

Sunrise Corridor Community Visioning

Project Glossary

April 2025



GLOSSARY OF TERMS

Accessibility – The ability or ease to reach desired goods, services, activities and destinations with relative ease, within a reasonable time, at a reasonable cost and with reasonable choices. Many factors affect accessibility (or physical access), including mobility, the quality, cost and affordability of transportation options, land use patterns, connectivity of the transportation system and the degree of integration between modes. The accessibility of a particular location can be evaluated based on distances and travel options, and how well that location serves various modes. Locations that can be accessed by many people using a variety of modes of transportation generally have a high degree of accessibility.

Action – Discrete steps to make progress toward a desired outcome(s).

Nonmotorized transportation – Non-motorized forms of transportation including walking and biking, people using wheelchairs or mobility devices and skateboarding. Transit is considered part of active transportation because most transit trips start with a walking or bicycle trip.

Barrier – A condition or obstacle that prevents an individual or a group from accessing the transportation system or transportation planning process. Examples include a physical gap or impediment, lack of information, language, education and/or limited resources.

Bicycle – A vehicle having two tandem wheels, a minimum of 14 inches in diameter, propelled solely by human power, upon which a person or persons may ride. A three-wheeled adult tricycle is considered a bicycle. In Oregon, a bicycle is legally defined as a vehicle. Bicyclists have the same right to the roadways and must obey the same traffic laws as the operators of other vehicles.

Bicycle facilities – A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities, all bikeways and shared roadways not specifically designated for bicycle use.

Bike lane – A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

Capacity – A transportation facility's ability to accommodate a moving stream of people or vehicles in a given place during a given time period. Increased capacity can come from building more streets or thoroughways, adding more transit service, timing traffic signals, adding turn lanes at intersections or many other sources.

Community – A community is a group of people living in the same area or having a particular characteristic in common. In the context of urban planning, a community refers to the residents, businesses, and organizations within a specific geographic area.

Community cohesion – Community cohesion refers to social relationships and a sense of belonging within a community. Communities are considered cohesive when they can be characterized by shared interests, values, and goals, and they often work together to improve their living conditions, promote social interaction, and achieve common objectives.

Community identity – Community identity refers to the unique characteristics, cultural elements, and social dynamics defining a group or area.

Commute – Regular travel between home and a fixed location (e.g., work, school).

Congestion – A condition characterized by unstable traffic flows that prevents movement on a transportation facility at optimal legal speeds. Recurrent congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by incidents such as bad weather, special events and/or traffic accidents.

Connectivity – The degree to which the local and regional street, pedestrian, bicycle, transit and freight systems in a given area are navigable, safe, seamless, and accessible.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, freight, active transportation and transit route alignments.

Crash – A violent collision, typically of one vehicle with another (vehicles include bicyclists, motorcyclists, freight trucks, school buses, transit buses, etc.), a pedestrian, or with a stationary object such as a pole or guard rail.

Bicyclist – Person riding a bicycle.

Efficiency – Optimizing transportation systems to reduce travel time, minimize congestion, and reduce the effort of movement.

Employment areas – Areas of mixed employment that include various types of manufacturing, distribution and warehousing uses, and may include commercial and retail development.

Equity – Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. In transportation, a normative measure of fairness among transportation system users.

Facility – The fixed physical assets (structures) enabling a transportation mode to operate (including travel, as well as the loading and unloading of passengers). This includes streets, throughways, bridges, sidewalks, bikeways, transit stations, bus stops, ports, air and marine terminals and rail lines.

Federal Transit Administration (FTA) – U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.

Gap – A missing link or barrier in the “typical” urban transportation system for any mode that functionally prohibits travel where a connection might be expected to occur in accordance with the system concepts and networks. A gap generally means a connection does not exist at all, but could also be the result of a physical barrier such as a throughway, natural feature, weight limitations on a bridge or existing development.

Goal – A broad statement that describes a desired outcome or end state toward which actions are focused to make progress toward a long-term vision.

Highway – A design for a throughway in which access points are a mix of separate and at-grade.

Historically underserved communities

– Communities of people that have been historically excluded from critical aspects of social participation including, voting, education, housing and more. Historical marginalization is often a result of systematic exclusion based on devaluation of any individual existing outside of the dominant culture. For purposes of the Plan, this includes people of color, people with limited English proficiency, people with lower-incomes, youth, older adults and people living with a disability.

Industrial areas – Areas set aside for industrial activities. Supporting commercial and related uses may be allowed, provided they are intended to serve the primary industrial users.

