

# 9 TRAIL SYSTEMS

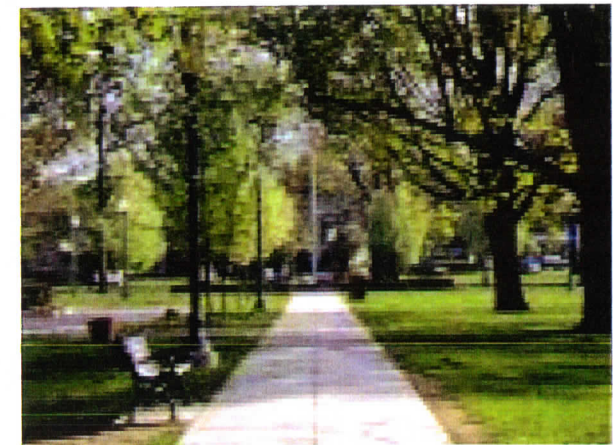
Trails are an increasingly important local solution for national issues such as energy conservation through alternative transportation, preservation of natural water courses, and wellness benefits due to exercise. Sherwood has an opportunity to address these issues and become a community that represents real solutions. By implementing this plan, Sherwood will portray a green, healthy and sustainable community.

## Vision

The City of Sherwood trails system's mission is to improve the health of the citizens and visitors of Sherwood and to increase access to the trails system itself. Additionally, promotion of both their use and importance for increased physical activity is at the core of the City's vision. The City of Sherwood will develop and implement strategies that will increase opportunities for and remove barriers to routine physical activity. The emphasis will be on long-term change through community design, trail planning, heightened awareness of active community environments, physical activity promotion, and increased trail use. The City will engage the citizens of the community, identify and promote existing trails, advocate for more accessible trailheads and trail connectivity, share information and build synergy.

## Current Trail Links

Beverly, Henson, and Pickthorne Parks are currently linked by a trail system that provides differing degrees of accessibility. Most of the trail system runs along Woodruff Creek. Depending on location, the surfacing of the trail system consists of asphalt, crushed stone, and native ground. In locations of good repair, the trails consisting of asphalt surfacing appear to meet the criteria for ADA accessibility. The trails where the crushed stone is well compacted and in good repair provides rudimentary ADA accessibility as long as the longitudinal slope is less than 5%



and the cross slope is less than 2%. The trail surfaces consisting of native ground limits accessibility to mainly the able bodied and mountain bikers.

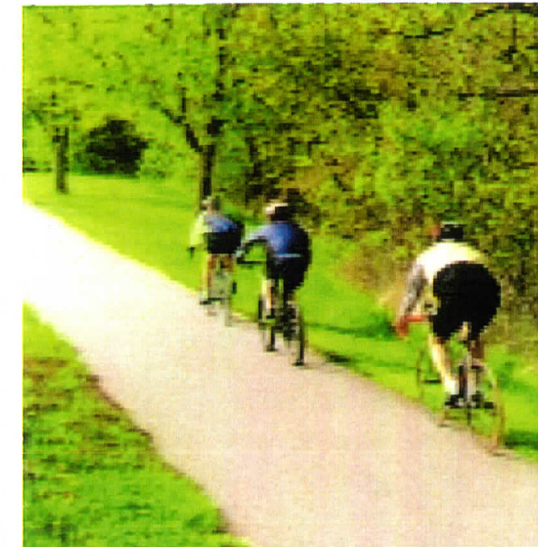
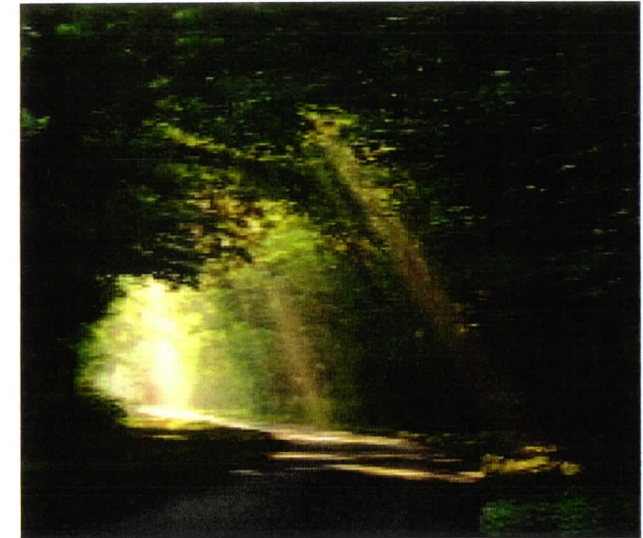
## Multi Use Trail Links

This functional network of paved multi-use trails will provide a means for recreation, alternative transportation, and preservation of natural watercourses while also providing universal usage opportunities for pedestrians, people with disabilities, and non motorized wheeled vehicles. The implementation of the proposed trail system through the watercourses of area creeks and within street right-of-ways will provide linkage to the existing parks and recreation facilities, a framework for assessing and locating future land acquisition for additional parks and recreation facilities, an organized route for exercise, alternative transportation along the trails, and linkage to the North Little Rock Remount Trail.

