

glossary of terms

The following terms are defined according to their intended use in this document.

<i>Accessibility</i>	A measure of the ability or ease of all people to travel among various origins and destinations.
<i>Airport Ground Access</i>	Facilities and services for passengers and freight handlers to reach airport terminals, e.g., highways, public transit, taxi, and other means of ground transportation.
<i>Alternative Work Schedules</i>	Programs such as compressed work weeks that eliminate employee work trips.
<i>ATIS</i>	Advanced Traveler Information Systems, the application of advanced technology to provide real time travel information to travelers.
<i>ATMS</i>	Advanced Traffic Management System, the application of advanced telecommunications technology to the surveillance and management of traffic flow, traffic data, and other traffic system information to improve efficiency.
<i>AVCS</i>	Automatic Vehicle Control Systems, the application of advanced technology to traffic control, including management, data acquisition, message systems, radio communications, and other systems to improve efficiency.
<i>Benchmark Indicator</i>	Key performance indicators for which quantifiable or directional targets may be set.
<i>Benchmark Objectives</i>	Key objectives the region hopes to achieve through implementation of VISION 2020.
<i>Benchmark Target</i>	A numerical goal or stated direction to be achieved that reflects the policy commitments of VISION 2020.

<i>Bikeway</i>	Any road, street, path, or right-of-way that is specifically designated in some manner as being open to bicycle travel, either for the exclusive use of bicycles or shared use with other vehicles or pedestrians.
<i>Busway</i>	A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors.
<i>Bypass Lane</i>	A reserved traffic lane on a metered freeway entry ramp which permits buses or high-occupancy-vehicles to have preferential treatment when entering the freeway.
<i>Capital Costs</i>	Costs of long-term physical assets, such as equipment, rights-of-way, stations, buildings, and vehicles, traditionally identified with public transportation investments.
<i>Carbon Monoxide (CO)</i>	Air pollutant that is a highly toxic, odorless, colorless gas. Automobile emissions are the primary source of CO.
<i>Carpool</i>	An arrangement in which two to six people share the use and/or costs, of traveling in privately owned automobiles between fixed points on a regular basis. See also vanpool.
<i>Carpool Lane</i>	A highway or street lane intended for use by transit, carpools, vanpools, and other high-occupancy vehicles.
<i>CBD</i>	Central business district.
<i>Centers</i>	Compact, well-defined areas to which a mix of higher density growth or intensive land uses will be directed, connected and served by an efficient, transit-oriented, multi-modal transportation system.
<i>Clean Air Act (CAA)</i>	The federal Clean Air Act identifies "mobile sources" (vehicles) as primary sources of pollution and calls for stringent new requirements in metropolitan areas and states where attainment of federal air quality standards is or could be a problem. A complementary law exists at the state level in Washington State, entitled the Clean Air Washington Act.
<i>Clustering</i>	Locating and organizing residential housing closer together at greater densities, to indefinitely protect and conserve open space, resource lands and environmentally critical areas.
<i>Commercial Aviation</i>	Aircraft activity licensed by state or federal authority to transport passengers and/or cargo.
<i>Commute</i>	Regular travel between home and a fixed location (e.g., work, school).
<i>Commute Trip Reduction (CTR) Law</i>	A state law passed in 1991, mandating that affected jurisdictions enact ordinances requiring major employers to implement programs reducing commuting VMT and SOV rates of their employees (RCW 70.94.521-551).

