

# CAMPO Long Range Transportation Plan



Public Meeting # 1  
June 14<sup>th</sup>, 2016



# What is a *Metropolitan Planning Organization (MPO)*?

“In metropolitan areas over 50,000 population, the responsibility for transportation planning lies with designated Metropolitan Planning Organizations (MPO)”

- Federal Highway Administration  
1962 Federal-Aid Highway Act



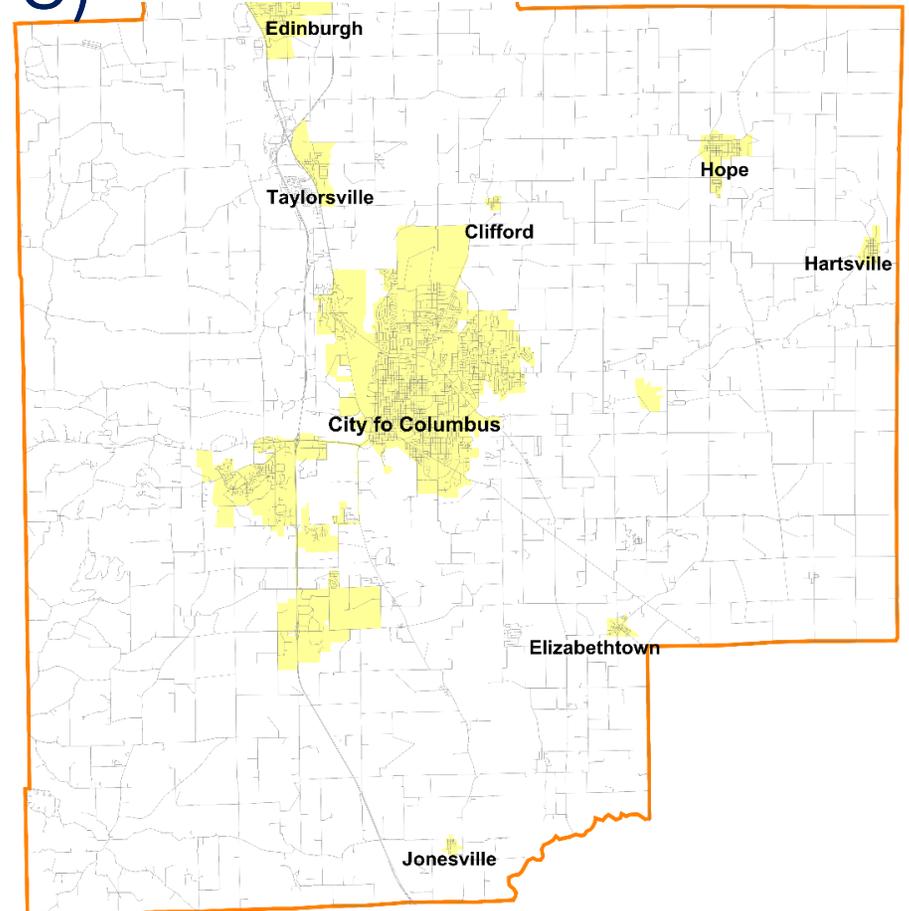
# Columbus Area Metropolitan Planning Organization (CAMPO)

- City of Columbus
- Bartholomew County
- ColumBUS Transit
- Indiana Department of Transportation (INDOT)

