SHERWOOD

BICYCLE & PEDESTRIAN MASTER PLAN

Public Meeting

May 17, 2022

PLANNING PROCESS

Task 1: Project Kickoff, Existing Facilities, and Visioning

Task 2: Preliminary Network, Assessment, Recommendations

Public Meeting 1

Task 3: Prioritization & Implementation

Public Meeting 2

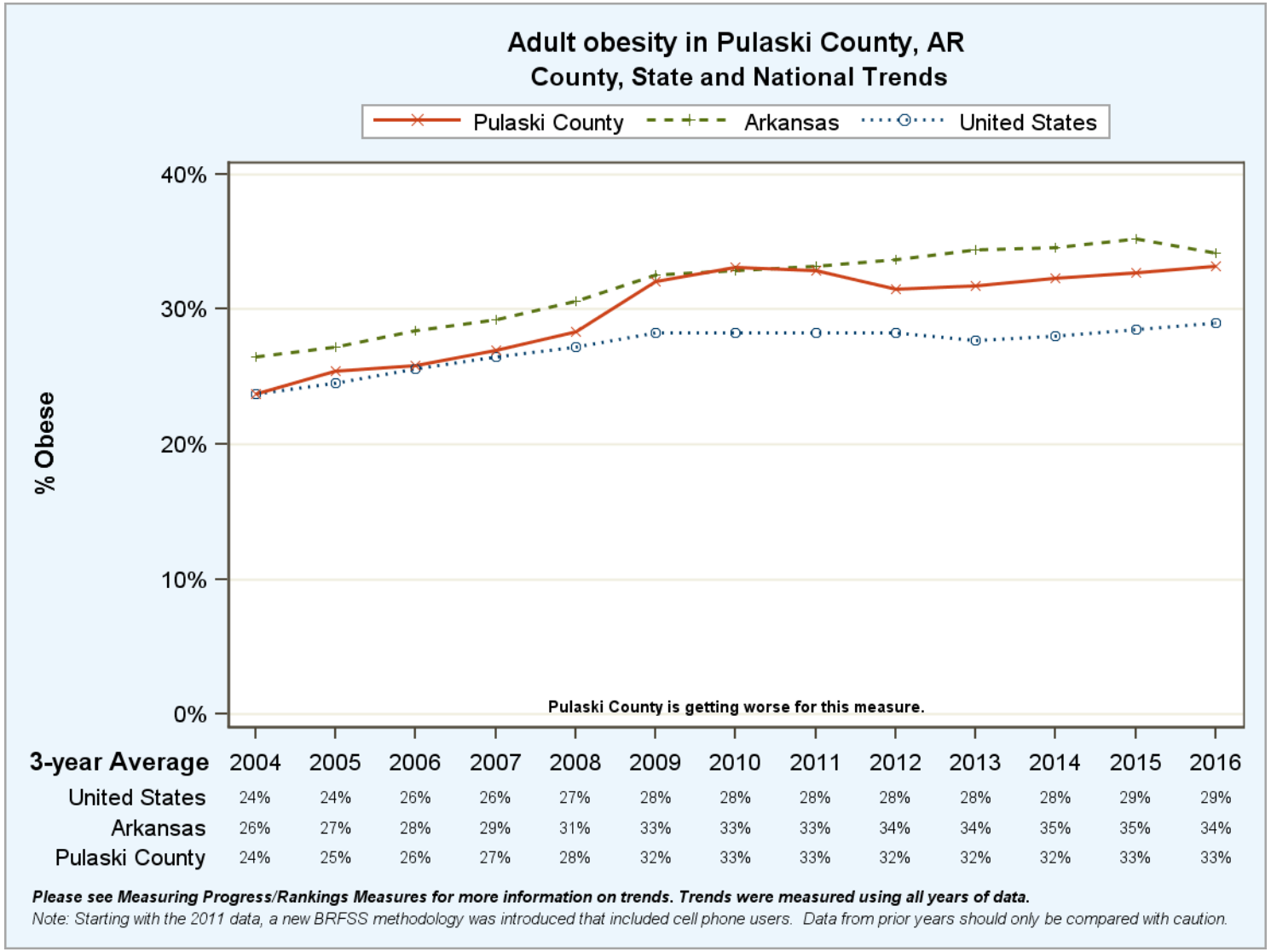
Task 4: Master Plan Documentation

Plan Adoption

HEALTH RANKINGS

Heath Factors: Health Behaviors

County trend tends to be worse than the US; better than the state



3-year Average	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
United States	24%	24%	26%	26%	27%	28%	28%	28%	28%	28%	28%	29%	29%
Arkansas	26%	27%	28%	29%	31%	33%	33%	33%	34%	34%	35%	35%	34%
Pulaski County	24%	25%	26%	27%	28%	32%	33%	33%	32%	32%	32%	33%	33%

Please see Measuring Progress/Rankings Measures for more information on trends. Trends were measured using all years of data.

Note: Starting with the 2011 data, a new BRFSS methodology was introduced that included cell phone users. Data from prior years should only be compared with caution.

Source: Robert Wood Johnson Foundation www.countyhealthrankings.org

HEALTH RANKINGS

Heath Factors: Health Behaviors

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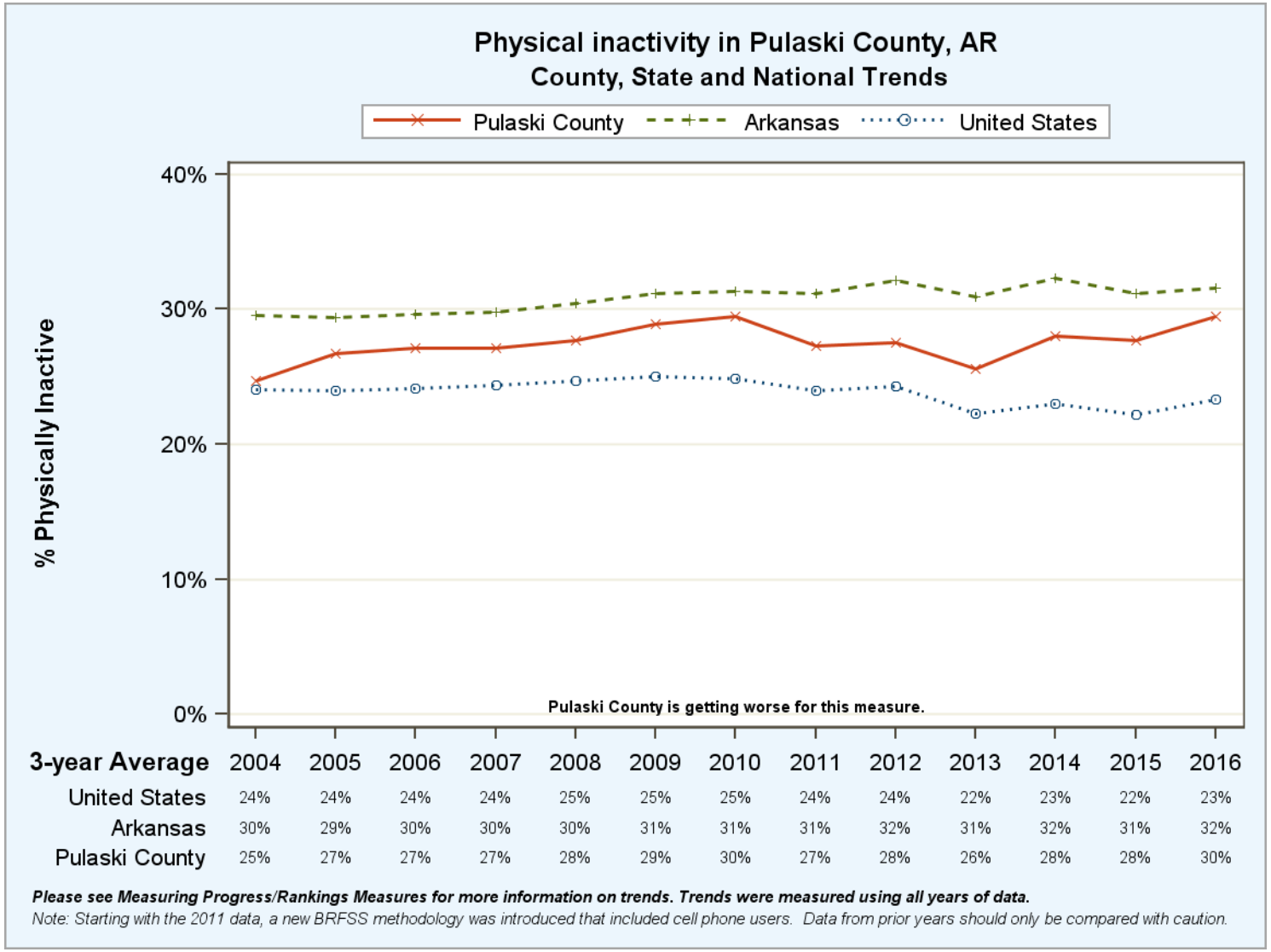

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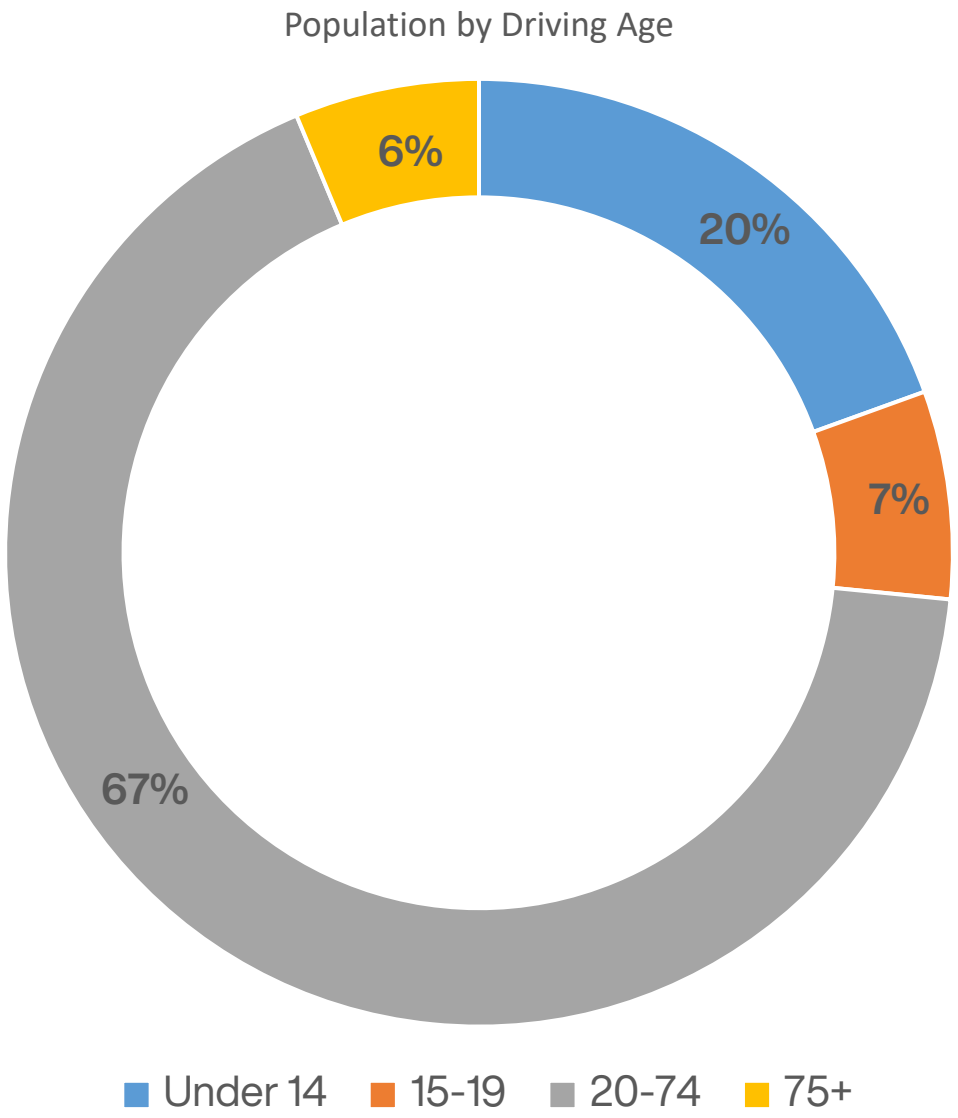
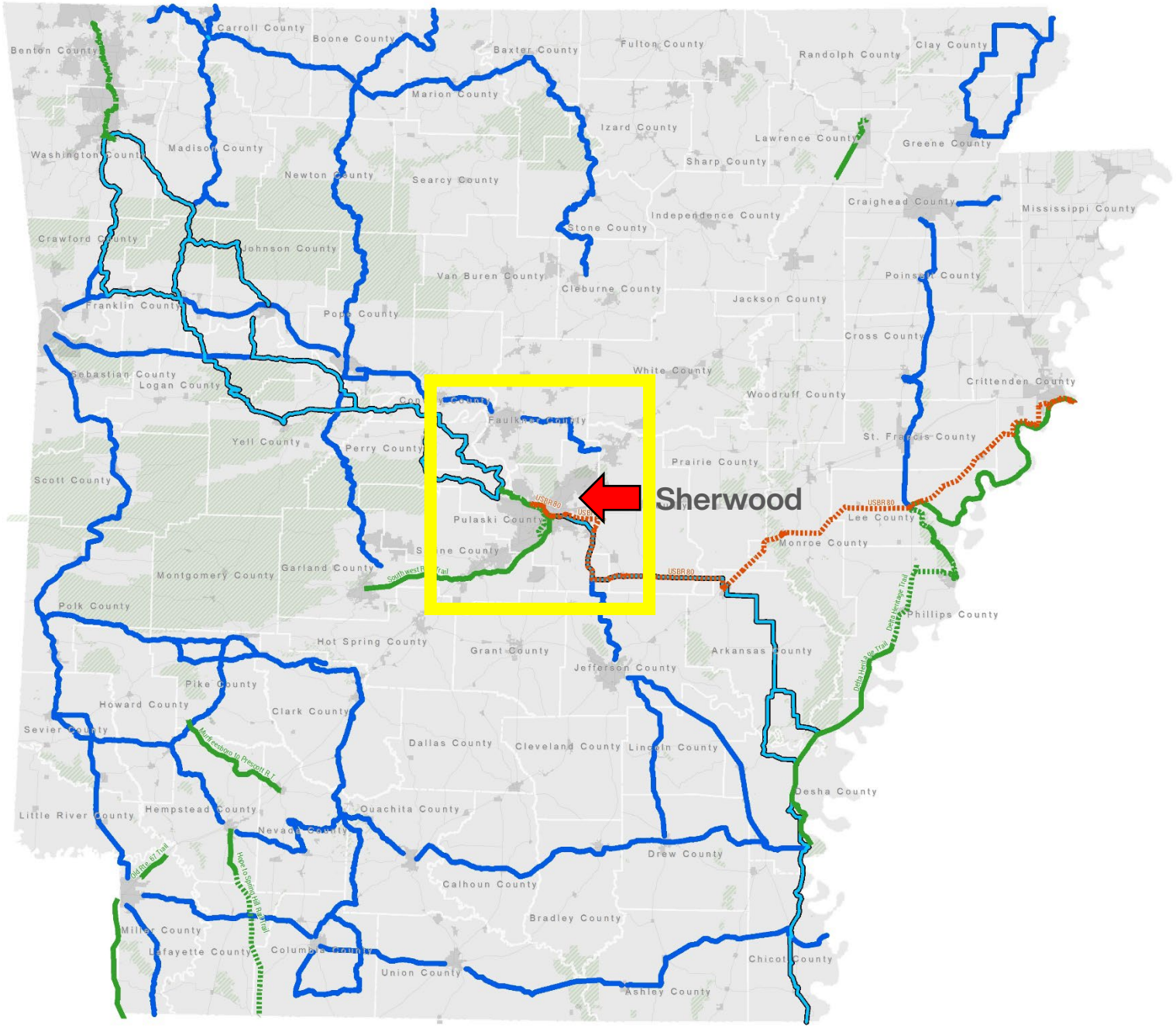
DEMOGRAPHICS

Population Profile: Age



Source: U.S. Census Bureau: American Community Survey

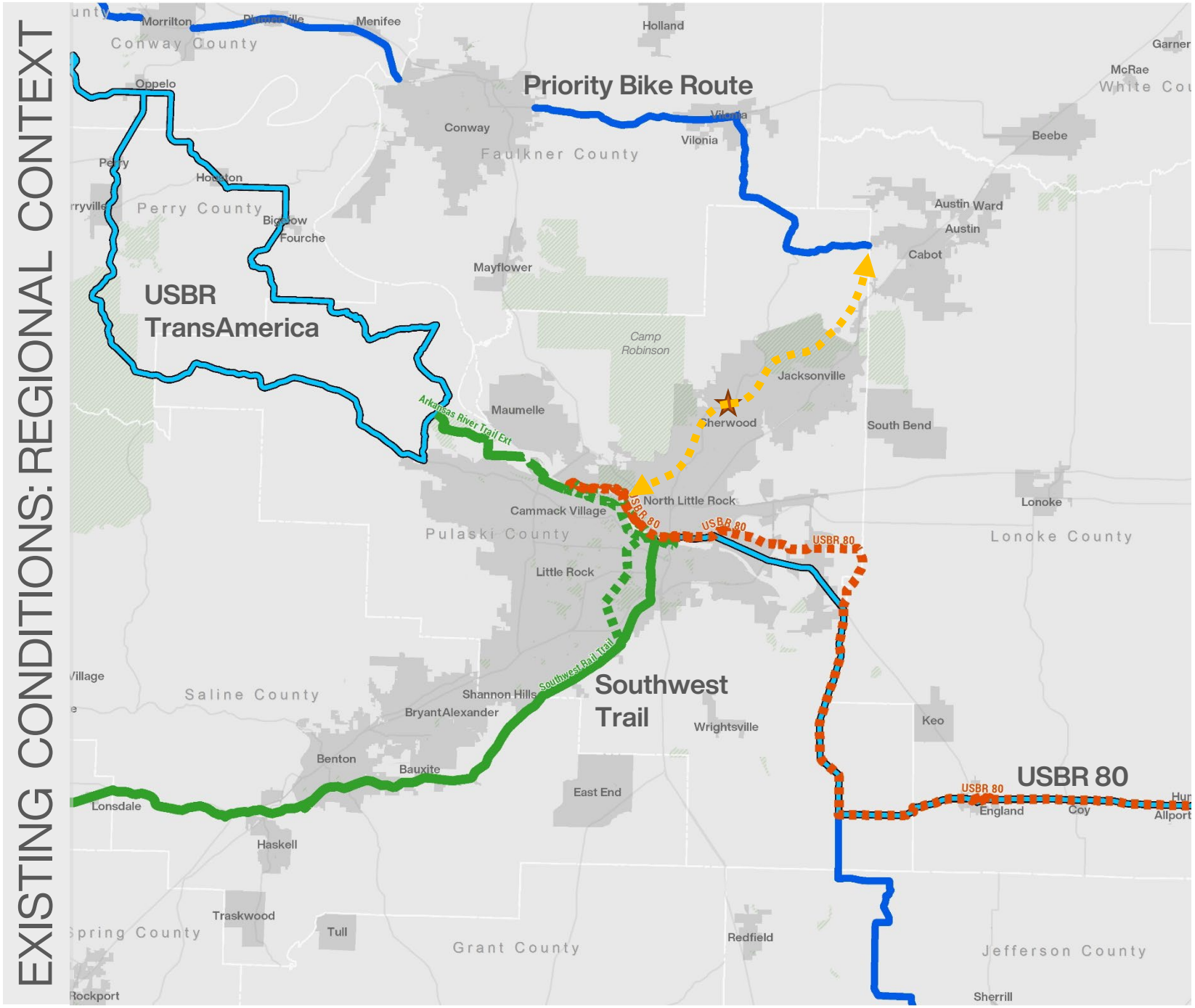
EXISTING CONDITIONS: STATE CONTEXT



Statewide Routes

- Existing Regional Shared Use Path
- Planned Regional Shared Use Path
- Planned USBR TransAmerica Link
- Statewide Priority Bike Route
- USBR 80

EXISTING CONDITIONS: REGIONAL CONTEXT



Statewide Routes

- Existing Regional Shared Use Path
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- Planned USBR TransAmerica Link
- Statewide Priority Bike Route
- USBR 80

EXISTING CONDITIONS: REGIONAL CONTEXT

PROPOSED REGIONAL ROUTES

FAULKNER, LONOKE, PULASKI, & SALINE COUNTIES

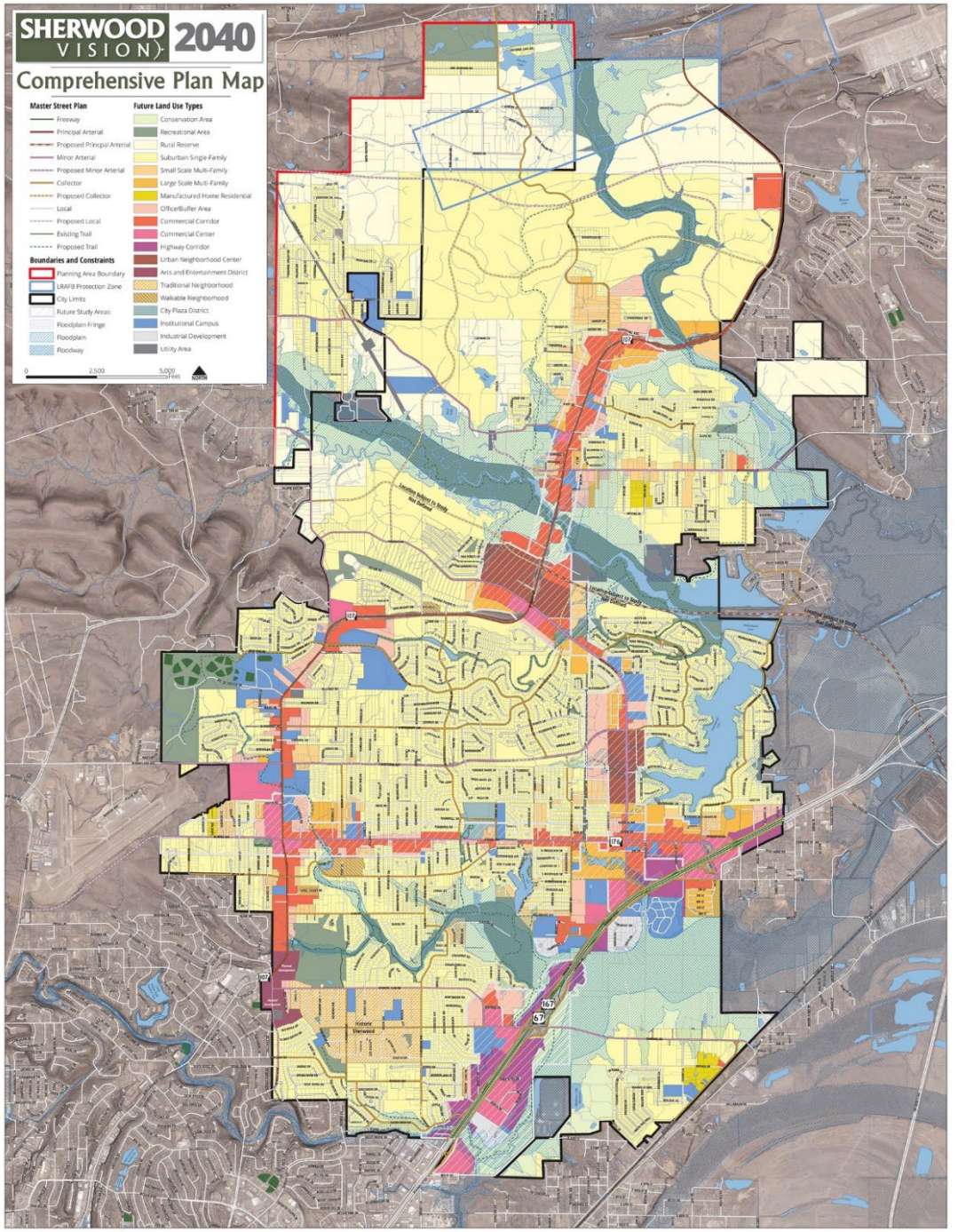
COMPREHENSIVE PLAN

SHERWOOD VISION 2040

Comprehensive Plan

SHERWOOD

Adopted: December 16, 2019
Resolution: 2019-26



Bicycle and Pedestrian Policies

Quality of Life / Recreation

Policy 1.1.1 – **Connect all parks, schools, and large commercial areas** through bike and pedestrian infrastructure to improve accessibility of amenities.

Policy 1.1.4 – Ensure future street improvements adequately provide for pedestrians, cyclists, and drivers **by including sidewalks and trails where appropriate**.

Community Identity & Image

Policy 2.2.1 – Promote and encourage the construction of a **Town Center style development** near the intersection of Brockington Road and Highway 107.

Policy 2.2.2 – Explore ways to enhance the **existing city civic complex** to create a central **community-gathering place** and focal point.

Sherwood Vision 2040, pages 20-21

Bicycle and Pedestrian Policies

Growth Management & Fiscal Health

Policy 3.1.6 – Create thriving, vibrant neighborhoods, districts, and corridors that are **distinct places**.

Policy 3.5.2 – Promote the use of **green infrastructure** as a way to work with the environment to prevent localized flooding risks and drainage problems.

Transportation & Infrastructure

Policy 4.1.1 – Focus transportation infrastructure investments on corridors that will relieve traffic and **improve connectivity**.

Sherwood Vision 2040, pages 23-25

Bicycle and Pedestrian Policies

Transportation & Infrastructure

Goal 4.2: Provide a transportation system that is equitable and benefits all residents.

Policy 4.2.1 – Bike and pedestrian facilities will be constructed as part of **all new development** and transportation facilities according to the provisions of this Plan.

Policy 4.2.2 – Bike and pedestrian users will be given consideration in the planning and design of **all transportation facilities** in the planning area.

Policy 4.2.3 – The city will carefully monitor **mobility and access options** for citizens with disabilities when reviewing development proposals.

Policy 4.2.4 – The city will develop a bike and pedestrian transportation system that will consider the **mobility and safety needs** of a variety of uses including children, seniors, active adults, and the physically challenged.

Policy 4.2.5 – Utilize **context sensitive roadway design** approaches to ensure roadways are appropriate for the function of the supporting land use.

