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The preparation and publication of this document was financed in part by federal funds provided by the US Department of Transportation through the Federal Highway Administration and Federal Transit Administration. The provision of federal financial assistance should not be construed as denoting federal agency approval of any plans, policies, programs or projects contained herein.

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## In'tro•duc'tion

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The transportation field, like many other professional fields, is often mystifying to those who are not directly involved in the planning processes—in other words, to the vast majority of the citizens in our central Arkansas region. The alphabet soup of acronyms, abbreviations and jargon used by planners and engineers as a kind of professional shorthand very often frustrate persons who want to better understand the transportation issues that affect them.

This publication has been prepared for people who are not transportation planners or engineers, but who are interested in the processes by which decisions are reached and who need to know, quite simply, what the experts are talking about. This is not intended to represent a comprehensive list of terms, nor to provide in-depth explanations or rationale for complex policies and methods.

First published in 1993, this new edition has been purged of obsolete terms and updated to include acronyms used in discussing air quality and intelligent transportation systems—two subjects that are increasingly vital to central Arkansas as our region strives to cope with the consequences of falling into nonattainment of federal air quality standards.

The first section contains a listing of commonly used acronyms. Many, but not all, of the acronyms are also found in the definitions section. Definitions are organized in alphabetical order and include planning, legislative, roadway, intelligent transportation systems (ITS), and transit terms. We've left a little room for personal not taking as well. Pages 35-36 comprise a short section on Metroplan and the Central Arkansas Regional Transportation Study (CARTS) area.

A reader response page is found at the back of this booklet. Send your comments to Metroplan via e-mail, snail-mail or fax. We welcome your comments and suggestions for improving our work!

## Ac•ro•nyms & Ab•bre'vi•a'tions

Following is an alphabetical listing of acronyms commonly used to describe planing processes, organizations and legislation. Many, but not all, of these acronyms are also found in the Definition of Terms section.

3-C	Continuing, Cooperative and Comprehensive
4-E	Engineering, Education, Enforcement and Encouragement

### A

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act of 1990
ADED	Arkansas Department of Economic Development
ADEQ	Arkansas Department of Environmental Quality
ADT	Average Daily Traffic
ADTT	Average Daily Train Traffic
AHS	Automated Highway System
AHTD	Arkansas State Highway & Transportation Department
AICP	American Institute of Certified Planners

The science of AIR QUALITY incorporates a language of precise meanings. If you are trying to understand AIR QUALITY issues, be aware of the following acronyms.

ADEQ	CAA	CAFE	CMAQ	CO
EPA	HCs	MOBILE	NAAQS	NOAA
NOx	NSR	NWS	O <sub>3</sub>	OAD
OTAG	PM	PPM/PPB	PM <sub>2.5</sub>	PM <sub>10</sub>
SIP	TCMs	UAM	VOCs	

Want to know more about air quality issues? There are several excellent web sites. We recommend starting with this one: [www.ozoneactiondays.org](http://www.ozoneactiondays.org) and go to the news/links page.

AIRS	Aerometric Information Retrieval System
AMPO	Association of Metropolitan Planning Organizations
AMR	Arkansas Midland Railroad
AMTRAK	National Railroad Passenger Corporation
APA	American Planning Association
APC	Automatic Passenger Counter
APTA	American Public Transit Association
APTS	Advanced Public Transportation System
ARTS	Advanced Rural Transportation System
ASCE	American Society of Civil Engineers
ASEA	Arkansas State Employees Association
ASTM	American Society of Testing and Materials
ATA	American Trucking Association
ATEP	Arkansas Transportation Enhancement Program
ATM	Automated Teller Machine
ATMS	Advanced Traffic Management System
ATR	Automatic Traffic Recorder
ATIS	Advanced Traveler Information Systems
AVC	Automated Vehicle Classification
AVCSS	Advanced Vehicle Control and Safety Systems
AVI	Automated Vehicle Identification
AVL	Automatic Vehicle Locator

A number of acronyms and terms are exclusive to the State of ARKANSAS or the CENTRAL ARKANSAS metropolitan area. Many of these will be immediately familiar. You may need to think about some of the others!

ADED	ADEQ	AHTD	ASEA	ATA
ATEP	BACA	CARTS	CATA	LRMSA
LRPA	LUZA	PAGIS	RAN	RUZA
SCAT	UA	TAC	TCC	

**B**

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BACA	Bicycle Advocates of Central Arkansas
BANANA	Build Absolutely Nothing Anywhere Near Anybody
BEA	Bureau of Economic Analysis
BLS	Bureau of Labor Statistics
BN	Burlington Northern Railroad
BMS	Bridge Management System
BTS	Bureau of Transportation Statistics
BXN	Bauxite and Northern Railroad

**C**

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CAA	Clean Air Act of 1970
CAD	Computer Aided Dispatch
CAFE	Corporate Average Fuel Economy
CARTS	Central Arkansas Regional Transportation Study
CATA	Central Arkansas Transit Authority
CatEx	Categorical Exclusion
CBD	Central Business District
CCTV	Closed Circuit Television
CCU	Communications Control Unit
CDPD	Cellular Digital Packet Data
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMS	Congestion Management System
CNG	Compressed Natural Gas
CO	Carbon Monoxide
COFC/ TOFC	Container On Flat Car/Trailer On Flat Car
COG	Council of Governments
CR	County Road
CVISN	Commercial Vehicle Information System and Networks
CVO	Commercial Vehicle Operations

**D**

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DASCAR	Data Acquisition System for Crash Avoidance Research
DEIS	Draft Environmental Impact Statement
DMS	Dynamic Message Sign (sometimes called Variable Message Sign)
DOT	Department of Transportation (USDOT)
DSRC	Dedicated Short-range Communications

**E**

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EA	Environmental Assessment
EFPS	Electronic Fare Payment System
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMS	Emergency Management Service
EPA	U.S. Environmental Protection Agency
ETC	Electronic Toll Collection
ETTM	Electronic Toll and Traffic Management

**F**

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FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FMS	Freeway Management System
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year

**G**

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GIS	Geographic Information System
GPS	Global Positioning System

**H**


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HAR	Highway Advisory Radio
HAZMAT	Hazardous Materials
HBRRP	Highway Bridge Replacement and Rehabilitation Program
HCM	Highway Capacity Manual
HCs	Hydrocarbons
HCS	Highway Capacity Software
HELP	Heavy-Vehicle Electronic License Plate Program
HIP	Highway Improvement Program
HPMS	Highway Performance Monitoring System
HPP	High Priority Project
HOV	High Occupancy Vehicle
HRI	Highway-Rail Intersection

**I**


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ICC	Intelligent Cruise Control
IEEE	Institute of Electrical and Electronics Engineers

INTELLIGENT TRANSPORTATION SYSTEMS is a relatively new field that is riddled with acronyms specific to ITS.

