

# GLOSSARY OF KEY TERMS & ACRONYMS

2ND EDITION, FEBRUARY 2026

HEALTH *by*  
DESIGN



# ABOUT HEALTH BY DESIGN'S CORE FOCUS AREAS

## PUBLIC HEALTH & THE BUILT ENVIRONMENT

The built environment, consisting of transportation systems and land use patterns, has both direct and indirect impacts on public health. The choices people make are limited to the choices they have. Our approach is grounded in the Social Ecological Model (SEM), a theory-based framework used to understand public health and health behavior. The model recognizes that many factors, at multiple levels, interact to influence health outcomes. Health by Design strives to impact individual, population and community health by focusing on walking, biking, transit, and land use issues. Our success is directly attributed to the strong partnerships that have been cultivated and nurtured for two decades. Together we have achieved countless planning, policy and project successes that help to ensure safe, accessible and connected transportation networks for all Hoosiers, regardless of age, ability or income.

To learn more about Health by Design, partnership opportunities, and getting involved, email us at [info@hbdin.org](mailto:info@hbdin.org).

**HEALTH** *by*  
**DESIGN**

## ACTIVE LIVING

Health by Design promotes active living by helping communities make everyday physical activity easier and more accessible. Walking to work, biking to the library, or rolling to the park should be safe, convenient, and realistic options. Communities with strong transportation choices and thoughtful land use are better positioned to support healthier lifestyles.

## SAFE ROUTES TO SCHOOL

Health by Design works to increase the number of students—and adults—who walk, roll, and bike to and from school by making it safe, convenient, and fun. In partnership with the Indiana Department of Health, we administer Safe Routes to School grants that provide direct funding to communities across the state to support both infrastructure and non-infrastructure projects, from sidewalk improvements and bike parking to encouragement programs, education, and community engagement.

## COMPLETE STREETS & VISION ZERO

Health by Design provides leadership on Complete Streets: public rights-of-way designed and operated to ensure safe access for everyone, regardless of age, ability, or income. Complete Streets support people walking, biking, driving, and using public transit to move safely along and across streets. We also advise communities on Vision Zero strategies and lead community-centered engagement to reduce serious injuries and traffic deaths.

## PLANNING & DESIGN

Health by Design contributes to transportation and land use planning and design efforts that improve the built environment for everyone—whether they walk, roll, bike, drive, or use transit. We also advocate for the implementation of adopted plans and policies, ensuring that community visions translate into real-world change.

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# ACTIVE TRANSPORTATION / MOBILITY



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Toole Design Group

*Active transportation (a/k/a active mobility) is an umbrella term for all the ways people get around without using a motorized vehicle – walking or biking, using mobility assistance devices (like wheelchairs), skating or skateboarding, and more. Active transportation can also include micromobility or lightweight electric-powered devices like e-bikes and e-scooters.*

[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

# AMERICANS WITH DISABILITIES ACT (ADA)



www.pedbikeimages.org / Shane Sawyer



www.pedbikeimages.org / Dan Burden

The *Americans with Disabilities Act* (a/k/a ADA) is a landmark civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life.

# ACCESSIBLE / AUDIBLE PEDESTRIAN SIGNAL (APS)



*Accessible (a/k/a audible) pedestrian signals are devices that communicate 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.*

*These examples are located in Sydney, Australia (top right), and West Grand, Michigan.*



# INDIANA SAFEZONES

[www.SafeZonesIn.com](http://www.SafeZonesIn.com)



## DID YOU KNOW?

House Enrolled Act (HEA) 1015 was signed into law by Indiana Governor Eric Holcomb in 2023, allowing the Indiana Department of Transportation (INDOT) to pilot automated speed enforcement in active work zones.

More information:  
<https://www.safezonesin.com/>

Refers to the use of technology (primarily cameras) to detect traffic violations, such as speeding and red light running, and provide a mechanism for enforcement. These systems aim to enhance traffic safety by deterring violations and providing evidence for citations, while reducing risks to law enforcement officers. Widespread adoption of automated enforcement has been stymied by concerns around cost, privacy, and effectiveness.

## AUTOMATED ENFORCEMENT

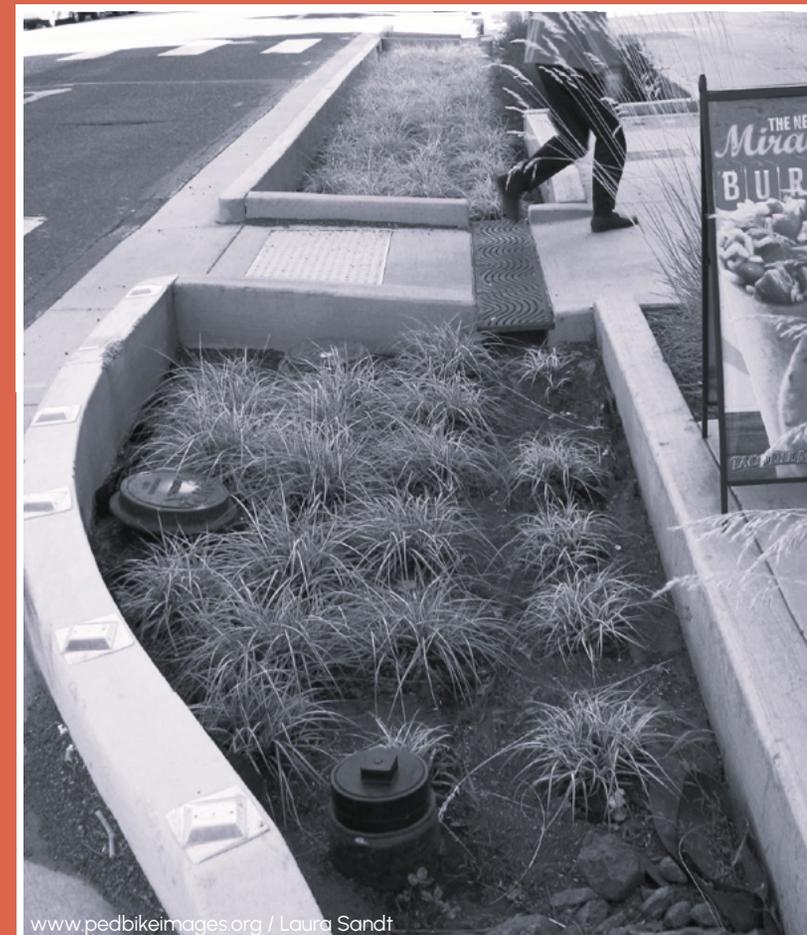
# BUFFER



www.pedbikeimages.org / Dan Burden

**Buffers** are the areas between the sidewalk and roadway that protect pedestrians from noise, wind, and splashes caused by vehicular traffic. Ideally, a buffer should be obstacle-free and provide landscaping to improve roadway aesthetics (e.g., street trees) or manage stormwater runoff (e.g., rain gardens or bioswales).

