

2024 Glossary of Terms Related to Ped Bike Safety



| Term | Definition | Source |
|-------------------------------|---|---|
| Accessible Pedestrian Signals | Accessible Pedestrian Signals are traffic control devices designed to alert pedestrians with visual or hearing impairments. They communicate information about pedestrian signal timing in a non-visual format such as audible tones and/or speech messages and vibrating surfaces. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Advance Stop Line | A safety measure that may be installed with the "STOP HERE FOR PEDESTRIANS" sign to indicate where vehicles are required to stop. It consists of a stop bar placed 40 feet in advance of a marked crosswalk. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| Advance Yield Line | A safety measure that may be installed with the "YIELD HERE FOR PEDESTRIANS" sign to indicate where vehicles are required to stop. It consists of "shark teeth" yield markings placed 40 feet in advance of a marked crosswalk. | FHWA – PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System http://www.pedbikesafe.org/pedSAFE/countermeasures_detail.cfm?CM_NUM=13 FHWA MUTCD |

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| | | https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Annual Average Daily Traffic (AADT) | The total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year. Normally, periodic daily traffic volumes are adjusted for hours of the day counted, days of the week, and seasons of the year to arrive at annual average daily traffic. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Americans with Disabilities Act (ADA) | A law that protects people with disabilities in many areas of public life. ADA requirements applies to all pedestrian facilities. | FDOT ADA/Accessibility Program https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/ada/ada-pocket-field-guide-update06-16-2022.pdf?sfvrsn=bdf6554a_2 U.S. Department of Justice Civil Rights Division https://www.ada.gov/ |
| Bicycle Detection | Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either through the use of push-buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.). | National Association of City Transportation Officials (NACTO) https://nacto.org/publication/urban-bikeway-design-guide/bicycle-signals/signal-detection-and-actuation/ |

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| Bicycle Way | Any road, path, or way which by law is open to bicycle travel, regardless of whether such facilities are signed and marked for the preferential use by bicyclists or are to be shared with other transportation modes. Examples include bicycle lanes, paved shoulders, shared use paths, and traffic lanes. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Bicyclist Level of Traffic Stress (BLTS) | Measures the quality of service for bicyclists using a scale of 1 to 4, with Level 1 (low stress) being suitable for most children to use confidently. Level 4 (high stress) represents a facility that is tolerated only by those with limited route or mode choice or cycling enthusiasts that choose to ride under stressful conditions. | FDOT Multimodal Quality/Level of Service Handbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_v6-0_clean-june-2023.pdf?sfvrsn=198c6846_2 |
| Bicycle Keyhole Lane | A keyhole lane is a bicycle lane that is placed between a through lane and the adjacent right-turn lane, merge lane, bus bay, or parking lane. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Bike Box | Bike boxes are designated spaces at signalized intersections that allow bicyclists to queue in front of motor vehicles at red | FHWA Separated Bike Lane Planning and Design Guide |

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| | lights. Placed between the stop line and the pedestrian crosswalk, bike boxes increase the visibility of queued bicyclists and provide them with the ability to start up and enter the intersection in front of motor vehicles when the signal turns green. | https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Bike Lane | A portion of a curbed roadway which has been designated by striping and special pavement markings for use by bicyclists. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Buffered Bike Lane | A bicycle lane separated from either the adjacent travel lane or parking lane with a marked buffer area. | FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf |
| Centerline Hardening | Hardened Centerlines are an extension of the traffic separator or centerline past the crosswalk. Hardened Centerlines improve pedestrian safety by reducing the turning speeds of left-turning motorists and by improving their | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |

