



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

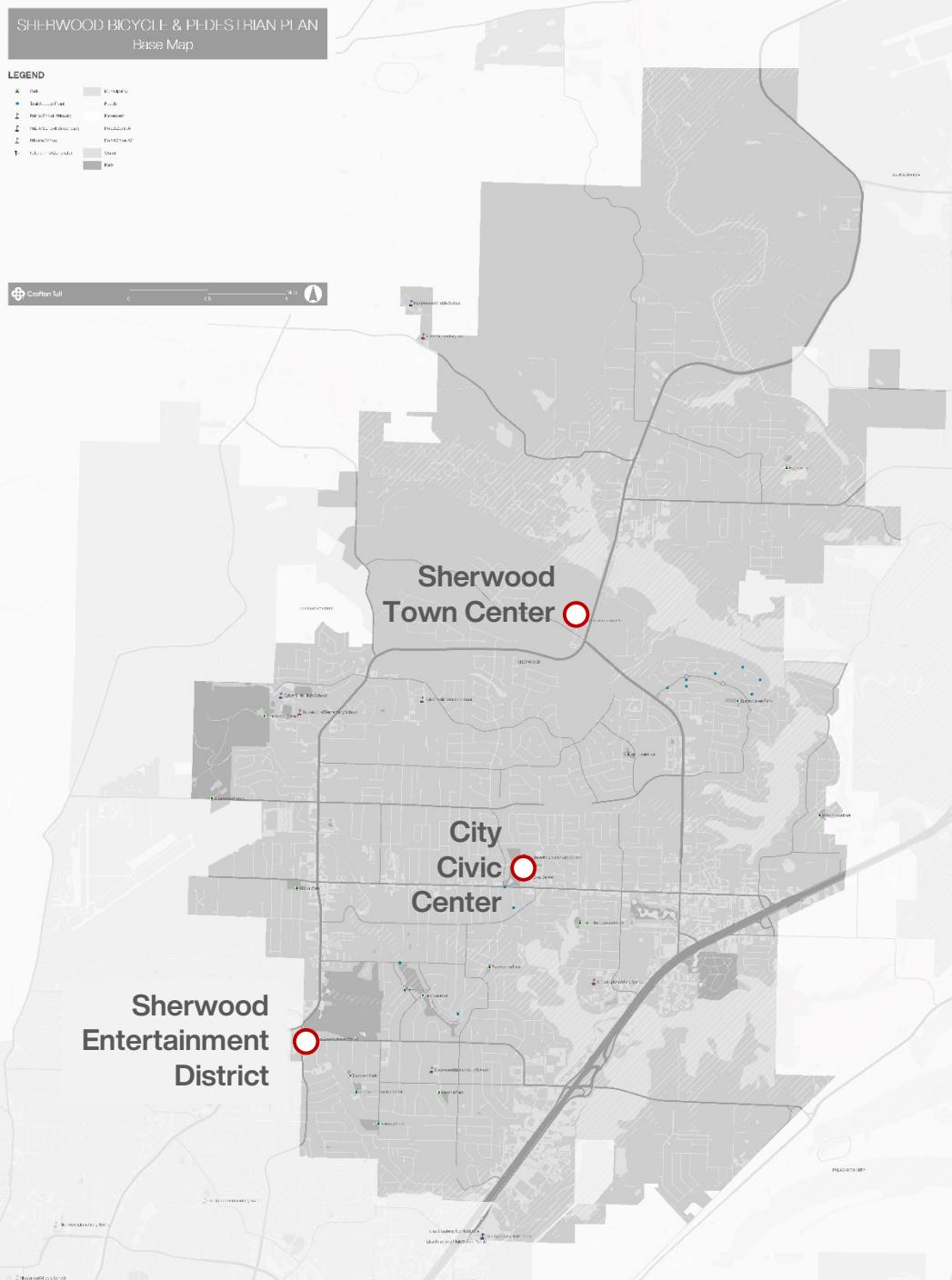
Plan Adoption

Focused Development Considerations

Connecting Existing and Future Trip Generators

“Creating Places, Not Developments”

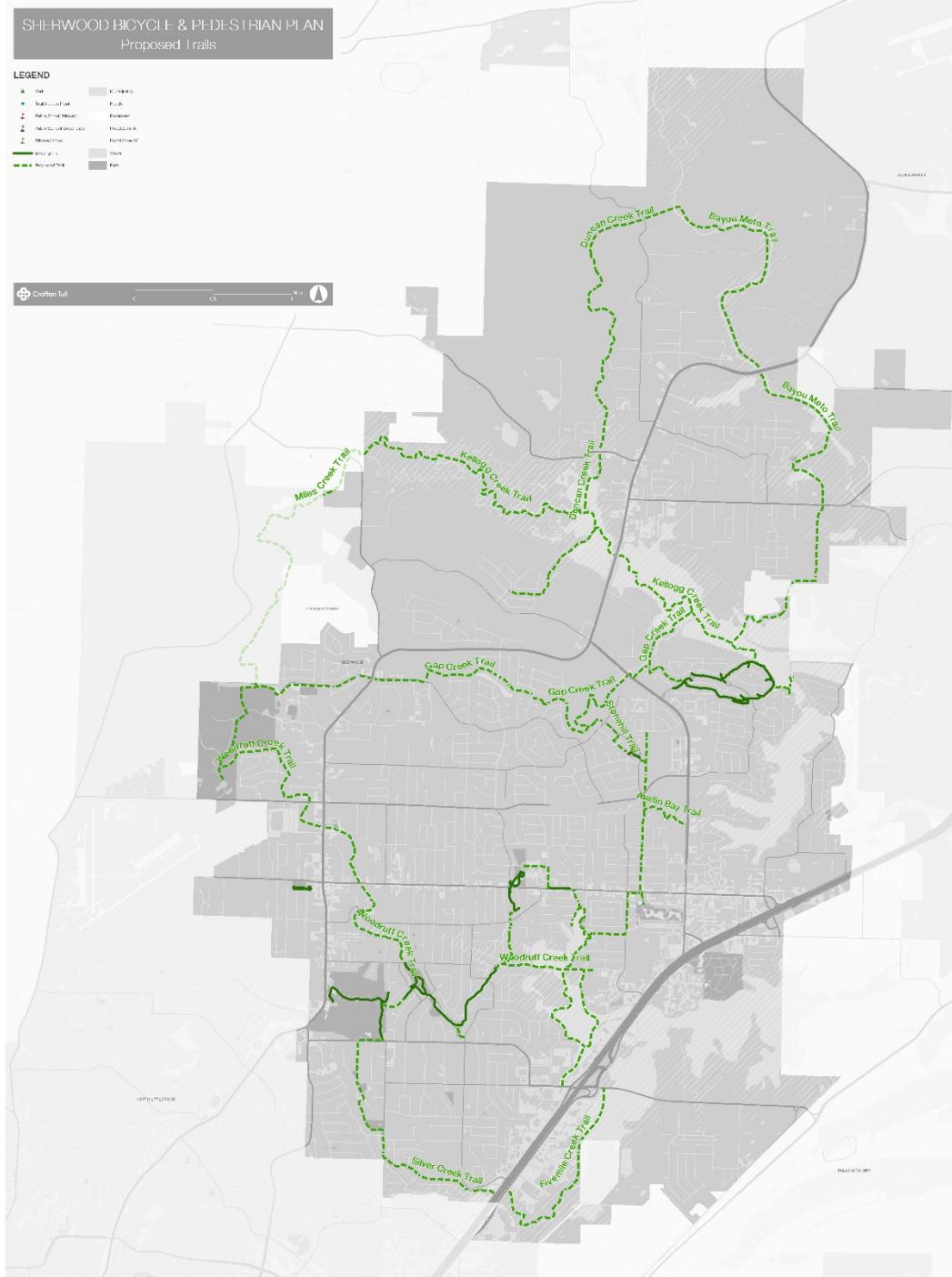
- Sherwood Town Center
- City Civic Center
- Sherwood Entertainment District



Proposed Trail System

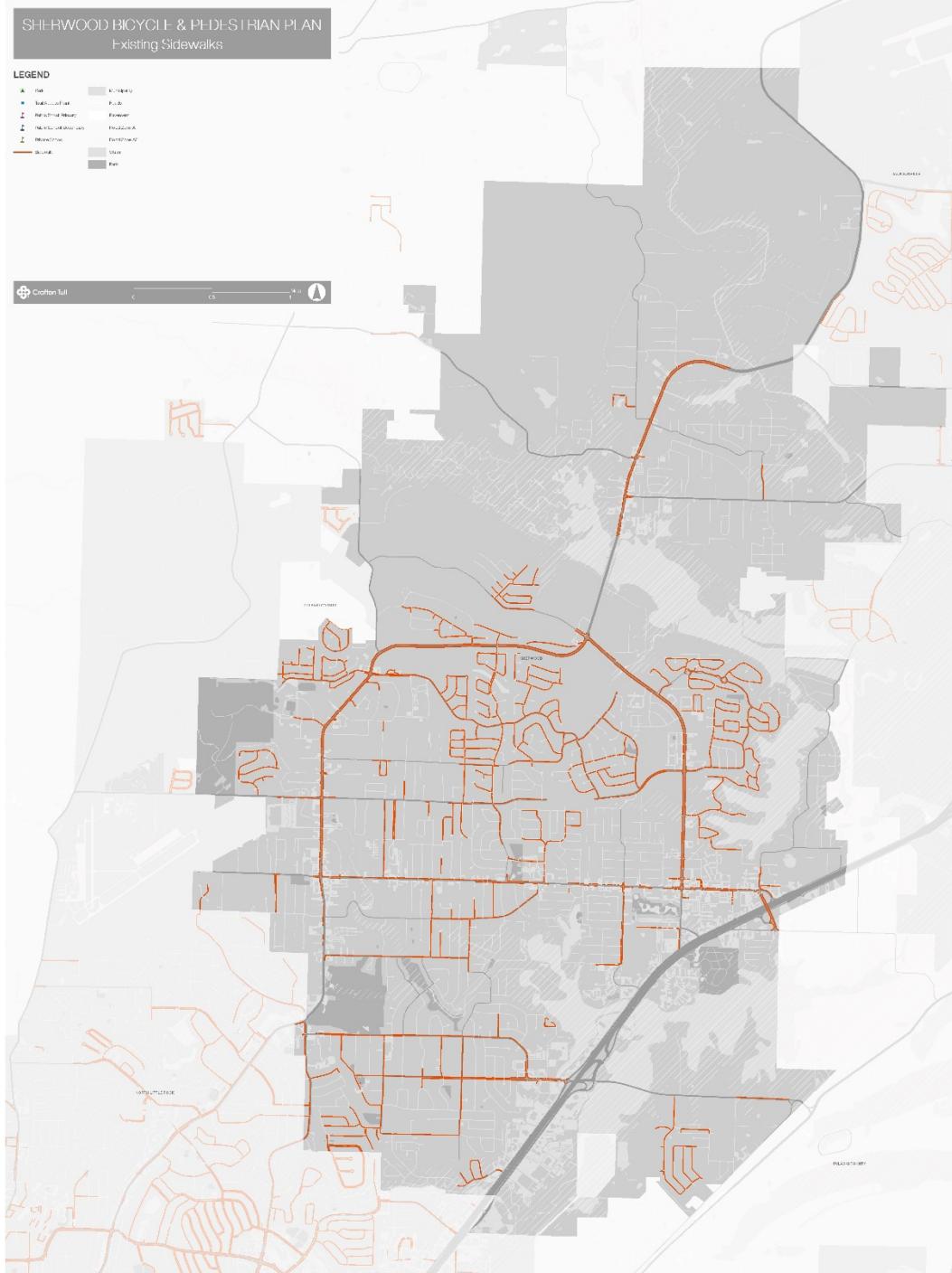
Connecting Existing and Future Trip Generators

