

# GLOSSARY OF TERMS







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**Accessibility:** A general term used to describe the degree to which a system is usable by as many people as possible or the degree of ease with which it is possible to reach a certain location from other locations. In the Mobility Master Plan, one meaning of accessibility specifically focuses on people with disabilities and their ability to access entities. *(As defined in the City of San Diego's General Plan.)*

**Activity Centers:** Areas that generate high pedestrian and vehicular trips such as shopping, entertainment, and commercial districts, universities, recreational facilities, or business parks. *(As defined in the City of San Diego's General Plan.)*

**Asset Management:** A recommended practice for effectively and sustainably managing assets at a desired level of service for the lowest lifecycle cost. Asset management provides needed information on existing assets, such as condition and desired level of service, so that City staff can develop optimal strategies for maintenance and rehabilitation of assets. *(As defined in The Public's Guide to Infrastructure & FY2024 Adopted CIP Budget.)*

**Best Practice:** The most efficient (least amount of effort) and effective (best results) way of accomplishing a task based on repeatable procedure that have proven themselves over time. *(As defined in the City of San Diego's General Plan.)*

**Bicycle Master Plan (BMP):** A policy document that guides the development and maintenance of a bicycle network, including other roadways that bicyclists have the legal right to use, support facilities and other programs for San Diego over the next 20 years. These policies address important issues related to San Diego's bikeways such as planning, community involvement, utilization of existing resources, facility design, multimodal integration, safety and education, support facilities, as well as specific programs, implementation, maintenance, and funding. *(As defined in the City of San Diego's General Plan.)*

**Blueprint San Diego (Blueprint SD):** Blueprint SD is the City of San Diego's refresh of the General Plan. The purpose of this refresh is to address the updated Climate Action Plan and Regional Plan. It is also a proactive effort to create an equitable and sustainable framework for growth to support current and future San Diegans.

**Capital Improvements Program (CIP):** A program established by a city or county government which schedules permanent improvements, usually for a minimum of five years in the future to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the General Plan. *(As defined in the City of San Diego's General Plan.)* The Mobility Master Plan refers to the development of these improvements as "capital projects" or "capital improvement projects."

**Climate Action Plan (CAP):** A climate action plan is a planning document that lays out a path for a community to meet sustainability and climate change mitigation goals through a variety of means. San Diego's 2022 CAP establishes a citywide goal of net zero greenhouse gas emissions by 2035. *(As defined in the City of San Diego's Climate Action Plan.)*

**Climate Change:** Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period (decades or longer). Climate change results from: 1) natural factors (e.g., changes in the sun's intensity or slow changes in the Earth's orbit around the sun); 2) natural processes within the climate system (e.g., changes in ocean circulation); and 3) human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the surface (e.g., deforestation, reforestation, urbanization, desertification, etc.).



**Climate Equity:** Addressing historical inequities suffered by people of color, allowing everyone to fairly share the same benefits and burdens from climate solutions and attain full and equal access to opportunities regardless of one's background and identity. *(As defined in the City of San Diego's Climate Action Plan.)*

**Climate Equity Index (CEI):** Addressing historical inequities suffered by people of color, allowing everyone to fairly share the same benefits and burdens from climate solutions and attain full and equal access to opportunities regardless of one's background and identity. Also, a tool to measure the level of access to opportunity residents have within a census tract and assess the degree of potential impact from climate change to these areas. *(As defined in the City of San Diego's Climate Action Plan and General Plan.)*

**Communities of Concern (CoC):** A census tract that has been identified as having very low, low, or moderate access to opportunity as identified in the San Diego Climate Equity Index (CEI). Within the scale of the CEI, CoCs are determined by whether they fall within the 0-60 threshold of the CEI scale 0-100. *(As defined in the City of San Diego's General Plan.)*

**Community Plan(s):** The officially adopted land use plan of a local community that sets forth goals, policies, and recommendations intended to direct present and future physical development that occurs within the community. Community Plans within the City of San Diego are an integral part of the Land Use and Community Planning Element of the City's General Plan and therefore, must be consistent with the goals and policies of the General Plan. *(As defined in the City of San Diego's General Plan.)*