TECHNICAL  
COMMITTEE

POLICY  
BOARD

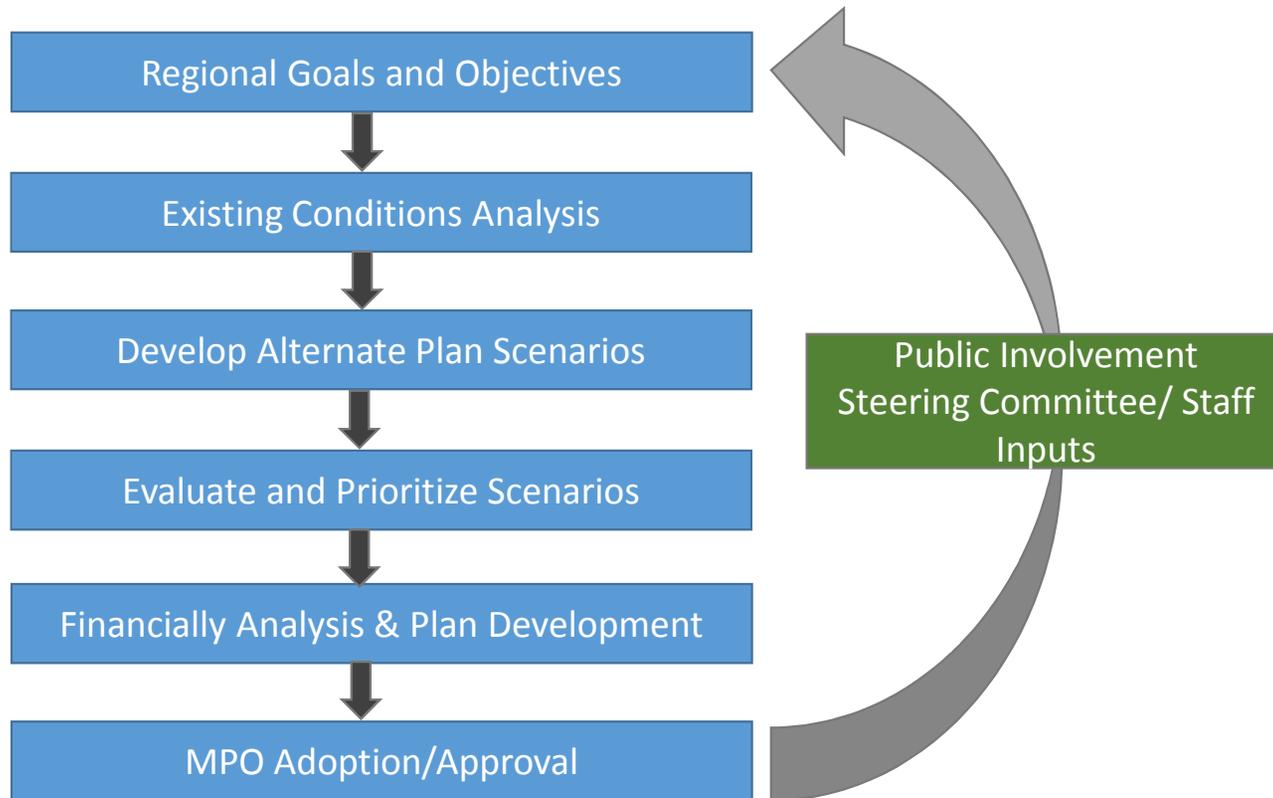
CITIZENS  
ADVISORY  
COMMITTEE



# CAMPO Long Range Transportation Plan

- Federally-mandated document updated every five years to analyze transportation investment strategy for next 25 years.
- Represents the long-term vision of the community. Identifies transportation needs and improvements necessary to address them.
- Guides the use of state and federal dollars for transportation projects in Columbus Metropolitan Planning Area (MPA)
- The plan uses extensive data to assess regional needs and priorities, including:
  - Population & Employment forecasts.
  - Existing infrastructure and condition for all travel modes.
  - Safety/Crash Data.
  - Land use, environmental, and historical data.
  - Travel demand model.
  - Historical and projected revenue

# Long Range Transportation Plan Process



# MAP-21 /FAST Act National Goals

MAP-21/FAST Act identifies seven national performance based goals which include:

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement
- Environmental Sustainability
- Economic Vitality



# Regional Goals and Objectives

**S**trengths

**Comments**

**Objective**

**W**eaknesses

- Relieve congestion along state routes
- Reduce delay/congestion at at-grade rail crossing ( rail traffic is a concern)

**O**pportunities

- Make necessary improvements to allow for high-speed track (miles/hr.)
- Potential monetize high train traffic

**Improve freight movement and reduce the impact of freight on other modes**

**T**hreats



**Steering Committee Inputs**



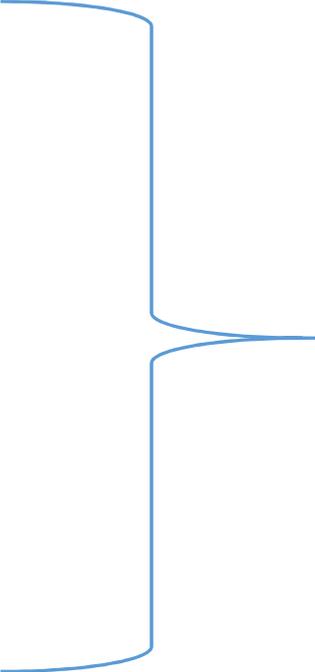
# Regional Goals & Objectives

## Objectives

- Improve freight movement and reduce the impact of freight on other modes.
- Support transit improvements that increase access to local and regional employers.
- Encourage transportation projects that maintain or enhance the economic vitality of the region.
- Improve connectivity across railroads and other natural barriers.

## Goal

**Support Economic Vitality**



## Support Economic Vitality

- 1.1 Improve freight movement and reduce the impact of freight on other modes.
- 1.2 Support transit improvements that increase access to local and regional employers.
- 1.3 Encourage transportation projects that maintain or enhance the economic vitality of the region.
- 1.4 Improve connectivity across railroads and other natural barriers.

