

ANNEX C: Glossary

Affordable: In the context of the current master plan reviews, means that with the use of conservative assumptions that there is adequate funding to deliver the service and provide the related infrastructure from existing sources.

Area traffic management: Processes and techniques to preserve neighbourhood liveability by mitigating undesirable effects of vehicle travel including excessive volumes and speeds, aggressive driver behaviour and the creation of unfavourable conditions for walking and cycling

Asset management: Measures to preserve the physical integrity of infrastructure by managing its condition and determining optimal reinvestment and renewal schedules

Barrier-free: A design characteristic that maximizes accessibility for persons with disabilities

Bus lane: A roadway lane dedicated for use by public transit vehicles that may be open to mixed traffic at some hours of the day or days of the week, and that may also be open to other vehicles such as carpools, taxis or bicycles

Bus rapid transit (BRT): Fast, frequent, limited-stop bus service that operates within an exclusive right of way or with priority measures over mixed traffic in shared corridors

Carpool: A vehicle with two or more occupants who are ridesharing

Carpool lanes: A roadway lane dedicated for use by carpools (i.e. vehicles meeting minimum occupancy criteria, usually two or three persons) and buses, that may be open to mixed traffic at some hours of the day or days of the week, and that may also be open to other vehicles such as taxis or bicycles

Carpool parking lot: A location for carpool participants to park their cars and consolidate into one vehicle, usually located at or beyond the edge of the urban area

Central Area: The area defined in the City's *Official Plan* that includes LeBreton Flats, Parliament Hill and the business district to its immediate south plus the areas around the Rideau Centre and the Byward Market.

Complete Streets: A transportation system that works for everyone by balancing the multiple roles of roads and ensuring the best possible outcome to their management as a public resource. This concept of Complete Streets is a framework that ensures the

needs of all stakeholders – pedestrians, cyclists, transit riders and motor vehicle users – are adequately addressed in the design, construction, maintenance and use of the City’s roadways. Different streets have different functions and the principles of Complete Streets can be used to make the City’s streets safe, comfortable and convenient to all users regardless of age or ability.

Development charges: A charge levied by the City of Ottawa on new development to help pay for growth-related infrastructure development

Environmental assessment: A planning process that is mandated by provincial and federal legislation, and that requires the systematic identification and mitigation of the effects of transportation projects on all aspects of the environment

Greenbelt: A band of green space 200 square kilometres in size and generally owned by the National Capital Commission, that separates the older urban portions of Ottawa from its newer suburban communities and rural areas

Growth management strategy: A comprehensive strategy identifying long-term objectives for Ottawa’s physical, social and economic development, and actions to achieve them

Inner Area: The section of the City bounded by the Ottawa River, the O-Train line, and the Rideau River

Level of service: Indicators of the quality of operating conditions that may be applied to cycling, walking, transit and car travel

Light rail transit (LRT): Rail transit technology capable of operating in a variety of physical environments, ranging from exclusive right of way to mixed traffic environments on public streets, as single vehicles or multiple-vehicle consists

Mode share: The percentage of person-trips made by one travel mode (e.g. walking) relative to the total number of person-trips made by all modes

Multi-use pathways: Off-road facilities for travel by walking, cycling and other modes such as in-line skating, that serve both recreational and utilitarian travel needs

OC Transpo: The identity of the City’s public transit system

O-Train: The identity of the existing rail component of the City’s public transit system

Para Transpo: Identity of the specialized door-to-door transit service provided for persons with disabilities

Park-and-ride lots: Parking lots, usually located at rapid transit stations, that allow automobile users to transfer to and from transit service in a convenient manner

Peak hour: The hour of greatest person-trip demand within a given peak period

Peak period: A period of high person-trip demand on weekday mornings and afternoons, generally measured as two-and-a-half hours long

Performance measurement: Monitoring of indicators that enable an understanding of conditions, actions and impacts that describe progress towards key objectives

Person-trip: A trip made by one person using any mode of travel

Rapid transit: Fast, frequent, high-capacity transit service provided using either bus or rail technology, operating in an exclusive right of way or otherwise not delayed by mixed traffic in shared corridors

Ridesharing: Shared use of a motor vehicle by two or more persons to make a trip, when they would otherwise travel separately

Screenline: An imaginary line that crosses all major transportation facilities in a corridor, typically drawn along a feature (such as a river or railway) having a limited number of crossing points

Transit priority corridors: Corridors equipped with a set of coordinated priority measures that give transit vehicles preferential treatment over other vehicles. These priority measures may include peak-period transit only lanes, short dedicated lane segments, queue-jumps and traffic signal priority

Transit priority measures: Strategies to increase transit operating speeds and transit travel time reliability in mixed traffic relative to car travel, such as traffic signal priority or queue jumps

Transitway: A rapid transit facility in the form of a roadway designed for the exclusive use of buses and other authorized vehicles

Transportation demand management (TDM): A range of strategies that encourage individuals to reduce the number of trips they make, to travel more often by non-driving alternatives, to travel outside peak periods and to reduce the length of their trips

Transportation system management (TSM): A range of strategies that maximize person-carrying capacity and efficiency of the road system through operational measures and localized infrastructure modifications, for the benefit of all modes of travel

Transportation vision: An expression of what a desirable future transportation system might look like, and how it can benefit residents

Truck route system: A network of designated roadways that have been designed and constructed to permit and withstand use by heavy trucks

Urban Area: The area defined in the *Official Plan* as urban, which includes all lands inside the Greenbelt, the Greenbelt itself, and the three urban communities outside it