



Long Beach-East Los Angeles Corridor Mobility Investment Plan

LB-ELA CP Initial Project List: Glossary of Terms

As of December 27, 2022

This glossary defines key words featured in the Initial List of Projects & Programs for the Long Beach-East Los Angeles Corridor (LB-ELA Corridor) Mobility Investment Plan. Projects and Programs in the Initial Project List are categorized into Types and Subtypes, as shown below, which serve as the basis for the organization of this Glossary as well.

Table of Contents

Glossary Overview..... 5

Glossary 6

Accessible Pedestrian Signals (APS):..... 6

Active Transportation: 6

Americans with Disabilities Act (ADA):..... 6

Accessory Dwelling Units (ADU) amnesty programs: 6

Advance Transportation Management Systems (ATMS):..... 6

Affordable accessory dwelling unit (ADU) programs:..... 6

Air Quality:..... 6

Amenities:..... 6

Anti-Displacement Programs:..... 7

Arterial Roadway:..... 7

At-grade crossing:..... 7

Auxiliary Lane: 7

Basic Income Program:..... 7

Bicycle Routes / Facilities:	7
Bike Facilities/Paths – Class I	7
Bike Facilities/Paths – Class II:	7
Bike Facilities/Paths – Class III:	7
Bike Facilities/Paths - Class IV:	7
Bike overcrossing:	7
Bike Share:	8
Bioswales:	8
Bollards:	8
Bridge Decks:	8
Brownfield:	8
Buffered Bike Lanes – Class 2B:	8
Bulb outs:	8
Bus Priority Lane Corridor:	8
Bus Rapid Transit (BRT):	8
Carpool:	8
Changeable Message Signs (CMS):	8
Closed Circuit Television Camera (CCTV):	9
Community Based Organizations (CBOs):	9
Community Health Screening:	9
Community Health:	9
Community Land Trusts (CLT) /land banks:	9
Complete Streets:	9
Connected Vehicle Infrastructure:	9
Container Terminal Wharf:	9
Density Bonus Programs:	9
Design Pollution Prevention Infiltration Areas (DPPIAs):	9
Distributive Equity:	9
Drayage truck movements:	10
Economic empowerment:	10
Economic resilience:	10
Economic sustainability:	10
Emergency vehicle pre-emption (EMVE):	10
Environmental sustainability:	10

Equitable development scorecard:	10
Equity Guiding Principle:	10
Equity:	10
First/Last Mile:	11
Freeway Lids, Caps:	11
Freeway:	11
Freight Rail:	11
Geofence alerts:	11
Goal:	11
Goods Movement:	11
Grade Separation:	11
Greenbelts:	11
Greenhouse Gas Emissions:	11
Guiding Principle:	11
Hardscaping:	11
HAWK beacon:	12
Housing/Rent Stabilization:	12
Hybrid work schedules:	12
Inclusionary Housing:	12
Intelligent Transportation Systems (ITS):	12
Interchange:	12
Intermodal yards:	12
Internet service provider (ISP):	12
Land Use:	12
Light Rail Transit (LRT):	12
Metro Micro Transit Zone(s):	12
Mixed-Flow Traffic Lanes:	13
Multimodal options:	13
On Dock Rail:	13
On-demand bus (Micro-Transit):	13
Operational Lanes:	13
Overcrossing:	13
Parklets:	13
Pedestrian:	13

Port Railyard:	13
Procedural Equity:	13
Public-private partnerships:	13
Quad Safety Gates:	14
Raised islands:	14
Rectangular Rapid Flashing Beacons (RRFBs):	14
Rental Assistance Programs:	14
Restorative Equity:	14
Right-of-Way:	14
Road Diets:	14
Roundabouts:	14
Safety:	14
Shared-Use:	14
Shore-side power:	15
Signal Coordination (Synchronization):	15
Social equity:	15
Societal sustainability:	15
Soundwalls:	15
Structural Equity:	15
Subtype:	15
Supervisory Control and Data Acquisition System [SCADA]:	15
Sustainability Guiding Principle:	15
Sustainability:	15
Sustainable community:	15
Sustainable development:	16
Telecommuting:	16
Thoroughfare:	16
Traffic Calming (speed calming):	16
Traffic controls (traffic signals, stop signs):	16
Traffic Controls:	16
Transit Oriented Communities (TOC):	16
Transit Oriented Development (TOD):	16
Transit:	16
Transportation Systems Management (TSM):	16

Travel Demand Management (TDM):	16
Tree wells:	17
Truck Bypass Lanes:	17
Type:	17
Underserved communities:	17
Urban Greening:	17
Urban Heat Island:	17
Vanpools:	17
Vegetation Barriers/Buffer Landscaping:	17
Vision Statement:	17
Vulnerable Road User:	17
Zero Emission Infrastructure	17
Zero Emissions Truck Lanes:	17
Zero-Emission Vehicle (ZEV):	17
<i>Links to Resources</i>	18

Table of Contents

Glossary Overview

General Terms are included at the beginning of the Glossary. These include background terms and other helpful definitions that are not reflected in the Type or Subtype Sections.

