

Columbus and Bartholomew County Transportation Plan

CAMPO'S 2050 MTP



CITY OF COLUMBUS - BARTHOLOMEW COUNTY PLANNING DEPARTMENT
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Kimley»Horn



COLUMBUS AND BARTHOLOMEW COUNTY TRANSPORTATION PLAN



The Columbus and Bartholomew County Transportation Plan is the direct result of a collaborative effort between CAMPO Staff, local and regional stakeholders, partner agencies, and the public to identify community needs, establish shared goals, and guide transportation investments that support long-term mobility, safety, and economic vitality.

Other Partners that have contributed to the success of this plan include the Columbus Bicycle and Pedestrian Implementation Team (BPIT) and the Bartholomew Consolidated School Corporation's Safe Routes to School (SRTS) Task Force, Columbus Area Transit Advisory Committee (TAC), Camp Atterbury, Greater Columbus Indiana Economic Development Corporation, Columbus Regional Health, Columbus Area Chamber of Commerce, Lincoln Central Neighborhood Family Center, United Way of Bartholomew County, Foundation for Youth, Cummins, Ivy Tech Community College Columbus, Bartholomew County Veterans Office, Four Seasons Senior Living, and the Tipton Lakes Association

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CAMPO Technical Committee

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Steve Norman, Columbus Police Chief
Brian Payne, Columbus Municipal Airport Director
Roger Kelso, Columbus City Utilities Director
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Erica Tait & Paige Story, Federal Highway Administration - Indiana Division
Cecilia Crenshaw, Federal Transit Administration - Region 5

CAMPO Citizens Advisory Committee

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Steve Ruble
Paul Sowerby
Amanda Virostko

CAMPO extends its sincere appreciation to the residents, business owners, elected officials, and stakeholders who participated in the planning process and guided the development of this plan. Everyone's time, input, and effort are greatly appreciated.



ADOPTING RESOLUTION

RESOLUTION 2026-07

A RESOLUTION BY THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)
POLICY BOARD FOR THE PURPOSE OF

ADOPTION OF THE 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization responsible for transportation planning in the City of Columbus and Bartholomew County; and

WHEREAS, the CAMPO Policy Board consists of local elected and appointed officials who together represent the population of the entire Metropolitan Planning Area (MPA); and

WHEREAS, the development of a transportation plan, with a minimum horizon of 20 years, is a requirement and part of the continuing, comprehensive, and cooperative (3-C) planning process; and

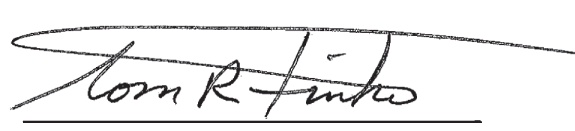
WHEREAS, the 2050 MTP was developed in accordance with Code of Federal Regulations (CFR) Title 23 Part 450.324, "Development and content of the metropolitan transportation plan,"; and

WHEREAS, the CAMPO Technical Committee, which is composed of specialists from local agencies including engineering, aviation, transit, police, parks, utilities, land use planning, and school transportation served as the MTP Steering Committee; and

WHEREAS, the Citizens Advisory Committee, a volunteer group of members of the public who are interested in transportation planning, provided feedback throughout the MTP process including reviewing the draft survey, survey results, priority projects, and the draft document; and

WHEREAS, the MTP was developed with public engagement strategies including in-person public open houses, online-engagement survey and interactive map, and 30-day comment period prior to the Policy Board meeting, all in accordance with the CAMPO Public Participation Plan (2025).

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the 2050 Metropolitan Transportation Plan (MTP) is hereby adopted, this the 13th day of July, 2026.


