Sherman Comprehensive Plan 2030

SSC RPC
Springfield-Sangamon County
Regional Planning Commission

2030
Sherman Comprehensive Plan

Prepared by: Springfield-Sangamon County Regional Planning Commission

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Table of Contents

PURPOSE 1

HISTORICAL BACKGROUND 2

DEMOGRAPHICS 3
- Age 4
- Race 6
- Household Type 6
- Education 7
- Income 9
- Population Projections 12

EXISTING LAND USE 14

ENVIRONMENTAL 18
- Geology 18
- Soils 21
- Water Resources 23
- Natural Area Inventory 27
- Noise 29
- Conclusion 31
- Goals / Objectives 31
- Natural Hazard Mitigation 33

TRANSPORTATION 35
- Roadways 35
- Accident Data 37
- Pedestrian Connectivity 41
- Trails 43
- Railroads 45
- Transportation Corridor Plan 47
- Other Transportation Options 49
- Goals / Objectives 50

UTILITIES 51
- Public Sewer 51
- Public Water 55
- Goals / Objectives 57

ECONOMIC DEVELOPMENT 58

- What is Economic Development? 58
- Existing Condition 58
- Strategy 64
- Goals / Objectives 69

SURVEY ANALYSIS 70
Introduction 70
Housing 70
Transportation 70
Environment 71
Future Growth 72

FUTURE LAND USE 74
Sector 1 74
Sector 2 76
Sector 3 78
Sector 4 80

APPENDIX 82
Village of Sherman – Final Survey Results 82
Survey Figures and Tables 91

List of Figures

Figure 1 – Sherman Population Growth 1960-2006 3

Figure 2 – Population Growth – Sherman & Other Communities – 1970-2006 3

Figure 3 – Population Pyramid – Sherman, IL – 2000 4

Figure 4 – Age – By Sex – Sherman, IL – 2000 5

Figure 5 – Racial Composition of Population – Sherman, IL – 2000 6

Figure 6 – Household Type – Sherman, IL 2000 7

Figure 7 – Education – Sherman, IL – 2000 8

Figure 8 – Education Attainment – Comparison of Sherman to Selected Communities – 2000 8

Figure 9 – Median Family Income – Comparison of Sherman to Selected Communities – 1999 9

Figure 10 – Household Income Distribution – 1999 10

Figure 11 – Poverty Rate – Comparison of Sherman to Selected Communities – 1999 11

Figure 12 – Poverty Rate by Age – Sherman, IL – 1999 11

Figure 13 – Population Projections – 2000-2030 12

Figure 14 – Population Projections – 1960-2030 12

Figure 15 – Existing Land Use Map 13

Figure 16 – Sherman Land Use 15

Figure 17 – Total Number of Housing Units by Year 15

Figure 18 – Commercial / Public Uses 17

Figure 19 – Map of Undermined Areas – Sherman, IL 20

Figure 20 – Soil Series 21

Figure 21 – Farmland Quality / Septic Tank Absorption 22

Figure 22 – Map - Floodplain – 1% Annual Flood Chance – Sherman, IL 25

List of Figures

Figure 23 – Map - Wetlands and Streams – Sherman, IL 26

Figure 24 – Map - Natural Area Inventory – Sherman, IL 28

Figure 25 – Map - 1997 Noise Contours from Capital Airport 30

Figure 26 – Map – Environmental Sensitive Areas – Sherman, IL 32

Figure 27 – Map – Average Daily Traffic Counts 2007 36

Figure 28 – Map – Fatal and "A" Injury Crash Locations 2001-2006 – Sherman, IL 40

Figure 29 – Map – Trail Plan – Sherman, IL 46

Figure 30 – Map – Transportation Corridor Plan – Sherman, IL 48

Figure 31 – Sanitary Sewer Capacity Analysis 51

Figure 32 – Map - Sanitary Sewer Collection Areas – Village of Sherman 53

Figure 33 – Map – Springfield Metro Sanitary District Facility Planning Area – Sherman, IL 54

Figure 34 – Disbursement Information for Sales Taxes – Sherman, IL – July 2003 – June 2007 58

Figure 35 – Sales Made in 2004, 2005, 2006 60

Figure 36 – Tax Rate by Corporate Limit 61

Figure 37 – Property Tax Distributions – Village of Sherman 62

Figure 38 – Sherman TIF Districts 63

Purpose

This Comprehensive Plan was prepared at the request of the Village of Sherman to build upon the 1982 Comprehensive Plan. A Comprehensive Plan is a vision created with the assistance of the community to guide the Village's growth for the next 20 years. The plan utilizes the opinions of the residents through a community wide survey and addresses the demographics, environmental, transportation, utility and economic development components that are necessary to develop a Comprehensive Plan.

Adoption of the Plan will give the Village statutory power to approve or deny subdivision plats within one and one-half miles from the Village's corporate limits. Where there is less than one and one-half miles between Sherman and other municipalities, the municipalities may agree on a line that will serve as the jurisdictional boundary of each municipality. The boundary line can not be located more than one and one-half miles from a village corporate limit.

The plan provides policies and objectives that serve as guidelines for Village officials to use when making land use and infrastructure decisions within their jurisdiction. Villages tend to change significantly over time; therefore the Comprehensive Plan is intended to be reviewed every 5 years to ensure that the plan provides the necessary guidance needed to support future land use and infrastructure decisions.

Historical Background

On December 30th, 1959 the Village of Sherman was incorporated following a close vote in which 79 voted yes to incorporate while 57 voters voted no. At the time of incorporation, the Village had a population of 209**.** Even though the Village of Sherman did not incorporate until 1959, the area known as Sherman was settled much earlier.

Sherman is located about 6 miles northeast of the Illinois State Capitol and owes its existence to the extension of the Springfield & Alton Railroad, now referred to as the Union Pacific Railroad. In 1847, a charter was granted to begin the Chicago and Alton Railroad. The dedication and effort of four men made the extension possible. In 1858, Virgil Hickox, Cornelius Flagg, Joseph Ledlie and David Sherman joined forces to purchase, survey and plat the land later know as "Old Sherman". The original plat consisted of a four-block grid, oriented around the railroad, consisting of 88 lots. The town's name was decided as a result of the four men placing their names in a hat, and by the luck of the draw David Sherman's name was selected.

Many of the people who lived in the area were involved in the coal mining industry. The Peabody Mine was located directly south of the original Sherman plat. The mine thrived for many years until it closed in 1934. The abandoned mine site is now located within the corporate limits of the Village. When the mine closed the town suffered greatly, but with the construction of Route 66 the town managed to survive because of the automobile traffic produced from the newly constructed highway in 1938. In 1962, Sherman was again experiencing change with the construction of Interstate 55. Construction of the interstate began in 1962 and was completed in 1974. The interstate replaced the historic Route 66 and diverted traffic around Sherman instead of through Sherman. Sherman now had an interchange providing access to the interstate and needed to utilize it to their advantage.

Population Growth

Sherman is a rapidly growing community that experienced a five-fold population increase between 1970-2000 growing from 519 to 2,871 persons. (See Figure 1). It is now the 5th largest rural community in Sangamon County, following Chatham, Auburn, Riverton and Rochester. (See Figure 2).

Figure 1

Sherman Population Growth 1960-2006			
Year	Population	Change	% Change
1960	209		
1970	519	310	148.3
1980	1501	982	189.2
1990	2080	579	38.6
2000	2871	791	38.0
2006	3597	726	25.3

Figure 2

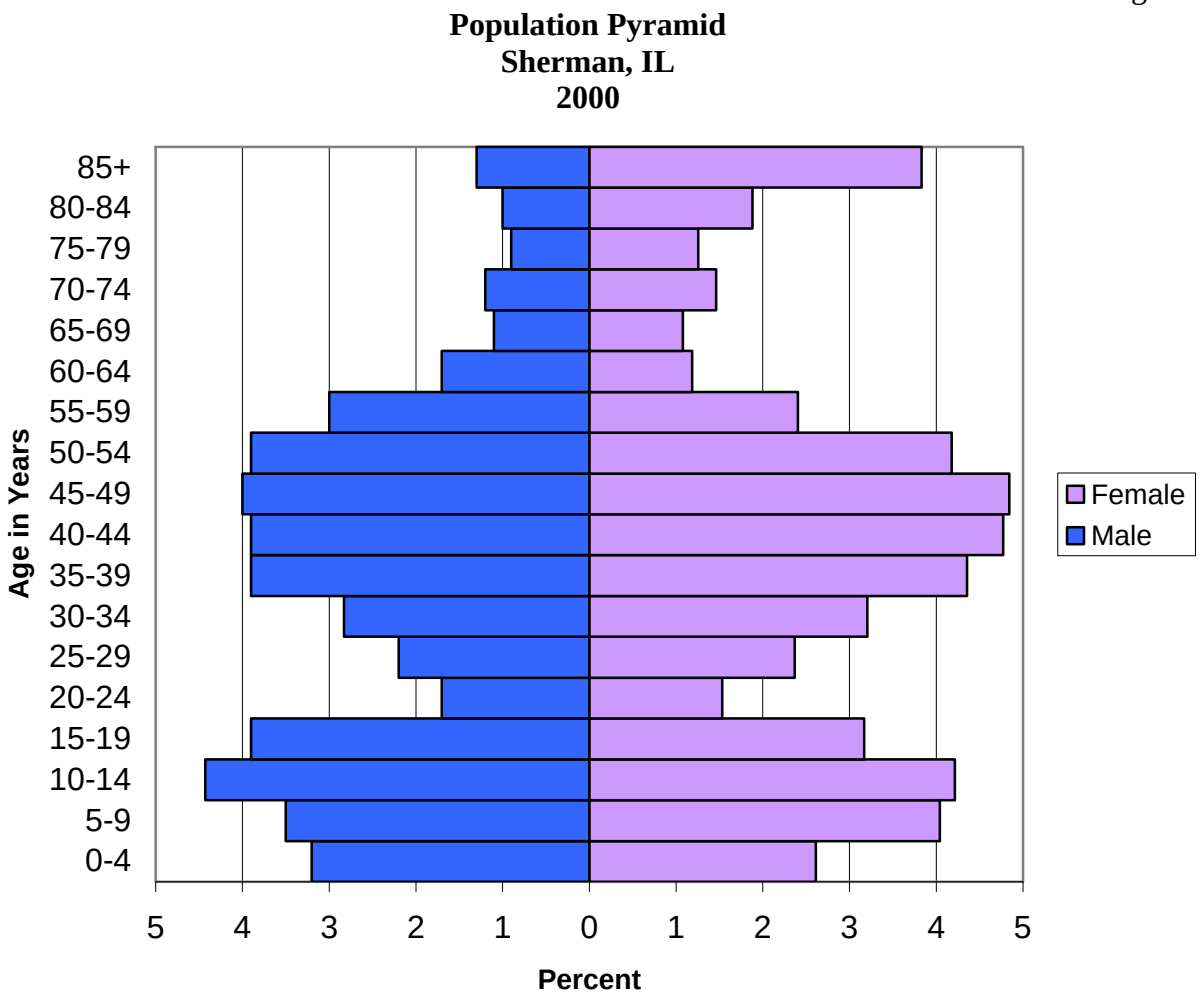
Population Growth Sherman & Other Communities 1970-2006								
	1970	1980	1990	2000	% change 1990-2000	2006 Estimate	Change 2000-2006	% Change 2000-2006
Auburn	2,594	3,616	3,724	4,317	15.9	4,244	-73	-1.7
Chatham	2,788	5,597	6,074	8,583	41.3	10,039	1,456	17.0
New Berlin	754	834	797	1,030	29.2	1,124	94	9.1
Riverton	2,090	2,783	2,638	3,048	15.5	2,997	-51	-1.7
Rochester	1,667	2,488	2,676	2,893	8.1	3,082	189	6.5
Sherman	**519**	**1,501**	**2,080**	**2,871**	**38.0**	**3,597**	**726**	**25.3**
Spaulding	216	428	440	559	27.0	801	242	43.3
Springfield	97,153	100,054	105,227	111,454	5.9	116,482	5,028	4.5
Williamsville	923	926	1,140	1,439	26.2	1,399	-40	-2.8
Sangamon County	161,335	176,089	178,386	188,951	5.9	193,524	4,573	2.4

The village's growth rate from 1990-2000 was 38%, one of the largest in the county. As the high growth rate indicates, Sherman's growth is largely due to new residents moving into the community.