For a trail to be considered multi-use the surfacing should be a minimum of 10 feet wide, hard enough for no rutting to occur from wheeled vehicles and meet ADA requirements for longitudinal and cross slopes. Although a very well compacted 3/8" minus crushed stone material as surfacing has the ability to meet ADA requirements, asphalt or concrete is a more consistent choice. A crushed stone surfacing requires a high degree of maintenance to keep compacted and in good repair due to washouts. Loose stone can also create a safety hazard for cyclist with narrow tires. A fringe benefit of these trails would be to provide maintenance access along watercourses for removal of debris that blocks water flow.

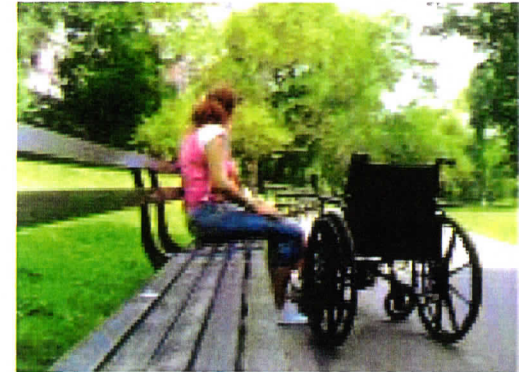
The current linkage provided for the majority of parks and recreation facilities in Sherwood exclusively serves the automobilist. Sherwood currently has one location where trails provide a degree of functioning park linkage. Beverly, Henson, and Pickthorne Parks are linked by a trail system along Woodruff Creek that provides differing degrees of accessibility. Portions of this trail are not considered multi-use due to the softness paving surfaces, thus, some portions of these trails restrict universal usage.

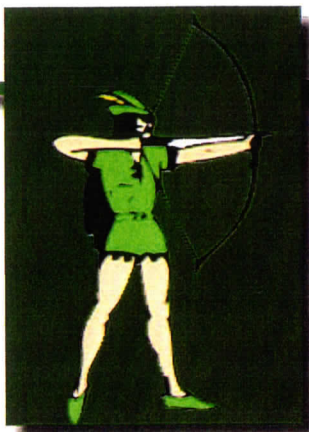
An integrated system of multi-use trails that support recreation and mobility simultaneously will provide greater access for the citizenry that currently use or desire to use the parks and recreation facilities. Most of the watercourses



along the area creeks display interesting natural scenery for enjoyment.

The trail system plan shows a 1/2 mile service area for each existing neighborhood park. This graphically displays the areas that are underserved by the existing park system. When assessing land for a possible new park, this plan will aid the decision making process in terms of potential linkage with other parks through a trail system and areas of Sherwood that are underserved by the parks system.



