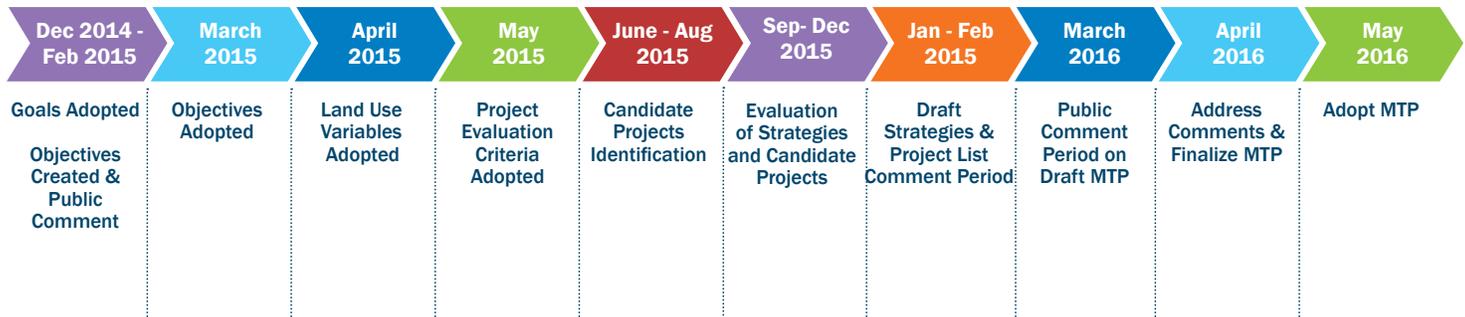




METROPOLITAN TRANSPORTATION PLAN DEVELOPMENT PROCESS

The Metropolitan Transportation Plan (MTP) is a long-range planning document that brings together local governments from around Central Ohio and other local, state, and federal agencies to identify and coordinate transportation goals and policies over the next two decades. The MTP will identify transportation needs, strategies, and projects, and provide the basis for how federal transportation funding will be spent to improve highways, transit, freight, bikeways, and pedestrian facilities.



Work on the 2016-2040 MTP is underway. Over the past year, several plan development milestones have been reached, including the adoption of regional transportation goals, objectives, land use assumptions, and project evaluation criteria. A draft list of strategies has also been developed and is available for public review and comment. More information on these milestones is available at morpc.org/mtp2040.

DRAFT BICYCLE & PEDESTRIAN PROJECTS

After evaluating nearly 425 candidate bike and pedestrian projects, the draft list of 154 bike and pedestrian projects totaling approximately \$450 million to be included in the 2016-2040 Metropolitan Transportation Plan is now available for public review and comment. These projects are focused primarily along the 12 regional corridors identified in MORPC's Active Transportation Plan and on proposed Central Ohio Greenways.

While the non-freeway roadway projects generally also incorporate infrastructure to accommodate all users where appropriate (such as bicyclists and pedestrians), the MTP development process also identified the need for bicycle and pedestrian projects separate from proposed roadway projects.

The bicycle and pedestrian system includes a variety of facility types. Multi-use paths are physically separated from the roadway and intended for non-automotive uses like biking and walking. Bike lanes are generally on-road lanes marked with paint or other buffer, and are reserved for non-motorized vehicles. Sidewalks are generally reserved for pedestrian use.

When collecting candidate projects, many times a particular project type was not specified, but the need for bicycle and/or pedestrian facilities was identified. These projects are categorized as Complete Street Facilities, and the appropriate facility type can be determined upon further study. The Complete Streets concept is that roadways are designed to safely and comfortably accommodate people of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

The information on the next page is a summary of the bike and pedestrian projects. To view a map and list of specific bike and pedestrian projects, please visit morpc.org/mtp2040, or contact MORPC to request hard copy materials.

Do you have thoughts on a specific project?

Visit morpc.org/mtp2040 to provide comments on the draft project list.