**Complete Streets:** Streets designed and operated to enable mobility for all users. Users include people of all ages and abilities, regardless of whether they are traveling as pedestrians, bicyclists, transit users, or motorists. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Demand Management Strategies:** As it relates to transportation, strategies to reduce transportation demand through modifying travel behavior and land development policies that reduce automobile dependence. *(As defined in the City of San Diego's General Plan.)*

**Development Impact Fees (DIF):** Within urbanized communities, which are near buildout, Development Impact Fees (DIF) are collected to mitigate the impact of new development through provision of a proportionate share of the financing needed for identified public facilities and to maintain existing levels of service for that community. *(As defined in the City of San Diego's General Plan.)*

**Equity:** Occurs when we eliminate institutional racism and systemic disparities, providing everyone with equitable access to opportunity and resources to thrive, no matter where they live or how they identify. *(As defined by the City of San Diego's 2022 Budget Equity Guide.)*

**Fiscal Year (FY):** The City of San Diego's fiscal year (FY) runs from July 1 through June 30. *(The Public's Guide to Infrastructure & FY 2024 Adopted CIP Budget.)*

**General Plan (GP):** A long range policy document to guide land use decisions about physical, economic, and environmental growth. California state law requires counties and cities to have a General Plan which contains multiple elements including, but not limited to, Land Use and Community Planning; Mobility; Urban Design; and Public Facilities, Services, and Safety. *(As defined in the City of San Diego's Climate Action Plan.)*

**Governance Group:** An interdepartmental mobility governance group that consists of the Chief Operating Officer, and Directors of relevant mobility-related City departments, including Development Services, Engineering & Capital Projects, City Planning, and Transportation; and where necessary, other departments such as Stormwater and Parks and Recreation. The internal group provides strategic guidance and oversight for project coordination to promote Complete Streets and the responsible and efficient use of fiscal resources for activities within the public right-of-way. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Greenhouse Gas (GHG):** Gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), that trap heat in the Earth's atmosphere are called greenhouse gases. GHGs influence climate change through the greenhouse effect, which is contributing to a global rise in average temperatures. *(As defined in the City of San Diego's Climate Action Plan.)*

**Green Streets:** Streets designed to provide source control, limit transport of pollutants by infiltration and retention of stormwater. Features of Green Streets include use of plants and trees that consider long-term water use and efficiency, permeable pavements, bioswales, and other stormwater facilities. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Heat Island:** A "dome" of elevated temperatures over an urban area caused by structural and pavement heat fluxes, and pollutant emissions. *(As defined in the City of San Diego's General Plan.)*

**Infrastructure:** Public infrastructure in the United States is a complex network of public works such as roads, bridges, airports, parks, facilities, and water utilities. Infrastructure owned and/or managed by the City of San Diego includes: airports, bikeways, bridges, general facilities, homeless shelters, libraries, parks and recreation facilities police, fire, and lifeguard facilities, most sidewalk improvements storm drain and flood control, street improvements, streets lights, traffic signals, water and sewer facilities and pipelines. *(As defined in The Public's Guide to Infrastructure & FY2024 Adopted CIP Budget.)*

**Intelligent Transportation Systems (ITS):** Electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of the mobility system. *(As defined in the City of San Diego's General Plan.)*

**Micromobility:** Micromobility devices consist of electric scooters, electric skateboards, shared bicycles, electric pedal assisted bicycles, pedelec ("pedal electric cycle") bicycles, and neighborhood electric vehicles (NEV). While micromobility devices are available for individual purchase, they are more commonly rented/shared through on-demand or subscription-based services.

