

APPENDIX B GLOSSARY

This appendix compiles Seattle-specific transit acronyms and terminology as well as other transportation concepts related to improving transit service.

APPENDIX B GLOSSARY

LIST OF ACRONYMS

APC	Automatic Passenger Counter	LID	Local improvement District
AVL	Automatic Vehicle Location	LOS	Level of Service
BAT	Business Access and Transit Lane	NTD	National Transit Database
BRT	Bus Rapid Transit	O-D	Original-Destination
CAD	Computer Aided Dispatch	POP	Proof-of-Payment
CASD	Computer Aided Scheduling and Dispatch	ROW	Right-of-Way
CMAQ	Congestion Mitigation and Air Quality	SOV	Single Occupant Vehicle
DOT	Department of Transportation	ST2	Sound Transit 2
FHWA	Federal Highway Administration (also FHA)	TDM	Transportation Demand Management
FTA	Federal Transit Administration	TMA	Transportation Management Association
GIS	Geographic Information System	TOD	Transit-Oriented Development
GPS	Global Position Systems (typically satellites)	TSM	Transportation System Management
HCT	High Capacity Transit	TSP	Transit Signal Priority
HOV	High-Occupancy Vehicle	TVM	Ticket Vending Machine
ITS	Intelligent Transportation Systems	VMT	Vehicle Miles of Travel

GLOSSARY

Adaptive Signal Traffic Control	The process by which the timing of a traffic signal is continuously adjusted based on the changing arrival patterns of vehicles at an intersection, usually with the goal of optimizing a given measure of effectiveness.
Alight	To get off or out of a transportation vehicle.
Alternative Fuel	Non-petroleum fuel with lower pollution than traditional diesel; includes electricity, alcohol fuels, mineral fuels, biofuels, methanol, propane, hydrogen, compressed and liquefied natural gas.
Articulated Bus	An extra-long, high-capacity bus that has the rear body section or sections flexibly but permanently connected to the forward section. This arrangement allows the vehicle to bend in curves and yet have no interior barrier to movement between the two parts. The <i>puller</i> type features a powered center axle while the <i>pusher</i> type features a powered rear axle. Articulated buses with powered center and rear axles exist but are not common. Typically, an articulated bus is 54-60 ft (16-18 m) long with a passenger seating capacity of 60 to 80 and a total capacity of 100 to 140.
Automatic Passenger Counter (APC)	An automated system that counts the number of passengers boarding and alighting a transit vehicle. The information may be used for later data analysis, or for real-time activities, such as providing signal priority only to buses that are at least half full.
Automatic Vehicle Location System (AVL)	A system that determines the location of vehicles carrying special electronic equipment that communicates a signal back to a central control facility. AVLs are used for detecting irregularity in service and are often combined with a computer-aided dispatch system.
Average Daily Traffic (ADT)	The average number of vehicles that pass a specified point during a 24-hour period. Also calculated as an annual average figure (Annual ADT or AADT).
Average Trip Length	The average distance ridden for an unlinked passenger trip by time period (weekday, Saturday, Sunday) computed as passenger miles divided by unlinked passenger trips.
Base Period	In transit, the time of day during which vehicle requirements and schedules are not influenced by peak-period passenger volume demands (e.g., between morning and afternoon peak periods). At this time, transit riding is fairly constant and usually moderate in volume when compared with peak-period travel. Also known as <i>off-peak</i> .
Business Access and Transit (BAT) Lane	A managed curb lane for transit that maintains business access and in some cases time-restricted on-street parking and delivery zones. BAT lanes are restricted to transit vehicles except where vehicles enter or exit adjacent property, access on-street parking, or seek to make a right-turn at an intersection.
Bus Bulb	An extension of the sidewalk into the roadway for passenger loading. These features eliminate the need for buses to pull into the curb, gives priority to buses, increases passenger loading capacity and sidewalk capacity, and eases reentry into traffic. Bus bulbs are often landscaped and outfitted with a bus shelter and other passenger amenities. Also known as a <i>bulb out</i> or <i>curb extension</i> .

