



SHERWOOD

BICYCLE & PEDESTRIAN MASTER PLAN

Steering Committee Meeting

December 14, 2021

Task 1: Project Kickoff, Existing Facilities, and Visioning

Task 2: Preliminary Network, Assessment, Recommendations

Public Meeting 1

Task 3: Prioritization & Implementation

Public Meeting 2

Task 4: Master Plan Documentation

Plan Adoption

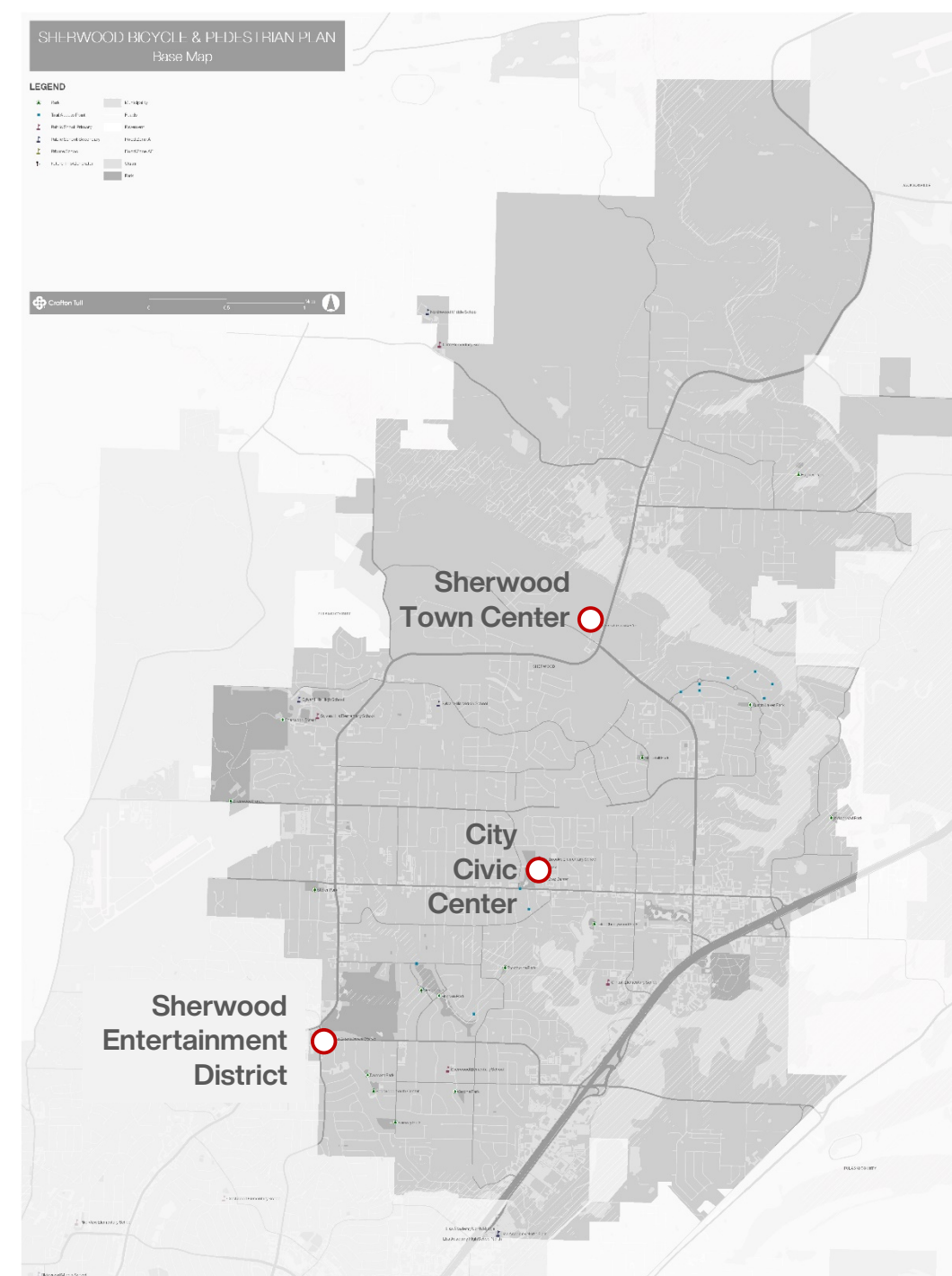
Focused Development Considerations

Connecting Existing and Future Trip Generators

“Creating Places, Not Developments”

- Sherwood Town Center
- City Civic Center
- Sherwood Entertainment District

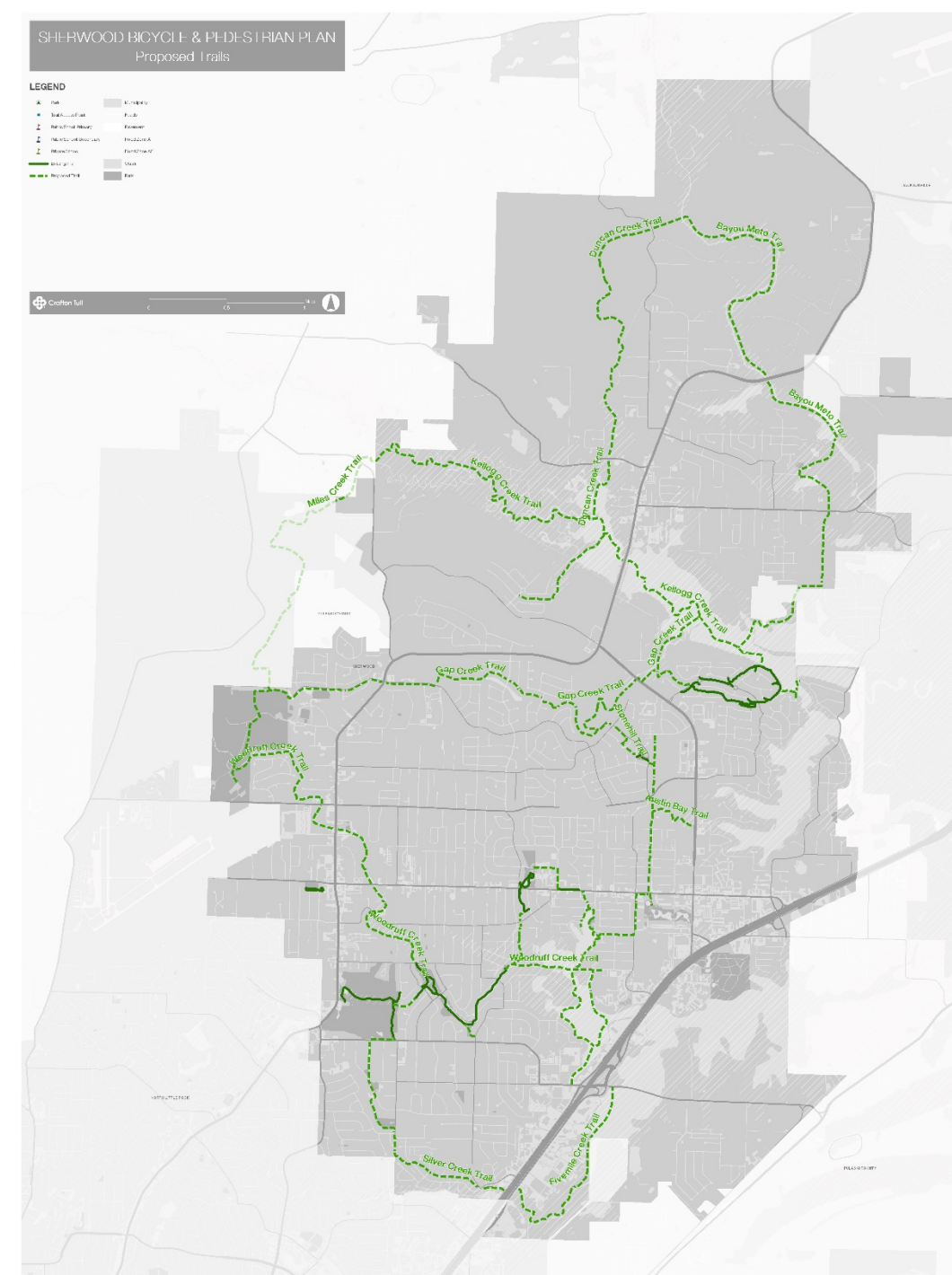
Sherwood Vision 2040, pages 41-43



Proposed Trail System

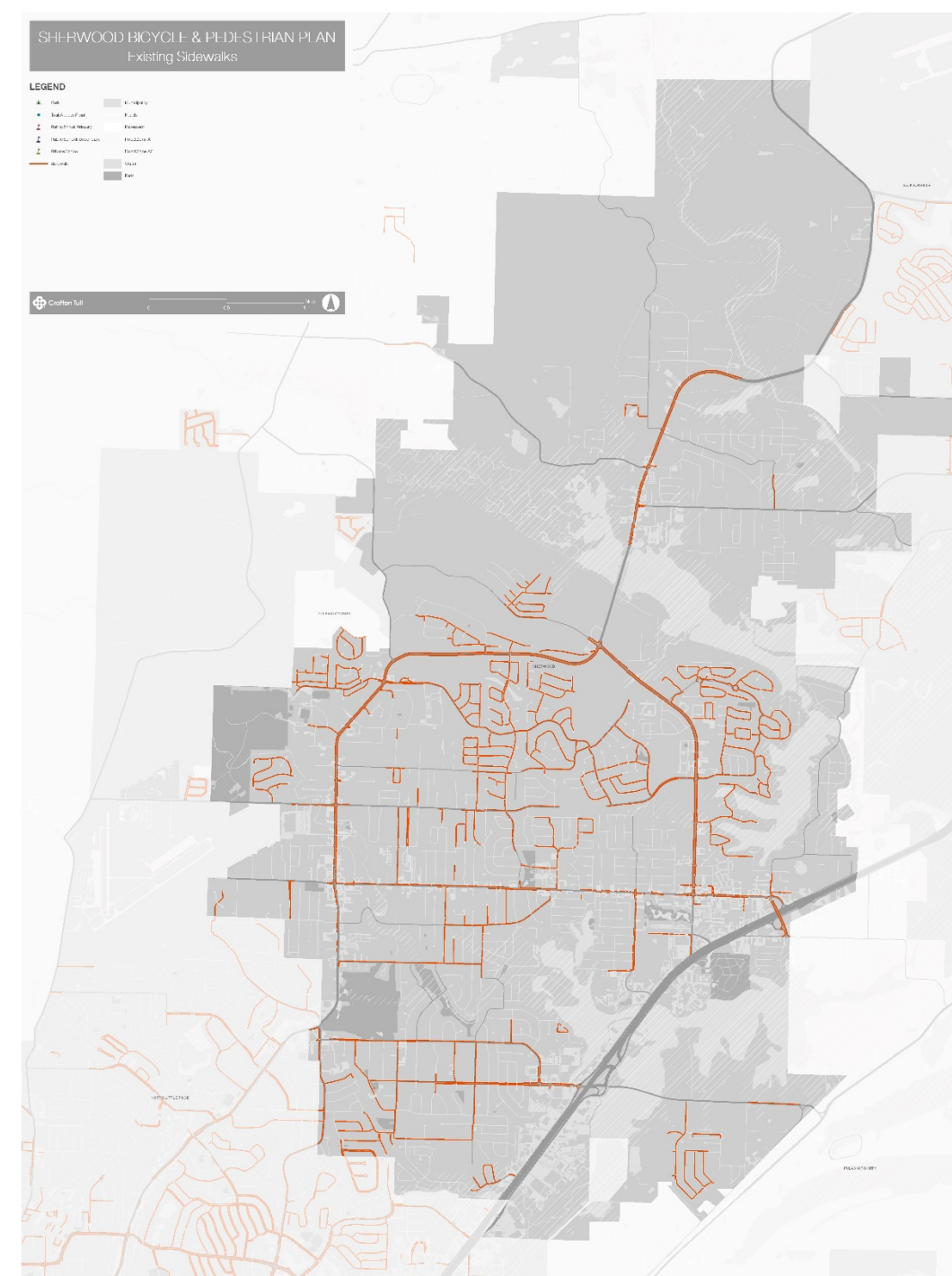
Connecting Existing and Future Trip Generators

“Trail System – Trails are a community amenity that are increasingly being expected in successful cities. Northwest Arkansas has demonstrated the tangible economic, health, recreation, and tourism benefits of having a robust trails system. Sherwood is ideally laid out in a way to develop an interconnected system of greenway trails. The city should consider committing resources to greater development of its trails system.”



Existing Sidewalk System

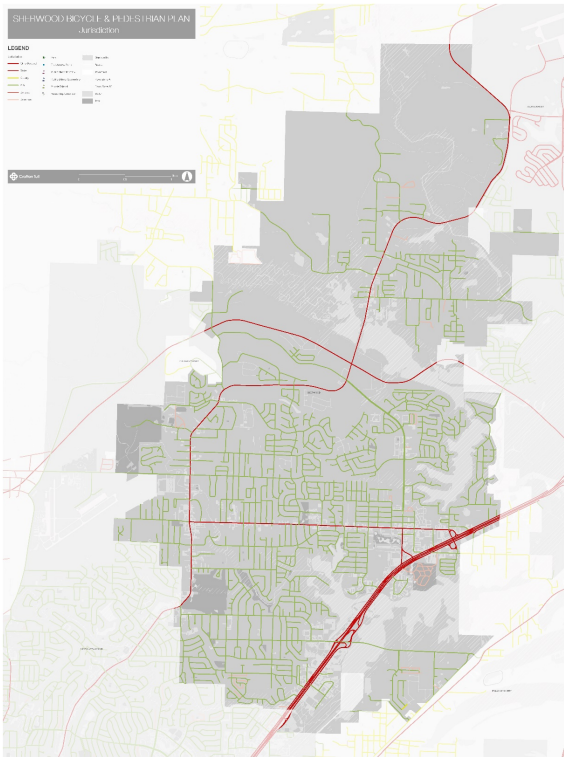
Connecting Existing and Future Trip Generators



