



# DIVISION CONNECTS

PEOPLE. PLACES. PROGRESS.

## Appendix F *All Ages and Abilities Active Transportation Strategies*

Prepared for  
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Spokane Transit Authority**

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# ALL AGES AND ABILITIES TRANSPORTATION

## All Ages and Abilities

The purpose of this document is to provide guidance to the City for future selection of bicycle and pedestrian facilities that ensures all infrastructure improvements are designed to accommodate users of all ages and abilities (AAA). Rather than a “one size fits all” treatment, AAA facilities prioritize safe, comfortable, and equitable transportation options for those walking, biking, or rolling to major destinations. Design recommendations should be based on individual roadway characteristics, such as speed and vehicle volume, and reduce stress for bicyclists and pedestrians as they navigate the roadway.

Creating all ages and abilities (AAA) facilities for active transportation users requires leveraging facility selection, operational strategies, and network prioritization to develop an active transportation network that can be safely and comfortably accessed by people of all ages and abilities. Facilities and strategies throughout the following sections are consistent with national best practices and guidance.

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## Bicycle Facility Types



Source: NACTO

### **Low-Speed and Low-Volume Shared Streets**

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Low-speed shared streets are roadways that place bicycle and vehicles in the same place at the same time. Peak-hour volume and off-peak speeds should be considered to determine that bicyclists can comfortably operate with minimal, if any, interactions with vehicles. Speeds along shared streets should be no greater than 10 mph and traffic calming measures, such as curb extensions, chicanes, or traffic circles, should be in place.



### **Bicycle Boulevards/ Neighborhood Greenways**

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Bicycle boulevards and neighborhood greenways are shared streets designed to prioritize non-motorized travel. Design treatments include pavement markings, wayfinding, and traffic calming measures. Roadways with these facilities have very low traffic volumes and a speed limit of 20 mph. Pedestrian safety is prioritized at all major and minor intersections.

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Source: NACTO

## **Conventional Bicycle Lanes**

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Conventional bicycle lanes reserve space exclusive for bicycle travel adjacent to vehicular travel lanes. The facility is delineated by pavement markings and signs and does not have a buffer or physical barrier to separate bicyclists from the motor vehicle travel lane.



Source: NACTO

## **Buffered Bicycle Lanes**

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Buffered bicycle lanes are those with a designated buffer space that provides greater distance between bicyclists and motor vehicles. Buffers are delineated by pavement markings and signs. Buffered bicycle lane provide space for bicyclists to pass one another without encroaching into the travel lane.

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Source: NACTO

## Separated Bicycle Lanes

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Separated bicycle lanes are buffered from the travel lane using flexible delineators, curbing, parking, or plantings. A combination of horizontal and vertical separation appeals to a wider range of users who may not feel comfortable riding in the roadway. Separated bicycle lanes can be one-way or two-way.

## Pedestrian Facility Types



Source: NACTO

## Sidewalks

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Sidewalks are paved portions of streets between the curb and adjacent property line that are intended for use by pedestrians. Sidewalks provide people with places to walk or roll separately from motor vehicles.

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Source: NACTO

## **Sidewalk with Buffer**

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Sidewalks that include a buffer zone between pedestrians and a motor vehicle travel lane provide a more comfortable and safer experience for pedestrians. Buffers can include street trees, a landing strip, curb extension, or street furniture.



Source: NACTO

## **Shared Use Paths**

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Shared use paths are used by pedestrians and bicyclists for recreational and transportation services. Typically separated from the roadway by a buffer, shared use paths are dedicated to active transportation users in two directions. Bicyclists should be separated from pedestrians where significant volumes of either mode is present.

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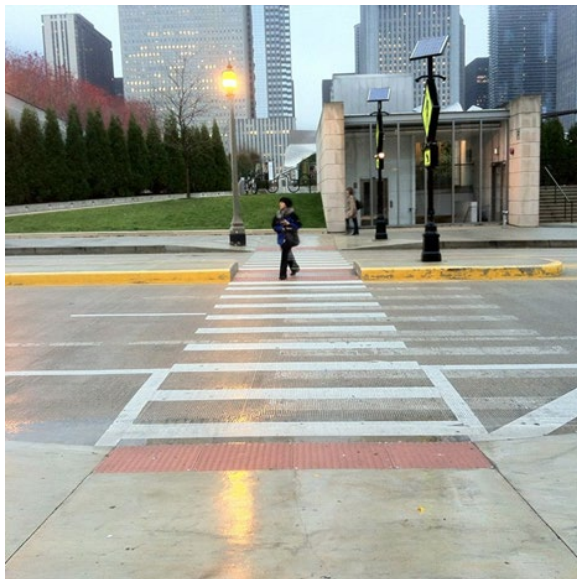


Source: NACTO

## Marked Crosswalks

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Marked crosswalks are pavement delineations that indicate preferred locations for people walking or rolling to safely cross a roadway. Marked crosswalks can be at intersections or mid-block crossings.



