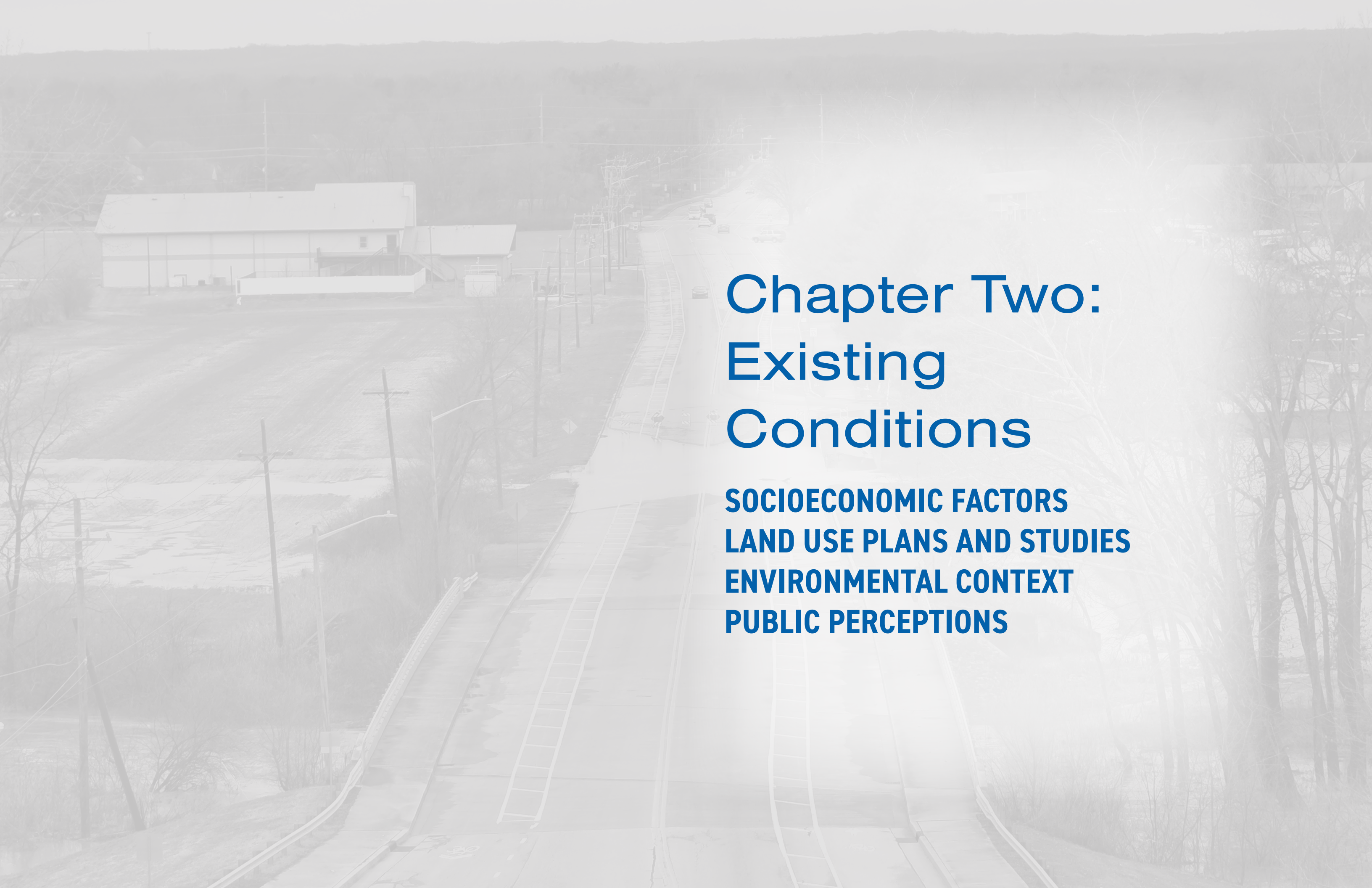




Chapter Two: Existing Conditions

**SOCIOECONOMIC FACTORS
LAND USE PLANS AND STUDIES
ENVIRONMENTAL CONTEXT
PUBLIC PERCEPTIONS**



SOCIOECONOMIC FACTORS

The CAMPO MPA is a vibrant and diverse area experiencing growth that is expected to continue for the foreseeable future. There is a strong relationship between community demographics, socio-economic factors, land use, and transportation infrastructure. The distribution of population in the area; household characteristics such as age, income, and vehicle ownership; employment growth by sector; and commute-to-work patterns have a direct impact on the travel demand and dictate the future needs of the transportation system. Population and employment information examined as part of the socioeconomic analysis was used to update CAMPO's travel demand model, which has been used to analyze the impact of projects included in the MTP.

OVERALL POPULATION CHARACTERISTICS

According to the [Hoosiers by the Numbers](#), the CAMPO MPA has an estimated population of 84,741 for 2024, residing in 32,984 households, with an average household size of 2.55 persons. The remaining 1.5% percent of the population in the planning area reside in group quarters, which include correctional facilities, senior housing, college dormitories, and nursing homes. Of this population total, 52% is male and 48% is female.

The population forecasts for the MTP horizon year of 2050 were generated using multiple sources including the historic growth trend lines from Census data, and projections presented by Hoosiers by the Numbers while using growth calculations with 2024 population as a baseline and an assumed growth rate of 0.36% annually from past data. [Figure 2](#) shows the historical growth of population in Bartholomew County and the City of Columbus over the past seven decades. The population in the CAMPO MPA is estimated to grow at a 0.36% annual rate, resulting in a forecasted total population of 93,040 by the year 2050. Additional detail on projected population growth is included in the [CAMPO travel demand model](#).

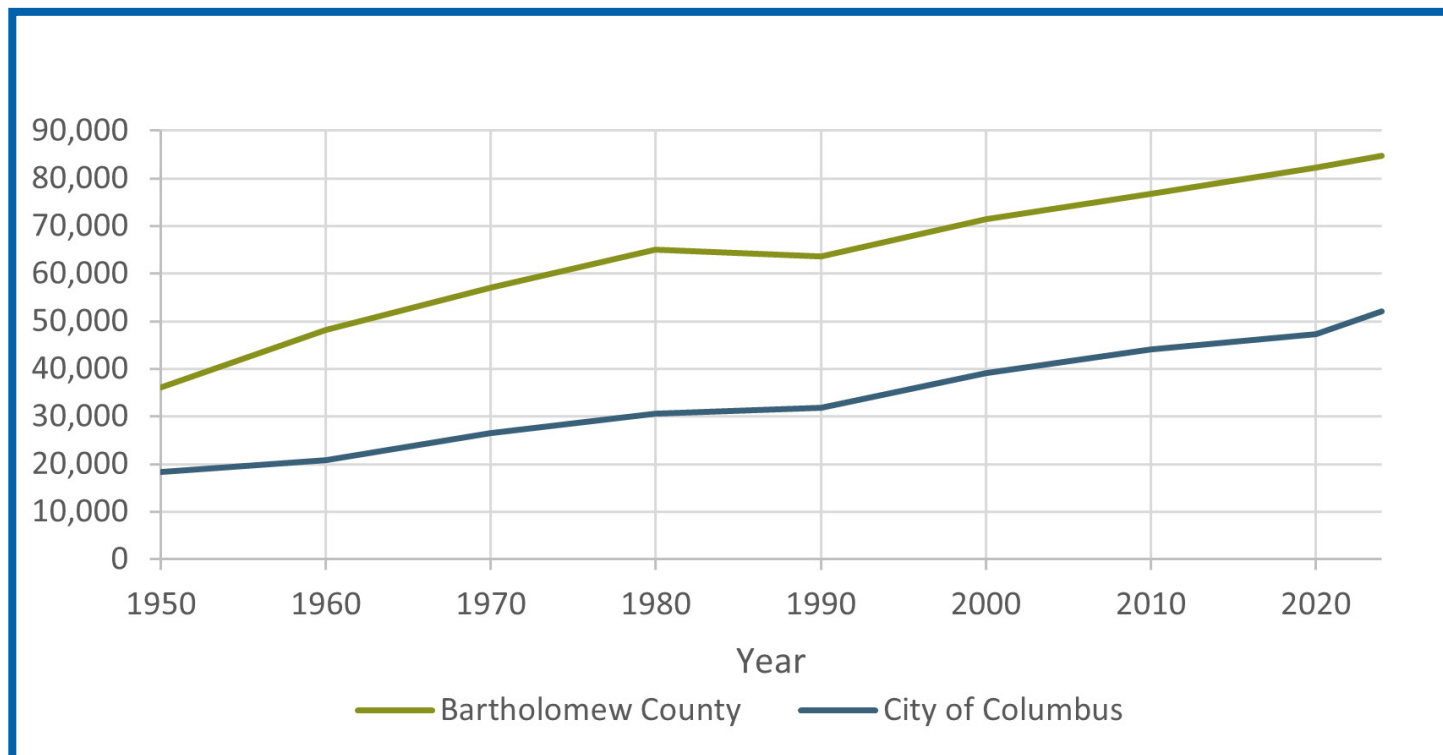


Figure 2: Historical Population Growth in the MPA

The area's age distribution has significant impacts on housing needs and transportation planning. Older populations generally require different housing than younger populations, as well as more transit and medical facilities. [Figure 3](#) groups the population by age with similar transportation needs using information obtained from the 2024 Hoosiers by the Numbers population data. Roughly 24% of the population of the CAMPO MPA are children, and about 17% of the population are seniors. The median age of the CAMPO MPA population is 38 years old, slightly younger than Indiana's median age of 38.3 and the US median age of 39.2.