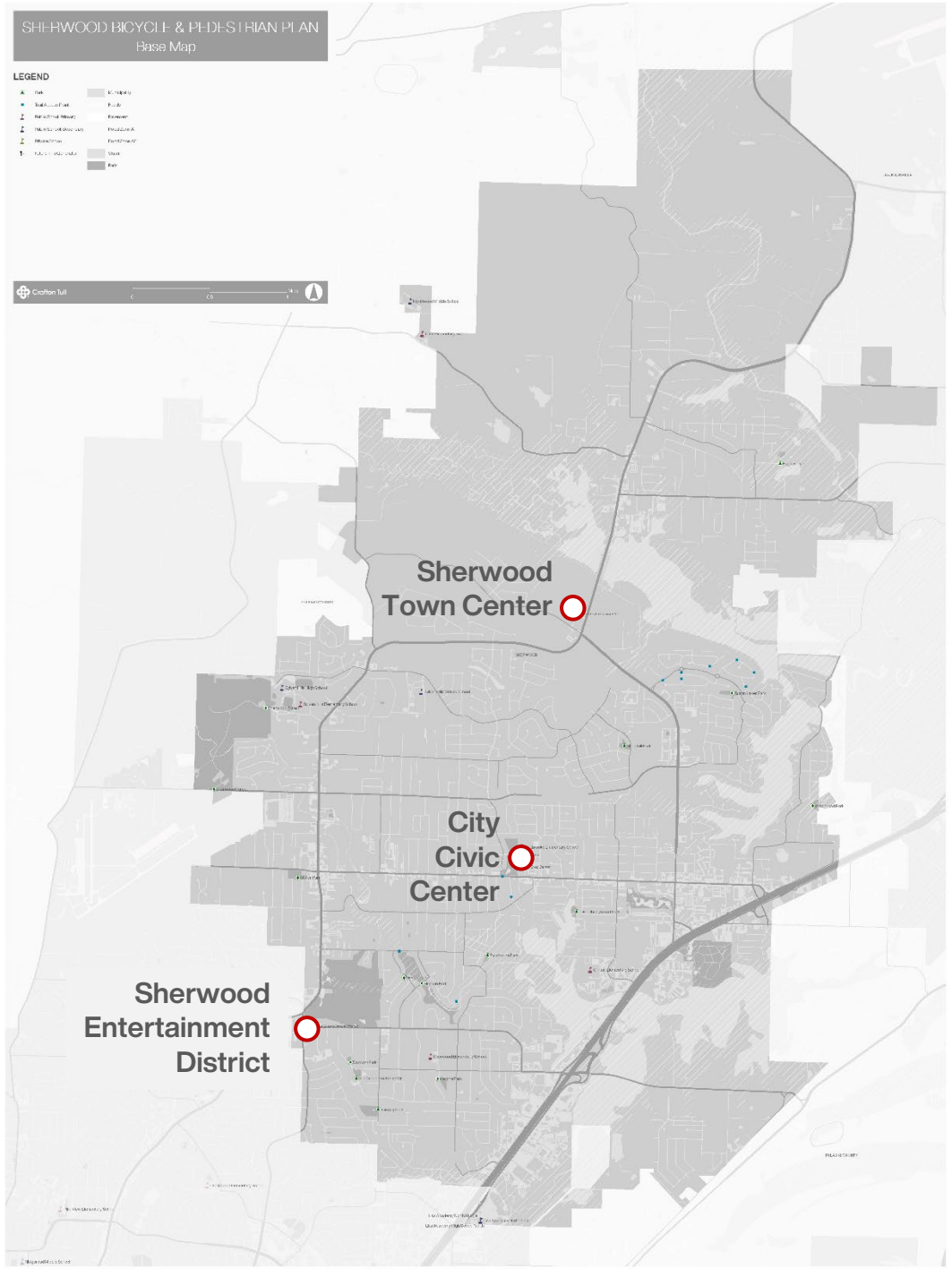
Focused Development Considerations

Connecting Existing and Future Trip Generators

"Creating Places, Not Developments"

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

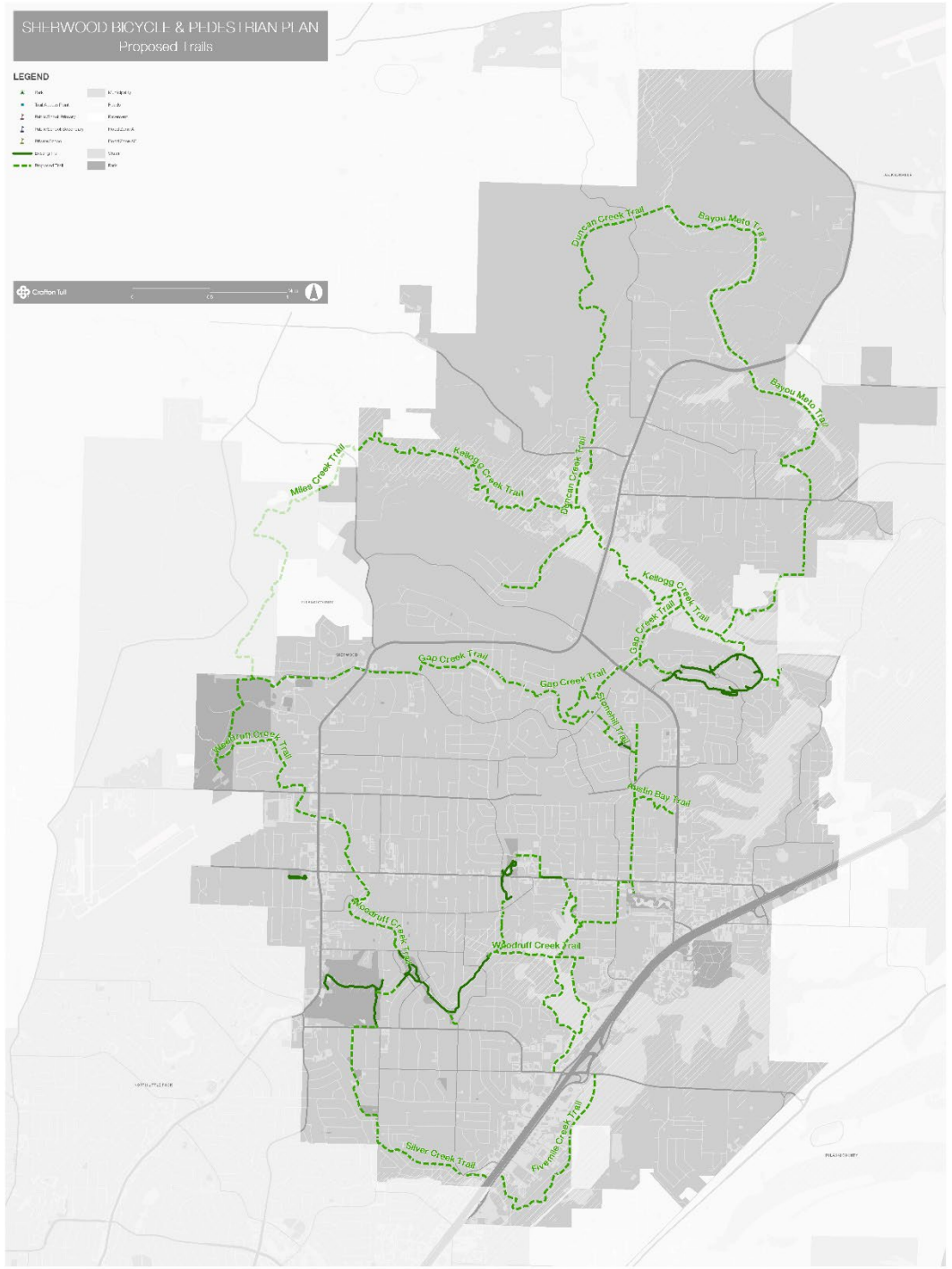
Sherwood Vision 2040, pages 41-43



Proposed Trail System

Connecting Existing and Future Trip Generators

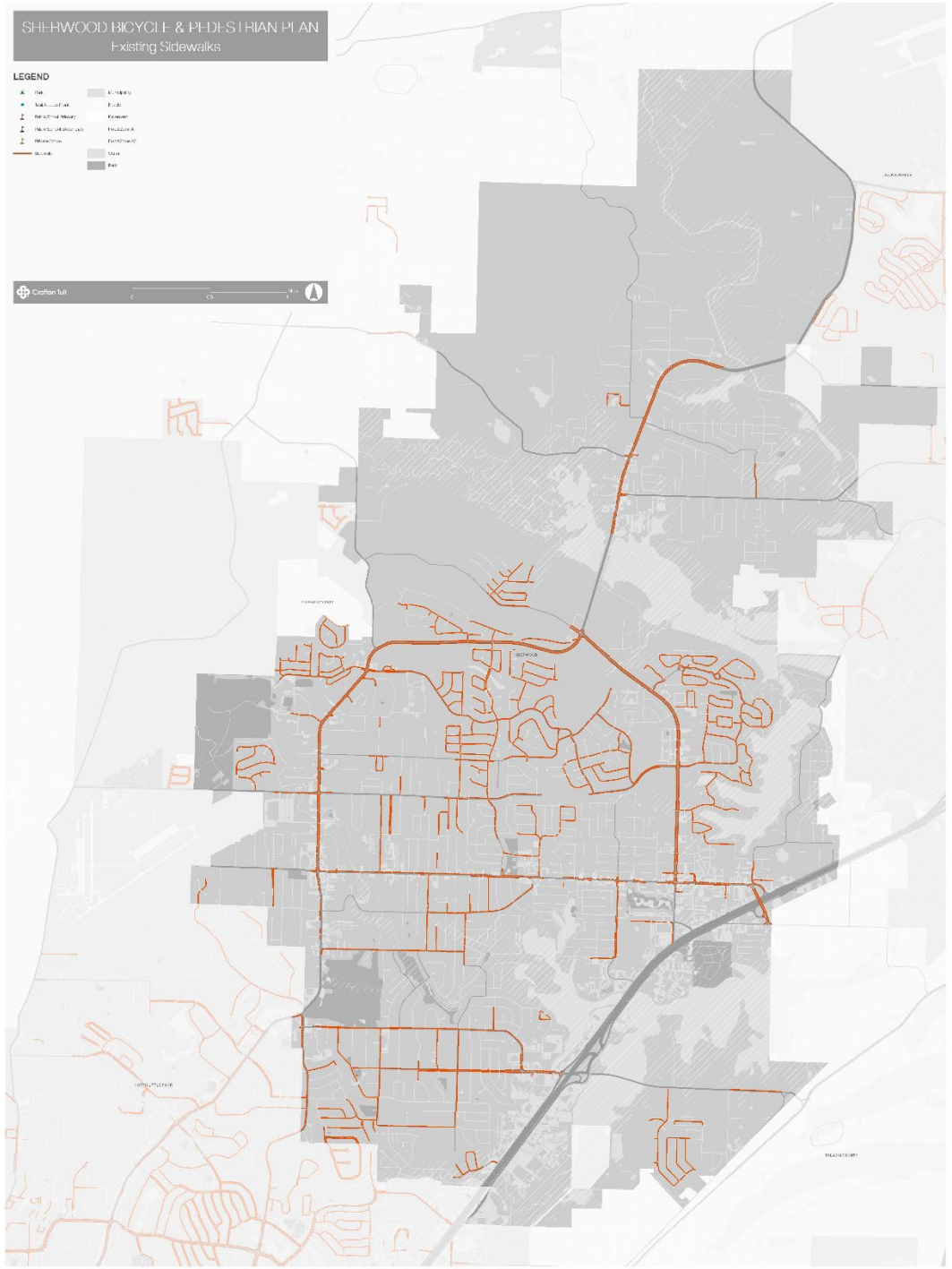
"Trail System – Trails are a community amenity that are increasingly being expected in successful cities. Northwest Arkansas has demonstrated the tangible economic, health, recreation, and tourism benefits of having a robust trails system. Sherwood is ideally laid out in a way to develop an interconnected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



Sherwood Vision 2040, page 48

Existing Sidewalk System

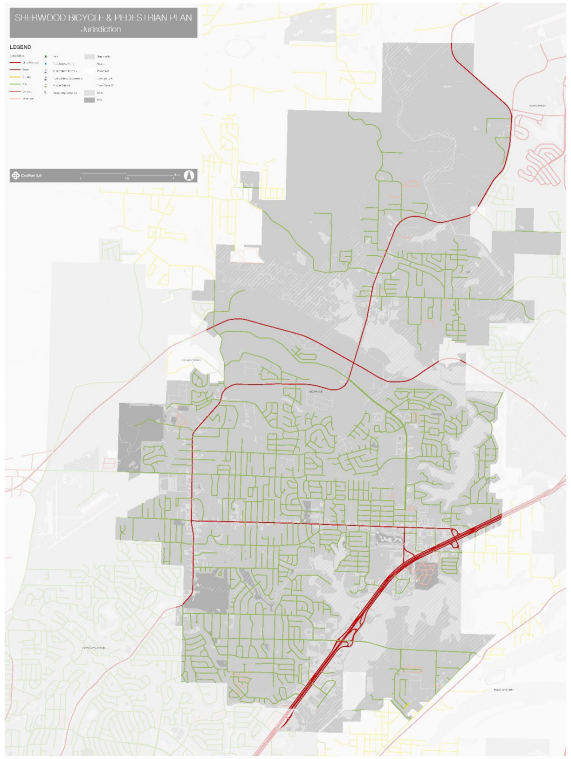
Connecting Existing and Future Trip Generators



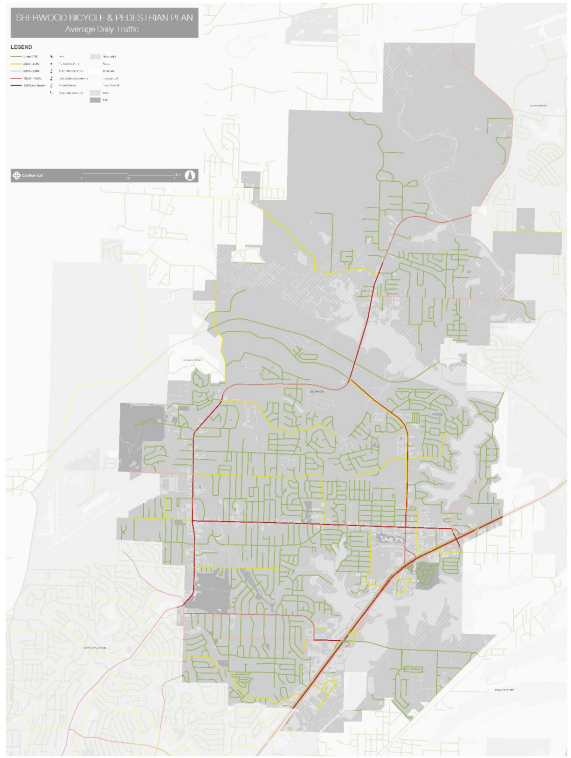
ROADWAY CHARACTERISTICS

Roadway Assessments

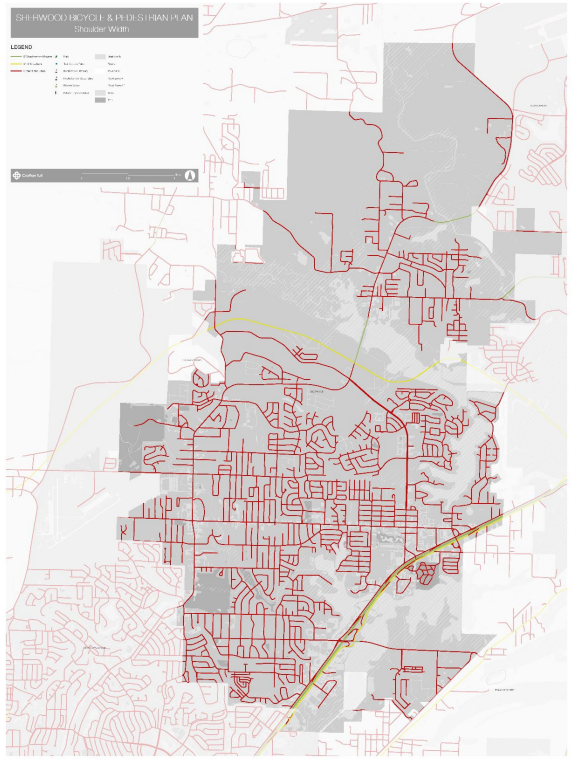
ROADWAY JURISDICTION



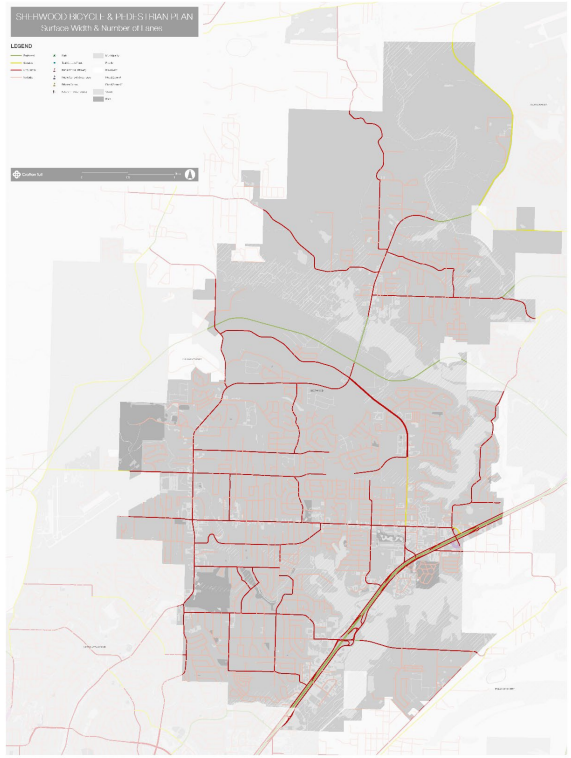
Jurisdiction



Average Daily Traffic



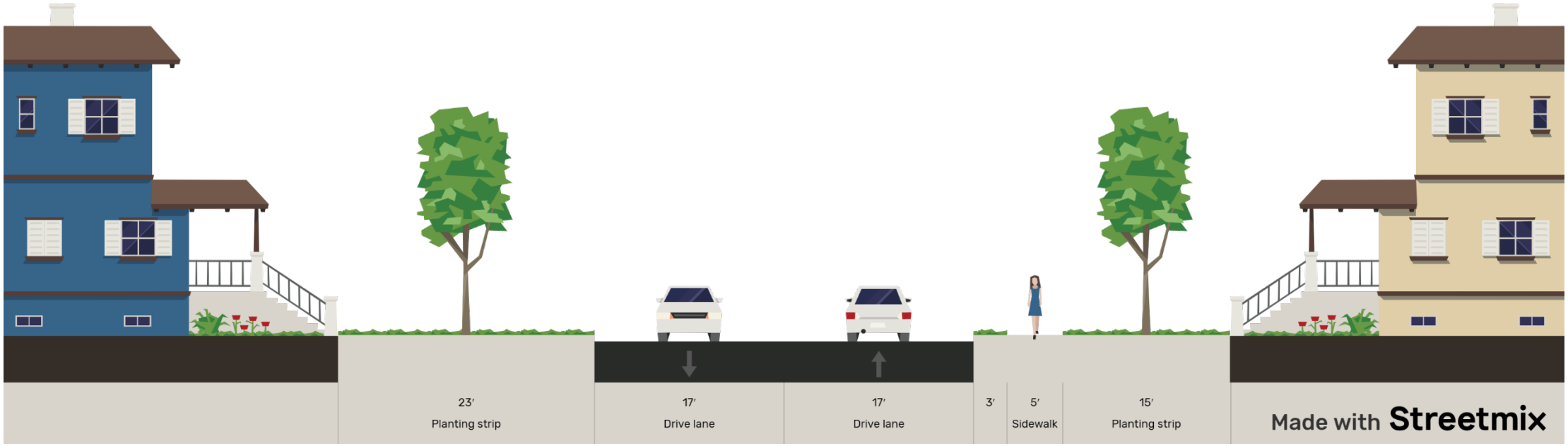
Shoulder Widths



Roadway Widths and Number of Lanes

EXAMPLE OPPORTUNITY: OAKBROOKE

Case Study: Oakbrooke



EXISTING CONDITION

EXAMPLE OPPORTUNITY: OAKBROOKE

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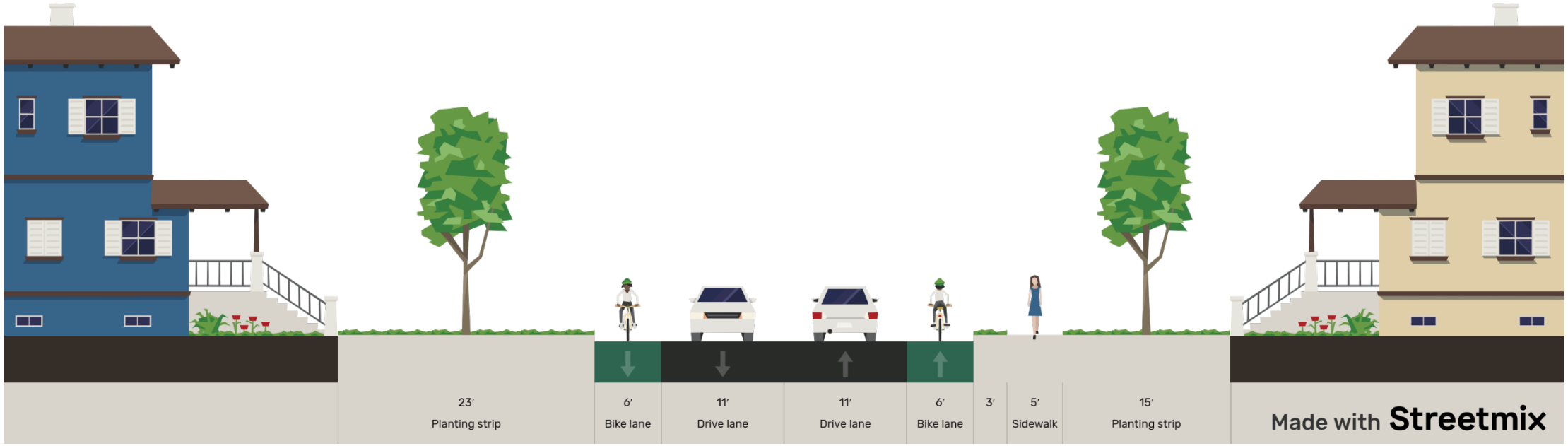
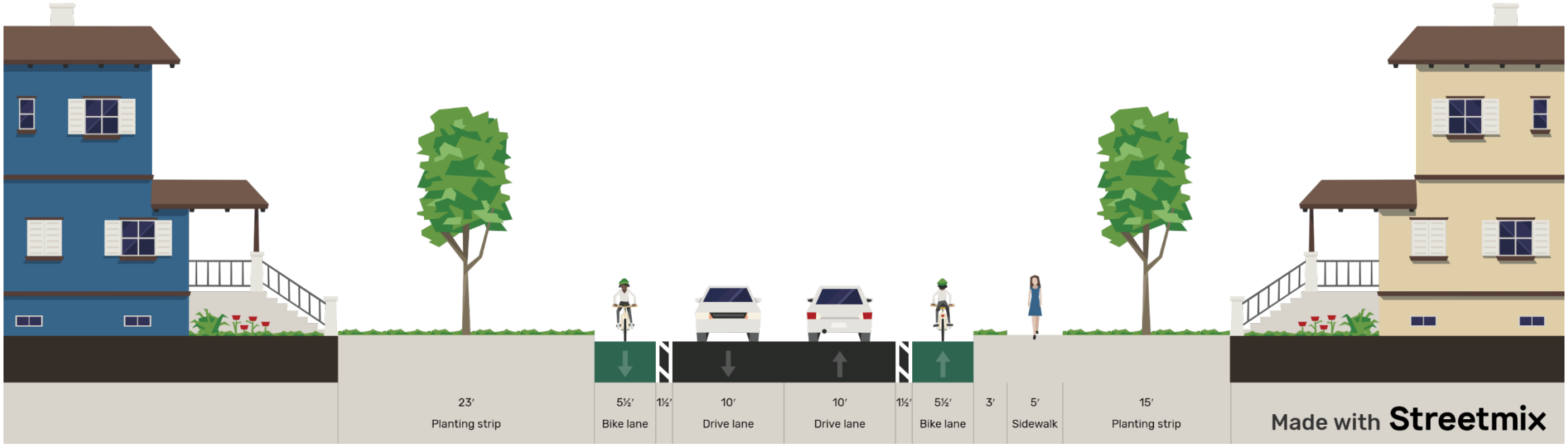


OPTION 1: BIKE LANES (11’ drive lanes / 5’ bike lanes outside of gutter):
COMPLETE STREET

EXAMPLE OPPORTUNITY: OAKBROOKE

Case Study: Oakbrooke

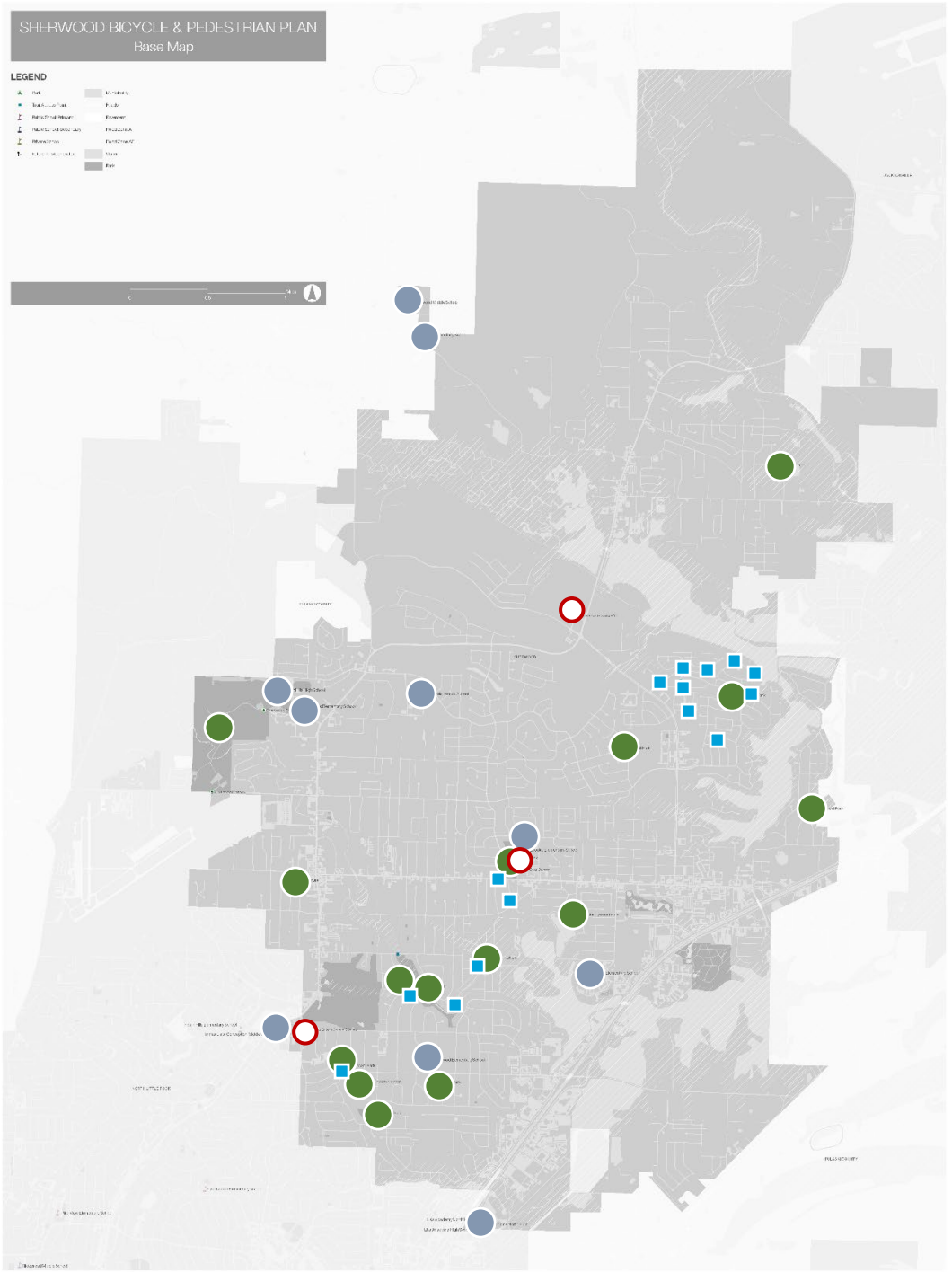


OPTION 2: PROTECTED BIKE LANES (10’ drive lanes / 4.5’ bike lanes outside of gutter): COMPLETE STREET

TRIP GENERATORS & SERVICE AREAS

Trip Generators

- What destinations commonly generate bicycle and walking trips?
  - Parks
  - Trail access points
  - Schools
  - Centers / nodes / specialty destinations / downtowns / business centers

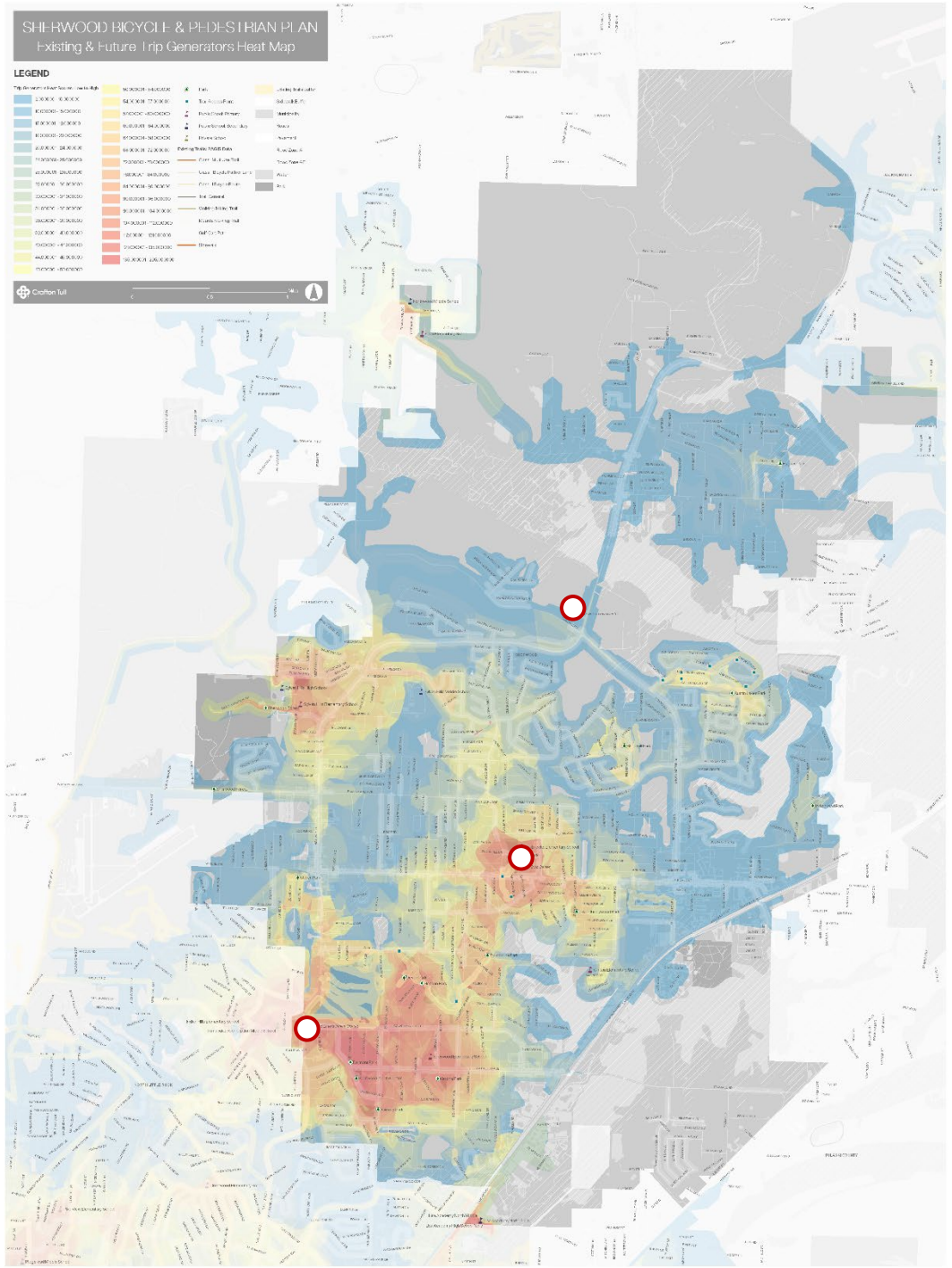


TRIP GENERATORS

Heat Map: Existing & Future Facilities

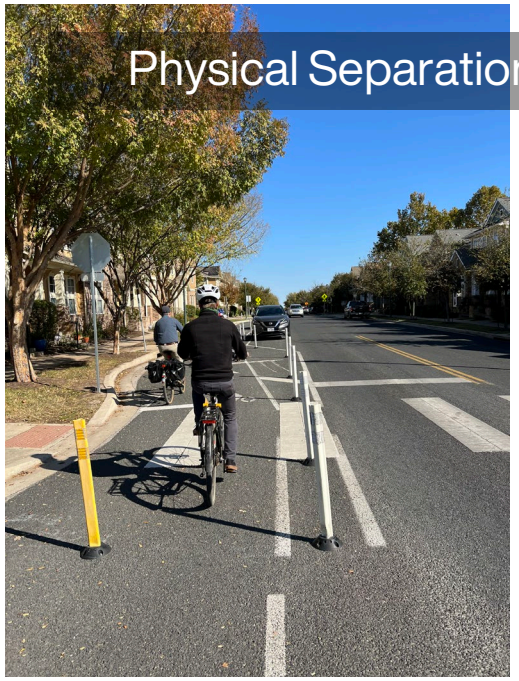
- Existing Destinations
  - Schools
  - Parks & Community Centers