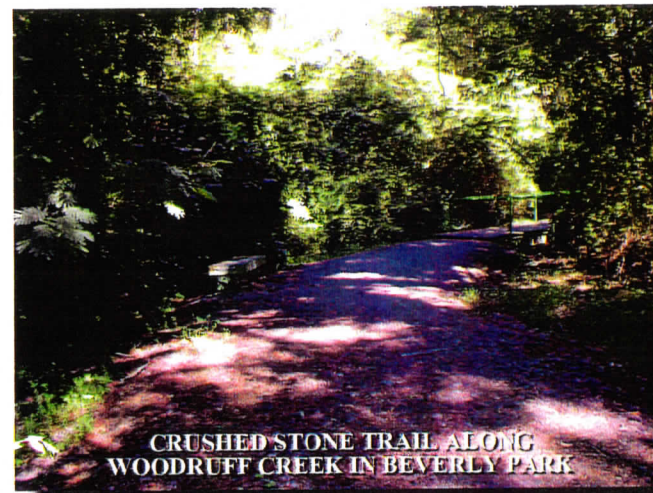


## CURRENT LINKAGE BY EXISTING TRAILS

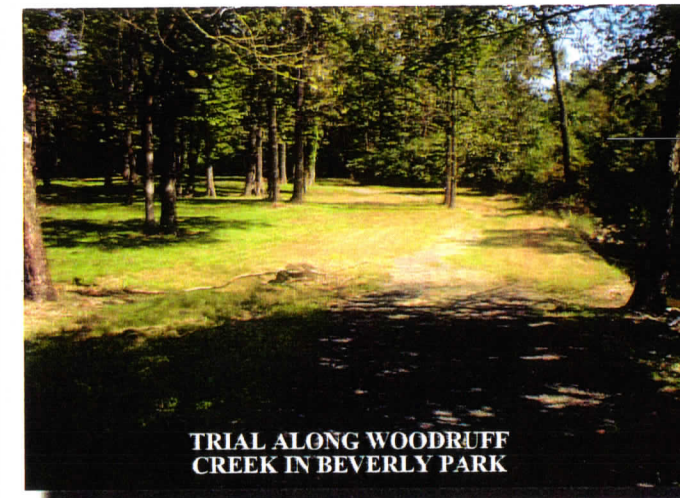
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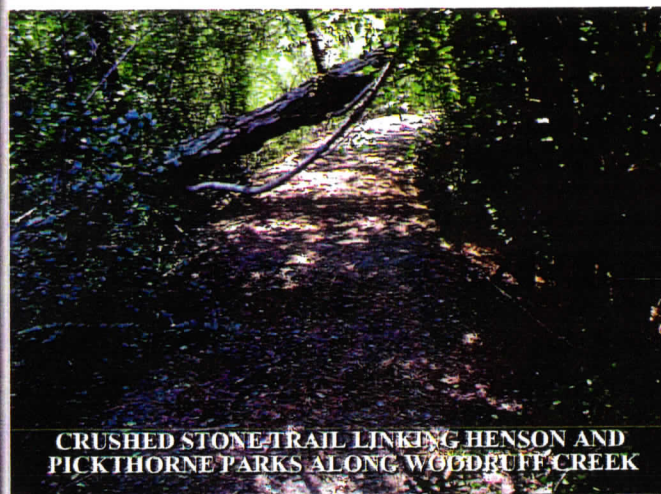
ASPHALT TRAIL LINKING THE TWO PLAYGROUNDS IN BEVERLY PARK



CRUSHED STONE TRAIL ALONG WOODRUFF CREEK IN BEVERLY PARK



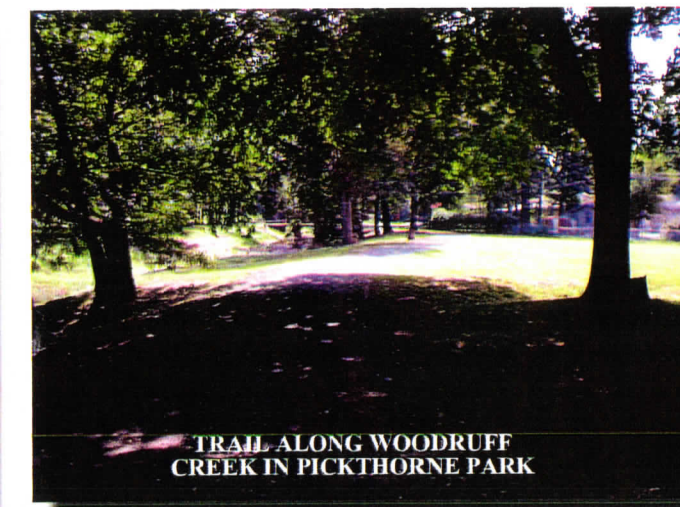
TRAIL ALONG WOODRUFF CREEK IN BEVERLY PARK



