



TRANSPORTATION PLAN

Transportation networks tie communities together as well as providing a link to the outside world. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians and accessibility to all parts of the community. The Transportation Plan will identify future improvements planned and those necessary to provide safe and efficient circulation of vehicles within Victoria, including major projects that ensure implementation of the Land Use Plan.

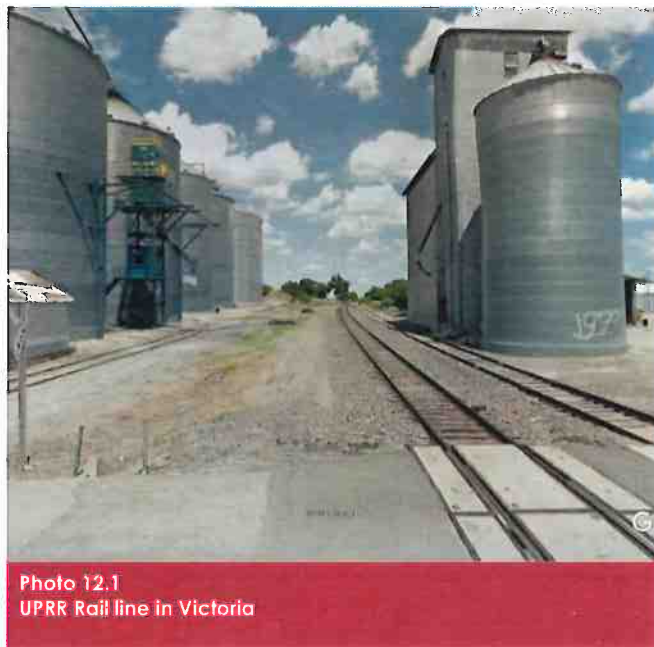
EXISTING TRANSPORTATION SYSTEM AND FACILITIES

Residents within a community, even the size of Victoria, have specific transportation needs. These include rail service, bus service, air transportation, as well as vehicular transportation. All of the transportation facilities present are not available within the community and require residents to travel to the nearest location. This portion of the Comprehensive Plan examines those services with regard to the closest proximity for residents of Victoria.

Railroad Service

The closest rail freight service to Ellis County is in Hays. However, Victoria does have sidetracks for the loading of grain from the elevator onto cars carried by the Union Pacific Railroad.

The nearest passenger service is located in Dodge City or Hutchinson through Amtrak.



Bus Service

The nearest commercial bus service with ticketing services is available in Hays via Greyhound.

Commercial Airport Service

Hays Regional Airport in Hays is the nearest commercial facility to residents in Ellis County. However, arrivals and departures are limited to



major airlines. Currently, the airport and commercial service connects people to Denver and Chicago through United Express.

Small craft Public Airports

The Hays Regional Airport is the nearest small aircraft facility. Runway #16/34 is the main runway (6,501 feet long by 100 feet wide); while, Runway #4/23 is the crosswind runway (4,501 feet long by 75 feet wide). Elevation is listed at 1999 feet.



Photo 12.2
Aerial of Hays Regional Airport

Surface Transportation

The surface transportation system for Victoria is based primarily upon the system of local streets connected to the state highway network and county road system. These roadways are an essential aspect of community development for the residents of Victoria as they provide for movement of goods and services into and through the city.

State and Federal Highways

The city of Victoria has a former federal highway running through the community, old US Highway 40. Victoria is approximately one mile south of Interstate 70/US Highway 40.

TRANSPORTATION AND LAND USE

Land use and transportation create the pattern for future development and are interdependent upon one another in order to effectively shape the community. An improved or new transportation route generates a greater level of accessibility and will likely determine how adjacent land will be utilized in the future.

In the short term, land use shapes the demand for transportation and vice versa; one key to good land use planning is to balance land use and transportation. However, new or improved roads, as well as, county and state highways may change land values, thus altering the intensity of which land is utilized. In general, the greater the transportation needs of a particular land use, the greater its preference for a site near major transportation facilities.