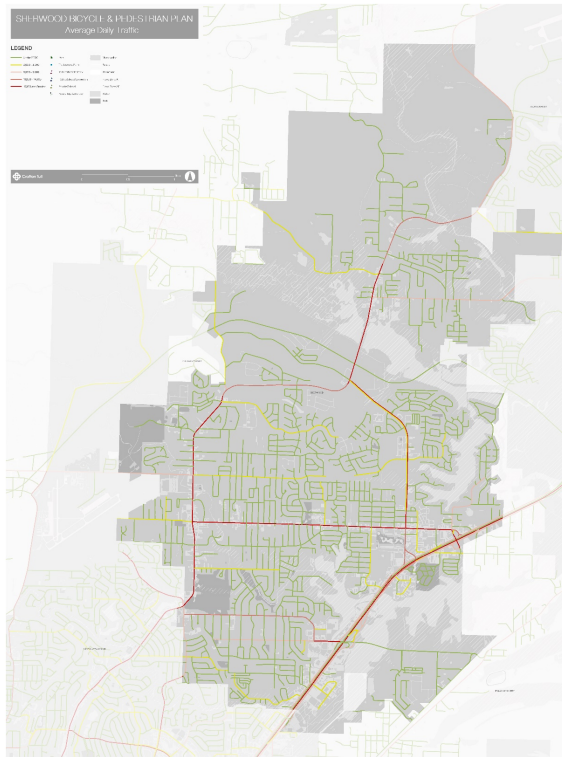
ROADWAY CHARACTERISTICS



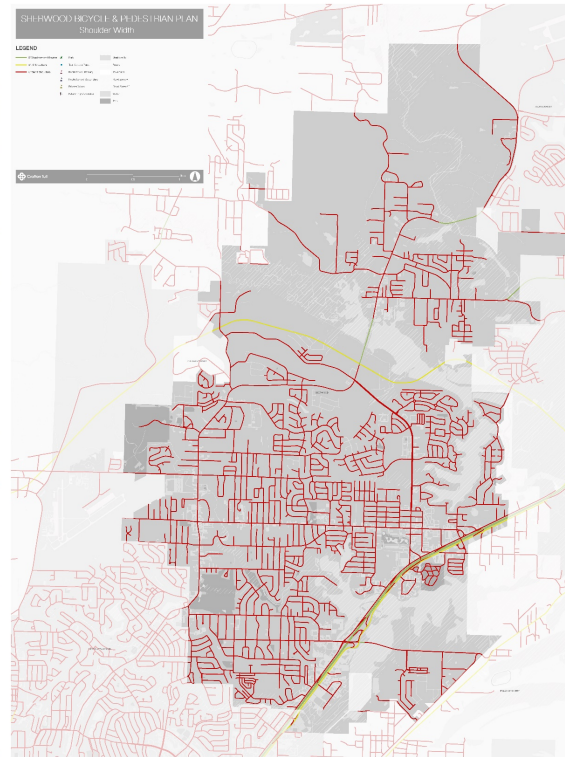
Roadway Assessments



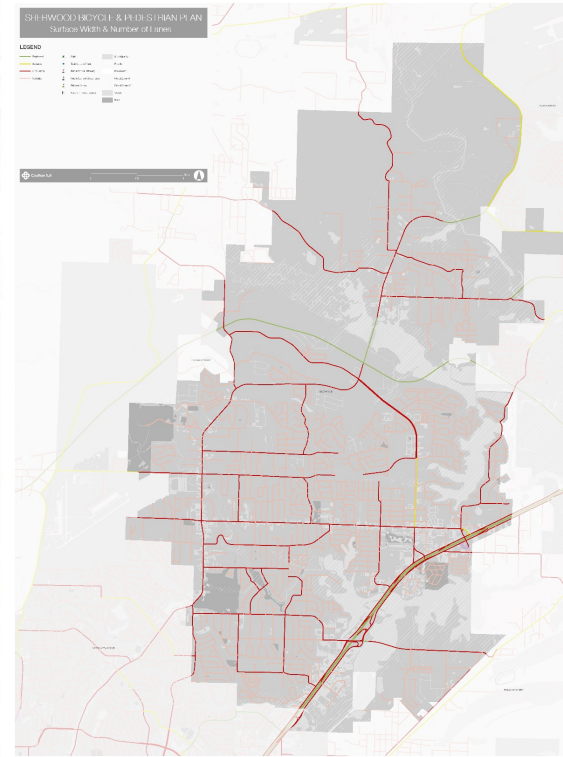
Jurisdiction



Average Daily Traffic

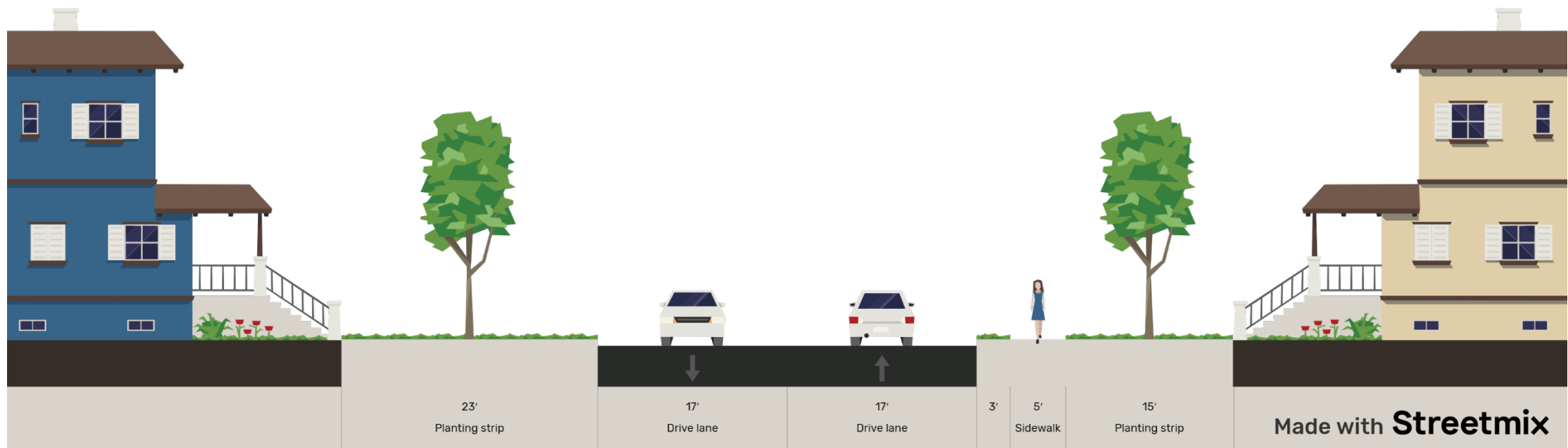


Shoulder Widths



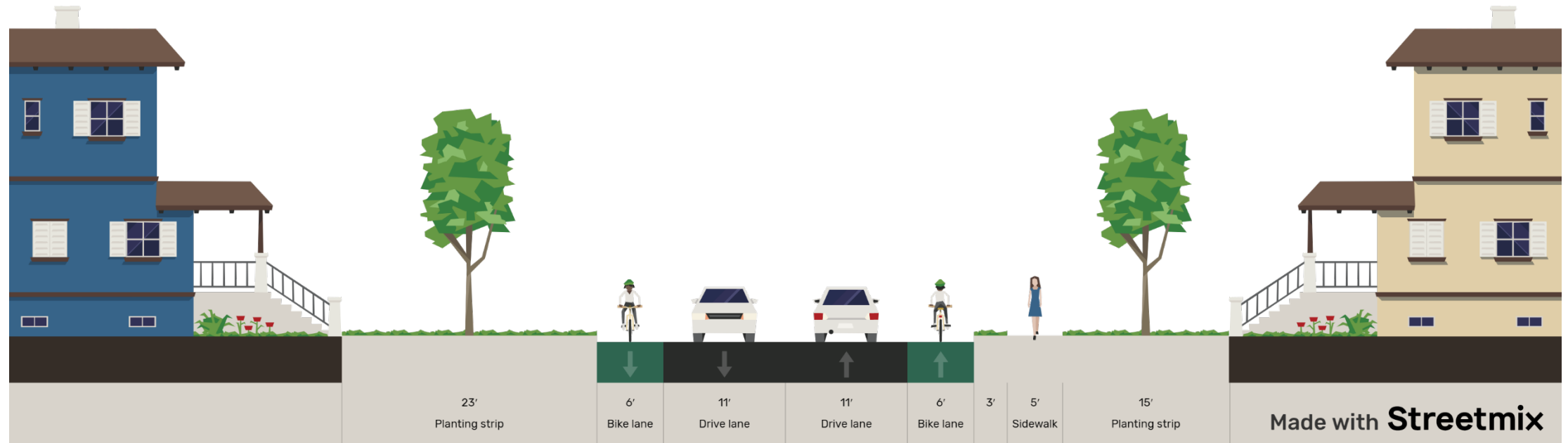
Roadway Widths and Number of Lanes

Case Study: Oakbrooke



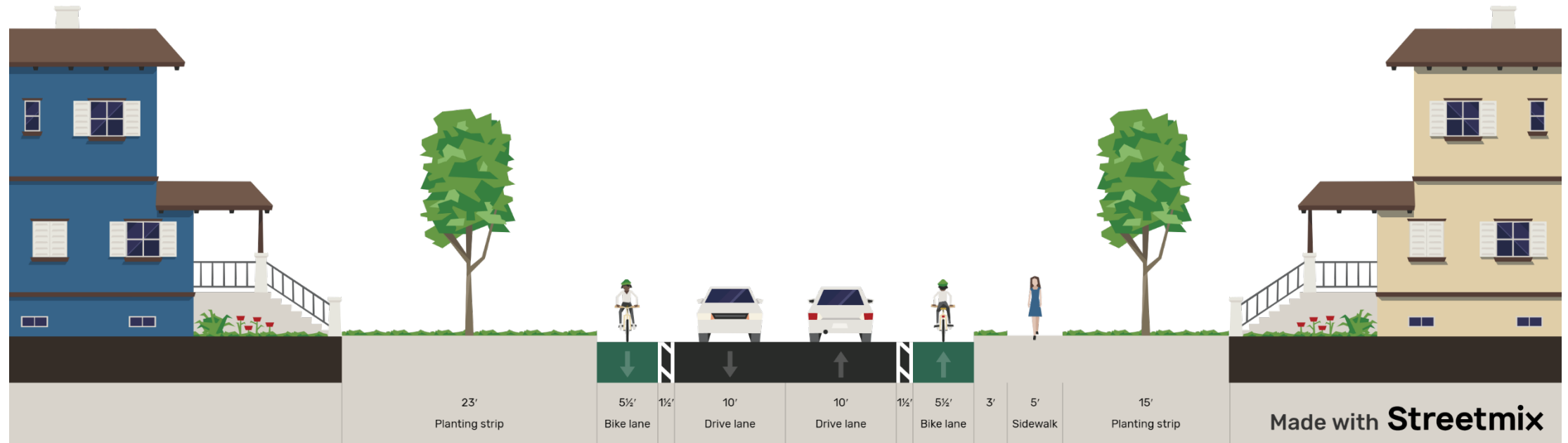
EXISTING CONDITION

Case Study: Oakbrooke



OPTION 1: BIKE LANES (11' drive lanes / 5' bike lanes outside of gutter):
COMPLETE STREET

Case Study: Oakbrooke



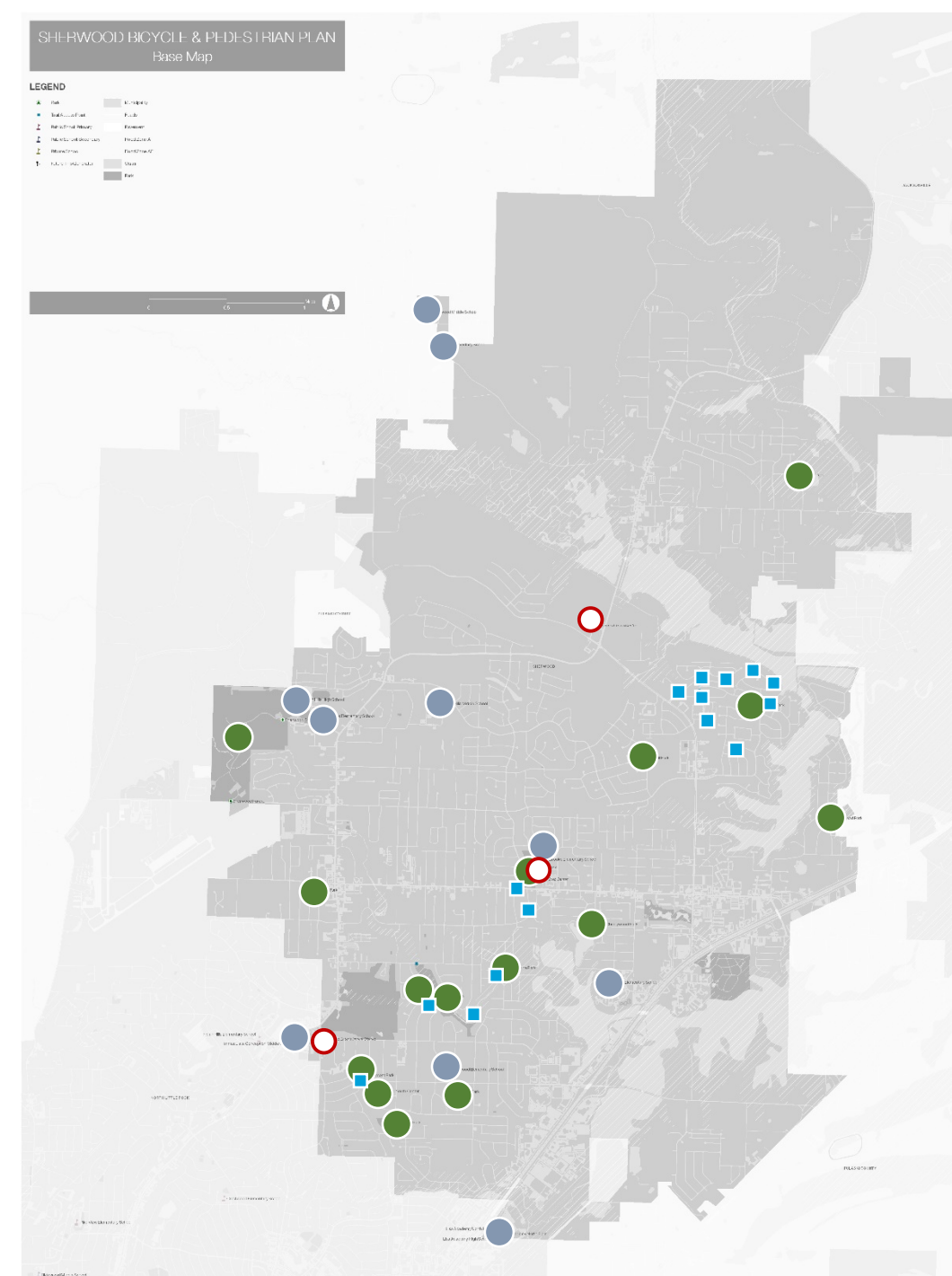
OPTION 2: PROTECTED BIKE LANES (10' drive lanes / 4.5' bike lanes outside of gutter):
COMPLETE STREET

TRIP GENERATORS & SERVICE AREAS



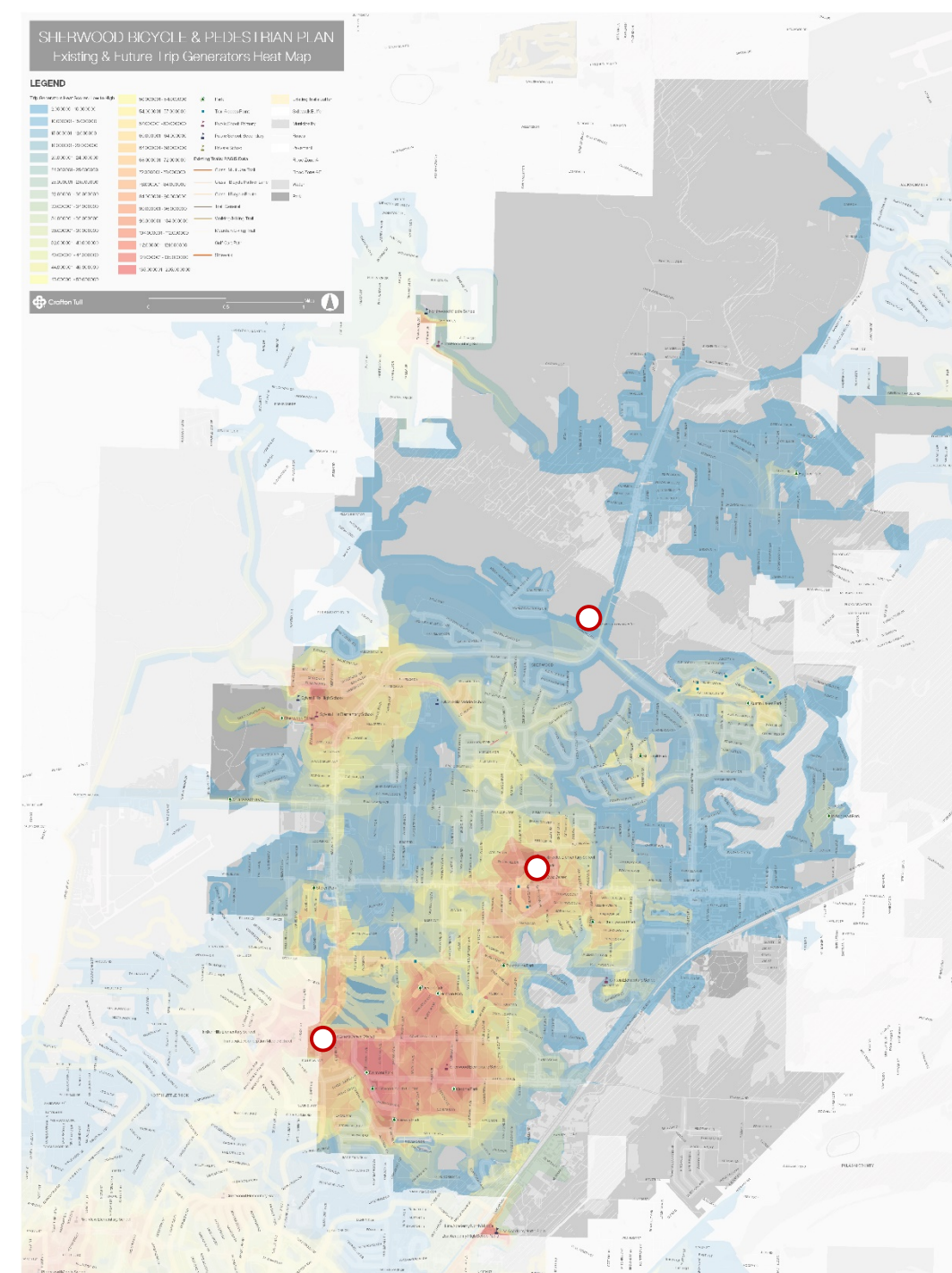
Trip Generators

- What destinations are probable for bicycling and walking?
 - Parks
 - Trail access points
 - Schools
 - Centers / nodes / specialty destinations / downtowns / business centers



Heat Map: Existing & Future Facilities

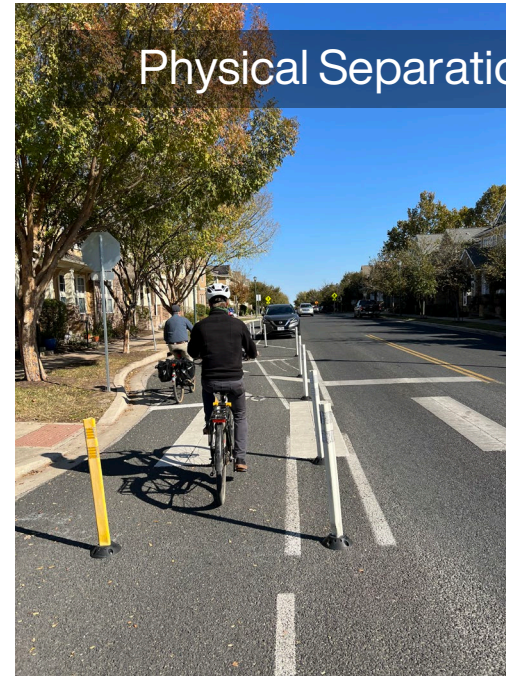
- Existing Destinations
 - Schools
 - Parks & Community Centers
- Future Destinations
 - Sherwood Town Center
 - City Civic Center
 - Sherwood Entertainment District



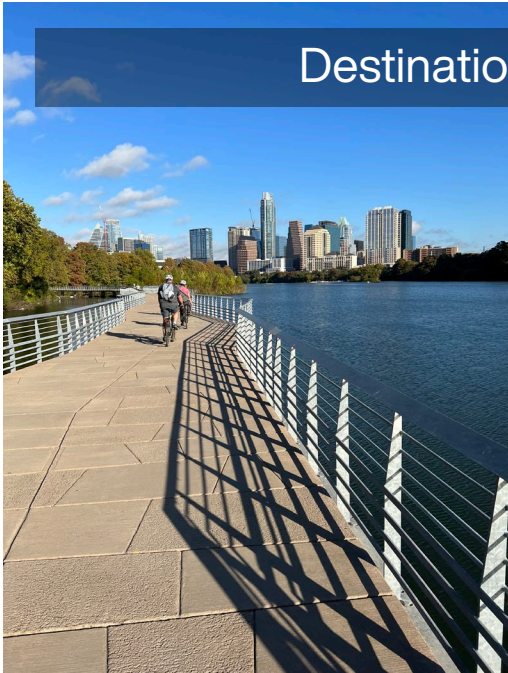
Travel Mode Choice

- What factors will influence people's travel mode choice?
 - Safety
 - Comfort
 - Experience
 - Points of interest / multiple destinations
 - Distance

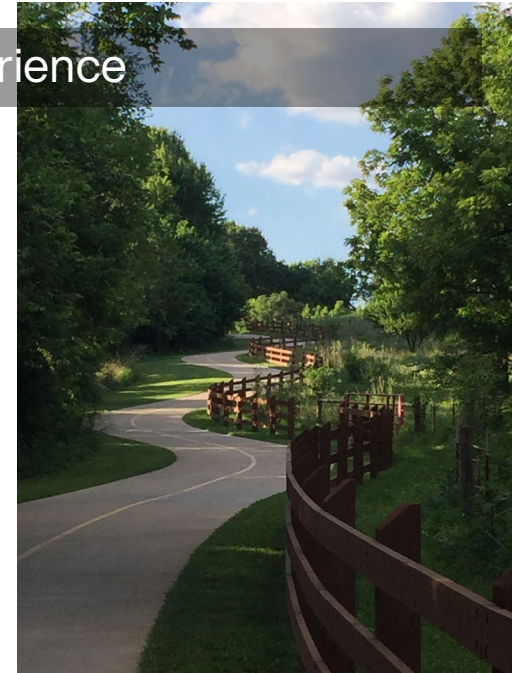
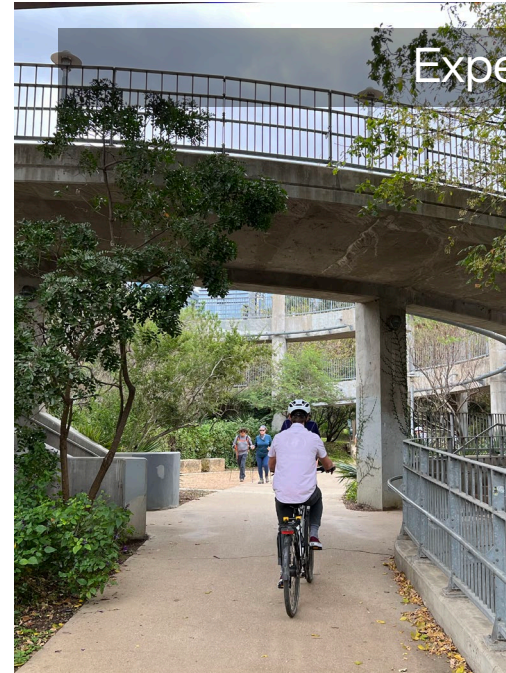
Physical Separation: Comfort & Safety



Destinations & Points of Interest

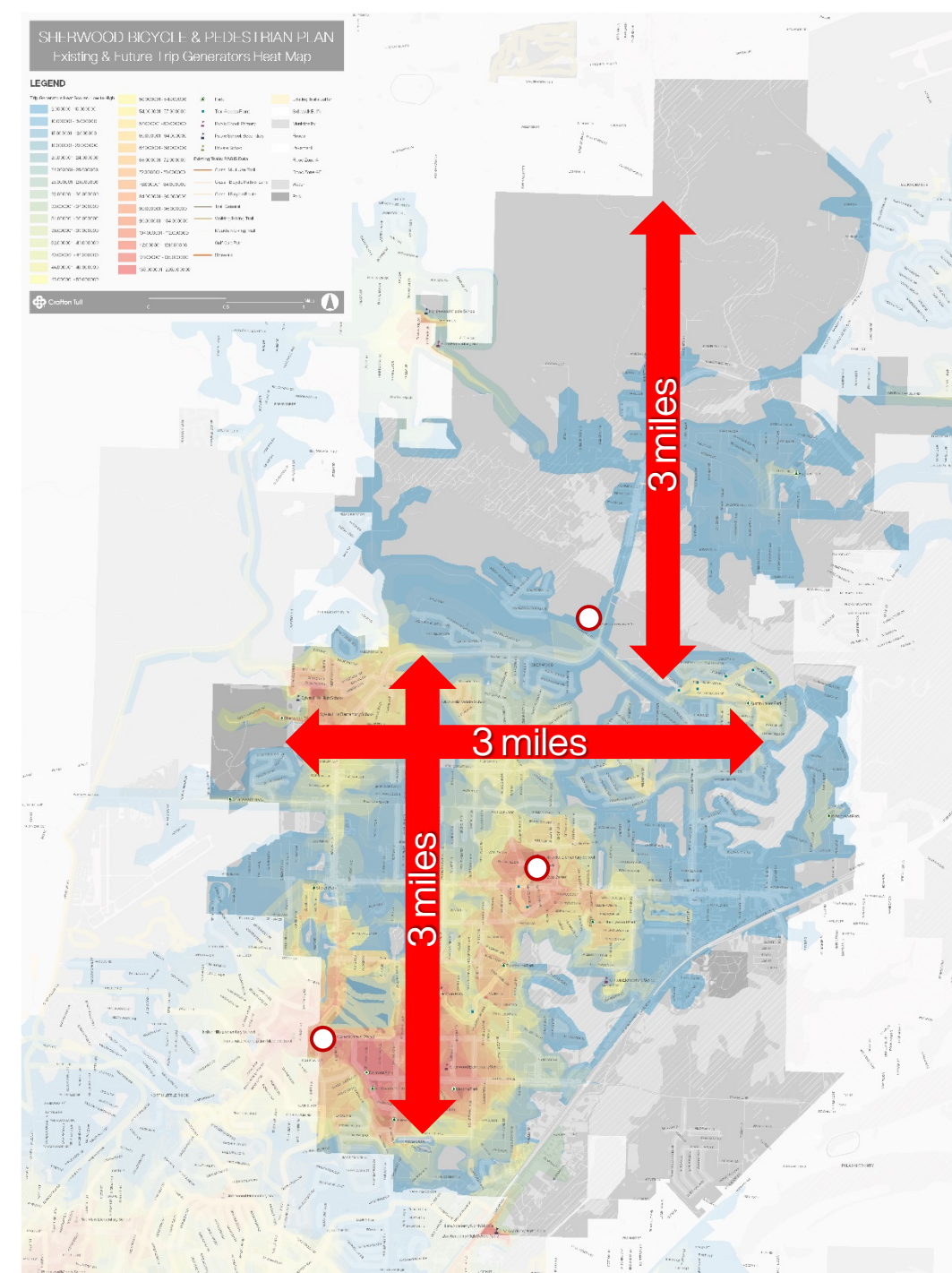


Experience



Heat Map: Existing & Future Facilities

- Existing Destinations
 - Schools
 - Parks & Community Centers
- Future Destinations
 - Sherwood Town Center
 - City Civic Center
 - Sherwood Entertainment District

