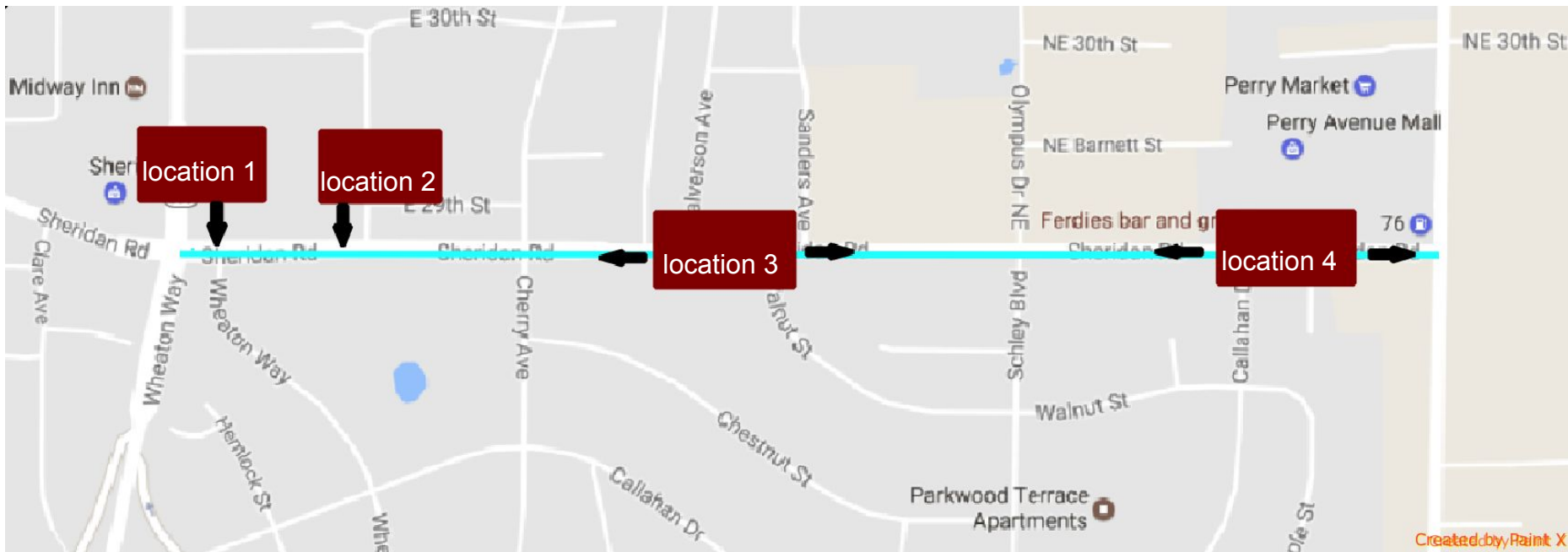


# Sheridan East

From Wheaton/Warren to Perry Ave. Sheridan climbs steeply from both ends, cresting at Schley/Olympus Road in the middle.



WSCC recommended road markings and improvements indicated by red boxes.

# Poor shoulder conditions between Wheaton and Sanders



These of Sheridan have very old, crumbed and patched shoulders with a partial overlay, making riding conditions difficult and unsafe. WSCC recommends that the shoulders be repaved and any resulting lip feathered.

# Typical shoulder and bike lane condition on Sheridan between Wheaton and Sanders.



Recent overlay creates an abrupt lip and reduces the bike lane by half. Broken and patched blacktop on the right is not a safe riding surface. A smoothly feathered shoulder repaving of Sheridan's shoulders would make conditions much safer.

