

GLOSSARY OF KEY TERMS & ACRONYMS



TABLE OF CONTENTS

ACTIVE MOBILITY / TRANSPORTATION	2	PEDESTRIAN HYBRID BEACON /	24
AMERICANS WITH DISABILITIES ACT (ADA)	3	HIGH INTENSITY ACTIVATED CROSSWALK (HAWK) BEACON	
ACCESSIBLE OR AUDIBLE PEDESTRIAN SIGNAL (APS)	4	PEDESTRIAN REFUGE ISLAND	25
BUFFER5	5	PEDESTRIAN SCALE	26
BUS RAPID TRANSIT (BRT)	6	PINCHPOINT	27
CALL BUTTON	7	PLACEMAKING	28
CHICANES	8	PORKCHOP / SLIP LANE	29
COMPLETE STREETS	9	RIGHT-TURN-ON-RED RESTRICTION (RTOR)	30
CRIME PREVENTION THROUGH	10	ROAD DIET	31
ENVIRONMENTAL DESIGN (CPTED)		SAFE ROUTES TO SCHOOLS (SRTS)	32
CURB EXTENSION / BULB-OUT	11	SNECKDOWN	33
CURB CUT	12	SPEED HUMP OR BUMP	34
CURB OR CORNER RADII	13	SPEED TABLE	35
DENSITY	14	TACTICAL URBANISM	36
FIXED-ROUTE SERVICE	15	TACTILE PAVING	37
HIGH-VISIBILITY CROSSWALK	16	TRAFFIC CALMING	38
LEADING PEDESTRIAN INTERVAL (LPI)	17	TRANSIT-ORIENTED DEVELOPMENT (TOD)	39
METROPOLITAN PLANNING ORGANIZATION (MPO)	18	VISION ZERO	40
MIDBLOCK CROSSWALK	19	WALK AUDIT	41
MIXED-USE DEVELOPMENT	20	WALKABILITY	42
MULTIMODAL	21	WAYFINDING	43
OPEN / SLOW STREET	22		
PARKLET	23		

ACTIVE MOBILITY / TRANSPORTATION



any self-propelled, non-motorized, or human-powered mode of transportation, like walking or biking.



AMERICANS WITH DISABILITIES ACT (ADA)



a civil rights law that that prohibits discrimination against individuals with disabilities in all areas of public life.

ACCESSIBLE OR AUDIBLE PEDESTRIAN SIGNAL (APS)

PUSH BUTTON
FOR
CROSSWALK
WARNING
DEVICE

a device that communicates the “WALK” and “DON’T WALK” sequences at signalized intersections in non-visual formats (i.e., audible tones and vibrotactile surfaces) to pedestrians who are blind or have low vision.

CROSS WITH
CAUTION

BUFFER

A photograph of a residential street. On the left is a concrete sidewalk. To its right is a grassy buffer area containing several trees and a utility pole. Further right is a paved road with a dark green Mazda car parked on it. A white dotted arrow points from the word "BUFFER" in the top left towards the grassy area between the sidewalk and the road.

refers to an area between the sidewalk and roadway that protects pedestrians from noise, wind, and splashes caused by vehicular traffic. Ideally, a buffer should be obstacle-free and provide landscaping to improve roadway aesthetics (like street trees).

BUS RAPID TRANSIT (BRT)

a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective public transportation service. BRT systems typically include dedicated lanes or busways, traffic signal priority, elevated platforms or stations that allow for level boarding, and off-board fare collection. IndyGo's Red Line (pictured) is an example of bus rapid transit.

CALL BUTTON



these are installed at traffic lights with a dedicated pedestrian signal and are used to activate the pedestrian “WALK” sequence, stopping vehicular traffic and allowing pedestrians to safely cross the roadway.



CHICANES



one of several traffic calming measures, chicanes are offset curb extensions on residential or low-volume streets that force motorists to drive considerably slower. This example is in Toronto, Canada.

