

## GLOSSARY

The purpose of this glossary is to define terms as used for ODOT-specific analysis. It is written in plain language as much as possible to enhance understandability. It is not intended to change definitions in other engineering publications.

NOTE: This is a work in progress and currently incorporates terms from APM Version 2 Chapters 1-8.

**30th Highest Hour (30 HV)** – Also see Design Hour. This is the 30th highest hour of the year, which is typically the design hour for ODOT plans and projects. It is typically the average p.m. peak hour for most urbanized areas. Hours higher than the 30th are typically holidays and other high-traffic days of the year. The concept of using the 30<sup>th</sup> highest hour is that it would not be appropriate to design for the highest hours of the year as the design may be overbuilt.

**95th% Queue Length** – Queue length (in vehicles) that has a 5% probability of being exceeded during the analysis period.

**Accessibility** – degree to which the system is usable to as many individuals as possible.

**Access Management** – The proactive management of vehicular access points to land parcels adjacent to all manner of roadways.

**Access Spacing** – The practice of increasing the distance between intersections to improve the flow of traffic on major arterials, reduce congestion, and improve air quality within heavily traveled corridors.

**All Roads Transportation Program (ARTS)** – A safety program address safety needs on all public roads in Oregon (formerly known as Jurisdictionally Blind Safety Program).

**Annual Average Daily Traffic (AADT)** - The total traffic for the year divided by 365 (or 366 in a leap year). Can either be actual values from automatic traffic recorders or estimated with seasonal factors.

**Annual Average Weekday Traffic (AAWDT)** – AADT considering only Monday-Thursday volumes.

**Average Daily Traffic (ADT)** – The total traffic volume during a given period (1-365 days) divided by the number of days in that period.

**Average Weekday Daily Traffic (AWD or AWDT)** – ADT considering only Monday-Thursday volumes.

**Air and Noise (Traffic) Data** – An assembly of hourly and daily volumes, speeds, and level-of-service for peak vehicle and truck hours broken down by directional links by

analysis year for a build or no-build alternative. These are input into specific models by environmental specialists to determine impacts of air quality and noise.

**Air Quality Conformity** – a method to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide.

**Alternate Mobility Standards** – Adopted by the Oregon Transportation Commission and developed in accordance with Action 1.F.1 in the Oregon Highway Plan, these modify the mobility targets for a specified corridor/area/intersection via an adopted plan. These can be volume-to-capacity ratios or based on other substituted performance measures.

**Aggregate Probabilistic Limiting Velocity Model (APLVM)** – HERS-ST model used to calculate free-flow speed based on curve geometry, pavement roughness and posted speed.

**Arterial** – A roadway with primary function being mobility rather than property access

**Automatic Traffic Recorder (ATR)** – Electronic counting site on a roadway that counts vehicles continuously.

**Assignment (Model)** – The placement of travel demand model volumes on the model roadway network.

**Automatic Vehicle Classifier (AVC)** – Similar to an ATR, but these new installations also record the 13 FHWA vehicle types including passenger cars, buses and trucks.

**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.

**Benefit Cost Ratio (B/C or BCR)** – The relative monetized (can be tangible or non-tangible) benefits divided by the cost, typically expressed as a decimal. Accepted ratios are 1.0 or greater.

**Blocking Percentage** – The proportion of time expressed as a percentage of the peak hour that a queue obstructs an upstream turn lane or intersection or other significant point (i.e. railroad crossing).

**Buffer Index** – The percentage additional travel time (or time cushion) users must add to their average travel time to ensure on-time arrival 95 percent of the time.

**Build Volume** – The volume used for a build alternative. Also known as the design hour

volume (DHV).

**Built Environment** – refers to the human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks (green space) to neighborhoods and cities. This includes supporting infrastructure such as water supply, and energy networks.

**Calibration** – 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.

**Capacity** – 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.

**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).

**Centroids** – They represent the center of activity for a transportation analysis zone (TAZ). This is not the geometric center of the zone.

**Channelized Intersection** – intersection with restricted turn movements either by signs, pavement markings, medians, or other types of traffic control.