Tom R. Finke, Chair


Attest: Ashley E. Beckort, CAMPO Manager

CAMPO Policy Board

Bartholomew County Representatives

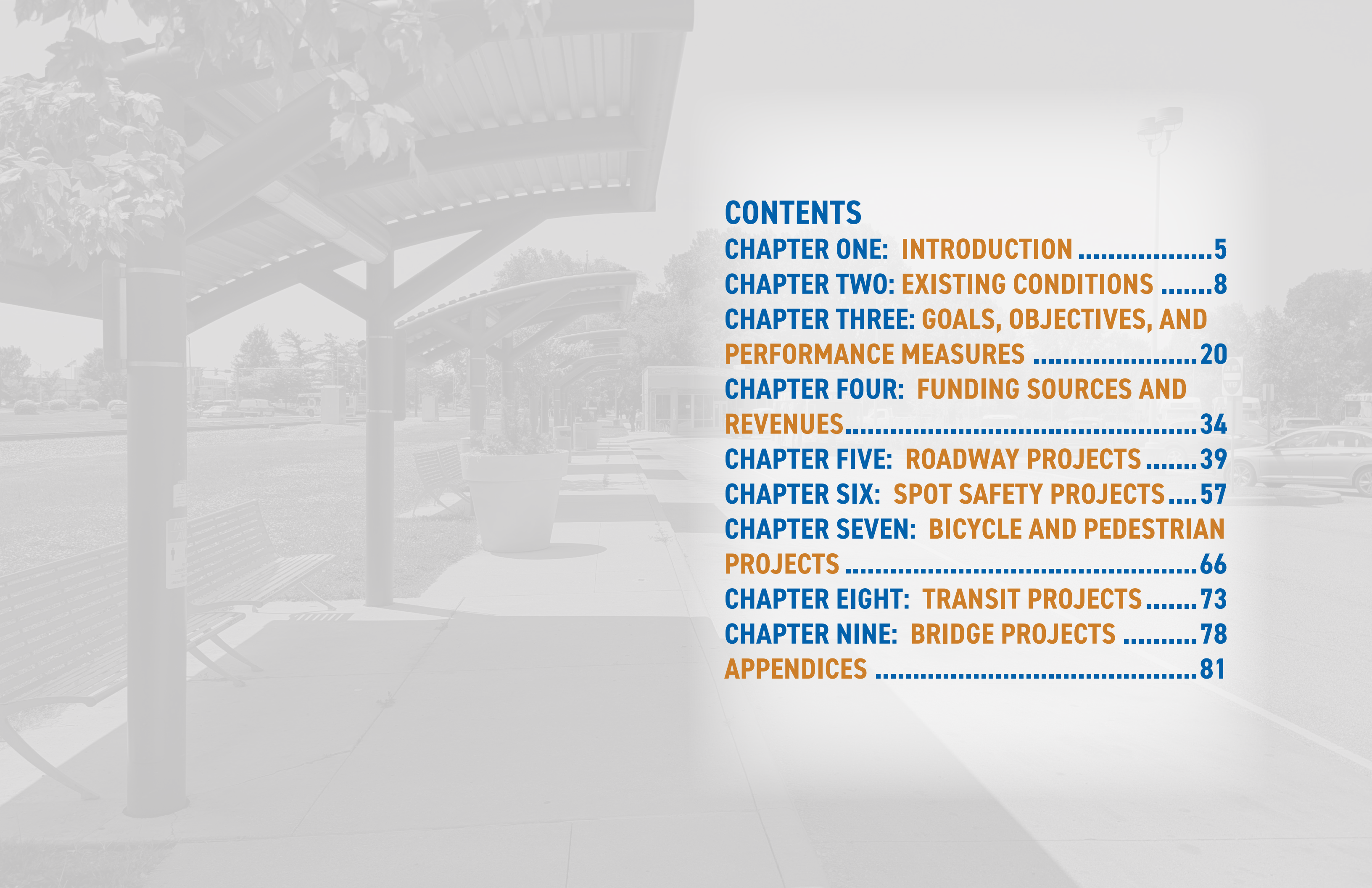
Tome Finke, Plan Commission Member (Chairperson)
Tony London, County Commissioner
Kim Bennett, County Council Member

City of Columbus Representatives

Dennis Baute, Plan Commission Member (Vice-Chairperson)
Mary Ferdon, Mayor
Tom Dell, City Council Member