Age

The median age in Sherman is 39.3 years, slightly higher than the county's median age of 37.3 years. The large numbers of seniors living in the housing units and care facilities provided by the Villas of Sherman have a noticeable effect on age data for the village. The population pyramid (Figure 3) shows a very atypical age distribution in the 80 years and over category. 232 persons, 8% of the population, are 80 years old and over, more than twice the proportion of that age group in Sangamon County.

Figure 3



Patterns of age distribution in the remainder of the population generally follow normal patterns with some variations probably due to the village's role as a more affluent bedroom community.

Figure 4

Age By Sex Sherman, Illinois 2000				
	Male	**Female**	**Total**	**%**
Total	1,367	1,504	2,871	100.0
0 to 4 years	92	75	167	5.8
5 to 9 years	100	116	216	7.5
10 to 14 years	126	121	247	8.6
15 to 19 years	111	91	202	7.0
20 to 24 years	49	44	93	3.2
25 to 29 years	64	68	132	4.6
30 to 34 years	79	92	171	6.0
35 to 39 years	111	125	236	8.2
40 to 44 years	113	137	250	8.7
45 to 49 years	114	139	253	8.8
50 to 54 years	112	120	232	8.1
55 to 59 years	87	69	156	5.4
60 to 64 years	49	34	83	2.9
65 to 69 years	31	31	62	2.2
70 to 74 years	35	42	77	2.7
75 to 79 years	26	36	62	2.2
80 to 84 years	30	54	84	2.9
85 years and over	38	110	148	5.2

There is a sharp decrease in the 20-29 year old age group and a slightly larger than normal increase in the 35-54 year age group, the Baby Boomers. (See Figure 4).

The Baby Boom generation comprises slightly over a third (34%) of the population compared to Sangamon County as a whole at 31%. The aging of the Baby Boomers, who are between 43-63 years of age in 2008, will have long lasting effects on the village. Large numbers of retirees, increasing need for medical care, fewer children and changing housing needs will all affect the village's future.

Race

Sherman is not a racially diverse community. Almost 98% of the population is white. Asians are the largest racial minority comprising 1% of the population. (See Figure 5.)

Figure 5

Racial Composition of Population Sherman, Il 2000		
RACIAL DESIGNATION	**#**	**%**
One Race	2,859	99.6
White	2,806	97.7
Black or African American	9	0.3
American Indian and Alaskan Native	12	0.4
Asian	29	1.0
Native Hawaiian and Other Pacific Islander	2	0.1
Two or more races	12	0.4
TOTAL	**2,871**	**100.0**

HISPANIC*	15	0.5

**Hispanic is not a race*

Household Type

A household, by Bureau of the Census definition, is all the people who occupy a housing unit. Not all people in a community live in a household. Sherman residents living in a nursing home facility live in "group quarters." They are part of the total population, but do not live in a household.

Sherman is made up largely of family households. 80% of all households in Sherman are family households compared to 63% in Sangamon County and 58% in the City of Springfield. Most family households are married couple households and 2/3 of those include children. Sherman has a high rate of traditional married couple with children households

compared to the county, but these households still account for less then ½ of all households – 42%. (See Figure 6).

Figure 6

Household Type Sherman, Illinois 2000			
TOTAL HOUSEHOLDS	**962**		
Family	772 (80%)		
Married Couple		679 (70%)	
With Children			402 (42%)
Without Children			277 (28%)
Other Family		93 (10%)	
Female Head With Children			50 (5%)
Other			43 (5%)
Non-Family	190 (20%)		
1 - Person Household		156 (16%)	
Over 65 Years			68 (7%)
Under 65 Years			88 (9%)
2 + Persons		34 (4%)	

%s are of total households (962)

Education

Sherman residents are well-educated with 90% of the people 25 years old and older high school graduates and 34% college graduates. The high school graduation rate is about the same for males and females, but a higher percentage of men are college grads (42%) compared to women (27%). (See Figure 7).

Figure 7

Education Sherman, Illinois 2000						
	Male		**Female**		**Total**	
	#	**%**	**#**	**%**	**#**	**%**
Less than high school	92	10.2	99	9.4	191	9.8
High school graduate	160	17.8	365	34.6	525	26.9
Some college	265	29.5	588	55.8	853	43.7
Bachelor's degree	222	24.7	199	18.9	421	21.6
Master's degree	122	13.6	60	5.7	182	9.3
Professional school degree	28	3.1	20	1.9	48	2.5
Doctorate degree	9	1.0	5	0.5	14	0.7
Total	898	100.0	1,054	100.0	1,952	100.0
HS graduate	806	89.8	955	90.6	1,761	90.2
College graduate	381	42.4	284	26.9	665	34.1

Sherman's education attainment is above the county average for both high school and college graduation rates. Only Rochester and Chatham have a higher college graduation rate than Sherman. (See Figure 8).

Figure 8

Education Attainment Comparison of Sherman to Selected Communities 2000		
Community	% High School Graduate or higher	% Bachelor's Degree or higher
Sherman	**90**	**34**
Sangamon County	88	29
Auburn	88	20
Chatham	95	37
New Berlin	87	22
Riverton	90	20
Rochester	93	44
Spaulding	92	16
Springfield	87	31
Williamsville	88	24

Income

Sherman has a very high median income as seen in Figure 9.

Figure 9

MEDIAN FAMILY INCOME
Comparison of Sherman to Selected Communities
1999

	$
Sangamon County	53,900
Auburn	49,200
Chatham	64,257
New Berlin	50,139
Riverton	49,150
Rochester	73,191
Sherman	**75,164**
Spaulding	70,455
Springfield	51,298
Williamsville	56,012

The village has the second highest median household and family incomes in the county after Leland Grove and has the highest income of the rural communities. The village has a range of household incomes. However, only 7% of the households have an income under $25,000 compared to 26% for Sangamon County. Conversely, 20% of Sherman households are in the over $100,000 income range compared to 11% of Sangamon County. (See Figure 10).

Figure 10

Household Income Distribution 1999				
	Sherman		**Sangamon County**	
	#	%	#	%
Total Housholds	967	100	78,781	100
Less than $10,000	23	2	5,642	7
$10,000 to $14,999	8	1	4,813	6
$15,000 to $19,999	18	2	4,962	6
$20,000 to $24,999	21	2	5,337	7
$25,000 to $29,999	31	3	5,056	6
$30,000 to $34,999	39	4	5,490	7
$35,000 to $39,999	28	3	4,995	6
$40,000 to $44,999	45	5	4,854	6
$45,000 to $49,999	57	6	4,253	5
$50,000 to $59,999	106	11	7,588	10
$60,000 to $74,999	151	16	8,967	11
$75,000 to $99,999	240	25	8,532	11
$100,000 to $124,999	98	10	3,840	5
$125,000 to $149,999	50	5	1,745	2
$150,000 to $199,999	14	1	1,263	2
$200,000 or more	38	4	1,444	2
< $25,000	**70**	**7**	**20,754**	**26**
$25,000 to $49,999	**200**	**21**	**24,648**	**31**
$50,000 to $74,999	**257**	**27**	**16,555**	**21**
$75,000 to $124,999	**338**	**35**	**12,372**	**16**
>$125,000	**102**	**11**	**4,452**	**6**

The poverty rate in Sherman is very low – 3%. (See Figure 11).

Figure 11

Poverty Rate Comparison of Sherman to Selected Communities 1999			
	Total Persons	Persons with Income Below Poverty Level	Poverty Rate
Sherman	**2,734**	**81**	**3%**
Sangamon County	186,062	17,340	9%
Auburn	4,235	231	5%
Chatham	8,473	394	5%
New Berlin	1,027	60	6%
Riverton	2,959	200	7%
Rochester	2,857	34	1%
Spaulding	554	28	5%
Springfield	109,981	12,847	12%
Williamsville	1,441	44	3%

Seniors 75 years and over have the highest poverty rate with almost 1 in 5 persons in this age group in poverty. (See Figure 12).

Figure 12

Poverty Rate by Age Sherman, IL 1999			
	Total	Persons Below Poverty	Poverty Rate
Total	2,734	81	3%
Under 5 years	155	0	0%
5 years	35	0	0%
6 to 11 years	247	0	0%
12 to 17 years	275	13	5%
18 to 64 years	1,664	22	1%
65 to 74 years	141	5	4%
75 years and over	217	41	19%

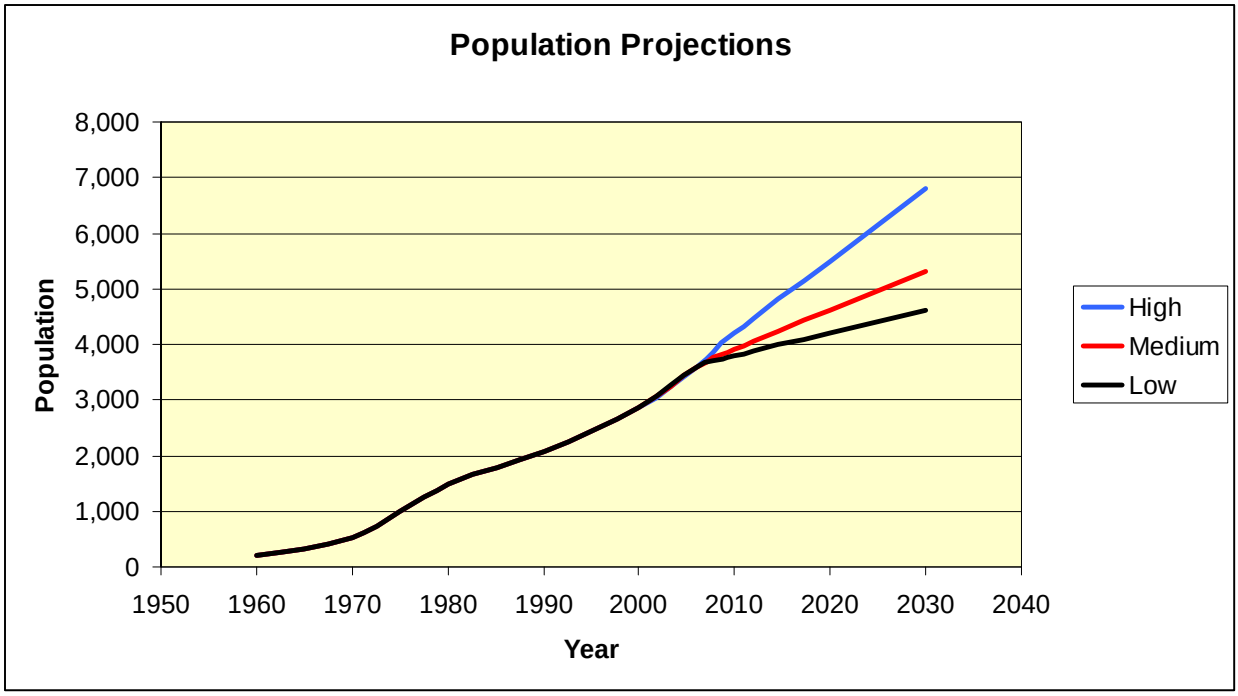
Population Projections

Figure 13

Population Projections			
Year	**High**	**Medium**	**Low**
2000	2,871	2,871	2,871
2010	4,200	3,900	3,800
2020	5,500	4,600	4,200
2030	6,800	5,300	4,600

Sherman's population is expected to continue to increase through the year 2030. Figure 13 shows 3 population growth scenarios – high, medium and low growth – with the medium growth rate being the probable scenario. (See Figure 14). Sherman's attributes of affluence, high education attainment, large proportion of family households and a sound housing stock will continue to make it an attractive suburban community choice.

