

GLOSSARY OF TERMS

The following terms are used throughout this report and are provided to clarify the meaning of the data, or may be included herein to further define other terms.

ALTERNATIVE MODES: Those non-highway surface modes, such as rail, transit, walking and bicycling.

AMERICANS WITH DISABILITIES ACT (ADA): Federal legislation outlining specific rights of persons with disabilities, and providing that publicly funded mass transit agencies must provide complementary paratransit service within the fixed-route service area to those persons unable to use fixed-route service because of a disability.

AVERAGE ANNUAL DAILY TRAFFIC (AADT): The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

AVERAGE DAILY TRAFFIC: The total traffic volume during a given period (from 1 to 364 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise.

BICYCLE (PEDACYCLE): Every vehicle propelled exclusively by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices.

BICYCLE FACILITIES: A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

BIKE LANE: An undivided, paved, signed and marked portion of a roadway, sharing the same right-of-way with motorized vehicles but designated for the preferential or exclusive use of bicyclists.

CAPACITY: Usually expressed in person per hour or vehicle per hour, capacity is defined as the maximum traffic flow designation for a segment of roadway or a lane, within the control conditions for that particular segment of roadway or lane. Traffic flow could be of transportation units, transit, or bike/pedestrian.

COLLISION (TRAFFIC): An unintended event that causes a death, injury, or damage and involves a motor vehicle on a public roadway.

COMMUNITY: A physical or cultural grouping of stakeholders with common interests created by shared proximity or use. Community can be defined at various levels within a larger context (e.g., neighborhood, city, metropolitan area, or region).

COMMUNITY LIVABILITY: Encompasses those elements of home and neighborhood that contribute to welfare, health, convenience, mobility and recreation.

CONCURRENCY: As used in growth management, the requirement that public facilities and services needed to support development shall be available at the same time the impacts of such development will occur. For transportation facilities and services, there are specific legal criteria that address the time requirements for providing services and facilities, jurisdiction over level of service standards for specific portions of the highway and road system, and other issues.

CONGESTION: The level at which transportation system performance is no longer acceptable due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, state or local government policy, geographic location, or time of day.

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CONGESTION MANAGEMENT SYSTEM (CMS): A systematic process designed to emphasize effective management of existing transportation facilities through the use of travel demand and operational strategies.

CSS (Context Sensitive Solutions): The Federal Highway Administration defines CSS as “a collaborative, interdisciplinary approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.”

CONTROLLED ACCESS FACILITY: A roadway where the spacing and design of driveways, medians, median openings, traffic signals and intersections are strictly regulated by consideration of such factors as traffic volume, number of lanes and adjacent land use.

COORDINATION: The comparison of plans, programs and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans, programs and schedules to achieve general consistency.

CORRIDOR: A term used in reference to highways, rail lines or waterways and the adjacent land that connect major travel markets within the region, the state or the nation.

DEMAND MANAGEMENT: A set of strategies that promote increased efficiency of the transportation system by influencing individual travel behavior.

DISCRETIONARY: Discretionary programs represent special funding categories where the Federal Highway Administration (FHWA) solicits selects projects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively.

DRIVER CONDITION: The condition of the driver which may have contributed to the crash.

DRIVER (OPERATOR): Every person who is in actual physical control of a motor vehicle upon a highway.

ENHANCEMENT FUNDING PROGRAM: A federal funding program under TEA-21 [23USC133(d)(2)] •1570 that apportions a 10% set-aside of the Surface Transportation Funding Program to transportation enhancements such as provision of bicycle and pedestrian facilities, provision of safety and educational activities for pedestrian and bicyclists, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs.

FATAL CRASH: Any motor vehicle collision that resulted in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

FATALITY: An individual involved in a motor vehicle collision who died within 30 days of the collision as a result of injuries sustained in the collision.

FIRST HARMFUL EVENT: The first injury or damage producing event which characterizes the crash type and identifies the nature of the first harmful event.

FUNCTIONAL CLASSIFICATION: The assignment of roads into categories according to the character of service they provide in relation to the total road network to assist in determining appropriate regulatory controls and roadway design criteria.

GEOGRAPHIC INFORMATION SYSTEM (GIS): A computer system capable of assembling, storing, manipulating and displaying geographically referenced information, i.e. data identified according to their

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locations. Practitioners also regard the GIS as including operating personnel and the data that go into the system.

HIGH-OCCUPANCY VEHICLE (HOV): Any vehicle carrying two or more passengers. The term usually refers to private vehicles.

IMPACTS: The effects of a transportation project, including a) direct (primary) effects; b) indirect (secondary) effects; and c) cumulative effects.

INJURY: Bodily harm to a person as a result of a motor vehicle collision.

INJURY SEVERITY:

- **Fatal Injury (Death)** - Any injury that results in the death of a person within 30 days of the collision in which the injury was sustained.

- **Serious Injury** - Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

- **Visible Injury** - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

- **Possible Injury** - Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS): Encompasses a broad range of communications-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, response to incidents, adverse weather and other road capacity constricting events.

INTERMODAL: Denotes the seamless movement of people or cargo between transport modes.

INTERMODAL FACILITIES: Transportation facilities that provide for linkages between travel modes, such as rail or bus stations at airports.

LCVMPO: Lewis Clark Valley Metropolitan Planning Organization

LEVEL OF SERVICE (LOS): A qualitative measure of roadway performance expressed in letter grades ranging from A through F, with A roads operating under optimum free-flow conditions and F roads operating under the most deficient conditions characterized by considerable traffic delays.