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

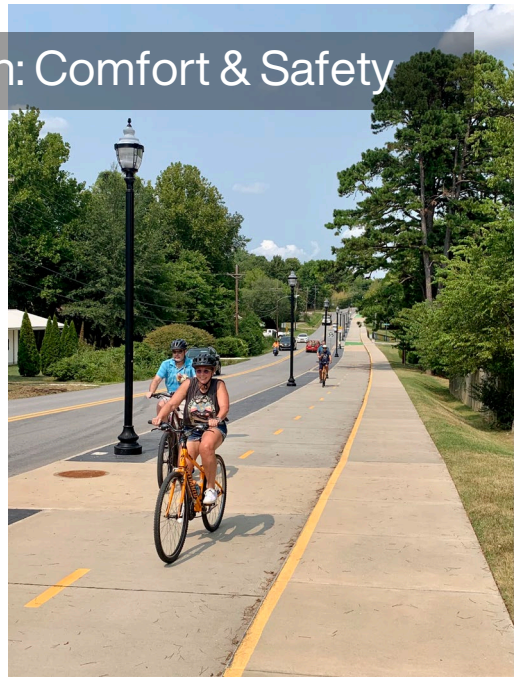


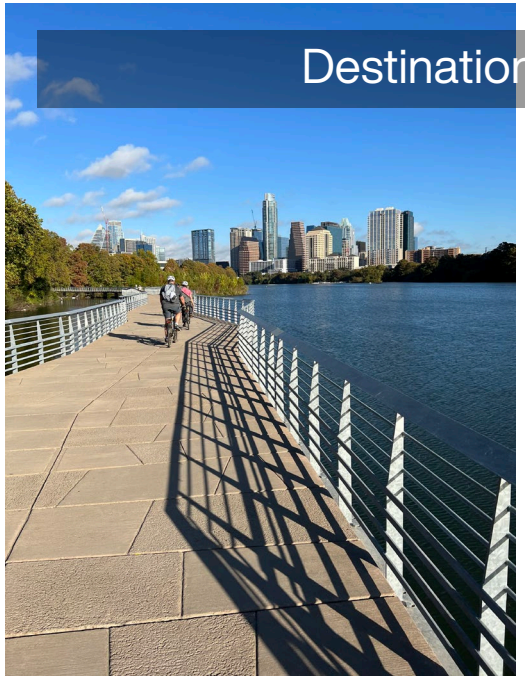
Travel Mode Choice

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

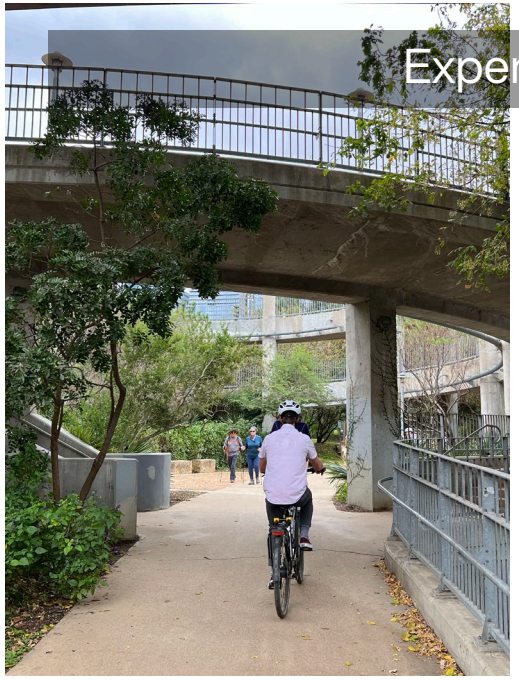


Physical Separation: Comfort & Safety

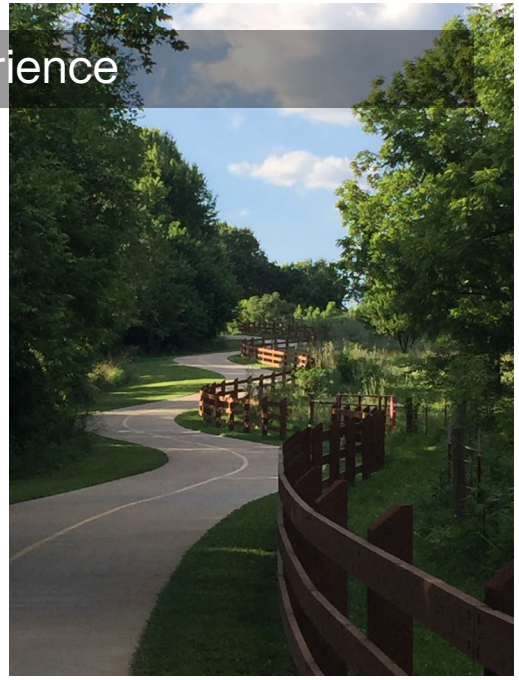




Destinations & Points of Interest



Experience



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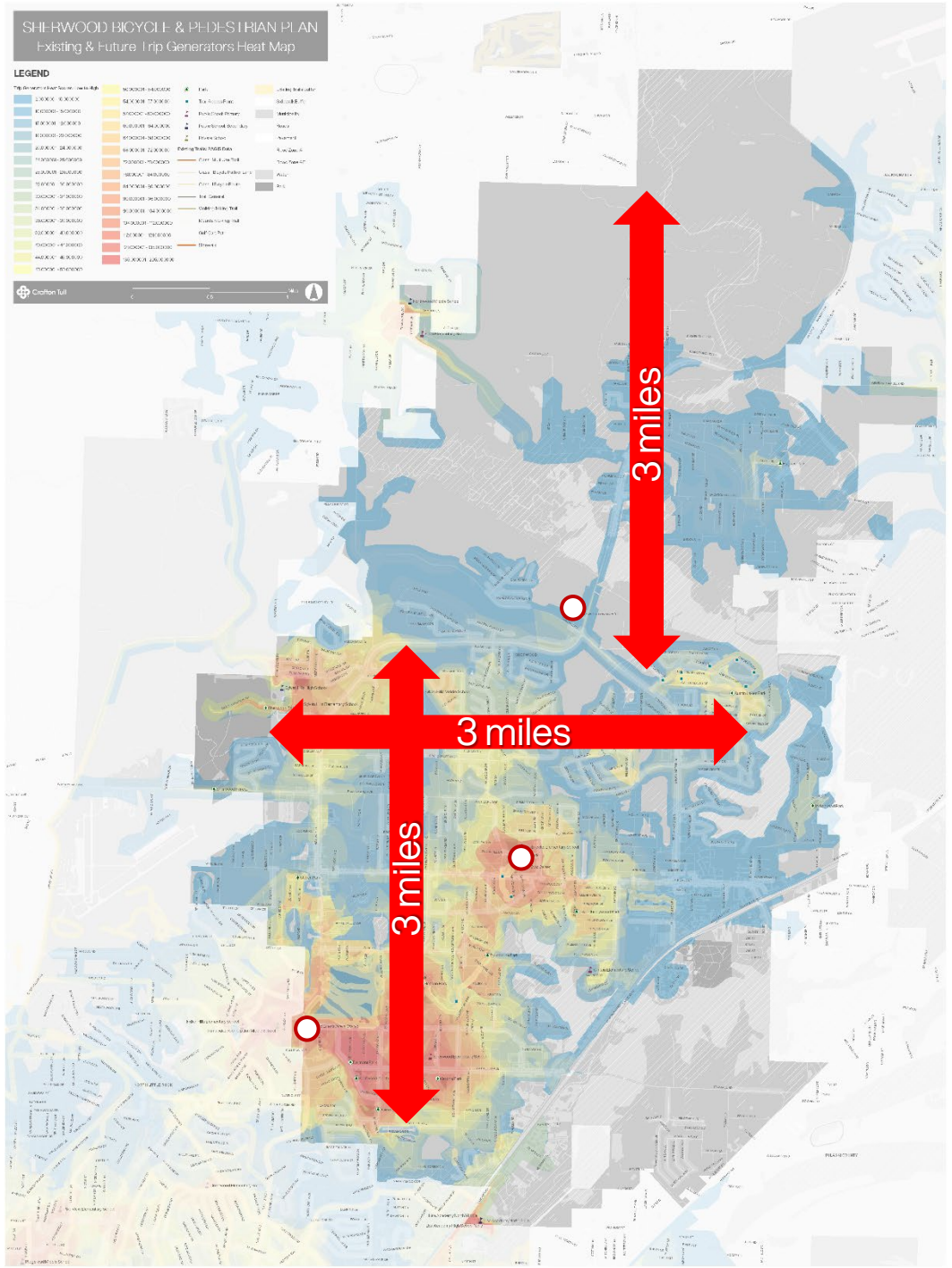
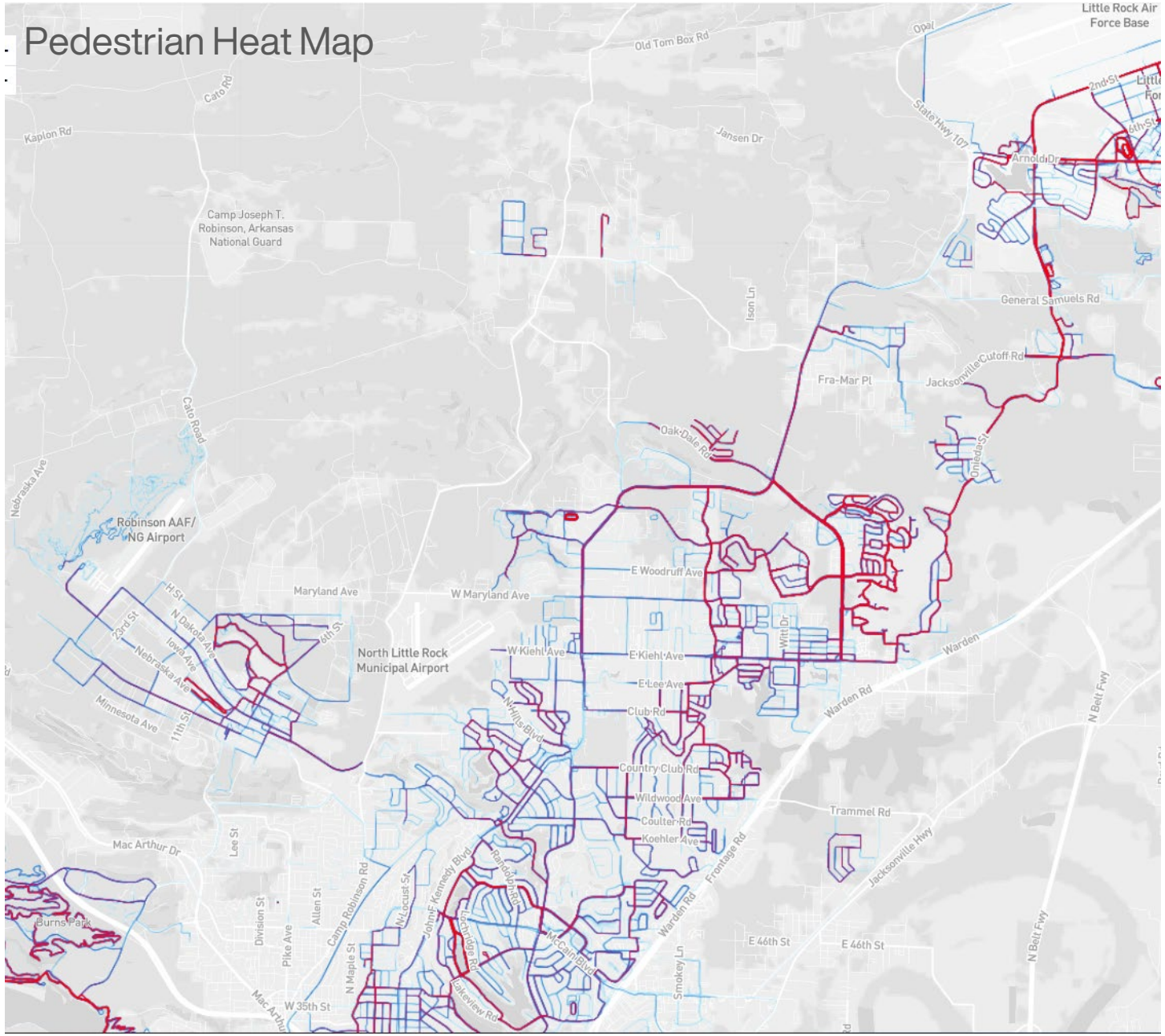


ADDITIONAL CONSIDERATIONS

PUBLIC INPUT

What it Doesn't Tell Us

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



Source: Strava Labs www.strava.com

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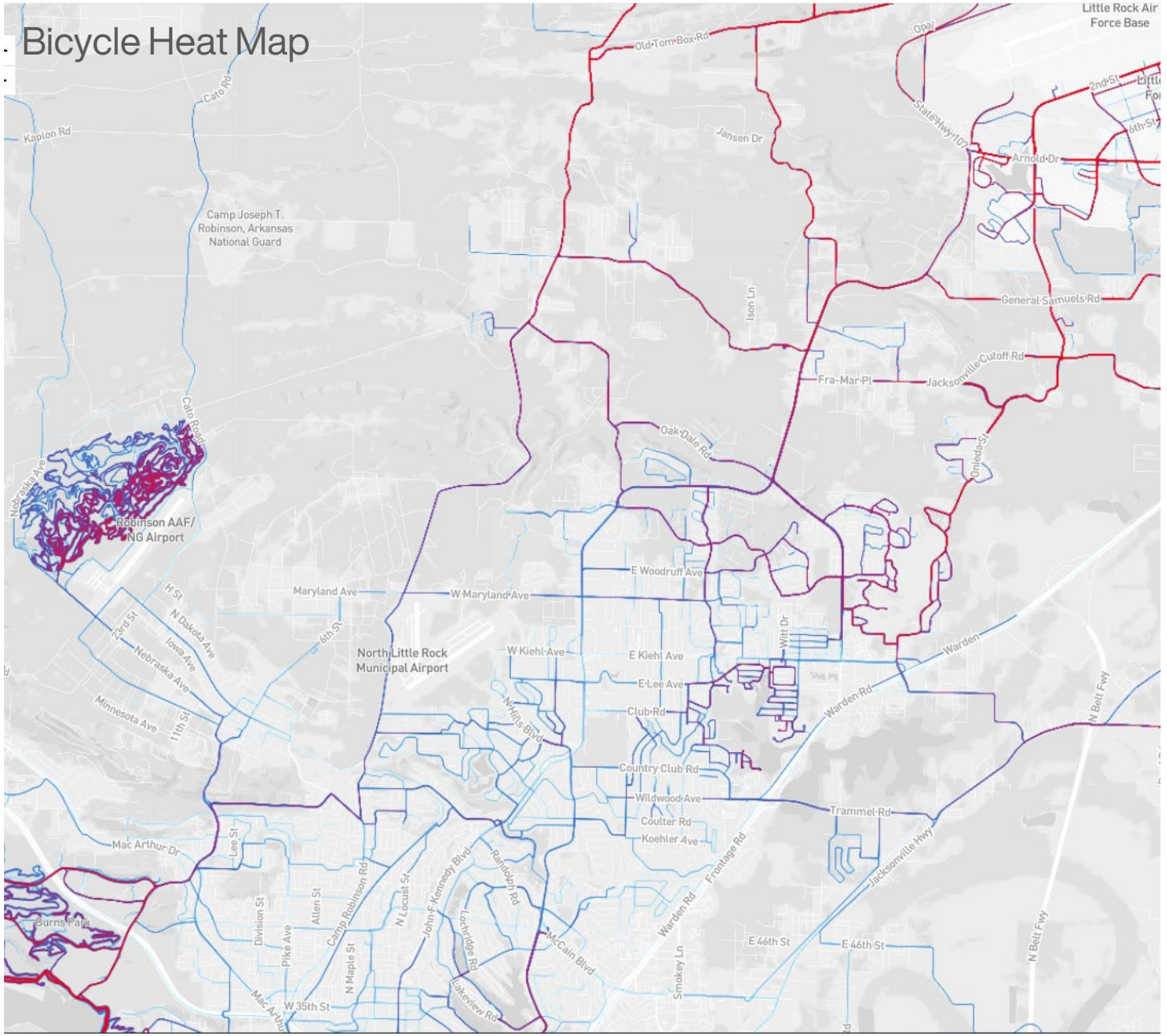

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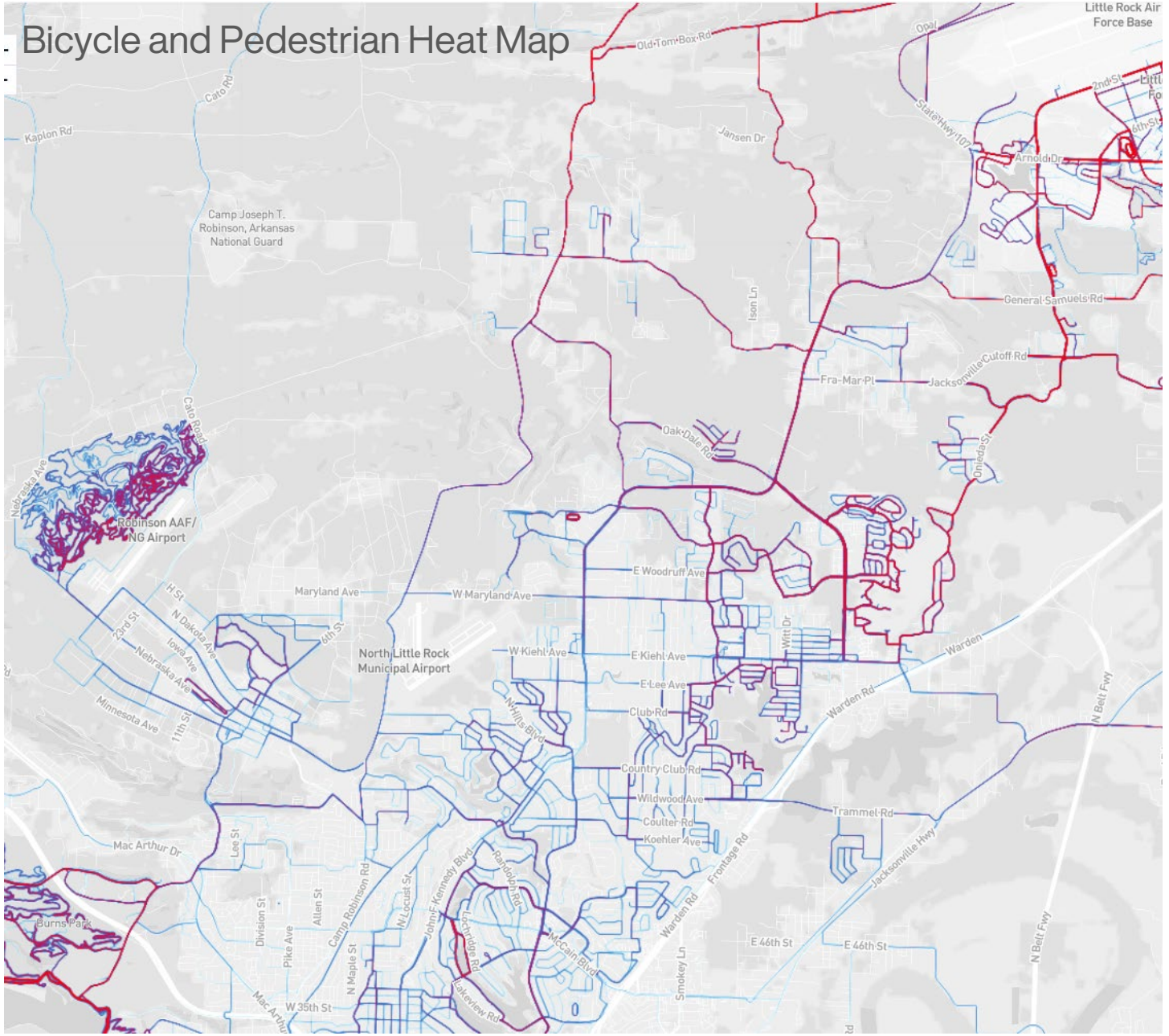


