

## ACRONYMS

<b>ABRT</b>	Arterial Bus Rapid Transit	<b>MPO</b>	Metropolitan Planning Organization (Metropolitan Council)
<b>ADA</b>	Americans with Disabilities Act	<b>NEPA</b>	National Environmental Policy Act
<b>BRT</b>	Bus Rapid Transit	<b>EA</b>	Environmental Assessment (environmental document)
<b>CIP</b>	Capital Improvement Program	<b>SSD</b>	Special Service District
<b>DOT</b>	Department of Transportation	<b>UAR</b>	Uniform Special Assessment
<b>FHWA</b>	Federal Highway Administration		
<b>FTA</b>	Federal Transit Administration		
<b>LEP</b>	Limited English Proficiency		

## DEFINITIONS

**Americans with Disabilities Act (ADA)** – Federal legislation that establishes requirements for the design of facilities and operation of services to address the needs of people with disabilities.

**Areaway** – An open area located below the ground as an extension of or adjacent to a building that is intended to provide light, air or access to a basement or crawl space. These are often located under public sidewalks.

**Arterial Bus Rapid Transit** – Arterial BRT is high-frequency, limited stop bus service with pre-boarding fare payment and high-amenity stations operating on higher capacity, urban arterial streets such as Lake Street.

**Cross-section** – A to-scale drawing of the street from side to side to illustrate the dimensions of the space and the way the space is allocated to different uses.

**Curb** – Raised edge between the road and the sidewalk or between the road and a median.

**Curb Extension (Bump-out)** – An area where the sidewalk is extended further into the street to shorten pedestrian crossing distances and provide additional sidewalk space.

**Easement (Temporary and Permanent)** – A legal agreement granting the right to use private property for a specific purpose. Temporary easements are obtained when property is impacted for short a defined period of time, such as during construction.

**Elevation** – A to-scale drawing of a structure or building from top to bottom to illustrate the dimensions of the structure as it would be viewed.

**Gutter** – the lower area along the edge of a street, next to the curb, with grates for stormwater drainage.



**Local Bus** – Regular all-day bus service operating on local streets with frequent stops and frequent service.

**Parking Lot Buffer** – A landscaped area between a private parking lot and a public sidewalk that may also be used for stormwater management.

**Reaction Distance** – The space allowed in roadway design to serve as a safety buffer between the driving lane and a curb. This dimension is similar to the width of a typical gutter (about 1.5-2 feet).

**Right-of-way** – A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to a roadway.

**Special Assessment** – A special assessment is a fee collected by the City for improvements or services the City provides that benefit specific properties. Special assessments are used to finance many different types of local improvements.

**Special Service District** – Special service districts are defined areas within the city where special services are rendered. The costs of the services are paid from charges to the properties within the service area.

**State-Aid** – A division of the Minnesota Transportation Department that administers the distribution of state gasoline tax dollars to cities and counties based on a distribution formula established by the Minnesota State Legislature.

**Streetscape** – The natural and built aesthetic elements of a public street, typically including elements of the pedestrian realm such as landscaping (trees and other natural features), hardscape features such as lighting, benches, sidewalk surface treatments, tree grates, and other physical features.

**Structural Soil** – Mixture of gravels and soils that can be compacted to meet pavement design and installation while permitting root growth.

**Travelway** – The functional roadway and sidewalk elements that serve motorized and non-motorized users. For Lake Street, this includes vehicle lanes, parking lanes, and sidewalks but does not include “streetscape” elements which are defined separately.

**Uniform Assessment Rate** – The special assessment rate established each year by the Minneapolis City Council for all roadway reconstruction projects in the city.

**Utility** – A utility is a service that is furnished as an everyday necessity to the public at large. Utilities may be publicly or privately owned and operated. Public utilities typically include water and sewer. Private utilities typically include electricity, natural gas, telephone service, cable.

**Variance, State-Aid** – A variance is the permission granted when a design element deviates from state-aid design standards. A variance request must be submitted with appropriate justification, and the variance is, or is not, approved by the State-Aid Variance Committee.

