

# TASK 3 Summary: Prioritization & Implementation

## Sherwood Bicycle & Pedestrian Plan

### Network Development

Following the combined public meetings 1 & 2, the consultant revised the network to reflect changes.

At this time, the regional routes coordination as part of the Central Arkansas Regional Greenways Plan was underway, and local leaders around Central Arkansas were discussing best ways to connect their cities.

At a Central Arkansas Regional Greenways steering committee meeting on April 19<sup>th</sup>, the steering committee voted to send the proposed routes to the Metroplan board of directors to vote on approval for public comment, which was approved on April 27<sup>th</sup>. The interactive map viewer and comment form is available [at this link](#), which shows multiple ways Sherwood and North Little Rock could connect.

One route designated as the Preferred Regional Route on the Central Arkansas Regional Greenways Plan follows the Levy Trail to Remount, then north to a proposed trail skirting the south side of the North Little Rock Airport and crossing into Sherwood near the Walmart on Highway 107 before following Woodruff Creek to Henson Trail.

The other route, designated as a Major Connector on the Central Arkansas Regional Greenways Plan, follows Fairway Avenue in North Little Rock to a proposed trail to Abercorn, which then continues north via sharrows and sidewalks or sidepaths before eventually tying into the Henson Trail. A second Major Connector follows Remount north of the Preferred Regional Route and continues to Maryland, where it turns east and continues along Maryland until intersecting the power line trail.

It should be noted that these options have been incorporated into the Sherwood Bicycle and Pedestrian Plan, and the construction of segments of these routes is, to large degree, based upon each City's successful grant applications for construction funding. As that plan progresses, so shall this plan be coordinated.

### Prioritization & Phasing

Utilizing prioritization input received from the steering committee, the consultant developed a framework generating a preliminary list of prioritized projects based on need, cost, ease of implementation, safety, access, and other community-specific goals. Bicycle and pedestrian segments will be prioritized into short-, intermediate-, and long-term projects. The consultant provided four preliminary phases for implementing the bike-ped network, presented at the May 2022 public meeting. Phase 1 ranges from 1-3 years, Phase 2 from 4-10 years, Phase 3 from 11-15 years, and Phase 4 from 16-20 years. Some facilities, such as sidepaths along future collector streets in north Sherwood are

designated as “Long Range Facilities” that may be constructed in tandem with road construction as these corridors are realized. Phasing structure does not obligate the city to a strict order of implementation or construction timeline, but is intended rather to serve as a recommended structure for establishing a network “spine” followed by infilling the network with logical connections.

As of the writing of this summary, the implementation plan is being analyzed and will be presented when the bicycle and pedestrian network has been finalized and the resulting implementation strategies completed.

### Steering Committee Meeting 2

The second steering committee meeting was held in December 2021 at Bill Harmon Recreation Center. The consultant presented a new and updated draft network to the steering committee for discussion. Maryland Avenue received feedback for different ease of implementation, and grade separated crossings were requested at Jacksonville Cato.

The steering committee also agreed that since the Central Arkansas Regional Greenways project was in the midst of route development and that the Sherwood Bicycle & Pedestrian Plan would require coordination, holding the public meeting after the Central Arkansas Regional Greenways routes were more clear would be the best course of action. Thus, upon approval of the Central Arkansas Regional Greenways routes for public comment in late April, the next Sherwood public meeting was scheduled for May.

### Public Meeting 3

Public meeting 3 was held at the Bill Harmon Recreation Center on May 17<sup>th</sup>, 2022. The consultant had the opportunity to provide project background for newcomers, followed by an overview of bicycle and pedestrian facility types, as well as a presentation of the proposed project, phasing, ease of implementation, and network purpose.

A group of property owners along the Greens at North Hills voiced their concerns about an existing trail alignment running east-west through the golf course and north-south along its east side. These segments were in actuality designated an existing “trail” on the Sherwood Vision: 2040 Plan and was included on the network map as such. The consultant clarified this point (although the source of the data at that time was thought to be PAGIS, which it was not), and further comments were provided regarding a proposed trail alignment on the eastern end of the golf course that would connect the trail at Devon and Country Club.

Some concern was also expressed regarding the alignment of the Woodruff Trail between Highway 107 and Henson Trail. Additional concerns stem from the proposal of the existing Woodruff Creek Trail being improved as the regional route, fearing it would lose its natural appeal if widened, while others expressed their enthusiasm at the idea. Property owners at Austin Gardens Court expressed concerns about the power line trail’s alignment, requesting privacy fence.

The intersection of Kiehl and Patricia Lynn was marked as in need of a robust intersection treatment, as none currently exists. A participant noted that Narragansett Place in northeast Sherwood has a new home at the end of the street and cannot provide access to the proposed trail. General support was expressed for the sidepath along Highway 107 and Kellogg Acres Road.

It should be noted that some proposed facilities at Public Meeting 3 are not conducive to the condition of the street, such as proposed sharrows along a street with high average daily traffic counts, which would be unsafe. The Sidewalk Infill Plan received many comments that have led to a new draft, as well. Each of these maps have subsequently been updated, as has the presentation, for viewing.