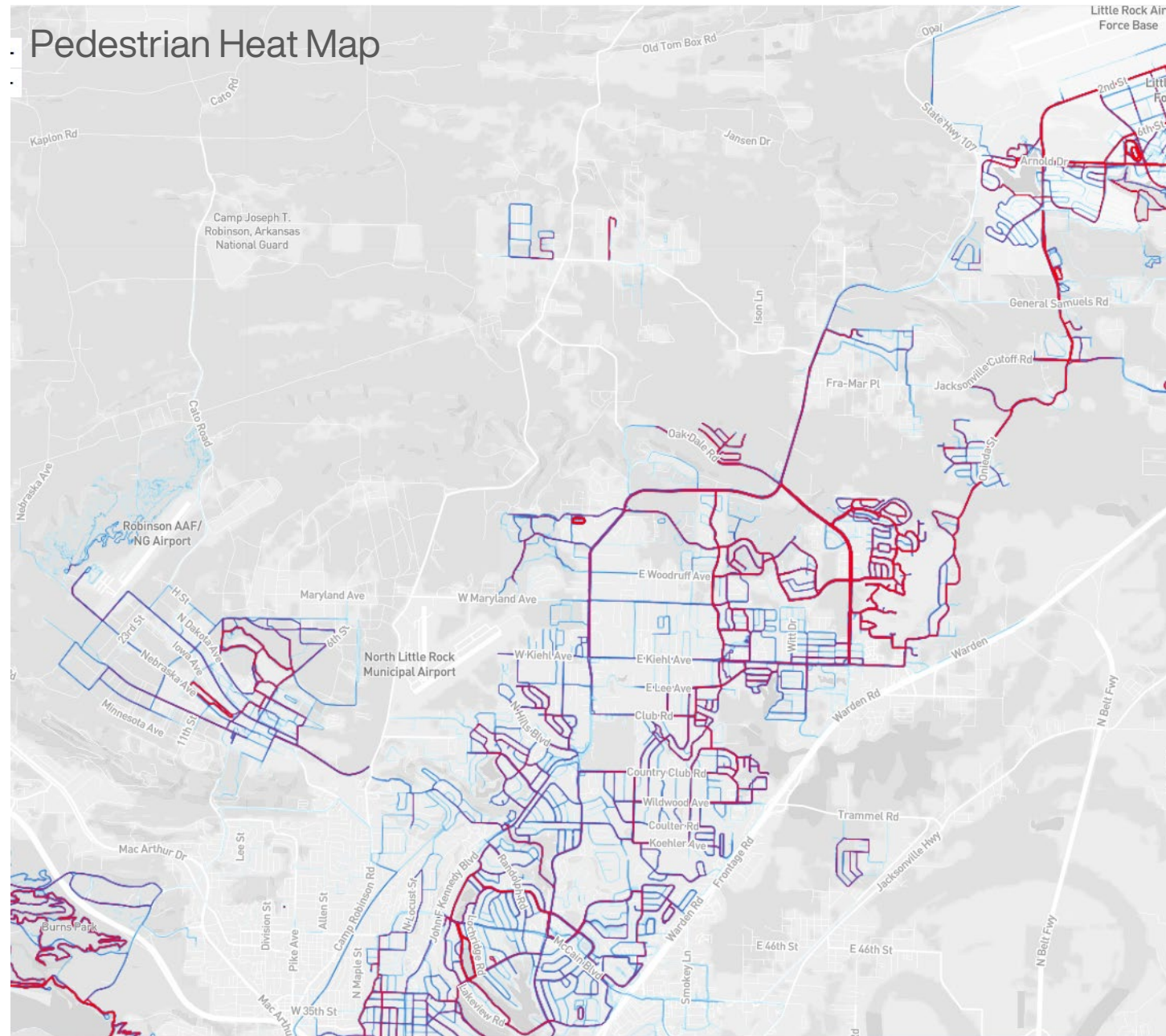


ADDITIONAL CONSIDERATIONS



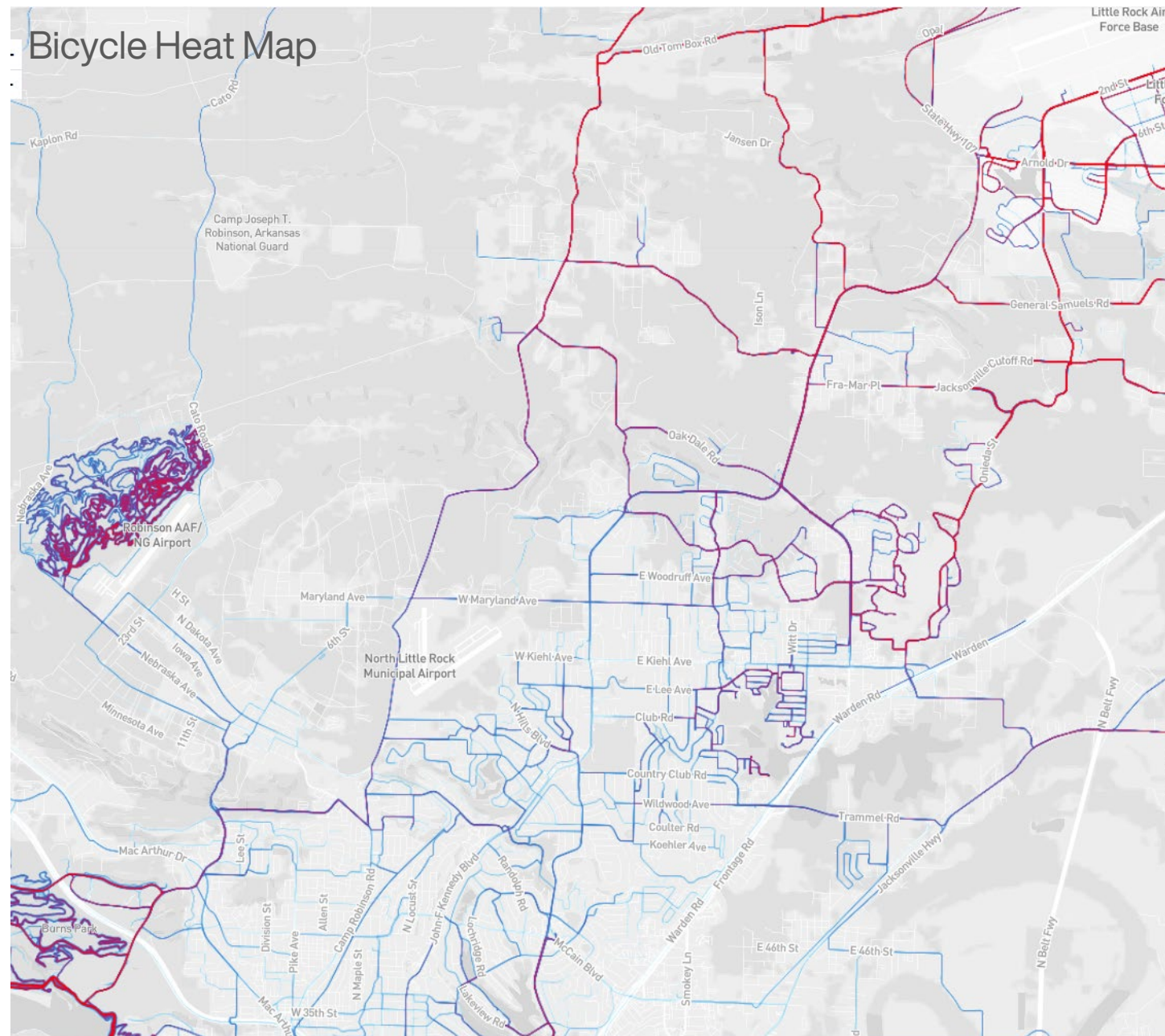
What it Doesn't Tell Us

- Commonly utilized routes
- Desired routes
- User comfort levels
- Other destinations



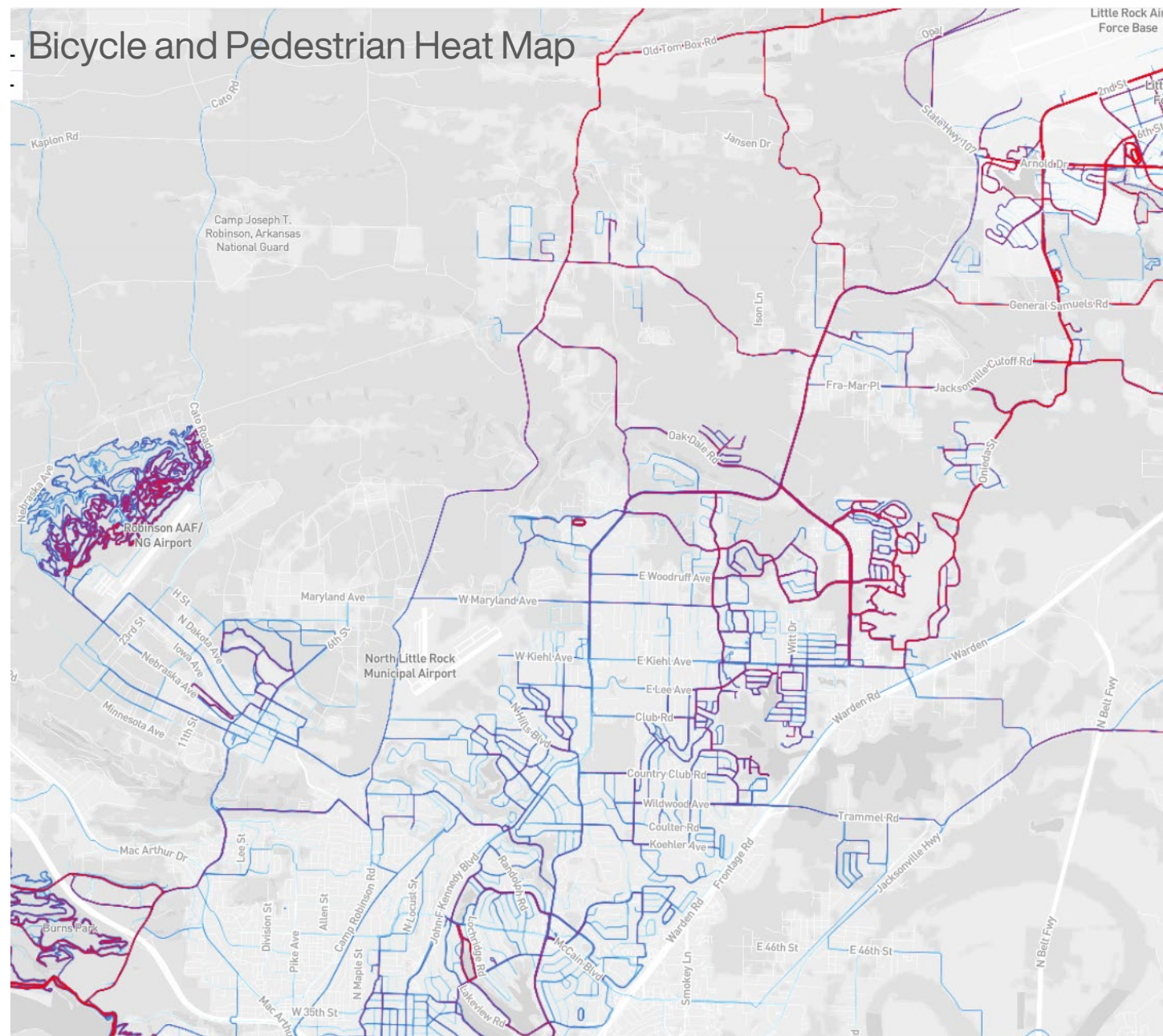
What it Doesn't Tell Us

- Commonly utilized routes
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What it Doesn't Tell Us

- Commonly utilized routes
- Desired routes
- User comfort levels
- Other destinations



USERS



Jacksonville Cato



Devon



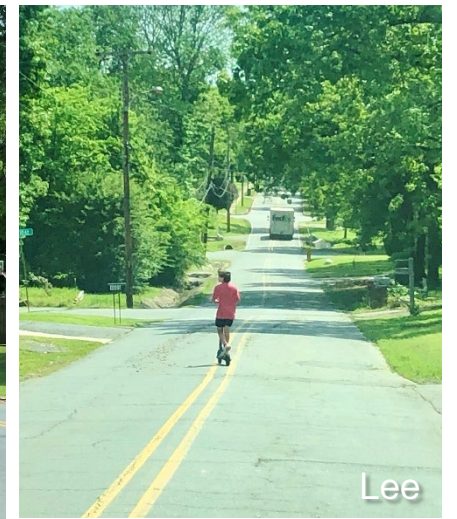
Lee



Oakbrooke



Devon



Lee

USER TYPES, FACILITY TYPES, LEVEL OF COMFORT



Types of Bicyclists



NO WAY NO HOW

Not interested in bicycling at all, for reasons of topography, inability, or a lack of interest

33% - 37%

11.62%



INTERESTED BUT CONCERNED

Curious about riding or like to ride a bicycle, but may be afraid to ride. Prefer separated facilities such as trails or side paths

51% - 60%

55.43%



ENTHUSED & CONFIDENT

Prefer to have their own facilities, such as bicycle lanes and bicycle boulevards, but are comfortable sharing the roadway with automotive traffic

5% - 7%

28.41%



STRONG & FEARLESS

Will ride regardless of roadway conditions

1% - 7%

4.55%

33% - 37%

51% - 60%

5% - 7%

1% - 7%

NO WAY NO HOW

INTERESTED BUT CONCERNED

ENTHUSED & CONFIDENT

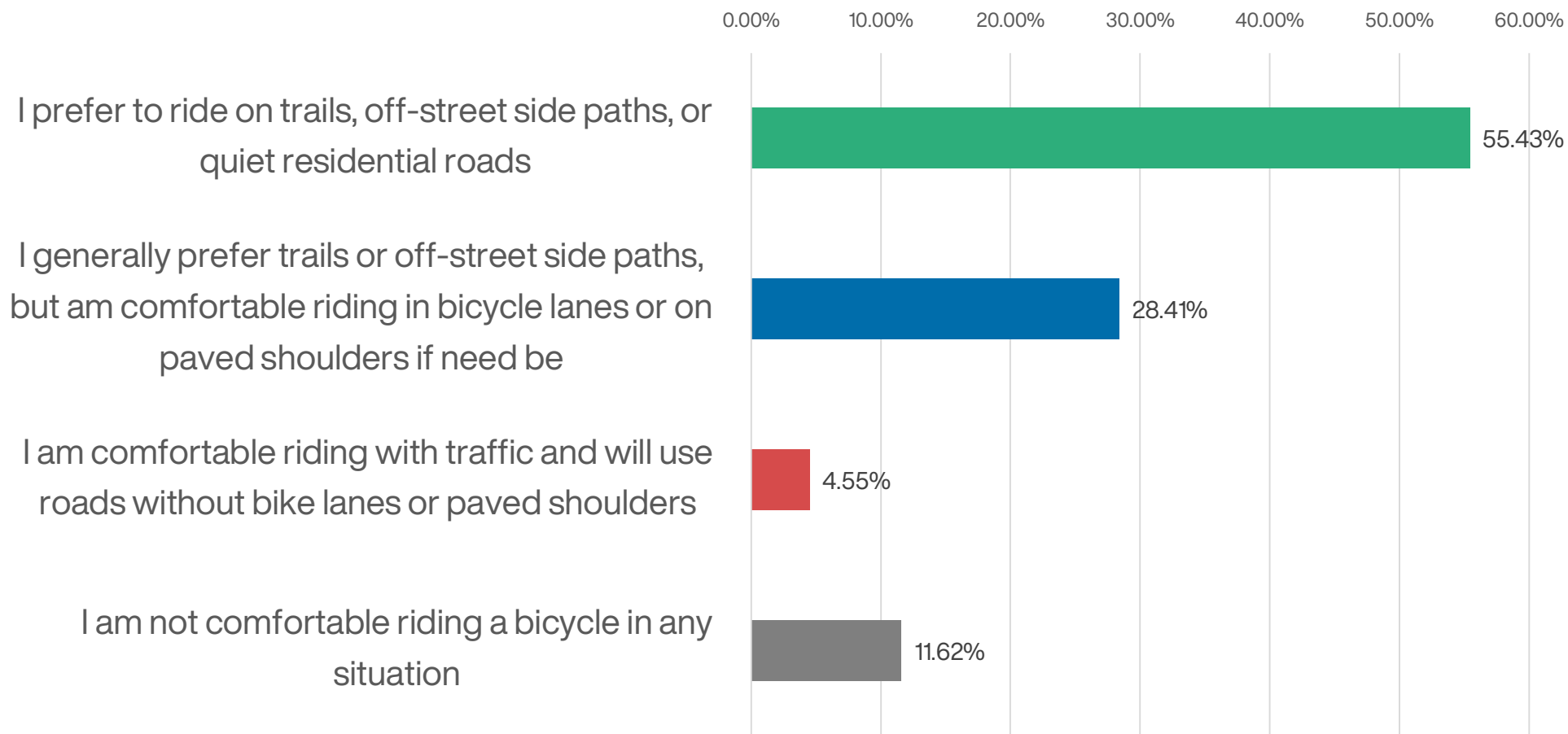
STRONG & FEARLESS

LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Level of Comfort: Sherwood Survey Results

What is your bicycling level of comfort?



LOW STRESS TOLERANCE

Separated Facilities



Sidepaths



6'-8' Local Walking Path



12'-14' Multi-Use Trail

Protected On-Street Facilities



Buffered Bicycle Lanes



Cycle Track: Bollards



Cycle Track: Separated Bike & Ped

HIGH STRESS TOLERANCE

Standard On-Street Facilities



Bicycle Lanes



Sharrows



Bicycle Boulevard

FACILITY PREFERENCES

SHARED ON-STREET

PROTECTED ON-STREET

TRAILS & SIDEPATHS

SHARROWS

Sharrows should be utilized on urban streets that have a maximum speed of 35 mph, with low traffic volumes. Sharrows are suitable for narrow roads, since they give the cyclist use of the entire travel lane. For purposes of Helena-West Helena's network, these streets are predominately residential in nature, and are designated because of their connectivity across the community.

Appropriate roads for sharrows:

- Residential or local streets; collectors if low traffic volumes
- Lower traffic volumes (under 5,000 ADT)
- Road widths that are too narrow for bicycle lanes

Sharrows should not be utilized along streets with higher traffic volumes or speeds, since they do not offer the bicyclist protection from vehicular traffic.



BUFFERED BICYCLE LANES

Buffered bicycle lanes are bicycle lanes with an added physical buffer, either vertical, horizontal, or both, that separates the bicyclist from vehicular traffic.

Appropriate roads for buffered bicycle lanes have the following characteristics:

- 40-55 mph speed limits
- Arterials and collectors
- Any street or route along which additional separation for user safety is desired.

Buffered bicycle lanes provide additional protection desired by riders of all ages and abilities. Buffered bicycle lanes may occur in each direction of vehicular flow (along both sides of a street) or in two-directional flow along one side of a street (also called a cycle track).



MULTI-USE TRAILS & SIDEPATHS

Multi-use trails are often placed within individual park sites as loop trails. However, they present opportunities for alternate transportation corridors when designed to connect people and destinations.

Opportunities for multi-use trail corridors include

- Along street rights-of-way where a sidewalk cannot be accommodated on both sides (also called a sidepath when wide enough to accommodate bicycles and pedestrians)
- Floodplains, drainage corridors, or waterways
- Abandoned rail rights-of-way or rail corridors
- Utility easements

Multi-use trails are often quite popular in a community, and local support often grows as trail networks are developed which increase connectivity.



SIGNED ROUTES

STANDARD ON-STREET

SIDEWALKS

SIGNED BICYCLE ROUTES

Signed bicycle routes usually occur in rural areas along roads with speeds up to 55 mph, but with lower ADTs (up to 5,000 vehicles per day). Routes are typically designated along two-lane roads, as opposed to multi-lane, higher-volume roadways. These routes are not bikeways. Signed routes are relatively easy to implement with the addition of route signage.

Appropriate roads for signed bicycle routes:

- Rural
- Speeds up to 55 mph
- Lower ADT (up to 5,000)



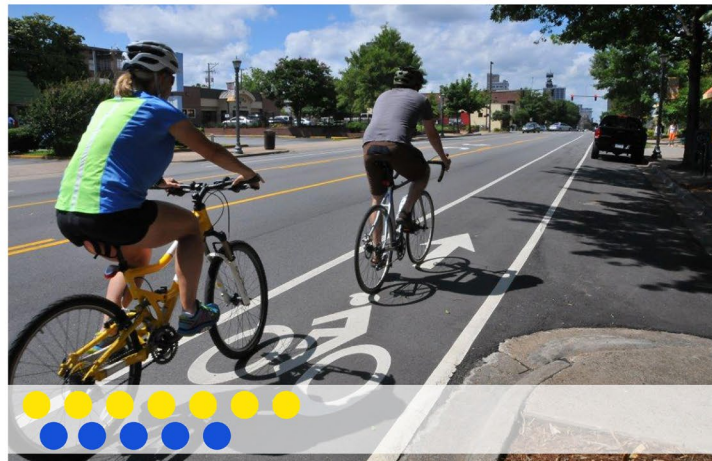
STANDARD BICYCLE LANES

Bicycle lanes are most appropriate along urban roads with lower speeds, either arterials or collectors where separation is needed from vehicular traffic.

Appropriate roads for bicycle lanes:

- Urban
- Lower speeds (between 25 and 45 mph)
- Arterials and collectors

Bicycle lanes are easy to implement in the short term if pavement widths are wide enough to accommodate them, at which point they become a matter of roadway re-striping. They offer a baseline level of separation and protection from vehicular traffic, with added width offering more separation. Bicycle lanes should be 6' in width, but can be as narrow as 4' in constrained situations that provide critical connections. The width of a bicycle lane should not include the street gutter.



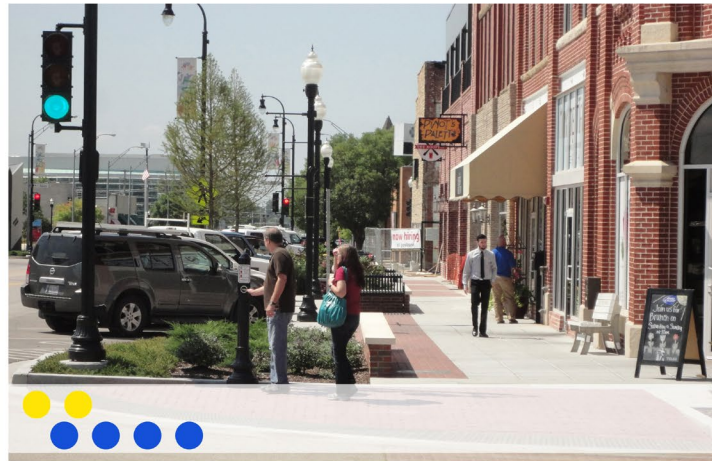
SIDEWALKS; PEDESTRIAN SPINES

Pedestrian spines are applicable where heavy volumes of pedestrian traffic exist, such as commercial corridors, near recreational amenities, or along corridors where high densities of housing connect pedestrians to goods and services.