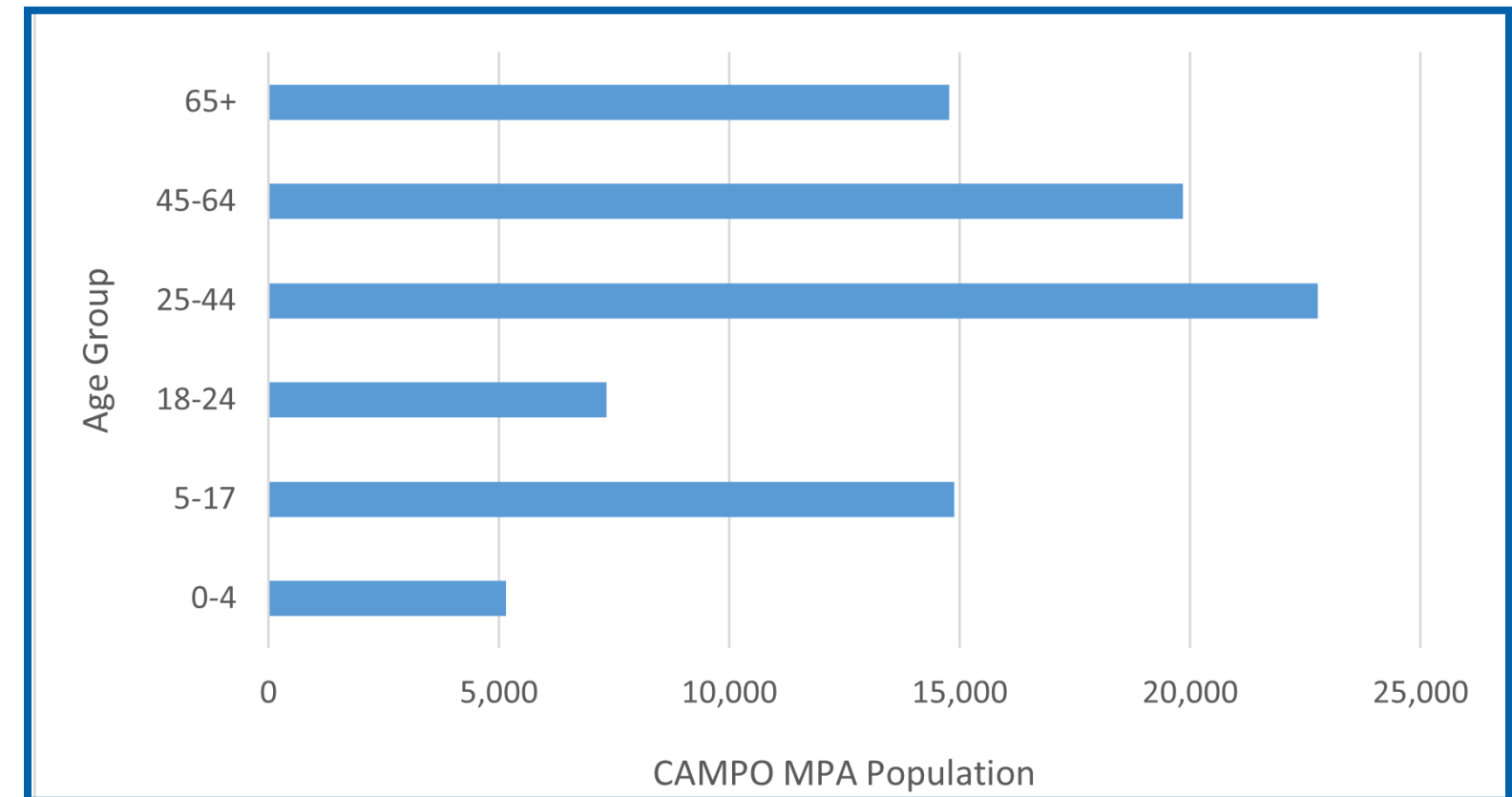


Figure 3: Age Pyramid in the MPA



RACIAL COMPOSITION

The racial makeup of the population in the CAMPO MPA is predominantly white. Based on US Census estimates, the CAMPO MPA is slightly less racially diverse than the average for Indiana or for the United States. The CAMPO MPA in 2024 was 86.5% white alone, according to Hoosiers by the Numbers estimates. By comparison, Indiana was 83.2% white alone in 2024. [Figure 4](#) shows the racial composition of the CAMPO MPA.

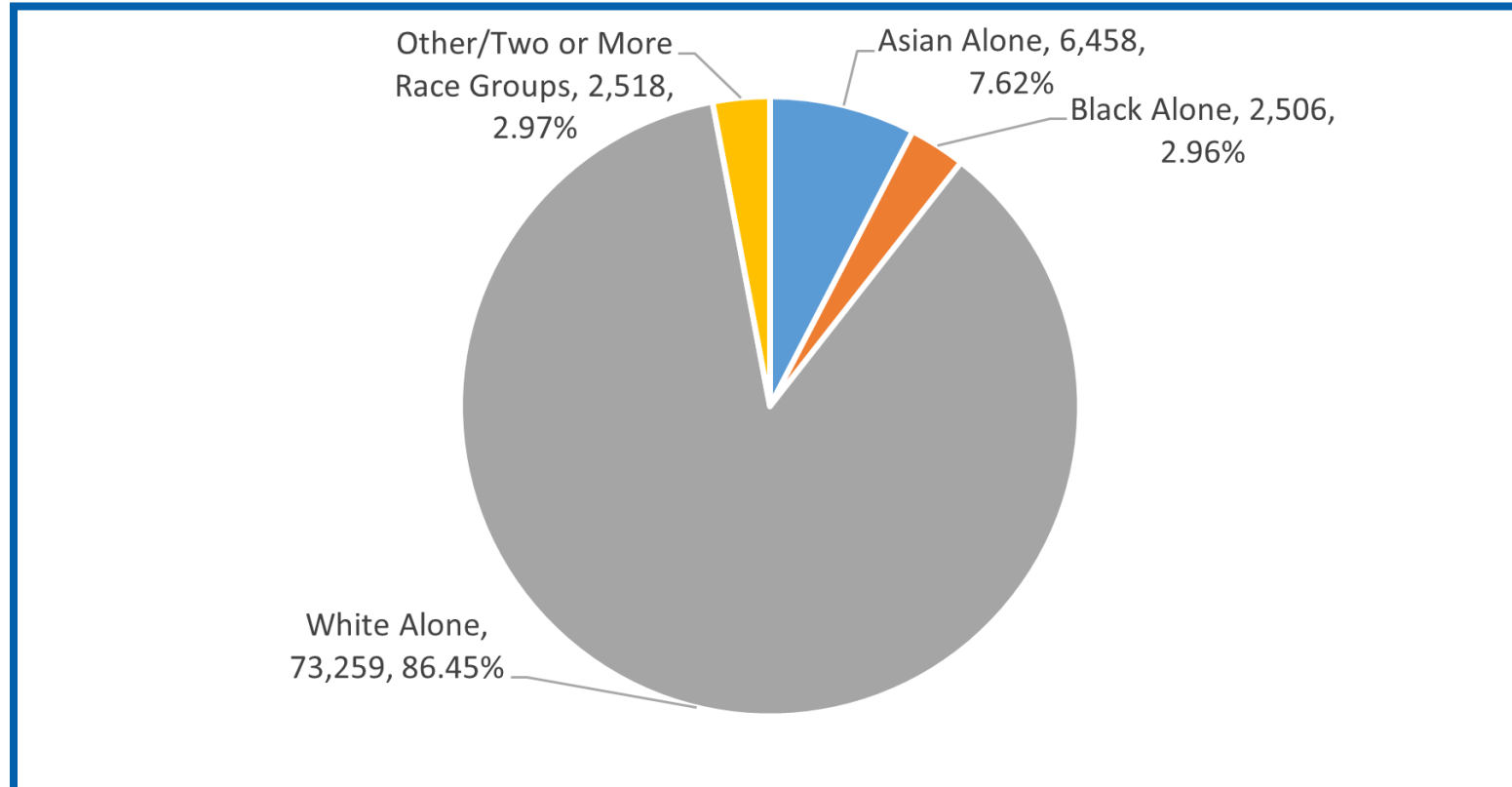


Figure 4: Racial Composition of the CAMPO MPA, 2024

INCOME AND EDUCATION

As part of the planning process, identifying population groups in terms of income and education is important to evaluate alternate transportation options that can meet the mobility needs of a variety of users of the transportation system in the CAMPO MPA. Household income, for example, has a direct impact on travel demand and is an important indicator for the needs of alternate transportation options. Lower-income households are more likely to be dependent on public transit as a primary mode of transportation. Alternatively, higher income households generate twice as many daily vehicle trips compared to lower income households.

[Figure 5](#) below shows some key indicators available through [Stats America](#) from the CAMPO MPA regarding these population groups and compares them to statewide data. In general, the CAMPO MPA has a higher median household income, lower poverty rate, and higher level of educational attainment among its population than Indiana overall.

Figure 5: CAMPO MPA and Indiana Income and Education Indicators

STATISTICS CATEGORY	CAMPO MPA STATISTICS (2023)	INDIANA STATEWIDE DATA (2023)
Median Household Income	\$79,870	\$69,458
Poverty Rate	10.0%	12.2%
Percent of Adults 25+ with a High school Diploma	92.1%	90.2%
Percent of Adults 25+ with a Bachelor's Degree	35.4%	28.8%

EMPLOYMENT CHARACTERISTICS

[Figure 6](#) presents the 2024 employment sector breakdown for the CAMPO MPA. This data was obtained from Hoosiers by the Numbers. As can be seen in [Figure 6](#), manufacturing is the largest industry in the MPA, followed by government services, retail, and healthcare. Currently more than 38% of the employment (19,255 employees) in the CAMPO MPA is in manufacturing, compared to 9% in the United States as a whole. With more than four times the national average, the manufacturing sector will continue to play a prominent role in transportation planning in the CAMPO MPA. Similarly, with Camp Atterbury located in the northwest corner of the CAMPO MPA, the federal government employment sector will continue to impact transportation planning locally. Additional detail on projected employment growth is included in the [CAMPO travel demand model](#).

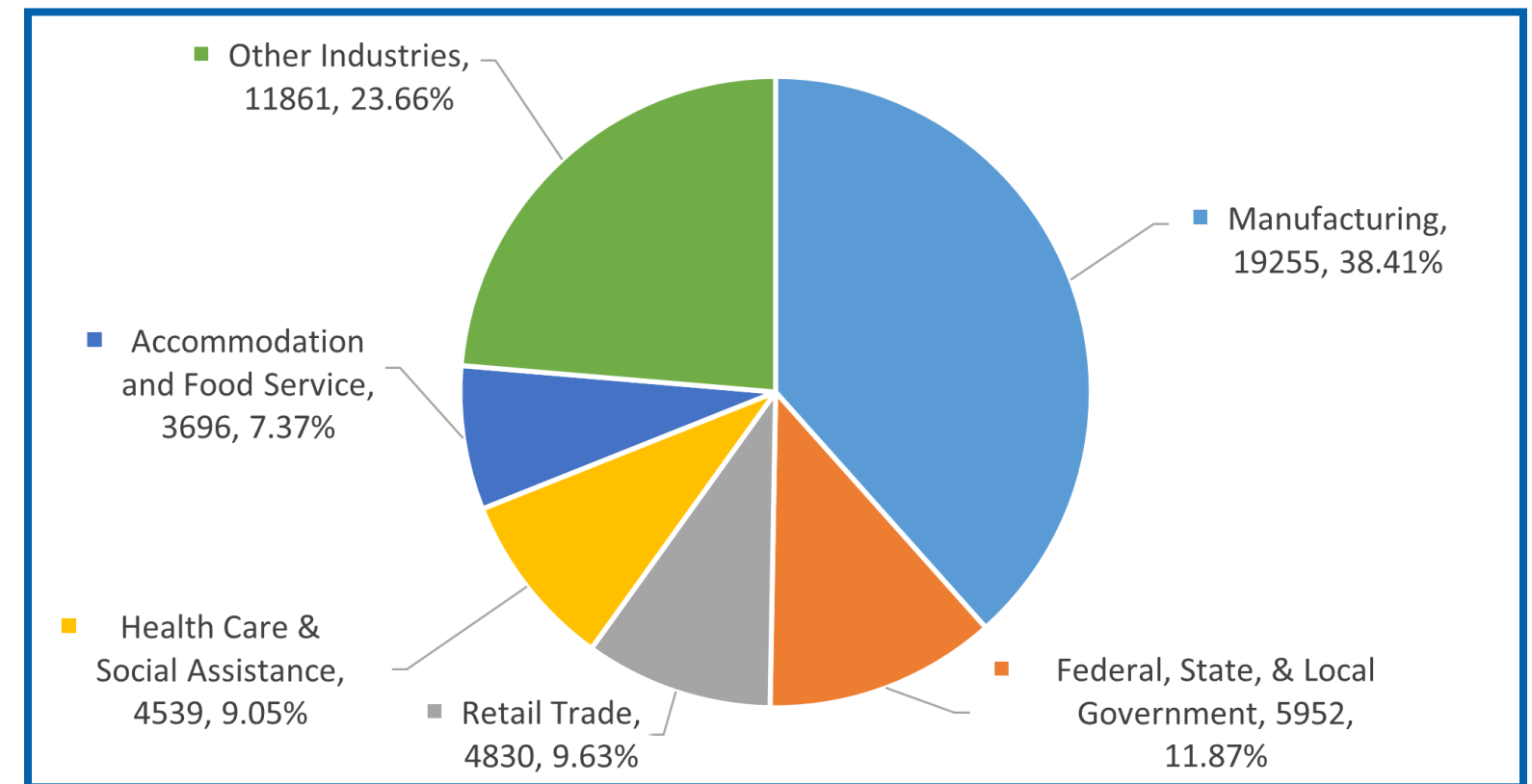


Figure 6: 2024 Employment by Sector in the CAMPO MPA



COMMUTE TO WORK PATTERNS

It is important to understand the commuting patterns as part of the planning process. [Figure 7](#) presents the commuter patterns for Bartholomew County, based on 2022 data from Hoosiers by the Numbers. About 20% of the Bartholomew County workers (12,164 workers in total) commute from outside the county, mainly from Jackson, Jennings and Johnson Counties. Approximately 10% of people residing in Bartholomew County commute to other counties for work, mainly to Jackson, Marion, and Johnson Counties. These patterns are largely a result of the high availability of manufacturing and healthcare jobs in the CAMPO MPA, and the connectivity that Interstate 65 provides from Bartholomew County to other counties to the north and south.