**Mobility:** As it relates to transportation, the ability to move. Among other things, can depend on motor skills, assistive devices, transportation infrastructure (sidewalks, roadways, bikeways, light rail, heavy rail, control devices, etc.), vehicles (bikes, cars, trucks, busses, trolleys, rail cars), transit service (hours of operation, frequency), and congestion. *(As defined in the City of San Diego's General Plan.)*

**Mobility Equity:** Mobility equity further defines the need to establish a transportation network that increases access to high-quality mobility options to areas with the greatest needs, and improve the overall transportation network to be safe, reliable, efficient, and affordable for all users and modes of travel. *(As defined in the City of San Diego's Mobility Action Plan.)*

**Mobility Loading Priority:** A mobility prioritization for streets, that prioritizes safety for users in the following order: 1) People walking/rolling; (2) People who ride a bike and use micromobility; (3) Transit riders; and (4) People using shared, commercial, and personal vehicles (both for personal trips and for the delivery of goods). *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mode:** Means of travel used during a trip, including, but not limited to walking, biking, transit, or the driving. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mode Shift:** As it relates to transportation, the shift from motorized vehicles to alternative modes of transportation, such as walking, bicycling, and taking transit. *(As defined in the City of San Diego's General Plan.)*

**Multimodal:** Having or involving multiple travel options (modes) within a corridor or facility; also, connections between modes. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Mixed-use:** Development consisting of 2 or more land uses that are combined in a single structure or located on a single site, with functional interrelationships between uses and a coherent design. *(As defined in the City of San Diego's General Plan.)*

**Parking Management:** Employing complementary policies and programs designed to optimize the use of public and private parking resources. *(As defined in the City of San Diego's General Plan.)*

**Pedestrian Master Plan (PMP):** A master plan designed to enhance neighborhood quality and mobility options by facilitating pedestrian-oriented improvement projects. The City of San Diego's Pedestrian Master Plan identifies and prioritizes recommendation based on technical analysis and community input and improve the City's ability to receive grant funding to implement future pedestrian improvement projects. *(As defined in the City of San Diego's General Plan.)*

**Planned Projects:** Projects that have been identified, evaluated, and conceptualized in adopted City of San Diego planning documents (e.g., community plans, Bike Master Plan) or in adopted regional planning documents (e.g., San Diego Forward: The Regional Plan).

**Public Facility Financing Plan (PFFP):** A document identifying needed public facilities, required timing, responsible parties, and anticipated funding. Also referred to as an Impact Fee Study (IFS). *(As defined in the City of San Diego's General Plan.)*

**Public Right-of-way:** Public easements or public property that have been dedicated for use as streets, alleys, or other public purposes. *(As defined in the City of San Diego's Municipal Code.)*

**Quick-build:** A construction approach in which public right-of-way space is redesigned using low intensity techniques, low-cost measures, and readily available and modifiable materials. *(As defined in the City of San Diego's Council Policy 900-23: Complete Streets Policy.)*

**Regional Plan:** A minimum 20-year plan that is required by state and federal law to guide the development of the region's transportation system. *(As defined in the City of San Diego's General Plan.)*

**Rolling:** A means of travel using wheelchairs or other assistive devices (e.g., hand cycles) or using other wheeled devices, including but not limited to, non-motorized scooters, skateboards, rollerblades, and roller skates.

**Shared Mobility Device:** An electrically motorized board as defined in Section 313.5 of the Vehicle Code, motorized scooter as defined in Section 407.5 of the Vehicle Code, electric bicycle as defined in Section 312.5 of the Vehicle Code, bicycle as defined in Section 231 of the Vehicle Code, motorized bicycle as defined in Section 406 of the Vehicle Code, or other similar personal transportation device, except as provided in subdivision (b) of Section 415 of the Vehicle Code, that is made available to the public by a shared mobility service provider for shared use and transportation in exchange for financial compensation via a digital application or other electronic or digital platform. *(As defined in the City of San Diego's Municipal Code.)*

