

ODOT Planning Glossary¹

With few exceptions, the following definitions are compiled from the glossaries appended to adopted ODOT plans that are part of the Oregon Transportation Plan and current guidance documents maintained by the Transportation Planning Analysis Unit. There has been no peer review to consider whether the definitions need to be updated, relying herein upon the currency of the parent documents for the validity of the definitions.

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¹ Sources: Transportation Community of Interest Data Council Standards, Policies, Procedures, Tools, etc. Glossary; Oregon Transportation Plan; Oregon Highway Plan; Oregon Rail Plan; Oregon State Transportation Improvement Plan; Oregon Bicycle and Pedestrian Plan; Oregon Aviation Plan; Oregon Safety Action Plan; Oregon Transportation Analysis Procedures Manual; US GAO Glossary, Intransit Abbreviations; Oregon Access Management Manual, Volume 1 Chapter 4: (TGM) Main Street: When a Highway Runs Thru It; Draft Linking Planning and NEPA Glossary; (TGM) Model Development Code for Small Cities: Oregon Airport Land Use Compatibility Handbook.

DEFINITIONS

Numbered

1999 Oregon Highway Plan (OHP): Defines policies and investment strategies for Oregon's state highway system for the next 20 years. It further refines the goals and policies of Oregon's Statewide Transportation Plan, and is part of the Oregon Transportation Plan.

2040 Growth Concept: (Metro) The long range planning process developed for the Portland area to enable transportation and land use to help shape growth in the region.

3-R Project: Preservation projects involving resurfacing, restoration and/or rehabilitation of an existing roadway.

4-R Project: Modernization projects involving resurfacing, restoration, rehabilitation, and/or reconstruction or new construction of a roadway.

30th Highest Hour (30 HV): This is the 30th highest hour of the year, which represents the hourly volume used for design of projects. This hour is the breakpoint on the curve from the steeper part to the flatter part if all the hours in a year were graphed. Hours higher than the 30th are typically holidays and other high-traffic days of the year, and it is not appropriate to design for the highest hour as the design may be overbuilt. *See also* "Design Hour."

A

Abandonment: Elimination of a line segment from a rail network. Abandonments must be approved by the Surface Transportation Board.

Abutter's Right of Access: The common law right of an owner to apply for an approach to the highway where there is no access control between the highway and the owner's adjacent (abutting) property.

Abutting: Contiguous or adjoining. It shall include the terms adjacent, adjoining and contiguous.

Acceleration Lane: A speed-change lane, including a tapered area that enables a vehicle entering a roadway to increase its speed to a rate that allows it to safely merge with through traffic.

Access: Access is the right to cross the highway right-of-way to enter or exit abutting property.

Access Control: Where there is access control no right of access exists between a property abutting the highway and the highway. The right of access may have been acquired by the Department or eliminated by law.

Access Controlled Facility: A highway facility to which there is no right of access between properties abutting the highway facility and the facility. The right of access may have been acquired by the Department or eliminated by law. Most state and federal highways have some level of access control. The level varies with the type of facility and historic use of the highway. The highest level of control exists on interstate highways

where the only access is through interchanges. Lesser degrees of control would result in access allowed only at intersections, access allowed only at a certain distance from intersections, consolidated driveways, and other devices. Access control is managed through administrative rules. Reference: OAR 734-051.

Access Management: Measures regulating physical connections to streets, roads and highways from public roads and private driveways. The systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a roadway, as well as roadway design applications that affect access, such as median treatments and auxiliary lanes and the appropriate separation of traffic signals.

Access Management Strategy (AMS): As used in OAR 734-051, the access management rule, this is a project delivery strategy that identifies the locations and type of approaches and other necessary improvements to the highway and that identifies measures planned as part of the project to improve current conditions of the section of highway by moving in the direction of the access management spacing standards.

Access Management Plan (AMP): A plan for a designated section of highway that identifies the location and type of approaches and necessary improvements to the state highway or local roads and that is intended to improve current conditions of the section of highway by moving in the direction of the access management spacing standards. Both the Department and the appropriate local jurisdiction must adopt the Access Management Plan, and the plan should be included in a Transportation System Plan.

Access Mitigation Proposal: As used in OAR 734-051, a proposal offered by an applicant that identifies the location and type of approaches and necessary improvements to the highway and that is intended to improve current conditions of the section of highway by moving in the direction of the access management spacing standards by combining or removing approaches resulting in a net reduction of approaches to that section of highway. An Access Mitigation Proposal must be approved by the Department, agreed to by all affected property owners, and real property interests must be recorded.

Access Oregon Highways (AOH): A 1987-1997 highway development and funding program which focused on through traffic movements and economic development (obsolete).

Access Spacing Standards: The minimum required distance from an intersection of a public or private street to the nearest driveway or other access connection, measured from the closest edge of the pavement of the intersecting street to the closest edge of the pavement of the connection along the traveled way. Access spacing standards for Oregon highways are established in OHP Goal 3, set out in OHP Appendix C, and implemented through OAR 734-051, the Access Management Rule.

Accessibility:

1. (Travel) The ability to reach desired destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices.
2. (Americans with Disabilities Act) The extent to which facilities are barrier free and useable by persons with disabilities, including wheelchair users.

Accessory: Secondary or incidental to a primary use or structure.

Accessory Parking Facility: A parking facility that provides parking for a specific use or uses. The facility may be located on or off the site of the use or uses to which it is accessory. A fee may or may not be charged. An accessory parking facility need not be in the same ownership as the specific uses to which it is accessory.

Accessory Structure: A structure of secondary importance or function on a site. In general, the primary use of a site is not carried on in an accessory structure. Accessory structures are detached from the primary structure. Examples of accessory structures include but are not limited to: garages, decks, fences, arbors, gazebos, heat pumps, and other structures.

Accessory Use. A use or activity that is a subordinate part of a primary use and that is clearly incidental to a primary use on a site. *See also* "Primary Structure."

Acknowledged: (DLCD) An "acknowledged" plan has been reviewed and found to be consistent with the State Land Use Planning Goals and OAR 660 by the Land Conservation and Development Commission. ODOT has an opportunity to comment on the effects of local plans on the state system within the acknowledgment process, and plans may be amended to respond to ODOT concerns before acknowledgment. A local plan may be adopted and go into effect without being acknowledged. An acknowledged plan has greater weight of law. An acknowledged transportation system plan is presumed to be consistent with the OTP, OHP, and other applicable ODOT plans.

Acoustic: Relating to sound and hearing. Designed to control, absorb or carry sound. Also "acoustical."

Add-Mile Direction: Generally applies when milepoints have increasing values in the direction of travel. Also "add-mileage direction."

Add-Mileage: The term "add-mileage" generally applies when milepoints have increasing values in the direction of travel. The term originated from the fact that the direction of increasing milepoints is used for mileage summarization, whereas separate roadways mile-posted in the opposite direction are not counted in totals. The Pacific Highway is the only exception in that the add-mileage is accumulated in the direction of decreasing milepoints.

Adjacent: Abutting or located directly across a street right-of-way.

Administrative Decision: In land use planning, a discretionary action or permit decision made without a public hearing, but requiring public notification and an opportunity for appeal.

Administrative Remedy: As used in OAR 734-051, the access management rule, a remedy available to an applicant for an Approach Road Permit regarding a denial of the application or conditions of approval.

Advanced Public Transportation Systems (APTS): Intelligent Vehicle Highway Systems (IVHS) technology that is designed to improve transit services through advanced vehicle operations, communications, customer service and market development.

Advanced Traffic Management System (ATMS): Technology that facilitates traffic movements.

Adverse Impact or Effect: Negative effect that can be measured (e.g., noise, air pollution, vibration, dust, property values, etc.).

Aerial Tramway: An electric system of aerial cables with suspended, unpowered passenger vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Aeronautical Study: A study performed pursuant to FAR Part 77 “Objects Affecting Navigable Airspace” concerning the effect of proposed construction or alternation on the use of air navigation facilities or navigable airspace by aircraft.

Air Traffic Control: Control of the airspace by an appropriate authority to promote the safe, orderly and expeditious movement of terminal air traffic.

Aircraft Operation: An aircraft arrival or departure from an airport. There are two types of operations: local and itinerant.

Airport: Any area of land or water, that is used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas that are used, or intended for use, for airport buildings or other airport facilities or rights of way, together with all airport buildings and facilities located thereon.

Airport Approach Safety Zone: An element of either an Airport Impact Zone or an Airport Overlay Zone which consists of a portion of the Airport Approach surface as defined in FAR Part 77. The actual boundaries and land use provisions are determined by the local jurisdiction.

Airport Development Zone: A zone which replaces the existing zoning for the airport property encompassing the land presently owned by the airport and, if feasible, areas identified for future purchase, clear zones and areas with noise levels greater than DNL 70.

Airport Hazard: Any structure or object of man-made or natural growth located on or near the airport, or any use of land near the airport that obstructs the airspace required for the flight of aircraft in landing or taking off, or is otherwise hazardous to such landing and taking off.

Airport Impact Zones: A zone used to place land use conditions on land impacted by airport operations.

Airport Master Plan: Long-term development plan for the airport adopted by the airport proprietor and local jurisdictions.

Airport Noise Abatement Program: A program designed to reduce noise around an airport through changes in the manner in which aircraft are flown, or changes in the operation or layout of the airport.

Airport Overlay Zone: A zone intended to place additional land use conditions on land impacted by the airport while retaining the existing underlying zone.

Air Quality Maintenance Area (AQMA): Any area that has been identified as exceeding any federal, state or local ambient air quality standard. Designation as an AQMA imposes certain restrictions on transportation projects. *See also* "Non-Attainment Area."

Airspace: Space above the ground in which aircraft travel. Often airspace is divided into corridors, routes and restricted zones.

Alignment: The horizontal and vertical control of a section of roadway or other transportation facility (e.g. multi-use paths, railways, etc.); geometric arrangement of a roadway (curvature, etc.).

Alley: A right-of-way that provides vehicle access to a lot or common parking area. Generally, alleys provide secondary vehicle access; however, where vehicle access from the street is not allowed, not possible, or not desirable the alley may provide primary vehicle access.

Alternate Access: The physical existence of other means to access a property than a proposed approach, such as an existing public right of way, another location on the subject state highway, an easement across adjoining property, a different highway, a service road, or an alley, including a single or a joint approach, but without a conclusive determination that the alternate access is "reasonable" as defined in the access management rule section.

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

Alternative Fuels: Low-polluting fuels which are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, low-sulfur or "clean" diesel and electricity.

Ambient: Normal or background environmental condition, as in the level of light, dust or noise.

Ambient Noise: All encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

American Association of State Highway and Transportation Officials (AASHTO): A nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail, and water. Its primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.

American Public Transportation Association (APTA): The national, nonprofit trade association representing the public transit industry. APTA members include more than 400 public transit systems, as well as state and local departments of transportation and planning agencies, manufacturers and suppliers of transit equipment, consultants, contractors and universities.

Americans with Disabilities Act of 1990 (ADA): A civil rights law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

Annual Element: Those transportation improvement projects, contained in an area's Transportation Improvement Program (TIP) that are proposed for implementation in the current year. The annual element is submitted to the U.S. Department of Transportation (U.S. DOT) as part of the required planning process.

Approach or 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. A legally constructed approach road or private road crossing, recognized by the Department as grandfathered or existing under a valid Permit to Operate.

Approach and Runway Protection Zone Map: Compiled from the criteria in FAR Part 77, Objects Affecting Navigable Airspace, the map shows the area affected by the Airport Obstructions Zoning Ordinance, and includes layout of runways, airport boundary, elevations and area topography. Applicable height limitation areas are shown in detail.

Area Commission on Transportation (ACT): A body chartered by the Oregon Transportation Commission (OTC) and composed of local transportation representatives, elected officials, and business representations of 2-4 counties. ACTs propose and comment on policy set by the OTC, propose programs and projects, and provide citizens and officials with a link to the OTC.

Arterial: A thoroughfare, usually with at least two lanes in each direction and regularly spaced traffic signals, designed to serve major travel flows within an urban area. A street designated to carry traffic, mostly uninterrupted, through an urban area, or to different neighborhoods within an urban area. A major roadway intended primarily to serve through traffic, which function is preserved by careful access control. Arterials are intended to serve moderate to high volumes of traffic traveling relatively long distances at higher speeds. Arterial is the highest level of roadway classification, distinguished from lower-level collectors and local roads.

Asphalt Concrete Pavement: A mixture of mineral aggregate and bituminous materials used in pavement structure.

Asset: Money, people, data, and physical resources owned or used by an organization to add worth to or generate income. Assets fall into categories such as employees, real property, and cash/investments. There are also linear (bridge structures, drainage structures, pavement, roadside, traffic and special (associated) features such as aggregate sites, wetland mitigation sites, and sno-parks) and non-linear (data, equipment, facilities, inventory and vehicles) assets.

Asset Management: A systematic process of maintaining, upgrading and operating physical assets cost-effectively. It combines engineering principles with sound business practices and economic theory, and it provides tools to facilitate a more organized,

logical approach to decision-making. Asset management provides a framework for handling both short- and long-range planning.

At Grade: Used to express that a feature and a roadway meet at the same elevation.

Attainment Area: (Air Quality) An area in which the federal or state standards for ambient air quality are being achieved.

Attribute: The most basic unit of data or smallest meaningful and named data unit. A characteristic that every object of a class has and that describes the information under the object's responsibility. It is the description of a named unit of data of a base type owned by an object, or an entity's occurrence. Also "data element."

Auto Restricted Zone (ARZ): An area in which normal automobile traffic is prohibited or limited to certain times, and vehicular traffic is restricted to public transit, emergency vehicles, taxicabs and, in some cases, delivery of goods.

Automated Guideway: An electric railway operating without vehicle operators or other crew on board the vehicle.

Automatic Fare Collection System (AFC): A system of controls and equipment that automatically admits passengers on insertion of the correct fare in coins, tokens, tickets or farecards; it may include special equipment for transporting and counting revenues.

Automatic Train Control Systems (ATC): Using technology to monitor and control the movements of trains eliminating the risk of human error thus reducing collisions.

Automatic Vehicle Location System (AVLS): Technology that tracks the current location of fleet vehicles to assist in dispatching, maintaining schedules, answering specific customer inquiries, etc.

Automobile-Dependent Development: Primary or accessory uses servicing motor vehicles, or patrons in motor vehicles, such as motor vehicle repair, gas station, car wash, auto and truck sales, drive-up windows, kiosks, and similar uses.

Automobile-Oriented Development: Development in which the site layout and design gives preference to automobiles as the primary mode of transportation; generally discouraged in all residential areas and most commercial and light industrial areas.

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

Average Day-Night Sound Level (DNL): The FAA standard metric for determining the cumulative exposure of individuals to noise.

Avigation Easement: A grant of a property interest in land over which a right of unobstructed flight in the airspace is established and which prohibits any structures, growth or other obstructions from penetrating the approach surface and provides a right of entry to remove, mark or light any structure or any such obstruction.

B

Back of Queue: Refers to how far back it is to the last car lined up at a traffic signal. Maximum extent of the queue relative to the stop line during a signal cycle. The last

queued vehicle that joins the back of queue is the last vehicle that departs at the end of the saturated part of green interval or the available gap interval.

Backage Road: Sometimes called “reverse frontage,” a road providing access to individual properties that is constructed at the rear of lots fronting on a highway.

Background Traffic: Also known as “Through Traffic”. Traffic passing through and having an impact on a study area, but whose points of origin and destination are outside the study area.

Balanced Transportation System: A system that provides appropriate transportation options and takes advantage of the inherent efficiencies of each mode.

Ballast: Selected material placed on the roadbed for the purposes of distributing weight, providing drainage and holding the track line and surface (Rail)

Base: The portion of the pavement structure beneath the surface course, which can be placed directly on the subgrade soil or on the top of a subbase material. The major function of the base is to provide structural support and it is usually an aggregate material and may be treated with asphalt, cement or other stabilizing admixtures.

Base Fare: The price charged to one adult for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

Base Period: The period between the morning and evening peak periods when transit service is generally scheduled on a constant interval. Also known as "Off-Peak Period."

Base Provider: A station no more than 150 miles from a data collection site (select SFS/BLM or Pacific Survey Supply site if possible)

Beginning Milepoint: The milepoint notation, generally to the nearest 0.01 mile, that describes the location of the beginning of a linear feature or attribute.

Berm: A small rise or hill in a landscape which is intended to buffer or visually screen certain developments, such as parking areas.

Best Management Practices: The most efficient (least amount of effort) and effective (best results) way of accomplishing a task, based on repeatable procedures that have proven themselves over time for a large number of people. Best practices continually evolve, based upon new information and experiences.

Bicycle: A vehicle having two tandem wheels, a minimum of 14” (35 cm) in diameter, propelled solely by human power, upon which any person or persons may ride. A three-wheeled adult tricycle is considered a bicycle.

Bicycle Facility: Any facility provided for the benefit of bicycle travel, including bikeways and parking facilities as well as all other roadways not specifically designated for bicycle use.

Bike Lane: A portion of a roadway which has been designated by striping and pavement markings 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.

Biological Assessment (BA): *See* “Biological Opinion.”

Biological Opinion (BO): The BO documents the potential impacts to a threatened, endangered, or candidate species for listing under the Endangered Species Act. A Biological Opinion is the federal agency (National Marine Fisheries or U. S. Fish and Wildlife) response to the BA, outlining measures the petitioning agency must take for permitting to progress.

Block: All of the property bounded by streets, rights-of-way, and water features, but is not divided or separated in any way by streets or water features.

Block Frontage: All of the property fronting on one side of a street that is between intersecting or intercepting streets, or that is between a street and a water feature, or end of a dead end street. An intercepting street determines the boundary of the block frontage only on the side of the street that it intercepts.

Bogie: A set of wheels built specifically as rear wheels under a container (Rail)

Bollard: A post of metal, wood or masonry that is used to separate or direct traffic (vehicles, pedestrians and/or bicycles). Bollards may contain sidewalk or pathway lighting.

Boulevard: A street with broad open space areas; typically with planted medians.

Branch Line: A secondary line of a railway, typically stub-ended

Breakbulk Cargo: General cargo conventionally stevedored and stowed as opposed to bulk or containerized cargo (Rail)

Bridge: A structure spanning and providing passage over a river, chasm, road or the like. A structure including the supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of roadway of 6 feet or more between undercopings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may also include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.

Bridge Traffic: A railroad’s traffic which originates and terminates on other railroads, or off-line. Also known as “overhead traffic.”

Bucket: A means of holding money in the STIP for programs, particularly statewide programs that allocate money from the STIP on a grant/application and discretionary basis

Building Codes: Codes, either local or state, that control the functional and structural aspects of buildings and/or structures. Local ordinances typically require proposed buildings to comply with zoning requirements before building permits can be issued under the building codes.

Building Official: The person who enforces the building ordinances and regulations for the City, and other ordinances and regulations as assigned.

Buildout (or “Full Buildout”): Condition when a phased development is completed, or when a planned area is fully developed, with a typical threshold of 85% or similar percentage of land in a study area being fully developed. Used here to anticipate transportation facility capacity needs over time for a defined local area.

Build-to Line: A maximum front or street yard setback which is typically required along commercial street frontages to promote a storefront character and pedestrian-oriented design.

Bulk Cargo: Homogeneous raw material shipped in shipload lots. Such commodities may include grain, coal chemicals, or petroleum products.

Bulk Transfer: The transfer of bulk products, such as plastic pellets or liquid sweeteners, from one mode of transportation to another. Bulk transfer permits off-rail shippers and receivers of varied commodities to combine rail’s long-haul efficiencies with truck’s convenient door-to-door delivery.