AHS	ATMS	ATIS	AVCSS	AVI
AVL	CAD	CCTV	CCU	CDPD
CMS	CVISN	DASCAR	DMS	DSRC
EETM	FMS	GPS	HAR	ICC
IM	INFORM	ITI	IVN	OSI
PTMS	RF	RT-TRACS	TCIP	TMC
TOC	TSCS	TSM		

Interested in learning more about ITS? Check out these resources:

[www.its.dot.gov](http://www.its.dot.gov)

[www.itsdocs.fhwa.dot.gov](http://www.itsdocs.fhwa.dot.gov)

[www.nawgits.com](http://www.nawgits.com)

[www.itsa.org](http://www.itsa.org)

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IM	Incident Management
I/M	Inspection and Maintenance
IMS	Intermodal Management System
INFORM	Information for Motorists Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITE	Institute of Transportation Engineers
ITI	Intelligent Transportation Infrastructure
ITS	Intelligent Transportation Systems
IVN	In-Vehicle Navigation

**L**

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LOS	Level of Service
LR-NLR MSA	Little Rock-North Little Rock Metropolitan Statistical Area
LRP	Long-Range Plan
LRPA	Little Rock Port Authority
LRWN	Little Rock & Western Railroad
LULU	Locally Unpopular Land Uses
LUZA	Local attributed STP funds

**J**

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JPO	Joint Program Office for ITS (of US DOT)
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**M**

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MCSAP	Motor Carriers Safety Assessment Program
MDI	Model Deployment Initiative

LAND USE and transportation are inextricably woven together in a single fabric. Can you guess these acronyms?

BANANA	CBD	LULU	NIMBY
NIMEY	NIMFYE	NIMTOO	NOPE
PIITBY	TOADS	ULI	

MIS	Major Investment Study
MOBILE	Mobile Source Emissions Factor Model
MOE	Measure(s) of Effectiveness
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MUTCD	Manual on Uniform Traffic Control Devices

**N**

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NAAQS	National Ambient Air Quality Standards
NAHSC	National Automated Highway Systems Consortium
NARC	National Association of Regional Councils
NAFTA	North American Free Trade Agreement
NCHRP	National Cooperative Highway Research Program (of TRB)
NCTRP	National Cooperative Transit Research Program
NEMA	National Electrical Manufacturers Association
NEPA	National Environmental Policy Act of 1969
NHI	National Highway Institute (of FHWA)
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NIMBY	Not In My Back Yard
NIMEY	Not In My Election Year
NIMFYE	Not In My Front Yard, Either
NIMTOO	Not In My Term Of Office
NOAA	National Oceanic and Atmospheric Administration
NOPE	Not On Planet Earth
NO <sub>x</sub>	Oxides of Nitrogen (an ozone precursor emission)
NTCIP	National Transportation Communications for ITS Protocol
NWS	National Weather Service

**O**

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O <sub>3</sub>	Ozone
OAD	Ozone Action Days
O&M	Operations and Maintenance
OMB	Office of Management and Budget
OMC	Office of Motor Carriers (of FHWA)
ORNL	Oak Ridge National Laboratory
OSI Model	Open Systems Interconnect reference model
OTAG	Ozone Transport Assessment Group

**P**

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PAGIS	Pulaski Area Geographic Information System
PAS	Principal Arterial System
PCB	Professional Capacity Building Program
PDA	Personal Digital Assistant
PDD	Planning and Development Districts (of Arkansas)
PE	Preliminary Engineering
PE	Professional Engineer
PIITBY	Put It In Their Back Yard
PM	Particulate Matter
PMS	Pavement Management System
PPM/PPB	Parts Per Million/Parts Per Billion
PPP	Public Participation Plan
PSR	Pavement Surface Rating
PTMS	Public Transportation Facilities and Equipment Management System

**Q**

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QA	Quality Assurance
QC	Quality Control

**R**

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RAN	Regional Arterial Network
RF	Radio Frequency
ROW	Rights-of-Way
RSPA	Research and Special Programs Administration (of US-DOT)
RT-TRACS	Real-Time Traffic-Adaptive Control System
RUZA	Regional Attributed STP funds
RVP	Reid Vapor Pressure

**S**

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SAE	Society of Automotive Engineers
SAFTEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for users
SDO	Standards Developing Organization
SH	State Highway
SIP	State Implementation Plan for air quality control
SLAPP	Strategic Lawsuit Against Public Participation
SMS	(Highway) Safety Management System
SOV	Single Occupancy Vehicle
SRN	Strategic Regional Network
STAPPA	State Territorial Air Pollution Program Administrators
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STPP	Surface Transportation Policy Project
STRAHNET	Strategic Highway Network
SWTA	South West Transit Association

**T**

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TAC	Transportation Advisory Council
TAZ	Traffic Analysis Zone
TCC	Technical Coordinating Committee

