
The 2012 Annual Report

of the City of Columbus – Metropolitan Planning Organization

City of Columbus





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This Annual Report is prepared for the citizens of the City of Columbus and the following 2012 public officials:

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The Honorable Kristen Brown

Columbus City Council:

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Ryan Brand
Frank Jerome
Frank Miller
Tim Shuffett
Aaron Hankins
Jim Lienhoop*

CAMPO Policy Board:

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Executive Summary

Administration

Laurence Brown, former Transportation Planner for the Indiana Department of Transportation (INDOT), was hired as the Director of the Metropolitan Planning Organization (MPO) on April 10, 2012. The former MPO Director Kent Anderson left in November of 2011 for the Indiana Economic Development Corporation. The position was vacant for the first quarter of 2012.

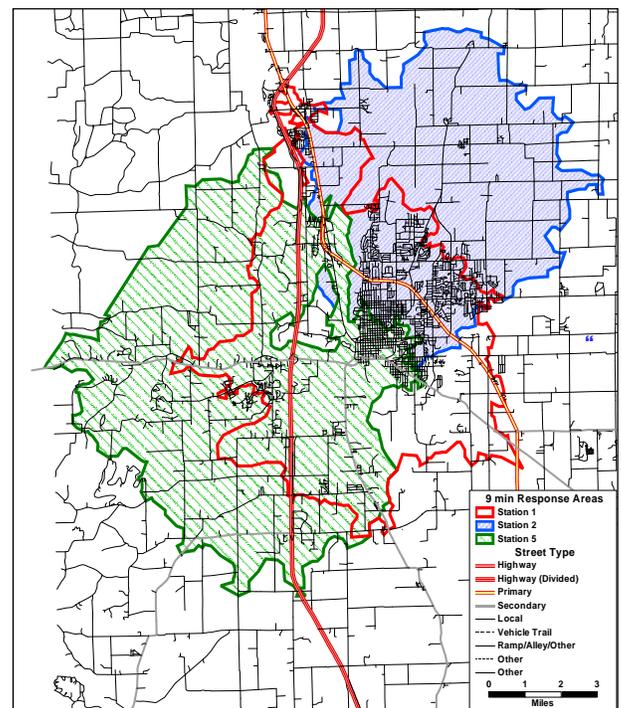
Columbus Urbanized Area Boundary

As part of the 2010 Census, CAMPO and all other MPOs in the state had to redefine their Urbanized Area Boundaries (UAB) based on the new census data and the needs of the community. This required an investigation of new areas of Columbus and Edinburgh that are now considered “urban,” some areas that are no longer considered urban, and some changes in the definition of urbanized areas. In December, a new boundary was developed and added very slightly to the Columbus Urbanized Area near Woodside Industrial Park, and removed and added some areas around Edinburgh.

Emergency Vehicle Response-Time Mapping

The former MPO Director had partially developed a Travel Demand Model of the Columbus and Bartholomew area. Laurence had spent five years at INDOT working on Travel Demand Models and had substantial expertise. As a result he was able to use the model to develop maps showing where emergency vehicles could reach within specific response times. Laurence worked extensively with Deputy Chief of EMT Mike Kutsko.

This information was used to determine where emergency vehicles should be located in order to have even coverage and to make sure desired response times could be met for all residents. This was the first use of the Travel Demand Model. When the model is completed in 2014, it will help determine future transportation needs for all modes of transportation.





Parking

A substantial part of CAMPO's summer was spent studying parking garages. The parking garages were managed by CDI, which was dissolving and the City was looking into how the garages were to be managed and how to maximize their use for the benefit of downtown. Laurence had experience with parking issues. CAMPO did parking studies of the Jackson Street Garage over the summer. CAMPO presented the results of these studies to the Redevelopment Commission.

CAMPO was also involved in identifying and hiring a parking garage consultant, ultimately hiring REI Real Estate to help the City determine the best course of action on the garages. CAMPO assisted REI in developing two reports, which were presented to the Redevelopment Commission, one on optimizing the use of the Jackson Street Garage (August 20), and one specific to the cost of operating both garages.