Partner Agency Representatives

Becky Packer, Deputy Commissioner, INDOT Seymour District
Federal Highway Administration (Non-Voting Member)
Federal Transit Administration (Non-Voting Member)



CONTENTS

CHAPTER ONE: INTRODUCTION5

CHAPTER TWO: EXISTING CONDITIONS8

**CHAPTER THREE: GOALS, OBJECTIVES, AND
PERFORMANCE MEASURES20**

**CHAPTER FOUR: FUNDING SOURCES AND
REVENUES.....34**

CHAPTER FIVE: ROADWAY PROJECTS39

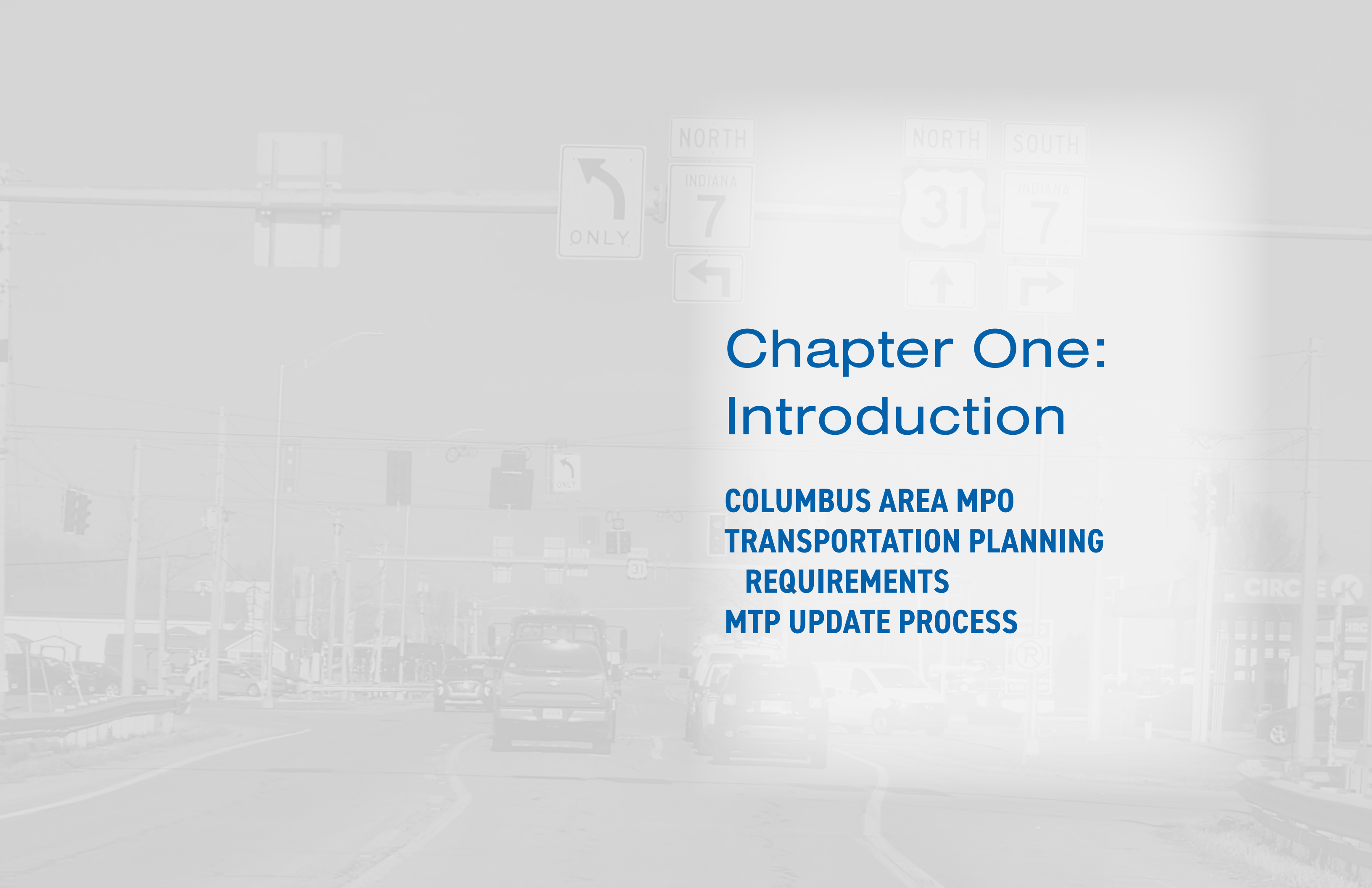
CHAPTER SIX: SPOT SAFETY PROJECTS57

**CHAPTER SEVEN: BICYCLE AND PEDESTRIAN
PROJECTS66**

CHAPTER EIGHT: TRANSIT PROJECTS73

CHAPTER NINE: BRIDGE PROJECTS78

APPENDICES81



Chapter One: Introduction

**COLUMBUS AREA MPO
TRANSPORTATION PLANNING
REQUIREMENTS
MTP UPDATE PROCESS**

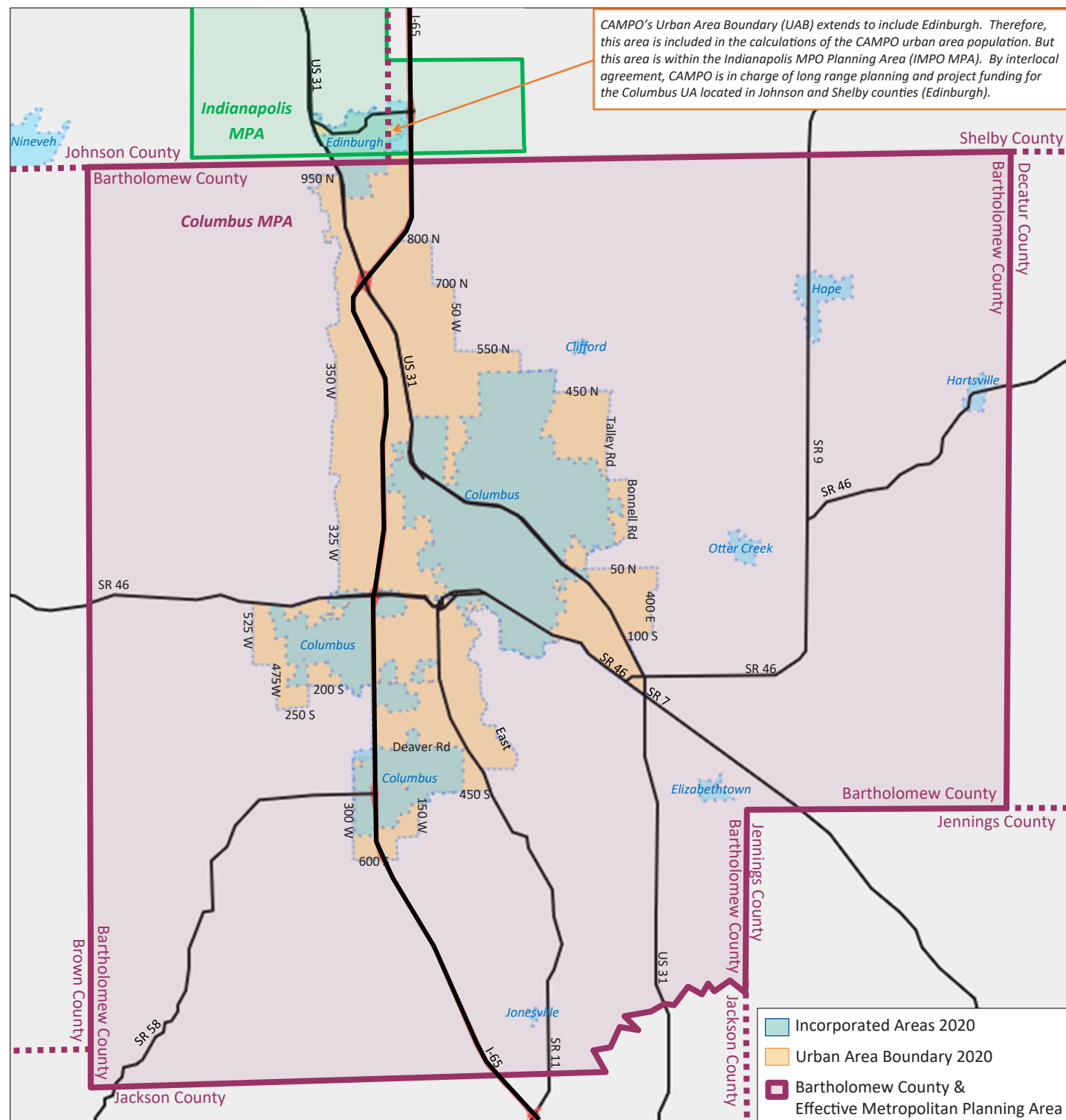


Figure 1: CAMPO Urban Area Boundary and MPA (Source: CAMPO Website)

Transportation infrastructure not only plays an integral role in supporting regional economic activities, but it is also essential to improving the quality of life for residents. The transportation system includes roads, transit, non-motorized facilities, and inter-modal facilities.

An efficient transportation system saves time and money for individuals and businesses, promotes safety, serves a crucial role in the production and distribution of goods, and supports economic growth. In an effort to provide transportation improvements, regional decision-makers face difficult challenges such as identification of system needs, prioritizing transportation investments, coordination among stakeholders, and securing funding.

