

**APPENDIX F**

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**GLOSSARY**

## APPENDIX F – GLOSSARY

### F.1 Definition of Terms

**Accessibility 1:** A measure of the ability or ease of all people to travel among various origins and destinations. 2. In transportation modeling and planning, the sum of the travel times from one zone to all other zones in a region, weighted by the relative attractiveness of the destination zones involved. 3. In traffic assignment, a measure of the relative access of an area or zone to population, employment opportunities, community services, utilities.

**Air Pollution:** The presence of unwanted material in the air in sufficient amount and under such circumstances as to interfere significantly with human comfort, health, or welfare, or with full use and enjoyment of property.

**Ambient Air Quality:** A physical and chemical measure of the concentration of various chemicals in the outside air, usually determined over a specific time period, for example, 5 minutes, 1 hour or 1 day.

**Base Period (Off-peak Period):** In transit, the time of day during which vehicle requirements and schedules are not influenced by peak-period passenger volume demands (e.g., between morning and afternoon peak periods). At this time, transit riding is fairly constant and usually low to moderate in volume when compared with peak-period travel.

**Bus Lane:** A traffic lane for dominant or exclusive use by buses.

**Calibration 1:** Reconciliation of an instrument with an established standard. 2. In modeling, the procedure used to estimate the parameters of a model or to adjust a model to replicate actually measured conditions.

**Capacity:** There are two types of capacity: static and dynamic. Static capacity is the total number of person a vehicle can accommodate. Dynamic capacity is the maximum number of vehicles, spaces, or persons which can be transported past a fixed point in one direction per unit of time (usually 1 hour).

**Commuter Rail Transit:** Transit services operated during peak hours only, primarily serving work trips.

**Consist:** The make-up or composition (number and specific type) of a train or vehicles.

**Cost-Effectiveness Analysis (CEA):** Analytical technique used to choose the most effective method for achieving a program or policy goal. The costs of alternatives are measured by their requisite estimated monetary expenditures. Effectiveness is defined by the degree of goal attainment and may also (but not necessarily) be measured in monetary terms.

**Environmental Impact Statement (EIS, 102 Statement):** A comprehensive study of likely environmental impacts that will result from major federally assisted projects. An EIS is required by the National Environmental Policy Act of 1969.

**Equity:** In transportation, a normative measure of fairness among transportation users.

**Finding of No Significant Impact (FONSI):** A document that describes the reasons that a project will not have significant effect on the environment and, therefore, does not require the preparation of an EIS under the National Environmental Policy Act of 1969.

**Future Design Year:** The year for which traffic projections have been made and transportation needs analyzed.

**Guided Transit:** A term applied to transit services where the vehicles are physically by a guideway; includes rail, monorail, AGT and several other technologies.

**Level of Service (LOS, L/L):** 1. A set of characteristics that indicate the quality and quantity of transportation service provided including characteristics that are quantifiable (system performance, e.g., frequency, travel time, travel cost, number of transfers, safety) and those that difficult to quantify (service quality, e.g., availability, comfort, convenience, modal image). 2. For highway systems, a qualitative rating of the effectiveness of a highway or highway facility in serving traffic, in terms of operating conditions. The Highway Capacity Manual identifies operating conditions ranging from A, for best operations (low volume, high speed) to F, for worst conditions. 3. For paratransit, a variety of measures to denote the quality of service provided; generally in terms of total travel time or a specific component of total travel time. 4. For pedestrians, sets of area occupancy classifications to connect the design of pedestrian facilities with LOS (A for best through F for worst).

**Light rail Transit (LRT):** A transit mode utilizing overhead power predominantly using right-of-way (ROW) category "B" and sometimes "A" or "C" on different sections. The electrically powered rail vehicles operating in 1- to 4-car consists. The mode has a wide range of L/S and performance characteristics. When a category "A" ROW is utilized, this mode becomes a LRT.

**Link:** In planning, a section of a transportation system network defined by intersection points (nodes) at each end, that is, a link connects two nodes. It may be one way or two way.

**Load Factor:** 1. The ratio of used capacity to offered capacity of equipment or facility during a specified time period. It is usually expressed as a percentage of seats occupied at a given point or (in continuous form) passenger miles (kilometers) per train mile (kilometer) to account for the ability to couple rail cars together to achieve efficiency. 2. The ratio or passengers actually carried versus the total passenger capacity of a vehicle, also known as a utilization coefficient.

**Major Activity Center (MAC, Activity Center):** A geographical area characterized by a large transient population and heavy traffic volumes and densities; for example, central business district, major air terminal, large university, large shopping center, industrial park, and sports arena.

**Mass Transportation:** transportation by bus, rail, boat, or other conveyance, either publicly or privately owned, that provides general or special services to the public on a regular and continuing basis (not including school bus, charter or sightseeing service).