These examples are located in Lake Oswego, Oregon (top left), and Fayetteville, Arkansas.



www.pedbikeimages.org / Laura Sandt

# BUS RAPID TRANSIT (BRT)



Indianapolis Public Transportation Corporation

*Bus Rapid Transit (a/k/a BRT) refers to 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 (left) is an example of BRT.*

Wikimedia Commons



# PUSH BUTTON

*Push buttons* are typically installed at traffic lights with a dedicated pedestrian or bicycle signal and are used to activate the "WALK" sequence, stopping vehicular traffic and allowing people walking or biking to safely cross the roadway.

These examples are located in Lake Oswego (top left), and Portland, Oregon.



# CHICANE

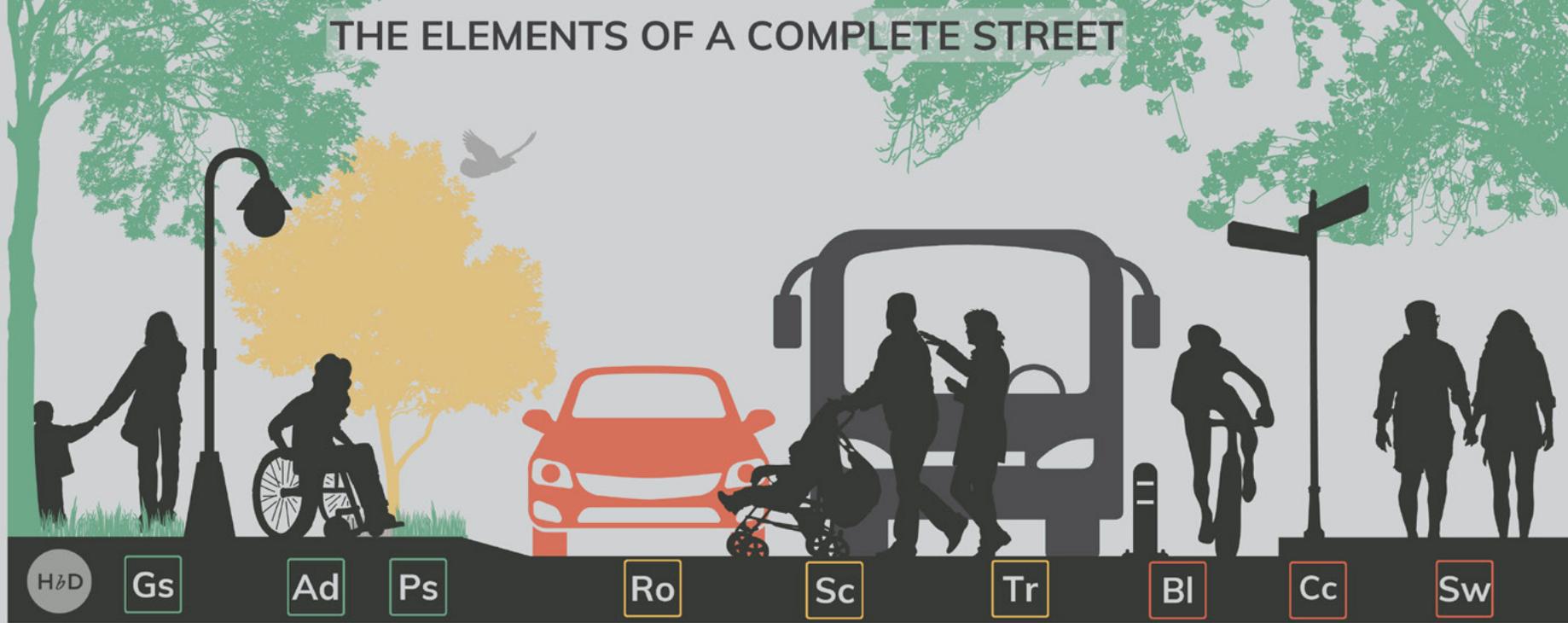


Joel Bissell, MLive Media Group

**Chicanes** are offset curb extensions on residential or low-volume streets that force motorists to drive considerably slower. They can also be deployed as traffic calming measures through *tactical urbanism*.

These examples are located in Kalamazoo, Michigan (top right), and Toronto, Ontario.

# THE ELEMENTS OF A COMPLETE STREET



Complete Streets allow for safe, accessible, reliable, and convenient use; and they support mobility for all roadway users.

**Gs** GREENSPACE: Public spaces encourage community interaction and serve as destinations via placemaking

**Ad** ADA: Compliant curb ramps, auditory crossing signals, and other universal design measures ensure accessible streets for all users

**Ps** PLANTING STRIP: Provide shade, comfort, increased sense of safety, and visual interest for speed reduction

**Ro** ROADWAY: Designed for speed management, predictability, and enhanced safety

**Sc** SAFE CROSSINGS: Clearly marked and designated crossings that increase driver awareness

**Tr** TRANSIT: Dedicated lanes and spaces for transit access

**BI** BIKE LANES: Separate, protected, dedicated lanes for bicycle use

**Cc** COMFORT & CONVENIENCE: Pedestrian scale lighting, signage, wayfinding, benches, trash receptacles, etc.

**Sw** SIDEWALKS: Clear, shaded, smooth with connections to adjacent spaces, transit stops, and other destinations

*Complete Streets* are those 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 traveling as drivers, pedestrians, bicyclists, or public transportation riders. Complete Streets designs can vary depending on community context.

