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Appendix A: Land Transportation Glossary

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| “A” minor arterials | Minor arterial roadways within the metropolitan area that are more regionally significant than other minor arterials. These roadways are classified into the following groups: |
| | <p>Relievers Minor arterials that provide direct relief for traffic on major metropolitan highways. These roads include the closest routes parallel to the principal arterials within the core, urban reserve and urban staging areas. These roadways are proposed to accommodate medium-length trips (less than eight miles) as well as providing relief to congested principal arterials. Approximately 400 miles of relievers have been identified. Improvements focus on providing additional capacity for through traffic.</p> |
| | <p>Expanders Routes that provide a way to make connections between developing areas outside the interstate ring or beltway. These roadways are proposed to serve medium-to-long suburb-to-suburb trips. Approximately 650 miles of expanders have been identified.</p> |
| | <p>Connectors This category of “A” minor arterials are roads that would provide good, safe connections among town centers in the urban reserve, urban staging and rural areas within and near the seven counties. Approximately 680 miles of connectors have been identified. Improvements focus on safety and load-bearing ability.</p> |
| | <p>Augmentors The fourth group of “A” minor arterials are those roads that augment principal arterials within the interstate ring or beltway. The principal arterial network in this area is in place. However, the network of principal arterials serving the area is not in all cases sufficient relative to the density of development that the network serves. In these situations, these key minor arterials serve many long-range trips. Approximately 200 miles of augmentors have been identified. Improvements focus on providing additional capacity of through traffic.</p> |
| Access to opportunities | Generally, the ease with which an area can be reached. Technically, it is the distance between origin and destination expressed in terms of time. |
| Accessible | A facility that provides access to people with disabilities using design requirements of the ADA. |

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| Active Traffic Management (ATM) | A group of existing and future infrastructure technologies used to monitor and respond to freeway traffic in real time. Includes existing equipment such as cameras, ramp meters, loop detectors, and variable message signs, as well as more state-of-the-art technology such as queue detection and warning systems, speed harmonization, and dynamic re-routing systems. |
| Alternatives Analysis (AA) | A study of a corridor or travel shed to determine viable transit alternatives, which is required in order to potentially receive federal funding for project construction. These studies examine potential alignments and modes, including enhanced bus service. All alternative analyses include both bus and rail options. Bus options include improvements to highways and roads that would provide transit advantages, such as bus-only shoulders, signal priority or preemption, dynamic shoulder lanes, dynamic parking lanes, ramp meter bypass lanes, HOV or HOT lanes, or other advantages. Land use and zoning needs are also evaluated. |
| Americans with Disabilities Act (ADA) | Civil rights legislation passed in 1990 and effective July 1992. The ADA sets design guidelines for accessibility to public facilities, including sidewalks, trails, and public transit vehicles by individuals with disabilities. |
| Arterial routes | Transit routes on major local streets. These routes typically have higher frequencies of bus service. |
| Auto occupancy | The number of persons per automobile, including the driver. |
| Automatic vehicle location (AVL) | A system that determines the location of vehicles carrying special electronic equipment that communicates a signal back to a central control facility. AVLs are used for detecting irregularity in service and are often combined with a computer-aided dispatch system to improve on-time performance and provide real time information for customers. |
| Bike lane | A portion of a roadway or shoulder designed for exclusive or preferential use by persons using bicycles. Bicycle lanes are distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier, striping, marking, or other similar device. |
| Bike-walk streets (or “bicycle boulevards”) | A shared roadway, typically a local residential street, which has been optimized for bicycle traffic. Bike/walk streets accommodate auto travel but literally give priority to cyclists and pedestrians. These streets use traffic calming techniques, signage, lighting, and other amenities to provide a safe, quiet, and direct route for bicyclists and pedestrians. |
| Bio-fuel | Fuel derived at least in part from renewable materials, like ethanol. |
| Branded vehicle | A transit vehicle with a unique design or logo that helps identify it with a specific route. |
| Bus lanes | Lanes designated solely for buses. These lanes are typically in downtowns and allow buses to travel with reduced impacts from automobiles. |
| Bus-only shoulders | A system of highway shoulder lanes that Mn/DOT has identified and signed as being available for bus use to avoid congestion. Speeds are limited to 35mph for safety. |