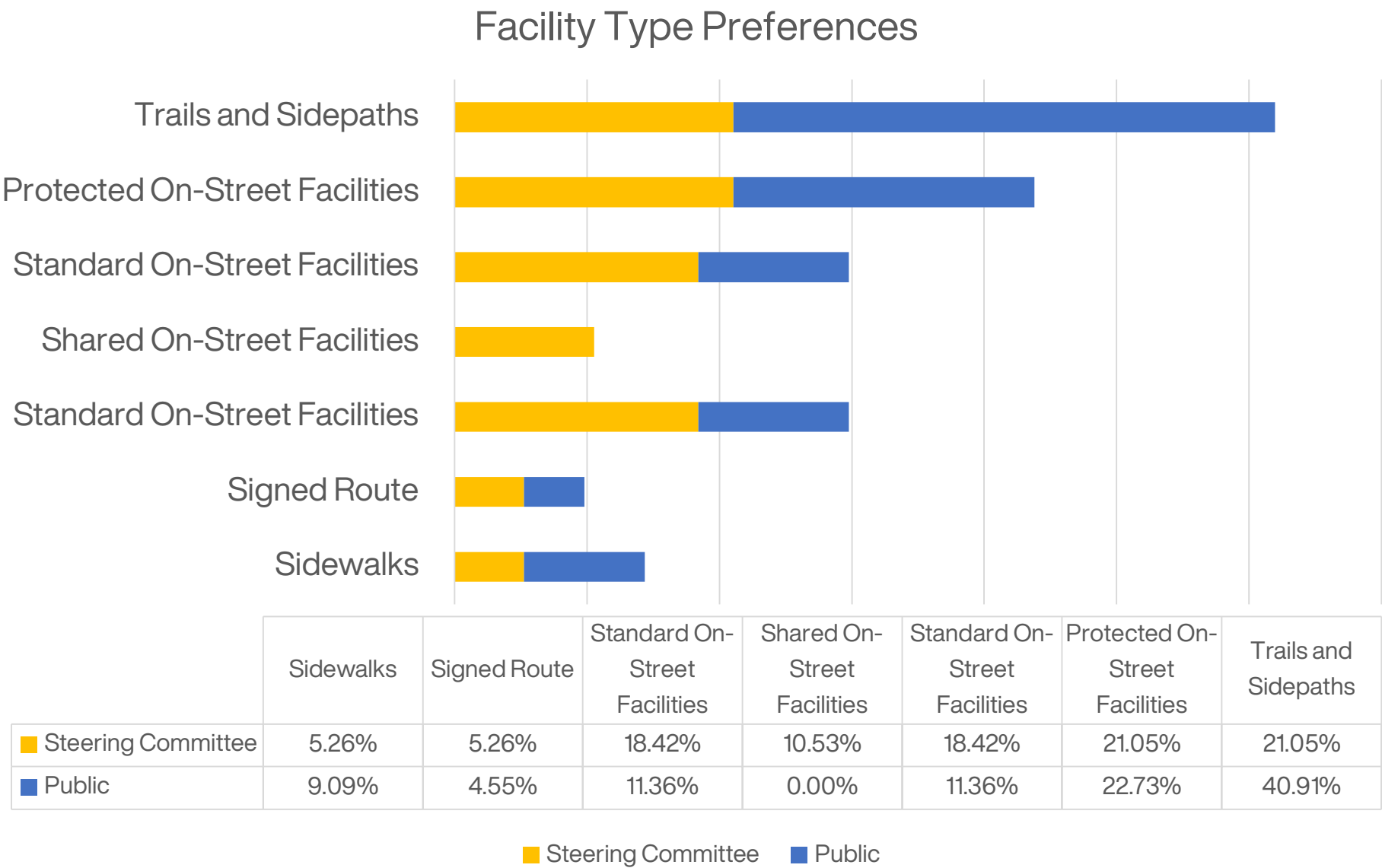
Appropriate roads for pedestrian spines:

- Urban
- Various speeds
- Various traffic volumes and land uses (see previous paragraph)

Pedestrian spines may be challenging to retrofit along existing corridors which were constructed with few design controls, unlimited curb cuts, and overhead power poles. They are most easily implemented with appropriate site design requirements as new development occurs.



Facility Type Preferences



Bicycle & Pedestrian Facility Types

FACILITY SELECTION



No Facilities



Sharrows or Bike Blvds



Standard Bike Lanes



Buffered Bike Lanes/Cycle Track



Sidepath/Multi-Use Trail

Level of Stress Increases

Ease of Implementation Increases

Level of Stress Decreases

Ease of Implementation Decreases

Facility Selection Considerations

- Who is the user?
- Trip Generators & Destinations
- Roadway Characteristics:
 - Traffic Volume
 - Traffic Speed
 - Roadway Classification
 - Roadway Width
 - Roadway Right of Way
- Drainage, Utilities, Topography
- Land Use & Driveways
- Existing Bicycle and Pedestrian Network



BICYCLE & PEDESTRIAN NETWORK



Bike/Ped Network: Overall

Regional Connector 

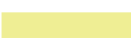
Local Connector 

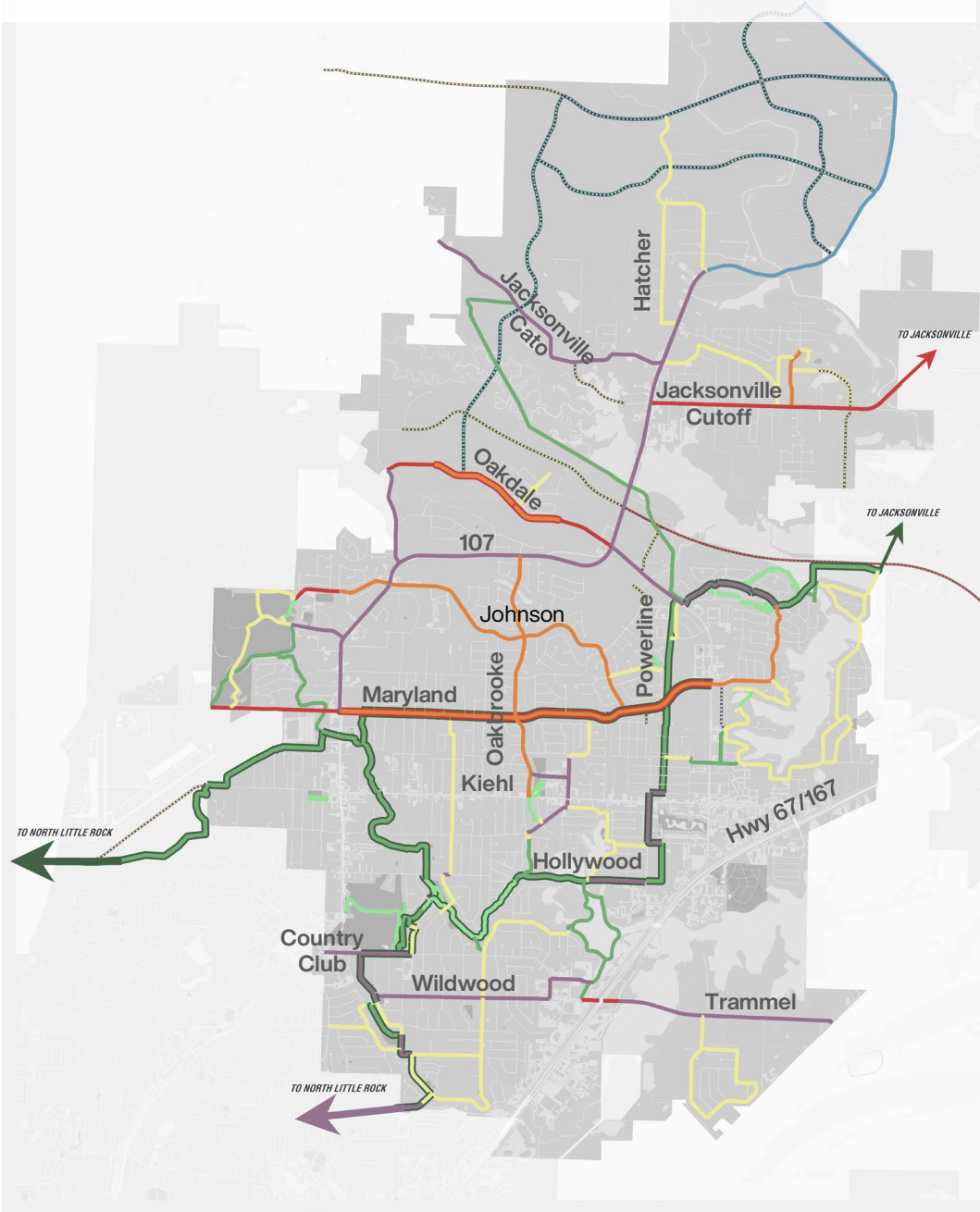
Sidepath 

Long-Range
Sidepath 

On-Road Protected
Bicycle Facility 

On-Road Protected
Facility: Widen 

On-Road Shared
Facility 



Bike/Ped Network: Trails

Regional Connector 

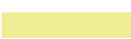
Local Connector 

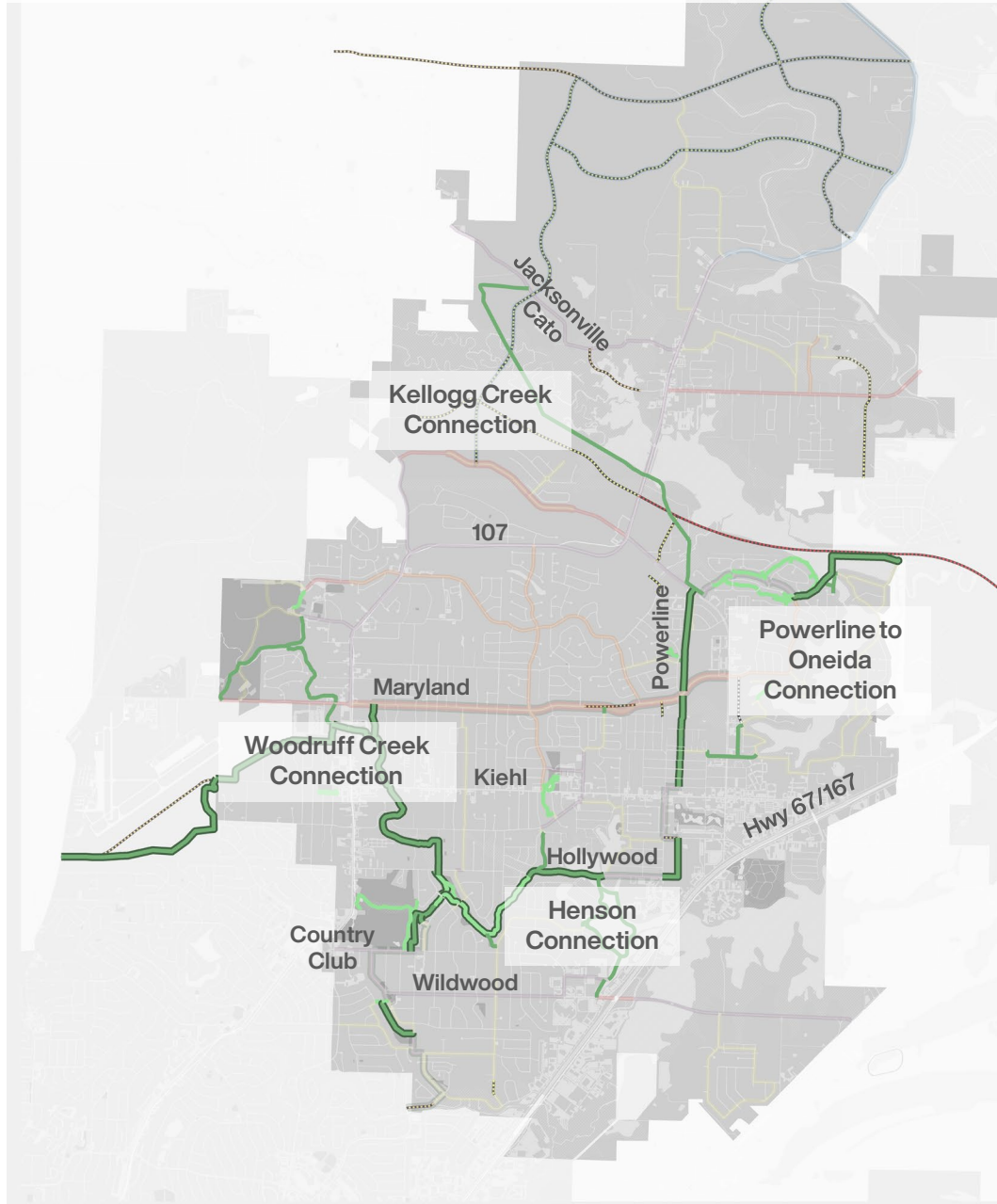
Sidepath 

Long-Range
Sidepath 

On-Road Protected
Bicycle Facility 

On-Road Protected
Facility: Widen 

On-Road Shared
Facility 



Bike/Ped Network: Sidepaths

Regional Connector 

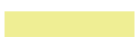
Local Connector 

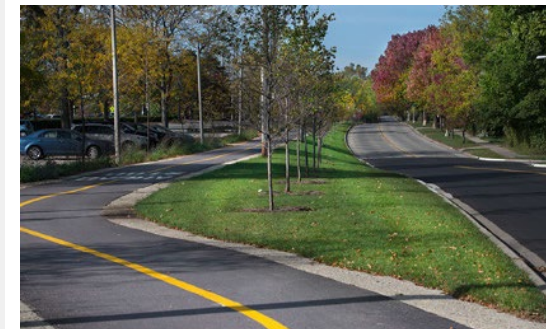
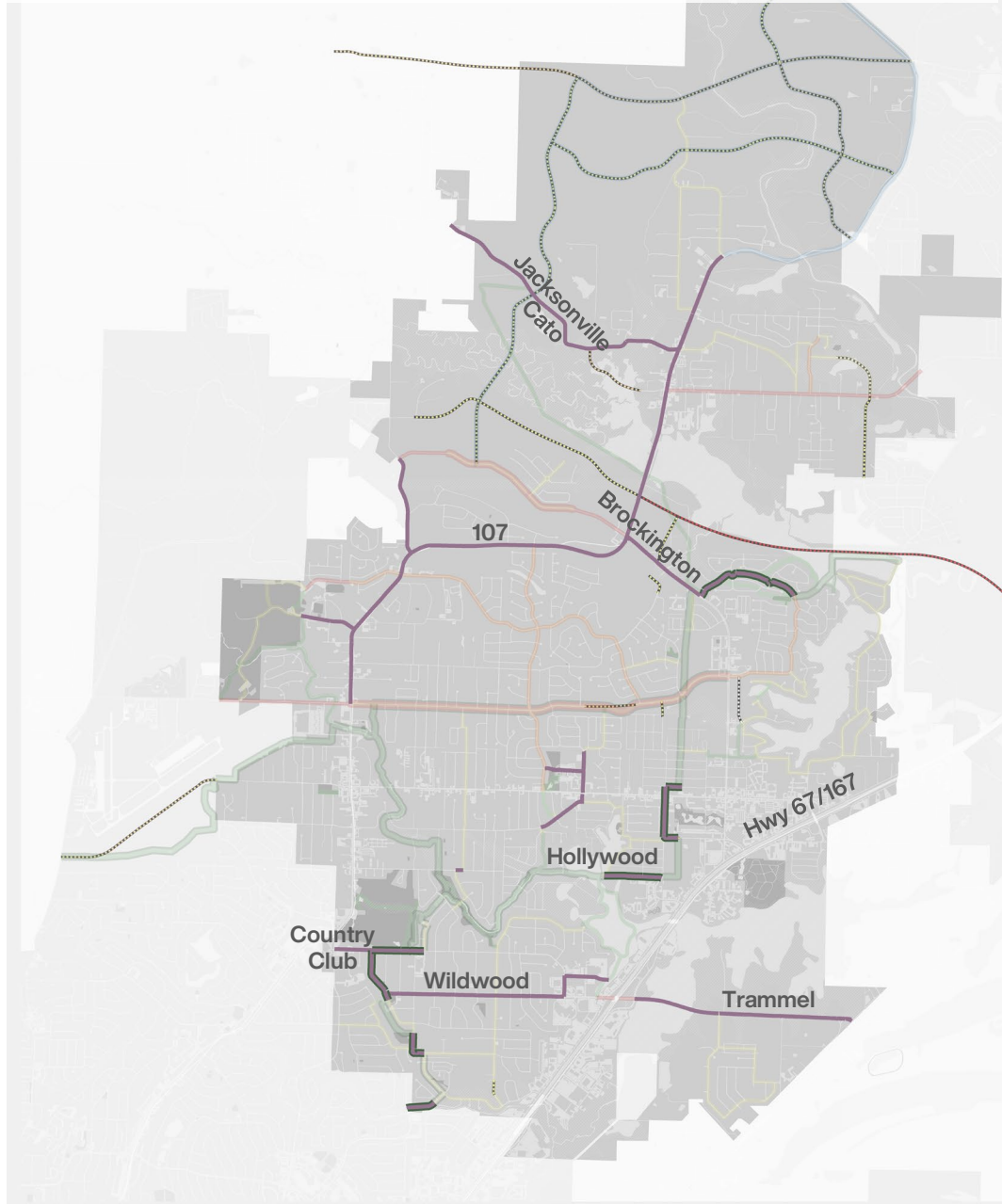
Sidepath 