TCIP	Transit Communications Interface Profiles
TCM	Transportation Control Measures
TCSP	Transportation & Community and System Preservation
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Program
TM	Traffic Manager
TMA	Transportation Management Area
TMA	Transportation Management Association
TMC	Traffic Management Center
TMS	Traffic Monitoring System (Highway)
TOADS	Temporarily Obsolete Abandoned Derelict Site
TOC	Traffic Operations Center
TOD	Transit Oriented Development
TRB	Transportation Research Board (of the National Academy of Sciences)
TSCS	Traffic Signal Control System
TSM	Transportation Systems Management
TWLTL	Two-Way Left-Turn Lane, also called continuous center turn lane

## U

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UA	Small Urban Area
UAM	Urban Airshed Model
ULI	Urban Land Institute
UPRR	Union Pacific Railroad
UPWP	Unified Planning Work Program
URISA	Urban and Regional Information Systems Association
USC	United States Code
US DOT	United States Department of Transportation
UTCS	Urban Traffic Control System
UZA	Urbanized Area
UZA-STP	Attributed Surface Transportation Program funds



## Def'i•ni'tions of Terms

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The following definitions are organized in alphabetical order and include planning, legislative, roadway, intelligent transportation systems (ITS), and public transit terms.

3-C: Stands for continuing, cooperative and comprehensive. It's what every planning endeavor should strive for.

4-E: Stands for engineering, education, enforcement and encouragement. Used to describe actions desired for good bikeway and pedestrian planning.

### A

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Americans with Disabilities Act of 1990 (ADA): ADA is a broad act directed toward eliminating discrimination against persons with disabilities. Titles II and III (relating to public services and public accommodations and services operated by private entities, respectively) address accessibility with respect to transportation vehicles, systems and facilities.



Area Source: Small stationary and non-transportation pollution sources that are too small and/or numerous to be included as point sources but may collectively contribute significantly to air pollution. [See point source.]

Arkansas Transportation Enhancement Program (ATEP): Under TEA-21, 10% of the state's Surface Transportation Program funds (STP) must be spent on "transportation enhancement" activities. Of those funds, AHTD makes a portion available to the city, county, and other state government agencies on a competitive basis through ATEP.

Arterial: Roadway classification(s) serving major traffic movements (high-speed, high-volume) for travel between major points with little or no direct access to abutting land. [See principal arterial and minor arterial.]

At-grade Railroad Crossing: Intersection of roadway and railroad crossing where both share the same geographical point of elevation.

Rail grade separation projects (e.g., construction of overpasses) were identified by central Arkansas citizens as a safety priority.

**Attainment Area:** An area with air quality that meets or exceeds the US Environmental Protection Agency (EPA) health standards as stated in the Clean Air Act. Non-attainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a non-attainment area for others.

**“Attributed” STP:** Local slang, not an official term, which refers to that part of the Surface Transportation Program funds specifically suballocated to urbanized areas over 200,000, such as the CARTS area. [See Surface Transportation Program.]

**Average Daily Traffic (ADT):** This is the total vehicular volume during a given time period (in whole days greater than one day and less than one year) divided by the number of days in the time period.

**Average Ridership:** The total number of passenger-trips divided by the total number of service days (usually determined on an annual basis).



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## **B**

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**Boulevard:** A major road with a planted median in the center of two lanes of travel, with parkways on both outside edges.

**Bureau of Economic Analysis (BEA):** Federal agency within the Department of Commerce that provides economic data and projections.

**Bureau of Labor Statistics (BLS):** Federal agency within the Department of Labor that tracks federal employment data.

**Bureau of Transportation Statistics (BTS):** Federal agency within the Department of Transportation which provides transportation-related data, including the CTPP (Census Transportation Planning Package).

**C**

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**Captive Riders:** Persons limited by circumstances to the use of one mode of transportation. "Circumstance" can be physical or financial limitations, or an unavailability of travel alternatives. Usually used with regard to mass transit.

**Carbon Monoxide (CO):** A colorless, odor-less, tasteless gas formed in large part by incomplete combustion fuel. Human activities (i.e., transportation or industrial processes) are largely the source for CO contamination.

**Census Block:** The smallest units of census geography, bounded on all sides by visible features such as streets, streams and railroad tracks. They frequently correspond to actual city blocks in residential areas.

**Census Block Group:** An interim unit of census geography. There are usually two to five block groups within a census tract.

**Census Tract:** A small, relatively permanent division within a county, delineated for the purpose of presenting decennial census data. Tract boundaries generally follow existing geographic features like streets and streams, and contain between 2,500 and 8,000 inhabitants.

**Census Transportation Planning Package (CTPP):** Data set provided by the Bureau of Transportation Statistics which gives local-area transportation statistics, including population, employment and journey-to-work data at the Traffic Zone (TAZ) level for transportation modeling.

**Central Arkansas Transit Authority (CATA):** Provides fixed-route public transit service to Cammack Village, Little Rock, Maumelle, North Little Rock, Pulaski County and Sherwood.



**Central Arkansas Regional Transportation Study (CARTS):** The cooperative effort by participating central Arkansas communities, transportation providers and other interested parties to develop and implement a long-range transportation plan for the metropolitan area. Until the study area boundary was expanded to comply with ISTEPA requirements, this was formerly the Pulaski Area Transporta-

tion Study (PATS); some maps and planning documents may refer to the PATS area.

Choice Riders: Transit users who have other transportation options (e.g. private auto) unlike captive riders.

Clean Air Act Amendments of 1990 (CAAA): Establishes criteria for attaining and maintaining the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, nitrous oxides and particulate matter.

Collector: Collector streets provide both land access and movement within residential, commercial and industrial areas. Collectors penetrate, but should not have continuity through residential areas.

Commuter Rail: A transportation system of passenger trains using existing railroads, generally used for commuting between suburbs and downtown areas.

Congestion Management Systems (CMS): Must provide for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. Development of a CMS is a special responsibility of MPO's in TM's.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Directs funding to projects that contribute to meeting National air quality standards. CMAQ funds generally may not be used for projects that result in the construction of new capacity availability to SOV's (single-occupant vehicles).

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## D

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**Demand-responsive:** A paratransit mode to carry riders from their origin to specific destinations upon request, usually with at least 24-hour advanced booking.