Laurence attended a Parking Conference in Michigan as well as started a parking stakeholder group that met a number of times in 2012 to discuss on-street and off-street parking issues in the downtown.





Boards, Committees and Meetings

Policy Board

The Policy Board members for 2012 are listed on the right side of the table of contents page. The CAMPO Director staffs this meeting. This involves developing resolutions to modify three documents that MPOs must keep up to date in order for transportation projects to move forward. The three documents are:

- Transportation Improvement Program (TIP) - This lists the projects, what agency is doing the project, the project phases (design, right-of-way, construction), when the phases will occur, how much they will cost and where the money is coming from. Projects can be road, transit, or bike/pedestrian projects.
- Statement of Work (SOW) – This states the planning projects that the MPO staff will do outside the administrative work. The 2011-2012 Statement of Work updated in the August 6, 2012 Policy Board meeting reflects many of the Planning projects described in this Annual Report. The 2013-2014 Statement of Work approved in the December 21st meeting reflects additional work plans.
- Metropolitan Transportation Plan (MTP) – This is a 20-year forecast as to what projects are going to be needed and built based on the expected funding.

CAMPO prepares these documents such that projects from each local agency – the City of Columbus, Bartholomew County and the State of Indiana – all can be heard and commented on by the public and local officials, and the official documents at INDOT can be updated such that the projects can move forward per federal regulations.

Committees

CAMPO is made up of two decision-making bodies that are required to exist per Federal regulation: the Policy Board and the Technical Committee. In 2012, the Technical Committee did not meet, but the Policy Board met three times: April 16, August 6 and December 21. The packets provided to the members and the minutes to these meetings can be found on the CAMPO website www.CAMPO.in.gov

The Policy Board has met on an as-needed basis prior to 2012 and in 2012. As of 2013, the Policy Board and the Technical Committee will meet quarterly. The Policy Board will meet on the 2nd Monday at 1:30



p.m. of each 3rd month, and the Technical Committee will meet on the 4th Thursday of the month prior to the Policy Board meetings.

Technical Committee

This committee is comprised of the engineers of government agencies that can tap into the Federal transportation dollars for projects in their jurisdiction. This group meets right before the Policy Board to make sure the right information is going to the Policy Board for approval.

Citizens Advisory Committee (CAC)

This is a third committee that Federal regulation contemplates as a possible committee of an MPO, but it is not required. CAMPO has never had a CAC, but it does exist in a number of MPOs around the state, and some are very successful at providing citizen input and improving policies in the administration of MPO duties. Such a committee is likely to be developed by CAMPO in 2013.

Transit Advisory Committee

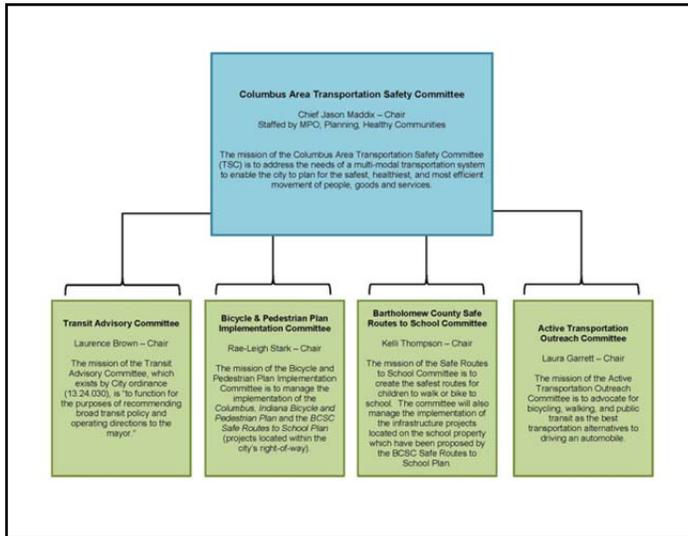
The Transit Advisory Committee exists by ordinance for Transit. It was only meeting on an as-needed basis, which may have been once per year. This is not an MPO committee per se, but because the MPO is committing significant resources in 2012 and 2013 to transit planning, CAMPO is organizing and staffing this committee of citizens and social-agency heads to get good input on changes to transit. It is meeting on a monthly basis and now has a formal membership with one year terms. This Committee has already been a major contributor to the development of the ADA Paratransit Plan.