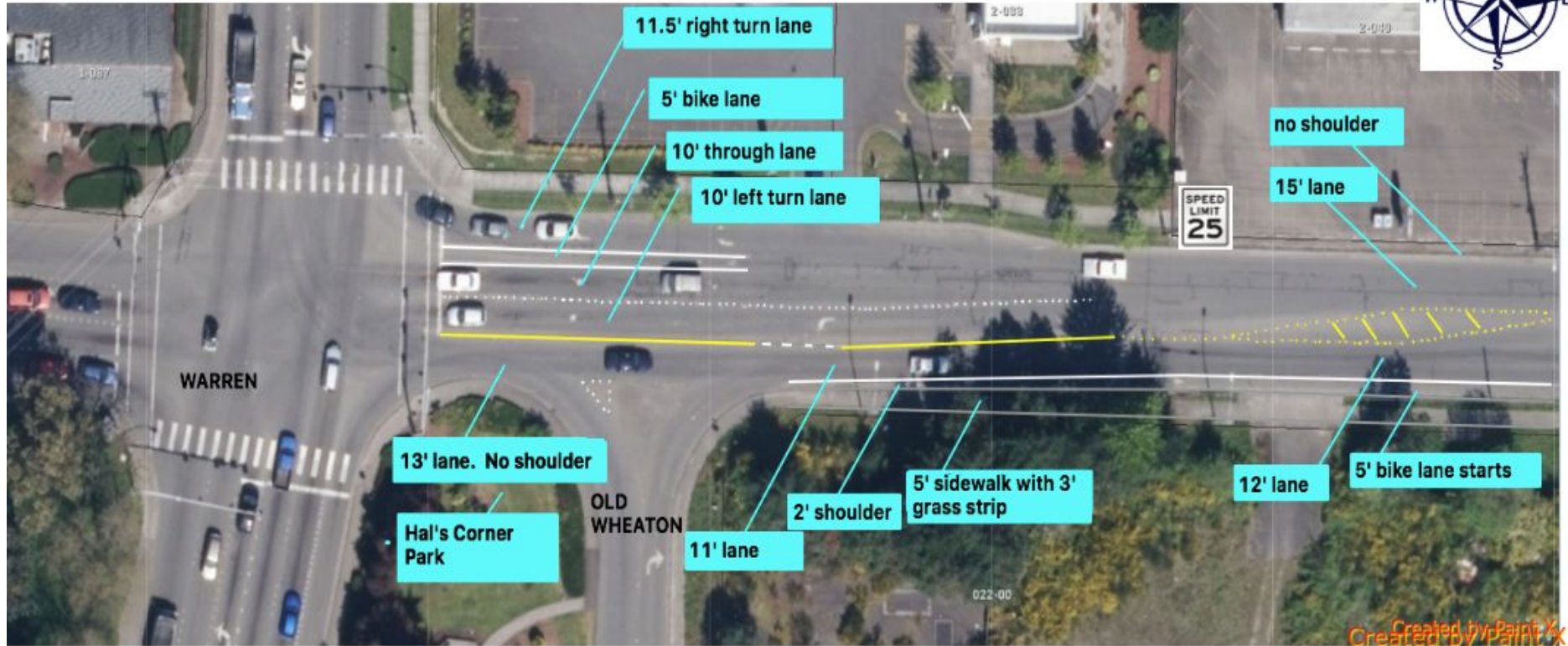


# Location 1. Sheridan Wy. intersection at Wheaton, looking east.



Existing westbound 5' bike lane is seen at position A. No eastbound bike lane until position B