In addition to commuter patterns, mode of travel to work and vehicle ownership are important factors to understand the travel needs and to assess the availability of alternatives to automobiles in the MPA. This data is also provided by Hoosiers by the Numbers from 2024. About 2.1% of workers 16 years and older (about 890 people total) in the CAMPO MPA do not have a vehicle available to them, compared to 6.46% of households in Indiana and 8.43% of households in the United States. Figure 8 provides a breakdown of how residents of the CAMPO MPA travel to work. The MPA is predominantly automobile-oriented, and the average one-way travel time to work across all modes is 21.5 minutes. For transit users, the average commute time is 25.5 minutes. Both of these commute time numbers are provided by Hoosiers by the Numbers from 2024.

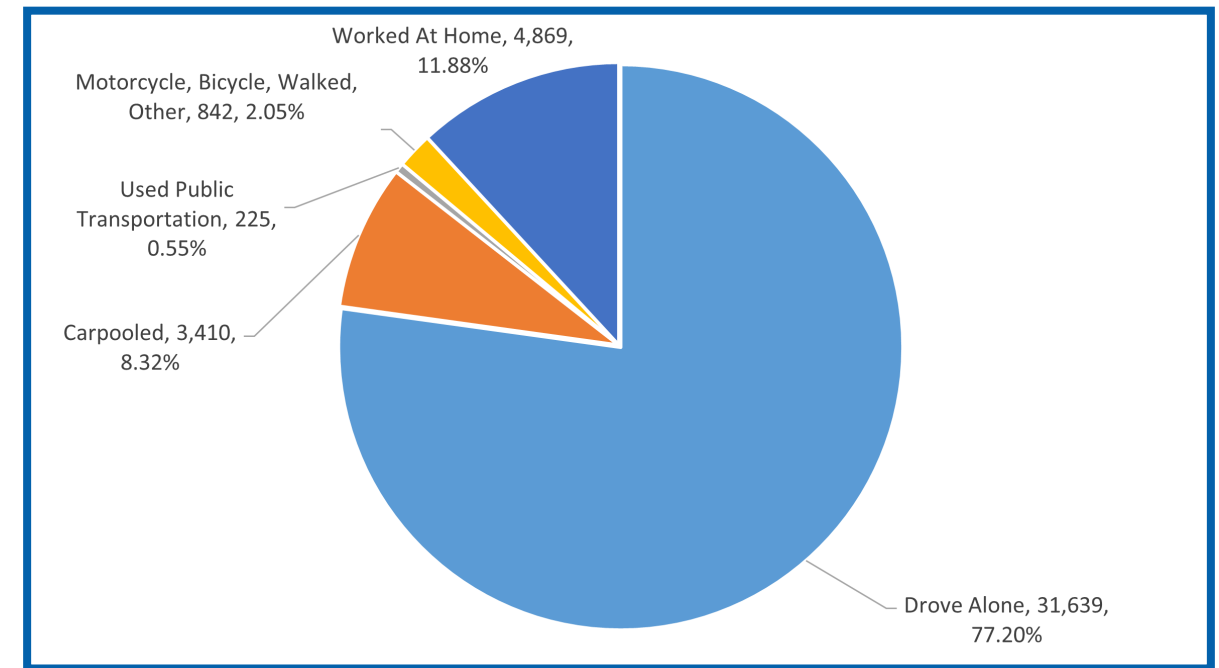


Figure 8: Travel to Work Mode Splits for the CAMPO MPA

LAND USE PLANS AND STUDIES

There is a strong and fundamental relationship between land use planning and transportation planning. While transportation planning decisions affect land use development, land use conditions also have an impact on travel demand.

Transportation infrastructure, mobility needs and accessibility features differ by land use type. Manufacturing and industrial land uses require direct connections to interstates via wide roadways to support truck traffic. Residential and institutional land uses, such as schools, require low travel speeds and facilities that provide options among all travel modes. Commercial land uses benefit from convenient accessibility and connections to residential land uses. Land use patterns are commonly impacted by factors such as population and economic growth, planning and zoning policies, housing costs, transportation investments, and geographic or topographic conditions.

Topography significantly influences the pattern of development in the CAMPO MPA. The portion of Bartholomew County to the east of Columbus is relatively flat and consists of agricultural lands. This area has been designated in the Bartholomew County comprehensive plan as Agriculture Preferred, with the goal of maintaining this area primarily for farming. The southwest portion of the county consists of rolling hills which are not as conducive to crop production. This topography has resulted in substantial residential development west of the East Fork of the White River ranging from the development at Tipton Lakes to broader development of rural homesites across Bartholomew County. Favorable topography will also lead to continued development in the southwest portion of the county.

Land use planning in the CAMPO MPA is primarily the responsibility of the City of Columbus and Bartholomew County. Each jurisdiction's comprehensive plan addresses local land use and transportation issues and establishes a basis for future development, making them crucial inputs into the CAMPO long-range planning process.

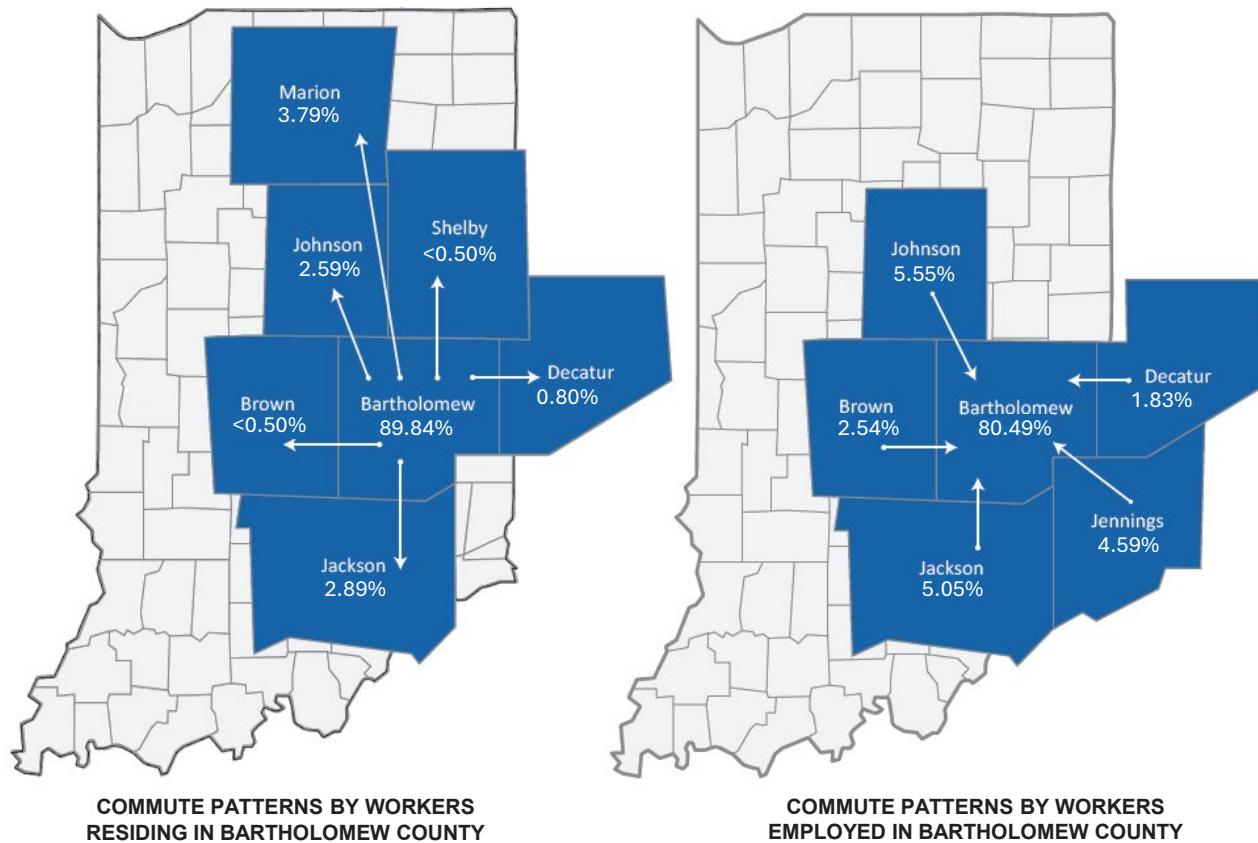


Figure 7: Commute Patterns from Nearby Counties



CITY OF COLUMBUS COMPREHENSIVE PLAN

The [City of Columbus Comprehensive Plan](#), which applies to the City of Columbus and its extraterritorial jurisdiction, currently includes nine separate elements adopted over a period of several years beginning in 1999. As the comprehensive plan has evolved, more detailed elements have been added for specific geographic areas and topics. The 2023 City View District Plan, the element of the Comprehensive Plan adopted most recently, is an example of one of the plan elements created for a specific geographic area. [Figure 9](#) presents the future land use map for the City of Columbus. As of March 2026, The City of Columbus has published five neighborhood- and corridor-specific plans as elements within the City Comprehensive Plan that specify desired development to a greater level of detail than in other locations throughout Columbus:

Core Elements:

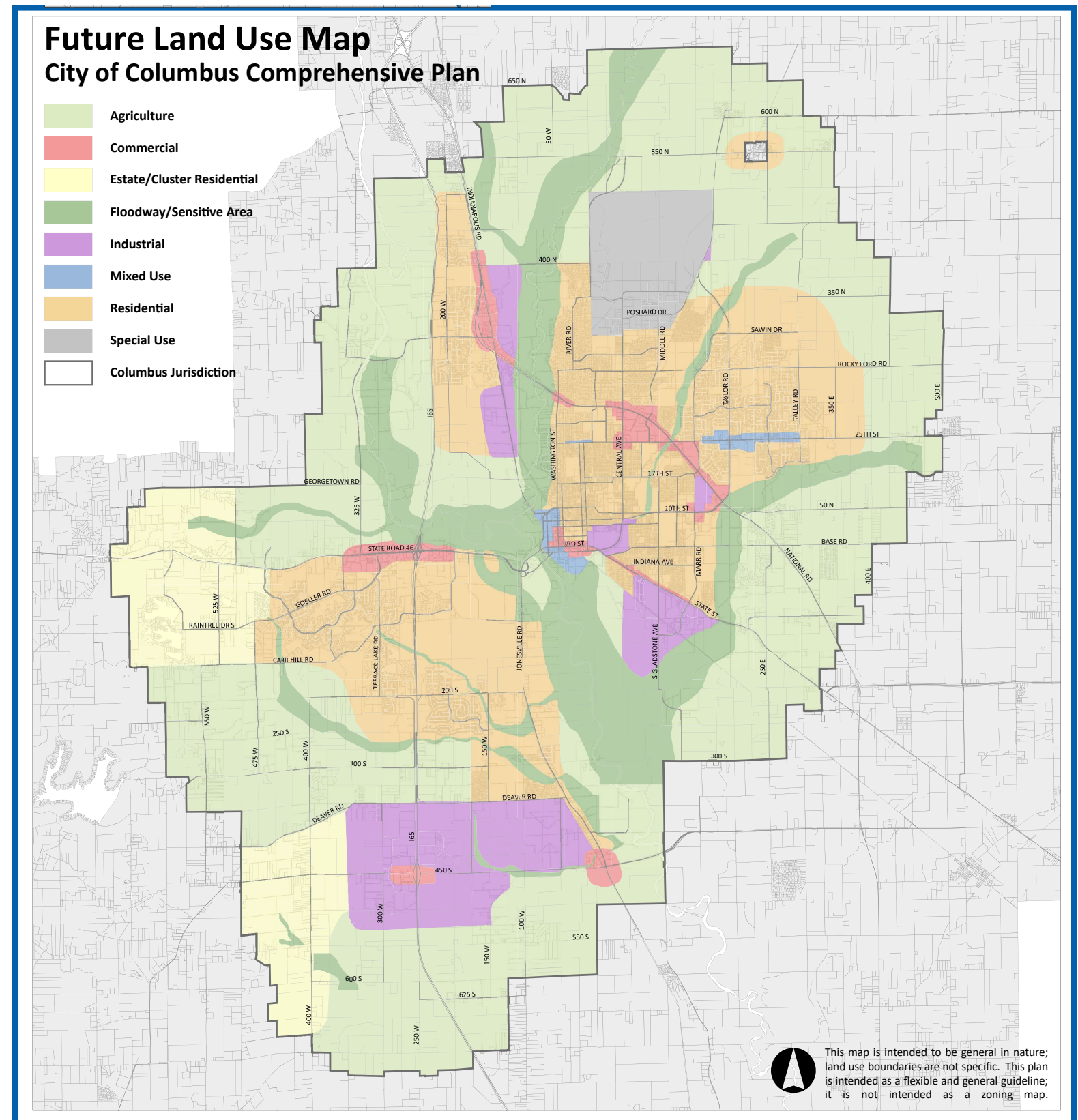
- ◆ Goals & Policies
- ◆ Land Use Plan
- ◆ Thoroughfare Plan
- ◆ Bicycle & Pedestrian Plan

Small Area Plan Elements:

- ◆ Downtown Strategic Development Plan
- ◆ Central Avenue Corridor Plan
- ◆ State Street Corridor Plan
- ◆ Columbus Central Neighborhood Plan
- ◆ City View District Plan

BARTHOLOMEW COUNTY COMPREHENSIVE PLAN

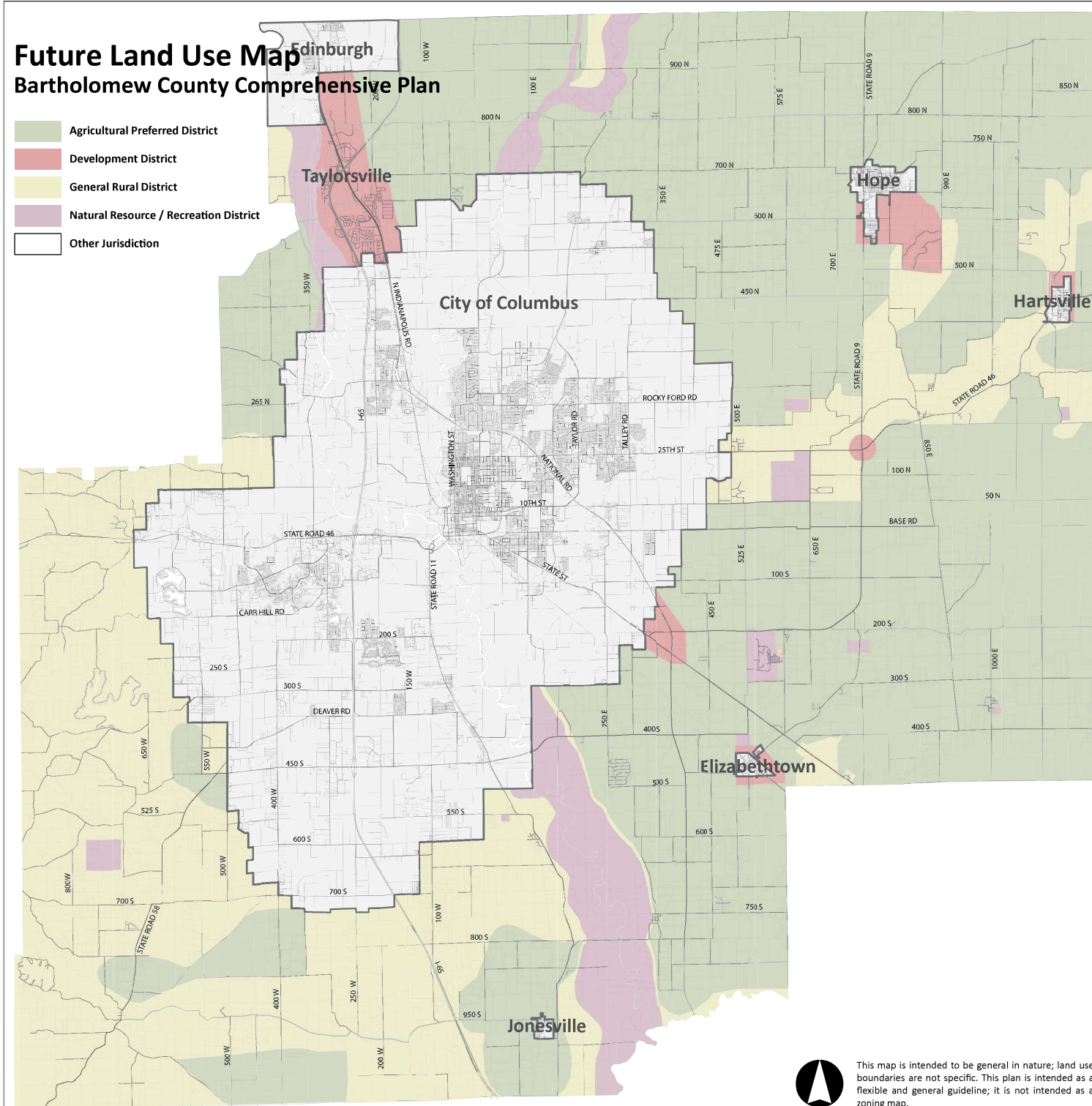
The current [Bartholomew County Comprehensive Plan](#), first adopted in 1999, includes four elements: the Goals and Policies Element, the Land Use Plan Element, the Thoroughfare Plan, and the Northern Gateway Plan. Both jurisdictions' plans have been updated routinely and involve significant public input processes. [Figure 10](#) presents the future land use map for Bartholomew County.





Future Land Use Map Bartholomew County Comprehensive Plan

- Agricultural Preferred District
- Development District
- General Rural District
- Natural Resource / Recreation District
- Other Jurisdiction



This map is intended to be general in nature; land use boundaries are not specific. This plan is intended as a flexible and general guideline; it is not intended as a zoning map.

COLUMBUS STRATEGIC GROWTH STUDY

In addition to the Comprehensive Plan, the City of Columbus created the [Columbus Strategic Growth Study](#) to proactively prepare for and direct future outward industrial, commercial, and residential development. The original study was completed by the City of Columbus – Bartholomew County Planning Department in February of 2016, with an updated plan under development in 2026. Land availability is limited within the existing corporate boundaries and infill development poses challenges, particularly for sizable industrial operations and residential development. [Figure 11](#) identifies areas within Columbus’ planning jurisdiction, as well as undeveloped incorporated areas at the perimeter of the Columbus city limits, which have development potential due to a combination of factors, such as access to infrastructure and city services. The study includes summary maps for residential, commercial, and industrial development and identifies several areas that have potential for development but may have infrastructure or transportation related constraints.

COLUMBUS HOUSING STUDY

In 2024, the City of Columbus completed the [Columbus Housing Study](#). This study identified needs and strategies related to adequate, safe, and affordable housing in Columbus through both community input and an analysis of market trends and demographics. The study identified seven housing-focused goals and projected a need of 3,600 new housing units through 2035 to meet housing demand. It also noted that moderate increases in housing density in strategic locations within Columbus would be needed to meet demand. The combination of increased density in existing developed areas and new developments at the fringes of the city will create the need for investments in infrastructure to maintain transportation operations and safety.

CAMP ATTERBURY JOINT LAND USE STUDY

Camp Atterbury (located in the northeast portion of the CAMPO MPA) also completed a [joint land use study](#) in 2009 that the institutions continue to reference today. The need for the study was generated by the rapid growth and substantial increase in the use of Camp Atterbury by the Indiana National Guard and other branches of the military. The study compared the long-term facility and operational plans of the military installations with the land use patterns, transportation infrastructure, and plans of the surrounding communities to encourage cooperative growth and manage incompatible or conflicting uses. As part of this MTP update, CAMPO staff met with Camp Atterbury planning staff on October 24, 2025 to discuss implementation of the joint land use study and related transportation project needs.

Figure 10: Bartholomew County Land Use Plan (Source: Bartholomew County Comprehensive Plan)