Transportation Safety Committee

The MPO will lead and staff a team of community leaders and stakeholders focusing on transportation safety. This will include people from nearly every City Department, County Departments, school officials, elected officials and health and safety leaders. This group will look at all modes of travel including the vulnerable users such as bicyclists, pedestrians and transit users. This Committee will look at other communities around the nation and world that have successfully reduced crash-related injuries. The team will be a community wide effort that is led by the MPO, Planning staff and Healthy Communities.



Below is an organizational chart for this committee. Three of the four subcommittees already exist. The fourth committee (Active Transportation Outreach) was not developed by the end of 2012, but is being formed by Healthy Communities and has met twice in the first quarter of 2013. This committee does not duplicate, but complements the Mayor's Public Safety Coalition.



MPO Council Meetings

CAMPO attends monthly MPO Council meetings up in Indianapolis. These meetings bring all the MPOs in the state together to provide information exchange and to work closely with INDOT and the Federal Highway Administration (FHWA) for the benefit of MPOs and their associated areas.

Meeting Participation

CAMPO participates in a number of regular meetings locally – the Safe Routes to School Committee, and the Bike and Pedestrian Implementation Committee. Laurence has given presentations about the MPO and transportation planning for a number of local organizations and at a number of college classes on both the Indiana University and Purdue University campuses.



Transit Planning

Overview

CAMPO was involved with ColumBUS Transit in 2012. In March of 2012, ColumBUS Transit hired a new Transit Coordinator. CAMPO eagerly stepped in to see if ColumBUS Transit could use some help because FTA was soon to be performing their Triennial Review, which is a regulatory compliance audit that occurs once every 3 years.

CAMPO participated in the Triennial Review, helped to identify and hire a consultant to help respond and rectify the issues found, which were all fairly minor, but the issues did require substantial knowledge to respond in a timely fashion.

Call-a-Bus Software Grant

CAMPO applied for a special transit grant called the New Freedom grant. This is a competitive grant that is meant to help fund additional services beyond the requirements of the Americans with Disabilities Act (ADA) to provide transit for the disabled. CAMPO applied for software that would allow the Call-a-Bus system to run more efficiently. This software will help schedule rides, schedule bus dispatch, provide automated scheduling requests, provide the location of all the buses, and would automatically schedule the bus trips based on the location and availability of the buses.

In September, we were notified that we were awarded the grant for a \$60,000 purchase of software, which the Federal government would pay \$48,000 or 80%.

ColumBUS Transit Improvement and Expansion Plan

Columbus has grown substantially since ColumBUS Transit's inception some 35 years ago, but the transit system still has 4 fixed routes that run once an hour, and those routes are substantially the same as they were 35 years ago with only minor changes. ColumBUS Transit and CAMPO would like to move to a 30 minute frequency, add at least one other route to the West and possibly add more hours of service. All these cannot be done all at once because the resources are not available, but we would like to study these options for improving the fixed-route system, and develop a plan for their implementation.



In November, CAMPO distributed a Request for Proposals (RFP) for the ColumBUS Transit Improvement and Expansion Plan with these concepts in mind. We received three responses and a team of City staff determined Parson Brinckerhoff would consult on the project. The contract was signed before the end of 2012. The Plan has substantial public input opportunities. The Plan should be completed by the end of the summer of early fall of 2013. This is being funded and led by CAMPO.

2013 Americans with Disabilities Act (ADA) Paratransit Plan

The Call-a-Bus Paratransit system exists such that those who cannot use the fixed-route system because of a disability, are provided a curb-to-curb transit option that complements the existing fixed-route service. The existing service had grown beyond its purpose due to policies that did not successfully reserve the system for those that actually need it, and thus Call-a-Bus capacity was being exceeded, and those that actually need the service are not always able to get it.