“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

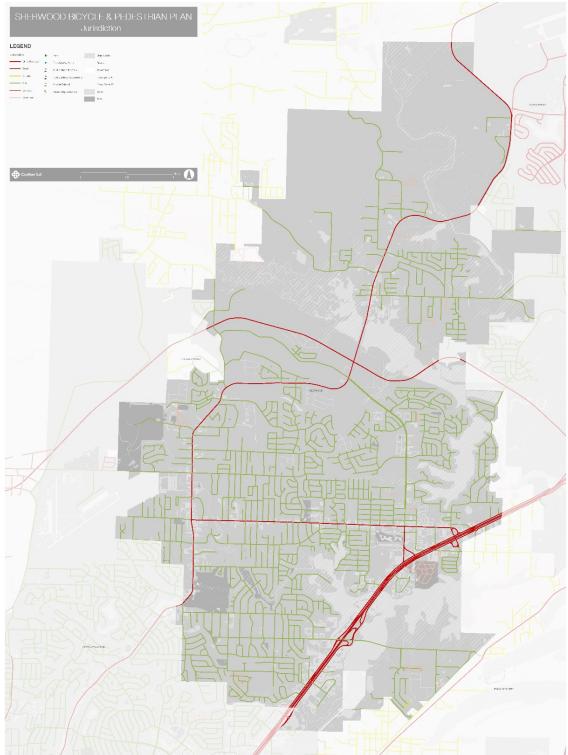


ROADWAY CHARACTERISTICS

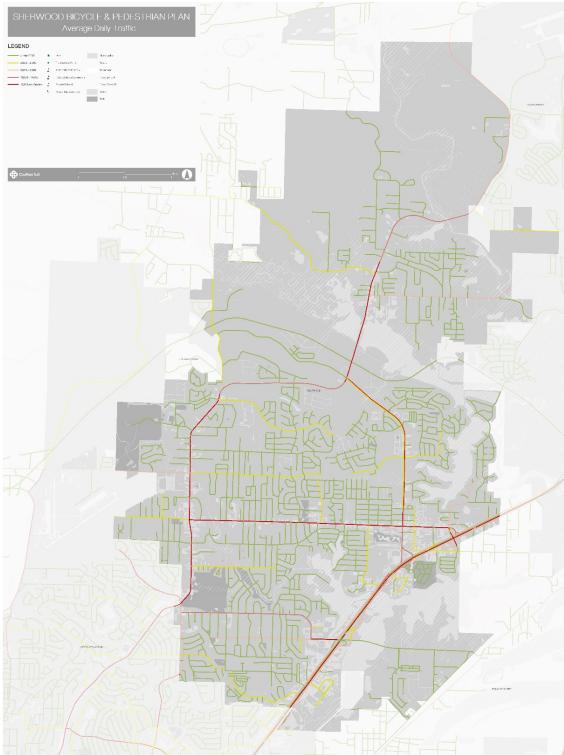


ROADWAY JURISDICTION

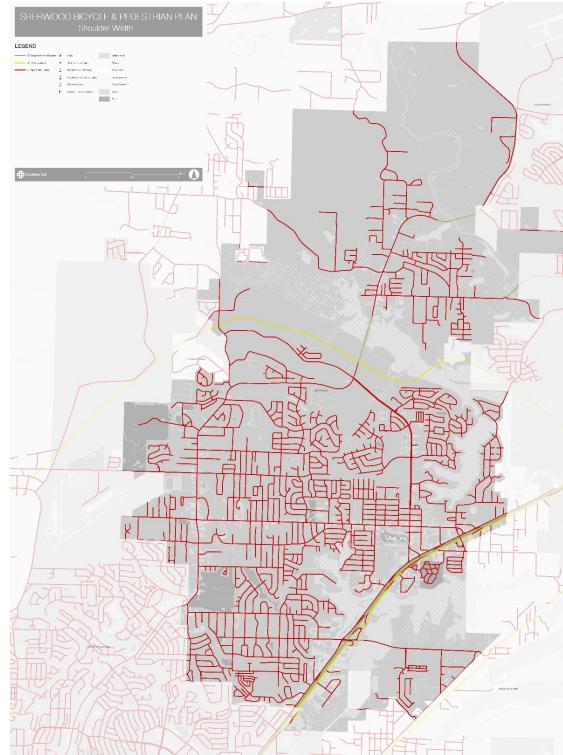
Roadway Assessments



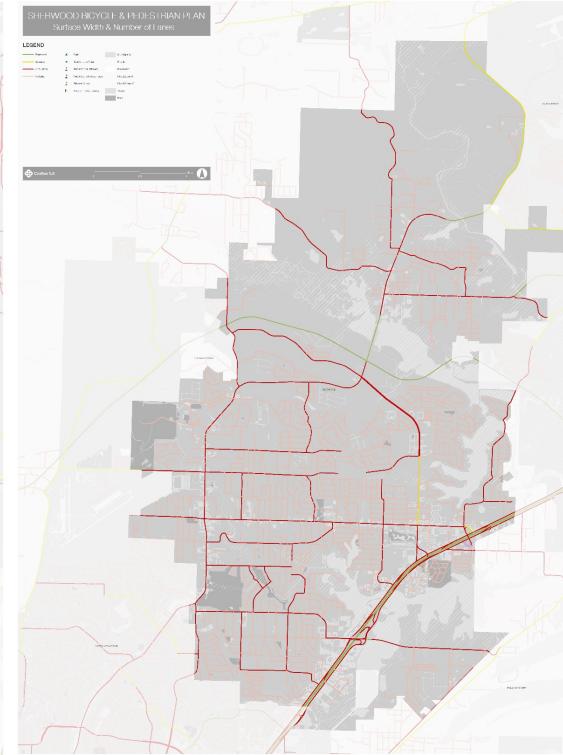
Jurisdiction



Average Daily Traffic

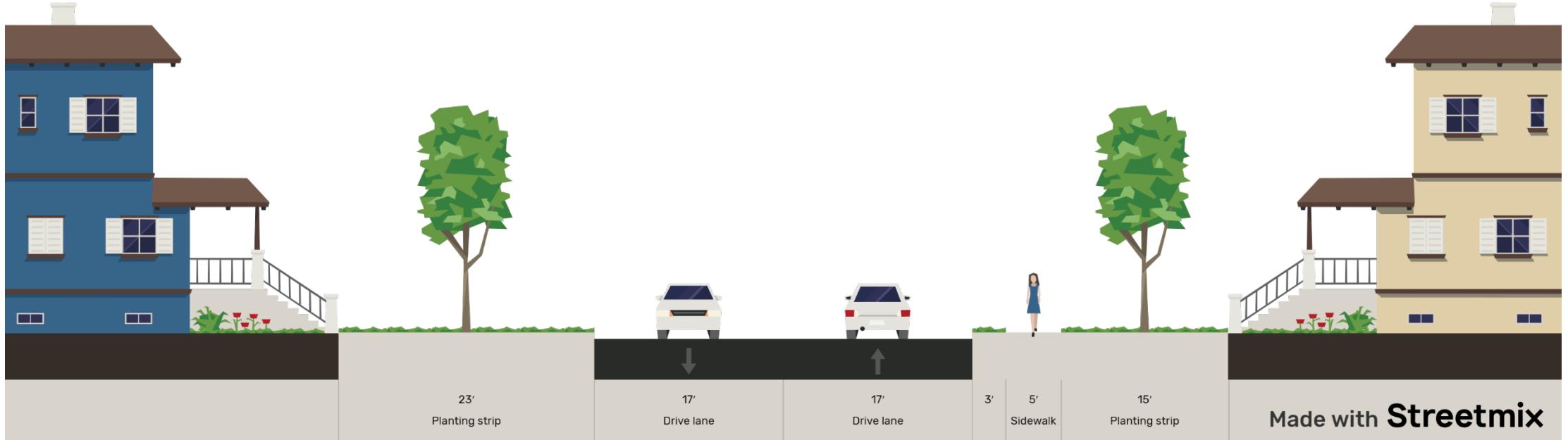


Shoulder Widths



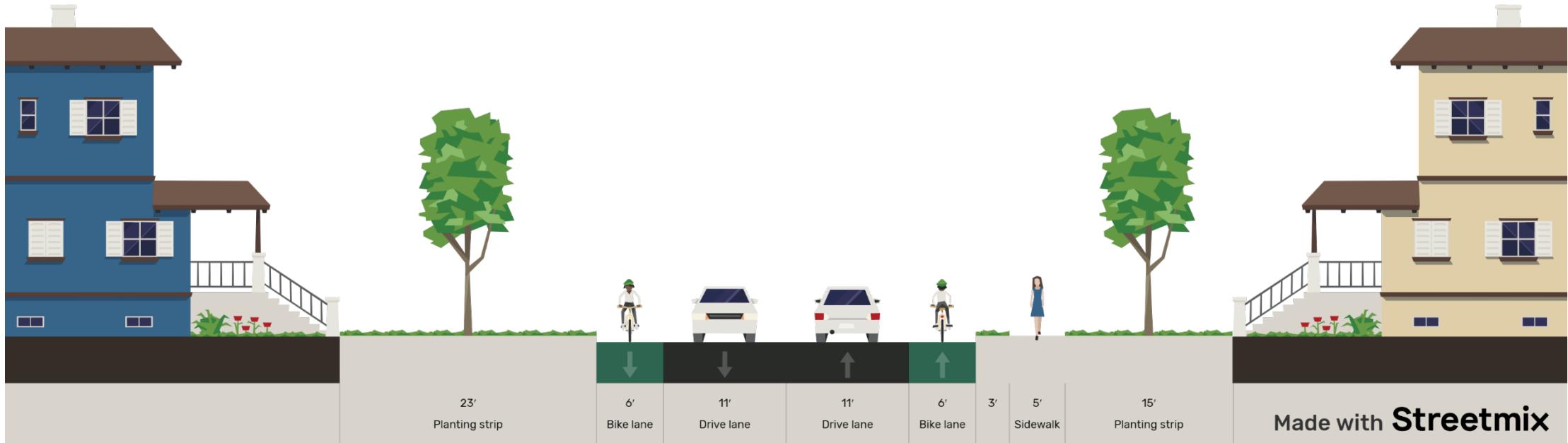
Roadway Widths and Number of Lanes

Case Study: Oakbrooke



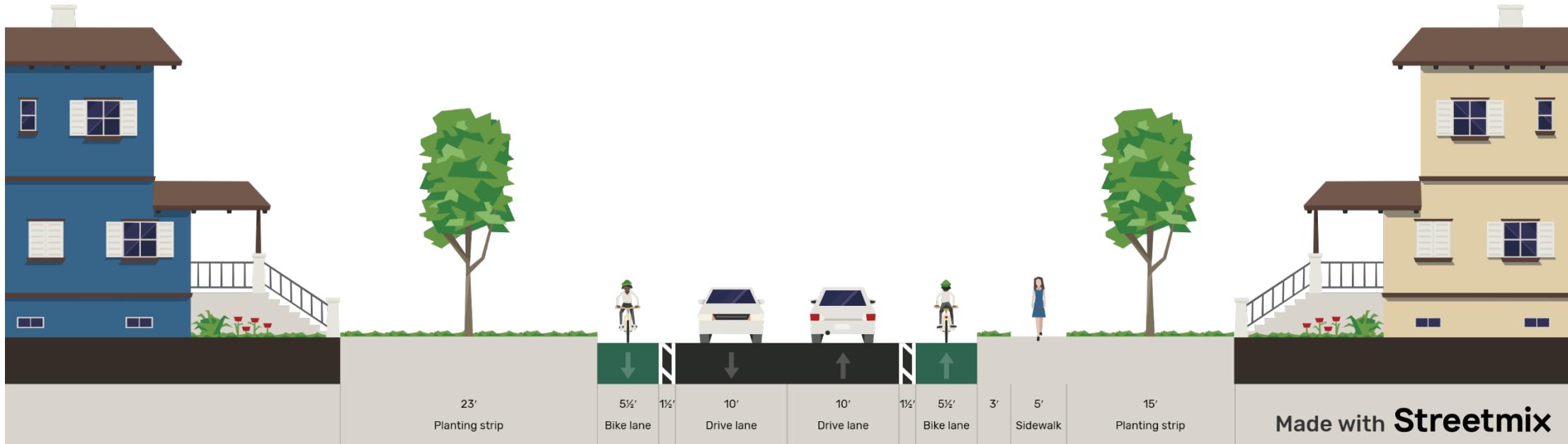
EXISTING CONDITION

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**

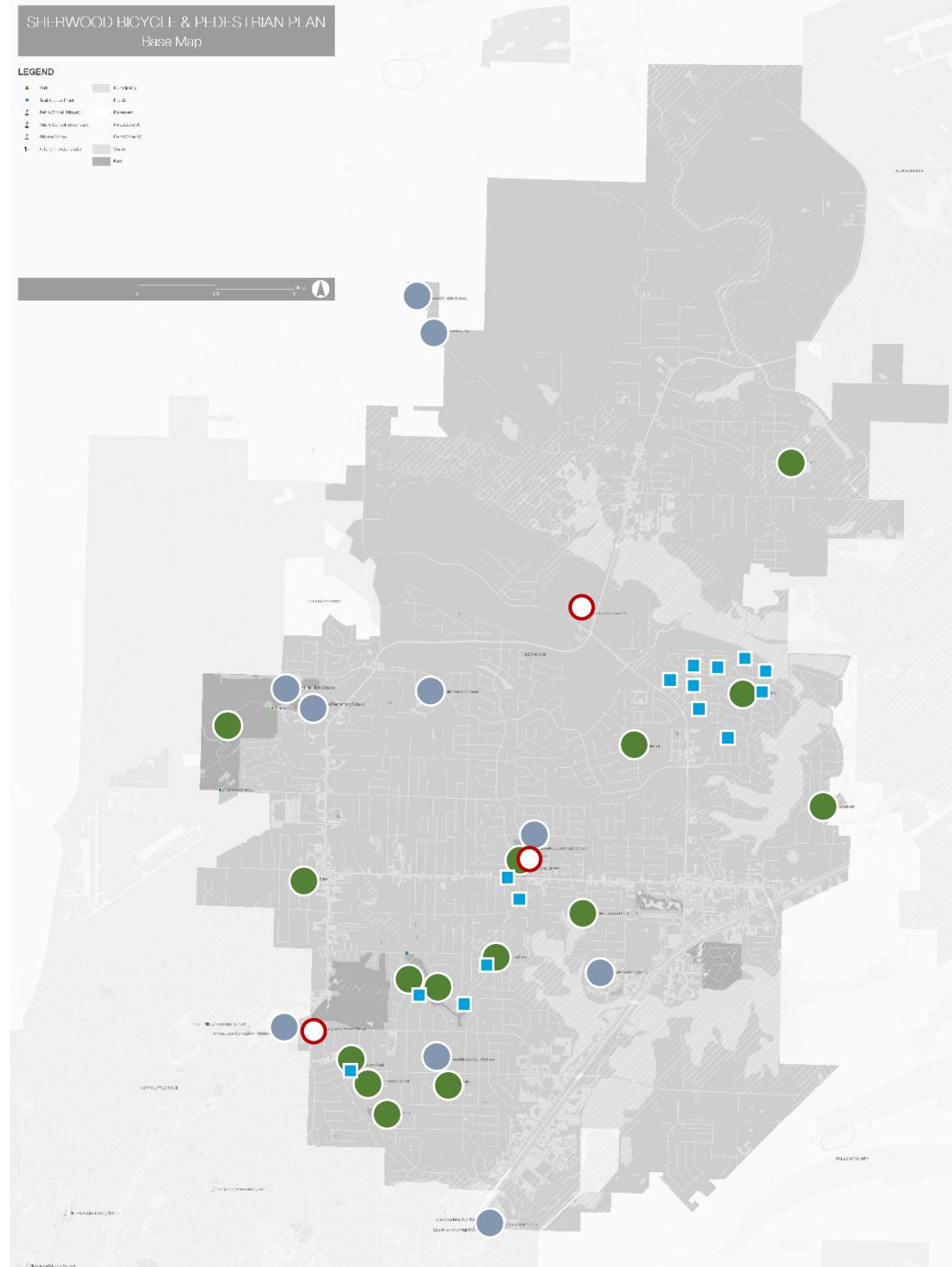
TRIP GENERATORS & SERVICE AREAS



EXISTING CONDITIONS

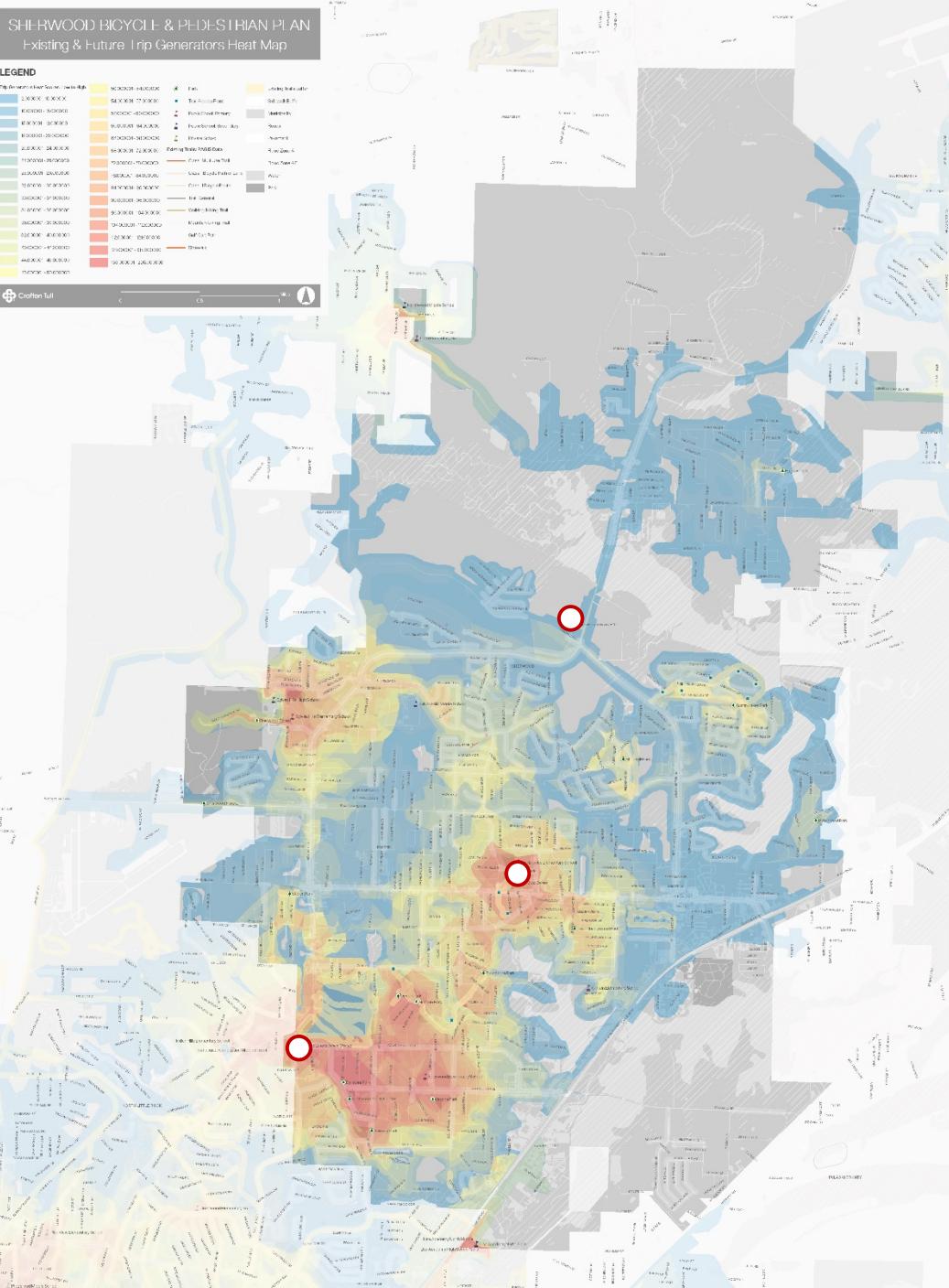
Trip Generators

- 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

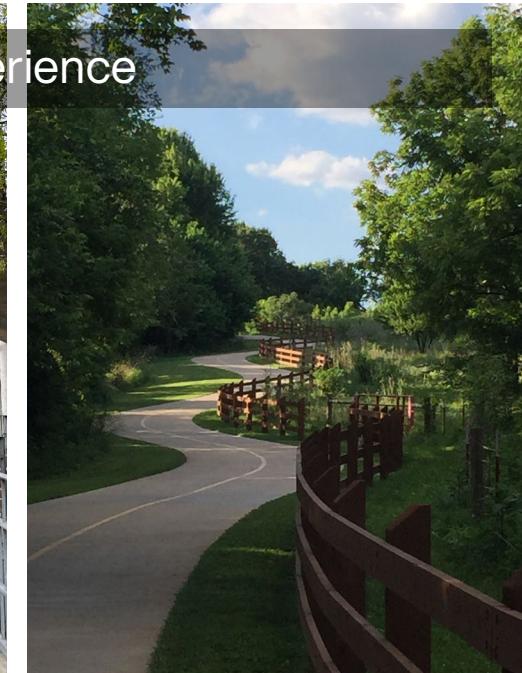
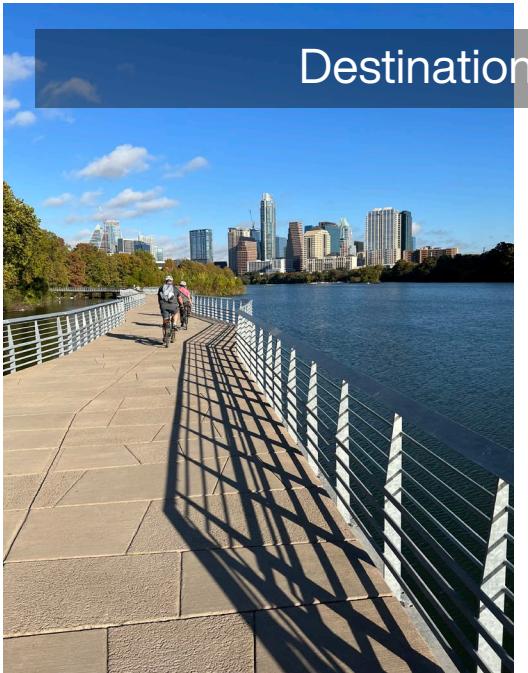
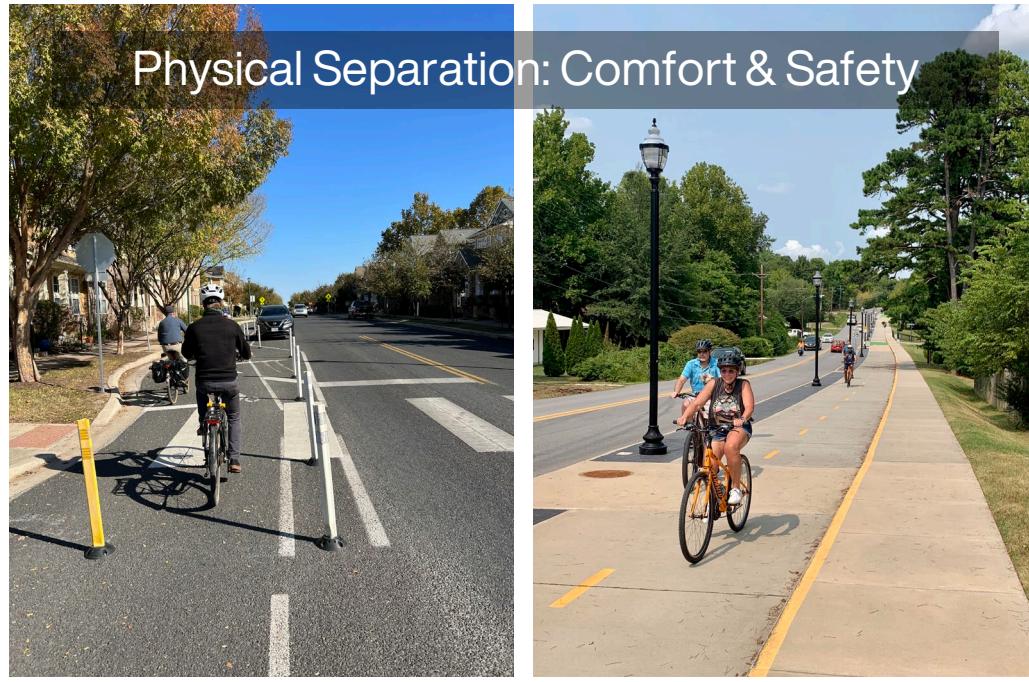
- Existing Destinations
 - Schools
 - Parks & Community Centers
- Future Destinations
 - Sherwood Town Center
 - City Civic Center
 - Sherwood Entertainment District