Figure 14

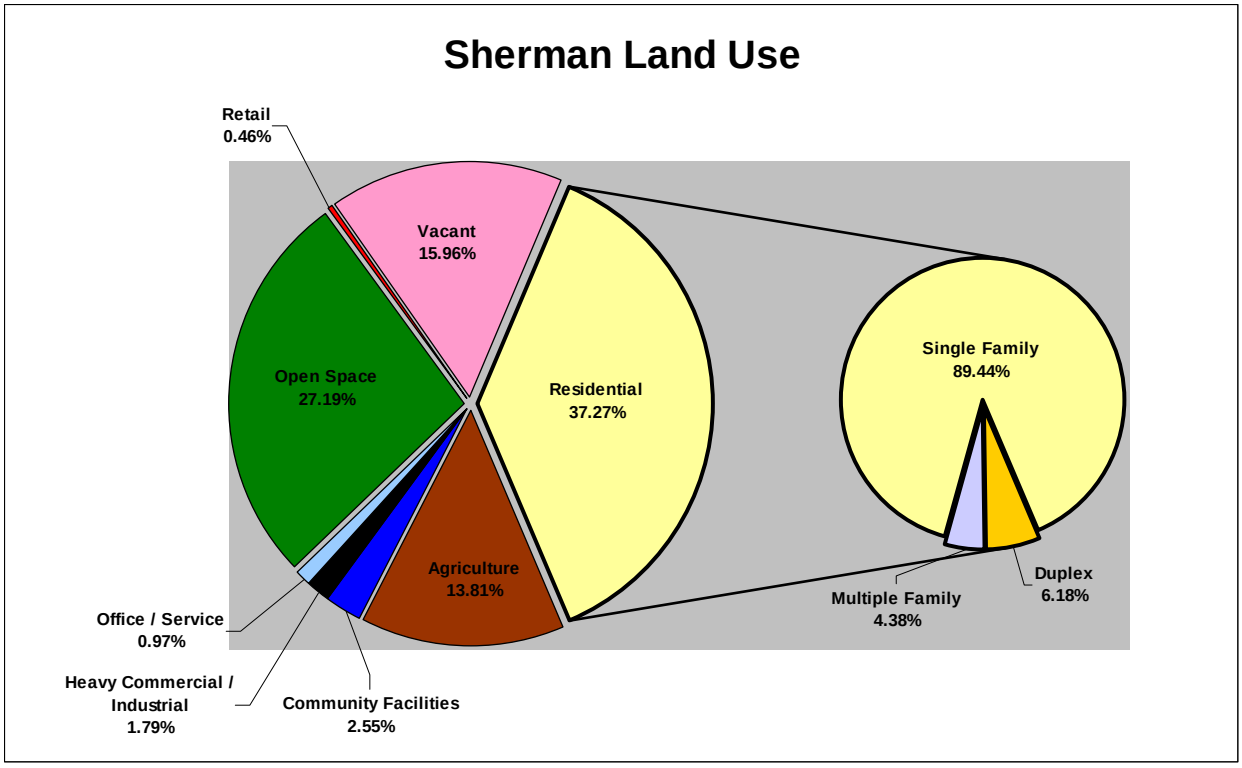


Existing Land Use

An existing land use inventory of the Village of Sherman and the area within one and one half mile from the corporate limits was completed on May 8th 2007 using the parcels provided by the Sangamon County Geographic Information System (GIS) (Figure 15). The incorporated area of the Village of Sherman consists of approximately 2,004 acres. Approximately 300 acres of the total area are used for road right-of-way, railroad right-of-way and streams. Those categories are not represented in the land use figures. Figure 16 represents the breakdown of existing land uses within the incorporated area of Sherman. The land uses were classified into the following categories.

Sherman Existing Land Use Categories
Agriculture: Areas that are pasture, farmed or livestock is present.
Open space: Areas used for parks and recreation, as well as environmentally sensitive areas.
Single family: Detached, one-family housing, with one house per lot.
Duplex: Two-family, attached houses.
Multiple family: Buildings with three or more dwellings.
Community facilities: Public facilities which are not representative of surrounding uses and should not be considered in land use decisions such as schools, churches, and utility substations.
Office/Service: Low-traffic office and service uses, including banks, healthcare, and insurance offices.
Retail: Retail and service uses with more traffic than office/service. Includes restaurants, video stores and clothing stores.
Heavy commercial/industrial: Heavy and light manufacturing uses and heavy commercial uses including automobile sales and repair and uses with outside storage.
Vacant: Lots without buildings or other uses, or areas expected be developed. Includes platted lots that have not yet been built on.

Figure 16



The majority of the land use consists of residential uses which comprises 37.27% of the total area. Residential land use is broken down into three categories; single family, duplex and multiple family. Single family makes up about 89% of the total residential land use which results in 1,215 housing units. The land use classified as duplex makes up about 6% of the total residential land use and results in 295 housing units. Multiple family housing represents about 4% of the total residential land use and results in 55 housing units.

Figure 17 identifies the total number of residential structures built per year as identified by the 2000 Census combined with the building permits provided by the Village of Sherman.

Figure 17

Total Number of Housing Units by Year	
Year Structure Built	Housing Units
Built 2006 to 2007	110
Built 2004 to 2005	122
Built 2002 to 2003	114
Built 1999 to 2001	153
Built 1995 to 1998	132
Built 1990 to 1994	119
Built 1980 to 1989	199
Built 1970 to 1979	340
Built 1960 to 1969	103
Built 1950 to 1959	24
Built 1940 to 1949	6
Built 1939 or earlier	33

Existing Land Use

There is an established residential area located on the west side of Sherman Boulevard. That area continues to develop with new residential development occurring north of the Rail Golf Course, as well as north of Andrew Road located off of Village Center Drive. The majority of the multiple family land use exists near the intersection of Sherman Boulevard and St. Johns Drive. This area includes a retirement center/assisted living facility. The retirement center contains a central hub with outlying triplexes that serve as a smooth transition into the adjoining single family dwellings to the west. While this area continues to develop, a trend is occurring on the east side of Sherman Boulevard south of the Sherman Elementary School. This trend includes the expansion of single family and duplex developments south to the Sangamon River. Much of the land classified as vacant in this area includes platted lots that remain vacant and areas that are expected to be developed residentially. Even though residential development has increased, the Village of Sherman has maintained a consistent balance of open space.

Much of the open space in Sherman is made up of parks and environmentally sensitive areas. Open space is the second largest land use classification identified within the Village of Sherman. The Village contains the Rail Golf Course as well as 3 public parks. Waldrop Park, the largest of the public parks, is located east of Interstate 55 and provides many amenities, including a playground facility, fishing, baseball diamonds and soccer fields. The subdivision west of Sherman Boulevard and south of Andrew Road provides private open space in a different manner. This particular subdivision supplies a park-like setting that include ponds, green space and sidewalks that connect all developments in the area, thus providing an appealing environment for the subdivision.

Although the areas classified as residential and open space take up the majority of the land area within the Village, it still contains a wide range of other uses such as retail, office/ service and heavy commercial/industrial uses. The majority of these uses are concentrated along

the Sherman Boulevard and Andrew Road corridors. There is still a potential for additional development within those corridors. Figure 18 represents specific uses currently located within the Village of Sherman.

Figure 18

Commercial/Public Uses	
Auto Body Repair Shop (2)	Gas Station
Banks (2)	Golf Course
Bars (2)	Hair Salon
Bed and Breakfast	Insurance Companies (3)
Car Dealership	Investment Agency
Car Wash	Law Office
Carpenter	Library
Chiropractor	Lumber Yard
Churches (4)	Nursing Home
Cleaners	Parks (3)
Clothing Stores (3)	Post Office
Day Cares (2)	Recreational Club
Dentist	Restaurants/Fast Food (6)
Doctor	Storage Facility
Drywall Contractor	Trophy Shop
Elementary School	Veterinarian
Fire Department	Video Store
Fitness	Village Hall
Florist	

The 1982 Sherman comprehensive plan identified that 41% of the land within the Village was considered to be agricultural. Since then the agricultural areas within the Village have developed reducing the amount of agricultural production. The Village has gone from a time where agriculture was considered a part of the community to an urbanized area seeking to expand.

Geology[1]

Sherman is located within the Springfield Plain which extends through Sangamon County to the east and is partially located in Christian County. Over 20,000 years ago the glaciers melted and the terrain of the Springfield Plain consisted of flat uplands with many shallow valleys created from natural drainage ways. Thick glacial deposits from the early stages of glaciation remain under the earth's surface except where the drainage ways exists and erosion has reached the bedrock.

The makeup of the earth's surface consists of a layer of silt, clay and large particles of sand and gravel within the riverbeds and wind blown silt (loess) on the uplands. The area located between 300' to 1,100' below the earths surface is known as the Pennsylvanian system of rocks which contain shale, sandstone, limestone, clay and coal. As noted in our review of the Village's history, coal was a very important resource to the area and much of the land located within Sherman has been undermined. (See Figure 19). If an area has been undermined subsidence may occur. High density developments or developments containing large structures should be discouraged from being built over a mined out area. If mines can not be avoided, a detailed pre-site development investigation of mine conditions should be conducted for intensive structure and mine stabilization techniques should be considered. The primary coal mine located within the village was known as Peabody Mine # 6 which closed in 1934.

Below the Pennsylvanian system of rocks extending to approximately 6000' below the earth's surface is the Mississippian, Devonian, Silurian, Ordovician and Cambrian system of rock formations. These layers predominantly contain dolomite, limestone, sandstone and some shale formations.