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| Bus rapid transit (BRT) | A transitway mode that uses bus vehicles but incorporates characteristics of light rail or commuter rail to improve bus speed, reliability, and identity. These characteristics can include specialized vehicles, unique and improved stations, signal preemption or priority, off-board fare collection, improved signage and other features that allow vehicles to operate faster and more reliably than local or express buses. BRT can be run on a dedicated right-of-way or in mixed traffic. Typically, service frequencies are every fifteen minutes or better on the core portions of the line. |
| Busways | 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 roadways. Variations include grade-separated, at-grade, and median busways. |
| Carbon monoxide maintenance area | Most of the Twin Cities area is part of an EPA designated maintenance area for carbon monoxide emissions from transportation sources. This designation and area affected is based on national air quality standards. A portion of this area extends into eastern Wright County. |
| Carpool | When two or more persons share a private vehicle. At times, vehicle sharing is facilitated by government. |
| Center | A place of sufficient scale, density and mix of uses, where there is convenient access to housing, jobs, daily services, shopping and recreation. (See transit-oriented development.) |
| Circulator system | A means of movement provided within a major activity center (such as a regional business concentration or community) for going from place to place within the center; such a system may be entirely pedestrian or may use transit. |
| Collector streets | The streets that connect neighborhoods and connect neighborhoods to regional business concentrations (see Appendix D for functional classification criteria and characteristics). |
| Commuter rail | A passenger railroad that carries riders within a metropolitan areas, typically between urban areas and their suburbs. They typically operate on freight rails or dedicated tracks. Propulsion is provided either by diesel locomotives or by self-propelled Diesel Multiple Units. Typically there are a small number of stations and multiple departure times primarily in mornings and evenings. Stops are typically five miles or more apart and route lengths extend more than 20 miles. In some areas it is called regional rail. |
| Conformity | The agreement of transportation plans and programs with the assumptions and commitments designed to attain federal and state air quality standards. As it refers to the State Implementation Plan for Air Quality, it means conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality and standards, in the frequency or severity of an existing violation, or delay in timely attainment of any standard or interim milestone. Further, transportation plans and programs can be found to conform only if (1) emissions resulting from such plans and programs are consistent with emissions projections and reductions assigned to those transportation plans and programs in the State Implementation Plan, and (2) the plans and programs provide for timely implementation of the State Implementation Plan's Transportation Control Measures. |
| Congestion | Overloading of roadway with vehicles (see Level of Service). |

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| Congestion management | A systematic process for evaluating and developing transportation strategies and plans for addressing existing and future traffic congestion. |
| Congestion Management and Safety Plan (CMSP) | A study of potential roadway project solutions under development by Mn/DOT that will address congestion and/or safety hot spots through lower-cost / high-benefit improvements. |
| Congestion mitigation and air quality improvement program (CMAQ) | CMAQ is a categorical funding program created under SAFETEA-LU. It directs funding to projects that contribute to meeting national air quality standards and further reducing transportation-related air pollution. |
| Congestion pricing | User fees that are charged to manage traffic and reduce congestion, also called “value pricing.” Typically higher prices reduce the use of priced lanes. This technique can be used to ensure free-flow conditions in priced lanes. |
| Context sensitive design | Roadway standards and development practices that are flexible and sensitive to community values, balancing economic, social, aesthetic and environmental objectives. |
| Contraflow lane | A lane that travels the opposite direction of other traffic lanes. For example, on 4th Street in downtown Minneapolis, three lanes of traffic are designated one-way for automobiles while a fourth lane travels the opposite direction and is designated solely for buses. Also highway lanes can be designated as contraflow lanes, which change direction depending on the time of day. For example, a lane can flow into a downtown in the morning, then have its direction changed and flow out of a downtown in the afternoon to add capacity. |
| Corridor studies (highway) | Typically, highway corridor studies focus on a segment of a particular travel corridor or travel shed. Land use, access issues, capacity, level of service, geometrics and safety concerns are studied; alternatives analyzed and recommendations made. Corridor studies are usually prepared with the participation and cooperation of the affected communities and governmental agencies. Recommendations for improvements are often incorporated into the local comprehensive plans of the participating cities and continue to be used by implementing agencies as improvements in the corridor are made. |
| Corridor studies (transit) | Focus on transit alternatives within a travel corridor or travel shed. Studies typically examine all potential alignments and modes (light rail, commuter rail, bus rapid transit, express bus or other alternatives). Studies examine these alternatives against a set of criteria, typically (but not restricted to) factors such as mobility improvements, operating efficiency and effectiveness, environmental impacts, economic development impacts, readiness and cost-effectiveness. Corridor studies include alternatives analyses, which are done to meet federal New Starts criteria. |
| Cost-sharing | A contractual arrangement whereby a local unit of government or other governmental body enters into an agreement to pay for part of a physical facility or a service; includes subscription transit service. |