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| | <p>approach angle to the crosswalk to increase pedestrian visibility.</p> | <p>fdm-complete.pdf?sfvrsn=392bd8be_17</p> |
| <p>Complete Street</p> | <p>A street that prioritizes travel and safety for all users of the right of way (ROW), regardless of mode of travel, with additional priority and space within the ROW reserved for pedestrians, cyclists, and transit to operate safely.</p> | <p>FDOT Florida's Complete Streets https://experience.arcgis.com/experience/77c7386c09924809bf8c08476eab9da8/page/A-360%C2%B0-Approach/</p> |
| <p>Context Classification</p> | <p>Broadly identifies the built environments, based upon existing and future land use characteristics, development patterns, network scale, and roadway connectivity of an area. Used for planning and design purposes, FDOT categorizes non-limited access roadways (highways and arterials) in one of eight context classifications: C1-Natural, C2-Rural, C2T-Rural Town, C3R-Suburban Residential, C3C-Suburban Commercial, C4-Urban General, C5-Urban Center, and C6-Urban Core.</p> | <p>FDOT Context Classification Guide https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2 FDOT Multimodal Quality/Level of Service Handbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_v6-0_clean-june-2023.pdf?sfvrsn=198c6846_2</p> |
| <p>Crossbuck</p> | <p>The "GRADE CROSSING" sign, commonly identified as the "Crossbuck" consists of a white reflectorized background with</p> | <p>FHWA Highway-Rail Crossing Handbook (3rd Ed.)</p> |

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| | the words "RAILROAD CROSSING" in black lettering, and located at all highway-rail crossings. | https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa18040v2.pdf |
| Curb Extensions | Curb extensions are portions of the curb line extended out into the roadway to provide engagement and deflection. Also known as "Bulb-Outs", curb extensions are commonly used at either end of a parking lane. They also shorten crossing distance for pedestrians and may provide space for landscaping or community aesthetic features. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Cycle Tracks | An exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Cycle tracks are "separated bike lanes", or sometimes referred to as "protected bike lanes", and must comply with ADA standards for pedestrians. | FHWA Separated Bike Lane Planning and Design Guide https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf |
| Design Speed | A selected speed used to determine the various geometric design features of a roadway. There are three categories of Design Speed: <i>High Speed</i> – design speeds 50 mph and greater; <i>Low Speed</i> – design speeds of 45 mph and less; and <i>Very Low Speed</i> – design Speeds 35 mph and less. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |

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| Detectable Warnings | A distinctive surface pattern of domes detectable by cane or underfoot that alert people with vision impairments of their approach to street crossings. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Flashing-light signal | A highway traffic signal with one or more signal sections that operates in a flashing mode. It can be used as an intersection control beacon to provide traffic control, a warning beacon when used as emphasis for midblock crosswalks or supplemental emphasis to warning signs, or to indicate obstructions in or immediately adjacent to the roadway. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Green-Colored Pavement Markings | Green-colored pavement markings may be used in marked bicycle lanes, extensions of bicycle lanes through intersections, and other bicycle-vehicular conflict areas when the need to enhance the conspicuity of bicycle-vehicular conflicts is needed. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| High Injury Network (HIN) | High Injury Networks (HINs) identify areas or stretches of roadways where high numbers of traffic deaths or serious injuries are occurring. An HIN is not an assessment of whether a street or location is dangerous, rather identifies which corridors within a transportation network carry a higher risk of injury. | FHWA https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf |

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| High-Risk Network | A high-risk network identifies areas of high-risk to vulnerable road users. Data-driven safety analyses identify locations that are at risk for severe crashes, even if there is not a high crash frequency at these locations. | FHWA https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf |
| High Visibility Enforcement (HVE) | A universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. HVE combines highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. | National Highway Traffic Safety Administration (NHTSA) www.nhtsa.gov/enforcement-justice-services/high-visibility-enforcement-hve-toolkit |
| High-Visibility Crosswalk | A crosswalk marked using patterns such as bar pairs, continental, and ladder (special emphasis crosswalk). These crosswalks are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. | FHWA https://highways.dot.gov/sites/fhwa.dot.gov/files/Crosswalk%20Visibility%20Enhancements_508.pdf |
| Highway-Light Rail Transit (LRT) | A mixed-use alignment where the LRT operates in mixed traffic with all types of road users. This includes streets, transit malls, and pedestrian malls where the traveled way is shared. LRT vehicles or buses do not have right-of-way over other roadway users at grade crossings and intersections and LRT vehicles are usually controlled with the same devices used by general traffic. | FHWA Highway-Rail Crossing Handbook (3rd Ed.) https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwas18040v2.pdf |