<i>Commuter Rail Service</i>	Short-haul rail passenger service operated within metropolitan and suburban areas.
<i>Compact Communities</i>	Urban locations outside of centers which offer transportation, housing and shopping choices that reduce the need for automobile travel and support an efficient development pattern.
<i>Compressed Work Week</i>	An alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one work day every two weeks by working longer hours during the remaining days, resulting in fewer commute trips by the employee.
<i>Congestion</i>	A condition characterized by unstable traffic flows that prohibits movement on a transportation facility at optimal legal speeds. Recurrent congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by actions such as special events and/or traffic accidents.
<i>Congestion Management System (CMS)</i>	A federally mandated program directed at specific urbanized areas to provide for programs to reduce traffic congestion.
<i>Consistency</i>	Guidance concerning the term consistency is provided by WAC Chapter 365-19.
<i>Corridor</i>	In planning, a broad geographical band that follows a general directional flow or connects major sources of trips. It may contain a number of streets and high-ways and transit lines and routes.
<i>Current-Law Revenues</i>	Income from existing, legally mandated sources. By definition, forecasts of current-law tax revenues assume changes only in the tax base not tax rates.
<i>Discretionary Funds</i>	Any funds whose distribution is not automatic. Decisions on the distribution of discretionary funds are usually made by an agency or person in accordance with legal/regulatory criteria.
<i>DNS</i>	Declaration of Non Significance, a finding of no significant environmental impact.
<i>Employment Centers</i>	Locations having a concentration of jobs or employment. Centers, which vary in size and density, serve subregional or local markets.
<i>Equity</i>	In transportation, a normative measure of fairness among transportation users.
<i>Executive Board</i>	The managerial and administrative body of the Puget Sound Regional Council. Members of the Executive Board are appointed by their General Assembly constituents to represent the member governments.
<i>Express Bus Service</i>	Bus service with a limited number of stops, either from a collector area directly to a specific destination or in a corridor with stops only at major transfer points/ activity centers.

<i>Facility</i>	A physical structure allowing a transportation mode to operate (including travel, as well as the discharge and loading of passengers). Examples include highways, guideways, terminals and administrative support locations.
<i>Feeder Service</i>	Local transportation service that connects passengers to a major transportation service.
<i>FHWA</i>	Federal Highway Administration
<i>Fixed Cost</i>	A cost that remains relatively constant irrespective of the level of operational activity
<i>Fixed-Route Transit</i>	Regularly scheduled service operating repeatedly over the same street or highway pattern on a determined schedule.
<i>Flex-Time</i>	An employer policy allowing individual employees some flexibility in choosing the time, but not the number, of their working hours.
<i>FTA</i>	Federal Transit Administration (formerly Urban Mass Transportation Administration – UMTA).
<i>General Assembly</i>	The governing body of the Puget Sound Regional Council, composed of all members including elected officials from the executive and legislative branches of member cities, towns and counties and representatives of statutory members.
<i>General Aviation</i>	All aircraft which are not commercial or military aircraft.
<i>Grade Crossing</i>	A crossing of highways, railroad tracks, other guideways, and/or pedestrian walkways at the same level or grade.
<i>Grade Separated</i>	The use of tunnels, bridges and other structures to separate levels on which roadway, railroad tracks, guideways and walkways intersect.
<i>Growth Management Act</i>	State legislation passed in 1990 and subsequently amended which requires long-range comprehensive plans prepared by cities and counties to be balanced with supporting transportation infrastructure. (RCW 36.70A)
<i>Guideway</i>	In transit systems, a track or other riding surface (including supporting structure) that supports and physically guides transit vehicles specifically designed to travel exclusively on it.
<i>Heavy Rail</i>	An electric powered rail transit system that operates on a completely grade separated right-of-way. Generally characterized by wide station spacing (1 to 2 miles apart), high average operating speeds, and greater capacity than light rail.
<i>High Capacity Transit</i>	Transit systems operating, in whole or part, on a fixed guideway, dedicated right-of-way or freeway/express facility, designed to carry a large number of riders at higher speeds than conventional transit. Examples include express bus on HOV lanes, passenger ferry service, and light and heavy rail systems.