Long-Range
Sidepath 

On-Road Protected
Bicycle Facility 

On-Road Protected
Facility: Widen 

On-Road Shared
Facility 



Bike/Ped Network: On-Street Protected Facilities

Regional Connector 

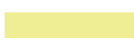
Local Connector 

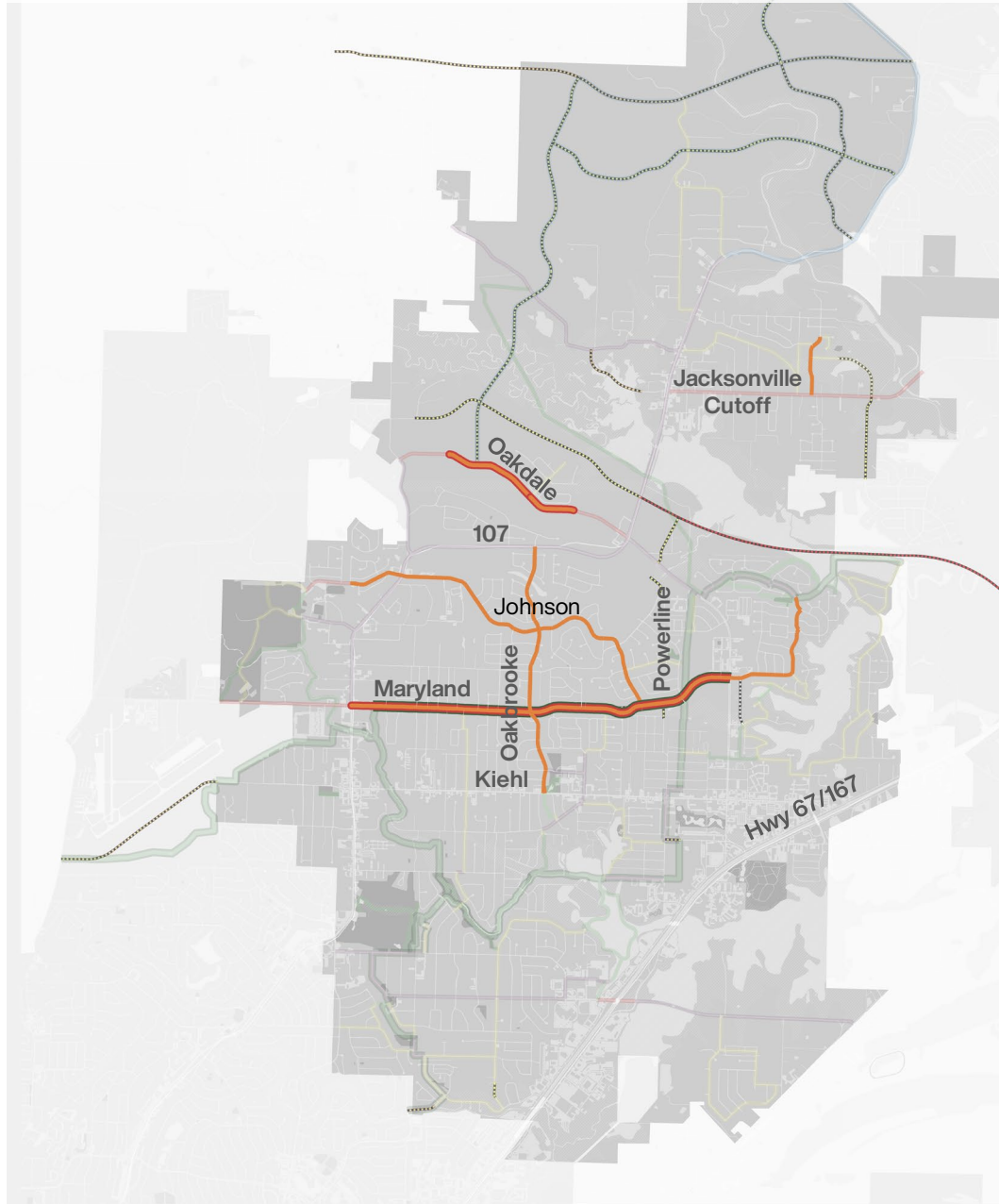
Sidepath 

Long-Range
Sidepath 

On-Road Protected
Bicycle Facility 

On-Road Protected
Facility: Widen 

On-Road Shared
Facility 



Bike/Ped Network: On-Street Shared Facilities

Regional Connector 

Local Connector 

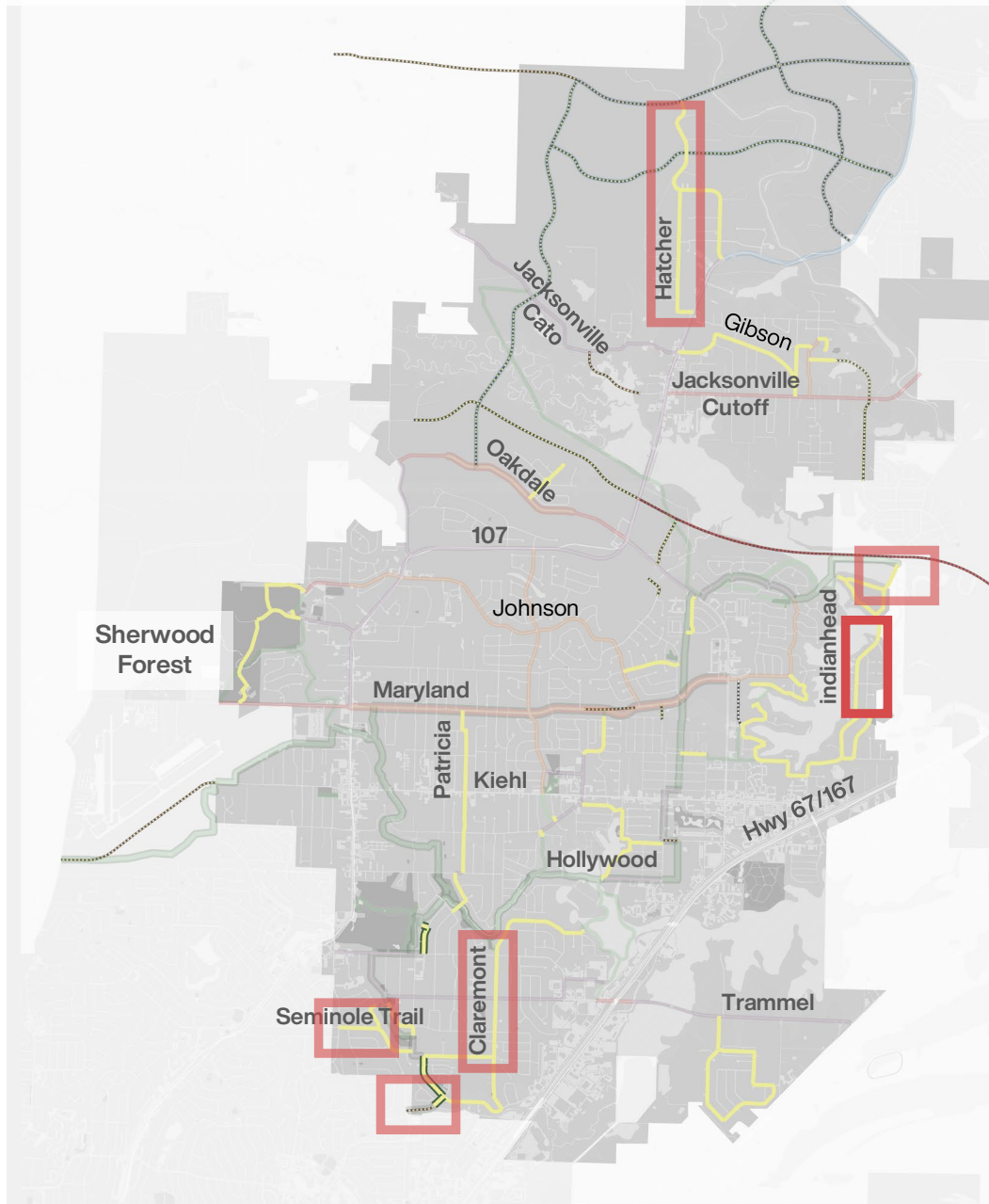
Sidepath 

Long-Range
Sidepath 

On-Road Protected
Bicycle Facility 

On-Road Protected
Facility: Widen 

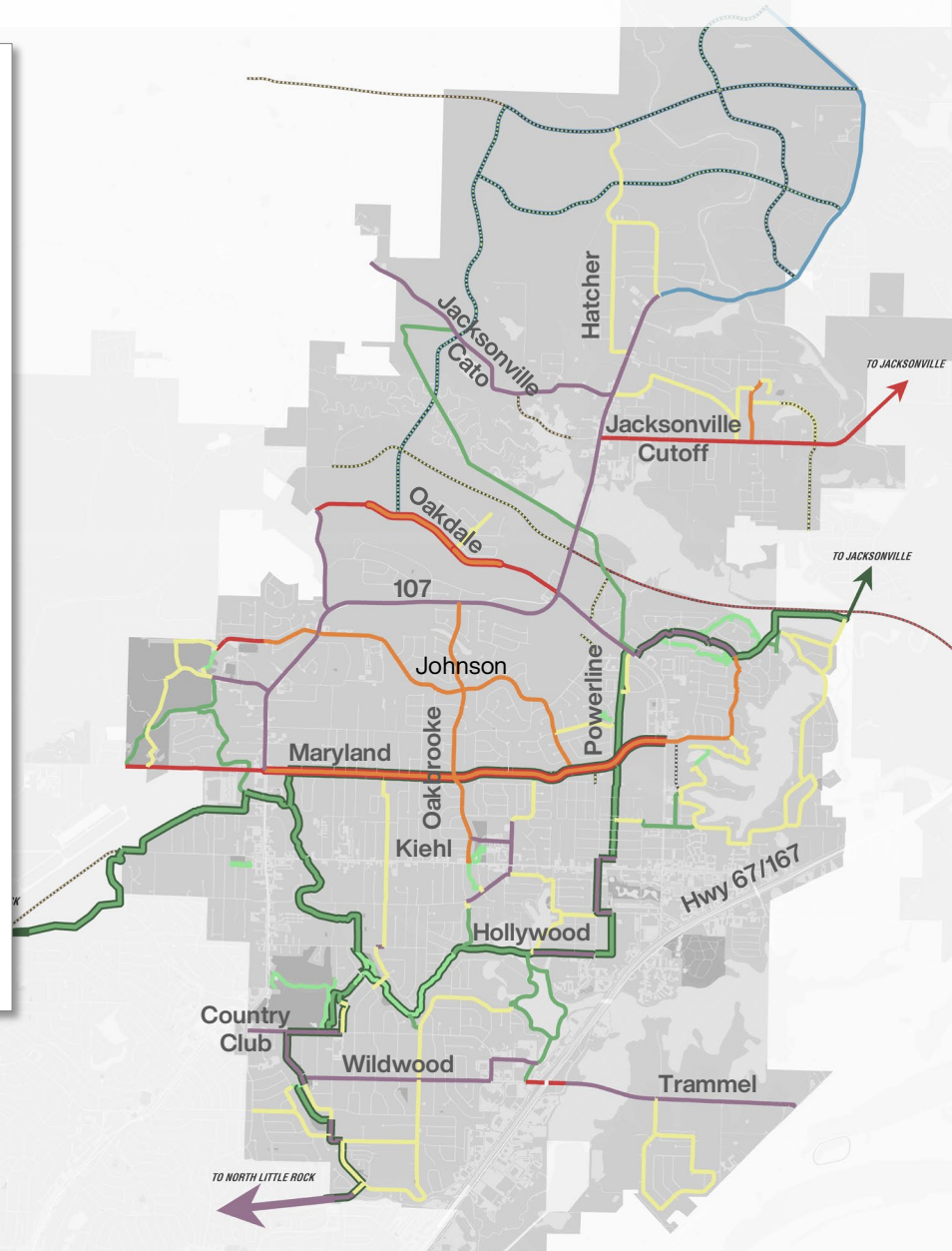
On-Road Shared
Facility 



Network Totals

- **Trails (Regional + Local)**
13 miles
- **Sidepaths**
15 miles
- **Long-Range Sidepaths**
12 miles
- **On-Road Protected Facilities** 8 miles
- **On-Road Protected Facilities: Widen** 4.5 miles
- **On-Road Shared Facilities**
19 miles