## E

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**Emissions Inventory:** A complete list of sources and amounts of pollutant emissions within a specific area and time interval.

**Enhancement (ATEP, ENH):** Federal transportation legislation defines transportation enhancements to include bicycle and pedestrian facilities, acquisition of scenic easements and historic sites, scenic or historic highway programs, landscaping or other scenic beautification, historic preservation, rehabilitation and operation of historic transportation facilities, preservation of abandoned railway corridors (including their conversion to bicycle and pedestrian facilities), control and removal of outdoor advertising, archaeological planning and research, and mitigation of water pollution due to highway runoff.

**Environmental Assessment (EA):** Determination of whether an EIS is required for a particular transportation project. [see below]

**Environmental Impact Statement (EIS):** Required by the National Environmental Policy Act of 1969 (NEPA) for any proposed federal action, which has been determined to have a significant impact. The EIS is a statement of the environmental impact, alternatives and mitigating influences of the proposed project. [See National Environmental Policy Act.]

**Environmental Justice (EJ)** The purpose of this Executive Order (1994) is to identify and address disproportionately high and adverse health or environmental effects that federal policies, programs and activities may have on minority and low-income populations.

**Environmental Protection Agency (EPA):** The Federal regulatory agency responsible for administration and



enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act and others.

**Express Service:** Operation designated to make a limited number of stops between relatively long distances along a given route. Usually a commuter transit service. CATA offers express services on some of its routes.

## F

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**Federal Highway Administration (FHWA):** The administrative arm of the US Department of Transportation (USDOT or DOT) for all federal programs relating to highways. FHWA is the primary source of federal funding for surface transportation in states and metro areas.

**Federal Transit Administration (FTA):** Formerly the Urban Mass Transportation Administration (UMTA), its name was changed by ISTEA. FTA is the transit equivalent to FHWA.

**FTA 5303:** FTA funding category for planning programs.

**FTA 5307:** FTA funds allocated by formula to public transit providers in urbanized areas for capital, operating and planning costs. Under TEA-21 these are flexible funds and may be transferred by the MPO to certain non-transit projects.



**FTA 5309:** FTA funds allocated to the cost of construction of a new fixed guideway system or an extension to an existing fixed guideway system. This funding is also referred to as New Starts.

**FTA 5310:** FTA funding category principally targeted to meet the special needs of elderly and disabled persons. Primarily a capital purchase grant program utilized by private agencies.

**FTA 5311:** Basically, the same as 5307, but for use by public transit providers in small urban and rural areas.

**FTA 5313/14:** FTA funding categories targeted to state and national planning and research.

**Feeder Service:** Local transit service which provides connections with major transit service.

**Fixed-route Service:** A regularly scheduled service that operates over a set (or fixed) route. [See Demand-responsive Service and Paratransit.]

**Flush Median:** A center median at the same grade as travel lanes delineated only by striping (unlike a non-traversable median).

**Freeway:** Although classified as principal arterials, freeways have unique geometric design and are usually identified as a separate design category when discussing the functional classification of roads.

**Functional Classification:** Roads and arterial streets are classified according to their primary function. Functional classification is also used to identify roadway eligibility for federal aid. See individual definitions for Principal Arterial, Minor Arterial, Collector and Local Streets.

## **H**

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**Headway:** Time between successive transit vehicles traveling in the direction to pass the same point. Calculated in bus routing, scheduling and also referred to as bus “frequency”.

**Heavy Rail:** A rail transit system generally separated from streets, usually in subway tunnels or on an elevated structure. Heavy rail systems generally rely on an electrified third rail for power and have highest speeds of urban transit systems.

**High Occupancy Vehicle (HOV):** Used in reference to carpool, van-pool and bus transit commuters, HOV is one strategy that is sometimes promoted to reduce traffic congestion, particularly on freeways. Some cities dedicate travel lanes for exclusive use by HOVs and emergency vehicles to reward carpools and to discourage single occupancy vehicles (SOV). [See Single Occupancy Vehicle.]

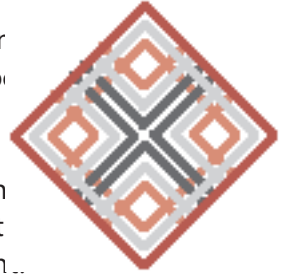
**High Priority Project (HPP):** Federal funding category. Provides designated funding for specific projects identified by Congress, each with a specified amount of funding over the six years of TEA-21. HPP funds cannot be flexed. Replaced Demonstration funding category.

**I**

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**Inspection and Maintenance Program (I/M):** An emissions testing and inspection program implemented by states to ensure that the catalytic or other emissions control devices on in-use vehicles are properly maintained.

**Intelligent Transportation Systems (ITS):** A communications and technology overlay on the transportation network. Essentially, ITS facilitates the gathering of real-time information which, when passed on to the general public and system managers, can lead to (1) more efficient system use and, (2) more efficient system management.



**Intermodal:** Refers to the linkages, or connectivity, of the various modes involved in the movement of people and goods. Under TEA-21, transportation planning must be conducted from an intermodal perspective.

**Intermodal Surface Transportation Efficiency Act (ISTEA):** See the definition for Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for users (SAFETEA-LU)

**Interstate Maintenance Fund (INT):** Federal funding program that provides funds for resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate system. Funds may be flexed under certain conditions.

**J**

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**Jersey Barrier:** Concrete barrier used to divide directional flow on multilane highways or expressways. They are also frequently used in construction areas to divide traffic lanes. The barriers are designed wide at the bottom and narrow at the top so they are nearly impossible to drive over.

**L**

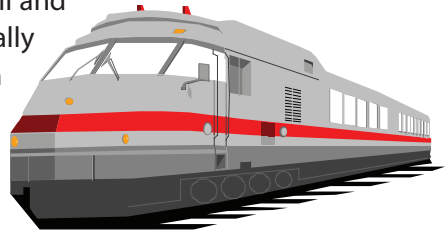
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**Land Use:** Refers to the manner in which portions of land or the structures on them are used, e.g., commercial, residential, retail, industrial, etc.