FIGURE 11: FINAL DRAFT MAP

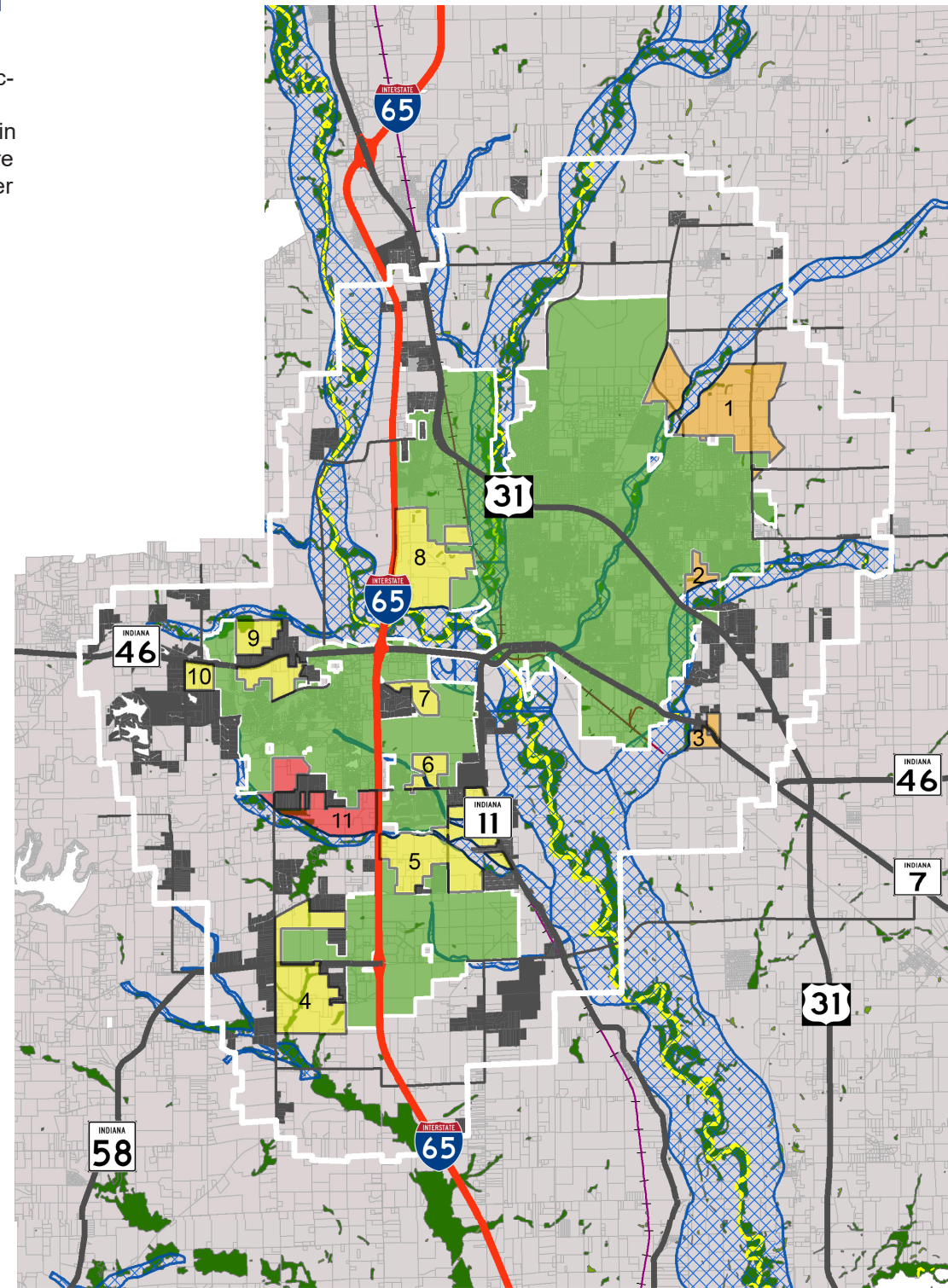
STRATEGIC GROWTH STUDY

Part 2.2 Development Opportunities

This map illustrates areas within the Columbus planning jurisdiction that have development potential. Each area is labeled and color coded to reflect the development factors that are present in the area. The development factors used as part this analysis are as follows: Within an ideal Fire protection area, Columbus Water Utility service, and Columbus Sewer Utility Service.

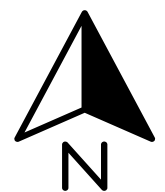
Base Map

-  Corporate Boundaries
-  Developed Land
-  Floodway
-  State Road or U.S. Highway
-  Arterial Street
-  Rail Line



LEGEND

-  **Most Promising Locations:** All three critical development factors are present (water, sewer and ideal fire protection)
-  **Somewhat Promising Locations:** Two critical development factors are present (water and sewer but missing ideal fire protection)
-  **Limited Development Potential:** One critical development factor is present (water or sewer but ideal fire protection and the other utility service is not)



Source: 2026 Columbus Strategic Growth Study Update



ENVIRONMENTAL CONTEXT

As part of the MTP development process, it is crucial to identify the impact of transportation projects on environmental resources; ideally by making planning decisions that preserve and enhance these natural systems. Additionally, all transportation projects that include federal funding are subject to federal environmental regulations. These regulations include provisions for the protection of wetlands, floodplains, endangered species, historic structures and other significant environmental effects, as well as the project's effect on air quality. [Figure 12](#) shows the natural and cultural resources within the CAMPO MPA.

AIR QUALITY

The 1990 Federal Clean Air Act Amendments (CAAA) require MPOs within air quality “non-attainment” or “maintenance” areas to perform air quality conformity determinations prior to approving major transportation investments in their long-range plans. Bartholomew County currently meets federal air quality standards, and the region is in attainment for each of the six airborne criteria pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), ozone (O₃), and sulfur dioxide (SO₂).

FLOOD MANAGEMENT

Bartholomew County lies at the point where several regionally significant streams – the Driftwood River, the Flatrock River, Clifty Creek, and Haw Creek – come together to form the East Fork of the White River. These five major tributaries result in approximately 22% of the CAMPO MPA and 43% of the CAMPO Urban Area located in a regulated floodplain. Approximately 2,000 square miles of upstream land drains through Columbus and Bartholomew County, making flooding a significant natural threat to the area. There are approximately 20 major transportation routes that are routinely affected by flooding. Because of the extent of potential flooding, CAMPO coordinates with Local Planning Agencies on alternate transportation routes and innovative designs to address resiliency from flooding.

In addition to the required federal standards, transportation projects should also comply with the [Columbus Flood Risk Management Plan](#), adopted in 2013. This plan follows the Respond-Recover-Mitigate-Prepare framework and identifies several important routes through the City of Columbus that will be necessary for efficient evacuation and emergency response plans in the event of a major flood event. The identified routes include US 31, SR 46, and SR 11 as primary routes; Indianapolis Road as a secondary route; and 10th Street, 25th Street, and Rocky Ford Road as low priority flood safe routes. [Figure 13](#) displays these and other key routes from the plan.

As improvements are made to these corridors, consideration should be given to incorporating flood-resistant infrastructure, including extra bridge capacity and raised bridge approaches. The City of Columbus has been strongly influenced by the rivers and creeks running through and adjacent to the urban core, as well as their associated floodplains. While the rivers and creeks add character to the City of Columbus, they limit the urban growth by creating natural barriers. These barriers have channeled growth in the city generally toward the northeast, and more specifically to the west of the East Fork of the White River in the Tipton Lakes and County Road 200 South area.





FIGURE 12: NATURAL AND CULTURAL RESOURCES IN THE CAMPO MPA

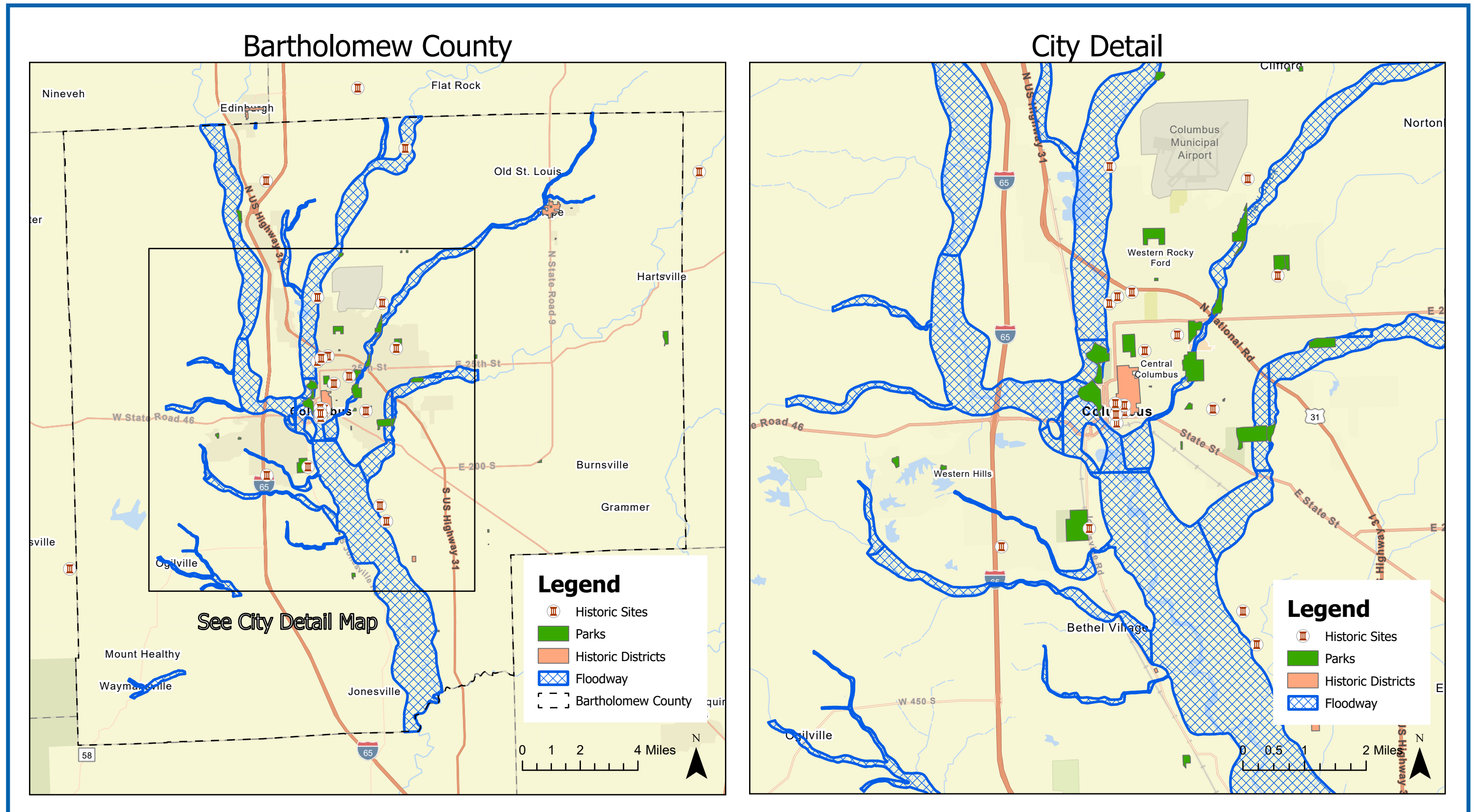
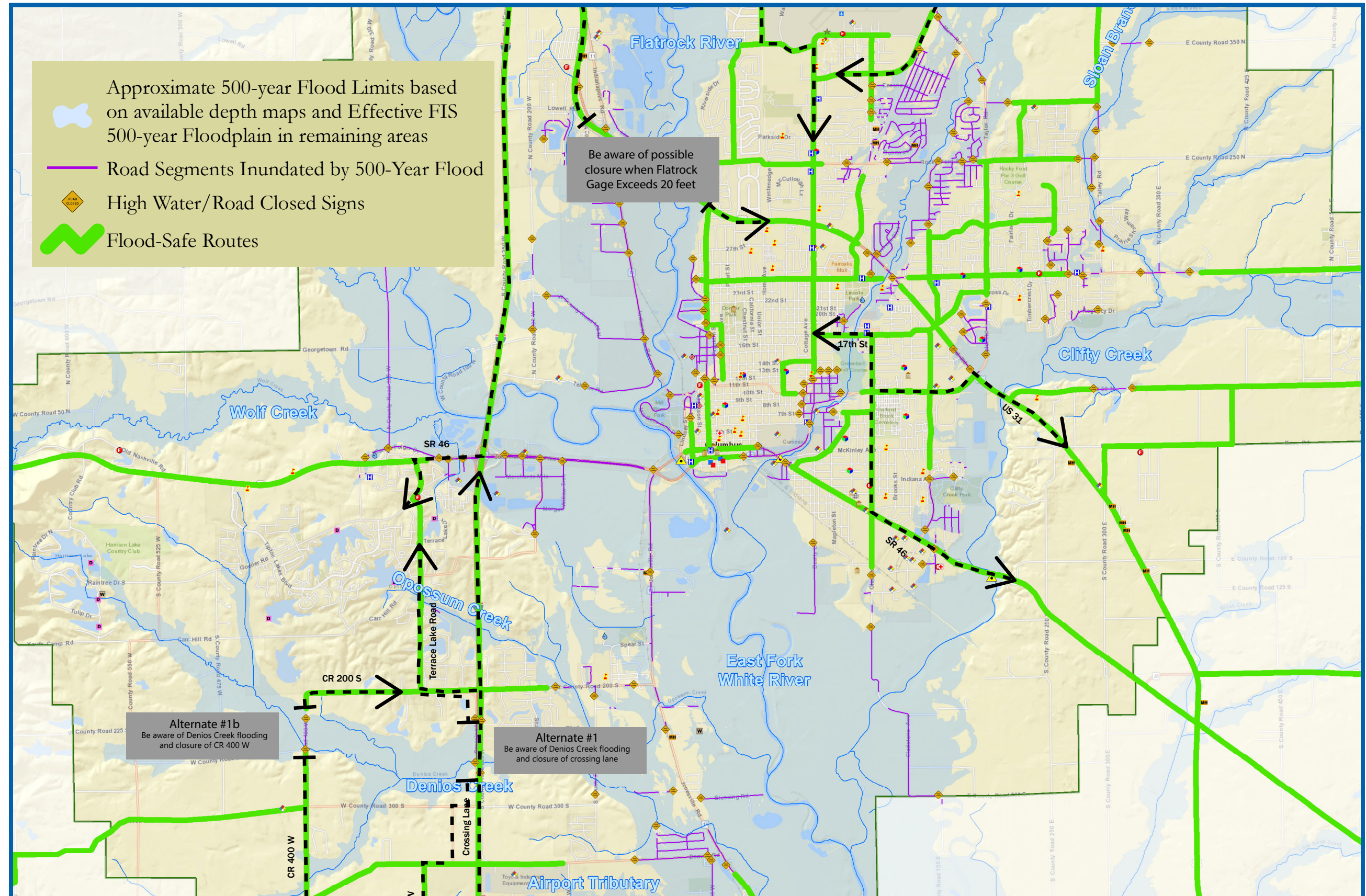




FIGURE 13. FLOOD SAFE ROUTES
IN COLUMBUS





PUBLIC PERCEPTIONS

The 2050 CAMPO MTP development process involved an extensive public outreach effort, resulting in hundreds of comments and responses from the public. This outreach effort was consistent with the requirements of CAMPO's Public Participation Plan. Public participation is an important component of any planning process. A planning process should both communicate information about the process to the public and enable them to provide input and meaningful feedback. Effective public participation builds trust and buy-in on planning outcomes, resulting in a better plan overall.