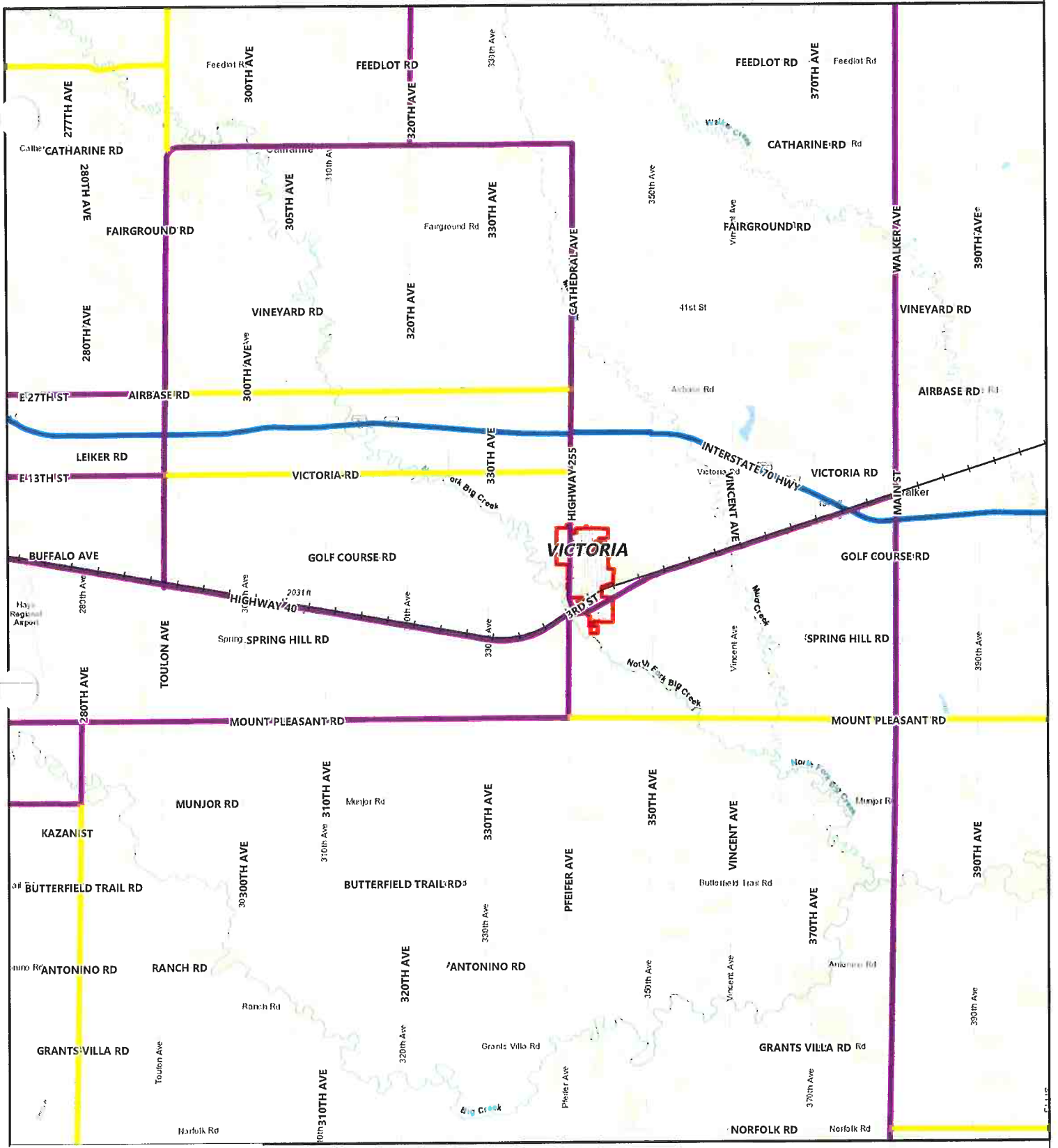
Commercial activities are most sensitive to accessibility since their survival often depends upon how easy a consumer can get to the business. Thus, commercial land uses are generally located near the center of their market area and along highways or at the intersection of arterial streets.

Industrial uses are also highly dependent on transportation access, but in a different way. For example, visibility is not as critical for an industry as it is for a retail store. Industrial uses often need access to more specialized transportation facilities, which is why industrial sites tend to be located near railroad lines or highways to suit individual industrial uses.

STREET AND ROAD CLASSIFICATION SYSTEM

All of the public highways, roads, and streets are classified into multiple functional areas.

- **Trafficway:** Major roadway with or without medians accommodating large volumes of traffic with limited access. Primarily used for safe progression of through traffic. Typically controlled by federal or state government.
- **Major Arterial:** Major street with or without medians accommodating high volumes of traffic and controlled access. Primarily used for safe and efficient circulation of high volumes of traffic between sections of the city and across the urbanized area. Does not primarily serve as direct access to abutting property.
- **Minor Arterial:** Street with moderate volumes of traffic and controlled access. Direct access to abutting properties is allowed. Primarily used for safe and efficient circulation of traffic between areas and across the city.



Legend

Victoria City Limits

Railroads

Functional Road Classification

Interstate

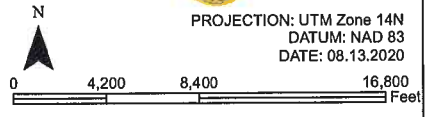
Major Collector

Minor Collector

**Figure X.X - Transportation Classification
Comprehensive Plan
Victoria, Kansas**



PROJECTION: UTM Zone 14N
DATUM: NAD 83
DATE: 08.13.2020





CONNECTIVITY

The following connectivity guidelines will create a better transportation pattern around Victoria.

Defining a street layout to match corresponding land uses with graduated levels of roadway function will benefit the community's effort in handling and controlling growth and will create a better transportation network.

However, this future system will be greatly dependent upon adopting and implementing a system to control access points along streets in and around Victoria. The overall goal of these policies is to better integrate future development with existing and planned development in Victoria.

element of the street transportation system.

TRANSPORTATION AND TRAIL GOALS

TRANSPORTATION AND TRAIL GOAL 1

Victoria will maintain its existing road network and enhance it as future development justify. The City will provide and encourage an efficient, safe, convenient transportation and communication system.

Objectives

- TRAN-1.1 Encourage bicycle and pedestrian access to and within existing and future commercial areas.
- TRAN-1.2 When new development is contemplated, due consideration should be given to the carrying capacity of the existing road system in the area, and development should be discouraged from occurring in areas where the road system is insufficient to handle any additional traffic load.
- TRAN-1.3 Right-of-way and pavements shall be sufficiently wide and of sufficient strength to accommodate anticipated future traffic loads.
- TRAN-1.4 When new or reconstructed streets are built, there should provisions made in the design documents providing for additional space along a wider shoulder or path within the R.O.W. for pedestrian/bicycle access.
- TRAN-1.5 The City of Victoria will encourage bicycle and pedestrian traffic as an