



2026 SHERIDAN THOROUGHFARE PLAN

Adopted: April 7, 2026 by Resolution No. 2026-14

RESOLUTION NO. 2026-14

**RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SHERIDAN, INDIANA
ADOPTING THE SHERIDAN THOROUGHFARE PLAN**

The Town Council (the “Council”) of the Town of Sheridan, Indiana (the “Town”) met at a duly called and authorized meeting of the Council on the date set forth below, such meeting being called pursuant to a notice stating the time, place, and purpose of the meeting received by all the Council members, and the following resolutions were made, seconded and adopted by those present at the meeting, which constituted a majority of the Council:

WHEREAS, the Council, acting through its Advisory Plan Commission (the “Commission”), is authorized under Ind. Code §36-7-4 *et seq* to prepare, adopt, and amend a Comprehensive Plan to guide the future development of the community; and

WHEREAS, the Town has prepared a Thoroughfare Plan to provide more detailed guidance on the functional classification, alignment, and long-term improvement of arterial, collector, and local roadways, as well as multimodal transportation facilities; and

WHEREAS, the Thoroughfare Plan is intended to support safe and efficient movement of people and goods, improve connectivity, support planned growth and development, and coordinate transportation improvements with land use patterns and access management principles; and

WHEREAS, the Thoroughfare Plan was developed through an evaluation of existing and future transportation needs, roadway conditions, planned development, and public input; and

WHEREAS, the Thoroughfare Plan is intended to function as a component of and amendment to the Sheridan Comprehensive Plan, providing more specific transportation policy and mapping to guide future public and private actions; and

WHEREAS, on March 19, 2026 the Commission held a public hearing in accordance with Ind. Code §5-3-1 *et seq* to consider adoption of the Thoroughfare Plan and voted to send a favorable recommendation to the Council; and

WHEREAS, the Council finds that adoption of the Thoroughfare Plan as an amendment to the Comprehensive Plan is in the best interests of the Town and will promote orderly growth, safety, and efficient transportation investment.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF SHERIDAN, INDIANA, THAT:

Section 1. The above recitals are incorporated herein as if set out in full.

Section 2. Adoption. The Sheridan Thoroughfare Plan, dated March 19, 2026, including all maps, figures, and appendices thereto, is hereby adopted.

Section 3. Amendment to Comprehensive Plan. The Thoroughfare Plan is hereby adopted as an amendment to and component of the Sheridan Comprehensive Plan and shall be incorporated therein as the official transportation and thoroughfare planning document of the Town.

Section 4. Policy Guidance. The Thoroughfare Plan shall serve as a guide in making decisions related to land use, subdivision review, access management, capital improvements, right-of-way preservation, and transportation investments.

Section 5. Amendments. The Thoroughfare Plan may be amended from time to time in accordance with Indiana law following appropriate public notice, review, and adoption procedures.

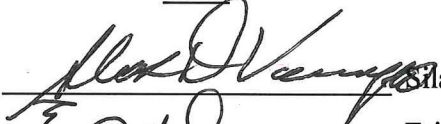
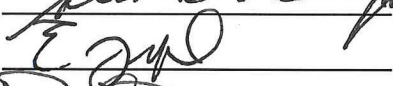
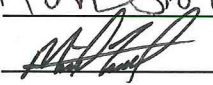
Section 6. Effective Date. This Resolution shall be in full force and effect upon its adoption by the Town Council.

ADOPTED BY THE TOWN COUNCIL OF THE TOWN OF SHERIDAN, INDIANA
this 7th day of April, 2026.

SHERIDAN TOWN COUNCIL

FOR:

AGAINST:

	Silas DeVaney, III, President	_____
	Eric Gifford, Vice President	_____
	Daniel Bragg, Member	_____
	David Kinkead, Member	_____
_____	Levi Schrock, Member	_____
	Ron Stone, Member	_____
	Floyd Barker , Member Michael Foote	_____

ATTEST:


Elizabeth Walden, Clerk Treasurer



ACKNOWLEDGMENTS

Steering Committee

Amy Koepkey
Andrew Porterfield
Dave Mundy
Greg Ottinger
Jarred Keever
Joseph Brinker
Julia Neff
Mike Kienholz
Mindi McMillan
Rick Hogge
Scott Kirby
Silas DeVaney III

Town Council

Silas DeVaney III
Eric Gifford
Daniel Bragg
Michael Foote
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Levi Schrock
Ron Stone

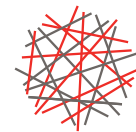
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Chapter

1



The background image shows a suburban street scene. In the foreground, there's a paved road with a crosswalk. To the left, a stop sign is visible. Behind it, there are green trees and a house with a brown roof. The sky is blue with some clouds. A power line runs diagonally across the upper part of the image.

EXECUTIVE SUMMARY

Sheridan's small-town character, defined by its rural landscape and historic street grid, combined with convenient access to neighboring communities via major routes such as U.S. 31, places the Town in a prime position for growth. With that opportunity comes increasing development pressure and the need for a transportation network capable of supporting growth while maintaining safe, efficient travel. An additional challenge is preserving the small-town character that made Sheridan attractive in the first place. The transportation network plays a critical role in shaping a close-knit community by supporting walkable neighborhoods where families feel connected and where children can safely walk or bike to schools and other community destinations.

Community leaders and residents recently completed a reorganization that merged the Town of Sheridan with Adams Township. This action significantly expanded Sheridan's land area and increased the number of roadways the Town is responsible for maintaining, transferring that responsibility from the County. As a result, Sheridan's land area grew from 2 to 48 square miles, their population from 3,100 to 5,200 and the Town's roadway system grew from approximately 18 lane miles to more than 120 lane miles. Residents have expressed a desire to proactively manage growth rather than allowing development to occur without direction. This includes improving levels of service across the entire roadway network, with particular attention to former County roads now under Town jurisdiction. Ensuring that new development complements Sheridan's existing character and connects to the established street grid, rather than creating disconnected, isolated neighborhoods, is also a key priority.

A primary goal for Sheridan is ensuring that new development ties directly into the existing street grid in order to preserve the Town's small-town character while also creating a more attractive and functional transportation network. Connected streets support walkability, improve access, and create development patterns that feel cohesive rather than fragmented. As development expands outward from the Town Core, a key challenge will be adapting the existing county road system, which is largely organized in one-mile by one-mile sections, into a more connected and human-scaled network. Breaking down this large-block grid in a thoughtful manner, through additional local streets and connections, will be essential to maintaining walkability, visual appeal, and efficient traffic flow, while avoiding congestion and disconnected development patterns.

New development should also reinforce broader connectivity through multiple street connections to adjacent properties and existing roadways. Subdivisions with a single point of access should be avoided except where there are only a small number of lots being created or physical constraints such as waterways or significant environmental features make additional connections impractical.

Recent improvements to U.S. 31 have further shaped Sheridan's growth trajectory. Infrastructure upgrades included the formation of a new regional utility district and the consolidation of access to two primary interchanges at 236th Street and 276th Street. While these changes create increased traffic pressure along key corridors, they also present significant development opportunities. Combined with continued growth pressure from the south, particularly from Westfield, these improvements are expected to influence where development occurs and substantially alter existing traffic patterns.

As Sheridan grows outward from its Town Core and develops along major corridors, the transportation system must adapt to serve a growing population traveling both within and beyond the community. At the same time, expansion of Sheridan's local economy will attract additional trips into Town. Thoughtful transportation planning will be essential to ensure the network functions safely and efficiently, supporting both residents and economic growth while preserving Sheridan's small-town character.



Monon Trail crossing S California Street.

GUIDING PRINCIPLES

The following guiding principles provide the framework that directed the development of the Thoroughfare Plan. Established early in the planning process, they reflect community values and priorities related to safety, mobility, land use, and long-term growth. These principles informed the evaluation of existing conditions, the identification of needs, and the development of recommended roadway classifications, policies, and improvement strategies.

- ➔ **Enhance Safety** – Increase safety for all users and travel modes across the Sheridan transportation network.
- ➔ **Support Resident and Business Mobility Needs** – Grow and improve the transportation network to support economic development opportunities and new residential development as well as improve the experience of existing residents.
- ➔ **Ensure Necessary Right-of-Way is Available to Accommodate Desired Improvements** – Plan for the future to make sure that sufficient space is set aside so that necessary upgrades can be made, and that right-of-way acquisition does not become a barrier to developing a complete and connected system.
- ➔ **Accommodate Agriculture Vehicles and Equipment** – Ensure agriculture vehicles and equipment can utilize the transportation network and that motorists share the transportation network with agricultural equipment as Sheridan grows.
- ➔ **Maintenance** – Invest in necessary changes and ongoing maintenance to improve the function and experience for users of the transportation network.



The Monon Trail and S Main Street downtown.

FUTURE THOROUGHFARE MAP & CLASSIFICATIONS

The Thoroughfare Map identifies the functional classifications for all of the roads in Sheridan and is expressed as a hierarchy where different roads are expected to carry different volumes of traffic and provide for different access requirements of adjacent parcels, and therefore are designated by different functional classifications.

Thoroughfare Hierarchy

Principal (Major) Arterial

Provides high-capacity, regional travel connections and prioritizes through traffic mobility over local access.

Secondary (Minor) Arterial

Generally serves trips of moderate length and connects residential areas, commercial districts, and Principal Arterials to one another. No current roads are classified as Minor Arterials.

Major Collector

Intended to gather traffic from local streets and connect them to the arterial network. They provide a balance between access to land and corridor mobility.

Minor Collector

Generally serves shorter trips, has a greater emphasis on providing access to property, and often connects rural areas to higher classified roadways.

Local Road

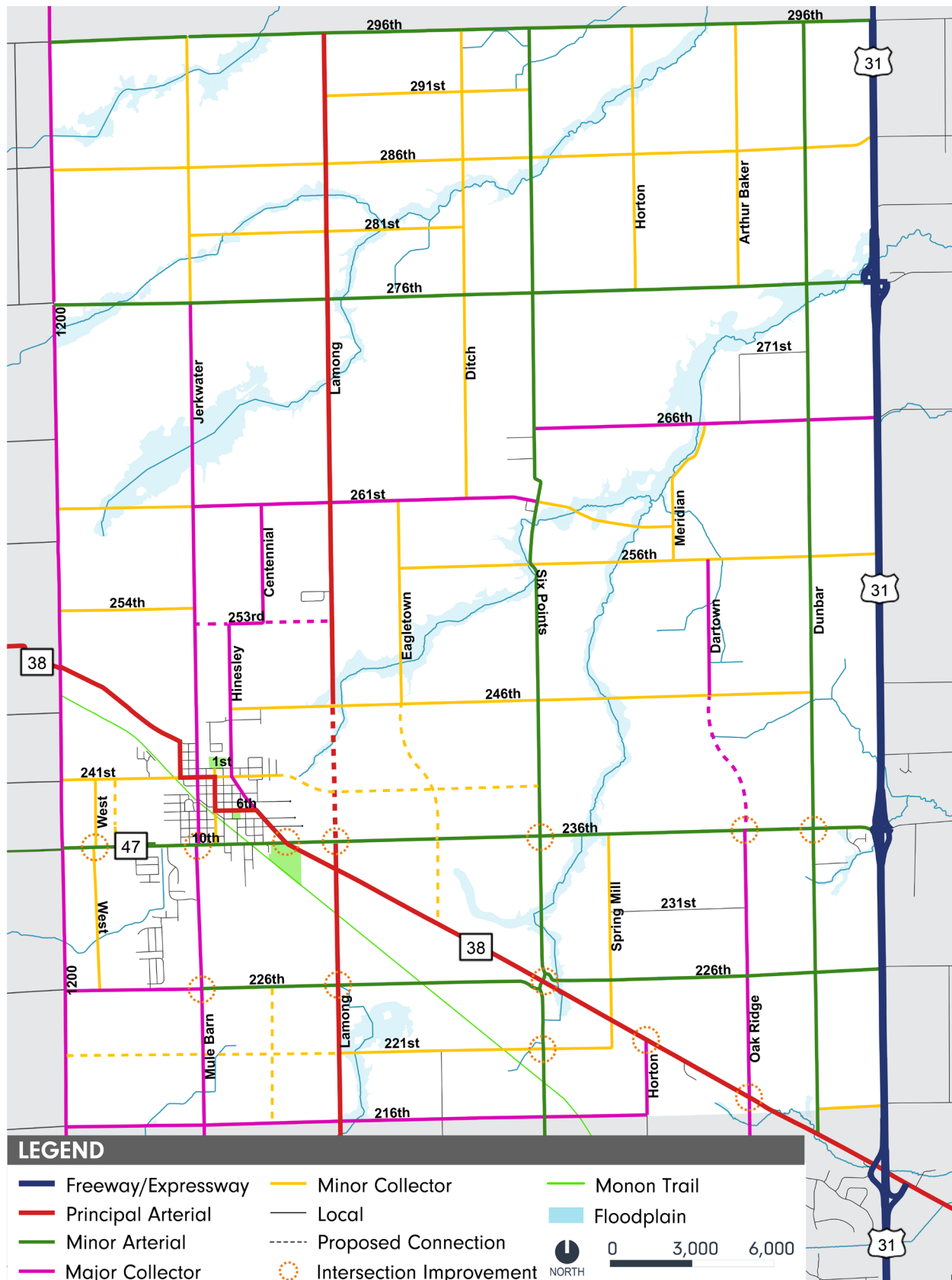
Primary function is to provide access to parcels. Trips are short, speeds are lower and through traffic may be discouraged. All remaining roads that are not arterials or collectors are considered local roads. Local roads are generally not eligible for federal funding.

Functional classification also influences eligibility for state and federal transportation funding, as many programs prioritize roadways that serve regional travel and carry higher traffic volumes. Arterial and collector roads are eligible for federal grants supporting capacity, safety, and multimodal improvements. In contrast, local roads primarily serve adjacent properties and neighborhood circulation, making them dependent on local revenue sources such as road funds, taxes, or developer contributions.



View north along Main Street.

FIGURE 1.1 - FUTURE THOROUGHFARE MAP



HOW THE PLAN IS ORGANIZED

1 Executive Summary

The Executive Summary Chapter introduces the context in Sheridan and what issues and opportunities the Town is facing. It then explains the guiding principles that underpin the recommendations and the creation of the Future Thoroughfare Map. It briefly describes the current Thoroughfare map and the Functional Classifications that are included in the map as well as some of the key terms that will be seen in this plan.

2 Introduction and Background

This chapter looks at explaining what a Thoroughfare Plan is and why the plan is being created now. It explains the process the planning team went through when creating this plan as well as explaining the planning area that this plan covers. It goes over the vision that was established in the Comprehensive Plan which was done in conjunction with this plan. It also explores some of the key themes that were raised during community engagement.

3 Existing Conditions and Analysis

The Existing Conditions and Analysis Chapter dives deeper into the existing conditions in Sheridan and how it is located in relation to employment centers and other regional centers. It briefly covers the population trends as well as the commuting profile for those that live within Sheridan. This chapter provides a brief overview of the Future Land Use Map which was developed in the Comprehensive Plan and details some of the key factors that have influenced some of the proposed changes to the functional classifications in Sheridan. It outlines the current and past planning on thoroughfares that has influenced the development over the years.

4 Recommendations

The Recommendations Chapter covers the Future Thoroughfare Map and details the changes that were made to the current functional classifications. It shows typical sections of what these roadways should look like as well as an analysis of the key corridors in Sheridan. It lists intersections where there should be improvements made as well as listing the roads that need improvements. It also explores the need for bicycle and pedestrian circulation coordination as well as issues around access management and breaking up the county grid.

5 Implementation

Finally, the Implementation Chapter takes the analysis and recommendations made in this plan and gives the Town of Sheridan actionable steps to improve their transportation network and prepare for future growth.

KEY TERMS

- ➔ Annual Average Daily Traffic (AADT): The total traffic volume passing a point or segment of a roadway facility in both directions for one year divided by the number of days in a year.
- ➔ County 1-Mile Grid: The road network pattern established through historic county surveying practices in which major north-south and east-west roads are typically spaced at approximately one-mile intervals, forming large square sections. These roads often serve as primary rural connectors.
- ➔ Functional Classification: The classification of roadways based on two key characteristics: roadway mobility (traffic volume) and roadway accessibility (entry and exit onto the roadway). Functional classifications are defined by the Federal Highway Administration (FHWA).
- ➔ Land Use: The classification of geographic areas of land according to their primary use. Examples can include agricultural, residential, commercial, industrial, open space and recreation. Land use classifications are defined in the Town of Sheridan Comprehensive Plan.
- ➔ Level of Service: Qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, safety, comfort and convenience.
- ➔ Right-of-Way: Publicly owned land reserved for public infrastructure purposes such as roadways, railroads, utilities, or greenways.
- ➔ FHWA: The acronym for the Federal Highway Administration, which is the agency within the U.S. Department of Transportation that supports state and local governments in the design, construction and maintenance of the nation's highway system (Federal Aid Highway Program) and various federally and tribally owned lands.
- ➔ INDOT: The acronym for the Indiana Department of Transportation.



Chapter

2



INTRODUCTION & BACKGROUND

This chapter introduces the purpose, scope, and foundation of the Sheridan Thoroughfare Plan. It outlines what a thoroughfare plan is and why it is needed at this time, as Sheridan continues to grow and experiences increasing demands on its transportation network. The chapter describes the planning process used by the project team, defines the planning area and study boundaries, and summarizes how the Town's Comprehensive Plan vision informs transportation decision-making. The chapter also provides an overview of community engagement efforts and highlights the major themes and concerns shared by residents and stakeholders, establishing a framework for the analyses and recommendations that follow.



PURPOSE

What Is a Thoroughfare Plan?

A thoroughfare plan is a long-range transportation planning tool that establishes a framework for how a community's roadway network should function as it grows and develops. Its primary purpose is to improve safety, mobility, and connectivity by ensuring that streets are planned, designed, and improved in a coordinated and intentional manner over time.