Source: Strava Labs www.strava.com

USERS


Jacksonville Cato

Devon


Lee

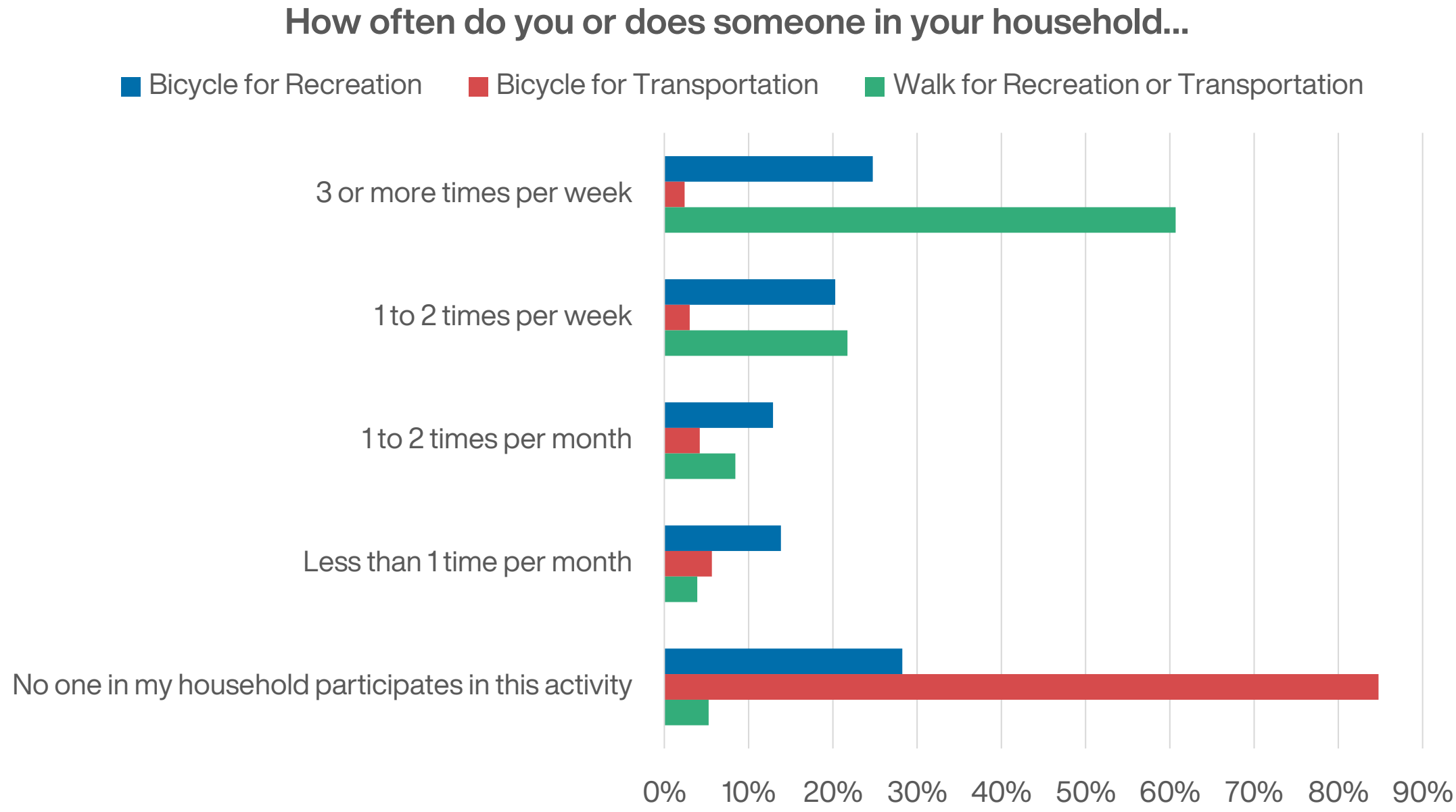

Oakbrooke


Devon


Lee

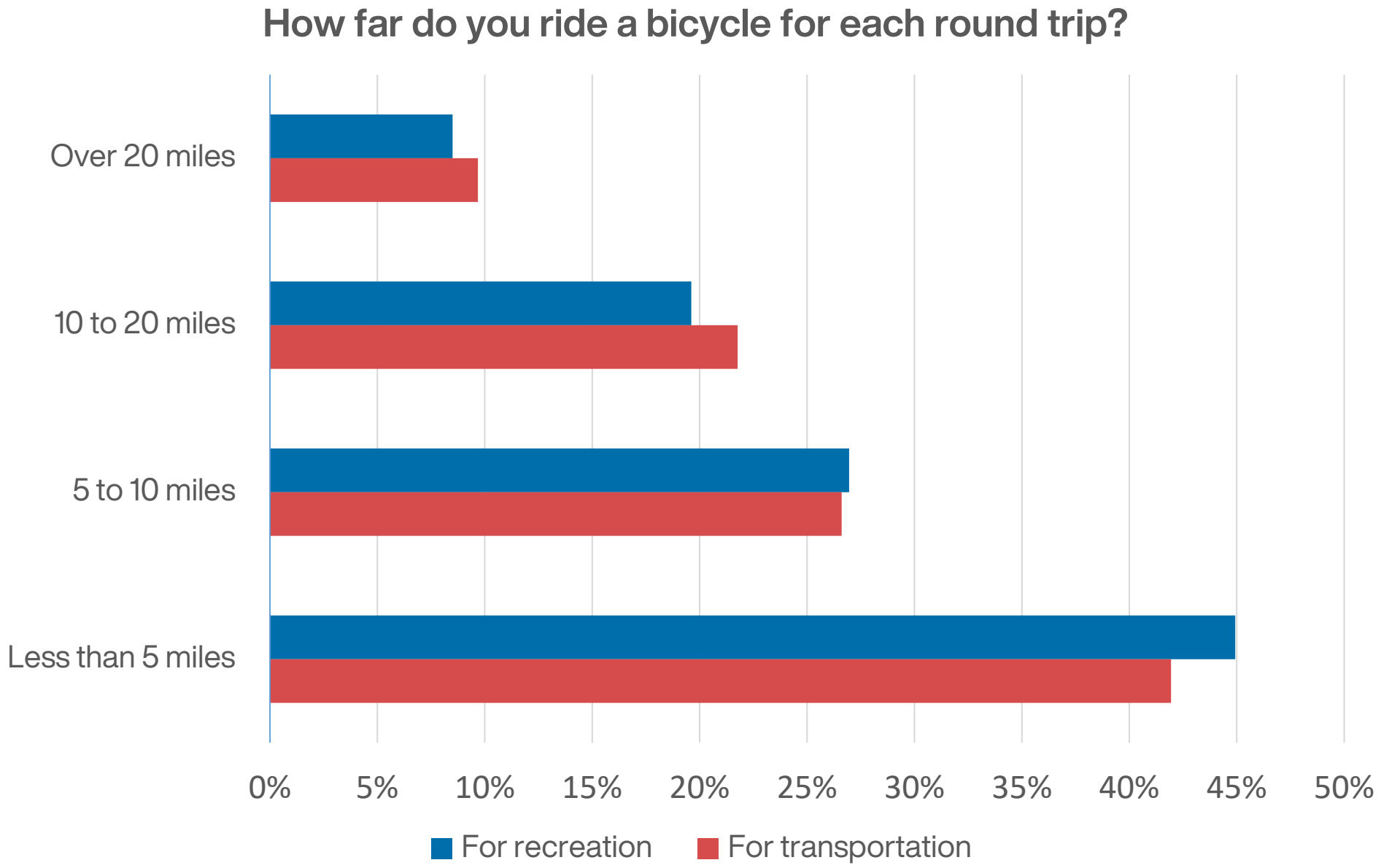
USERS

Sherwood Citizen Survey



USERS

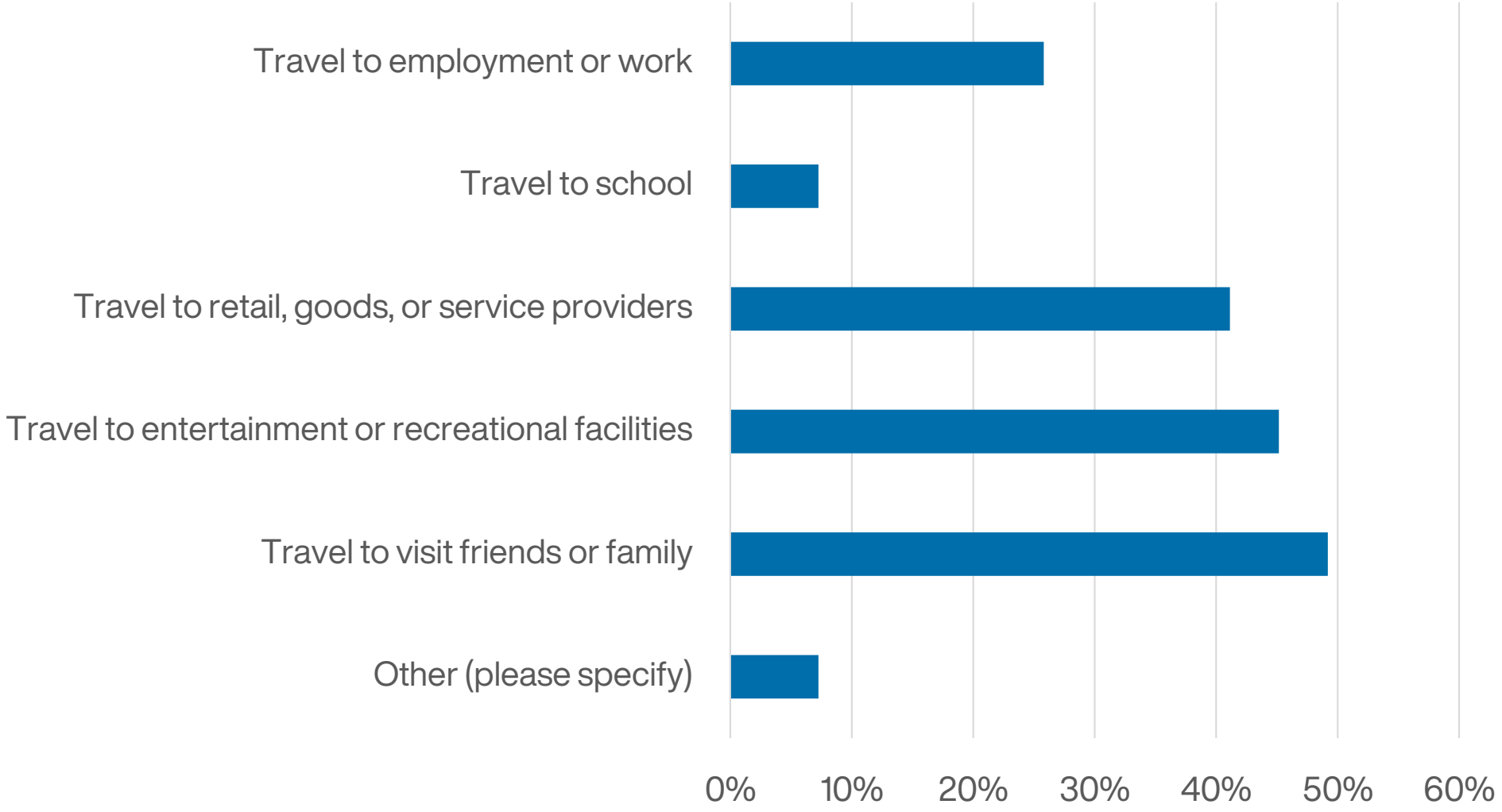
Sherwood Citizen Survey



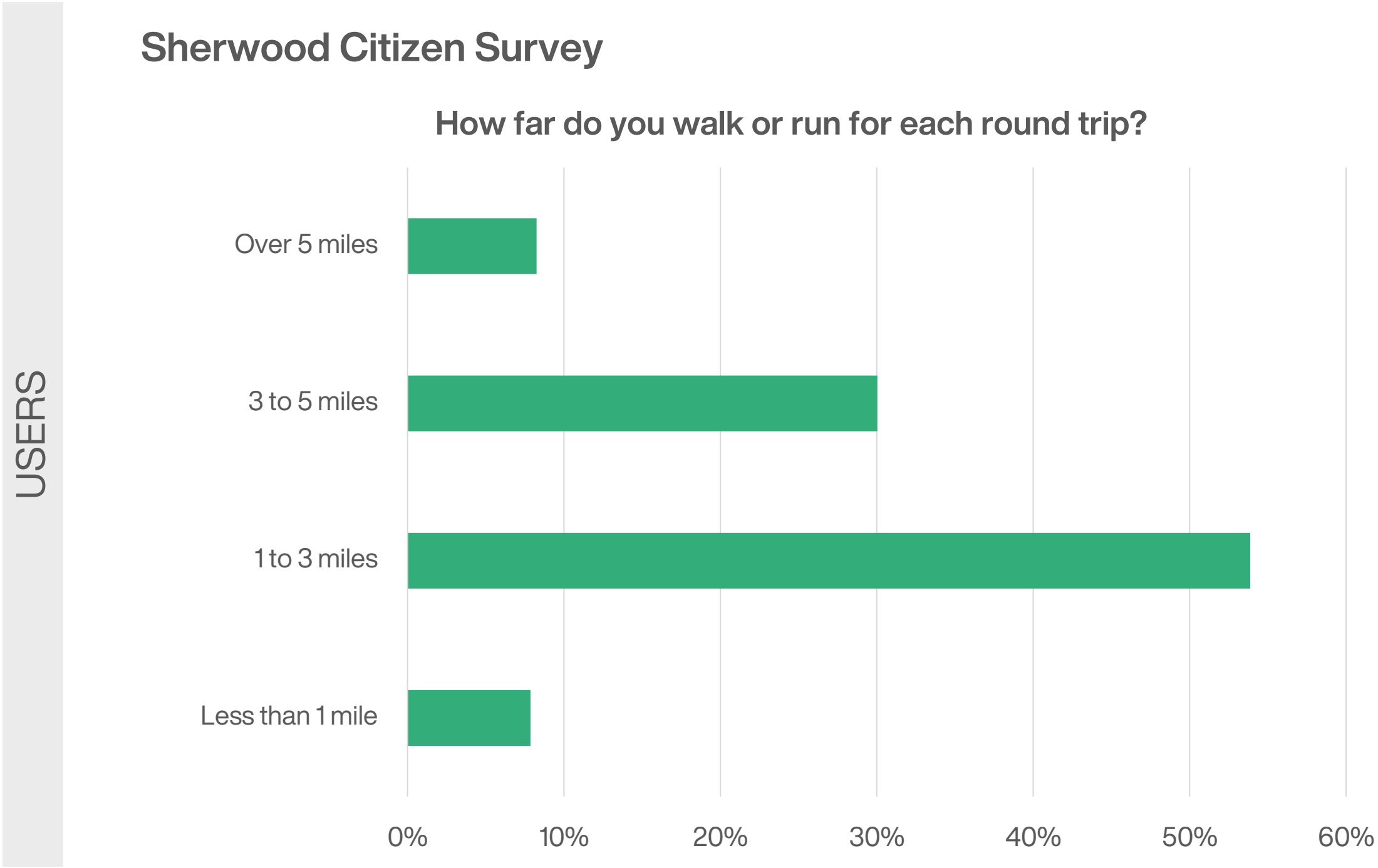
USERS

Sherwood Citizen Survey

What is your destination when riding a bicycle for transportation purposes?



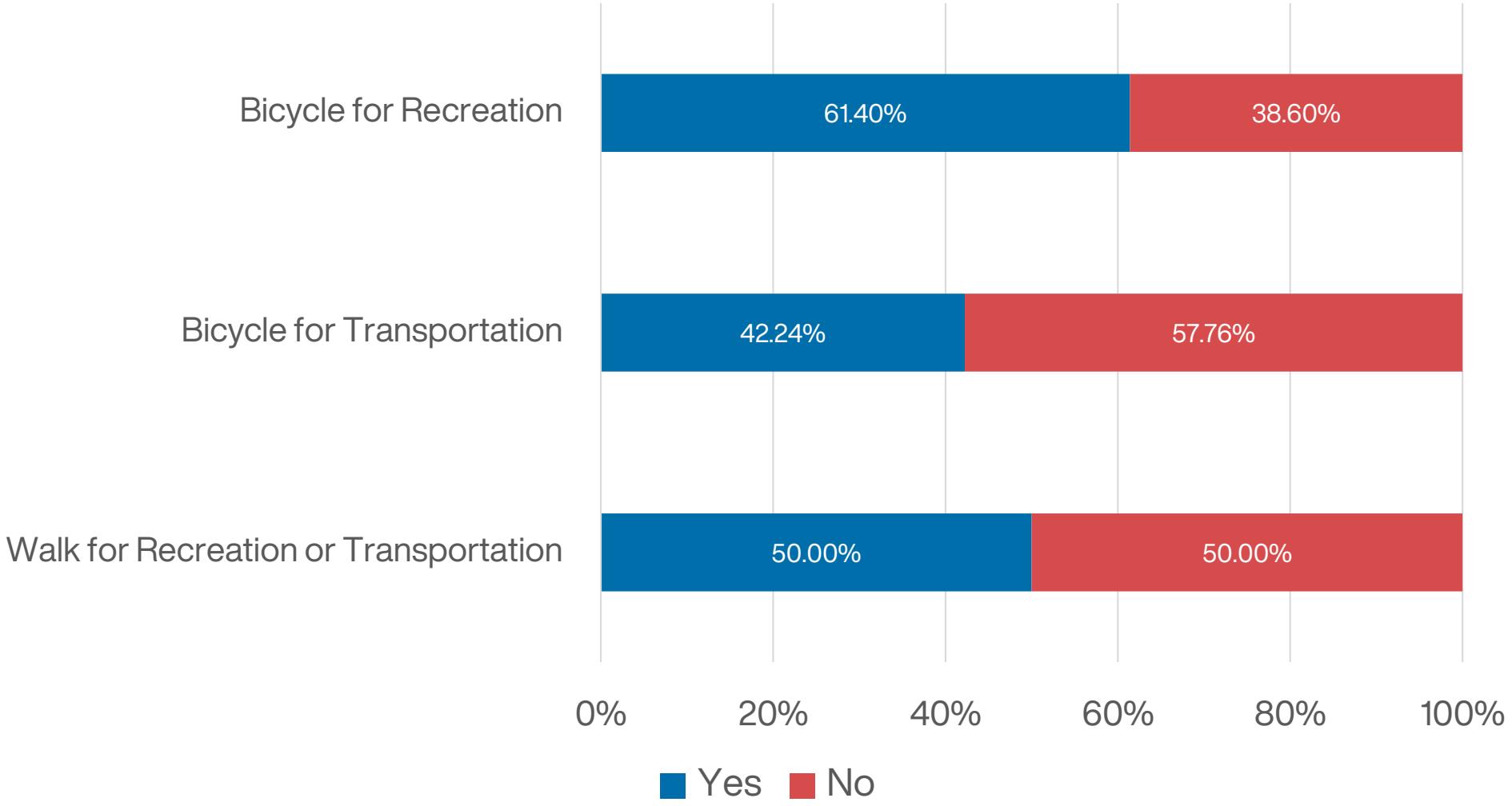
Sherwood Citizen Survey



USERS

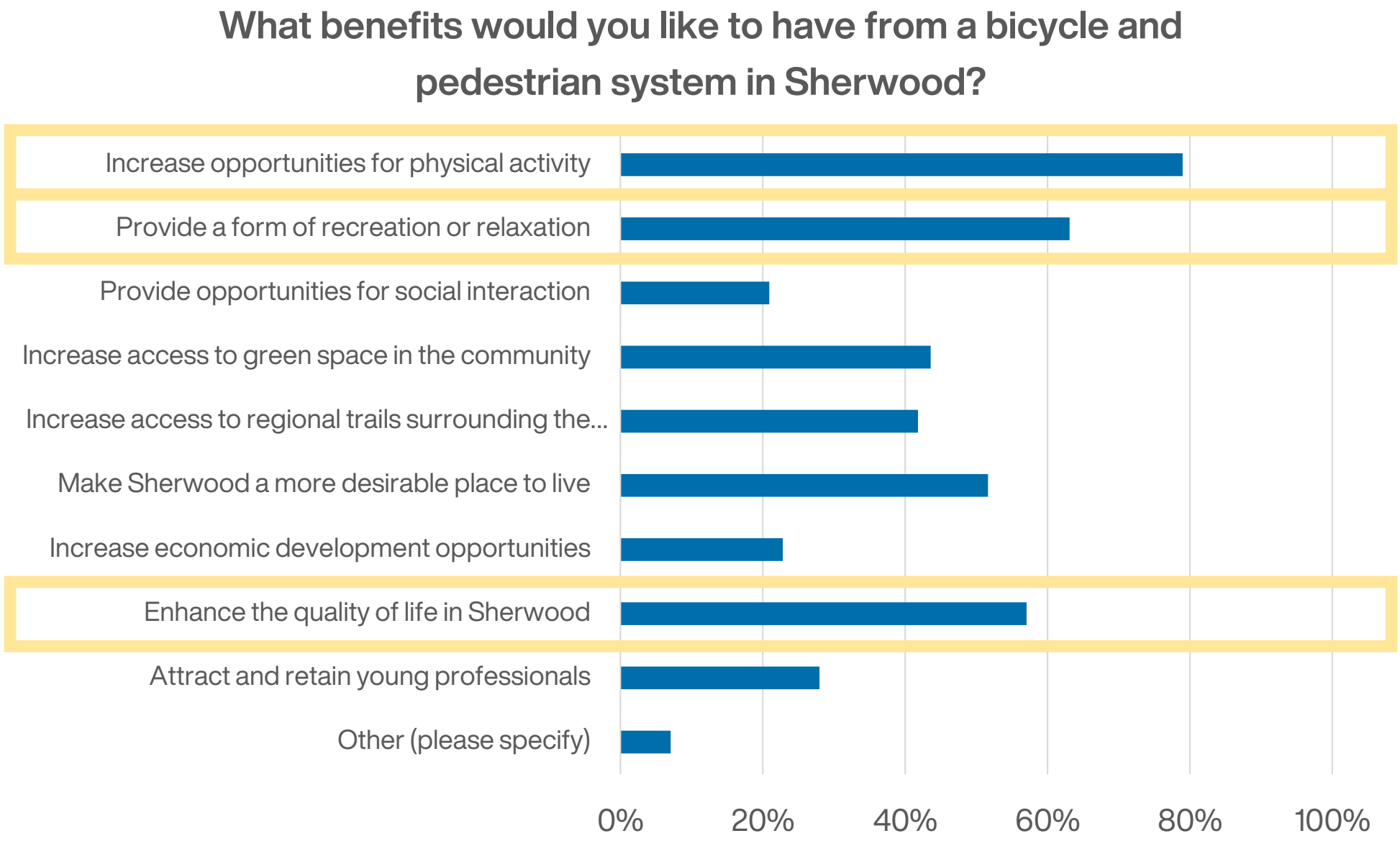
Sherwood Citizen Survey

Would you or someone in your household ride a bicycle or walk if appropriate infrastructure was available?



BENEFITS

User Survey: Desired Outcomes



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%

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%

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%

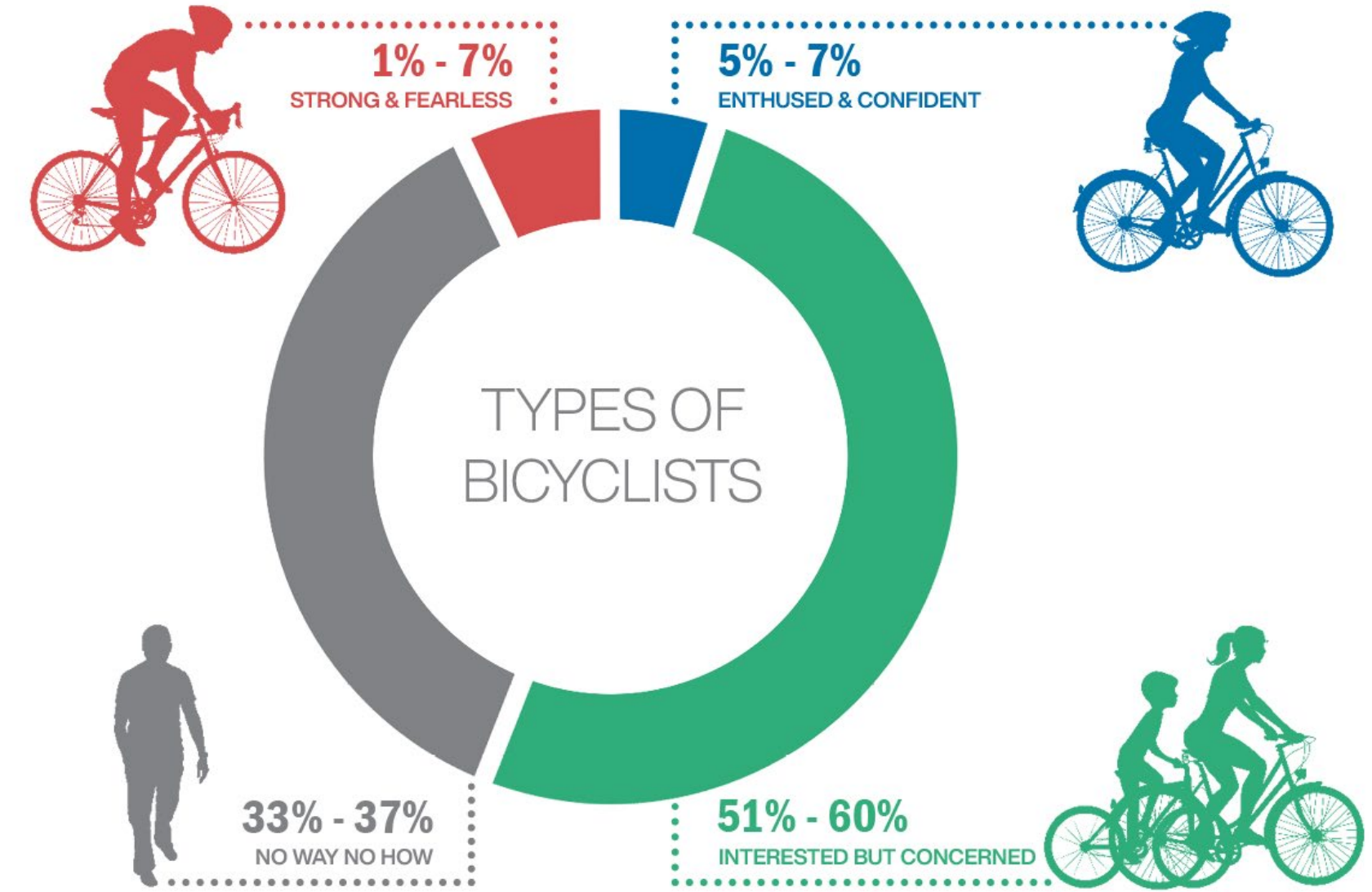
STRONG & FEARLESS

Will ride regardless of roadway conditions

1% - 7%

USER COMFORT LEVELS

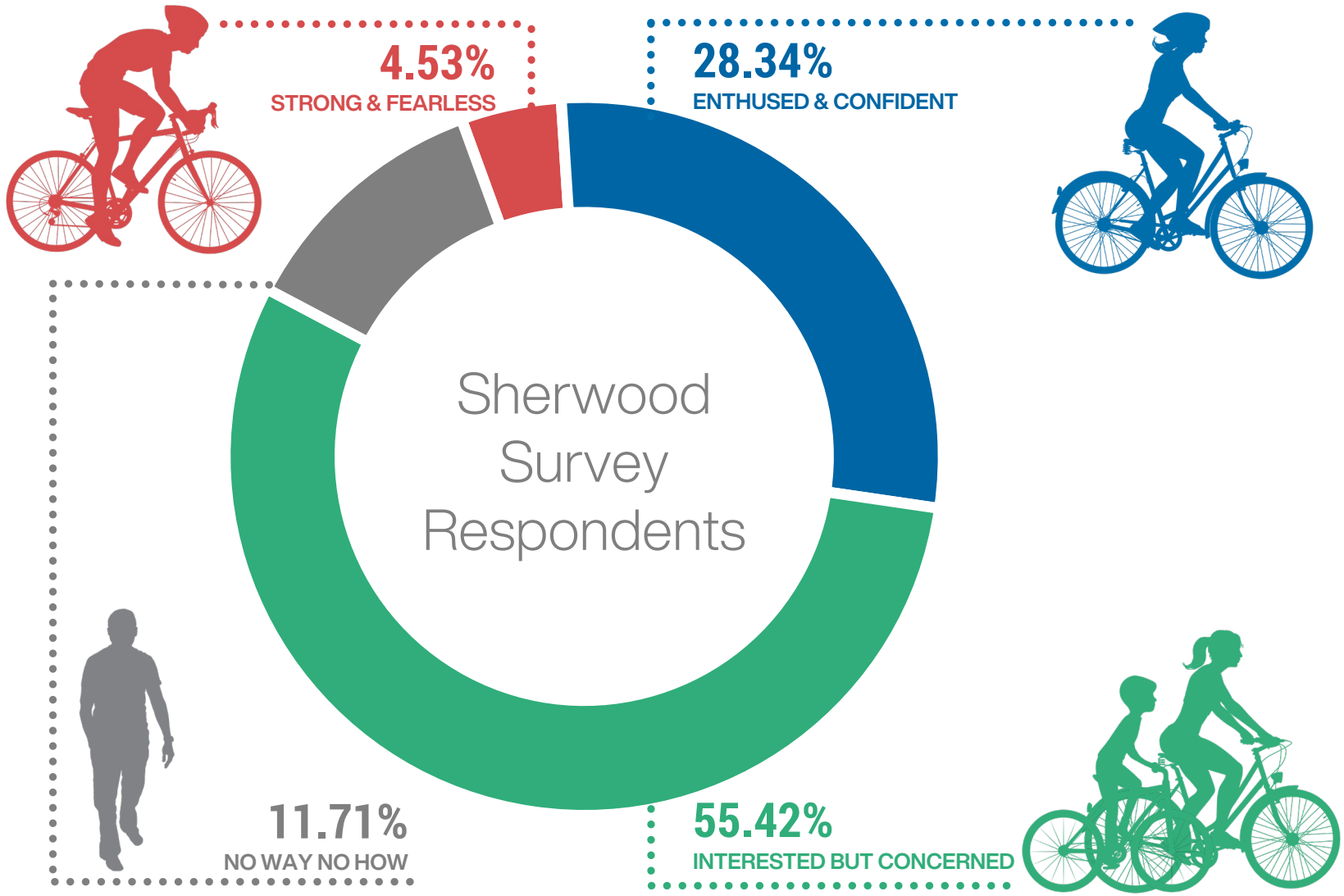
Types of Bicyclists



Data: Revisiting the Four Types of Cyclists: Findings from a National Survey. Jennifer Dill and Nathan McNeil. Transportation Research Record: Journal of the Transportation Research Board, Issue 2587, January 1, 2016
Graphic: Crafton Tull

USER COMFORT LEVELS

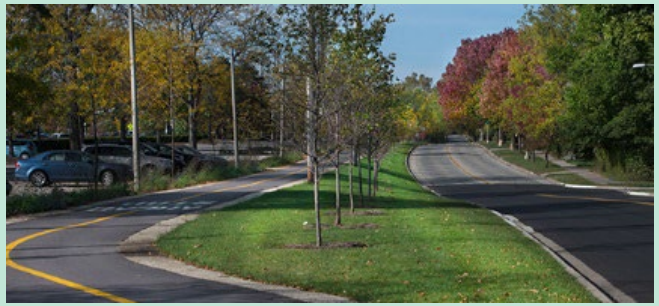
Sherwood Bicyclists



FACILITY TYPES

LOW STRESS TOLERANCE → HIGH 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

Standard On-Street Facilities

Bicycle Lanes

Sharrows

Bicycle Boulevard

FACILITY SELECTION

Bicycle & Pedestrian Facility Types

Level of Stress Increases
Ease of Implementation Increases

Level of Stress Decreases
Ease of Implementation Decreases

FACILITY TYPE PREFERENCES: RESULTS

TRAILS & SIDEPATHS

MULTI-USE TRAILS & SIDEPATHS

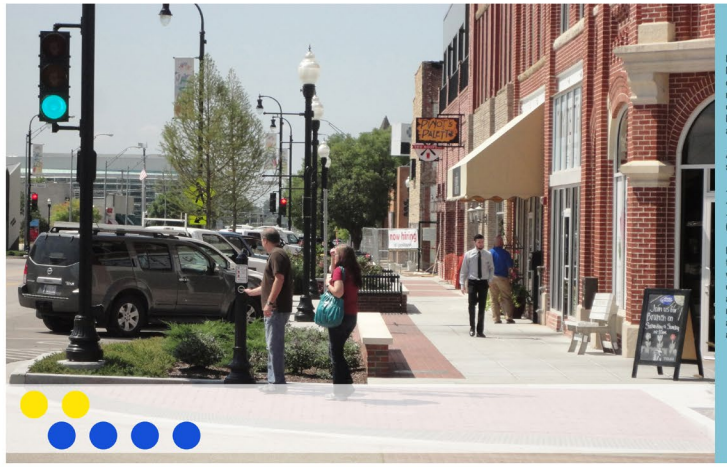
Multi-use trails are often placed within individual park sites as loop trails. However, they present opportunities for alternate transportation corridors when designed to connect people and destinations.

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 accomodate 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.

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)

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.

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).

STANDARD ON-STREET

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 sidth of a bicycle lane should not include the street gutter.

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 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.

SIGNED ROUTES

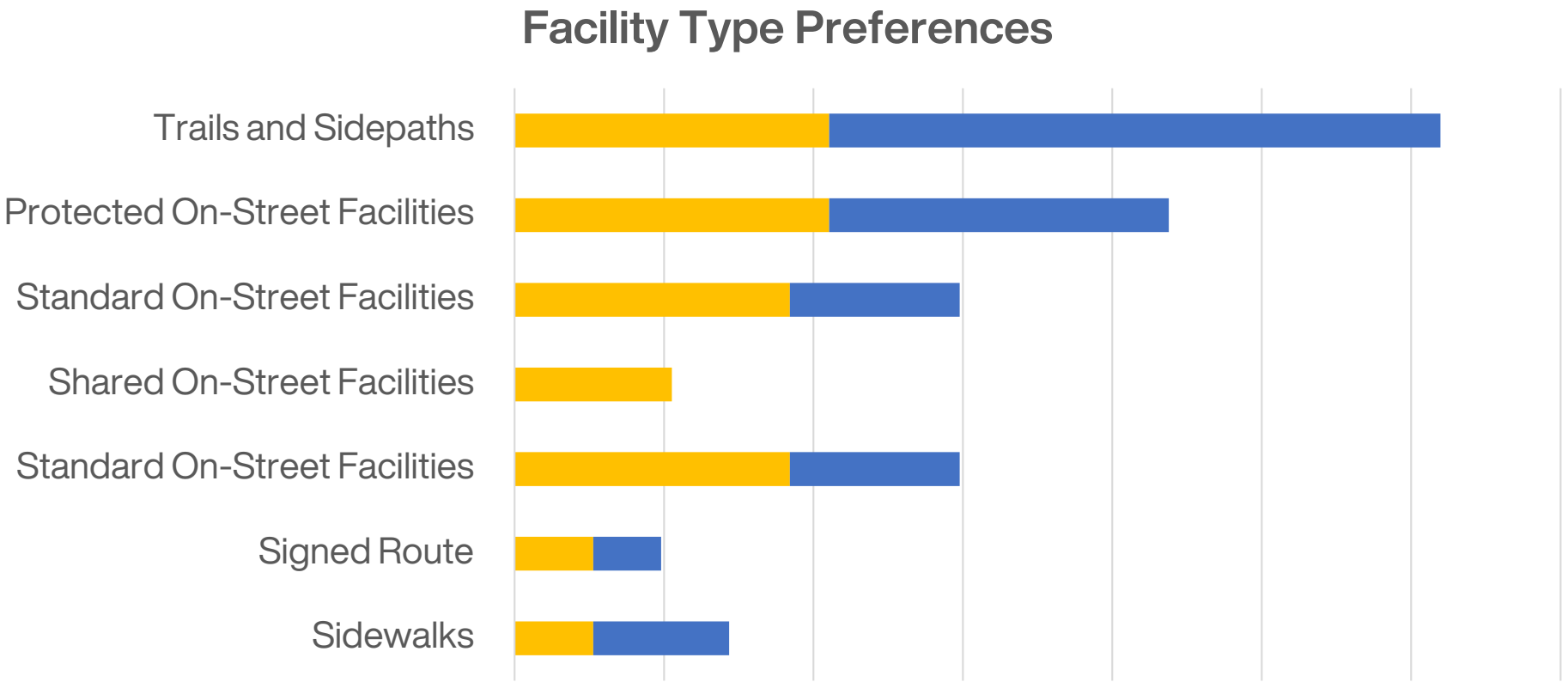
SIGNED BICYCLE ROUTES

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 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)

Facility Type Preferences

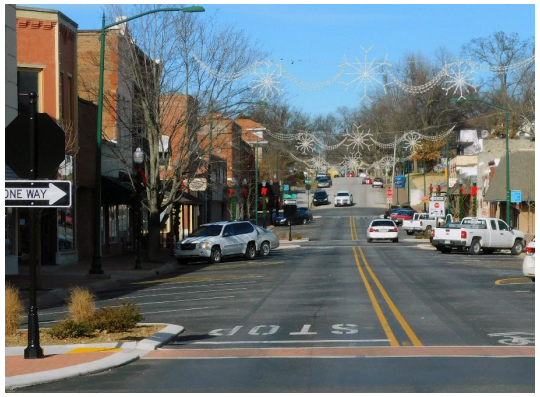


	Sidewalks	Signed Route	Standard On-Street Facilities	Shared On-Street Facilities	Standard On-Street Facilities	Protected On-Street Facilities	Trails and Sidepaths
Steering Committee	5.26%	5.26%	18.42%	10.53%	18.42%	21.05%	21.05%
Public	9.09%	4.55%	11.36%	0.00%	11.36%	22.73%	40.91%