COMPLETE STREETS

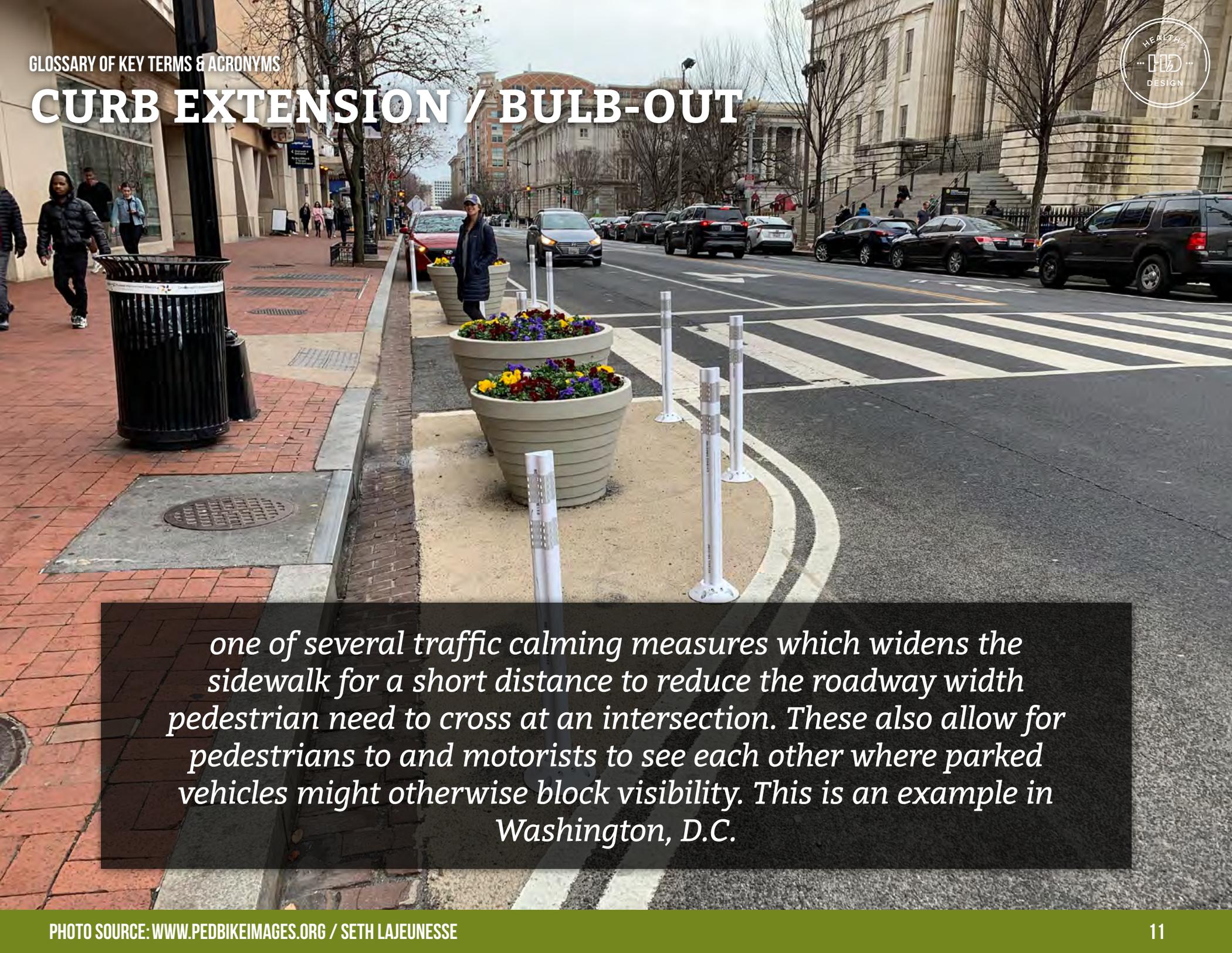


streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. Complete Streets can vary in design based on community context.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

a multi-disciplinary approach of crime prevention that uses urban and architectural design and the management of built and natural environments. Strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

CURB EXTENSION / BULB-OUT



one of several traffic calming measures which widens the sidewalk for a short distance to reduce the roadway width pedestrian need to cross at an intersection. These also allow for pedestrians to and motorists to see each other where parked vehicles might otherwise block visibility. This is an example in Washington, D.C.

CURB CUT

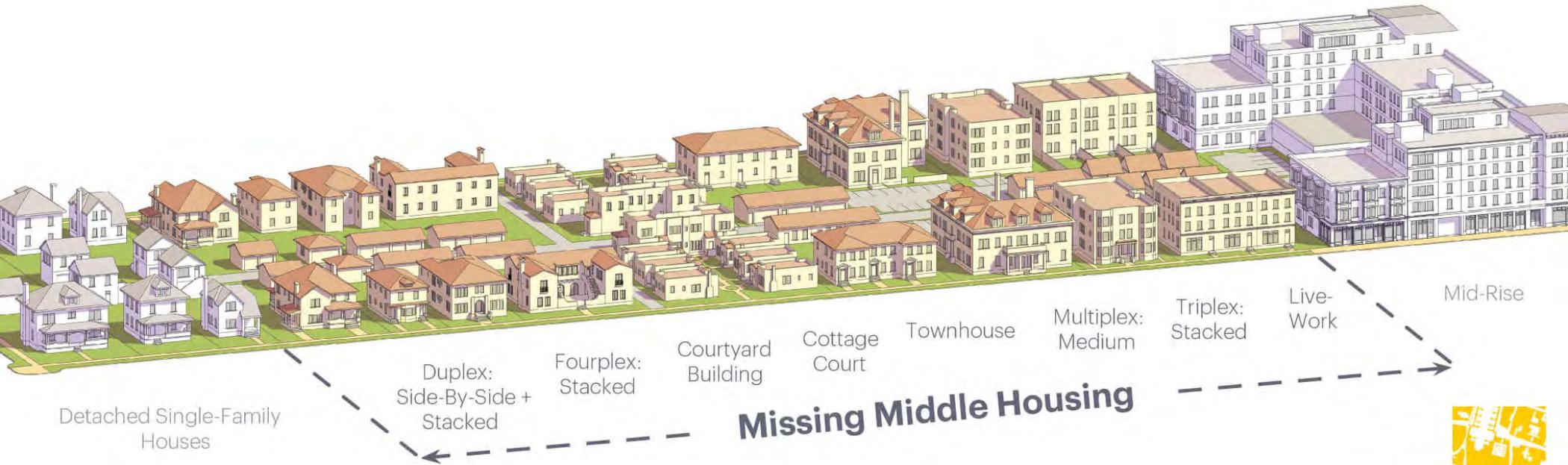


a wedge cut in an elevated curb to allow smooth passage between the sidewalk and street. Curb cuts are essential for pedestrian pushing strollers or wheelchair users to safely navigate across streets and driveways. This is an example in Kirkland, Washington.

CURB OR CORNER RADII

refers to the radii directly impacting vehicle turning speeds and pedestrian crossing distances. Minimizing the size of a corner radius is critical to creating compact intersections with safe turning speeds. While standard curb radii are 10–15 feet, many cities use corner radii as small as 2 feet. This is an example at Ohio and Alabama streets in downtown Indianapolis.

