

TASK 2 Summary: Assessment, Preliminary Network & Recommendations

Sherwood Bicycle & Pedestrian Plan

Develop Study Network

Due to delays caused by the COVID-19 pandemic, the consultant developed a study network, or preliminary bicycle and pedestrian network to present at the first steering committee meeting. This process was based on analysis performed with geographic information systems (GIS) as developed in Task 1. The City provided locations where bike or pedestrian facilities end prior to key destinations, such as the municipal complex off Kiehl and Shelby, the proposed Entertainment District near Country Club and North Hills, and the proposed Sherwood Town Center at the corner of Oakdale and Highway 107.

Through GIS mapping and analysis, the consultant provided a service area map showing what neighborhoods and locations in the community are not currently served by the existing bicycle and pedestrian network. Additional analysis determined bicycle and pedestrian safety issues at Kiehl due to lack of sidewalks, as well as Highway 107. In July of 2019, a cyclist was tragically killed while riding on Highway 107 near Miller's Point, making the entire stretch of the state highway through the city a barrier to current and future safety.

The Trip Generators mapping from Task 1 indicated “hot spots” of destinations, such as those provided by the City and everyday destinations such as schools and parks where bicycle and pedestrian facilities should reach, begin, or terminate.

Network Issues

Prior to the first steering committee meeting, the consultant researched the community landscape, traffic, destinations and topography described in Task 1 and identified potential or existing network barriers to implementing a bicycle and pedestrian master plan.

At the first steering committee meeting, the consultant gathered members' input regarding barriers to the bicycle and pedestrian network, as well as opportunities which may enhance or encourage its completion. These are summarized as follows:

Network Barriers:

- Intersection at Country Club at Claremont
- Intersections along Kiehl at proposed trail crossings near Hemphill and near Woodruff Creek

- Highway 107 itself is considered a barrier to current and future bicycle-pedestrian activity and its intersections at Bear Paw, Maryland, and Brockington/Oakdale
- Inconsistent sidewalks along Kiehl
- Grade change at Club could be barrier to extending trail northward
- Country Club is narrow
- Maryland between Sherwood Forest and Highway 107 narrows

Opportunities:

- Pending projects such as the Jacksonville Cato sidepath and Maryland reconstruction with bicycle lanes were considered as opportunities to “tie together” the network
- Woodruff Creek Trail extension northwest from Henson Trail to Sherwood Forest/Sports Complex
- Connecting neighborhoods along Johnson, Stonehill, and Oakbrooke
- Sidepath along Highway 107
- Trail connection from Pickthorne Park north to the pedestrian bridge over Kiehl
- Connections along West Maryland to Remount to connect to Levy Trail
- Connection along Claremont from southernmost area of the city to Henson Trail
- Bike ped facilities along Brockington
- Trail connection north along the power line easement to cross Brockington, tie into Kellogg Creek and connect to Jacksonville Cato
- Providing access to CHI St. Vincent Hospital along Country Club, as well as other commercial and employer destinations around Wildwood and Highway 67/167
- Providing connections to the future Entertainment District on city property district near North Hills and Country Club

Preliminary Network

The preliminary network connects critical destinations across Sherwood. Schools in the community will be connected into the broader bicycle-pedestrian network: Sylvan Hills Middle by sidewalks and bicycle lanes, Sylvan Hills Elementary by trails and sidepaths, Sylvan Hills High School by buffered bike lanes and sharrows, Sherwood Elementary by sidepath, and Clinton Elementary by trail and sidepath. Likewise, the City Civic Center, Town Center, and proposed Entertainment District all have proposed connections via sidepath or trail, and the majority of Sherwood’s Parks are also within a walkable or bike-able distance from the proposed network.

Most of Sherwood’s streets are narrow and do not allow for much re-striping for bike lanes. The notable exception to this is Oakbrooke, Johnson, and Stonehill, which serve as centrally-located, critical connections between proposed sidepaths, trails, and other destinations in the city.

Sharrows on low-traffic neighborhood streets serve as secondary connectors from neighborhoods to sidepaths and trails. These are located in the periphery, south, west, and on low traffic streets in central Sherwood.

Field assessment of critical connections across the preliminary network are the aforementioned Oakbrooke, Stonehill, and Johnson measurements, all of which are wide enough to accommodate restriping for bike lanes, investigating Wildwood Avenue (described below) as a candidate for either bike lanes or a sidepath, and streets which received a bike-pedestrian facility designation.

Steering Committee Input

After gathering input regarding opportunities, barriers, and constraints in Sherwood, the consultant presented the preliminary (read: draft) bicycle and pedestrian network to the steering committee at the first meeting. Complete map notes may be viewed within the Task 2 files, and are summarized as follows.

The major addition from the steering committee was providing a connection to the southern area of the hospital via Beaconsfield Road, as well as adding bike lanes along Wildwood from Duran Youth Center to the proposed trail connection to Peeler Lake. This comment spurred the consultant to field verify the conditions along Wildwood Avenue and found that due to high traffic counts and narrow road width, a sidepath would be more suitable than bike lanes. Wildwood has since been designated as a sidepath, continuing underneath the interstate and along Trammel Road to connect to residences at Trammel estates.

An extension of the sidepath alignment on Country Club from Sherwood Avenue to the proposed Entertainment District on city property near Country Club and North Hills was also detailed. This change was included in future network drafts.

Public Input

Due to delays from the COVID-19 pandemic, the public meeting in October 2021 was combined with the second public meeting, similar to reasoning why the preliminary bicycle-pedestrian network was unveiled at the first steering committee meeting. The network map and additional information was provided for additional input. Full map notes from this meeting area available within the Task 2 folder, and are summarized as follows.

- Sidewalks needed along North Hills near the golf course
- Completing sidewalks along Coolhurst/Claremont
- Continuing proposed sidepath past Jacksonville Cato all the way to the future collector road designated on the city's Master Street Plan
- Connecting to North Little Rock in the south of the city
- Desire for the city's network to be commutable and connected to major attractions and other cities

The consultant provided health information for the state and county, information regarding national and local bicycling attitudes, Sherwood Vision: 2040 Comprehensive Plan proposed trails, and thorough results of the visioning survey that was provided as part of this plan development. Participants were also given the opportunity to take the survey if they had not done so already.

The consultant had the opportunity visit with attendees about successful solutions to common pedestrian and bicycle deficiencies in other communities, share field assessments, and appropriate types of bicycle facility applications.