LIMITED ACCESS: A street or highway especially designed for through traffic and to which owners or occupants of abutting land or other persons have no right or easement of access.

LIVABLE COMMUNITY: A neighborhood, community or region with compact, multidimensional land use patterns that ensure a mix of uses, minimize the impact of cars, and promote walking, bicycling and transit access to employment, education, recreation, entertainment, shopping and services.

LONG-RANGE TRANSPORTATION PLAN (LRTP): A long-range (20 to 25-year) strategy and capital improvement program developed to guide the effective investment of public funds in transportation facilities that takes into account all modes of transportation, including automobile, bicycle, air, rail, surface freight, and pedestrian travel.

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LSNP: Local Street Network Plan

OCCUPANT: A person who is in or on a motor vehicle.

METROPOLITAN PLANNING ORGANIZATION (MPO): An organization made up of local elected and appointed officials responsible for developing, in cooperation with the state, transportation plans and programs in metropolitan areas containing 50,000 or more residents. MPOs are responsible for the development of transportation facilities that will function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

MIXED-USE DEVELOPMENT: Defined by the Urban Land Institute as developments with three or more significant revenue-producing uses, such as office, retail, residential, hotel/motel, entertainment, cultural, recreation, etc., which are mutually supportive in well-planned projects.

MOBILITY: The degree to which the demand for the movement of people and goods can be satisfied. Mobility may be measured by the quantity, quality, accessibility and utilization of transportation facilities and services.

MODE: Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger and freight), transit, space and water.

MULTIMODAL: Any planning process, capital improvement, or transportation system which takes into account all available modes of travel, including vehicle, mass transit, rail, aviation, bicycle, and pedestrian activity.

MULTIMODAL TRANSPORTATION: Denotes the use of more than one mode to serve transportation needs in a given area.

PARATRANSIT SERVICE: Demand-response transportation provided in lieu of fixed-route bus service, including taxi and wheelchair van transportation.

PASSENGER: Any occupant of a vehicle other than its driver.

PEDESTRIAN: Any person afoot and any person operating a wheelchair or motorized wheelchair.

PREFERRED ALTERNATIVE: A recommended course of action to implement a transit alternative that was developed through a study of alternative multi-modal strategies to deal with future traffic congestion based upon the effect of and on land use patterns, local transportation policies, development regulations, and the environment.

PROPERTY DAMAGE ONLY (PDO): Any collision in which there was property damage of \$751 or more to any one person but no injuries or fatalities.

QUALITY OF LIFE : All of the characteristics of an area's living conditions, including such things as housing, education, transportation infrastructure, leisure time offerings, climate, employment opportunities, medical and health care infrastructure and environmental resources.

RELATION TO JUNCTION: The location of a crash in relation to an intersection or the connection between a driveway access and a roadway other than a driveway access.

SLACK-WATER NAVIGATION: Navigation in a stream the depth of which has been increased, and the current diminished, by a dam or dams.

STATE HIGHWAY SYSTEM: Includes all Interstate, U.S. and State highways

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SURFACE TRANSPORTATION PROGRAM (STP): One of the key federal funding programs in TEA-21. It provides flexibility in expenditure of "road" funds for nonmotorized and transit modes and for a category of activities known as transportation enhancements. It also broadens the definition of eligible transportation activities to include pedestrian and bicycle facilities and enhancement of community and environmental quality with 10 categories of activities. The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway System, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

TELECOMMUTING: An arrangement whereby employees work at a location other than the conventional office site, usually from home or an office close to home, resulting in the electronic transfer of information rather than movement of people to and from the workplace.

TRAFFIC ANALYSIS ZONE (TAZ): A traffic analysis zone is a special area delineated by state and/or metropolitan planning organizations for compiling and tabulating traffic-related land use and socioeconomic data - used as planning assumptions to forecast travel demand. Traffic analysis zones are also used as the origin and/or destination for trip making. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

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

TRANSPORTATION DISADVANTAGED: Those persons who, because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A five-year program of transportation improvements adopted annually by the MPO that incorporates State and Federal work programs along with the capital improvement programs/elements of local governments within the MPO's jurisdiction.

TRANSPORTATION MANAGEMENT AREA (TMA): Areas subject to special requirements under TEA-21 that benefit from preferential treatment with regard to air quality needs and local authority to select transportation projects. Any urban area over 200,000 population is automatically a Transportation Management Area, which subjects it to additional planning requirements but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Metropolitan Planning Organizations in TMAs are required to implement Congestion Management Systems.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): A program involving the implementation of traffic control measures, such as high-occupancy vehicle (HOV) lanes, signal timing adjustments, median closings, and access management strategies to increase the operating efficiency of the traffic circulation system.

TRAVEL TIME: The total time taken to complete a trip from origin to destination.

TRUCK (HEAVY): A motor vehicle exceeding 8,000 pounds gross weight, has two or more wheels per axle or has more than two axles, and is designed, used, or maintained primarily for the transportation of property.

URBANIZED AREA: An area with a population of 50,000 or more designated by the US Bureau of the Census within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to the approval by the Secretary of the US Department of Transportation

VOLUME TO CAPACITY (V/C) RATIO: A measure of traffic congestion along a roadway, expressed as the ratio of traffic on a particular segment of road to the total capacity of that roadway segment.