Bus (Motorbus): A rubber-tired, self-propelled, manually-steered vehicle with fuel supply carried on board the vehicle. Types include:

1. Bus, Advanced Design: A bus introduced in 1977 that incorporates new styling and design features compared to previous buses.
2. Bus, Articulated: A bus usually 55 feet or more in length with two connected passenger compartments that bend at the connecting point when the bus turns a corner.
3. Bus, Charter: A bus transporting a group of persons who, pursuant to a common purpose, and under a single contract at a fixed price, have acquired the exclusive use of a bus to travel together under an itinerary.
4. Bus, Circulator: A bus serving an area confined to a specific locale, such as a downtown area or suburban neighborhood with connections to major traffic corridors.
5. Bus, Double Deck: A bus with two separate passenger compartments, one above the other.
6. Bus, Express: A bus that operates a portion of the route without stops or with a limited number of stops.
7. Bus, Feeder: A bus service that picks up and delivers passengers to a rail rapid transit station or express bus stop or terminal.
8. Bus, Intercity: A bus with front doors only, high-backed seats, separate luggage compartments, and usually with restroom facilities for use in high-speed long-distance service.
9. Bus, Medium-Size: A bus from 29 to 34 feet in length.
10. Bus, New Look: A bus with the predominant styling and mechanical equipment common to buses manufactured between 1959 and 1978.

11. Bus, Sightseeing: A bus adapted for sightseeing use, usually with expanded window areas.
12. Bus, Small: A bus 28 feet or less in length.
13. Bus, Standard-Size: A bus from 35 to 41 feet in length.
14. Bus, Subscription: A commuter bus express service operated for a guaranteed number of patrons from a given area on a prepaid, reserved-seat basis.
15. Bus, Suburban: A bus with front doors only, normally with high-backed seats, and without luggage compartments or restroom facilities for use in longer-distance service with relatively few stops.
16. Bus, Transit: A bus with front and center doors, normally with a rear-mounted engine, low-back seating, and without luggage compartments or restroom facilities for use in frequent-stop service.
17. Bus, Trolley: An electric, rubber-tired transit vehicle, manually steered, propelled by a motor drawing current through overhead wires from a central power source not on board the vehicle. Also known as "trolley coach" or "trackless trolley."
18. Bus, Van: A 20-foot long or shorter vehicle, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors rather than from a central aisle, used for demand response, vanpool, and lightly patronized motorbus service.

Bus Discretionary Capital: Federal funding granted under Section 3 of the Federal Transit Act (formerly known as the Urban Mass Transportation Act). These discretionary funds are used for bus-related construction projects or to replace, rehabilitate or purchase buses.

Bus Lane: A street or highway lane intended primarily for buses, either all day or during specified periods, but sometimes also used by carpools meeting requirements set out in traffic laws.

Bus Rapid Transit: A bus route on a dedicated route, typically with priority at signalized intersections.

Bus Shelter: A building or other structure constructed near a bus stop, to provide seating and protection from the weather for the convenience of waiting passengers.

Bus Stop: A place where passengers can board or alight from the bus, usually identified by a sign.

Busway: Exclusive freeway lane for buses and carpools.

C

Cable Car: An electric railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Calibration: The act of checking or adjusting, by comparison with a standard, the accuracy of a measuring instrument. In this context, calibration refers to comparing the output from travel demand models run using data on existing population, employment and travel patterns with current traffic counts. Adjustments are made to the model when inconsistencies are identified between the models and actual counts. Calibration also applies to micro-simulation models. Parameters, such as capacity and speed, are compared and adjusted against field-collected data.

Capacity: Maximum volume of traffic that the roadway section is able to carry on a sustained basis. The maximum sustainable flow rate at which vehicles or persons can reasonably be expected to traverse a point or uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental, and control conditions; usually expressed as vph, pcph, or pph. In other words, capacity is the maximum number of cars per hour that can travel on a particular stretch of roadway, with consideration given to the number of lanes, lane width, traffic signals, speed limit and other features.

Carload: Shipment of freight required to fill a rail car.

Carrier, For Hire: Carrier who hires out their services with the intent to generate a profit. A non-profit can charge a fair to recuperate the cost of doing business and not be considered "for-hire."

Carpool: An arrangement where two or more people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations together.

Categorical Exclusion (CE or CatX): A term used to define projects that will have no significant impact on the natural or human environments. A project that falls in a list of project types that will not require an EA or EIS. Reference: 23 CFR 771.115 (b) and 771.117.

Catenary: An overhead contact wire system which supplies power from a central power source to an electric vehicle (such as a trolley bus; *See* "Bus, Trolley").

Cattle Guard: Painted or fabricated device designed to discourage livestock from entering the roadway.

Center Turn Lane: *See* "Continuous Two-Way Left Turn Lane."

Central Business District (CBD): The downtown retail trade and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels or services.

Central Highway Approach/Maintenance Permit System (CHAMPS): The database and computerized approach permit processing system of the State of Oregon, used to manage the application and permit processes and records to Approach, Utility and Miscellaneous permits.

Centroid Connectors: Links that connect centroid nodes with the model network. These can represent local streets not included in the model network. Centroid Connectors provide the linkage between the trips associated with the TAZ land uses and the roadway segments (or links) (Analysis).

Centroids (special nodes): They represent the center of an activity zone called a TAZ. This is not necessarily the geometric center of the zone (Analysis).

Certified Public Mileage: Total road miles certified to FHWA which are public roads under the jurisdiction of and maintained by a public authority and open to travel by 2-wheel drive passenger vehicles.

Change of Use:

1. **Land Use:** A change in the type or intensity of the use of property that triggers a need for some level of review by the local planning authority.
2. **Access Management:** As used in OAR 734-051, a change in the volume or other characteristics of traffic for an approach to the highway that results from a change in the use of the property. For approach permitting purposes, a land use change is not a "change in use" by itself, but must result in a change in traffic characteristics to fit this definition.

Channelization: See "Channelized Intersection."

Channelized Intersection: The separation or regulation of conflicting traffic movements into definite paths of travel by traffic islands or pavement markings to facilitate the safe and orderly movements of both vehicles and pedestrians.

Citizen Advisory Committee (CAC): A committee composed of members of the local community, brought together to bring a local perspective to and comment on planning projects. The committee generally includes representation of various interests (e.g. local business, local residents, transportation disadvantaged).

Citizen Involvement: See "Public Involvement."

Claim for Relief: As used in the access management rule, OAR 734-051, appeal of a closure of a legally permitted approach or appeal of the denial of an approach application at a reservation of access.

Classification of Highways: The Department's state highway classifications defined in Policy 1A of the 1999 Oregon Highway Plan. Under Policy 1A, state highways are categorized as: Interstate Highways; Statewide Highways; Regional Highways; District Highways; and Local Interest Roads.

Clean Air Act Amendments of 1990 (CAAA): The comprehensive federal legislation which establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.

Clear and Objective: Decision criteria and standards that do not involve substantial discretion or individual judgment in their application.

Clear Zone: The total roadside border area, starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area. The desired width is dependent upon the traffic volumes and speeds and the roadside geometry.

Clearance, Lateral: The width required for safe passage as measured in a horizontal plane.

Clearance, Vertical: The height required for safe passage as measured in a vertical plane.

Coastal Zone Management Act (CZMA): This Act establishes an extensive federal grant program within the Department of Commerce to encourage coastal states to develop and implement coastal zone management programs. Activities that affect coastal zones must be consistent with approved state programs. The Act also establishes a national estuarine reserve system.

Collaborative Environmental and Transportation Agreement for Streamlining (CETAS): An ODOT administered group composed of one representative from each of the following agencies: ODOT, FHWA, DSL, DEQ, ODFW, DLCD, EPA, USFWS, US Army Corps of Engineers, and NMFS. The goal of CETAS is to identify and implement collaborative opportunities to help each participating agency realize its mission through sound environmental stewardship, while providing for a safe and efficient transportation system.

Collector (Street): Type of street that serves traffic within commercial, industrial, and residential neighborhood areas. Connects local neighborhood or district streets to the arterial network. Part of the street grid system.

Commercial: Land use involving buying/selling of goods or services as the primary activity.

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. A highway segment designation with the above characteristics as defined in Policy 1B of the OHP.

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.

Commercial Service Airport: A public airport that has at least 2,500 passenger boardings each year and is receiving scheduled passenger aircraft service.

Common Alignment: Any length of roadway upon which more than one state highway is designated.

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.

Commuter: A person who travels regularly between home and work or school.

Compact Development: Community development patterns with a mix of land uses and a supporting transportation system that make transportation convenient. The use and character of compact development varies depending on community size and circumstances.

Compatibility: The degree to which land uses or types of development can coexist or integrate.

Compatible Land Use: (Aviation) As defined in FAR 150: The use of land (e.g. commercial, industrial, agricultural) that is normally compatible with aircraft and airport operations, or sound insulated land uses (e.g. sound insulated homes, schools, nursing homes, hospitals, libraries) that would otherwise be considered incompatible with aircraft and airports operations.

Comprehensive Plan: A land use plan developed by a city or county to meet the requirements of OAR 660 and the State Land Use Planning Goals, administered by DLCD. Comprehensive Plans include a Transportation Element and typically that element will be, or will include by reference, a Transportation System Plan under the Transportation Planning Rule (OAR 660-012), unless the city or county is exempt from the TPR due to population numbers below the thresholds set in 660-012-0055 (6).

Compressed Natural Gas (CNG): An alternative fuel; compressed natural gas stored under high pressure. CNG vapor is lighter than air.

Concurrence: (NEPA Process) Concurrence means that an agency representative believes, to the best of the agency's knowledge, that the information is sufficient for the decision point under consideration and all relevant issues, which appropriately can be raised at that time, have been raised and resolved satisfactorily. This is not a legal approval.

Concurrence Points: (CETAS) Term that refers to points throughout the NEPA process where ODOT checks in and receives feedback and concurrence from CETAS. Concurrence points are: purpose and need, range of alternatives, evaluation criteria and preferred alternative.

Concurrency: Development requirement that certain public facilities be adequate at the time of development to serve all of the needs created by that development, or that adequate funding is provided or guaranteed to make necessary improvements in a timely manner.

Condition: A description of the physical conditions of an asset (e.g. Pavement: Very Good, Good, Fair, Poor, Very Poor).

Conflict Point: An area where intersecting traffic merges, diverges, or crosses. At conflict points drivers have to judge multiple conditions to proceed safely, and may have to take evasive action to avoid a collision such as braking or making an evasive lane change.

Conformity: The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT), and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan.

Congestion: Increasing congestion is considered a negative indicator of highway and street functioning. One indicator of congestion is referred to as the V/C ratio, or volume to capacity. Congestion increases as the volume of vehicles approaches or exceeds the capacity of the roadway.

Congestion Management System: A systematic process which provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Congestion Mitigation and Air Quality (CMAQ): Federal funds available for either transit or highway projects which contribute significantly to reducing automobile emissions which cause air pollution.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program: A federal program that provides funding for surface transportation and other related projects that contribute to air quality improvements to reduce congestion: HOV lanes; ITS; park and ride lots; car/van pool programs; transit capital; and other investments and improve air quality.

Congestion Pricing: The policy of charging drivers a fee that varies with the level of traffic on a congested roadway. Congestion pricing is designed to allocate roadway space more efficiently. Congestion pricing is also known as relief tolling, variable pricing and road pricing. A policy that attempts to reduce congestion by applying a price to use a roadway during peak travel periods. Such policies may include parking surcharges and automated tolling.

Connection: A street or road open to vehicular travel, which joins a road from the State of Oregon Highway System to any other road, entity or another state owned road. A connection is usually much shorter than a spur or frontage road.

Connectivity: *See* "Street Connectivity."

Conservation Banking: Buying existing habitat, usually priority or valuable habitat in order to allow less valuable habitat degradation.

Conservation Landmark: A Conservation Landmark may include buildings, a portion of a building, sites, trees, statues, signs, or other objects or spaces that the City has designated or listed for their special historic, cultural, archaeological, or architectural merit. They are primarily of local or neighborhood importance.

Construction Location: The location of a construction project as defined by its beginning and ending milepoints.

Construction Plan: Detailed drawings and diagrams, usually drawn and plotted to scale, showing the structure or arrangement to establish the construction of a project. Also referred to as a “contract plan.”

Construction STIP: The portion of the STIP that includes project schedules and funding for non-development projects included in the four-year STIP construction period.

Construction Zone Traffic Management: The system of devices and measures taken by an implementing agency to safely manage traffic flows in and around areas of construction.

Container: A large, weatherproof box designed for shipping freight in bulk by rail, truck or steamship.

Containerized Cargo: Cargo which is practical to transport in a container, and results in a more economical shipment than could be effected by shipping the cargo in some other form of unitization.

Context Sensitive Design (CSD): A decision-making process that seeks flexibility in the application of design standards in order to incorporate or respond to surrounding natural or built site conditions without compromising safety.

Context Sensitive Solutions (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

Context Sensitive and Sustainable Solutions (CS3): The concept of merging the principles of context sensitive design, context sensitive solutions and sustainability to create a framework for decision-making and problem-solving throughout the lifecycle of a project.

Continuing, Cooperative, and Comprehensive (AKA “Three C’s”): These are the three general requirements of transportation planning in federal law and rule.

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

Continuous Welded Rail (CWR): A number of rails welded together to form a continuous string in lengths typically of 1,400 feet.

Contract: A business arrangement for the supply of certain goods or services at a fixed price. The document memorializing such an arrangement.

Contraflow: Lane reserved for buses on which the direction of bus traffic is opposite to the flow of traffic on the other lanes.

Contractor: Any business or individual having a contract with ODOT to perform services or furnish goods for an agreed upon price.

Control Point: A permanent object which can be clearly and accurately described and located for future reference.

Coordinated (Signals): Signals that are adjusted or connected so that they provide for continuous flow of traffic between intersections at a given speed. Coordinated signals all have the same speed. Coordinated signals can be timed, wired together, or controlled from a central operations center.

Coordinating Committees: Used in ODOT Region 1 in place of Area Commissions on Transportation (ACTs) for prioritizing candidate projects for Modernization program funding

Cordon: (Analysis) An imaginary boundary (non-linear) drawn strategically across an area. The volumes on the links crossing the cordon are typically summed to understand the amount of trips entering and exiting an area.

Corner Radius: *See* "Intersection Curb Radius."

Corporate Data: Data that is vital to a particular organizational group within the agency. This is typically data that is vital to a particular business line.

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

Corridor Plan: A plan that identifies and addresses issues of strategic importance to the long-term functionality and character of a transportation corridor, typically including a description of current conditions, capacity and safety analyses, partnership agreements with local government(s), and the development of future alternatives or actual strategies to improve and preserve the operational, safety, aesthetic and economic values of the corridor.

Cost Responsibility: The principle that those who use the public roads should pay for them and, more specifically, that users should pay in proportion to the road costs for which they are responsible. Cost responsibility requires each category of highway users to contribute to highway revenues in proportion to the costs they impose on the highway system.

Council of Government (COG): There are several COGs in Oregon, including Lane Council of Governments (LCOG) and Mid-Willamette Valley Council of Governments (MWVCOG). The councils are regional multi-jurisdictional and multi-purpose organizations. They are voluntary associations of local governments cooperating on issues and problems which cross city, county, and in some cases state boundaries. The association provides a forum for information exchange and discussion of current issues of concern. Regional COGs in Oregon are formed under ORS 190.

Council on Environmental Quality (CEQ): Established by Congress within the Executive Office of the President as part of the National Environmental Policy Act of 1969, it coordinates federal environmental efforts and works closely with agencies and other White House offices in the development of environmental policies and initiatives.

Couplet: Two roadways of a divided highway, named differently, approximately parallel with traffic flow in opposite directions and separated by accessible land uses. In ITIS, all couplets are divided highways.

Crash History: At least the three most recent years of crash data recorded by the Department's Crash Analysis and Reporting Unit. *See also* "Safety Priority Index System (SPIS)."

Cross Access: An easement or service drive providing vehicular access between two or more contiguous sites so that the driver does not have to reenter the public street system

Cross Section, or Typical Cross-Section or Typical: Diagrammatic representation of a highway profile at right angles to the centerline at a given location.

Cross Ties: The wooden, concrete, or steel crosspieces that keep the two rails in gage.

Crossover: Two turnouts with track between, connecting two nearby and usually parallel tracks (Rail)

Crosstown: Non-radial bus or rail service which does not enter the Central Business District (CBD).

Crosswalk: Portion of a roadway designated for pedestrian crossing, marked or unmarked. Unmarked crosswalks are the natural extension of the shoulder, curb line or sidewalk.

Cultural Resource: As used in the context of the Major Transportation Projects Agreement (MTPA), cultural resource refers to all historical, archaeological, and paleontological resources in the project area.

Culvert: A drainage structure that passes through a roadway embankment or past some other type of flow obstruction. In some cases these are also used as grade separated cattle passages. Culverts can be from 12" to greater than 20 feet in span.

Curb Return Radius: *See* "Intersection Curb Radius."

Cycle Length: The time it takes for a signal (or set of signals) to go from green to yellow to red and back to green.

D

Data Governance: The overall management of the availability, usability, integrity, and security of the data employed in an enterprise. A sound data governance program includes a governing body or council, a defined set of procedures, and a plan to execute those procedures.

Data Management: The discipline and processes that support the verification, coordination, validation, integration, and control of data throughout the life of the data asset. This discipline also includes monitoring distribution of data required under contract and storage, retrieval and disposal of these data.

Data Provider: (Person, organization or system that) provides methods to deliver data to support business areas (e.g. GIS, Web) while adhering to ODOT standards and guidelines.

Data Source: (Person, organization or system that) provides source data (e.g. Bridge, Safety, Pavement) to support business areas while adhering to the standards and guidelines required by ODOT data provider methods and delivery tools.

- Deadhead:** The movement of a transit vehicle without passengers aboard; often to and from a garage or to and from one route to another.
- Deceleration Lane:** A speed change lane, including a tapered area that enables a turning vehicle to exit a through lane and slow to a safe speed before completing a turn
- Decibel (dB):** A unit for describing the intensity or level of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to a standard reference pressure.
- Decommission Date:** The calendar date of an asset's discontinuation, destruction, dismantling or replacement.
- Dedication:** The designation of land by its owner for any public use as shown on a subdivision plat or deed. The term may also be used for dedications to a private homeowners' association.
- Delay:** The additional travel time experienced by a vehicle or pedestrian with reference to a base travel time (e.g. the free-flow travel time).
- Delineation (wetlands):** Process for identifying the exact location and size of a wetland that will be impacted by a project. The methodology follows the 1987 US Army Corps of Engineers Wetland Delineation Manual.
- Deficiency:** A constraint in the transportation system that decreases the efficiency of the system. Deficiencies can include congestion, geometric limitations such as speed, height, or width restrictions, or facility condition that restricts use or operations.
- Demand Response:** Non-fixed-route service utilizing vans or buses with passengers boarding and alighting at pre-arranged times at any location within the system's service area. *See also* "Dial-a-Ride."
- Density:** A measurement of the number of dwelling units in relationship to a specified amount of land. As used in this Code, density is determined based on the *gross* parcel or lot area, which includes land that will be dedicated as right-of-way through the development process. It does not include land previously dedicated as right-of-way. Density is a measurement used generally for residential uses.
- Department of Transportation (DOT):** The cabinet level Department of the federal government that is responsible for administration of federal transportation programs including public transportation, highways, railroads, air transportation, shipping and the Coast Guard. Each state also has a department of transportation.
- Department of Land Conservation and Development (DLCD):** State agency that assists cities and counties in applying Oregon's land use laws, and aids in assuring compliance with Oregon's statewide planning goals and guidelines.
- Depreciation Rate:** The rate at which an asset is decreasing in value, (e.g. estimated salvage value of asset divided by the estimated useful life).
- Depth in Cover:** The depth of earth or other cover over a buried asset.