EXISTING CONDITIONS

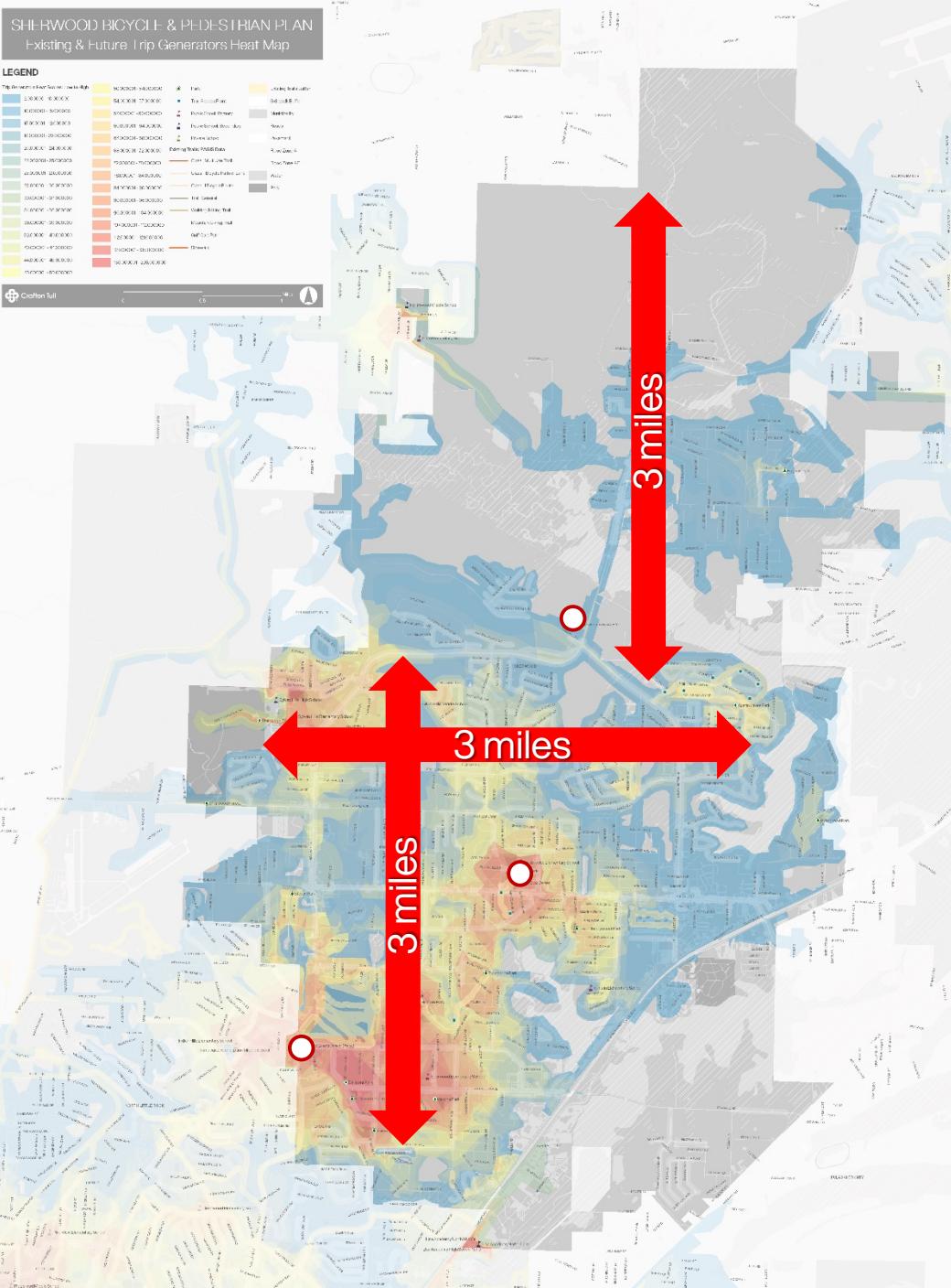
Travel Mode Choice

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



Heat Map: Existing & Future Facilities

- Existing Destinations
 - Schools
 - Parks & Community Centers
- Future Destinations
 - Sherwood Town Center
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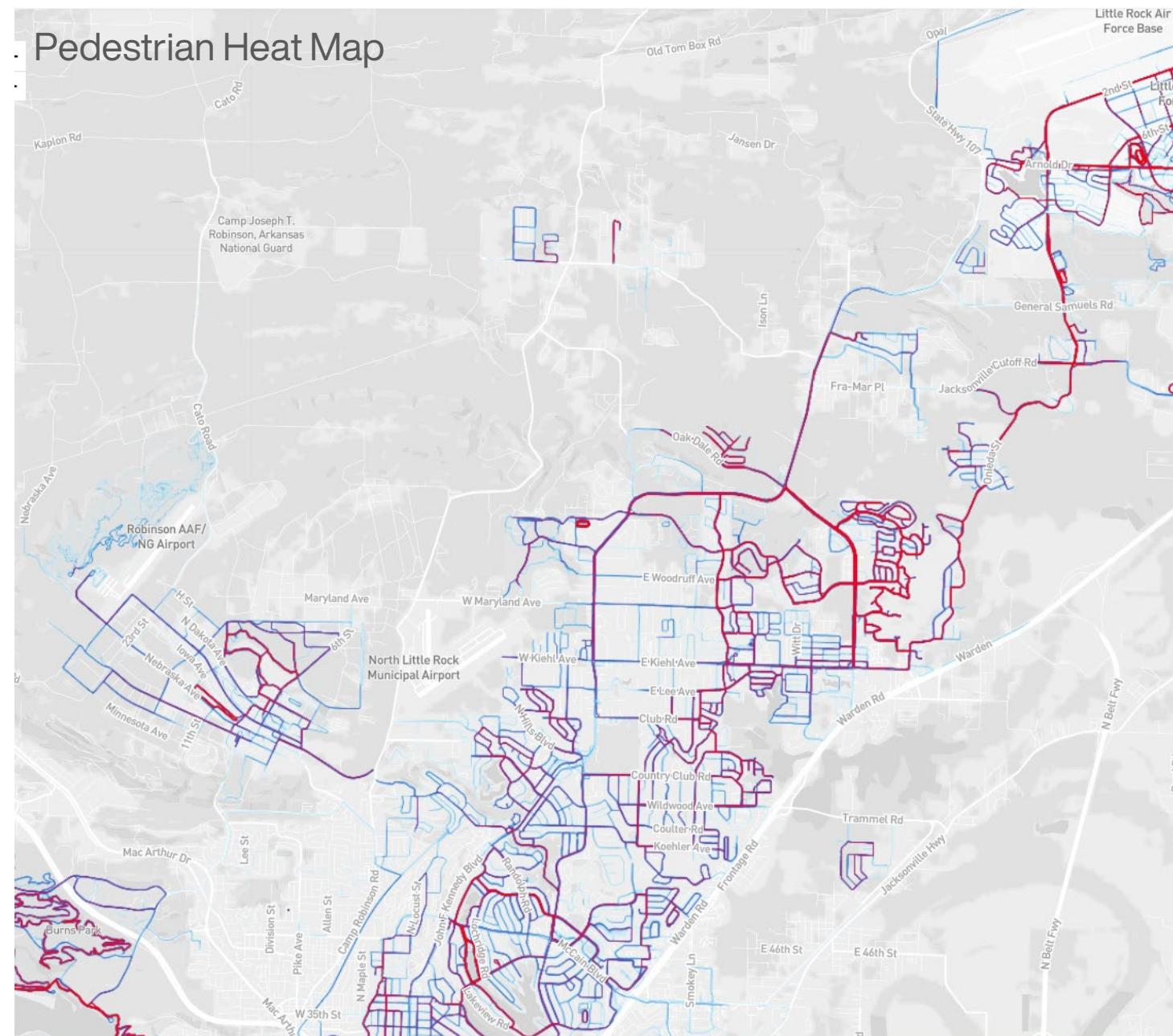


ADDITIONAL CONSIDERATIONS



What it Doesn't Tell Us

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

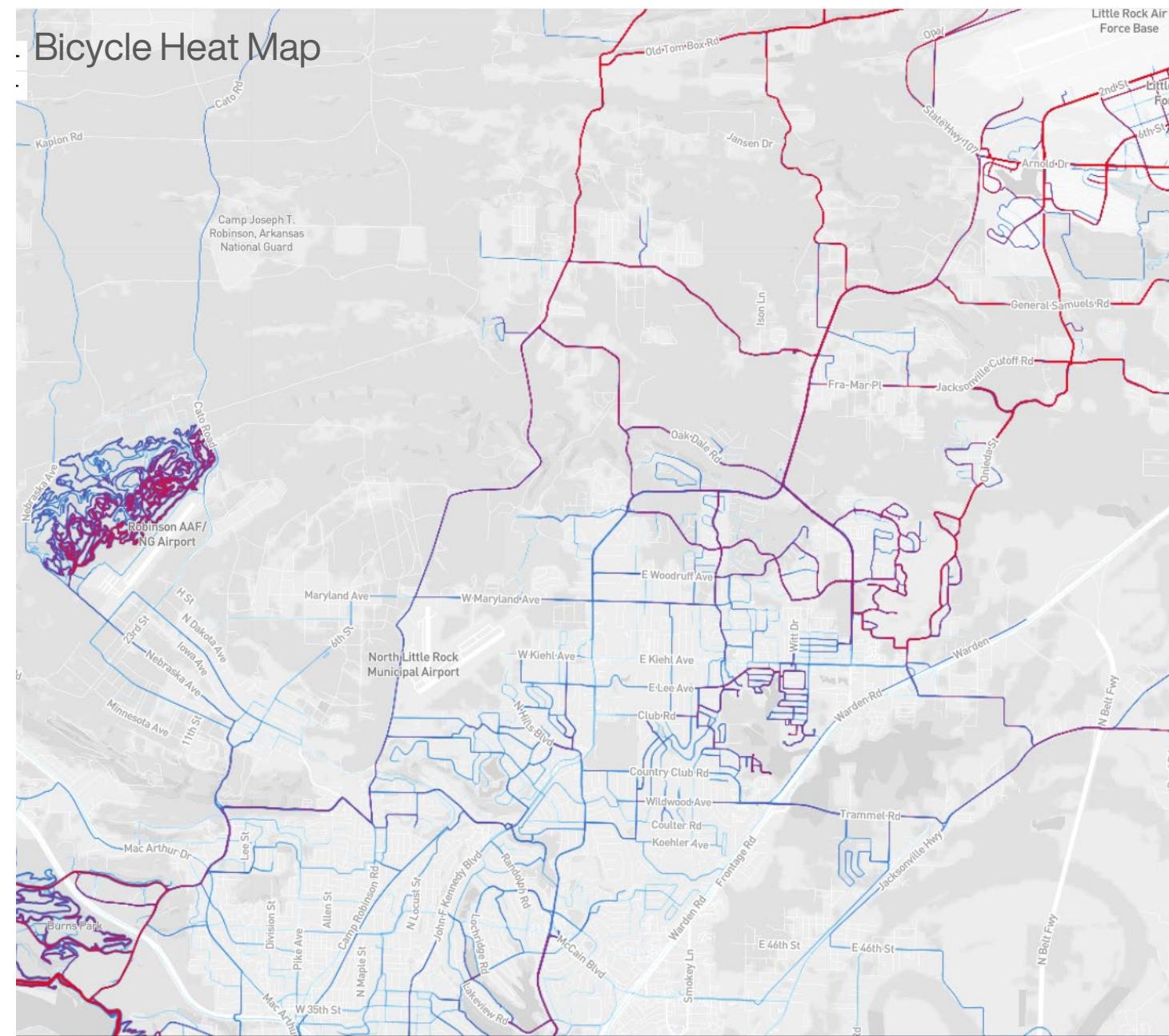


Source: Strava Labs www.strava.com

PUBLIC INPUT

What it Doesn't Tell Us

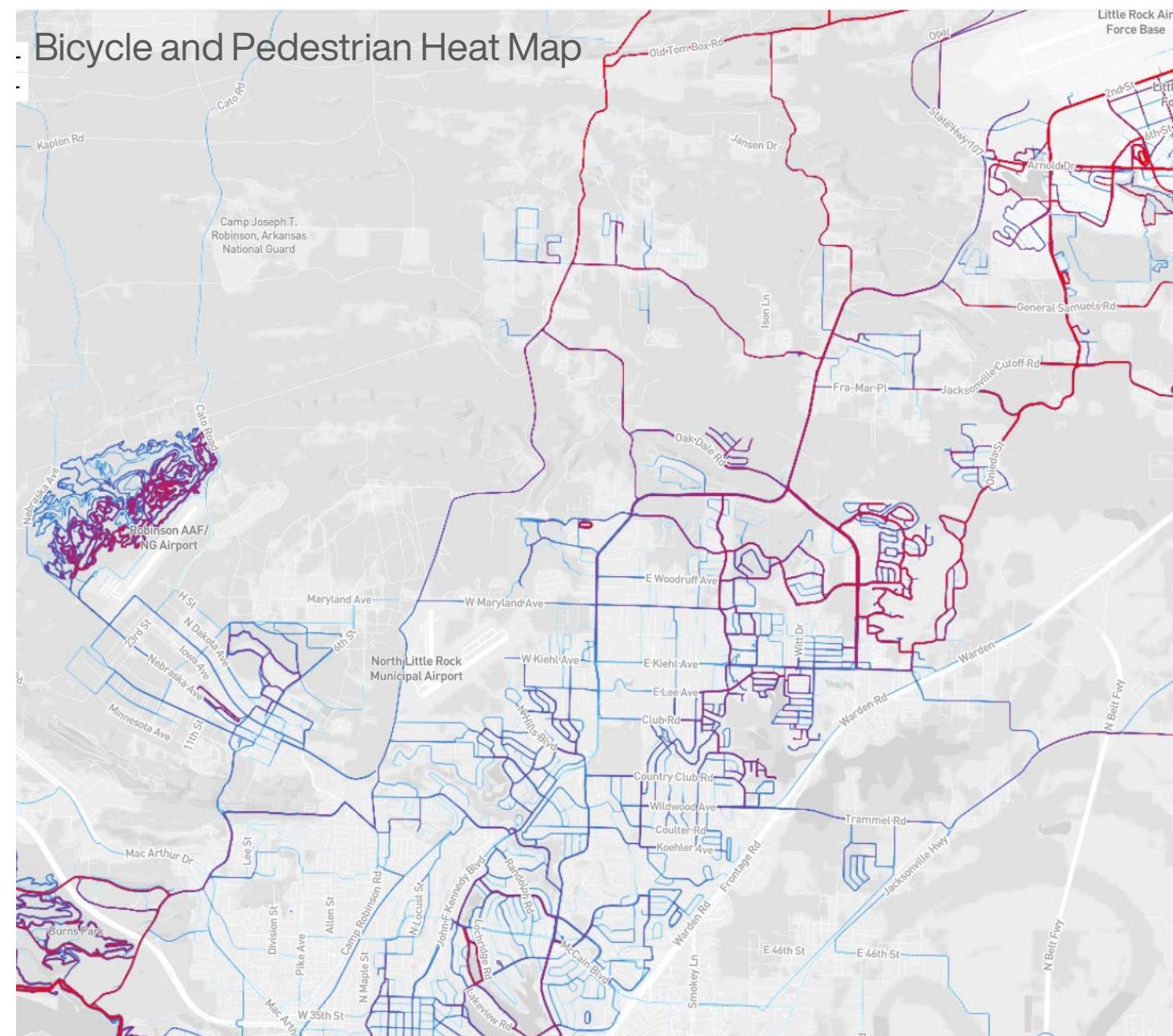
- Commonly utilized routes
- Desired routes
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PUBLIC INPUT

What it Doesn't Tell Us

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



USERS



USER TYPES, FACILITY TYPES, LEVEL OF COMFORT



USER COMFORT LEVELS

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%

33% - 37%



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%

NO WAY NO HOW |



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%

51% - 60% |



STRONG & FEARLESS

Will ride regardless of roadway conditions

1% - 7%

4.55%

5% - 7% | 1% - 7%

INTERESTED BUT CONCERNED |
ENTHUSED & CONFIDENT |
STRONG & FEARLESS |

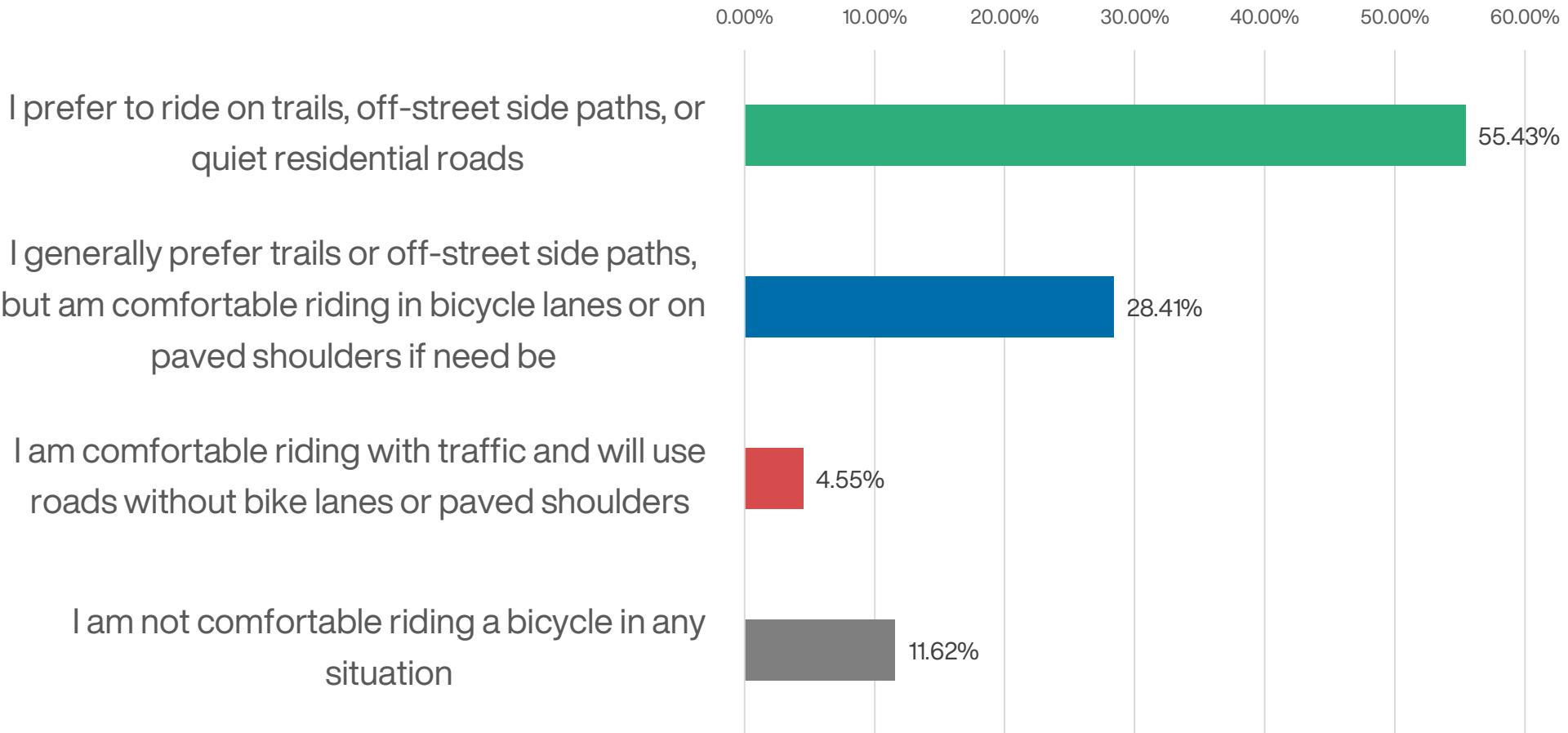
LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

Level of Comfort: Sherwood Survey Results

USER COMFORT LEVELS

What is your bicycling level of comfort?



FACILITY TYPES

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

TRAILS & SIDEWALKS

MULTI-USE TRAILS & SIDEWALKS

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.



PROTECTED ON-STREET

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).



SHARED ON-STREET

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 lane. For the purposes of Helens-West Helens' 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.