**CMF Clearing House** – A database produced by the FHWA that contains over 2500 crash modification factors for over 700 safety countermeasures.

**Collision Diagram** – See Crash Diagram

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

**Comprehensive Plan** – A generalized, coordinated land use map and policy document of a local government that interrelates all functional and natural systems and activities relating to the use of lands, including but not limited to sewer and water systems, transportation systems, educational facilities, recreational facilities, natural resources and air and water quality management programs.

**Conflict Points** – The crossing, merging or diverging of two vehicular, bicycle, or pedestrian traffic movements on a roadway. These are the points where collisions are

likely to occur.

**Congestion** – A condition on road networks that occurs with increased traffic volumes, and is characterized by slower speeds, longer trip times and increased queuing.

**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.

**Context Sensitive Solutions (CSS)** – a collaborative interdisciplinary approach involving all shareholders to provide a transportation facility that integrates well within the physical environment and preserved the local scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

**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, interconnected, or controlled from a central operations center.

**Cordon** – An imaginary boundary (non-linear) strategically drawn 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.

**Corridor Plan** – A transportation plan that addresses a specific segment of the transportation system. Can address a single roadway or more likely, parallel multimodal facilities.

**Cost Effectiveness Index Analysis Spreadsheet** – adaptation of the HSM spreadsheets to analyze countermeasures for bicycle and pedestrian crashes on urban and suburban arterials.

**Crash Coding Manual** – A publication produced by ODOT that compiles data from reported motor vehicle traffic crashes occurring on city streets, county roads, and state highways.

**Crash Diagram** – A graphical illustration of historical crashes at a location including position, time of day, number of injuries and other conditions present.

**Crash Decoder Tool** – a macro based spreadsheet tool that converts information from the PRC crash listing. This tool eliminates the need to use the ODOT Crash Code Manual.

**Crash Modification Factor (CMF)** – A multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.

**Crash Reduction Factor (CRF)** – As used in ARTS, the inverse of CMF.

**Critical Crash Rate** – a crash rate that has been statistically adjusted based on other roads with similar characteristics to remove random chance elements.

**Critical Hour Listing** – Typically the top 100- 500 hours at a location used to determine when the 30th highest hour or other design hour occurs.

**Cycle Length** – The time it takes for a signalized intersection to go through all movements and indications.

**Delay** – The additional travel time experienced by a vehicle, bicycle, or pedestrian with reference to a base travel time, e.g., the free-flow travel time.

**Design Hour Volume** – The design hour volume 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.

**Design Life** – The number of years into the future that a project element 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.

**Desirable Condition** – The ideal maneuver and PIEV distance used for calculating intersection functional area.

**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.

**Deterministic** – A mathematical model that is not subject to randomness. For a given set of inputs, the result from the model is the same with each application.

**Diverge** – A movement in which a single stream of traffic splits into two separate streams without the aid of traffic control devices.

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

**Downstream Functional Area** – Functional area for vehicles leaving an intersection.

**Downtown Plan** – A type of area plan focusing on the central business district usually evaluating pedestrian/bicycle/vehicle safety and operations and parking.

**Enhanced Interchange Safety Analysis Tool (ISATe)** – tool from the HSM used to predict the frequency and characteristics of crashes on freeways and interchanges.

**Environmental Justice** – Process that ensures that highway projects do not disproportionately impact one segment of the population, e.g., low-income or minorities.

**Exponential (compound)** – Compound growth is an accelerating growth curve 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.

**External Station** – A location where a roadway crosses the outside boundary of a travel demand model or zonal cumulative analysis.

**Facility Plan** – A study that focuses on a specific facility. A facility can be any roadway, bikeway, or pedestrian path made up of multiple segments.

**Fatal Flaw** – A flaw in the design that would ultimately keep the facility from functioning as intended and/or violates certain policy or minimum design standards (where design exceptions would be unsafe).

**Floating Car** – A probe vehicle traveling with the traffic flow for the purpose of recording travel times, where the car is driven such that the number of vehicles that pass the “floating car” is equal to the number of vehicles that the “floating car” passes. This is how the floating car approximates the average travel time of the given section.