Design-Build-Finance-Operate (DBFO): A kind of public-private partnership wherein a private enterprise develops a public infrastructure in exchange for the right to generate a stream of revenue from the project.

Design EIS or EA: Design EIS or EA is used to distinguish this product from the Location EIS. The Design EIS or EA is prepared for a project that is included in the STIP for development and construction. The product will lead to approval to develop full construction design plans and to the construction of a transportation facility.

Design Exception: A deviation from the Highway Design Manual standards that must be approved by the applicable state manager.

Design Hour: The design hour is the amount of traffic that a new facility is designed to accommodate. The 30th highest hour traffic is generally used as the design hour for most highway facilities and is mandated through American Association of State Highway and Transportation Officials (AASHTO) standards.

Design Life: The number of years into the future that an intersection operates satisfactorily considering increases in traffic demand volumes.

Design Speed: The maximum safe speed that can be maintained over a specified section of highway. The design speed of a roadway dictates which geometric design standards are used, such as stopping sight distance, radius of curves, and banking (super-elevation) of road surfaces. This differs from posted speed.

Detector: A device by which vehicle or pedestrian traffic registers its presence. The most common detectors are the inductive loop detectors in the pavement for vehicles and the push-button detectors for pedestrians. The most common use of detectors is at intersections where they can be used to manage the traffic and pedestrian signals; however detectors are also used on freeways and freeway ramps to provide information such as speed and volumes for freeway traffic.

Deterioration Rate: The rate at which a physical asset is declining in condition (e.g. the distress rate applied to pavement)

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.

Developer Contribution: Contribution of a proportionate share for construction of a capital improvement based on impact to transportation system. Developer contributions can be applied only to development projects that have a rational nexus to a specific capital improvement. Often, developer contributions are used as an offset to a System Development Charge (SDC).

Develop: To construct or alter a structure or to make a physical change to the land including excavations and fills.

Development: All improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.

Development STIP: Includes projects that require more than 4 years to develop or for which construction funding is not committed.

Deviation: A departure from the access management spacing standards that can be approved only when consistent with safety factors. In most cases, a request for a deviation is reviewed by a Region Access Management Engineer (RAME). Criteria for review of deviations are found in OAR 734-051-0135.

Dial-a-Ride: A demand responsive form of public transportation, typically used in lower population areas where scheduled transit is infeasible, and/or to serve transportation disadvantaged riders. *See also* “Demand Response,” and “Transportation Disadvantaged.”

Diamond Lane: *See* “High Occupancy Vehicle Lane.”

Digital Video Log (DVL): Digital images of the state highway system from a driver’s perspective. Images are taken every hundredth of a mile, in both increasing and decreasing milepoint directions. This application presents ODOT DVL images with a corresponding milepoint log. The State Highway Video Log can be found at http://www.oregon.gov/ODOT/TD/TDATA/rics/PublicRoadsInventory.shtml#Digital_Video_Log

Direct Proportionality: A legal construct coming out of land use case law used to describe an acceptable relationship between the public interest and a private project. Conditions of approval required by government must be “directly proportional” to the impacts upon public facilities or other public interests that can be reasonably expected from a particular private development project.

Directional Median Opening: An opening in a nontraversable median that provides for specific turning movements and physically restricts other turning movements.

Discontinued Use: A use that physically left the land it was on, a permitted use that ceased, or a use terminated at the end of a lease or contract. A use is considered temporarily discontinued during the first two (2) years after it ceases, after which it is considered permanently discontinued. *See also* “Non-Conforming Use.”

Discretionary Decision: In land use planning, a permit action or decision that involves substantial judgment or discretion.

Discretionary Spending: A federal budgetary term that refers to any funds whose distribution is not automatic. Discretionary spending encompasses programs controlled by annual appropriations bills and is subject to the constraints imposed by the discretionary spending limits set in the balanced budget law.

Distance Measuring Instrument (DMI): A calibrated device that works like an odometer to accurately measure distance traveled by an inventory vehicle. *Nitestar* is the brand of DMI used for ODOT field collection (2005).

District Highway: Facilities of county-wide significance and that function largely as county and city arterials or collectors, provide connections and links between small, urbanized areas, rural centers and rural hubs, and also serve local access and traffic. The management objective for District Highways is continuous flow operation in rural areas

reflecting the surrounding environment, and moderate to low-speed operation in urban and urbanizing areas for traffic flow and pedestrian and bicycle movements. Inside Special Transportation Areas, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access needs.

Ditch: An open channel, usually located parallel to the roadway that collects surface runoff from the highway right-of-way. A ditch conveys the accumulated runoff to acceptable outlet points.

Division 51: General reference to OAR 734-051, which pertains to Highway Approaches, Access Management and Control, Spacing Standards and Medians.

Documented Categorical Exclusion (DCE): Project that may be designated as a CE after FHWA approval based on documentation that significant environmental effects will not result. 23 CFR 771.117(d)

Double-Frontage Property: A property with a right of access to more than one state highway. Typically, the priority for location of an approach road would be on the lower classification highway, except where an approach to the higher classification highway would be safer.

Double-Stack Containers: Containers that can be stacked atop one another on a flatcar.

Downtown People Mover (DPM): A type of automated guideway transit vehicle operating on a loop or shuttle route within the Central Business District (CBD) of a city.

Drainage Installation: Includes drains, inlets, etc. less than six feet in diameter and box culverts smaller than 2 foot square.

Dray: A local move of a trailer, truck or container (Rail).

Drive-through/Drive-up facility: A facility or structure that is designed to allow drivers to remain in their vehicles before and during an activity on the site. Examples are drive-up windows; automatic teller machines; coffee kiosks and similar vendors; menu boards; order boards or boxes; gas pump islands; car wash facilities; auto service facilities, such as air compressor, water, and windshield washing stations; quick-lube or quick-oil change facilities; and drive-in theaters.

Driveway: There are two general types of driveways:

1. The area that provides vehicular access to a site from a street. A driveway is the same width as the curb cut excluding any aprons or extensions of the curb cut. This type of driveway begins at the street and extends into the site. A driveway does not include parking, maneuvering, or circulation areas in parking areas, such as aisles; and
2. The area that provides vehicular circulation between two or more noncontiguous parking areas. A driveway does not include maneuvering or circulation areas within the interior of a parking area. Where required by Code for fire safety, a driveway must be used exclusively for circulation, with no abutting parking spaces.

Driveway Apron: The edge of a driveway where it abuts a public way; usually constructed of concrete.

Driveway Approach: 1) See "Driveway Apron;" 2) See "Approach."

Driveway Return Radius: A circular pavement transition at the entrance of a driveway that facilitates turning movements.

Dwell Time: The scheduled time a vehicle or train is allowed to discharge and take on passengers at a stop, including opening and closing doors.

E

Easement: Limited right of use of property; a limited right to make use of a property owned by another, for example, a right of way across the property. An easement is typically conveyed by a recorded document such as a deed. Existence of a recorded easement does not by itself establish a right of access and does not guarantee the approval of an application or the location of an approach.

Elasticity Factor: The effect on demand for one mode induced by the change in price of a competing mode.

Embankment: Raised structure constructed of natural soil from excavation or borrowed sources.

Embargo: A means of controlling or stopping rail traffic when accumulations, congestion or other problems, such as poor track conditions, normally of a temporary nature, interfere with normal operations.

Endangered Species Act of 1973 (ESA): This act requires that projects with a federal nexus be evaluated for the likelihood of “taking” a species that is listed under the Act as endangered, threatened, candidate, or proposed. Taking is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Designated critical habitat is also protected under the Act. ODOT conducts ESA section 7 consultation with USFWS and/or NMFS on projects that have the potential to adversely affect listed species. 16 U.S.C. 1531 *et seq.*; 50 CFR 402.

Ending Milepoint: The milepoint notation, generally to the nearest 0.01 mile, that describes the location of the end of a linear feature or attribute.

Engineering Station Equation: A statement that specifies to different linear measurements that exist at a single point on an alignment. This is a method of accounting for changes in a linear measurement system without restationing the entire alignment. The changes in stationing can be the result of an error or revision of a curve or the joining of two separate surveys.

Engineering Stationing: Sequential numbering of surveyed locations on an alignment.

Enterprise Data: Centralized data that is shared by many users throughout the organization. Data, both structured and unstructured, and the meta-data about that data are business and technical resources owned by ODOT. “Enterprise” data includes shared information pertaining to financial activities, human resource management activities such as people and position management, customers, providers, business partners, inventory, facilities and other assets, and products such as Oregon’s highway system. Typically, enterprise data is managed in cross-organization work groups.

Environmental Assessment (EA): See 23 CFR 771.119. A document written to inform the public that a project proposed by a federal agency will not result in significant environmental impacts or to discover that it does and an EIS needs to be prepared. This document requires consideration of at least one build alternative and the no build alternative.

Environmental Baseline Report (EBR): A report specific to the Bridge Delivery Program that includes basic reconnaissance level environmental data. This is a product in the ODOT project delivery process. The report is designed to identify and locate environmental and community resources within an API prior to the development of project alternatives. As such, it supplies the context in ODOT's effort to develop context sensitive solutions.

Environmental Classification: FHWA sets three NEPA classes of action which prescribe the required level of documentation. Class 1 is an EIS, the most extensive process. Class 2 is the Categorical Exclusion, the least extensive process. Class 3 is an Environmental Assessment. 23 CFR 771.115

Environmental Classification Request (ECR): A document prepared by ODOT to obtain NEPA classification concurrence from FHWA. It is also referred to as Part 3 of the Prospectus.

Environmental Impact Statement (EIS): A document written to inform the public that a proposed project will result in significant environmental impact(s). NEPA requires that if a project results in a significant impact, the proposing or lead agency is required to consider at least one other build alternative in an effort to reduce those impacts. 771.123 (c) calls for the evaluation of all reasonable alternatives to the action and discuss the reasons why other alternatives, which may have been considered, were eliminated from detailed study. Reference: 23 CFR 771.123 and 771.125.

Environmental Justice: Requirement to ensure that public projects do not disproportionately impact low income or minority populations. Environmental Justice, as defined, pertains to National Environmental Policy Act (NEPA) projects (Environmental Assessments (EAs) and Environmental Impact Statements (EIS)).

Environmental Management System (EMS): A continual cycle of planning, implementing, reviewing and improving the processes and actions that an organization undertakes to meet its business and environmental goals. An EMS is typically built on the "Plan, Do, Check, Act" model. EMS implementation ensures that procedures are in place for taking remedial action if problems occur.

Environmental Performance Standards (EPS): Sets a threshold of acceptable impacts for the purposes of permitting projects.

Environmental Project Managers (EPM): An ODOT position in charge of managing EAs and EIS.

Ethanol: An alternative fuel; a liquid alcohol fuel with vapor heavier than air; produced from agricultural products such as corn, grain and sugar cane.

Evidence: Application materials, plans, data, testimony and other factual information used to demonstrate compliance or non-compliance with a code standard or criterion.

Excavating or Filling: The removal, placement, or replacement of earth, concrete, asphalt, and similar non-decomposable materials, whether permanent or temporary in nature. Excavating or filling does not include the movement of earth or placement of gravel, asphalt, or other paving materials that is done in conjunction with road improvements. It does not include the mining of mineral or aggregate resources. Excavating or filling includes the terms grading, preloading, surcharging, and stockpiling.

Exclusive Right-of-Way: A highway or other facility that can only be used by buses or other transit vehicles.

Exit Number: Identifier assigned to a location where a vehicle may leave the roadway via a ramp or connection, denoted by the number associated with the nearest milepoint. When there is a need for more than one exit number within one mile, a letter is added to keep the exit number unique.

Exponential (Compound) Growth: Occurs when the growth rate of a function is always proportional to the function's current size – simply put: the larger something gets, the faster it grows. In planning, compound growth is typically associated with brand new growth in an area that has plenty of land and road capacity. This is typically limited to five years or less. Use of an exponential curve over a prolonged period can seriously overestimate future growth.

Expressway: An expressway is a divided highway facility usually having two or more lanes for the exclusive use of traffic in each direction and incorporating partial control of access. Highways that provide for safe and efficient high speed and high volume traffic movements. Expressways are designated pursuant to OHP Policy 1, Action 1.A.2, as a subset of the State, Regional or District classification.

F

Facility Plan: State, regional or local plan for an individual transportation facility such as a state airport master plan, corridor plan, transportation system plan that applies to specific areas or facilities, or refinement plan. Examples of specific area plans include interchange area management plans and highway segment management plans.

“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.”

Fair Market Value: The amount in cash or on terms reasonably equivalent to cash, for which in all probability the property would be sold by a knowledgeable owner willing but not obligated to sell to a knowledgeable purchaser who desired but is not obligated to buy.

Fare Box Recovery Ratio: Measure of the proportion of operating expenses covered by passenger fares; found by dividing fare box revenue by total operating expenses for each mode and/or system-wide.

Fare Box Revenue: Value of cash, tickets, tokens and pass receipts given by passengers as payment for rides; excludes charter revenue.

Fare Elasticity: The extent to which ridership responds to fare increases or decreases.

Fare Structure: The system set up to determine how much is to be paid by various passengers using a transit vehicle at any given time.

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.

Feature: A geographic component of the earth's surface that has both spatial and attribute data associated with it (e.g. a well or lake). A physical object, an event or phenomenon.

Federal Aid System: Identifies road segments that are eligible for federal funding. This system was implemented with the passage of ISTEA in 1991.

Federal Aviation Regulations (FAR): Regulations established and administered by the FAA that govern civil aviation and aviation-related activities. Most frequent references:

1. **FAR Part 36** - Noise standards for the civil aviation fleet.
2. **FAR Part 91** - Air Traffic and General Operating Rules, operating noise limits.
3. **FAR Part 150** - Airport Noise Compatibility Planning.
4. **FAR Part 161** - Notice and approval of airport noise and access restrictions.
5. **FAR Part 77** - Objects Affecting Navigable Airspace

Federal Functional Classification: The system by which roads are grouped into systems according to the type of service and amount of traffic the facility carries. This system determines the level of federal funding available for maintenance and improvements. Federal Functional Classification is determined using federal guidelines and is approved by the Federal Highway Administration (FHWA).

Federal Highway Administration (FHWA): A division of the U.S. Department of Transportation that specializes in highway transportation. The Administration's major activities are grouped into two "programs": the Federal-aid Highway Program; and the Federal Lands Highway Program.

Federal Railroad Administration (FRA): The division within USDOT responsible for conducting and monitoring research regarding high-speed rail passenger operations, and enforcing federal programs for railroad safety. It is generally responsible for administering all federal programs related to rail transportation.

Federal Railroad Administration (FRA) Track Classes: The FRA limits operating speeds on track based on physical condition. The classes which have been established and maximum speeds are:

1. Class 1 Max. Freight Train Speed 10 MPH
2. Class 2 Max. Freight Train Speed 25 MPH
3. Class 3 Max. Freight Train Speed 40 MPH
4. Class 4 Max. Freight Train Speed 60 MPH

5. Class 5 Max. Freight Train Speed 80 MPH

6. Class 6 Max. Freight Train Speed 110 MPH

(Exempt track does not meet Class 1 standards and can be operated only with written approval of the FRA and with certain restrictions.)

Federal Transit Administration (FTA): Formerly known as the Urban Mass Transportation Administration (UMTA); FTA is the agency of the U.S. Department of Transportation which administers the federal program of financial assistance to public transit.

Ferryboat: A boat providing fixed-route service across a body of water.

Field Data Collection Registry (FDCR): Data used to manage ODOT's assets are stored in and retrieved from nearly 100 different databases and programs. To assist in coordinating the organization wide data collection efforts, this database has been developed. Its purpose is to help ODOT understand what asset information is being collected and by whom, and to reduce duplication of effort whenever possible.

Fill: See "Embankment," and "Excavation or Filling."

Final plat: The diagrams, drawings, and other writing containing all the descriptions, locations, dedications, provisions and information concerning a land division.

Finding of No Significant Impact (FONSI): Produced after publication of an EA, a declaration by the lead agency (in our case FHWA) that the project will not result in a significant environmental impact, thus an EIS is not required (23 CFR 771.121)

Fire Apparatus Lane or Fire Lane: Unobstructed area or driveway meeting Uniform Fire Code requirements that may not be used for parking or loading area.

Fixed Guideway Modernization: See "Rail Modernization."

Fixed Guideway System: A system of vehicles that can operate only on its own guideway constructed for that purpose (e.g., rapid rail, light rail). Federal usage in funding legislation also includes exclusive right-of-way bus operations, trolley coaches and ferryboats as "fixed guideway" transit.

Fixed Route: Service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed-route trip serves the same origins and destinations, unlike demand responsive and taxicabs.

Flexible Funds: Those federal funds which can be used for highway, transit or other transportation projects, as decided by regional Metropolitan Planning Organizations (MPOs) and state governments. Examples of such funds are the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) fund.

Flood Hazard Area: Land that is in the 100-year floodplain as currently defined by the Federal Emergency Management Agency (FEMA).

Floodway: The active flowing channel during a flood, as designated on flood maps for the City; the channel of a river or other watercourse and the adjacent land areas that must

be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Flume: A wooden, steel, or concrete open channel to carry water or other products.

Flyover: A directional ramp structure that is typically used to remove a left turn movement out of an at-grade intersection to improve operations.

Foreign Trade Zone: This is a land use overlay zoning mechanism that places special requirements within the geographic area it applies to. The City of Medford has a Foreign Trade Zone around its airport. Other ports that receive shipments of goods by international transport may also employ this mechanism to protect the area for development related to this specialized use. Typically, customs activities would take place within this zone.

For Hire Carrier: *See* “Carrier, for Hire.”

Free-Flow Speed: Speed at which vehicles travel unimpeded by effects of other vehicles. Typically taken as 5 mph over the posted speed.

Freeway: A route or segment of highway that is completely access-controlled with no abutter’s right of access and access limited to grade-separated interchanges

Freight: Any commodity being transported.

Freight Route: A route designated by the controlling jurisdiction to serve through and local freight vehicle trips. Federally designated freight routes comprise the National Network.

Freight Route, State: A designation for certain highways to facilitate efficient and reliable interstate, intrastate, and regional truck movement. The designation implicates Policy 1C of the Oregon Highway Plan, and generally calls for: higher mobility standards; balance of function and local accessibility in Special Transportation Areas; and general treatment as expressways outside of urban growth boundaries and unincorporated urban communities.

Fringe Parking: An area for parking usually located outside the Central Business District (CBD) and most often used by suburban residents who work or shop downtown.

Frontage. The dimension of a property line abutting a public or private street.

Frontage Road: An access road that typically parallels a major public roadway between the right-of-way of the major roadway and the front building setback line. A frontage road provides access to private properties while limiting the number of approaches on the principal roadway.

Frontier Area: Unincorporated areas, unincorporated communities, and incorporated cities that have both lower levels of population and greater remoteness from metropolitan areas and central cities than rural areas

Full Buildout: *See* “Buildout.”

Full Development: For the purposes of OHP 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.

Functional Area of an Intersection: The area beyond the physical intersection that creates adequate space for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, maneuver through necessary lane changes, and have adequate time to stop. In addition, the area needed for vehicle storage at the signal or stop sign is part of the functional area of an intersection.

