



## TRANSPORTATION



Adequate and efficient transportation is vital to the economic structure of the community, the region and the nation.

WHAT YOU WILL FIND IN THIS CHAPTER:

- ❖ Discussion of today's conditions and tomorrow's projections
- ❖ Discussion of Colwich's transportation plan
- ❖ Discussion of operational characteristics
- ❖ Discussion of the transportation goals, objectives and policies

## INTRODUCTION

Most of the day to day activities for the community are directly dependent upon access to a network of transportation corridors reaching throughout the community and beyond. Safe and reliable mobility options, including walking, biking, and car, take people where they need to go. Not only does the transportation system support fundamental mobility, it contributes to a quality of life that Colwich residents expect, and that attracts employers and businesses.

This plan integrates land use planning with transportation planning and investments. It emphasizes that the transportation system supports the city's land use vision and livability by providing options for people to get to the economic and employment centers as well as travel within the city.

The purpose of the plan is to review existing characteristics of air, rail and surface vehicular transportation with respect to current and future needs, while placing particular emphasis on the citywide system of streets and highways.

It is the municipal street system which most closely defines area development, open space, and provides effective separation of the major areas of developed uses. The central purpose of this section of the plan is to study in depth the existing network of surface vehicular traffic routes, outline a long range plan oriented toward provisions of transportation corridors in locations which will effectively serve the urban development pattern for Colwich.

## TODAY'S CONDITIONS & TOMORROW'S PROJECTIONS



### TRANSPORTATION TODAY

Today's modes of transportation center around air, rail and vehicle. While Colwich does not have a municipal airport, Eisenhower National Airport, approximately 10 miles from the city, serves passengers as well as freight service to the commercial businesses. Eisenhower National Airport provides citizens with direct access to all locations and commercial market areas worldwide.



The Kansas Oklahoma Railroad transverses the northern portion of Colwich along a route reaching from Wichita to Hutchinson. The railroad offers freight services only for bulk commodities consisting of grain and biofuels produced in Colwich. The local rail line is a major economic asset for the community particularly to industrial development.

Surface transportation whether private or commercial falls within the network of surface transportation corridors that impacts the present and future of the community. Because surface transportation corridors are of such immediate effect to short and long range community development patterns, it is important for the city to plan for and maintain a surface transportation network that emphasizes the efficient flow of traffic into and through the community.

### TRANSPORTATION TOMMORROW

As Colwich continues to grow, the city faces several challenges and opportunities to better serve the transportation needs of residents, employees, and visitors. Traditionally, mobility standards have focused on the level of service for vehicles. Going forward, it is important to broaden the vision of the plan to include mobility options within neighborhoods, along connecting highways for bicyclists, and sidewalks for pedestrians.



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**CITY OF ANDALE**  
*A Nice Place to Call Home*

## COLWICH'S TRANSPORTATION PLAN

### REGIONAL TRANSPORTATION COORDINATION

Transportation corridors often cross jurisdiction lines and agency responsibilities. Effective regional relationships are required to address regional transportation issues. Colwich is an active partner with the federal, state and county governments that are responsible for the regional transportation that serves the city.

Colwich is situated with W. 53<sup>rd</sup> St. North running east-west connecting the city to Maize on the east and Andale on the west, and two miles south of K-96 a major four-lane state freeway route between Wichita and Hutchinson. Colwich advocates for a highway system that keeps pace with population growth and economic activity by incorporating technology, demand, and infrastructure improvements. Key transportation principles include interconnectivity, accessibility, speed and reliability.

A strong transportation system is achieved through design that with maintenance protects the community's investment. Coordinated disaster response plans on the regional and local level can help ensure effective emergency response for business and personal needs.

### ROADWAYS

While a primary function of roadways is to accommodate the private auto, the street system also supports freight movement, bicycling, and walking. For the foreseeable future, the private auto will carry the majority of daily trips in and through Colwich.