SIGNED ROUTES



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 major and 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)

SIDEWALKS

SIDEWALKS: PEDESTRIAN SPINES

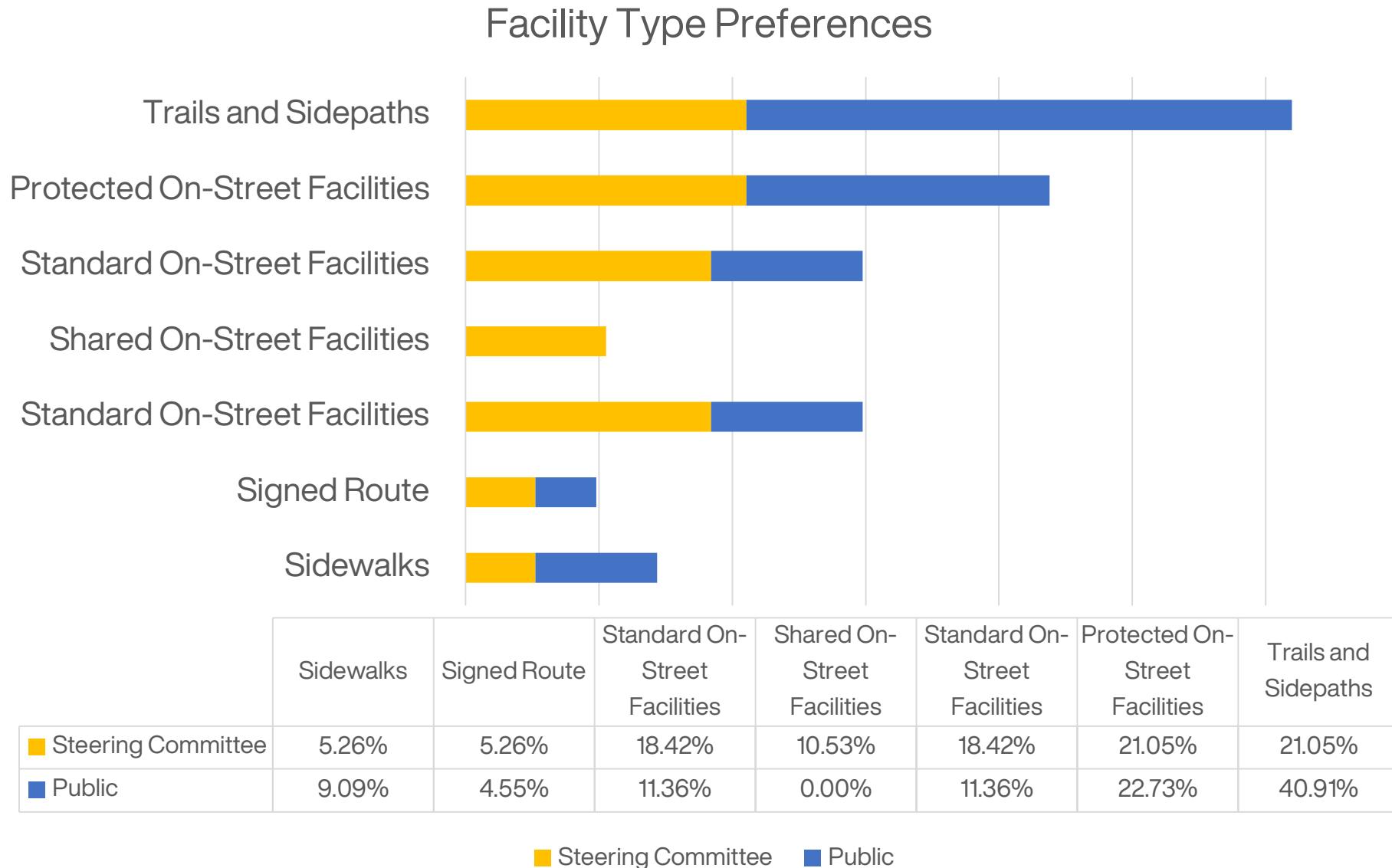
Pedestrian spines are applicable where heavy volumes of pedestrian traffic exist, such as commercial corridors, near recreational amenities, or along corridors where high densities of housing connect pedestrians to goods and services.

Appropriate roads for pedestrian spines:

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

FACILITY PREFERENCES

Facility Type Preferences



Bicycle & Pedestrian Facility Types

FACILITY SELECTION



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



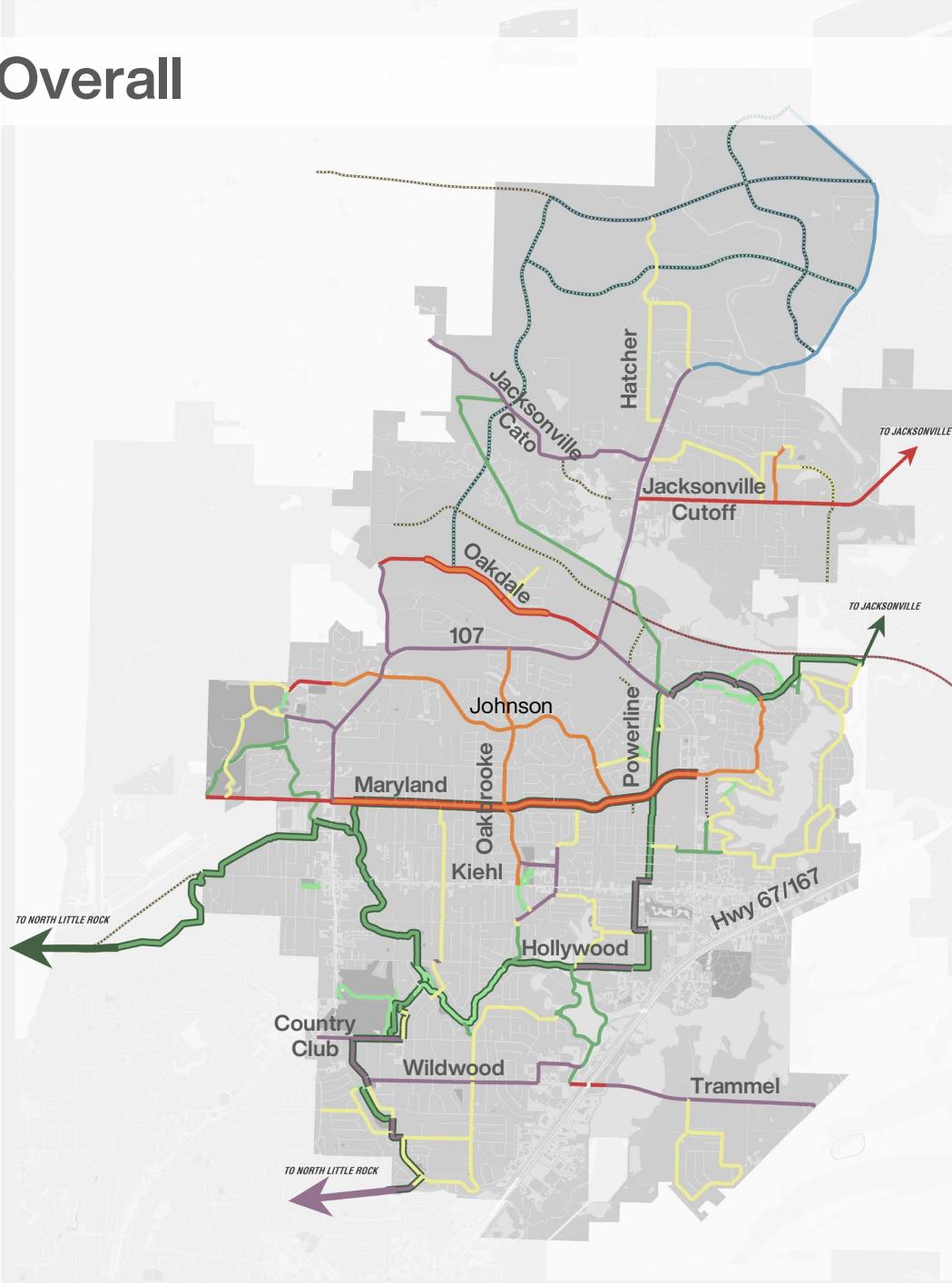
BICYCLE & PEDESTRIAN NETWORK



NETWORK

Bike/Ped Network: Overall

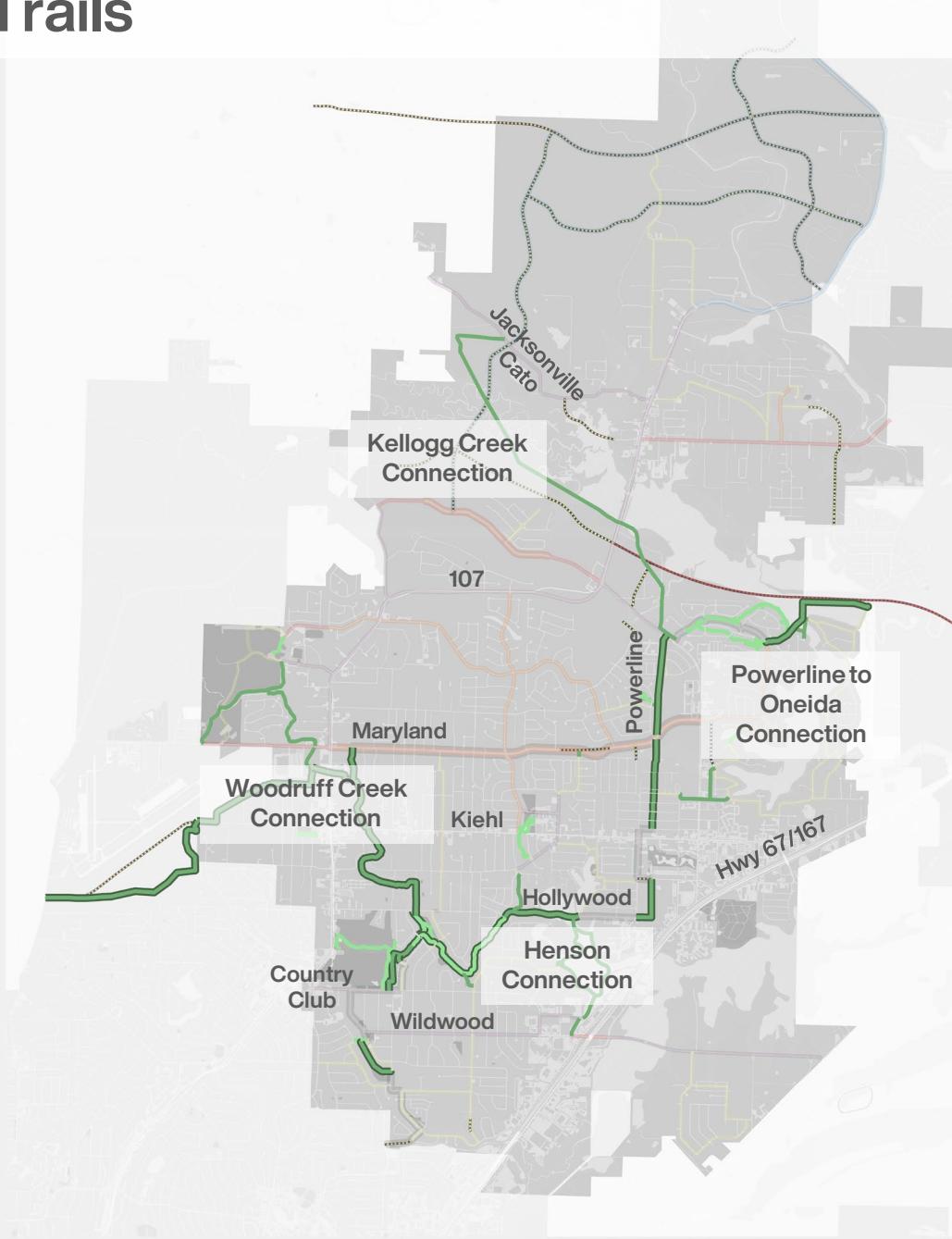
- Regional Connector
- Local Connector
- Sidepath
- Long-Range Sidepath
- On-Road Protected Bicycle Facility
- On-Road Protected Facility: Widen
- On-Road Shared Facility



NETWORK

Bike/Ped Network: Trails

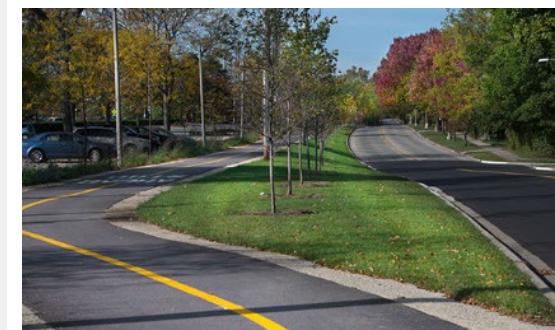
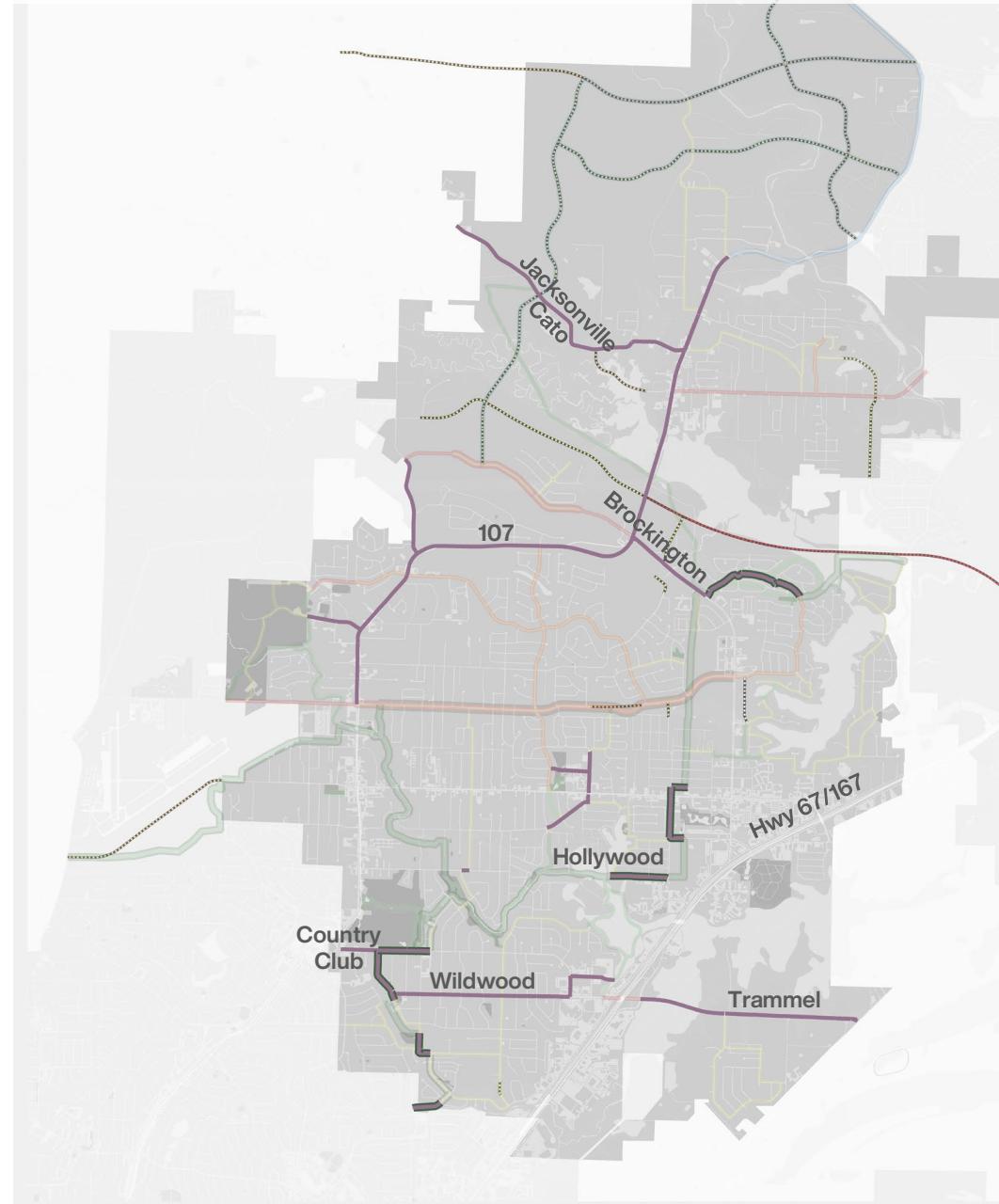
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NETWORK