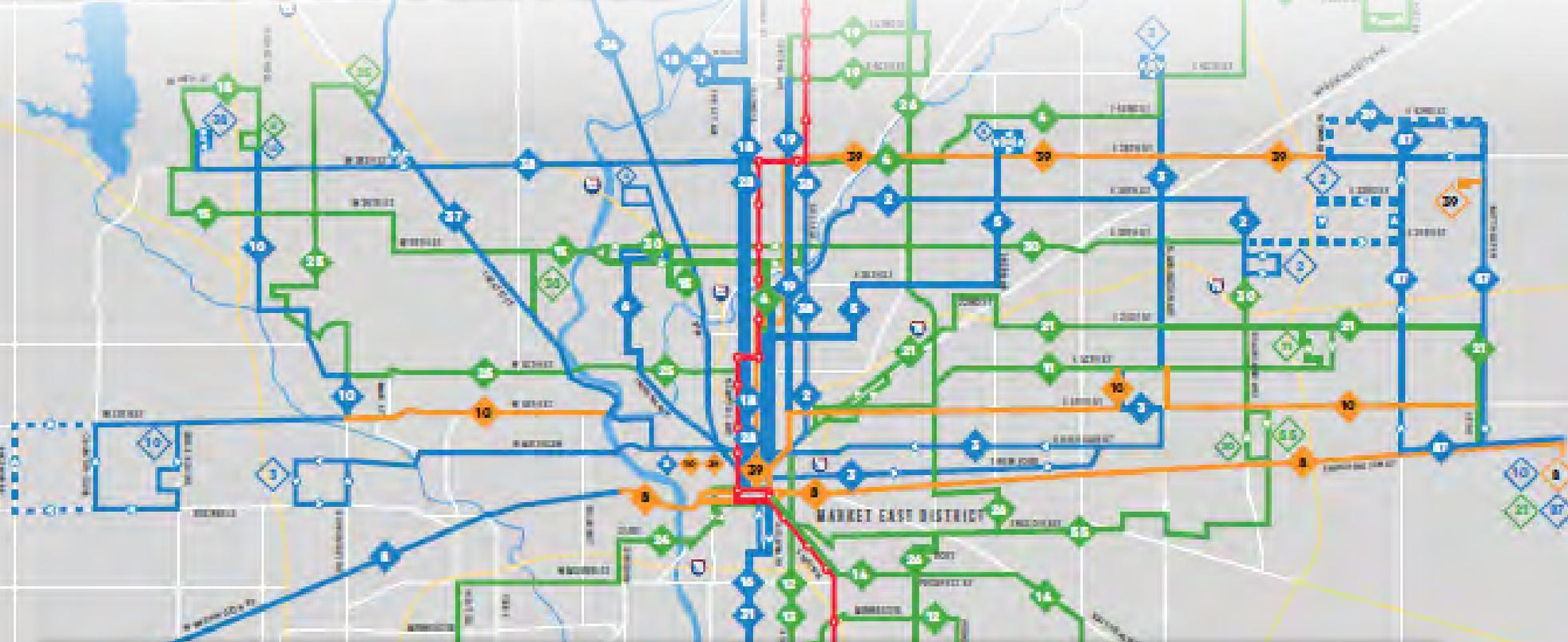
DENSITY



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a planning term that refers to the ratio and intensity of a particular type of land use over a given area of land. For example, the number of housing units per acre.

FIXED-ROUTE SERVICE



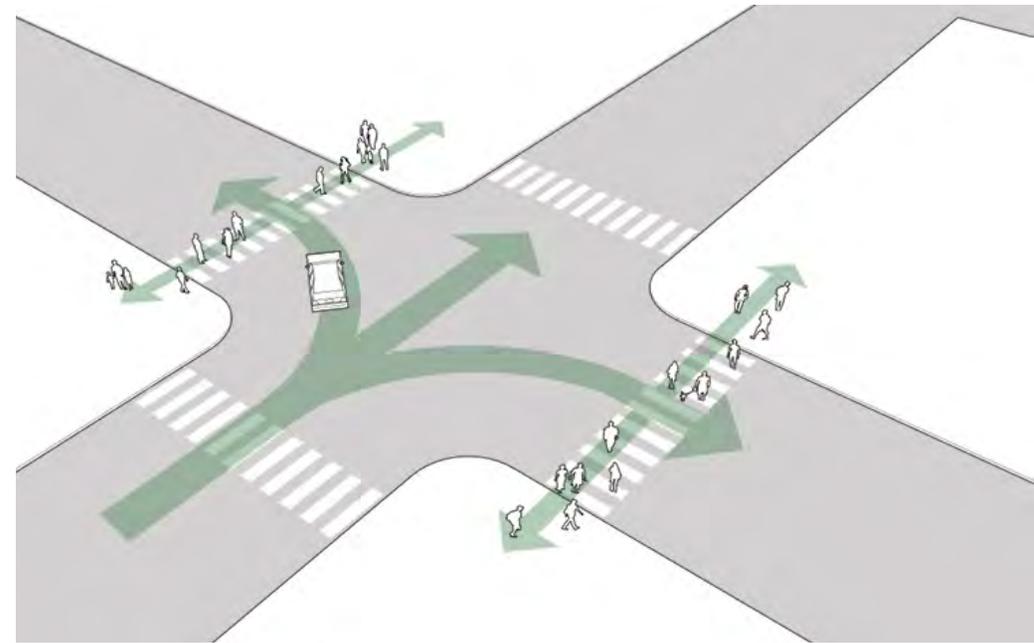
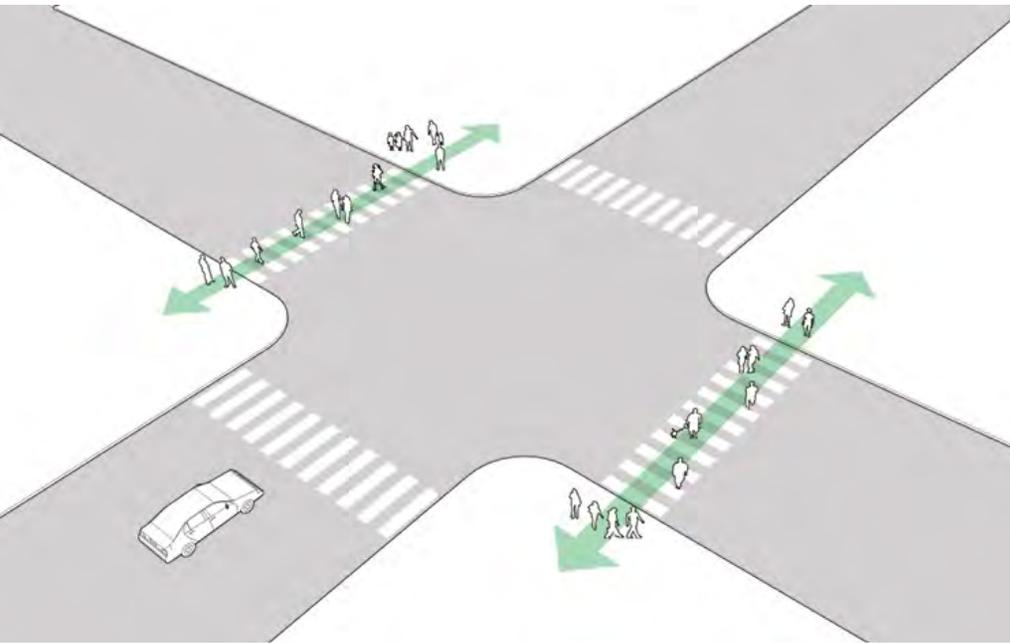
refers to public transportation systems, like buses, that operate on a predetermined route according to a predetermined schedule. These types of systems have printed or posted timetables and designated stops where riders are picked up and dropped off. This route map displays IndyGo's fixed-route network.