**Sustainable Mobility for Adaptable and Reliable Transportation (SMART) Corridors:** Sustainable Mobility for Adaptable and Reliable Transportation (SMART) corridors utilize both flexible lanes and emerging technology, such as transit signals and adaptable turning movement designations, to be able to increase person throughput along existing roadways that provide access to or between at least two freeways. By reallocating existing roadway space to flexible lanes for non-single occupancy vehicles, such as transit bus and autonomous/connected vehicles, SMART corridors maximize the efficiency and capacity of existing roadways allowing the movement of more people along the same amount of space. The use of emerging technology, such as signal timing that adapts to changes in congestion and traffic demand in real-time, also enable SMART corridors to reduce congestion. *(As defined in the City of San Diego's Mira Mesa Community Plan.)*

**Street Design Manual:** Provides information and guidance for the design of the public right-of-way that recognizes the many and varied purposes that a street serves. It includes technical information for the design of residential, commercial, collector, major streets, and rural roads; provides design options for traffic calming measures; and other street design standards. *(As defined in the City of San Diego's General Plan.)*

**Structurally Excluded Communities:** A Structurally Excluded Community has the same meaning as that term is defined in Council Policy 800-14, as may be amended from time to time. The term takes into consideration how racial disparities are often connected to place and are rooted in historic racialized policies and practices that created and maintain unfair racial outcomes. A structurally excluded community also takes into consideration how systems interact with racial and ethnic differences to design disparities and shape racial biases which impact access to opportunities.

**Sustainable Development Area (SDA):** Area within a defined walking distance along a pedestrian path of travel from a major transit stop that is existing or planned, if the planned major transit stop is included in a transportation improvement program or applicable regional transportation plan, as follows: 1) Within Mobility Zones 1 and 3 the walking distance is 1 mile; 2) Within Mobility Zone 4 the walking distance is 0.75 mile; and 3) Mobility Zone 2 is the SDA. *(As defined in the City of San Diego's Municipal Code.)*

**Traffic Calming:** The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. *(As defined in the City of San Diego's General Plan.)*

**Transit Priority Area (TPA):** A "Transit priority area" is an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. *(As defined in the California Public Resources Code section 21099(a)(7).)*

**Transportation Demand Management (TDM):** Transportation demand management is a series of measures that encourage use of alternative forms of transportation to alleviate traffic demand on roadways. It is also the application of strategies or policies to increase efficiency of mobility systems, that reduce travel demand, or to redistribute this demand in space or in time.

**Underserved:** Refers to people and places that historically and currently have not had equitable resources or access to infrastructure, healthy environments, housing choice, etc. Disparities may be recognized in both services and in outcomes. *(As defined by the City of San Diego's 2022 Budget Equity Guide.)*

**Vision Zero:** Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and has been gaining momentum in major American cities.

**Vehicle Miles Traveled (VMT):** A metric that accounts for the number of vehicle trips generated and the length or distance of those trips. For transportation analysis, VMT is generally expressed as VMT per capita for a typical weekday. *(As defined in the City of San Diego's Transportation Study Manual.)*

**Walkability:** The extent to which walking is readily available to the consumer, as a safe, connected, accessible, and pleasant activity. *(As defined in the City of San Diego's General Plan.)*

**Wayfinding:** Navigates readers through a city, hospital corridor or airport, calls attention to a storefront, or provides information about an exhibit; a succession of clues comprising visual, audible, and tactile elements. *(As defined in the City of San Diego's General Plan.)*