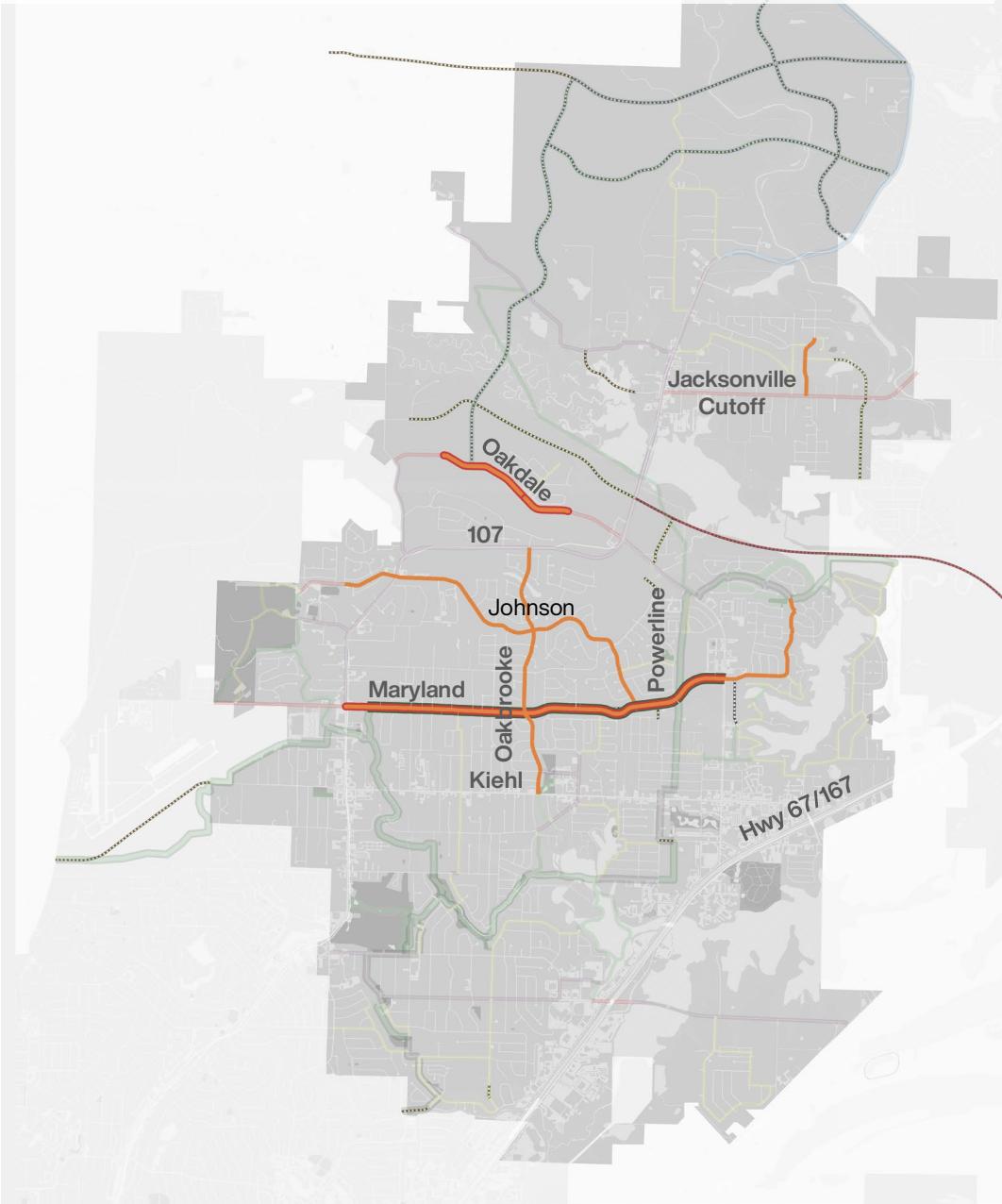
Bike/Ped Network: Sidepaths

- Regional Connector
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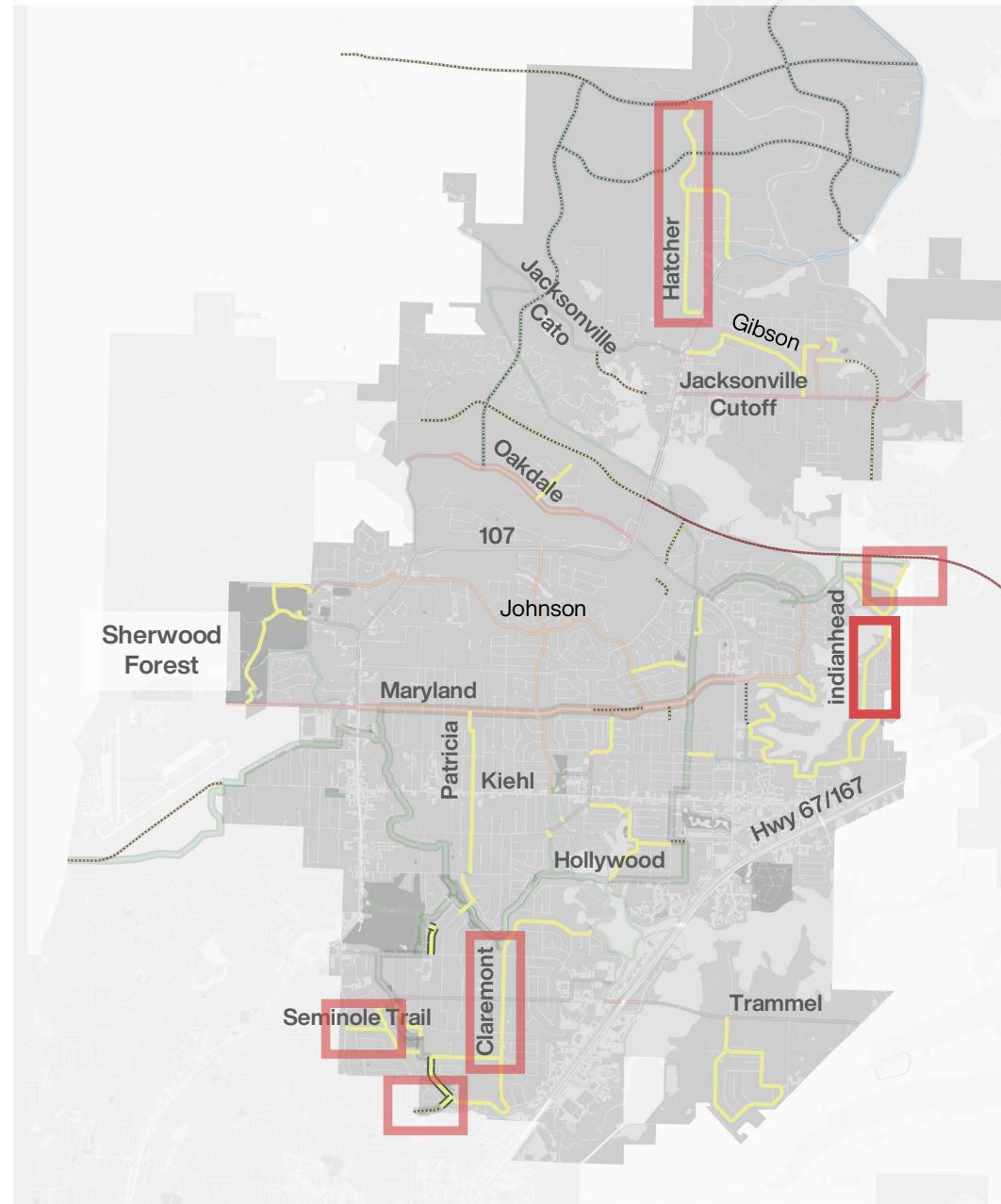
NETWORK

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NETWORK

- Regional Connector
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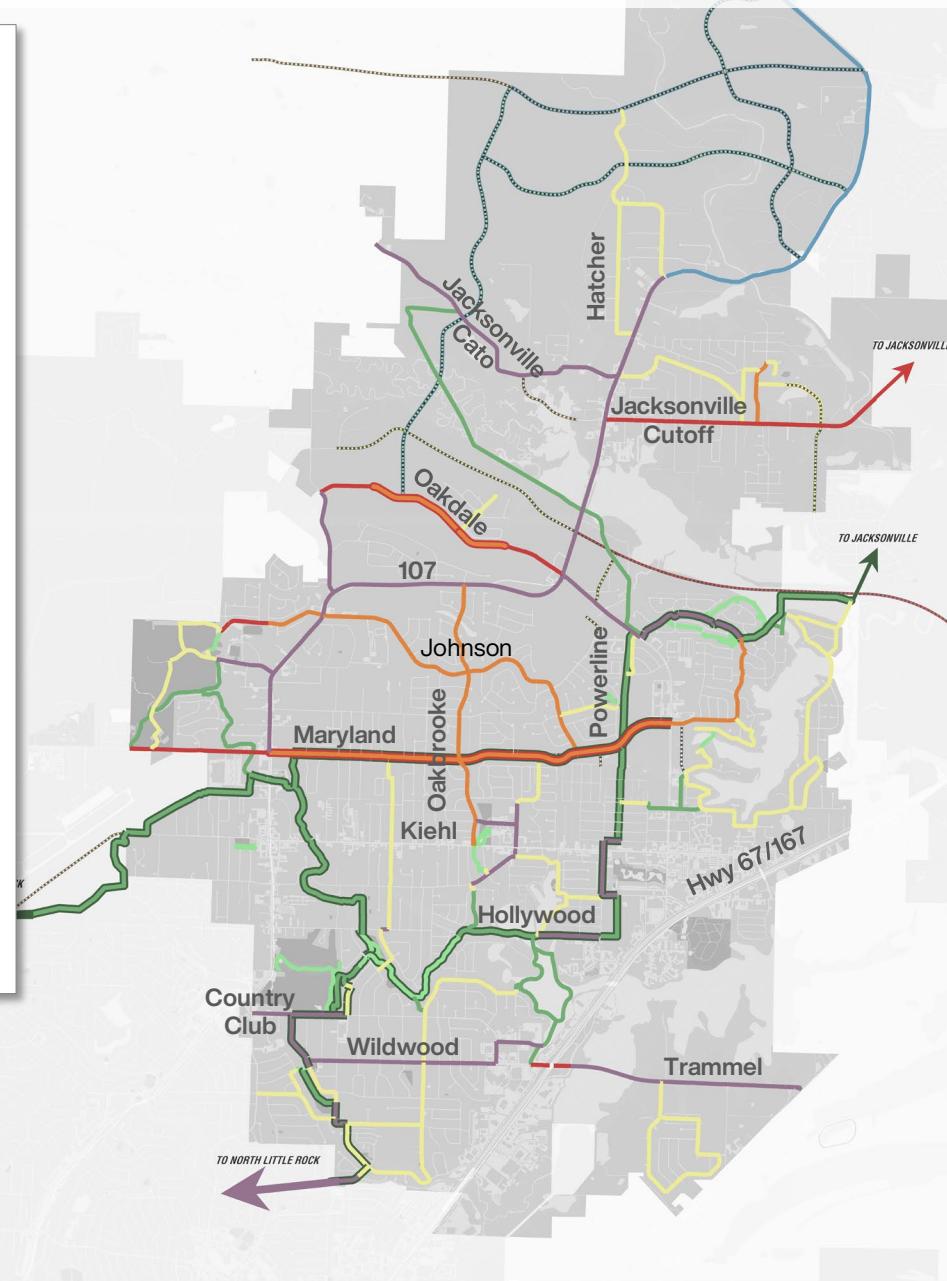


NETWORK

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

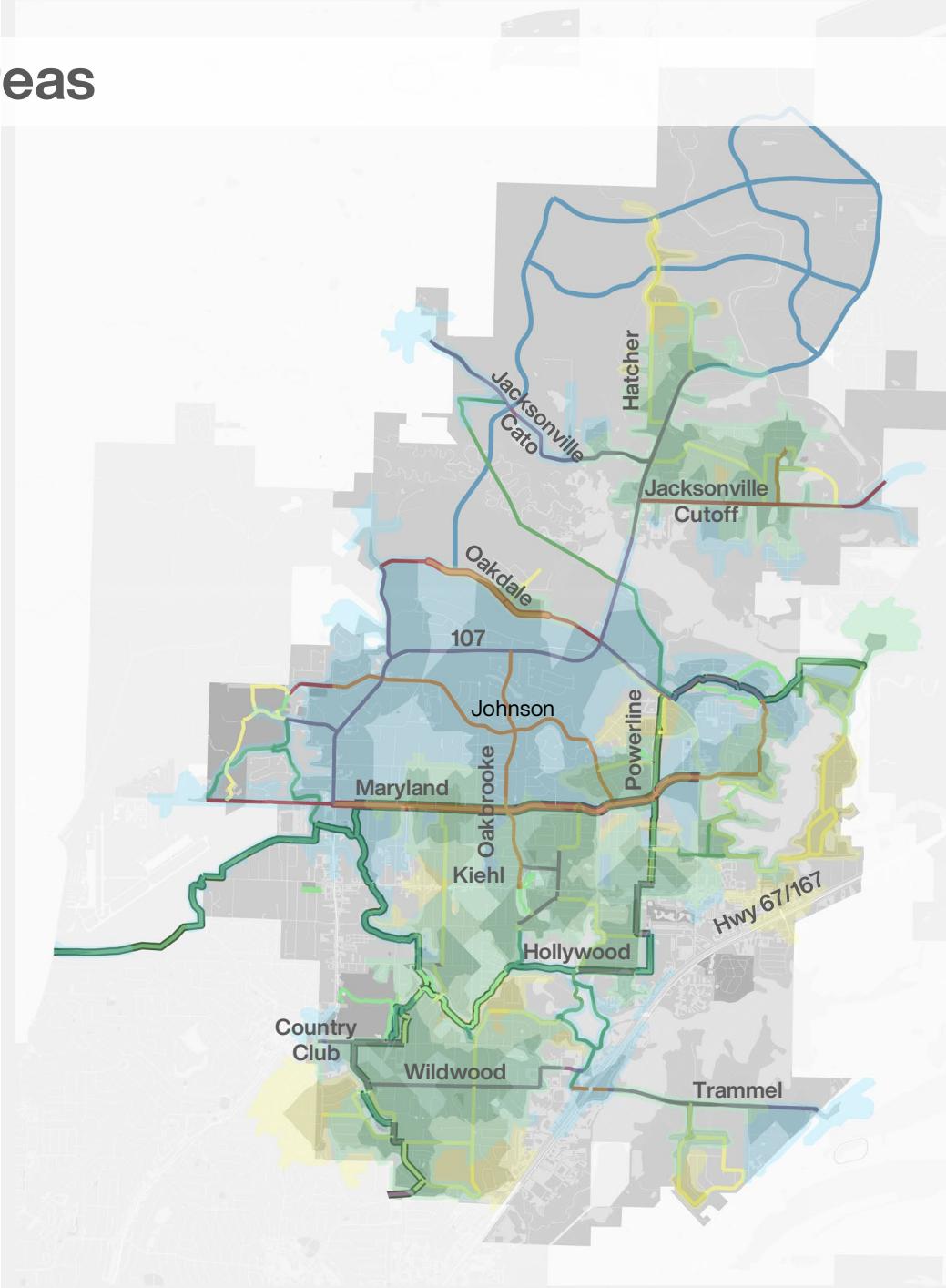
Network Service Areas

Within $\frac{1}{4}$ mile from a
separated facility

Within $\frac{1}{2}$ mile from a
separated facility

Within $\frac{1}{4}$ mile from a
shared-use facility

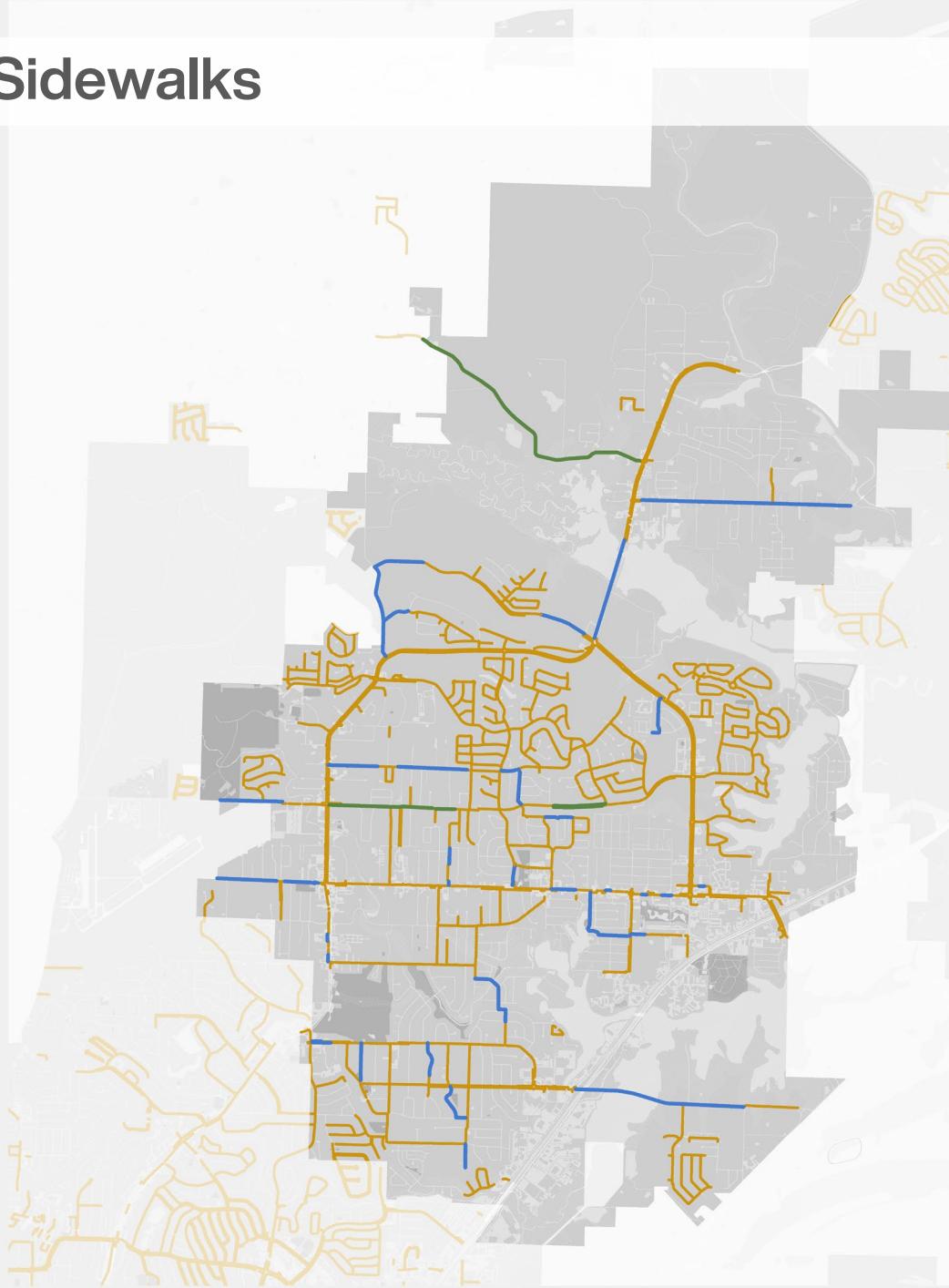
Within $\frac{1}{2}$ mile from a
shared-use facility