Public engagement for the 2050 CAMPO MTP involved three components:

1. In-person engagement in the form of two dedicated project open house events.
2. Online engagement in the form of a multilingual survey and interactive feedback map.
3. A 30-day public review and comment period of the draft MTP prior to finalization of the updated plan.

CAMPO's website, Facebook page, and media releases, were used to keep the public updated on all public engagement opportunities throughout the MTP development process.

IN-PERSON OPEN HOUSES

The two public open houses utilized presentations to highlight the planning process, share public survey results, and describe interactive activities available as part of the open house. Display boards with maps of Columbus and Bartholomew County were used to help with visualization and to facilitate public comment at both open houses, with the maps updated during the second open house to visualize draft project locations and prioritization tiers based upon the results of the MTP update process and prior public input.

The first project open house was held from 4:00-7:00pm on November 19, 2025, at Columbus City Hall. This open house provided an interactive opportunity for participants to guide discussions about the plan's overarching goals and objectives, review transportation network developments across CAMPO since the previous plan, and identify transportation needs and challenges in the CAMPO MPA. Participants at the first open house provided map-based comments that were added alongside other comments left in the online survey and map. They also provided plan goal prioritization feedback:

based on the responses received at the open house, improving multimodal connectivity, safety, efficiency, and existing system preservation and maintenance were voted as the highest-priority needs for transportation planning in the CAMPO MPA.

The second project open house was held from 4:30-6:30pm on April 13,

2026, at Columbus City Hall. This open house provided an interactive opportunity for participants to review summaries of public engagement results from earlier in the plan development process, review and provide feedback on the draft fiscally constrained roadway project selections and prioritization, and learn about the other illustrative projects across all transportation modes represented in the MTP. Participants at the second open house provided feedback on fiscally constrained roadway project selections and their prioritization relative to one another, as well as the criteria that CAMPO staff would use to prioritize and implement other illustrative projects included in the plan.

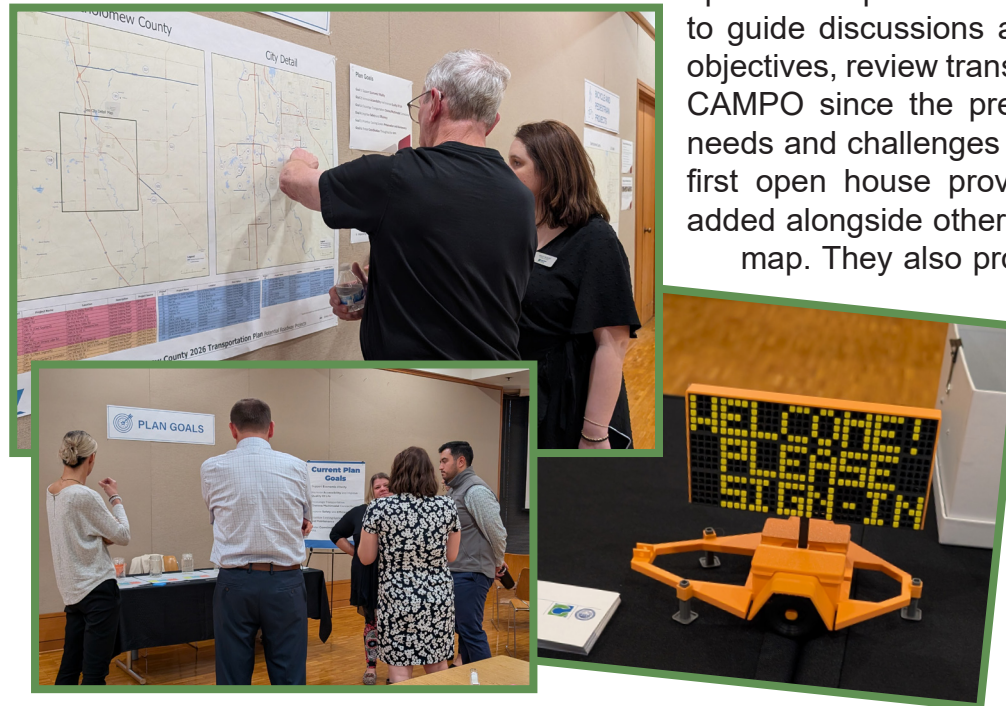
ONLINE PUBLIC SURVEY AND MAP

The online engagement included a survey that gathered community-wide perceptions of transportation conditions, needs, and priorities. It also included an interactive map-based visualization of the CAMPO planning area where respondents could leave location-specific comments and interact with comments left by others.

The online public survey and map was available to the public from November 15, 2025 through January 31, 2026. The survey and map were available in both English and Spanish and were accessed through a link on the MPO's website and via QR codes posted onto paper fliers and social media. The survey was designed to capture the sentiment of residents toward various transportation modes, elements, needs, and tradeoffs throughout the community. In total, CAMPO received 572 survey responses and an additional 138 mapped comments from the interactive map tool.

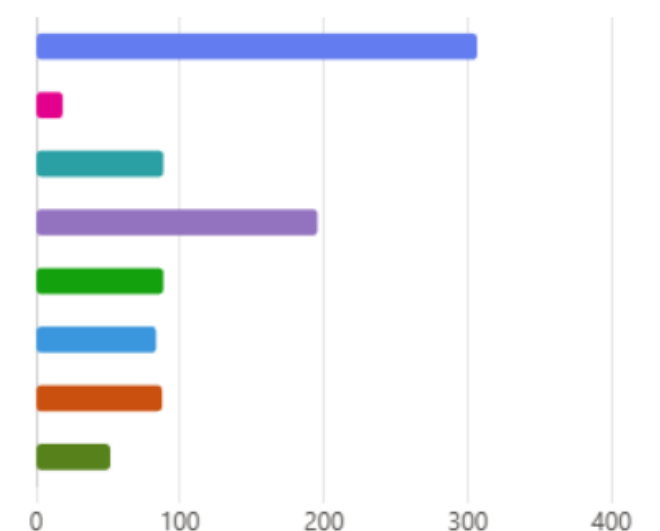
Key takeaways from the survey included:

- ◆ 96% of respondents use a vehicle to get around, but only 73% of respondents would prefer to get around using a vehicle.
- ◆ The most common barrier to people getting around using their preferred method was a lack of available infrastructure (such as sidewalks, bike lanes, or street connections). 34% of respondents listed this as a barrier.



4. What barriers exist that prevent you from using your preferred way of getting around? (Select all that apply.)

● No barriers/I already travel using my preferred method.	306
● Cost	18
● Accessibility	88
● Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.)	195
● Reliability of Options	88
● Travel Distance	83
● Location of Travel Destination	87
● Other	51





- ◆ 25% of respondents said they thought the transportation system had gotten better in the last five years, while 14% said they thought the transportation system had gotten worse. 39% of respondents said they thought the transportation system was performing about the same as it was five years ago.
- ◆ When asked how they would rate the condition of each type of transportation infrastructure in the MPA, respondents generally thought that most infrastructure was in good or better condition. [Figure 14](#) displays these results.

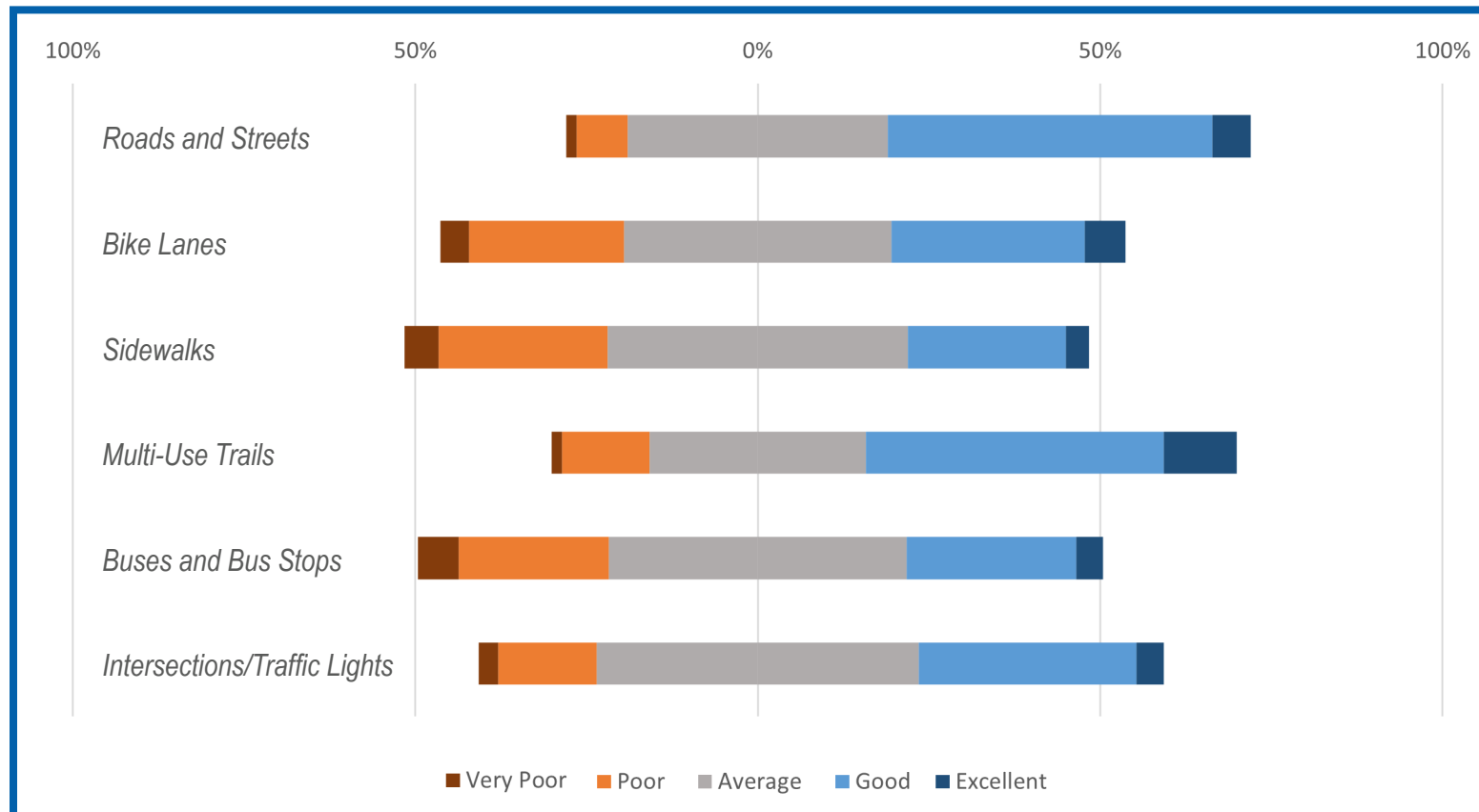


Figure 14: Public Perceptions on Infrastructure Conditions

- ◆ When asked their priorities, respondents tended to favor projects in this plan that...:
 - ◆ ...were smaller in nature, so that more projects could be funded.
 - ◆ ...connected people to neighborhoods better.
 - ◆ ...would fill in gaps in the existing transportation network.
 - ◆ ...would help maintain existing infrastructure.
 - ◆ ...were identified as needs through a data-driven analysis.
- ◆ Common locations and themes in the mapped comments included:
 - ◆ Driving and walking along 25th Street
 - ◆ Safety and walking along Goeller Road
 - ◆ Safety at the intersection of 31st Street and Taylor Road