Within the network of surface transportation corridors is a range of different types of travel ways that both individually and together impact the present and future community.

**Expressways** are designed to accommodate current and anticipated future traffic conditions and may feature multiple lanes requiring large amounts of right-of-way width.

COMMUNITY STREET CLASSIFICATION SUMMARY

	Mileage	Percent
Expressways	0	0
Arterial Streets	2.9	29.0
Collector Streets	1.5	15.0
Local Streets	<u>5.6</u>	<u>56.0</u>
Street System Total	10.0	100.0

**Major Arterial** systems not only interconnect the various sections of the county, but also the individual communities with the external highways system. Primary arterials carry the bulk of through traffic operating on the surface transportation system, and are designed to accommodate specific transportation characteristics, such as type and size of vehicle as well as trip destination and purpose.

**Minor Arterial** streets function in a manner similar to the major arterial roadways as they also provide access to various sections of the county as well as individual communities. The minor arterial network can also be a major element of long-range comprehensive planning through definition of land use patterns.

**Collector Streets** function to collect traffic from the local streets and distribute it to the major and minor arterial systems. Movement of traffic is the primary concern. Access points to adjacent land and abutting commercial land uses should be kept to a minimum. Traffic safety is an important design consideration for a collector street.

**Local Streets** provide access to abutting property and traffic generated from abutting land use is generally light. Through traffic and large trucks are discouraged from using local streets.

TRAFFIC VOLUMES

AS OF 1/27/17

- West of 1st St. – 2320 daily
- East of 1<sup>st</sup> St. – 4509
- North on 1<sup>st</sup> St. – 867
- South of 1<sup>st</sup> St. – 284

Source: Sedgwick County Public Works Dept.

OPERATIONAL CHARACTERISTICS

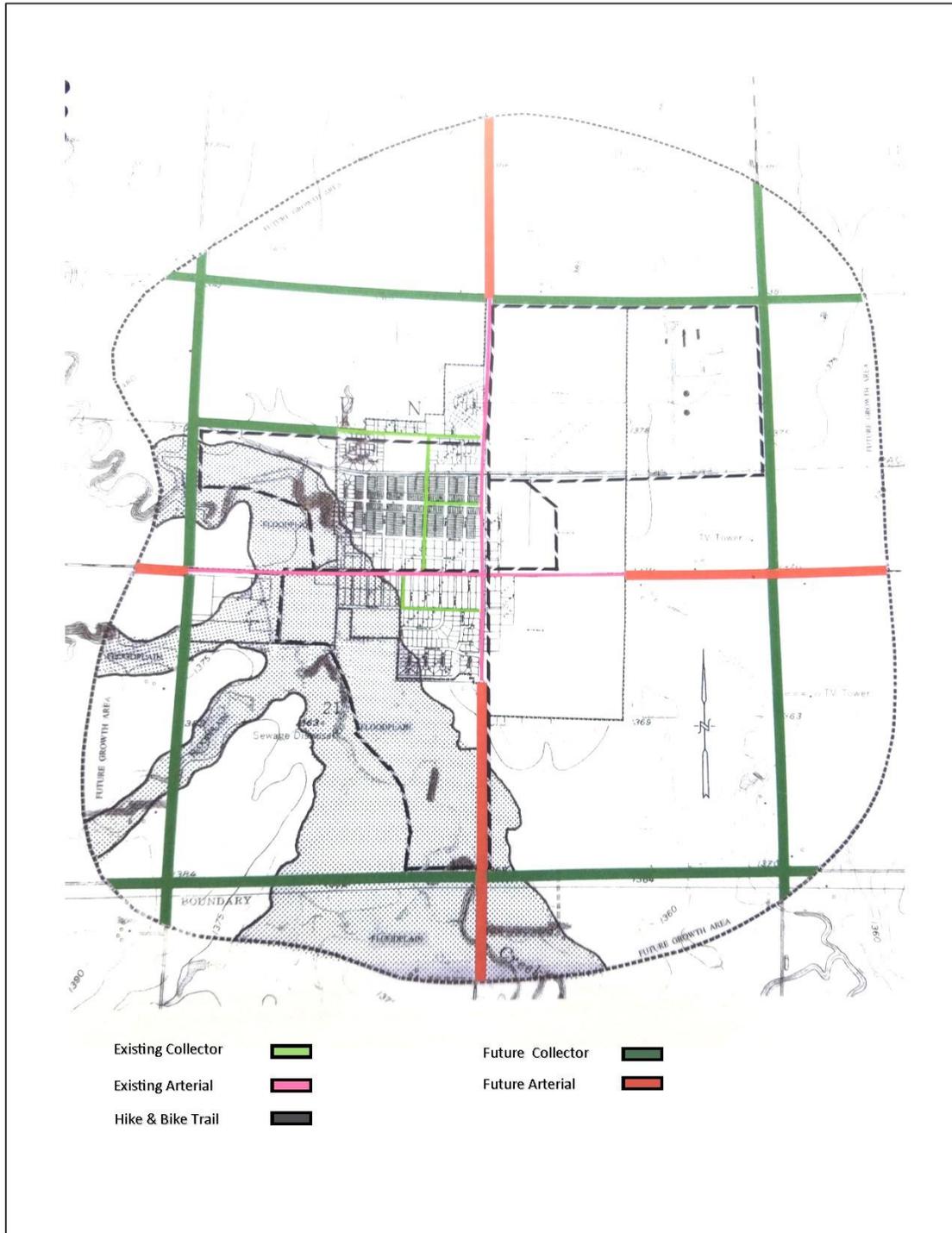
The exiting street system in Colwich is dominated by a very busy east-west flow of traffic along Chicago Ave. (N 53<sup>rd</sup> St. W) and a secondary flow utilizing the north-south flow of traffic along 1<sup>st</sup> St. (W. 167<sup>th</sup> St. N). Both routes carry heavy commercial trucks as well as private vehicular traffic which further contributes to congestion.