NETWORK

Bike/Ped Network: Sidewalks

- Existing Sidewalks
- Upgrades In Progress
- Infill Sidewalks



NETWORK

Bicycle & Pedestrian Network: Crossings



Signed Crosswalk

RRFB

HAWK Signal

NETWORK

Intersection Plan

Existing Stop Sign 

Proposed Stop Sign 

Existing Traffic Signal 

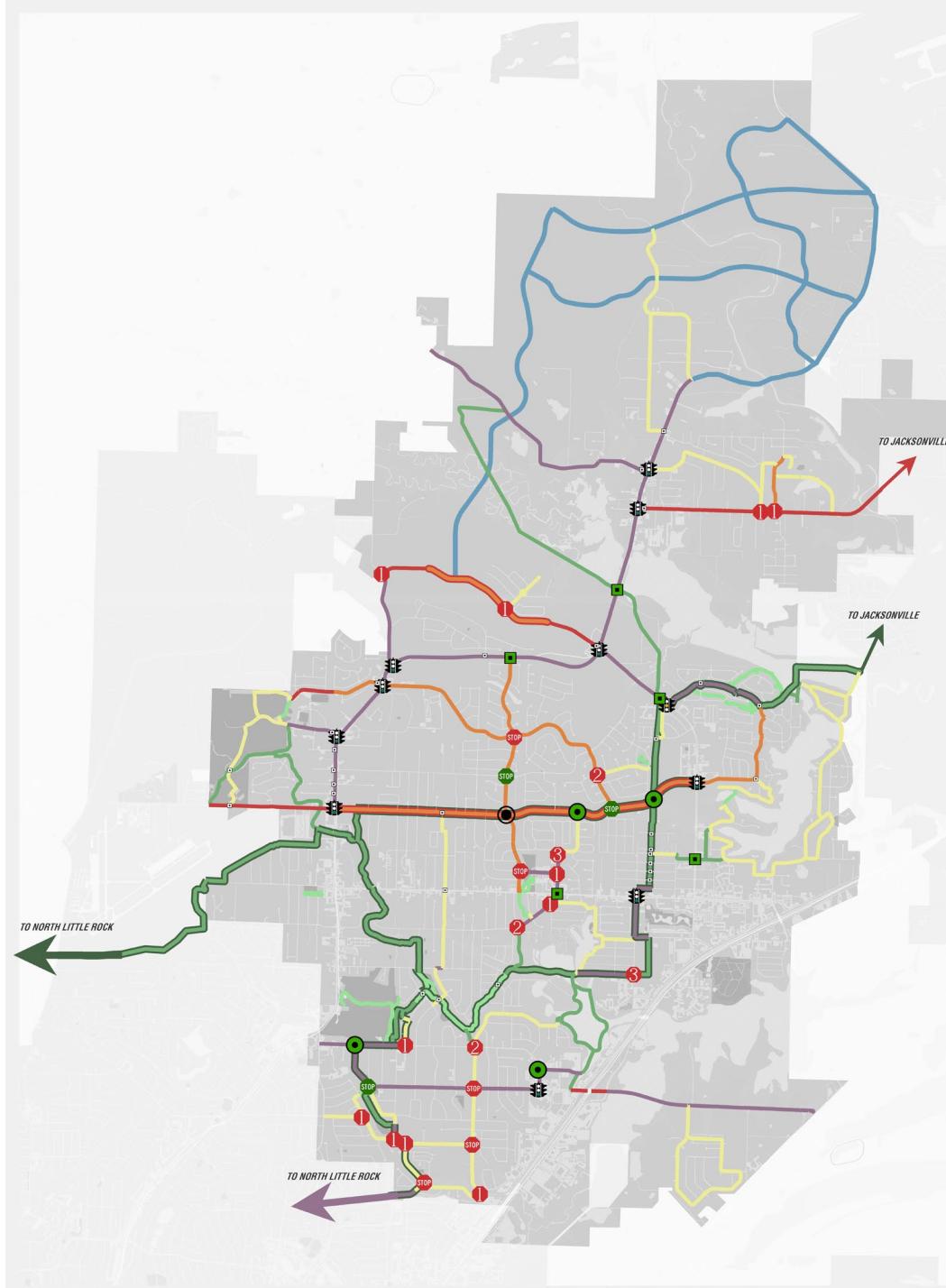
Proposed Traffic Signal 

Proposed HAWK Signal 

Proposed RRFB 

Proposed Roundabout 

Proposed High Visibility
Crosswalk 



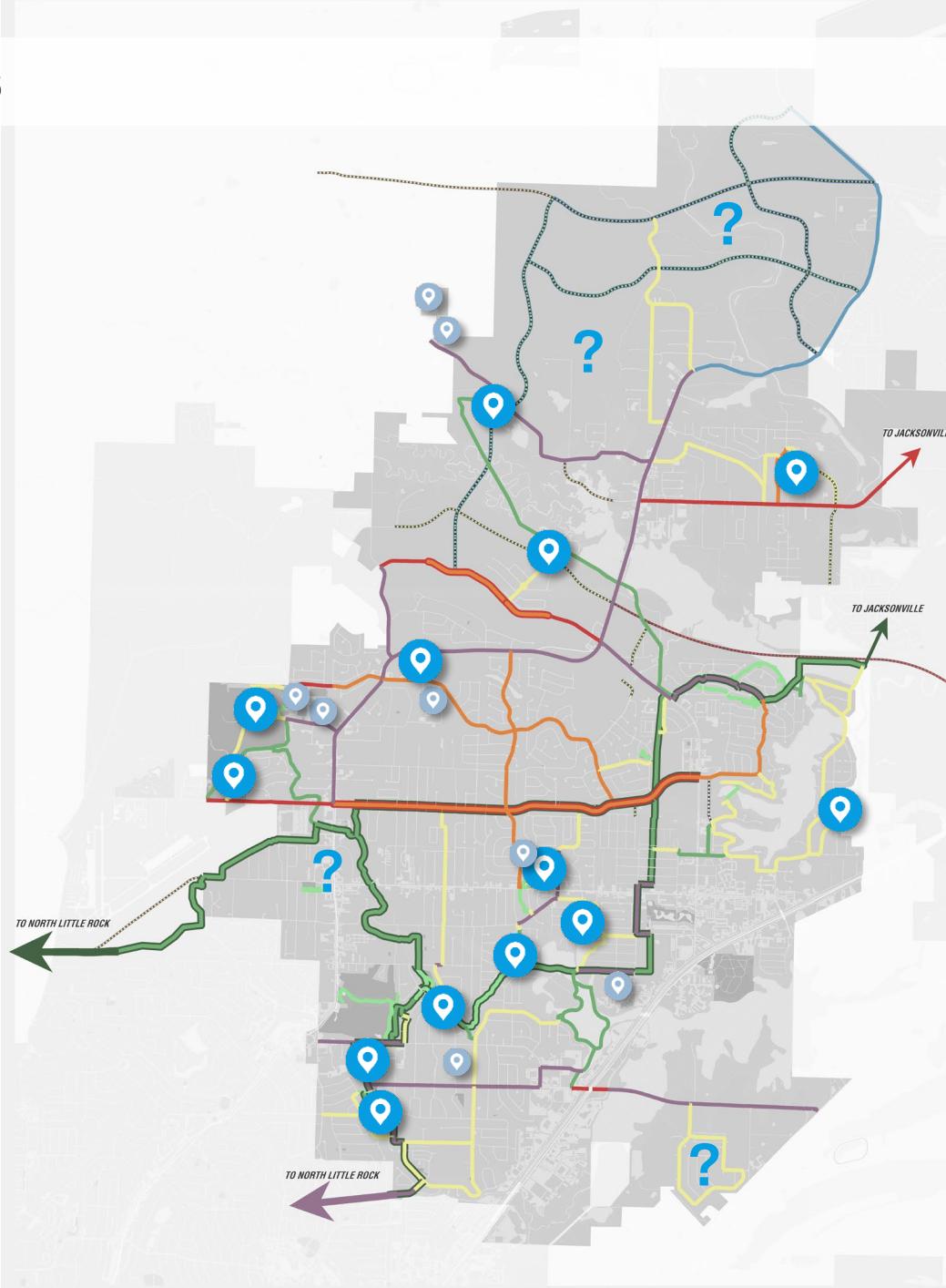
NETWORK

Network Trailheads

Potential Trailhead  Parks

Existing Schools 

Future Trailheads  at Future Parks



IMPLEMENTATION

Network Hierarchy

Connector Spine



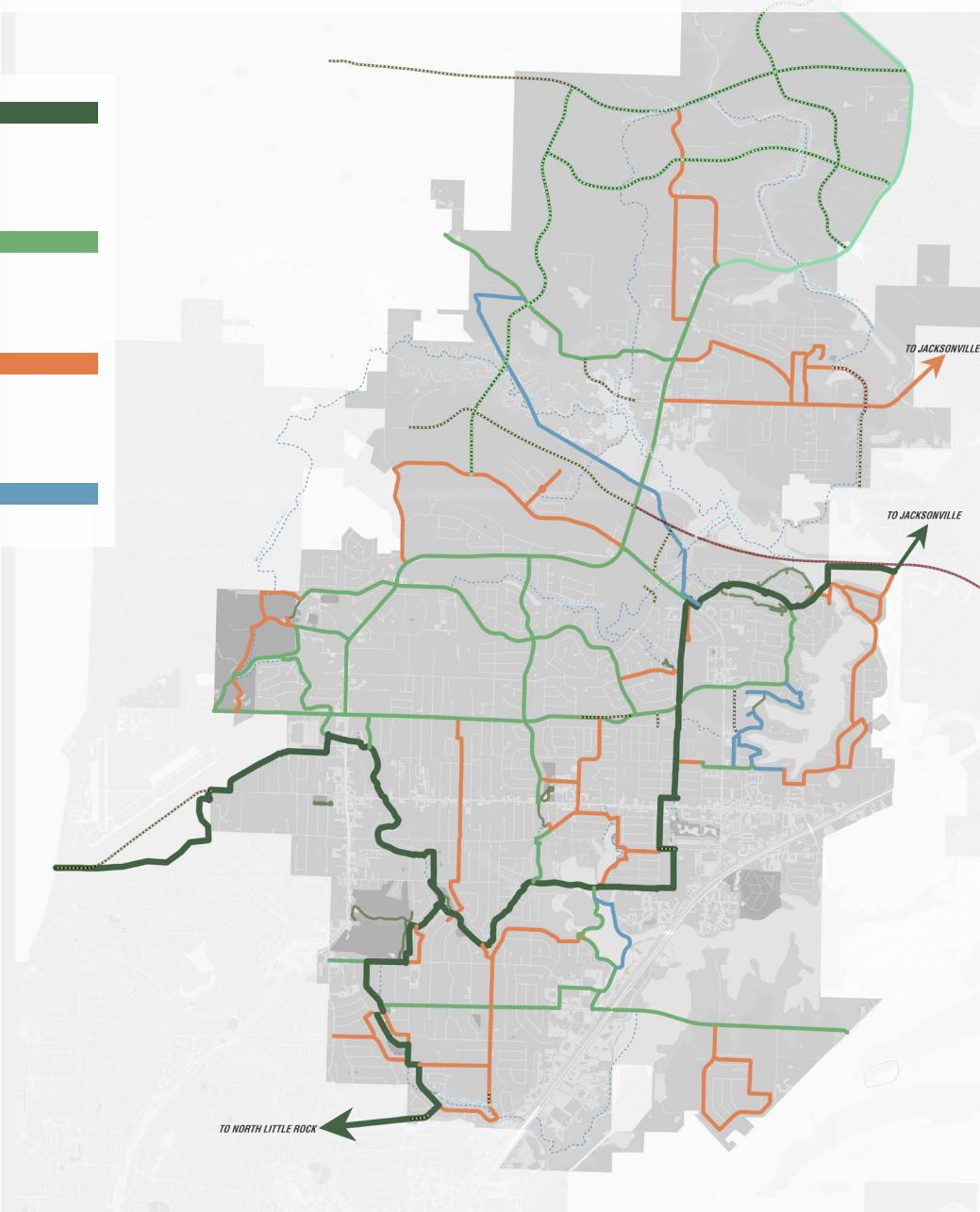
Local Connector



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

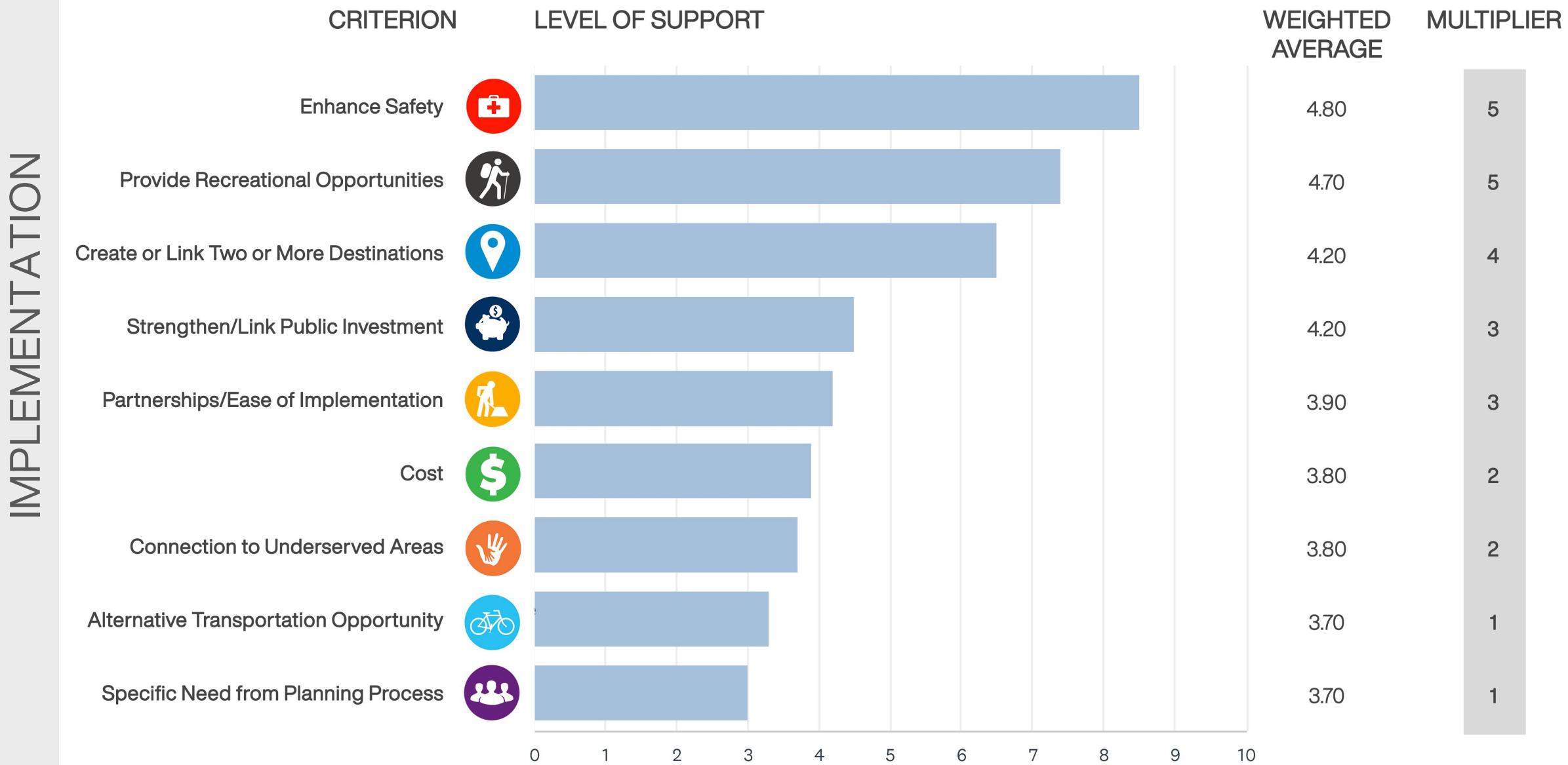
- Recommended Facility
- Post-Facility Number of Lanes
- Post-Facility Functional Classification
- Post-Facility Service Volume
- Post-Facility Cross Section (dimensions)
- Comments

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																							
<i>40-55 MPH</i>		<i>250-4,000+</i>		<i>Rural</i>		<i>N</i>		<i>Arterials and Collectors</i>		<i>2+</i>		<i>Variable</i>		<i>Paved Shoulders</i>		<i>same</i>		<i>same</i>					
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																							
<i><15,000</i>		<i>Urban</i>		<i>Y</i>		<i>Arterials</i>		<i>variable</i>		<i>Variable</i>		<i>Complete Street</i>		<i>variable</i>		<i>variable</i>		<i>Variable: "same" preferred</i>					
Main	6th	4th	Railroad Tracks	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			5,000	2019	Urban	N	Y	72.5'	Minor Arterial	2	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																							
<i><35 MPH</i>		<i><5,000</i>		<i>Urban</i>		<i>Y</i>		<i>no min.</i>		<i>Collectors, Local/Residential</i>		<i>2+</i>		<i>Variable</i>		<i>Sharrows</i>		<i>same</i>					
West 14th Street	South Prairie	South Buerkle	South Buerkle	184	n/a	Urban	Y	N	26'	Major Collector	2	13' VL - 13' VL		Sharrows									
13th Street	South Buerkle	Park	South Buerkle	1,500	2019	Urban	Y	N	20'	Major Collector	2	10' VL - 10' VL		Sharrows									
East 15th Street	South Main	South College	South Main	131	n/a	Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows									
East 20th Street	South Buerkle	South Leslie	South Leslie	90	n/a	Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows									
4th Street	South Buerkle	Park	South Buerkle	400	2019	Rural	Y	Y	18'	Local	2	9' VL - 9' VL		Sharrows									
Huron Street	South Buerkle	North Leslie	North Leslie	130	n/a	Urban	Y	N	18'	Local	2	10' VL - 10' VL		Sharrows									
Washington Street	North Buerkle	North Leslie	North Leslie	1,000	2019	Urban	Y	Y	20'	Local	2	12' VL - 12' VL		Sharrows									
Cleveland Street	North Buerkle	North Main	North Main	317	n/a	Urban	Y	N	24'	Local	2	10' VL - 10' VL		Sharrows									
West 20th Street	South Buerkle	South Leslie	South Leslie	90	n/a	Urban	Y	N	21'	Local	2	11' VL - 11' VL		Sharrows									
South Prairie Street	West 19th	West 10th	West 10th	980	2019	Urban	Y	Y	22'	Minor Arterial	2	10' VL - 10' VL		Sharrows									
South Leslie Street	East 20th	East 4th	East 4th	1,158	n/a	Urban	Y	N	20'	Local	2	15' VL - 15' VL		Sharrows									
North College Street	East 15th	East Huron	East Huron	1,500	2019	Urban	Y	Y	31'	Major Collector	2	10' VL - 10' VL		Sharrows									
South Anna Street	East 13th	East 2nd	East 2nd	490	2019	Urban	Y	N	20'	Major Collector	2	9' VL - 9' VL		Sharrows									
South Vine Street	East 13th	East 4th	East 4th	457	n/a	Urban	Y	N	28'	Local	2	10' VL - 10' VL		Sharrows									
West Superior Street	Main	Maple	Maple	n/a	n/a	Urban	Y	N	20'	Local	2	10' VL - 10' VL		Sharrows									
Taft Street	Maple	Spring	Spring	163	2019	Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows									
Hill Street	Buerkle	Spring	Spring	211	2019	Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows									
North Spring Street	Hill	Tall	Tall	221	2019	Urban	Y	Y	31'	Local	2	15' VL - 15' VL		Sharrows									
North Leslie Street	Washington	Huron	Huron	246	n/a	Urban	N	Y	16'	Minor Collector	2	8' VL - 8' VL		Sharrows									
Maple Street	Taft	Huron	Huron	1,100	2019	Urban	Y	Y	27'	Minor Collector	2	13' VL - 13' VL		Sharrows									
19th Street	Buerkle	Cul-de-sac	Cul-de-sac	2,200	2015	Urban	Y	N	24'	Minor Arterial	2	12' VL - 12' VL		Sharrows									
19th Street	Cul-de-sac	Fairway	Fairway	62	n/a	Urban	Y	Y	26'	Local	2	13' VL - 13' VL		Sharrows									
Fairway Street	19th	22nd	22nd	343	n/a	Urban	Y	Y	26'	Local	3	13' VL - 13' VL		Sharrows									
Christopher Street	22nd	Cul-de-sac	Cul-de-sac	276	n/a	Urban	Y	Y	26'	Local	4	13' VL - 13' VL		Sharrows									
Side Path																							
<i>n/a</i>		<i>n/a</i>		<i>n/a</i>		<i>Urban or Rural</i>		<i>n/a</i>		<i>n/a</i>		<i>n/a</i>		<i>n/a</i>		<i>n/a</i>		<i>Varies 10'-12'</i>					
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	20.7'	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	79	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							
10th Street	Park	Prairie	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		Sidepaths presence vary dependent on location				
Highway 79	Prairie	beginning of multi-use trail	beginning of multi-use trail	4,600	2019	Urban	N	Y	48'	Arterial	4	10' VL - 10' VL - 10' TL - 20' VL		Side Path	2	Arterial	12' SP - 10' VL - 10' VL - 10' VL - 20' VL						
20th Street	South Main	Buerkle	Buerkle	737	n/a	Urban	Y	N	20'	Local	2	10' VL - 10' VL		Side Path	2	Local	12' SP - 10' VL - 10' VL						
19th	Buerkle	Prairie	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																							
7th Street	Buerkle	Harmon Park	Harmon Park	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	Phillips Community College	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	276	Phillips Community C 4th Street	Phillips Community C 4th Street	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 USBR campsite, Walmart	to Open Seasons USBR campsite, Walmart	to Open Seasons USBR campsite, Walmart	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	Phillips Community College	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																							
Signed Route																							
Highway 276	Jr. High School	West Lennox	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	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	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	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	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.	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	Park	291	n/a	Urban	Y	N	18'	Local	2	9' VL - 9' VL											