Bus Priority Lane	Also known as a <i>transit only lane</i> . A highway or street lane reserved primarily for buses, either all day or during specified periods. It may be used by other traffic under certain circumstances, such as making a right or left turn, or by taxis, motorcycles, or carpools that meet specific requirements described in the traffic laws of the specific jurisdiction. See also <i>Business Access</i> and <i>HOV Lane</i> .
Bus Priority System	An intelligent transportation system feature consisting of traffic controls in which buses are given special treatment over general vehicular traffic (e.g., bus priority lanes, preemption of traffic signals, or adjustment of green times for buses.)
Bus Rapid Transit (BRT)	A spectrum of bus operation providing service similar to rail transit, at a lower cost. BRT systems are characterized by several of the following components: exclusive transitways or busways, enhanced stations, easily identified vehicles, high-frequency all-day service, simple route structures, simplified fare collection, and ITS technologies. Integrating these components is intended to improve bus speed, reliability, and identity.
Bus Shelter	A building or other structure constructed at a transit stop. It may be designated by the mode offering service, for example, <i>bus shelter</i> . A transit shelter provides protection from the weather and may provide seating or schedule information or both for the convenience of waiting passengers.
Bus Stop	An area where passengers wait for, board, alight, and transfer between transit units (vehicles or trains). It is usually indicated by distinctive signs and by curb or pavement markings and may provide service information, shelter, seating, or any combination of these. Stops are often designated by the mode offering service, for example, bus stop, car stop.
Busway	A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors. Variations include grade-separated, at-grade, and median busways. Sometimes called a <i>transitway</i> or <i>bus rapid transit</i> .
Catenary System	The form of electric overhead contact system (OCS) in which the overhead contact wire is supported from one or more longitudinal wires or cables (<i>messengers</i>), either directly by hangers (<i>simple catenary</i>) or by hangers in combination with auxiliary conductors and clamps (<i>compound catenary</i>). Attachment of the contact wire to the messenger is made at frequent and uniform intervals to produce a contact surface nearly parallel to the top of the running rails. This form of electrification is used for King County Metro's electric trolleybus vehicles.
Charter Service	A vehicle hired for exclusive use, usually private operated, that does not operate over a regular route, on a regular schedule, and is not available to the general public.
Choice Rider	A person who has at least two modes of travel available and selects one to use.
Circulator Bus	A bus that makes frequent trips around a small geographic area with numerous stops along the route. It is typically operated in a downtown area or an area that attracts tourists or large crowds and has limited parking and congested roads. It may be operated all day or only at times of peak demand, such as rush hour or lunch time.
Circulator Service	Transit service confined to a specific locale, such as a downtown area or a suburban neighborhood, with connections to major traffic corridors or transit facilities. Circulators can be operated by rail (usually streetcar) and rubber-tired bus modes.
Commuter Rail	The portion of passenger railroad operations that carries passengers within urban areas, or between urban areas and their suburbs, but differs from rail rapid transit in that the passenger cars generally are heavier, the average trip lengths are usually longer, there are few standing passengers, and the operations are carried out over tracks that are part of the railroad system in the area. Sound Transit's <i>Sounder</i> is a commuter rail service

Complete Street	A street that is designed to safely and sustainably accommodate facilities for all users, including transit riders, pedestrians, bicyclists, vehicles, and persons with disabilities.
Congestion Mitigation and Air Quality Project (CMAQ)	A flexible funding program administered by the Federal Highway Administration that funds projects and programs to reduce harmful vehicle emissions and improve traffic conditions. CMAQ funds may be used for transit projects, rideshare projects, high-occupancy vehicle lanes or other similar purposes.
Congestion Pricing	An umbrella term for demand- or market-based strategies that manage congestion in an area or along a corridor by charging higher or lower prices based on congestion levels and locations, with the intent of reducing peak-period vehicle trips. Tolling schedules may be fixed or dynamic (changing with the level of congestion). Also known as <i>variable tolling</i> , <i>road pricing</i> , or <i>value pricing</i> .
Contraflow Lane	A highway or street lane on which vehicles operate in a direction opposite to what would be the normal flow of traffic in that lane. Such lanes may be permanently designated contraflow lanes, or, more usually, they may be used as contraflow lanes only during certain hours of the day. Frequently, the use of a contraflow lane is restricted to public transit and (possibly) other specially designated vehicles.
Coordination	A cooperative arrangement between transportation providers and organizations needing transportation services. Coordination models can range in scope from shared use of facilities, training, or maintenance to integrated brokerages or consolidated transportation service providers.
Cordon Tolls	Fees paid by motorists to drive within or into a congested area within a city. In some cases, cordon tolls only apply during peak travel periods. Cordon tolls can be assessed by requiring vehicles driven within an area to display a pass or by tolling at each entrance to the area.
Cost Effectiveness	The cost per passenger trip. More precisely, the amount of money a transit agency spends to provide its service (either as a system or a particular mode of travel, such as bus or rail) divided by the total number of passenger trips. This only takes into account what it costs to provide the service, and does not deduct fare revenues from the cost of providing the service.
Cost Efficiency	The cost to provide one hour of transit service.
Crosstown Service	Non-radial transit service that does not enter the central business district.
Deadhead	An unproductive or non-revenue move without passengers aboard, often to and from a garage, or from one route to another.
Demand-Response Service	The type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called <i>dial-a-ride</i> . These services usually, but not always, require advance reservations.
Dial-a-Ride Service	Another term for demand-response service (see above) where the rider telephones (or “dials”) to request service.
Dwell Time	The time a transit unit (vehicle or train) spends at a station or stop, measured as the interval between its stopping and starting. The factors that impact dwell time include passenger-related activity such as fare collection and traffic-related issues such as congestion.