This document provides guidance to elected officials, Town staff, developers, property owners, and transportation professionals to support informed decision-making related to transportation investments, development review, and land use planning. The thoroughfare plan classifies roadway segments into a functional hierarchy, identifying each as a specific type of thoroughfare, based on the role it plays in moving traffic through an area in conjunction with the level of access it provides to adjacent properties.

In addition to roadway classification, the thoroughfare plan includes policies and recommendations for roadway improvements, new connections and extensions, and access management. It also identifies recommended intersection improvements, helping ensure that new development contributes to a connected, efficient transportation network and that infrastructure improvements keep pace with growth-generated traffic demands.

This plan serves as a long-range guide for transportation investments and priority projects needed to address existing challenges and future demands as development and redevelopment occur in Sheridan. As growth continues, some roadways are expected to carry higher traffic volumes and may require added capacity or operational improvements, while others may change in function from rural county roads to more suburban corridors connecting residents to employment centers in the region. Although this is not a traffic study focused on short-term congestion or safety issues, it does identify roadways and intersections with known issues to inform future planning and investment decisions.

The recommendations in this plan are intended to guide Sheridan's Capital Improvements Plan, annual budgeting decisions, and pursuit of grant funding. Each strategy is designed to enhance the Town's ability to support growth and economic development in targeted areas while maintaining the rural character that defines Sheridan. Some of the proposed projects and recommendations

involve state-controlled routes, which are the responsibility of the Indiana Department of Transportation (INDOT). Sheridan cannot drive implementation of these projects but can work with INDOT to make them a priority for their future planning.

Why Now?

Several internal and external factors are converging to place new and sustained demands on Sheridan's transportation system, making the development of a Thoroughfare Plan both timely and necessary. Sheridan is located in Hamilton County, which has been among the fastest-growing counties in Indiana in recent years. Regional growth has increasingly influenced local travel patterns, placing pressure on roadways that were not originally designed to function as major traffic corridors.

At the regional level, modifications by the Indiana Department of Transportation (INDOT) to U.S. 31 have transformed the corridor into a limited-access freeway, with interchanges at 236th Street and 276th Street. These changes have elevated the importance of east-west routes connecting to U.S. 31, inherently making several roads in and around Sheridan key transportation corridors. As traffic is funneled to and from these interchanges, impacts are being felt well beyond the highway itself.

Growth in neighboring communities is further accelerating these pressures. Development on Westfield's north side, including recent petitions on the south side of 216th Street, have identified future



impacts to intersections in Sheridan, particularly along State Road 38. These trends are expected to continue as surrounding areas build out.

Perhaps most significantly, the reorganization of Sheridan and Adams Township, approved in 2024 and effective January 1, 2025, has substantially expanded Sheridan's incorporated boundaries. As a result, the Town is now responsible for more than 120 centerline miles of roadway, dramatically increasing the size and complexity of our transportation network. Areas that were once unincorporated and planned under the Hamilton County Thoroughfare Plan are now fully within Sheridan's jurisdiction, bringing new responsibilities for long-term roadway planning, coordination, and investment.

Historically, Sheridan has not needed a thoroughfare plan, as growth pressures were limited and the transportation network remained relatively stable. That context has changed. With increasing development interest and a significantly expanded roadway system, it is critical that the Town has the tools in place to proactively manage growth.

Relationship to the Comprehensive Plan

This Thoroughfare Plan is an implementation tool of the Town's Comprehensive Plan. While the Comprehensive Plan establishes the community's long-range vision for land use, growth patterns, and preservation priorities, this document identifies the transportation network needed to support that vision.



View of Park Avenue south of 7th Street.

Changes in land use, such as the transition from agricultural to suburban residential or commercial development, directly influence roadway function, capacity needs, and design expectations. As development occurs consistent with the Future Land Use Map, roadway classifications may need to evolve from rural local or collector routes to higher-capacity facilities with enhanced access management and multimodal accommodations.

The Thoroughfare Plan should therefore be consulted alongside the Comprehensive Plan during development review, capital planning, and zoning decisions to ensure that land use approvals and transportation investments remain aligned.

PROCESS



The development of the Sheridan Thoroughfare Plan occurred alongside that of the Town's Comprehensive Plan, which involved community engagement, steering committee meetings, and meetings with key stakeholders to develop a plan that is reflective of the community's travel patterns and desires for growth. This involved a structured, multi-phase planning process that also included data collection and existing condition analysis.

While the Comprehensive Plan establishes the community's long-term vision for land use, economic development, and quality of life, the Thoroughfare Plan focuses specifically on roadway improvements to create a safer, more efficient transportation network. The Comprehensive Plan identifies where and how the community expects to grow over the next 10 to 20 years, while the Thoroughfare Plan translates that vision into the transportation investments and network changes needed to support it.

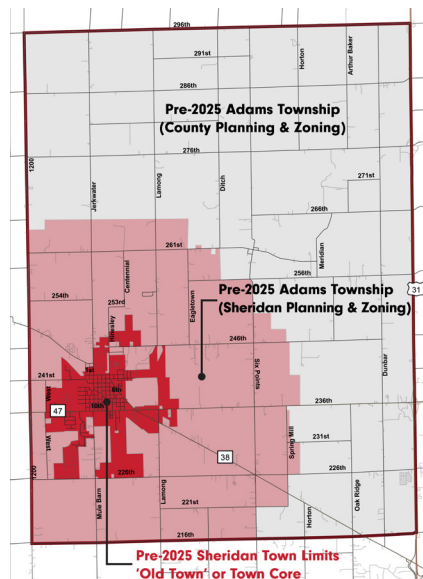


Planning Area

The Thoroughfare Plan covers the whole of Sheridan’s incorporated area, with a northern boundary of E 296th Street, a western boundary of County Line Road, an eastern boundary of U.S. 31, and a southern boundary of W 216th Street. This planning area is 48 square-miles and includes a number of major thoroughfares but is largely defined by the county grid system. These 48 square miles make Sheridan one of the largest communities in Hamilton County by land area.

Before the 2025 reorganization, Sheridan occupied a much smaller geographic area, illustrated in red in Figure 2.1. Residents commonly describe this area as being “in Town,” as it represents the most developed and urbanized portion of the community. Throughout this Plan, this area will be referred to as Old Town or the Town Core. Before reorganization, Sheridan had extraterritorial planning jurisdiction, meaning planning and zoning authority, over parts of unincorporated Adams Township. This area is shown in pink in Figure 2.1. Following the 2025 reorganization, Sheridan united with Adams Township, extending its boundaries to include the former township lands. Shown in gray in Figure 2.1, this expanded area is generally known by residents as rural Sheridan and is characterized primarily by agricultural uses and scattered rural residential properties. Within this Plan, this area will be identified as the former township area.

FIGURE 2.1 - TOWN BOUNDARIES BEFORE AND AFTER REORGANIZATION



Planning Area Terminology

Pre-2025 Adams Township

- Former township
- Rural District

Pre-2025 Sheridan Town Limits

- ‘Old Town’
- Town District
- Town Core



Main Street, Downtown Sheridan.

COMPREHENSIVE PLAN VISION

The vision for Sheridan as defined by the Comprehensive Plan is:

Sheridan welcomes both long-time and new residents with our strong sense of community. We celebrate our rural heritage while embracing responsible growth opportunities for the future. Main Street remains the heart of our community, a place where neighbors gather and families enjoy a high quality of life.

Our quality schools and enduring hometown values attract residents and businesses and lead them to stay. The Monon Trail and our parks system serve as the foundation of a bicycle and pedestrian network that connects Sheridan to the region, enhances wellness, and links neighborhoods with community destinations.

Guided by a commitment to enhance services to residents and businesses, the Town supports our neighborhoods, business districts, and local industries alongside efforts to preserve farmland, opens spaces, and small-town character.

COMMUNITY ENGAGEMENT

Over the course of several meetings with the steering committee and the public, several key themes and findings related to Sheridan's transportation network emerged:

Key Themes:

- ➔ Road maintenance will become increasingly challenging due to the significant addition of new lane miles, which will place added strain on municipal budgets, staffing, and long-term infrastructure upkeep.
- ➔ Several key sidewalk gaps need to be addressed, including connections from Maple Run to Main Street and from the schools to Main Street. Residents consistently identified walkability as a major concern and expressed a strong desire for safer, more continuous sidewalk connections linking neighborhoods to important destinations such as the library, parks, the Monon Trail, schools, and Main Street.
- ➔ INDOT has initiated major construction on State Road 47, which is expected to impact traffic flow, access, and travel patterns during the construction period and may influence adjacent development and infrastructure planning.
- ➔ There are safety concerns at several key intersections, most notably along State Road 38 and around the Sheridan High School and Middle School campus, where high traffic volumes, school-related activity, and turning movements create potential conflicts for vehicles, pedestrians, and cyclists.
- ➔ There is a desire to expand and connect the existing local street grid into new development where feasible in order to promote connectivity and maintain Sheridan's small town character.



Community Workshop 1



Community Workshop 2

- ➔ There is ongoing concern about traffic congestion and safety around the school campus, particularly during drop-off and pick-up times, when increased vehicle activity creates delays and raises safety concerns for students and pedestrians.
- ➔ There is a desire for Main Street to become a vibrant community destination that can support events, local businesses, and social activity; however, its designation as a state road presents challenges related to traffic speeds, design flexibility, and coordination with state transportation agencies.
- ➔ As Sheridan continues to grow in population and development intensity, there are concerns about maintaining safe and efficient movement of agricultural equipment through the community, given the area's continued agricultural activity.
- ➔ There is a strong desire to improve sidewalk connections throughout the community to enhance walkability, safety, and accessibility for residents of all ages and abilities.
- ➔ There is a desire to concentrate future growth south of 246th Street in order to guide development in a more strategic and manageable way while preserving existing community character in other areas.
- ➔ There is a desire to encourage the development of connected neighborhoods rather than subdivisions with a single entrance and exit, which can limit connectivity, increase traffic on major roads, and reduce overall transportation resilience.

Chapter

3



EXISTING CONDITIONS & ANALYSIS

This chapter provides an overview of existing conditions in Sheridan and establishes the planning context for the Thoroughfare Plan. Located in northern Hamilton County, Sheridan is experiencing steady growth as part of the broader expansion occurring along the U.S. 31 corridor. U.S. 31 serves as a critical regional connection linking Sheridan to Westfield, Carmel, Indianapolis, and I-465, positioning the Town as an increasingly attractive place to live, work, and invest. Recent population growth reflects this momentum, with Sheridan functioning both as a residential community for workers commuting elsewhere and as an employment center that draws workers from surrounding communities.

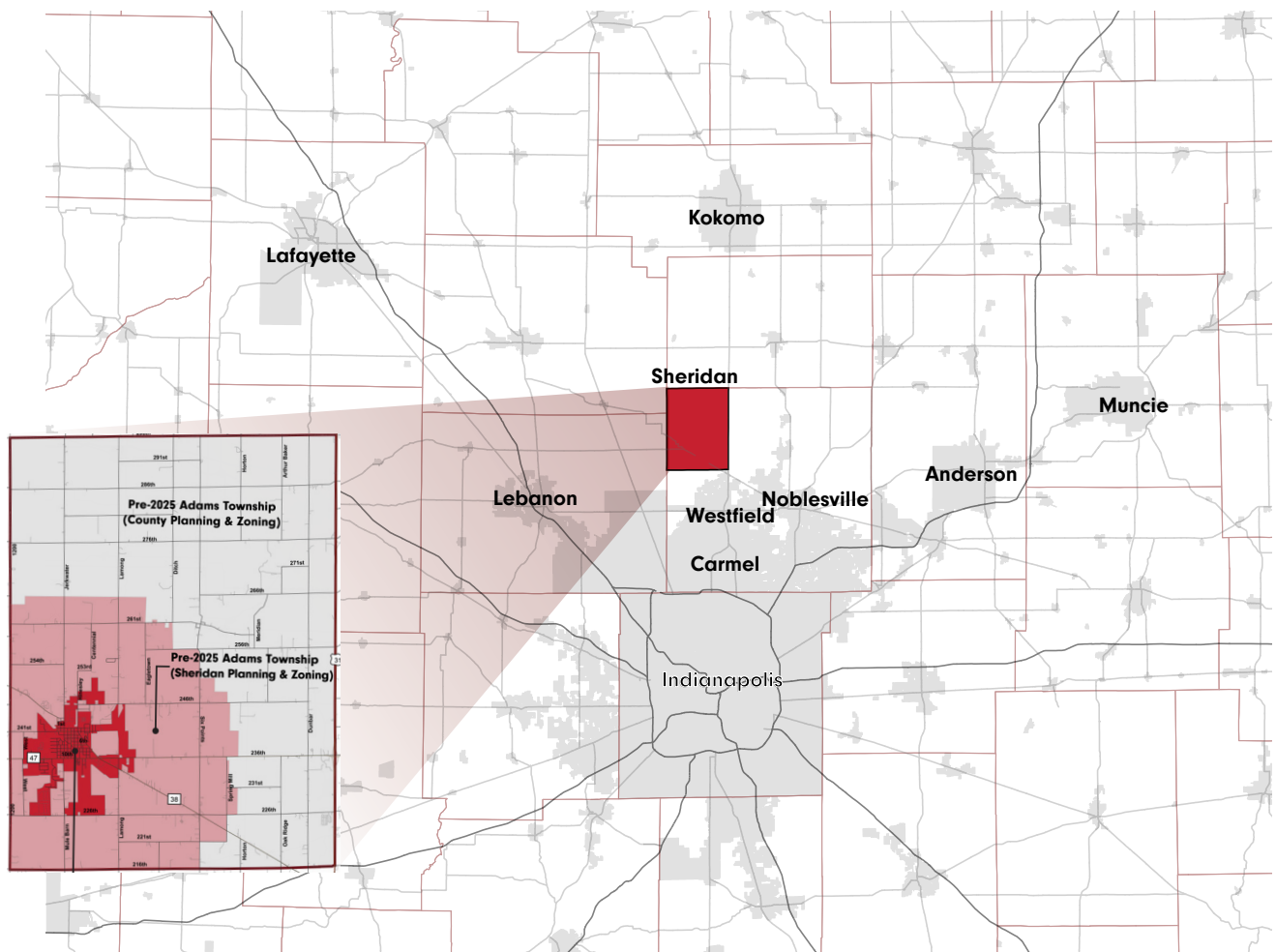
The chapter also examines the Town's Comprehensive Plan and Future Land Use Map, which envision continued expansion of the urbanized area, particularly through new residential development surrounding the existing town center. A key principle of this future growth is the continuation and extension of Sheridan's traditional street grid. New development is intended to connect into the existing network and reinforce its established block pattern, spacing, and connectivity, supporting efficient circulation, walkability, and a cohesive community structure. In contrast, development along the U.S. 31 corridor is anticipated to be more commercially and employment focused, generating different travel characteristics, including higher peak-hour traffic volumes and increased truck and service vehicle activity. These varying land use patterns have important implications for roadway design and capacity.

Finally, this chapter reviews existing roadway classifications and transportation conditions, including current INDOT functional classifications, the 2007

Hamilton County Thoroughfare Plan, and prior planning efforts that influence the local network. An assessment of major routes, traffic volumes, and key intersections provides insight into where traffic demand is currently concentrated and how travel patterns function today. Together, these elements establish a foundation for evaluating future needs and informing the development of the recommended Thoroughfare Plan.

LOCATION

The Town of Sheridan is located in the northwest corner of Hamilton County, a county that is growing rapidly due to its high quality of life and proximity to Indianapolis. U.S. 31 is a key north-south corridor connecting Sheridan to Westfield, Carmel, Indianapolis, and I-465. With growth pressures from Westfield to the south and recent improvements to U.S. 31, Sheridan is increasingly viewed as an attractive option for new development in Hamilton County. Its proximity to Boone County and the LEAP district has also started to affect demand for property in Sheridan.



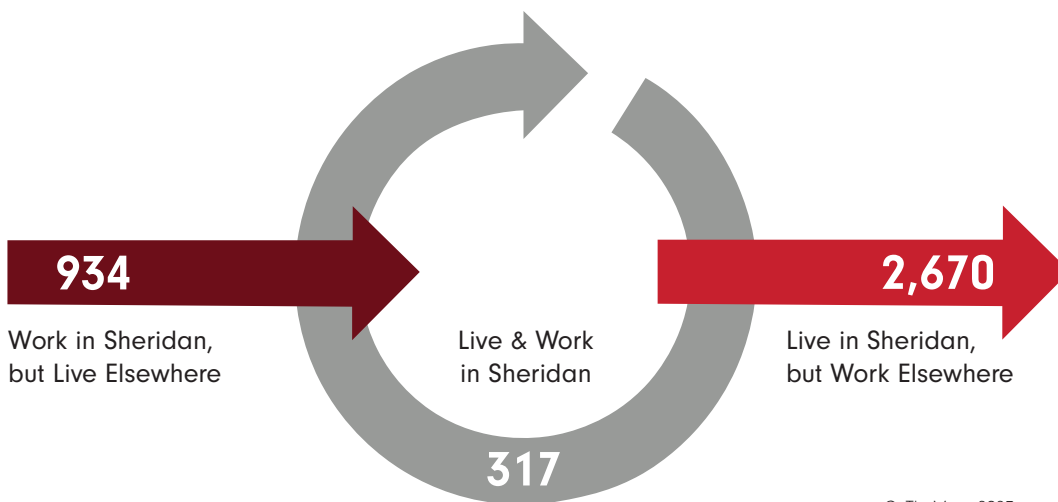
POPULATION

Sheridan's population, according to 2023 American Community Survey (ACS) 5-Year Estimates, was 5,286, up from 4,962 in 2013, a 6.5% increase. This steady population growth reflects Sheridan's gradual transition from a small rural town to a growing community influenced by regional development pressures. While the rate of growth has been moderate, it has implications for local infrastructure, housing demand, transportation networks, and public services. As the population continues to increase, thoughtful planning will be necessary to ensure that growth is managed in a way that maintains community character while addressing emerging needs related to mobility, utilities, and quality of life.