- ◆ Safety at the intersection of Central Avenue and Rocky Ford Road
- ◆ Safety and driving near Southside Elementary School

DRAFT PLAN PUBLIC REVIEW PERIOD

The draft plan public review period occurred from June 9, 2026 through July 10, 2026, consistent with CAMPO's Public Participation Plan, requiring a 30-day public comment period. No public comments were received during the public comment period.

Comments received during all phases of public input, where applicable, are included in [Appendix A: Public Input](#).



APPENDIX A: PUBLIC INPUT

The top table summarizes feedback from the online public survey. The bottom table summarizes comments received through the interactive map and public open houses. Together, these results informed plan priorities and recommendations. See the *Public Perceptions* section for additional details.

ID	How far do you travel in a typical day?	How do you currently get around? (Select all that apply.)	How would you prefer to get around? (Select all that apply.)	What barriers exist that prevent you from using your preferred way of getting around? (Select all that apply.)	Regardless of your destination, do any of these barriers discourage you from walking or biking more? (Select all that apply.)	Over the past 5 years, do you think the transportation system in Columbus and Bartholomew County has gotten...	Which of the statements below best describes your experience as a traveler around Columbus & Bartholomew County?	Roads and Streets	Bike Lanes	Sidewalks	Multi-Use Trails	Buses and Bus Stops	Intersections/Traffic Lights	What do you feel are the most important goals that the Columbus & Bartholomew County Transportation Plan should address?	What types of transportation improvements should the Columbus & Bartholomew County Transportation Plan prioritize?	Should this plan prioritize... a few big projects (0), or a greater number of small projects (10)?	Should this plan prioritize projects that... are near businesses and destinations (0), or are near residential neighborhoods (10)?	Should this plan prioritize projects that... fill in network gaps (0), or expand infrastructure to new places (10)?	Should this plan prioritize projects that... build new infrastructure (0), or maintain existing infrastructure (10)?	Should this plan prioritize projects identified through... public opinion (0), or data analysis (10)?	What is your age?	Do you consider yourself a person with a disability?	What is your race and ethnicity? (Select all that apply.)	What is your household income?	Did someone else help you complete this survey?	
1	5-10 Miles	I drive my car/personal vehicle or carpool;	I would prefer to drive my car/personal vehicle or carpool;	No barriers/I already travel using my preferred method;test;	Lack of safe places to cross busy streets;	Much better	I notice more road safety issues than road congestion issues.	Average	Good	Good	Excellent	Good	Good	test;Existing System Preservation and Maintenance;	Improving Intersections;improving and expanding our bicycle and pedestrian system;Replacing and repairing our bridges;	8	2	4	1	2	22-40	No		White, Not Hispanic or Latino	More than \$100,000	
2	21-30 Miles	I drive my car/personal vehicle or carpool.;I walk;	I would prefer to drive my car/personal vehicle or carpool;	No barriers/I already travel using my preferred method;	Destinations too far away/not enough time;	Somewhat better	Little to no congestion or safety issues.	Good	Average	Good	Excellent		Good	Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);Economic Vitality;	Local roads;Intersections;Bridges;	2	5	3	5	9	41-64	No		Prefer not to answer;	More than \$200,000	
3	1-5 Miles	I drive my car/personal vehicle or carpool;	I would prefer to bike.;	Other Drivers, Concealed Carry;	Vehicle speeds or driver behavior;lack of safe places to cross busy streets;lack of sidewalks or trails;Poor sidewalks or trail conditions;Personal safety concerns;	I'm not sure	More congestion issues than safety issues.	Good	Good	Good	Good	Good	Good	Accessibility and Improved Quality Of Life;	Bicycle and pedestrian system;	7	5	2	8	5	41-64	Prefer not to answer		European-American;	\$50,000-\$100,000	
4	1-5 Miles	I drive my car/personal vehicle or carpool.;I walk.;I bike;	I would prefer to bike.;I would prefer to walk.;I would prefer to drive my car/personal vehicle or carpool;	No barriers/I already travel using my preferred method;	Lack of safe places to cross busy streets;Personal safety concerns;	About the same	More safety issues than congestion issues.	Good	Excellent	Good	Excellent	Average	Average	Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);Accessibility and Improved Quality Of Life;	Bicycle and pedestrian system;Intersections;Local roads;	5	5	5	6	9	41-64	Yes		White;	More than \$200,000	
5	21-30 Miles	I drive my car/personal vehicle or carpool.;I bike.;I walk;	I would prefer to bike.;I would prefer to walk.;I would prefer to drive my car/personal vehicle or carpool;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);Travel Distance;Location of Travel Destination;	Lack of safe places to cross busy streets;Vehicle speeds or driver behavior/link up routes;	Somewhat better	More safety issues than congestion issues.	Good	Poor	Poor	Poor	Poor	Average	Accessibility and Improved Quality Of Life;Safety and Efficiency;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);	Bicycle and pedestrian system;Intersections;Local roads;	8	8	5	5	10	65+	No		White;	More than \$200,000	
6	1-5 Miles	I bike.;I drive my car/personal vehicle or carpool;	I would prefer to bike.;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);	Lack of safe places to cross busy streets;	Somewhat better	More safety issues than congestion issues.	Good	Average	Average	Good	Poor	Average	Safety and Efficiency;Accessibility and Improved Quality Of Life;Existing System Preservation and Maintenance (roads, streets, sidewalks, etc.);	Bicycle and pedestrian system;Intersections;Local roads;	5	10	2	5	5	41-64	No		White;	\$100,000-\$200,000	
7	5-10 Miles	I drive my car/personal vehicle or carpool.;I walk.;I bike.;I would prefer to bike.;I would prefer to take public transit;	I would prefer to walk.;I would prefer to bike.;I would prefer to take public transit;	Availability of Infrastructure (sidewalks, street connections, bike lanes, etc.);Travel Distance;Reliability of Options;Location of Travel Destination;	Lack of sidewalks or trails;Poor sidewalks or trail conditions;Destinations too far away/not enough time;	Somewhat better	More safety issues than congestion issues.	Good	Average	Average	Good	Average	Good	Transportation Choices and Connectivity;Accessibility and Improved Quality Of Life;Safety and Efficiency;	Public transit services;Bicycle and pedestrian system;Intersections;	6	5	2	4	7	22-40	No		White;	More than \$200,000	
		I drive my car/personal vehicle or carpool.;	I would prefer to drive my car/personal vehicle or carpool.;I	Availability of Infrastructure (sidewalks, street connections,	Vehicle speeds or driver behavior;lack of sidewalks or trails;lack of bike lanes;lack of safe									Accessibility and Improved Quality Of Life;Transportation Choices and Connectivity;Safety and Efficiency;Improved Quality Of Life;Safety and Efficiency;	Intersections;Bicycle and											

Comments categorized by CAMPO staff based on jurisdiction and topic areas. LEGEND: INDOT / Transit / Private / School / Sidewalks or Bicycles / City / County

CAMPO analyzed message to determine if commenter wants change / no-change

Location (manually listed by CAMPO staff based on Long/Lat)	Message from Public (typed into map by commenter or copied from hard-copy open house maps)	CommentCategoryChosenByCommenter	SentimentTypeFromAIAnalysis	Up Votes	Down Votes	EmailAddress (updated to "Citizen #" for privacy)	Latitude	Long
Crossing on north side of 5th Street at Pearl	Drainage improvements and/or crosswalk improvements needed. This area holds significant water during rainfall that makes it difficult to cross the street at the crosswalks (one has to go out into traffic and around the gigantic pools that form) which is unsafe for children crossing during school dropoff and pickup.	Walking/Sidewalk Improvement Needed	Mixed	2	0	Citizen 1	39.20370018	-85.91714381
10th & US 31 (icon south-west side of intersection)	Sidewalks needed.	Walking/Sidewalk Improvement Needed	Neutral	0	0		39.21054737	-85.87782793
10th Street (icon on south side between Gladstone & McClure)	People are ALWAYS walking along the street here (between Marr and all the way up to where the People Trail goes under E. 10th). There is clearly a need for a sidewalk or sidepath along 10th. Crosswalks too.	Walking/Sidewalk Improvement Needed	Neutral	2	0	Citizen 1	39.20869302	-85.89242213
13th & Hutchins Ave	Road/Bricks need fixed as it wore down where everyone has drove on it for years and it a rough transition.	Driving Improvement Needed	Negative	1	0	Citizen 2	39.21152822	-85.90638807
13th Street	People fly up and down this road like it is a drag strip. I'd love to see some speed bumps to help protect the kids that are taken in to the building for WIC as well as people that have Intellectual Disabilities that may not understand traffic doesn't always see them.	Safety Improvement Needed	Positive	1	0	Citizen 2	39.21146402	-85.90728923
E 200 N East of SR 46	widen this road as it has lots of neighboring county traffic E 200 N (From Open House 1 - 11/19/20)	Driving Improvement Needed	Neutral	0	0	Open House Comment	39.23267656	-85.71992221
200 South Near Southside	during school pickup traffic backup up along 200 south. causing congestion.	Driving Improvement Needed	Negative	0	0	Citizen 3	39.17145394	-85.93687805
200 South Near Southside	During school drop off / pickup turning left from southside onto 200 south is difficult - suggest moving the exit to a 4 way stop with 150W & 200S	Driving Improvement Needed	Negative	0	0	Citizen 3	39.17142023	-85.9388349
200 South Near Southside	During school drop off and pick up it would be nice to have an officer directing traffic due to the sheer amount of people that are trying to maneuver through the area all at the same time.	Driving Improvement Needed	Neutral	0	0	Citizen 2	39.17126709	-85.9394886
	Pedestrian experience through this corridor feels unpleasant and unsafe. With amount of houses and recent businesses in this corridor, I think a road diet with a dedicated two							

For a complete and searchable *Appendix A*, please visit CAMPO's website.



MODEL SCENARIO EVALUATION

The fundamental relationship between land use planning and transportation planning is undeniable. While transportation planning decisions affect land use development, land use conditions shape the future infrastructure. In order to identify future transportation needs as part of MTP development, future travel patterns are forecasted, programmed transportation infrastructure improvements are identified, and the adequacy of the transportation infrastructure is evaluated to determine if any significant deficiencies exist. The transportation improvement projects and policy changes are then identified to reduce or eliminate identified deficiencies and improve the overall performance of the network.