Dynamic Pricing	Tolls that may increase or decrease as necessary to manage demand and ensure that lanes are fully utilized to maintain free-flowing traffic levels.
Elasticity	The percentage change in demand for service for each 1% change in the price (i.e. fare change) or amount of that service (i.e. frequency, service span).
Exclusive Right-of-Way	Roadway or other right-of-way reserved at all times for transit use and/or other high-occupancy vehicles.
Express Service	Service that has fewer stops and a higher operating speed than regular service. Often used as an alternative term for <i>limited-stop service</i> ; when agencies provide both types of service, the express service tends to have much longer sections of non-stop running. Rapid bus, rail, and intercity bus services can all constitute express service. Express bus service usually uses freeways or busways where they are available.
Farebox Revenue	The monies or tickets collected as payments for transit rides. Can be cash, tickets, tokens, transfers and pass receipts. Fare box revenues rarely cover even half of a transit system's operating expenses.
Farebox Recovery	The ratio of fare revenue to direct operating expenses.
Federal Transit Act Section 5307 – Urbanized Area Grant Program	The section of the Federal Transit Act that authorizes grants to public transit systems in all urban areas. Funds authorized through Section 5307 are awarded to states to provide capital and operating assistance to transit systems in urban areas with populations between 50,000 and 200,000. Transit systems in urban areas with populations greater than 200,000 receive their funds directly from the Federal Transit Administration.
Federal Transit Act Section 5309 – Bus, Bus Facility, and New/Small Starts Program	The section of the Federal Transit Act that authorizes discretionary grants to public transit agencies for capital projects such as buses, bus facilities, and rail projects.
Federal Transit Act Section 5310	A formula program that provides capital assistance to states for transportation programs that serve the elderly and people with disabilities. States distribute Section 5310 funds to local operators in rural and urban settings who are either nonprofit organizations or the lead agencies in coordinated transportation programs. Allocation of funding to states is made on the basis of the number of elderly persons and persons with disabilities in that state.
Federal Transit Act Section 5311	The formula program that provides capital and operating assistance grants to public transit systems in rural and small urban areas with populations of less than 50,000. Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000.
Federal Transit Act Section 5916 – Jobs Access Reverse Commute	Federal formula funds available to provide transportation to assist low income individuals in getting to work. Also known as <i>JARC</i> .