# Location 1. Current conditions.

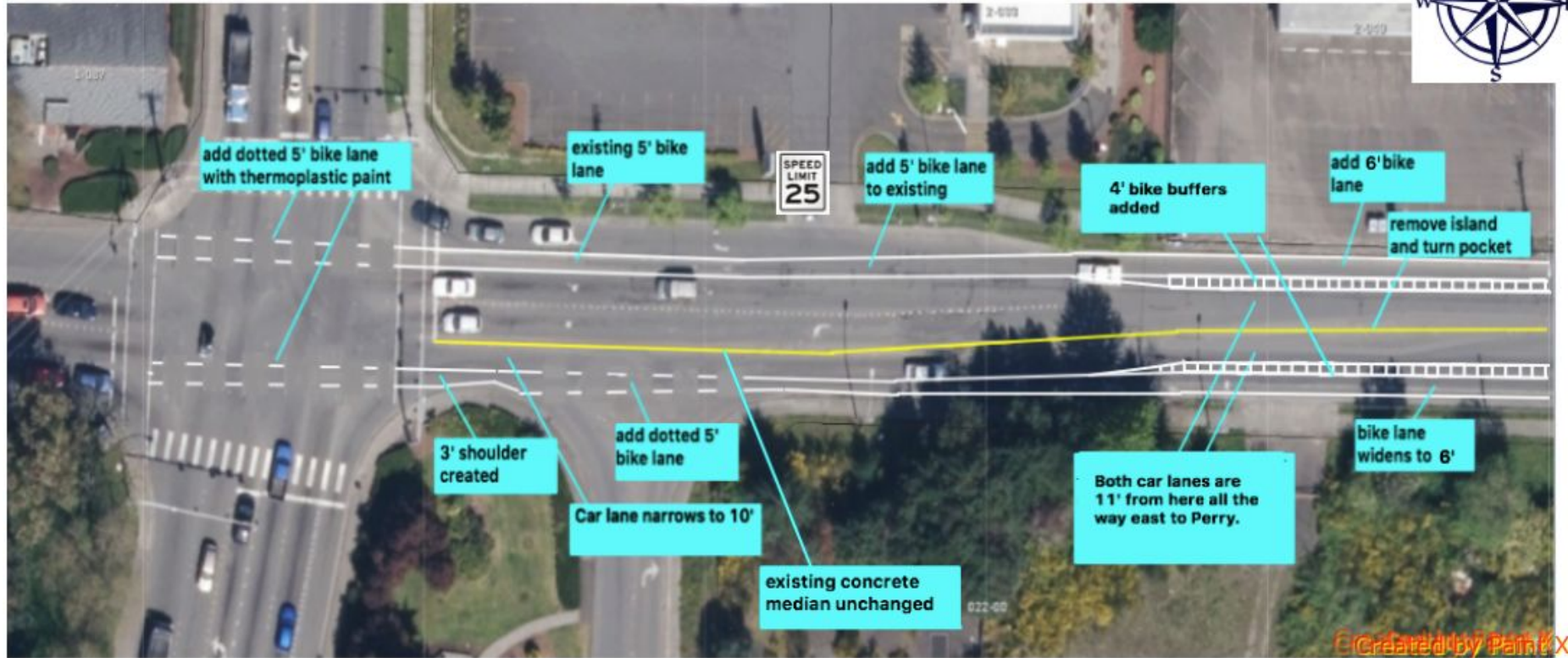


Created by Paint X  
Created by Paint X

Existing westbound through bike lane at intersection, but no shoulder or bike lane leading up to the bike lane.  
No shoulder or bike lane for eastbound bike traffic crossing Warren onto Sheridan



# Location 1. Proposal for improvement



Bike lanes cross Warren Ave, connecting both sides of Sheridan. New, marked bike lane is added to connect to existing westbound bike lane. Turn pocket onto Spruce Ave is eliminated, allowing wide bike lanes and car lanes. Narrow shoulder is created at Hal's Corner by narrowing car lane.

