## Glossary

**Communities:**

Broad term for either local governments (municipalities or regional districts) or First Nations communities.

**Gender-Based Analysis Plus (GBA+):**

An analytical tool used to assess how diverse groups of people may experience policies, programs and initiatives. The 'plus' indicates that the analysis goes beyond sex and gender and includes the examination of a range of other identity factors (e.g. Indigeneity, age, education, language, race, ability, class, etc.).

**Goals and Objectives:**

Goals are typically broad, overarching outcomes or results that an organization aims to achieve. They can be qualitative or quantitative targets and range from the immediate to long-term.  Objectives are specific, measurable actions or initiatives that contribute to the accomplishment of identified goals. Together, goals and objectives collectively function as a roadmap to guide efforts, enable effective allocation of resources, foster accountability, and allow for the continuous evaluation of progress towards the vision.

**Integrated Development:**

Integrated development is the product, or outcome, of integrated planning.

**Multi-Modal Transportation:**

Multi-modal transportation means all existing and emerging forms of transportation that shape the systems and networks that move people and goods on a local, regional, and provincial scale across British Columbia and beyond. An effective multi-modal transportation system prioritizes and supports safe, convenient, and accessible options to all users while promoting and enabling goods movement and strengthening the economy.

**Opportunity:**

For the purpose of these guidelines, opportunities are potential solutions that respond to the identified challenges/problem definition of the strategic transportation plan or project plan. Opportunities look beyond typical constraints (e.g.: timeline; cost; ease of implementation).

**Option:**

For the purpose of these guidelines, option(s) are potential solutions that respond to the identified challenges/problem definition of the strategic transportation plan or project plan. Options are developed by grouping together complimentary opportunities.

**Problem Definition:**

The problem definition(s) of a project identifies both the need the project aims to address, and the root cause of the problem

**Project Development Planning:**

A transportation planning exercise that seeks to advance the vision, goals, and objectives identified through higher-level strategic transportation plans (e.g. Regional, Area or Corridor Plans). Project Development Planning is usually more focused and narrow in both timeframe and scope, involving more detail, analysis, and engagement, in order to better understand project feasibility, impacts, costs, and risks. The outputs from project planning and development typically inform decision-making on the potential funding and initiation of large, complex multi-modal transportation projects or small/medium-size transportation capital projects.

**Risk:**

The possibility that uncertain or unknown factors could lead to negative impacts on project goals or objectives.  Risk assessments endeavour to apply structured approaches to understanding and managing risks, in order to reduce uncertainty and better position the project to meet goals and objectives.

**Safe System**

Approach is an integrated and comprehensive process to improve the safety performance of the transportation systems that makes allowances for errors and eliminates predictable and preventable serious injuries and fatalities.

**Strategic Transportation Planning:**

A transportation planning exercise that seeks to establish long-term vision, goals, and objectives to guide decision-making in broad geographic areas with multijurisdictional, multi-modal transportation networks. Strategic Transportation Planning includes both Regional Area Plans and Corridor Area Plans.

**Systems Based Approach:**

A systems-based approach can illustrate the complexities within one or more subsystems by mapping the interdependencies, showing how changes in one system can affect others, or by demonstrating how an external event can trigger cascading effects throughout a system and its connected subsystems

**Transit-Oriented Area (TOA):**

An approach to land use planning that locates high-density, mixed-use development within walking distance from frequent transit services. A TOA typically incorporates a variety of land uses, including residential, commercial (such as grocery stores and retail) and community amenities (such as childcare and community centres). TOAs promote the creation of complete, liveable, and sustainable communities by building more homes near transit and services.

**Transportation Demand Management:**

A range of actions to further encourage walking, bicycling, transit and carpooling as new infrastructure and services are implemented. TDM actions may include supportive policies, strategies, services and/or programs by all agencies that can shape travel choices. For example, parking management strategies to minimize the supply of long-term parking and introduce pricing strategies can simultaneously support transit and active transportation as well as parking operations.

**Vision:**

A forward-looking, inspirational description of the long-term aspirations of a community or organization. A well-crafted vision should be concise, forward-thinking, motivating, and provide a sense of direction. An effective vision can help align efforts and foster a shared sense of purpose among interest groups, ensuring that all efforts contribute cohesively to the realization of a common vision.