMT): Miles traveled per vehicle multiplied by the total number of vehicles.

Vehicle miles of travel per capita: VMT divided by the number of people in the area in question.

Volume to capacity ratio (V/C ratio): A measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the section.

A2: Definition of Verbs Used in Policy Element

The following verbs appear throughout the goals, policies, and actions of the Oregon Highway Plan. The terms are used to confer varying levels of commitment, action, or involvement from ODOT in the administration and implementation of the Highway Plan. To facilitate shared understanding of the goals, policies, and actions, these verbs have been organized into three categories. Within each category, definitions and examples of usage from the Highway Plan are given.

- **Obligation:** This category of terms shows ODOT's intention to ensure the outcome, whether through funding, policy enforcement, or other means of implementing a policy or objective. The terms that fall within this category include:
 - implement
 - provide
 - protect
 - maintain
 - support
 - establish
 - develop
 - improve
 - enhance
- **Compromise:** This middle category of terms indicates ODOT willingness to consider specific circumstances when applying a policy or implementing an action. Terms that fall within this category include:
 - balance
 - favor
 - consider
- **Accommodation:** This is the most flexible category of terms, giving ODOT grounds to evaluate the situation's particular conditions at the time and location of a policy decision or implementation of an action. Terms that fall within this category include:
 - recognize
 - encourage
 - promote
 - investigate

Specific definitions and usage examples of each of these verbs follow.

Obligation:

- **Implement:** Generally means *fulfill* or *execute*. ODOT will take part in the actual accomplishment of a plan or policy. One of the highest apparent levels of commitment or involvement.

Example: *Identify and **implement** water- and energy-efficient construction and maintenance practices.*

- **Provide:** *Render, arrange, offer.* Used to demonstrate ODOT's role as both the funding authority and the agency for interpreting regulations.

Example: *It is the policy of the State of Oregon to **provide** a secure lifeline network of streets, highways and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.*

- **Protect:** Asserts ODOT's role as a guarantor of statewide priorities.

Example: *The State of Oregon will use best management practices to **protect** and enhance scenic resources in all phases of highway project planning, development, construction and maintenance.*

- **Maintain:** Similar to *protect*, suggests ODOT's role as the custodian of the highway system, or indirectly of other systems affected by highway system actions.

Example: *It is the policy of the State of Oregon to **maintain** and improve the efficiency of freight movement on the state highway system and access to intermodal connectors.*

- **Support:** The definition ranges from *sustain* (its weakest meaning) to *champion* (a proactive role). In its weakest usage, *support* could be part of the "accommodation" category.

Example: ***Support** the establishment of stable funding or financing sources for transportation systems that will benefit the efficiency of freight movement on the highway system.*

- **Establish:** Means *enact* or *make into law*. This term is used to show ODOT's institutional commitment to formal legal or administrative action.

Example: ***Establish** spacing standards on state highways based on highway classification, type of area and speed.*

- **Develop:** Similar to *establish*, but without any legal connotation; implies commitment of resources to create or enact.

Example: *Develop partnership opportunities with neighboring states for the installation of ITS technologies and for opportunities to share services and information.*

- **Enhance, Improve:** Connotes ODOT's willingness to actively make better and may imply financial effort to ensure the improvements are carried out.

Examples: *The State of Oregon will use best management practices to protect and enhance scenic resources in all phases of highway project planning, development, construction and maintenance.*

Set up a process through the Statewide Transportation Improvement Program to systematically improve the highway segments that hinder or prevent freight movements.

Compromise:

- **Balance:** Strive to accommodate multiple goals or objectives by taking different perspectives into consideration.

Example: *It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system....*

- **Favor:** Generally meant as *appease* or *conciliate*. Implies ODOT's willingness to compromise a statewide objective in favor of a local or alternative statewide objective, under certain circumstances.

Example: *Manage land uses to favor types of uses that generate less traffic or traffic peaks which do not coincide with traffic peaks on the highway.*

- **Consider:** Means to *bear in mind* or *take into account*. This term is intended to note the non-exclusivity of a criteria.

Example: *Consider the importance of timeliness in freight movements in developing and implementing plans and projects on freight routes.*

Accommodation:

- **Recognize:** Generally intended as *endorse, sanction* or *approve*. Indicates ODOT's intention to scrutinize the circumstances and uphold ODOT policy.

Example: *It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.*

- **Encourage:** Could be considered similar to *support* but with a lesser level of commitment and direct involvement. Used by some policy advisory committee members to distinguish situations involving an outside agency where ODOT wishes to see change in a certain direction, but does not feel compelled to be the driving force behind that change, as in the example below.

Example: *Encourage the use of alternative passenger modes to reduce local trips on the state highway system where limited highway facilities accommodate large numbers of both intercity and local trips.*

- **Promote:** *Advocate or urge*; in the example below, *promote* is used to suggest that ODOT, along with other players, will contribute to development of certain facilities. By itself, *develop* would imply too great a commitment.

Example: *Promote alternative passenger transportation services in commute highway corridors to help maintain or meet established performance standards.*

- **Investigate:** To research or explore further before moving to a higher level of commitment.

Example: *Investigate the legality of combining federal, state, regional, local, and/or private funding to achieve....*