Type (Category)	Subtype (Subcategory)
Active Transportation/ Travel Demand Management (TDM)	<ul style="list-style-type: none"> ● Bicycle Routes / Facilities ● Pedestrian / First Last Mile ● Safety and Amenities ● TDM Strategies
Arterial Roadway	<ul style="list-style-type: none"> ● Complete Streets ● Signal Coordination, Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS) ● Traffic Calming ● General Local / Regional Roadway
Community Programs	<ul style="list-style-type: none"> ● Air Quality / Community Health ● Environment ● Housing Stabilization / Land Use ● Job Creation / Work Opportunities

Goods Movement	<ul style="list-style-type: none"> • Truck Programs/ITS • Freight Rail, Goods Movement, TDM • Ports
Transit	<ul style="list-style-type: none"> • High-Capacity Transit (Rail & BRT) • Rail Line / Station Improvements • Bus Transit • Transit Amenities
Freeway	<ul style="list-style-type: none"> • Freeway Improvements • Freeway Amenities / ITS • Zero Emissions Lanes on I-710 • Congestion Pricing

Glossary

Accessible Pedestrian Signals (APS):	A pedestrian push button that communicates when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces.
Active Transportation:	Active transportation refers to human powered transportation, and low speed electronic assist devices. Examples include but are not limited to pedestrians, bicycles, tricycles, wheelchairs, electric wheelchairs, scooters, skates, and skateboards.
Americans with Disabilities Act (ADA):	The Americans with Disabilities Act (ADA) of 1990 guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications. It prescribes federal transportation requirements for transportation providers.
Accessory Dwelling Units (ADU) amnesty programs:	Intended to provide a low-cost, penalty-free pathway to improve all unpermitted accessory dwelling units to a safe and habitable condition without requiring the removal of the units or displacement of any residents.
Advance Transportation Management Systems (ATMS):	Provides real-time roadway monitoring, incident detection, and rapid response capabilities.
Affordable accessory dwelling unit (ADU) programs:	Legal and regulatory term for a secondary house or apartment that shares the building lot of a larger, primary home. They may be built within a converted garage or accessory structure, as a newly built structure, or as a conversion of part of the main house.
Air Quality:	The degree to which the air in a particular place is pollution-free.
Amenities:	Roadway features that help to provide comfort, convenience, and safety.

Anti-Displacement Programs:	Programs that advocate for intentional development that reduces displacement as the path forward towards equitable, affordable, and inclusive communities
Arterial Roadway:	A high-capacity road that carries longer-distance flows between important centers of activity.
At-grade crossing:	A crossing or intersection of highways, railroad tracks, other guideways, or pedestrian walks, or combinations of these at the same level or grade.
Auxiliary Lane:	An extra short distance lane(s) of the highway adjoining the through travel lanes to allow for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other safety and operational purposes supplementary to through-traffic movement.
Basic Income Program:	Government program in which every adult citizen receives a set amount of money regularly. The goals of a basic income system are to alleviate poverty and replace other need-based social programs that potentially require greater bureaucratic involvement.
Bicycle Routes / Facilities:	A portion of a right-of-way for the exclusive use of bicyclists which has been designated by pavement markings, curb, cross-hatched paint, planting strip or parked cars. Bike facilities come in many forms and are categorized into classes, typically from Class I to Class IV, with the latter including a buffer/barrier and is considered as the most protective for cyclists/pedestrians.
Bike Facilities/Paths – Class I (1):	Paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians and often called mixed-use paths.
Bike Facilities/Paths – Class II (2):	On-street facilities designated for bicyclists using stripes and stencils. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed on low-volume, low-speed residential streets.
Bike Facilities/Paths – Class III (3):	Streets designated for bicycle travel and shared with motor vehicles. Streets are designated as bike routes because they are suitable for sharing with motor vehicles and/or provide better (or needed) connectivity than other streets. Routes are marked with signs and/or shared lane bicycle (aka "sharrow") pavement markings intended to encourage bicyclists to ride clear of the "door zone" and to alert motorists to expect bicyclists to occupy the full lane.
Bike Facilities/Paths - Class IV (4):	Separated bikeway for the exclusive use of bicycles, physically separated from the roadway by a buffer or vertical feature.
Bike overcrossing:	Also called pedestrian/bicycle bridges, provide critical links in the bicycle/ pedestrian system by joining areas separated by a variety of "barriers." Overcrossings can address real or perceived safety issues by providing users a formalized means for traversing "problem areas"