The CAMPO MTP analyzes year 2050 operating conditions on the existing transportation network to identify the programs and policies necessary to address the transportation needs of the CAMPO MPA. The MTP then analyzes year 2050 operating conditions on the transportation network with all fiscally constrained projects included to confirm that the identified projects address the transportation needs and deficiencies identified in the initial analysis.

Future land use forecasts are crucial to estimating future travel demands and identifying the needs of the transportation system through the plan period. The 2050 land use information is used as an input into the travel demand model to recognize any deficiencies in the local roadway infrastructure. In order to forecast future land use information, the CAMPO MPA was divided into traffic analysis zones (TAZs) to factor in the spatial component of the land use data.

The model base year (2022) land use information was derived from the 2020 US Decennial Census, ACS 5-Year estimates, US Census Bureau's LEHD data, Columbus and Bartholomew County [comprehensive plans](#), and information obtained from CAMPO staff. This land use information was subsequently forecasted to the plan horizon year of 2050. The socioeconomic forecast process was based on a top-down approach, where county-wide control totals are obtained and then disaggregated to TAZs. The forecasts were further adjusted for local conditions based on comments from CAMPO staff and the Steering Committee.

POPULATION GROWTH

The 2050 population control totals for Bartholomew County were developed based on averaging forecasts from the following sources:

- ◆ Historic growth trend lines
- ◆ 2045 CAMPO MTP projections
- ◆ STATS Indiana projections
- ◆ CAMPO staff input
- ◆ Columbus Strategic Growth Study

Once the county control totals were established, the population growth in Bartholomew County was allocated to the traffic analysis zone (TAZ) layer through consultation with the CAMPO staff. The TAZ population growth distribution is provided in [Figure 21](#). 22 TAZs in the CAMPO TDM are located to the north of the Bartholomew County boundary. These TAZs are in Johnson and Shelby Counties. Population and employment growth projections for these TAZs were obtained from the IMPO Travel Demand Model.

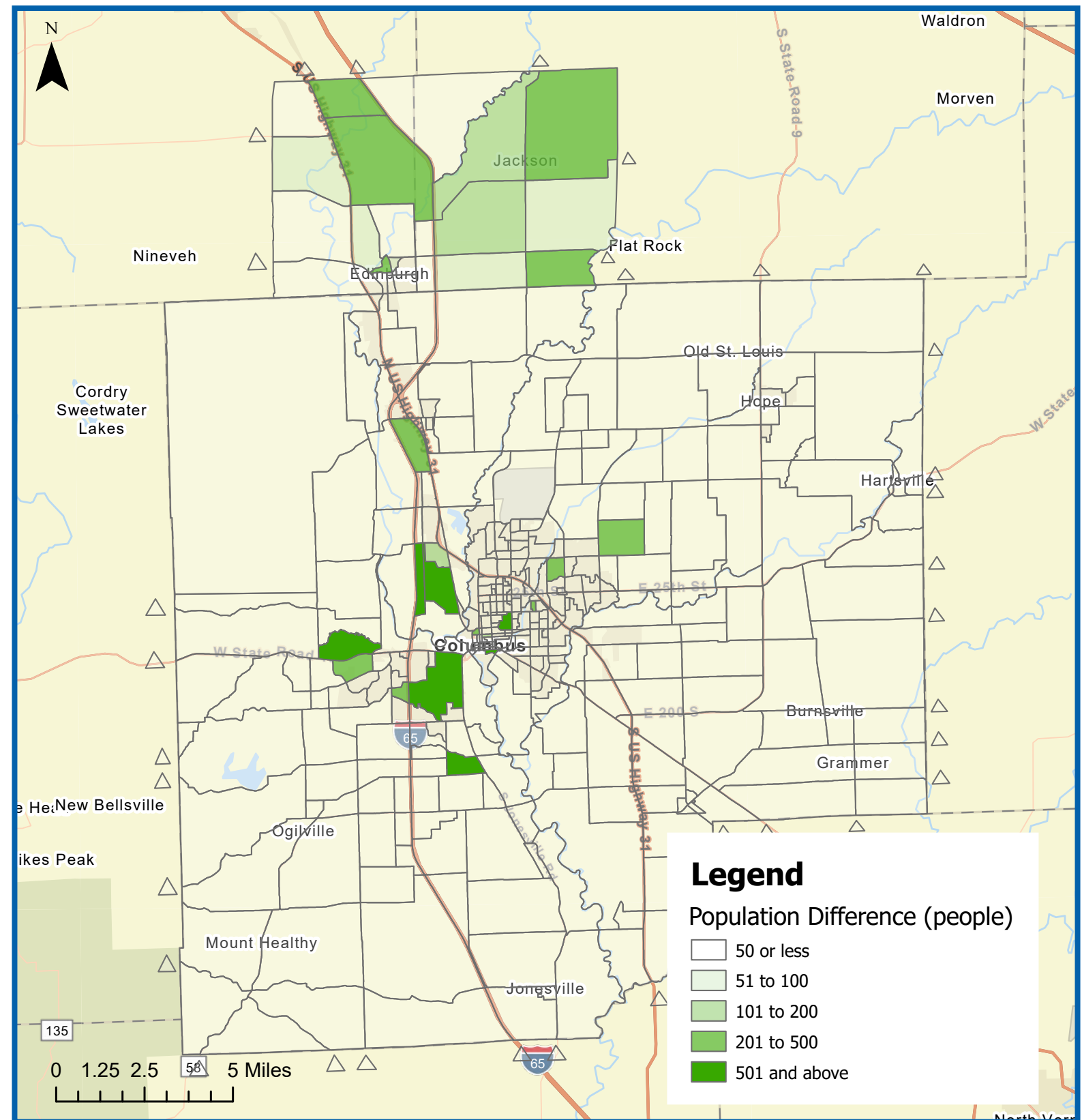


Figure 21: 2022-2050 Population Growth Distribution



EMPLOYMENT GROWTH

The 2050 employment control totals for Bartholomew County were derived from the following sources:

- ◆ 2020 Census Longitudinal Employer-Household Dynamics (LEHD) data
- ◆ 2045 MTP employment growth data
- ◆ Current employment growth trends
- ◆ CAMPO staff input
- ◆ Columbus Strategic Growth Study

Once the county control totals were established, employment growth was then sub-allocated to the TAZs based on recommendations from CAMPO staff. **Figure 22** illustrates the geographic distribution of employment growth between 2022 and 2050.

2050 BASELINE SCENARIO TRAVEL DEMAND MODEL

This scenario represents the CAMPO area baseline scenario, which was estimated using past performance data, county-level forecasts and an analysis of the land use and transportation plans currently in place. The roadway network for the baseline scenario was developed by incorporating projects identified in the current CAMPO TIP (FY 2026-2030).

Many projects identified in the TIP are extraneous to the travel model as they do not affect roadway capacities (storm water improvement projects, roadway resurfacing projects, bridge reconstruction/re-decking projects, etc.); as a result, these projects were not modeled. The existing and fiscally constrained projects that involved capacity modifications and were therefore modeled in the 2050 baseline scenario are shown in **Table 19**. **Figures 23 and 24** show the level of service and average daily traffic volumes in the 2050 baseline scenario.

Table 19: Planned Roadway Projects with Capacity Modifications Modeled in the 2050 Baseline Scenario

PROJECT NAME	LOCATION	DESCRIPTION
SR 7	US 31 to Bartholomew County Line	Add Auxiliary Passing Lanes
I-65	SR 46 Interchange	Extend third travel lane through interchange in each direction
West 25th Street*	Washington Street to Central Avenue	Convert 4-lane to 3-lane (including center left turn lane)

* This lane conversion is city-led and separate from the Priority A project with the same extents that will be focused on roadway and sidewalk rehabilitation

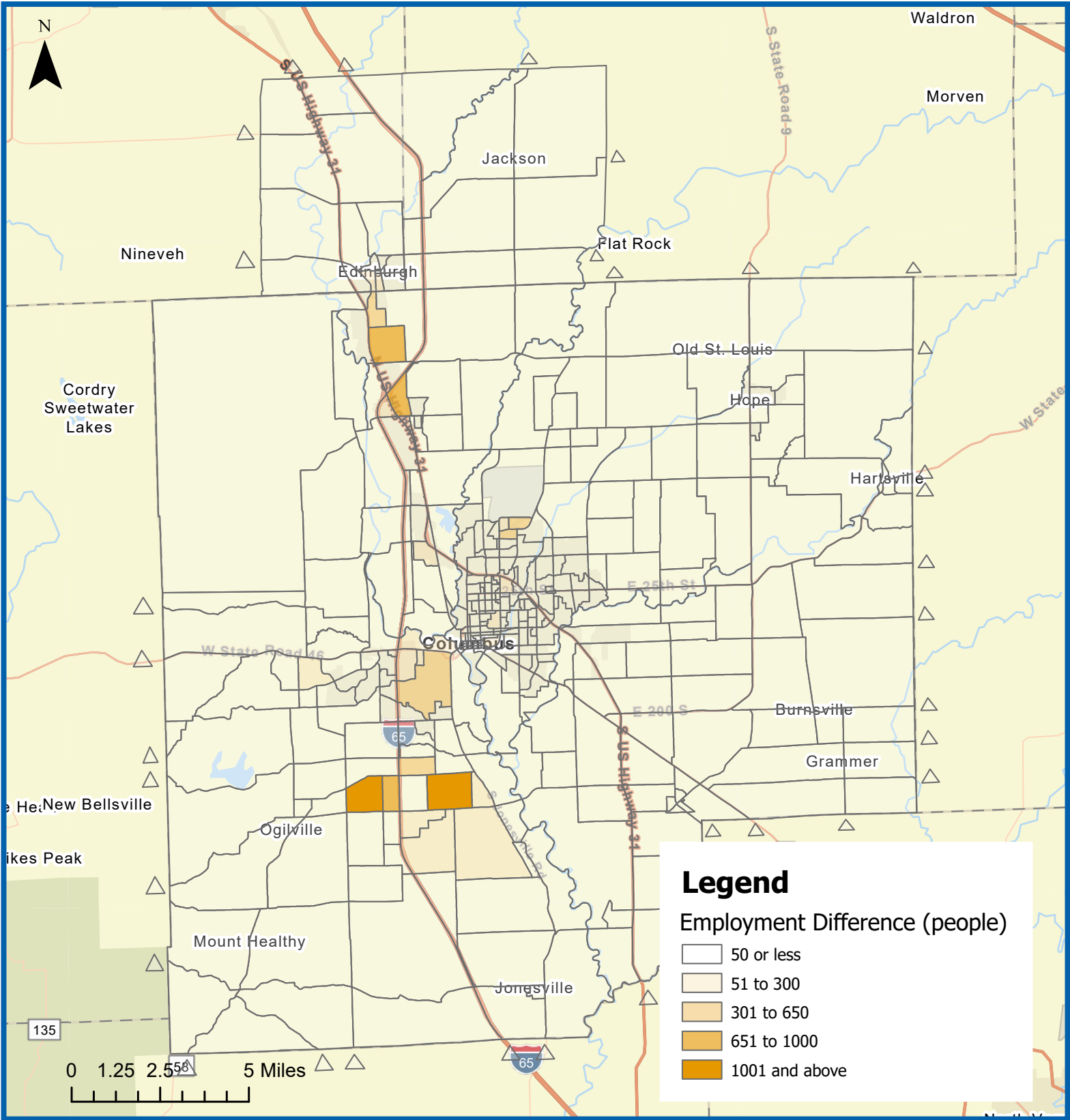


Figure 22: 2022-2050 Employment Growth Distribution