COMMUTING PROFILE

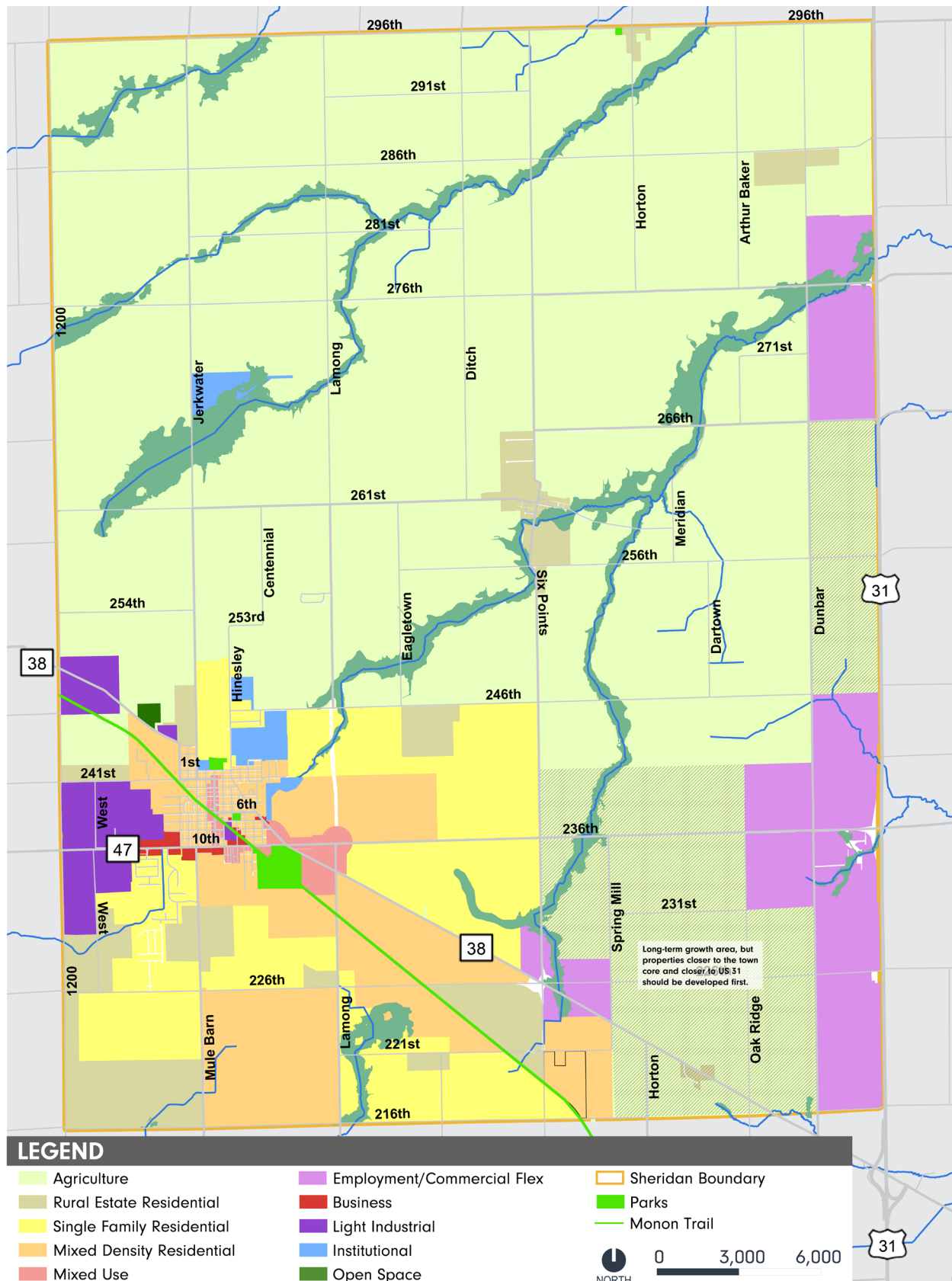
Sheridan has long been a bedroom community for the Indianapolis region, which means that many people choose to live in Sheridan but commute outside of Sheridan for work, whether to Indianapolis, elsewhere in Hamilton County, or to neighboring Boone County. The 2023 ACS found that almost 90% of Sheridan's workforce do not work in Sheridan. Although, almost 1,000 people also travel into Sheridan from elsewhere for work, meaning that there is interest in working in Sheridan.

The transportation network within Sheridan will play a major role in the outflow of traffic from those who live in Sheridan and work elsewhere while also playing a significant role in connecting those coming from neighboring jurisdictions to their places of work in Sheridan. As Sheridan develops to include more housing and employment opportunities in the industrial area west of the Town Core and along U.S. 31, it will be important to update the capacity of the transportation network to deal with increased traffic volumes.



OnTheMap, 2023

FIGURE 3.1 - FUTURE LAND USE MAP



COMPREHENSIVE PLAN FUTURE LAND USE MAP

The Future Land Use Map, which is covered in detail in the Comprehensive Plan, outlines where future development should occur in Sheridan. Development is largely concentrated in the southern half of Sheridan, south of 246th Street and around the schools. The Plan promotes contiguous development around the ‘Old Town’ Sheridan to maintain existing character and discourage leapfrog development, especially residential subdivisions. However, one exception is the employment flex land use along U.S. 31 around the 236th Street interchange and the 276th Street interchange, although more concentrated around 236th Street. Here development will not be contiguous to the Town as it will be along the U.S. 31 corridor, however is still fulfilling the Town’s vision for development.

During community engagement, residents stressed that they wanted to see the existing street grid expand for new development around Town, so that these new developments would be connected into the Town Core and maintain existing character rather than existing as isolated communities. Where feasible, these thoroughfares should be developed as new construction projects happen.

Additional capacity will need to be created along 236th Street to carry traffic created by new development to U.S. 31. North-south corridors such as Mule Barn Road, Lamong Road, and Six Points Road will be crucial in aiding the dispersal of new residential development. Dunbar Road is another key north-south corridor where improvements will help support future employment growth along the U.S. 31 corridor.

Please refer to the 2026 Sheridan Comprehensive Plan for descriptions of each future land use classification.

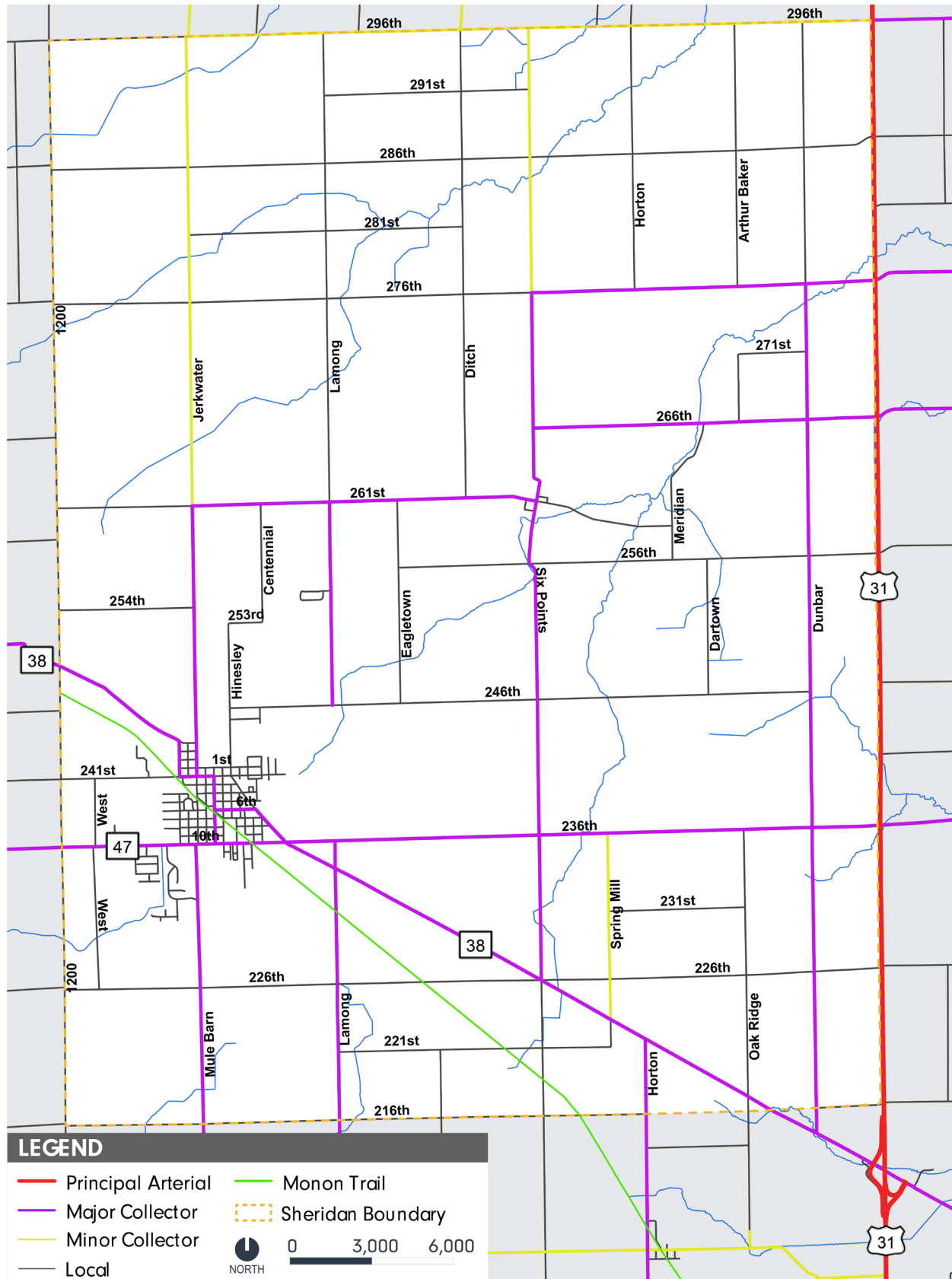
How the Future Land Use Map Informs the Future Thoroughfare Map

The Future Thoroughfare Map is directly shaped by existing traffic patterns and the future potential development framework established in the Future Land Use Map. Areas designated for residential expansion, employment uses, or commercial activity are expected to generate increased traffic volumes and therefore require roadway upgrades, new connections, or revised functional classifications.

In particular, the concentration of future growth south of 246th Street necessitates additional east-west capacity, new north-south connections, and a more interconnected local street network



FIGURE 3.2 - EXISTING FUNCTIONAL CLASSIFICATION MAP



to distribute traffic efficiently and reduce reliance on a limited number of arterial corridors. Conversely, areas intended to remain rural are expected to retain lower-intensity roadway designs and classifications.

This coordinated approach helps ensure that transportation infrastructure is provided where growth is intended while minimizing unnecessary expansion in areas planned for preservation.

EXISTING FUNCTIONAL CLASSIFICATION

The Federal Highway Administration (FHWA) defines functional classification designations based on the type of service the roadway provides and how it balances or prioritizes through-traffic mobility versus access to adjacent land. In other words, streets are designed along a spectrum to either connect to properties along the roadway or to carry through-traffic. Other important factors related to functional classification include access control, speed limit, traffic volume, spacing of routes, number and width of travel lanes and regional significance.

The majority of the roads around Sheridan are Major Collectors, which gather traffic from local roads and connect drivers to the arterial network. While this has worked thus far for Sheridan, projected population increases will place additional pressure on these roadway systems, which might prove problematic. U.S. 31, which is classified as a Principal Arterial, designed to carry high volumes of regional traffic, is the major route connecting Sheridan to Indianapolis and the greater Indianapolis Metropolitan Area.



10th Street.

Thoroughfare Hierarchy

Principal (Major) Arterial

Principal Arterials provide high-capacity, regional travel connections and serve as the backbone of the transportation network. These roadways prioritize the efficient movement of through traffic over direct access to adjacent land uses and are intended to accommodate higher traffic volumes and longer-distance trips. Access is typically managed through limited intersections and driveway controls to preserve mobility and safety. A Principal Arterial will connect Sheridan to neighboring communities, regional employment centers, and major destinations, playing a critical role in supporting economic activity and regional connectivity.

- U.S. 31

Secondary (Minor) Arterial

Secondary Arterials generally serve trips of moderate length and function to connect residential neighborhoods, commercial areas, and employment centers with Principal Arterials. These roadways provide a balance between mobility and access, accommodating moderate traffic volumes while still allowing more frequent intersections and property access than Principal Arterials. While no roads in Sheridan are currently classified as Minor Arterials, this classification may become relevant as development occurs and traffic patterns evolve, particularly along emerging growth corridors.

Major Collector

Major Collectors are designed to gather traffic from local streets and funnel it to the arterial roadway system. They serve an important transitional role by balancing access to adjacent land uses with the need to move traffic efficiently across the community. Major Collectors typically support a mix of travel modes, including vehicles, pedestrians, and cyclists, and often serve as key routes within developing areas. As Sheridan grows, these roadways will be essential in supporting connectivity, distributing traffic, and reducing pressure on higher-classification roads.

- 236th Street / 10th Street / State Road 47
- State Road 38
- Portion of Dunbar Road
- Horton Road
- Portion of Six Points Road
- Portion of Lamong Road
- Portion of Jerkwater Road
- Mule Barn Road
- Portion of 276th Street
- Portion of 266th Street
- Portion of 261st Street

Minor Collector

Minor Collectors primarily serve shorter trips and place greater emphasis on providing access to properties, particularly in lower-density or rural areas. These roadways often connect neighborhoods, agricultural lands, or developing areas to Major Collectors or Arterials. Traffic volumes and speeds are generally lower than on Major Collectors, and roadway design may reflect a more rural character. In Sheridan, Minor Collectors play an important role in transitioning the rural county road network into a more connected system as development expands.

- Springmill Road
- Portion of Six Points Road
- Portion of Jerkwater Road

Local Road

Local Roads are intended to provide direct access to individual parcels and serve short, low-speed trips within neighborhoods or rural areas. Through traffic is typically discouraged to maintain safety and livability. These roadways are most closely tied to community character, supporting walkability, neighborhood interaction, and access to homes and local destinations. All roads that are not classified as arterials or collectors fall under this category. Local Roads are generally not eligible for federal funding and are primarily the responsibility of the local jurisdiction to maintain and manage.



6th Street.



2007 HAMILTON COUNTY THOROUGHFARE PLAN

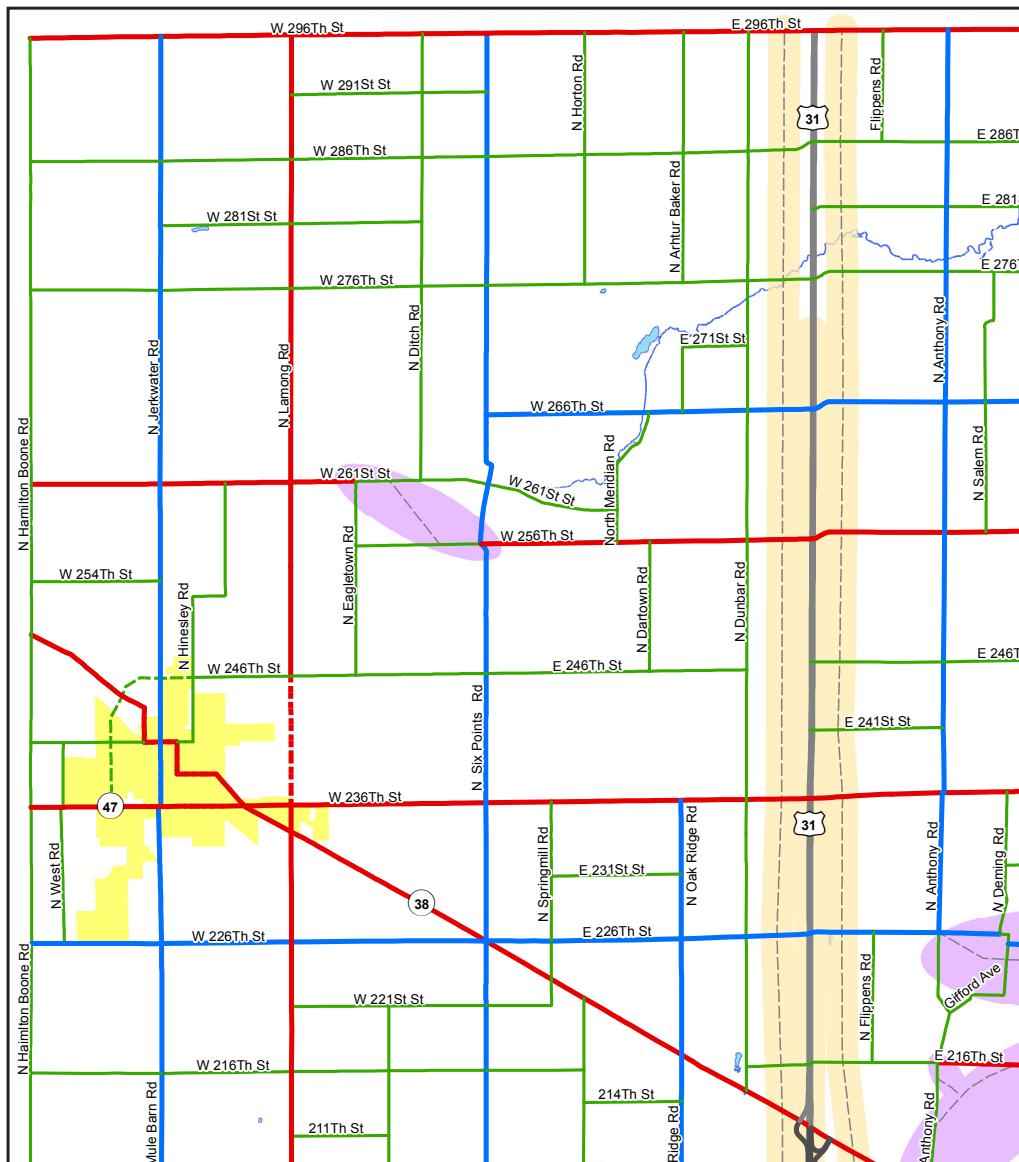
While almost 20 years old, the Hamilton County Thoroughfare Plan outlined several key connections within Sheridan and features priority routes that have changed over time. Notably, this Thoroughfare Plan highlighted 296th Street and 236th Street as Primary Arterials, which is not reflected in the current Thoroughfare Plan, as, with recent changes to U.S. 31, 296th Street is no longer an ideal choice for a Primary Arterial.