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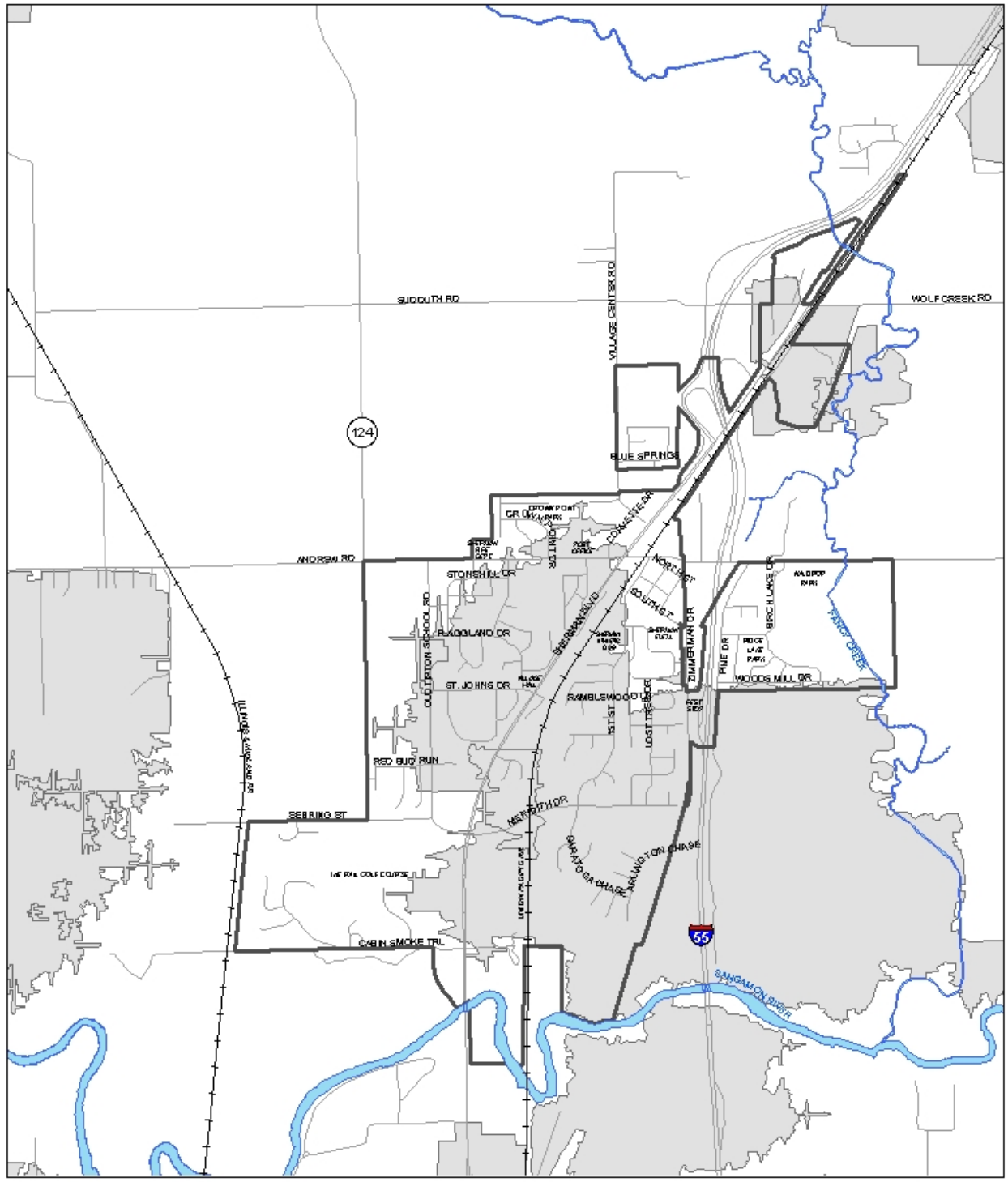
[1]*Robert E. Bergstrom, Kemal Piskin, and Leon R. Follmer* *Geology for Planning in the Springfield-Decatur Region, Illinois*, *Illinois State Geological Survey, 1976, p. 9-25.*

Environmental

The lowest elevation of the Village of Sherman is 520’ above sea level, which is located within the Sangamon River Valley. The highest elevation is 594’ above sea level located at the intersection of Highway 124 and Andrew Road. The terrain existing within the Village of Sherman and the surrounding area is relatively flat.

Figure 19



Undermined Areas

Undermined Areas
Sherman, Illinois

0 0.25 0.5 Miles
1 inch equals 0.5 miles

Data Source:
Sangamon County GIS
IDNR
JZ 12/11/07

Soils

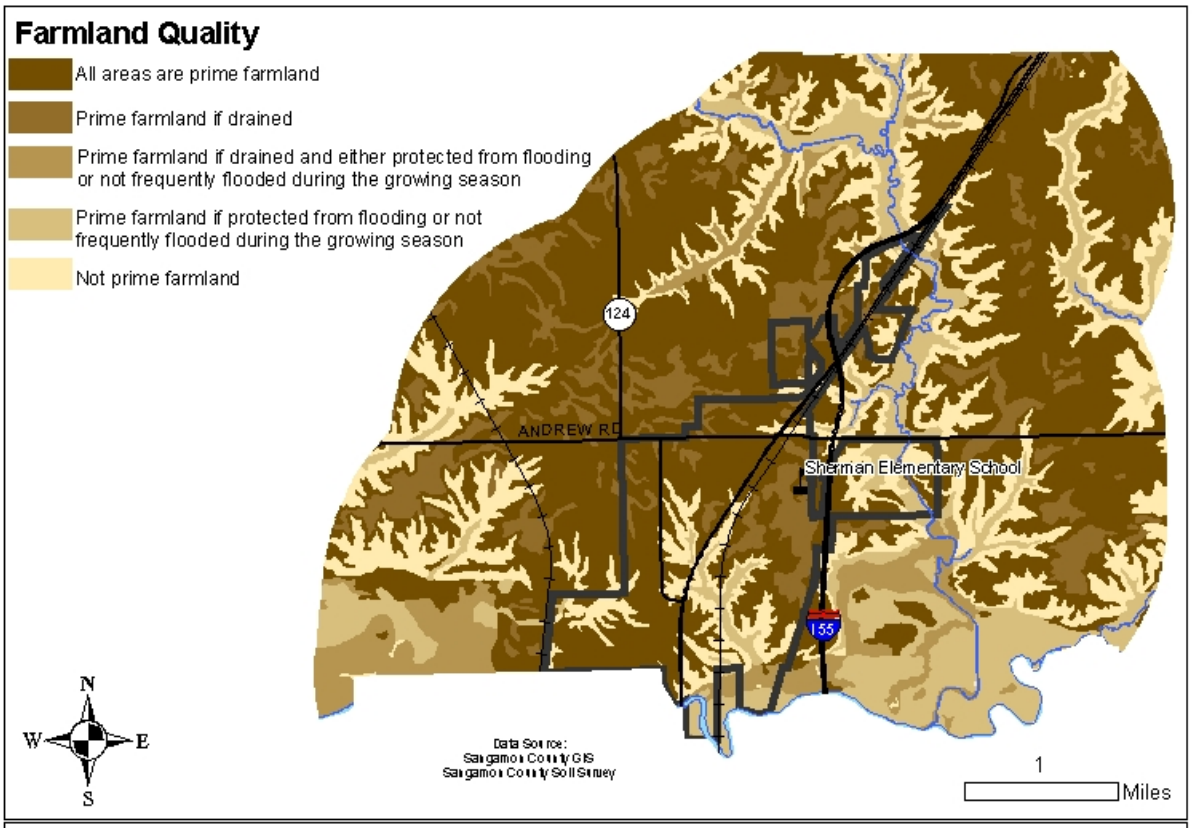
Regionally, soil is an important resource for the agricultural industry that exists within the area. However, agriculture and urban development often compete for the same land. The area within 1 ½ miles of the Village of Sherman contains a wide variety of soil series as shown in Figure 20.

Figure 20

Soil Series			
Alvin	Edinburg	Lawson	Rozetta
Assumption	Elco	Marseilles	Sable
Broadwell	Elkhart	Middletown	Sawmill
Buckhart	Fayette	Navlys	Shiloh
Camden	Hickory	Osco	Thebes
Clarksdale	Huntsville	Proctor	Tice
Denny	Ipava	Radford	Vesser
Drury	Keomah	Ross	Worthen

Much of the soil within the area is either considered prime farmland or prime if drained as shown in Figure 21. The remaining categories are soils that are located in highly erodable areas or are soils adjacent to waterways which frequently flood. Focusing on the areas that are most likely to develop, which are north and northwest of the village, the majority of the soils are prime for farming. This could pose a development constraint depending on how Sherman and Sangamon County plan to preserve such farmland.

Figure 21


Farmland Quality
All areas are prime farmland
Prime farmland if drained
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
Prime farmland if protected from flooding or not frequently flooded during the growing season
Not prime farmland
124
ANDREW RD
Sherman Elementary School
155
N
W
E
S
Data Source:
Sangamon County GIS
Sangamon County Soil Survey
1
Miles

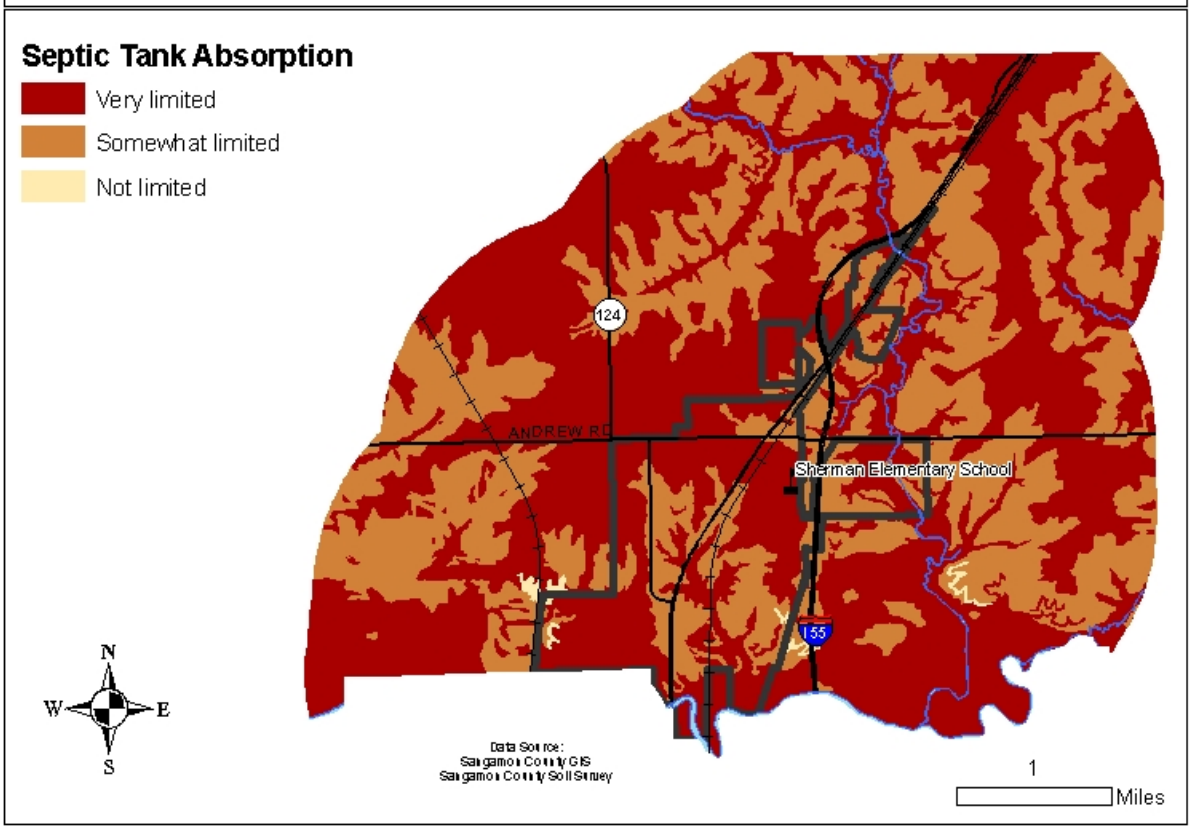

Septic Tank Absorption
Very limited
Somewhat limited
Not limited
124
ANDREW RD
Sherman Elementary School
155
N
W
E
S
Data Source:
Sangamon County GIS
Sangamon County Soil Survey
1
Miles

Figure 21 also identifies soils that are suitable for septic tank absorption fields. A majority of the soils are "very limited" or "somewhat limited" and are not suitable for a septic tank absorption field. As development continues specific soil samples will need to be taken when a private sewage disposal system is the only method of sewage disposal. A public sanitary sewer should be the preferred method of sewage disposal.