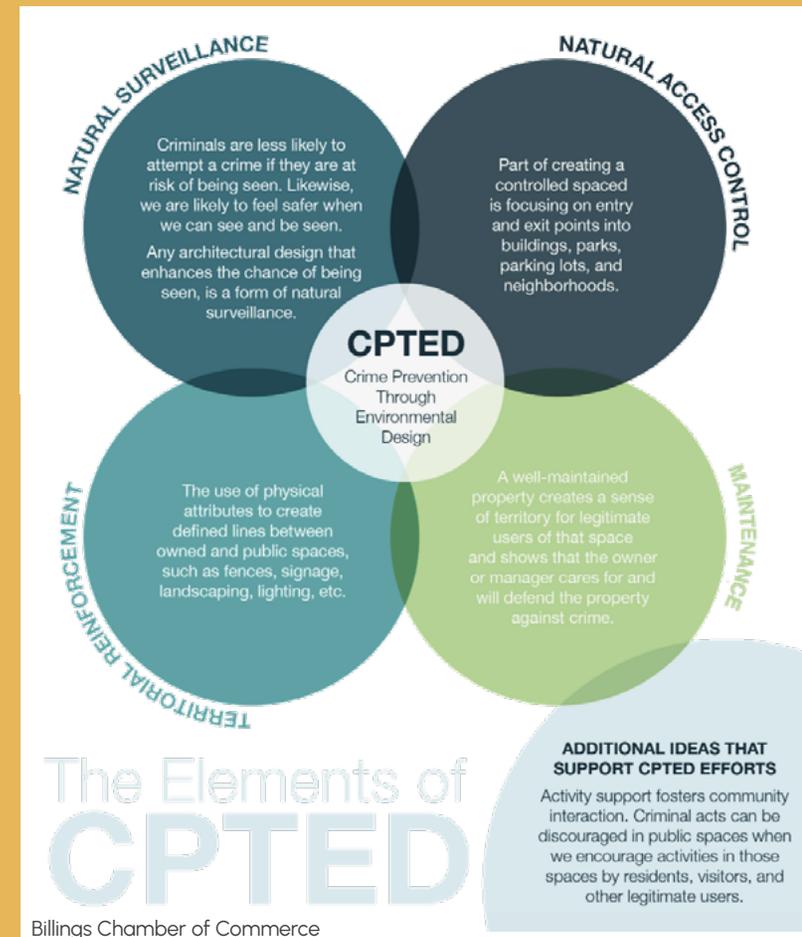
## COMPLETE STREETS



# CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Auckland Design Manual

*CPTED* (“sep-ted”) is a multi-disciplinary approach to crime prevention that uses urban and architectural design, and the management of built and natural environments, to improve safety. Strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among residents so they can gain territorial control of areas, reduce crime, and minimize fear of crime.



# CURB EXTENSION / BULB-OUT



Health by Design / Taylor Firestone



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Seth LaJeunesse

*Curb extensions (a/k/a bulb-outs) can be used to shorten the distance people need to walk to cross a roadway. Curb extension can also improve visibility for both people driving and walking by “daylighting” areas where on-street vehicle parking might otherwise limit sight distance. They can also be deployed as traffic calming measures through *tactical urbanism*.*

Pictured examples from Fort Wayne, Indiana, (left) and in Washington, D.C.



# CURB CUT

*Curb cuts* are wedges cut in an elevated curb to allow smooth passage between the sidewalk and street. These are essential infrastructure for people walking or rolling to safely navigate across streets and driveways, including strollers, skates, wagons, or mobility aids (e.g., wheelchairs or walkers).





Rundell Ernstberger Associates, LLC

*Curb or corner radii refer 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', many cities use corner radii as small as 2'.*

The pictured example is located on the Indianapolis Cultural Trail at Ohio and Alabama streets in downtown Indianapolis.

## CURB OR CORNER RADII

# DENSITY



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

*Density* is a term in community planning 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. You can think of density as existing on a spectrum, with high-rise apartments on small lots (most dense) to single-family homes on large lots (least dense).



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# FIXED-ROUTE SERVICE

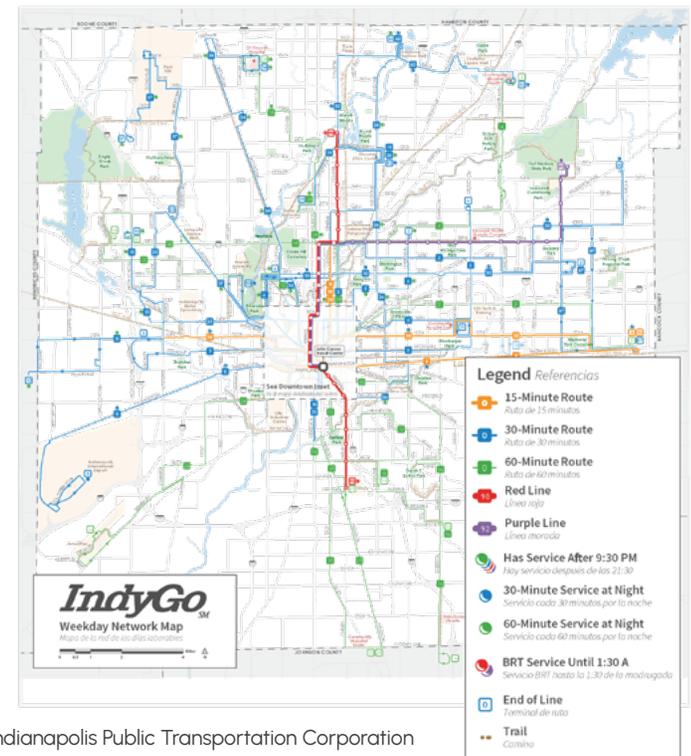


The Indiana Daily Student / Lauren McKinney

*Fixed-route service* refers to public transit 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 (right) displays IndyGo's fixed-route network in Marion County, Indiana.