BICYCLE & PEDESTRIAN NETWORK

Facility Selection Considerations

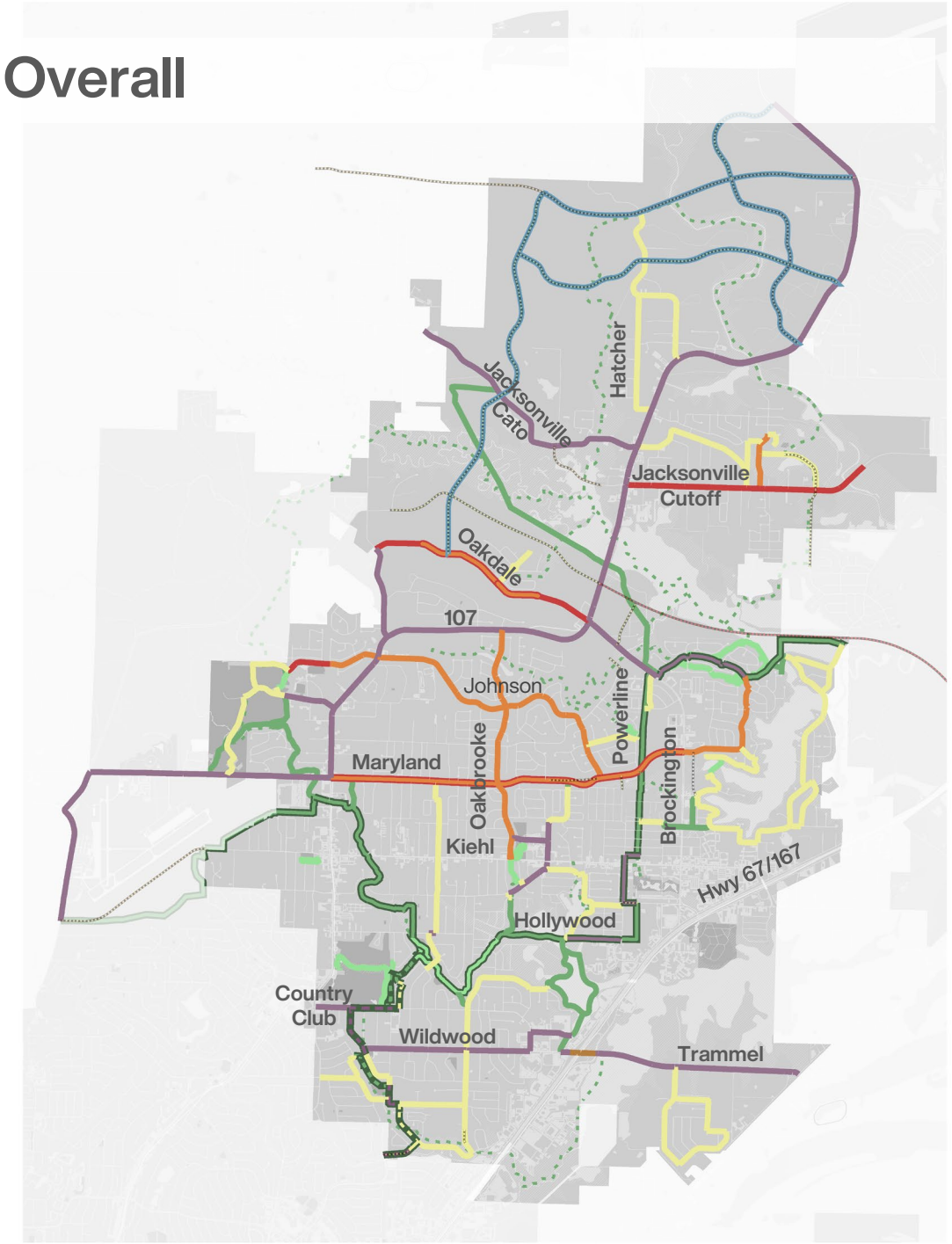
- Who is the user?
- Trip Generators & Destinations
- Roadway Characteristics:
  - Traffic Volume
  - Traffic Speed
  - Roadway Classification
  - Roadway Width
  - Roadway Right of Way
- Drainage, Utilities, Topography
- Land Use & Driveways
- Existing Bicycle and Pedestrian Network



NETWORK

Bike/Ped Network: Overall

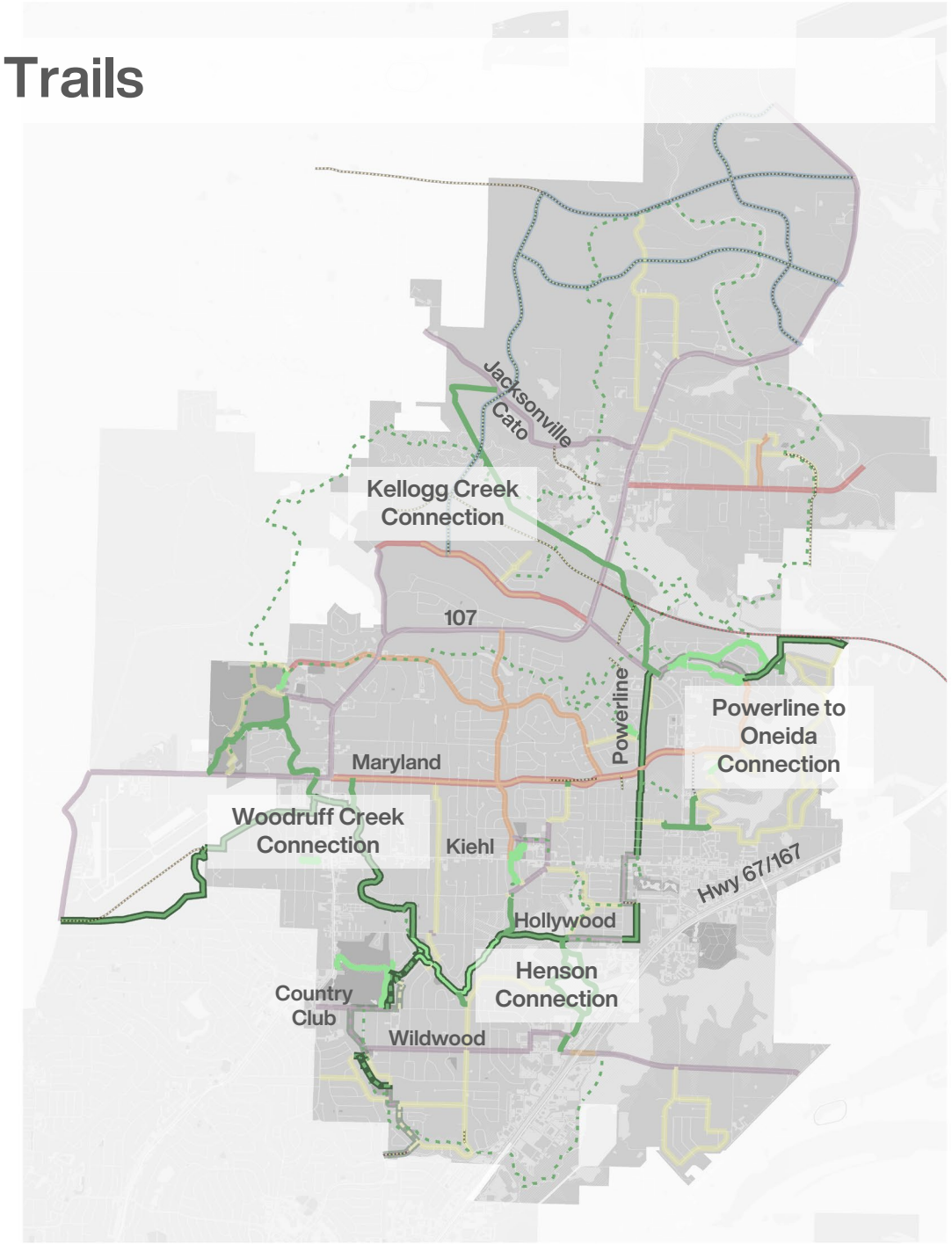
- Regional Connector
- Local Connector
- Sidepath
- Long-Range Sidepath
- On-Road Protected Bicycle Facility
- On-Road Protected Facility: Widen
- Cycle Track
- On-Road Shared Facility



NETWORK

Bike/Ped Network: Trails

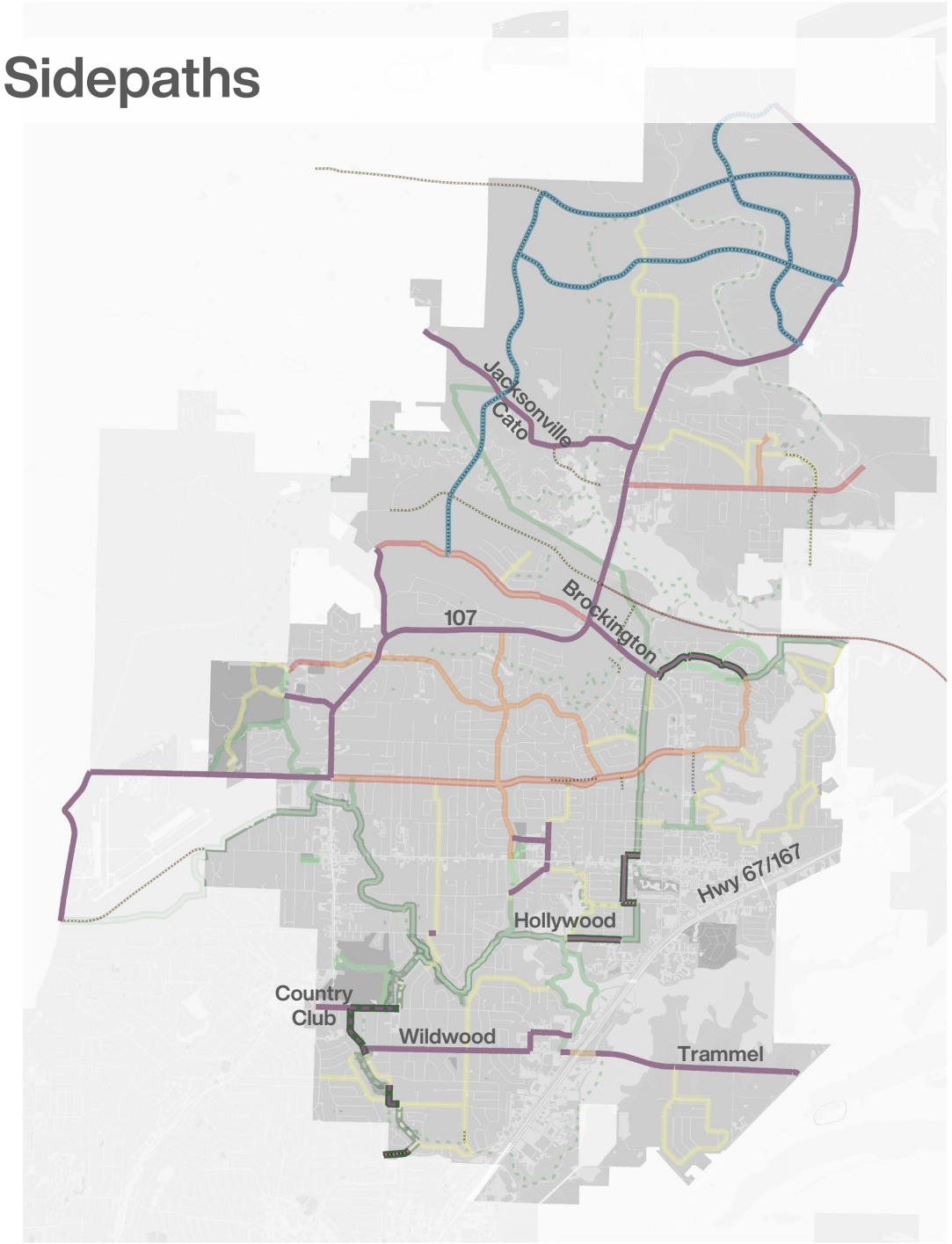
- Regional Connector
- Local Connector
- Sidepath
- Long-Range Sidepath
- On-Road Protected Bicycle Facility
- On-Road Protected Facility: Widen
- Cycle Track
- On-Road Shared Facility



NETWORK

Bike/Ped Network: Sidepaths

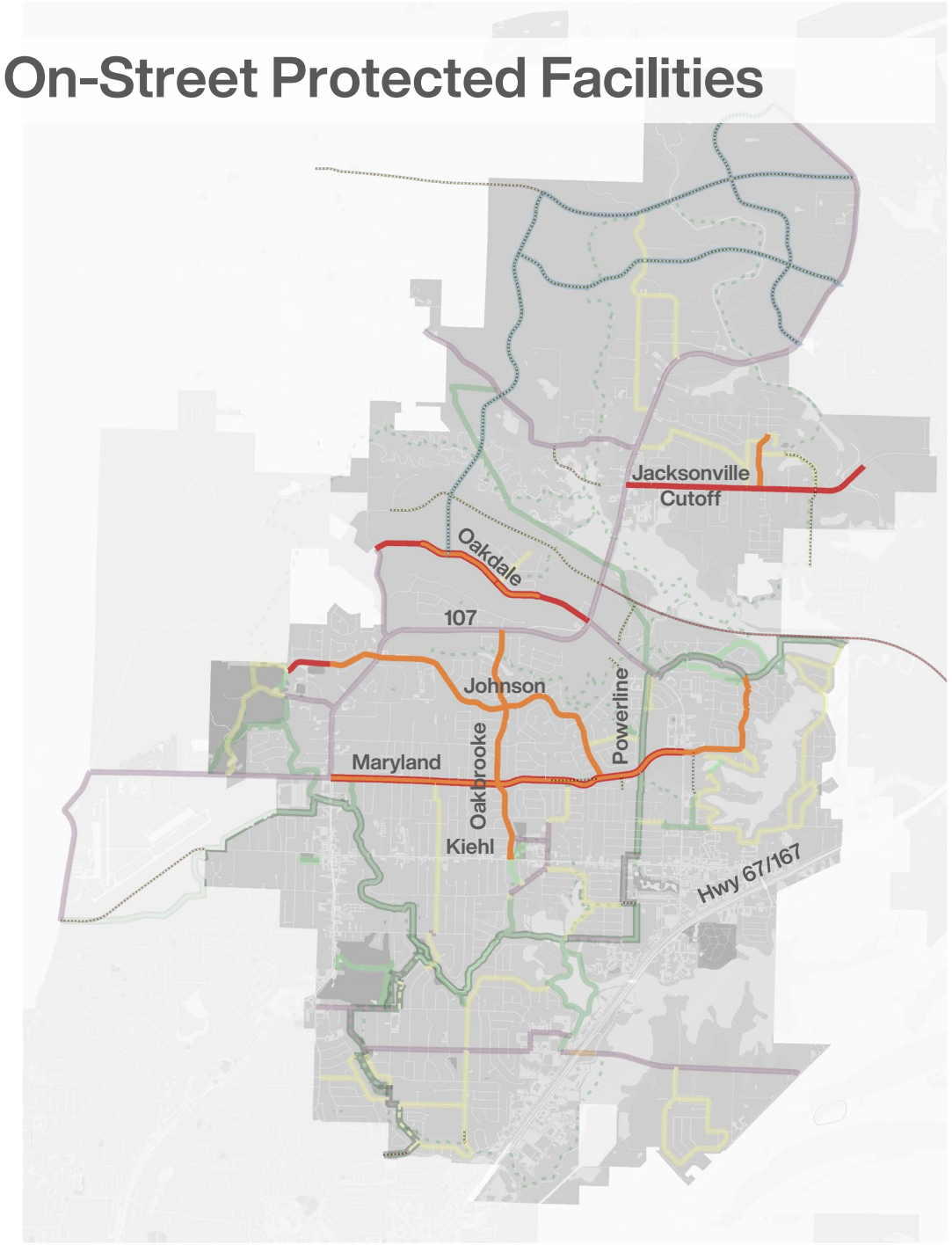
- Regional Connector
- Local Connector
- Sidepath
- Long-Range Sidepath
- On-Road Protected Bicycle Facility
- On-Road Protected Facility: Widen
- Cycle Track
- On-Road Shared Facility



NETWORK

Bike/Ped Network: On-Street Protected Facilities

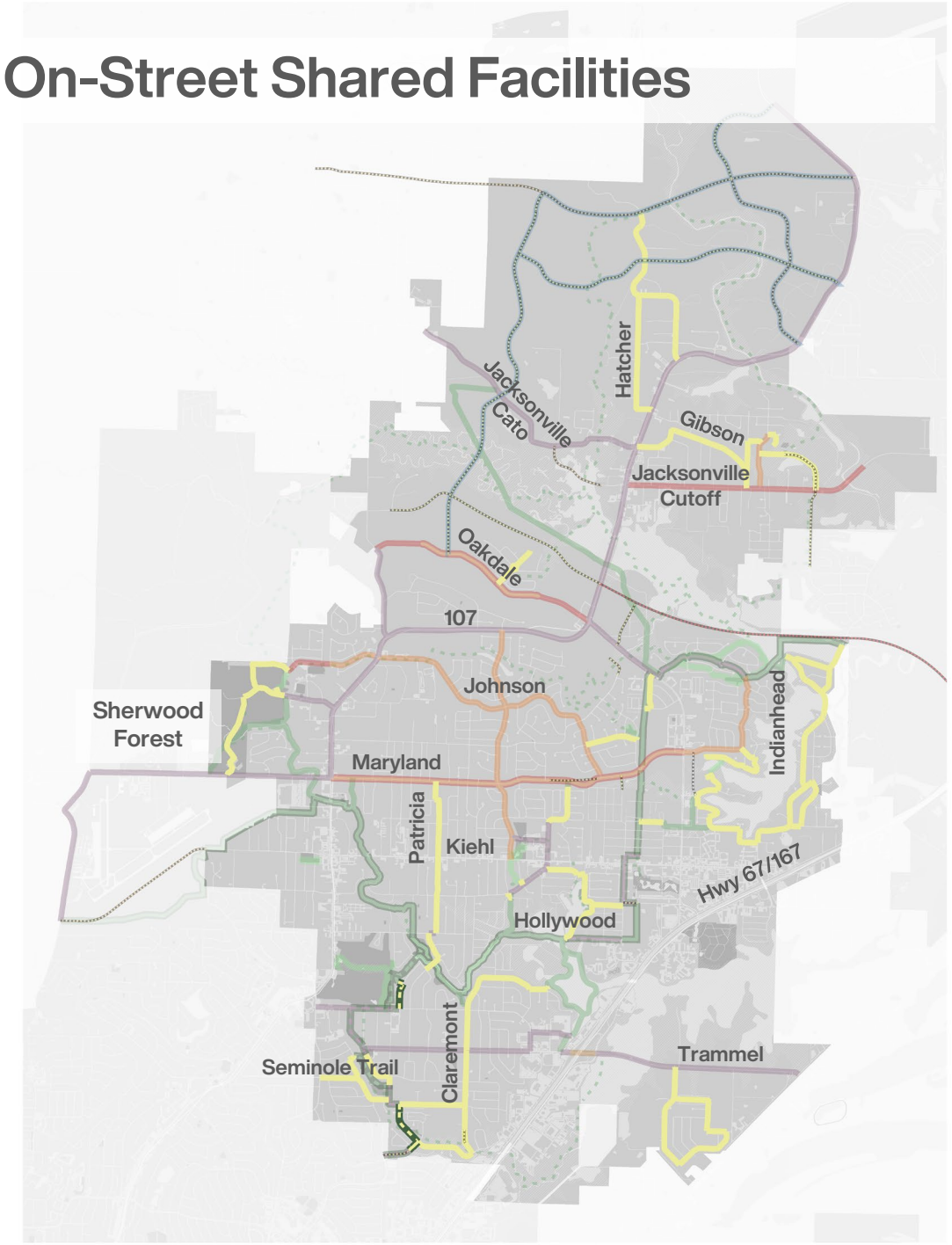
- Regional Connector
- Local Connector
- Sidepath
- Long-Range Sidepath
- On-Road Protected Bicycle Facility
- On-Road Protected Facility: Widen
- Cycle Track
- On-Road Shared Facility

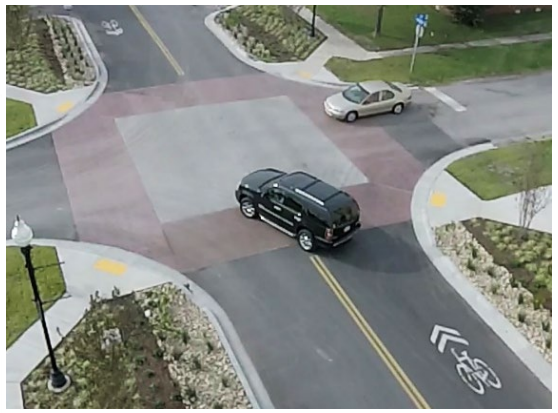


NETWORK

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
- Cycle Track
- On-Road Shared Facility



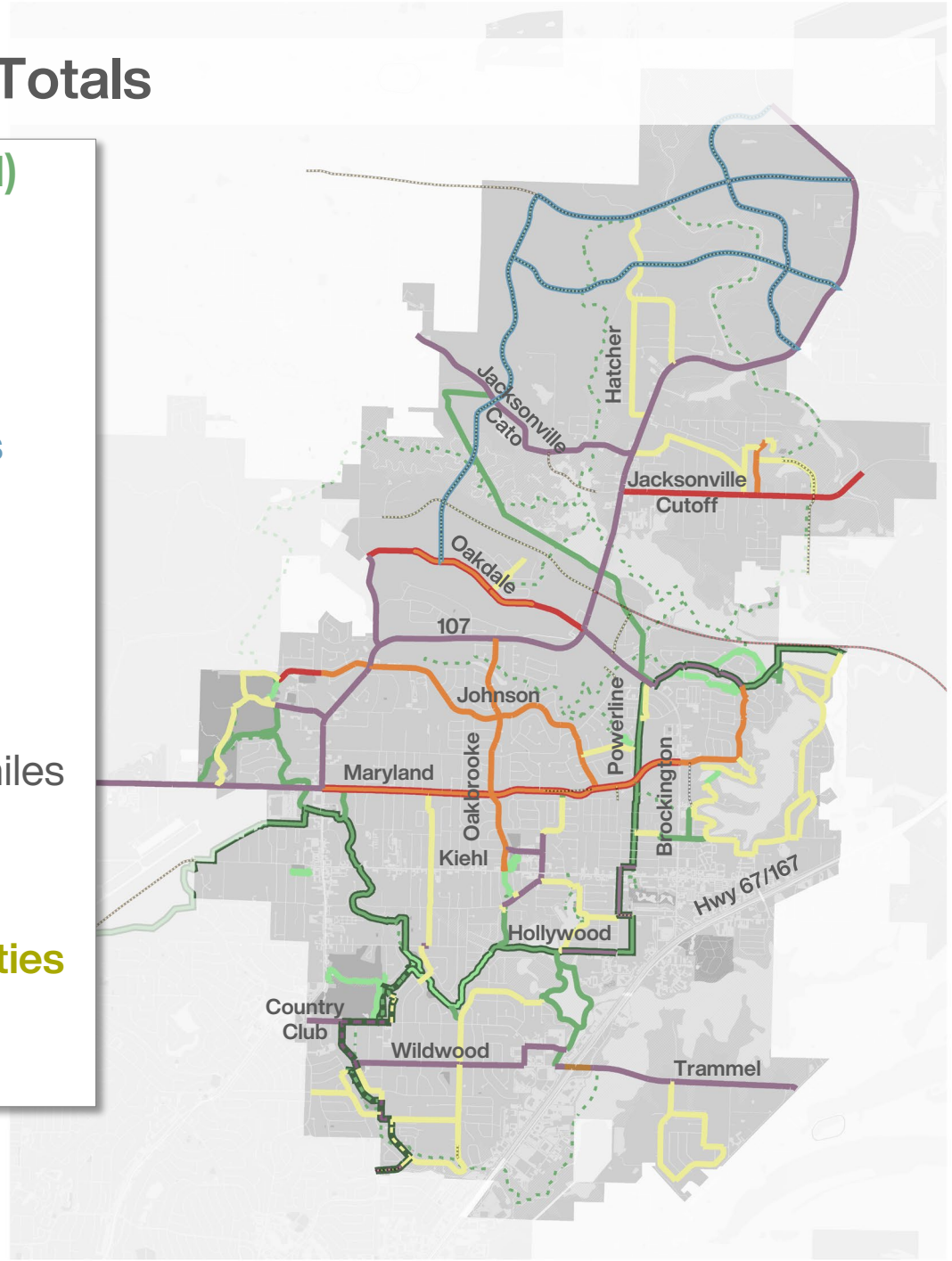


NETWORK

Proposed Network Totals

- **Trails (Regional + Local)**
  12.6 miles
- **Sidepaths**
  20.5 miles
- **Long-Range Sidepaths**
  9.5 miles
- **On-Road Protected Facilities** 8.5 miles
- **On-Road Protected Facilities: Widen** 2.6 miles
- **Cycle Track:** 0.17
- **On-Road Shared Facilities**
  19 miles

