

# Excited to print your own pack of Complete Communities trading cards? Check out the tips below for the best results!

- Notice that page 2 is a sheet of trading card backs. Print page 2 on the back of each page of terms.
- When printing on both sides, check your printer's settings to identify the best method.
- For double-sided printing, select the long edge binding option in your print dialogue.
- Notice the hash marks located at all four corners of each card. Cut along these lines when cutting a sheet into individual cards.

Have fun! We would love to hear how you are using our cards. Tag us on Twitter and Facebook to let us know, and visit our website to find more trading cards and strategies to make your community complete!



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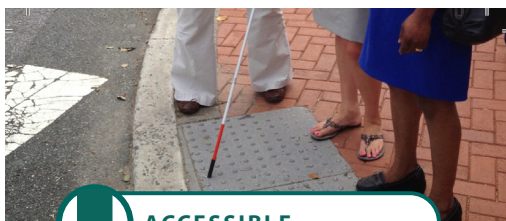


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## ACCESSIBLE

As required by the Americans with Disabilities Act (ADA), pedestrian facilities and routes need to be designed to accommodate people of all ages and abilities and accessible to pedestrians with mobility, visual, cognitive, and other types of impairments.

SOURCE: ADA ACCESSIBILITY GUIDELINES



## ACTIVE TRANSPORTATION

Any self-propelled, non-motorized, or human-powered mode of transportation, such as walking or bicycling.

SOURCE: CENTERS FOR DISEASE CONTROL AND PREVENTION (CDC)  
PHOTO: BRETT SAYLES



## AMERICANS WITH DISABILITIES ACT (ADA)

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

SOURCE: ADA NATIONAL NETWORK

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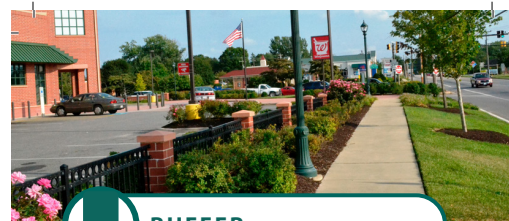
## ASSISTIVE MOBILITY DEVICE

Any device designed or adapted to help people with physical limitations to perform actions, tasks, and activities (e.g., wheelchairs, crutches, or canes).



## BICYCLE FACILITIES

Facilities designed to accommodate bicycle travel for recreational or commuting purposes. Facilities include amenities like bicycle racks and on- and off-road paths designed to facilitate safe bicycling.



## BUFFER

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.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)

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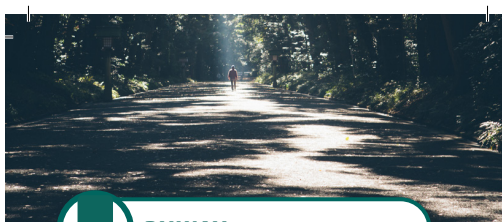
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## BUS BULBS

Curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane.

SOURCE: NACTO URBAN STREET DESIGN GUIDE



## BYWAY

Roadways with at least one of the following intrinsic qualities: scenic, historic, natural, cultural, recreational and archaeological.



## CHICANES

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably.

SOURCE: NACTO URBAN STREET DESIGN GUIDE

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## COMPLETE STREETS

Streets planned, designed, built, and maintained to safely accommodate travelers of all ages and abilities.



## CONNECTIVITY

The degree to which the transportation system provides access to essential services and gets people where they want to go.

SOURCE: SEMANTIC SCHOLAR



## CONTEXT-SENSITIVITY

A form of design that works to meet the unique needs of a specific community by working with a community's existing culture and landscape.

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## CONTINUITY

The extent to which a pedestrian access route (PAR) is continuous, uninterrupted, and free of natural or man-made barriers.


SOURCE: U.S. ACCESS BOARD



## CURB CUT

A wedge cut in an elevated curb to allow smooth passage between the sidewalk and the street.

SOURCE: THE DISABILITY SCIENCE REVIEW



## CURB EXTENSION

Visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing available space.

SOURCE: NACTO URBAN STREET DESIGN GUIDE

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## FIRST- AND LAST-MILE CONNECTIVITY

A transit rider's experience walking, biking, or rolling to or from a transit hub or stop.

SOURCE: RIVERSIDE TRANSIT AGENCY  
PHOTO: ACTIVESWITCH.CA



## GREENWAY

A long, narrow piece of land, often used for recreation by pedestrians and bicyclists.

SOURCE: GREENWAY.ORG, PHOTO: DELAWARE GREENWAYS



## HEALTH IMPACT ASSESSMENT

A process that uses many data sources and methods to determine the potential effects of a proposed policy, plan, program, or project on the health of a population.