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| In-Roadway Warning Lights (IRWL) | Special types of highway traffic signals installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to reduce their speed and/or come to a stop. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Lane Repurposing | Also referred to as lane reduction, lane elimination, or a road diet, lane repurposing is a way to reassign roadway space to achieve other purposes such as economic development, safety and mobility for all users. | FDOT Lane Repurposing Guidebook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/lane-repurposing/lr_guidebook-2020.pdf?sfvrsn=b404721b_2 FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Leading Pedestrian Interval (LPI) | A pedestrian interval option, also known as “pedestrian head start” or “delayed vehicle green,” which gives pedestrians an advance WALK indication before a green signal is provided to vehicles. This allows pedestrians to establish a presence in the crosswalk, reducing conflicts with turning vehicles. LPI is a proven safety countermeasure to reduce vehicle-pedestrian crashes at signalized intersections. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/traffic-services/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |

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| Level of Traffic Stress (LTS) | Measures the quality of service for pedestrians (PLTS) and bicyclists (BLTS) using a scale of 1 to 4, with Level 1 being the most comfortable for most users and Level 4 being the most uncomfortable for most users. | FDOT Multimodal Quality/Level of Service Handbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_v6-0_clean-june-2023.pdf?sfvrsn=198c6846_2 https://www.fdot.gov/planning/systems/systems-management/trainings-webinars |
| Light Rail Transit (LRT) | LRT is a mode of metropolitan transportation that employs LRT vehicles (commonly known as light rail vehicles, streetcars, or trolleys) that operate on rails in streets in mixed traffic, and LRT traffic that operates in semi-exclusive rights-of-way, or in exclusive rights-of-way. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Micromobility Device | A range of small, lightweight vehicles (typically less than 36" wide and 50 lbs.) operated by users personally at speeds between 15 mph and 28 mph, and include, but are not limited to, electric scooters, electric skateboards, and electric pedal assisted (pedelec) bicycles. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Midblock Crossing | Any location where a marked crosswalk (signalized or unsignalized) is proposed or already exists between intersections. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default- |

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| | | source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| <p>Midblock Pedestrian Signal (MPS)</p> | <p>A highway traffic signal in which traffic is alternately directed to stop, then a flashing RED indication during the pedestrian clearing interval is activated to assist pedestrians crossing a street or highway at a marked crosswalk.</p> | <p>FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4</p> |
| <p>Midblock Traffic Control Signal</p> | <p>Any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed at a midblock crosswalk.</p> | <p>FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4</p> |
| <p>Operating Speed</p> | <p>The rate of travel at which vehicles are observed traveling during free-flow conditions.</p> | <p>FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf</p> |

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| Origin-Destination (OD) | Identifies the travel patterns of road users. "Origin (O)" represents the place where the journey begins, and "Destination (D) represents the place where the journey ends. OD studies are conducted to determine the types of road users traveling, where they are coming from and going to, and why and when they are traveling. OD data is used for travel forecasting to identify where and what type of transportation improvements are needed. | APSEd https://www.apsed.in/post/origin-and-destination-study-types-of-od-studies |
| Passive Pedestrian Detection | Automated pedestrian detection systems that can detect the presence and direction of pedestrians and activate the traffic control device without any required action by the pedestrian. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| Pedestrian Hybrid Beacon (PHB)/ High-intensity Activated Crosswalk (HAWK)/ Hybrid Flashing Beacon | A PHB, also known as a High-intensity Activated Crosswalk (HAWK) signal and a Hybrid Flashing Beacon, is a special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. It operates exclusively when activated by pedestrians, thereby providing a controlled crossing opportunity when needed. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| Pedestrian Level of Traffic Stress (PLTS) | Measures the quality of service for pedestrians (PLTS) using a scale of 1 to 4, with Level 1 (low stress) being suitable for all users, where users feel safe and comfortable on the | FDOT Multimodal Quality/Level of Service Handbook |