## Accessibility and Quality of Life

- 2.1 Support easy access to health care providers.
- 2.2 Encourage “infill” and mixed-used development and development in areas with existing infrastructure.
- 2.3 Provide system reliability and reduce congestion.
- 2.4 Increase the supply of affordable housing with multimodal access to employment centers.
- 2.5 Promote non-motorized travel and transit access.
- 2.6 Increase sidewalk and pedestrian coverage especially in residential areas.
- 2.7 Improve regional transportation network connectivity.
- 2.8 Focus on quality design and contextually appropriate infrastructure.

# Encourage Transportation Choices/ Multi-Modal Connectivity

- 3.1 Provide transportation choices to mobility-limited persons, low-income households, and senior citizens.
- 3.2 Expand ColumBUS service to increase transit access in City of Columbus
- 3.3 Promote transportation projects that support multi-modal access, particularly between centers of public activity
- 3.4 Strengthen relationship between land use development and transportation system
- 3.5 Prioritize resource allocation for transportation infrastructure

## Safety and Efficiency

- 4.1 Reduce the number of total crashes in the region
- 4.2 Reduce the number of fatal and severe injury crashes
- 4.3 Improve safety on pedestrian and bicycle facilities
- 4.4 Improve safety related to rail crossings
- 4.5 Improve safety within the vicinity of schools
- 4.6 Promote transportation projects that enhance safety for all modes of travel
- 4.7 Signal coordination and maintenance to increase efficiency and safety
- 4.8 Improve emergency preparedness and emergency response in the MPA

# Existing System Preservation and Maintenance

- 5.1 Reduce the number of structurally deficient bridges
- 5.2 Maintain satisfactory pavement conditions
- 5.3 Maintain satisfactory sidewalk conditions
- 5.4 Maintain satisfactory transit bus fleet
- 5.5 Preserve existing environmental assets (sensitive environmental areas/resources) and support environmentally sustainable transportation system expansion
- 5.6 Use latest technologies and state-of-art practices to improve the system capacity and reliability

## Foster Coordination Throughout the MPA

- 6.1 Increase coordination between key stakeholders to maximize the strengths of the region
- 6.2 Educate and inform the general public on transportation and land use planning
- 6.3 Provide transportation options consistent with the plans of local governments and the public
- 6.4 Encourage strong community engagement in the planning process

# Scenario Development

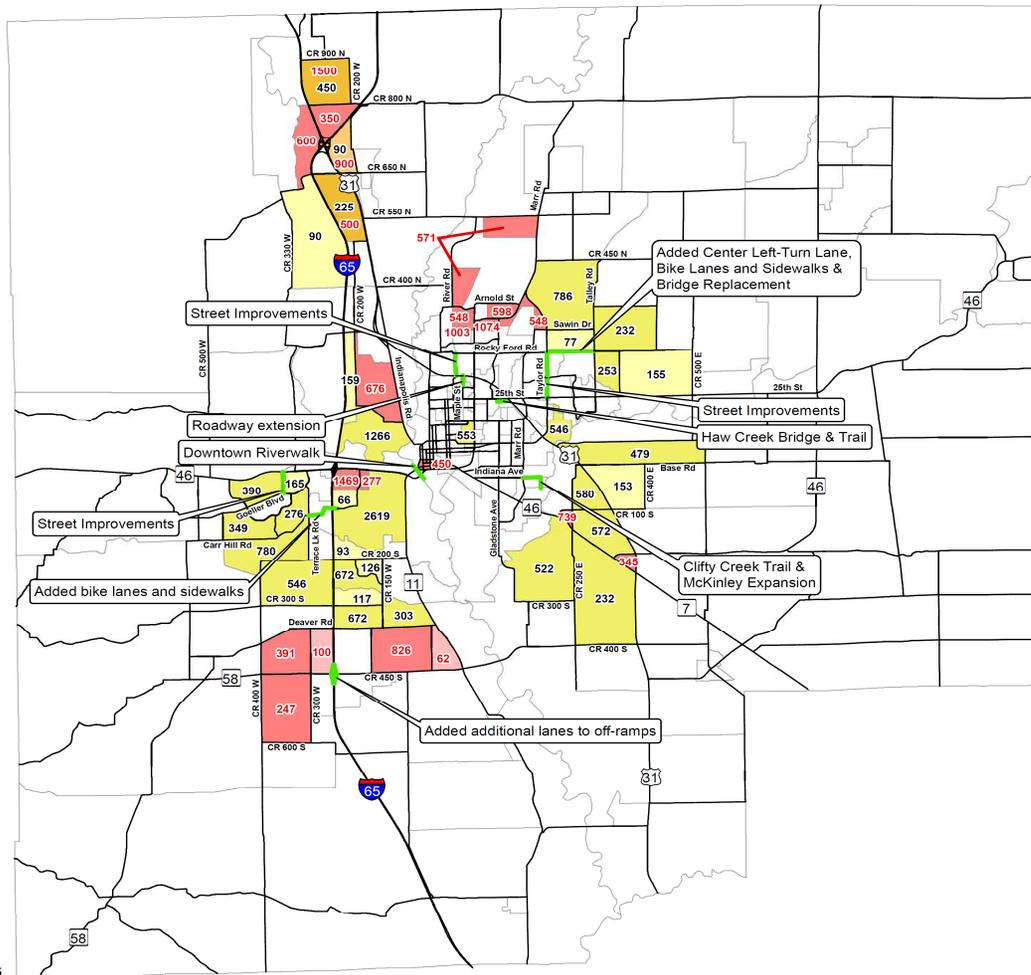
- High level, conceptual look at future growth patterns and the impacts
- Basis for a framework for policy development.
- Develop overall vision for
  - Land use scenarios
  - Multi-modal transportation improvements
- Goals and objectives are the guiding principles for scenario development.