**Level of Service (LOS):** (1) Used in roadway planning, LOS is a general term that describes the operating conditions a driver will experience while traveling on a particular street or highway. Highway LOS is expressed as LOS-A, B and so on through LOS-F, with LOS-A representing free-flow conditions and LOS-F representing breakdown with unpredictable flow. (2) As a public transit term, LOS refers to the convenience, comfort, safety and utility of a system. LOS measures may vary for individual public transit systems. (e.g., load factor, vehicles/hour and passengers/hour)

**Lift:** A device that raises and lowers a platform to accommodate the boarding and alighting of wheelchair users and others with disabilities. There are many types of lifts, and the technology for making public transit vehicles accessible to all is constantly changing.

**Light Rail:** A rail transit system that operates at street level, although portions may be on structures or in subway tunnels. Light rail systems frequently make use of existing rail and road rights-of-way and are generally less expensive to construct than heavy rail systems. Light rail systems generally get electric power from overhead wire, although some diesel systems also exist.



**Load Factor:** Number of passengers actually carried divided by the total passenger capacity of the vehicle.

**Local Street:** The purpose of local streets is to provide direct access to abutting land. They can exist in any land use setting: residential, downtown, or industrial. Movement on local streets involves traveling to or from a collector or arterial. Trip length is short, volumes are often low, and speeds are slow.

Long-Range Plan (LRP): Each MPO is mandated by Federal law to develop a long-range transportation plan (i.e., one that looks at least 20 years into the future) that is fully intermodal and covers the area within the metropolitan (study area) boundary. Identifying long range goals and strategies is a task of the CARTS Transportation Advisory Council (TAC).

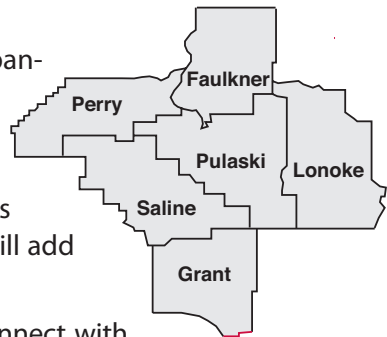
## M

Major Arterial: [see Principal Arterial]

Metropolitan Boundary: ISTEA first required and subsequent federal transportation legislation continues to require the Metropolitan Planning Organization (MPO) to establish a metropolitan planning area boundary (also known as study areas) to include the current Urbanized Area (UZA) plus that area that is expected to be urbanized within the next 20 years. Defines the area for which MPO planning is required, the area for which projects must be included on the Transportation Improvement Program (TIP) and the area which STP funds attributed to the UZA may be spent. Also called UZA+20.

Metropolitan Planning Organization (MPO): Every metropolitan area over 50,000 has one. The MPO is mandated by federal statute and is responsible, together with the state, for transportation planning within the metropolitan planning boundary. Metroplan is the designated MPO for central Arkansas.

Metropolitan Statistical Area: An urbanized area with a minimum population of at least 50,000. The MSA may contain more than one county. (LR-NLR MSA). Metropolitan definitions revised for 2000 census. Metroplan will add new terminology at a later date.



Minor Arterial: Minor arterials interconnect with and augment the principal arterial system. Minor arterial accommodate trips of somewhat shorter length and have more direct access with abutting land uses.

**Mixed-use Development:** A type of development which includes several different land uses together, such as retail, residential and office uses. Mixed-use developments are often combined in a single structure or combination of structures in close proximity.

**Mobile Source:** Mobile sources include motor vehicles, aircraft, seagoing vessels and other transportation modes. The mobile source related pollutants are carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (No<sub>x</sub>) and small particulate matter (PM<sub>10</sub>). [See Point Source.]

**Modal Split:** The division of trip-making among two or more transportation modes. Computer models for the simulation of alternative transportation systems sometimes incorporate sub-models to reflect modal split and for the analysis of transit networks.

**Mode [of transportation]:** A particular form of travel—for example, walking, bicycling, riding the bus, driving a car, auto passenger/car-pool, vanpool and HOV use. Mode, mode choice, modal (inter- and multi-) are frequently used transportation planning terms.

**Multimodal:** As differentiated for intermodal, this term refers to multiple modes of the transportation system whether or not they have any inter-modal connections. An example of multimodal use would be a street with facilities for bicycle, motor vehicle and pedestrian use.



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## N

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**National Ambient Air Quality Standard (NAAQS):** Federal standards established by the EPA, which set allowable concentrations and exposure limits for various pollutants. [See Clean Air Act Amendments.]

**National Environmental Policy Act (NEPA):** Federal law which set requirements for assessments of environmental impacts of federal actions or federally-funded actions.

**National Highway System (NHS):** (1) A 155,000 mile system of

interstates and principal arterials, officially designated by Congress in 1994, and for which funds are set aside in TEA-21. (2) Federal funding category that provides funds for improvements to rural and urban roads that are part of the National Highway System, including the Interstate system and designated connections to major intermodal terminals.

**Night Owl Service:** Transit service that operates after usual commuting hours, thereby offering potential riders late night options. CATA operates a Night Owl service.

**Non-attainment Area:** A geographic region of the US that the EPA has designated as not meeting the air quality standards. [See Attainment Area.]

**Non-Capital Costs:** When applied to transit systems, this refers to the costs of administration, planning, operations, equipment maintenance and marketing, exclusive of equipment and facility costs.

**Non-traversable Median:** Sometimes called curb median. Designed (with or without curb) so that vehicles can not drive over into opposing travel lane. [See Flush Median.]

## O

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**Obstacle:** Anything that could impair a driver's sight distance or ability to negotiate the road. This is a term used rather freely for anything from garbage cans to trees. Ask to what specific obstacles an engineer is referring.

**Operating Costs:** When applied to transit systems, this refers to recurring costs in transportation which includes wages and salaries, taxes, insurance and supplies, but does not include capital depreciation or interest payments.