	including transportation corridors, such as arterial roads, freeways, and railroad tracks.
Bike Share:	A service that provides bicycles for a daily, monthly, annual, or trip-based fee. Bike share is recognized as an option for first and last mile transit connections. Learn about Metro’s Bike Share program at https://bikeshare.metro.net/
Bioswales:	Channels designed to concentrate and convey stormwater runoff while removing debris and pollution, which could include vegetated, shallow, landscaped depressions designed to capture, treat, and infiltrate stormwater runoff as it moves downstream.
Bollards:	A short post used to divert traffic from an area or road.
Bridge Decks:	The functional area on top of a bridge or overcrossing that allows vehicles and non-motorized traffic such as pedestrians and bicyclists to cross over a roadway, freeway, railroad, or river channel.
Brownfield:	An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.
Buffered Bike Lanes – Class II(IIB):	Buffer striping to provide greater separation between bicyclists and parked or moving vehicles.
Bulb outs:	A curb extension which allows a bus to stop within the travel lane. This helps buses move faster and more reliably.
Bus Priority Lane Corridor:	Typically involves the conversion of the rightmost traffic lane into a travel lane primarily dedicated to buses (allows for right turns and bike lane uses) during specific times and days of the week. These are typically installed to increase service frequency and reliability, as well as enhancing mobility by moving more people without adding more infrastructure.
Bus Rapid Transit (BRT):	Bus Rapid Transit is a mobility or bus option with many of the same benefits as light rail service, but at significantly less cost and with a faster build time. BRT offers reliable, frequent transit service in LA County with bus speed improvements over local bus service, operational enhancements and minimal infrastructure needs. Local examples of BRT service include the G Line (Orange), serving the San Fernando Valley, and the J Line (Silver), which serves El Monte, downtown Los Angeles and San Pedro.
Carpool Lane:	Also known as High-Occupancy Vehicle (HOV), is a lane restricted to vehicles with two (and in some cases three) or more occupants to encourage carpooling. Vehicles include automobiles, vans, buses, and taxis.
Changeable Message Signs (CMS):	Primarily used to give motorists real-time traffic safety and guidance information about planned and unplanned events that significantly

	impact traffic on the State's highway system, such as traffic congestion or AMBER (America's Missing: Broadcast Emergence Response) Alerts
Closed Circuit Television Camera (CCTV):	Camera system in which signals are not publicly distributed but are monitored, primarily for monitoring traffic and security purposes.
Community Based Organizations (CBOs):	Public or private nonprofit organization that are representative of a community and provide educational or related services to individuals in the community.
Community Health Screening:	Opportunity for anyone to receive free or inexpensive health evaluations to help determine their risk of developing a medical condition
Community Health:	Non-clinical approaches for improving health, preventing disease, and reducing health disparities through addressing social, behavioral, environmental, economic, and medical determinants of health in a geographically defined population
Community Land Trusts (CLT) /land banks:	Nonprofit organizations governed by a board of CLT residents, community residents, and public representatives that provide lasting community assets and shared equity homeownership opportunities for families and communities
Complete Streets:	Streets that are designed and operated to enable safe access for all roadway users of all ages and abilities, including pedestrians, bicyclists, motorists and transit riders. Complete Streets strategies can include traffic calming, bicycle priority streets (bicycle boulevards) and pedestrian connectivity to increase physical activity, improve connectivity to the regional bikeway/greenway networks, local businesses and parks.
Connected Vehicle Infrastructure:	Infrastructure supporting vehicles that use any number of different communication technologies to communicate with the driver, other cars on the road (vehicle-to-vehicle), roadside to infrastructure (vehicle-to-infrastructure), and the "Cloud". Connected vehicles are part of the Internet of Things (IoT) concept that many cities and municipalities are beginning to adopt to tackle some of the biggest challenges in the surface transportation industry. For instance, safety, mobility, and environment.
Container Terminal Wharf:	An area designated for storing cargo in a container, usually accessible by truck, railroad, and marine transportation.
Density Bonus Programs:	Incentive-based tool that permits a developer to increase the maximum allowable development on a site in exchange for either funds or in-kind support for specified public policy goals
Design Pollution Prevention Infiltration Areas (DPPIAs):	Could include stormwater treatment devices that would treat stormwater runoff from sites along the transportation facility and contribute to pollution prevention infiltration.
Distributive Equity:	1) Allocation of benefits and amenities proportionate to levels of need and historic investment and based on self-identified community

	priorities rather than 'one-size-fits-all' solutions. 2) Policies and resource management to ensure benefits reach intended recipients.
Drayage truck movements:	The transport of freight from an ocean port to a destination
Economic empowerment:	The transformative process that helps move marginalized individuals from limited power, voice, and choice to have the skills, resources, and opportunities needed to attain economic security as well as the agency to control and benefit from financial gains. Ensuring the opportunity to participate in and benefit from the community's economic growth.
Economic resilience:	To build an equitable and sustainable economy where communities and residents can recover quickly from or withstand or avoid a shock to their economic conditions, especially in the overall transition to a carbon-neutral economy.
Economic sustainability:	Focuses on practices that support long-term economic growth without negatively impacting social, environmental, and cultural aspects of the community.
Emergency vehicle pre-emption (EMVE):	A vehicle pre-emption or priority system that is integrated into a local street traffic signal management system designed to move emergency vehicles faster through signalized roads. As an emergency vehicle approaches an intersection, the traffic light will turn green for the emergency vehicle, and red for the opposing traffic to clear the intersection for the emergency vehicle to pass through when responding to an emergency.
Environmental sustainability:	The responsibility to conserve natural resources and protect global ecosystems to support health and wellbeing, now and in the future.
Equitable development scorecard:	An evaluation tool that ensures that residents' voices are centered in decision-making processes while also building community power by using a point based on how well projects promote equity across several criteria.
Equity Guiding Principle:	<p>"A commitment to: (1) strive to rectify past harms; (2) provide fair and just access to opportunities; and 3) eliminate disparities in project processes, outcomes, and community results."</p> <p>"The plan seeks to elevate and engrain the principle of Equity across all goals, objectives, strategies, and actions through a framework of Procedural, Distributive, Structural, and Restorative Equity, and by prioritizing an accessible and representative participation process for communities most impacted by the I-710."</p>
Equity:	1) Both an outcome and a process to address disparities to ensure fair and just access to opportunities. 2) An end state in which all groups have access to the resources, benefits, and opportunities necessary to improve the quality of their lives, which can include a more just decision-making process.