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| County Transit Improvement Board (CTIB) | The joint powers board created to oversee the distribution of the ¼ cent sales tax imposed by certain counties in the region for transit. |
| Crosswalk | That portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections or any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. |
| Deadhead | The portion of trip that does not carry passengers. This can be the portion of a trip when a transit vehicle travels between the garage and the start or end point of a route or when a vehicle travels between routes. |
| Demand-responsive service | see Dial-a-Ride. |
| Developed Communities | Cities where more than 85% of the land is developed, infrastructure is well established and community development efforts are focused on maintenance, preservation and redevelopment. These communities have the greatest opportunities to adapt or replace obsolete buildings, improve community amenities, and remodel or replace infrastructure to increase their economic competitiveness and enhance their quality of life. Developed Communities are expected to accommodate approximately 30 percent of new households and about half of new jobs through 2030. |
| Developing Communities | Cities where the most substantial amount of new growth—about 60 percent of new households and 40 percent of new jobs—will occur. Community development activities are focused on initial infrastructure investment and development staging to accommodate growth at appropriate densities; three to five units plus per acre overall in developing communities for areas outside the current staged development and higher density in locations (nodes and centers) with convenient access to transportation corridors and with adequate sewer capacity. |
| Dial-a-ride (also demand-response) | A public transit service using passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. These vehicles do not operate on a fixed schedule or route. |
| DMU or Diesel Multiple Unit | Self-propelled passenger rail cars that operate on railroad track. Typically used to provide commuter rail passenger service. |
| Dynamic parking lane | A parking lane on a street that is used for regular traffic during peak periods. In non-peak periods, it reverts back to a parking lane. |
| Dynamic shoulder lanes | Highway shoulder lanes used for vehicle traffic during peak periods. In non-peak periods, lanes are not available for travel but are used for break-downs; dynamic shoulder lanes can be priced at a flat fee, dynamically priced based on real-time congestion, or toll free. |

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| Environmental Impact Statement (EIS) and Draft Environmental Impact Statement (DEIS) | <p>A document that must be filed with the Federal Government when a “major Federal action significantly affecting the quality of the human environment” is taken. These studies typically include a statement of the purpose and need for the project, a description of the affected environment, a range of alternatives to the proposed action and an analysis of the environmental impacts of each of the possible alternatives. The law requiring this is the National Environmental Policy Act. (NEPA) Major highway and transit projects are required to develop these studies and follow these processes.</p> |
| Expansion (of highway capacity) | <p>Adding a multi-use or managed lane of a mile or more in length is defined as expansion in this plan and for air quality conformity purposes. Construction of two or more consecutive interchanges is also capacity expansion.</p> |
| Fare | <p>The amount paid for a transit trip. Fares vary by the type of trip and service.</p> |
| Fixed-route transit | <p>Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pickup and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations. Both rail and buses can provide fixed-route transit. Also regular route transit.</p> |
| Functional classification | <p>Classification of roadways according to their primary function— mobility for through trips or access to adjacent lands. A four-class system (described in Appendix D) is used to designate roads (principal arterials, minor arterials, collectors and local streets) in the Twin Cities. The major arterials are classified as either “A” minor arterials or “B” / other minor arterials.</p> |
| GPS or Global Positioning System | <p>A device that lets the location of a vehicle be tracked in real-time. For example a GPS device is placed on a bus and then information is relayed to a central information depository about the location of bus. This information can then be shared with customers through real-time information systems and also be used by controllers to monitor the performance of the bus.</p> |
| Grade separation | <p>Separation of traffic at different levels with crossing structures like underpasses or overpasses; interchanges.</p> |
| High-occupancy toll (HOT) lanes | <p>Lanes that allow high-occupancy vehicles and public transit vehicles to travel free and allows single-occupant vehicles to use these lanes through paying a toll. Tolls can be fixed or dynamically based on real-time traffic congestion.</p> |
| High-occupancy vehicle (HOV) lanes | <p>Highway lanes reserved for vehicles carrying more than one person. These lanes are officially denoted with a diamond marking and are sometimes called “diamond lanes.” Public transit is also allowed to use these lanes, providing it a time advantage over congested conditions.</p> |
| High speed passenger rail | <p>A type of intercity passenger rail that operates at speeds significantly faster than current passenger rail. Speeds are in excess of 90 mph in the United States and in excess of 125 mph by the European Union.</p> |
| Hybrid electric bus | <p>A bus that operates at times on electrical power and at times on diesel fuel. Typically the electrical engine is powered by the energy created through braking or from power generated from the diesel engine.</p> |