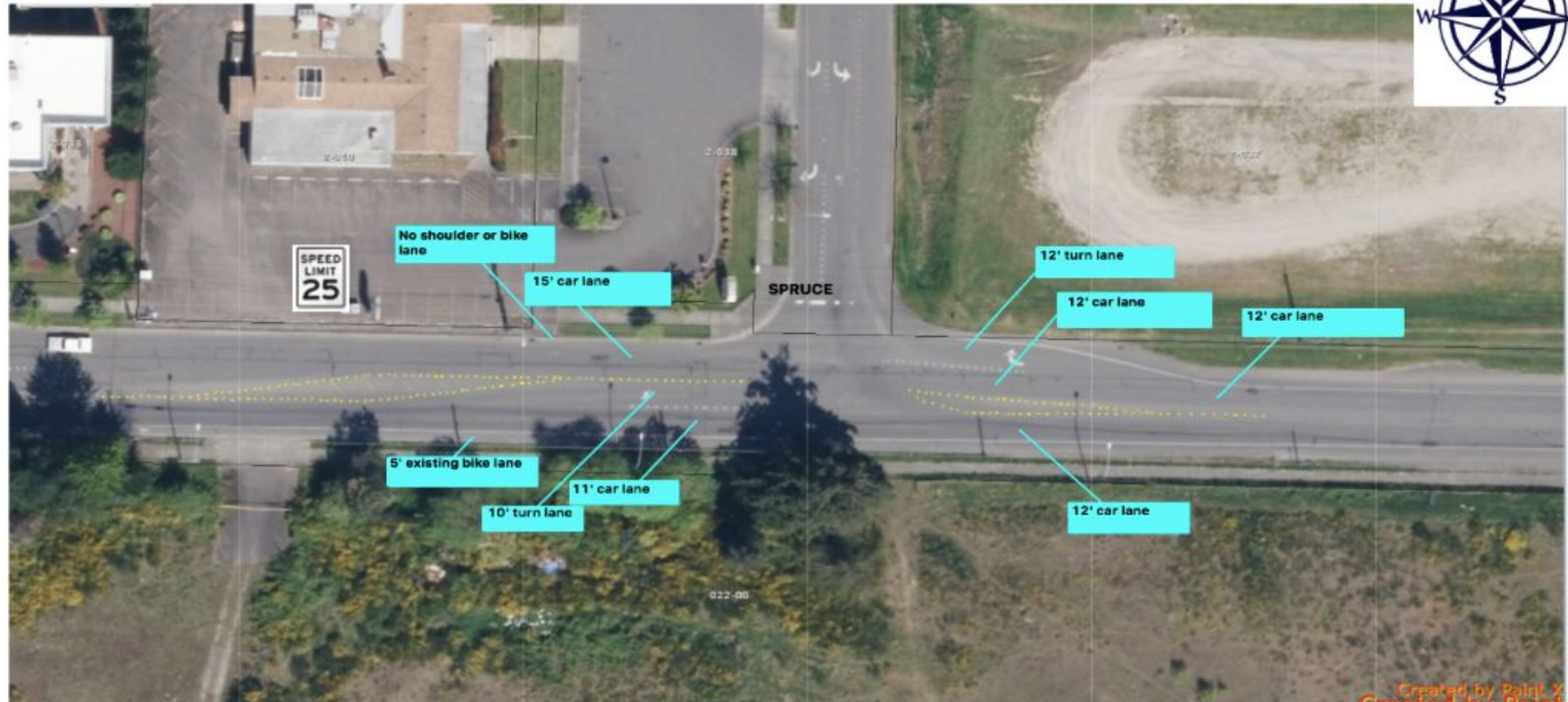
# Location 1. Suggested future improvements to road width in key areas



WSCC realizes that widening roads and replacing sidewalks require significant effort, but these two areas are too narrow to allow bike lanes, and should be considered for future projects.