<i>High-Occupancy-Vehicle (HOV) Lane</i>	Highway and arterial lanes restricted for use to vehicles carrying more than two passengers with the exception of motorcycles.
<i>High-Speed Rail</i>	Intercity passenger rail service with high operating speeds (up to 300 m.p.h.) and limited stops (e.g., Japanese Bullet Trains, French TGV and experimental maglev systems). Used to link cities more than 100 miles apart.
<i>Hours of Delay</i>	The aggregate time lost by all travelers in the region on all facilities due to congestion, as measured by the time to reach destinations at posted speed limits versus traveling at a slower congested speed.
<i>Hub-and-Spoke (Radial)</i>	In transit operations, routes that radiate from and return to a designated area/transit facility.
<i>Implementation Monitoring</i>	Tracking actions considered key to the implementation of VISION 2020 and Destination 2030, e.g. refinement of the regional transportation plan, adoption or amendment of comprehensive plans, and investment in transportation programs.
<i>Intermodal</i>	Accommodation or interconnection of various transportation modes both for the movement of people and goods.
<i>Intermodal Surface Transportation Efficiency Act (ISTEA)</i>	Signed into federal law in 1991, ISTEA provides authorizations for highways, highway safety and mass transit through 1997 and serves as the basis of federal surface transportation programs. See entry for TEA-21 for updated Federal transportation authorization.
<i>ITS</i>	Intelligent Transportation Systems, the application of advanced technology to current transportation problems, including incident detection, signal coordination, real-time information, and other technology.
<i>Jurisdiction</i>	Includes counties and cities. As appropriate, the term "jurisdiction" also includes federal and state agencies and federally recognized tribes.
<i>Level of Service</i>	A gauge for evaluating system performance for roadways, transit, nonmotorized and other transportation modes. For example, roadway measures of level-of-service often assign criteria based on volume-to-capacity ratios.
<i>Light Rail</i>	An electric powered rail transit system that can operate on a variety of rights-of-way, ranging from mixed traffic on-street to fully grade separated. Generally characterized by narrow station spacing (every 1/2 to 1 mile), slower average operating speeds, and shorter train units (with less capacity) than heavy rail.
<i>Line-Haul Transit</i>	Long-distance express transit operations along a designated corridor.
<i>Local Transit Service</i>	Service oriented toward access, egress and distribution within a specific regional activity center or localized area.
<i>Market Incentives</i>	In transportation demand management, measures designed to encourage shift from SOV to HOV modes by offering inducements such as preferential parking and financial incentive.

<i>Measurable Objectives</i>	Objectives intended to demonstrate what the region hopes to achieve in implementing VISION 2020 and Destination 2030, and from which quantifiable performance indicators can be derived.
<i>Metropolitan Planning Organization (MPO)</i>	Metropolitan Planning Organization, the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area.
<i>Metropolitan Transportation Plan (MTP)</i>	Metropolitan Transportation Plan, a detailed long range transportation plan that guides future regional investments and responds to legal mandates contained in TEA-21, the 1990 Clean Air Act Amendments and the state of Washington's Growth Management Act.
<i>Mixed-Flow</i>	Traffic movement where autos, trucks, buses and motorcycles share traffic lanes.
<i>Mobility</i>	The ability of any individual to move about the region.
<i>Mode</i>	A particular form of travel distinguished by means of transportation used (e.g., by foot, bike, SOV, HOV, bus, train).
<i>Mode Split</i>	The proportion of total person-trips using various modes of transportation.
<i>MTS</i>	Metropolitan Transportation System, the system of regionally significant transportation facilities in a metropolitan planning area used to identify regional transportation problems, develop solutions, and monitor system performance. See Destination 2030 Appendix 4 for a more complete description.
<i>Multimodal</i>	Concerned with or involving more than one transportation mode.
<i>Multiplier</i>	Multipliers account for the direct and indirect economic effects of employee earnings, purchases of goods and services, tax payments, and payments of principal and interest for a particular business sector of the economy. The impact of these effects on overall employment in the regional economy are referred to as the "multiplier" of a particular employment sector.
<i>Network</i>	1) In planning, a computerized system of links and nodes that describes a transportation system. 2) In highway engineering, the configuration of highways that constitutes the total system. 3) In transit operations, a system of transit lines or routes, usually designed for coordinated operation.
<i>Nonmotorized</i>	Generally referring to bicycle, pedestrian and other modes of transportation not involving a motor vehicle.
<i>OFM</i>	Washington State Office of Financial Management, agency responsible for preparing population forecasts used by cities and counties in development of GMA comprehensive plans.
<i>Operating Costs</i>	The sum of all recurring costs (e.g., labor, fuel) that can be associated with the operation and maintenance of a transportation system during a given period.