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| In-Service Hour | The time from when the transit vehicle begins its first trip at the first time point to the time the transit vehicle completes its last trip at the last time point excluding recovery time and any double-back between trips. |
| Infrastructure | Fixed facilities, such as roadways or railroad tracks; permanent structures or improvements. |
| Intelligent Transportation System (ITS) | <p>The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application:</p> <ul style="list-style-type: none"> Advanced Traffic Management Systems Advance Traveler Information Systems Advanced Public Transportation Systems Automatic Vehicle Control Systems Commercial Vehicle Operations |
| Intermodal (freight) | “Seamless” delivery of freight from one mode to another. Modes may include truck, rail, air or barge. |
| Intermodal (transit) | A location where different transportation modes come together, typically locations where persons can transfer among light rail, commuter rail, buses and/or automobiles. |
| Lane capacity | <p>The Twin Cities regional travel demand model assumes the following lane capacities representing level of service “D”:</p> <ul style="list-style-type: none"> Un-metered freeway = 1,750 vehicles per hour Metered freeway = 1,950 vehicles per hour Concurrent flow high-occupancy vehicle facility = 1,400 vehicles per hour Divided arterial = 700 to 1,000 vehicles per hour Undivided arterial = 600 to 900 vehicles per hour Collector = 400 to 600 vehicles per hour |
| Level of service | As related to highways, the different operating conditions that occur on a lane or roadway when accommodating various traffic volumes. It is a qualitative measure of the effect of traffic flow factors, such as speed and travel time, interruption, freedom to maneuver, driver comfort and convenience, and indirectly, safety and operating costs. It is expressed as levels of service “A” through “F.” Level “A” is a condition of free traffic flow where there is little or no restriction in speed or maneuverability caused by presence of other vehicles. Level “F” is forced-flow operation at low speed with many stoppages, with the highway acting as a storage area. Level “F” is considered to be fully congested. |
| Light rail transit (LRT) | Electrically powered trains typically operating primarily in an exclusive right-of-way, with stops approximately one mile apart. |
| Linear right-of-way | A narrow, well-defined corridor of contiguous land dedicated to or preserved for transportation purposes. |

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| Livable Communities Act (LCA) | The Minnesota Legislature created the Livable Communities Act (LCA) in 1995. The LCA is a voluntary, incentive-based approach to help the metropolitan area address affordable and lifecycle housing needs while providing funds to communities to assist them in carrying out their development plans. The Council awards LCA grants to participating communities in the seven-county area to help them: (1) to clean up polluted land for redevelopment, new jobs and affordable housing; (2) to create development or redevelopment that demonstrates efficient use of land and infrastructure through connected development patterns; and (3) to create affordable housing opportunities. |
| Local streets | The streets that provide land access (see Appendix D for functional classification criteria and characteristics). |
| Managed lanes | Lanes where any physical or operational technique or tool is employed to affect lane-specific traffic through managing vehicle speeds, vehicle occupancy, and/or user-based pricing. High-occupancy vehicle lanes, HOT lanes, and bus-only shoulders are all types of managed lanes. |
| Meters | Signals on freeway ramps that smooth traffic flow to increase road capacity and safety. Many metered ramps within the region have bypasses for buses and carpools. |
| Metro Commuter Services | A service of the Metropolitan Council that administers travel demand management programs and promotes alternatives to travel in single-occupant vehicles. |
| Metro Mobility | A service of the Metropolitan Council that provides door-to-door transit service for persons with disabilities that prevent them from using the fixed route bus and rail system. |
| Metro Transit | A service of the Metropolitan Council that provides rail transit and the largest amount of regular route bus service in the region. |
| Metropass | A program where employers provide discounted transit passes to employees. Employers get tax breaks for participating in the program. |
| Metropolitan Highway System | The system of highways intended to serve the region. Only principal arterials, which include interstate freeways, are part of the Metropolitan Highway System. The plan defines the Metropolitan Highway System to include the interstate freeways and other, non-freeway principal arterials. |
| Metropolitan Highway System Investment Strategy (MHSIS) | A major study of the Metropolitan Highway System that explored ways to best address the long range regional transportation needs with reasonable forecasts of available state and federal funding sources. |
| Metropolitan Land Planning Act (MPLA) | The sections of Minnesota Statutes directing the Council to adopt long-range, comprehensive policy plans for transportation, airports, wastewater services, and parks and open space. It authorizes the Council to review the comprehensive plans of local governments which they are to review and update at least once every 10 years. |
| Metropolitan transit system | The system of all public transit services available to the general public. |