HIGH-VISIBILITY CROSSWALK

refers to roadway markings that provide guidance for pedestrians crossing the roadway by defining the appropriate paths for them.

While standard crosswalk markings consist of two transverse lines, studies have found that continental markings were detected at about twice the distance upstream as the transverse markings during daytime conditions. This increased distance means that motorists traveling at 30 mph had eight additional seconds of awareness of crossing pedestrians.

LEADING PEDESTRIAN INTERVAL (LPI)

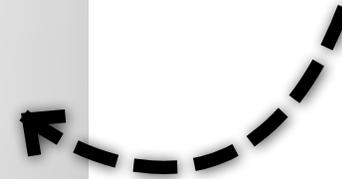


pedestrian signalization that typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel, enhancing pedestrian visibility to motorists, especially at intersections with a high volume of turning vehicles.

METROPOLITAN PLANNING ORGANIZATION (MPO)



Click [here](#) to learn about the Indianapolis MPO!



a regional government agency designated to carry out the federal transportation planning process in all urbanized areas with populations over 50,000. MPO member jurisdictions guide and allocate funding for various regional transportation projects.

MIDBLOCK CROSSWALK



these allow pedestrian to cross roadways in the middle of the block to a destination they may not otherwise be easily accessible. Midblock crossings commonly occur near schools, parks, museums, and other destinations that be located on wide blocks far from intersections.

MIXED-USE DEVELOPMENT

integrated development that incorporates two or more types of land uses (e.g., housing, offices, retail, entertainment, institutions, services, restaurants, etc.) in a single building or buildings. Mixed-use developments commonly include commercial spaces on the ground floor with apartments or office above.

MULTIMODAL



refers to the availability of transportation options using various modes (e.g. transit, bicycle, pedestrian, or automobile) within a street network or corridor.



OPEN / SLOW STREET



these terms, sometimes used interchangeably, refer to community-supported programs that temporarily close or minimize street space to cars and open them to people. Similar in theory to a block party.

PARKLET

this term refers to the (temporary or semi-permanent) conversion of curbside parking spaces into public seating areas or platforms for people. Parklets can also contain planters or other greenery and are typically the result of partnering local businesses, city officials, and neighborhood associations and/or merchants associations. This example on Monument Circle in Indianapolis was organized by Big Car Collaborative.



PEDESTRIAN HYBRID BEACON / HIGH INTENSITY ACTIVATED CROSSWALK (HAWK) BEACON

this is a push-activated traffic control device that is used to stop vehicular traffic and allow pedestrians to cross safely, usually at midblock on streets with high traffic volumes.



PEDESTRIAN REFUGE ISLAND



this is a median with a refuge area that is intended to help protect pedestrians who are crossing a multilane road. The presence of a pedestrian refuge island at a midblock location or intersection allows pedestrians to focus on one direction of traffic at a time as they cross and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

PEDESTRIAN SCALE



refers to the proportional relationship between the dimensions of a building or building element, street, outdoor space, or streetscape element and the average dimensions of the human body.

PINCHPOINT



one of several traffic calming measures, pinchpoints are applied at midblock to narrow the roadway, thereby slowing vehicular traffic and adding pedestrian space.