# Scenario Evaluation

- Land Use Scenarios test alternative growth strategies
- Transportation Needs Scenarios test alternate highway and transit strategies
- Transportation and Land Use Scenarios can be tested concurrently or integrated simultaneously
- Evaluated using **qualitative** (e.g. participation) or **quantitative** approaches (e.g. modelling) or a combination of both:
- Scenarios should be **plausible**, internally **consistent with regional goals and objectives**

# Scenario # 1 : 2040 Base Development



## Population and Employment Growth

- Census Projections,
- Indiana Business Research Center (IBRC)
- Woods and Poole Data
- Columbus Strategic Growth Plan
- Other regional studies.

## Transportation Projects

- Based on TIP and previous LRTP

### Travel Model Network

- Roads
- Transportation Projects

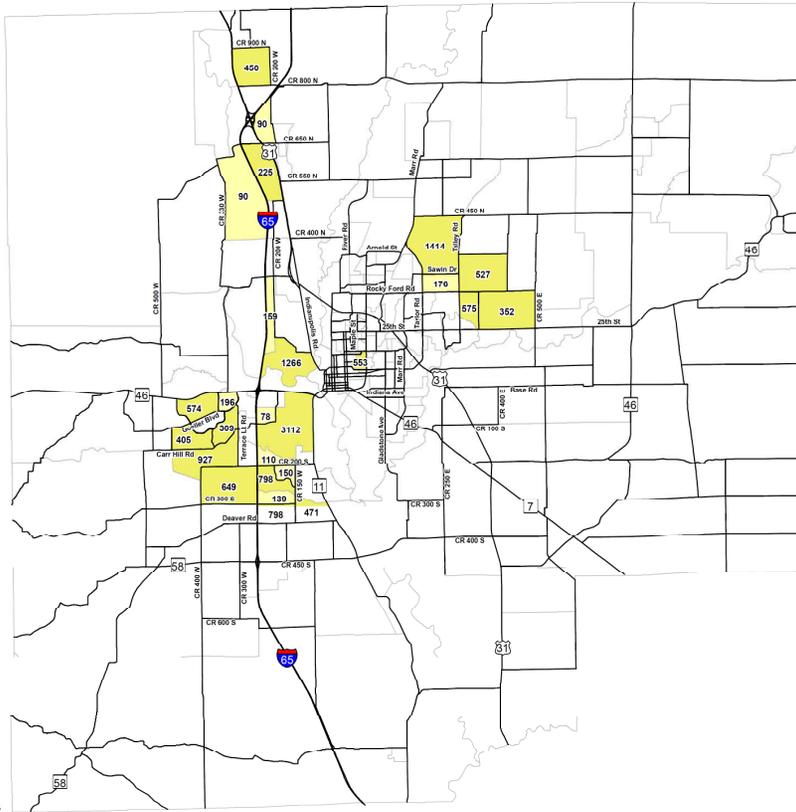
### Population Growth Allocation

- 0
- 1 - 200
- Over 200

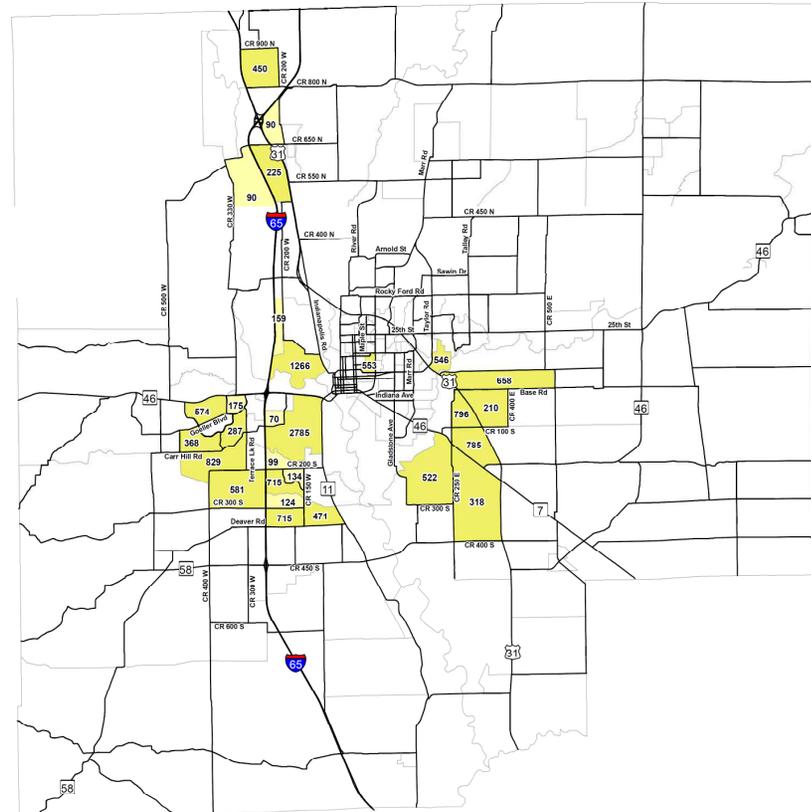
### Employment Growth Allocation

- 0
- 1 - 200
- Over 200

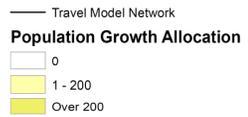
# Scenario # 1a and 1b: Land Use Scenarios



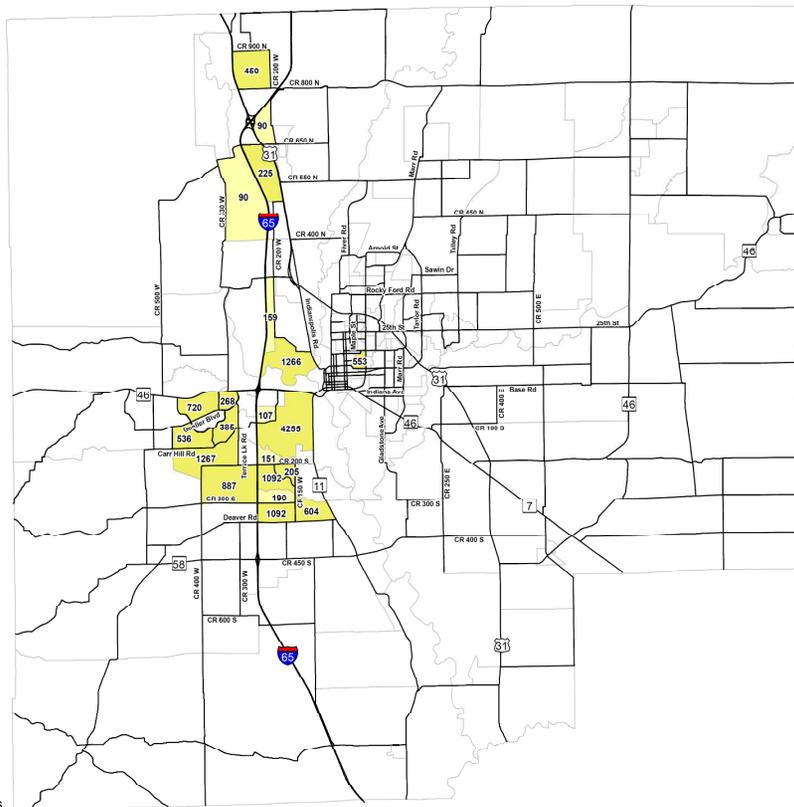
**1a – No Southeast Residential Growth**