Federal Transit Act Section 5917 – New Freedom	The federal formula program to fund new services for people with disabilities that are above and beyond what the ADA requires.
Feeder Service	Local transit service that provides passengers with connections to main-line arterial service; an express transit service station; a rail rapid transit, commuter rail, or intercity rail station; or an express bus stop or terminal.
Fixed-Guideway Transit System	A transportation system composed of vehicles that can operate only on their own guideways, which were constructed for that purpose. Examples are heavy rail, light rail, and monorail. Federal usage of the term in funding legislation also includes bus priority lanes, exclusive right-of-way bus operations, trolley coaches, and ferryboats as fixed guideway transit.
Fixed-route	Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight, and the use of larger transit vehicles.
Frequency of Service	The number of transit units (vehicles or trains) on a given route or line, moving in the same direction, that pass a given point within a specified interval of time, usually one hour; also known as <i>headway</i> .
Frequent Service	Service that operates every 15 minutes or better, every day.
Headway	The scheduled time interval between any two revenue vehicles (buses, LRVs, trolleys, etc.) operating in the same direction on a route. See also <i>frequency of service</i> .
High Capacity Transit (HCT)	High capacity transit includes any form of public transit that has an exclusive right-of-way, a non-exclusive right-of-way or a possible combination of both. High capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service, and carry more people than local service transit such as typical bus lines. High capacity transit includes options such as light rail, commuter rail and bus rapid transit.
High-Occupancy Toll (HOT) Lane	A congestion pricing strategy where single-occupant vehicles may use dedicated high-occupancy vehicle (HOV) lanes (see below). HOT lanes can also use variable pricing, which increases the charge during peak travel periods or according to real-time traffic conditions. HOT lanes are often used by regional express bus in order to bypass congestion and increase operating speeds.
High-Occupancy Vehicle (HOV)	Any passenger vehicle that meets or exceeds a certain predetermined minimum number of passengers, for example, more than two or three people per automobile. Buses, carpools, and vanpools are HOV vehicles.
HOV Lane	A highway or street lane reserved for the use of high-occupancy vehicles (HOVs).
Hours of Service	The number of hours during the day between the start and end of service on a transit route, also known as the <i>service span</i> .
Hub-and-Spoke System	Type of route structure based on timed connections that increases connectivity and productivity. Usually consists of a central transfer node with routes that radiate from it. See also <i>Timed Transfer System</i> .

Intelligent Transportation Systems (ITS)	Processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
Intercity Transportation	Long distance service provided between cities, often as part of a large network of intercity bus operators. Both express and local bus service may be provided.
Interline	Transfer of transit vehicles or trains between routes during a day to improve staff or vehicle assignment efficiency.
Intermodal Transfer Facility	A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between different modes (also known as a <i>modal interchange center</i>).
Kiss-and-Ride	An access mode to transit whereby passengers (usually commuters) are driven to a transit stop and left to board a transit unit and then met after their return trip. Transit stations, usually rail, often provide a designated area for dropping off and picking up such passengers.
Layover	Time built into a schedule between arrivals and departures, used for the recovery of delays and preparation for the return trip. The term may refer to transit units (also known as <i>vehicle layover</i>) or operators.
Light Rail (LRT)	A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or occasionally, in streets, and to board and discharge passengers at track or car floor level. Sound Transit's Link service is an example of light rail.
Local Bus Service	Transit service that involves frequent stops and consequent low average speeds, the purpose of which is to deliver and pick up passengers close to their destinations or origins.
Local Improvement District (LID)	A geographic area in which real property is taxed to defray all or part of the cost of public improvements. An LID creates an assessment charge imposed upon property owners who receive special benefits from an improvement beyond the general benefits received by the all citizens of the community.
Low-Floor Bus	A bus without steps at entrances and exit. The low floor may extend throughout the bus or may use a ramp or steps to access the raised rear portion over a conventional axle and drive train. Wheelchair access is provided by a retracting ramp.
Mode	A transport category characterized by specific right-of-way, technological, and operational features. A particular form of travel, for example, walking, traveling by automobile, traveling by bus, or traveling by train.
Mode Share	The percentage share that a particular type of transportation mode (e.g., car, bus, rail, bikes, etc.) has in relation to other modes.
Mode Split	The proportion of total person trips that uses each of various specified modes of transportation.