## FULL SYSTEM MAP

Mapa completo del sistema



Indianapolis Public Transportation Corporation

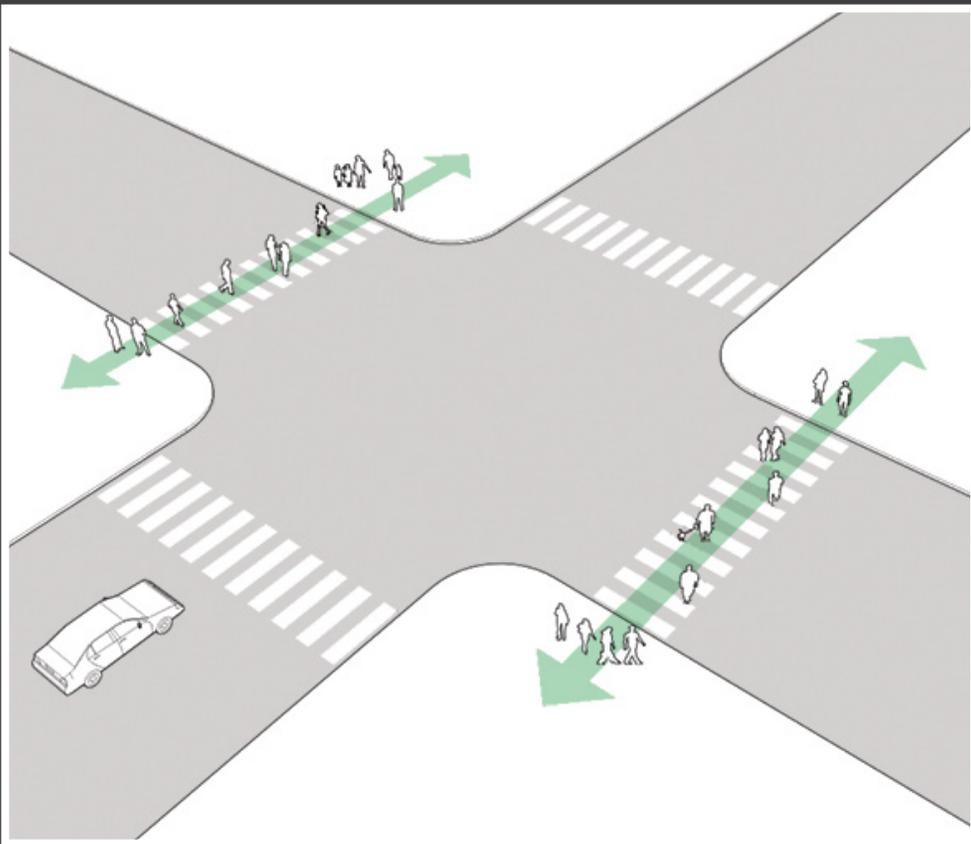


www.pedbikeimages.org / Dan Burden

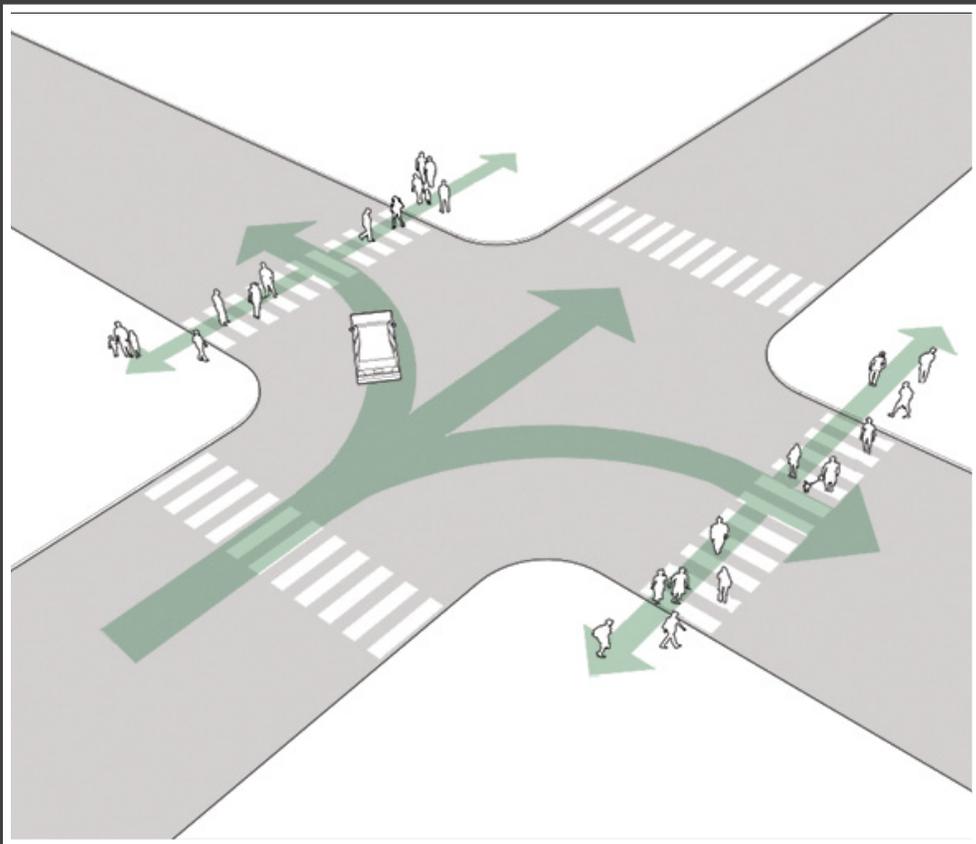
*High-visibility crosswalk* refers to roadway markings that provide guidance for pedestrians crossing the roadway by defining the appropriate paths for them.

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 8 additional seconds of awareness of crossing pedestrians.

## HIGH-VISIBILITY CROSSWALK



National Association of City Transportation Officials (NACTO) Urban Street Guide



A *leading pedestrian interval (LPI)* gives pedestrians a 3 to 7-second headstart into the crosswalk before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.

Benefits of LPIs include increased visibility of pedestrians, reduced conflicts between pedestrians and vehicles, and enhanced safety for pedestrians who may require more time to cross.