G

Gage (of track): The distance between the gage face of the rails, measured at right angles thereto. (Standard gage is 4 feet, 8 inches).

Gas Tax: A tax levied by the federal, state, or local governments on gasoline and diesel sales. Unlike System Development Charges (SDCs), gas tax revenues may be dedicated to street-related improvements and maintenance within the jurisdiction.

General Aviation: Refers to all civil aircraft and operations that are not classified as air carrier, commuter or regional. The types of aircraft used in general aviation activities cover a wide spectrum from corporate multi-engine jet aircraft piloted by professional crews to amateur-built single engine piston acrobatic planes, balloons and dirigibles.

Geographic Information System (GIS): The use of computers, software, and geographic data to display, manipulate, and analyze information. A computerized system of mapped data that can be used to find information such as tax records, natural features, property boundaries and ownerships, and specific locations; to search and sort data by type, location and across multiple parameters; to do analysis; and to generate maps, tables and reports.

Global Positioning System (GPS): Using satellites and advanced communications technology to accurately locate oneself on the globe. Can be used by drivers, transit operators, and trucking companies to locate vehicles and provide alternative routes.

Grade: The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 2% grade represents a 2-foot elevation change over a 100-foot distance.

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.

Grade Separation: A vertical separation between intersecting roads, paths or railroad tracks. One facility travels over the other via an overpass or other structure.

Grandfathered Approach: A legally constructed approach existing prior to 1949. A property owner has the burden to prove an approach is grandfathered based upon existence prior to 1949. For purposes of this Division, grandfathered approaches also include approaches presumed in compliance as set forth in OAR 734-051-0285(1), and approaches intended to remain open that were improved in conjunction with a Department project prior to April 1, 2000, as set forth in OAR 734-051-0285(9). By giving grandfathered status to the two latter categories of approaches, affected property owners retain appeal rights if ODOT chooses to close the approach at a later date.

Grading: All cuts, fills, embankments, stockpile areas, and equipment maneuvering areas associated with development.

Grant of Access: The conveyance or evidence of the conveyance from the Department of a specific right of access at a location where an abutting property currently does not have that specific right of access. In an area that is Access Controlled, no approach can be permitted unless a Grant of Access can be obtained. To get a Grant of Access, the proposal must be reviewed and approved pursuant to OAR 734-051-0295 through 0335. In addition to a deposit to cover costs of the grant review, the access right must be purchased based upon an appraisal of the value added to the property by virtue of the Grant of Access. It is also necessary to get approval of and purchase a Grant of Access to take a farm use restriction off of a permit to operate an approach.

Green Street, Roadway, Highway or Parking Lot: A street, roadway, highway or parking lot designed to:

1. Integrate a system of stormwater management.
2. Reduce the amount of water that is piped directly to streams and rivers.
3. Be a visible component of a system of "green infrastructure" that is incorporated into the aesthetics of the community.
4. Make the best use of vegetation for stormwater interception as well as temperature mitigation and air quality improvement.
5. Ensure the roadway has the least impact on its surroundings, particularly at locations where it crosses a stream, wildlife corridor or other sensitive area.

Gross State Product (GSP): The total value of all products and services produced in that state.

Gross Ton-Mile: The movement of the combined weight of transportation equipment and its contents a distance of one mile

Growth Rate: This is the rate at which traffic is expected to increase annually on a specific facility. Also, the rate at which population grows within a specified geographic area.

Guidelines: A document intended to serve as an educational and consistency tool, describing major elements and expectations of the topic for which the guidelines are intended. ODOT Examples include the Development Review Guidelines, Interchange Area Management Plan Guidelines, and the Transportation System Planning Guidelines. Guidelines describe best practices. Guidelines do not establish policy.

H

Hardscape: Non-vegetative landscape materials or installations, including pathways, decorative pavers, benches, drinking fountains, arbors, pergolas, playgrounds, plazas, and similar amenities.

Headway: The time between vehicles, expressed in seconds. The time interval between consecutive vehicles passing a given point. Generally used to define transit service and used in the following context: “Peak period transit buses and trains generally run on five-minute headways or less.”

High Occupancy Vehicle Lane: An exclusive road or traffic lane limited to buses, vanpools, carpools, emergency vehicles, and, in some cases, single occupant motorcycles. HOV lanes typically have higher operating speeds and lower traffic volumes than adjacent general-purpose lanes.

High Risk Rural Roads Program (HRRR): A sub-program of the Highway Safety Improvement Program (HSIP) that sets aside funds for construction and operation improvements to address safety problems and opportunities on High Risk Rural Roads. This set-aside of \$90 million (nationally) each fiscal year for high risk rural roads is limited to roadways classified as a rural major or minor collector or as a rural local road.

High Speed Rail (HSR): Conventional passenger rail service operating over mixed freight and passenger tracks at top speeds of 79 to 110 mph. Rolling stock may include passenger coaches powered by diesel electric locomotives or self-propelled diesel multiple unit trains. This is distinguished from “very high speed rail” service with maximum speeds of 125 mph, and “ultra high speed rail” service operating at speeds greater than 150 mph.

Highway: A public way for purposes of travel, including the entire area within the public right-of-way. Every public way, road, street, thoroughfare and place, including bridges, viaducts, and other structures within the boundaries of this state that is open, used or intended for use of the general public for vehicles or vehicular traffic as a matter of right. Some highways are designated by the Oregon Transportation Commission as State Highways.

Highway Design Manual (HDM): A product of ODOT’s Preliminary Design Unit, the HDM provides uniform standards and procedures for the location and design of new construction, major reconstruction, resurfacing, restoration or rehabilitation projects. It is a required reference for all planning studies and during project development. It is generally in agreement with AASHTO’s “A Policy on Geometric Design of Highways and Streets-2001.” The flexibility provided in the 2003 HDM supports the use of Context Sensitive Design practices.

Highway Inventory Study: A report showing detailed milepoint inventory for a specified Oregon highway. A Highway Inventory Report is a presentation of information from IT IS.

Highway Mobility Standards:

1. The [Oregon Highway Plan](#) (OHP) establishes highway mobility standards in Policy 1F and Table 6 and 7 for the following applications:

- a. Identifying state highway mobility performance expectations for planning and plan implementation;
 - b. Evaluating the impacts on state highways of amendments to transportation plans, acknowledged comprehensive plans and land use regulations pursuant to the Transportation Planning Rule (OAR 660-12-060); and
 - c. Guiding operations decisions such as managing access and traffic control systems to maintain acceptable highway performance.
2. The Highway Design Manual (HDM) establishes highway mobility standards applicable to project design – that is, the standards that must be met when considering future improvements to state transportation facilities.

Highway Number: See “State Highway Index Number.”

Highway Safety Improvement Program (HSIP): Funds projects designed to achieve significant reduction in traffic fatalities and serious injuries on all public roads and pedestrian/bike pathways. Includes the Railway-Highway Crossings program and the High Risk Rural Roads Program (HRRR).

Highway Segment Designations: One of three designations of urban highway segments, as defined in OHP Policy 1B. Designation is based upon land use patterns and acceptable levels of mobility, where efficient through traffic has to be balanced against the need for local access. Designations include Special Transportation Areas, Commercial Centers and Urban Business Areas, as defined in the Oregon Highway Plan. “Urban” is a default designation for highways within Urban Growth Boundaries that have not been given one of the other three designations.

Historical Alignment: A travel way that no longer exists, or is no longer used for vehicular traffic.

Historic Context: The significant historic environment and background related to a historic resource that describes or explains the role played by that resource in the development of the city, region, state or nation. This includes physical development, notable events, and other human activity.

Historic Ensemble: A geographic grouping of historic resources that collectively have historic significance that is greater than the individual significance of any one resource in the group.

Historic Landmark: Historic Landmark designations may include buildings, a portion of a building, sites, trees, statues, signs, or other objects or spaces that the City or the Keeper of the National Register of Historic Places has designated or listed for their special historic, cultural, archaeological, or architectural merit.

Historic Resources: A structure or object that has historic significance. Historic Resources include:

3. Historic Landmarks, including those that are listed in the National Register of Historic Places;
4. Conservation Landmarks;

5. Conservation Districts;
6. Historic Districts, including those listed in the National Register of Historic Places;
7. Structures or objects that are identified as contributing to the historic significance of a Historic District or a Conservation District; and
8. Structures or objects that are included in the Historic Resources Inventory.

Historic Resources Inventory: The Historic Resources Inventory is a documentation and preliminary evaluation of historic resources. Information for each resource includes a photograph, the year the resource was constructed, the builder or architect, original owner, significant features, architectural style, and, in most cases, a ranking for significance.

Historic Value: A physical, aesthetic, scenic, educational, or other characteristic that is a reminder of important events or developments in the community's past.

Hold Harmless Agreement: An agreement which holds an agency or other jurisdiction harmless for alleged damages resulting from agency/jurisdiction actions. Such agreements are recorded in deeds or permits as a condition of approval of a regulatory land use decision.

Horizontal Curve: A series of points of change in direction (in the form of circles of varying radius) that transition between two intersecting tangent alignments. A horizontal curve is used as a transition element between two tangent alignments that intersect. An angle point is called a point of intersection or PI station; the change in alignment is defined by a deflection angle.

Hot/Cold Start Percentages: These are calculations used in air quality analysis. They provide an estimate of the amount of time vehicles have been running when they enter a section of roadway.

Hubbing: A method of airline scheduling that times the arrival and departure of several aircraft in a close time period to allow the transfer of passengers between different flights of the same airline. Several airlines may conduct hubbing operations at an airport.

Human-Scale Design/Development: Site and building design elements that are dimensionally related to pedestrians, such as typical downtowns and main street developments; larger buildings that have articulation and detailing to break up large masses; narrower streets with tree canopies; smaller parking areas or parking areas broken up into small components with landscaping; and pedestrian amenities, such as sidewalks, plazas, outdoor seating, lighting, weather protection Human scale features are all generally smaller in scale than those that are primarily intended to accommodate automobile traffic.

I

Imaginary Surfaces: (Aviation) Those areas established in relation to the airport and to each runway consistent with FAR Part 77 in which any object extending above these imaginary surfaces, by definition, is an obstruction.

Immediate Opportunity Fund (IOF): 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 (Transportation and Growth Management Program).

Impact Fees: Fees levied, usually by cities, on developers to mitigate for the impact their development has on public infrastructure and services such as sewers and roads.

Impervious Surface: Surface area that does not allow for water infiltration, or has a runoff coefficient of 0.90 or more (*e. g.*, non-permeable pavement, solid rock, roofs, foundations, underground tanks and vaults, and similar areas).

Incentives: Examples of incentives for locating high traffic generators and mixed use development near public transportation (OTP Strategy 2.1.6) that include but are not limited to, the following:

1. Property tax relief,
2. Changes to mobility standards,
3. Transit passes,
4. Development credits,
5. Location efficient mortgages, and
6. Employer support for home mortgage finances.

Incident: An event or condition that is likely to or results in a traffic back-up.

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

Inclined Plane: A railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Incompatible Land Use: (Airports) A use of land, as defined in Appendix A, Table 1 of FAR Part 150, that is normally incompatible with aircraft and airport operations (such as homes, schools, nursing homes, hospitals and libraries).

Indenture of Access: A deeded conveyance that changes the location, width, or use restrictions, other than farm use restrictions, of an existing reservation of access in an access controlled area.

Infill: Development of vacant or remnant lands passed over by previous development, and that is consistent with zoning. Infill only happens in developed areas with urban land use characteristics. An infill lot is a relatively small developable lot surrounded by fully developed properties.

1. In a Residential area, infill is typically a second single-family dwelling on a single or double lot, an apartment unit added to a single-family lot, or a subdivision much smaller than the typical subdivisions in the area.

2. In Commercial development, infill is typically construction on land that has traditionally been used for parking or was vacant in an otherwise built up area, or development of an out-parcel in a shopping center long after development of the shopping center or that was not part of the original development plan. This could include the creation of new out-parcels.

Influence Area of an Interchange: As used in the access management rule, OAR 734-051, at a minimum, the area within 1320 feet of an interchange ramp terminal, measured on the crossroad away from the mainline. The purpose of the concept of an “influence area” is to support the long-term functionality and capacity of the interchange by minimizing conflicts and maintaining the efficient flow of traffic within that area. Based upon site conditions, a functional area of an interchange may be larger than 1320 feet.

Infrastructure: Services and facilities that support day-to-day economic activity. . A community’s built elements that establish the community’s foundation for maintaining existing populations, activities, future growth and development. Infrastructure elements include airports, roads and highways, bridges, water and sewer systems, waste disposal facilities, utilities and telecommunications systems, schools, and governmental and community facilities.

Install Date/History: The calendar date of the origination, construction or installation of an asset and the sustained history of the asset’s maintenance.

Intelligent Transportation Systems: The application of state-of-the-art technology to provide real-time traffic information, which can be used to improve transportation system operations.

Intelligent Vehicle Highway Systems (IVHS): Automated systems of highway transportation designed to improve traffic monitoring and management. IVHS includes: Advanced Public Transportation Systems (APTS), Automatic Vehicle Location System (AVLS) and "smart vehicles" which assist drivers with planning, perception, analysis and decision-making. *See also* "Intelligent Vehicle Highway Society of America (IVHS America)."

Interchange:

1. Highway: A major road junction where vehicles can, by means of access roads, bridges, and underpasses, change from one road to another without stopping or crossing other traffic. A system of interconnecting roadways and structures in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways on different levels.
2. Rail: The exchange of carload traffic between railroads. An interchange point or location is the specific track or tracks on which cars are placed for delivery to another railroad.

Interchange Area Management Plan: A plan for managing a grade-separated interchange area to ensure safe and efficient operation between connecting roadways and to protect the functional integrity, operations, and safety of the influence area of an interchange. Interchange Area Management Plans typically include analysis of the relationships between existing local land uses, zoning and long range plans and the state

and local roadway network within a designated study area around an existing or planned interchange, and identify necessary improvements to approach roads and the local street network to support the long-term safety and efficiency of the interchange.

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 OHP Appendix C, Tables 16-19.

Intercity Public Transportation Modes: Public transportation van, bus and rail services that operate across local jurisdictional lines and connect cities along a corridor or group of corridors. Some of the larger intercity passenger transportation providers in Oregon include Greyhound, Amtrak and RAX Transportation.

Intergovernmental Agreement (IGA): An agreement between ODOT and one or more other units of state, federal or local government identifying roles and obligations regarding a plan, public improvement, delegation of service or other agreement that is under more than one or has an effect on more than one jurisdiction. An IGA includes identification of current conditions and the problem to be solved, financial commitments to the solution, management commitments to the solution, legal standing and remedies for the parties, and any additional details necessary to complete the agreement.

Intermodal: Carriage by more than a single mode with a transfer(s) between modes to complete a trip or a freight movement. In passenger transportation intermodal usually refers to trips involving more than one mode. For freight and goods movement, the definition refers to transfers between all freight modes including ships, rail, truck, barge, etc. taken as a system for moving freight. Also refers to the movement of an intermodal container.

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

Intermodal Development Program: Provides for major capital investments in fixed-guideway transportation systems, access to seaports, airports and other transportation terminals, providing for the construction of intermodal or multimodal terminals; and to otherwise facilitate the intermodal or multimodal movement of people and goods.

Intermodal Equipment and Facilities Management System (IMS): A systematic process of identifying key linkages between one or more modes of transportation, where the performance or use of one mode will affect another, defining strategies for improving the effectiveness of these modal interactions, and evaluation and implementation of these strategies to enhance the overall performance of the transportation system (FHWA)

Intermodal Facilities: Facilities that allow passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals and truck-rail facilities.

Intermodal Hub: A facility where two or more modes of transportation interact so that people and/or goods can be transferred from one mode to another, e.g. from a bus to an airplane, or from a truck to a train. Intermodal hubs include commercial airports and marine ports.

Intermodal Management System: (Rail) Oregon's systematic process of evaluating and monitoring intermodal facilities and linkages of statewide significance to identify and correct deficiencies that impede efficient connectivity with national and international transportation systems and markets

Intermodal Surface Transportation Efficiency (ISTEA): Act passed by Congress in 1991 authorizing distribution of federal gas tax monies back to the states. This act provided more flexible funding for a variety of transportation modes and placed a significant emphasis on public participation in the transportation planning process. It has since been replaced with a new federal transportation act, but parts of ISTEA have carried forward in the new law. It is frequently referenced in many federal and state regulations that remain in effect. ISTEA was superseded by TEA-21 in 1998.

Intermodal System: The transportation network consisting of public and private infrastructure for moving people and goods using various combinations of transportation modes.

Intermodal Transportation: Transportation movement involving more than one mode (e.g. rail/motor, motor/air, or rail/water). It has been defined as a process of addressing the linkages, interactions and movements between modes of transportation.

Internal Circulation: *See* "Site Circulation."

Inter-parcel Circulation: *See* "Cross Access."

Intersection: The area where two or more roadways join or cross at the same elevation.

Intersection Sight Distance: The distance required for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, have time to maneuver through necessary lane changes, and have adequate time to stop as needed.

Intersection Curb Radius: The curved edge of a thoroughfare at an intersection, measured at the edge of the travel lanes (excluding the parking and bike lanes).

Interstate:

1. (Noun) A limited-access road that forms part of the federally funded system of highways connecting the major cities of the United States
2. (Adj.) Traffic that originates in one state and terminates in another. Foreign and domestic port (import and export) traffic is also considered to be interstate in nature. (Rail, Freight)

Interstate Commerce Commission (ICC): Former transportation regulating authority, eliminated by the ICC Termination Act of 1995. Replaced by the Surface Transportation Board (STB).

Interstate Highway: Part of the National Highway System; Highways that provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major freight routes and their objective is to provide mobility.

The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.

Interstate Routes: A route system that consists of all presently designated freeway routes meeting the Interstate geometrics and construction standards for future traffic, except for portions in Alaska and Puerto Rico. The Interstate System is the highest classification of arterial roads and streets, and provides the highest level of mobility, at the highest speed, for a long uninterrupted distance. This system is intended for through traffic, has full access control, and has grade separations at major intersections. Interstate Routes are signed routes. All Interstate Routes are state highways.

Intrastate Carrier: A carrier operating solely within the boundaries of a single state, e.g., the Portland & Western Railroad.

Itinerant Operation: Any aircraft arrival and/or departure other than a local operation.

J

Jay-Walking: Crossing a street illegally; includes walking against a traffic control device, or stepping out in front of a moving vehicle so as to present an immediate danger, whether in a crosswalk or not, or crossing at an intersection outside of a crosswalk.

Jitney: Privately-owned, small or medium-sized vehicle usually operated on a fixed route but not on a fixed schedule.

Joint Policy Advisory Committee on Transportation (JPACT): A group of senior management and elected officials who comment on and make recommendations to the Metro Council on transportation issues in the Portland metro region (inside the UGB).

Joint Use Approach: A single point of access used by two or more properties, ownerships and/or developments for access to a highway.

Junction: The intersection of two or more state highway roadways.

Jurisdiction:

1. Legal authority or the area over which legal authority extends (e.g. a city or county).
2. The government entity that owns a subject road. A road may be said to have federal, state, county, city, private or other jurisdiction.

Jurisdictional Exchange: The negotiated agreement to transfer of jurisdiction of a roadway from one government to another. These agreements may include the cost to maintain or improve the facility based on its condition at the time of transfer.

K

Kilometers: A unit of distance in the metric system equal to 1,000 meters or 3,280 feet (approximately 5/8 mile). To convert Miles to kilometers, multiply the number of miles by 1.61 to result in the number of kilometers.