High water tables are also a concern for the area. Many of the soils located to the north and northwest have a high water table less than 2' below the surface. A water table at a shallow depth can cause problems with basements and private sewage systems. The water table will also have an affect on the construction of an adequate storm water management facility.

Water Resources [2]

Major floodplains in the Sherman area are the Sangamon River floodplain located to the south/southwest and the Fancy Creek floodplain to the east/northeast. (See Figure 22). The formation of a floodplain is due to the existence of adjacent rivers and streams. Over an extended period of time, rivers and streams carve out the earth's landscape and deposit sand, silt and other material that form rich soils. When a major flood event occurs the stream will spill over its banks and settle in the areas known as a floodplain.

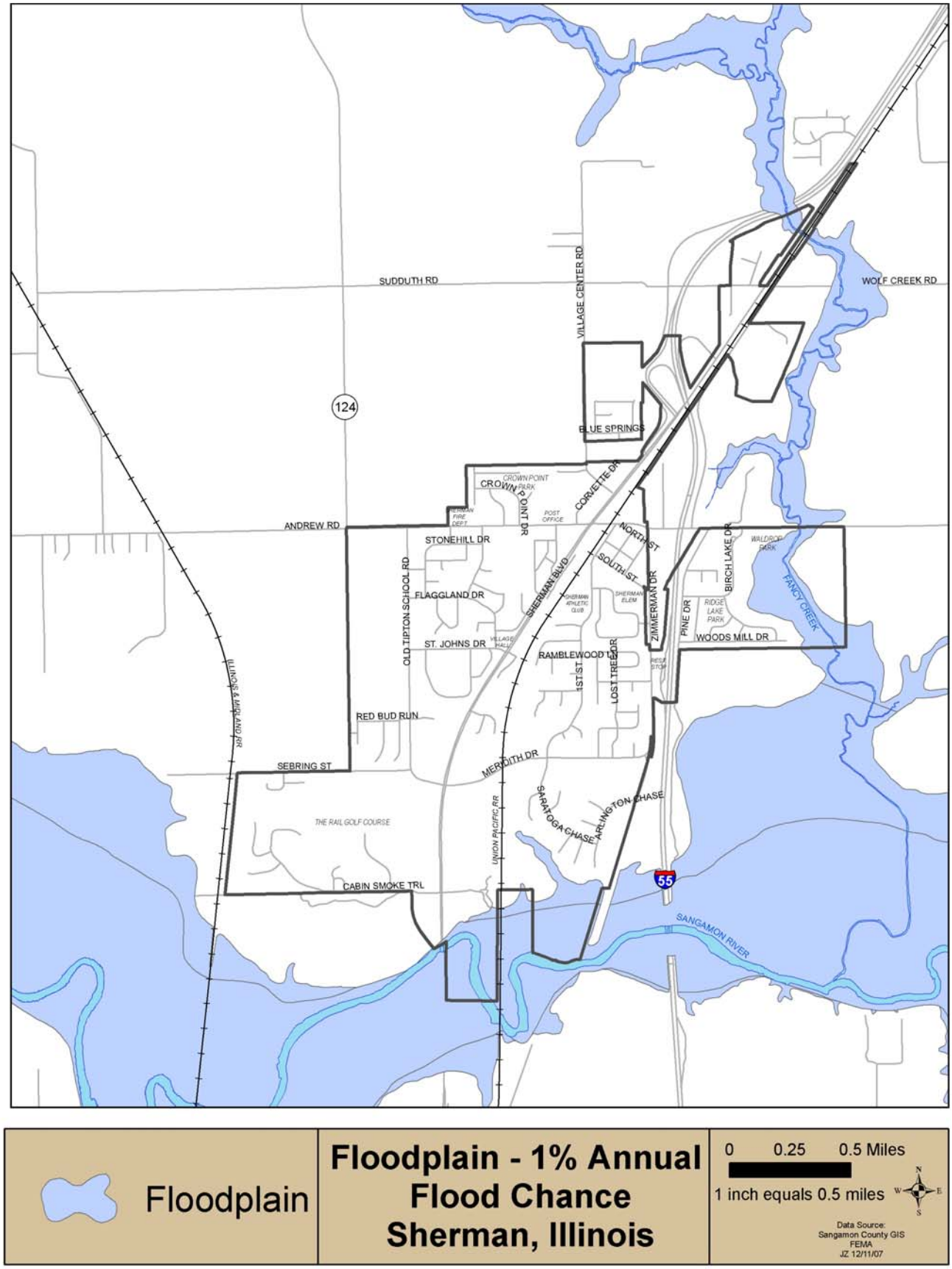
The corridors created from a river or stream making its way through the earth's surface contain small deposits and depressions around the water's edge that could result in the creation of a wetland. There are a variety of small wetlands located in and around Sherman, such as deep marshes, open water wetlands, shallow marshes, shrub-scrub wetlands, swamps and bottomland forest. (See Figure 23). These tend to be small and clustered near other water resources, particularly within the Sangamon River and Fancy Creek floodplains. There are also three

[2] *Dr. Richard Smardon and Dr. John Felleman Protecting Floodplain Resources: A Guidebook for Communities, Federal Interagency Floodplain Management Task Force, 1995.*

intermittent streams that are located to the northwest of Sherman that have small wetlands located within them. (See Figure 23). An intermittent stream is a stream or drainage way that has flowing water certain times of the year, but may have no flow during dry periods.

Floodplains and wetlands filter sediment, nutrients and pollution before they reach rivers and streams. When floodplains are left undisturbed they can provide storage areas for flood waters helping to reduce the height and flow of flooding. Floodplains and wetlands can also provide habitat for a diverse array of plants and animals, filter runoff and allow additional time for the water to infiltrate into ground water aquifers. Floodplain, wetland soils and vegetation help purify the water as it filters down to the aquifers allowing them to recharge and produce potable water for human consumption. In order to preserve the floodplain areas the village participates in the National Flood Insurance Program and has adopted and enforces a flood ordinance.

Figure 22



Floodplain

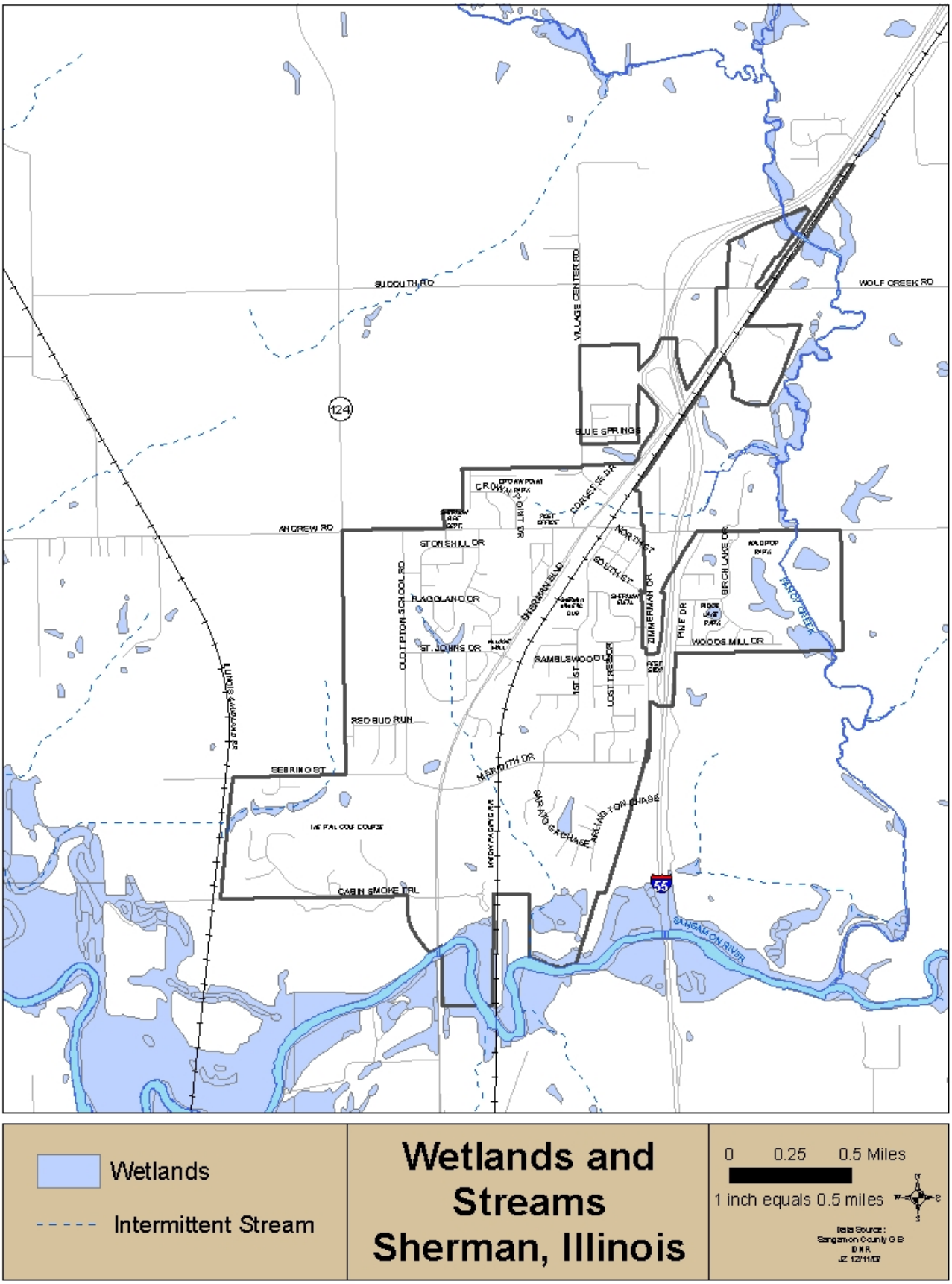
Floodplain - 1% Annual Flood Chance Sherman, Illinois