**Ozone (O<sub>3</sub>):** A colorless gas with a sweet odor. Ozone is not a direct emission from transportation sources. It is a secondary pollutant formed when VOCs and No<sub>x</sub> combine in the presence of sunlight. Ozone is associated with smog or haze conditions. Although the ozone in the upper atmosphere protects us from harmful ultraviolet

rays, ground-level ozone produces an unhealthy environment in which to live. Ozone is created by human and natural sources.

Ozone Action Days: A program of Metroplan, Arkansas Department of Environmental Quality, Arkansas Department of Health, Arkansas



Highway and Transportation Department, Central Arkansas Clean Cities Coalition and other participating organizations. The goals of this group are to: (1) reduce the health risks associated with exposure to ozone air

pollution, and (2) maintain the economic vitality of the metropolitan area by keeping central Arkansas in attainment of the national ambient air quality standards for ozone.

## **P**

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**Paratransit:** Refers to a wide variety of flexible transportation services, operated either publicly or privately. The most common form of paratransit is provided by taxicab operators. Typically, publicly-owned paratransit services are provided by small-scale operations using low-capacity vehicles, and targeted to the frail, elderly and disabled. CATA operates a paratransit service called LINKS.

**Park and Ride:** An intermodal trip (or parking facility), where commuters park automobiles and change to the transit (or vanpool/carpool) mode for a portion of their commute trips.

**Parkway:** A roadway corridor that is either fully or partly access-controlled and set within a park-like belt of greenspace, with no adjacent development.

**Particulate Matter (PM):** Any material that exists as a solid or liquid in the atmosphere. Particulate matter may be in the form of fly ash, soot, dust, fog, fumes, etc.

**PM<sub>10</sub>:** Particles with an aerodynamic diameter less than or equal to a nominal 10 micrometers.

**PM<sub>2.5</sub>:** Particles with an aerodynamic diameter less than or equal to a nominal 2.5 micrometers.

**Parts Per Million (ppm):** A measure of air pollutant concentrations.

**Peak Periods:** Time periods during the day when the volume of traffic is greater than at any other time and level of service is at its lowest. Typical peak periods are the morning and evening commuter “rush” hours. Length of peak period varies by location, day of week and season of year.

**Person Trip:** One direction travel from a single origin to a single destination by one person, usually without regard to how many modes are used.

**Principal Arterial:** Also called major arterials, these roadways are intended to provide a high degree of mobility and serve longer trips. They accommodate higher operating speeds and levels of service, since movement, rather than access, is the primary function. Principal arterials include all interstates, other freeways and expressways, as well as other major roadways.

## R

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**Reverse Frontage Roadways:** Two-way frontage roads with on/off slip ramps. Example: Warden Road and Landers Road along US 67/167 in North Little Rock.

**Ridership:** The number of rides (trips) provided within a specified time period. Transit ridership is not necessarily the number of people who use the system, but rather how many times they ride a transit vehicle.

**Rural:** The population and territory not in an urbanized area or place with a decennial census population of 2,500 or more.

## S

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**Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU):** Federal transportation legislation that builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1995, which was the last

major authorizing legislation for surface transportation. This new Act, passed in 2005, combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase.

**Service Area:** This is a geographical area within which transportation service is offered. When applied to bus transit, it is usually defined by a one mile walking distance on either side of a fixed route or bus stop.

**Single Occupancy Vehicle:** An automobile with one occupant, the driver. [See definition of HOV.]

**South Central Arkansas Transit (SCAT):** Rural and small urban public transit provider serving portions of Saline and Pulaski counties.

**Sprawl:** A pattern of physical development characterized by the decentralization of land uses. Sprawl requires the use of a private vehicle to move from one single-use zone to another.

**State Implementation Plan (SIP):** A plan mandated by the CAA that contains procedures to monitor, control, maintain and enforce compliance with the NAAQS.

**State Transportation Improvement Plan (STIP):** Same thing as a TIP [see definition of TIP] but for the entire state. The STIP must include all metropolitan area TIPs in the state.

**Stationary Source:** Relatively large, fixed sources of emissions (i.e., power plants, chemical process industries, petroleum refining and petrochemical operations or wood processing).

**Surface Transportation Program (STP):** A federal funding category established by ISTEA and continued by TEA-21, which is available for all roads not functionally classified as local, and/or capital expenditures for other transportation modes. STP funds may also be used for surface transportation planning programs. [See "Attributed" STP.]

## **T**

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**Transportation Demand Management (TDM):** A system of actions whose purpose is to alleviate traffic problems through effective management of vehicle trip demand. These actions, directed primarily at

commuter travel, are structured to either reduce the dependence on and use of single-occupant vehicles, or to alter the timing of travel to other, less congested time periods. A process rather than a product, the goal of TDM is to maximize the movement of people, not vehicles, within the transportation system.

Telecommute: The ability to work from home using computer technology to communicate with the office and other people. This is not the same as a home-based business. Some employers allow employees to telecommute a couple of days each week.



Traffic Impact Analysis (TIA): A specialized study of the impact a particular type and size of development (existing or proposed) will have on the surrounding transportation system. TIAs are most often required by Planning Commissions for such things as proposed development which is expected to generate more traffic than some previously determined threshold; applications for rezoning; changes of use of existing commercial or industrial site.

Transit-Oriented Development (TOD): Land development designed to integrate with large-scale transit use, often including combined land uses resembling that of mixed-use developments. TOD's are often designed to facilitate intermodal pedestrian travel, allowing easy transfer between rail, bus, commuter rail, taxi and automobile transportation.

Transportation Conformity: Process to assess the compliance of any transportation plan, program or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21): Refer to SAFETEA-LU.

Transportation Improvement Program (TIP): A short-range (3-5 year) project implementation tool developed by the MPO for the metro area in consultation with the state. All surface transportation projects using federal transportation dollars must be listed on the TIP and prioritized. Updated annually in the CARTS area.