The plan identified Lamong Road as a Primary Arterial as well, including a proposed extension between 246th Street and 236th Street that has not since been developed. This would be an ideal connection, especially considering that the Future Land Use Map encourages development east along 236th Street. Additionally, the 2007 Plan proposed an extension of 246th street to connect with State Road 47, which would add an additional collector close to Town and help distribute traffic flow and connect vehicles to State Road 47.



266th Street east of Sheridan in unincorporated Hamilton County.

FIGURE 3.3 - 2007 HAMILTON COUNTY THOROUGHFARE MAP



Cross-Sectional Design Elements

Classification	Right-of-way **	Number of Lanes	Median	On-street Parking	Curb / Shoulders	Clear Zone	Paths / Sidewalks
Primary Arterial	150' * †	4	Yes (12-16' Curbed / 22' Uncurbed)	Not Permitted ***	2' Curbs / 8' Paved Shoulders	10' Curbed / 25' Uncurbed	Two 10' paths and/or 5' sidewalks
Secondary Arterial	110' * †	2 or 4	Optional (0' - 16')	Not Permitted ***	2' Curbs / 8' Paved Shoulders	10' Curbed / 25' Uncurbed	Two 10' paths and/or 5' sidewalks
Collector	100' *	2	Optional (0' - 16')	Permitted (0, 1, or 2 sides)	2' Curbs / 3' Stone Shoulders	10' Curbed / 23' Uncurbed	Two 10' paths and/or 5' sidewalks
Completed Studies	Refer to individual study	Refer to individual study	Refer to individual study	Refer to individual study	Refer to individual study	Refer to individual study	Refer to individual study

Notes: * Add 10' width at intersections for potential right turn lane (500' in length from the intersection)
 ** Minimum required right-of-way. See [Hamilton County Highway Geometric Standards for County Roads](#) for corner cuts and details on additional requirements.
 *** Parking may be permitted on a case-by-case basis, particularly in an urban context
 † May be reduced in an urban context

Source: Hamilton County

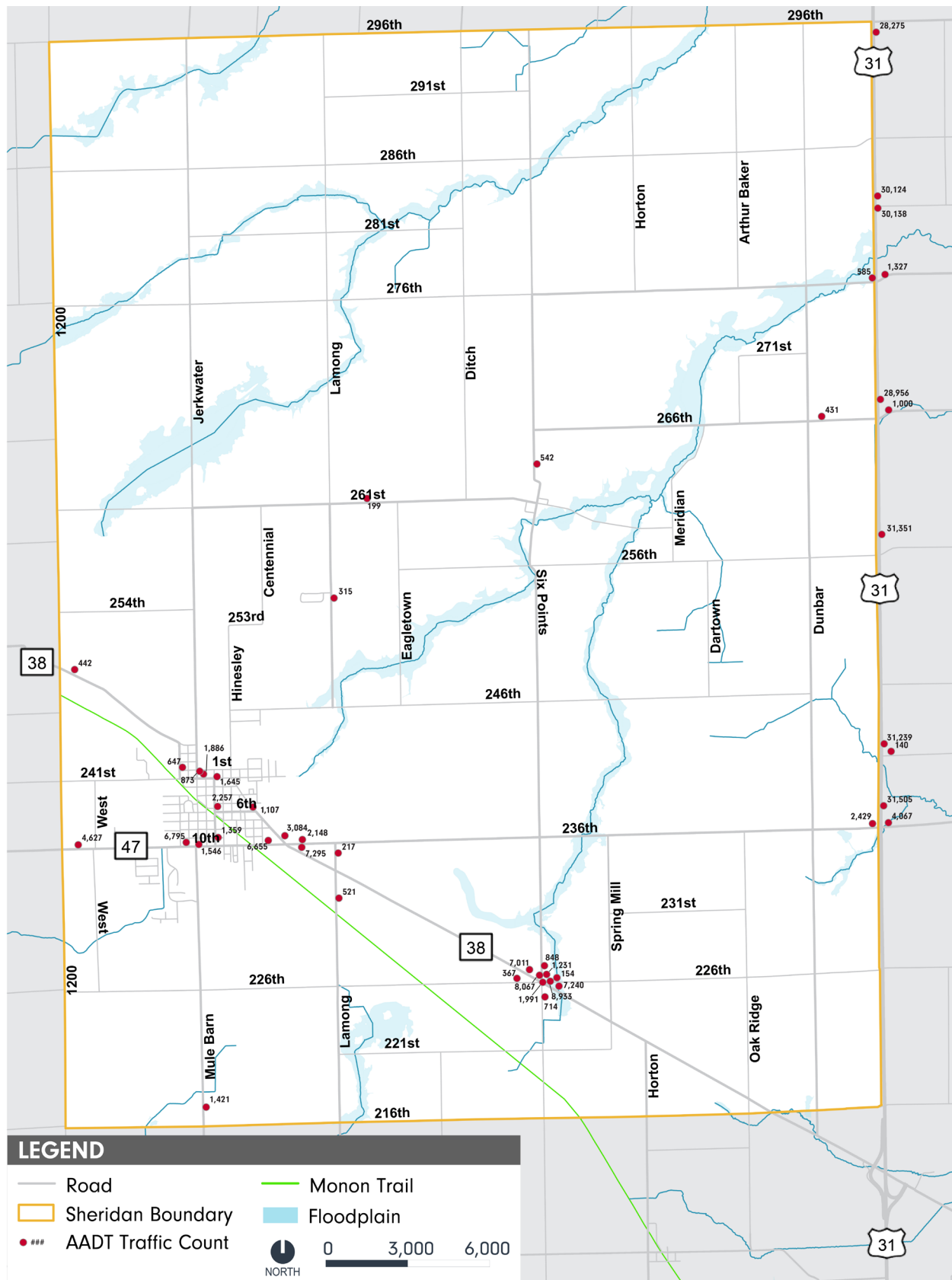
TRAFFIC COUNTS

INDOT monitors traffic counts along certain routes which can be helpful to understand traffic flow and concentration. As a freeway, U.S. 31 carries a high Annual Average Daily Traffic (AADT), around 31,000 AADT, but the majority of this traffic does not come into Sheridan. State Road 38 carries up to almost 9,000 AADT in some sections, but that drops to just under 7,300 AADT as it gets closer to Town. Some traffic continues on State Road 38 as it goes through Town, but the majority of traffic, around 6,700 AADT, travels on State Road 47 heading west.



Springmill Road.

FIGURE 3.4 - TRAFFIC COUNTS MAP



CRASH DATA ANALYSIS

Annual Vehicle Crashes

Crash data for Sheridan from 2021 through 2025 shows notable year-to-year variability, with total reported crashes ranging from a low of 66 in 2021 to a high of 149 in 2022. The 2025 data includes the months of January through September. Data for October through December was not available at the time of the analysis. The 100 crashes over nine months would equate to 133 crashes for the year if extrapolated. The relatively lower number of crashes in 2021 may be attributed to lower traffic volumes due to prolonged impacts of the COVID-19 pandemic.

While the annual totals fluctuate rather than follow a clear upward or downward trend, the consistently elevated crash counts in recent years indicate that traffic safety remains an ongoing concern, particularly as traffic volumes increase due to regional growth and changes in travel patterns.

Of particular concern are the 94 serious injury crashes and eight fatal crashes recorded during this period. Although these represent a smaller share of total crashes, their severity underscores the importance of proactive safety investments that reduce both crash

frequency and crash severity, especially along higher-speed corridors and at complex intersections.

FIGURE 3.5 - CRASHES BY YEAR

Year	Number of Crashes
2021	66
2022	149
2023	92
2024	133
2025	100 ¹

¹ January through September 2025, does not include October – December crashes.
Source: Hamilton County, HWC

FIGURE 3.6 - CRASHES WITH INJURY

SERIOUS INJURY	94
FATAL	8

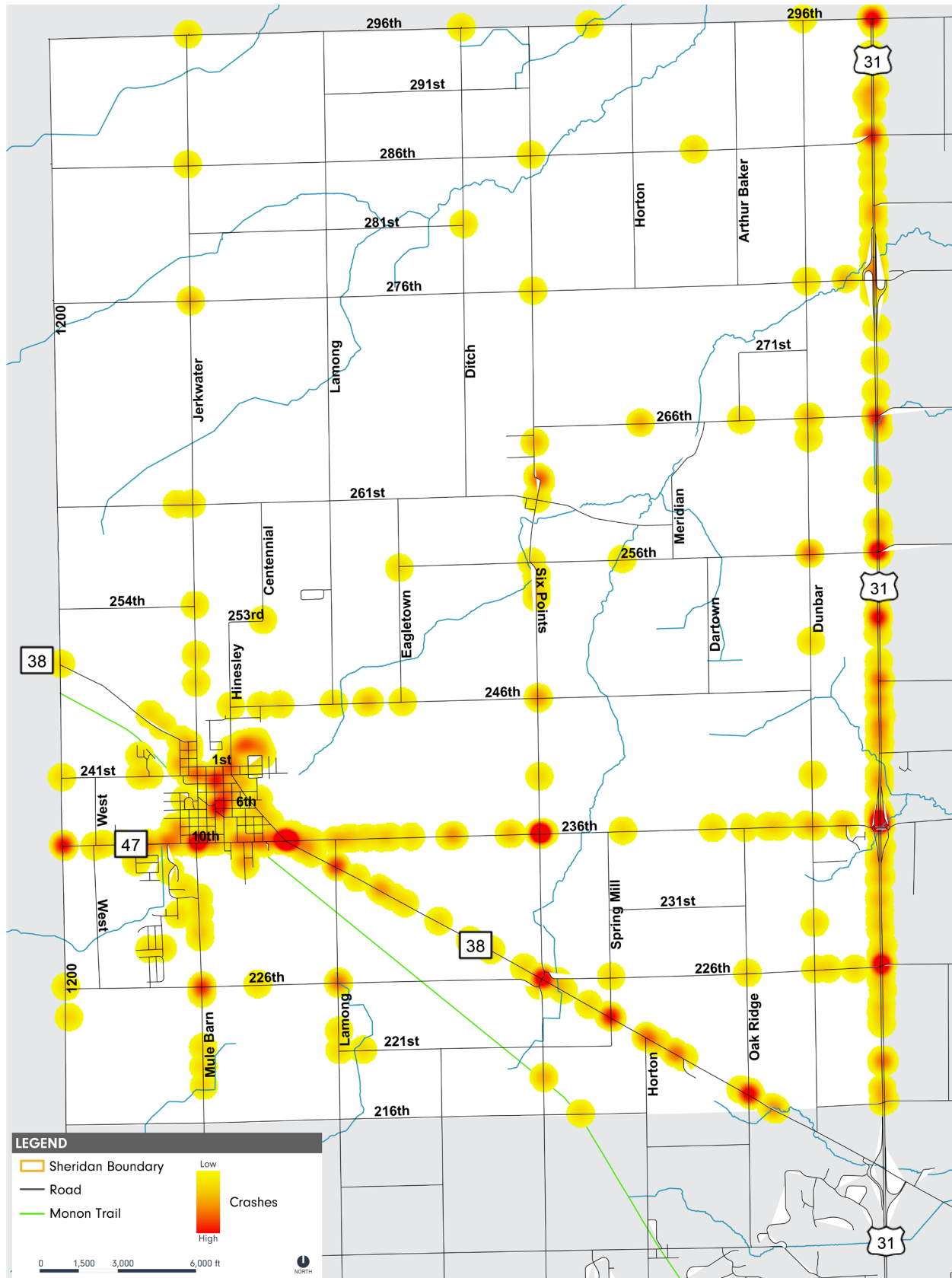
Source: Hamilton County, HWC

High-Crash Locations

Crash locations are not evenly distributed throughout the town. Instead, crashes are concentrated along a limited number of key corridors and intersections, particularly those involving State Road 38, U.S. 31, and major east–west county roads such as 236th Street, 226th Street, and 256th Street.

Intersections such as 236th Street and Six Points Road, 236th Street and U.S. 31, and multiple locations along State Road 38 appear repeatedly in the data. These locations often combine higher traffic volumes, higher operating speeds, turning movements, and access points, all of which increase conflict potential. It is important to note that crashes along U.S. 31 include those before it was converted to a limited access

FIGURE 3.7 - CRASH MAP, 2021-2025



highway. While crashes may still occur along the corridor and at interchange areas, removal of intersections, signals, and at-grade crossings should result in fewer crashed going forward.

This concentration suggests that targeted improvements at a relatively small number of locations could yield outsized safety benefits, rather than relying solely on broad, system-wide measures.

Potential community actions at high-crash locations include:

- Conducting intersection safety audits to identify sight distance limitations, confusing geometry, or inadequate traffic control.
- Evaluating the need for turn lanes, access management, or signal timing adjustments at intersections with frequent failure-to-yield crashes.
- Reviewing speed management strategies, including gateway treatments, lane width adjustments, or enhanced signage on approaches to major intersections.

FIGURE 3.8 - TOP CRASH LOCATIONS

Location	Number of Crashes
236TH ST / SIX POINTS RD	24
236TH ST	21
236TH ST / U.S. 31	18
226TH ST / U.S. 31	14
256TH ST / U.S. 31	12
SIX POINTS RD / STATE ROAD 38	11
OAK RIDGE RD / STATE ROAD 38	11
LAMONG RD / STATE ROAD 38	10
226TH ST / MULE BARN RD	9
STATE ROAD 38 / STATE ROAD 47	8
296TH ST / U.S. 31	8
276 ST / U.S. 31	8
HORTON RD / STATE ROAD 38	7
286TH ST / U.S. 31	7
246 ST / U.S. 31	7
276TH ST	7
E 10TH ST / S WHITE AVE	6
236TH ST / LAMONG RD	6
226TH ST	6
216TH ST	6

Contributing Factors

The primary contributing factors provide insight into where community action can be most effective. Failure to yield right of way has been the most common factor, indicating issues related to intersection control, driver decision-making, and visibility. This points to opportunities for:

- Improved intersection design (clearer lane assignments, reduced skew angles, improved sight triangles).
- Enhanced traffic control devices, such as upgraded signage, pavement markings, or signalization, where warranted.
- Targeted driver education and enforcement, particularly at known problem locations.

FIGURE 3.10 - CRASHES WITH INJURIES MAP, 2021 - 2025

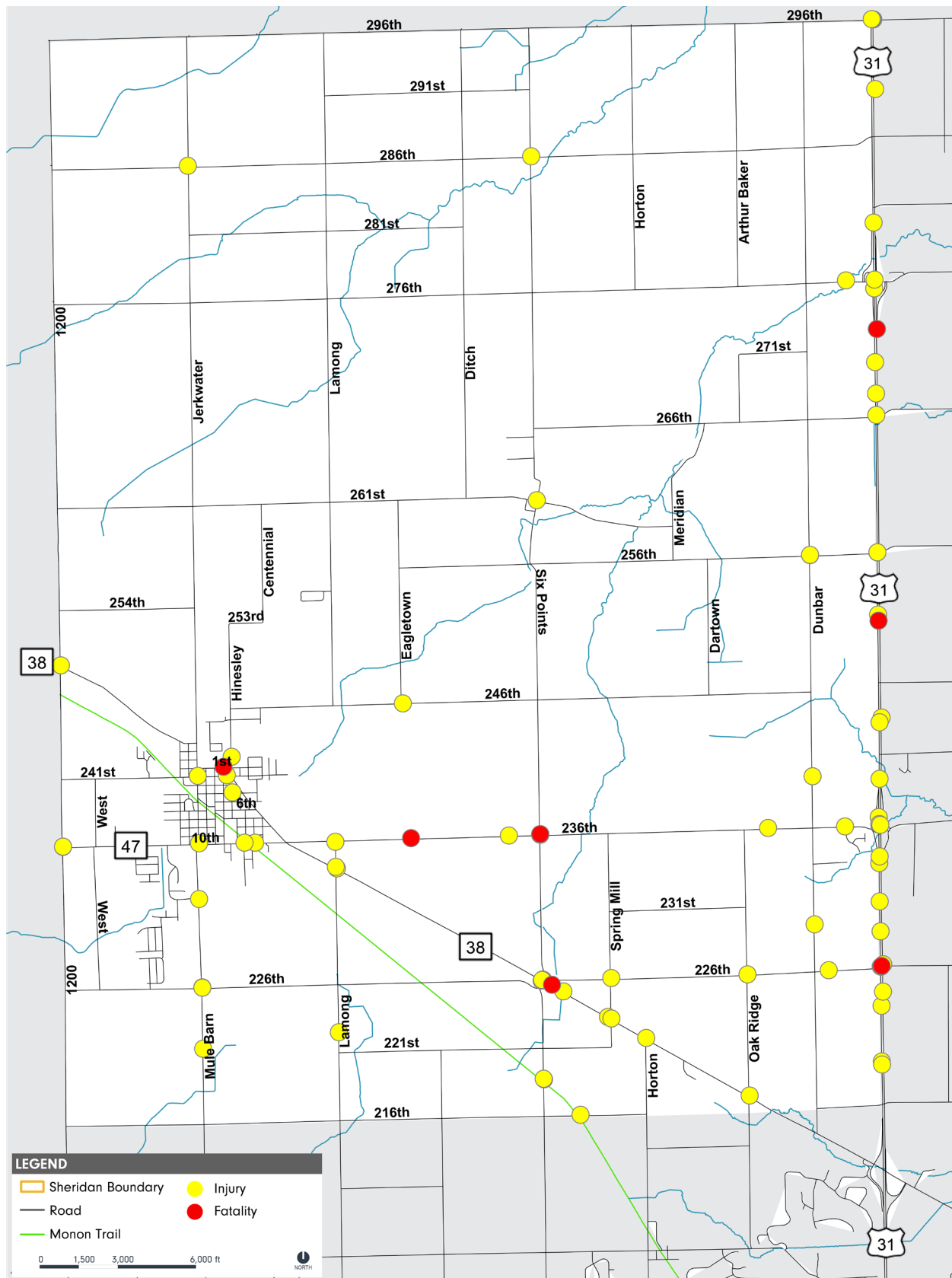


FIGURE 3.9 - PRIMARY CRASH FACTORS

Primary Factor	Number of Crashes
FAILURE TO YIELD RIGHT OF WAY	82
ANIMAL/OBJECT IN ROADWAY	70
OTHER (DRIVER)	66
FOLLOWING TOO CLOSELY	44
DRIVER DISTRACTED – EXPLAIN IN NARRATIVE	43
SPEED TOO FAST FOR WEATHER CONDITIONS	32
FAILURE TO MAINTAIN LANE	23
UNSAFE BACKING	20
OTHER (VEHICLE)	16
OVERCORRECTING/OVERSTEERING	15
ROADWAY SURFACE CONDITION	13
DISREGARD SIGNAL/REG SIGN	12
IMPROPER TURNING	12
DRIVER ASLEEP OR FATIGUED	10
IMPROPER PASSING	10
OTHER (ENVIRONMENTAL)	10

Animal or object in roadway crashes represent a large share of incidents. While wildlife presence itself is difficult to control, the community can still consider:

- Improved roadside clear zones and vegetation management to increase driver reaction time.
- Enhanced warning signage in known wildlife crossing areas.
- Evaluating roadway lighting or reflectors along rural roadways where animal crashes are common.