SOURCE: NATIONAL RESEARCH COUNCIL OF THE NATIONAL ACADEMIES IMPROVING HEALTH IN THE UNITED STATES

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**LOW-STRESS  
BIKEABILITY**

A network of bike lanes to ensure that cyclists can easily access areas throughout a city, without being an extremely confident cyclist.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)





**MARKED CROSSWALK**

A roadway treatment that is designed to indicate safe crossing areas for pedestrians and to help make drivers more aware of pedestrians crossing the roadway.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)

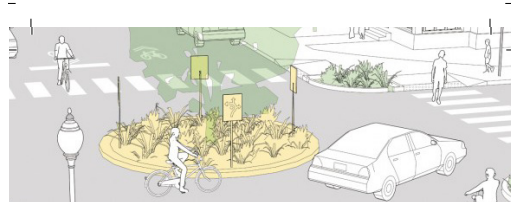





**METROPOLITAN PLANNING  
ORGANIZATION (MPO)**

An organization designated to carry out the metropolitan transportation planning process, one represents localities in all urbanized areas with populations over 50,000.

SOURCE: FEDERAL TRANSIT ADMINISTRATION





**MINI-ROUNABOUT**

Installed using simple markings or raised islands that lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

SOURCE: NACTO URBAN STREET DESIGN GUIDE





**MIXED-USE  
DEVELOPMENT**

Integrated development that incorporates two or more types of land uses (e.g., housing, offices, retail, entertainment, institutions, services, restaurants).

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)






**MOBILITY**

The ability to move or be moved from place to place.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)





**MULTI-USE PATH**

An off-road facility, physically separated from motorized vehicular traffic, used for non-motorized transportation or recreational purposes.

SOURCE: ADAPTED FROM FEDERAL HIGHWAY ADMINISTRATION  
PHOTO: DANIEL PASCHALL





**MULTIMODAL**

The availability of transportation options using various modes (such as automobile, bicycle, and pedestrian) within a system or corridor.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION (FHWA)  
PHOTO: BIKE DELAWARE

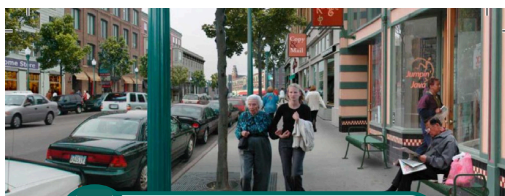




**NEW URBANISM**

A planning and development approach based on the principles of walkable blocks and streets, housing and shopping in close proximity, and accessible public spaces.

SOURCE: CONGRESS FOR THE NEW URBANISM



## PEDESTRIAN FACILITY

A structure (e.g., sidewalk, curb ramp, crosswalk), improvement, element, or route located in the public-right-of-way that fosters pedestrian travel.

SOURCE: ADAPTED FROM DELAWARE DEPARTMENT OF TRANSPORTATION (DELDOT)  
PHOTO: S PRICE, URBAN ADVANTAGE



## PEDESTRIAN NETWORK

A continuous and connected system of pedestrian facilities that provide accessible routes of travel for pedestrians of all ages and abilities.

SOURCE: ADAPTED FROM FEDERAL HIGHWAY ADMINISTRATION



## PEDESTRIAN SCALE

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.

SOURCE: APA PLANNERS DICTIONARY  
PHOTO: PAUL RYSZ

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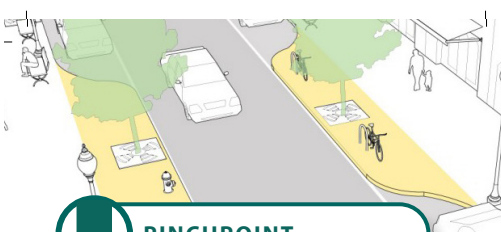
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## PEDESTRIAN SIGNAL

A device used at a signalized intersection with a crosswalk that informs pedestrians when to safely cross a street.

SOURCE: ADAPTED FROM SF BETTER STREETS



## PINCHPOINT

Curb extensions used as a traffic calming intervention applied midblock to slow traffic speeds and add public space.

SOURCE: NACTO URBAN STREET DESIGN GUIDE



## RIDESHARING

A service that arranges one-way transportation on short notice.

SOURCE: GOODWILL COMMUNITY FOUNDATION

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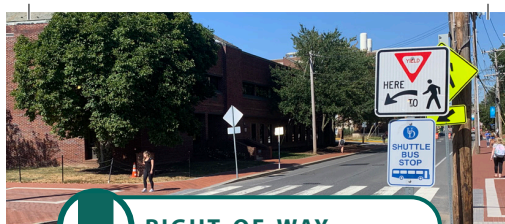
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## RIGHT-OF-WAY

An area dedicated to public use for pedestrian and vehicular movement, which may also accommodate public utilities.