# LEADING PEDESTRIAN INTERVAL (LPI)



### Indiana Metropolitan Planning Organizations

- |                               |                           |                           |
|-------------------------------|---------------------------|---------------------------|
| Metropolitan Planning Area    | Indianapolis MPO          | Northeastern Indiana RCC  |
| Bloomington/Monroe County MPO | Kentuckiana RPDA          | Northwestern Indiana RPC  |
| Columbus Area MPO             | Kokomo-Howard County CGCC | Ohio-Kentucky-Indiana COG |
| Delaware-Muncie MPC           | Madison County COG        | Tippecanoe County APC     |
| Evansville MPO                | Michiana Area COG         | Terre Haute Area MPO      |

# METROPOLITAN PLANNING ORGANIZATION (MPO)

An MPO is 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.

To find your MPO, visit [indianampo.com](http://indianampo.com).

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

# MIDBLOCK CROSSING

[www.pedbikemages.org](http://www.pedbikemages.org) / Dan Burden



APARTMENTS

APARTMENTS /  
OFFICES

SHOPS /  
RESTAURANTS /  
OFFICES



Wikimedia Commons: Niagara66

# MIXED-USE DEVELOPMENT

*Mixed-use development* incorporates two or more types of land uses (e.g., housing, office, retail, entertainment, institutional, restaurants, etc.) into a single building or buildings. Mixed-use developments commonly include commercial spaces on the ground floor with apartments or office above and are typically found in highly walkable areas.

The pictured example can be found in Cincinnati, Ohio's historic Over-the-Rhine neighborhood.



Indianapolis Cultural Trail

# MULTIMODAL

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

Virginia Avenue in Indianapolis (pictured) is an example of a multimodal corridor, with dedicated spaces for walking, biking, transit, and vehicular traffic.

# OPEN / SLOW STREET



City of Holland, MI



*Open or slow streets*, 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. Key characteristics include physical barriers at entry points, traffic calming treatments, and informative signs to communicate that vehicles are guests in these spaces.



Health by Design / Taylor Firestine

# PARKLET

*Parklet* refers to the (temporary or semi-permanent) conversion of curbside spaces into public seating areas or platforms for people. Parklets can also contain planters or other greenery and typically result through public-private partnerships, including local businesses, government officials, and neighborhood associations and/or merchants associations.

Examples pictured include pop-up seating in Detroit, Michigan (left) and along the Broadway corridor in downtown Gary, Indiana (right).

*Pedestrian Hybrid Beacons (a/k/a HAWKs)* are push-activated traffic control devices that are used to momentarily stop all car traffic to allow for people to walk, bike, or roll across safely. HAWKs are usually found at midblock crossings on streets with high traffic volumes.



Indiana University / Liz Kaye

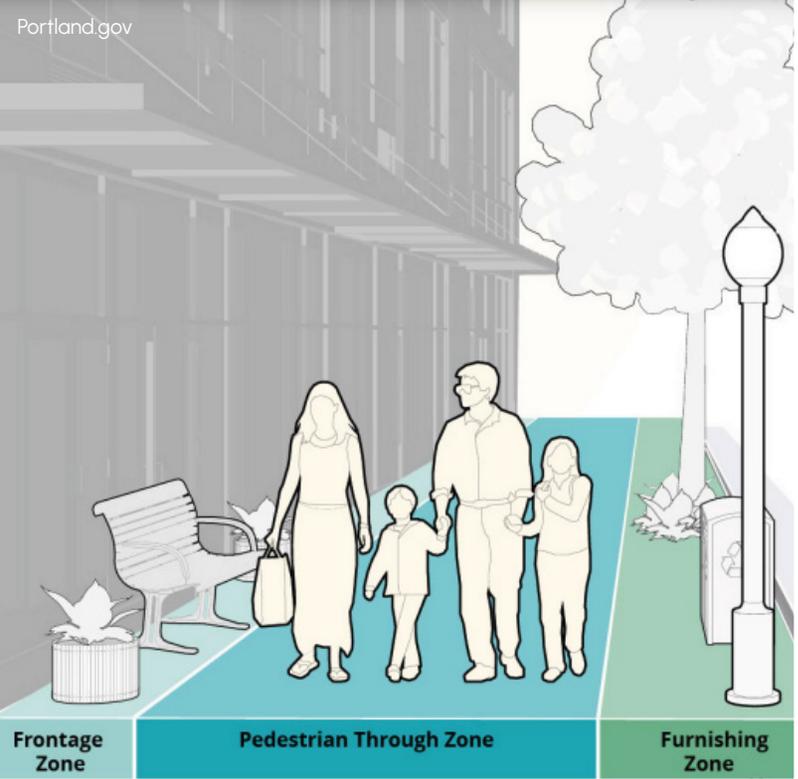
## PEDESTRIAN HYBRID BEACON / HIGH INTENSITY ACTIVATED CROSSWALK (HAWK) BEACON

# PEDESTRIAN REFUGE ISLAND

A *pedestrian refuge island* is a median with an 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 and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden



# PEDESTRIAN SCALE

*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.



*The Landing in downtown Fort Wayne, Indiana, blends historic and new mixed-use buildings centered on a pedestrianized Columbia Street.*

A *pinchpoint* is one of several traffic calming measures that incorporate pedestrian scale and amenity considerations. Pinchpoints are often applied at midblock locations to narrow the roadway, thereby slowing vehicular traffic and adding pedestrian space.



# PINCHPOINT



# PLACEMAKING

*Placemaking* refers to a multifaceted approach to planning, designing, and activating key public spaces — like streets, parks, and plazas — to enhance a place’s vibrancy. Projects usually capitalize on existing assets, like local arts or history, and create opportunities for socialization.

An outdoor art gallery in downtown Anderson, Indiana, (left) and Spark on the Circle in Indianapolis, Indiana, are examples of creative placemaking at different scales.



www.pedbikeimages.org / Dan Burden

*Porkchops* are raised, triangular islands between turning lanes and through lanes. They guide drivers and give pedestrians a safe place to pause while crossing. *Slip lanes* allow drivers to take faster turns at intersections. Incorporating features like speed tables (above) help reduce vehicle speeds and improve safety for people walking or biking.