CAMPO has led the development of a new ADA Paratransit Plan to make sure that our Call-a-Bus service is reserved for and available to those that need it. This new plan has been in the making since early 2012, but a case study of other systems around the state by CAMPO and the new ColumBUS Transit Coordinator revealed a number of issues still needing to be addressed at the end of 2012. We expect this new plan to be completed and adopted in the first quarter of 2013.

2012 Accomplishments

Bike and Pedestrian Plan Update

The current City of Columbus Bike and Pedestrian Plan was developed in 2008 and ultimately adopted in 2010. Since then, many communities throughout the nation and world have developed new types of infrastructure for bikes and pedestrians that did not exist just a few years ago. CAMPO would like to incorporate these new and improved bike/pedestrian concepts into the City's Bike and Pedestrian Plan.

With this in mind, CAMPO distributed a Request for Proposals in November to solicit a consultant to help incorporate these concepts into the existing plan. An evaluation committee chose Rundell Ernstberger



Associates as the lead with a subcontractor, Sprinkle, an engineering firm that has done bike/pedestrian plans throughout the United States. A contract was signed before the end of 2012.

This plan update will have numerous public input opportunities along with regular steering committee meetings. The plan is to focus on low-cost, on-street treatments in the core area of Columbus, and includes a complete sidewalk and pedestrian-environment inventory and the associated conditions of the sidewalks or lack thereof. The plan will consider bike lanes, bike boulevards, mid-block crosswalks, speed humps, raised crosswalks, bump-outs, road diets, contraflow bike lanes, bike boxes, to name a few, and will also look at existing one-way streets to see if it is beneficial to change them back to one-way.

State Street Corridor Study

The State Street corridor extends approximately two miles through the City of Columbus. State Street itself is also State Road 46 and features a total of five lanes of traffic. The properties adjacent to State Street feature a mixture of residential, commercial, industrial, and institutional uses. This area is aging and is not drawing new development. This study will review existing property, planning and transportation features, provide a market analysis, work with INDOT, property owners and meet with the public to create a land-use plan and streetscape that will fulfill the City's comprehensive plan to improve the economic viability of the area. Walkability, Transit-Oriented Development (TOD) and mixed-use will be important objectives in this study.

The Planning Department is leading this project; CAMPO is funding half of the project and is involved in the Steering Committee. Lakota Group was chosen as the consultant for this project. This project is expected to be completed in the fall of 2013.



Fourth Street

The Fourth Street streetscape was completed in 2012. The reconfiguration of Fourth Street was a collaborative effort of the MPO, Redevelopment Commission and the Office of the City Engineer. The MPO supported the project with 80% of Federal funds. 20% was provided by the Redevelopment Commission. The Fourth Street concept was substantially the brainchild of former MPO Director Kent Anderson.



ColumBEST Livability City Speaker Series

Laurence has brought some of the most renowned planners and transportation experts to Indiana in his Urban Planning Scholar Speaker Series, which he started as an employee of Indiana Department of Environmental Management (IDEM) in 2005; the series continues today through Health by Design (www.healthbydesignonline.org) Laurence brought in 14 of the most well-known scholars on these subjects over the next 4 years. Now, CAMPO brings a speaker series to Columbus. The series began in October with Todd Litman, the founder and Executive Director of the Victoria Transportation Policy Institute (www.vtppi.org) that is known throughout the world as one of the most prolific think-tanks on transportation policy and data analysis.

ColumBEST: Livable City Speaker Series
"Great Cities through Transportation"
A FREE Public Presentation with Todd Litman
Topics include:
• Downtown parking
• Transportation policies for vibrant downtowns
• Bike & Pedestrian safety and growth
• The relationship between transportation options and public health
Todd Litman is the Founder and Executive Director of Victoria Transportation Policy Institute. Mr. Litman is an internationally renowned transportation policy expert and author of *Parking Management Best Practices*. Learn more at: www.vtppi.org
JOIN US October 15, 2012 • 7:00 p.m.
Columbus City Hall, Meeting Hall
123 Washington Street • Columbus, IN
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