

## APPENDIX A:

# GLOSSARY OF TERMS USED IN THIS PLAN

---

**ACCESS CORRIDOR** - A separate travel way for pedestrians and bicyclists that may be a dedicated right-of-way or an easement. The purpose is to minimize travel distances within and between residential areas and commercial centers, major employment areas, transit stops, or within and between nearby neighborhood activity centers such as schools and parks.

**ARTERIAL (STREET)** - A major street designed to move large volumes of traffic through the urban area, or to different neighborhoods.

**BALANCE/BALANCED** - An allocation of planning, financial, and other resources based on the relative need or demand of competing or similar goals or programs.

**BEND AREA** - A geographic area, larger than the urban growth boundary, roughly equivalent to the 97701 and 97702 ZIP codes. Often used by Chamber of Commerce, Realtors, and others to describe the service area and population around Bend.

**BIKE LANE** - A portion of a roadway which has been designated by striping and pavement marking for the exclusive or preferential use of bicyclists.

**BIKE WAY** - Any trail, path, part of a highway or shoulder, sidewalk, or other travelway specifically marked and/or signed for bicycle travel.

**BUILDABLE LANDS** - Lands within the urban growth boundary that are suitable, available, and necessary for urban uses.

**BULB-OUT** - Also called street bulb, curb extension, street intersection ears or knuckles. An extension of the curb line into an intersection with the purpose of reducing the width of a street crossing for pedestrians.

**CAPITAL IMPROVEMENT PROGRAM** - A schedule showing when permanent city or county facility improvements such as streets, sewers, and water facilities will be constructed and how they will be financed. Usually lists project five budget years in advance and is updated annually.

**CARPPOOLING** - Also called ride sharing. A strategy to reduce traffic congestion by having two or more riders in a vehicle to a common destination rather than individual vehicles.

**COLLECTOR** - A street designed to carry traffic between local streets and arterials, or from local street to local street.

**COMPREHENSIVE PLAN** - A document with general, coordinated text, policies, and land use map that interrelates all functional and natural systems and activities relating to the use of land.

**CURB TIGHT** - The location of a sidewalk when it is located immediately adjacent to the street curb rather than separated from the curb by a landscape strip.

**DENSITY** - The number of dwelling units per acre of land. The General Plan housing needs are based on dwellings per gross acre of land.

**DESTINATION RESORT** - A self-

contained development providing visitor oriented accommodations, developed recreational facilities, and permanent housing in a setting with high natural amenities.

**DEVELOPMENT** - A manmade change to improved or unimproved real estate, including but not limited to construction, installation or change to a building or other structure, paving, or land divisions.

**DRAINAGE WAY** - Any natural or manmade watercourse, trench, ditch, swale or similar depression into which surface water flows.

**GENERAL PLAN** - The official name for the Bend Area land use plan. Essentially the same as a Comprehensive Plan.

**GENERATED TRAFFIC** - Describes traffic that is caused, or generated, by street system improvements or by creation of major employer, retail center or similar use that attracts high volumes of vehicle traffic.

**GROSS ACRES** - The total area including land used for public or private streets, alleys, easements, open space, and other such uses.

**IN-FILL** - The use of vacant or under-developed parcels of land within existing developed residential areas.

**LARGE STATUE TREE** - Describes a tree that is, or will grow to, a significant size and may have a large trunk size and/or wide canopy.

**LOCAL STREET** - A street designed to provide access to and from residences or businesses.

**MEDIAN** - A physical divider, typically down the middle of a street, which may be of

solid material and/or planted with shrubs and trees.

**MULTI-MODAL** - A transportation system or right-of-way that plans for and provides for different transportation modes such as driving, walking, biking, and bus service.

**NATURAL AREAS** - Includes land and water that has substantially retained its natural character. Such areas are not necessarily completely natural or undisturbed, but can be significant for the study of habitats, historic, scientific, geologic features, or as open space.

**NEIGHBORHOOD** - An area made up of one or more subdivisions or housing developments with geographic features or manmade features such as major roads or railines that provide distinctive boundaries to the area.

**NET ACRES** - The amount of land remaining after necessary deductions have been made for streets, open space, utility easements, access corridors, or other necessary dedications.

**OPEN SPACE** - Any open lands or waters that are free of intensive development and are intended to remain in such a condition. Includes parks, golf courses, public trails, cemeteries, conservation easements, and other public or private sites that are set aside to conserve natural or scenic resources.

**PEDESTRIAN FACILITY** - An improvement provided for the benefit of pedestrian travel, including walkways, sidewalks, crosswalks, median refuges, signs, signals, illumination and benches.

**PLANNING AREA** - The area within the Urban Growth Boundary and Urban Reserve

Area, and subject to General Plan policies.

**PLANNING PERIOD** - As used in the update of the General Plan, the period between 1995 and 2020.

**PLANTER STRIP** - Typically the landscaped area between a street curb and sidewalk, or between a pedestrian walkway and parking or maneuvering areas in a parking lot.

**PLATOONING** - A transportation planning term used to describe a group of vehicles traveling in a tight sequence along a roadway. Typically occurs along transportation corridors managed by traffic signals that create breaks and surges in vehicle spacing.

**REFINEMENT PLAN** - A development plan for a designated geographic area that provides more detail on future street and utility locations, and may include additional standards for uses. Refinement Plan, as used in the Bend Area General Plan, is not the same as defined in Oregon Revised Statutes, Chapter 197.200.

**RIGHT-OF-WAY** - Public or private land dedicated and planned for the movement of people and goods. May include roads, sidewalks, bike lanes, landscaped planter strips, medians, areas for utility lines, and parking or loading areas.

**RURAL LANDS** - Those lands outside of the urban growth boundary or urban reserve area.

**SIDEWALK** - A walkway separated from the roadway with a curb, constructed concrete or other durable surface, and designed for pedestrian use.

**STREETSCAPE** - Describes all the physical elements that appear in the cross-section of a street right-of-way. May include sidewalks, planter strips, bike lanes, travel lanes, median strip, and lighting.

**TELE-COMMUNICATIONS** - A general term that includes *tele-commuting* and *tele-working*. The ability to conduct business from home or other location over phone, cable lines or other communication systems and thereby reducing the need to travel to work or a place of business.

**TRAFFIC CALMING** - A method to modify driving behavior or speed on residential streets using signage, traffic circles, diverters, bulb-outs, and other features.

**TRAILS, CONNECTOR TRAILS** - Are pathways open for non-motorized vehicle travel. Commonly used by walkers, joggers, bicyclists, or hikers for recreational or transportational purposes.

**TRANSPORTATION PLANNING RULE (TPR)** - Oregon Administrative Rule 660-12 that establishes transportation system planning standards and guidance for local and state government.

**TRANSPORTATION SYSTEM** - The local and state system of roads, bike lanes, sidewalks, trails and transit facilities needed to transport people and goods within and through the urban area.

**TRANSPORTATION SYSTEM PLAN (TSP)** - An overall plan for all transportation modes in the urban area as required by the Transportation Planning Rule. Major policy issues in the TSP are discussed in the Transportation Systems chapter in the General Plan.