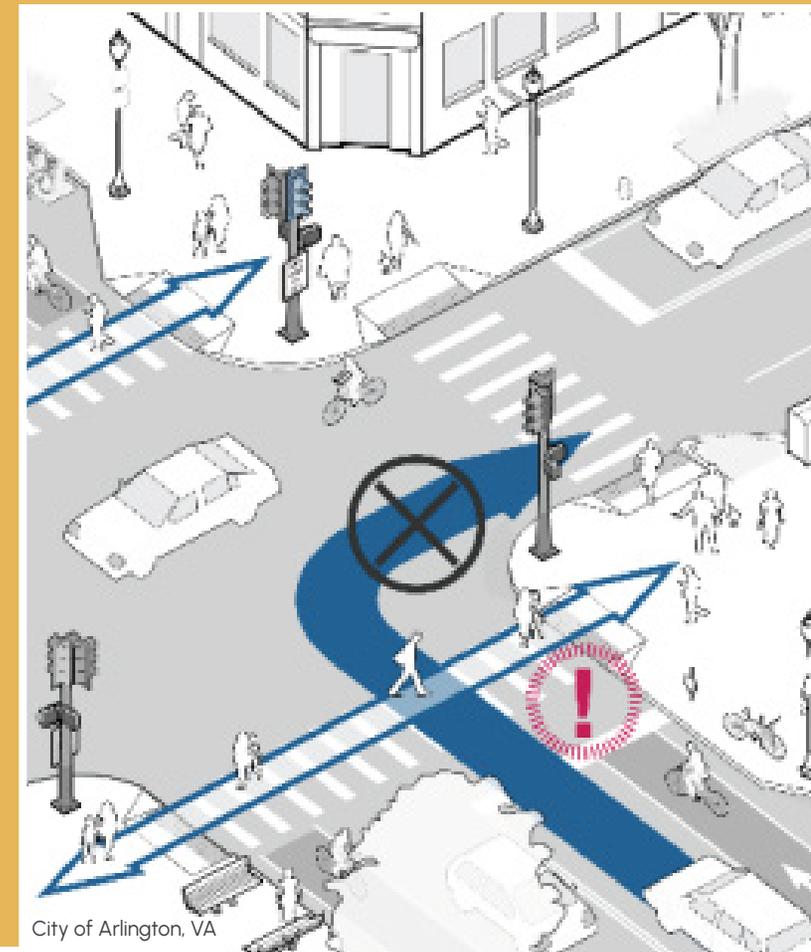
**PORKCHOP**  
**SLIP LANE**

# RIGHT/ NO-TURN-ON-RED



Health by Design / Taylor Firestone

*No-turn-on-red or right-turn-on-red restrictions prohibit 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.*



Before



# ROAD DIET (A/K/A RIGHT-SIZED ROAD OR ROAD MAKEOVER)

*Road diets (a/k/a right-sized roads or road makeovers) refer to a reduction in the width or number of travel lanes for cars 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.*

After





SavageShots

# SAFE ROUTES TO SCHOOL (SRTS)

*Safe Routes to Schools (or SRTS)* are programs aimed at promoting children walking and bicycling to school through infrastructure improvements, safety education, and other tools. Additional policies centered on Safe Routes to Parks, Work, or other destinations are also implemented to support community connectivity and safety.

# SNECKDOWN

A *sneckdown* is effectively a curb extension created by vehicular traffic during a snowfall that demonstrates unused road space that could be better allocated for other uses.