The purpose of the Columbus Area Metropolitan Planning Organization's (CAMPO) Metropolitan Transportation Plan (MTP) is to assess existing transportation infrastructure in the Metropolitan Planning Area (MPA) and develop a strategy to maintain and enhance the area's transportation assets through the plan horizon year of 2050.

With input from CAMPO staff, local stakeholders, and the public, the plan identifies existing demographic characteristics, documents existing transportation facilities and needs, establishes a vision and goals for transportation, and prioritizes investments that help the CAMPO planning area achieve its vision and goals. The CAMPO 2050 MTP is an update to the 2045 MTP, adopted in 2021. The five-year revision cycle meets federal requirements and ensures that CAMPO's planning process regularly accounts for changing characteristics of the planning area.

COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION

Federal law requires all urban areas with populations of 50,000 or more to establish a Metropolitan Planning Organization (MPO) with the responsibility of conducting a continuing, cooperative, and comprehensive transportation planning process. CAMPO is the MPO for the City of Columbus and Bartholomew County, designated by the Governor of Indiana on February 27, 2004.

Immediately to the north of Bartholomew County, both Johnson and Shelby Counties are part of the neighboring Indianapolis MPA. However, since the town of Edinburgh is located across all three counties and is geographically closer to Columbus, both Edinburgh and surrounding areas in small portions of Johnson and Shelby Counties are considered part of CAMPO's urban area boundary. As a result, CAMPO is responsible for long range planning and project funding for those portions of Johnson and Shelby Counties as well.

CAMPO's Urban Area Boundary (UAB) extends to include Edinburgh. Therefore, this area is included in the calculations of the CAMPO urban area population. But this area is within the Indianapolis MPO Planning Area (IMPO MPA). By interlocal agreement, CAMPO is in charge of long range planning and project funding for the Columbus UA located in Johnson and Shelby counties (Edinburgh).

CAMPO is responsible for developing federally-mandated transportation planning documents. In addition to the MTP, these include the [Transportation Improvement Program \(TIP\)](#) and the [Unified Planning Work Program \(UPWP\)](#). The TIP is a five-year program that details all federally funded transportation projects as well as other regionally significant transportation projects that will be implemented from the MTP. The UPWP presents information

Figure 1 shows CAMPO's complete urban area boundary and MPA. Since no projects or needs were identified in the Edinburgh portion of the urban area, and since neither county nor the town participates in metropolitan planning as active members of CAMPO, subsequent maps in this MTP will focus on Bartholomew County.



on the transportation planning activities and the planning products developed by CAMPO in the current and subsequent calendar year. CAMPO also conducts other transportation planning activities which promote an efficient and effective intermodal transportation system.