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	                                         <img alt="Red dot" data-bbox="450

Prioritization: Ease vs. Cost



Ease of Implementation

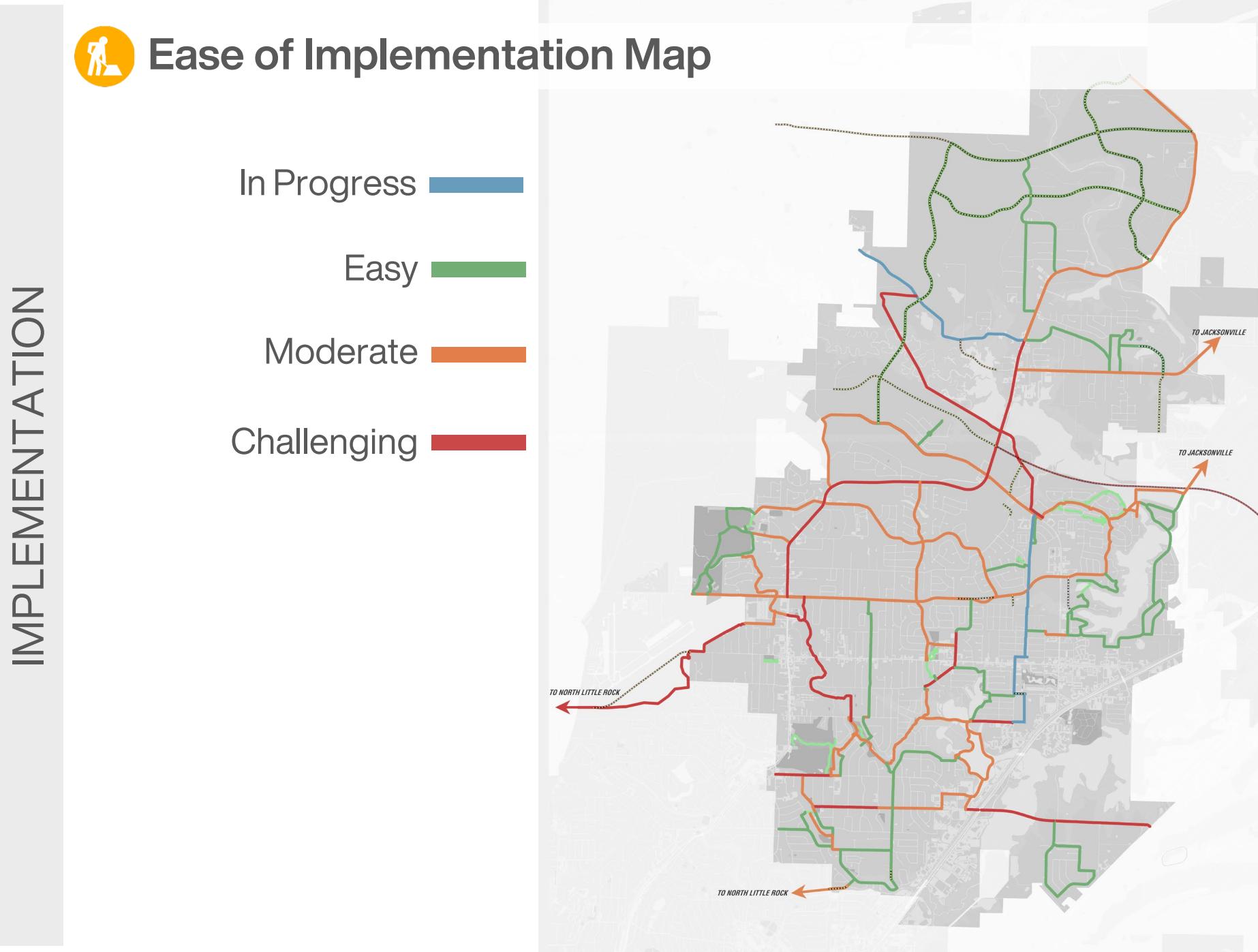
- Funding availability
- Partners
- Complexity (political, impacts, scale of construction)



Cost

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





Prioritization Matrix

¹ Refer to map "Network Organization: Facility Heirarchy"

² Refer to map "Ease of Implementation"

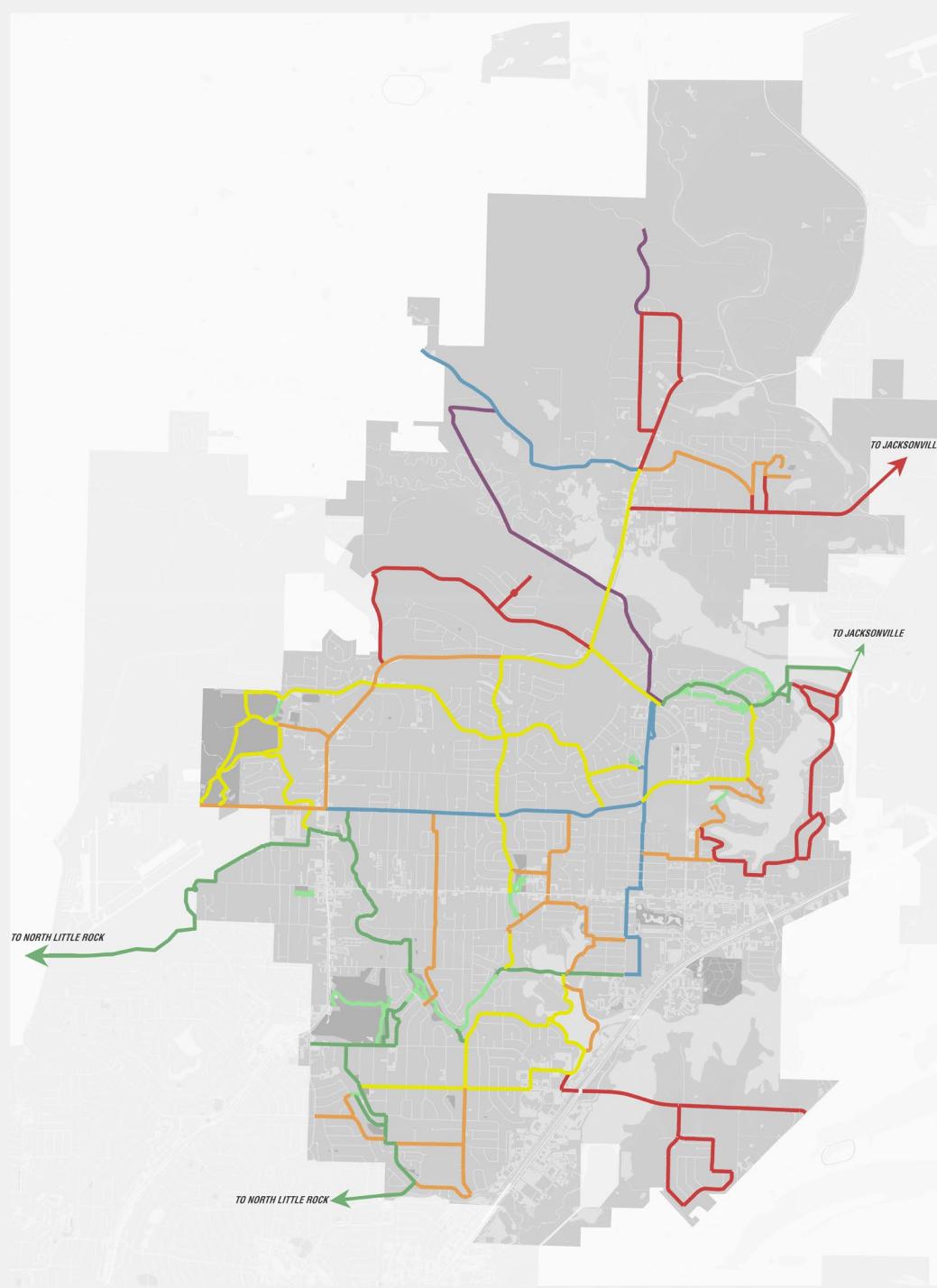
Prioritization Outcomes

Rank	Segment Name	Rank	Segment Name	CRITERION
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)	Enhance Safety
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	Provide Recreational Opportunities
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)	Create or Link Two or More Destinations
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	Strengthen/Link Public Investment
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)	Partnerships/Ease of Implementation
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	Cost
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	Connection to Underserved Areas
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	Alternative Transportation Opportunity
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	Specific Need from Planning Process
33	31 Johnson (107 to Oakbrooke)			

IMPLEMENTATION

Phasing

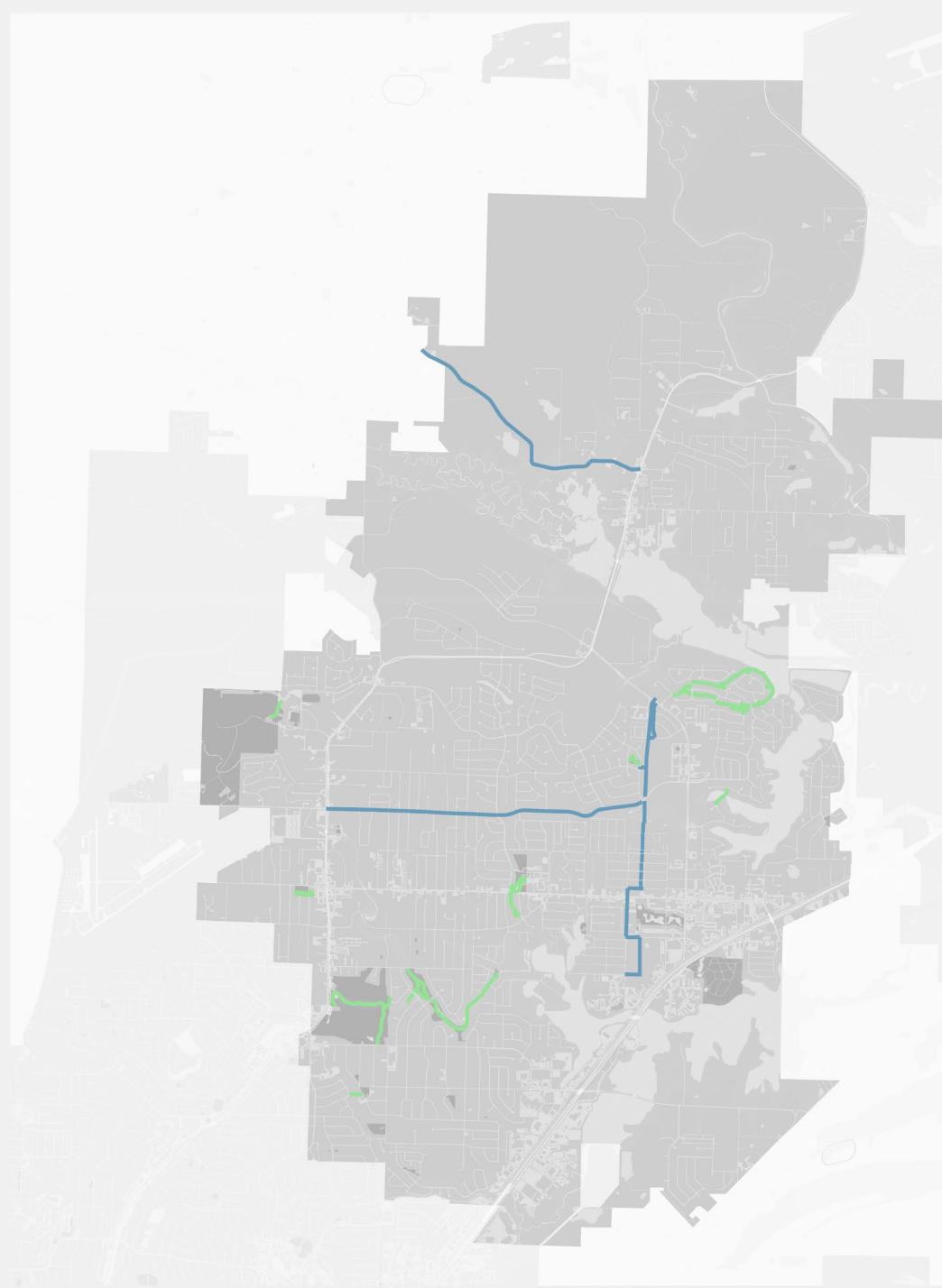
- In Progress
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Long-Range Phase



IMPLEMENTATION

Phasing

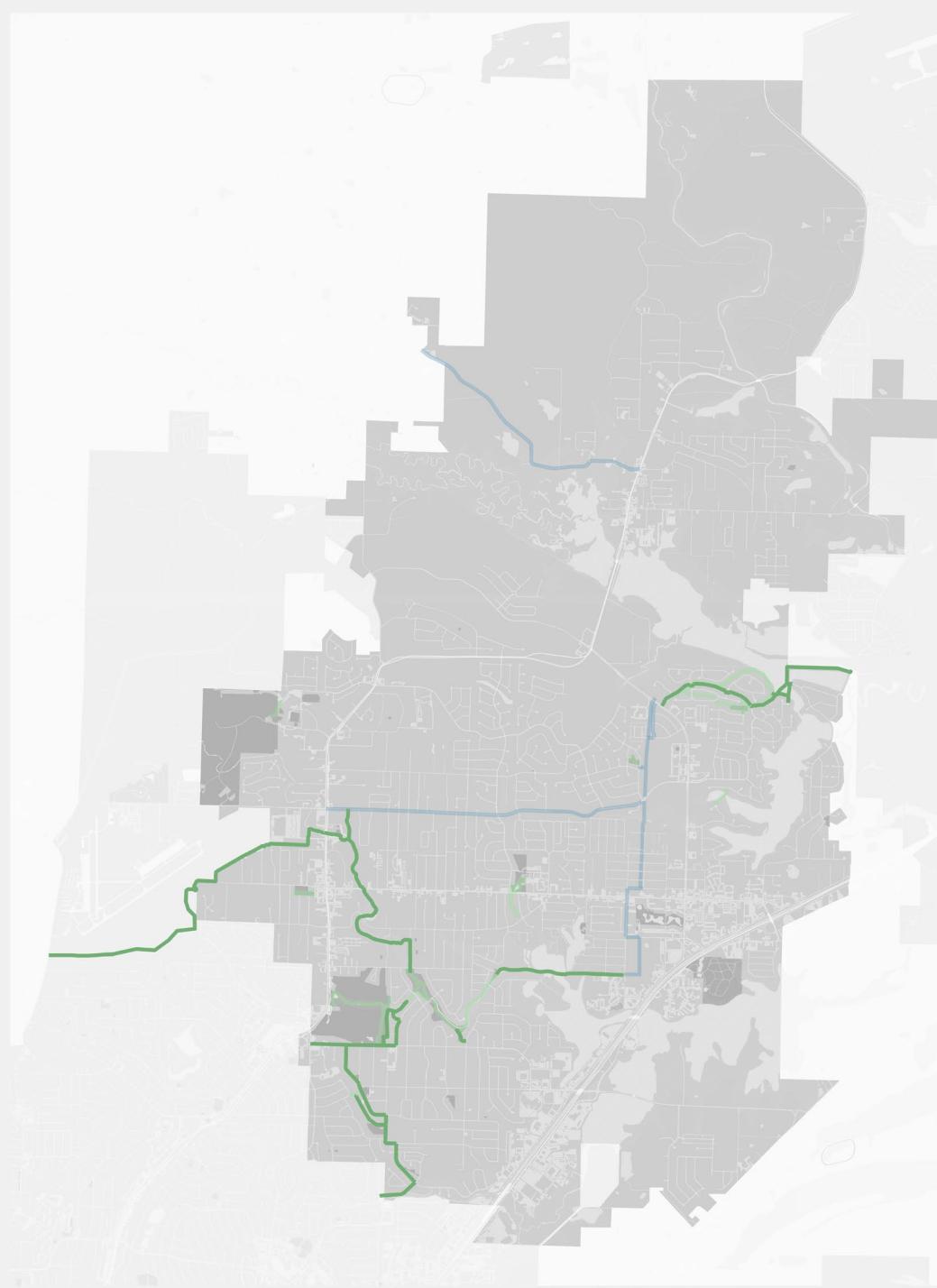
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- Phase 1



