

Appendix B

Definitions Used with Evaluation Criteria





**Definitions for Statewide (Regional) Frameworks
Evaluation Criteria**

Revised August 19, 2008

Access Management—Refers to an array of measures to improve the safety and efficiency of roadway operations by regulating or physically controlling vehicular access to the road and its adjacent land uses. The preferred level of access management depends on the function of the roadway, local land use plans, and the zoning and character of lands adjoining the road. The higher the access classification, the more priority is given to mobility as opposed to local access. In the statewide frameworks, "a high level of access management" means a greater degree of access management than typically exists on an urban or rural arterial. A facility that meets this condition would generally have one or more of the following:

- Grade separations at major roadway crossings
- Intersections at one-half mile and one- or two-mile spacing (in the ultimate condition)
- A continuous physical median separating opposing traffic streams
- Restricted left turns to and especially from adjacent properties
- Limitations on driveway frequency and spacing beyond those normally found on an arterial street
- No private or direct access

Freeways have the highest level of access management of any roadway facility type.

Activity Center—An important regional destination attracting a large number of daily trips, whether for employment, education, medical services, retail shopping or other purposes. An activity center may be devoted to a single use or to mixed uses.

Arizona Parkway—A roadway classification modeled on the so-called Michigan boulevard, designed to achieve capacity substantially greater than that of a conventional arterial, at a fraction of the cost of a freeway. It is a six- to eight-lane facility, with a landscaped median wide enough (approximately 60 feet) to enable even the largest trucks to execute U-turns at designated median breaks. Left turns are prohibited at signalized intersections with arterials, resulting in a simple and efficient two-phase operation. Motorists wishing to proceed left on intersecting arterials can either (a) make a U-turn at a designated downstream location or (b) make a series of right turns. Direct left turns are permitted at selected median breaks (signalized or unsignalized) away from the major intersections. Right turns to and from the parkway may be unrestricted. A properly designed Arizona parkway can provide virtually uninterrupted flow for through traffic traveling several miles along the mainline, even during peak travel periods. ADOT does not use this designation for the state highway system.

Baseline Condition—A future transportation system that consists of existing facilities and services, plus any others that are programmed (with an identified funding source) for implementation by 2030.

Built-up Unincorporated Areas—Unincorporated areas with population and employment densities approximating those of urbanized portions of cities and towns in the region.

Centerline Miles—The length (in miles) of a roadway, without regard to its width or number of lanes.



Congestion—On roadways, a condition in which traffic speed is substantially lower and delay substantially greater than that which would occur with a high level of service (A, B or C, as defined in the *Highway Capacity Manual*). “Endemic” refers to congestion that recurs regularly at predictable times and places (e.g., in urban centers during peak travel periods), as opposed to congestion due to infrequent and unpredictable events such as crashes. “Seasonal” means congestion that occurs repeatedly and persistently during one or more months of the year, for reasons such as an influx of tourists or visitors.

Conservation—Measures to avoid overuse or wasteful use of scarce, unique or valuable resources so that they will remain available to future generations.

Cost per Person Mile of Travel—Person miles of travel for the regional roadway system will be based on model output. The MC will develop a generalized ridership estimation method for public transportation. The MC will also develop procedures to estimate planning-level costs for capital facilities and equipment, operations/maintenance and right-of-way. These procedures will apply the techniques used to calculate costs for the roadway, transit and rail improvements in the current ADOT Investment Strategy.

Delay—The amount of added travel time due to traffic signals, other traffic control devices, congestion, and incidents such as crashes. *Total vehicle hours of delay* is the hours of delay for each vehicle, summed over all vehicles on regionally significant roadways in the system. *Total person hours of delay* equals total vehicle hours of delay times the average vehicle occupancy rate. Roadway traffic delay is a model-generated output.

Emergency Access—Transportation routes usable by emergency vehicles (fire, medical, police, etc.); also, routes available during emergencies requiring evacuation of residents and visitors.

Energy Security—The ability of the United States to meet its domestic energy needs regardless of interruptions to the flow of foreign fuel supplies.

Environmentally Sensitive Area—As designated by an appropriate land or resource management agency (federal, state or local), an area containing unique or significant environmental resources (e.g., biological, cultural, geological, aquatic) that require protection or monitoring.

Free-flow Junction—A location where vehicles move between transportation routes or facilities with no need to stop for conflicting traffic movements. The fully directional system TI (traffic interchange) is a type of free-flow junction.

Freight Terminal—A facility where large amounts of freight are transferred between modes, shippers/carriers, or vehicles.

Greenhouse Gases—Gases that trap heat from the sun’s rays within the earth’s atmosphere—acting like the glass in a greenhouse—thereby contributing to global warming. Carbon dioxide is the primary greenhouse gas emitted by motor vehicles.

Highway Performance Monitoring System (HPMS)—A national highway information system that includes data on the extent, condition, performance, use and operating characteristics of the nation’s highways. It contains administrative and extent of system information on all public roads, while information on other characteristics is represented as a mix of universe and sample data for arterial and



collector functional systems. Limited information on travel and paved miles is included in summary form for the lowest functional systems. (Source: FHWA Office of Highway Policy Information.)

Infill Development—Urban land use that focuses on development or redevelopment of vacant or underutilized parcels in an existing built-up area already served by urban infrastructure, such as roadways, public transit, water, sewer, gas, electricity and telecommunications.

Infrastructure—Fixed facilities that are used to provide transportation or utility service.

Intermodal—Refers to facilities where people or goods transfer from one mode of transportation to another.

Mixed Use Development—A form of land development in which several compatible types of uses are located next to or near each other. A cluster of such uses might include residential (both single and multiple occupancy housing), retail, office, live/work space (home office), entertainment, and open space. Some jurisdictions have adopted mixed use as a zoning classification.

Modal Choice—The selection of one mode of transportation over an alternative; also refers to opportunities to choose between modes.

Model Output—Data on the condition and performance of regionally significant roadways generated by the statewide travel demand model currently nearing completion.

Multimodal—Refers to the existence or use of more than one mode of personal travel or freight transportation within a community or region. Modes of travel include the private motor vehicle (using roads and streets), public transit (by van, bus, train or other conveyance, operating in mixed traffic or in an exclusive right-of-way), bicycle and pedestrian. The primary modes of freight transport in Arizona are truck and rail.

Passenger Terminal—A location where passengers congregate to board public or common carrier transportation services such as local or intercity bus service, rail or airlines. A terminal typically includes a dedicated waiting room or area, often with amenities such as arrival/departure information, ticket purchasing, restrooms, vending machines and parking. Simple roadside bus stops are not considered terminals.

Redevelopment or Revitalization Area—A vacant, blighted or decaying area that a public jurisdiction has officially targeted for more economically productive and socially beneficial uses. Such designation typically involves some form of incentive or governmental assistance for the desired redevelopment to occur.

Regionally Significant Roadway System—Consists of the state highways plus all other roadways in the network modeled for the statewide frameworks.

Wildlife Corridors—The connections that facilitate movement of wildlife between relatively large areas of unfragmented landscapes or habitats. These unfragmented landscapes support habitat for a diverse array of species and are dominated by natural vegetation, with low to moderate levels of urbanization and agriculture. (Source: Logan Simpson Design, based on Arizona Game & Fish definition.)

Wildlife Crossing—A specially designed roadway (or other transportation facility) grade separation, allowing free movement of wildlife along a corridor that crosses the facility.