Total: 73 Miles



NETWORK

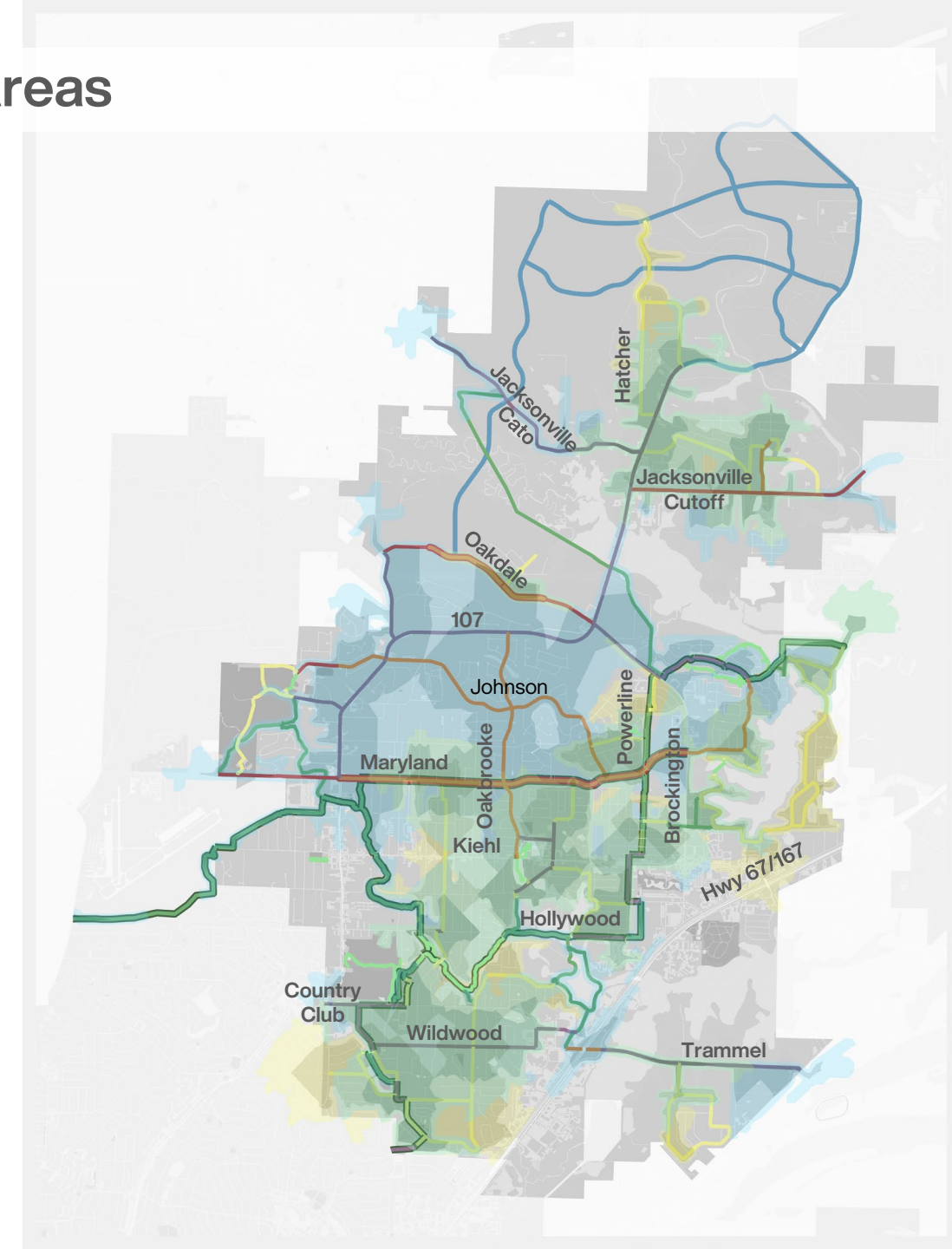
Network Service Areas

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



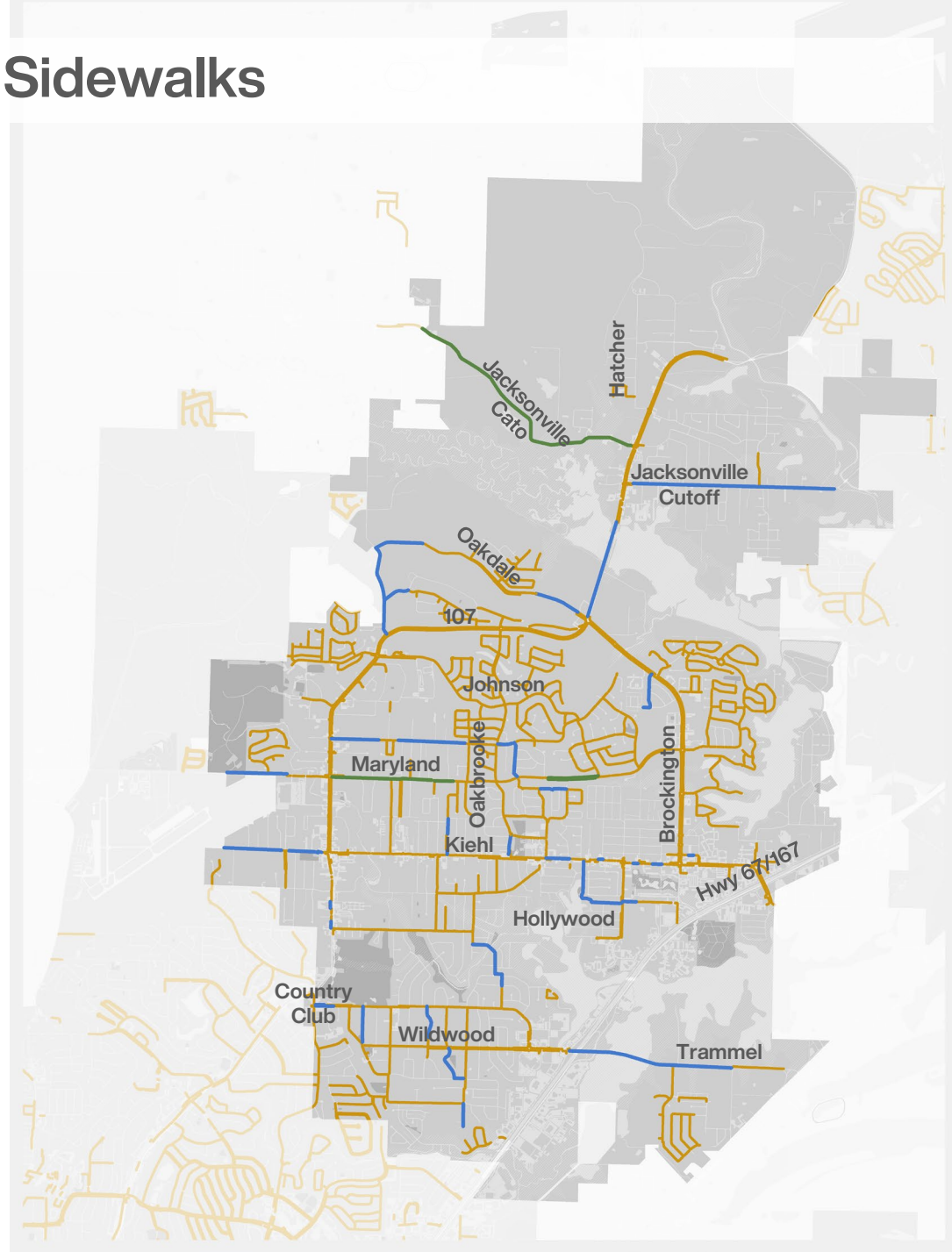
NETWORK

Bike/Ped Network: Sidewalks

Existing Sidewalks

Upgrades In Progress

Infill Sidewalks



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

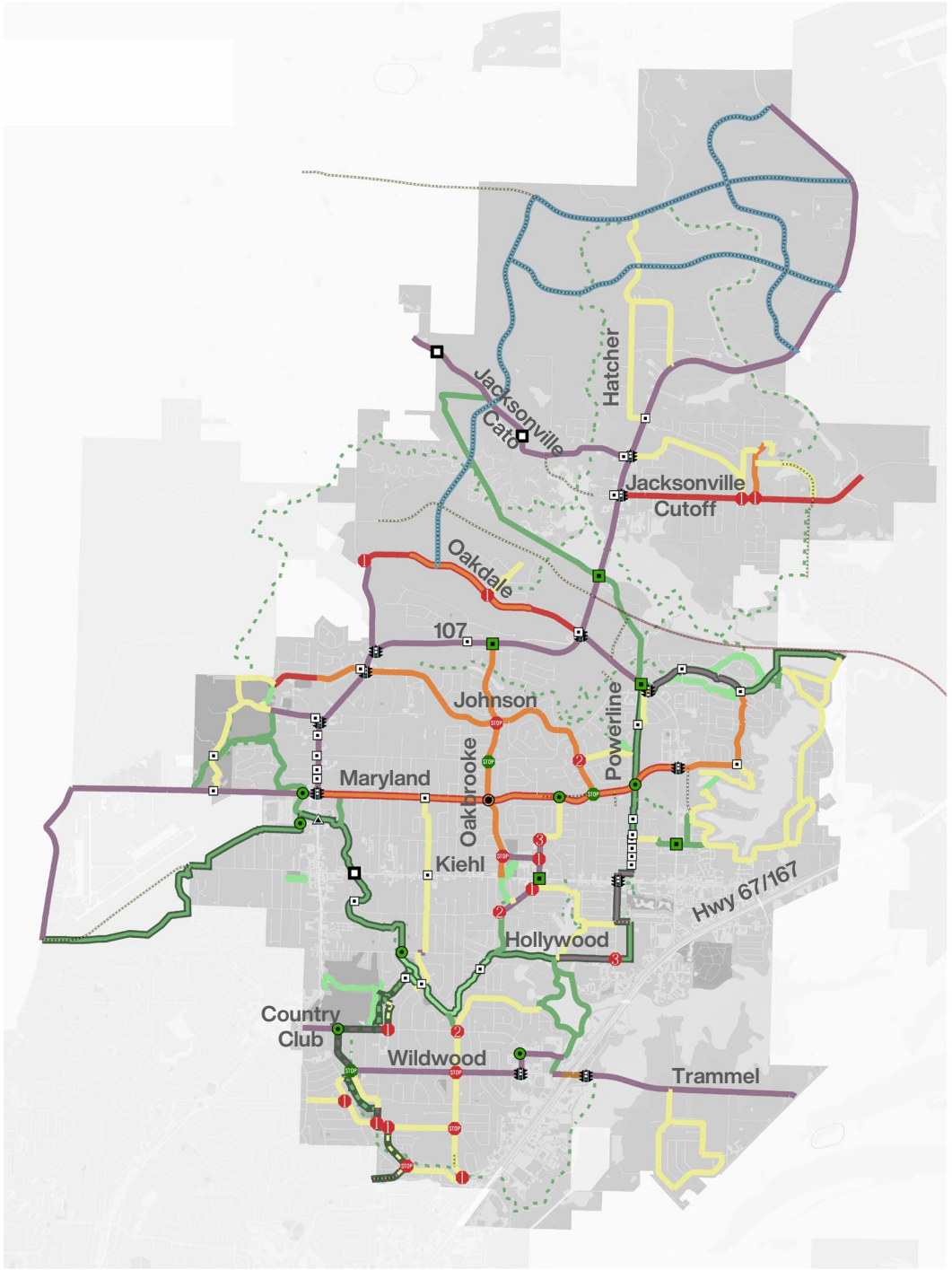
Proposed RRFB

Proposed Roundabout

Proposed High Visibility Crosswalk

Proposed Box Culvert Underpass

Proposed Underpass



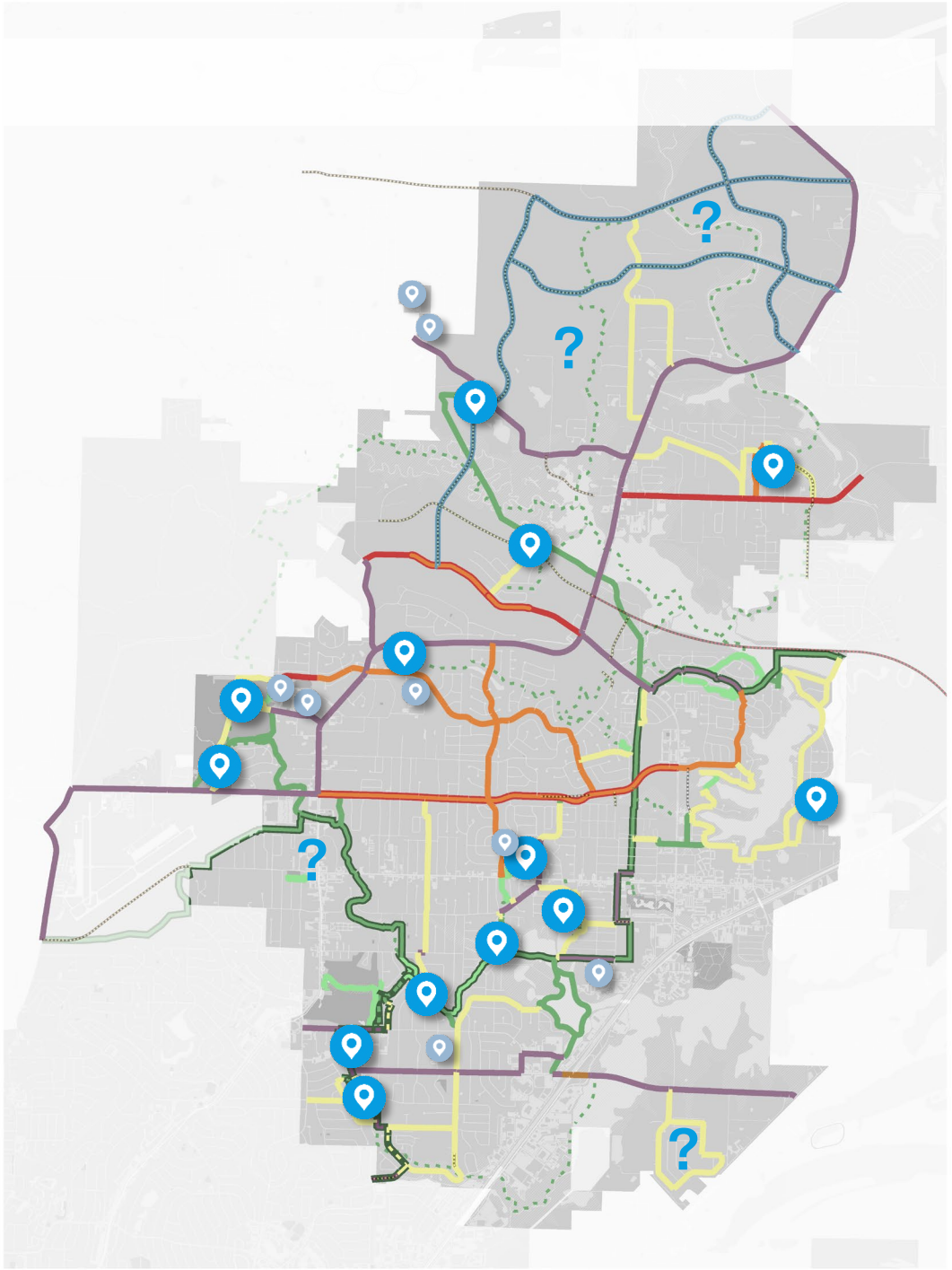
NETWORK

Network Trailheads

Potential Trailhead Parks

Existing Schools

Future Trailheads at Future Parks



Implementation

Factors

- Street segment
- Posted Speed Limit
- Average Daily Traffic (ArDOT 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

Implementation Table

ID	Street Name	Begin	End	Posted Speed Limit	ADT Year	ADT	Rural/Urban	Residential Y/N	Curb Y/N	Pavement Width	Pre-Bike/Ped Facility Functional Classification	Pre-Bike/Ped Facility # of Lanes	Pre-Bike/Ped Facility Cross Section	Pre-Bike/Ped Facility Service Volume	Recommended Bike/Ped Facility	Post-Bike/Ped Facility # Lanes	Post-Bike/Ped Facility Functional Classification	Post-Bike/Ped Facility Service Volume	Post-Bike/Ped Facility Cross Section (E-W/S-N)	Comments
On-Street Standard Bicycle Lanes				*> 30 mph*		*>6,000*	*Both*	*varies*	*Y or N*		*Locals and Collectors*	*2+*		*same*	*Standard Bicycle Lanes*	*variable*	*variable*	*Same as pre-bike facility*		*5' min lanes*
On-Street Protected Bicycle Facility (BBL or Cycle Track)				*> 30 mph*		*>6,000*	*Both*	*varies*	*Y or N*		*Collectors*	*2+*		*same*	*Buffered Bicycle Lanes or Cycle Track*	*variable*	*variable*	*Same as pre-bike facility*		*5' min. for one-way or 8' min. for two-way, plus 2' min. buffer width*
Valley Drive	King	Jacksonville Cutoff		25		1,261	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Johnson	107	Oakbrooke		25		2,644	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Johnson and Stonehill	Oakbrooke	Maryland		25		2,644	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Maryland Avenue	Highway 107	Brockington		30		3,209	Urban	Y	Y	33	Minor Arterial	2	5.5' BL - 11' VL - 11' VL - 5.5' BL	15,000 VPD	CT	same	same	same	10' VL - 10' VL - 3' BUF - 10' CT	or BBL: 4.5' BL - 2' BUF - 10' VL - 10' VL - 2' BUF - 4.5' BL
Oakbrooke Drive	Kiehl	Highway 107		25		2,292	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Indian Bay	Brockington	Glenn Hills Dr		20		4,000	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Glenn Hills Dr	Indian Bay Dr	Gap Creek Dr		25		838	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Gap Creek Dr	Glenn Hills Dr	Austin Lake Park		25		719	Urban	Y	Y	32	Collector	2	16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' VL - 10' VL - 2' BUF - 10' CT	or BBL: 4.5' BL - 1.5' BUF - 10' VL - 10' VL - 1.5' BUF - 4.5' BL
Trammel Rd - Wildwood Avenue	Trammel Rd-67/167 I	Peeler Lake Trail		35		1,800	Urban	N	Y	60	Minor Arterial	5	12' VL - 12' VL - 12' TL - 12' VL - 12' BUF - 15' BUF - 15' TL	15,000 VPD	CT	same	same	same	12' VL - 12' VL - 11' TL - 12' VL - 12' CT - 15' BUF	
Bear Paw Road	107	Misty Ridge		20		1,174	Urban	N	Y	24	Collector	2	5' SW - 16' VL - 16' VL	7,500 VPD	CT	same	same	same	10' CT - 2' BUF - 11' VL - 11' VL	
On-Street Protected Bicycle Facility: Requires Widening						*<15,000*	*Urban*	*varies*	*Y*		*Collectors*	*2+*		*Variable*	*Complete Street*	*variable*	*variable*	*Variable; "same" preferred*		*10'-11' travel lanes acceptable*
Bear Paw Road	Misty Ridge	Dee Jay Hudson		20		1,174	Urban	N	Y	24	Collector	2	12' VL - 12' VL	7,500 VPD	CT	same	same	same	11' VL - 11' VL - 2' BUF - 12' CT	or BBL: 5' BL - 2' BUF - 11' VL - 11' VL - 2' BUF - 5' BL
Jacksonville Cutoff Road	Highway 107	Jacksonville Cutoff Sc		35		6,800	Rural	N	Y	22	Minor Arterial	2	11' VL - 11' VL	15,000 VPD	CT	same	same	same	11' VL - 11' VL - 6' BUF - 12' CT	
Oakdale Road	Kellogg Acres	Existing bike lanes		40	2018	2,292	Urban	Y	Y	24	Minor Arterial	2	12' VL - 12' VL	15,000 VPD	CT	same	same	same	11' VL - 11' VL - 2' BUF - 12' CT	or BBL: 5' BL - 2' BUF - 11' VL - 11' VL - 2' BUF - 5' BL
Oakdale Road	Existing bike lanes	Highway 107		40	2018	2,292	Urban	Y	Y	24	Minor Arterial	2	12' VL - 12' VL	15,000 VPD	CT	same	same	same	11' VL - 11' VL - 2' BUF - 12' CT	or BBL: 5' BL - 2' BUF - 11' VL - 11' VL - 2' BUF - 5' BL
Oakdale Road	RETROFIT EXISTING BIKE LANES			40	2018	2,292	Urban	Y	Y	32	Minor Arterial	2	4.5' BL - 11.5' VL - 11.5' VL - 4.5' BL	15,000 VPD	CT	same	same	same	11' VL - 11' VL - 2' BUF - 12' CT	or BBL: 5' BL - 2' BUF - 11' VL - 11' VL - 2' BUF - 5' BL
On-Street Shared Facility: Bicycle Boulevards or Sharrows				*<30 MPH*		*<2,500*	*Urban*	*Y*	*Y or N*	*no min.*	*Local/Residential*	*2*		*Variable*	*Bicycle Boulevard*	*same*	*same*	*Same as pre-bike facility*	*Same as pre-bike facility cross section*	*Suitable for narrow roads; a bicycle may use the full lane. Place sharrow or "BIKE BLVD" marking in the center of each lane.*
Alanbrook Ave	Beverly	Club		25		964	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Austin Bay Ct	Westshore	Austin Harbor		25		952	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Austin Bayside Dr	Austin Bayside	Austin Bay Ct		25		183	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Austin Harbor Loop	Westshore	Southshore		25		314	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Austin Pointe Dr	Indian Bay	Lake Tree		25		81	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Bronco Ln	Manor	Lee		25		1,028	Urban	Y	Y	25	Local	2	12' VL -12' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Cayuga Ln	Southshore	Laramie		25		789	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Cherrywood Dr	Shore	Hemphill		25		267	Urban	Y	Y	19	Local	2	9' VL - 9' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Christopher Dr	Lee	Trail Connection		25		121	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Coolhurst	Claremont	Hutton		25		1,609	Urban	Y	Y	23	Local, Collector	2	12' VL -12' VL	2,500 - 7,500 VPD	Bicycle Boulevard	same	same	same	same	
Hutton Ave	Coolhurst	Sarrasin		25		663	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Bear Paw Rd (in park)	Maryland	School		25		668	Urban	Y	Y	20	Local	2	10' VL - 10'VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Deerfield Dr	Lucy	Mohave		25		428	Urban	Y	Y	19	Local	2	9' VL - 9' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Elmwood Ave	Lee	Shore / Summit		25		701	Urban	Y	Y	19	Local	2	9' VL - 9' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
E Shore Dr	Cherrywood	Hollywood		25		111	Urban	Y	N	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	Pavement needed
Feldspar Dr	Pumice	Trail Connection		25		2,464	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Pumice Dr	Stonehill	Feldspar		25		710	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Gibson Rd	Highway 107	King		25		1,197	Urban	Y	Y	21	Local	2	10' VL - 10'VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Burns Trail	King	Valley		25		88	Urban				Local	2		2,500 VPD	Bicycle Boulevard	same	same	same	same	
Glade Rd	Valley	Cul-de-sac		25		196	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Indianhead Dr	Laramie	Mohave		25	2018	5,800	Urban	Y	Y	24	Collector	2	12' VL -12' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
King Pl	Jacksonville Cutoff	Burns		25		440	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Koehler Ave	Silver Creek Trail	Claremont		25	2018	840	Urban	Y	Y	23	Collector	2	11' VL - 11' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Laketree Ln	Waterview	Austin Pointe		25		816	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Lucy Ln	Indianhead	Deerfield		25	2018	330	Urban	Y	Y	27	Local	2	13' VL - 13' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Manor Dr	Trail Connection	Bronco		25		111	Urban	Y	Y	20	Local	2	10' VL - 10'VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Maryland Place	Patricia Lynn	Maryland		25		416	Urban	Y	Y	24	Local	2	12' VL -12' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Patricia Lynn Ln	Pennwood	Maryland Place		25		503	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Millers Glenn Dr	Oakdale	Cul-de-sac		25		734	Urban	Y	Y	32	Local	2	16' VL - 16' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Narragansett Pl	Trail Connection	Oneida		25		284	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
N Beverly Ave	Devon	Alanbrooke		25		585	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
N Fork Dr	Seminole	Red River		25		92	Urban	Y	Y	25	Local	2	12' VL -12' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Oneida St	Shoshoni	City Limits		25	2018	2,000	Urban	Y	Y	25	Collector	2	12' VL -12' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Shoshoni Dr	Indianhead	Narragansett		25		956	Urban	Y	Y	25	Collector	2	12' VL -12' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Pennwood Dr	Club	Patricia Lynn		25		618	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Red River Dr	North Fork	Sidewalk Cut-Through		25		668	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Sarrasin St	Hutton	Cul-de-sac		25		715	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Claremont Ave	Silvercreek	Coolhurst		25		1,056	Urban	Y	Y	22	Collector	2	11' VL - 11' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Seminole Trail	North Hills	Seminole		25		2,791	Urban	Y	Y	25	Collector	2	12' VL -12' VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Shady Oak Dr	Silverbrook	Brockington		25		1,006	Urban	Y	Y	25	Local	2	12' VL -12' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Silverbrook Dr	Powerline Trail	Shady Oak		25		814	Urban	Y	Y	25	Local	2	12' VL -12' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Sherwood Ave	Fairway	Country Club		25		1,143	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Southshore Ln	Austin Harbor	Laramie		25		923	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Summit St	Dogwood	Cherrywood		25		500	Urban	Y	Y	19	Local	2	9' VL - 9' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Valewood Ct	Valley	Valewood Court		25		106	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Valewood Cv	Valewood Court	Cul-de-sac		25		162	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Dogwood Ln	Elmwood	Summit		25		0	Urban	Y	Y	16	Local	2	8' VL - 8' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Waterview Pl	Waterview Cul-de-sac	Lake Tree		25		377	Urban	Y	Y	23	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
West Shore Dr	Austin Bay Court	Austin Harbor Loop		25		382	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Willow Grove Rd	Plumdale	Shelby		25		864	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
W Laramie Dr	Southshore	Indianhead		25		593	Urban	Y	Y	20	Local	2	10' VL - 10'VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Hatcher Rd	Highway 107	Future E/W Connecti		30		1,343	Rural	Y	Y	21	Collector	2	10' VL - 10'VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Bobbitt Ln	Highway 107	Hatcher		30	2018	1,100	Rural	Y		17	Collector	2	8.5' VL - 8.5' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Fairway Ave	Country Club	St. Andrews		25		414	Urban	Y		22	Local	2	11'VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
St Andrews Ct	Fairway	Cul-de-sac		25		41	Urban	Y		23	Local	2	11'VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Dee Jay Hudson Dr	Bear Paw	Dee Jay Sidepath		20		668	Urban	N		25	Local	2	12.5' VL - 12.5' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Abercorn Pl	Round Leaf	Silver Creek Dr		25		555	Urban	Y	Y	21	Collector	2	10' VL - 10'VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Silver Creek Dr	Albercorn Dr	Koehler		25		2,884	Urban	Y	Y	20	Collector	2	10' VL - 10'VL	7,500 VPD	Bicycle Boulevard	same	same	same	same	
Trammel Estates	Trammel Road	White Oak Way		25		2,114	Urban	Y	Y	31	Local	2	15.5' VL - 15.5' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
White Oak Way	Trammel Estates	Red Oak		25		0	Urban	Y	Y	20	Local	2	10' VL - 10'VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Red Oak	White Oak Way	Ridgemist		25		0	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	
Ridgemist Ln	Red Oak	Trammel Estates		25		514	Urban	Y	Y	22	Local	2	11' VL - 11' VL	2,500 VPD	Bicycle Boulevard	same	same	same	same	

IMPLEMENTATION

Implementation Table

ID	Street Name	Begin	End	Posted Speed Limit	ADT Year	ADT	Rural/Urban	Residential Y/N	Curb Y/N	Pavement Width	Pre-Bike/Ped Facility Functional Classification	Pre-Bike/Ped Facility # of Lanes	Pre-Bike/Ped Facility Cross Section	Pre-Bike/Ped Facility Service Volume	Recommended Bike/Ped Facility	Post-Bike/Ped Facility # Lanes	Post-Bike/Ped Facility Functional Classification	Post-Bike/Ped Facility Service Volume	Post-Bike/Ped Facility Cross Section (E-W/S-N)	Comments
	Sidepath			***n/a***	***n/a***	***n/a***	***Urban or Rural***	***varies***	***Y***		***n/a***	***n/a***		***n/a***	***Sidepath***	***same***	***same***	***same***	***12'***	***12' min. to accommodate both pedestrian and cyclists; 14' if multi-jurisdiction regional connector***
	Wildwood Avenue	Devon	Peeler Lake Trail	30	2018	16,000	Urban	Y	Y	t Country Club	Collector	2	Varies from East to West: 15' - 11' VL	n/a	Sidepath	same	same	same		
	Lee Avenue	Bronco	Kiehl	25		1,900	Urban	Y	Y	25	Collector	2	12' VL - 12' VL	n/a	Sidepath	same	same	same	12' VL - 12' VL 4' BUF - 10' SP	
	Shelby Road	Willow	Kiehl	25		2,844	Urban	Y	Y	23	Collector	2	12' VL - 12' VL	n/a	Sidepath	same	same	same	4' SW - 3' BUF - 12' VL - 4' BUF - 10' SP	
	Thornhill Drive	Shelby	Oakbrooke	20		341	Urban	N	Y	23	Collector	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	11' VI - 11' VL - 4' BUF - 12' SP	
	Highway 107	Maryland	Kellogg Acres	55	2018	25,000	Urban	N	Y	56	Principal Arterial	5	10' VL - 10' VL - 13' TL - 10' VL - 10' VL	n/a	Sidepath	same	same	same	12' SP - 4' BUF - 10' VL - 10' - VL - 13' TL - 10' VL - 10' VL	
	Kellogg Acres Road	Highway 107	Oakdale	35	2018	5,000	Rural	N	N	22	Collector	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	11' VL - 11' VL - 4' BUF - 10' SP	
	Highway 107	Kellogg Acres	Brockington	55	2018	25,000	Urban	N	Y	56	Principal Arterial	5	10' VL - 10' VL 13' TL - 10' VL - 10' VL	n/a	Sidepath	same	same	same	12' SP - 4' BUF - 10' VL - 10' - VL - 13' TL - 10' VL - 10' VL	
	Brockington	Highway 107	Gap Creek	40	2018	2,300	Urban	N	Y	44	Principal Arterial	4	6' SW - 4' BUF - 11' VL - 11' VL - 12' MED - 11' VL - 11' VL - 4' BUF - 6' SW	n/a	Sidepath	same	same	same	6' SW - 4' BUF - 1.5' CB - 11' VL - 11' VL - 1.5' CB - 12' MED - 1.5' CB - 11' VL - 11' VL - 1.5' CB - 4' BUF - 12' SP	
	Highway 107	Brockington	Jacksonville Cato	55	2018	25,000	Urban	N	Y	56	Principal Arterial	5	10' VL - 10' VL 13' TL - 10' VL - 10' VL	n/a	Sidepath	same	same	same	12' SP - 4' BUF - 10' VL - 10' - VL - 13' TL - 10' VL - 10' VL	
	Highway 107	Jacksonville Cato	Hatcher	55	2018	18,000	Rural	N	Y	56	Principal Arterial	5	5' SW - 3' BUF - 11' VL - 11' VL - 12' TL - 11' VL - 11' VL 3' BUF - 5' SW	n/a	Sidepath	same	same	same	12' SP - 3' BUF - 10' VL - 10' - VL - 13' TL - 10' VL - 10' VL - 3' VL - 5' SW	
	Club Road	Alanbrooke	Pennwood	35	2018	3,100	Urban	Y	Y	22	Collector	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	11' VL - 11' VL - 3' BUF - 12' SP	
	Dee Jay Hudson Drive	Dee Jay Sharrow	Highway 107	20		668	Urban	N	Y	21	Local	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	12' SP - 3' BUF - 11' VL - 11' VL	
	Jacksonville Cato Road	Highway 107	Cato Elementary	35	2018	3,700	Rural	Y	Y	22	Minor Arterial	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	See new cross section	
	Gap Creek Drive	Brockington	Austin Lakes Park	25		591	Urban	Y	Y	23	Collector	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	14' SP - 3' BUF - 11' VL - 11' VL	
	Future Abercorn N	Fairway Cove	Round Leaf				Urban	Y			Collector	2		7,500 VPD	Bicycle Boulevard	same	same	same	same	
	Koehler Avenue	Silver Creek	Fairway Trail	25	2018	840	Urban	Y	Y	22	Collector	2	11' VL - 11' VL	n/a	Sidepath	same	same	same	14' SP - 3' BUF - 10' VL - 10' VL	
	Fairway Avenue	Koehler	Proposed Trail	25		579	Urban	Y	Y	20	Collector	2	10' VL - 10' VL	n/a	Sidepath	same	same	same	14' SP - 3' BUF - 10' VL - 10' VL	
	Sherwood Avenue	Fire Station Connectic	Country Club	20		1,143	Urban	Y	Y	\ORTH, 24 SOI	Local	2	10' VL - 10' VL	n/a	Sidepath	same	same	same	5' SW - 4' BUF - 11' VL - 11' VL - 3' BUF - 14' SP	
	Trammel Rd	Peeler Lake Trail	East City Limits	35	2018	1,800	Urban	N	N	25	Minor Arterial	2	12' VL - 12' VL	n/a	Sidepath	same	same	same	12' SP - 3' BUF - 12' VL - 12' VL	
	West Maryland Avenue	Highway 107	Sherwood Forest	40	2017	7,452	Urban	Y	Y	20	Minor Arterial	2	10 ' VL - 10' VL	15,000 VPD	Sidepath	same	same	same	11' VL - 11' VL - 6' BUF - 12' SP	or BBL: 5' BL - 2' BUF - 11' VL - 11' VL - 2' BUF - 5' BL
	Long-Range Sidepath			***n/a***	***n/a***	***n/a***	***Urban or Rural***	***varies***	***Y***		***n/a***	***n/a***		***n/a***	***Sidepath***	***same***	***same***	***same***	***12'***	***12' min. to accommodate both pedestrian and cyclists; 14' if multi-jurisdiction regional connector***
	Highway 107	Hatcher	Future N/S Connector	55	2018	14,279	Rural	N	Y	56	Principal Arterial	4 to 2		n/a	Sidepath	same	same	same	-	
	Future North-South Connector: East												TBD per Master Street Plan	n/a	Sidepath	same	same	same	-	
	Future North-South Connector: West												TBD per Master Street Plan	n/a	Sidepath	same	same	same	-	
	Future East-West Connector: North												TBD per Master Street Plan	n/a	Sidepath	same	same	same	-	
	Future East-West Connector: South												TBD per Master Street Plan	n/a	Sidepath	same	same	same	-	
	Multi-Use Trail			***n/a***	***n/a***	***n/a***	***Urban or Rural***	***varies***	***n/a***		***n/a***	***n/a***		***n/a***	***Trail***	***n/a***	***n/a***	***n/a***	***12-14' preferred; 10' min.***	***12' min. trail to accommodate both pedestrian and cyclists; 14' if multi-jurisdiction regional trail***
1	Fairway to Sherwood Avenue Trail			-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
1	Country Club Sidepath	North Hills	Fairway	30	2018	10,151	Urban	Y	Y	25	Minor Arterial	2	11' VL - 11' VL - 3' BUF - 5' SW	-	Sidepath Connector	n/a	n/a	n/a	11' VL - 11' VL - 3' BUF - 12' SP	
1	West Henson Connection	North Hills Golf Cours	Existing Trail	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
*	Henson Trail Reconstruction	Devon Park	Pickethorne Park	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	South Henson Connection	Claremont	Existing Trail	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
*	Hollywood Trail	Pickthorne Park	Hollywood	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
*	Hollywood Sidepath	Shore	Lantrip	20	-	158	Urban	Y	Y	24	Local	2	11' VL - 11' VL	-	Sidepath Connector	n/a	n/a	n/a	14' SP - 3' BUF - 11' VL - 11' VL	
*	South Lantrip Trail	Hollywood	Baring Cross	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
*	Baring Cross Sidepath	Trail Terminus	Lantrip	20			Urban	N	Y	23	Collector	2	5' SW - 2' BUF - 11' VL - 11' VL	-	Sidepath Connector	n/a	n/a	n/a	14' SP - 2' BUF - 11' VL - 11' VL	
*	Lantrip Sidepath	Baring Cross	Kiehl	30		4,000	Urban	Y	Y	26	Collector	2	6' SW - 6' BUF - 12' VL - 12' VL	-	Sidepath Connector	n/a	n/a	n/a	14' SP - 6' BUF - 12' VL - 12' VL	
*	Hemphill Sidepath	Kiehl	Ann	20		392	Urban	Y	N	20	Collector	2	12' BUF - 10' VL - 10' VL	-	Sidepath Connector	n/a	n/a	n/a	14' SP - 2' BUF - 10' VL - 10' VL	
*	Powerline Trail middle	Ann	Maryland	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
*	Powerline Trail north (Includes	Maryland	Shady Oak	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Gap Creek to Indian Bay Trail	leaving Gap Creek Drive, along levee, connections to Indian Ba		-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Peeler Lake Trail	Includes connection to Sarrasin and Heritag		-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	North Woodruff Trail	Pickthorne Park	Manor	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Willow Grove Road Trail Connection			-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Sherwood Forest Trail	Maryland	Dee Jay Hudson	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Kellogg Creek Trail	Gap Creek Trail	Jacksonville Cato	-	-	-	Urban	N			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Cherrie to Southshore Trail	Cherrie	Southshore	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Woodruff Creek Trail	Club	Lee	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Woodruff Creek Trail	Lee	Walmart	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Woodruff Creek Trail	Walmart	Sherwood Forest Trai	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	
	Walmart Connector Trail	Walmart	West City Limits	-	-	-	Urban	Y			-	-	-	-	Multi-Use Trail	n/a	n/a	n/a	-	