Residential development and retail users whose market area is larger than the industrial area are not considered supporting uses.

Local jurisdiction – For the purpose of this plan, this term refers to Clackamas County and the City of Happy Valley.

Local streets or roads – Local streets primarily provide direct access to adjacent land. While Local streets are not intended to serve through traffic, the aggregate effect of local street design impacts the effectiveness of the arterial and collector system when local travel is restricted by a lack of connecting routes, and local trips are forced onto the arterial street network. In the urban area, local roadway system designs often discourage “through traffic movement.” Regional regulations require local street connections spaced no more than 530 feet in new residential and mixed used areas, and cul-de-sacs are limited to 200 feet in length. These connectivity requirements ensure that a lack of adequate local street connections does not result in the arterial system becoming congested. While the focus for local streets has been on motor vehicle traffic, they are developed as multi-modal facilities that accommodate bicycles, pedestrians and sometimes transit.

Meaningful involvement – This term means that the public should have opportunities to participate in decisions that could affect their environment and their health, their contributions should be taken into account by regulatory agencies, and decision-makers should seek and facilitate the engagement of those potentially affected by their decisions. (from EPA)

Measure – An expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

Mitigation – Planning actions taken to avoid an impact altogether, minimize the degree or magnitude of the impact, reduce the impact over time, rectify the impact, or compensate for the impact.

Mixed use – Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

Mobility – The ability to move people and goods to destinations efficiently and reliably.

Mode – A type of transportation distinguished by means used (e.g., such as walking, bike, bus, single- or high-occupancy vehicle, bus, train, truck, air, marine).

Multimodal – Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking.

Network – Connected routes forming a cohesive system.

Non-motorized – Generally referring to bicycle, walking and other modes of transportation not involving a motor vehicle.

Objective (in a plan) – A specific, measurable desired outcome and means for achieving a goal(s) to guide action within the plan period.

Parking management – Strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users, and improve parking facility design. Examples include developing an inventory of parking supply and usage, reduced parking requirements, shared and unbundled parking, parking-cash-out, priced parking, bicycle parking and providing information on parking space availability.

Pedestrian – A person traveling on foot, in a wheelchair or in another health-related mobility device.

Pedestrian connection – A continuous, unobstructed, reasonably direct route between two points that is intended and suitable for pedestrian use. Pedestrian connections include but are not limited to sidewalks, walkways, accessways, stairways and pedestrian bridges. On developed parcels, pedestrian connections are generally hard surfaced. In parks and natural areas, pedestrian connections may be soft-surfaced pathways. On undeveloped parcels and parcels intended for redevelopment, pedestrian connections may also include rights-of-way or easements for future pedestrian improvements.

Pedestrian-scale – An urban development pattern where walking is a safe, convenient and interesting travel mode. The following are examples of pedestrian scale facilities: continuous, smooth and wide walking surfaces, easily visible from streets and buildings and safe for walking; minimal points where high speed automobile traffic and pedestrians mix; frequent crossings; and storefronts, trees, bollards, on-street parking, awnings, outdoor seating, signs, doorways and lighting designed to serve those on foot; all well-integrated into the transit system and having uses that cater to pedestrians.

Plan – A detailed proposal for achieving specific goals and objectives within a community or region. A plan can outline strategies, actions, and timelines for addressing various issues such as land use, transportation, housing, economic development, and environmental sustainability. Plans are typically developed through a collaborative process involving stakeholders, experts, and community members, and they serve as a roadmap for future growth and development.

Policy – A policy is a statement of intent and describes a direction and a course of action adopted and pursued by a government to achieve desired outcome(s).

Protected bike lanes – Separated bike lane, cycle track, a bike lane that is physically separated from auto traffic, typically they are created using planters, curbs, parked cars, or posts and are essential for creating a complete network of bike-friendly routes. For bicyclists, safety increases significantly when there is physical separation from motorists through infrastructure.

Public health – The health of the population as a whole, especially as monitored, regulated, and promoted by the state.

Refinement plan – Amendment to a transportation system plan which determines at a systems level the function, mode or general location of a transportation facility, service or improvement, deferred during system planning because detailed information needed to make the determination could not be reasonably obtained at that time.

Regional Flexible Funds (RFF) – Regional flexible funds come from three federal grant programs: the Surface Transportation Block Grant Program, the Congestion Mitigation/Air Quality Program and the Transportation Alternatives Program. The regional flexible fund allocation process identifies which projects in the Regional Transportation Plan will receive funding.