Driver distraction, following too closely, and other driver-related factors together account for a significant portion of crashes. While there is not an engineering solution to individual behavior, Sheridan can support:

- Public safety campaigns coordinated with the county or state focusing on distracted driving and safe following distances.
- Design strategies that promote self-enforcing speeds, such as consistent lane widths and reduced visual clutter.
- Intersection layouts that minimize decision complexity and last-second maneuvers.

Environmental and roadway condition factors appear less frequently, but still highlight the importance of:

- Ongoing pavement maintenance, especially where surface conditions may contribute to loss of control.
- Ensuring adequate drainage, winter maintenance, and signing curves.

Implications for Future Safety Investments

Overall, the crash data suggest that Sheridan's greatest opportunities to improve safety lie in focused, location-specific interventions, particularly at intersections and corridors with recurring crash patterns. While some contributing factors, such as wildlife activity or individual driver behavior, are inherently difficult to eliminate, roadway design, traffic control, and access management can significantly reduce the likelihood and severity of crashes.

By prioritizing high-crash locations for detailed evaluation, coordinating with INDOT on state-maintained routes, and pairing infrastructure improvements with education and enforcement, Sheridan can take meaningful, practical steps toward improving safety for all roadway users.



Chapter

4

9



RECOMMENDATIONS

Sheridan is experiencing ongoing development pressure both within the Town and in surrounding areas, which is expected to increase travel demand on the local street network over time. The Future Thoroughfare Plan is intended to proactively plan for this growth by identifying appropriate street classifications and connections that can support current and future development. Updating roadway classifications does not indicate that immediate roadway expansion or construction will occur; rather, it establishes a long-range framework to ensure the transportation system can safely and efficiently accommodate anticipated traffic volumes.

By updating these classifications, the Town creates greater flexibility and eligibility for future funding opportunities, including potential federal and state transportation programs, while also improving overall traffic circulation and connectivity within Sheridan. The plan also identifies proposed street connections that may be needed as land develops, particularly in areas where the existing county mile grid system may need to be modified to support a more connected local network. This approach allows the Town to use the plan as a reference when reviewing development proposals, ensuring that future roadway improvements are coordinated, intentional, and aligned with long-term community needs.

FUTURE THOROUGHFARE MAP

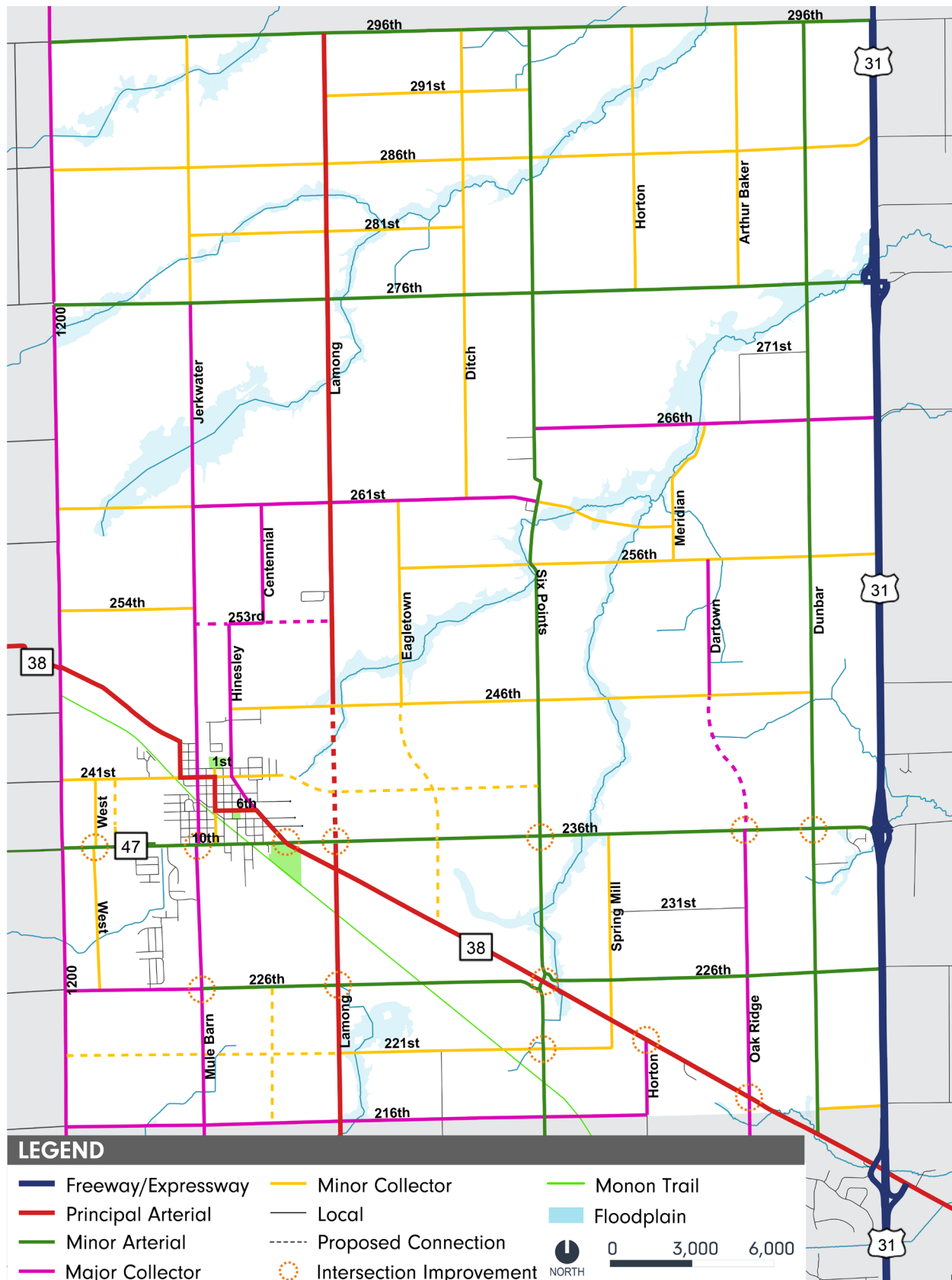
The Future Thoroughfare Map builds on the Comprehensive Plan while responding to anticipated growth and evolving transportation needs in and around Sheridan. Under the previous thoroughfare map, many of the community's major roadways were classified primarily as major collectors. The updated map refines these classifications by upgrading several key corridors to minor arterials and, in select locations, principal arterials, to better reflect their current and future role in the regional network. This includes recognition of U.S. 31's function as a freeway or expressway. Additionally, certain local and minor collector streets that are expected to carry increased traffic volumes have been upgraded to major collectors, allowing traffic to be more efficiently directed toward the arterial system designed to handle higher volumes.

The map also identifies several proposed street connections intended to guide long-term development rather than signal immediate construction. With the exception of the Lamong Road extension, these connections are not priorities for near-term implementation and are expected to occur incrementally as new development occurs. Their inclusion ensures that future development extends and reinforces Sheridan's existing street grid, supporting connectivity, dispersing traffic across multiple routes, and maintaining its small-town character. By encouraging interconnected streets rather than isolated or disconnected subdivision layouts, the plan helps prevent traffic from being concentrated on a limited number of local or county roads.

Right-of-way preservation is particularly critical given the Town's limited financial capacity to acquire land after development occurs. Securing adequate right-of-way during subdivision platting and redevelopment is one of the most cost-effective tools available to ensure that future roadway improvements can be implemented.

In addition, the map highlights anticipated intersection improvements along arterial and collector corridors, where future traffic volumes may warrant enhanced safety and operational measures such as signalization, roundabouts, or other intersection treatments as development progresses.

FIGURE 4.1 - FUTURE THOROUGHFARE MAP



Thoroughfare Hierarchy

Freeway/Expressway

Freeways and Expressways provide the highest level of mobility, serving long-distance, high-speed regional and interstate travel. These facilities prioritize uninterrupted traffic flow with full or partial access control, using interchanges rather than at-grade intersections. Direct access to adjacent land uses is restricted to preserve safety and efficiency. These roadways play a critical role in regional connectivity, freight movement, and economic competitiveness.

- U.S. 31

Principal (Major) Arterial

Principal Arterials provide high-capacity regional connections and form the backbone of the transportation network. They prioritize through movement over direct land access, accommodating higher traffic volumes and longer-distance trips. Access is managed through limited intersections and driveway controls. In Sheridan, Principal Arterials connect the community to neighboring towns, regional employment centers, and major destinations.

- State Road 38
- Lamong Road

Secondary (Minor) Arterial

Secondary Arterials serve moderate-length trips and connect neighborhoods, commercial areas, and employment centers to Principal Arterials. These roadways balance mobility and access, allowing more frequent intersections and property access than Principal Arterials while still carrying moderate traffic volumes.

- 236th Street / 10th Street / State Road 47
- Portion of 226th Street
- 276th Street
- 296th Street
- Dunbar Road
- Six Points Road

Major Collector

Major Collectors gather traffic from local roads and distribute it to the arterial system. They balance efficient traffic movement with access to adjacent land uses and typically support multiple travel modes, including vehicles, pedestrians, and cyclists. As Sheridan grows, Major Collectors will be essential for maintaining connectivity and relieving pressure on higher-classification roadways.

- 216th Street
- Portion of 226th Street
- Portion of 261st Street
- 266th Street
- Dartown Road / Oak Ridge Road
- Horton Road
- Centennial Road
- Hinesley Road
- Jerkwater Road / Mule Barn Road
- Hamilton/Boone County Line Road

Minor Collector

Minor Collectors serve shorter trips and emphasize access to properties, particularly in lower-density or rural areas. They connect neighborhoods, agricultural lands, or developing areas to Major Collectors or Arterials. Traffic volumes and speeds are lower, and roadway design often reflects a more rural character. In Sheridan, Minor Collectors help transition the rural road network as development expands.

- Springmill Road
- Meridian Road
- Ditch Road
- Eagletown Road
- Portion of Main Street
- West Road
- 221st Street
- 241st Street
- 246th Street
- 254th Street
- 256th Street
- Portion of 261st Street
- 281st Street
- 286th Street
- 291st Street

Local Road

Local Roads provide direct access to individual parcels and serve short, low-speed trips. Through traffic is discouraged to support safety and neighborhood livability. These roadways strongly influence community character and support walkability and local access. Roads not classified as arterials or collectors fall into this category and are typically maintained by the local jurisdiction.



MINIMUM RIGHT-OF-WAY STANDARDS

Minimum right-of-way standards define the total width of land reserved for public use along a roadway, including space for travel lanes, sidewalks, utilities, drainage, and other transportation-related infrastructure. These standards vary by roadway classification and are intended to ensure that each type of street can safely and effectively accommodate its expected function, as illustrated in the street cross-section descriptions below. In addition to guiding roadway design, right-of-way standards establish a legal framework for requiring right-of-way dedication as land develops or redevelops. The standards outlined in the table provide clear specifications that developers must follow when constructing new streets or upgrading existing ones, helping ensure consistency, connectivity, and long-term functionality of the transportation network.

Developers will be expected to dedicate sufficient right-of-way consistent with the Future Thoroughfare Map and applicable cross-section standards at the time of platting or site development. This includes accommodating future lane expansions, sidewalks or multi-use paths, drainage infrastructure, and utilities. Along corridors transitioning from rural to suburban character, dedication should anticipate ultimate build-out conditions rather than existing roadway widths.

FIGURE 4.2 - MINIMUM RIGHT-OF-WAY DIMENSIONS

	Pavement Section						Border Section			
	Min. R.O.W. Width	No. of Travel Lanes	Min. Travel Lane Width	Median Divider	Parking Lane	Curb and Gutter / Shoulder	Min. Planting Strip or Swale	Sidewalk	Multi-use Path	Buffer to Property Line
Principal (Primary) Arterials	120'	2-4	12'	3-16' opt.	-	2' / 6' paved	10'	-	10' min.	1'
Minor (Secondary) Arterials	100'	2-4	12'	3-16' opt.	-	2' / 6' paved	10'	-	10' min.	1'
Major Collectors	80'	2	11'	3-16' opt.	8' opt.	2' / 6' paved	8'	5' min.	10' min.	1'
Minor Collectors	70'	2	11'	-	8' opt.	2' / 2'	8'	5' min.	10' min.	1'
Local Streets	60'	2	10'	-	8' opt.	2' / 2'	5'	5' min.	-	1'