First/Last Mile:	The first and last part of the journey that riders walk, bike or roll to and from their nearest station or bus stop is called the “first/last mile connection.”
Freeway Lids, Caps:	Type of deck bridge built on top of a controlled-access highway or another roadway. It is commonly used to create new parkland in urban areas. In some locations, freeway caps or lids are used to describe overpasses containing widened bridges that accommodate wider sidewalks or small amenity space beside the roadway above the highway.
Freeway:	An expressway with fully controlled access
Freight Rail:	The use of railroads and trains to transport cargo, sometimes on railroad track that also carries human passengers.
Geofence alerts:	A virtual geographic boundary, defined by GPS (Global Positioning System) or RFID (Radio Frequency Identification) technology. When a mobile device crosses the “fence,” the geofence triggers a response. Essentially, geofences use virtual GPS points to trigger responses that send alerts to mobile devices when users enter or exit the geofenced territory.
Goal:	Desired outcomes for general areas of concern to support the overall Vision.
Goods Movement:	The distribution of freight (including raw materials, parts, and finished consumer products) by all modes of transportation including marine, air, rail and truck.
Grade Separation:	A crossing of two highways, highway and local road, or a highway and a railroad at different levels. For example, a multimodal bridge over or under the railroad tracks.
Greenbelts:	A band of the countryside surrounding a city or urbanized area on which building is generally prohibited. Similar concepts are greenways or green wedges, which have a linear character and may run through an urban area instead of around it.
Greenhouse Gas Emissions:	Emissions of any gas caused by human activity that have the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface, including carbon dioxide, methane, and water vapor.
Guiding Principle:	A value that guides all processes and outcomes through a cohesive and intentional framework.
Hardscaping:	Refers to any man-made structure within landscaping design that is made of inanimate materials like gravel, brick, wood, pavers, or stone. Any solid structure in an outdoor area that is not plant life is considered hardscape.

HAWK beacon:	Also known as Pedestrian Hybrid Beacons (PHBs), HAWK beacons can warn and control traffic at unsignalized locations and assist pedestrians in crossing a street or highway at a marked crosswalk. Unlike a traffic signal, the PHB rests in the dark until a pedestrian activates it via pushbutton or other form of detection. When activated, the beacon displays a sequence of flashing and solid lights that indicate the pedestrian walk interval and when it is safe for drivers to proceed.
Housing/Rent Stabilization:	A form of control over housing prices so that the given cost of rent for a property only increases by a small amount each year.
Hybrid work schedules:	An arrangement that informs when employees should work remotely or from the office. Here, each employee's needs are considered while prioritizing your organization's goals.
Inclusionary Housing:	Local policies that tap the economic gains from rising real estate values to create affordable housing. This policy includes reserving a certain percentage of new housing units for low and moderate-income households.
Intelligent Transportation Systems (ITS):	Improves transportation by integrating advanced information and communications-based technologies (ICT) into transportation infrastructure and vehicles. ITS refers to a system of technologies and operational advancements that, when combined and managed, improve the capabilities of the overall transportation system.
Interchange:	Road junction that uses grade separations to allow for the movement of traffic between two or more roadways or highways
Intermodal yards:	Any transportation facility primarily dedicated to the business of freight rail and/or intermodal freight rail operations where cargo is transferred to or from a train and any other form of conveyance (usually a truck).
Internet service provider (ISP):	A company that provides individuals and organizations access to the internet and other related services
Land Use:	The human use of land. It represents the economic and cultural activities practiced at a given place. Public and private lands frequently represent very different uses
Light Rail Transit (LRT):	Light Rail Transit (LRT) is a public transit system with vehicles that are electrically self-propelled by overhead catenary wires and usually operate in one or two-car trains (at peak times, Metro trains can have up to three cars). LRT train cars have passenger capacity of 135 per car and can carry up to 405 passengers per train, operating every five to six minutes. An LRT system has an average speed of 24-35 mph the top speed of 55-65 miles per hour (MPH) and operates above, below or at street level with a typical station spacing being one mile. Metro currently operates LRT on the Metro A Line (Blue), C Line (Green), L Line (Gold), E Line (Expo), and the recently opened K Line (Crenshaw/LAX).
Metro Micro Transit Zone(s):	Metro Micro service areas designed to replace short, solo trips by offering a flexible, on-demand service operated by Metro employees in vehicles that hold up to 10 passengers. Along with other safety