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

**Focusing Model** – A model with additional refinement and detail within a subarea. The additional resolution may be added to the transportation network or the zone structure.

**Free-Flow Speed** – Speed at which vehicles travel unimpeded by effects of other vehicles. Typically taken as five mph over the posted speed for planning and preliminary engineering applications.

**Freight Route** – A highway that has been recognized for its overall importance in intra and interstate commerce. May have specific mobility and design considerations applied.

**Frontage Road** – A roadway that parallels a major transportation facility, such as a freeway, and provides access to residents and businesses.

**Functional Area** – (See also: Influence Area) The area in which an intersection affects vehicle paths such as influencing driver decisions, vehicle movements, and vehicle

queues.

**Future Volume Table** – Table that shows future AADT volumes for state highway segments based on historical traffic counts or travel demand model based growth trends.

**Freeway (fwy)** – A divided highway facility having two or more lanes for the exclusive use of traffic in each direction and full access control.

**Goals and Objectives (G & O)** – Primary desired outcomes on a project or plan. Evaluation criteria are based on these.

**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 Separation** – A vertical separation between intersecting roads or railroad tracks. One facility travels over the other via an overpass or other structure.

**Gravity-Based Distribution** – Trip distribution based on the gravity model which illustrates the distance, time and cost relationship between activities and their respective locations.

**Growth Factor** – A percentage increase applied to current traffic demands to estimate future demands. Expressed as  $1 +$  the decimal percentage of the change (i.e. 1.34).

**Growth Rate** – This is the rate at which traffic volume is expected to increase annually on a specific facility.

**Headway** – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles (for example, the front axle or the front bumper), expressed in seconds.

**Highway Classification (Per OHP)** – Classification based on FHWA (federal) Functional Class.

**Highway Safety Improvement Program (HSIP)** – FHWA program that provides federal aid for safety projects on all public roads.

**Historical Trends** – Long-term trends identified from analysis of historical data

**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.

**HOV 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.

**Incident** – An event or condition on a roadway that impedes the normal flow of traffic.

**Influence Area** – The overall length of a segment controlled by the operation of a geometric or other traffic control feature. This is much longer than the feature itself. Typically involves merge/diverge points or traffic signals.

**Intelligent Transportation Systems (ITS)** – Transportation technology that allows drivers, vehicles, devices, and system operators to gather and use real-time information to improve vehicle navigation, roadway system operations, or both.

**Interchange Area Management Plan (IAMP)** – A plan to determine transportation solutions or land use/policy actions needed in an interchange area and how best to balance and manage transportation and land use issues over time.

**Interim Year** – A forecast year between the base/existing year and the design or horizon year.

**J-turn** – An intersection design to facilitate a minor street left turn onto a major street where a non-traversable median is present. This design accommodates all vehicles including trucks via a right turn followed by a larger radius U-turn.

**KABCO** – A scale of crash injury severities.

**Least Cost Planning** – The process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the mix of options with the best value.

**Link Diagram** – A link and node representation of an intersection or transportation facility.

**Links** – A length of roadway between two nodes or points.

**Logarithmic** – A decelerating growth curve which tapers off as land approaches built-out status and capacity of roadways. Future growth is mainly contributed by growth in background (through) traffic.

**LOS (Level of Service)** – A quantitative measure describing operational conditions within a traffic stream and motorists' perceptions of those conditions. 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.

**LOS C Volume** – Term used in noise analysis. LOS C represents the level of congestion where speeds begin to reduce in a meaningful way. Therefore LOS C represents the maximum volume at the maximum speed that produces the maximum noise.

**Macroscopic Model** – an aggregate model with a high-level view of the transportation system, which does not include many transportation network details. Macroscopic models

are generally large and focus on the general flow of travel and route/mode choice from one area to another. System details are usually approximates, or averages including number of lanes, free-flow speed, and vehicle capacity.

**Merge**– A movement in which two separate streams of traffic combine to form a single stream without the aid of traffic signals or other right-of-way controls.