0 0.25 0.5 Miles

1 inch equals 0.5 miles

Data Source:
Sangamon County GIS
FEMA
JZ 12/11/07

Figure 23



Wetlands

Intermittent Stream

Wetlands and Streams Sherman, Illinois

0 0.25 0.5 Miles

1 inch equals 0.5 miles

Data Source:
Sangamon County GIS
IDNR
JZ 12/11/07

Natural Area Inventory

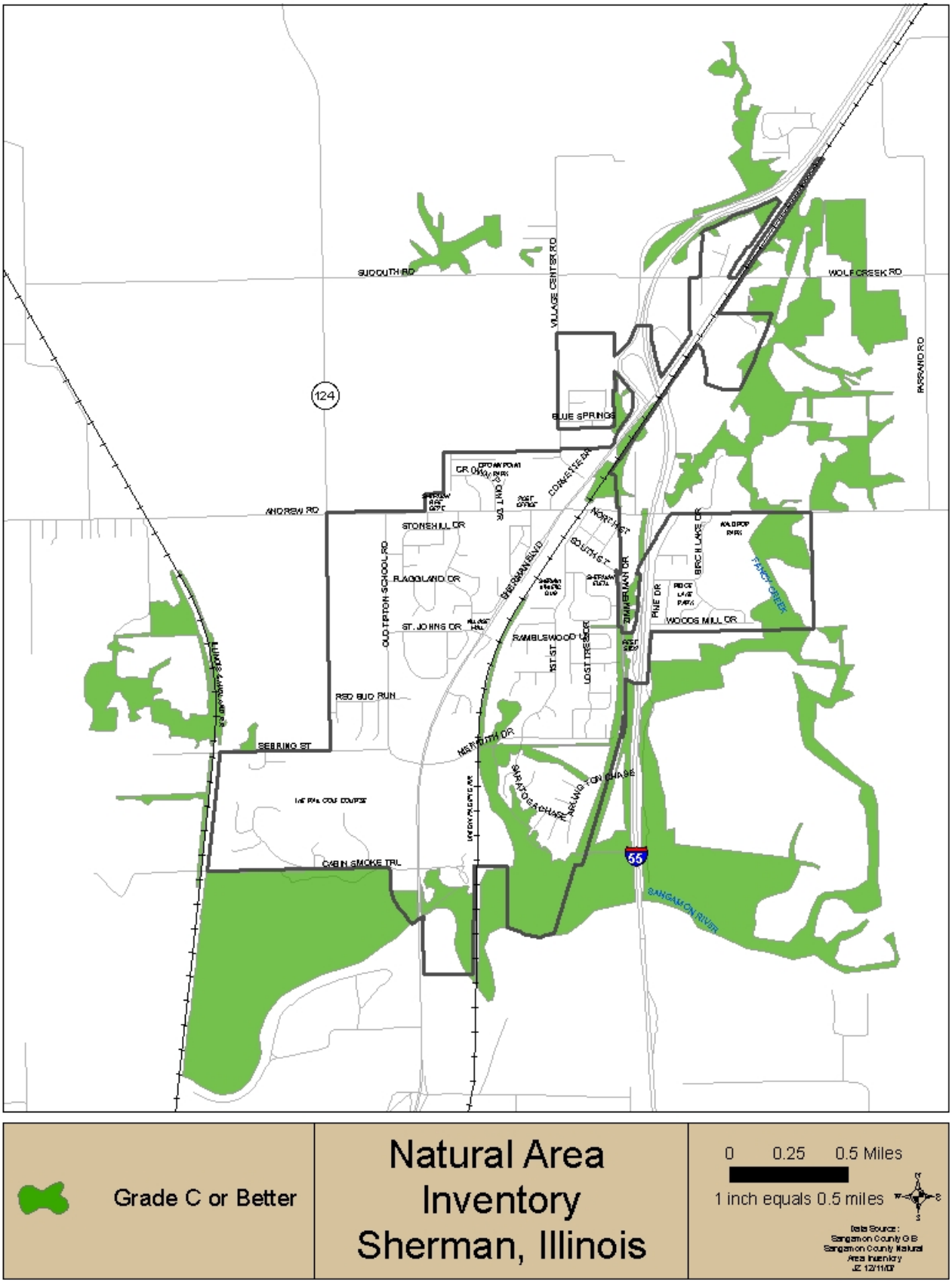
The Inventory of Sangamon County Natural Areas prepared by Lagesse & Associates provides an inventory that classifies natural areas according to natural community type and relative quality. The inventory identifies grades for each forest within Sangamon County. The grades are described as follows:

Grading System	
Grade A	Relatively stable or undisturbed communities
Grade B	Late successional or lightly disturbed communities
Grade C	Mid-successional or moderately to heavily disturbed communities
Grade D	Early successional or severely disturbed communities
Grade E	Very early successional or very severely disturbed communities

Carpenter Park, which is located south of the Rail Golf Course, provides the highest quality in the area. Carpenter Park is a state dedicated nature preserve that has the only grade C quality of dry upland forest (Black Oak) in the county. The park is also one of two areas in the county that contains grade B floodplain forest (Bur Oak-Black Walnut-Sycamore), dry mesic upland forest (Black Oak – White Oak-Shagbark Hickory) and mesic upland forest (White Oak-Red oak) as identified within the report.

There are other forest communities within the area that have a relative quality of C and D. These areas are primarily located along the Sangamon River and Fancy Creek corridors. Figure 24 identifies forest determined by the Inventory of Sangamon County Natural Areas to have a grade C or better.

Figure 24



Grade C or Better

Natural Area Inventory Sherman, Illinois

0 0.25 0.5 Miles

1 inch equals 0.5 miles

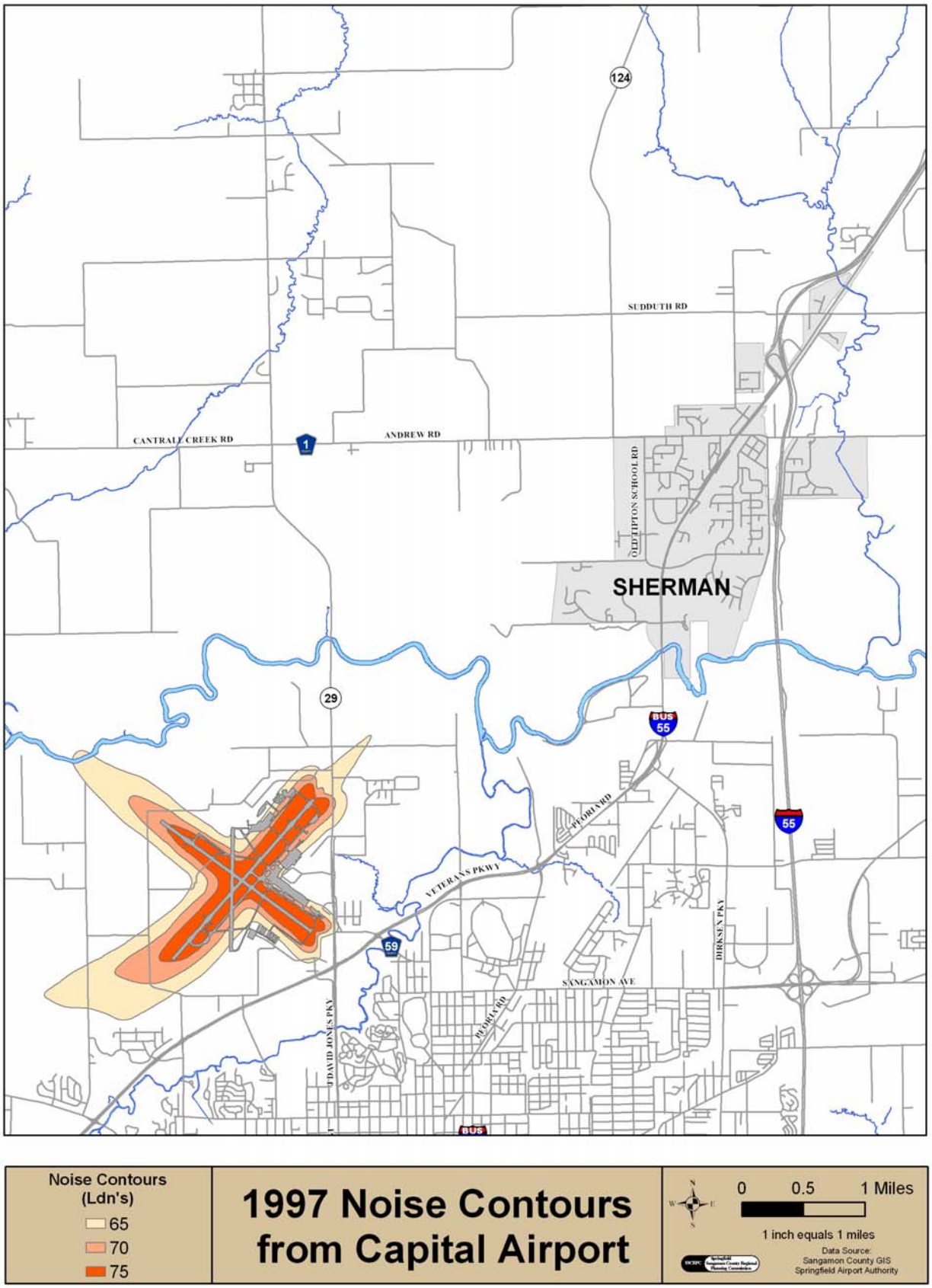
Data Source: Sangamon County GIS Sangamon County Natural Area Inventory JZ 12/11/07

Noise

The 1982 Sherman Comprehensive Plan referenced the 1980 report titled The Environmental Assessment for Capital Airport (Crawford, Murphy and Tilly, June, 1980). The report identified a Day-Night Average Sound Level (Ldn) noise contour of 65 to extend across the northwest portion of Sherman which would limit development in that area. Typically any use within that contour would be rated as normally unacceptable as identified by the HUD Noise Assessment Guidelines stated within the 1982 Sherman Comprehensive Plan.

The noise contours have greatly changed since the last comprehensive plan for the Village of Sherman was completed. According to an interview with Roger Blickensderfer, Director of Facilities and Maintenance with Abraham Lincoln Capital Airport, the change was likely due to the switch from F-4s (2-engine jets) to F-16s (single engine jets) prior to 1997. The noise produced from the 2 engine jets was much higher than the noise produced from the single engine jets. In 2008 the F-16 mission will end and could potentially reduce the impact of the noise even further. The addition of more civilian routes will not increase contours shown in Figure 25. Current noise contours are approximately two miles southeast of Sherman. Sherman will not be adversely affected unless additional military aircraft missions are resumed or relocated to Abraham Lincoln Capital Airport.