Multimodal	The availability of transportation options using different modes within a system or corridor.
Near-field Communication	An emerging fare collection technology that allows a secure connection between smart phones and fare collection sensors. This practice, first developed in Asian and European countries, is commonly known as <i>mobile ticketing</i> .
Non-Home Based Trip	A trip that has neither its origin nor its destination at a residence.
Off-board Payment	A payment system where passengers pay fares at designated ticket vending machines or smart card readers prior to boarding transit vehicles. This practice is known to significantly reduce vehicle dwell time.
On-time Performance	For fixed-route service, the percentage of on-time arrivals at stops along the route.
Operating Characteristics	The type of service provided, the size and geographical location of the service area, the miles and hours of service provided, etc.
ORCA Card	Also known as a <i>smart card</i> , ORCA is a regional stored-value ticket with a built-in semiconductor chip, often used to improve boarding efficiency. ORCA Card can be used for ferry, train, streetcar, or light rail and are accepted by Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries. The chip is loaded with monetary value which is decremented for each ride. ORCA cards may include a regional pass (PugetPass), an agency-specific pass, a debit option (E-Purse), or a combination of PugetPass and E-Purse.
Paratransit	Types of passenger transportation that are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand-response transportation services, subscription bus services, shared-ride taxis, car pooling and vanpooling, jitney services and so on. Most often refers to wheelchair-accessible, demand-response van service. Paratransit includes three levels of service: curbside-to-curb, door-to-door, and door-through-door (where the driver actually provides assistance within the origin or destination).
Park-and-Ride	An access mode to transit in which patrons drive private automobiles or ride bicycles to a transit station, stop, or carpool/vanpool waiting area and park the vehicle in the area provided for that purpose (park-and-ride lot, park-and-pool lot, commuter parking lot, bicycle rack or locker). They then ride the transit system or take a car or vanpool to their destinations.
Passenger Platform	That portion of a transit facility directly adjacent to the tracks or roadway at which transit units (vehicles or trains) stop to load and unload passengers. Within stations, it is often called a <i>station platform</i> .
Peak Period	The period during which demand for transportation service is heaviest. It may be specified as the morning (AM) or afternoon or evening (PM) peak.
Platform Hours	Total scheduled time a transit vehicle spends from pull-out to pull-in. Platform hours are used as a benchmark to calculate service efficiency by comparing pay to platform hours.
Platform Miles	Total miles a transit vehicle travels from pull-out to pull-in.

Productivity	The ratio of units of transportation output to units of input (consumed resource); for example, vehicle miles per operator hour, or passenger trips per vehicle hour.
Proof-of-Payment	An open fare collection system that has no turnstiles or fare gates. It requires that the passenger display proof of payment (e.g., validated ticket, prepaid pass, valid transfer) while on board the transit vehicle or in other designated <i>fare paid</i> areas. Enforced through random checking by specific transit employees, security staff, or police with the power to collect premium “on-board” fares (more common in Europe) or issue tickets or citations, typically resulting in revenue loss below 2-3%. Erroneously called an “honor” system, a name that applies only to systems without enforcement.
Public Transportation	Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules of this service may be predetermined by the operator or may be determined through a cooperative arrangement. Subcategories include public transit service and paratransit services that are available to the general public.
Pulsed Hub	A transit hub serving two or more services, where service is timed to allow efficient timed transfers. These are typically used for transit systems that have relatively low service frequency. See also <i>timed transfer system</i> .
Quality of Service	The overall measured or perceived quality of transportation service from the user's or passenger's point of view, rather than from the operating agency's point of view. Defined for transit systems, route segments, and stops by <i>level of service</i> measure such as reliability and service frequency.
Queue Jump	A short section of exclusive or preferential lane that enables specified vehicles to bypass an automobile queue or a congested section of traffic. A queue jump is often used at signal-controlled freeway on-ramps or along arterial streets in congested urban areas to allow high-occupancy vehicles preference. It is also known as a <i>bypass lane</i> or <i>queue bypass</i> , but is commonly referred as a <i>business access</i> and <i>transit (BAT) lane</i> in the Seattle region.
Rapid Transit System	Transit service, either rail or bus, which is operated completely separate from all other modes of transportation along exclusive running ways.
Reliability	A measure of transit level of service concerning on-time performance. Reliability measures how often transit service is provided as promised, which affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels. Often displayed as the standard deviation of scheduled arrival time versus actual time. See also <i>schedule adherence</i> .
Revenue Hours	Span of time when a vehicle is available for carrying passengers, including layover and recovery time, but excluding deadhead time to and from a vehicle storage location or break location, or between routes.
Revenue Miles	Miles operated by vehicles available for passenger service.
Right-of-Way (ROW)	A general term denoting land, property, or interest therein, usually in a strip acquired for or devoted to transportation purposes. For transit, rights-of-way may be categorized by degree of their separation: fully controlled without grade crossings, also known as <i>grade-separated</i> , <i>exclusive</i> , or <i>private ROW</i> ; longitudinally physically separated from other traffic (by curbs, barriers, grade separation, etc.) but with grade crossings; or surface streets with mixed traffic, although transit may have preferential treatment.