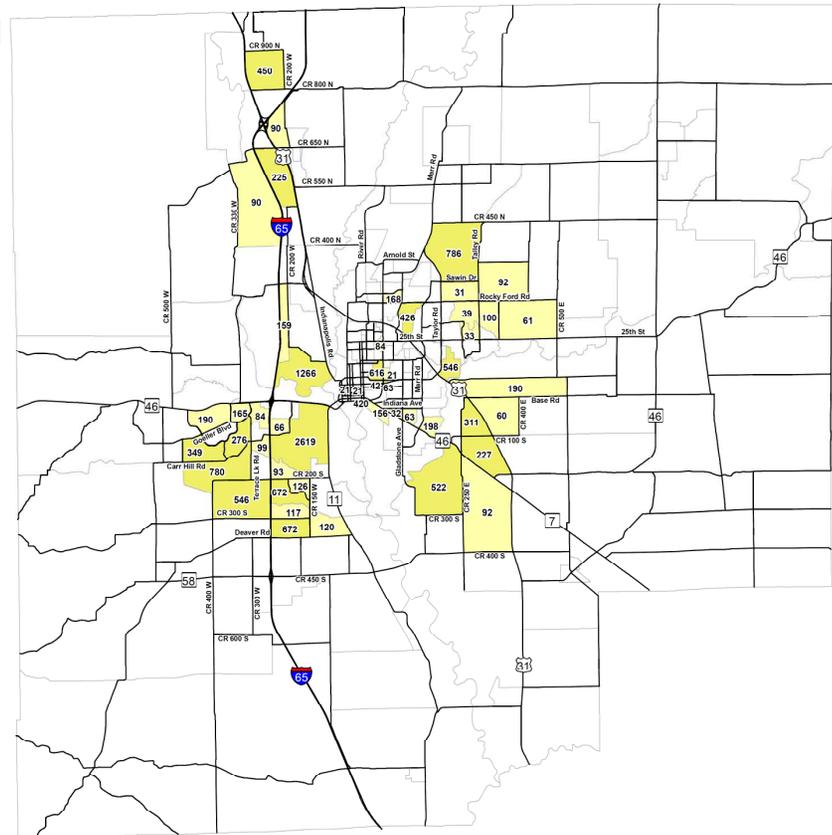
**1b – No Northeast Residential Growth**



# Scenario # 1c and 1d: Land Use Scenarios



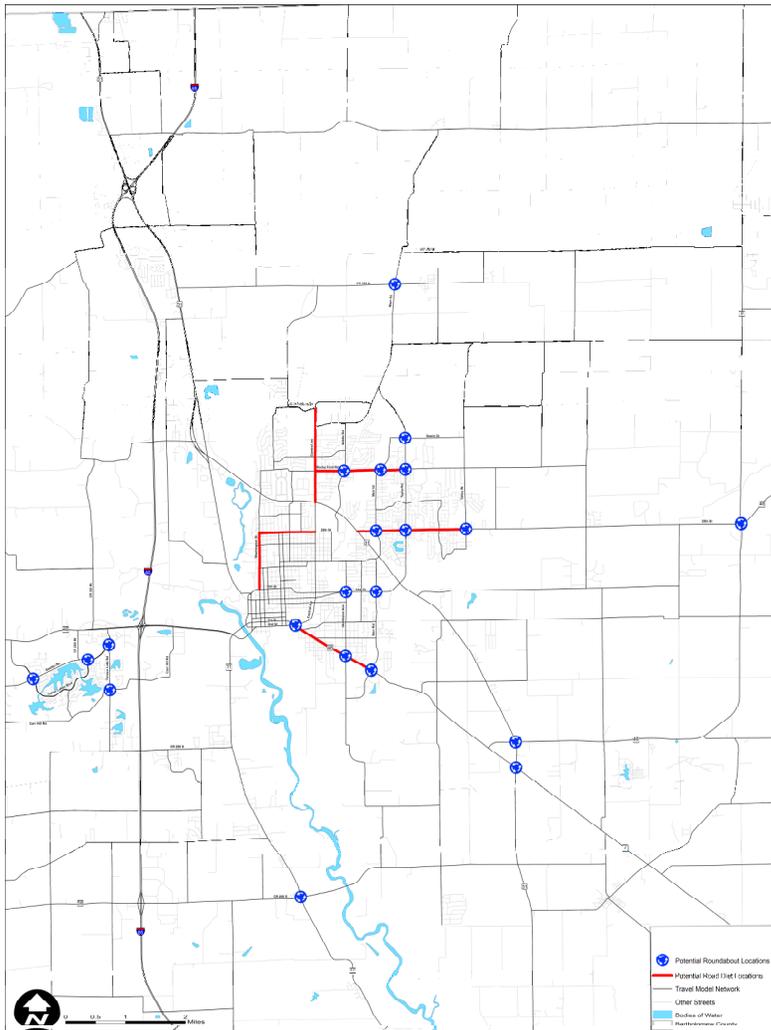
**1c – No Eastside Residential Growth**



**1d – Infill Development**

— Travel Model Network  
**Population Growth Allocation**  
 0  
 1 - 200  
 Over 200