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| | pedestrian facility. Level 4 (high stress) represents a pedestrian experience that is considered difficult, where the facility is impassible by a wheeled mobility device or users with other limitations in their movement and most likely used by users with limited route and mode choice. | https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/qlos/fdot_qlos_handbook_v6-0_clean-june-2023.pdf?sfvrsn=198c6846_2 |
| Pedestrian Scramble | An exclusive pedestrian phase with no concurring vehicular movement in any direction. Pedestrians may cross all intersection legs or cross diagonally. Walking time is extended for diagonal movement. Ped heads, accessible pedestrian signals, and pavement markings indicate pedestrians may cross diagonally. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/traffic-services/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| Pedestrian Way | A space for pedestrian travel separated from traffic lanes. Sidewalks, shared use paths, footpaths and shoulders are pedestrian ways; however, footpaths and shoulders are not Pedestrian Access Routes, since they lack specific improvements or provisions to accommodate persons using mobility aids. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Protected Bike Signal | Fully separate signal phases for bikes and turning vehicles provide a green bike phase and pedestrian Walk phase during a motor vehicle red arrow phase, followed by a motor vehicle turn phase accompanied by a red bike signal. This condition is most applicable at high-volume turn locations (above 150 turns per hour), or where prevailing speeds are 30 | National Association of City Transportation Officials (NACTO) https://nacto.org/publication/dont-give-up-at-the-intersection/signal-phasing-strategy/protected-bike-signal/ |

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| | mph or higher, where motor vehicle yielding is low, or at locations where multiple lanes turn across a bikeway. | |
| Protected Intersections | Intersections where the bikeway is set back from the parallel motor vehicle traffic, creating shorter, simpler crossings, more predictable movements, and better visibility between people on bikes and people driving. Protected intersections also provide shorter, safer crossings for people walking. | National Association of City Transportation Officials (NACTO) https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/ |
| Public Right-of-Way Accessibility Guidelines (PROWAG) | Guidelines published in the Federal Register, under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA), that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. | U.S. Access Board https://www.access-board.gov/files/prowag/2023-16149.pdf |
| Raised Crosswalk | A ramped speed table spanning the entire width of the roadway, allowing pedestrians to cross at grade with the sidewalk and be more visible to motorists. Often used at mid-block crossings, raised crosswalks are demarcated with paint and/or special paving materials, and also serve as a vertical traffic-calming measure (i.e., reduces speed). | FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf FHWA https://safety.fhwa.dot.gov/ped_bike/step/docs/techSheet_RaisedCW2018.pdf |

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| Raised Intersection | Raised intersections create a safe, slow-speed crossing and public space at minor intersections. Similar to speed humps and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk. | NACTO https://nacto.org/publication/urban-street-design-guide/intersections/minor-intersections/raised-intersections/ |
| Rectangular Rapid Flashing Beacon (RRFB) | A traffic control device consisting of two rapidly and alternately flashing rectangular yellow indications having LED array-based pulsing light sources that function as a warning beacon. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |
| Refuge Island | An area provided for pedestrians and bicyclists to stop before finishing the crossing of a roadway. Complex intersections can be made more navigable and midblock crossings can be facilitated with refuge islands. Refuge islands have specific design criteria to support pedestrian or bicyclist movement. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Retroreflective Signal Backplates | Retroreflective signal backplates improve the contrast between the traffic signal indications and their surroundings, making them easier to see during both day and night conditions and during power outages. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 |

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| Road Diet | The reconfiguration of the existing roadway cross section to enhance other uses and travel modes, by reducing or eliminating the number of travel lanes, i.e. lane repurposing. | FDOT Lane Repurposing Guidebook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/systems/systems-management/document-repository/lane-repurposing/lr_guidebook-2020.pdf?sfvrsn=b404721b_2 FHWA Road Diet Informational Guide https://safety.fhwa.dot.gov/road-diets/guidance/info_guide/rdig.pdf |
| Risk | A measure of the probability of a crash to occur given exposure to potential crash events. Exposure refers to the frequency or extent of encountering these potential crash events. | FHWA https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasal7041/ch2.cfm |
| Roundabout | A circular intersection with yield control at entry, which permits a vehicle on the circulatory roadway to proceed, and with deflection of the approaching vehicle counter-clockwise around a central island. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf |

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| Safe System | An approach that aims to eliminate fatalities and serious injuries of all users of the transportation system through a holistic model of multiple elements working together to safeguard against tragic crash outcomes. There are five elements of the Safe System: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care. Each element is inter-related and weaknesses in one element may be compensated with strengths in another. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Safety Countermeasure | A strategy, action, or physical modification implemented to reduce the likelihood or severity of traffic crashes and improve overall road safety. | FHWA https://highways.dot.gov/safety/pr-over-safety-countermeasures |
| Safety Edge | A safety treatment constructed adjacent to the travel lane on roadways without curb or paved shoulders that mitigates vertical drop offs and provides a higher probability of a vehicle returning safely to the travel lane when it drifts off the pavement. | FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf |
| Semi-exclusive Alignments | Alignments where motor vehicles, pedestrians, and bicycles have limited access. Typically associated with a light rail transit (LRT) alignment that is in a separate right-of-way or along a street or railroad right-of-way where motor vehicles, pedestrians, and bicycles have limited access and cross at designated locations only. LRT vehicles usually have the right-of-way over other roadway users at grade crossings. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |

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| Term | Definition | Source |
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| Separated Bike Lane | An exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Also called "cycle tracks" or "protected bike lanes", separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element, and differentiated from shared use paths by their proximity to the adjacent roadway and designated as bike-only facilities. | <p>FHWA Separated Bike Lane Planning and Design Guide https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf</p> <p>FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17</p> |
| Shared use path | Shared use path, also known as 'multi-use trail' or 'trail', are facilities with a firm, stable, slip-resistant surface physically separated from motorized vehicular traffic by an open space or barrier with minimal cross flow by motor vehicles. Shared use paths are situated either within the highway right-of-way or along an independent alignment. They accommodate pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers), bicyclists, and other authorized motorized and non-motorized users. Shared use paths adhere to ADA standards to ensure accessibility for all users. | <p>FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf</p> <p>FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4</p> |
| Sidewalk | Walkways parallel to the roadway and designed for use by pedestrians. | <p>FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf</p> |

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| Term | Definition | Source |
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| | | source/roadway/floridagreenbook/2018-florida-greenbook.pdf |
| Signal Preemption | <p>The transfer of normal operation of a traffic control signal to a special control mode of operation, where the signal changes to green for approaching vehicles with preemption (i.e., emergency vehicles, etc.). Preemption control is typically given to trains, boats, emergency vehicles, and light rail transit.</p> | <p>FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4</p> |
| Slow Turn Wedge | <p>An intersection treatment consisting of "No Parking" markings as well as a marked slow turn wedge/box coupled with flexible plastic posts or rubber speed bumps placed at intersection corners to slow turning vehicles.</p> | <p>New York City Department of Transportation https://www.nyc.gov/html/dot/html/pedestrians/turn-calming.shtml#treatments</p> |
| Special Emphasis Crosswalk | <p>A pedestrian crosswalk with special emphasis pavement markings, consisting of 24-inch white bars and 12-inch white transverse lines, installed at marked crosswalks at unsignalized intersections (uncontrolled approach) and midblock crossings.</p> | <p>FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficservices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4</p> |

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| Term | Definition | Source |
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| Speed Feedback Sign | A sign that displays the speed of an approaching vehicle to the vehicle operator. Used as a traffic operations strategy, speed feedback signs may help to reduce unintentional speeding, and are most effective at managing operating speeds for short distances, such as school zones. | FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Target Speed | The highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a supportive environment for pedestrians, bicyclists, and public transit users. | FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17 |
| Traffic Exposure | Contact or amount of contact with potentially harmful situations involving vehicular traffic. Exposure measures include distance traveled in pedestrian miles traveled (PMT) or bicyclist miles traveled (BMT), time traveled (pedestrian hours traveled or bicyclist hours traveled), volume or count of all pedestrians or bicyclists for a specified time period, number of trips made by all pedestrians and bicyclists, and number of people (or percent of the population) that walk or cycle. | FHWA https://safety.fhwa.dot.gov/ped_bike/tools_solve/fhwasa17041/ch2.cfm |
| Trail | A facility with a firm, stable, slip-resistant surface physically separated from motorized vehicular traffic by an open space or barrier with minimal cross flow by motor vehicles. Users | FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default- |