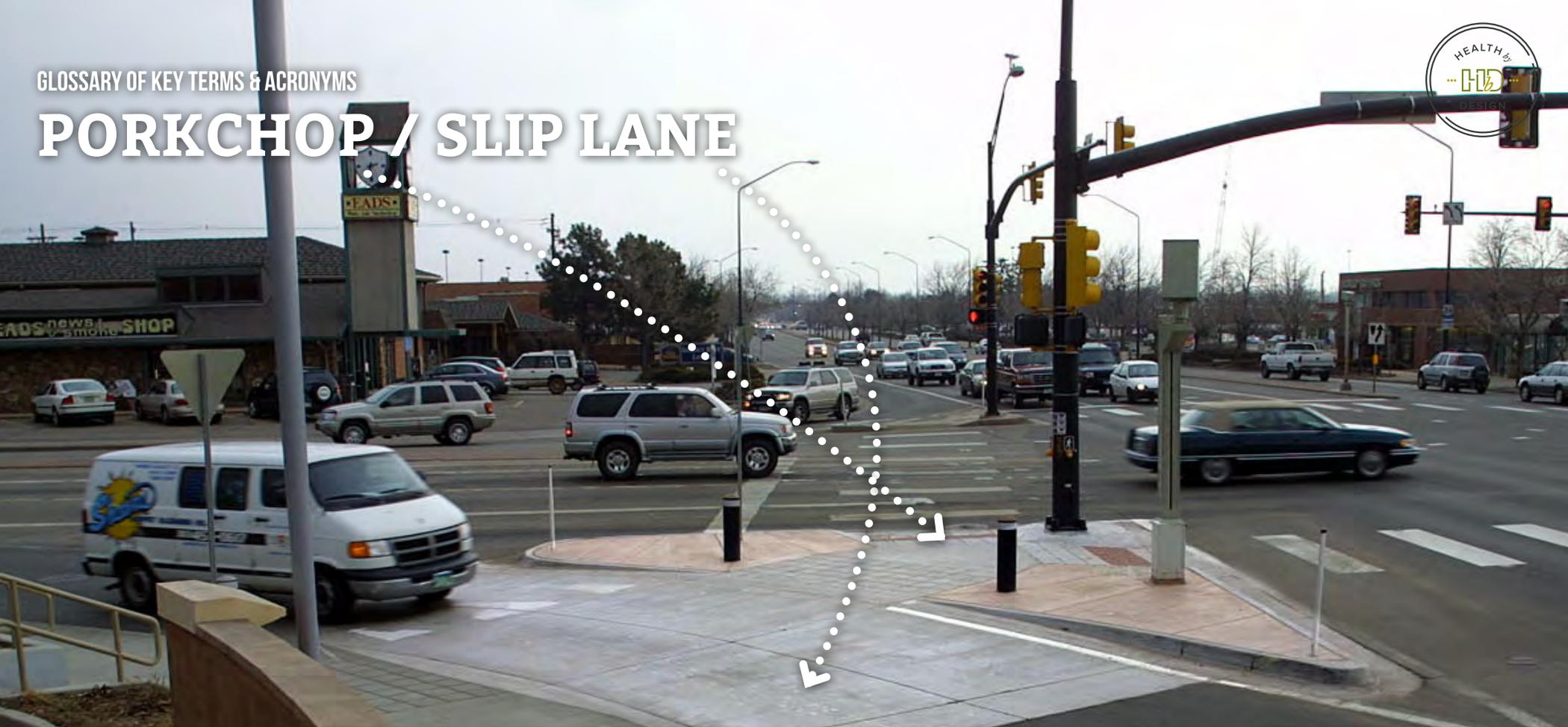
PLACEMAKING



refers to a multifaceted approach to the planning, design, and management of public spaces capitalizing on a local community's assets, inspiration, and potential. This example from Fort Wayne, Indiana, shows how a formerly neglected alleyway can be creatively adapted into a comfortable and vibrant gathering place for community members.



PORKCHOP / SLIP LANE



refers to triangular, raised islands placed between a right-turn slip lane and through-travel lanes. Porkchops channelize vehicular traffic and provide a refuge for pedestrians crossing a roadway, where they can wait for a suitable gap in traffic or for the “WALK” phase of a pedestrian signal.

RIGHT-TURN-ON-RED RESTRICTION (RTOR)

this policy prohibits motorists from making right turns upon yielding at a red-light signal, protecting legally-crossing pedestrians in the crosswalk from drivers that fail to yield.

A black rectangular traffic sign with red LED text that reads "NO RIGHT TURN ON RED". A white dotted arrow points from the top right of the sign towards the top right of the page.