FIGURE 4.3 - TYPICAL ARTERIAL AND COLLECTOR STREET SECTIONS

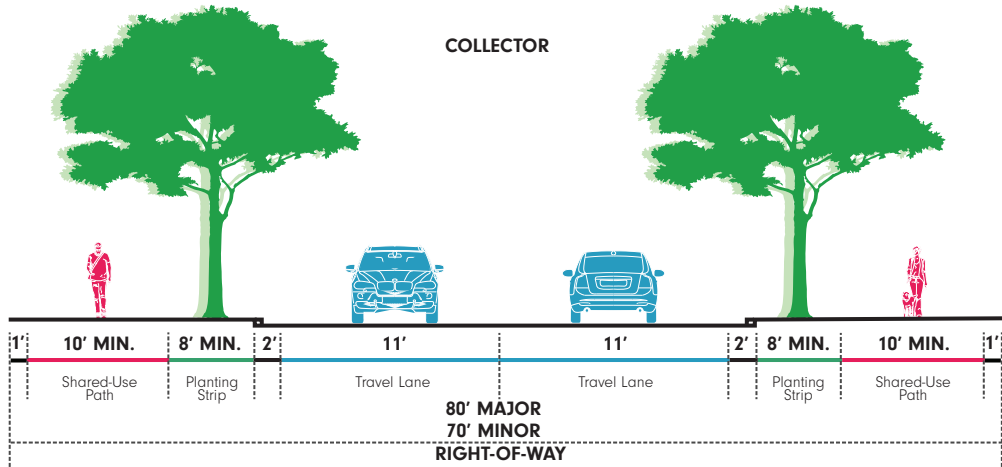
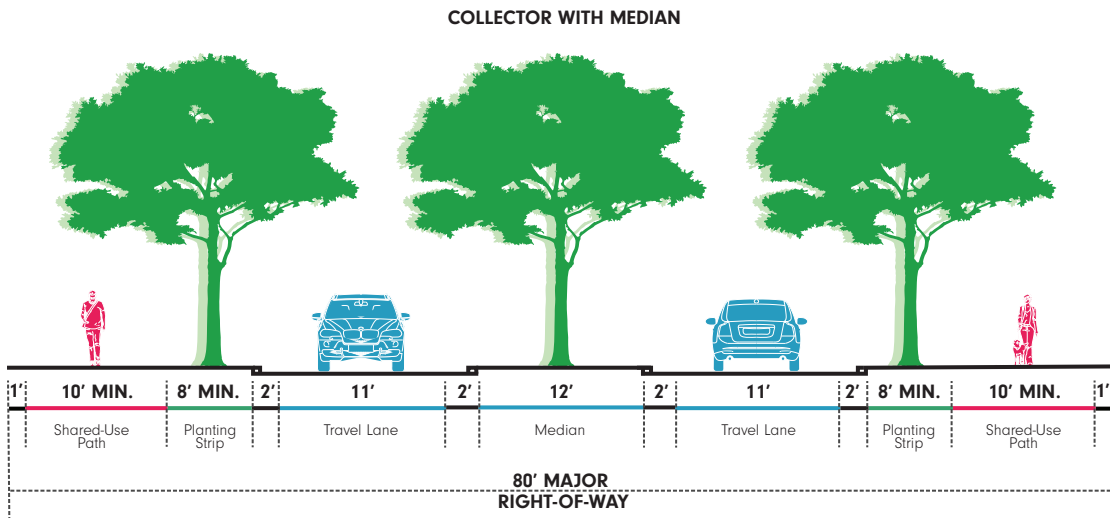
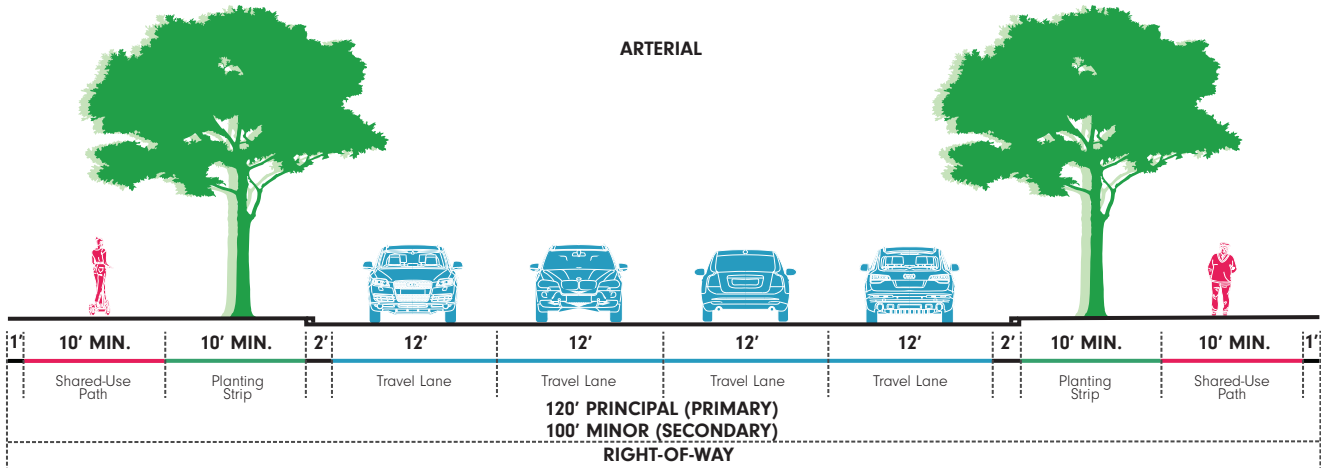
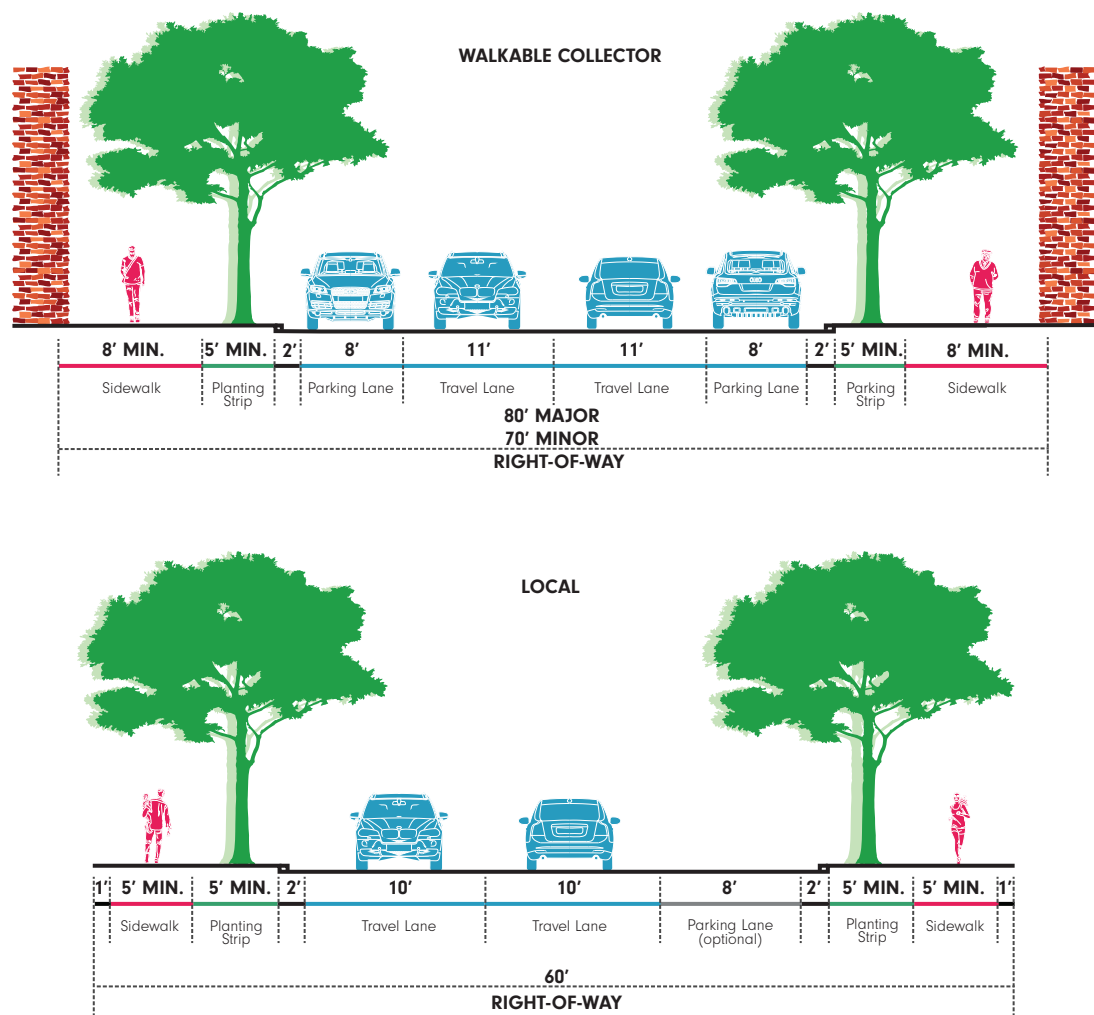


FIGURE 4.4 - TYPICAL WALKABLE COLLECTOR AND LOCAL STREET SECTIONS



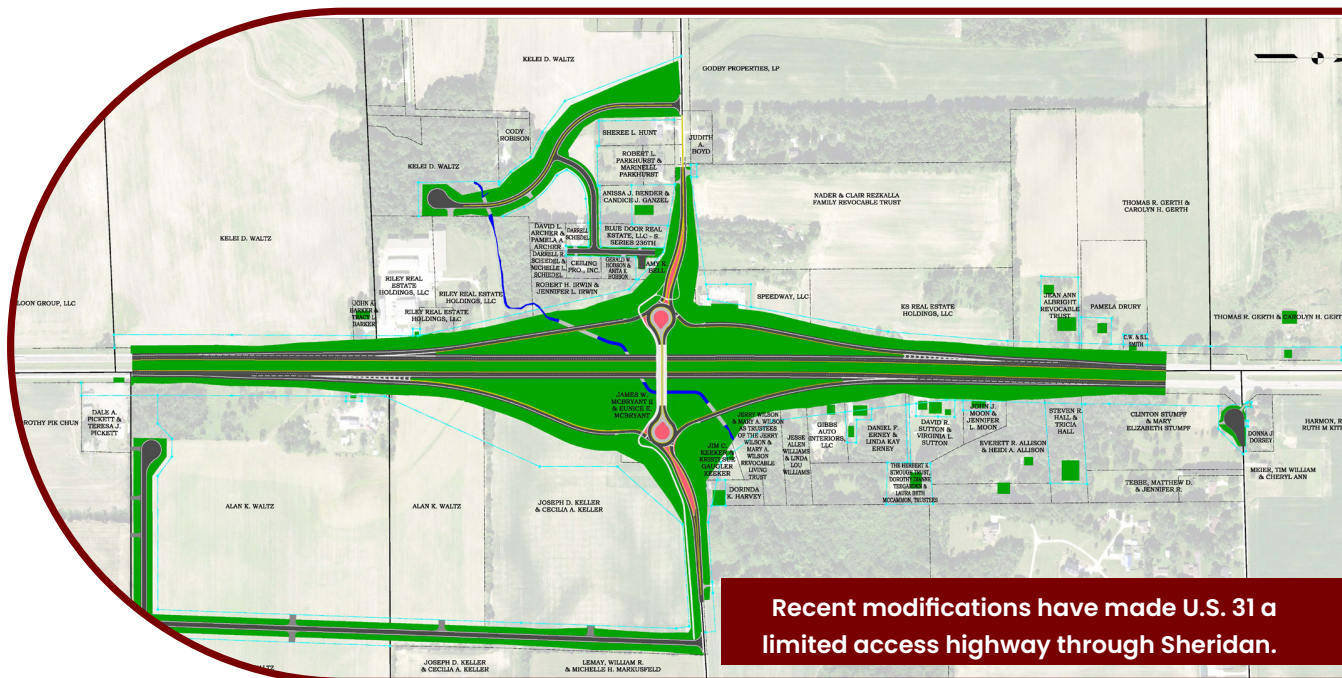
KEY CORRIDORS ANALYSIS

Sheridan's roadway network is defined by the U.S. 31 corridor as the eastern boundary and the diagonal State Road 38 which runs southeast toward Noblesville and a jagged northwest diagonal toward Kirklin. There are several key corridors within Sheridan that both currently carry high traffic volumes and need to be highlighted as key corridors for analysis and additional planning as well as with recent future development will become important corridors for moving people, goods and services.

U.S. 31

Recent updates to U.S. 31 have built overpasses and on ramps at key roads, namely 236th Street, which becomes State Road 47 after intersecting with State Road 38 to the west, as well as 276th Street, which has made these two routes into key corridors.

U.S. 31 is the major north-south route that connects Sheridan to Westfield, Carmel and Indianapolis to the south and Kokomo to the north. Other key north-south routes include Dunbar Road, Six Points Road, Lamong Road, and Jerkwater Road.



236th Street / 10th Street / State Road 47

236th Street will be a key thoroughfare given the interchange at U.S. 31. It connects to Cicero to the east and runs through Sheridan to the west, becoming 10th Street, then State Road 47, which intersects with I-65 in Boone County. This corridor represented the Town's southern edge until the Maple Run subdivision expanded the Town south. 236th Street is poised to become a major corridor between the Town Core and U.S. 31 as development occurs.

During the thoroughfare planning process, INDOT was designing improvements to State Road 47 between State Road 38 and the Hamilton/Boone County line. This project will fully reconstruct portions of State Road 47, add a roundabout at State Road 47 and State Road 38, and realign the intersection with Mule Barn Road and California Street.

276th Street

276th Street traverses Sheridan, running across U.S. 31, east to Beck's Hybrids Headquarters and west to Hamilton/Boone County Line Road. As a result of the recent upgrades to U.S. 31 where the interchange has been developed, this corridor could see further development and as it is the northern access point to U.S. 31. However, development is primarily to be concentrated south of 246th Street, so major development west of Dunbar Road that do not intersect the U.S. 31 corridor is not encouraged at this time.

226th Street

226th Street spans the full width of Sheridan, extending from U.S. 31 on the east to the Hamilton–Boone County Line on the west. Recent reconstruction of U.S. 31 converted the intersection with 226th Street into a grade-separated crossing, eliminating direct access between the two roadways. In 2019, the intersection of 226th Street, State Road 38, and Six Points Road was redesigned to address traffic safety concerns. While these improvements have enhanced operations, residents continue to express ongoing safety issues at this location.

As development occurs on both the north and south sides of 226th Street, particularly west of Six Points Road, the corridor is expected to play an increasingly important role in connecting residential neighborhoods to State Road 38, U.S. 31, and the broader regional network. Planned mixed-density residential development will increase traffic volumes, necessitating appropriate right-of-

way dedication and targeted roadway capacity improvements as growth occurs. While most traffic is anticipated to travel east toward State Road 38, westbound movements toward Boone County may also increase.

216th Street

216th Street is currently Sheridan's southernmost border, separating the Town from land that may eventually be developed as Westfield expands north. The main segment of this corridor runs between Horton Road and Hamilton/Boone County Line Road, with north-south connections to arterial corridors. As designated in the Future Land Use Map, the area north of this corridor is slated to be developed as residential with a mixture of densities which will increase the traffic volumes along this corridor. As development occurs it is crucial that this road has capacity to carry these traffic volumes.

Since it is Sheridan's southern border, the northern portion of this road is Sheridan's jurisdiction while the southern portion is in Westfield's jurisdiction. According to Indiana Code, a municipality is responsible for the south and east roadways on the borders of their jurisdiction which would make 216th Street Sheridan's responsibility. However, because there is significant development happening to the south of 216th Street in Westfield which will have a significant impact on 216th Street in particular, it is important to stress regional collaboration for the upgrading and maintenance of this corridor.



226th Street at Springmill Road.



State Road 38

State Road 38 is a major corridor, connecting Sheridan to U.S. 31, which in turn connects to Westfield, Carmel, and Indianapolis to the south as regional centers of employment, entertainment and shopping. While State Road 38 does run through Town, the busiest portion of this corridor is between 236th Street and U.S. 31 before traffic diverts to State Road 47. There will be residential development along some portions of State Road 38 south of the 'Old Town' and some commercial or employment flex uses developed at other key intersections along State Road 38. This is the Town's largest corridor, carrying much of the traffic into and out of Sheridan. As Sheridan develops, it will need to be upgraded to meet capacity. Access management will be critical to ensure the road functions safely and efficiently, especially with new development creating increased demand and destinations to visit.



State Road 38 becomes Main Street though downtown Sheridan.

Lamong Road

Lamong Road is a key north-south corridor that connects Sheridan and other areas south to Westfield. There is a key gap between 246th Street and 236th Street which, if connected, would make this corridor even more important. As shown on the Future Land Use Map, residential development of a variety of densities is encouraged east of Lamong Road and north of 236th Street. As development expands east of Lamong Road near Town, this corridor will serve as the primary collector, linking local traffic to employment centers and regional destinations via State Road 38 and ultimately U.S. 31.

When development occurs to the east of this proposed connection, it is essential for this connection to be made in conjunction with the development. Especially as more development happens in Sheridan, this will become a key connection to help disperse traffic from the middle and high school.

Six Points Road

Six Points Road has long served as an important north-south route between Sheridan and Westfield to the south. It also continues north through Boxley to 296th Street. The Six Points Road, State Road 38, and 226th Street intersection continues to be a point of concern for residents. Past modifications have been made to address safety issues, but additional improvements will likely be needed as development occurs south of State Road 38. In the near-term, most residential development will occur west of Six Points Road, closer to Mule Barn Road and Lamond Road. However, Six Points Road will continue to serve as a key collector to Spring Mill Road and commercial centers in Westfield.

The Monon Trail crosses Six Points Road between 216th and 221st Streets. As traffic volumes increase on Six Points Road, additional signage, lighting, and other improvements will be needed to ensure safe crossing for trail users.

Dunbar Road

Dunbar Road is a key north-south corridor running parallel to U.S. 31, extending from State Road 38 just south of Sheridan's boundary to 296th Street. With U.S. 31 having been converted to a limited-access highway, Dunbar Road will become increasingly important for providing access to development along the corridor. The area between U.S. 31 and Dunbar Road lies within a tax increment

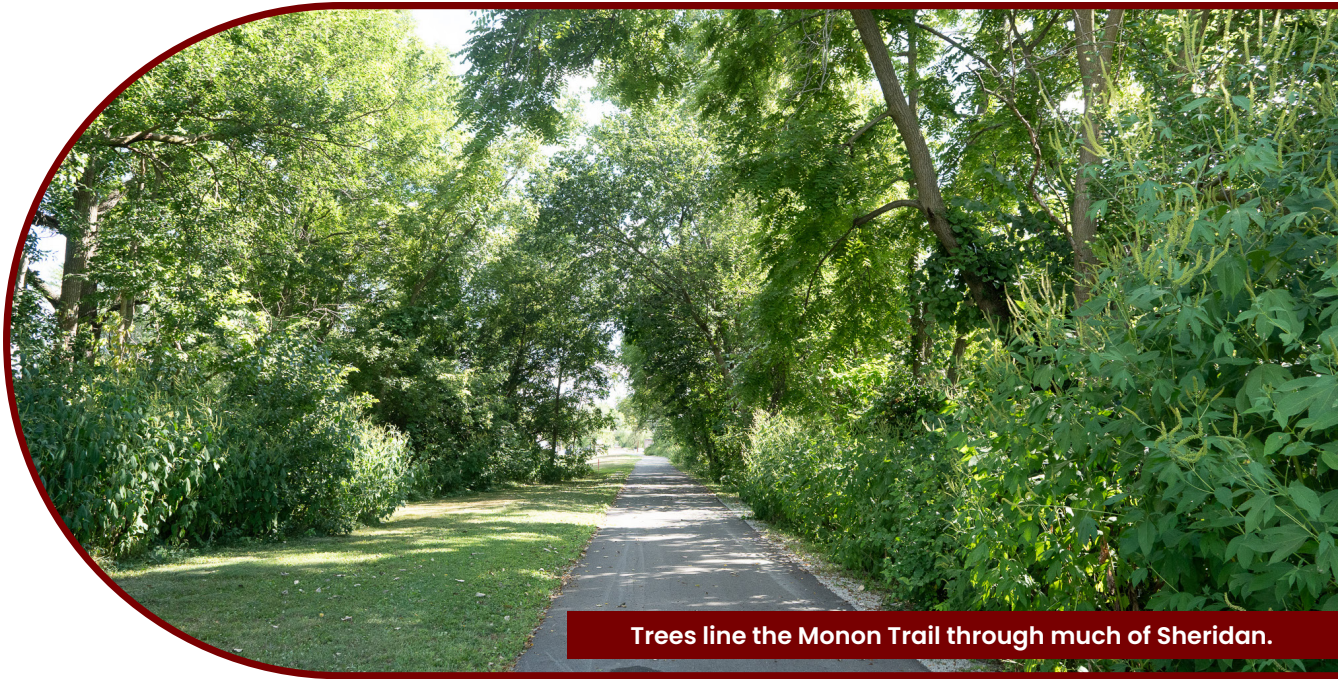


financing (TIF) district established by Hamilton County, positioning the roadway as critical infrastructure for economic development both within the district and in adjacent areas to the west. Dunbar Road will also serve as the primary access point for SkyLake, a large outdoor recreation destination located just north of 216th Street, further increasing traffic demand along the corridor.

Sheridan and Hamilton County were coordinating during the thoroughfare planning process on a joint project to widen and reconstruct Dunbar Road between 236th Street and State Road 38. As additional development occurs, further improvements north of 236th Street and in areas both north and south of 276th Street will likely be necessary to safely and efficiently accommodate future development.

246th Street

246th Street is generally considered the northern limit for residential development within the planning horizon of this comprehensive plan, with limited exceptions near Sheridan Elementary School and the middle school–high school campus. While traffic patterns are expected to remain predominantly southbound, the segment of 246th Street between Hinesley Road and Six Points Road will become increasingly important with the construction of Lamong Road between 236th and 246th Streets and continued growth in school enrollment..