CRUSHED STONE TRAIL LINKING HENSON AND PICKTHORNE PARKS ALONG WOODRUFF CREEK

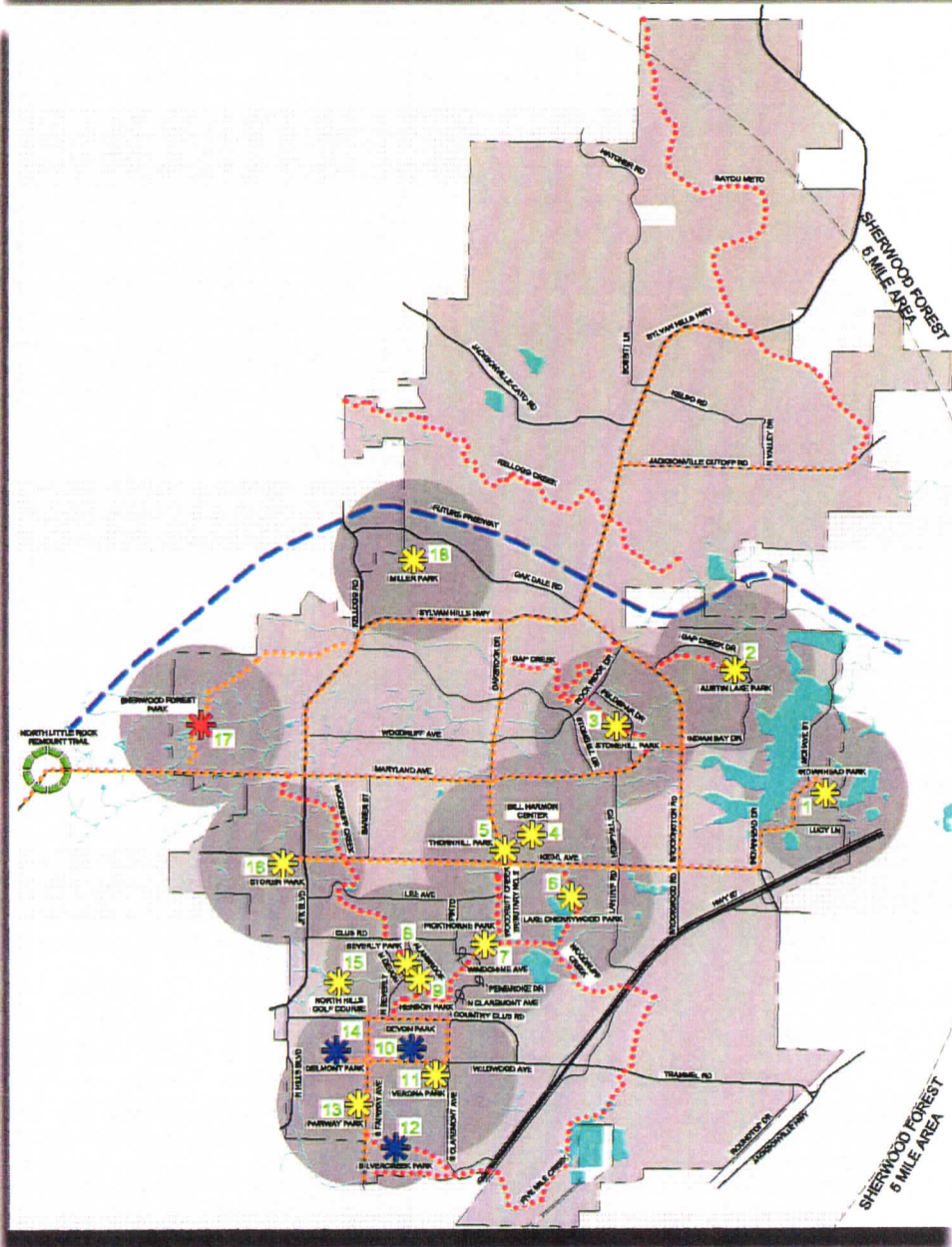
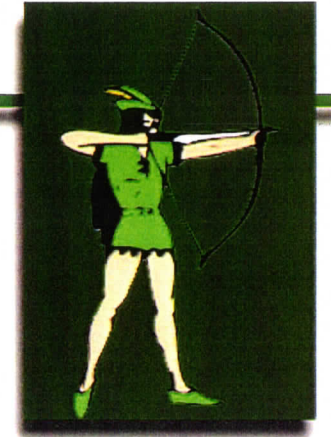


ASPHALT TRAIL LINKING HENSON AND PICKTHORNE PARKS ALONG WOODRUFF CREEK



TRAIL ALONG WOODRUFF CREEK IN PICKTHORNE PARK

# MULTI-USE TRAIL SYSTEM CREATES LINKAGE



## LEGEND



CITY-WIDE / LARGE URBAN PARK LOCATION



NEIGHBORHOOD PARK LOCATION



MINI PARK LOCATION



NORTH LITTLE ROCK REMOUNT TRAIL LINKAGE



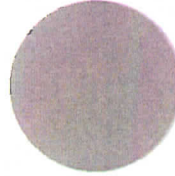
TRAIL ALONG STREET RIGHT OF WAY



TRAIL ALONG WATERCOURSE



1/4 MILE SERVICE AREA  
FOR MINI PARKS



1/2 MILE SERVICE AREA  
FOR NEIGHBORHOOD PARKS

5 MILE SERVICE AREA  
FOR SHERWOOD FOREST PARK

- 1 INDIANHEAD PARK
- 2 AUSTIN LAKE PARK
- 3 STONEHILL PARK
- 4 BILL HARMON CENTER
- 5 THORNHILL PARK
- 6 LAKE CHERRYWOOD PARK
- 7 PICKTHORNE PARK
- 8 BEVERLY PARK
- 9 HENSON PARK
- 10 DEVON PARK
- 11 VERONA PARK
- 12 SILVER CREEK PARK
- 13 FAIRWAY PARK
- 14 DELMONT PARK
- 15 NORTH HILLS GOLF COURSE
- 16 STORER PARK
- 17 SHERWOOD FOREST PARK
- 18 MILLER PARK

## SERVICE AREAS OF EXISTING PARKS

Typically, the service area for a mini park is 1/4 mile and a neighborhood park is 1/2 mile. By analyzing the accompanying map that shows the combined service area for these park classifications, the areas of the city that are underserved is evident. In these areas, the more dense the development is currently, the more critical the need to acquire new park land.