NO
RIGHT
TURN
ON RED

ROAD DIET

BEFORE



AFTER



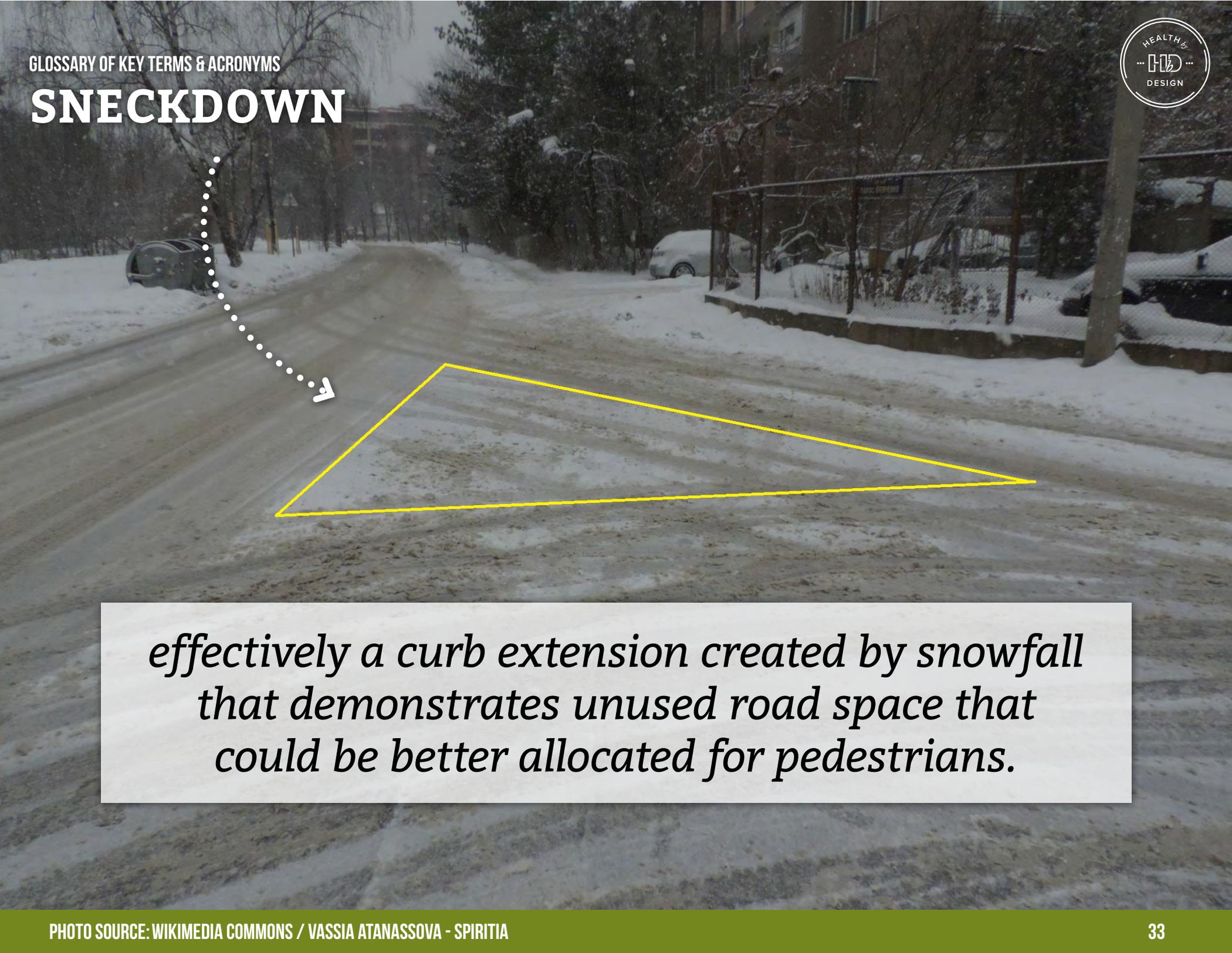
refers to a reduction of travel lanes for automobiles to reallocate space for other uses or modes of travel, such as on-street parking, bus-only lanes, or wider sidewalks. Road diets are typically employed on roadways that were built to accommodate a larger volume of vehicular traffic than what it presently experiences.

SAFE ROUTES TO SCHOOLS (SRTS)

refers to programs aimed at promoting children walking and bicycling to school through infrastructure improvements, safety education, and other tools.



SNECKDOWN



effectively a curb extension created by snowfall that demonstrates unused road space that could be better allocated for pedestrians.