	measures, capacity is currently limited to five passengers to reduce risk during the COVID-19 pandemic. The Mobility on Demand pilot began by offering shared rides to or from transit stations in select zones as a way to expand equitable, affordable and efficient access to Metro’s existing transit network. For more information about Metro Micro, visit https://www.metro.net/micro/ .
Mixed-Flow Traffic Lanes:	Travel lanes used by autos, buses, carpools, and trucks.
Multimodal options:	1) A mixture of several modes of transportation, such as public transportation (i.e., bus, light rail, commuter rail, etc.), autos, trucks, freight rail, and non-motorized systems of transportation. 2) Includes walking, taking public transportation, driving, rolling (riding a bike, scooter, wheelchair, skates).
On Dock Rail:	Railroad tracks that are located adjacent to port terminal ship berths and allows containers to be moved by cranes from a ship directly to a rail car and vice versa, and does not require the container to exit the terminal’s gate via truck.
On-demand bus (Micro-Transit):	A form of bus demand-responsive transport vehicle for hire. This transit service offers a highly flexible routing and/or highly flexible scheduling of minibus vehicles shared with other passengers.
Operational Lanes:	A type of lane that is operated with a management scheme, such as lane use restrictions or tolling, to optimize traffic flow.
Overcrossing:	A structure carrying a road or street over a highway, freeway, or river channel.
Parklets:	A small seating area or green space created as a public amenity on or alongside a sidewalk, such as in a former roadside parking space.
Pedestrian:	Any person who travels by foot or a wheeled conveyance that is not a bicycle, including scooters, wheelchairs and other mobility devices.
Port Railyard:	A rail facility in which cargo is transferred from drayage truck to train or vice-versa.
Procedural Equity:	1) Proactive and accessible community engagement that bridges linguistic, technology, and ability gaps to meet communities where they are and enable participatory and representative decision-making processes. 2) Ongoing systems of accountability and communication to build and maintain trust.
Public-private partnerships:	Public-private partnerships involve collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects, such as public transportation networks or parks. Financing a project through a public-private partnership can allow a project to be completed sooner or make it a possibility in the first place.

Quad Safety Gates:	A type of boom barrier gate protecting a grade crossing. It has a gate mechanism on both sides of the tracks for both directions of automotive traffic. The exit gates blocking the road leading away from the tracks are equipped with a delay and begin their descent to their horizontal position several seconds after the entrance gates do, to avoid trapping highway vehicles on the crossing.
Raised islands:	Provides a raised median that serves as a physical separation between opposing vehicle travel lanes while also offering an opportunity for landscaping or visual enhancements to a roadway corridor, and a place of refuge for a pedestrian crossing a multi-lane street – all in support of improved and safe traffic flow.
Rectangular Rapid Flashing Beacons (RRFBs):	RRFBs are pedestrian-actuated conspicuity or luminosity enhancements used in combination with a pedestrian, school, or trail crossing warning sign to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular shaped yellow indications, each with an LED-array-based light source, that flash with high frequency when activated.
Rental Assistance Programs:	Programs intended to help eligible households cover rental and utility costs, to assist with prospective payments for rent and utilities, and provide funding for housing stabilization services and other housing-related expenses
Restorative Equity:	1) Acknowledgement of, and atonement for historic and ongoing systemic harms resulting from planning practice and policy. 2) Commensurate actions, resources, and investments dedicated to remediation and prevention of further systemic harms.
Right-of-Way:	Land legally designated for use by a transportation facility(ies) such as roadways, freeways, and transit lines.
Road Diets:	Typically involves repurposing an existing roadway - for example, a four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane – to make additional space available for other transportation modes such as pedestrians and bicyclists. In addition to low cost, the primary benefits of a Road Diet include enhanced safety, mobility and access for all road users and a "complete streets" environment to accommodate a variety of transportation modes.
Roundabouts:	An intersection where traffic travels around a central island in a counterclockwise direction. Vehicles entering or exiting the roundabout must yield to vehicles, bicyclists, and pedestrians.
Safety:	Safety pertains to the measures taken to reduce the risk of road traffic injuries and death.
Shared-Use:	1) Facilities that have multiple users. For example, some freight rail lines have shared use with Metrolink and Amtrak. Highways have shared use between trucks and cars and transit (sometimes). Roads have shared use between transit, cars, bicycles, pedestrians, delivery trucks, etc. 2) A

	transportation system that responds to the needs of all users of a transportation corridor that is shared by cars, bicycles, buses, trucks, etc.
Shore-side power:	Providing electrical power from the shore to a vessel at berth, thereby allowing the auxiliary engines to be turned off.
Signal Coordination (Synchronization):	Traffic Signal Synchronization is a traffic engineering technique of matching the green light times for a series of intersections to enable the maximum number of vehicles to pass through, thereby reducing stops and delays experienced by motorists. Synchronizing traffic signals ensures a better flow of traffic and minimizes gas consumption and pollutant emissions.
Social equity:	Fairness and justice for all people in social policy. Social equity considers systemic inequalities to ensure that everyone in a community has access to the same opportunities and outcomes. Equity of all kinds acknowledges that inequalities exist and works to eliminate them.
Societal sustainability:	Focuses on the basic social needs of humans including health and well-being, education, dignity, equality, peace and justice.
Soundwalls:	A wall installed parallel to highways with the intent of minimizing the traffic noise for nearby residential areas.
Structural Equity:	1) Evolution of decision-making bodies to reflect the communities they serve. 2) Restructuring of organizational systems and hierarchies to empower historically marginalized groups.
Subtype:	A secondary or subordinate type or genre, a specific one considered as falling under a general classification.
Supervisory Control and Data Acquisition System [SCADA]:	A system of software and hardware elements that allows organizations to (1) control operations locally or at remote locations, (2) monitor, gather, and process real-time data (3) directly interact with devices such as sensors, valves, pumps, motors, and more through human-machine interface (HMI) software, and (4) record events into a log file.
Sustainability Guiding Principle:	"Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. A commitment to sustainability to satisfy and improve basic social, health, and economic needs/conditions, both present and future, and the responsible use and stewardship of the environment, all while maintaining or improving the well-being of the environment on which life depends."
Sustainability:	The satisfaction of basic social and economic needs, both present and future, and the responsible use of the natural environment, all while maintaining or improving the well-being of the environment on which life depends. Generally made up of three pillars
Sustainable community:	A community that can maintain and support itself and its residents generationally and sustains itself economically, socially, and environmentally over time.