Within the network of the arterial corridors secondary systems of collectors and local streets provide access to and from individual properties and the major highway system. These streets form the development pattern of the existing and future community and are an important design elements of urban expansion patterns.



FUTURE STREET SYSTEM CHARACTERISTICS

Based on the background studies of existing and potential future land use patterns couple with the results of the existing street system reviews, a long-range plan for the major street system can be completed. The Future Major Street Plan for the City of Colwich is illustrated below:





## ALTERNATE TRANSPORTATION MODES

With the growing need to conserve and reduce dependence upon fossil fuels, it is increasingly important for communities to plan and implement alternative transportation systems. At the local level, the primary alternative includes walking and bicycling, which are dependent upon a community-wide transportation corridor system designed expressly for that purpose.

A walking/bicycling system allows access to all major community facilities, shopping districts, schools, parks and other major public features. Regardless of the physical design, alternative transportation systems will be a planning aspect of increasing importance in the years ahead.

## GOAL, OBJECTIVES AND POLICIES

### GOAL

To develop and maintain a balanced street system to serve all members of the community.

### OBJECTIVES

- OBJ-1. Utilize a planned approach to future street development.
- OBJ-2. Utilize appropriate design standards and policies for street types
- OBJ-3. Progressively upgrade the major street system.
- OBJ-4. Widen streets and improve drainage.
- OBJ-5. Expand the hike and bike trail system.

### POLICIES

- TR-1. Adopt a major street plan.
- TR-2. Adopt the planning standards for designing area streets.
- TR-3. Develop an active and aggressive street maintenance and repair program.

- TR-4. Prepare phased design plans for the expansion of a hike a bike trail system.
- TR-5. Improve traffic flow characteristics.
- TR-6. Plan and develop a balanced and adequate street system throughout community.