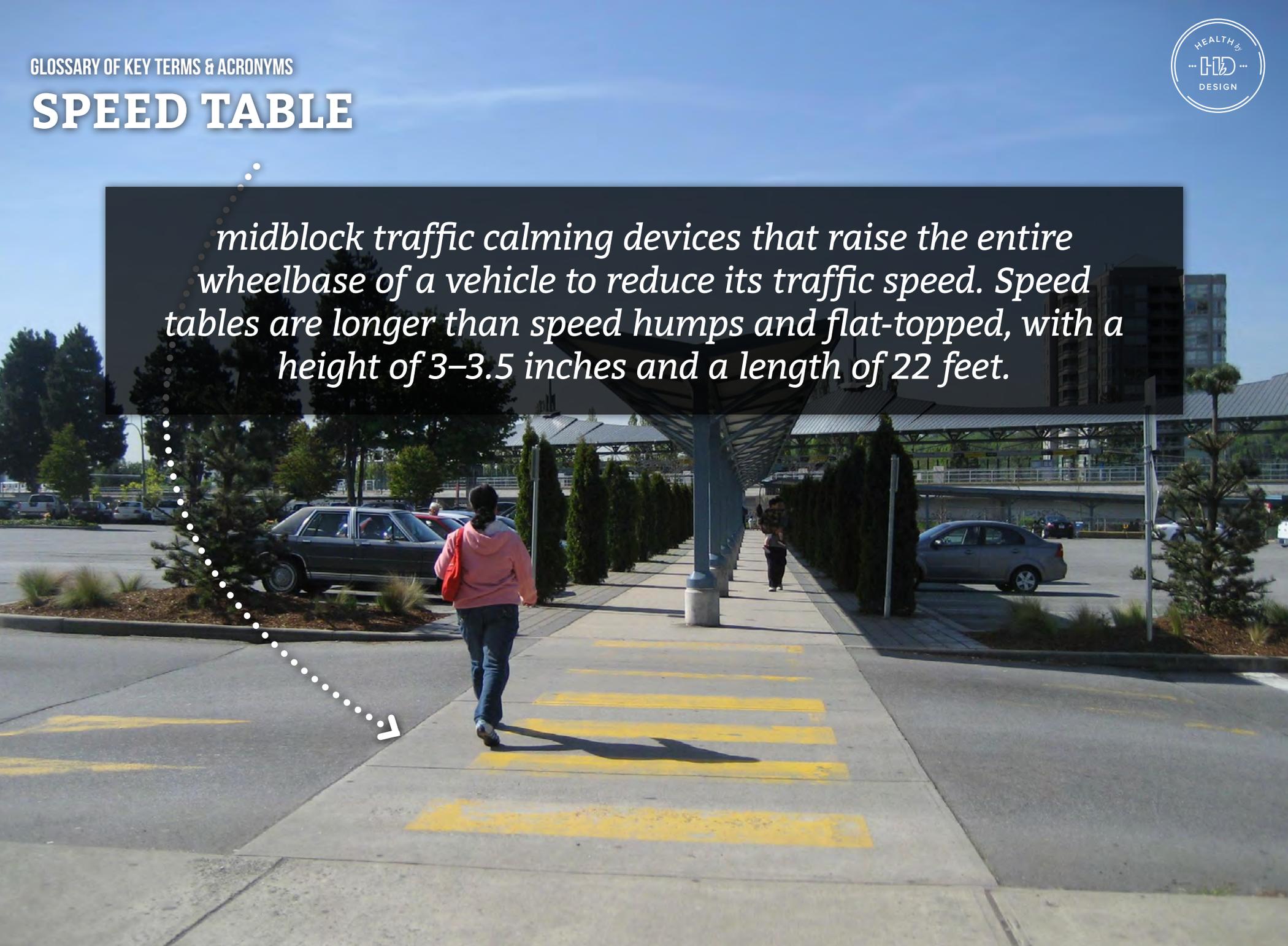
SPEED HUMP OR BUMP



vertical traffic calming devices intended to slow traffic speeds on low volume, low speed roads. Speed humps are 3–4 inches high and 12–14 feet wide, with a ramp length of 3–6 feet, depending on target speed.

SPEED TABLE

midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of 3–3.5 inches and a length of 22 feet.



TACTICAL URBANISM



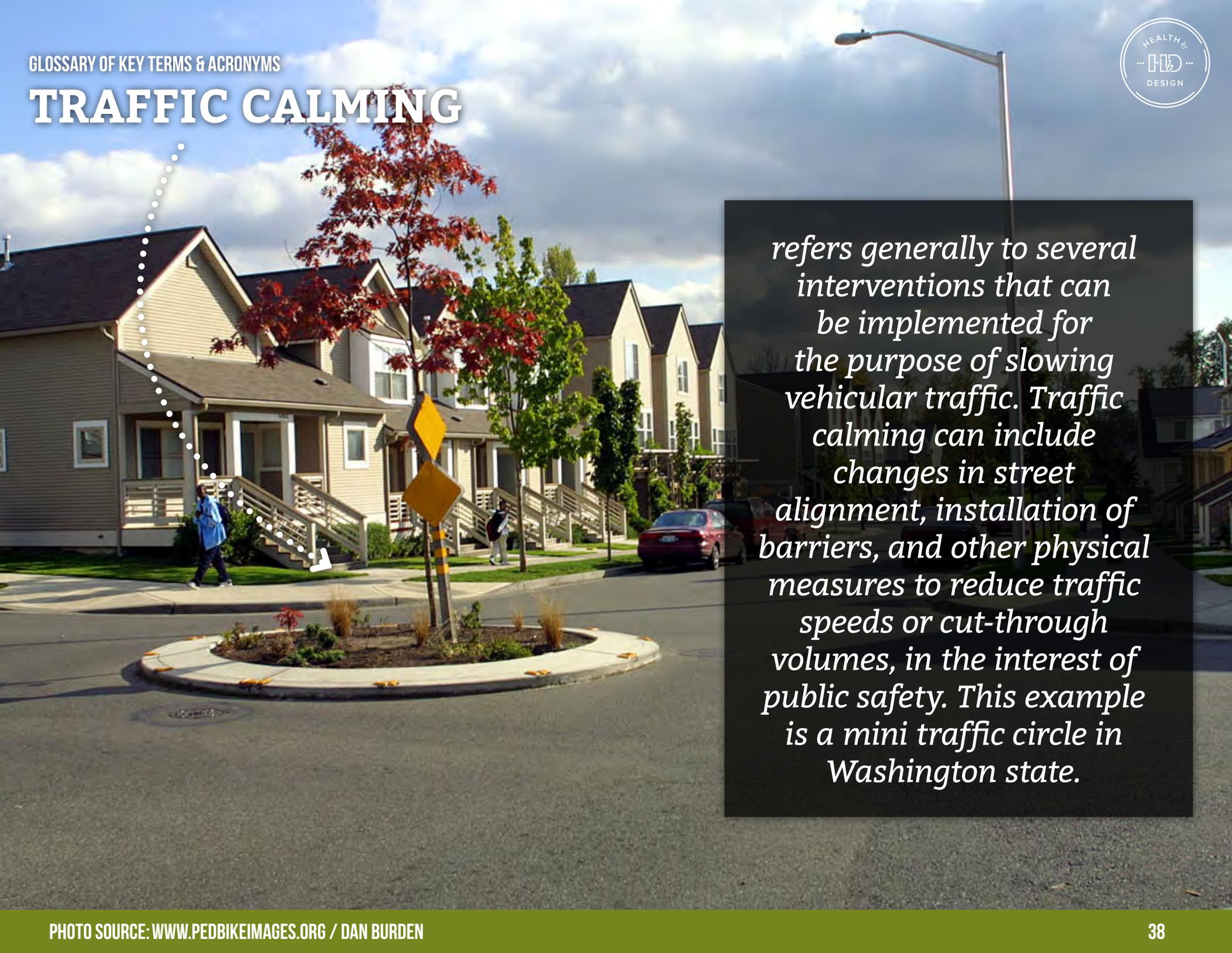
refers to a citizen-led, community-driven approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change. This is an example on Shelby Street in Indianapolis near Garfield Park.