Sustainable development:	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Telecommuting:	The ability for an employee to complete work assignments from outside the traditional workplace by using telecommunications tools, such as phone, email, and other online communication tools.
Thoroughfare:	A road or path forming a route between two places.
Traffic Calming (speed calming):	Local street design techniques that reduce traffic speeds and discourage traffic incursion in residential neighborhoods to improve local street safety and neighborhood quality of life. Techniques include physical traffic barriers (e.g., speed humps), revised street configurations, and traffic speed enforcement.
Traffic controls (traffic signals, stop signs):	The control of traffic via any of a number of passive rules or signs (including travel way delineations, rights-of-way and other rules-of-the-road, and traffic markings and signs) or active human agents or control devices (police officers and traffic signals), to optimize safe and efficient flows.
Traffic Controls:	Directing vehicular and pedestrian traffic around a construction zone, accident, or other road disruption, thus ensuring the safety of emergency response teams, construction workers, and the public.
Transit Oriented Communities (TOC):	Community development that, by design, enable people to access and use transit more often by centering housing, jobs, services, and shopping around public transit. For more information about Metro’s TOC Program, visit https://www.metro.net/about/toc-technical-assistance-program/
Transit Oriented Development (TOD):	Moderate- to higher-density development, located within easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.
Transit:	The carrying of people, goods, or materials from one place to another. Public transit includes buses, trains, subways, and other forms of transportation that charge set fares, operate on established routes, and are available to the public.
Transportation Systems Management (TSM):	A comprehensive strategy to coordinate many forms of transportation (such as car, bus, carpool, rail transit, bicycle and pedestrian modes) to reduce the impact of additional development on transportation capacity. TSM focuses on using existing highway and transit systems more efficiently rather than expanding them. Computerized traffic signals, metered freeway ramps, one-way streets, rideshare matching services and other TSM measures are characterized by their low cost and quick implementation time frame.
Travel Demand Management (TDM):	A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. For example, TDM attempts to reduce the number

	of people who drive alone during the commuting period and to increase the number in carpools, vanpools, buses or trains, or walking or biking. TDM can be an element of Transportation Systems Management (TSM; see below).
Tree wells:	Tree wells is the space around a tree under its branches.
Truck Bypass Lanes:	Roadway that provides physical separation of trucks from passenger vehicles at a freeway interchange to eliminate weaving between passenger cars traveling at higher speeds and trucks traveling at lower speeds.
Type:	A primary type or genre that allows other similar types to be categorized into group, more or less precisely defined or designated into a class or category
Underserved communities:	Groups with limited or no access to resources or otherwise disenfranchised.
Urban Greening:	Public landscaping and urban forestry projects that create mutually beneficial relationships between city dwellers and their environments
Urban Heat Island:	An urban or metropolitan area is significantly warmer than surrounding rural areas due to human activities.
Vanpools:	A vanpool is generally a group of between 5 to 15 people with similar travel patterns who ride to work or other places in a shared vehicle (most often a van).
Vegetation Barriers/Buffer Landscaping:	Practical environmentally friendly solution to minimize soil erosion and off-target field movement of debris and pollutants
Vision Statement:	A concise statement that captures the collective aspirations, desires, and outcomes of the project or program.
Vulnerable Road User:	Those unprotected by an outside shield, as they sustain a greater risk of injury in any collision with a vehicle and are therefore highly in need of protection against such collisions.
Zero Emission Infrastructure	Fueling or electric charging stations for vehicles that produce no emissions
Zero Emissions Truck Lanes:	Explore options and assess the feasibility of converting the right-hand lane on I-710 to create a Zero Emissions Truck Lane. Only zero-emissions trucks could travel in this lane, while fossil-fuel vehicles would be excluded. No new lanes would be added to the existing footprint of I-710.
Zero-Emission Vehicle (ZEV):	Trucks or vehicles that produce no tailpipe emissions of criteria pollutants. Generally, ZEVs feature electric powertrains. Technically, ZEVs are still responsible for some greenhouse gas emissions, as the GHG content from the electricity generation must be accounted for.

ZEVs include battery electric vehicles (BEV), plug-in electric hybrids (PHEV) when powered by an electric engine, and hydrogen fuel cell vehicles (FCV).