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| Term | Definition | Source |
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| | include bicyclists, pedestrians, runners, skaters, and in some cases equestrians. Also referred to as “shared use paths” or “multi-use trails.” | source/roadway/floridagreenbook/2018-florida-greenbook.pdf? |
| Traffic Calming | Set of measures that improve roadway safety, reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming can include physical elements such as speed bumps, roundabouts, and raised intersections, as well as non-physical elements such as signs and markings. | FDOT Florida Greenbook https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/floridagreenbook/2018-florida-greenbook.pdf? |
| Transverse Rumble Strips | Intermittent, narrow, transverse areas of rough-textured or slightly-raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions. Through noise and vibration, they attract the attention of road users to features such as unexpected changes in alignment and conditions requiring a reduction in speed or a stop. Transverse rumble strips in advance of rural stop-controlled intersections have been shown to improve driver awareness and overall safety performance. Therefore, this type of rumble strips may be used in advance of midblock and unsignalized intersections where driver yielding behavior has not been successful with other advance warning treatments. | FDOT Traffic Engineering Manual (TEM) https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/traffic/trafficervices/studies/tem/tem-2024/traffic-engineering-manual-dec-2023.pdf?sfvrsn=a33268c8_4 FHWA MUTCD https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf |
| Turning Movement Count (TMC) | A count of vehicle and non-motorist movements through an intersection during certain time periods. | FDOT Manual on Uniform Traffic Studies (MUTS) https://fdotwww.blob.core.windows.net/sitefinity/docs/default- |

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| Term | Definition | Source |
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| | | source/traffic/trafficservices/studies/muts/new-muts-2021-and-forms/2021-muts-compiled-20220420.pdf?sfvrsn=141a4970_0 |
| Two-Stage Bicycle Turn Box | <p>Two-stage turn queue boxes allow bicyclists to make left turns at multilane intersections from a right-side separated bike lane, or right turns from a left-side separated bike lane. Cyclists who arrive on a green light travel into the intersection and pull out into the two-stage turn queue box away from through-moving bicycles and in front of cross-street traffic. They may also be used at unsignalized intersections to simplify turning movements.</p> | <p>FHWA Separated Bike Lane Planning and Design Guide https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf FDOT Design Manual https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2024/2024-fdm-complete.pdf?sfvrsn=392bd8be_17</p> |
| Uncontrolled Crossing Locations | <p>Locations where sidewalks or designated walkways intersect a roadway at a location where vehicles are not controlled by a traffic control device or sign.</p> | <p>FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/docs/STEP-guide-improving-ped-safety.pdf</p> |
| Vehicle Miles Traveled (VMT) | <p>The total number of miles traveled by all vehicles within a specified area, measured over a given period of time, such as day, month, or year.</p> | <p>Florida Strategic Highway Safety Plan https://fdotwww.blob.core.windows.net/sitefinity/docs/default-</p> |

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| Term | Definition | Source |
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| | | source/safety/shsp-2021/shsp_mar21.pdf?sfvrsn=5452dad_0 |
| Vision Zero | <p>A strategy that acknowledges that even one death on our transportation system is unacceptable and focuses on safe mobility for all road users. This idea was first adopted in Sweden in 1997 as "Vision Zero" and since then has spread around the world.</p> | <p>FHWA https://highways.dot.gov/safety/zero-deaths</p> |
| Vulnerable Road Users | <p>A vulnerable road user is a nonmotorist with a fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist as defined in the ANSI D16.1-2007. (See 23 U.S.C. 148(a)(15) and 23 CFR 490.205). A vulnerable road user may include people walking, biking, or rolling. A construction worker on foot would be viewed as a pedestrian, and therefore, a vulnerable road user, but by definition a motorcyclist would not.</p> | <p>FHWA https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf</p> |
| Walkability Index | <p>A tool developed by the U.S. Environmental Protection Agency (EPA) that measures the relative walkability of our nation's communities. The index was developed using selected variables on density, diversity of land uses, and proximity to transit from the EPA's Smart Location Database (SLD). Users can view the index on an online interactive map or download the data.</p> | <p>U.S. Environmental Protection Agency (EPA) www.epa.gov/smartgrowth/national-walkability-index-user-guide-and-methodology</p> |