

# ActiveTrans Priority Tool (APT)

A flexible, data-driven methodology for prioritizing bicycle and pedestrian improvements along existing roads.

NCHRP 803  
Transportation Research Board  
National Academy of Sciences

## What is the APT?

The ActiveTrans Priority Tool (APT) is a methodology for prioritizing pedestrian and bicycle improvements along existing roads that is:

- Responsive to agency/community values: Transportation agencies often make decisions based on a defined set of goals or values of the communities they serve.
- Flexible: Rather than being a rigid, "one-size-fits-all" tool, the APT is flexible and allows practitioners to choose the most appropriate approach that reflects agency/community values and resource availability.
- Transparent: The APT is designed to facilitate transparency by breaking the prioritization process down into a series of discrete steps, each of which can be easily documented and explained to the public.
- Responsive: The APT is responsive to the unique needs of pedestrians and bicyclists.

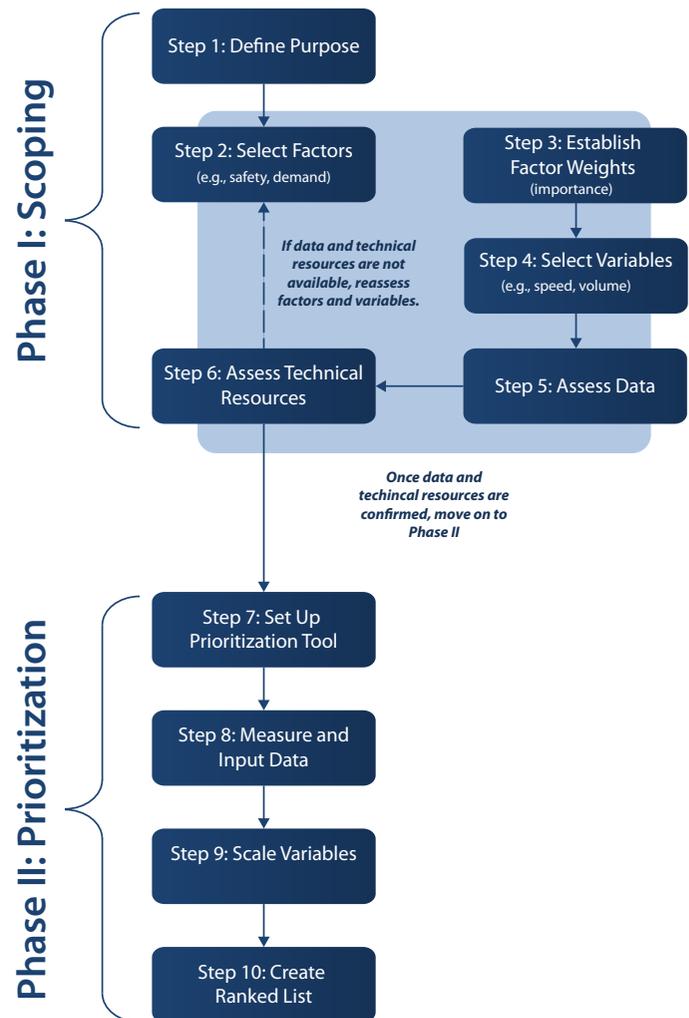
The APT is divided into two phases and 10 steps, which are shown schematically at right.

## How Can the APT Help Your Agency?

The ActiveTrans Priority Tool (APT) is designed for agencies at all levels of government with different prioritization purposes and different levels of technical capacity and experience. Agencies can use the APT to prioritize pedestrian or bicycle improvements for the first time, or update an existing prioritization process. The APT can help agencies efficiently:

- Identify areas or corridors most in need of walking or biking investments (Planning Level Prioritization)

## APT Steps



- Prioritize walking or biking investments at specific identified locations (Project Prioritization - e.g. prioritize locations for installing curb ramps).

The APT can be implemented using a variety of technological platforms (e.g. spreadsheet, GIS), including the user-friendly programmed spreadsheet that accompanies the APT. The programmed spreadsheet and other APT resources are available free for download.

# ActiveTrans Priority Tool (APT)

## Background

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The National Cooperative Highway Research Program (NCHRP) of the Transportation Research Board (TRB) established Project 07-17 to develop a methodology transportation agencies could use to evaluate and prioritize pedestrian and bicycle improvements along existing roadways. While procedures for prioritizing motor vehicle improvements along existing roads are well-established, there was no widely-accepted framework for prioritizing pedestrian and bicycle improvements. The ActiveTrans Priority Tool (APT) addresses this need and is the final product of NCHRP 07-17, published as NCHRP Report 803.

## Research

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The APT was developed based on an extensive research process that included:

- A detailed literature review of existing pedestrian and bicycle prioritization methods in North America.
- A survey of more than 274 transportation professionals about existing prioritization practices.
- In-depth interviews with representatives of transportation agencies about local prioritization approaches
- Feedback from an experienced panel of pedestrian and bicycle practitioners
- Pilot tests of the APT methodology by 11 pilot agencies.



*Use the APT to prioritize locations for shoulder widening projects.*



*Use the APT to prioritize locations for sidewalk infill projects.*

## Find Out More

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For more information about the ActiveTrans Priority Tool (APT) visit: [www.pedbikeinfo.org/activetrans](http://www.pedbikeinfo.org/activetrans). Here you will find:

- A guidebook describing the APT.
- A downloadable spreadsheet tool and user guide designed to help agencies implement the APT.
- A screencast tutorial on how to use the programmed spreadsheet.
- Guidance on applying the APT using Geographic Information Systems (GIS).
- The NCHRP 07-17 Final Report, which describes the research approach and findings that informed development of the APT.

NCHRP Report 803 - the APT Guidebook - and programmed spreadsheet are also available through the [Transportation Research Board](http://www.transportationresearchboard.org).