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| Metropolitan Urban Service Area (MUSA) | The area in which the Metropolitan Council ensures that regional services and facilities under its jurisdiction are provided. |
| Minor Arterials | see “A” Minor Arterials |
| Mixed use | A single building containing more than one type of land use or a single development of more than one building and use, where the different land uses are in close proximity, planned as a unified, complementary whole, and functionally integrated with transit, pedestrian access and parking areas. |
| Mobility | The ability of a person or people to travel from one place to another. |
| Motor Vehicle Sales Tax (MVST) | MVST is the 6.5 percent sales tax applied to the sale of new and used motor vehicles. Under a constitutional amendment passed in 2006, MVST revenues must be dedicated exclusively to highway and transit purposes. |
| Multi-use paths | A bikeway that is physically separated by a roadway or shoulder by the use of an open space buffer or physical barrier. A shared-use path can also be used by a variety of non-motorized users such as pedestrians, joggers, skaters and wheelchair users. |
| Multimodal link | The connection between two or more passenger transportation methods (such as bicycle, walking, automobile and transit). |
| National Highway System (NHS) | A transportation system consisting of approximately 155,000 miles of highway that provide an interconnected system of principal arterial routes serving major population centers, major transportation facilities, major travel destinations, interstate and interregional travel and meeting national defense requirements. |
| New or restructured transit service | Significant change in service, including establishment of a new mass transportation service, addition of new route or routes to mass transportation system, a significant increase or decrease in service on or realignment of an existing route, or a change in the type or mode of service provided on specific, regularly scheduled route. |
| New Starts | A federal transit funding program for major projects, typically commuter rail, light rail or dedicated busways. The program pays up to 50% of a project cost. |
| Off-board fare collection | Collection of transit fares before a rider gets on a transit vehicle, generally by paying the fare to a ticket agent or fare validator. Off-board fare collection speeds trips. |
| Off-peak period | Time of day outside the peak period (see peak period). |
| Operational improvement | A capital improvement consisting of installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs, and transportation demand and system management facilities, strategies and programs. |
| Opt-out System | See Suburban Transit Providers |

Transit service that provides generally more flexible service than regular-route transit, using a variety of vehicles, such as large and small buses, vans, cars and taxis. Paratransit can serve a particular population, such as people with disabilities, or can be assigned to serve the general population. Paratransit is frequently provided in less densely populated areas, and used at times and in areas where trip demands are less concentrated, such as during weekends and evenings in suburban settings. Paratransit services are of several types:

Paratransit services

Ridesharing - Car and van pooling intended primarily to serve the work trip.

Demand-Response - This is any type of public transportation involving flexibly scheduled service that is deployed upon a person's request for a trip. There are two types of demand response:

Dial-a-ride services - The most common type of paratransit, involving advance request pickup and drop-off at desired or designated destinations. Dial-a-ride may deploy vans, small buses or shared-ride taxis.

Flexible fixed-route or deviation services - Either point deviation or route deviation where vehicles stop at specific locations on a regular schedule but do not have to follow a set route between the stops. They can deviate from the route to pick up or drop off passengers upon request.

Park-and-ride

A place where passengers park their cars and board some form of transit. There may be a transit station or transit center attached to a park-and-ride.

Peak hour

The hour during the peak period when travel demand is highest. Generally, peak hours are found to be from 7 to 8 a.m. and from 4:30 to 5:30 p.m.

Peak period

The time between 6:30 and 9 a.m. and between 3 and 6 p.m. on a weekday, when traffic is usually the heaviest.