**Transportation Management Area (TMA):** Is designated for all urbanized areas over 200,000 in population, as determined by the decennial census. The TMA designation applies to the metropolitan planning area established by the MPO and Governor. TMAs receive attributed STP funds and are subject to specific planning requirements under TEA-21. The CARTS area is a TMA.

**Transportation Management Association (TMA):** There are three different types of organizational styles for TMA's: (1) privatization (2) joint development or (3) government regulation. The goal of all the organizational styles is implementing travel demand management strategies to reduce local traffic congestion or to improve regional air quality. TMA's were popular in the 1970's and 1980's especially in California to deal with air quality concerns.

**Transportation Plan:** This is a long-range plan that identifies facilities that should function as an integrated transportation system, and developed pursuant to Title 23, U.S.C. (United States Code) and the Federal Transit Act. It gives emphasis to those facilities that serve important national and regional transportation functions, and includes a financial plan that demonstrates how the long-range plan can be implemented.

**Transportation System Management (TSM):** Short-term, low-cost strategies promoted in concert to improve the overall efficiency and productivity of the existing transportation system. TSM strategies attempt to increase the operating capacity of transportation facilities. [See Transportation Demand Management.]

**Travel Time:** The total amount of time required for a person or vehicle to travel from origin to destination. Relative travel time is a major factor in individual mode choice decision making.

**Trip:** It's important to remember that in transportation planning, trip is always defined as one way—from one point of origin to one destination; or, from point A to point B. [See person-trip and vehicle-trip.]

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## U

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**Unified Planning Work Program (UPWP):** A document prepared annually by Metroplan that describes officially endorsed surface transportation planning activities and budgets to be carried out for the CARTS area by the principal CARTS agencies: Metroplan, AHTD and CATA.

**United States Department of Transportation (USDOT):** Federal cabinet-level agency contains, the FHWA and FTA which are the principal funding agencies for metropolitan transportation planning.

**Unmet (or Latent) Demand:** The estimated number of trips not made because service is not available, accessible, or over capacity.

**Urban:** A concept defined by the Census Bureau to comprise the population and territory within urbanized areas (UZA's) and places of 2,500 or more inhabitants outside UZA's. Metropolitan definitions revised for 2000 census. Metroplan will add new terminology at a later date.

**Urban Boundary:** Also called Urbanized Area Boundary. Basically, it's the UZA boundary with minor adjustments. Used in setting the 60-MPH speed limit and regulating outdoor advertising, etc. Certain specifically rural funds cannot be spent within this boundary. May also refer to a small urban boundary.

**Urbanized Area (UZA):** The densely populated, contiguous urban core, as defined by the US Census. The population in the UZA determines the amount of attributed STP funds a TMA receives. Metropolitan definitions revised for 2000 census.



Metroplan will add new terminology at a later date.

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## V

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**Vehicle Miles Traveled:** The total miles traveled by all vehicles on a given route of system over a specified time period (e.g., daily VMT on the freeway system).

**Vehicle-trip:** A trip made by an automobile as opposed to a non-vehicular trip, which is a trip made by a pedestrian or bicyclist.

**Volatile Organic Compounds (VOCs):** VOCs come from vehicle exhaust, paint thinner, solvents and other petroleum-based products. A number of exhaust VOCs are also toxic with the potential to cause cancer.

**Volume:** The volume of traffic can be defined as the number of vehicles (or pedestrians) passing a given point on a lane or roadway during a specified time period, usually the peak hour of traffic volume or a 24 hour period. Volumes may be distinguished by class of vehicle, direction of travel, turning movements, or lane of travel.

## **Organizations & Agencies**

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Interested in a specific aspect or mode of transportation? Following is an abridged listing of clubs and organizations pertinent to transportation activities. Many of these organizations provide pamphlets, brochures or citizen action kits at little or no cost. Also, websites usually include links to other related organizations.

### **American Planning Association (APA)**

1776 Massachusetts Ave., NW 4<sup>th</sup> Floor  
Washington, DC 20036

(202) 872- 0611  
[www.planning.org](http://www.planning.org)

### **Arkansas Chapter**

PO Box 3641  
Little Rock, AR 72203

[www.arkansasapa.org](http://www.arkansasapa.org)

### **American Public Transit Association (APTA)**

1666 k. Street, NW, 11<sup>th</sup> Floor  
Washington, DC 20006

(202) 496-4800  
[www.apta.com](http://www.apta.com)

### **Arkansas Transit Association (ATA)**

620 W. Broadway  
N. Little Rock, AR 72114

(501) 372-8900  
[www.arktransit.org](http://www.arktransit.org)

**American Association of State Highway & Transportation Officials (AASHTO)**444 N. Capitol St., NW, Suite 249  
Washington, DC 20001(202) 624-5800  
[www.aashto.org](http://www.aashto.org)**Central Arkansas Ozone Action Days**501 W. Markham Suite B  
Little Rock, AR 72201(501) 372-3300  
[www.metroplan.org](http://www.metroplan.org)**High Speed Rail/Maglev Association**500 McKnight Park Dr., #501-A  
Pittsburgh, PA 15237(412) 366-6887  
[www.hsgt.org](http://www.hsgt.org)**Institute of Transportation Engineers (ITE)**1099 14<sup>th</sup> St., NW, Suite 300 West  
Washington, DC 20005-3438(202) 554-8050  
[www.ite.org](http://www.ite.org)**National Center for Bicycling and Walking**1506 21<sup>st</sup> Street, N.W., Suite 200  
Washington, D.C. 20036(202) 463-6622  
[www.bikefed.org](http://www.bikefed.org)**Rails-to-Trails Conservancy**1100 17<sup>th</sup> Street, NW, Floor 10<sup>th</sup>  
Washington, DC 20036(202) 331-9696  
[www.railtrails.org](http://www.railtrails.org)**Surface Transportation Policy Partnership (STPP)**1100 17<sup>th</sup> Street, NW, Floor 10<sup>th</sup>  
Washington, DC 20036(202) 939-3470  
[www.transact.org](http://www.transact.org)**South West Transit Association (SWTA)**622 Isom Road, Suite 104  
San Antonio, TX 78216(210) 366-1436  
[www.swta.org](http://www.swta.org)**Transportation Research Board (TRB)**Keck Center of the National Academies  
500 5<sup>th</sup> Street NW  
Washington, D.C. 20001(202) 334-2934  
[www.trb.org](http://www.trb.org)

US Environmental Protection Agency (EPA)

1200 Pennsylvania Ave., NW

Washington, DC 20460

[www.epa.gov](http://www.epa.gov)

Information may also be obtained by writing to any one of the following government agencies. Publications produced through these government auspices are usually of a more technical nature, but are often free of charge.