## ACRONYMS AND ABBREVIATIONS LIST

Acronym/Abbreviation	Long Form
ACS	» American Community Survey
AB	» Assembly Bill
ADA	» Americans with Disabilities Act
AMD	» Asset Management Department
AoT	» Array of Things
ATGP	» Active Transportation Grant Program
AT	» Active Transportation
BID	» Business Improvement District
BIL	» Bipartisan Infrastructure Law
APCD	» Air Pollution Control District
BID	» Business Improvement Districts
BMP	» Bicycle Master Plan
CAP	» Climate Action Plan
Caltrans	» California Department of Transportation
CBO	» Community-Based Organization
CEI	» Climate Equity Index
CERP	» Community Emission Reduction Plan
CFO	» Chief Financial Officer
CG	» Competitive Grant
CI	» Capital Improvement
CIG	» Capital Investment Grant
CIP	» Capital Improvements Program
CIPRAC	» Capital Improvements Program Review and Advisory Committee
CMO	» Clean Mobility Options
CMCP	» Comprehensive Multimodal Corridor Plans
CoCs	» Communities of Concern
CP	» Council Policy
CPDs	» Community Parking Districts
CRD	» Climate Resiliency Districts
CTC	» California Transportation Commission
DIF	» Development Impact Fee
DSD	» Development Services Department
EBR	» Executive Budget Review
E&CP	» Engineering & Capital Projects Department
EEM	» Environmental Enhancement and Mitigation
EIFD	» Enhanced Infrastructure Financing Districts
EV	» Electric Vehicle

Acronym/Abbreviation	Long Form
FA	» Focus Areas
FACT	» Facilitating Access to Coordinated Transportation
FF	» Formula Funding
FHWA	» Federal Highway Administration
FY	» Fiscal Year
FTA	» Federal Transit Administration
GP	» General Plan
GHG	» Greenhouse Gas
IFD	» Infrastructure Financing Districts
IFS	» Impact Fee Study
ITS	» Intelligent Transportation Systems
KPI	» Key Performance Indicator
LA	» Los Angeles
LIFE	» Low-Income Fare is Easy
LPI	» Lead Pedestrian Interval
LTCAP	» Local Transportation Climate Adaptation Program
LTF	» Local Transportation Fund
MAP	» Mobility Action Plan
MAD	» Maintenance Assessment District
MaaS	» Mobility as a Service
MBTA	» Massachusetts Bay Transportation Authority
MMP	» Mobility Master Plan
MPOs	» Metropolitan Planning Organization
MTS	» San Diego Metropolitan Transit System
NACTO	» National Association of City Transportation Officials
NEV	» Neighborhood Electric Vehicle
NTCD	» North County Transit District
O	» Operations
O&M	» Operations and Maintenance
OS	» Operating System
OTS	» Office of Traffic Safety
PandA	» Performance and Analytics Department
P3	» Public Private Partnership
PBD	» Parking Benefit District
PDT	» Project Development Team
PMP	» Pedestrian Master Plan



Acronym/ Abbreviation	Long Form
PROTECT	» Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
PTMD	» Parking and Transportation Management District
PUDO	» Pick-up/Drop-off Zones
RCP	» Reconnecting Communities Pilot program
RARA	» Road Maintenance and Rehabilitation Act fund
RAISE	» Rebuilding American Infrastructure with Sustainability and Equity
RIP	» Regional Improvement Program
RMRA	» Road Maintenance and Rehabilitation Act
ROW	» Right-of-Way
RTCIP	» Regional Transportation Congestion Improvement Program
RTPA	» Regional Transportation Planning Agencies
SANDAG	» San Diego Association of Governments
SB	» Senate Bill
SD	» San Diego
SDA	» Sustainable Development Area
SDCP	» San Diego Community Power
SDG&E	» San Diego Gas & Electric
SGIP	» Smart Growth incentive Program
SIB	» State Infrastructure Bank
SMART	» Sustainable Mobility for Adaptable and Reliable Transportation
SOVS	» Single Occupancy Vehicles
SR	» State route
SS4A	» Safe Streets for All Grant
STA	» State Transit Assistance
STBG	» Surface Transportation Block Grant
TAP	» Transportation Alternatives Program
TDA	» Transportation Development Act
TDM	» Transportation Demand Management
TFB	» Transportation Finance Bank
TIFIA	» Transportation Infrastructure Finance and Innovation Act
TIGER	» Transportation investments Generating Economic Recovery grant
TNC	» Transportation Network Company
TPA	» Transit Priority Area
TUNL	» Transportation Unfunded Needs List
UBM	» Universal Basic Mobility
US DOT	» United States Department of Transportation
VMT	» Vehicle Miles Traveled