Total: 71.5 Miles

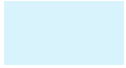


Network Service Areas

Within ¼ mile from a
separated facility



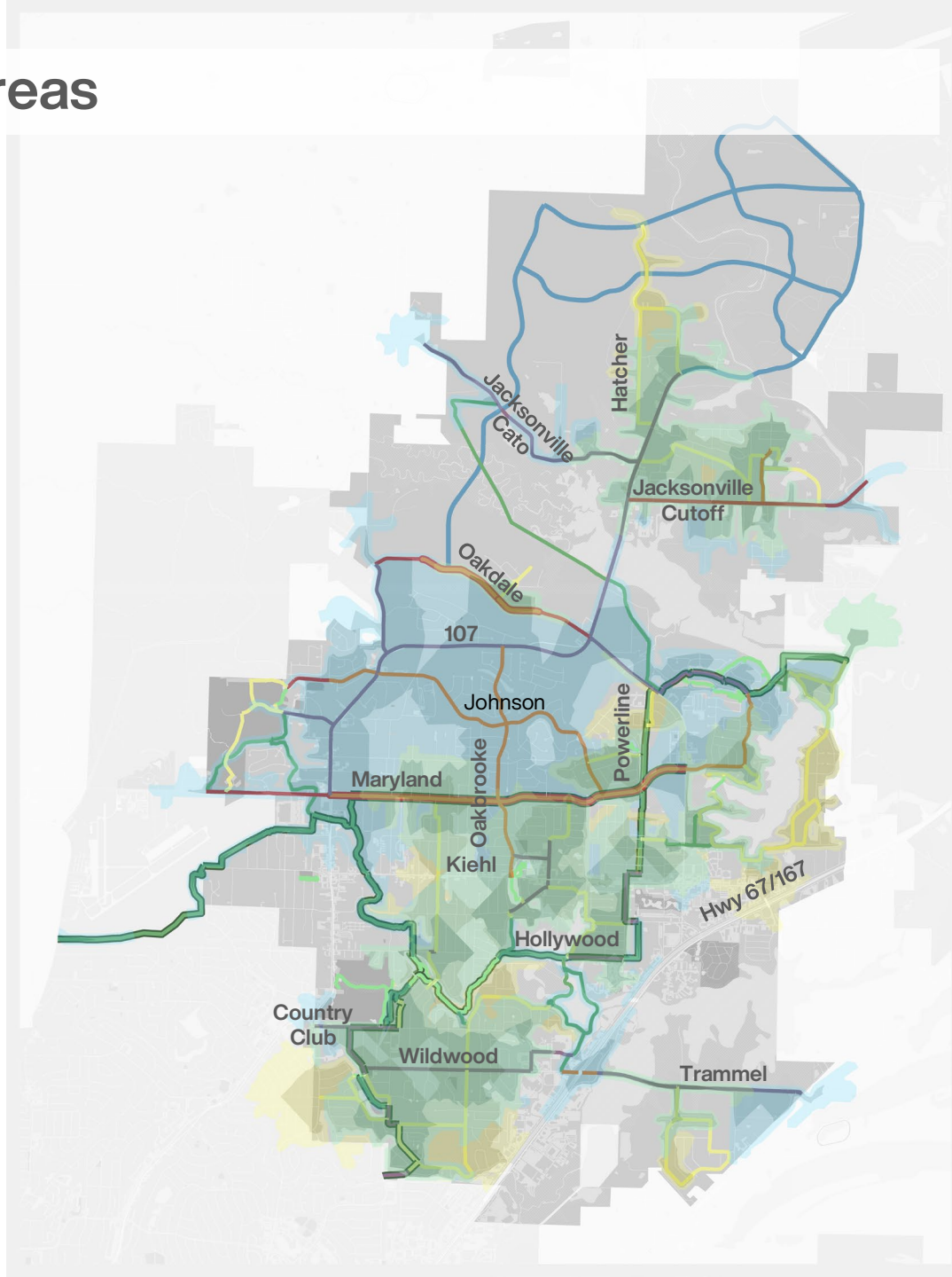
Within ½ mile from a
separated facility



Within ¼ mile from a
shared-use facility



Within ½ mile from a
shared-use facility



Bike/Ped Network: Sidewalks

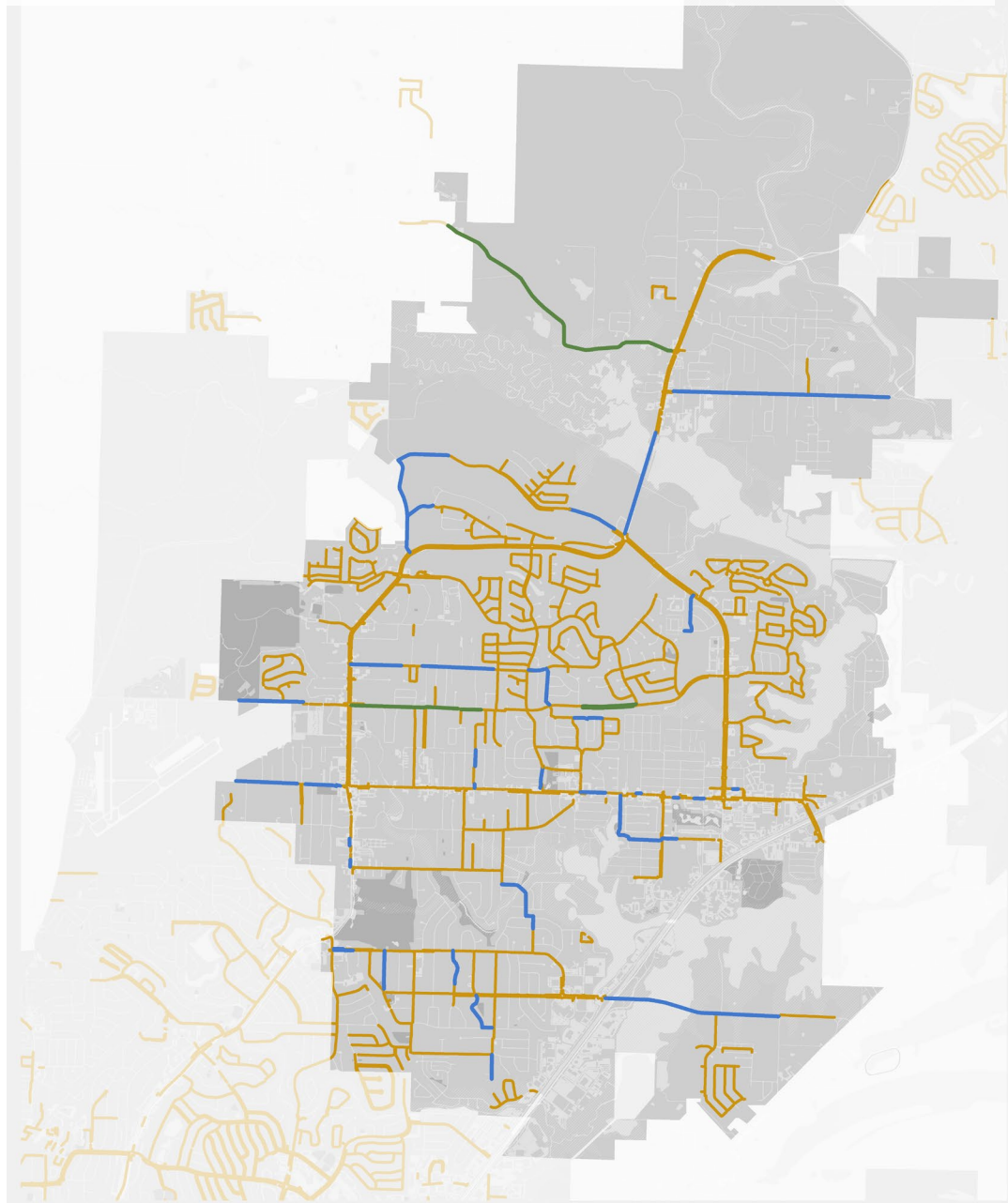
Existing Sidewalks



Upgrades In
Progress



Infill Sidewalks



Bicycle & Pedestrian Network: Crossings



Signed Crosswalk

RRFB

HAWK Signal

Intersection Plan

Existing Stop Sign 

Proposed Stop Sign 

Existing Traffic Signal 

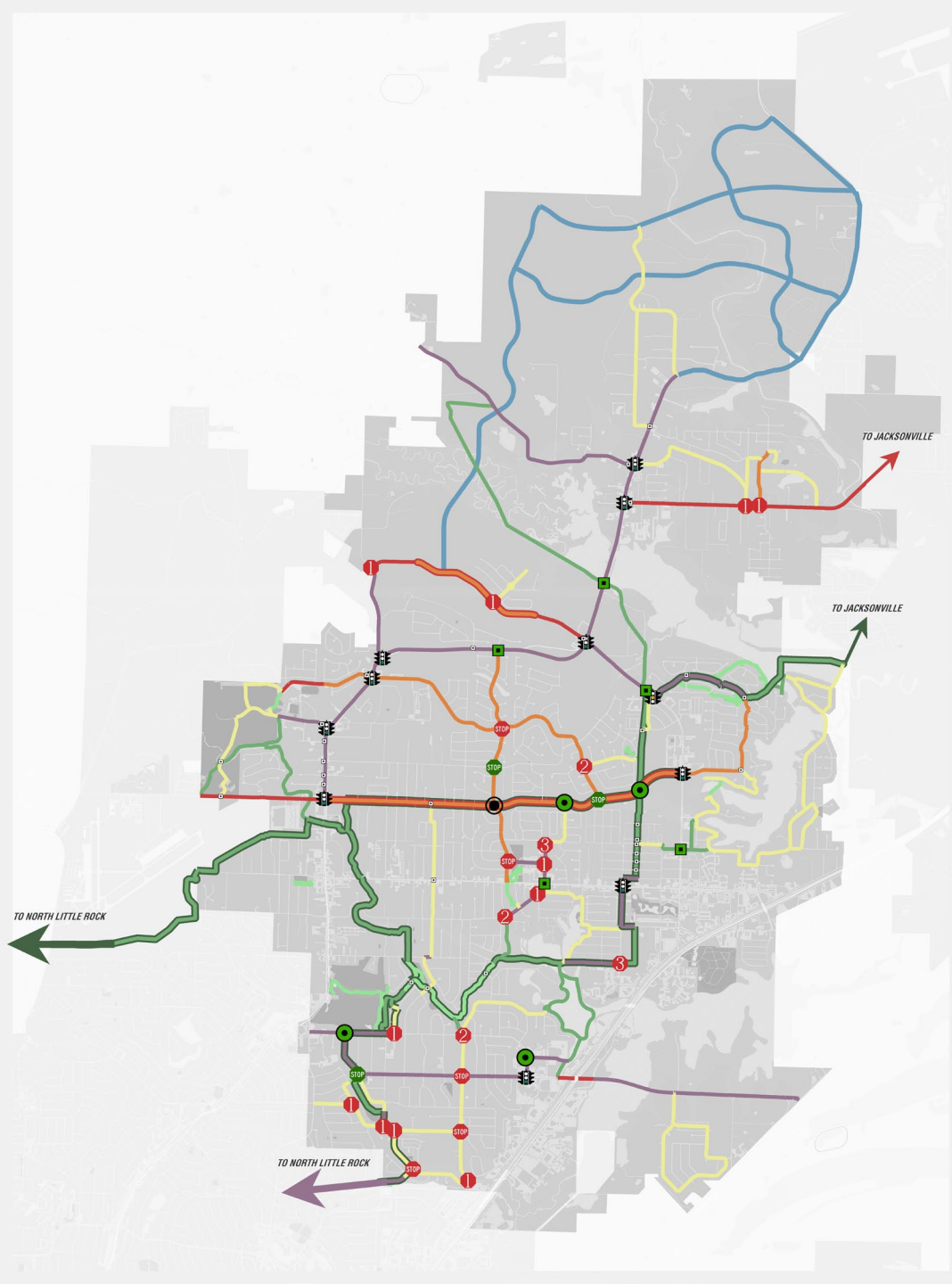
Proposed Traffic Signal 

Proposed HAWK Signal 

Proposed RRFB 

Proposed Roundabout 

Proposed High Visibility Crosswalk 
Crosswalk

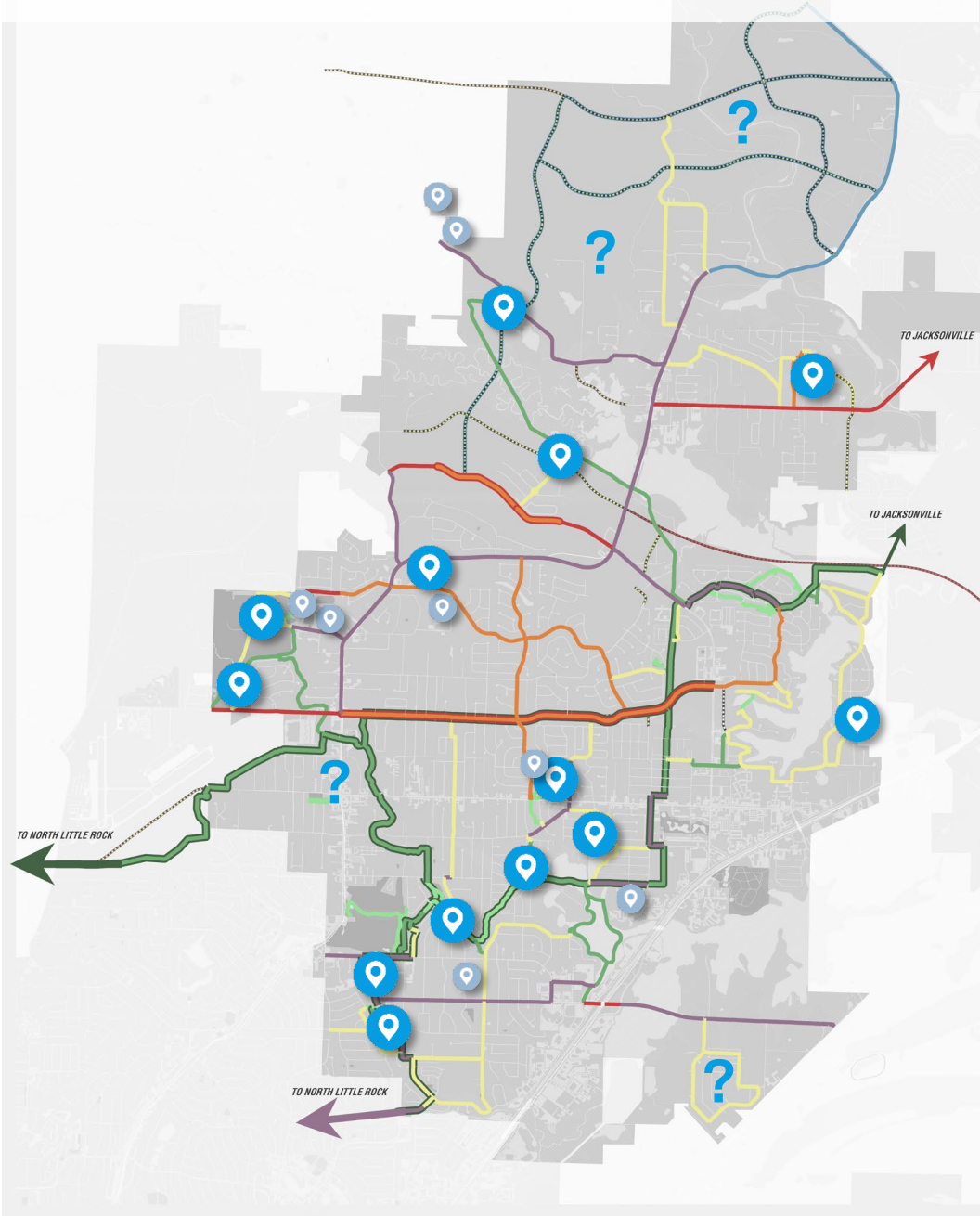


Network Trailheads

Potential Trailhead Parks

Existing Schools

Future Trailheads at Future Parks



Network Hierarchy

Connector Spine



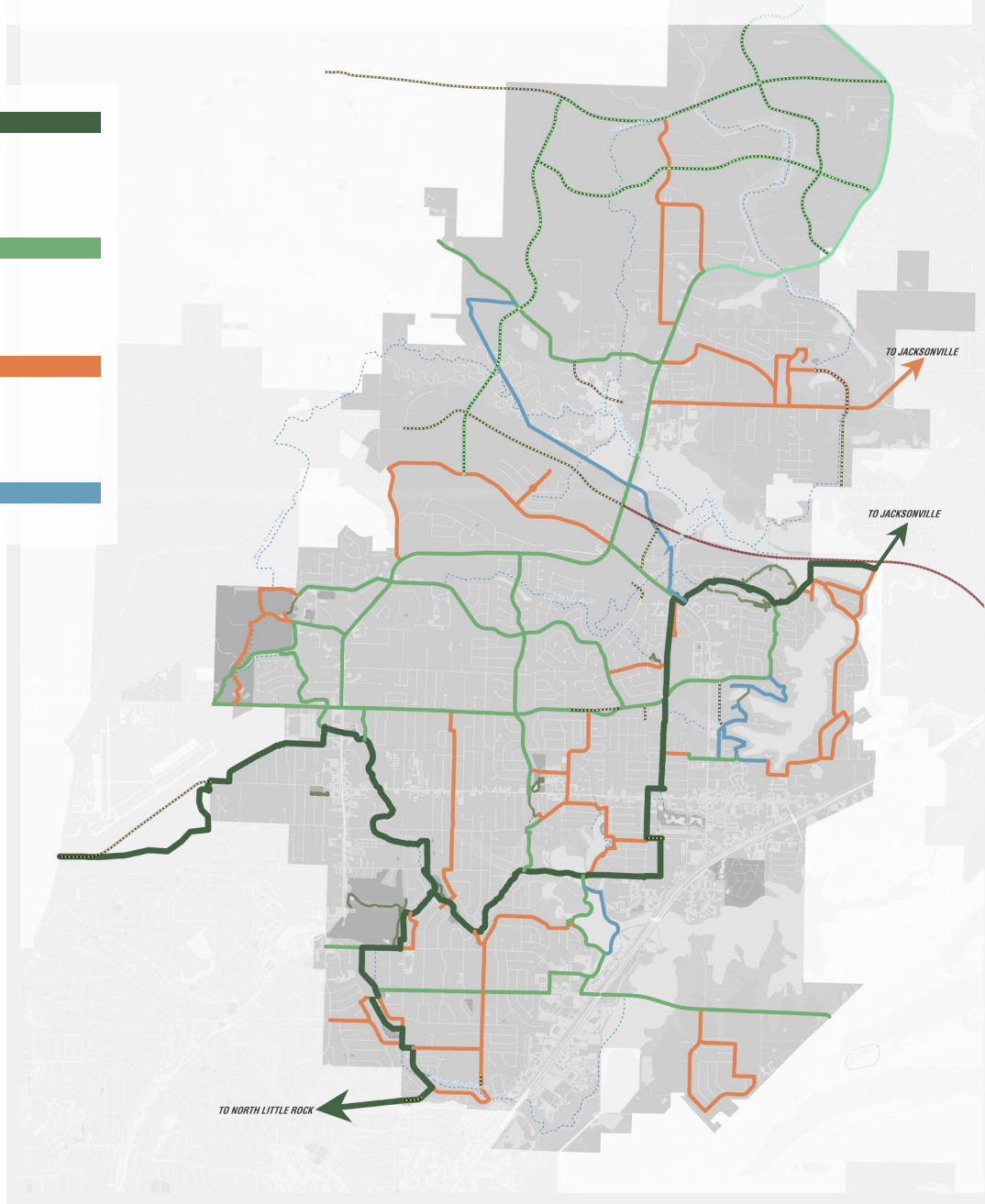
Local Connector



Secondary Connector



Recreation Route



Implementation

Factors

- Street segment
- Posted Speed Limit
- Average Daily Traffic (AHTD Data)
- Rural/Urban
- Residential/Non-Residential
- Curb
- Existing Functional Classification
- Existing Number of Lanes
- Existing Cross Section (measurements)
- Existing Service Volume

Recommendations and Outcomes

- Recommended Facility
- Post-Facility Number of Lanes
- Post-Facility Functional Classification
- Post-Facility Service Volume
- Post-Facility Cross Section (dimensions)
- Comments

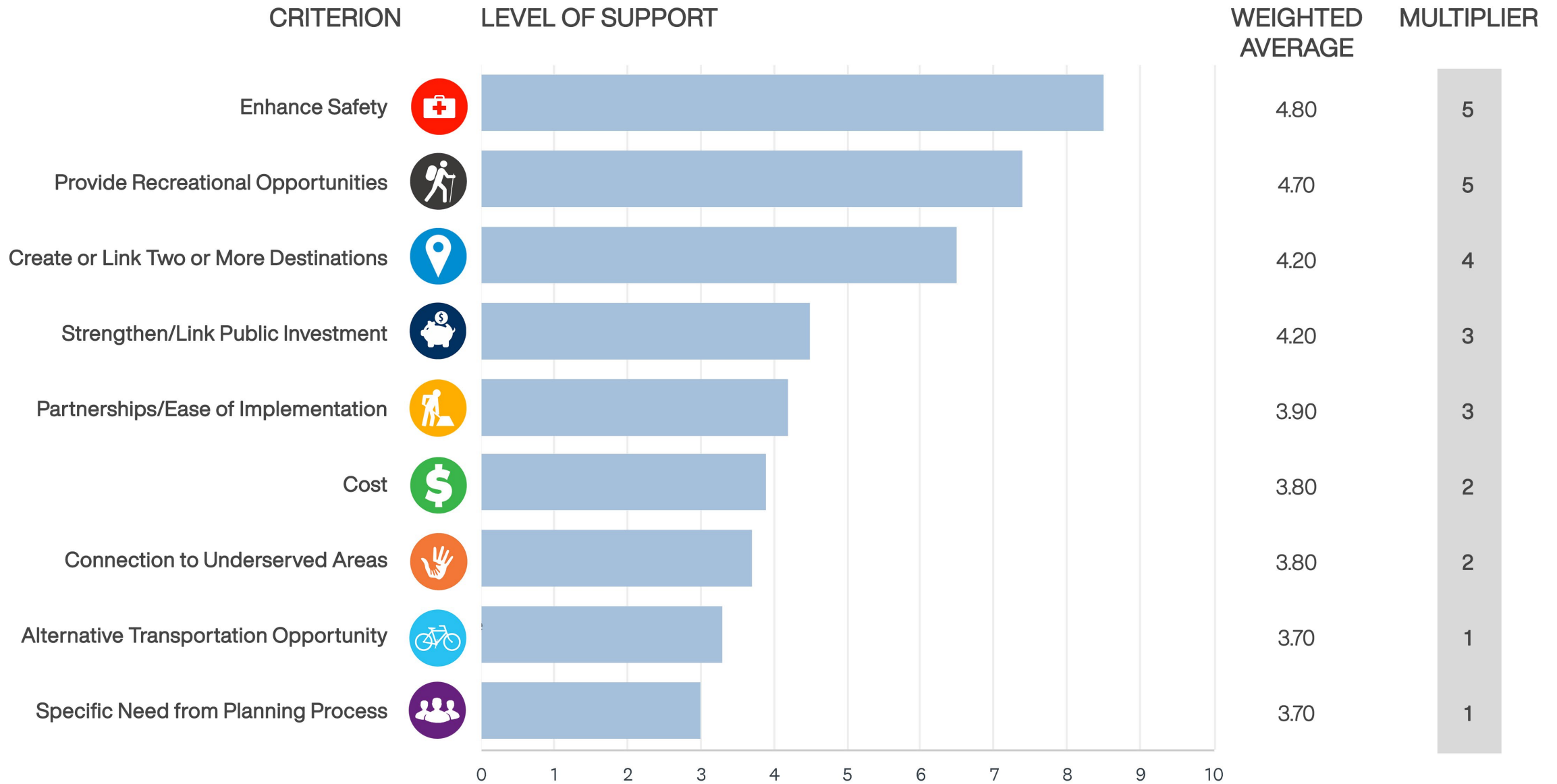
Implementation Table

IMPLEMENTATION TABLE

















































ID	Street Name	Begin	End	Posted Speed Limit	ADT	ADT Year	Rural/Urban	Residential Y/N	Curb Y/N	Pavement Width	Pre-Bike Facility Functional Classification	Pre-Bike Facility # of Lanes	Pre-Bike Facility Cross Section	Pre-Bike Facility Service Volume	Recommended Bike Facility	Post-Bike-Facility # Lanes	Post-Bike Facility Functional Classification	Post-Bike Facility Service Volume	Post-Bike Facility Cross Section	Comments
Bicycle Lanes: Recommended Condition				40-55 MPH	250 - 4,000+		Rural		N		Arterials and Collectors	2+		Variable	Paved Shoulders	same	same	Same as pre-bike facility		4-5' width; wider shoulders on higher-speed roads. Typically a rural connector application.
	Prairie	79	19th		980	2019	Rural	Y	Y	33'	Local	2	16' VL - 16' VL - 6' SW		Bicycle Lane	same	same		5' BL - 11' TL 11' TL - 5' BL - 6' SW	Three handicap parking spots near the school may be removed
Complete Street: Recommended Condition					<15,000		Urban		Y		Arterials	variable		Variable	Complete Street	variable	variable	Variable; "same" preferred		10'-11' travel lanes acceptable. Also known as "road righting."
Main	6th	4th	4th		5,000	2019	Urban	N	Y	63.5'	Minor Arterial	2	12' SW - 15.5' SP - 19' VL - 19' VL - 10' SP - 6' SW		Complete Street	same	same		12.5' SW - 15.5' SH - 10' CT - 11' VL - 11' VL - 10' CT - 4' SW	
Main	4th		Railroad Tracks		5,000	2019	Urban	N	Y	72.5'	Minor Arterial		12' SW - 18' SP - 18' VL - 18' VL 19' SP - 15' SW		Complete Street	same	same		12' SW - 15' SH - 10' CT - 11' VL - 11' VL - 10' CT - 15' SH - 15' SW	
Sharrows: Recommended Condition				<35 MPH	<5,000		Urban	Y		no min.	Collectors, Local/Residential	2+		Variable	Sharrows	same	same	Same as pre-bike facility	Same as pre-bike facility cross section	Suitable for narrow roads; the sharrow indicates that a bicycle may use the full lane. Place sharrow in the center of each lane.
West 14th Street	South Prairie	South Buerkle		184	n/a		Urban	Y	N	26'	Major Collector	2	13' VL - 13' VL		Sharrows					This stretch between the library and Main would be prime for a sidepath but 20th is very narrow here.
13th Street	South Buerkle	Park		1,500	2019		Urban	Y	N	20'	Major Collector	2	10' VL - 10' VL		Sharrows					
East 15th Street	South Main	South College		131	n/a		Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows					
East 20th Street	South Buerkle	South Leslie		90	n/a		Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows					
4th Street	South Buerkle	Park		400	2019		Rural	Y	Y	18'	Local	2	9' VL - 9' VL		Sharrows					
Huron Street	South Buerkle	North Leslie		130	n/a		Urban	Y	N	18'	Local	2	9' VL - 9' VL		Sharrows					
Washington Street	North Buerkle	North Leslie		1,000	2019		Urban	Y	Y	20'	Local	2	10' VL - 10' VL		Sharrows					
Cleveland Street	North Buerkle	North Main		317	n/a		Urban	Y	N	24'	Local	2	12' VL - 12' VL		Sharrows					
West 20th Street	South Buerkle	South Leslie		90	n/a		Urban	Y	N	21'	Local	2	10' VL - 10' VL		Sharrows					
South Prairie Street	West 19th	West 10th		980	2019		Urban	Y	Y	22'	Minor Arterial	2	11' VL - 11' VL		Sharrows					
South Leslie Street	East 20th	East 4th		1,158	n/a		Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows					
North College Street	East 15th	East Huron		1,500	2019		Urban	Y	Y	31'	Major Collector	2	15' VL - 15' VL		Sharrows					
South Anna Street	East 13th	East 2nd		490	2019		Urban	Y	N	20'	Major Collector	2	10' VL - 10' VL		Sharrows					
South Vine Street	East 13th	East 4th		457	n/a		Urban	Y	N	28'	Local	2	9' VL - 9' VL		Sharrows					
West Superior Street	Main	Maple		n/a	n/a		Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows					
Taft Street	Maple	Spring		163	2019		Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows					
Hill Street	Buerkle	Spring		211	2019		Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows					
North Spring Street	Hill	Taft		221	2019		Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows					
North Leslie Street	Washington	Huron		246	n/a		Urban	N	Y	16'	Minor Collector	2	8' VL - 8' VL		Sharrows					
Maple Street	Taft	Huron		1,100	2019		Urban	Y	Y	27'	Minor Collector	2	13' VL - 13' VL		Sharrows					
19th Street	Buerkle	Cul-de-sac		2,200	2015		Urban	Y	N	24'	Minor Arterial	2	12' VL - 12' VL		Sharrows					
19th Street	Cul-de-sac	Fairway		62	n/a		Urban	Y	Y	26'	Local	2	13' VL - 13' VL		Sharrows					
Fairway Street	19th	22nd		343	n/a		Urban	Y	Y	26'	Local	3	13' VL - 13' VL		Sharrows					
Christopher Street	22nd	Cul-de-sac		276	n/a		Urban	Y	Y	26'	Local	4	13' VL - 13' VL		Sharrows					
Side Path				n/a	n/a	n/a	Urban or Rural				n/a	n/a			n/a	n/a		Varies 10'-12'		12' min, asphalt trail to accommodate both pedestrian and cyclists.
Main Street	Ricebird	6th		7,402	2019		Urban	N	Y	34'	Minor Arterial	3	5' SW - 10' BUF - 11' VL - 12' LTL - 11' VL		Side Path	3	Minor Arterial		12' SP - 3' BUF - 11' VL - 12' LTL - 11' VL	West side to 6th, then transition to complete street
Main Street	1st	Superior		5,400	n/a		Urban	Y	N	207"	Minor Collector	2	10' VL - 10'VL		Side Path	2	Minor Collector		12' SP - 2'BUF - 10' VL - 10'VL	
Buerkle Street	79	Baptist Health Hospital		5,238	2019		Urban	N	N	24'	Minor Arterial	2	4' SW - 10' BUF - 12' VL - 12' VL - 15' BUF - 4' SW		Side Path	2	Minor Arterial		12' SP - 3' BUF - 12' VL - 12' VL - 15' BUF - 4' SW	West side to Michigan, then transition to non-buffer sidepath
Highway 276	Jr. High Field	79		3,000	2019		Rural	N	N	21'	Minor Arterial	2	11' VL - 11'VL		Side Path	4	Minor Arterial		12' SP - 3' BUF - 11' VL - 11' VL	Sidepath on west side, cross at RFBF striped crosswalk near second curb cut. Place bicycle parking
10th Street	Park	Prairie		1,750	2019		Urban	Y	Y	22'	Minor Collector	2	10' VL - 10'VL		Side Path	2	Minor Collector		5' SW - 10' VL - 10'VL - 4' BUF - 10' SP	Sidewalks presence vary dependent on location
Highway 79	Prairie	beginning of multi-use trail		4,600	2019		Urban	N	Y	40'	Arterial	4	10' VL - 10'VL - 10' TL - 20' VL		Side Path	2	Arterial		12' SP - 10' VL - 10'VL - 10' TL - 20' VL	
20th Street	South Main	Buerkle		737	n/a		Urban	Y	N	28'	Local	2	10' VL - 10'VL		Side Path	2	Local		12' SP - 10' VL - 10' VL	
19th Street	Buerkle	Prairie		1,400	2019		Urban	N	N	30'	Local	2	15' VL - 15' VL		Side Path	2	Local		15' VL - 15' VL - 12' SP	
Multi-Use Trail				n/a	n/a	n/a	Urban or Rural				n/a	n/a			n/a	n/a		Varies 10'-12'		12' min, asphalt trail to accommodate both pedestrian and cyclists.
7th Street	Buerkle	Harmon Park		n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Side Path	2	n/a		12' SP	Connector from Buerkle and 7th into Harmon Park
South Trail Corridor	276	Phillips Community College		n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Side Path	3	n/a		12' SP	
Rails-to-Trails Corridor		Phillips Community C 4th Street		n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Side Path	4	n/a		12' SP	
South Main Street		to Open Seasons US89 camplote, Walmart		n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Side Path	5	n/a		12' SP	
Christopher Street		South of Christopher : Phillips Community College		n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Side Path	6	n/a		12' SP	
Connection between 19th Streets in east side of city											n/a	n/a	n/a	n/a						
Signed Route				n/a	n/a	n/a	Urban or Rural				n/a	n/a			n/a	n/a		Varies 10'-12'		Requires coordination with state highways before designation is approved
Highway 276	Jr. High School	West Lennox		3,000	2019		Rural	N	N	22'	Minor Collector	2	11' VL - 11'VL		Signed Route	2	same		same	
West Lennox	276	165		353	N/A		Rural	N	N	22'	Minor Collector	2	11' VL - 11'VL		Signed Route	2	same		same	
Highway 165	West Lennox	22nd		8,290	2019		Rural	N	N	34'	Minor Arterial	2	11' VL - 11'VL		Signed Route	2	same		same	
Highway 165	22nd	Pond Road at north city limits		3,087	2019		Urban	N	Y	50'	Arterial	4	6' SH - 12' VL - 12' VL - 6' SH		Signed Route	3	same		same	
22nd Street	Park	Hemme		2,000	2019		Urban	Y	N	25'	Minor Collector	2	2' SH - 10' VL - 10' VL - 2' SH		Signed Route	4	same		same	
Hemme	22nd	10th Ext.		N/A	N/A		Rural	Y	N	20'	Local	2	10' VL - 10' VL		Signed Route	5	same		same	
10th Street Ext.	Hemme	Park		291	N/A		Urban	Y	N	19'	Local	2	9' VL - 9' VL		Signed Route	6	same		same	
Michigan Street	165	79		6,138	2019		Urban	N	N	40'	Arterial	4	10' VL - 10' VL - 10' VL - 10' VL		Signed Route	7	same		same	
Highway 79	63	Prairie		3,100	2019		Rural	N	N	25'	Arterial	2	11' VL - 11'VL		Signed Route	8	same		same	

Prioritization Results: Steering Committee

IMPLEMENTATION



Prioritization Results: Public Meeting

Criterion: The proposed project/renovation/expansion has the opportunity to:	Vote: place dot(s) in appropriate row
 Create or link two or more community destinations	      
 Provide recreational opportunities for multiple user groups	              
 Provide an opportunity to strengthen and link an existing or planned public investment	  
 Enhance safety for users	   
 Provide connections to under-served areas of town	    
 Create a desired route for alternate / active transportation	    
 Be implemented with minimum cost / demonstrate success with relatively little expense	
 Be funded and / or implemented with the assistance of public or private partnerships	

Prioritization: Ease vs. Cost



Ease of Implementation

- Funding availability
- Partners
- Complexity (political, impacts, scale of construction)