Arkansas State Highway & Transportation Department

PO Box 2261

(501) 569-2000

Little Rock, AR 72203

[www.arkansashighways.com](http://www.arkansashighways.com)

Federal Highway Administration (FHWA)

U.S. Department of Transportation

400 7<sup>th</sup> Street, S.W. (Office of Public Affairs)

Washington, D.C. 20590

(202) 366-0660

[www.fhwa.dot.gov](http://www.fhwa.dot.gov)

Federal Railroad Administration (FRA)

U.S. Department of Transportation

400 7<sup>th</sup> Street, S.W.

Washington, D.C. 20590

(202) 366-9332

[www.fra.dot.gov](http://www.fra.dot.gov)

Federal Transit Administration (FTA)

U.S. Department of Transportation

400 7<sup>th</sup> Street, S.W. (Office of Public Affairs)

Washington, D.C. 20590

(202) 366-4043

[www.fta.dot.gov](http://www.fta.dot.gov)

National Highway Traffic Safety Administration (NHTSA)

400 7<sup>th</sup> Street, NW

Washington, DC 20590

[www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)

## About Metroplan

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Metroplan is a voluntary association of local governments that has operated by interlocal agreement since 1955. Originally formed as the Metropolitan Planning Commission of Pulaski County, Metroplan now has members in the four-county area (see below). Metroplan is the designated metropolitan planning organization (MPO) under Title 23 of the United States Code (see specifically Section 134 on Metropolitan Planning) and has been since 1972. As the MPO, Metroplan must adopt both a long range transportation plan, covering at least twenty years, and a short range plan, the Transportation Improvement Program (TIP), which selects projects from the long range plan to fund for construction. These plans are to be developed in a “comprehensive, cooperative and continuous” fashion and cover federal aid surface transportation projects in the CARTS area. No federal transportation funds can be spent on a road project in the area unless that project is on the long-range transportation plan and the TIP.

## Metroplan Member Jurisdictions

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### Municipalities:

City of Alexander  
 City of Austin  
 City of Bauxite  
 City of Benton  
 City of Bryant  
 City of Cabot  
 City of Cammack Village  
 City of Conway  
 City of Haskell  
 City of Jacksonville  
 City of Little Rock  
 City of Maumelle  
 City of Mayflower  
 City of North Little Rock  
 City of Shannon Hills  
 City of Sheridan  
 City of Sherwood

City of Vilonia

City of Ward

City of Wooster

City of Wrightsville

Hot Springs Village (unincorporated)

### Counties:

Faulkner County

Grant County

Lonoke County

Pulaski County

Saline County

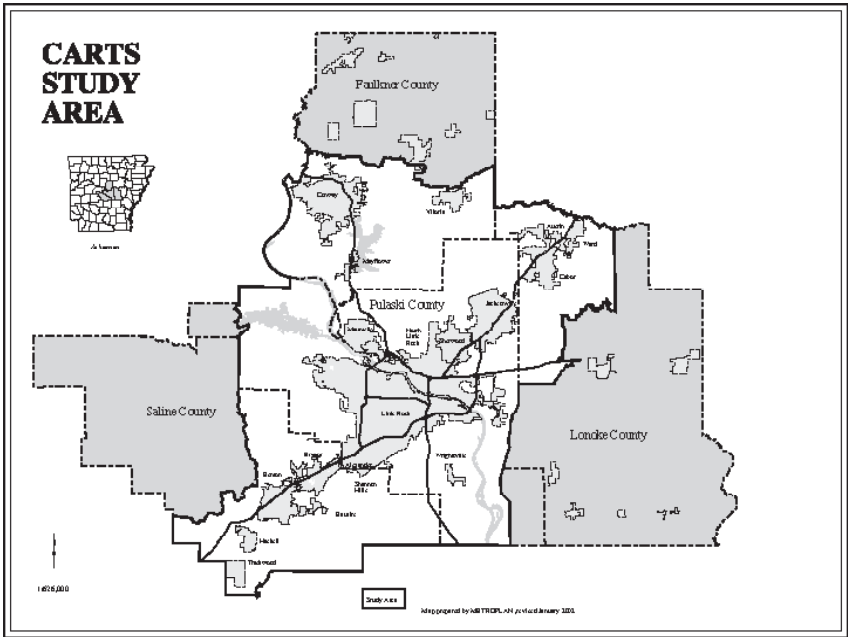
### Other:

Central Arkansas Transit Authority (CATA)

Arkansas State Highway & Transportation Department (AHTD)

## About CARTS

The Central Arkansas Regional Transportation Study, or CARTS, is the cooperative effort by the participating communities, transportation providers and many other interested parties to develop a long-range transportation plan for the metropolitan area.









## Reader Feedback

This glossary is intended to serve as a quick reference tool for the non-transportation professional. Your comments and suggestions will enable Metroplan staff to evaluate the effectiveness of the document and to improve future products.

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- Was the glossary informative?  Yes  No
- Was the format easy to understand?  Yes  No
- Were the definitions clearly explained?  Yes  No
- Would you like to see other publications similar to this one?  Yes  No
- What information should have been included, but was not? \_\_\_\_\_

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Name: \_\_\_\_\_ Phone: \_\_\_\_\_

e-mail: \_\_\_\_\_

Organization: \_\_\_\_\_

Comments: \_\_\_\_\_

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