CAMPO is directed by a [policy board and advised by a technical committee](#). The Policy Board is CAMPO's decision-making body, composed of elected and appointed officials from the City of Columbus and Bartholomew County, as well as representatives from the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA). The CAMPO Technical Committee is an advisory body, responsible for analyzing and reviewing transportation projects, commissioning reports, and advising the MPO Policy Board.

TRANSPORTATION PLANNING REQUIREMENTS

The CAMPO 2050 MTP addresses ten federally-required planning factors, as specified in 23 USC §134(h).

- ◆ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- ◆ Increase the safety of the transportation system for motorized and nonmotorized users.
- ◆ Increase the security of the transportation system for motorized and nonmotorized users.
- ◆ Increase the accessibility and mobility of people and freight.
- ◆ Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
- ◆ Enhance the integration and connectivity of the transportation system across and between modes throughout the State, for people and freight.
- ◆ Promote efficient system management and operation.
- ◆ Emphasize the preservation of the existing transportation system.
- ◆ Improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.
- ◆ Enhance travel and tourism.

In addition to the federal planning factors listed above, the 2050 MTP needs to align with statewide planning efforts. INDOT's long range transportation plan also includes seven goals that the CAMPO 2050 MTP addresses:

- ◆ Safe and Secure Travel: Move Indiana toward zero deaths and reduction of serious injuries by applying proven strategies and enhancing the safety and security of our transportation system for all users.
- ◆ System Preservation: Going beyond taking care of what we have and maintaining our multimodal transportation system and infrastructure in a state of good repair.
- ◆ Economic Competitiveness and Quality of Life: Enhance the competitiveness of Indiana's economy as the "Crossroads of America" through strategic multimodal transportation investments, reducing transportation costs, and the safe and efficient movement of people and goods.
- ◆ Multimodal Mobility: Maximize the performance of our transportation system, ensuring efficient movement of people, goods, and regional connectivity by enhancing access to different modes of transportation.
- ◆ Environmental Responsibility: Minimize the potential impacts of the transportation system on the natural

and human environment.

- ◆ New Technology and Advancements: Develop and deploy advanced transportation technologies and embrace a broad-based, comprehensive research program to plan for the future.
- ◆ Strategic Policy Actions: Address multiple goal areas through key policy initiatives.

METROPOLITAN TRANSPORTATION PLAN UPDATE PROCESS

The CAMPO MTP update identifies the long-term vision of the MPA and provides the framework for future maintenance of the transportation network. Two committees guided the MTP update. The CAMPO Technical Committee served as the MTP Steering Committee, responsible for providing direction during plan development and review of the MTP. The Citizen Advisory Committee, composed of volunteers who live and work in the CAMPO planning area, also convened during the MTP update to provide feedback on the plan as well as specific aspects of the long-range planning process, such as public engagement strategy and project scoring and prioritization. Both committees met four times over the course of the 2050 MTP update.

The update began with a review of the existing transportation system within the CAMPO planning area. The review included an analysis of [socio-economic conditions](#), review of existing plans and policies, and an inventory of existing infrastructure. This information was documented and incorporated into the CAMPO planning area [travel demand model](#). Given these existing conditions, transportation needs were identified throughout the CAMPO planning area through a combination of data analysis, stakeholder feedback, and public input.

From the identification of existing conditions and needs, stakeholders both identified project opportunities and provided input to refine plan goals and objectives from the previous MTP update. This input was used to develop a consistent approach for project scoring to evaluate project opportunities and identify the ones that address [MTP goals and objectives](#) best. Planning-level cost estimates were developed for these projects so that they could be incorporated into a revenue and funding assessment and fiscally constrained project implementation framework. These projects were also incorporated into the travel demand model to quantify the anticipated impacts to the planning area transportation network.

Throughout the MTP development process, the public was able to provide input at two in-person [open house](#) public meetings held in November 2025 and April 2026, as well as via an [online survey](#) and interactive map available from November 2025-January 2026. The draft MTP was also made available for online public comment over a 30-day period in summer 2026, consistent with CAMPO's approved Public Participation Plan (PPP).