**Modal Split (Mode Split):** 1. The proportion of total person trips that uses each of various specified modes of transportation. 2. The process of separating total person trips into the travel used. 3. A term that describes how many people use alternative forms of transportation. It is

frequently used to describe the percentage of people who use private automobiles as opposed to the percentage who use public transportation.

**Mode:** A particular form of travel, for example, walking, traveling by automobile, traveling by bus, traveling by train.

**Model 1:** A mathematical or conceptual presentation of relationships and actions within a system. It is used for analysis of the system or its evaluation under various conditions; examples include land use, economic, socioeconomic, transportation. 2. A mathematical description of a real life situation that used data on past and present conditions to make a projection about the future.

**Multiple Unit (MU) Train:** A multiple unit train is consists of several powered cars (single units, married pairs or other types) that are controlled by one driver. All RRT systems have operated in this manner to distinguish them from train consists with trailers.

**Network:** 1. In planning, a 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.

**Park n' Ride (P&R):** A term applied to a passenger who drives to a transit station and parks his/her automobile in the station's P&R lot. Possible with any transit mode but most commonly used with rail modes, particularly RRT and RGR.

**Passenger Kilometers (Passenger Miles):** The transportation of one passenger a distance of 1 kilometer (1 mile).

**Passenger Kilometers per Train Mile (Passenger Miles per Train Kilometer):** The number of passenger kilometers (miles) accomplished by a given train kilometer (mile) and seat kilometer (mile) provides a measure of transit system efficiency.

**Peak (Peak Period, Rush Hours):** 1. the period during which the maximum amount of travel occurs. It may be specified as the morning (a.m.) or afternoon or evening (p.m.) peak. 2. The period when demand for transportation service is heaviest.

**Performance (Transit System):** A composite measure of transit system operating characteristics, mostly quantitative, such as service frequency, speed, reliability, safety, capacity, and productivity.

**Public Transportation:** transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not always.

**Rail Transit:** A generic class of transit service involving steel wheels on steel rails. The major services, generally in ascending order of performance, are streetcars, light rail transit, rail rapid transit, commuter rail and regional rail.

**Rapid Transit:** A generic class of transit modes which operate exclusively on R/W category "A" and have high speed, capacity, reliability and safety including, but not limited to RRT, RTRT, LIRRT and most RGR systems.

**Regional Rail (RGR) or Commuter Rail:** A regional passenger service usually provided by railroad agencies which consist of electric or diesel-powered trains on grade-separated railroad lines (sometimes with protected grade crossings).

**Regional Transit:** A term used to describe either long bus or rail transit lines with few stations and high operating speeds. They primarily service long trips within metropolitan regions, as distinguished from city transit and short-haul transit.

**Regular Bus (RB) or Local Services:** Common urban bus routes serving all stops, as distinguished from short-haul and express service.

**Regular Bus Lane (RBL):** A lane or lanes on urban streets or freeways reserved for bus use only, separated from other lanes by pavement markings, signs or rubber cones, but not by fixed physical barriers.

**Right-of-way (ROW, R/W):** A general term denoting land property or interest therein, usually in a strip, acquired for or devoted to transportation purposes.

**Transportation Disadvantaged (Low-mobility Group):** People whose range of transportation alternatives is limited, especially in the availability of relatively easy-to-use and inexpensive alternatives for trip making. Examples include the young, the elderly, the poor, the handicapped and those who do not have automobiles.

**Trip 1:** A one-way movement of a person or vehicle between two points for a specific purpose; sometimes called one-way trip to distinguish it from a round trip. 2. In rail operations, a mechanical lever or block signal that, when in the upright position, activates a train's emergency braking system. 3. The movement of a transit unit (vehicle or train) in one direction from the beginning of a route to the end of it; also known as a run.

**Trip Assignment (Flow Distribution, Traffic Assignment):** In planning, a process by which trips, described by mode, purpose, origin, destination, and time of day, are allocated among the paths or routes in a network by one of a number of models.

**Trip Attractions:** In planning, the number of trips, daily or for a specified time interval, to or from a zone generated by present or future land uses in that zone. The term normally refers to the non-home end of a trip. Trip attractions can also be defined as the non-home ends of home-based trips or the destinations of non-home-based trips.

**Trip Productions:** In planning, the number of trips, daily or for a specified time intervals, that are produced from and return to a given zone, generally the zone of residence. Trip productions can also be defined as the home ends of home-based trips or the origin of non-home-based trips.

**Urban Public Transportation:** Transport systems for intra-urban or intra-regional travel available for use by any person.

**Vanpool Service:** A form of transit involving privately or publicly provided vans transporting groups or persons to and from work on a regular basis. Drivers are usually selected from each passenger group.