SOURCE: APA PLANNERS DICTIONARY



## ROAD DIET

Reduce lanes of travel to utilize the space for other uses and travel modes, such as on-street parking, transit lanes, bike lanes, or wider sidewalks.

SOURCE: FEDERAL HIGHWAY ADMINISTRATION



## SAFE ROUTES TO SCHOOL

An approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives.

SOURCE: U.S. DEPARTMENT OF TRANSPORTATION  
PHOTO: MARK DESHON

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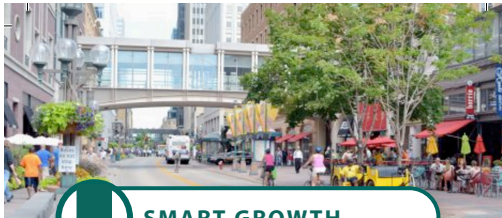
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## SIDEWALK

A paved walkway along the side of a street. Also, the portion of a right-of-way intended for pedestrian use.



## SMART GROWTH

An approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement.

SOURCE AND PHOTO: SMART GROWTH AMERICA



## SNECKDOWNS

Also known as a snowy neckdown, a curb extension created by snowfall that demonstrates unused road space that could be allocated for walkers and bikers.

SOURCE: SKYRISE CITIES  
PHOTO: SNECKDOWN HALIFAX

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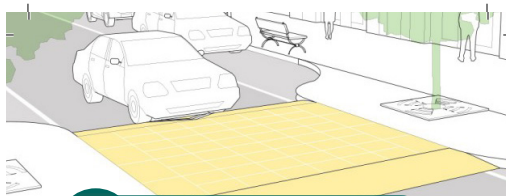
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## SPEED TABLE

Midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed, often used with pinchpoints or a pedestrian walkway.

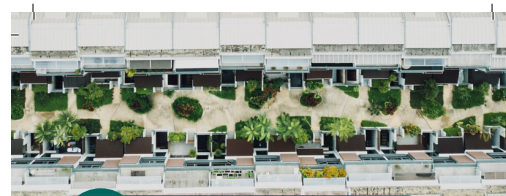
SOURCE: NACTO URBAN STREET DESIGN GUIDE



## SPRAWL

The outward expansion of low-density housing units on the outskirts of cities, far from commercial centers.

SOURCE: GREENBELT ALLIANCE



## STREETSCAPING

Incorporating both the natural and built fabric of the street in designing, enhancing the visual quality, and creating welcoming public spaces for residents.

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## TACTICAL URBANISM

A citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.

SOURCE: THE TACTICAL URBANIST'S GUIDE



## TRAFFIC CALMING

Changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds or cut-through volumes, in the interest of street safety and livability.

SOURCE: DELAWARE TRAFFIC CALMING MANUAL



## TRAFFIC CONTROL DEVICE

All official signs, signals, markings, and devices erected to regulate, warn, or guide traffic.

SOURCE: APA PLANNERS DICTIONARY

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### TRANSIT-ORIENTED DEVELOPMENT

Design strategies with both residential and commercial uses to make public transit successful, enhance the convenience and safety of walking and bicycling, and provide for a vibrant, livable community.



### TRANSPORTATION IMPROVEMENT DISTRICT

A planning framework that recognizes the impact transportation investments have on efficient land use, community form, economic development, and quality of life.



### UNIVERSAL DESIGN

Design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability.

SOURCE: CENTRE FOR EXCELLENCE IN UNIVERSAL DESIGN  
PHOTO: FRIENDS OF WILMINGTON PARKS

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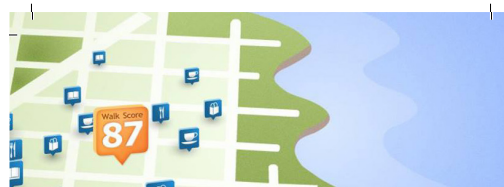
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### VISION ZERO NETWORK

### VISION ZERO

A strategy and international network to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility.

SOURCE: VISION ZERO NETWORK



### WALK SCORE

A mapping tool that assigns values between 0 and 100 to measure the walkability of any address.

SOURCE: WALKSCORE.COM  
PHOTO: WALKSCORE.COM



### WALKABILITY

Often measured according to the environmental, health, financial, and safety benefits offered to pedestrians, walkability is an overall measure of how conducive an environment is to walking.

PHOTO: SMART GROWTH VERMONT

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### WAYFINDING

Information systems that guide people through a physical environment and enhance their understanding and experience of the space.

SOURCE: SOCIETY FOR EXPERIMENTAL GRAPHIC DESIGN

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