Person throughput

The number of persons that pass a point on a roadway in a specified period of time. Person throughput includes all passengers in vehicles and is a key performance measure for the managed highway system.

Platform hour

The time from when the transit vehicle pulls out (leaves from the vehicle storage facility) to the time the transit vehicle pulls in (returns to the vehicle storage facility) (i.e. in-service plus recovery plus dead-head).

Preservation

Preservation activities are directed toward the elimination of deficiencies and major cost replacement of existing facilities. Preservation is not meant to include work that will increase the Level of Service by the addition of traffic lanes.

Principal arterials

The high-capacity highways that make up the Metropolitan Highway System (See Appendix D for functional classification criteria and characteristics.)

Project

A group of tasks or methods designed to accomplish a specific purpose.

Queue jump (also queue jump lane)

A lane on a street that lets transit vehicles bypass a congested intersection.

Ramp metering

The electronically regulated flow of vehicles to increase capacity of through lanes and improve safety.

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| Ramp Meter Bypass | A lane at ramp meters that let certain vehicles like transit vehicles or high-occupancy vehicles bypass the ramp meter. |
| Real-time information | Transit service information that reflects actual operating conditions and is provided as actual time as compared to the scheduled time. Often, on-time arrival information available at bus stops or via the web. |
| 2030 Regional Development Framework | The Metropolitan Council plan that sets the general direction for future development patterns in the metropolitan area and establishes guidelines for making decisions about major regional facilities that are needed to support the commercial, industrial and residential development of the area. |
| Regional Guaranteed Ride Home program | A program that provides an “insurance policy” for those who commute by bus, pool, bike or walking by underwriting the cost of taxi rides homes in emergencies. |
| Regional Highway System | All highways serving the region, including principal arterials and “A”. |
| Regional Railroad Authority | Each county in the region has a regional railroad authority to preserve rail corridors, preserve right-of-way if rail lines are abandoned and develop rail transportation options. The county board sits as the regional railroad authority. |
| Regional Traffic Management Center (RTMC) | Mn/DOT’s freeway management center fully-equipped with electronic surveillance technology such as cameras, loop detectors, and freeway ramp meters used to monitor current traffic congestions, adjust ramp meters in real time, and dispatch incident response vehicles to crash or vehicle breakdown sites. |
| Regular-route transit service | A transit service that operates on a predetermined, fixed route and schedule. Regular-route service is usually classified as four types: <ul style="list-style-type: none"> Local service Buses make frequent pickups and drop-offs, stopping at almost every street corner. Urban locals Buses operate primarily in central cities and first-ring suburbs and include regular-route radial service (routes serve one or both of the two major downtowns); crosstown (usually providing connecting links between radial routes); and limited stop (buses make limited stops as a supplement to local service along a route or “skip stops,” achieving faster service to selected destinations). Suburban locals Buses operate in suburban environments, beyond first-ring suburbs, many times as suburban circulators, and regular-route suburb-to-suburb crosstowns (often as feeder routes to radial services) and in some cases may include specially designed paratransit services. Express Buses operate in suburban environments, beyond first-ring suburbs, many times as suburban circulators, and regular-route suburb-to-suburb crosstowns (often as feeder routes to radial services) and in some cases may include specially designed paratransit services. |
| Rehabilitation | Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section. These projects consist of removal and replacement of base and pavement, shouldering and widening and drainage correction as needed without changing the basic boundaries of the roadway. |