Links to Resources

2021 LA County Goods Movement Strategic Plan ([Link](#))

The Plan is Metro’s response to the many freight-related transportation planning challenges that undermine our county’s efforts to be economically competitive, environmentally sustainable and socially equitable. By creating a vision for goods movement needs in LA County, Metro seeks to engage our regional, state and federal partners to develop and enrich planning efforts at these levels of government with the priorities of the county in mind. This plan aligns with Metro’s Vision 2028 Strategic Plan and 2020 Long Range Transportation Plan and sets forth the strategic initiatives and priorities for Metro’s goods movement planning activities over the next five years.

Blue Line First/Last Mile Plan ([Link](#))

This First/Last Mile Plan was prepared for all 22 stations on the Metro Blue Line, representing a first-of-its-kind effort to plan comprehensive access improvements for an entire transit line, its greater innovation is in piloting an inclusive, equity-focused community engagement process. As part of the consultant team for this effort, Metro partnered with a coalition of CBOs to lead outreach efforts on the project, and to help shape the overall direction of this plan. Among the improvements the plan calls for are better sidewalks, more and safer crosswalks, more lighting for pedestrians, better and safer bike lanes and facilities, more trees to supply shade, bus stop improvements, pickup/drop-off locations near stations and landscaping.

Measure H (County of Los Angeles)

Measure H is the landmark ¼-cent sales tax approved by 69.34% of Los Angeles County voters in March 2017, the first revenue stream dedicated to preventing and addressing homelessness countywide. It is projected to raise \$355 million annually for 10 years, or a total of \$3.5 billion, to implement the County’s Homeless Initiative strategies. It is set expire in 2027, unless renewed by voters. A Citizen’s Oversight Advisory Board reviews Measure H spending. Independent audits and performance evaluations also help ensure transparency and accountability. Learn more at: homeless.lacounty.gov/measure-h/

Measure HHH (City of Los Angeles)

Los Angeles voters passed Proposition HHH in 2016, which enabled City officials to issue \$1.2 billion in bonds for the development of permanent supportive housing units for people experiencing homelessness. In addition to funding permanent supportive housing development, the bonds can be used to help build temporary shelters. The passage of Proposition HHH is notable because it received the support of a broad and unique coalition of public and private stakeholders in LA, including labor

unions and private and nonprofit housing developers. Learn more at: localhousingolutions.org/housing-policy-case-studies/los-angeles-proposition-hhh/

Measure R (Los Angeles County)

A two-thirds majority of LA County voters approved the Measure R half-cent sales tax in 2008 to finance new transportation projects and programs, and accelerate those already in the pipeline. The Measure R Expenditure Plan devotes its funds to seven transportation categories: 35% to new rail and bus rapid transit projects; 3% to Metrolink projects; 2% to Metro Rail system improvement projects; 20% to carpool lanes, highways and other highway related improvements; 5% to rail operations; 20% to bus operations; and 15% for Local Return programs. The Measure contains an Expenditure Plan that identifies the projects to be funded and additional fund sources that will be used to complete the projects. Learn more at: www.metro.net/about/measure-r/#what-is-measure-r

Metro 2016 Active Transportation Strategic Plan (ATSP) – Link

The Active Transportation Strategic Plan is Metro’s overall strategy for funding and supporting the implementation of active transportation infrastructure and programs in Los Angeles County. It identifies strategies to improve and grow the active transportation network, to expand the reach of transit, and develop a regional active transportation network to increase personal travel options. “Active Transportation” refers to any non-motorized mode of travel, including walking, bicycling, rolling, skating, or scooting. For more, visit: www.metro.net/projects/active-transportation-strategic-plan-atsp

Metro 2020 Long Range Transportation Plan (LRTP) – Link

The LRTP provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years. The LRTP will guide future funding plans and policies needed to move LA County forward for a more mobile, resilient, accessible and sustainable future. Available at: www.metro.net/about/plans/long-range-transportation-plan/

Metro 2028 Games Mobility Concept Plan

The 2028 Olympic and Para-Olympic Games Mobility Concept Plan (MCP) outlines mobility strategies, including capital and operating improvements, to support the transportation infrastructure needed to enhance mobility for the Games and beyond. At its December 2020 meeting, the Metro Board approved Motion 42 which directed staff to work with regional partners to develop a regional investment plan to include a federal engagement strategy and funding proposal to implement transportation improvements that would provide permanent, long-term benefits to the people of Los Angeles County. Metro’s 2028 Games Task Force developed the initial project list of over 200 projects. Staff augmented and refined the Draft Initial Project List presented to the Board in January 2022 as a result of an extensive agency stakeholder outreach process to create the Comprehensive Project List covering over 300 projects. The Comprehensive Project List includes capital and operational improvements, such as bus stops, bus lanes, transfer centers, mobility hubs, communications and security equipment, and system reliability investments; state-of-good-repair and maintenance work; and optimized customer experience improvements, such as wayfinding, digital information, and payment technology. Moving through a 6-step evaluation process, Metro and partner agencies.