Kiss and Ride: A place where commuters are driven to and dropped off at a station to board a public transportation vehicle.

L

Lading: Freight or cargo making up a shipment

Land Banking: The purchase of property by the government to be held for future use and development either by the government or for resale for the development of compatible uses.

Land Conservation and Development Commission (LCDC): A group of citizen volunteers appointed by the governor to direct the Department of Land Conservation and Development (DLCD).

Land Division: The process of dividing land to create parcels or lots.

Land Use: The type of activity for which the land is used (e.g. commercial, industrial, and retail). The main activity that occurs on a piece of land, or the structure in which the activity occurs.

Land Use Action/Decision: An action by a local government or special district concerning the adoption, amendment or application of the statewide planning goals, a comprehensive plan provision, or a land use regulation, including a zoning or subdivision ordinance or a decision to allow a land use found to be consistent with the goals, plans or ordinances.

Land Use Compatibility:

1. A determination that a proposed land use will not adversely impact, or will positively impact existing and planned land uses in the affected area.
2. (Aviation) The coexistence of land uses surrounding the airport with airport-related activities.

Land Use Controls: Measures established by state or local government that are designed to carry out land use planning. The controls include among other measures: zoning, subdivision regulations, planned acquisition, easements, covenants or conditions in building codes and capital improvement programs, such as establishment of sewer, water, utilities or their service facilities.

Land Use Management Measures: Land use management techniques that consist of both remedial and preventive measures. Remedial, or corrective, measures typically include sound insulation or land acquisition. Preventive measures typically involve land use controls that amend or update the local zoning ordinance, comprehensive plan, subdivision regulations and building code.

Land Use Planning: A term that is often used interchangeably with town planning, urban planning, regional planning and urban design. Land use planning encompasses the process of managing change in the built and natural environments at different spatial scales to secure sustainable outcomes for communities. It includes both spatial elements, such as the physical design and layout of neighborhoods, cities and regions, as well as strategic considerations that take account of social, economic, cultural and environmental factors. The development of local and regional plans is an important component of implementing land use planning as an expression of agreed public policy.

Landlocked: The condition of a lot or parcel without access to a public road.

Lane: A portion of roadway, usually indicated by pavement markings, designated for travel by one line of vehicles.

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

Layer: Elements of the roadway structure stacked on top of each other. The typical layers in a roadway are the subbase, base, intermediate pavement layer(s), and the wearing surface. Each layer is of a designed thickness and quality.

Layover Time: Time built into a schedule between arrival at the end of a route and the departure for the return trip, used for the recovery of delays and preparation for the return trip.

Least Environmentally Damaging Practical Alternative (LEDPA): This concept arises from interpretations of the Clean Water Act and applies to projects that will require a 404 fill and removal permit. This approach would lead decision makers to select the least environmentally damaging project alternative of the alternatives that adequately meet the underlying project purpose and satisfy the need.

Level of Service: A qualitative measure describing operational conditions (generally in terms of delay) within a traffic stream and motorists' perceptions of those conditions – measured from A to F, like a report card ranking for traffic performance. For example, LOS A represents free flow: almost complete freedom to maneuver within the traffic stream. LOS F represents forced flow - more vehicles are attempting to use the highway than can be served, resulting in stop-and-go traffic. Although no longer the Oregon Highway Plan standard for state transportation facilities, many local jurisdictions use LOS as a standard for local roadway performance.

Legend: Words, phrases or numbers appearing on all or part of a traffic control device; also the symbols that appear on maps.

Lift Layer: The maximum thickness to which a given material can be placed and compacted for its intended use.

Limited Avigation Easement: An easement which provides right of flight above approach slope surfaces, prohibits any obstruction penetrating the approach slope surface, and provides right of entry to remove any structure or growth penetrating the approach slope surface.

Linear: Characteristic of an asset that has a start and end point (e.g. a pavement section).

Linear Dimensions: A description of physical dimensions of an asset (e.g. a six foot length of guardrail), as applicable.

Linear Referencing System (LRS): A representation of elements contained in the Integrated Transportation Information System (IT IS) database that is used to identify a highway, connection or frontage road. The first nine characters are the inventory route number and the last three characters are the sub-route numbers. The twelve digit alphanumeric string is broken down into its components as: 1 – Place Holder (0); 2-4 – Highway Number (001-499); 5-6 – Hwy Suffix (00); 7 – Roadway Identifier (1-5); 8 –

Mileage Type (Z, T, Y); 9 – Overlap Mileage Code (0-9); 10 – Jurisdiction Code (S); 11-12 – Two Place Holder (00).

Line-haul service: The movement over the tracks of a railroad from one city to another, not including the switching service, or the movement of a truck over the highway from city to city.

Links: Represent road segments and are identified by nodes at each end (Analysis).

Liquefied Natural Gas (LNG): An alternative fuel; a natural gas cooled to below its boiling point of -260 degrees Fahrenheit so that it becomes a liquid; stored in a vacuum bottle-type container at very low temperatures and under moderate pressure. LNG vapor is lighter than air.

Load Factor: The ratio of passengers actually carried versus the total passenger capacity of a vehicle.

Loading Area: The area available for the maneuvering and standing of vehicles engaged in delivering and loading goods, freight, or other articles.

Local Improvement District (LID): A small public district formed for the purpose of carrying out local improvements in which district project costs are distributed by formula among the property owners. Property owners within the LID are assessed for the cost of the improvements in accordance with ORS 223.387-223.485. An LID is generally used to construct projects such as streets, sidewalks, pedestrian amenities, or bikeways.

Local Interest Roads: Arterials in the state highway system that function as local streets and serve little or no purpose for through-traffic mobility. Some are frontage roads; some are not eligible for federal funding. Currently these roads are District Highways or unclassified. The management objective is to provide for safe and efficient, low to moderate speed traffic flow and for pedestrian and bicycle movements. It is the intention of ODOT to eventually transfer these roads to local jurisdictions.

Local Operation: (Aviation) Any operation performed by an aircraft that (a) operations in the local traffic pattern or within sight of the tower or airport, or (b) is known to be departing for, or arriving from, flight in local practice areas located within a 20- mile radius of the control tower or airport, or (c) executes a simulated instrument approach or low pass at the airport.

Local Street: A street designated to provide access to and from residences or businesses. Local streets typically have lower speeds and favor access to property over operational efficiency.

Local Street Network Plan: Part of, or a refinement to, a Transportation System Plan that sets out long term strategies for creating and maintaining local connectivity and access to developable lands from other than arterial streets and highways.

Local Truck Route: A designated travelway more suited to larger vehicles than the mainline route, usually due to less congestion, improved roadway geometry, or fewer conflicts with local bicycle, pedestrian, or vehicular traffic. Local Truck Routes are applied for by local governments, and approved by OTC.

Located Line: A surveyed alignment where a road is planned to be built. The location where highway construction plans have been developed, and the geographic location surveyed for construction, but no pavement surface yet exists.

Location Efficient Incentives: Incentives for businesses or residents to locate where there is public transit. One type of incentive is a Location Efficient Mortgage which allows lenders to increase the amount of mortgage for a potential purchaser based on the lower transportation costs of a home located near public transit services.

Location EIS: An Environmental Impact Statement done during Refinement Planning where the effort is focused on determining the mode of the transportation element and its general location or corridor. Further environmental analysis such as a Design EIS or EA, or appropriate research reports will be required when the specific design and exact location of the facility are being determined. The Location EIS is appropriate when the facility under consideration has significant environmental issues affecting the location of the facility to be placed in a plan, but the facility is not ready for the development of design detail. Examples would be the locating of a bypass or new interchange that is being considered in a TSP, but is not yet funded for development and construction.

Location/Milepoint/Coordinate: A place or position of an asset or asset element (e.g. Clearlake Hwy, MP 1.00, 123.1474, 44.88706).

Logarithmic (Decelerating) Growth: Growth tapers off as land approaches built-out status and uses up the capacity of nearby roadways. Future traffic growth is mainly contributed by growth in background (through) traffic.

Lot: A lot is a legally defined piece of land other than a tract that is the result of a subdivision. The following definitions for “lot” apply to the State definition of both lot, (result of subdividing), and parcel, (result of partitioning). *See also* “Ownership” and “Site.”

1. **Corner lot:** A lot that has frontage on more than one intersecting street. A street that curves with angles that are 120 degrees or less, measured from the center line of the street, is considered two intersecting streets for the purpose of evaluating whether a lot is a corner lot.
2. **Flag lot:** A lot with two distinct parts: The flag, which is the only building site; and is located behind another lot; and the pole, which connects the flag to the street; provides the only street frontage for the lot; and at any point is less than the minimum lot width for the zone.
3. **Through lot:** A lot that has frontage on two parallel or approximately parallel streets.

Lot Line Adjustment: The relocation of a single common property line between two abutting properties, in conformance with ORS 92.010(11).

Lot Lines: The boundary lines defining the edge of a lot or parcel.

Lot of Record: A plot of land that was not created through an approved subdivision or partition, was created and recorded before the date of the applicable local land division ordinance, and for which the deed, or other instrument dividing the land, is recorded with the appropriate county recorder.

M

Magnetic Levitation (Mag-Lev): A rail transportation system with exclusive right-of-way which is propelled along a fixed guideway system by the attraction or repulsion of magnets on the rails and under the rail cars.

Main Line (or Main Track):

1. Rail

- a. A designation made by each railroad of its own track, generally signifying a line over which through trains pass with relatively high frequency. A main line generally has heavier weight rail, more sophisticated signaling systems and better maintenance than branch lines.
- b. A designation of the through track between any two points, even on a branch line, as distinguished from side tracks, pass tracks or spurs.

2. Highway:

- a. All roadways for a highway, excluding connections and frontage roads.
- b. At an interchange, the higher priority highway (e.g. the Statewide Highway where it meets at an interchange with a District Highway).

Comment [du1]: This is not clear. Needs a better definition.

Maintenance Area: (Air Quality) A geographical area that was once designated as nonattainment, wherein pollution levels have met the National Ambient Air Quality standards for two consecutive years and there is an approved maintenance plan which outlines how the geographical area will continue to meet these standards.

Maintenance Investment: A dollar amount attributed to the annual maintenance resources required to maintain the asset.

Maintenance Yard: The main maintenance facility for each ODOT maintenance crew.

Major Transportation Projects Agreement (MTPA): In December 2001, CETAS agencies signed the Major Transportation Projects Agreement (MTPA). The Agreement is a “coordinated environmental review process for the development, design and construction of highway projects.” The Agreement defines the projects eligible for streamlining and each agency’s responsibilities under the streamlined process. The Agreement’s anticipated benefits include improved cooperation and efficiency among agencies, greater environmental protections, and projects completed within budget and on time.

Management System: A systematic process, designed to assist decision makers in selecting cost-efficient strategies/actions to improve the efficiency and safety of, and protect the investment in, the nations transportation infrastructure. A Management System includes identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs, and evaluation of the effectiveness of the implemented strategies/actions (FHWA).

Managers of Mobility: Transit systems which expand their role to include services and approaches beyond traditional public transportation that may include ridesharing, high

occupancy vehicle programs, public education on transit's benefits and integration of land use, air quality and transportation decisions. This phrase was developed as part of the industry's Transit 2000 policy effort undertaken in the late 1980s and early 1990s.

Manual on Uniform Traffic Control Devices (MUTCD): Published by the Federal Highway Administration (FHWA), it sets a national standard for the design, application and placement of traffic control devices including traffic signals, signs, and pavement markings. The OTC has adopted the MUTCD as the standard for the state of Oregon per OAR734-080-0005.

Mass Transit and Transportation Districts: Districts managing and financing public transportation services.

Mean Distance Between Failures (MDBF): The average distance in miles that a transit vehicle travels before failure of a vital component forces removal of that vehicle from service.

Median: That portion of the roadway which separates opposing traffic streams. A physical separation between lanes of highway traffic, excluding the shoulders. *See also* "Nontraversable Median" and "Traversable 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.

Mediation: The use of a mediator or co-mediators to facilitate open discussion between disputants and assist them to negotiate a mutually agreeable resolution. Mediation is a method of alternative dispute resolution that provides an initial forum to informally settle disputes prior to or in lieu of regulatory intervention.

Metadata: "Data about data." Refers to agreed-upon definitions and business rules stored in a centralized repository so business users – even those across departments and systems – use common terminology for key business terms. It can include information about the data's currency (when it is updated), ownership, source system, derivations, or usage rules, and prevents data misinterpretation and poor decision making due to sketchy understanding of the true meanings of corporate data. Metadata must contain the following details: receiver information (including model and type); configurable settings; data file names and locations; post processing information; real-time differential collection method and standard deviation for point locations.

Metropolitan Planning Organization (MPO): 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 existed 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.

Metropolitan Transportation Improvement Program (MTIP): An MPO's Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.

Milepoint Equation: A statement that specifies two different milepoints that exist at a single point on the same roadway. This is a method of accounting for changes in a linear measurement system without re-milepointing the entire roadway. The changes in milepoints are usually caused by new construction.

Minimum Levels of Service: Technical performance criteria of operational benchmarks that will ensure the implementation of a long-range transportation plan. Transit operation benchmarks include peak and off-peak hour service frequencies, vehicle maintenance and replacement programs, intermodal connections, ridesharing, and meeting policy objectives (e.g. Oregon Benchmarks, Goal 12, etc.).

Ministerial Decision: A routine administrative action or decision that involves little or no discretion. The issuance of a building permit is generally a ministerial decision.

Mitigate: To make less harsh or less severe. Variations: If a situation can be mitigated, it is “mitigable.” If it cannot, it is “immitigable.”

Mitigation: Generally, taking measures to avoid, rectify, repair, or compensate for negative impacts that result from other actions. For example, improvements to a street may be required to mitigate for transportation impacts resulting from development.

Mitigation Banking: The process by which a transportation agency can mitigate areas away from a project as compensation for further degradation in the project area. Impacts to wetlands are the most common type of impacts addressed with mitigation banking by ODOT, when a larger complex of wetland features similar to the habitat to be impacted by a project can be enhanced to improve its viability, functionality and sometimes its size.

Mitigation Measures: Conditions, improvements, modifications, and restrictions to mitigate (avoid and/or compensate for) any adverse impacts of traffic from a proposed approach on the highway system. Measures required as mitigation may include but are not limited to limitations on turning movements, deceleration lanes, nontraversable medians, elimination of other approaches, and design considerations.

1. (Access Management) Pursuant to OAR 734-051-0145, mitigation measures may be initiated by an approach permit applicant to achieve compliance with approval criteria, or required by the Department for approval of a deviation or other application.
2. (Development Review) Mitigation measures may be included as local land use conditions of approval and/or set out in negotiated agreements to mitigate the impacts of private development on state transportation facilities.

Mixed-Use Development: A development or center having a mix of uses that may include office space, commercial activity, residential uses, parks and public places, and supporting public facilities and services. Mixed use developments are designed to minimize the need to travel between activities.

Mobility: In planning terms, mobility is the ordinary movement of people and goods by any means, including by direct travel or by means which reduce the need to travel such as proximity of destinations and teleworking. In highway terms, mobility is defined as the efficient movement of vehicles.

Mobility Standards: Performance standards for different highway classifications to aid in planning, design, and management. Motor vehicle mobility on state facilities is determined by volume-to-capacity (v/c) ratio. Mobility standards are prescribed by the Oregon Highway Plan (OHP) for existing transportation facilities, and the Highway Design Manual (HDM) for planned or future transportation facilities. *See also* “Highway Mobility Standards.”

Modal: Referring to a mode or modes of transportation.

Modal Share: The percentage of freight or passengers moved by a particular type (mode) of transportation.

Modal Split: A term which describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

Mode: *See* “Mode of Transportation.”

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

Mode Plan or Topic Plan: A plan that implements the broad policies of the Oregon Transportation Plan for specific modes, such as public transportation and rail, or topics such as safety, passenger or freight movement over a 20-year period.

Mode Shift: The change in mode by an individual. A person may shift modes when the relative cost in terms of time, money, and convenience between modes changes. For example, if transit fares are reduced people who once drove alone to work may decide to take the bus instead. That is, these individuals shift from the automobile mode to the bus mode.

Model: An analytical tool (often mathematical) used by transportation engineers and planners to assist in making forecasts of land use, economic activity, travel activity and their effects on the quality of resources such as land, air and water.

Model Volumes: Traffic volumes that are predicted by a travel demand model based on a set of land use and transportation network assumptions. Travel demand models are not designed to replicate traffic patterns in detail. They are designed to produce reasonable facsimiles of urban travel patterns. They are most useful for showing how changes in land use and/or transportation networks result in changes in travel patterns.

Modernization: Highway projects that accommodate existing traffic or projected traffic growth by adding capacity. Modernization projects are distinguished from preservation projects in that preservation projects do not add capacity.

Modes: Types of transportation including air, bicycle, marine, motor vehicle, truck, pedestrian, pipeline, public transit and rail.

Monorail: An electric railway in which a rail car or train of cars is suspended from or straddles a guideway formed by a single beam or rail. Most monorails are either heavy rail or automated guideway systems.

Motor Vehicle: A vehicle that is self-propelled or designed for self-propulsion.

Mowable Brush Shoulder: Linear shoulder mowed by maintenance crews, measured in kilometers.

Mowing Area: Area in the right-of-way mowed by maintenance crews, measured in hectares.

Multimodal: The movement of goods or people by more than one transportation mode.

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.

N

National Ambient Air Quality Standards: Federal air quality standards established pursuant to s.109 of the Clean Air Act that apply to outside air everywhere and are set to protect public health. Included are standards for carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM-10), and sulphur dioxide (SO₂).

National Environmental Policy Act (NEPA): This term is used broadly to refer to all subsequent regulations that guide development of a federal project or process. NEPA describes a public decision-making process where the public and pertinent agencies have access to the development process and decision process, and where appropriate environmental information is integrated into the decision process. NEPA also requires that the process be documented through an EIS or EA or is Categorically Excluded. Approval of the Record of Decision (ROD) related to this document constitutes approval of the project.

National Highway System (NHS): The network of nationally significant roads approved by Congress as required by ISTEA in 1991. The network includes the Interstate System, the Strategic Highway Network (STRANET), and over 100,000 miles of arterial and other roads. Designation of the original system was completed on November 28, 1995, when President Clinton signed the National Highway System Act of 1995 (Public Law 104-59). Intermodal Connectors were added to the system in 1998 when Congress approved TEA-21.

National Highway System Intermodal Connector: NHS Roads that provide service to major intermodal terminals. Section 101 of the National Highway System Designation Act of 1995 required the Secretary of Transportation to submit NHS Intermodal Connectors to Congress for approval. Congress approved the intermodal connectors in 1998 with the passage of TEA-21.

National Plan of Integrated Airport Systems (NPIAS): Identifies the airports that are important to national transportation and, therefore, eligible to receive grants under the Airport Improvement Program (AIP). NPIAS includes of all commercial service airports, all reliever airports, and selected general aviation airports.

National Transportation System (NTS): An intermodal system consisting of all forms of transportation in a unified, interconnected manner to reduce energy consumption and

air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce. The NTS includes the National Highway System (NHS), public transportation and access to ports and airports.

National Wetland Inventory (NWI): A National database identifying all known wetlands.

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

Natural Hazard: Natural areas that can cause dangerous or difficult development situations. For example, natural hazard areas include steep slopes, unstable soils, and areas prone to landslides, floodways and flood plains.