Cost

- Over \$500,000
- \$250,000 - \$500,000
- \$50,000 - \$250,000
- Under \$50,000





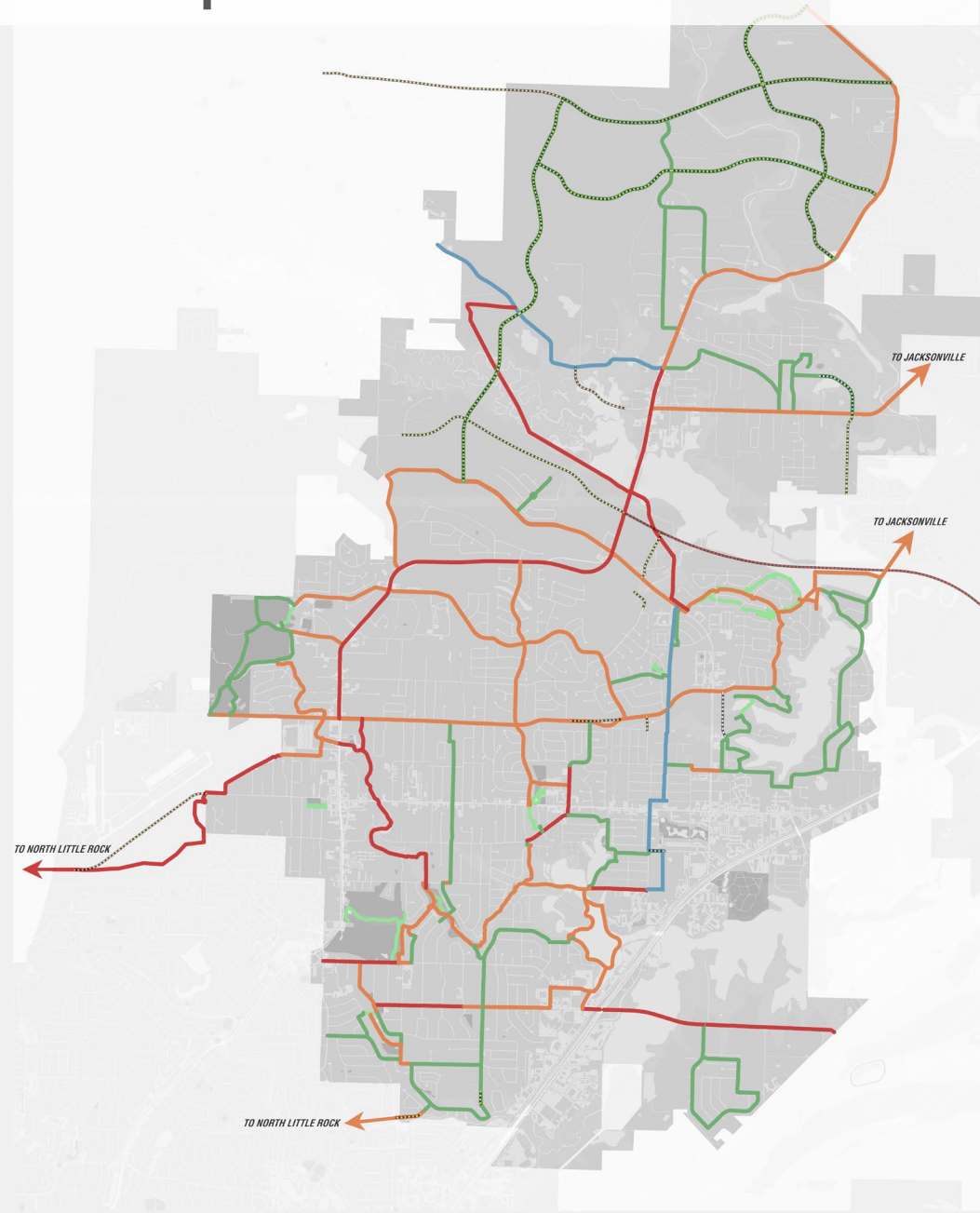
Ease of Implementation Map

In Progress 

Easy 

Moderate 

Challenging 



Prioritization Matrix

[illegible]

¹ Refer to map "Network Organization: Facility Hierarchy"

² Refer to map "Ease of Implementation"

Prioritization Outcomes

Rank Segment Name			Rank Segment Name		
1	1	Powerline Trail (Hollywood to Brockington)	33	32	Southeast Sherwood Sharrows
2	2	Dee Jay Hudson Sidepath	33	33	Highway 107 (Hatcher to Future Connector)
4	3	Henson Trail Reconstruction (Devon to Pickthorne)	35	34	Bear Paw Road School to Dee Jay hudson
4	4	Sherwood Forest Trail	35	35	South Central (Silvercreek, Koehler, Aborcorn)
5	5	Thornhill Drive (Shelby to Oakbrooke)	37	36	West Marlyand Avenue
6	6	Wildwood Avenue (Devon to Peeter Lake Trail)	37	37	Willow Grove Road
9	7	South Henson Connection	38	38	Koehler & Abercorn Sidepaths (NLR-Fairway Trail)
9	8	North Woodruff Trail (Pickthorne to Manor)	40	39	Gap Creek Sidepath
9	9	Highway 107 (Brockington to Jacksonville Cato)	40	40	Oakbrooke Drive (Kiehl to Highway 107)
11	10	Woodruff Creek Trail (107 to Sherwood Sports Complex)	45	41	Gap Creek to Indian Bay Trail
11	11	Country Club Sidepath*	45	42	Highway 107 (Jacksonville Cato to Hatcher)
15	12	Hollywood Trail (Pickthorne to Lantrip)	45	43	Jacksonville Cutoff Road
15	13	Woodruff Creek Trail (Club to 107)	45	44	South Gravel Ridge Sharrows
15	14	Willow Grove Road Connection	45	45	Patricia Sharrows + Club Sidepath
15	15	Jacksonville Cato (Highway 107 to Cato Elementary)	47	46	Johnson & Stonehill (Oakbrooke to Maryland)
17	16	Maryland Avenue (Highway 107 to Brockington)	47	47	Indian Bay/Glenn Hills/Gap Creek (Brockington to Austin Lake)
17	17	Brockington (107 to Gap Creek)	49	48	North Gravel Ridge Sharrows
19	18	Highway 107 (Maryland to Kellogg Acres)	49	49	Future Glade Connection
19	19	Kellogg Acres Road (Highway 107 to Oakdale)	52	50	Kellogg Creek Trail
21	20	Southwest Sherwood Sharrows	52	51	Pumice Drive
21	21	Sherwood Avenue Sidepath	52	52	Miller's Glen Drive
22	22	West Henson Connection (Golf Course)	53	53	Trammel Road
25	23	Remount Regional Trail (Walmart to Airport)	57	54	Valley Drive
25	24	Fairway Trail (Fairway to Fire Station)	57	55	Austin Pointe Drive
25	25	Lake Cherrywood Sharrows	57	56	Shoshoni Drive
26	26	Highway 107 (Kellogg Acres to Brockington)	57	57	Trammel Estates Loop
27	27	Shelby Road (Willow to Kiehl)	59	58	Oakdale Road (Kellogg Acres to Existing Bike Lanes)
33	28	Sherwood Forest Sharrows	59	59	Oakdale Road (Existing bike lanes to Highway 107)
33	29	Peeter Lake Trail	61	60	Indianhead Area
33	30	Lee Avenue (Bronco to Kiehl)	61	61	Oakdale Existing Bike Lanes Reconstruction
33	31	Johnson (107 to Oakbrooke)			