TACTILE PAVING

A photograph of a sidewalk featuring tactile paving. The paving consists of rectangular tiles with a grid of small, raised circular domes. A white dotted line with an arrow points from the title "TACTILE PAVING" to the tactile paving area. The surrounding sidewalk is made of smooth concrete with a linear texture.

a system of textured ground surface indicators often found on sidewalks, stairs, and station platforms to assist pedestrians who are visually impaired. Tactile pavings provide a distinctive surface pattern of truncated domes, cones or bars, detectable by a long cane or underfoot, which are used to alert persons with visual impairments of approaching streets and hazardous surface or grade changes.

TRAFFIC CALMING



refers generally to several interventions that can be implemented for the purpose of slowing vehicular traffic. Traffic calming can include changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds or cut-through volumes, in the interest of public safety. This example is a mini traffic circle in Washington state.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

a planning approach in real estate development that focuses land uses around a transit station or within a transit corridor to maximize access to frequent, high-quality public transportation and enhance the convenience and safety of pedestrians and transit riders. This is an example at a Red Line Station in downtown Indianapolis.

VISION ZERO

HIT BY A VEHICLE
TRAVELING AT:

20 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

30 MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

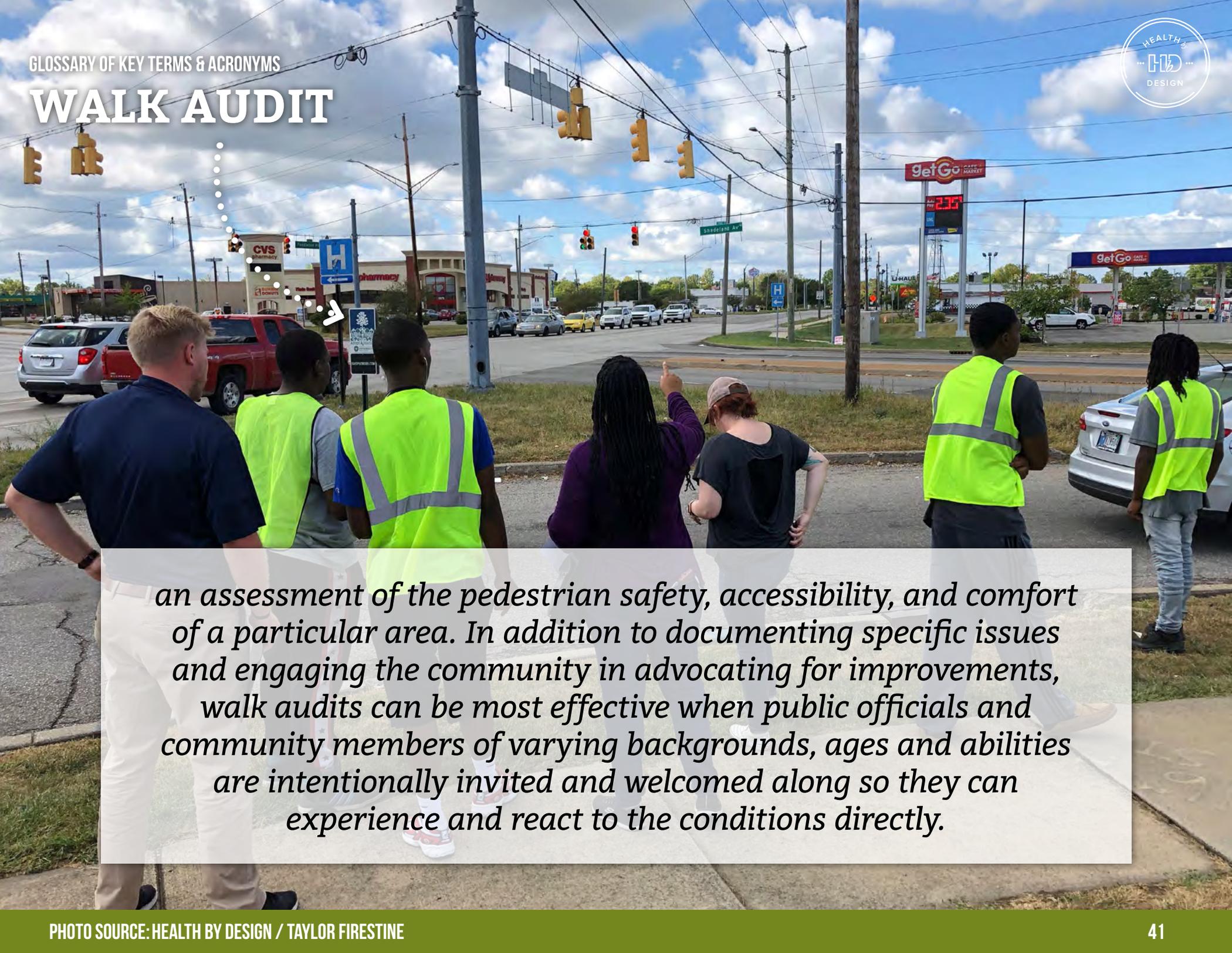
40 MPH



Only 1 out of 10 pedestrians survives

this is a public policy strategy and international network to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility.

WALK AUDIT



an assessment of the pedestrian safety, accessibility, and comfort of a particular area. In addition to documenting specific issues and engaging the community in advocating for improvements, walk audits can be most effective when public officials and community members of varying backgrounds, ages and abilities are intentionally invited and welcomed along so they can experience and react to the conditions directly.

WALKABILITY

refers to the overall measure of how conducive an environment is to walking comfort. The area around Monument Circle in downtown Indianapolis is an example of a place that's highly walkable.



WAYFINDING



directional or information systems that guide people through a physical environment and enhance their understanding and experience of the space. This example can be found at Bellefontaine and 10th streets in Indianapolis.