## Scenario # 2 : Road Diets and Roundabouts



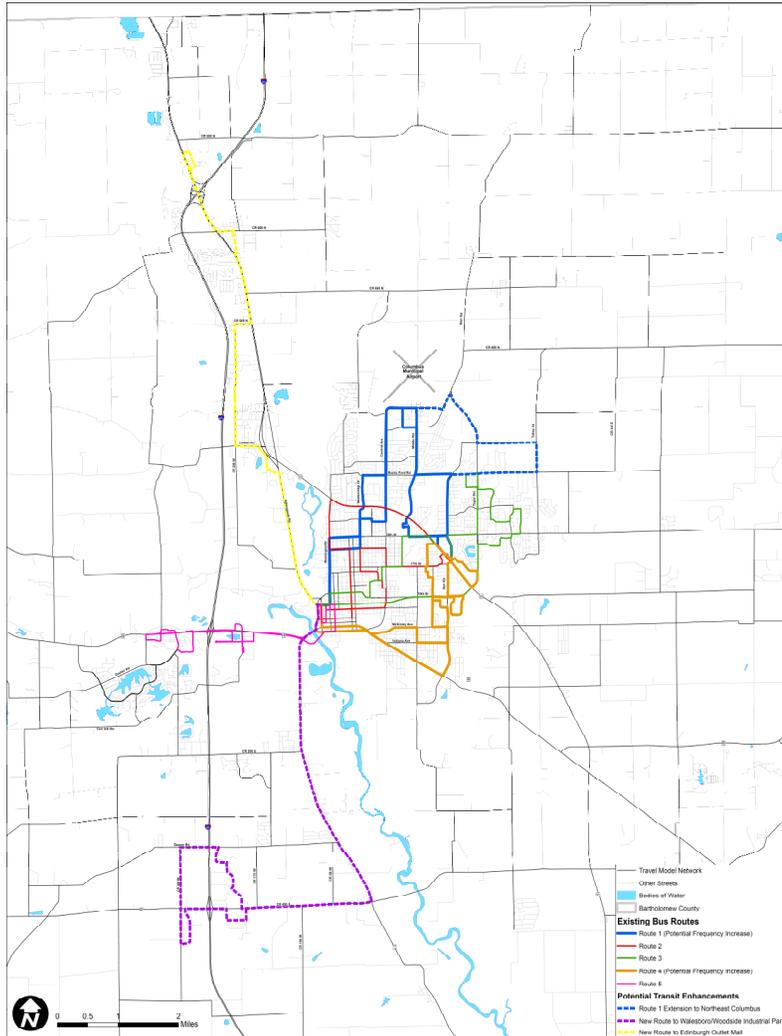
### Roundabouts

- Improved safety conditions
- Reduce delay and improve traffic flow
- Less expensive in the long run
- Less right-of-way needed

### Road Diets

- Increased safety for all roadway users
- Street beautification
- Increased economic activity
- Encourage multi-modal travel