<i>Operator</i>	An agency responsible for providing a service or operating a facility (e.g., Community Transit is a transit operator, WSDOT is the operator of the State Highway System).
<i>Origin-Destination Study</i>	A study of where person or vehicle trips begin and end. It may also include trip purposes and frequencies.
<i>Ozone (O₃)</i>	An air pollutant that is a toxic, colorless gas which is the product of the reaction of hydrocarbons (HC) and oxides of nitrogen (NO _x) in the presence of sunlight in the atmosphere. Automobile emissions are the primary source of ozone precursors.
<i>Paratransit (Demand Response)</i>	Transit service that is publicly or privately operated, scheduled or dispatched upon demand, providing "point-to-point" transit service. Normally used in specialized applications with user eligibility limitations (e.g., elderly and/or handicapped) or where demand is not sufficient to support fixed route service.
<i>Park-and-Ride</i>	An access mode to transit and other HOV-modes in which patrons drive private automobiles or ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park-and-ride lots, commuter parking lots, bicycle rack or locker).
<i>Particulate Matter</i>	An air pollutant that is classified as total suspended particulates (TSP) and the inhalable subgroup of TSP which is comprised of particulates 10 microns or less in diameter, particulate matter (PM ₁₀). Automobile emissions are a major source of particulate matter.
<i>Peak Period</i>	The period of the day during which the maximum amount of travel occurs. It may be specified as the morning (A.M.) or afternoon or evening (P.M.) peak. Peak periods in the central Puget Sound region are generally defined as from 6-9 A.M., and from 4-7 P.M.
<i>Performance Indicator</i>	The set of evidence that shows progress toward, movement away from, or static state in policy implementation or policy achievement. A quantitative measure of how well an activity, task or function is being performed. In transportation systems, it is usually computed by relating a measure of service output/use to a measure of service input/cost.
<i>Performance Monitoring</i>	A process of comparing actual performance against policies set by the planning process. It includes conducting the data collection and calculation procedures, and reporting the results on a specified regular and ongoing basis.
<i>Person-Trip</i>	Trip made by a person from one location to another whether as a driver, passenger or pedestrian.
<i>Pricing</i>	A strategy for charging users of transportation systems. It may be used to manage demand for the facility, cover costs, and/or achieve other policy objectives. Also known as Congestion Pricing, and Value Pricing.

<i>Private-For-Hire</i>	Privately operated common carrier or contract service (e.g., taxicabs, jitneys, private shuttles, subscription bus or van services).
<i>PSRC</i>	Puget Sound Regional Council, the MPO and RTPO for the central Puget Sound region.
<i>Public Transportation</i>	Regular transportation service by bus, rail, paratransit, van, airplane or ship, offered by a public sector operator.
<i>Ramp Metering</i>	Traffic signal control on an entry ramp to a freeway for regulating vehicle access.
<i>RCW</i>	Revised Code of Washington, the codified version of current state law.
<i>Region</i>	The PSRC region is comprised of King, Kitsap, Pierce and Snohomish counties.
<i>Regional Rapid Transit</i>	Fast, reliable form of public transportation connecting regional, metropolitan and subregional centers, capable of carrying very high volumes of passengers along routes.
<i>Regional Transportation Improvement Program (TIP)</i>	The 3-year, specific multimodal program of regional transportation improvements for highways, transit and other modes. The TIP consists of projects drawn from Destination 2030, as well as local plans and programs. The projects are directed at improving the overall efficiency and people-moving capabilities of the existing transportation system.
<i>Regional Transportation Planning Organization (RTPO)</i>	Regional Transportation Planning Organization. Under state law, PSRC is the RTPO for the central Puget Sound Region.
<i>Rehabilitation</i>	Similar to "Restoration" except the work may include reworking or strengthening the base or subbase, recycling or reworking existing materials to improve their structural integrity, adding underdrains, improving or widening shoulders. Rehabilitation may include acquisition of additional right of way.
<i>Restoration</i>	Work performed on pavement or bridge decks to render them suitable for resurfacing. This may include supplementing the existing roadway by increasing surfacing and paving courses to provide structural capability, and widening up to a total of 10 feet. Restoration will generally be performed within the existing right of way.
<i>Resurfacing</i>	The addition of a layer or layers of paving material to provide additional structural integrity, improved serviceability, and rideability.
<i>Ridematching</i>	A process by which people who are interested in carpooling or vanpooling are linked with others based on the origin and destination of their commutes.
<i>SEIS</i>	Supplemental Environmental Impact Statement.
<i>SEPA</i>	State Environmental Policy Act (RCW 43.21c).