IMPLEMENTATION

Phasing

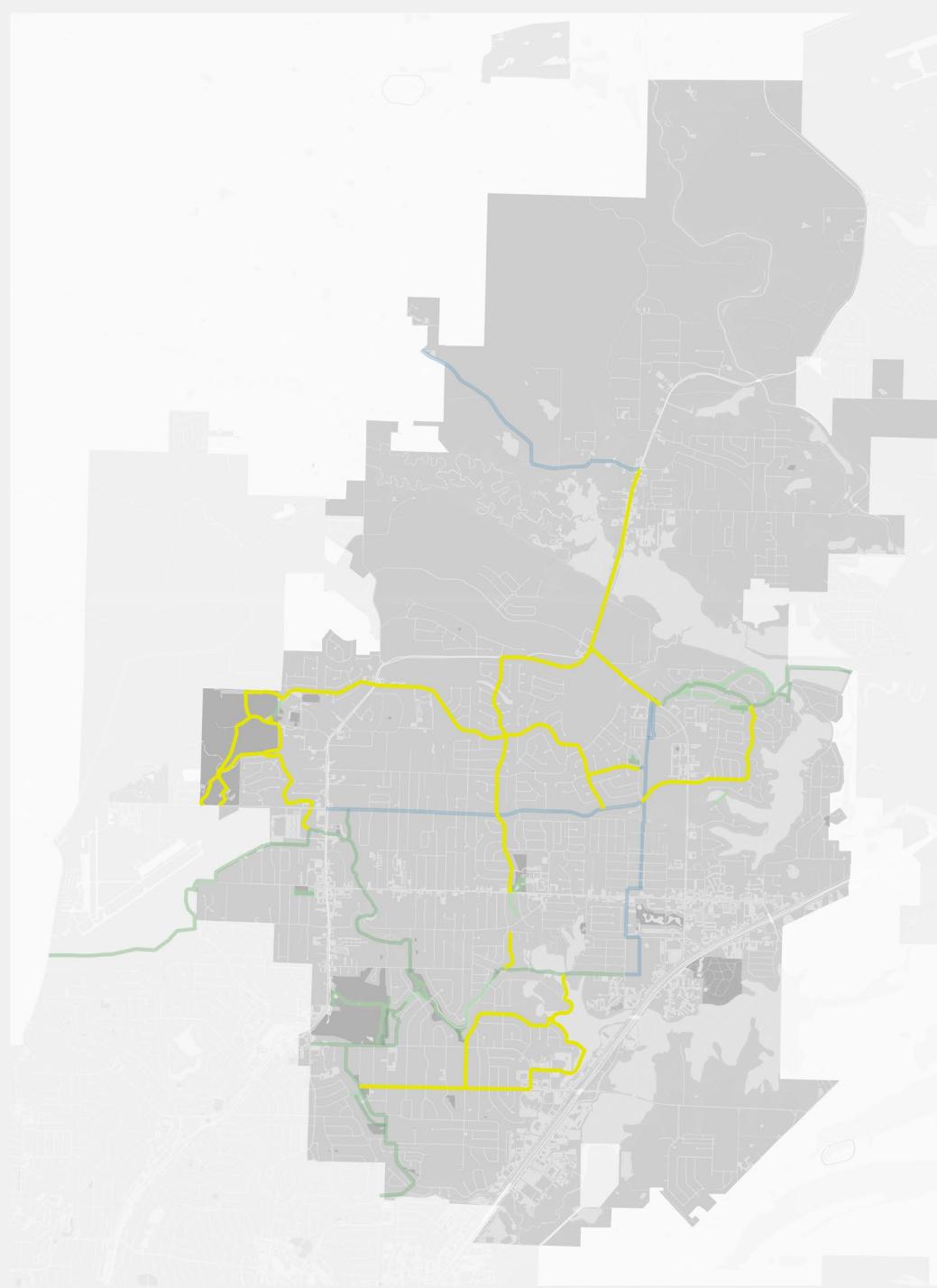
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- Phase 1



IMPLEMENTATION

Phasing

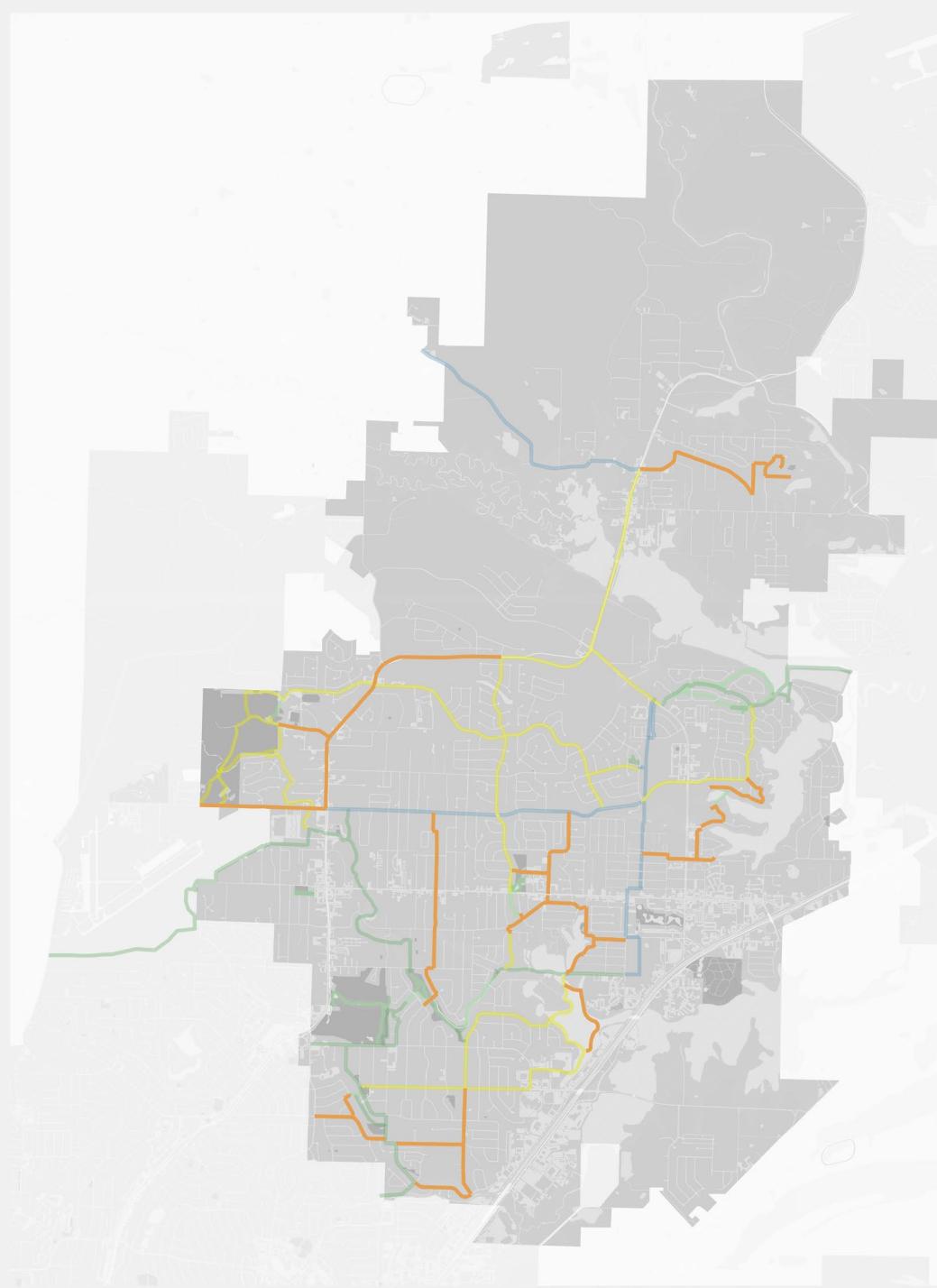
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- Phase 2



IMPLEMENTATION

Phasing

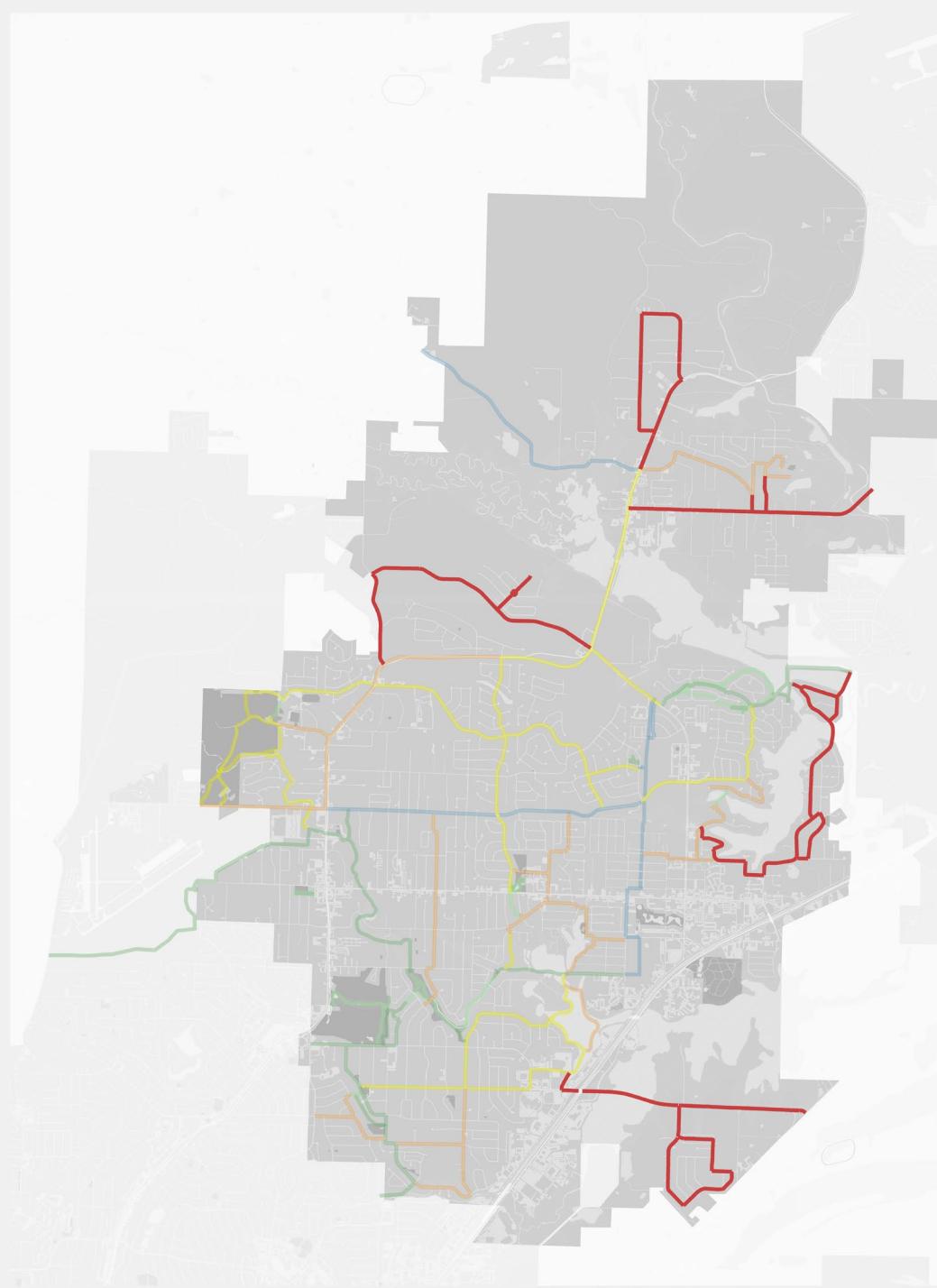
- In Progress
- Phase 1
- Phase 2
- Phase 3



IMPLEMENTATION

Phasing

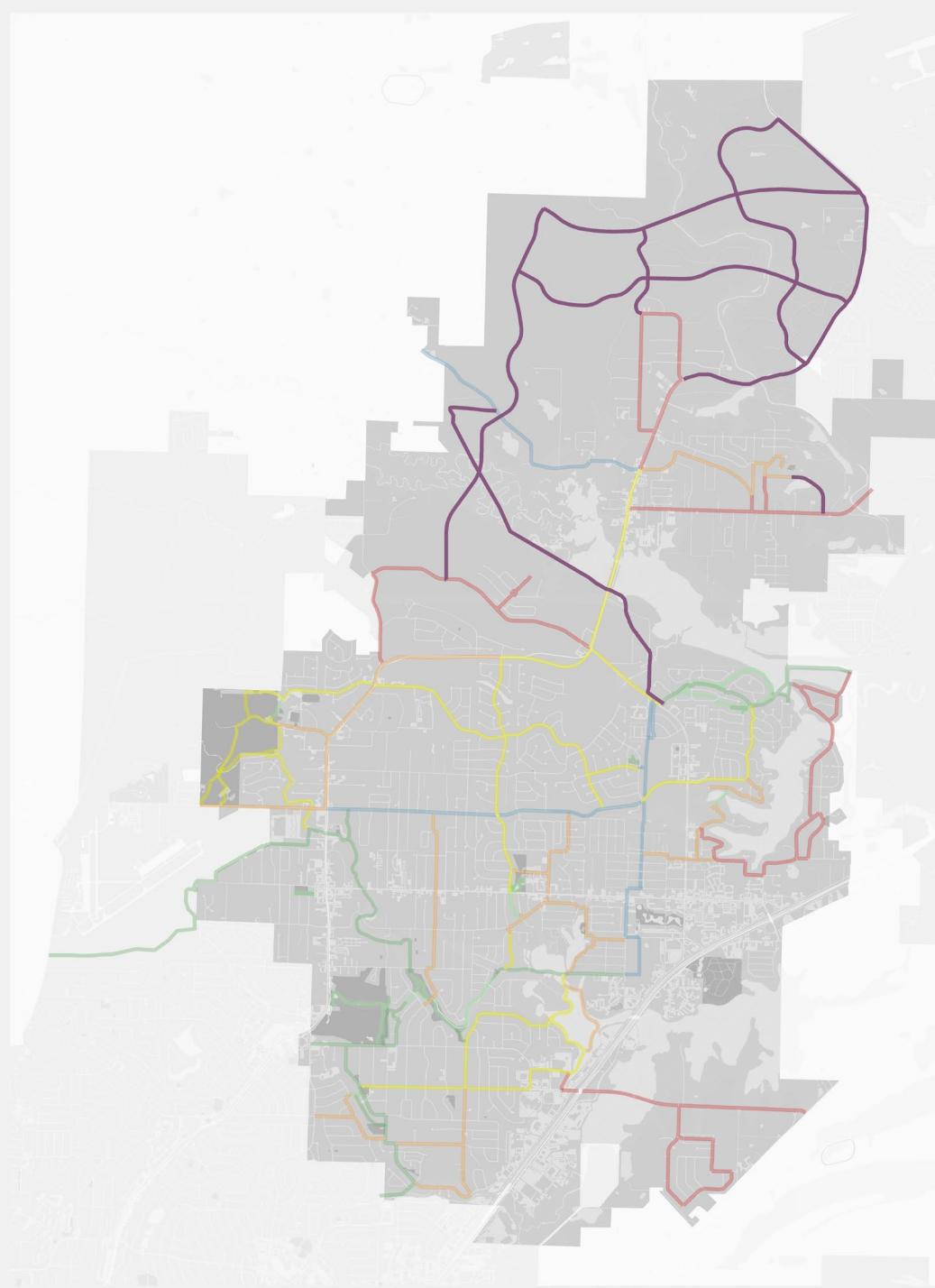
- In Progress
- Phase 1
- Phase 2
- Phase 3
- Phase 4



IMPLEMENTATION

Phasing

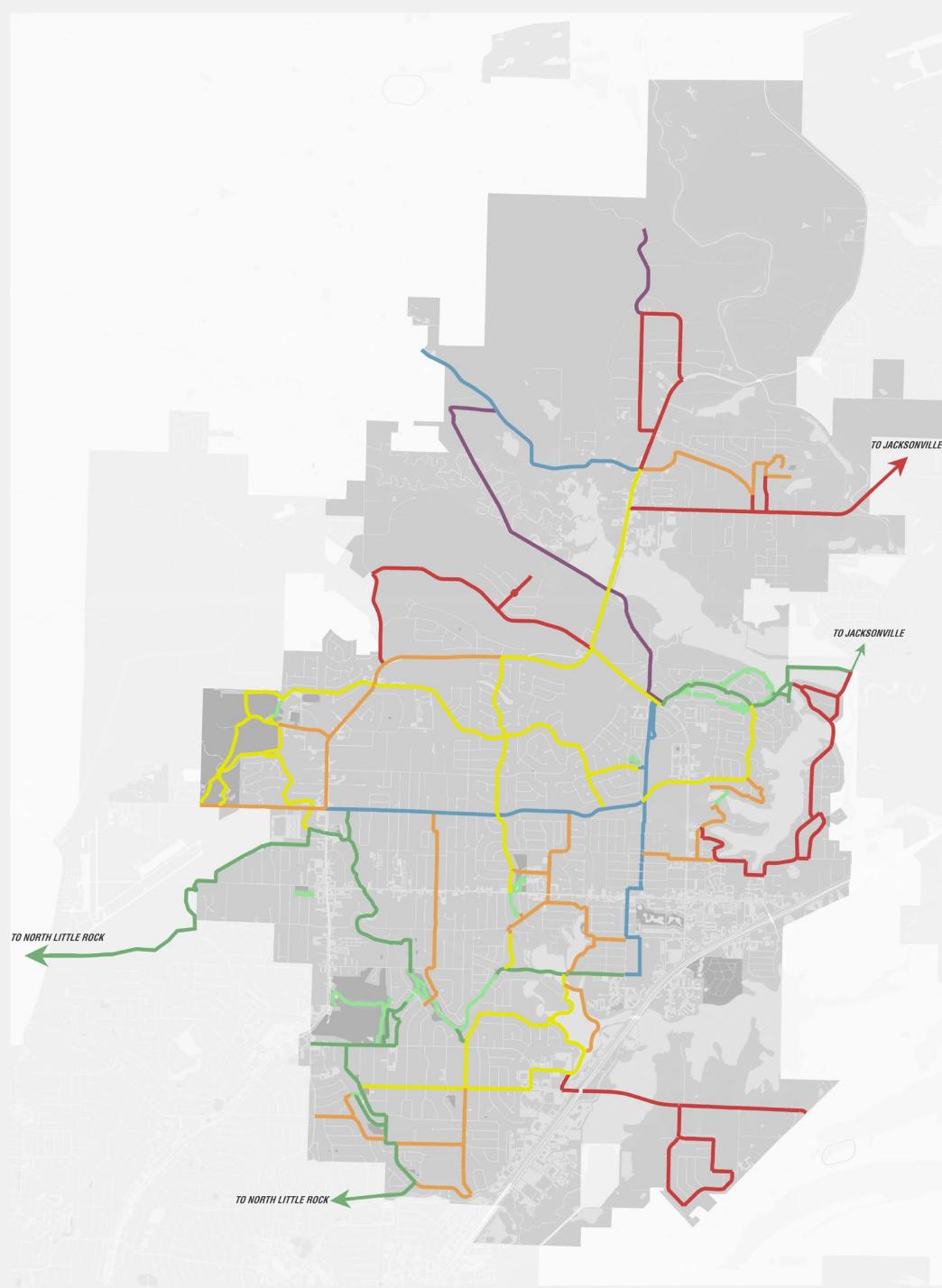
- In Progress
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Long-Range Phase



IMPLEMENTATION

Phasing

- In Progress
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Long-Range Phase



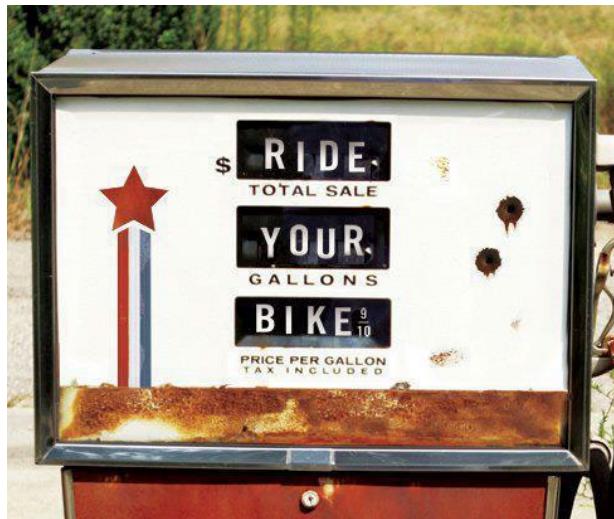
Phasing: Outcomes

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

NEXT STEPS

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