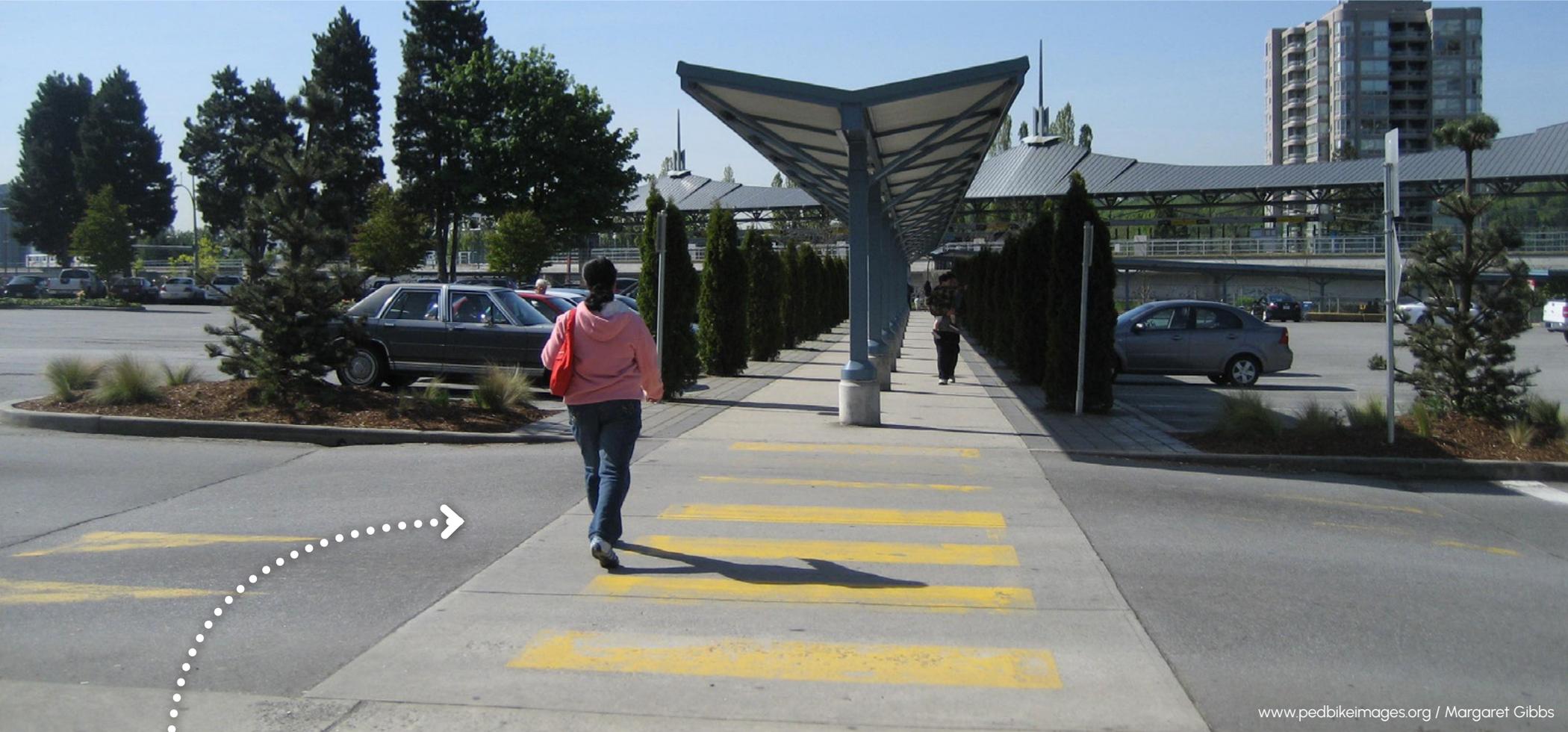




www.pedbikeimages.org / Dan Burden

*Speed humps (or bumps) are 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 HUMP OR BUMP**

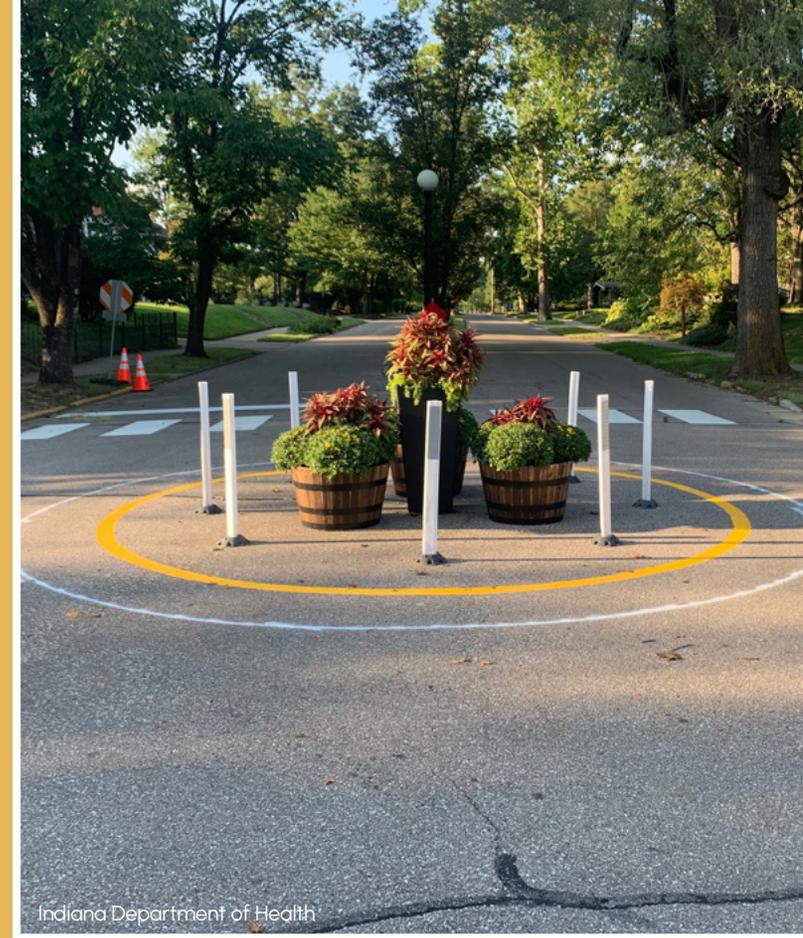


[www.pedbikeimages.org](http://www.pedbikeimages.org) / Margaret Gibbs

## SPEED TABLE

A *speed table* is a midblock traffic calming device 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 A/K/A TRAFFIC SAFETY DEMONSTRATIONS



Indiana Department of Health

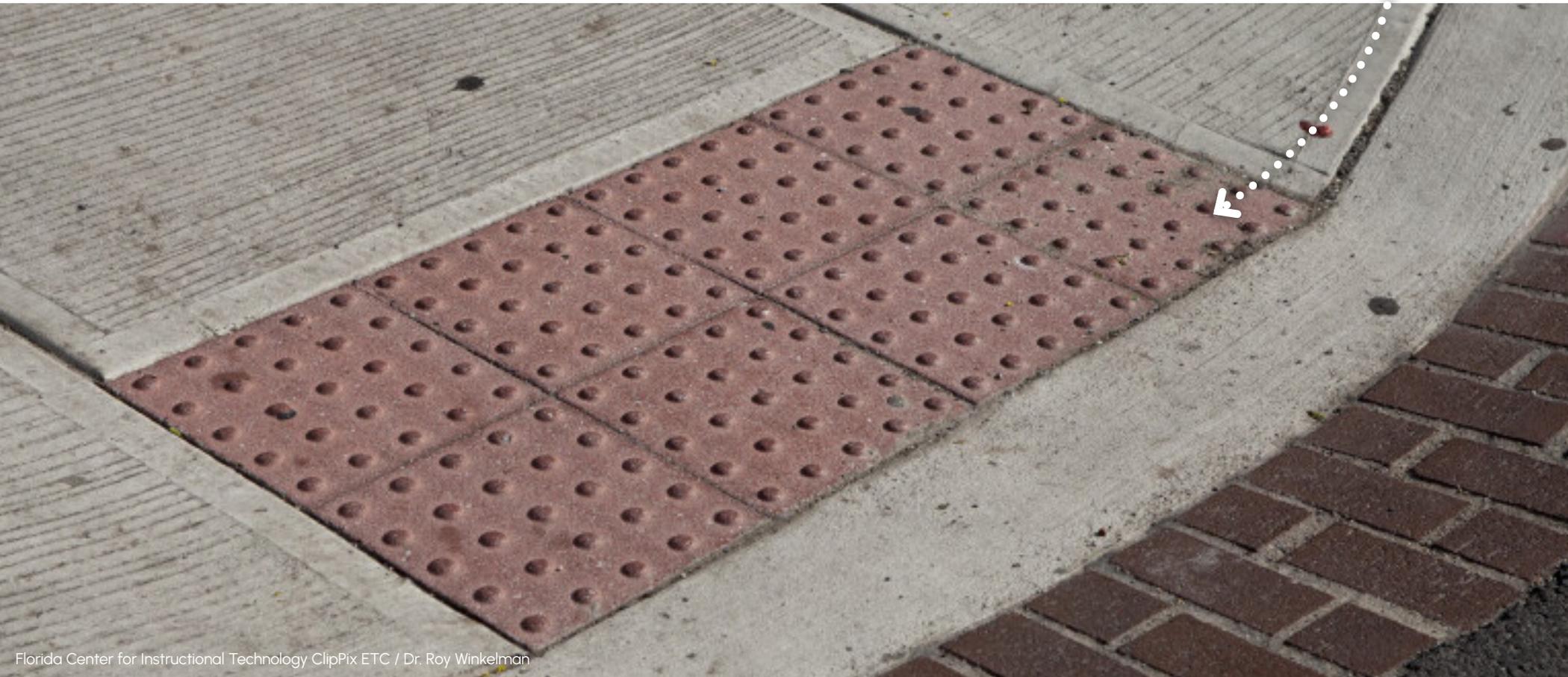
Core characteristics of *tactical urbanism and/or traffic safety demonstrations*, emphasize speed, flexibility, and community engagement. Projects are often citizen-led, community-driven solutions to neighborhood safety concerns and are built and installed using short-term, low-cost, and scalable interventions to catalyze long-term change.