Single-Occupant Vehicle (SOV)

A motor vehicle occupied by the driver only.

SIP

State Implementation Plan, which the federal Clean Air Act requires, provides a blueprint of how nonattainment areas will meet national ambient air quality standards. Under federal law, Destination 2030 must conform to the SIP.

Sustainable Development

Also referred to as "sustainable communities," implies that growth and development occur in a manner that does not degrade and is balanced with the preservation and management of the natural environment and resources, and is supported by physical infrastructure and financial resources. Sustainable communities function within physical and biological limits of the environment, and support long-term use and reuse of natural resources.

System Management

Increasing travel flow on existing facilities through improvements such as ramp metering, signal synchronization, and removal of on-street parking. Improvements typically have a low capital cost, require little major construction, and can be implemented in a relatively short time frame.

TCM

Transportation Control Measure, project, program or action identified in a State Implementation Plan that will aid in the elimination or reduction of the severity in the number of violations of national ambient standards.

Telecommunications

The conveyance of information by electronic means. Examples include the telephone, interactive cable facilities, computer networks and video conference centers. Telecommunications technology may eliminate or shorten some vehicle trips but spur others.

Traffic Signal Synchronization

A process by which a number of traffic signals are synchronized to create efficient progression.

Transit Dependent

Individual(s) dependent on public transit meet private mobility needs (e.g., unable to drive, not a car owner, not licensed to drive).

Transportation Demand

The quantity of transportation desired by users.

Transportation Demand Management

The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.

Transportation Equity Act (TEA-21)

The Transportation Equity Act for the 21st Century was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. TEA-21 refined and reauthorized ISTEA.



Transportation Improvement Program

The 3-year, specific multimodal program of regional transportation improvements for highways, transit and other modes. The TIP consists of projects drawn from the Metropolitan Transportation Plan as well as local plans and programs. The projects are directed at improving the overall efficiency and people-moving capabilities of the existing transportation system.

Transportation System Management

Increasing flow of travel on existing facilities through improvements such as ramp metering, signal synchronization, and removal of on-street parking, among others. Improvements typically have a low capital cost, do not call for major construction and can be implemented in a relatively short time frame.

Urban Growth Areas (UGAs)

Those areas designated by counties pursuant to RCW 36.70A.110 (State of Washington Growth Management Act) to accommodate 20-year growth projections. As generally defined in state law, such areas are those within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature.

Urban Transportation Corridor

A special type of transportation arterial distinguished by its potential to support centers or compact communities through redevelopment that is transit- and pedestrian-oriented. These corridors are located near significant concentrations of residences or employment and have the opportunity to support frequent transit service and increased pedestrian activity.

Urbanized Area

An area defined by the U.S. Census Bureau according to specific criteria designed to include the entire densely-settled area around each large city. An urbanized area must have a minimum population of 50,000 persons at a density of 1,000 persons per square mile.

Vanpool

An organized ridesharing arrangement in which 7 to 15 people travel together on a regular basis in a van. The van may be publicly owned, employer owned, individually owned, leased, or owned by a third party. Expenses are shared and there is usually a regular volunteer driver. See also carpool.

Vehicle Miles Traveled

1) On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period. 2) In transit, the number of vehicle miles operated on a given route or line or network during a specified time period.

Vehicle Trip

Trips made by vehicles, including drivers and passengers. A bus with driver and passengers is one vehicle trip

Volume-to-Capacity Ratio

A measure of potential roadway capacity. The ratio of the existing amount of vehicular travel for a roadway to the amount of designed capacity on the roadway.