Sources
Multimodal Infrastructure Guidelines, Metroplan 2021

Assumptions

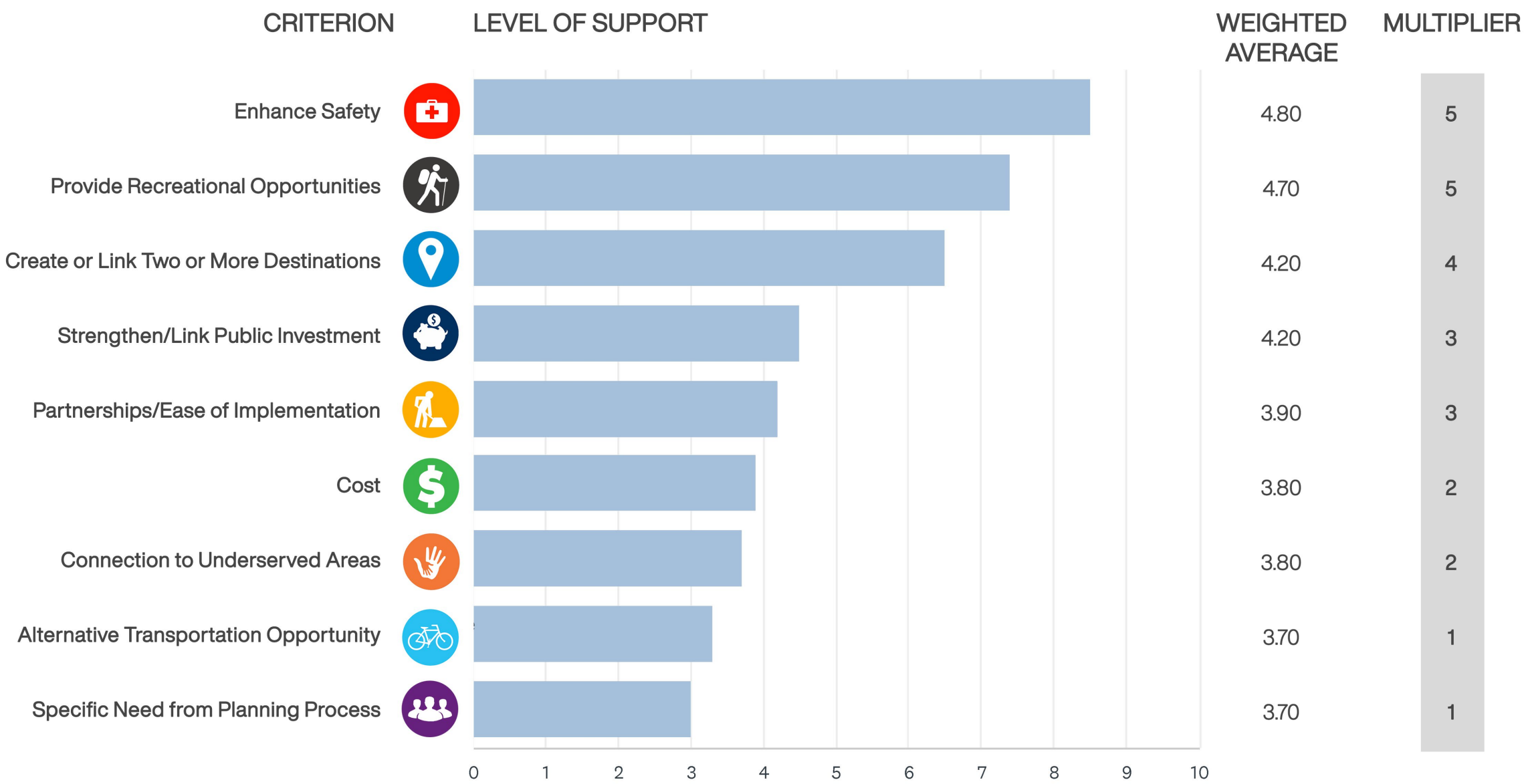
1. Vehicular lanes are measured from inside of curb to inside of curb, due to inconsistencies in gutter presence.

Cross Section Abbreviations:
VL - Vehicular Lane
LTL - Left Turn Lane
SW - Sidewalk
P - On-Street Parking
SP - Side Path
BL - Bicycle Lane
SH - Shoulder
CT - Cycle Track
BUF - Buffer (usually between sidewalk and pavement)

Service Volumes:
Arterials: 20,000 - 25,000 VPD
Major Collectors: 10,000 VPD
Collectors: 5,000 VPD
Local Streets: 2,500 VPD
Residential: 500 VPD

IMPLEMENTATION

Prioritization Results: Steering Committee



IMPLEMENTATION

Ease of Implementa

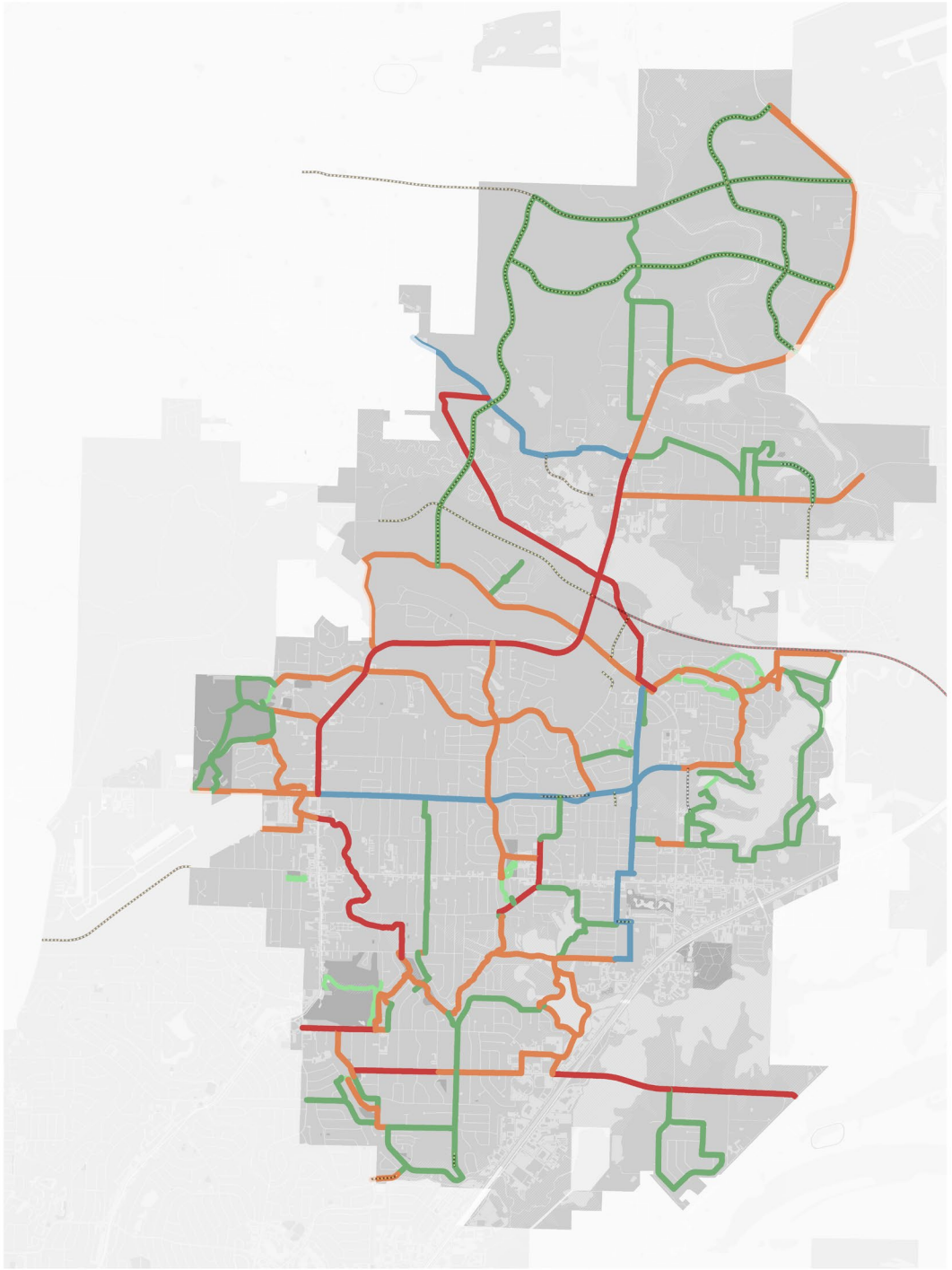
Existing Trail

In Progress

Easy: paint or included in other street project

Moderate: on-street, some modification needed

Challenging: other jurisdiction, property, or environmental issues



Network Purpose

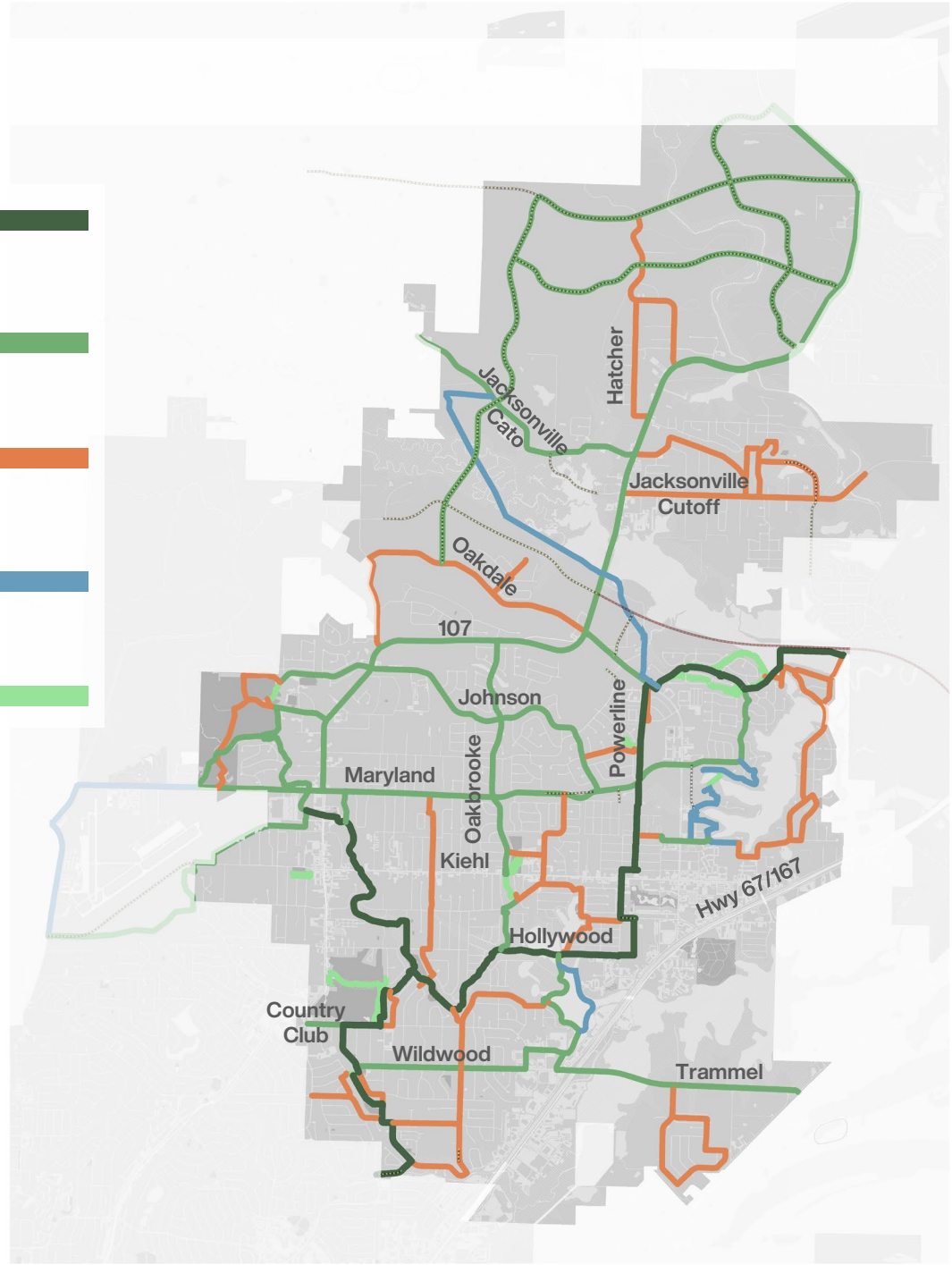
Connector Spine

Local Connector

Secondary Connector

Recreation Route

Existing Trail



Prioritization Matrix

Regional & Local Connectors: Trails & Sidepaths

Criteria	Weight	1 Fairway Trail (Fairway to Fire Station)	2 Country Club Sidepath*	3 West Henson Connection	4 Henson Trail Reconstruction (Devon to Pickthorne)	5 South Henson Connection	6 Hollywood Trail (Pickthorne to Lantrip)	7 Powerline Trail (Hollywood to Brockington)	8 Gap Creek to Indian Bay Trail	9 Peeler Lake Trail	10 North Woodruff Trail (Pickthorne to Manor)	11 Willow Grove Road Connection	12 Sherwood Forest Trail	13 Kellogg Creek Trail	14 Woodruff Creek Trail (Club to Lee)	15 Woodruff Creek Trail (Lee to W Maryland)	16 Woodruff Creek Trail W (Maryland to Sherwood Forest Trail)	17 Walmart Connector Trail	18 Cherrie to Southshore Trail
Enhance safety for users	5	2	3	1	3	2	1	3	1	1	2	1	3	1	2	2	2	2	2
Provide recreational opportunities for multiple user groups	5	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
Create or link two or more community destinations	4	2	2	2	2	2	3	2	2	2	3	2	3	2	2	3	3	2	2
Provide an opportunity to strengthen and link an existing or planned public investment	4	2	2	2	3	2	3	2	1	2	2	2	2	1	2	2	2	1	2
Be implemented and/or funded with relative ease or with the assistance of public or private partnerships [2]	3	1	0	1	1	0	0	3	1	1	0	2	2	0	1	0	1	0	1
Be implemented with minimum cost / demonstrate success with relatively little expense	2	1	1	2	0	2	0	0	0	0	1	3	0	0	0	0	0	0	0
Provide connections to under-served areas of town	2	2	1	1	1	3	2	3	1	2	2	1	1	1	2	1	1	2	3
Create a desired route for alternate transportation	1	3	3	3	3	3	3	3	3	2	3	3	2	2	3	3	3	3	2
Meet a specific need identified within this planning process	1	1	2	2	3	2	3	3	1	1	2	1	1	2	2	2	1	2	1
Raw Score		16	17	17	19	19	18	22	13	14	18	18	17	12	17	16	16	15	15
Weighted Score		49	55	50	61	56	54	67	41	46	56	54	61	38	53	52	54	46	48
Final Rank		23	10	21	4	9	13	1	44	32	9	13	4	50	15	18	13	32	25

Criteria	Weight	19 Wildwood Avenue (Devon to Peeler Lake Trail)	20 Lee Avenue (Bronco to Kiehl)	21 Shelby Road (Willow Grove to Kiehl)	22 Thornhill Drive (Shelby to Oakbrooke)	23 Highway 107 (Maryland to Kellogg Acres)	24 Kellogg Acres Road (Highway 107 to Oakdale)	25 Highway 107 (Kellogg Acres to Brockington)	26 Brockington (107 to Gap Creek)	27 Highway 107 (Brockington to Jacksonville Cato)	28 Highway 107 (Jacksonville Cato to Hatcher)	29 Dee Jay Hudson Sidepath	30 Gap Creek Sidepath	31 Koehler & Abercorn Sidepaths (NLR-Fairway Trail)	32 Sherwood Avenue Sidepath	33 West Maryland Avenue	34 Trammel Road Sidepath + Cycle-Track
Enhance safety for users	5	3	2	2	2	3	2	3	3	3	3	3	2	2	2	3	2
Provide recreational opportunities for multiple user groups	5	2	2	2	2	2	3	2	2	2	2	3	3	2	2	1	2
Create or link two or more community destinations	4	3	2	2	3	3	2	2	2	3	1	3	1	1	2	2	1
Provide an opportunity to strengthen and link an existing or planned public investment	4	3	2	2	3	2	2	2	2	2	1	2	1	1	2	2	1
Be implemented and/or funded with relative ease or with the assistance of public or private partnerships [2]	3	0	0	0	1	0	1	0	1	0	0	1	1	1	1	1	0
Be implemented with minimum cost / demonstrate success with relatively little expense	2	0	1	2	2	0	1	0	1	0	0	1	0	1	2	0	0
Provide connections to under-served areas of town	2	2	2	1	1	1	1	1	1	3	2	1	1	3	2	1	2
Create a desired route for alternate transportation	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3
Meet a specific need identified within this planning process	1	2	1	2	3	2	1	2	2	2	1	2	1	1	1	1	1
Raw Score		18	15	16	20	16	16	15	17	18	13	19	13	15	17	13	12
Weighted Score		58	46	47	59	52	52	48	53	56	41	62	42	43	51	44	36
Final Rank		6	32	26	5	18	18	25	15	9	44	2	39	37	20	36	51

Local Connectors: On-Street Protected

Criteria	Weight	35 Bear Paw Road (School to DJ Hudson)	36 Jacksonville Cutoff Road	37 Oakdale Road (Kellogg Acres to Existing Bike Lanes)	38 Oakdale Road (Existing bike lanes to Highway 107)	39 Oakdale Existing Bike Lanes Reconstruction	40 Valley Drive	41 Johnson (107 to Oakbrooke)	42 Johnson & Stonehill (Oakbrooke to Maryland)	43 Oakbrooke Drive (Kiehl to Highway 107)	44 Indian Bay/Glenn Hills/Gap Creek (Brockington to Austin Lake)
Enhance safety for users	5	2	2	2	2	1	1	2	2	2	2
Provide recreational opportunities for multiple user groups	5	1	1	1	1	1	1	1	1	1	1
Create or link two or more community destinations	4	2	2	1	1	1	1	2	1	2	1
Provide an opportunity to strengthen and link an existing or planned public investment	4	3	2	1	1	1	1	2	1	1	1
Be implemented and/or funded with relative ease or with the assistance of public or private partnerships [2]	3	1	1	1	1	1	1	2	2	2	2
Be implemented with minimum cost / demonstrate success with relatively little expense	2	1	0	1	0	0	3	2	3	2	3
Provide connections to under-served areas of town	2	1	2	1	1	1	2	1	1	1	1
Create a desired route for alternate transportation	1	2	2	2	2	2	2	2	2	2	2
Meet a specific need identified within this planning process	1	1	1	1	1	1	1	1	1	1	1
Raw Score		14	13	11	10	9	13	15	14	14	14
Weighted Score		45	41	33	31	26	34	46	40	42	40
Final Rank		34	44	56	58	59	55	32	46	39	46

Secondary Connectors: On-Street Shared Facilities

Criteria	Weight	45 Pumice Drive	46 Austin Pointe Drive	47 Indianhead Area	48 Shoshoni Drive	49 North Gravel Ridge Sharrows	50 South Gravel Ridge Sharrows	51 Miller's Glen Drive	52 Willow Grove Road	53 Lake Cherrywood Sharrows	54 Southeast Sherwood Sharrows	55 Southwest Sherwood Sharrows	56 South Central (Silvercreek, Koehler, Abercorn)	57 Patricia Sharrows + Club Sidepath	58 Sherwood Forest Sharrows	59 Trammel Estates Loop	Future Glade Connection
Enhance safety for users	5	1	1	1	1	2	2	1	1	2	1	2	2	2	1	1	0
Provide recreational opportunities for multiple user groups	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Create or link two or more community destinations	4	1	1	1	1	1	1	1	2	2	2	2	2	1	2	1	0
Provide an opportunity to strengthen and link an existing or planned public investment	4	2	1	1	1	1	1	2	2	2	2	2	1	1	3	1	0
Be implemented and/or funded with relative ease or with the assistance of public or private partnerships [2]	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
Be implemented with minimum cost / demonstrate success with relatively little expense	2	3	3	2	3	2	3	3	3	3	3	3	3	2	3	3	0
Provide connections to under-served areas of town	2	1	1	1	1	2	2	1	2	2	3	3	2	3	1	1	0
Create a desired route for alternate transportation	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Meet a specific need identified within this planning process	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Raw Score		13	12	11	12	13	14	13	15	16	16	17	15	14	15	12	0
Weighted Score		38	34	32	34	39	41	38	44	49	46	51	45	41	46	34	0
Final Rank		50	55	57	55	47	44	50	36	23	32	20	34	44	32	55	0

Future Facilities

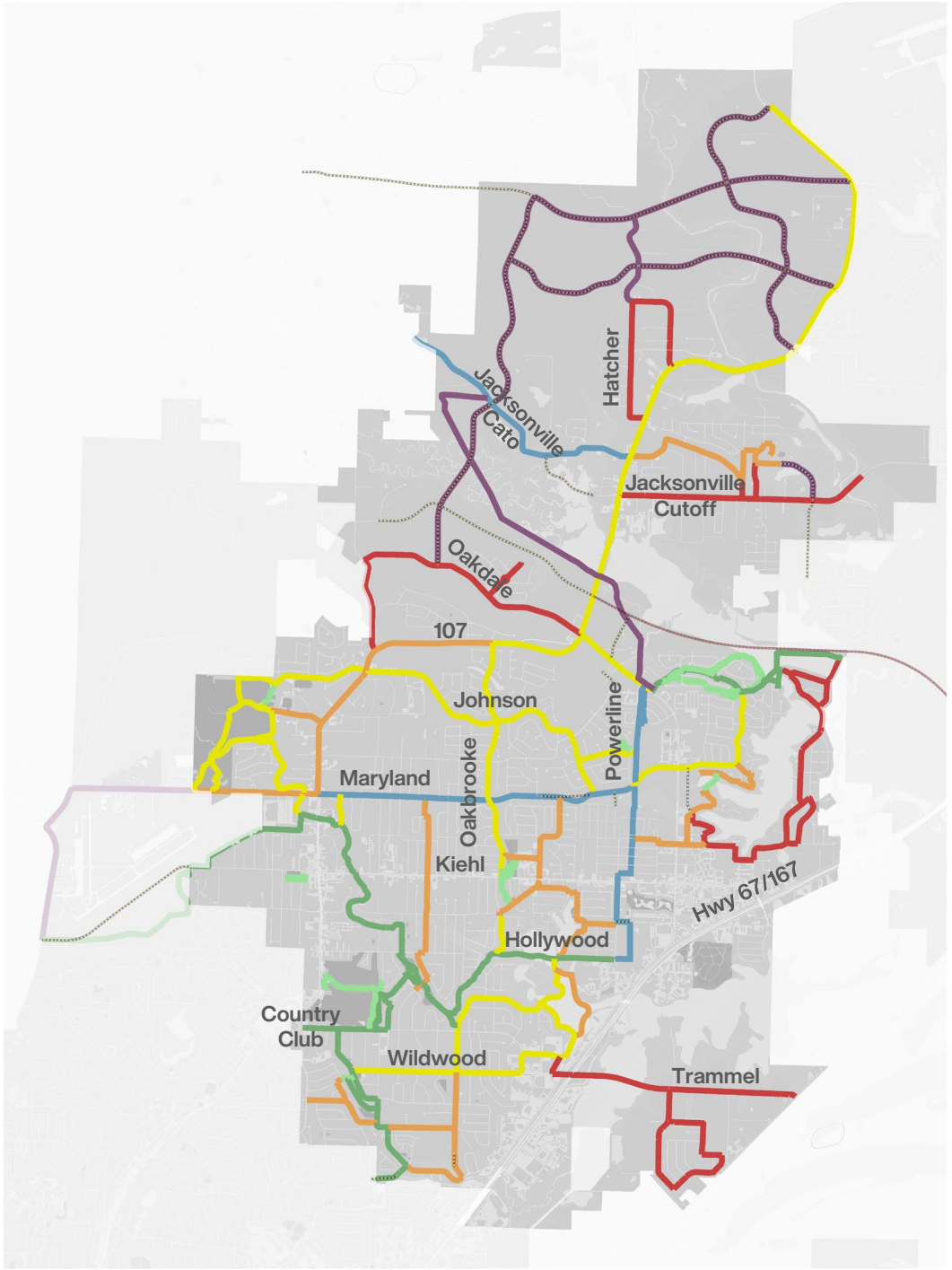
Criteria	Weight	Highway 107 (Hatcher to Future Connector)	Future North-South Connector: East	Future North-South Connector: West	Future East-West Connector: North	Future East-West Connector: South
Enhance safety for users	5	0	0	0	0	0
Provide recreational opportunities for multiple user groups	5	0	0	0	0	0
Create or link two or more community destinations	4	0	0	0	0	0
Provide an opportunity to strengthen and link an existing or planned public investment	4	0	0	0	0	0
Be implemented and/or funded with relative ease or with the assistance of public or private partnerships [2]	3	0	0	0	0	0
Be implemented with minimum cost / demonstrate success with relatively little expense	2	0	0	0	0	0
Provide connections to under-served areas of town	2	0	0	0	0	0
Create a desired route for alternate transportation	1	0	0	0	0	0
Meet a specific need identified within this planning process	1	0	0	0	0	0
Raw Score		0	0	0	0	0
Weighted Score		0	0	0	0	0
Final Rank		0	0	0	0	0

[1] *Refer to map "Network Organization: Facility Heirarchy"*
[2] *Refer to map "Ease of Implementation"*