Regional flexible funds are allocated every two years and are included in the Metropolitan Transportation Improvement Program. Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested in a range of transportation projects or programs as long as federal funding eligibility requirements are met.

Regional freight network – Applies the regional freight concept on the ground to identify the transportation networks and freight facilities that serve the region and state's freight mobility needs.

Regional trails – Linear facilities for non-motorized users that are at least 75% off-street and are regionally significant. Regional trails are physically separated from motor vehicle traffic by open space or a barrier. Bicyclists, pedestrians, joggers, skaters and other non-motorized travelers use these facilities.

Regional trails in the Plan are eligible to receive federal transportation funds. Trails that use federal transportation funds need to be ADA accessible according to the AASHTO trail design guidelines. There are some pedestrian only trails or trails near sensitive habitat on the Plan network that would most likely not be paved. Regional bicycle connections are planned parallel to pedestrian only regional trails. Colloquially, terms like "bike path" and "multi-use path" are often used interchangeably with "regional trail," except when referring to pedestrian-only regional trails.

Regional transportation system – The regional transportation system is identified on the regional transportation system maps in the Regional Transportation Plan. The system is limited to facilities of regional significance generally including regional arterials and throughways, high capacity transit and regional transit systems, regional multi-use trails with a transportation function, bicycle and pedestrian facilities that are located on or connect directly to other elements of the regional transportation system, air and marine terminals, as well as regional pipeline and rail systems.

Regionally significant industrial area (RSIA) – 2040 land use designation; RSIA's are shown on Metro's 2040 map. Industrial activities and freight movement are prioritized in these areas.

Right-of-way (ROW) – Land that is publicly-owned, or in which the public has a legal interest, usually in a strip, within which the entire road facility (including travel lanes, medians, sidewalks, shoulders, planting areas, bikeways and utility easements) resides. The right-of-way is usually acquired for or devoted to multi-modal transportation purposes including bicycle, pedestrian, public transportation and vehicular travel.

Road users – A motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 USC section 148)

Safe Routes to School – A comprehensive engineering/education program focused on youth school travel that aims to create safe, convenient, and fun opportunities for children to walk and roll (bike, scooter, etc.) to and from schools. City or school district based programs incorporate evaluation, education, encouragement, engineering, enforcement, and equity with the goal of increasing walking and rolling to school. Safe Routes to School is a national program that works to nationally, regionally and locally to create safe, healthy, and livable urban, suburban and rural communities. The program works with parents, school districts, local governments, government, police and community partners to make it easy and safe for kids to walk and bike to school.

Results are achieved through investments in small capital projects, educations and outreach such as walking school buses.

Safety – Protection from death or bodily injury from a motor-vehicle crash through design, regulation, management, technology and operation of the transportation system.

Sidewalk – A walkway separated from the roadway with a curb, constructed of a durable, hard and smooth surface, designed for preferential or exclusive use by pedestrians.

Stakeholders – Individuals and organizations with an interest in or who are affected by a transportation plan, program or project, including federal, state, regional and local officials and jurisdictions, institutions, community groups, transit operators, freight companies, shippers, non-governmental organizations, advocacy groups, residents of the geographic area and people who have traditionally been underrepresented.

State highways – In Oregon, is a network of roads that are owned and maintained by the Highway Division of the Oregon Department of Transportation (ODOT), including Oregon's portion of the Interstate Highway System.

State Transportation Plan – The official statewide intermodal transportation plan that is developed through the statewide transportation planning process. See also Oregon Transportation Plan.

Street – A generally gravel or concrete- or asphalt-surfaced facility. The term collectively refers to arterial, collector and local streets that are located in 2040 mixed-use corridors, industrial areas, employment areas and neighborhoods. While the focus for streets has been on motor vehicle traffic, they are designed as multi-modal facilities that accommodate bicycles, pedestrians and transit, with an emphasis on vehicle mobility and special pedestrian infrastructure on transit streets.

Surface Transportation Block Grant (STBG) – A federal source of funding for projects and activities that is the most flexible in its use. Projects and activities which states and localities can use STBG include: projects that preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects, including intercity bus terminals.

Sustainability – Using, developing and protecting resources in a manner that enables people to meet current needs and provides that future generations can meet future needs, from the joint perspective of environmental, economic and community objectives. This definition of sustainability is from the 2006 Oregon Transportation Plan and ORS 184.421(4). The 2001 Oregon Sustainability Act and 2007 Oregon Business Plan maintain that these principles of sustainability can stimulate innovation, advance global competitiveness and improve quality of life in communities throughout the state.