Natural Resource: As used in the MTPA, natural resource refers to all naturally occurring flora and fauna, and to such geographic features as water bodies, wetlands, water quality, coastal zone features, subsurface features, etc. that are protected by law and regulation, as well as those that are generally evaluated in a NEPA context. It does not generally refer to domestic animals or to landscape that is purely ornamental in nature.

Net Ton-Mile: The movement of a ton of freight one mile.

New Development: Development of a site that was previously unimproved or that has had previously existing buildings demolished; in other words, not a remodel of an existing building.

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

Nodes: Indicate the intersections of links. See also "Links."

Noise: Defined subjectively as unwanted sound, the measurement of noise evaluates three characteristics of sound: intensity, frequency and duration.

Noise Abatement Procedures: Changes in runway usage, flight approach and departure routes and procedures, and vehicle movement, such as ground maneuvers or other air traffic procedures that shift aviation impacts away from noise sensitive areas.

Noise-Sensitive Area: Areas where aircraft noise may interfere with existing or planned use of the land. Whether noise interferes with a particular use depends upon the level of noise exposure and the types of activities that are involved. Residential neighborhoods, educational, health, and religious structures and sites, outdoor recreational, cultural and historic sites may be noise sensitive areas.

Non-Add Mileage: Roadways with one direction of travel and milepoints that decrease in the direction of travel. The Pacific Highway is the only exception in that the non-add mileage is accumulated in the direction of increasing milepoints.

Non-Attainment Area: Any geographic region of the United States that the U.S. Environmental Protection Agency (EPA) has designated as not attaining the federal air quality standards for one or more air pollutants, such as ozone and carbon monoxide.

Nonconforming Use: A use that was allowed by right when established or a use that obtained a required land use approval when established, but that subsequently, due to a change in the zone or zoning regulations, the use or the amount of floor area of the use is now prohibited in the zone. Local jurisdiction land development codes typically provide that: 1) a nonconforming use may not expand or increase in intensity; 2) it may be limited in the extent to which it can be improved; and 3) a non-conforming use that is discontinued for a specified period of time may not be reestablished.

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.

Notice of Intent (NOI): CEQ 1508.22. This is an announcement that is printed in the Federal Register to inform the public of an agency's intention to complete an EIS. An NOI is filed by the lead federal agency (which, for ODOT, is typically FHWA). This announcement is not required for EAs.

O

Official Map: A legally adopted map that conclusively shows the locations and width of proposed streets, public facilities, public areas and drainage rights-of-way.

Off-Peak Period: Non-rush periods of the day when travel activity is generally lower and less transit service is scheduled. Also called Base Period.

Off-Street Parking: All off-street areas designed, used, required or intended to be used for the parking of motor vehicles.

On-Street Parking: Parking in the street right-of-way, typically in parking lanes or bays. Parking may be "parallel" or "angled" in relation to the edge of the right-of-way or curb.

Open access: Facilities or terminals open to major competitors in the mode, for example, facilities with access to both rail mainlines or a bus terminal open to two or more bus operators.

OR Route: A route system established in Oregon in 1932 to facilitate travel on main highways over the shortest distance and the best roads throughout to state. This route system is currently regulated by the Oregon Transportation Commission (OTC). OR Routes are signed routes. Not all OR Routes are state highways. Not every state highway has an OR Route Number.

Oregon Administrative Rule (OAR): A rule written by an Oregon state agency intended to clarify the intent of an adopted law.

Oregon Bicycle and Pedestrian Plan: Establishes bicycle and pedestrian policies and implementation strategies for ODOT, presents detailed design, maintenance and safety information, and provides facility design standards. The Bicycle and Pedestrian Plan

covers many issues such as speed reduction, lane widths, medians, crossings, and intersections. The Plan stresses good roadway design that takes into account the needs of all users.

Oregon Highway Plan (OHP): *See* “1999 Oregon Highway Plan (OHP).”

Oregon Revised Statute (ORS): A statute adopted by the Oregon State Legislature. The laws of the State of Oregon.

Oregon Transportation Commission (OTC): ODOT’s governing body. The Commission has five members appointed by the Governor. The OTC establishes state transportation policy. This group also has final funding approval for items within the legislative budget.

Oregon Transportation Infrastructure Bank (OTIB): A statewide revolving loan fund designed to promote innovative financing solutions for transportation needs.

Oregon Transportation Management System: Collection of computerized systems for tracking conditions on the state’s transportation system. There are separate systems for bridge, pavement, safety, congestion, and transit; management systems are used to identify needs and prioritize system investment. ODOT also maintains several project data-bases that serve the same function (i.e. slides and rockfalls, fish passage) but are not formally recognized as part of OTMS.

Oregon Transportation Plan (OTP) (2006): The comprehensive transportation planning document for the State of Oregon; includes six modal plans: Oregon Highway Plan, Oregon Public Transportation Plan, Oregon Rail Plan, Oregon Bicycle/Pedestrian Plan, Oregon Transportation Safety Action Plan, and the Oregon Aviation Plan.

Oregon Transportation Safety Action Plan: The safety element of the Oregon Transportation Plan. Guides safety-related investment decisions in the State Transportation Improvement Plan (STIP), the Highway Safety Plan and the operating budgets of implementing agencies.

Original Cost: The cost in dollars of an asset at the origination, creation, construction or purchase.

Overlapping mileage: *See* “Z-Mileage.”

Overlay zone/district: Overlay zones impose and/or relax requirements of an underlying land use district, or base zone, where characteristics of the land or neighborhood, or the types of development planned for an area, require special regulations.

Owner: The owner of the title to real property or the contract purchaser of real property of record, as shown on the latest assessment records in the Office of the County Assessor. Owner also includes a deed holder or contract purchaser whose name does not appear in the latest assessment records, but who presents to the City a copy of a deed or contract of sale showing date, book, and page of recording.

P

Paratransit: Comparable transportation service required by the Americans with Disabilities Act (ADA) of 1990 for individuals with disabilities who are unable to use fixed-route transportation systems.

Parcel: A unit of land that has not been divided by partition or subdivision, or that was created by partition.

Park and Ride Lot: Designated parking areas for automobile drivers who then board transit vehicles from these locations.

Particulate Trap: A filter which removes a portion of the particulates (solids, soot, etc.) from a vehicle's exhaust stream and generally includes a regenerative unit and associated control system to burn the collected solids.

Partition: To divide an area or tract of land into two or three parcels within a calendar year when such area or tract of land exists as a unit or contiguous units of land under single ownership at the beginning of such year.

Passenger Miles: The total number of miles traveled by passengers on transit vehicles; determined by multiplying the number of unlinked passenger trips times the average length of their trips.

Passenger Transport (PT): The weekly newspaper of the transit industry that is published by the American Public Transit Association (APTA).

Paved Area: An uncovered, hard-surfaced area or an area covered with a perforated hard surface (such as porous concrete or pavers) that is able to withstand vehicular traffic or other heavy-impact uses. Graveled areas are not paved areas but are typically impervious.

Pavement Markings: Painted or applied lines or legends placed on a roadway surface for regulating, guiding or warning traffic.

Peak/Base Ratio: The number of vehicles operated in passenger service during the peak period divided by the number operated during the base period.

Peak hour: Hour of the day with the most traffic, usually during morning or evening commute times. The highest one-hour volume observed on an urban roadway during a typical or average week or the 30th highest hourly traffic volume on a rural roadway typically observed during a year. The Portland Metro Area, however, uses a two-hour peak period.

Peak Period: The time period which has the highest volume of various types of traffic in a day including morning and afternoon time periods when transit riding is heaviest. For example, the morning peak period for urban highways is generally between 6:00 and 9:00 AM.

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

Pedestrian Amenity: Areas and objects that serve as places for public socializing and enjoyment and are usually closed to motorized vehicles. Examples include plazas, building frontage areas (extra-wide sidewalks), street furnishings (e. g. , benches,

drinking fountains, bus waiting shelters), and pocket parks adjacent to a street, and similar areas and objects.

Pedestrian-Oriented Development: Development that is designed with an emphasis primarily on the street sidewalk and on pedestrian access to the site and building, rather than on auto access and parking areas. Buildings are generally placed close to the street and main entrances oriented to the street sidewalk. There are generally windows or display cases along building facades which face the street. Typically, buildings cover a large portion of the site. Although parking areas may be provided, they are generally limited in size and they are not emphasized by the design of the site.

Pedestrian Facility: A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, signs, signals, illumination and benches.

Pedestrian Friendly: Design qualities that make walking attractive, including places people want to go and good facilities on which to get there.

Performance Measures: A goal or set of goals used to identify the desirable performance of an asset (e.g. per cent of centerline miles rated Fair or better).

Performance Standards: Minimum acceptable levels of performance, imposed by zoning or other regulation.

Permitted Approach: A legally constructed approach existing under a valid Permit to Operate.

Person Holding an Interest in Real Property: The owner of the title to real property or the contract purchaser of such real property, or owner of record on the last complete available tax assessment roll.

Phase Split: Time for an individual signal indication in a signal cycle.

Piggyback: The transportation of highway trailers (TOFC) or removable trailer bodies (COFC) on rail cars specifically equipped for the service. It is essentially an intermodal movement in which a truck performs pickup and delivery to a rail terminal, as well as delivery at the terminating rail head.

Planned: Not currently existing but anticipated for the future when referring to items such as a roadway or utility connection shown in a corridor plan, comprehensive plan, or transportation system plan (TSP). A planned transportation facility in a TSP will typically identify a funding source for that project or improvement.

Planter strip: A landscape area for street trees and other plantings within the public right-of-way, usually a continuous planter area between the street and a sidewalk.

Plat: An exact and detailed map of a subdivision of land. Diagrams, drawings and other writing containing all the descriptions, locations, dedications, provisions, and information concerning a land division. This term includes the State law definitions of “partition plat” and “subdivision plat”.

Point: A single point of location (e.g. Milepoint 10.00 on a highway sign).

Policy: ODOT Policies are of several basic types:

1. **Generally:** Direction guided by a state or federal mandate or governance process that governs operations, expressing an organizational commitment to take action.
2. **Planning:** Plan Policies are applicable statewide and are parts of plans officially adopted by the Oregon Transportation Commission.
3. **Oregon Transportation Commission Policies** are actions by the OTC to give specific direction to staff on emerging issues. OTC policies are rescinded when formal policy making establishes them elsewhere, for instance as an OHP amendment.
4. **ODOT Policies & Procedures** are adopted internally to accurately reflect ODOT's mission and objectives, guide its business activities, and direct the conduct of all of its employees. ODOT Policies and Procedures must direct the staff in more than two Divisions of the ODOT and go through executive review prior to adoption. All employees are expected to know and to follow the Department's policies and procedures pertinent to their job responsibilities.

In some instances, there may be a 'parent' policy in the ODOT Policy and Procedure Manual that is supplemented by a guideline/handbook (such as MAI 07, Fleet Management which is supplemented by the Fleet Guidelines Manual). These parent policies must go through executive review, but the supplemental guideline/handbook does not. Guidelines can be updated as needed by the applicable area of ODOT business, and the requirements in guidelines carry as much weight and importance as the parent policy. This is especially necessary when the procedures required to carry out the policy are detailed and lengthy. All employees are expected to know and to follow the Department's guidelines/handbooks pertinent to their job responsibilities.

Portland Cement Concrete (PCC) Pavement: Mixture of Portland cement concrete, aggregate and water used in a pavement structure. There are two general types of PCC pavements; continuously reinforced and jointed concrete pavement.

Post Processing: (Analysis) A method for developing future traffic volumes based on traffic counts and the relative differences between model scenarios.

Posted Speed: The posted speed is based on sampling of existing traffic speeds, safety issues, etc., and is typically lower than design speed.

Practicable: Capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Preferred Alternative/Selected Alternative: (FHWA/NEPA): The alternative that the state DOT or local government prefers to build. The state has the option of indicating a preferred alternative in a DEIS or EA, but typically, these would be identified in the FEIS or REA following thorough evaluation of all alternatives. FHWA does not consider an alternative to be a selected alternative until the ROD or FONSI is signed.

Preservation: Projects that rebuild or extend the service life of highways. Preservation projects add useful life to the highway without adding capacity. *See also* "Modernization."

Pricing: Strategies that vary the price of a toll by time of day or level of use in a way to manage congestion or use of the facility.

Private Approach: An approach serving one or more properties that is not a public approach as defined below.

Private Road Crossing: A legally constructed, privately owned road designed for use by trucks that are prohibited by law from using state highways, county roads, or other public highways.

Procedure: How-to or step-by-step instructions that implement a given process. *See also* "Policy" and "Process."

Process: Explains the high level activities needed to support programs. Processes provide the outline to support development of procedures.

Professional Engineer: A person registered and holding a valid certificate to practice engineering in the State of Oregon, as provided in ORS 672.002 through 672.325, with expertise in traffic engineering, as provided in OAR 820-040-0030.

Programmatic Agreements: Agreements between transportation and resource agencies that list thresholds and agreements on how to obtain permits in order to streamline.

Project Development Team (PDT): This term refers to ODOT's standard project development team structure. The membership of the PDT varies from project to project. For medium-sized projects, membership is usually technical in nature. For very large projects, the team may have local government or agency members. On very large projects, the decision structure may vary from the standard. Elected or appointed officials may serve on a steering team. The decision structure in this case is usually defined specifically for the project.

Property Lines: *See* "Lot Lines."

Property Line Adjustment: *See* "Lot Line Adjustment."

Prospectus: A four-part document that ODOT uses to initiate a project. It contains a sketch level of data regarding the nature of the proposal, purpose and need, type of facility being considered, costs, and the Part 3-ECR.

Public Improvements: Development of public infrastructure, as required by the City, County, Special District, or Road Authority, as applicable.

Public Involvement: The act of ensuring the local community an opportunity for input at all phases of the planning process.

Public-Private Partnership: An arrangement where both public and private entities participate and benefit from a common venture. Typically, the term refers to financial investments or private contributions made in lieu of fees.

Public Transit System: An organization that provides transportation services owned, operated, or subsidized by any municipality, county, regional authority, state, or other governmental agency, including those operated or managed by a private management firm under contract to the government agency owner.

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as "mass transportation," "mass transit" and "transit."

Public Transportation Equipment and Facilities Management System (PTMS): A systematic process that collects and analyzes information on the condition and cost of transit assets on a continual basis. It identifies needs as inputs to the metropolitan and statewide planning processes enabling decision makers to select cost-effective strategies for providing and maintaining assets in a serviceable manner (FHWA).

Public Use Airport: A publicly or privately owned airport that offers the use of its facilities to the public without prior notice or special invitation or clearance.

Q

Quasi-judicial Decision: An action or decision that requires substantial discretion or judgment in applying the standards or criteria of this Code to the facts of a development proposal, and usually involves a public hearing.

Queue: A line of vehicles or pedestrians waiting to proceed through an intersection. Slow-moving vehicles or pedestrians joining the back of the queue are usually considered part of the queue.

Queue Spillback: When traffic queues at an intersection build up to the point that they block turning bays or even upstream intersections.

R

Rail: A rolled steel shape, commonly a Tee-section designed to be laid end-to-end in two parallel lines on cross ties or other suitable supports to form a track for railway rolling stock.

Rail, Types:

1. **Commuter Railroad:** local and regional passenger train operations between a central city, its suburbs and/or another central city. It may be either locomotive-hauled or self-propelled, and is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices and usually only one or two stations in the central business district. Also known as "suburban rail."
2. **Rail, Heavy:** An electric railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling and high platform loading. Also known as "rapid rail," "subway," "elevated (railway)" or "metropolitan railway (metro)."
3. **Rail, High Speed:** A rail transportation system with exclusive right-of-way which serves densely traveled corridors at speeds of 124 miles per hour (200 km/h) and greater.
4. **Rail, Light:** An electric railway with a "light volume" traffic capacity compared to heavy rail. Light rail may use shared or exclusive rights-of-way, high or low platform loading and multi-car trains or single cars. Also known as "streetcar," "trolley car" and "tramway."

Rail Yard: A system of tracks within limits provided for switching cars, making up trains, storing cars, and other purposes.

Railroad Classifications: Railroad classifications as defined by the Interstate Commerce Commission, now the STB, are based on average annual operating income adjusted each year:

1. **Class I:** Railroads with average annual operating income of \$255.9 million or more (1996, the latest year)
2. **Class II:** Railroads with average annual operating income of at least \$20.5 million
3. **Class III:** Railroads with average annual operating income of less than \$20.5 million

Railroad Crossing: At-grade intersection of a railroad and a roadway.

Railroad Mileage: The measure of a rail system, applied in several ways:

1. Road or route miles signify the unduplicated mileage of a rail carrier's system, the typical measure of a railroad's size;
2. Track miles, a higher number than route miles, for a given system, taking into account second (or third) tracks;
3. Running track miles represent tracks normally used in train service, exclusive of yard tracks, industrial sidings and storage tracks;
4. Total track miles are the sum of running tracks plus all other tracks.

Railroad Revitalization and Regulatory Reform Act of 1976 (4R Act) (Four R Act): Federal legislation which provided reform of railroad economic regulation and federal funding for the rehabilitation of railroad facilities and equipment.

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.

Ramp: All types, arrangements, and sizes of turning roadways for right or left turning vehicles that connect two or more legs at an interchange and the components of a ramp area terminal at each leg and a connection road, usually with some curvature and on a grade.

Ramp Terminal: That portion of a ramp adjacent to the through traveled way, including speed change lanes, tapers and islands.

Rapid Transit: Rail or motorbus transit service operating completely separate from all modes of transportation on an exclusive right-of-way.

Rational Nexus: A clear, direct, and substantial relationship between a particular development and the public improvement need generated by the development. "Rational nexus" is a legal construct that emerged from legal opinions in land use cases, notably in the U.S. Supreme Court case, *Dolan v. Tigard (Oregon)*. A decision to require mitigation measures or conditions on a permit has to be based upon facts and professional judgment that is quantified and documented in the record of the decision. The extent of costs and construction requirements has to be reasonably related to those impacts.

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

removed, maintained as an access road, or maintained as a connection between the realigned roadway and a road that intersects the original alignment.

Reasonable Access: The ability to access a property in a manner that meets the criteria under ORS 374.310(3) which provide that (a) access must be sufficient to allow the authorized uses for the property identified in the acknowledged comprehensive plan and (b) the type, number, size and location of approaches must be adequate to serve the volume and type of traffic reasonably anticipated to enter and exit the property, based on planned uses. OAR 734-051-0080(8) is the reasonableness test that implements this statute when considering a permit application for an approach to the State Highway.

Record of Decision (ROD): Filed by the lead agency (which, in the case of ODOT, is typically the FHWA), this document declares what alternative the agency selected, the basis for the decision, and summarizes mitigation measures. This document is published in the Federal Register and is the last NEPA document for a Class 1 project. It is preceded by a DEIS, a hearing, and an FEIS. Reference: 23 CFR 771.127.

Redevelopment: The act or process of changing existing development including replacement, remodeling, or reuse of existing structures to accommodate new development that is consistent with current zoning.

Refinement Plan[ning]:

1. Transportation System Planning: Refinement plans and refinement planning refer to a more in-depth planning effort applied to an area of a Transportation System Plan where more detail is determined to be needed. This process may be used to determine what type of facility is needed, establish the location of a facility, determine what approaches need to be closed to upgrade a facility, or other issues requiring closer examination than that provided in the higher level plan. An ODOT refinement plan can be a facility plan, IAMP, sub-area plan, access management plan, or corridor plan.
2. For a Major Transportation Projects Agreement: Refinement Planning refers to a process that will result in a location decision. It will be accompanied by a Location EIS, with data at a generalized level. Typically, this will be for very large, long-term projects in the planning phase, with no immediate expectation of implementation. When the project is funded for construction, the project will be subject to the steps outlined for projects in project development and a design EIS or other environmental documentation will be prepared. At that time, a close analysis of specific impacts will be made, and mitigation, if required, will be planned and designed, and permits sought.