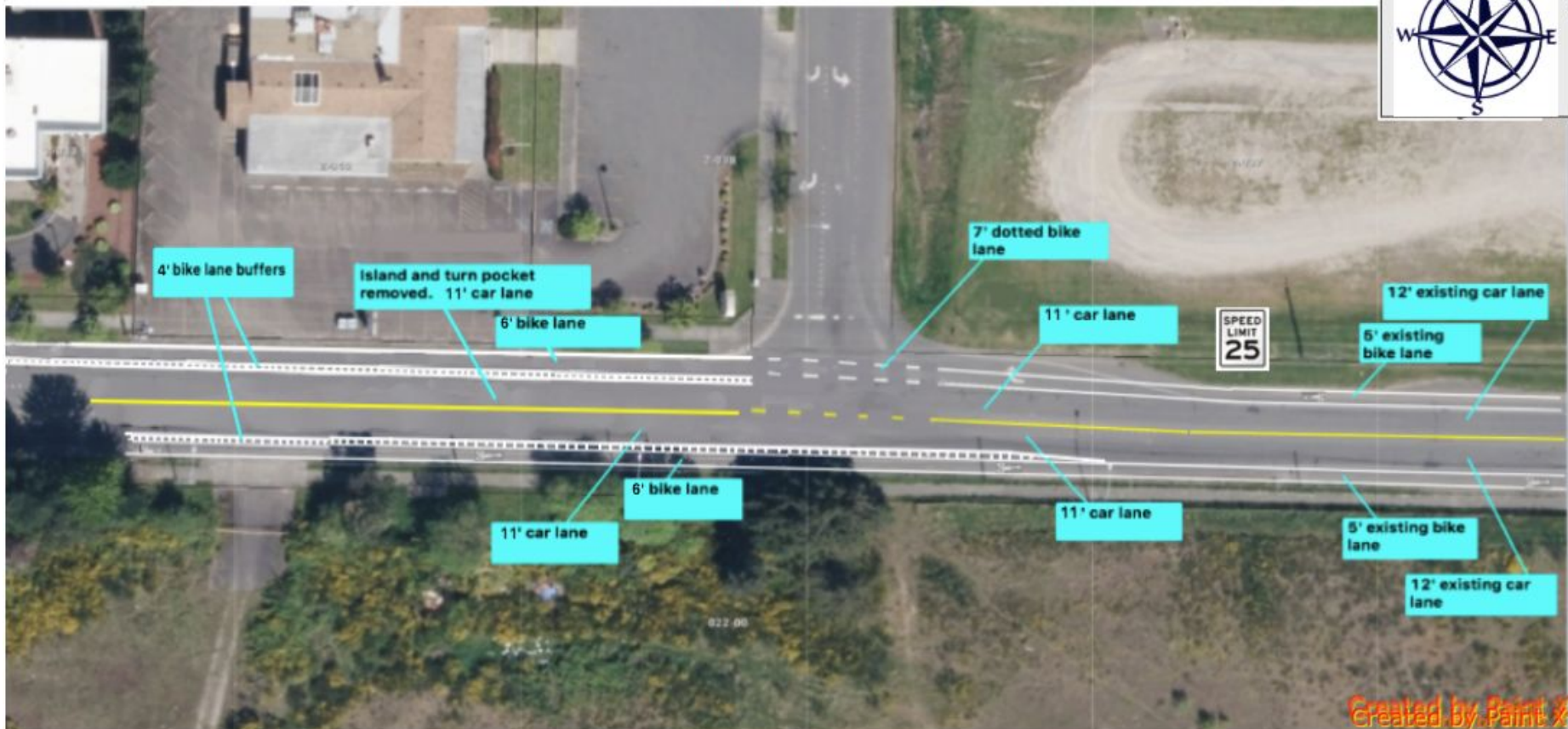
## Location 2. Existing conditions



Spruce intersection previously served East High and required turn pockets to manage traffic. It now is an alternative route to Saar's and neighborhoods, but sees little traffic. The islands and turn pockets narrow the usable road and don't leave enough room for cyclists.



## Location 2. Proposed improvements



Turn pockets and islands are removed at Spruce intersection. Bike lanes expand in this location, with painted buffers.

## Location 3. Existing conditions, Cherry to Schley.



East bound lane climbs 200' elevation hill, cresting at Schley. Car lanes remain at 12'. Existing bike lane varies from 2' to 11', crumbling away at the edge in several narrow locations. They are effectively made narrower by a recent overlay which extends into the bike lane, leaving a tall lip between new and old pavement. The bike lane is not ideal, but safer than riding up hill in the car lane.

West bound lane descends steeply from Schley, with 5' shoulder which is not currently safe for bicycles. There are many patches, water diversion bars, deep drain covers and a 2-6" abrupt lip from a recent overlay. No sidewalk westbound.



## Location 3. Proposal for improvement



Westbound car lane gets frequently placed sharrows from Sanders, downhill to Cherry Ave (marked 3A) where sign (marked “s”) directs bike traffic to 5’ marked bike lane. Westbound bike traffic will be travelling at speed down this steep hill, and can’t safely use the existing shoulder until the road flattens and shoulder conditions improve at Cherry. Westbound shoulders should be repaved in this location. Eastbound traffic will use the existing 5’+ bike lane for the full length of east Sheridan. Bike icons are added. Bike lane should be repaved in this location.