Figure 25



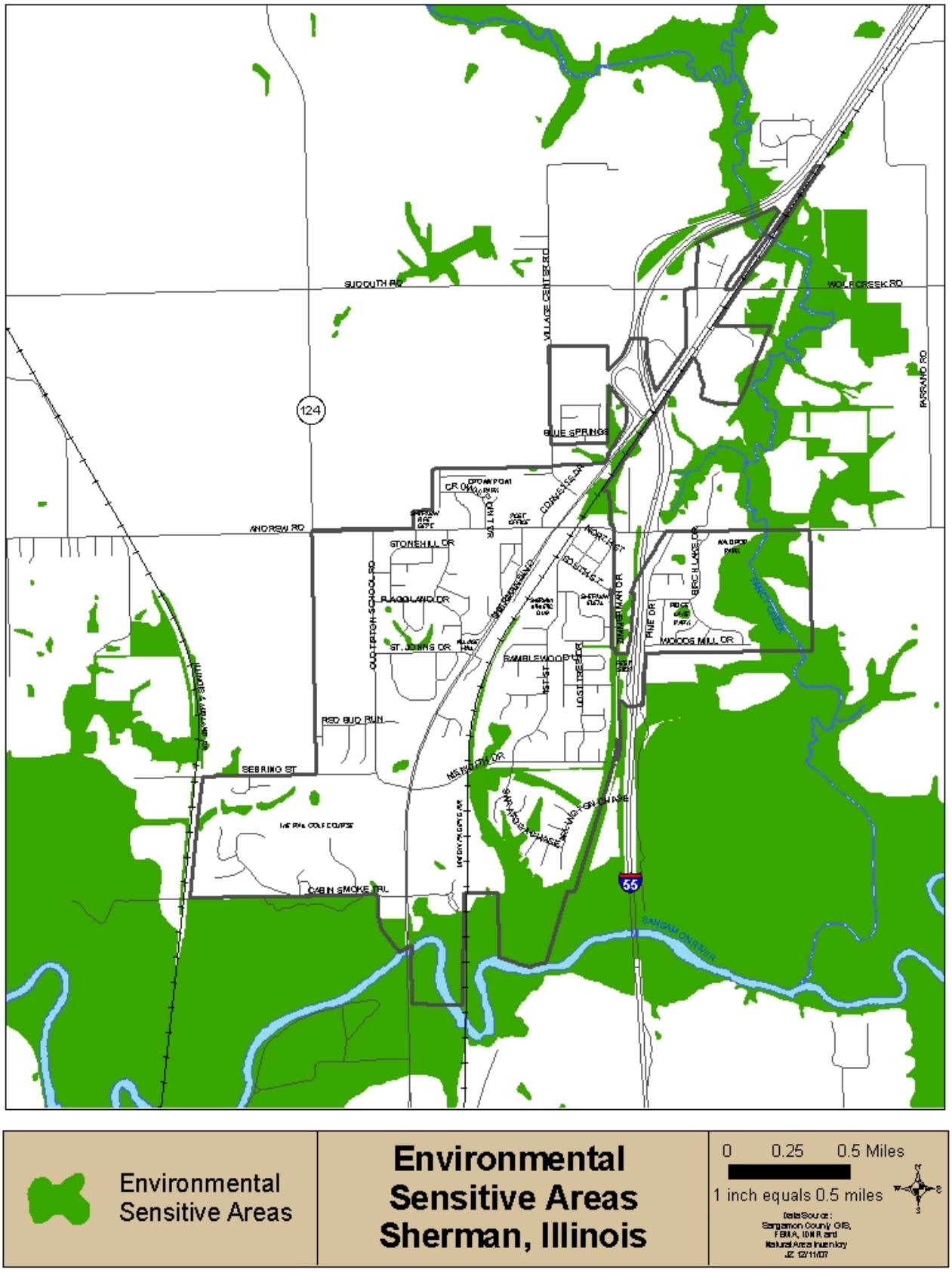
Noise Contours (Ldn's)	1997 Noise Contours from Capital Airport	0 0.5 1 Miles
65		1 inch equals 1 miles
70		Data Source: Sangamon County GIS Springfield Airport Authority
75		

Conclusion

Figure 26 represents all environmentally sensitive areas which include grade C forest or better as defined in the Sangamon County Natural Area Inventory, 100-year floodplain and wetlands. This figure does not include restricted soils, undermined areas or prime farmland. The figure identifies the areas north and northwest as least restrictive areas for development.

Goals	Objectives
Preserve and enhance the ecologically sensitive areas	• Enforce flood ordinance • Promote public sanitary sewers as the preferred method of sewage disposal • Create, adopt and enforce an erosion control ordinance • Utilize best management practices to improve/maintain storm water quality • Preserve, protect and incorporate important naturals areas in all development designs • Prevent urban sprawl and promote development adjacent to the Village

Figure 26



Environmental Sensitive Areas

Environmental Sensitive Areas Sherman, Illinois

0 0.25 0.5 Miles

1 inch equals 0.5 miles

Data Source: Sangamon County GIS, FEMA, IDNR and Natural Area Inventory JZ 12/11/07

Natural Hazard Mitigation

In August 2007 the Village of Sherman participated in the Sangamon County Multi-jurisdictional Natural Hazards Mitigation Plan that was facilitated by the Springfield Sangamon County Regional Planning Commission and developed through the Sangamon County Multi-Jurisdictional Natural Hazards Mitigation Plan Task Force. The task force met six times and the draft plan was completed on June 11, 2008. The Natural Hazard Mitigation Plan identified nine hazards that affect Sangamon County: droughts, earthquakes, extreme heat, floods, severe storms, tornados, winter storms, dam failure and mine subsidence.

Communities look to protect the health, safety, and welfare of their citizens. Related to natural hazard events, this has traditionally meant responding to the needs of the community after an event occurs. Mitigation looks to reduce the need for response by permanently removing people and structures from harm's way when a known area of impact can be identified (such as a floodplain) or by significantly reducing the impact from a known risk (such as a tornado). The plan provides an assessment of the risks to Sangamon County from natural hazard events and a comprehensive range of mitigation projects to lessen the impact of these hazards on our communities. With the availability of mitigation grant funding from the Federal Government, communities have the opportunity to implement mitigation projects that would not otherwise be financially possible.

Each community and four technical partners submitted lists of projects to be included in the plan. The projects selected by Village of Sherman are as follows:

- Shelter in a new Village Hall
- Implement natural barrier areas for Route 124 and Business Route 55 to mitigate blizzard road conditions

Environmental

- Publication of a preparedness brochure
- Purchase two-way radios for use during a natural hazard event situation
- Assess local regulations (building codes, zoning ordinances, subdivision ordinances, public health, etc) to determine how they can better address the impacts of natural hazards.

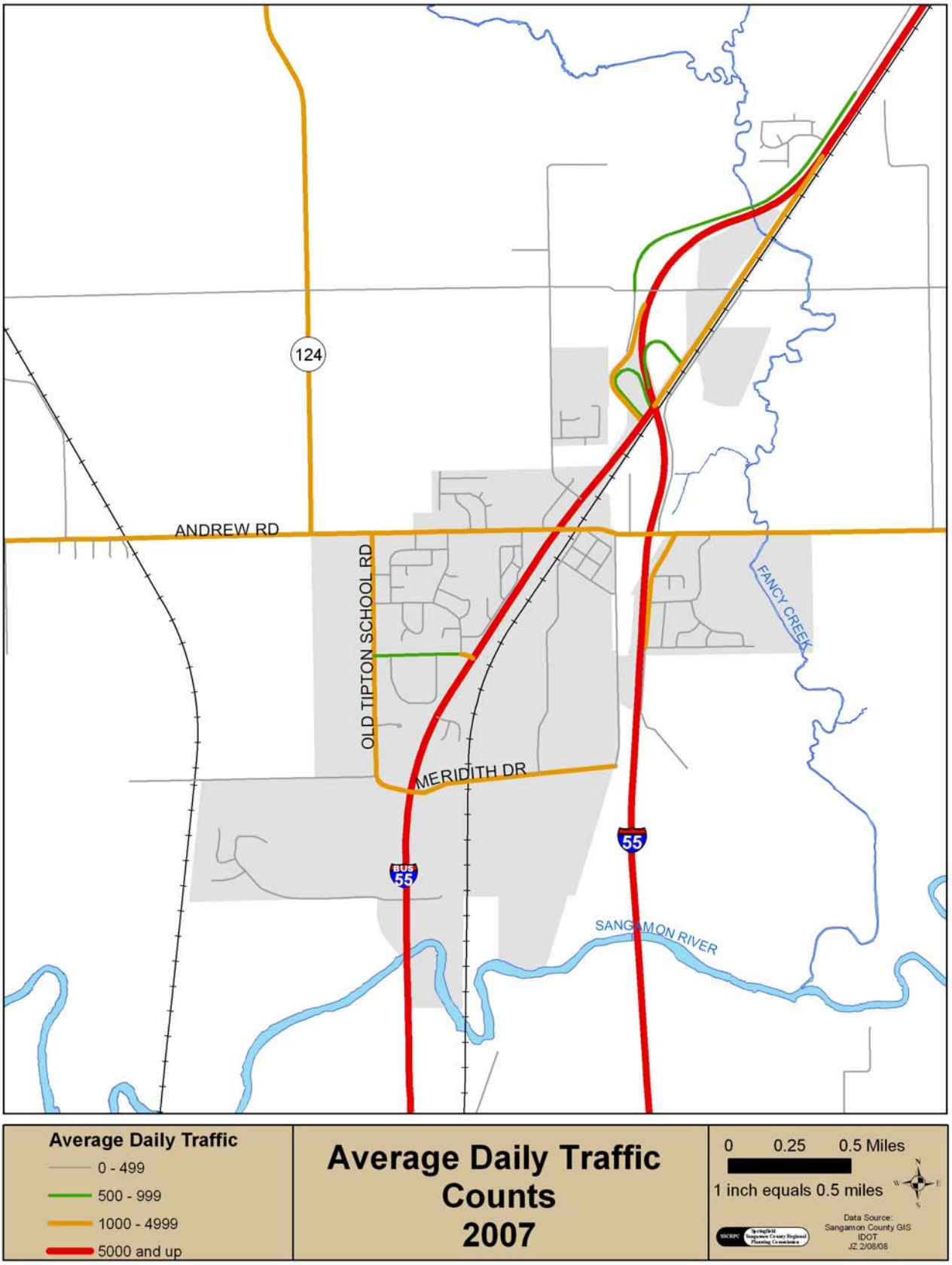
The existing transportation network within the Village of Sherman includes roadways, pedestrian ways and railroads.

Roadways

Business Route 55 runs north-south down the center of the Village of Sherman. Interstate 55 intersects the village creating a separation between a residential area east of Interstate 55 south of Andrew Road. Andrew Road progresses east-west along the northern portion of the Village and is the only road that crosses Interstate 55. The 2007 average daily traffic counts (ADTs), provided by the Illinois Department of Transportation, for the highly traveled roads are shown in Figure 27.

Business Route 55 accommodates the majority of the traffic running north-south through the Village. In 1983 the ADT for Business Route 55 was 6,000 and has increased in 2007 to an ADT of approximately 10,000. According to the 2007 ADT Old Tipton School Road, Andrew Road, State Route 124 and Meredith Drive each accommodate over a 1000 vehicles a day. The major truck traffic through Sherman occurs along the Business Route 55 corridor which carries 700-800 trucks daily. Andrew Road east of Interstate 55 carries 300-600 trucks, while truck traffic on State Route 124 is less than 100 per day. The vast majority of truck traffic is through traffic traveling to and from the interstate with starting points and destinations outside of Sherman.

Figure 27


124
ANDREW RD
OLD TIPTON SCHOOL RD
MERIDITH DR
FANCY CREEK
SANGAMON RIVER
55
BUS 55
Average Daily Traffic
0 - 499
500 - 999
1000 - 4999
5000 and up
Average Daily Traffic Counts 2007
0 0.25 0.5 Miles
1 inch equals 0.5 miles
Data Source:
Sangamon County GIS
IDOT
JZ 2/08/08

Accident Data

The Illinois Department of Transportation categorizes crashes into five different types. The types are shown in the following table in descending order of severity.

Illinois Department of Transportation Crash Categories	
Fatal Crash	A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.
"A" Injury (incapacitating injury)	Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.
"B" Injury (nonincapacitating injury)	Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.
+"C" Injury (possible injury)	Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria
Property Damage	A crash in which there were no deaths or injuries, but property damage is in excess of $500.

Fatal Crashes and "A" Injury (incapacitating injury) crashes are the two most severe types of crashes. Between the years of 2001 to 2006 there were three fatal crashes in or around the

Village of Sherman. See Figure 28. In 2003 a fatal crash occurred on Bahr Road approximately 0.5 miles north of Andrew Road. The second fatal crash occurred in 2005 on Interstate 55 approximately 0.13 miles north of Andrew Road. The third fatal crash was east of Sherman on Wolf Creek Road.