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| Revenue Hour | The time from when the transit vehicle begins its route at the first time point to the time the transit vehicle completes its route at the last time point including the time the transit vehicle is in recovery (laying over). |
| Reverse-commute | Transit service from the core cities to an employment location in suburban locations, typically in a direction opposite to the heaviest flow of traffic. |
| Ridesharing | A paratransit service with two or more persons in the vehicle consisting usually a prearranged car pool, van pool or subscription bus. |
| Right-of-Way Acquisition Loan Fund (RALF) | This program grants interest-free loans to communities within officially mapped highway corridors to purchase property threatened by development. The loan is repaid when the property is purchased by the highway construction authority. The Minnesota Legislature established the RALF program in 1982. It is funded by a property tax levied by the Metropolitan Council and funds are loaned out on a revolving basis. |
| Route deviation | A transit service operating on a fixed route from which vehicles may deviate to pick up or drop off passengers. Requests for route deviation may come by phone via radio contact with the driver or may be requested by a passenger upon boarding. Generally, this strategy utilizes a small vehicle. |
| Routine maintenance | Roadway maintenance consisting of snow and ice control, mowing, sweeping, periodic applications of bituminous overlays, seal treatments, milling, crack routing and filling and base repair. These treatments are intended to help ensure the roadway can be used to the end of its design life. |
| Rural area | The rural area is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, the Diversified Rural Communities, the Rural Residential Areas and the Agricultural Areas. |
| SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) | A six-year federal funding bill for transportation projects. |
| Shoulder | The part of a highway that is contiguous to the regularly traveled portion of the highway and is on the same level as the highway, generally reserved for breakdowns and emergency vehicles. Some shoulders in the Twin Cities are designated for bus utilization called “bus-only shoulders.” |
| Sidewalk | That portion of a street between the curb lines or the lateral lines of a roadway and the adjacent property lines, intended for the use of pedestrians. |
| Signal preemption | A technology that triggers the green go-ahead on meters or traffic lights to allow transit vehicles to more quickly move through freeway ramp entrances or intersections. |
| Small Starts | A federal program for funding transit infrastructure. This program funds smaller projects than the “New Starts” program. |
| SOV | Single-occupant vehicle |

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| Special transportation services | Transit services provided on a regular basis to elderly and disabled persons who are unable to use regular means of transportation. Rides are provided through a variety of public and private entities, including social services and transit agencies, using lift-equipped vans, taxis, buses and volunteer drivers. |
| Suburban Transit Providers | Provide regular-route and dial-a-ride service in twelve suburban communities. These providers are: Minnesota Valley Transit Authority, Southwest Transit Authority, and the Cities of Maple Grove, Plymouth, Shakopee, and Prior Lake. Minnetonka has also opted-out but has chosen to leave its service with the Metropolitan Council instead of starting its own service. |
| Surface Transportation Program (STP) | One of the five core federal highway funding programs. 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 intra-city and intercity bus terminals and facilities. |
| System statement | The system statement informs each community how it is affected by the Metropolitan Council's policy plans for four regional systems - transportation, aviation, water resources (including wastewater collection and treatment), and regional parks and open space. System statements include forecasts of population, households and employment. |
| Telecommuting | The elimination or reduction in commuter trips by routinely working part or full-time at home or at a satellite work station closer to home. |
| Throughput | The number of vehicles/persons that pass a point on a roadway over a specified period of time. Person throughput includes passengers of vehicles while vehicle throughput only includes vehicles. |
| Timed-transfer station | Point where several transit lines converge in a synchronized manner, facilitating passenger transfers. |
| Tolls | A fee collected for the use of a road. |
| Traffic Calming | Techniques such as speed bumps, narrow lanes and traffic circles used to slow traffic in primarily residential neighborhoods. |
| Traffic signal control systems | The degree of traffic management of an arterial is grouped and defined as follows: |
| Fixed time | The traffic signals on an arterial are controlled locally through a time clock system. In general, the progression of a through band (the amount of green time available along an arterial at a given speed) along the arterial in the peak direction is determined by past experience and is not a function of immediate traffic demand. |
| Semi-actuated | The traffic signals along the arterial are designed to maximize the green time on the major route in the major direction. Timing and through band are based upon historical records. Use of green time on the minor leg depends on real-time demand and maximized based upon total intersection delay. |