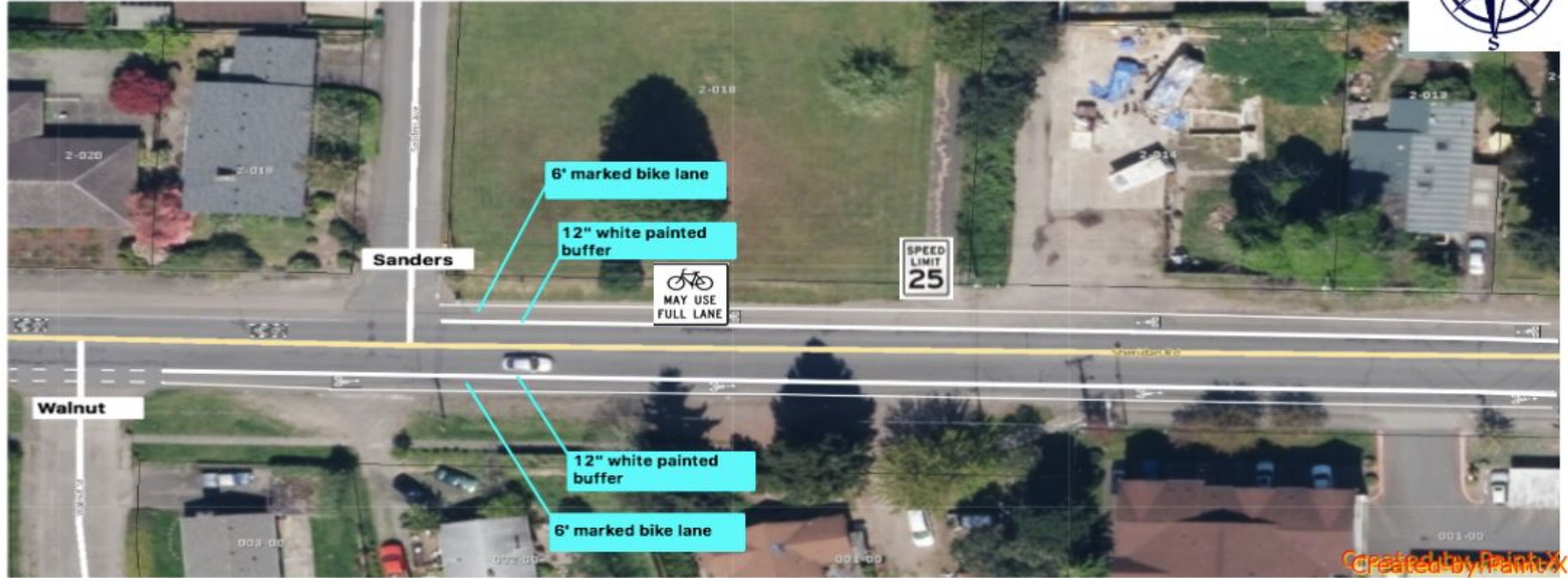
## Location 4. Existing conditions



Sheridan continues east until it terminates at Perry Ave. Olympus/ Schley is the highest point, with a steep drop both east and west. Location 4 has at least 8' wide, good condition shoulders in both directions. There are no continuous sidewalks at this location.



# Location 4. Proposal for improvements



Westbound 6' marked bike lane with 12" wide buffer is painted from the beginning of Sheridan at Perry Ave, up to Sanders. Bike lane ends at Sanders. Sign directs cyclists into car lane. Sharrows are added, allowing cyclists to descend west in the car lane, avoiding the dangerous shoulder conditions. Sharrows continue westbound until Cherry Ave, when bike lane resumes and directs cyclists through the Warren/Wheaton intersection.

Eastbound bike lane widens to 6' marked lane with 12" buffer, which continues all the way to Perry.