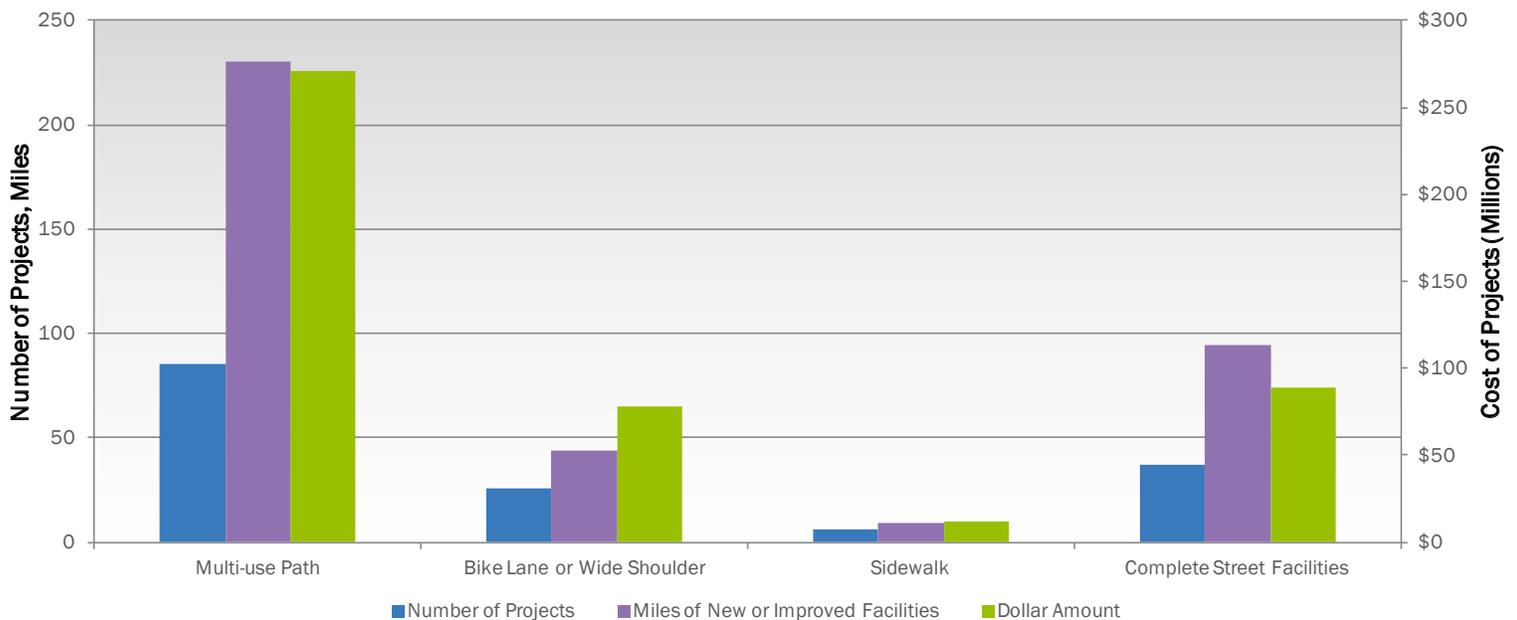
MTP DRAFT BICYCLE & PEDESTRIAN PROJECTS

The stand-alone bicycle and pedestrian projects are divided into the following categories:

- Multi-use Path
- Bike Lane or Wide Shoulder
- Sidewalk
- Complete Street Facilities (Appropriate Bicycle/Pedestrian Improvement to be Determined)

The following table summarizes the draft bicycles and pedestrian projects:

Summary of Draft Bicycle & Pedestrian Projects



MTP DRAFT ROADWAY & TRANSIT PROJECTS

The draft roadway and transit projects to be included in the MTP are summarized in newsletter volumes 9A and 9C and at morpc.org/mtp2040.

FOR MORE INFORMATION OR TO SIGN UP FOR UPDATES ON THE MTP, VISIT morpc.org/mtp2040.

WHAT'S NEXT?

Comments are being accepted on draft strategies and projects through February 15, 2016.

VISIT morpc.org/mtp2040 to provide comments on the draft strategies and projects.

VISIT morpc.org/atp to find out more about MORPC's Active Transportation Plan.

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