A community-led traffic safety demonstration project in Indianapolis, Indiana, (left) and a pop-up traffic circle in Columbus, Indiana.

Health by Design / Andrea Watts

*Tactile paving* is 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.

# TACTILE PAVING



Florida Center for Instructional Technology ClipPix ETC / Dr. Roy Winkelman



www.pedbikeimages.org / Dan Burden

# TRAFFIC CALMING

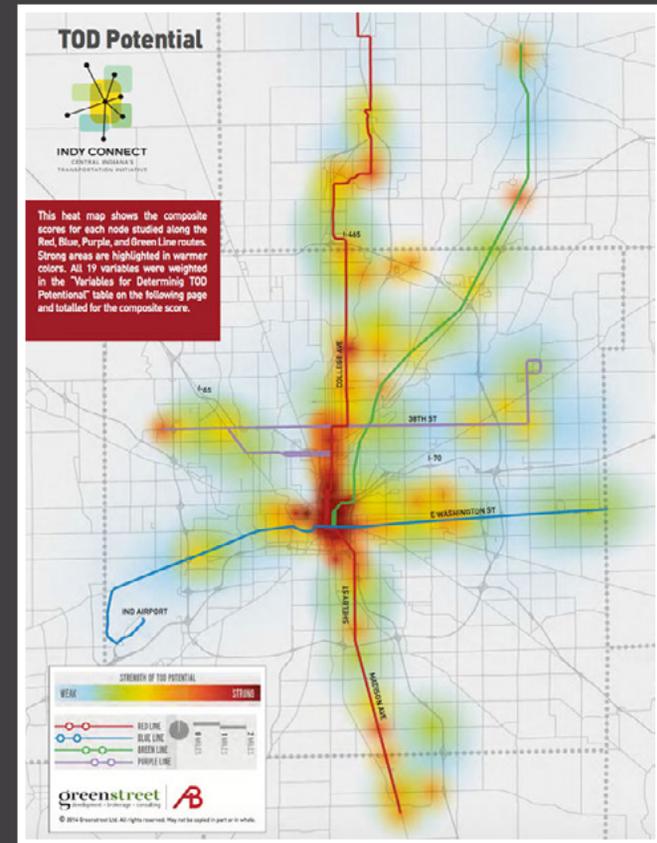
*Traffic calming* refers generally to several interventions that can be implemented for the purpose of slowing vehicular traffic. Traffic calming can include changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds or cut-through volumes in the interest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

Above, a mini traffic circle in Washington state, an example of permanent traffic calming.



Michigan City/11th Street  
commuter rail station serving  
the South Shore Line

Wikimedia Commons / Jacob G. (2025)



Streetsblog via Greenstreet Ltd. for Indy Connect (2014)

*Transit-oriented development (or TOD) is a land use planning approach that encourages higher densities of certain uses near transit stations (or within high-capacity fixed-route corridors) to maximize public access to frequent, high-quality transit service. TOD limits vehicular parking to garages to enhance the convenience and safety of people walking and biking to transit.*

TOD efforts have been underway for several years across the state of Indiana, including communities in Northwest Indiana (like Michigan City, top left) and Central Indiana.

# TRANSIT-ORIENTED DEVELOPMENT (TOD)

# Safe Systems = Safe Mobility



**System Planners & Policy Makers**

Responsible for prioritizing safety in designs, policies



**If road users make mistakes**

Designs & policies analyzed for safety improvements



**Individual Road Users**

Responsible for following rules

*Vision Zero* is a systems-based framework and public policy strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all road users. Vision zero policies have been adopted by public agencies in Indiana, the U.S., and internationally.

# VISION ZERO



San Francisco Municipal Transportation Agency

# WALK AUDIT



Health by Design / Andrea Watts



Health by Design / Taylor Firestone

*Walk audits (or road safety assessments) are guided walks where community members and public officials observe streets and sidewalks to see how safe, accessible, and comfortable they are for people walking or rolling. By including people of different ages, abilities, and backgrounds, walk audits help identify needed improvements and allow decision-makers to experience real conditions firsthand.*



Visit Indy / Jason Lavengood

*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 is highly walkable.

# WALKABILITY

# WAYFINDING



*Wayfinding* includes directional signs or information systems that guide people through a physical environment and enhance their understanding and experience of the space. Some communities incorporate artistic elements to help promote their unique identity.

A walking route sign that encourages interaction in Cincinnati, Ohio, (left) and a sculptural wayfinding sign near the Indianapolis Cultural Trail.