identified and prioritized 50 projects for the Mobility Concept Plan Project List. The 2022 Prioritized MCP Project List consists of a broad range of multimodal projects (for example, active transportation, bus, congestion management, rail, and systemwide), and aligns with MCP goals. The project list has a diverse mix of project types: 58% capital projects, 28% operations-related improvements, and 14% expansion of existing Metro programs. Projects on this list have either no funding or partial funding. <https://boardagendas.metro.net/board-report/2022-0781/>

Metro Active Transportation (MAT) Corridor

Measure M established the Metro Active Transport, Transit and First/Last Mile (MAT) Program, which, over the course of 40 years, is anticipated to fund more than \$857 million (in 2015 dollars) in active transportation infrastructure projects throughout the region. This is a competitive discretionary program available to municipalities in LA County and will fund projects to improve and grow the active transportation network and expand the reach of transit. The purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhanced pedestrian and bicycle safety. The [Active Transportation Strategic Plan](#) and [Equity Platform Framework](#) are the core policies shaping the program. Projects will be funded based on need, with priorities established using a variety of data, such as socio-economic factors, safety for active mode users, health and existing conditions of physical infrastructure for active modes. The Program will operate in two five-year cycles. The Metro Board of Directors approved projects receiving [Cycle 1 awards](#) in January 2021.

Next Gen Improvements (Link)

The Bus Plan was approved in October 2020 to help transition towards a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders. The project was developed through consideration of both technical data and all the priorities and personal experiences heard from nearly 20,000 LA County residents via over 400 meetings, events, presentations and workshops.

SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) – Link

Also known as the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Access the full RTP at: <https://scag.ca.gov/read-plan-adopted-final-connect-social-2020>

SHOPP

The 2022 State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that collectively improves the condition, operation, and sustainability of State Highway System (SHS) and associated transportation infrastructure in California. The SHOPP funds safety and condition improvements, damage repairs, and highway operational and modal improvements on the State Highway System. By continuously repairing and rehabilitating the SHS, the SHOPP protects the

enormous investment that has been made over many decades to create and manage the approximately 16,000 miles SHS. The SHS includes all Interstate routes, numbered highway, and other state owned assets including bicycle and pedestrian facilities, culverts, Transportation Management Systems (TMS), safety roadside rest areas, and maintenance stations. The SHOPP also funds projects necessary to comply with the Americans with Disabilities Act (ADA) and stormwater control requirements. All projects funded by the SHOPP are limited to capital improvements that do not add new through highway lanes. <https://catc.ca.gov/-/media/ctcmedia/documents/programs/shopp/2022-shopp-document-final-epost-20220329.pdf>

Los Angeles County Metrolink Station Assessment and Improvement Plan

A Metro/Metrolink program that assessed the condition and accessibility of each Metrolink station in Los Angeles County to determine an initial set of proposed improvements for each Station.

Annual Commuter Rail State of Good Repair (SOGR) Program

California Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017 provides transportation funding annually to repair aging infrastructure, make strategic investments in congested commute and freight rail corridors, and improve transit service. This aSB 1 program provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. This investment in public transit is the State of Good Repair Program.

710 South Clean Truck Program (NOW: LB-ELA Zero Emissions Truck Program)

The Metro Board acted in October 2021 (Motion 16) to commit \$50 million as seed funding for a LB-ELA Zero Emission (ZE) Truck program that would become part of the work of the Task Force. In response, staff initiated a ZE Truck Working Group as part of the LB-ELA Task Force’s engagement process. The Working Group is charged with developing the ZE Truck Program under the guidance of the ZE technology parameters adopted by the Board.

Metro Task Force 2022/2023 Pre-Investment Plan Opportunity Projects (PIPO)

Recognizing the unprecedented amount of discretionary grant funding made available at the State and Federal levels in 2022, the Metro Board directed staff via Motion 9 to return with a “minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022,” in advance of the 710 Task Force Investment Plan being finalized in 2023. To fulfill this directive Metro staff put out a request to the Task Force membership, the CLC, cities, local agencies, and organizations to provide nominations for projects and received from stakeholders 22 project nominations ranging from categories such as Transit, Clean Air/Energy, Goods Movement, Corridor Mobility, Complete Streets, and Roadway. Staff also identified 13 additional projects for which Metro played a role in developing or supporting for grant funding. After analyzing the projects, understanding the concerns raised and input provided by the CLC, EWG, Task Force and other stakeholders, and identifying projects for which a grant application had not yet been submitted, staff identified a full PIPO for Board review and a set of 4 early initiative projects for Board approval.

Supervisory Control and Data Acquisition System (SCADA)

Transit authorities, including Metro, use SCADA technology to regulate electricity to subways and LRT; to automate train traffic signals for rail systems; to track and locate trains and to control railroad crossing gates. It allows Metro to operate trains more frequently while maintaining safety of rail operations.

City of Long Beach Bicycle Master Plan

The 2016 updated Bicycle Master Plan (Plan) continues to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and as an active, healthy, and prosperous place to live, work, and play. The Plan expands upon the Mobility Element of the Long Beach General Plan by providing further details on bicycle planning and design. It also recommends a series of bicycle facility projects and programs to be implemented by Long Beach over the next few decades.

<https://longbeach.gov/lbds/planning/advance/general-plan/mobility/bicycle/>