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| Interconnection | A traffic signal system in which data collected at individual signals is shared with a central processor or controller. Adjustments in traffic signal control can be made based upon incoming data as opposed to historical data. |
| Optimization | The process in which a traffic signal or system is modified to maximize the amount of vehicles passing through the intersection for all approaches or on the major road in the peak direction. |
| Real-time adaptive control | An advanced traffic control system that incorporates current technologies in communications, data analysis, and traffic monitoring to provide real-time traffic control of arterials, corridors or roadway networks. |
| Transit advantages | Facility improvements that offer travel-time benefits to multi-occupant and transit vehicles. Examples include bus-only shoulders, bus lanes, HOV/HOT lanes, priced dynamic shoulders, ramp meter bypasses, signal preemption, transit centers, transit stations, and major park-and-ride lots. |
| Transit Centers | A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between routes or lines (in which case it is also known as a transfer center) or different modes (also known as a modal interchange center, intermodal transfer facility or an hub). |
| Transit Market Area | The Twin Cities have been divided into five areas depending on their land use characteristics. These characteristics determine the types of transit service that are appropriate. See Appendix G for a full description of the Twin Cities market areas. |
| Transit-oriented development | The concentration of jobs and housing around transit hubs and daily conveniences. TOD is moderate to higher-density development located within easy walking distance of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. (Additional information about transit-oriented development can be found in the online handbook Guide for Transit Oriented Development) |
| Transit Redesign | A 1996 Metropolitan Council comprehensive review of the regional transit system and resultant action plan to build a stronger, more effective transit system. “Redesign” also may refer to restructuring of transit services in an effort to better meet local needs. |
| Transit stations | Facilities provided at light rail, commuter rail and bus rapid transit stops and in some cases for major suburban bus transit centers that serve as the central transit facility within a community. |
| Transit Taxing District | The portion of the Twin Cities metropolitan area where property is taxed to support transit services as defined in Minnesota State Statute 473.446 or who have joined the Transit Taxing District under Minnesota State Statute 473.4461. |
| Transit trip | A person trip as a passenger of a public transit vehicle. |
| Transitways | Travel corridors that offer transit service using express buses with transit advantages, bus rapid transit, light rail or commuter rail. |

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| Transportation Advisory Board | The Transportation Advisory Board, established in accordance with State Statutes, section 473.146, is part of the Metropolitan Council and is a forum for deliberation on transportation-related issues among state, regional and local officials and private citizens. The TAB advises the Council in preparing transportation plans and provides coordination and direction to the agencies responsible for implementing the plans. |
| Transportation Improvement Program (TIP) | A three-year multimodal program of highway, transit, biking, walking and transportation enhancement projects and programs proposed for federal funding in the seven-county Twin Cities metropolitan area. The TIP must include capital and non-capital transportation projects proposed for funding under Title 23 United States Code (USC) (highways) and Title 49 USC (transit). The TIP must also contain all regionally significant transportation projects that require an action by the Federal Highway Administration (FHWA) or the Federal Transit Authority (FTA). |
| Transportation Management Organization (TMO) or Association (TMA) | Nonprofit organizations formed in highly congested areas to deal with common transportation concerns, particularly alleviating congestion, improving employee commutes and increasing access to customers. |
| Transportation Policy Plan | This document which is one chapter of the Metropolitan Council's Metropolitan Development Guide, as provided for in Minn. Stat. 473, Sec. 145 and 146. Section 145 states: "The Metropolitan Council shall prepare and adopt...a comprehensive development guide for the metropolitan area." This chapter deals with the transportation needs of the seven county area. |
| Transportation System Plan (TSP) | Mn/DOT's 20-year district a plan that identifies regional investment priority categories for the highway system. |
| Travel Behavior Inventory (TBI) | A set of surveys identifying travel patterns and characteristics of people and vehicles within the metropolitan area. In the Twin Cities, the first study was done in 1949 and has been repeated every ten years since. |
| Travel Demand Management (TDM) | Consists of programmatic strategies to reduce drive-alone vehicle trips and vehicle miles traveled during peak congestion times, special events, and for construction project areas. TDM strategies provide incentives for people to reduce overall demand for roadway capacity by using alternative travel modes such as transit, biking, and walking. TDM strategies also include flexible employment arrangements that do not require peak-period travel (flexible schedules) or would allow employees to avoid the commute altogether by working from home (telecommuting). Travel demand management is also referred to as transportation demand management. |
| Trunk Highway | A highway under jurisdiction of Mn/DOT |
| UPA or Urban Partnership Agreement | A program by the federal government to explore the use of priced lanes on highways. The Twin Cities received a UPA grant and is completing a set of improvements on I-35W, Cedar Avenue and in downtown Minneapolis to implement a priced lane and improve transit. |

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| Urban Area | The area consisting of two Regional Development Framework-defined planning areas— Developed Communities and Developing Communities—occupying about 50% of the region’s land area. |
| Vanpool | A paratransit service provided by a publicly or privately provided van on a scheduled or unscheduled basis with at least five persons as occupants. |
| Vehicle trip | A one-way journey made by an auto, truck or bus to convey people or goods. |
| VMT | Vehicle miles traveled |
| Volume-to-capacity ratio | The number of vehicles expected to use a roadway in the busiest hour, divided by the number of moving vehicles the roadway can accommodate in an hour. |