Region Access Management Engineer (RAME): 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.

Regional Highway: A highway classification per the OHP for a roadway that provides connections and links to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-

speed operations in urban and urbanizing areas. A secondary function is to serve lands uses in the vicinity of intersecting highways. Inside Special Transportation Areas, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.

Regional Rail Reorganization Act of 1973 (created Conrail) (Three R Act): Passed by Congress to finance and restructure eight Eastern bankrupt railroads and preserve essential transportation services in the Northeast and Midwest.

Regional Transportation Plan (RTP): The official multimodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area. When a metropolitan area exceeds a certain population, the area is required to establish a Metropolitan Planning Organization and produce an RTP. The requirements are from FHWA and apply nationally. They are analogous to the TSP required of local governments by Oregon's Transportation Planning Rule. One distinguishing characteristic is that RTPs must be fiscally constrained. There are additional requirements involving air quality conformity.

Regionally Significant Project: A transportation project that is on a facility which serves regional transportation needs, including all principal arterial highways and all fixed guideway transit facilities.

Reliever Airport: An airport that meets certain FAA criteria and relieves the aeronautical demand on a busier air carrier airport.

Remedy/Administrative Remedy/Appropriate Remedy: When dealing with the rights of property owners related to direct access to the state highway, remedies are the monetary or non-monetary benefits to a property that would address issues related to real property value, utility or uses. Reference: OAR 734-051-0510 (3).

Reservation of Access: A limitation of the common law right of access to a specific location where the Department has acquired access control subject to restrictions that are designated in a deed. A reservation of access may include a use restriction limiting the right of access to a specified use or restriction against a specified use. A use restriction included in a reservation of access does not restrict turning movements nor does the absence of a use restriction allow unrestricted turning movements. A reservation of access affords the right to apply for an approach but does not guarantee approval of an Application for State Highway Approach or the location of an approach.

Resource Grade GPS: A descriptive term for the accuracy of a Global Positioning System (GPS) receiver that is not considered appropriate for land surveying applications. Normal use is to identify the location of resources such as utilities, facilities, etc.

Rest Area: A designated public facility with restrooms, usually located along major highways.

Restricted Use Approach: An approach intended to provide vehicular access for a specific use and for a limited volume of traffic; such uses are determined by the Department and may include emergency services, government, and utility uses. Mitigation that is required as a part of approach permit approval or a condition on a construction permit does not by itself create a "restricted use approach."

Reverse Commuting: Movement in a direction opposite the main flow of traffic, such as from the central city to a suburb during the morning peak period.

Revised Environmental Assessment (REA): This is the second and last document, for a NEPA Class 3 project. A REA must result in a FONSI (Finding of No Significant Impact) or be reclassified as a Class 1 or 2 project.

Ridesharing: A form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a van or car, to make a trip. Also known as "carpooling" or "vanpooling".

Ridership: The number of rides taken by people using a public transportation system in a given time period.

Right of Access: The right of ingress and egress to the roadway, including a common law right of access, reservation of access, or grant of access.

Right-of-Way (ROW):

1. 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.
2. The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian.

Road Authority: The Oregon Department of Transportation, City or County, a special purpose district, or other agency with jurisdiction over a particular road or street.

Roadbed: The portion of the highway for vehicle use, including the shoulders.

Road Geometry: The physical characteristics of a roadway such as curvature, length, width, depth of pavement, etc.

Road Network: *See* "Street Network."

Roadway: The paved portion of the highway.

Rolling Stock: The vehicles used in a transit system, including buses and rail cars.

Roundabout: An intersection design where traffic circulates around a central island rather than proceeding through and which has special features to reduce conflicts inherent in conventional intersections.

Route: A designated path through a road network.

Route Miles: The total number of miles included in a fixed route transit system network.

Rules Of The Road: The portion of a motor vehicle law that contains regulations governing the operation of vehicular and pedestrian traffic (Bike and Pedestrian Plan).

Runway Protection Zone (RPZ): A trapezoidal-shaped area centered about the extended runway centerline that is used to enhance the protection of people and property on the ground. It begins 200 feet beyond the end of the runway or area usable for takeoff

or landing. The RPZ dimensions are functions of the design aircraft, type of operation and visibility minimums.

Rural:

1. Unincorporated areas, unincorporated communities and incorporated cities characterized by both low levels of population and remoteness from metropolitan areas and central cities.
2. For purposes of the Access Management Rule, OAR 734-051, the area outside an urban growth boundary, the area outside a Special Transportation Area in an unincorporated community, or the area outside an Urban Unincorporated Community as defined in OAR 660-022-0010(9).

Rural Transportation Assistance Program (RTAP): A Federal Transit Administration program which has been established for small cities and rural areas and is intended to assist in the development of resources to meet the training, technical assistance, and research needs of transportation operators.

S

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU): SAFETEA-LU is the federal transportation reauthorization act passed in August 2005 and sets funding and general transportation policies at the federal level for the next 5 years. Prior federal transportation reauthorization acts were the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and Transportation Equity Act for the 21st Century of 1998 (TEA-21).

Safe Routes to Schools: A federally-funded program designed to encourage children in grades K-8 to walk and bicycle to school by making it safer and more appealing.

Safety Improvements: Safety improvements comprise the whole gamut of types of mitigations and design approaches used to improve safety on the highway facility. For purposes of establishing a “benefit” related to an approach on an expressway reference OAR 734-051- 0085 for the specific types of safety improvements applicable.

Safety Improvement Program: One component of the Project Safety Management System aimed at reducing fatalities and serious injury accidents in Oregon. Road segments are in 5-mile segments and are ranked by the number of fatalities or serious injuries: Category 1: No fatal or injury crashes; Category 2: 1-2 fatal or serious injury crashes; Category 3: 3-5 fatal or serious injury crashes; Category 4: 6-9 fatal or serious injury crashes; Category 5: 10 or more fatal or serious injury crashes.

Safety Priority Index System (SPIS): ODOT’s method for identifying hazardous locations on state highways. The SPIS score is based upon three years of crash data and considered crash frequency, crash rate, and crash severity. Types of injuries are categorized as follows: Type A - Serious Injuries; Type B – Moderate injuries; Type C – Minor Injuries.

Safety Program: Includes projects designed to improve vehicle and pedestrian safety on the city, county and state highway systems. The safety program is divided into three subprograms; rail/highway crossings, highway safety, and traffic safety grants.

Safety Projects: Projects identified because of a safety deficiency, typically indicated by accident data. Safety projects are eligible for targeted funding to meet a key strategic goal of both the FHWA and ODOT. When evaluating the function of an ODOT facility, safety is one of the highest ranked criteria in decision making.

Saturation Flow Rate: The maximum departure (queue discharge) flow rate achieved by vehicles departing from the queue during the green period at traffic signals. A simplified description is the number of cars that can get through a signal phase.

Screenlines: Imaginary lines that are strategically drawn across network links. The volumes on the links crossed by the screenlines are summed. One use of a screenline might be to compare the volume of traffic entering and leaving the study area for each alternative.

Section 4(f): A provision of the 1966 Transportation Act requiring an examination of every “reasonable and prudent” alternative and “all possible planning to minimize harm” before causing impacts to publicly owned park, recreation area, wildlife or waterfowl refuge, or any land from an historic site of national, state, or local significance. Properties referred to as “4(f) properties” enjoy special protection under this section.

Segway: As defined by Oregon Revised Statute 801.259, is an “Electric Personal Assistive Mobility Device” that is: self-balancing on two non-tandem wheels; is designed to transport one person in a standing position; has an electric propulsion system; and has a maximum speed of 15 miles per hour.

Selected Alternative: *See* “Preferred Alternative.”

Service Road: A road auxiliary to a highway or other arterial that typically serves non-residential development. Service road includes both frontage and backage roads.

Setback/Setback Yard: The minimum distance required between a specified object, such as a building, and another point, measured from lot lines to a specified object. Typically, a setback refers to the minimum distance (yard dimension) from a building to a specified property line.

Shared Approach: *See* “Joint Use Approach.”

Shared Driveway: *See* “Joint Use Approach.”

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

Shopping Street: A driveway in a commercial development that is designed to mimic a public street with sidewalks, tree wells, pedestrian lighting, and street furnishings. A shopping street may also have on-street parking.

Shoulder: The portion of a highway, paved and/or unpaved, that is contiguous to the travel lanes provided for pedestrians, bicyclists, emergency use by vehicles, for the accommodation of stopped vehicles, emergency use and the lateral support of base and surface courses.

Shoulder Bikeway: A type of bikeway where bicyclists travel on a paved shoulder.

Shuttle: A public or private vehicle that travels back and forth over a particular route, especially a short route or one that provides connections between transportation systems, employment centers, etc.

Shy Distance: The distance between the edge of a travelway and a fixed object.

Side: A track auxiliary to the main track for purposes other than for meeting and passing trains.

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.

Side-Track: A short track extending alongside and often connecting at both ends with main track.

Siding (or Passing): A track auxiliary to the main track for meeting or passing trains.

Sight Distance: The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height of object above the roadway when the view is unobstructed by traffic.

Sight Triangle: An area of unobstructed sight distance along both approaches of an intersection.

Signal Progression: The progressive movement of traffic at a planned rate of speed without stopping, through adjacent signalized intersections within a traffic control system.

Signalized Intersection: An intersection controlled by signal lights.

Signatory Agencies: (CETAS) Includes all the agencies that have signed the Charter and subsequent agreements for the CETAS Group. Agencies included are DEQ, DLCDD, DSL, EPA, FHWA, NMFS, ODFW, ODOT, SHPO, USACE, and USFWS.

Signed Route: Any designated route that is signed (e.g. US, ORE., Interstate, Scenic Byway, etc.).

Site: The sum of all lots, lots of record, parcels, tracts or parts thereof proposed to be developed, divided or reconfigured.

Site Circulation: The movement of traffic within a developed site including access to parking and loading areas, vehicle storage area for exiting vehicles and movement from ingress and to egress points.

Site Design Review: A discretionary review in light of the applicable land use district development standards, design standards and public improvement requirements in the local development code.

Site Frontage: The part of a site that abuts a street.

Size/Area: The size or area that an asset occupies (e.g. mowing area described in acres).

Skew Angle: The angle formed between a roadway, bikeway or walkway and an intersecting roadway, bikeway, walkway or railway, measured away from the perpendicular.

Slow Order: A speed restriction placed by railroad management on a designated segment of track, generally as a temporary measure during the performance of maintenance work. Sometimes, however, slow orders represent semi-permanent restrictions due to deteriorated track conditions.

Spacing Standards: The Access Management Spacing Standards as set forth in Appendix C of the 1999 Oregon Highway Plan as amended, and as adopted and made a part of division 51 and as set forth in OAR 734-051.

Span: The distance between the supports of a bridge, truss, arch, girder, floor beam, etc. (Dictionary of Civil Engineering).

Special Needs Transportation Services: Programs for specialized transportation for the elderly, and disabled, using a combination of dial-a-ride and fixed route services supported by the Special Transportation Fund and Section 53 funds, as well as social service and private contributions. Tri-Met and LTD also provide special needs transportation services.

Special Transportation Area (STA): A highway segment designation that may be applied to a highway section that also functions as a downtown main street, characterized by low posted speeds and types of commercial or mixed land uses that benefit from pedestrian traffic, on-street parking and other amenities (OHP Policy 1B).

Special Transportation Fund (STF): Authorized by ORS 381, the state funding source for Public Transit Division.

Special Transportation Fund Formula Program: A program that provides funds on an annual per-capita basis to counties and transportation or transit districts to finance transportation services for the elderly and disabled.

Special Transportation Grant Program: A funding program made up of state cigarette tax and federal funds from the Elderly and Handicapped Capital Assistance Program. The grants awarded to private, non-profit and public organizations in areas where existing services are insufficient, unavailable or inappropriate. Funds can be used for equipment, operating, demonstration, planning and training programs.

Specific Area Plan: An adopted plan for a sub area of a city and/or urban growth area providing a framework and standards for future land uses, densities, blocks, typical lot patterns, public improvements and streets, and site design; may also include architectural design guidelines or standards.

Speed Management: Speed management is a comprehensive program to improve safety by explicitly linking planning, design and operation of the road to intended operating speeds. The program includes public information, speed enforcement, crash analysis, speed monitoring, and the design and management of the transportation network. While speed reduction may be an element of the program, it is not its intended focus. The intent is to define desired speeds on various elements of the network and ensure that those desired speeds are achieved through a combination of methods but primarily through users self-selecting speeds based on information provided through the design and, secondarily, through the operation of the roads.

Spur: 1) (Rail) A stub track diverging from a main or other track. 2) Any State Highway designated as such by the OTC, a highway spur is a short off-shoot of an established highway.

Stack: Term defining levels of vertically overlapping bridges and ramps at an interchange.

Stakeholders: Those who have a compelling and significant interest in a planning effort, or who may be affected by a planning effort.

Standards: Detail regarding the scope of a policy, the content of the products of a policy, and the quality criteria of the products produced. Together with the policy, standards constrain the processes that are developed to implement the policy.

State Agency Coordination Program (SAC) (1990): Together, the program document and rule (731-015-0005) describe what ODOT does to comply with Oregon's Land Use Planning Program.

State Highway: A land based public way designated by the OTC as a highway for the purposes of vehicular travel. The State of Oregon commonly has, but may not, have all right, title, interest, jurisdiction, maintenance and control of the entire area within the highway right-of-way.

State Highway Index Number: An OTC approved identifier assigned to a highway. The valid range of identifiers is from 1 to 499.

State Highway Name: An OTC approved name used in conjunction with a State Highway Index number to identify a state highway.

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.

State Implementation Plan: The plan developed by the State and approved by the U.S. Environmental Protection Agency that contains the strategies and mechanisms, enforceable under State law, necessary to meet the national ambient air quality standards and comply with federal and State air quality laws and regulations.

State Planning and Research Program (SPR): The ODOT transportation planning and research program funded by a 2 percent set-aside from the State's apportionments for SAFETEA-LU programs and by state funds. SPR funding supports TDD Planning and Research programs, planning by ODOT Regions, MPO Unified Planning Work Program activities and funds passed through the regions to local jurisdictions.

Statewide Transportation Improvement Program (STIP): The four-year funding and scheduling document for major road, highway and transit projects in Oregon. The STIP contains projects that are identified for funding and construction at the state level over a 4-year period and requires approved by the OTC. The STIP is compiled by ODOT and updated every 2 years. Projects must be listed in the STIP to be eligible for state and/or federal funding.

Station: (Rail)

1. A place designated in the timetable by name
2. A track upon which trains are placed to receive or discharge passengers, baggage, mail, and express.

STIP Criteria: ODOT's *Project Eligibility Criteria and Prioritization Factors* document establishes criteria for selecting D-STIP, Modernization, Preservation, and state Bridge STIP projects.

Stockpile Site: Designated site where ODOT maintenance crews store materials.

Stopping Sight Distance: The distance a driver needs, when traveling at a given speed, to bring a vehicle to a stop after an object on the roadway becomes visible, including the distance traveled during the driver's perception and reaction times and the vehicle braking distance.

Storage:

1. (Rail) One of the body tracks in storage yards or one of the tracks used for storing equipment.
2. (Access Management) A measure of the capacity of a queuing area on an approach to a state highway.
3. *See also* "Storage Length."

Storage Length: Lane footage added to a deceleration lane to store the maximum number of vehicles likely to accumulate during a peak period to minimize conflicts with through traffic lanes.

Stormwater Facility: A facility designed to improve the quality and manage the quantity of stormwater runoff. Stormwater facilities include vegetated swales and sand filters, wet or dry ponds, marshes, infiltration facilities, and structural storm sewer devices. Stormwater facilities do not include conveyance systems that are meant only for conveying the stormwater from one place to another and do not affect the quality or quantity of the stormwater.

Straight-Line Growth: Steady growth over time.

Street Connectivity: The extent to which streets and other access way are interconnected within a geographic area. Higher levels of connectivity provide for more direct transportation routes and better dispersion of traffic, resulting in less traffic on individual streets and potentially slower speeds through neighborhoods.

Street Furniture/Furnishings: Benches, lighting, bicycle racks, drinking fountains, mail boxes, kiosks, and similar pedestrian amenities; may be located within a street furnishings zone or building front zone of a sidewalk or in a plaza. *See also* "Pedestrian Amenities."

Street Network: A web of interconnecting streets, which may be diagonal, curvilinear, or irregular in its alignment and variable at its intersections.

Street Stub: A temporary street ending where the street is planned to be extended through adjacent property in the future as that property develops. Not a permanent street-end or dead-end street. A street stub may indicate future availability of “Reasonable Access” for purposes of Approach Permit review.

Street Tree: A tree planted in a planter strip or tree well between the street and sidewalk.

Structure:

1. For transportation facilities, a bridge, retaining wall or tunnel.
2. For land use regulation, any object constructed in or on the ground. Structure includes buildings, decks, fences, towers, flag poles, signs, and other similar objects. Structure does not include paved areas or vegetative landscaping materials.

Surface Transportation Board (STB): Replaced the ICC as the federal transportation regulatory body, but with reduced responsibilities and powers.

Surface Transportation Program (STP): Provides federal funding to states and local governments which can be used for highway and bridge projects, transit and ITS capital enhancements, bus facilities and natural habitat mitigation. Under provisions of the program, urbanized areas 200,000 and above receive an annual allocation of STP funding based on their populations. Under an agreement developed in cooperation with Oregon cities and counties, ODOT shares a portion of its yearly STP funding with local governments with populations above 5,000 and less than 200,000.

Sustainability: Using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can meet future needs, from the joint perspective of environmental, economic and community objectives.

Swale: A type of storm water facility. Usually a broad, shallow depression with plants that filter and process contaminants.

Switch: See “Turnout.”

System Development Charge (SDC): A reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or connection to the capital improvement. “System development charge” does not include any fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed upon a land use decision, expedited land division or limited land use decision.

System of Statewide Function: The transportation corridors, facilities and systems that form the backbone of the statewide system.

Systems Plan[ning]: A Comprehensive Planning effort looking at problems and solutions across an entire jurisdiction, or transportation system.

T

T-Mileage: Mileage assigned to a temporary travel route.

Tax Lot: A lot or parcel identified by a unique township, range, section and tax lot number.

Team (Rail): A track on which cars are placed for transfer of freight between cars and highway vehicles.

Tech Center: A group of engineers, architects, biologists, and other professional staff located in each ODOT region office whose role is to support the functional responsibilities of the region for maintenance and operations, project delivery, planning, etc.

Technical Project Team: For projects where there is a Steering Team and/or PDT that consists mostly of local officials, a Technical Project Team may be formed to develop the staff work for the decision team.

Temporary Approach: An approach that is constructed, maintained, and operated for a specified period of time not exceeding two years, and removed at the end of that period of time. The Region Manager may extend the period of time for a valid temporary permit for extenuating circumstances beyond the applicant or permittee's control. Reference: OAR 734-051-0095.

Temporary Mileage: *See* "T-Mileage."

Temporary Traveled Route (TTR): Roads that are meant to temporarily function as state highways until a replacement state highway alignment is built or dedicated. These roads do not belong to ODOT but ODOT legally agrees to maintain them. TTRs may occur as detours around highway construction.

Terminal: An assemblage of facilities provided by a railway at a terminus or at an intermediate point for the handling of passengers or freight and the receiving, classifying, assembling and dispatching of trains.