Sustainable – A method of using a resource such that the resource is not depleted or permanently damaged.

Target – A specific level of performance that is desired to be achieved within a specified time period.

Traffic – Movement of motorized vehicles, non-motorized vehicles and pedestrians on transportation facilities. Often traffic levels are expressed as the number of units moving over or through a particular location during a specific time period.

Transit oriented development (TOD) – A mixed-use community or neighborhood designed to encourage transit use, bicycle and pedestrian activity, containing a rich mix of residential, retail, and workplaces in settings designed for bicycle and pedestrian convenience and transit accessibility.

Transportation improvement program (TIP) – A prioritized listing/program of multimodal transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process. The TIP must be consistent with the metropolitan transportation plan, and is required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53. In the Portland metropolitan region, the TIP is referred to as the Metropolitan Transportation Improvement Program (MTIP). In practice, the MTIP is a short-term, four year program of transportation projects that will be funded with federal funds expected to flow to the region and locally and state-funded regionally significant projects.

Transportation system plan (TSP) – The transportation element of the comprehensive plan for one or more transportation facilities that is planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and between geographic and jurisdictional areas. A TSP describes a transportation system and outlines projects, programs, and policies to meet transportation needs now and in the future based on community (and regional) aspirations. A TSP typically serves as the transportation component of the local comprehensive plan. The TSP supports the development patterns and land uses contained in adopted community and regional plans. The TSP includes a comprehensive analysis and identification of transportation needs associated with adopted land use plans.

Local TSPs must be consistent with the applicable Regional Transportation Plan. Jurisdictions within a metropolitan area must adopt TSPs that reflect regional goals, objectives, and investment strategies specific to the area and demonstrate how local transportation system planning helps meet regional performance targets. A jurisdiction within a Metropolitan Planning Organization area must make findings that the proposed Regional Transportation Plan amendment or update is consistent with the local TSP and comprehensive plan or adopt amendments that make the Regional Transportation Plan and the TSP consistent with one another. (OAR 660-012-0016) TSP updates must occur within one year of the adoption of a new or updated Regional Transportation Plan. (OAR 660-012-0055).

Travel options/choices – The ability range of travel mode choices available, including motor vehicle, walking, bicycling, riding transit and carpooling. Telecommuting is sometimes considered a travel option because it replaces a commute trip with a trip not taken.

Trip – A one-way movement of a person or vehicle between two points. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.

Update – For federal purposes, this means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas). For state purposes, this means TSP amendments that change the planning horizon and apply broadly to a city or county and typically entails changes that need to be considered in the context of the entire TSP, or a substantial geographic area.

Urban growth boundary – The politically defined boundary around an urban area beyond which no urban improvements may occur. In Oregon, UGBs are defined so as to accommodate projected population and employment growth within a 20-year planning horizon. A formal process has been established for periodically reviewing and updating the UGB so that it meets forecasted population and employment growth.

Vehicle – Any device in, upon or by which any person or property is or may be transported or drawn upon a public highway and includes vehicles that are propelled or powered by any means.

Vision – In this document, an aspirational statement of what the County (and plan) is trying to achieve over the long-term through policy and investment decisions.

Vulnerable users – In this document, refers to groups of people that are more vulnerable to being killed or severely injured in traffic crashes. Vulnerable users are people that are more vulnerable to being killed or seriously injured in crashes. Vulnerable users are pedestrians, bicyclists, motorcycle operators, children, older adults, road construction workers, people with disabilities, people of color and people with low income.

Walkable neighborhood – A place where people live within walking distance to most places they want to visit, whether it is school, work, a grocery store, a park, church, etc.

Walkway – A hard-surfaced transportation facility designed and suitable for use by pedestrians, including persons using wheelchairs. Walkways include sidewalks, hard-surfaced portions of accesways, regional trails, paths and paved shoulders.

Watershed – A watershed is defined by the National Oceanic and Atmospheric Administration (NOAA) as a land area that channels rainfall and snowmelt to creeks, streams, and rivers, and eventually to outflow points such as lakes, reservoirs, bays, and the ocean.

Watershed health – Watershed health refers to the water quality, levels of pollutants, bacteria, and dissolved oxygen, and the ecosystem quality of a watershed.

Wayfinding – Signs, maps, street markings, and other graphic or audible methods used to convey location and directions to travelers. Wayfinding helps people traveling to orient themselves and reach destinations easily.