**Mesoscopic Model** – A hybrid model that includes combinations or approximations of elements from both macroscopic and microscopic models. May include a routable network similar to a macroscopic model, while also incorporating more detailed operation elements of the transportation network to better estimate travel time based on traffic operation similar to a microscopic model. Accounts for queuing on each link but not at the individual vehicle level.

**Methodology & Assumptions Memorandum** – A memorandum describing all of the volume development and analysis assumptions for the existing and future conditions. Submitted for approval before analysis tasks begin.

**Microscopic Model** – A calibrated highly detailed model simulating individual vehicles and driver behaviors on a transportation network requiring a high degree of detail.

**Mitigation** –An action that avoids, addresses or modifies a negative impact. Typically used in environmental analysis and development review.

**Mobility** – The ability of the transportation system to facilitate the movement of people, goods and services to and from desired destinations.

**Mobility Target** – An Oregon Highway Plan volume-to-capacity ratio that indicates a desirable level of performance on a facility.

**Mode Choice** – The process used to determine the modeled choice in which a user will reach their intended destination (i.e. Car, bus, bike, walk...etc.).

**Modernization** – The process of updating current infrastructure for the purpose of increasing safety or functionality of the system.

**Metropolitan Planning Organization (MPO)** – An association of local agencies established by federal law to coordinate transportation planning and development activities within a metropolitan region.

**Multi-Modal** – Multiple modes of transportation consisting but not limited to automobile, bus, bicycle, and pedestrian travel.

**Multi-Resolution** – An integrated series of models, each built or scaled for the appropriate level of detail given the context of the project application and need.

**No-build Volume** – Can refer to existing conditions or more commonly to a set of future conditions without any of the subject plan/project improvements in place. The no-build

will usually include other projects in the area that might be in a funded capital improvement and/or financially constrained plan. In the context of a travel demand model, no-build is thought of as a “do nothing” with no other project improvements assumed.

**Nodes** – Indicates the intersections of links.

**Nomograph** – a graph containing three parallel scales graduated for different variables so that when a straight line connects values of any two, the related value may be read directly from the third at the intersection point.

**Non-Attainment Area** – An area where air pollution levels persistently exceed the nation ambient air quality standards.

**OHP Mobility (V/C) Target** – Targets set by the Oregon Highway Plan for volume to capacity ratios for each specific facility classification.

**Operational Analysis** – An application of a methodology where the user supplies all or nearly all required inputs to the procedure instead of using defaults. Should not be confused with the analysis of operations which could occur at any detail level.

**Operations** – Strategies and solutions that optimize or preserve the existing transportation system for mobility and safety through the process of improving the flow of the existing system.

**Origin – Destination (O-D) Study**- Conducted as a part of an overall regional transportation study in order to identify travel patterns between the starting (origin) and ending (destination) points of trips within the region.

**ORS 366.215** – Oregon Revised Statute written to restrict the permanent reduction of vehicle-carrying capacity along identified freight routes.

**Overlay Zone** – Area established with special regulations that address specific subjects in addition to, and used to modify the regulations of the base zone. Overlay Zones can exist in multiple types such as Buffer Zones, Environmental Zones...etc.

**Park-and-Ride** – Park-and-Ride lots are designed for automobile parking at outlying locations along transit routes.

**Peer Review** – An evaluation of work performed by one or more individuals of similar field and competence to the producers of the original work. Peer review is used as a method to maintain standards of quality, improve accuracy and provide credibility.

**Performance Measure** – An individual quantitative or qualitative value that identifies the degree that a facility/strategy/action meets a certain goal, objective or policy.

**Phase** – The part of the signal cycle allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals. A phase can

include green, yellow change, red clearance, pedestrian, and bicycle intervals.

**Phase Split** – Duration of an individual signal interval in a signal cycle.

**Planning Analysis** – An application of a methodology where most or all of the required inputs are defaulted.

**PLANSAFE** – A regional scale safety analysis tool.

**Posted Speed** – The posted speed is a regulatory sign identifying the legal speed on a roadway. It is based on a statistical sampling of existing traffic speeds, safety issues, etc., and is typically lower than design speed.