CRITERION

Enhance Safety



Provide Recreational Opportunities



Create or Link Two or More Destinations



Strengthen/Link Public Investment



Partnerships/Ease of Implementation



Cost



Connection to Underserved Areas



Alternative Transportation Opportunity



Specific Need from Planning Process



Phasing

In Progress 

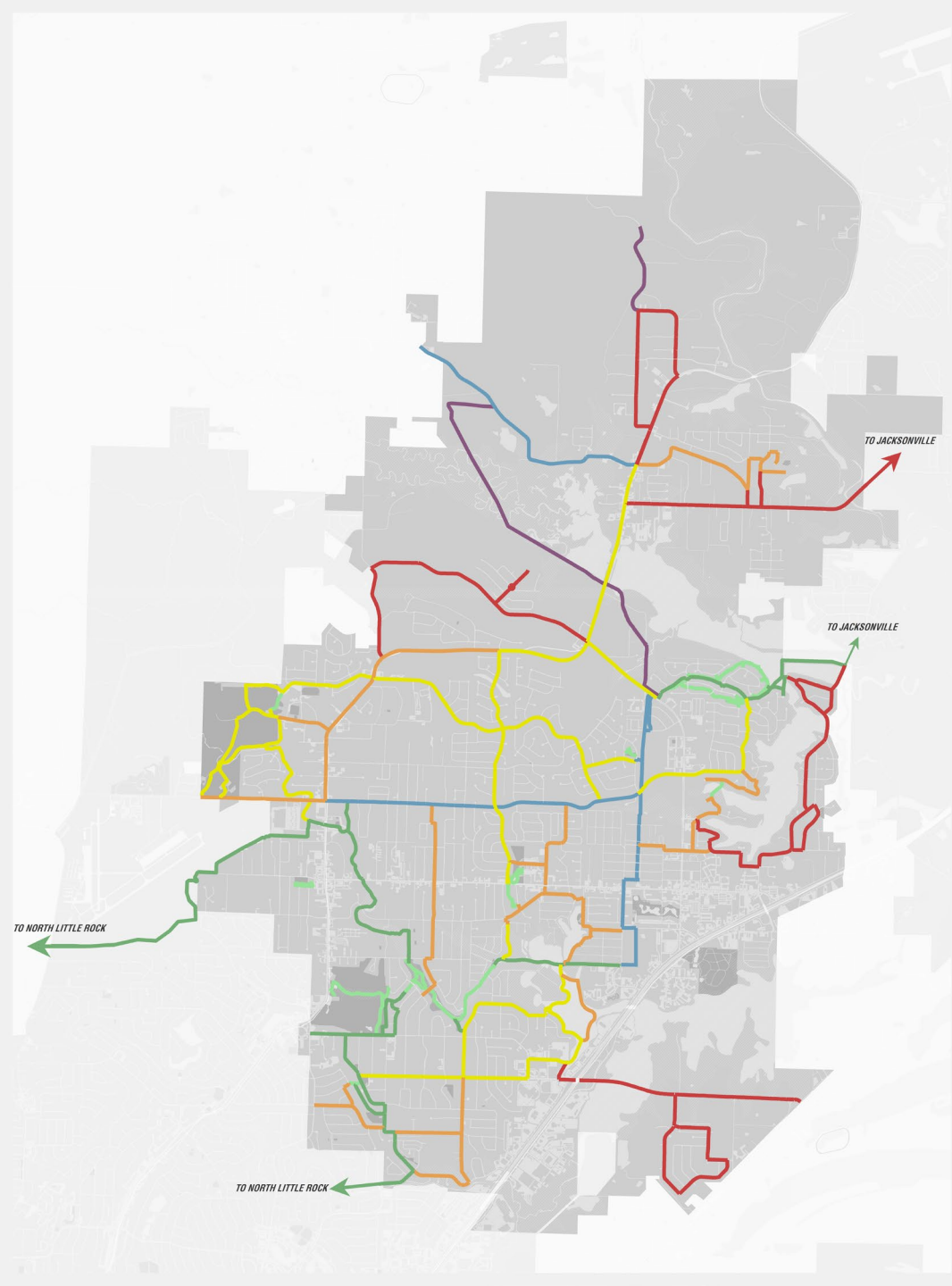
Phase 1 

Phase 2 

Phase 3 

Phase 4 

Long-Range Phase 

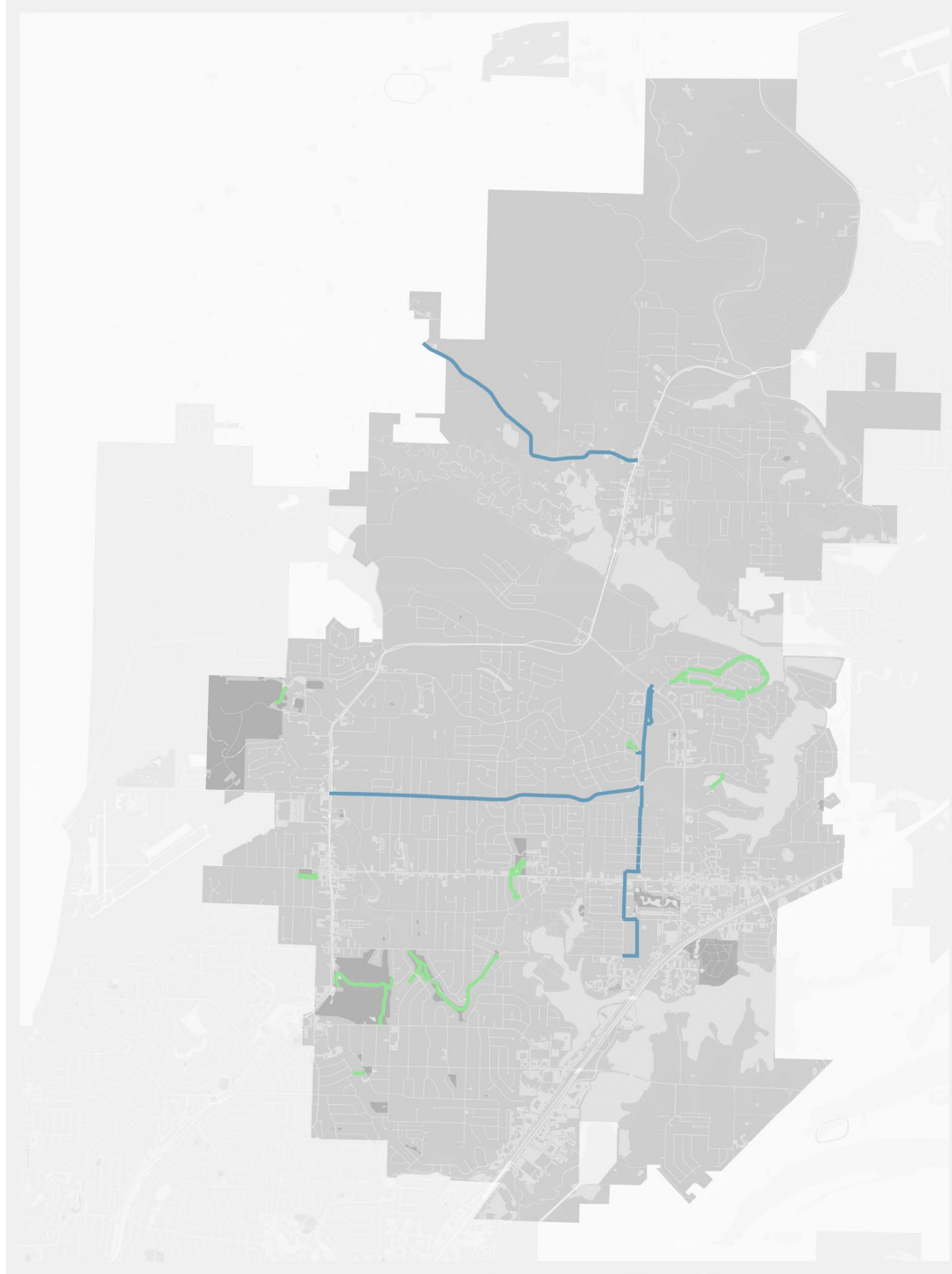


Phasing

In Progress



Phase 1

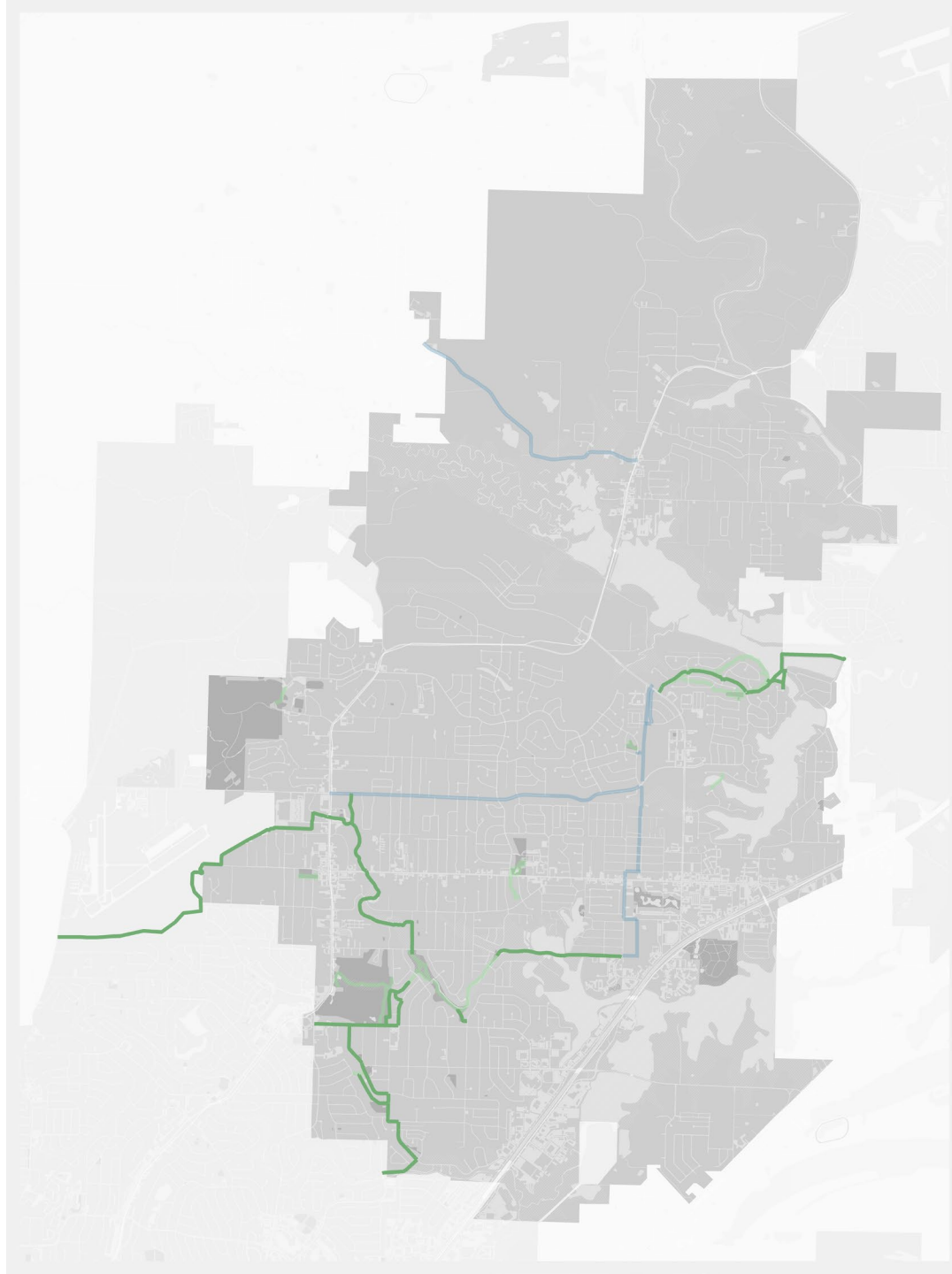


Phasing

In Progress



Phase 1

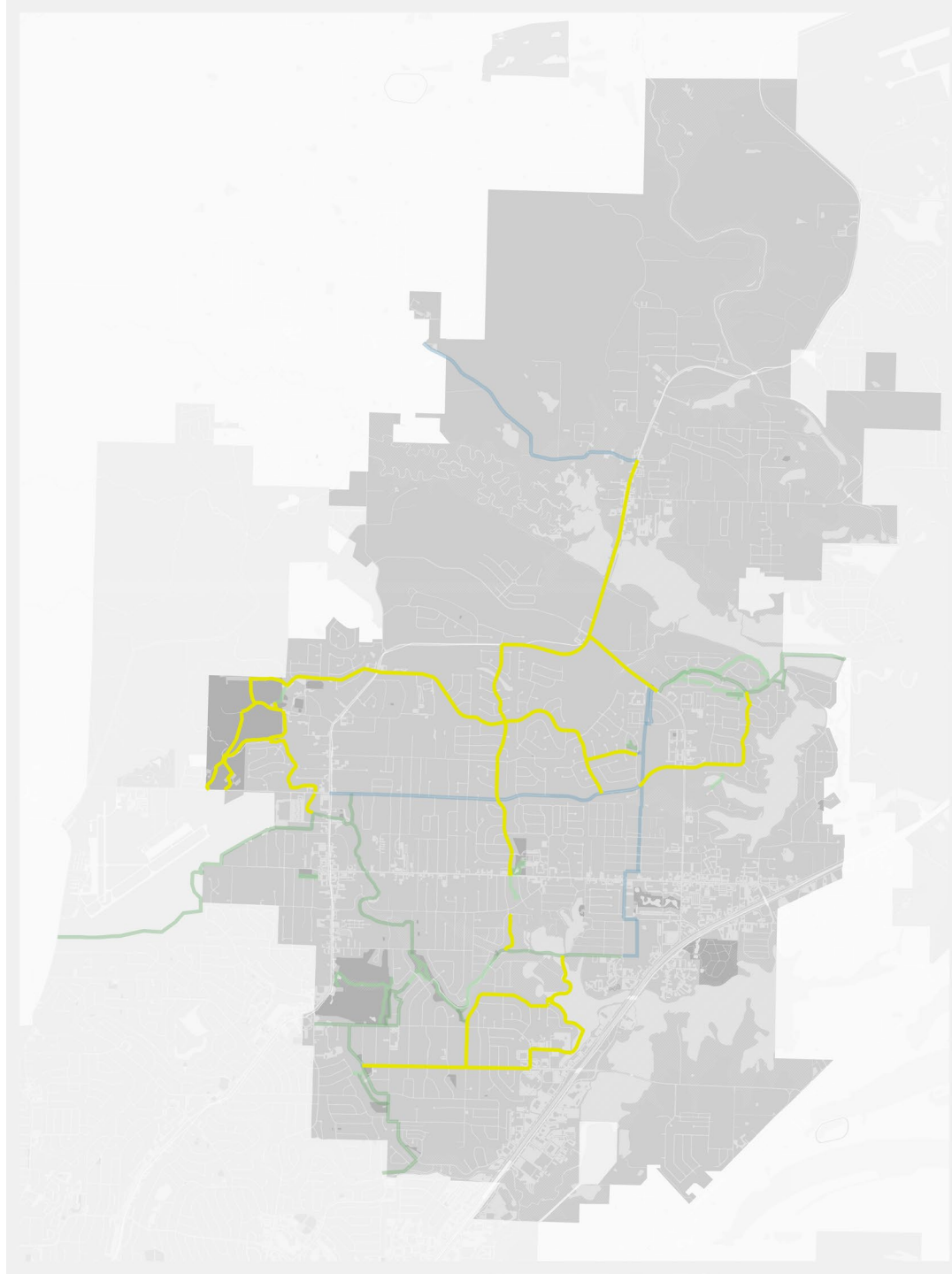


Phasing

In Progress 

Phase 1 

Phase 2 



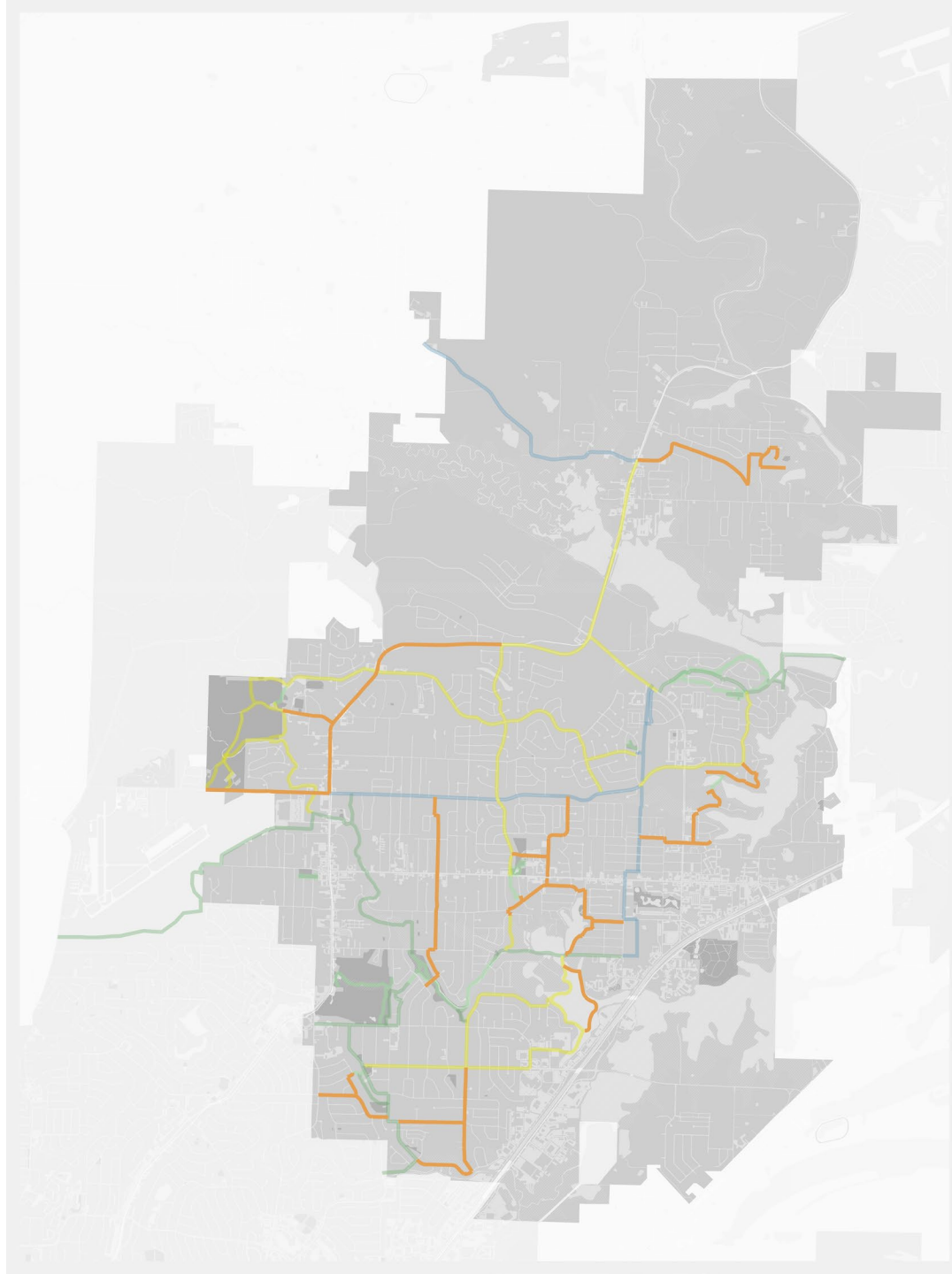
Phasing

In Progress 

Phase 1 

Phase 2 

Phase 3 



Phasing

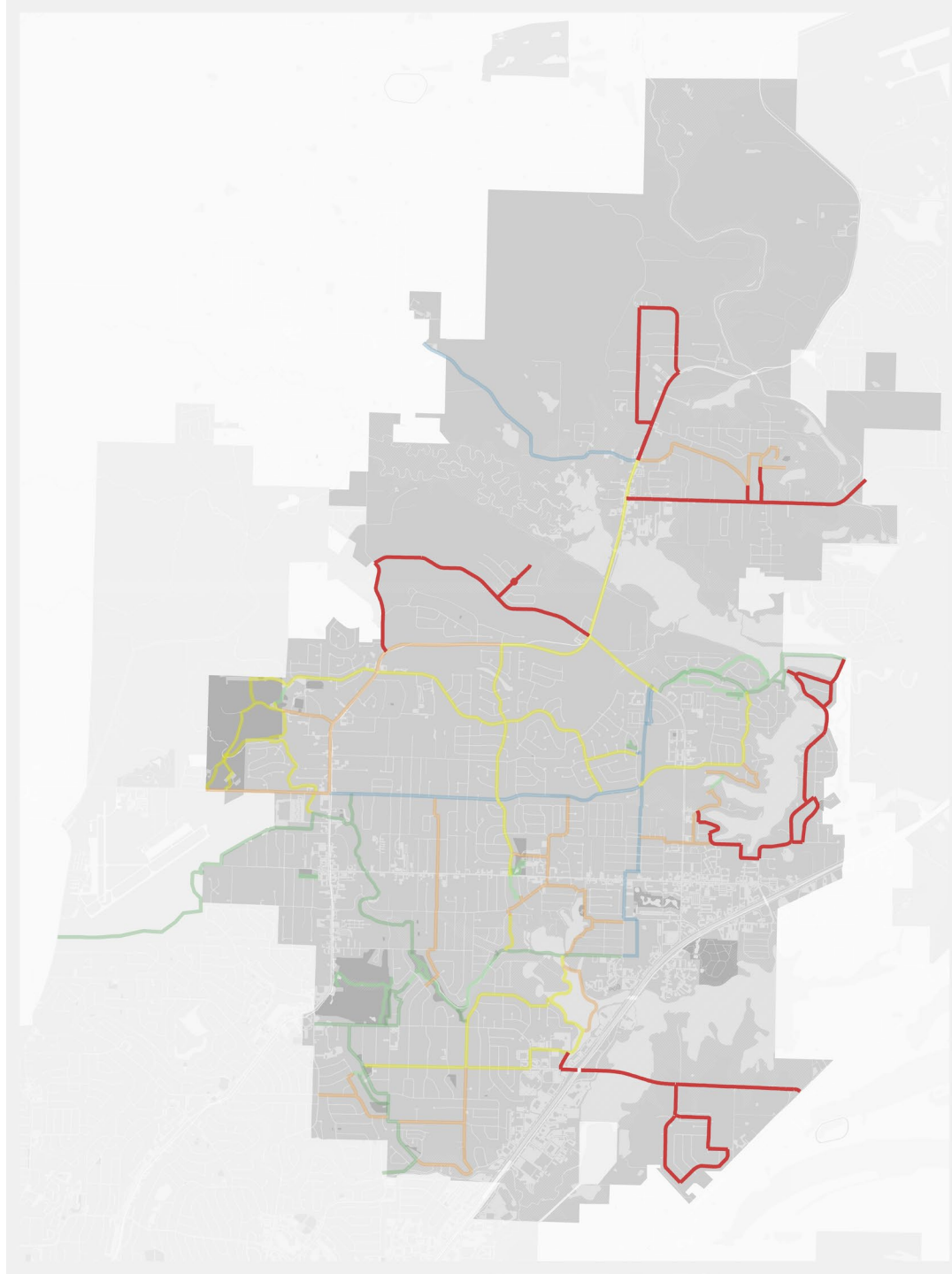
In Progress 

Phase 1 

Phase 2 

Phase 3 

Phase 4 



Phasing

In Progress 

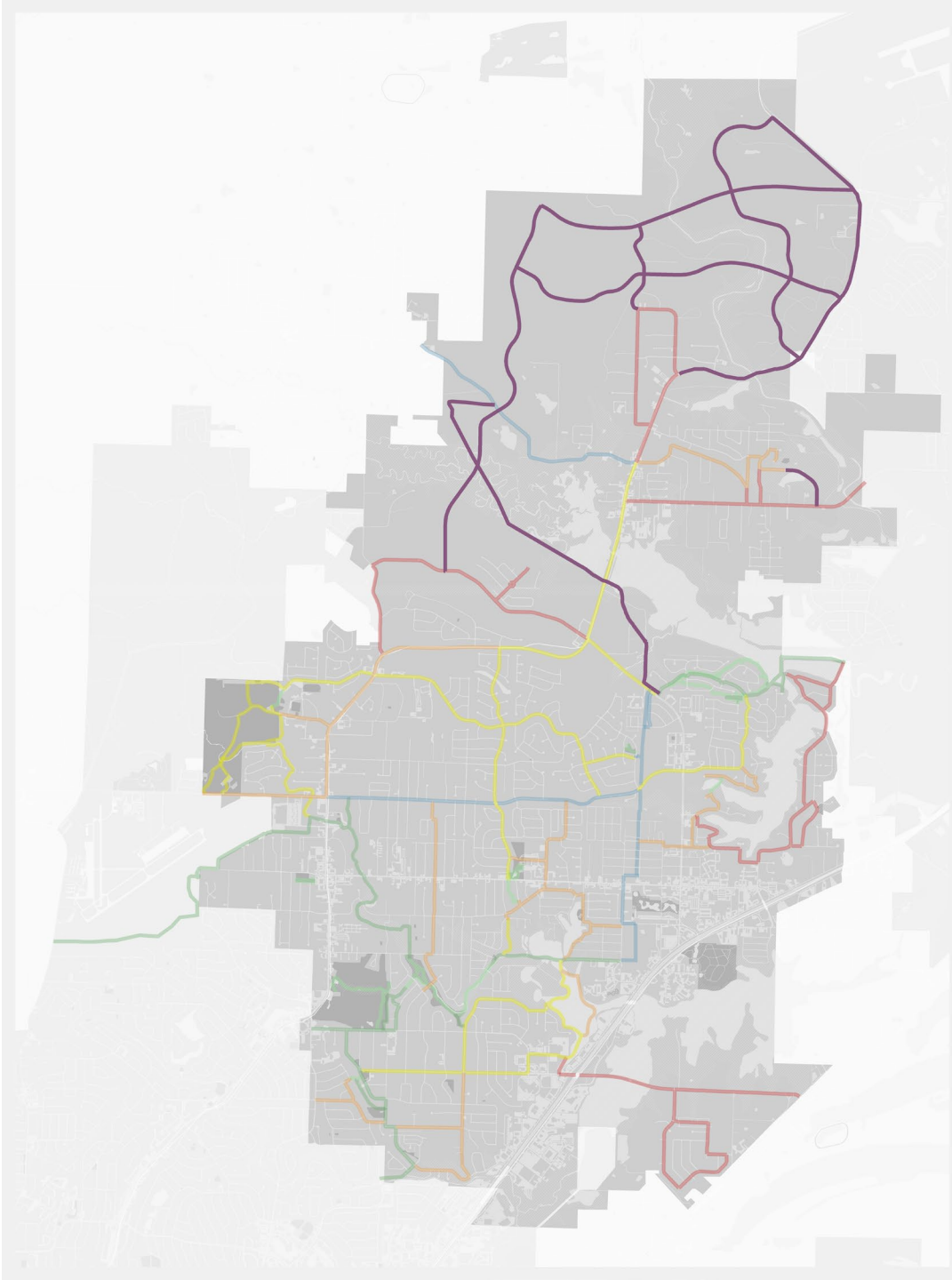
Phase 1 

Phase 2 

Phase 3 

Phase 4 

Long-Range Phase 



Phasing

In Progress 

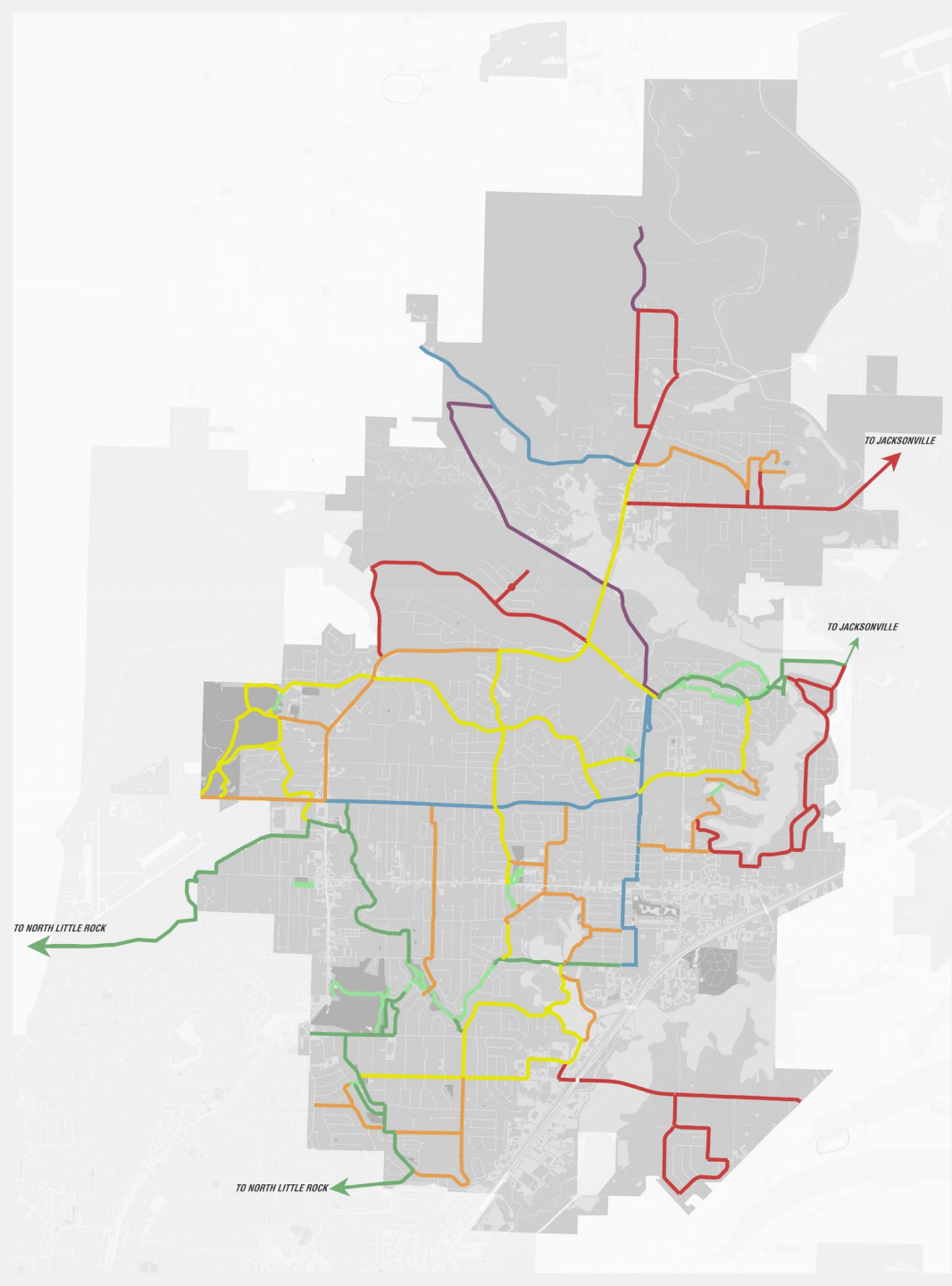
Phase 1 

Phase 2 

Phase 3 

Phase 4 

Long-Range Phase 



Phasing: Outcomes

PHASING									
Phase 1: 1-3 Years		Phase 2: 4-10 Years		Phase 3: 11-15 Years		Phase 4: 16-20 Years		Long-Range Phases	
A. Complete In-Progress Projects		D. On-Street Protected Facilities		I. Sidepath Construction		N. Sidepath Construction		R. Trail Construction	
1	Powerline Trail (Hollywood to Brockington)	19	Oakbrooke Drive (Kiehl to Highway 107)	35	Hwy 107 from Maryland to Oakbrook	51	Highway 107 (Jacksonville Cato to Hatcher)	*	ROW or Easement Acquisition
2	Maryland Avenue (Highway 107 to Brockington)	20	Johnson (107 to Oakbrooke)	36	Dee Jay Hudson Sidepath	52	Kellogg Acres Road (Highway 107 to Oakdale)	65	Kellogg Creek Trail
3	Jacksonville Cato (Highway 107 to Cato Elementary)	21	Johnson & Stonehill (Oakbrooke to Maryland)	J. On-Street Protected Facilities: Widening		53	Trammel Road	S. Future On-Street Protected Facilities	
B. Regional Route Development		22	Indian Bay/Glenn Hills/Gap Creek (Brockington to Austin Lake)	37	West Marlyand Avenue	O. On-Street Protected Facilities		66	Future Glade Connection
*	ROW or Easement Acquisition	E. On-Street Protected Facilities: Widening		K. Trail Connectors		54	Valley Drive	T. Sidepath Construction along future Collector and Arterial Roads	
4	Hollywood Trail (Pickthorne to Lantrip)	23	Bear Paw Road School to Dee Jay hudson	38	Peeter Lake Trail, east side	P. On-Street Protected Facilities: Widening		67	Highway 107 (Hatcher to Future Connector)
5	Henson Trail Reconstruction (Devon to Pickthorne)	F. Sidepath Construction		39	Austin Bay connectors	55	Oakdale Road (Kellogg Acres to Existing Bike Lanes)	68	Future North-South Connector: East
6	South Henson Connection	24	Hwy 107 Oakbrook to Jacksonville Cato	L. Sidepath Connectors		56	Oakdale Existing Bike Lanes Reconstruction	69	Future North-South Connector: West
7	West Henson Connection (Golf Course)	25	Brockington (107 to Gap Creek)	40	Lee Avenue (Bronco to Kiehl)	57	Oakdale Road (Existing bike lanes to Highway 107)	70	Future East-West Connector: North
8	Country Club Sidepath*	26	Wildwood Avenue (Devon to Peeter Lake Trail)	41	Shelby Road (Willow to Kiehl)	58	West Marlyand Avenue	71	Future East-West Connector: South
9	South Central (Silvercreek, Koehler, Aborcorn)	G. Trail Connectors		42	Thornhill Drive (Shelby to Oakbrooke)	59	Jacksonville Cutoff Road		
10	Country Club Sidepath*	27	Peeter Lake Trail, west side	43	Club Rd (Alanbrook to Penwood)	Q. On-Street Shared Facilities			
11	Sherwood Avenue Sidepath	28	North Woodruff Trail (Pickthorne to Manor)	M. On-Street Shared Facilities		60	North Gravel Ridge Sharrows		
12	Fairway Trail (Fairway to Fire Station)	29	Sherwood Forest Trail	44	Lake Cherrywood Sharrows	61	Miller's Glen Drive		
13	Koehler & Abercorn Sidepaths (NLR-Fairway Trail)	30	Woodruff Creek Trail (107 to Sherwood Sports Complex)	45	Willow Grove Road	62	Shoshoni Drive		
14	Woodruff Creek Trail (Club to 107)	31	Willow Grove Road Connection	46	Austin Pointe Drive	63	Indianhead Area		
15	Remount Regional Trail (Walmart to Airport)	H. On-Street Shared Facilities		47	Southeast Sherwood Sharrows	64	Trammel Estates Loop		
16	Gap Creek Sidepath	32	Southeast Sherwood Sharrows	48	Southwest Sherwood Sharrows				
17	Gap Creek to Indian Bay Trail	33	Sherwood Forest Sharrows	49	Patricia Sharrows + Club Sidepath				
C. Begin Negotiations with ARDOT		34	Pumice Drive	50	South Gravel Ridge Sharrows				
18	Hwy 107 Maryland to Jacksonville Cato								

Benefits

- Health
- Recreation
- Transportation
- Economic Development
- Community Character



Next Steps

- **Regional Routes Coordination**
 - January & February 2021
- **Sherwood Implementation Revisions**
 - January & February 2021
- **Public Meeting**
 - Date to be announced
- **Draft Report Documentation**



SHERWOOD

BICYCLE & PEDESTRIAN MASTER PLAN

Steering Committee Meeting

December 14, 2021