ActiveTrans Priority Tool (APT)

BACKGROUND

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.
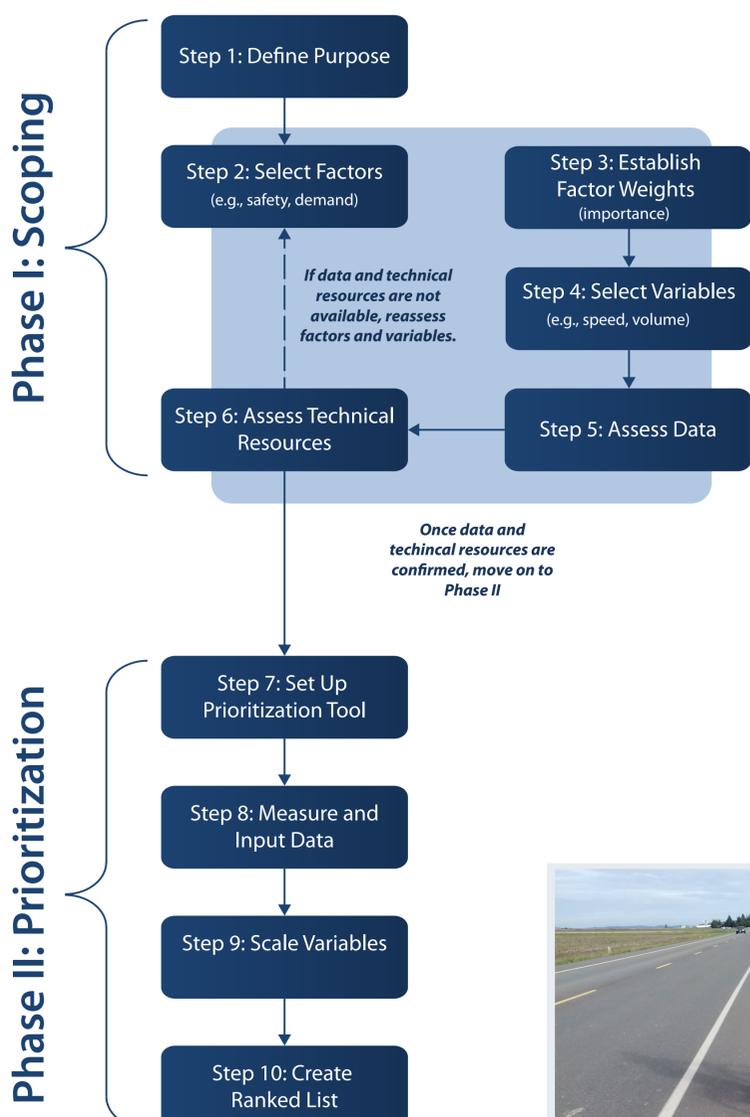
WHAT IS THE ACTIVETRANS PRIORITY TOOL?

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 below

Phase I consists of the initial deliberation and preparation necessary for an agency to set up an effective prioritization process. Phase I starts at a high level, defining the broad purpose of the prioritization effort. This initial scoping phase becomes more focused as variables, data, and technological resources are considered.

The goal of Phase II is to calculate prioritization scores for each improvement location based on the purpose, factors, weights, variables, and technical resources identified in Phase I.

Phase I: Scoping

- Step 1: Define Purpose
- Step 2: Select Factors (e.g., safety, demand)
- Step 3: Establish Factor Weights (importance)
- Step 4: Select Variables (e.g., speed, volume)
- Step 5: Assess Data
- Step 6: Assess Technical Resources

If data and technical resources are not available, reassess factors and variables.

Once data and technical resources are confirmed, move on to Phase II

Phase II: Prioritization

- Step 7: Set Up Prioritization Tool
- Step 8: Measure and Input Data
- Step 9: Scale Variables
- Step 10: Create Ranked List

The APT may be used to prioritize locations for shoulder widening projects.

HOW CAN THE *APT* HELP YOUR AGENCY?

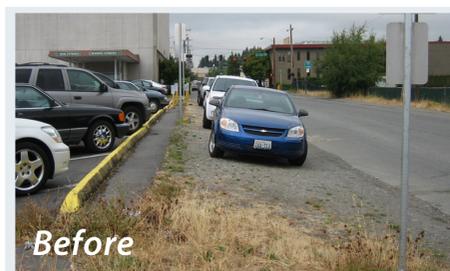| What Do You Want to Do?	The APT...
Are you prioritizing pedestrian or bicycle improvements for the first time?	Guides users through a logical sequence of steps and provides tips intended to save agencies time by facilitating important decisions around factor and variable selection; data collection, organization, and analysis; and tools and techniques for calculating prioritization scores..
Do you want to update or compare an existing prioritization process?	Provides research-based guidance on additional factors and variables that may be used. Offers ideas for integrating data that is more qualitative into a quantitative framework.
Do you want to identify areas most in need of walking and biking investments?	Suggests variables for identifying areas (e.g., corridors, neighborhoods, communities) for further analysis.
Do you want prioritize walking or biking investments at specific identified locations?	Suggests variables for prioritizing specific project locations (e.g., intersections, roadway segments, corridors).
Do you want to express community values in planning and project priorities?	Provides a method for incorporating variables based on community values and available data. Offers ideas for integrating data that is more qualitative into a quantitative framework.
Do you want to engage stakeholders/public in the prioritization process?	Establishes a transparent, data-driven decision-making process. Provides framework for integrating stakeholder/public input.
Do you want to prioritize projects for funding decisions?	Establishes a transparent, data-driven funding decision-making process. Offers ideas for integrating data that is more qualitative into a quantitative framework. Communicates objective prioritization method and results to the public and other stakeholders.
Do you want to prioritize projects or corridors to maximize benefits for walking and biking i.e. Complete Streets?	Identifies variables that are applicable to both pedestrian and bicycle modes. Allows pedestrian and bicycle improvements to be prioritized separately and then combined to identify locations most in need of complete streets improvements.

FIND OUT MORE

For more information about the ActiveTrans Priority Tool (APT) visit: 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.

Before

After
The APT may be used to prioritize locations for sidewalk infill projects.