**Post-processing** – Refers to additional processing of data after it's been collected in order to enhance the data, or make the original data easier to understand. In the context of the APM this refers to the future volume development process merging traffic counts with relative changes between different travel demand model scenarios.

**Practical Design** – A design philosophy that is used to conserve resources while meeting system needs, balancing cost with system value, and following business practices.

**Predictive Method** – A detailed Highway Safety Manual Part C methodology that calculates future crash frequency.

**Preservation** – Projects that maintain facilities but do not add significant safety or capacity improvements. Typically these are pavement, shoulder, curb/gutter/sidewalk and striping/signing projects.

**Progression Analysis** – Study conducted to optimize speed and delay in the traffic flow along a signalized corridor.

**Project Limits** – the physical boundaries of a project usually defined by milepoints.

**Project Prospectus** – document that defines the major features of a project, and includes enough detail to fairly scope the project.

**Purpose and Need (P & N)** – Explanation of what the project intends to address (purpose) and why it is necessary (need).

**QCEW (Quarterly Census of Employment and Wages) Data** – A quarterly report on employment and wages by industry, provided by the Oregon Employment Department.

**Queue** – A line of vehicles or pedestrians waiting to proceed through an intersection or bottleneck. 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 or bottleneck build up to the point that they block turn lanes, driveways, or even upstream intersections. See Blocking

Percentage.

**Refinement Plan** – Level of transportation plan that focuses on a specific topic, feature, mode, or highway segment in a sub-area.

**Riparian** – relating to or situated on the banks of a waterway.

**Road Diet** – A reduction in through-lanes for a given roadway; occurs within a “complete street” process that optimizes the available pavement width across all modes. Typically occurs with the conversion of a four-lane street down to two travel lanes and a two-way left turn lane.

**Roadway Functional Class** – Federal classification of a roadway according to a jurisdiction by typical use and volume. Major categories typically include Interstates, other freeways, arterials, collectors, or locals.

**Rural** – Areas with less than a population of 5,000 outside of established urban growth or metropolitan planning boundaries.

**Safety Priority Index System (SPIS)** – A method developed by ODOT to flag safety issues on state highways.

**Safe Routes to School** – A set of programs sustained by community leaders, local, state and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

**Saturation Flow Rate** – The maximum departure (queue discharge) flow rate achieved by vehicles departing from the queue during the green period at traffic signals.

**Screening** – The process of evaluating and reducing the potential number of alternatives.

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

**Scoping** – the process of identifying approach, tools and efforts based on analysis need prior to beginning a project.

**Seasonal Adjustment** – the process to adjust traffic volumes to reflect a specific time of year. This is typically the summer peak or the average weekday conditions.

**Seasonal Factor** – the calculated value used for adjusting traffic volumes to specific time of year.

**Seasonal Trend Table** – An ODOT-produced table of factors calculated from yearly patterns of automatic traffic recorder data used to estimate seasonal traffic count adjustments.

**Segment-Based Analysis** – Facility analysis performed between intersections or ramp junctions.

**Sight Distance** – A distance a vehicular driver needs to be able to see in order to have adequate room to stop or otherwise avoid an obstacle or collision.

**Signal Progression** – The timing of signals such that a group or platoon of cars arrives at a succession of green lights and proceeds through multiple intersections without stopping.

**SimTraffic** – performs micro simulation and animation of vehicle traffic, modeling travel through signalized and unsignalized intersections and arterial networks, as well as freeway sections, with cars, trucks, pedestrians and buses. SimTraffic includes the vehicle and driver performance characteristics developed by the Federal Highway Administration for use in traffic modeling.

**STIP (State Transportation Improvement Program)** – A multi-year, statewide, multi-modal program of transportation projects. The STIP must be consistent with the Oregon Highway Plan, Oregon Transportation Plan and regional and local transportation system plans.

**Stochastic** – Describes an outcome derived from random probability distribution that may be analyzed statistically but may not be predicted precisely (repeated attempts result in different results).