Route Structure	A network or pattern of transit routes, such as grid or radial networks.
Segregated Right-of-Way (ROW)	Roadway or right-of-way reserved for transit use, but which permits other modes to cross the right-of-way at defined locations such as grade crossings.
Service Span	See <i>Hours of Service</i> .
Shared Right-of-Way (ROW)	Roadway or right-of-way which permits other traffic to mix with transit vehicles, as is the case with most streetcar and bus lines. Also known as <i>mixed traffic operation</i> .
Schedule Adherence	The ability of a route or transit vehicle to maintain its schedule. See <i>Reliability</i> .
Signal Preemption	In highway operations, an automatic or manual device for altering the normal signal phasing or the sequence of a traffic signal to provide preferential treatment for specific types of vehicles, such as buses or trains. This is a type of <i>Advanced Public Transportation System</i> .
Single-Occupant Vehicle (SOV)	A private vehicle occupied by the driver only.
Smart Card	A stored-value ticket with a built-in semiconductor chip, often used to improve boarding efficiency. The chip is loaded with monetary value which is decremented for each ride, in flat amounts or with exit checks for distance-based fares. Early variants required insertion or contact with farebox or fare gate and were time consuming. Most versions in transit are proximity cards and require only to be held close to the farebox or fare gate inductive detector plate. ORCA is an example of smart card fare technology.
Sound Move	A 10-year regional transit system plan, adopted by the Sound Transit Board in 1996, which develops a plan for transportation improvements including commuter rail, light rail, express bus service expansion, and major facilities such as park-and-ride lots and HOV lanes and access projects.
Sound Transit 2 (ST2)	Also known as the Regional Transit System Plan for Central Puget Sound, ST2 is the second phase implementation plan for <i>Sound Move</i> . ST2 focuses on expanding light rail, commuter rail, and express bus service. Another major component of the plan is access improvements such as park-and-ride facilities and bicycle and pedestrian infrastructure surrounding rail stations.
Station	An off-street facility (typically) where passengers wait for, board, alight, or transfer between transit units (vehicles or trains). A station usually provides information and a waiting area and may have boarding and alighting platforms, ticket or fare card sales, fare collection, and other related facilities; also known as a <i>passenger station</i> .
Streetcar	An electrically powered rail car that is operated singly or in short trains in mixed traffic on track in city streets. In some areas, it is also known as a <i>trolley car</i> .
Termini	The “terminating” or end nodes of a line, link, or route.

Through Routing	The efficient practice of joining the ends of radial transit routes, with similar demand, to travel through downtown instead of having each route turn back in the downtown and return to its origin.
Ticket Vending Machine	A fare collection device that dispenses tickets for entry onto transit vehicles. Often used to increase boarding efficiency.
Time-of-Day Fare	A fare that varies by time of day. It is usually higher during peak travel periods (peak fare) and lower during non-peak travel periods (off-peak fare).
Timed Transfer	The scheduling of intersecting transit routes so that they are due to arrive at a transfer point simultaneously, eliminating waiting time for transfer passengers.
Timed Transfer System	A transit network consisting of one or more nodes (transit centers) and routes or lines radiating from them. The system is designed so that transit vehicles on all or most of the routes or lines are scheduled to arrive at a transit center simultaneously and “pulse” a few minutes later; thus transfers among all the routes and lines involve virtually no waiting. Typically used in suburban areas and for night service where headways are long. See also <i>hub-and-spoke system</i> and <i>pulsed hub</i> .
Transit Center	A transit stop or station at the meeting point of several routes or lines or of different modes of transportation. It is located on or off the street and is designed to handle the movement of transit units (vehicles or trains) and the boarding, alighting, and transferring of passengers between routes or lines (in which case it is also known as a <i>transfer center</i>).
Transit Corridor	Corridors located along or supportive of good quality transit lines. They include higher population and employment densities and feature a high quality pedestrian environment and convenient access to transit.
Transit Dependent	Those having to rely on transit services instead of the private automobile to meet their travel needs; also known as a <i>captive rider</i> .
Transit-First Policy	Seattle's policy that prioritizes transit and non-motorized modes when developing city policies.
Transit Impact Development Fee	A fee charged to non-residential developers in order to fund transit service necessary to offset the traffic impacts of their project.
Transit Mode	A category of transit systems characterized by common characteristics of technology, right-of-way, and type of operation. Examples of different transit modes are regular bus service, express bus service, light rail transit, rail rapid transit, and commuter rail.
Transit Orientation	An umbrella term used to define variables that make transit use more attractive. Variables that characterize transit orientation include density, mixed land uses, pedestrian design and accessibility.
Transit-Oriented Development	Residential and commercial development designed to maximize access by transit and non-motorized transportation, and to encourage transit ridership with other features. A typical TOD has a rail or bus station at its center, surrounded by relatively high-density development, with progressively lower-density spreading outwards one-quarter to one-half mile, representing pedestrian scale distances.