Mule Barn Road / Jerkwater Road

This road segment is named Mule Barn Road south of State Road 47 and Jerkwater Road to the north. The road goes through ‘Old Town’ and connects to the airport. This is the westernmost north-south corridor in Sheridan. While there is not currently a lot of new development anticipated around the northern portion of this road, the southern portion will become a key connection for surrounding residential development.

It is possible that the Sheridan Airport may see some growth, whether that be expanding public and private uses or adding supporting businesses around the airport. This could increase traffic volumes along Jerkwater Road, creating a need for improvements. While it is unlikely there will be much residential development in this area, if the airport grows there might be increased commercial or light industrial uses surrounding it.

The Monon Trail

The Monon Trail is an essential pedestrian corridor that runs through Sheridan and an important quality of life amenity that was highlighted in the Comprehensive Plan. To ensure this amenity can be enhanced and continue serving residents and visitors, it is imperative that safe crossings are provided at major thoroughfares.



LIST OF KEY ROADWAY IMPROVEMENTS

Below is a list of key roadways in Sheridan that are currently experiencing issues according to community engagement or may, with increased development, experience issues in the future. The roadway improvements can include widening, increased right of way dedication, installing sidewalks on one or both sides of the road, or adding turning or deceleration lanes.

- Hinesley Road
- State Road 38
- Six Points Road
- Dunbar Road
- Oak Ridge Road
- Mule Barn Road
- 226th Street
- Jerkwater Road

LIST OF INTERSECTION IMPROVEMENTS

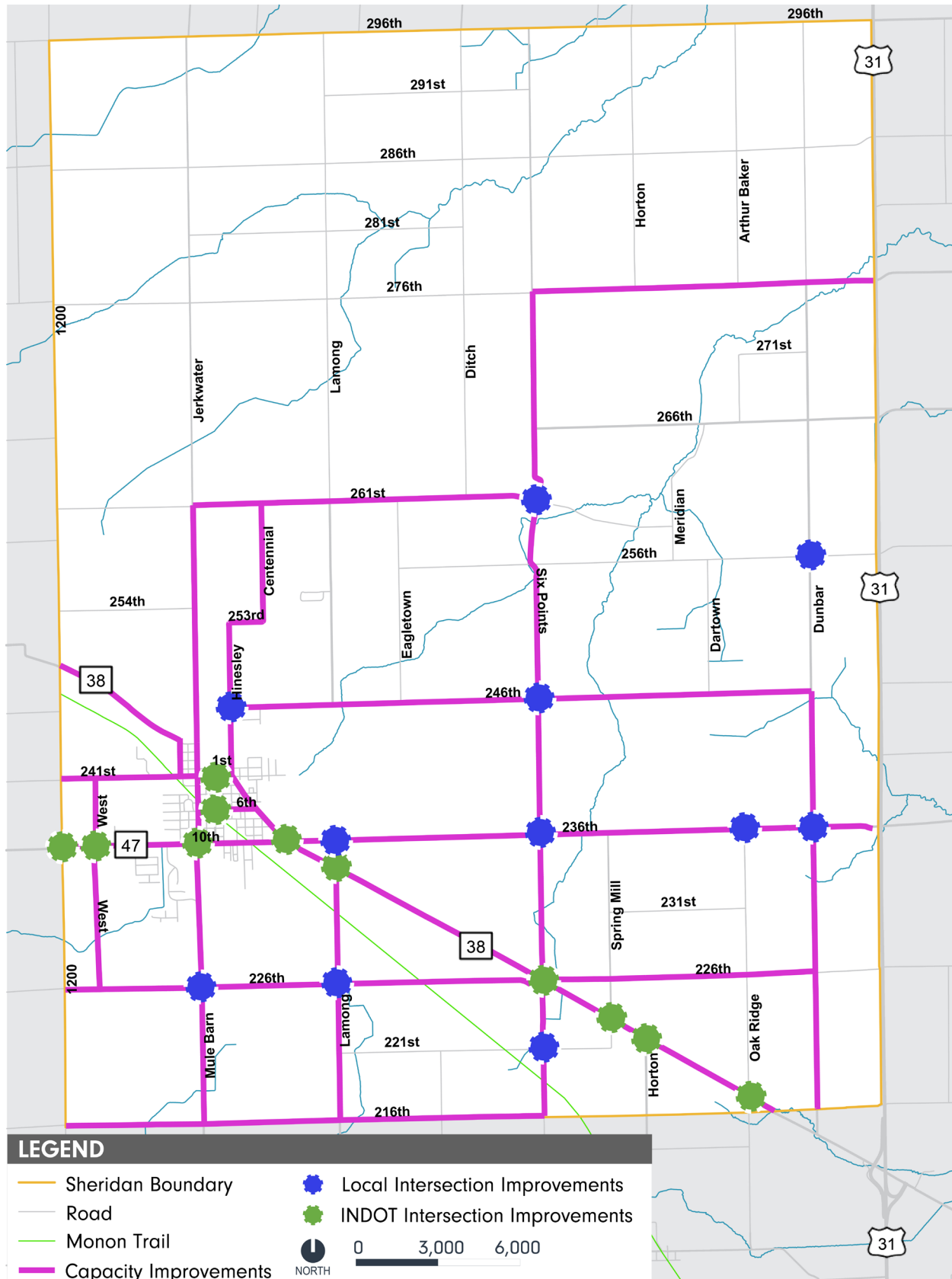
In order to maintain acceptable levels of service as traffic volumes increase, or in conjunction with improvements to adjacent roadway segments, the following intersections are likely to need modification, realignment, or other enhancements.

- State Road 38 and Oak Ridge Road
- State Road 38 and Horton Road
- State Road 38 and Six Points Road and 226th Street
- State Road 38 and 236th Street/10th Street
- 236th Street and Dunbar Road
- 236th Street and Oak Ridge Road
- 236th Street and Six Points Road
- 236th Street and Lamong Road
- State Road 47 and Mule Barn Road
- State Road 47 and West Road
- 226th Street and Mule Barn Road
- 226th Street and Lamong Road
- 221st Street and Six Points Road

The Monon Trail is a key asset for Sheridan that has the potential to bring pedestrian traffic from neighboring communities as well as being a beloved recreational amenity for residents. It is therefore important to make improvements to the following intersections:

- 216th Street
- Six Points Road
- 226th Street
- Lamong Road
- 10th Street
- Main Street
- Mule Barn Road

FIGURE 4.5 - TRANSPORTATION IMPROVEMENTS MAP



Improving the safety at these crossings would include:

- Increasing the visibility for pedestrians and vehicles at intersections,
- Improving signage for motorists, alerting drivers of the trail
- Improved lighting
- Median refuge islands
- Bridges or tunnels especially at Principal Arterials such as Lamong Road
- Integrated into intersections with traffic signals at 10th Street, 226th Street, and Six Points Road

BICYCLE AND PEDESTRIAN COORDINATION

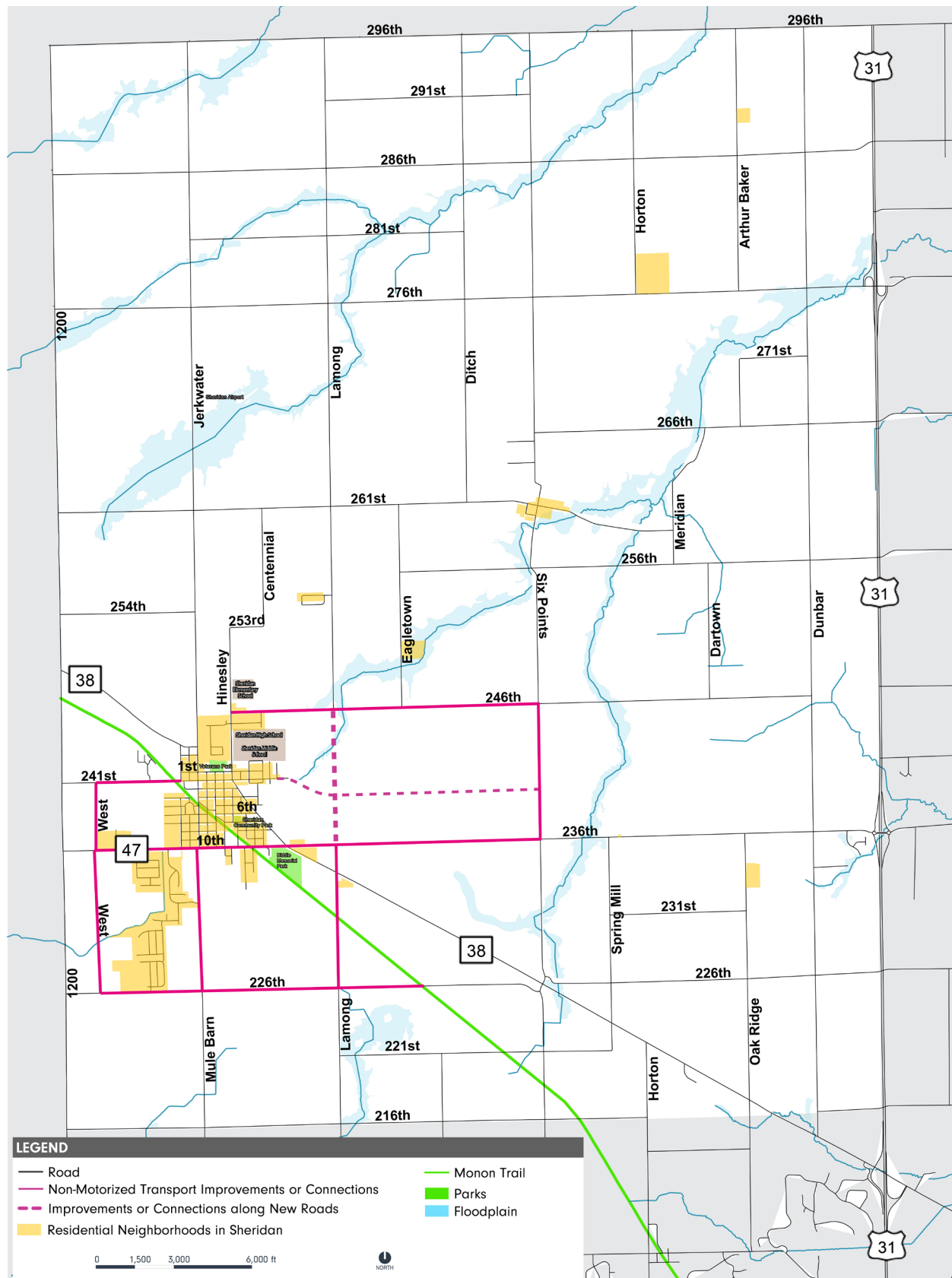
Bicycle and pedestrian coordination is a key component of Sheridan's transportation network and essential to preserving the town's small-town character. The Monon Trail is one of Sheridan's most valuable community assets, providing a regional non-motorized corridor through town that currently terminates at the Hamilton and Boone County boundary. As growth occurs, this plan emphasizes the importance of expanding and strengthening pedestrian and bicycle connections by requiring sidewalks, trail extensions, and new trail links as part of future development. New streets should be designed to connect to the existing street grid and provide safe, continuous routes that allow residents, particularly children and families, to move throughout the community without relying on a vehicle. By coordinating roadway design with pedestrian and bicycle infrastructure, the plan supports safe, accessible, and connected travel options that reinforce Sheridan's walkability, improve access to parks and trails, and maintain the community's traditional, people-scaled development pattern.

Developer Responsibilities for Pedestrian Facilities

Developers will be required to construct multi-use paths along frontage roads and sidewalks to along internal streets to provide pedestrian connections consistent with the Thoroughfare Plan and applicable design standards. Missing segments identified in this Plan should be completed as adjacent properties develop to create a continuous network over time.

Multi-use paths may be required along higher-volume corridors, while sidewalks may be appropriate on lower-speed local streets.

FIGURE 4.6 - BICYCLE AND PEDESTRIAN IMPROVEMENTS MAP



ACCESS MANAGEMENT IN GROWTH AREAS

As Sheridan experiences growth, particularly along major corridors such as State Road 38, 236th Street, and Dunbar Road, careful management of access points is essential to preserve roadway capacity, safety, and long-term functionality. Uncontrolled driveway access can significantly reduce travel speeds, increase crash risk, and necessitate costly roadway widening.

To maintain efficient operations while accommodating development, the Town should implement access management principles:

Shared Access and Driveway Consolidation

Commercial and employment developments should minimize the number of direct access points onto arterial and major collector roadways. Where feasible:

- Adjacent properties should share a single driveway or coordinated entrance.
- Access easements should be established to allow cross-parcel circulation.
- Existing driveways should be consolidated during redevelopment.
- Access spacing should conform to best practices and applicable local standards.

Shared access reduces turning conflicts and preserves the ability to signalize intersections in the future.

Frontage Roads and Parallel Access

In areas of anticipated commercial buildout, particularly along State Road 38 near U.S. 31 interchanges, the Town may require or strongly encourage frontage roads or parallel access drives to serve multiple parcels.

Frontage roads should:

- Connect to public streets at limited, well-spaced locations.
- Provide access to multiple properties, reducing the need for individual highway driveways.
- Be designed to accommodate future extension as adjacent parcels develop.
- Include provisions for pedestrians and bicycles where appropriate.

Where full frontage roads are not feasible, partial segments or interconnected access drives should be constructed to support eventual corridor-wide connectivity.

Internal Circulation Streets

Larger developments should incorporate internal street networks that allow vehicles to move between parcels without re-entering the arterial roadway.

Key expectations include:

- Connections between adjacent commercial sites
- Internal streets designed as public or private roadways capable of serving multiple properties
- Accommodation of delivery vehicles, emergency access, and customer circulation
- Pedestrian connections between buildings, parking areas, and public sidewalks or trails

Internal circulation reduces congestion at arterial access points and improves safety for all users.

NEIGHBORHOOD ACCESS AND CONNECTIVITY

To prevent isolated development patterns and excessive reliance on arterial roadways, the Town will require:

- A minimum of two public street connections for most subdivisions
- Stub streets to adjacent undeveloped parcels where future connections are feasible
- Internal street networks designed to disperse traffic rather than funneling all trips to a single entrance

Cul-de-sacs should be used only where natural features, property constraints, or safety considerations make through connections impractical. Where used, pedestrian and bicycle connections should still be provided from the cul-de-sac, between lots to the next roadway, whenever feasible.

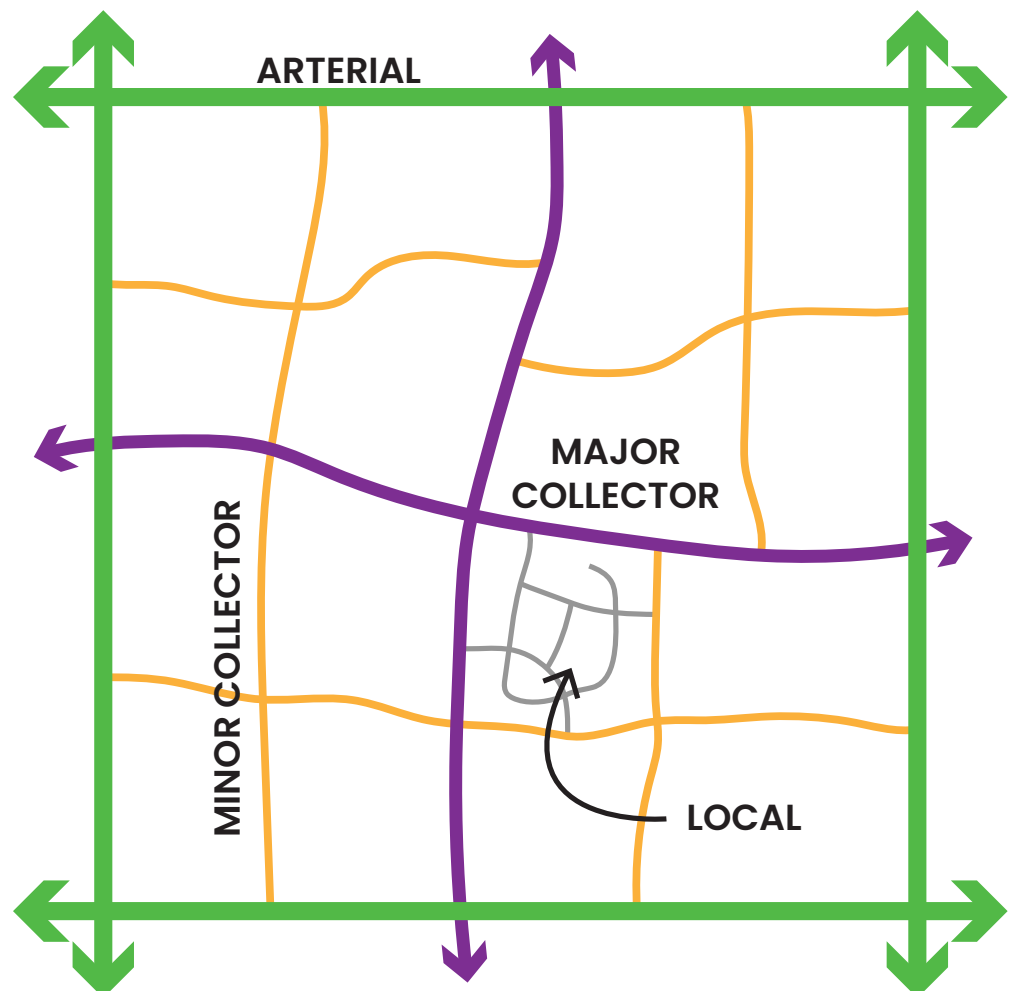


DIVIDING THE 1-MILE COUNTY GRID

As development occurs in areas that were historically rural, including portions of Adams Township, a key objective of this plan is to gradually break down the existing one-mile county grid to better support local circulation and community connectivity. While the county grid functions well for agricultural and low-density uses, it can concentrate traffic on a limited number of roads and create long travel distances as development intensifies. Introducing a finer-grained street network through new development helps improve traffic flow, provides more route options, and better aligns the roadway system with Sheridan's evolving land use patterns.