Source: NACTO

## Curb Ramps

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Curb ramps provide an accessible transition between the sidewalk and roadway for people walking and rolling. Curb ramps should be provided where there is a change in grade and oriented in the direction of travel for pedestrians.

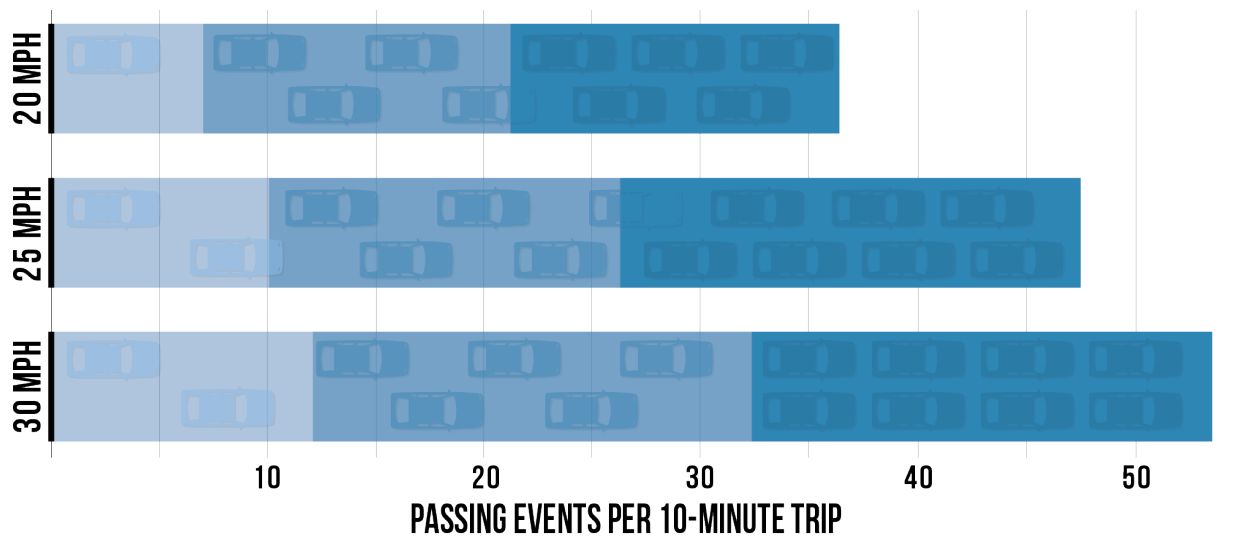
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## Operation

Operational strategies can improve conditions for people walking and rolling by reducing the level of traffic stress on a street for non-motorized users. Without necessarily changing the street's cross-section or the types of vehicles allowed, streets can be more predictable, efficient, and safe for bicyclists and pedestrians. Examples of operational strategies include:

- Vehicular speed reduction;
- Signalization and conflict management; and
- Curb management.

Reducing motor vehicle speeds to 20-25 mph is a core operational strategy for meeting All Ages and Abilities criteria. Operational changes are generally the easiest type of change to implement.



Source: NACTO

## Network

Network strategies can allow the street to be transformed into a comfortable environment for people walking and rolling without requiring dedicated space. Network strategies for vehicles include motor vehicle traffic diversion, changes in travel direction, disallowing specific types of curbside access, and making other changes to the role of a street in the motor vehicle network. Bicycle boulevards and shared streets often rely on network changes to create the low-speed, low-volume conditions required to meet All Ages and Abilities criteria.



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Source: NACTO

## References

[Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities. National Association of City Transportation Officials, 2017.](#)

[Making Connections: Actions to Improve Walking, Bicycling, and Rolling in Tennessee. Tennessee Department of Transportation, 2021.](#)

[Urban Bikeway Design Guide. National Association of City Transportation Officials, 2014.](#)

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[Washington State Active Transportation Plan: 2020 and Beyond. Washington State Department of Transportation, 2021.](#)