# Scenario # 3 : Transit Enhancements



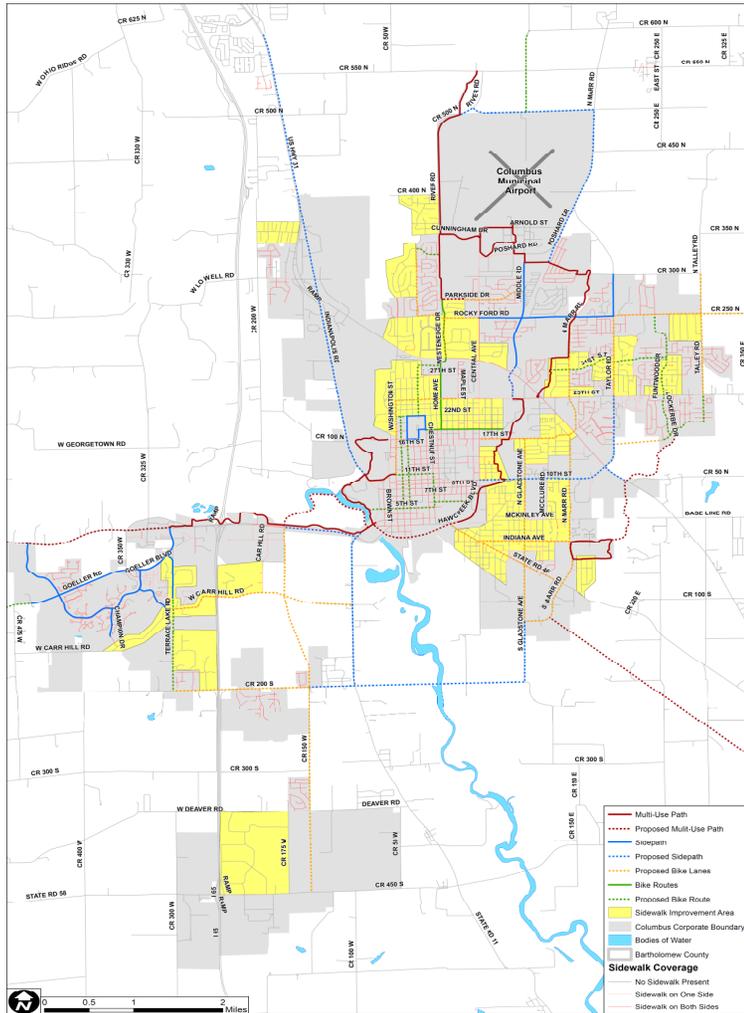
## Transit Enhancements

- Route 1 expansion (Blue line) to serve NE residential area
- New route to Woodside Industrial Park (roughly centered on I-65/CR 450 S intersection-exit 64)
- New route to Edinborough Outlet Mall

# Scenario # 4 : Non-Motorized Travel

## Non-motorized improvement

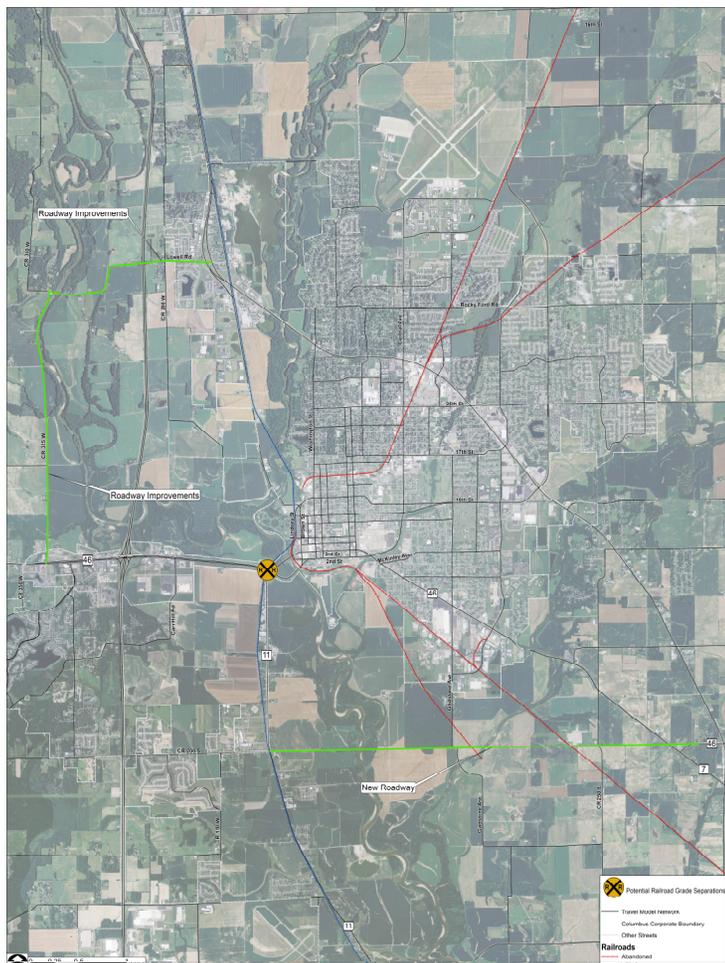
- Increased sidewalk coverage in residential areas
- New multi-modal connections between neighborhoods
- Additional bike paths/routes
- Based on the regional bike and pedestrian plan and inputs from CAMPO staff.



# Scenario # 5 : East-West Connection Scenario

## Enhanced West Side Connections

- Enhance connection between east and west side of town
- Proposed SR 46/SR 11 railroad overpass,
- CR 200 S extension, Jonesville Rd. to SR 46
- Lowell Rd/CR 325 improvements



# Next Steps

1. Evaluate Alternate Scenarios
2. Project Identification & Prioritization
3. Financial Plan
4. Long Range Transportation Plan Document

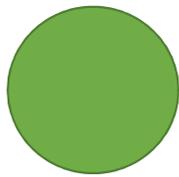


# Questions?

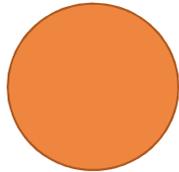
Columbus Area Metropolitan Planning Organization (CAMPO)  
123 Washington St.  
Columbus, IN 47201

(812) 376-2550

## Residential Growth Scenarios



**Preferred Option**



**Anticipated Option**