**Storage Length** – The available lane distance for holding queued vehicles.

**Straight-Line Growth** – Steady (linear) growth over time.

**Study Area** – The geographical area selected for analysis.

**Sub-Area Modeling** – Process for increasing the detail level in an existing travel demand model. The two major methods are Focusing and Windowing.

**System (Systemic) Level** – Consideration of all transportation facilities and modes in a particular region.

**System Peak Hour** – The predominant peak hour used for all locations within a study area.

**Transportation Analysis Zone (TAZ)** – A geographic unit used in travel demand models. These contain data population, employment, and household characteristics, as well as other land use attributes.

**Transportation Demand Management (TDM)** – Actions or programs that encourage people to travel at alternative times or with fewer vehicles, e.g., rideshare/carpool programs, transit fare discount programs, and flextime.

**Travel Demand Model (TDM)** – A computerized model which estimates travel patterns

based on network characteristics (e.g., number of lanes, access points), demographics (e.g., population characteristics, employment) and observed travel patterns for a given of roadways.

**Travel Time** – The time taken to travel between two points.

**Transportation Strategy** – A general approach to solving a transportation problem which can consist of policies, plans, and /or physical projects.

**Transportation System Management (TSM)** – Operation-based actions (e.g., ramp metering) that control or improve the flow and safety on the roadway system.

**Transportation System Plan (TSP)** – A plan required by the Transportation Planning Rule (TPR) establishing a system of transportation facilities and services to meet state, regional and local needs.

**Trip Distribution** – The number of trips that occur between each origin zone and each destination zone.

**Trip Generation** – The number of trips created from a specific type of land use. The ITE Trip Generation Manual provides the accepted source for estimates of vehicular traffic generation for various land use types. It is also the first step in the transportation forecasting process for travel demand models that estimates person trips based on housing and employment data.

**TruckSum** – An ODOT-produced spreadsheet for calculating directional factors, k-factors, and hourly truck factors from individual counts.

**Upstream Functional Area** – functional area for vehicles approaching an intersection.

**Urban** – Areas with moderate to high densities of development and population.

**Volume-to-Capacity Ratio (v/c)** – The ratio of the traffic flow rate to the capacity of the road. 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.

**Validation** – Testing a calibrated model under different conditions for reasonability.

**Variable Messaging** – practice of using variable message boards with the capability of displaying a different message based on system needs or changing conditions.

**Vehicle Hours of Travel (VHT)** – the sum of the travel times incurred by all motor vehicles in a specified system of highways for a given distance. VHT is calculated by multiplying the AADT value for each section/segment of road by the section/segment travel time (in hours) and summing all sections to obtain the VHT for the complete route.

**VISSIM Protocol** – The ODOT document used to guide the proper creation of VISSIM-based microsimulations.

**Vehicle Miles of Travel (VMT)** – the sum of the distances traveled by all motor vehicles in a specified system of highways for a given period of time. VMT is calculated by multiplying the AADT value for each section/segment of road by the section/segment length (in miles) and summing all sections to obtain the VMT for the complete route.

**Volume Balancing** – Mathematically balancing the traffic volumes between two points.

**Weave** – A section of a highway where two or more vehicle flows must cross each other's path. Weaving areas are usually formed when merge areas are closely followed by diverging areas.

**Weigh-In-Motion (WIM)** – a permanently installed device for weighing vehicles in the traveled lanes.

**Windowing Model** – A cut out portion or “window” of an existing model that contains a subarea of the transportation network and creates cordon areas at the edge of the subarea. The window allows additional refinement, and greater detail while still maintaining consistency with the original model.

**Zero-Volume Delay** – Delay associated with traffic control devices. This is the expected delay that a single vehicle would encounter even if it were the only vehicle on the road.

**Zonal Cumulative Analysis** – A manual three-step analysis that involves the creation of zones and utilizes ITE Trip Generation methodologies, external trip O-D pairs, and gravity based distribution.

**Zoning Maps** – Map of the local geographic area that defines current zoning designation and land use.