Transit Priority Treatments	A series of relatively inexpensive spot improvements designed to reduce travel delay and increase the speed, and thereby the attractiveness of transit services. Examples include queue jump lanes, signal priority (see below), lane striping, or curb separation. Separation may occur along a curb lane, a median lane, or a fully segregated runningway.
Transit Shelter	A building or other structure constructed at a transit stop. It may be designated by the mode offering service, for example, <i>bus shelter</i> . A transit shelter provides protection from the weather and may provide seating or schedule information or both for the convenience of waiting passengers.
Transit Signal Priority	The preferential treatment of transit vehicles at signalized intersections. Often used to pre-empt or hold signal phases for transit only.
Transit Supportive Land Use	A land use environment that encourages transit use by maximizing its accessibility. Typically involves some level of land use mixing and higher intensity uses.
Transitway	A dedicated right-of-way or roadway used by transit vehicles (buses or trains).
Transponder	The in-vehicle device component of an electronic tolling system. A receiver or transceiver permitting the operator's roadside unit to communicate with, identify, and conduct an electronic toll transaction.
Transportation Demand Management (TDM)	The concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. It may include programs to shift demand from single-occupant vehicles to other modes such as transit and ridesharing, to shift demand to off-peak periods, or to eliminate demand for some trips.
Transportation Disadvantaged	A term used to describe those people who have little or no access to meaningful jobs, services, and recreation because a transportation system does not meet their needs. Often refers to those individuals who cannot drive a private automobile because of age, disability, or lack of resources.
Transportation Management Association (TMA)	A voluntary association of public and private agencies and firms joined to cooperatively develop transportation-enhancing programs in a given area. TMAs are appropriate organizations to better manage transportation demand in congested suburban communities.
Transportation System Management (TSM)	That part of the urban transportation planning process undertaken to improve the efficiency of the existing transportation system. The intent is to make better use of the existing transportation system by using short-term, low-capital transportation improvements that generally cost less and can be implemented more quickly than other system development actions.
Trip	A one-way movement of a person or vehicle between two points. Many transit statistics are based on unlinked passenger trips, which refer to individual one-way trips made by individual riders in individual vehicles. 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.
Trip End	A trip origin or a trip destination.

Trip Generator	A land use from which trips are produced, such as a dwelling unit, a store, a factory, or an office.
Trip Purpose	The primary reason for making a trip, for example, work, shopping, medical appointment, or recreation.
Trolleybus	An electrically propelled bus that obtains power via two trolley poles from a dual (positive and negative) overhead wire system along routes. It may be able to travel a limited distance using battery power or an auxiliary internal combustion engine. The power-collecting apparatus is designed to allow the bus to maneuver in mixed traffic over several lanes. King County Metro operates trolleybuses throughout downtown.
Variable Tolling	Use of tolls on congested facilities, varied by time of day to encourage some travelers to travel during less congested periods, shift to another mode, or change routes. Charges may be fixed to a schedule or be dynamic depending on traffic levels. Dynamic pricing typically specifies a maximum rate for selected time periods. Variable tolling may occur on separated facilities, such as express toll lanes or HOT lanes (see <i>High Occupancy Toll [HOT] Lane</i> above), or on entire roadways.
Zoned Fare	A method of transit pricing that is based on the geographical partitioning of the service area. The price is determined by the location and number of zones traversed. Zone fares are frequently used as a method of charging graduated or distance-based fares but may also be used to provide for differential fares for certain markets.