Community engagement emphasized the importance of maintaining Sheridan's traditional small-town character and avoiding disconnected development patterns common in other parts of Hamilton County. As a result, new development is expected

FIGURE 4.7 - TYPICAL ONE-MILE GRID DIVISION



to connect to the existing street grid of 'Old Town' Sheridan and, where feasible, introduce new local streets that break up large blocks created by former agricultural parcels. These connections should tie into surrounding arterials and collectors to distribute traffic more evenly and integrate new neighborhoods into the broader community. This approach supports walkability, bike access, and trail connections, while ensuring that new development feels like a cohesive extension of Sheridan rather than isolated subdivisions, preserving the town's character as it grows.

ROADWAY JURISDICTION

State highways within Sheridan, including State Road 38 and State Road 47, are under the jurisdiction of INDOT. Planned or future INDOT projects on these corridors will significantly influence traffic patterns, safety conditions, and development potential within the Town. Improvements to State Road 47, in particular, may alter regional travel routes and could shift traffic volumes on local streets, affecting access needs, intersection performance, and long-term land use decisions. Coordination with INDOT during project planning and design is essential to ensure that state investments support Sheridan's goals for economic development, safety, and community character.

The potential relinquishment of State Road 38 to local control would have important implications for the Town. While transfer of jurisdiction could provide greater flexibility to implement context-sensitive design features, access management strategies, streetscape improvements, and multimodal accommodations, it would also shift responsibility for maintenance, capital improvements, and liability to the Town. Any such transfer should therefore be carefully evaluated in terms of long-term costs and benefits. Regardless of jurisdictional status, Sheridan should maintain ongoing coordination with INDOT regarding access approvals, design standards, funding opportunities, and project timing to ensure that state and local actions are mutually supportive and aligned with the Town's long-range transportation objectives.



Chapter

5



IMPLEMENTATION

The Thoroughfare Plan is only effective if it can be carried forward into day-to-day decision-making, capital planning, and coordination with development activity. This implementation chapter establishes the policies, programs, and partnerships that will allow Sheridan to translate the plan's recommended roadway network, design concepts, and priorities into tangible improvements over time. Rather than relying on a single funding source or action, implementation is intended to be incremental, flexible, and responsive to changing development patterns, traffic conditions, and funding opportunities.

A central theme of this chapter is ensuring that growth and transportation investment move together. As development interest continues, particularly in areas south of 246th Street and near U.S. 31, Sheridan must use its available tools to manage impacts, maintain acceptable levels of service, and protect public safety. Road impact fees, traffic study requirements, and crash data monitoring provide the technical and financial foundation to ensure that new development contributes fairly to the infrastructure it requires and that emerging safety issues are identified before they become larger problems.

Implementation also requires coordination beyond the Town's borders. Ongoing discussions with the Indiana Department of Transportation (INDOT) regarding the potential relinquishment of State Road 38, strategic engagement with the Indianapolis Metropolitan Planning Organization and INDOT funding programs, and continued collaboration with neighboring municipalities and Hamilton County are all critical to aligning local goals with regional systems. Together, the strategies outlined in this chapter provide a practical roadmap for advancing Sheridan's transportation priorities in a way that is fiscally responsible, data-driven, and consistent with the community's long-term vision for growth, safety, and character.

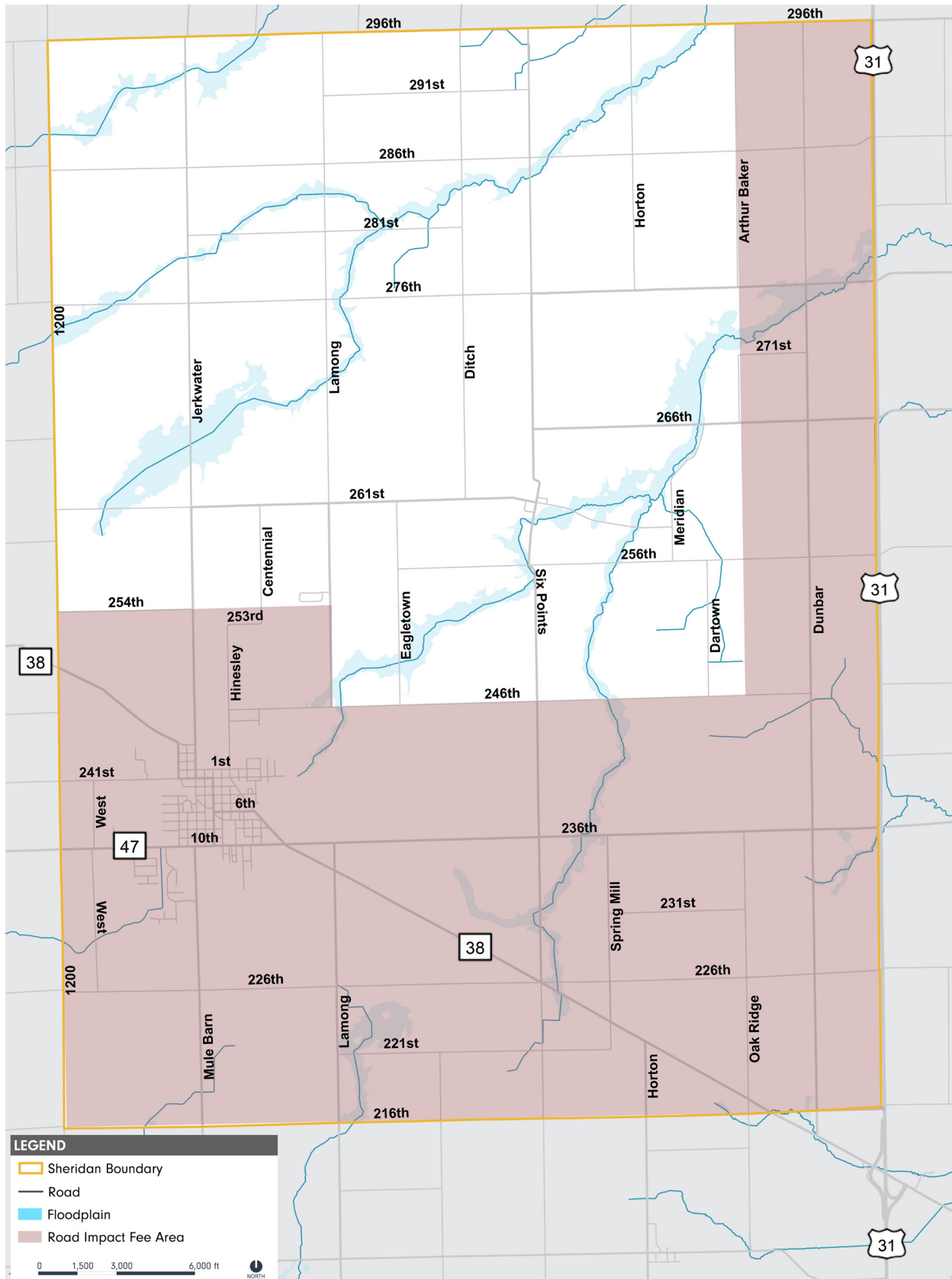
ROAD IMPACT FEES

Sheridan enacted a Road Impact Fee in 2020 by Ordinance 2020-03. The road impact fee zone improvement plan study determined the impact fee per daily vehicle trip to be \$97.60. Indiana statute requires the zone improvement plan study to be updated, and a new ordinance adopted, every five years. During the thoroughfare planning process, Sheridan began updating the study and ordinance. The area in the zone improvement plan study—and, subsequently, the area where a road impact fee will be charged—generally includes all of Sheridan south of 256th Street, plus the area between U.S. 31 and Dunbar Road north to 296th Street (northern town limits).

It is critical that Sheridan continue to maintain a road impact fee given ongoing and planned development interest. Funds collected must be used for improvements, such as new lanes, intersection modifications, or roadway widening, rather than general maintenance or unrelated projects. Additionally, improvement projects must help to maintain an established community level of service.

Road impact fees help ensure that growth pays its own way, reducing the burden on existing residents to fund the capital costs of accommodating new traffic. They provide up-front funding that lets Sheridan build needed improvements in a timely way, rather than waiting for tax revenue streams to accumulate or financing debt. Impact fees also promote fairness by linking the costs of infrastructure expansion directly to those developments that create the demand for it. Further, the fees can make planning and budgeting for future transportation needs more predictable because of cost estimates in the zone improvement plan.

FIGURE 5.1 - ROAD IMPACT FEE AREA MAP



TRAFFIC STUDY REQUIREMENTS

Sheridan's Unified Development Ordinance (UDO) requires a traffic impact study (TIS) for all planned unit developments and gives the administrator authority to require them with other development petitions. In practice, this means most new development, with the exception of individual residential construction or minor plats, requires a TIS. The purpose of the TIS is to identify potential safety, operational, and traffic capacity impacts, and ensure that necessary improvements are identified and fairly attributed to new developments.

Sheridan should continue this practice and consider UDO amendments to require a TIS in almost all development scenarios unless expressly not required by the administrator. This shifts the burden from the Town requesting a TIS to the developer having to request a waiver if they believe a TIS is not needed.

Specific criteria to require a TIS could include when a proposed development exceeds established trip generation thresholds, is located in a known congestion or safety concern area, or is anticipated to materially affect operations at adjacent or nearby intersections, corridors, or access points. Thresholds may vary by development type, location, or roadway classification, and the administrator or Plan Commission may waive, reduce, or expand study requirements when justified by site context or cumulative development conditions. For multi-phase developments, a cumulative traffic impact analysis should be required.



Center Place development off W 36th Street

To ensure that the Town's transportation network evolves in conjunction with new growth, it is recommended that the Town transition from a developer-led traffic study model to a Town-managed traffic impact program. Under such a program, the Town will maintain a "living" traffic model of its major corridors and intersections. Developers should continue to bear the financial responsibility for the TIS required by their project, but the Town will directly select and manage the professional engineering consultant performing the work. This shift ensures several critical planning objectives:

- **Cumulative Accuracy:** Rather than viewing developments in isolation, each new study will be integrated into a central model. This allows the Town to account for the combined impact of multiple approved projects that are not yet fully operational.
- **Consistent Methodology:** By using a town-appointed consultant, Sheridan ensures that all data collection, growth projections, and level of service (LOS) calculations remain consistent across all development petitions, removing the variability and potential bias found in independent studies.
- **Fair Mitigation:** The unified model provides a transparent basis for calculating proportional contributions. This ensures that developers pay their fair share toward improvements, such as intersection signalization or lane expansions, based on the actual impact on the network.
- **Streamlined Review:** Because the Town's consultant will already be familiar with the local network and existing data, the review process for new applications can become more efficient, reducing the time spent on questions or concerns between staff and developers.

To avoid potential conflict of interest, the Town should select a traffic engineering consultant through a publicly advertised request for proposal process and prohibit the selected consultant from doing private work for developers within the Town's borders during the contract term.



CRASH DATA MONITORING

Sheridan should conduct an annual review of reported traffic crash data to proactively identify and address unsafe intersections and roadway segments. The purpose of this review is to monitor trends in crash frequency and severity, prioritize locations with elevated safety risk, and guide the strategic implementation of safety-focused improvements.

This annual review should build over time to assess trends. It may include analysis of:

- Total crash frequency
- Crash rate relative to traffic volumes
- Severity (fatal, serious injury, and injury crashes)
- Crash types (head-on, rear-end, and roadway departures)
- Contributing factors (rain/snow, visibility, and distracted driving)
- Involvement of vulnerable road users
- Roadway function
- Surrounding land uses

Locations may be flagged for further study when they exceed community-defined thresholds, demonstrate worsening trends, or exhibit crash patterns that may be addressed through constructed or operational changes. Findings from the review should inform coordination with regional and state agencies, support applications for safety funding, and be used to track progress toward safety goals, including reductions in crash severity and fatalities.

The Indiana Local Technical Assistance Program (LTAP) is a potential resource to support training and technical assistance related to road safety and crash data analysis. Their mission is to foster a safe, efficient, and environmentally sound transportation system by improving the skills and knowledge of local transportation providers.

STATE ROAD 38 RELINQUISHMENT

Continuing discussions with the Indiana Department of Transportation (INDOT) regarding the relinquishment of State Road 38 through downtown Sheridan is an important step toward aligning roadway function with community goals. As a state highway, State Road 38 is designed to prioritize regional mobility, which can limit the Town's ability to make context-sensitive improvements that support downtown character, local access, and economic vitality. Local control would allow Sheridan to better balance traffic movement with pedestrian safety, streetscape enhancements, and placemaking objectives.

Relinquishment would also give the Town greater flexibility to implement traffic calming measures, on-street parking modifications, and multimodal improvements that are often more difficult to pursue on state-maintained facilities. These changes could improve safety for residents and visitors, support downtown businesses, and reinforce the corridor's role as "Main Street" rather than a through route. In reality, many motorists looking to travel through Sheridan avoid the winding State Road 38 route and use State Road 47 and either Hamilton-Boone County Line Road, N County Road 1000 E, or U.S. 421 to reconnect with State Road 38.

Ongoing coordination with INDOT is essential to evaluate the feasibility, costs, and responsibilities associated with relinquishment. Recent INDOT improvements including repaving all of State Road 38 through Town make this an ideal time for Sheridan to more strongly pursue relinquishment as maintenance costs in the short-term should be reduced.

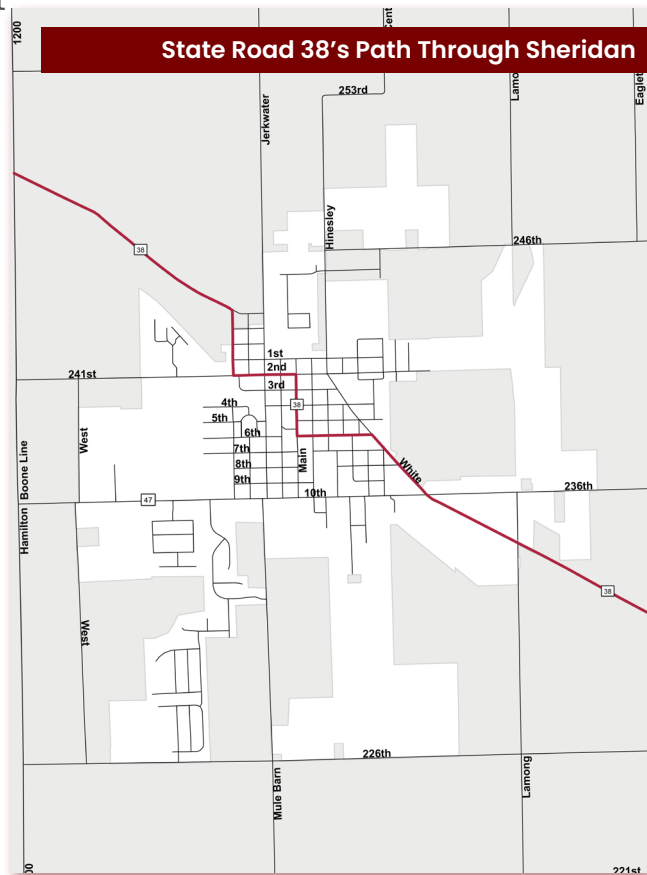


FIGURE 5.2 - STATE ROAD 38 ROUTE THROUGH SHERIDAN

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

The Indianapolis Metropolitan Planning Organization (MPO) plans and programs funding within the Metropolitan Planning Area (MPA). Approximately two square miles of Sheridan's incorporated area is within the MPA. This is the area generally bounded by U.S. 31 to the east, 216th Street to the south, Oak Ridge Road to the west, and 236th Street to the north. While this limited area gives Sheridan an opportunity to participate in MPO programs and activities, much of the Town's transportation network is not eligible for funding through the MPO.

Over the next five years, Sheridan should proactively pursue transportation funding through INDOT's Local Public Agency Call for Projects. The Town should develop a clear project pipeline that aligns with INDOT's Call for Projects criteria, emphasizing safety, multimodal access, economic development, and network condition. By investing in up-front project planning, engineering assessments, and data-supported needs analyses, Sheridan can submit competitive applications each funding cycle. Engaging stakeholders, including business owners, residents, and adjacent jurisdictions, early in the process will strengthen applications by demonstrating broad community support and readiness to implement improvements.

Long-term, Sheridan should prepare for more significant inclusion in the MPO planning area following the 2030 Census and anticipated MPA expansion. This dual-track strategy will help Sheridan address near-term infrastructure needs and align long-term planning with regional priorities. Establishing relationships with MPO staff and attending regional planning meetings will help the Town anticipate shifts in funding priorities and integrate local projects with broader metropolitan goals post-2030. Sheridan can use this period to build technical capacity, refine project prioritization processes, and ensure that local transportation planning aligns with anticipated MPO performance measures.

COLLABORATION AND PARTNERSHIPS

Regional collaboration is essential for effective long-range transportation planning in a growing community like Sheridan that is experiencing development pressure while seeking to preserve its rural character. Transportation networks do not follow jurisdictional boundaries, and decisions made in one community can have direct impacts on traffic volumes, safety, and infrastructure needs in neighboring municipalities and unincorporated county areas. Additional regional coordination will allow Sheridan to anticipate growth-related travel patterns, align land use and transportation decisions, and ensure that roadway investments support both mobility and desired community character.

As the community plans for more development to the south while maintaining lower-intensity, rural uses to the north, collaboration with neighboring municipalities and the county is particularly important. Development in one area can shift traffic onto county roads or adjacent municipal streets that were not designed to accommodate increased volumes or truck traffic. Additionally, traffic impact studies related to development petitions just south of 216th Street in Westfield are showing potential impacts to intersections and roadways in Sheridan. Ongoing coordination will enable Sheridan, Westfield, and Hamilton County to identify shared priorities to protect existing residents and businesses while accommodating growth where it is intended.

Ongoing coordination will also strengthen competitiveness for state and regional funding by demonstrating a unified vision and shared commitment to implementation. By collaborating on traffic studies, data sharing, and long-range plans, Sheridan and regional partners can pursue transportation improvements that are efficient, fiscally responsible, and supportive of both economic development and rural preservation goals.

