SHERWOOD BICYCLE & PEDESTRIAN PLAN
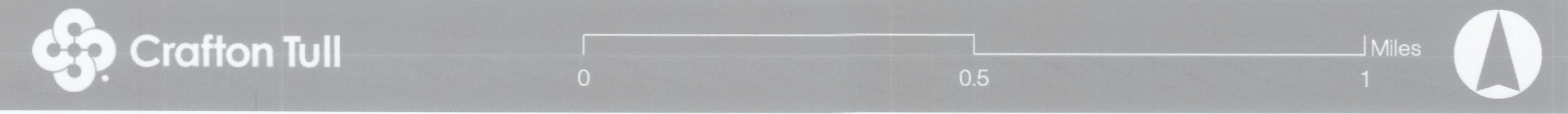## Draft Network

LEGEND

- ⚑ Future Trip Generator
- 🏫 Public School: Primary
- 🏫 Public School: Secondary
- 🏫 Private School

Master Street Plan: Vision 2040

- Local
- Collector
- Minor Arterial
- Principal Arterial
- Flood Zone A
- Flood Zone AE
- Water
- Pavement
- Park

- Existing Trail
- Existing Trail, Convert to Regional
- Proposed Bike Ped Trail
- Proposed Bike Ped Trail, Regional
- Proposed Trail, Comp Plan
- Proposed Bicycle Lane or Cycle Track: Widen
- Existing Bicycle Lane
- Funded Bicycle Lane
- Proposed Bicycle Lane
- Proposed Sharrow
- Proposed Sharrow, Regional
- Proposed Sidepath
- Proposed Sidepath, Regional

⬡ Crafton Tull

0 — 0.5 — 1 Miles

Trails and sidepaths, bicycle lanes, sharrows, and sidewalks comprise the proposed Sherwood bicycle and pedestrian network. Traditional sidewalks are designed specifically for pedestrians and are typically between 4-6 feet wide. They fill in gaps between residential areas and essential services such as hospitals, grocery stores, and schools.

Sharrows are shared roadway markings, usually in white paint, that alert motorists and bicyclists to the shared use of the travel lane. Sharrows are usually painted on streets that are confirmed to be connective, but also feature low traffic volumes, under 5,000 ADT (2,500 preferred). Sharrows are proposed in Gravel Ridge area along Gibson and King, as well as in the east area of the city around Indianhead Lake. Important network connections are made in the southern area of historic Sherwood via sharrows as well.

Bicycle lanes are good facility candidates on urban roads with lower speeds (between 25 and 40 mph), and are preferred at 6 feet wide but can be 4 feet wide minimum

under the right circumstances (such as lower-speed, lower-volume streets). Maryland has funding secured for bicycle lanes from Highway 107 to Brockington, with more proposed along Johnson, Oakbrooke, and Indian Bay. Where possible, buffered bicycle lanes or cycle tracks are preferred, which have an additional 18"-3' of horizontal land/ or vertical buffers to separate the lanes from vehicular traffic.

Although the two are sometimes used interchangeably, sidepaths and trails have different meanings. Sidepaths are wide paths, typically between 12-14 feet wide, built in a road right of way and follow its alignment. Trails are also 12-14 feet in width, but are built through forests, utility easements, or any other area that does not follow a roadway alignment. A major project will extend the trail at Pickthorne Park east to follow Hollywood, then run alongside Lantrip and move north to cross Kiehl and follow the power line easement along Lois all the way to Brockington. This project will involve sidepaths as well as trail segments.

(Handwritten annotations on map)

- Could connect
- Base Gate
- Commuters
- Pump Track www.velolocations.com
- Connection to North End of Trail
- FINISH TRAIL TO RD.
- Finish Sidewalk
- Need Sidewalk
- Driveway Long?
- Connect to Kroger
- A Short Paved Trail 2 mile for youth to learn to ride Bike