Throat Length: The distance parallel to the centerline of a driveway to the first on-site location at which a driver can make a right or left turn, measured from the edge of the mainline roadway.

Through Movement: The predominant direction of traffic flow through an intersection.

Through Street: A street that connects to other streets at both ends.

Through Traffic: *See* "Background Traffic."

Tie: (Rail) The transverse member of the track structure to which the rails are spiked or otherwise fastened to provide proper gage and to cushion, distribute, and transmit the stresses of traffic through the ballast to the roadbed.

Tier 1, Tier 2: (NEPA) Tiering is a process by which environmental decisions are made at varying levels of detail, each accompanied by its own environmental document. In Oregon, a Tier 1 document is referred to as a Location EIS and a Tier 2 document is referred to as a Design EIS. In this structure, the location alternatives are narrowed in the first document and only design alternatives of the selected location alternative are considered in the second document.

Timetable: The authority for the movement of regular trains subject to the rules. It may contain classified schedules and includes special instructions.

Tolling: Any imposition of a fee for the use of a facility.

Track: An assembly of rails, ties, and fastenings over which cars, locomotives, and trains are moved.

Trackage Rights: Rights obtained by one carrier to operate its trains over the tracks of another carrier.

Track Capacity: The number of cars that can stand in the clear on a track.

Traffic Calming: A set of techniques which serve to reduce the speed and aggressiveness of traffic. Such strategies include lane narrowing, on-street parking, sidewalk extensions into the roadway, surface variations, and visual clues on a vertical plane. Although traffic calming is often a retrofit to deal with identified problems, it is also an important aspect of new construction to prevent problems from occurring.

Traffic Characteristics: Parameters describing the distribution of vehicles in a traffic stream, such as planning analysis hour factor, direction distribution factor, peak-hour factor, adjusted saturation flow rate and percentage turns from exclusive turn lanes.

Traffic Control Device: Sign, signal or other fixture, whether permanent or temporary, placed on or adjacent to a travelway by authority of a public body having jurisdiction to regulate, warn or guide traffic.

Traffic Impact Analysis (TIA): *See* "Traffic Impact Study."

Traffic Impact Study (TIS): A report prepared by a professional engineer that analyzes existing and future roadway conditions resulting from the applicant's development.

Traffic Volume: The number of vehicles that pass a given point for a given amount of time (hour, day, year). *See also* "Average Daily Traffic."

Trains, Categories of:

1. **Extra Train:** A freight train that does not operate regularly but only when required to move cars in excess of the normal flow of traffic.
2. **Intermodal Train:** A train that handles only trailer on a flat car (TOFC) or container on a flat car (COFC) traffic.
3. **Switch Runs:** Trains that operate in terminal areas or in road territory for short distances (normally less than 100 miles) and place and pull cars from industries along the line. Switch runs are also referred to as "locals" by some railroads.
4. **Through Freight:** Trains that operate between terminals that may be several hundred or thousands of miles apart and do little or no picking up and setting off of cars en route.
5. **Unit Train:** A train handling a large volume of one commodity. Typically those trains handle coal, ore, potash, etc., which originates at one point and is hauled to one destination.

TransCOI: Transportation Community of Interest – committee comprising representatives from Highway Finance, Planning, Safety, Public Transit, Technical Services, the Regions, Rail, Maintenance, Information Systems, Project Delivery, Intelligent Transportation Systems, and the Transportation Development Division. They coordinate IT systems needs and integrate efforts and efficiencies.

Transfer Center: A fixed location where passengers interchange from one route or vehicle to another.

Transfer of Development Rights (TDR): The removal of all or part of the right to develop or build, expressed in dwelling units per acre, FAR or other measurable development unit, from land in one location to land in another location where such transfer is permitted.

Transit: Mass transportation by bus, rail, or other conveyance which provides general or special services to the public on a regular and continuing basis. It does not include school buses or charter or sightseeing services.

Transit 2000: An industry effort undertaken in the late 1980s and early 1990s to develop public policies allowing transit to achieve its greatest potential for the rest of the 20th century and beyond; recommendations included turning transit systems into “managers of mobility,” broadening transit’s definition to include ridesharing and other high occupancy vehicle programs, enhancing local decision-making authority, increasing federal funding and raising the federal gasoline tax.

Transit Oriented Development (TOD): Development that can support a relatively large number of transit trips. TODs generally combine a dense mix of land uses with a walkable environment and supporting network of roads, bicycle paths and pedestrian ways.

Transit Stop: The waiting area for shifting to or from a transit mode.

Transit Street: A street that is classified in the Transportation Element of the Comprehensive Plan as a bus route.

Transit System: An organization (public or private) providing local or regional multi-occupancy vehicle passenger service. Organizations that provide service under contract to another agency are generally not counted as separate systems.

Transportation Analysis Zone: A geographic unit used in travel demand models. The model or study area is broken into sections. Each of these sections is called an analysis zone. Data on existing population, employment and trip-making patterns, and forecast population and employment is collected and used to determine the number of existing and future trips traveling to and from each TAZ. A moderate sized metropolitan area may be broken down into a hundred or more TAZs, a large metropolitan area, such as Portland, can be broken down into two thousand or more TAZs.

Transportation Corridor: (Rail) Any land area designated by the State, a county, or a municipality which is between two geographic points and which area is used or suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. Transportation corridors shall contain, but are not limited to, the following: a) existing

publicly owned rights-of-way; b) all property or property interests necessary for future transportation facilities, including rights of access, air, view, and light, whether public or private, for the purpose of securing and utilizing future transportation rights-of-way, including but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement rights-of-way for relocation of rail and utility facilities.

Transportation Demand Management (TDM) or Transportation Options:

1. A program that identifies ways to reduce peak period demand on the highway system, including rideshare, staggered work hours, and company-sponsored transit passes.
2. General term for strategies designed to optimize system performance through techniques such as the use of alternative modes, ridesharing, car sharing and vanpool programs, telecommuting, and providing flexible work schedules. Managing demand is about providing all travelers with choices of location, route and time, not just mode of travel. Transportation disadvantaged: those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation Disadvantaged: Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation Enhancement: A state administered program that finances highway accessory projects such as bike and pedestrian improvements, lighting, median improvements, and downtown area street improvements.

Transportation Enhancement Grant: Provides federal highway funds for projects that strengthen the cultural, aesthetic, or environmental value of the transportation system. Funds are available for twelve “transportation enhancement activities” specifically identified in the Transportation Equity act for the 21st Century (TEA-21). The activities fall within four main groups: pedestrian and bicycle projects; historic preservation related to surface transportation; landscaping and scenic beautification; and environmental mitigation (highway runoff and wildlife protection only).

Transportation and Growth Management (TGM): A joint DLCD/ODOT program to assist cities and counties with transportation planning.

Transportation Improvement Program (TIP): A program of intermodal transportation projects, to be implemented over several years, growing out of the planning process and designed to improve transportation in a community. This program is required as a condition of a locality receiving federal transit and highway grants.

Transportation Management Area (TMA): Federally designated urbanized areas with a population over 200,000 or an additional area where TMA designation is requested by the Governor and the MPO. In 2005, the Eugene-Springfield, Portland metro, and Salem-Keizer areas were TMAs.

Transportation Mode: See “Mode of Transportation.”

Transportation Needs: Estimates of the movement of people and goods consistent with the acknowledged comprehensive plan and state requirements such as the Transportation Planning Rule (TPR). Needs are typically based on projections of future travel demand resulting from a continuation of current trends.

Transportation Options: *See* “Transportation Demand Management.”

Transportation Planning Analysis Unit (TPAU): The section of ODOT that provides support and evaluation of corridor and urban transportation system plans and highway project delivery, and includes both transportation analysis and transportation modeling. Staff provides transportation model development to ODOT Region staff, metropolitan planning organizations and local jurisdictions. Staff uses computer models to forecast transportation needs and evaluates the impacts of transportation, economic, and land use decisions.

Transportation Planning Rule (TPR): OAR 660-012, under the authority of the Department of Land Conservation and Development, which implements Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile. DLCD administers the TPR in cooperation with ODOT. Some local jurisdictions are exempt from the Transportation Planning Rule due to small populations, as specified in the TPR.

Transportation Policy Alternatives Committee (TPAC): (Metro) A formal technical transportation planning group composed of management and senior staff in the Metro region who provide recommendations to JPACT.

Transportation Program Development (TPD): Comprises those parts of ODOT participating in transportation analysis, research, planning and implementation of plans, and includes TDD and the Region Planning teams.

Transportation System: Various transportation modes or facilities (aviation, bicycle and pedestrian, highway, roadway, street, pipeline, public transportation, rail, water transport) serving as a single unit or system.

Transportation System Management: Action (e.g., ramp metering, signing, signalization) or construction that controls or improves the movement of cars and trucks on the highway system or buses on the transit system. TSM also includes the coordination of the available transportation systems for more efficient operation.

Transportation System Plan (TSP):

1. The overall plan for all transportation modes for a given area (usually city, county or MPO) including an inventory of the existing system, proposed improvement projects, and other elements required by the Oregon Transportation Planning Rule (OAR 660-012).
2. (OTP) A 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.

Travel Demand Model: A computerized model which estimates travel patterns based on infrastructure characteristics (e.g., number of lanes, access points), demographics (e.g., population characteristics, employment) and observed travel patterns for a given of roadways.

Travel Way: A designated path used by a specific mode of the transportation system. Examples are roads, railroads, waterways, pipelines, air routes, bike trails.

Traveled Way: The portion of the roadway for the movement of vehicles, exclusive of shoulders and median.

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.

Tree Well: A planter area cut out of a sidewalk within the street furnishing zone, planted with a street tree and including ground cover or a grate cover; typically used in commercial districts where on-street parking or pedestrian traffic makes the use of a planter strip impracticable.

Trip: A one-way vehicular movement. A vehicle entering a property and later exiting that property has made two trips. A vehicle driving from one business to another inside the property has made an additional “internal” trip.

Trip Generator: A specific type of land use that will result in an increase in vehicle trips. The ITE Manual provides the accepted source for estimates of traffic generation for various land use types. Trip generation rates are typically reported as the number of peak hour or daily trips per building square foot, per site acre or per employee. Trip generation rates fluctuate dramatically based on the type of business, with a busy retail site generating many times more trips than a similar sized industrial site.

Truck Route: A designated travelway more suited to larger vehicles than the mainline route, usually due to less congestion or improved roadway geometry.

Tunnel: An underground passage that allows water or vehicles to pass through, open to daylight at both ends.

Turnout: (Rail) A device made of two movable rails with connections and a crossing frog that permit the movement of an engine, car or train from one track to another. Also called a **Switch**, although the switch is just one component of a turnout.

Two-Way Left Turn Lane (continuous) (TWLTL): A continuous lane located between opposing streams of traffic that provides a refuge area for vehicles.

Typical Cross-Section: See “Cross-Section.”

U

Unincorporated Community: A settlement or town that is not incorporated as a city, but is zoned for residential, commercial and industrial uses consistent with a city and that has been designated in the county comprehensive plan as an unincorporated community as defined in OAR 660-022-0010(10). There are various unincorporated community designations that allow for different intensities of development. Only incorporated cities,

Urban Unincorporated communities and Special Transportation Areas in other unincorporated communities are considered “Urban” for the purposes of Division 51.

Unit Train: A dedicated set of rail vehicles (a train) loaded with one commodity at one origin, unloaded at one destination each trip, and moving in both directions on a predetermined schedule without intermediate stops.

Upstream: Toward the higher part of the roadway, against the current of traffic. For example: to say that a traffic queue impacts an upstream intersection is to say that the length of the line of traffic backs up to or beyond the previous intersection and impacts traffic at that intersection.

Urban Area:

1. The area immediately surrounding an incorporated city or rural community that is urban in character, regardless of size.
2. For the purposes of ODOT transit planning, urban areas are classified in three categories: cities over 2,500 population, cities over 25,000 population and the Portland metropolitan area.

Urban Business Area (UBA): (OHP Policy 1B)

- A highway segment designation applied to commercial strip development areas where through traffic needs are balanced with the need for access to business sites.
- Standards applicable to designated UBAs are also automatically applied to an urban commercial area with a posted speed of 35 mph or lower.

Urban Growth Area (UGA): The area within an Urban Growth Boundary that is outside the corporate limits of the related city(ies).

Urban Growth Boundary: UGBs are established in the comprehensive plans of cities and counties to show where future growth will go outside of city boundaries and to anticipate the appropriate zoning of that land when it is annexed to the city. Outside of a UGB new activities creating urbanization and urban densities are not allowed in the state of Oregon. The UGB must provide for at least a twenty-year supply of developable land based on population and employment projections approved by the state. Oregon state planning law requires an assessment of the capacity of developable land for each UGB area every five years. Land inside a UGB continues under zoning control of the county until it is annexed into the corporate boundaries of the city. Typically, both a UGB amendment and annexation are necessary before the land can be developed under the city’s land development code, but cities and counties may have agreements that provide otherwise.

Urban Interchange Management Areas: Interchange management areas within an urban growth boundary that is not a “Fully Developed Urban Interchange Management Area.”

Urban Mass Transportation Administration (UMTA): See “Federal Transit Administration (FTA).”

Urban Unincorporated Community: An unincorporated community designation (county) for an area with at least 150 permanent residential units, mixed land uses including commercial, public and/or industrial uses and public sewer and water systems, pursuant to OAR 660-022-0010(9).

Urbanizable: Land within a UGB but not yet annexed into the city is considered “urbanizable.”

Urbanized Area (UZA):

1. Areas within Urban Growth Boundaries acknowledged under LCDC’s land use compliance process.
2. A U.S. Bureau of Census-designated area of 50,000 or more inhabitants consisting of a central city or adjacent cities plus surrounding densely settled territory, but excluding the rural portion of cities.

US Route: A route system that was established by Congress in 1926 to facilitate travel on main highways over the shortest distances and best roads nationwide. This route system is currently regulated by an AASHTO committee. US Routes are signed routes. Not all US Routes are state highways. Not all state highways have a US Route number.

Utility Fee: A charge to businesses and/or residents for use of a type of public improvement, sometimes streets, based on the amount of use of the facility typically generated by each type of land use. Utility fees are typically used for maintenance and operations activities.

V

Vacate Plat or Street: To abandon a subdivision or street right-of-way. For example, vacation of a public right-of-way that is not needed or cannot be used for a street or other public purpose. Vacation of a plat restores it to an undivided condition and ownership. Vacation of a street typically returns the property to the adjoining owners.

Validation: (Modeling) Process in which model output is compared to actual field data. The field data used is separate from the data used to develop the model.

Value Capture: Concept that the public may be able to capture some of the increased value of property resulting from public investment in infrastructure and land value inflation due to inclusion in an urban growth boundary expansion.

Value Engineering: A systematic review process that analyzes a project’s design and develops recommendations to improve the design and/or reduce its overall cost.

Vanpool: An arrangement in which a group of passengers share the use and cost of a van in traveling to and from pre-arranged destinations together.

Variance: An administrative or quasi-judicial decision to lessen or otherwise modify the requirements of a local development code, typically based upon irremediable site characteristics that would prevent the property from being developed as is otherwise allowed by the development code.

Vehicle: Any device in, upon or by which any person or property is or may be transported or drawn upon a highway, including vehicles that are self-propelled or powered by any means (Bike and Pedestrian Plan).

Vehicle Hours of Travel: A measurement of the total amount of time spent in travel on the roadway system. This is usually reported as a daily measure for a specific geographic area, such as a metropolitan region or a city or county.

Vehicle Miles of Travel: A unit to measure travel for private vehicles, such as automobiles, vans, pickup trucks, or motorcycles. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

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

Vehicle Trips Per Day: The total of all one-direction vehicle movements with either the origin or destination inside the study site that includes existing, primary, pass by, and diverted linked trips and is calculated in accordance with the procedures contained in the Institute of Traffic Engineers' Trip Generation Report. Adjustments to the standard Institute of Traffic Engineers' rates for mode split may be allowed if calculated in accordance with Transportation Planning Rule and the Institute of Traffic Engineers' Trip Generation Report procedures. Adjustments to the standard Institute of Traffic Engineer's rates for multi-use internal site trips may be allowed if calculated in accordance with the Institute of Traffic Engineers' procedures and if the internal trips do not add vehicle movements to the approaches to the highway.

Vehicular Access: Access by motorized vehicles to a property from a street, roadway, highway, easement, service road, or alley including singular or joint access.

Vertex: Collecting line and area features (data) by using a point to point method.

Vertical Curve: The measurement system used to describe a change in elevation. A transition curve, usually in the form of a parabola, of varying radius used to provide a smooth transition between segments of differing grade in the vertical plane. An angle point is called a point of intersection or PI Station; and the change in alignment is defined by a deflection angle.

Viaduct: A series of spans carried on piers at short intervals and supporting a transportation facility such as a roadway or pipeline.

Visual Approach: An approach to an airport conducted with visual reference to the terrain.

Visual Approach Runway: A runway intended for visual approaches only, with no straight-in instrument approach procedure either existing or planned for that runway.

Vision Clearance Area: Those areas near intersections of roadways and motor vehicle access points where a clear field of vision is necessary for traffic safety and to maintain adequate sight distance.

Volume-to-Capacity Ratio (v/c): A measure of roadway congestion, calculated by dividing the number of vehicles passing through a section of highway by the capacity of the section. The v/c may be the actual or projected rate of flow on a designated lane

group during a specific time period (e.g., p.m. peak hour). A v/c ratio over 1.0 indicates the road or intersection is over-capacity; a v/c ratio under 1.0 indicates there is still room to accommodate additional vehicles. The Oregon Highway Plan (OHP) and Highway Design Manual (HDM) prescribe v/c ratio standards for highways.

W

Walkway: A transportation facility built for use by pedestrians, including persons in wheelchairs. Walkways include sidewalks, paths and paved shoulders.

Wearing Course: The uppermost layer in a pavement structure. Its major functions include support of traffic loads and providing a skid resistant surface. May consist of flexible materials such as asphalt concrete or rigid materials such as Portland Cement Concrete.

Weave: A section of a highway where two or more vehicle flows must cross each other's path along a freeway. Weaving areas are usually formed when merge areas are closely followed by diverging areas. For example, a weave is formed when a freeway on-ramp is followed by an off-ramp, and the two are connected by a continuous auxiliary lane.

Wetland Mitigation Banking: Consolidation of fragmented wetland mitigation projects into one large contiguous site. Units of restored, created enhanced or preserved wetlands are expressed as "credits" which may be withdrawn to offset "debits" incurred at a project development site.

Wide Outside Lane: A wider than normal curbside travel lane that is provided for ease of bicycle operation where there is insufficient room for a bike lane or shoulder bikeway.

Wheelchair Accessible Vehicle: A vehicle that a wheelchair-bound person may enter either by an onboard, retractable lift or ramp, or directly from a station platform reached by an elevator or ramp that is either level with the vehicle floor or can be raised to the vehicle floor level.

X

X-Mileage: Reverse direction mileage on a couplet. (Obsolete)

Y

Y-Mileage: Mileage on a Spur road.

Z

Z-Mileage: When a road is lengthened in the middle due to realignment, Z-mileage is created.

Zone Fares: A system of fares where a transit system's service area is divided into zones within which specified rates or fares apply.

Zoning: The designation by ordinance of land areas in a community into zones and the establishment of regulations to apply standards such as allowable uses, location within a lot, height, land coverage and sometimes design of buildings within each zone.

Zoning Ordinance: A local government code that enables effective and legal regulation of uses of property while protecting and promoting the public interest.