IMPLEMENTATION

Phasing

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

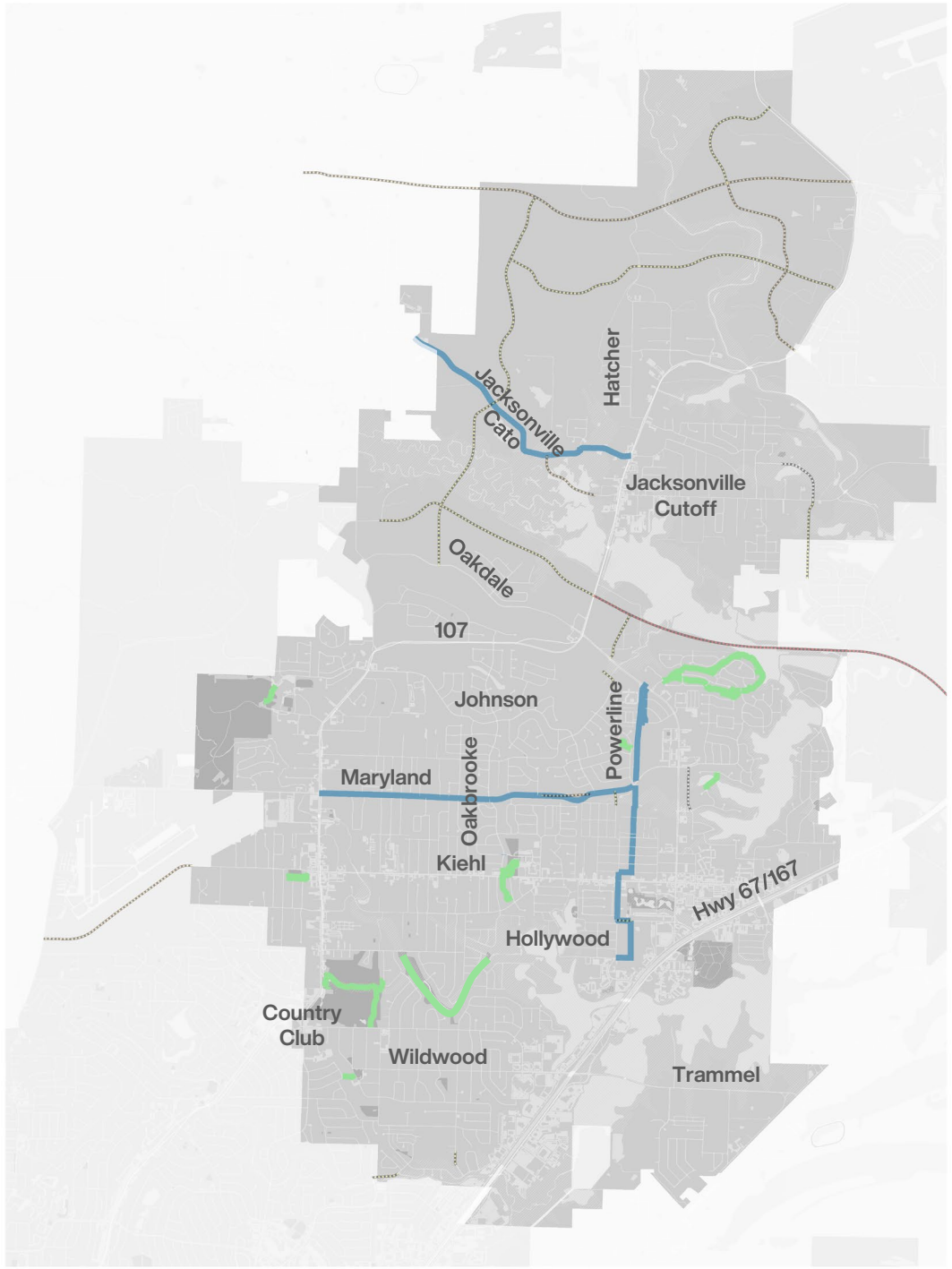


IMPLEMENTATION

Phasing

In Progress

Existing

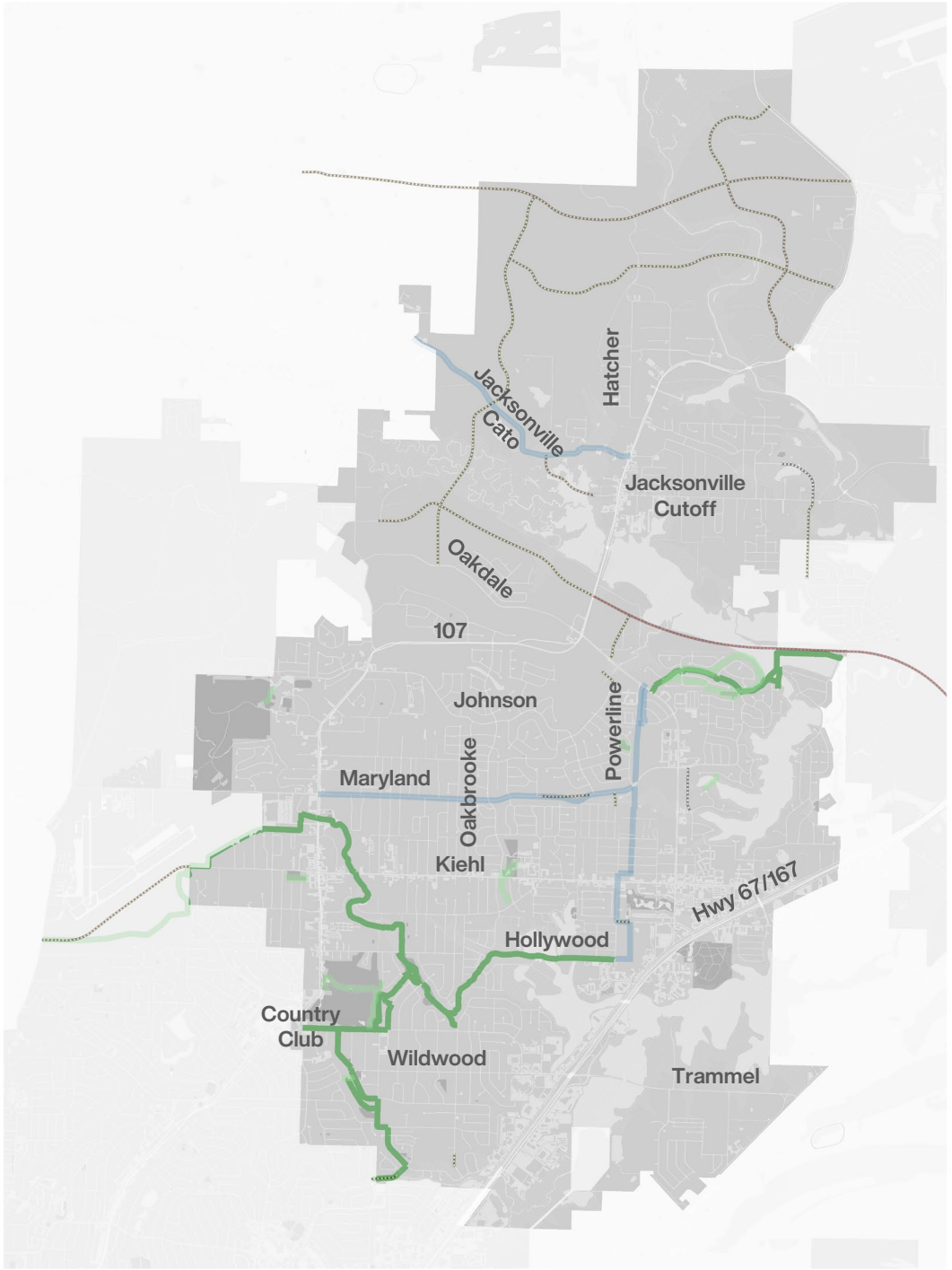


IMPLEMENTATION

Phasing

In Progress

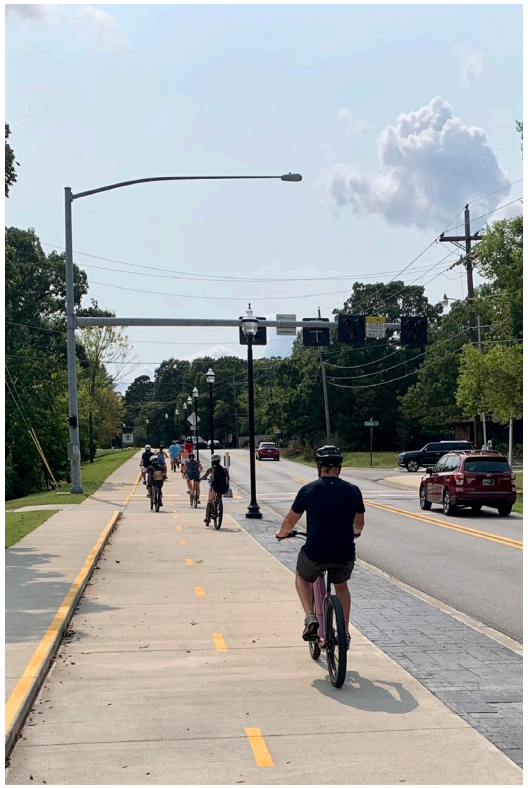
Phase 1



Network Building Strategy: Step 1

Create a Spine

- Safe, separated
- All ages & abilities



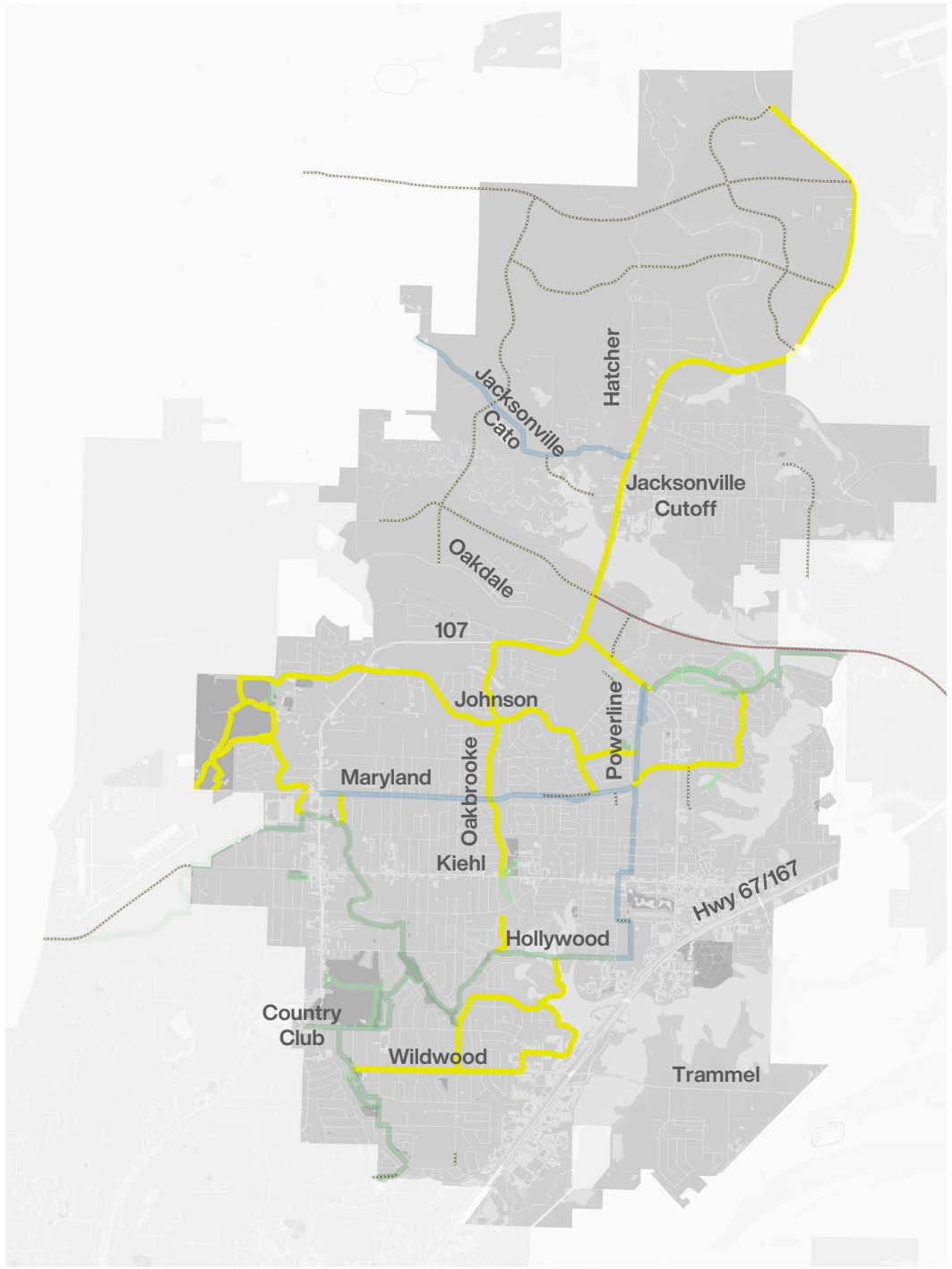
IMPLEMENTATION

Phasing

In Progress

Phase 1

Phase 2



Network Building Strategy: Step 2

Connect to Neighborhoods

- Low traffic streets
- Bike lanes, buffered bike lanes
- Sidepath opportunities

IMPLEMENTATION

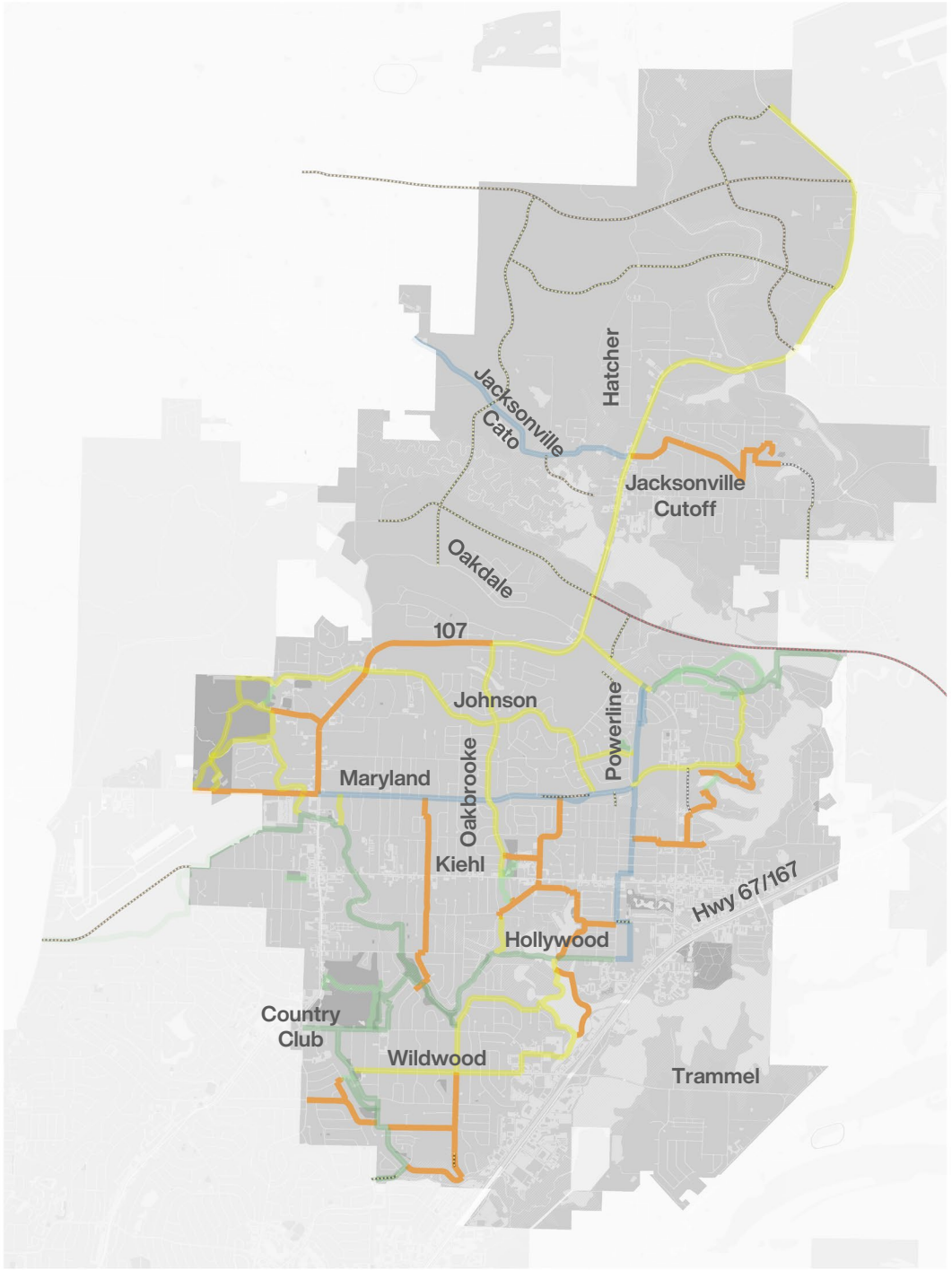
Phasing

In Progress

Phase 1

Phase 2

Phase 3



Network Building Strategy: Step 3

Infill the Network

- Sharrows/bicycle boulevards
- Additional connector routes across town

IMPLEMENTATION

Phasing

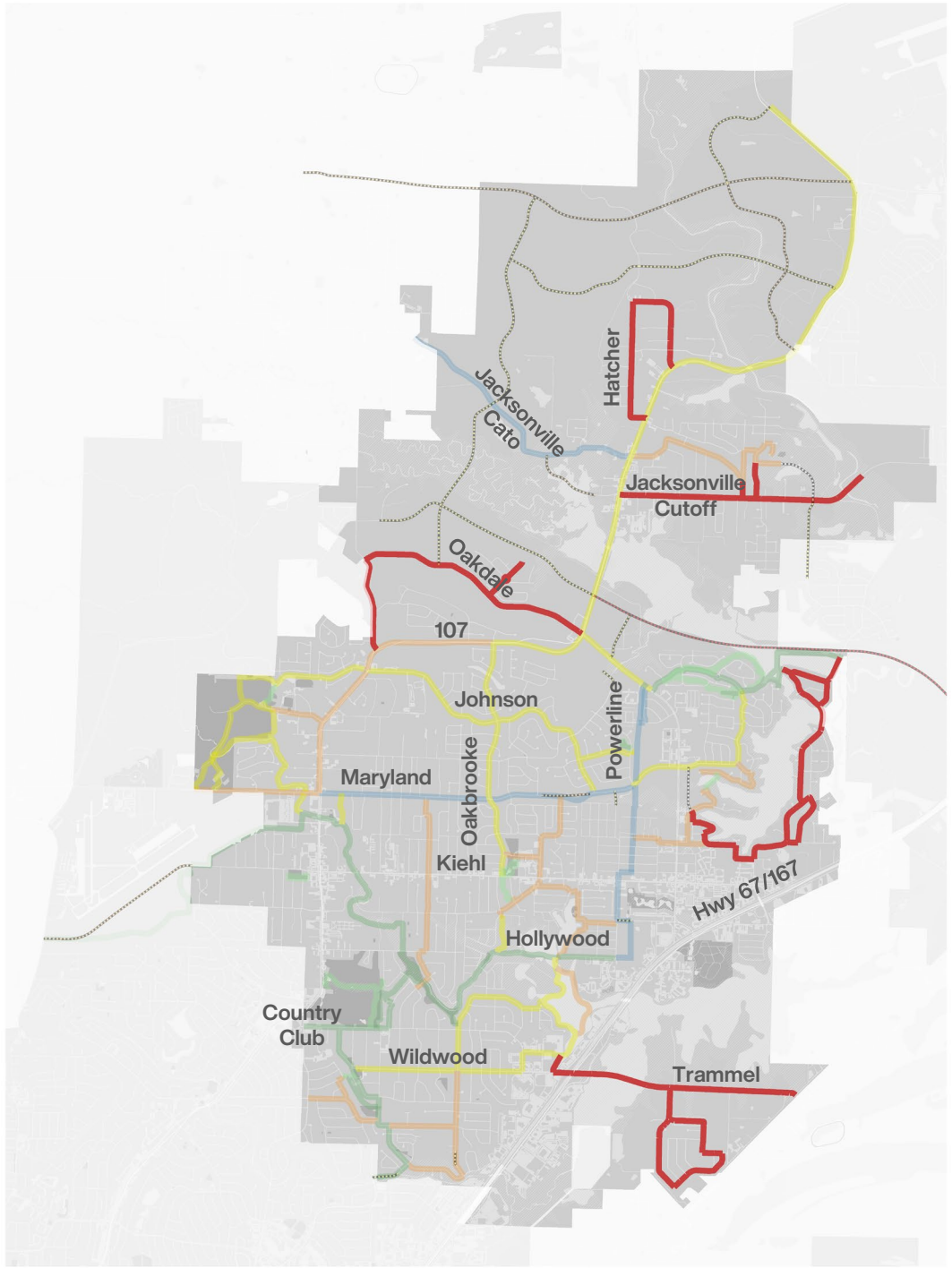
In Progress

Phase 1

Phase 2

Phase 3

Phase 4



Network Building Strategy: Step 4

Expand the Network

- Expand routes outward
- Connect to fringe/rural neighborhoods
- Focus on recreation trails

IMPLEMENTATION

Phasing

In Progress

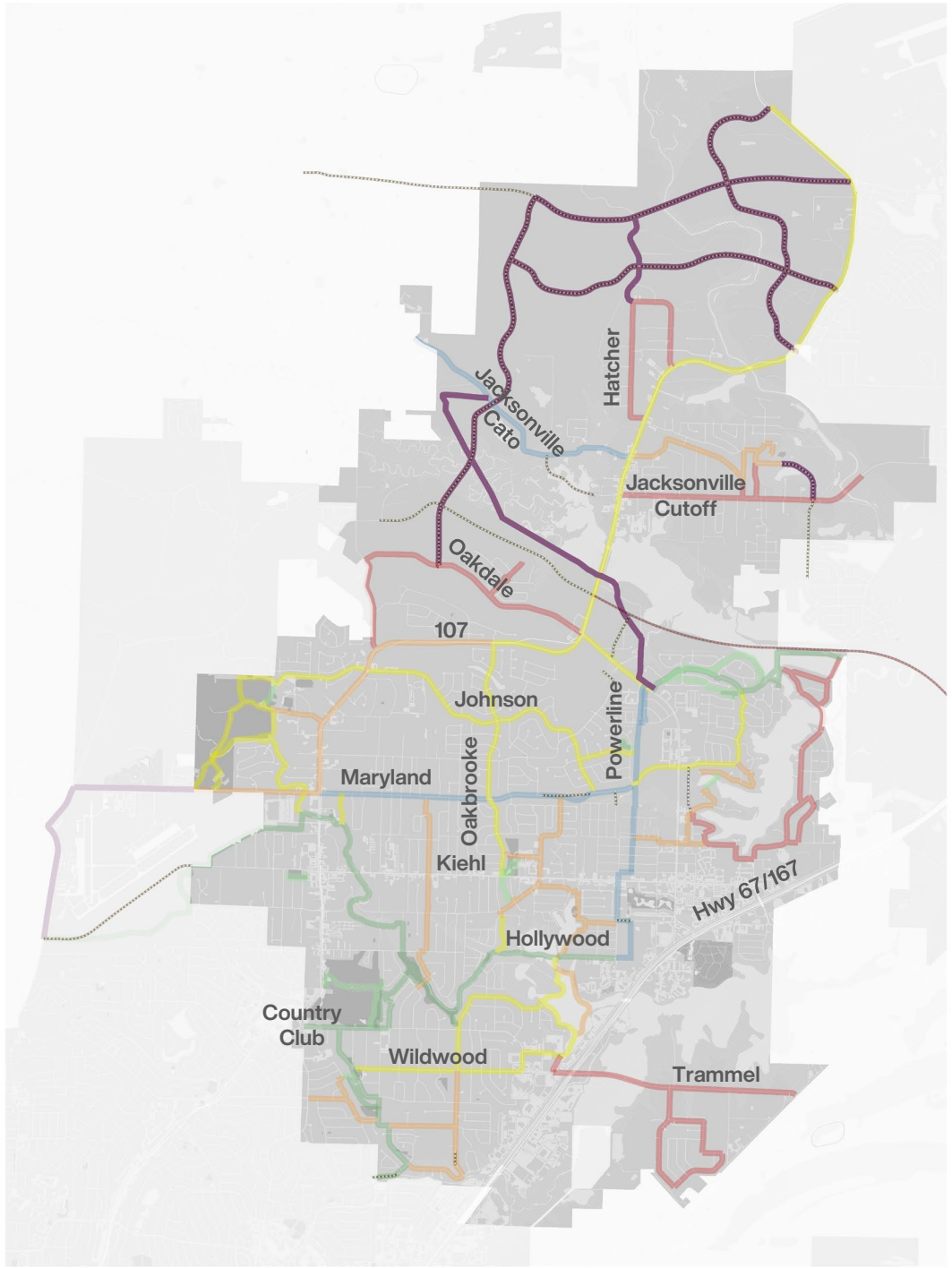
Phase 1

Phase 2

Phase 3

Phase 4

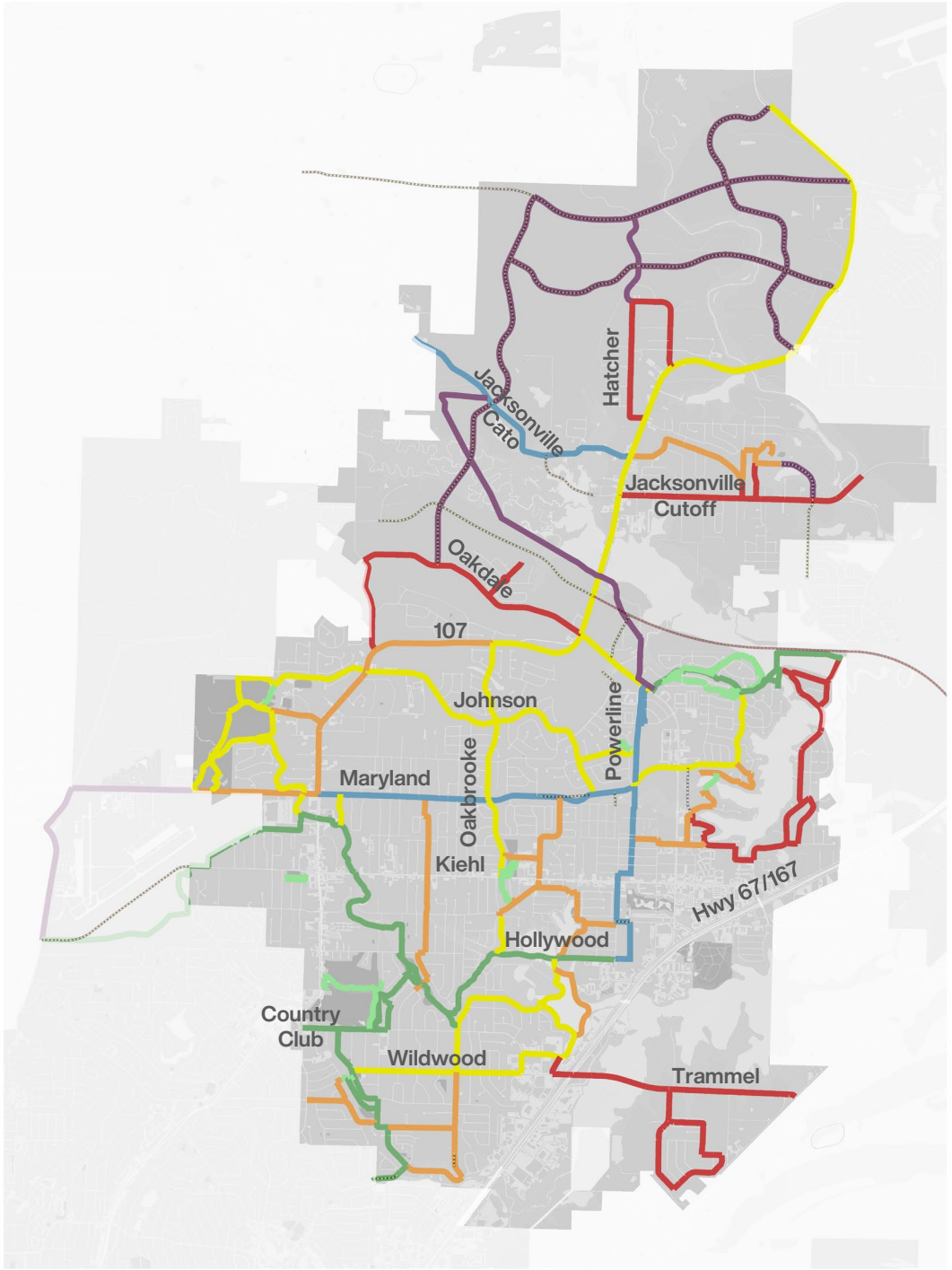
Long-Range Phase



IMPLEMENTATION

Phasing

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



Phasing: Outcomes

PHASING

Phase 1: 1-3 Years

A. Complete In-Progress Projects

1 Powerline Trail (Hollywood to Brockington)
2 Maryland Avenue (Hwy 107 to Brockington)
3 Jacksonville Cato (Hwy 107 to Cato Elementary

B. Regional/Major Connector Route Development

* *ROW or Easement Acquisition*
4 Hollywood Trail (Pickthorne to Lantrip)
5 Henson Trail Reconstruction (Devon to Pickthorne)
6 South Henson Connection
7 West Henson Connection
8 Country Club Sidepath*
9 South Central (Silvercreek, Koehler, Abercorn)
10 Country Club Sidepath*
11 Sherwood Avenue Sidepath
12 Fairway Trail (Fairway to Fire Station)
13 Koehler & Abercorn Sidepaths (NLR-Fairway Trail)
14 Woodruff Creek Trail (Club to 107)
15 Walmart Connector Trail
16 Gap Creek Sidepath
17 Gap Creek to Indian Bay Trail

C. Begin Negotiations with ARDOT

18 Hwy 107 Maryland to Jacksonville Cato

Phase 2: 4-10 Years

D. On-Street Protected Facilities

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

E. On-Street Protected Facilities: Widening

23 Bear Paw Road (School to DJ Hudson)

F. Sidepath Construction

24 Hwy 107 (Oakbrook to Jacksonville Cato)
25 Brockington (107 to Gap Creek)
26 Wildwood Avenue (Devon to Peeler Lake Trail)
27 Highway 107 (Jacksonville Cato to Future Connector)

G. Trail Connectors

28 Peeler Lake Trail, west side
29 North Woodruff Trail (Pickthorne to Manor)
30 Sherwood Forest Trail
31 Woodruff Creek Trail W (Maryland to Sherwood Forest Trail)
32 Willow Grove Road Connection

H. On-Street Shared Facilities

33 Southeast Sherwood Sharrows
34 Sherwood Forest Sharrows
35 Pumice Drive

Phase 3: 11-15 Years

I. Sidepath Construction

36 Hwy 107 from Maryland to Oakbrooke
37 Dee Jay Hudson Sidepath
38 West Maryand Avenue

J. Trail Connectors

39 Peeler Lake Trail, east side
40 Austin Bay connectors

K. Sidepath Connectors

41 Lee Avenue (Bronco to Kiehl)
42 Shelby Road (Willow Grove to Kiehl)
43 Thornhill Drive (Shelby to Oakbrooke)
44 Club Rd (Alanbrook to Penwood)

L. On-Street Shared Facilities

45 Lake Cherrywood Sharrows
46 Willow Grove Road
47 Austin Pointe Drive
48 Southeast Sherwood Sharrows
49 Southwest Sherwood Sharrows
50 Patricia Sharrows + Club Sidepath
51 South Gravel Ridge Sharrows

Phase 4: 16-20 Years

M. Sidepath Construction

52 Kellogg Acres Road (Highway 107 to Oakdale)
53 Trammel Road Sidepath + Cycle-Track

N. On-Street Protected Facilities

54 Valley Drive

O. On-Street Protected Facilities: Widening

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 Jacksonville Cutoff Road

P: On-Street Shared Facilities

59 North Gravel Ridge Sharrows
60 Miller's Glen Drive
61 Shoshoni Drive
62 Indianhead Area
63 Trammel Estates Loop

Long-Range Phases

Q. Trail Construction

* *ROW or Easement Acquisition*
64 Kellogg Creek Trail

R. Future On-Street Protected Facilities

65 Future Glade Connection

S. Sidepath Construction along future Collector and Arterial Roads

66 Future North-South Connector: East
67 Future North-South Connector: West
68 Future East-West Connector: North
69 Future East-West Connector: South

NEXT STEPS

Benefits

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

NEXT STEPS

Next Steps

- Public Input
- Network Finalization
- Draft Report Documentation

SHERWOOD

BICYCLE & PEDESTRIAN MASTER PLAN

Public Meeting

May 17, 2022