In addition to the three fatal crashes, there were 30 "A" Injury (incapacitating injury) crashes in or around the Village of Sherman between the years of 2001 to 2006. 19 of those crashes occurred on Interstate 55. 3 of the remaining 11 "A" Injury crashes occurred on West Outer Road, north of Wolf Creek Road. Two of the three crashes occurring on West Outer Road were single vehicle crashes in which the vehicle involved left the roadway. The third crash, a two vehicle crash which also involved a vehicle leaving the roadway, took place during snowy conditions.

Between the years of 2001-2006, there were four "A" Injury crashes on roadways within the corporate limits of the Village of Sherman. Two of those four crashes occurred along Parkway Drive. In 2001 a two vehicle crash just south of Queensway Drive occurred. The collision type is described as "turning". The other crash located on Parkway Drive was a rear-end crash in 2002, just south of Royal Drive. The remaining two crashes within the corporate boundaries include a rear-end crash on Sherman Boulevard approximately 0.1 miles south of Meredith Drive and a crash involving a fixed object while it was raining. The crashes occurred in 2004 and 2005 respectively.

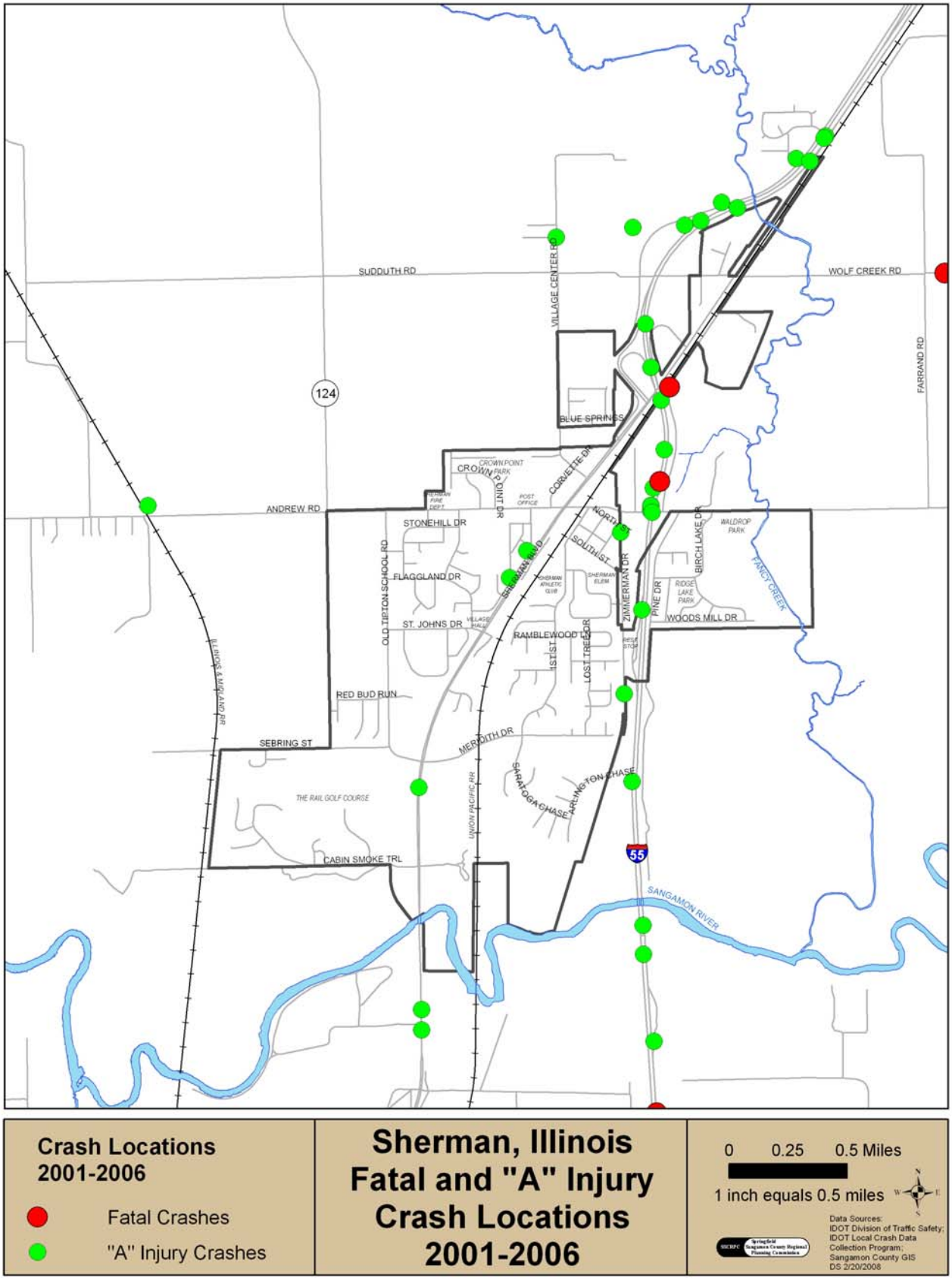
The final four "A" Injury crashes located on roadways near the Village of Sherman were spread around the peripheries of the Village boundaries. These crashes include:

- A deer-vehicle crash on Peoria Road south of the Village limits.
- A deer-vehicle crash on Andrew Road west of the Village limits.

- A crash resulting in an overturned vehicle on Zimmerman Drive approximately 0.1 miles south of Andrew Road.
- An alcohol related crash on Village Center Road north of the Village limits.

The majority of the crashes located in and around the Village of Sherman occur on State controlled roadways, most frequently, Interstate 55. An analysis of the remaining crashes of the most severe classes does not indicate any pattern of crash location. Therefore, as revealed by the crash data roadways are performing at a sufficient level in terms of safety. However, as discussed in the following section, by adopting the complete streets concept the Village of Sherman could provide a safer and more connected roadway system.

Figure 28


SUDDUTH RD
WOLF CREEK RD
VILLAGE CENTER RD
FARRAND RD
124
BLUE SPRINGS
CROWN POINT PARK
CROWN POINT DR
CORVETTE DR
POST OFFICE
ANDREW RD
STONEHILL DR
NORTH ST
SOUTH ST
BIRCH LAKE DR
WALDROP PARK
FANCY CREEK
OLD TIPTON SCHOOL RD
FLAGGLAND DR
SHERMAN BLVD
SHERMAN ATHLETIC CLUB
SHERMAN ELEM
ZIMMERMAN DR
PINE DR
RIDGE LAKE PARK
WOODS MILL DR
ST. JOHNS DR
VILLAGE HALL
RAMBLEWOOD DR
1ST ST
LOST TREE DR
RESTOR STORE
RED BUD RUN
SEBRING ST
MEREDITH DR
SARATOGA CHASE
PARLINGTON CHASE
THE RAIL GOLF COURSE
UNION PACIFIC RR
CABIN SMOKE TRL
55
SANGAMON RIVER
Crash Locations
2001-2006
Fatal Crashes
"A" Injury Crashes
Sherman, Illinois
Fatal and "A" Injury
Crash Locations
2001-2006
0 0.25 0.5 Miles
1 inch equals 0.5 miles
Data Sources:
IDOT Division of Traffic Safety;
IDOT Local Crash Data
Collection Program;
Sangamon County GIS
DS 2/20/2008

Pedestrian Connectivity

Walking and bicycling movements are the cheapest form of transportation for people of all ages to utilize. In addition to being some of the cheapest forms of transportation they are major components of the complete streets concept. Complete streets are designed to provide safe means of transportation for both pedestrians and vehicles. Accommodations come in the form of sidewalks, bicycle lanes, trails and well designed intersections. In order for the Village to be a pedestrian friendly community it needs to incorporate those designs in accordance with the complete streets concept along all streets, subdivisions and businesses.

In 2007 the Illinois Highway Code was amended to give bicycle and pedestrians full consideration during the planning and development of transportation facilities. In 2006 there were 4,784 pedestrians that were killed nationwide, while approximately 61,000 pedestrians were injured. The majority of those pedestrian fatalities occurred when pedestrians were crossing an intersection or walking along a roadway. In 2006 there were 773 bicycle fatalities that occurred nationwide and 44,000 bicyclists were injured. (NHTSA Traffic Safety Facts 2006).

The area known as Flaggland Park incorporates pedestrians through the open space area located at the rear of the lots, but does not provide a way for pedestrians to proceed along the public streets. Some of the newer developments located on the east and west side of Sherman provide sidewalks along the public right of way which allow for safe pedestrian circulation within the neighborhood, while some of the older and established areas do not.

The areas located within close proximity of the Sherman Elementary School and the Sherman Athletic Club should be the Village's highest priority when addressing pedestrian and bicycle connectivity. This area has two pedestrians generators located less than ¼ mile from a

residential area. The areas directly north and south of the Sherman Elementary School do not have sidewalks located in the public right-of-way. In 2008 the Village was awarded federal funds through the Safe Routes to School Program for the replacement and construction of sidewalks around the Sherman Elementary School.

The second most important area the Village should address is the areas around Waldrop Park. Waldrop Park is a very important amenity to the Village and should be easily accessible for those residents within the area. Currently there are no sidewalks located within a ¼ mile of the park and the Sherman citizen survey revealed that 63% of the residents located east of the interstate indicated that sidewalks were a problem in their area and 61% of those residents indicated that they would be willing to pay additional taxes to improve or install sidewalks.

The third area that needs to be addressed is along the Andrew Road corridor. The Andrew Road Corridor west of Interstate 55 has many pedestrian generators such as the library, dental office, post office, a day care and an established residential area to support the need for pedestrian connectivity. As Sherman continues to develop, every new road, subdivision, business and other uses must incorporate pedestrian and bicycle ways into every design. The following picture is a transformation of Andrew Road as it looks today converted into a pedestrian and bicycle friendly route that the Village should encourage in all street designs.

Trails

The Route 66 Bike Route runs through the Village along Village Center Drive and along Business Route 55. The route was selected by the League of Illinois Bicyclists with the assistance of the Illinois Department of Natural Resources and other partners of the Route 66 Rail Committee. The route location was based on the proximity to the historic Route 66 corridor

which was originally located along Interstate 55. The trail was created to promote touring through bicycling. Business Route 55 carries a lot of traffic, but does have shoulders to allow an experienced bicyclist to use it. The Route 66 Bike Route has the possibility of changing as more off-road trails are built or necessary improvements are made to other roads. Currently the Route 66 Bike Trail is not signed within the Village, and in order to promote the bike route, the Village of Sherman would need to sign the route to increase its visibility.

A trail that the Village should pursue is an old CILCO easement that runs from the county line south to the Sangamon River. The trail would connect with the Williamsville trail system to the north and serve as a connection south into the City of Springfield. According to the 1997 Sangamon County Greenways and Trails plan the Sherman to Williamsville trail connection was classified as a medium priority. Since then some of the higher priority trails have been completed making this connection much more important. The major obstacle to complete this trail is how to cross Interstate 55. Currently the bridge that crosses Interstate 55 along Andrew Road is narrow and is not wide enough to accommodate pedestrians or an average bicyclist. Figure 29 identifies the Route 66 Bike Route and the proposed CILCO easement with possible trail connections to parts of the Village.

The following funding options can be pursued by the Village in order to build the proposed trail corridor:

- Illinois Transportation Enhancement Program (ITEP) provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify in one of the 12 eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding.

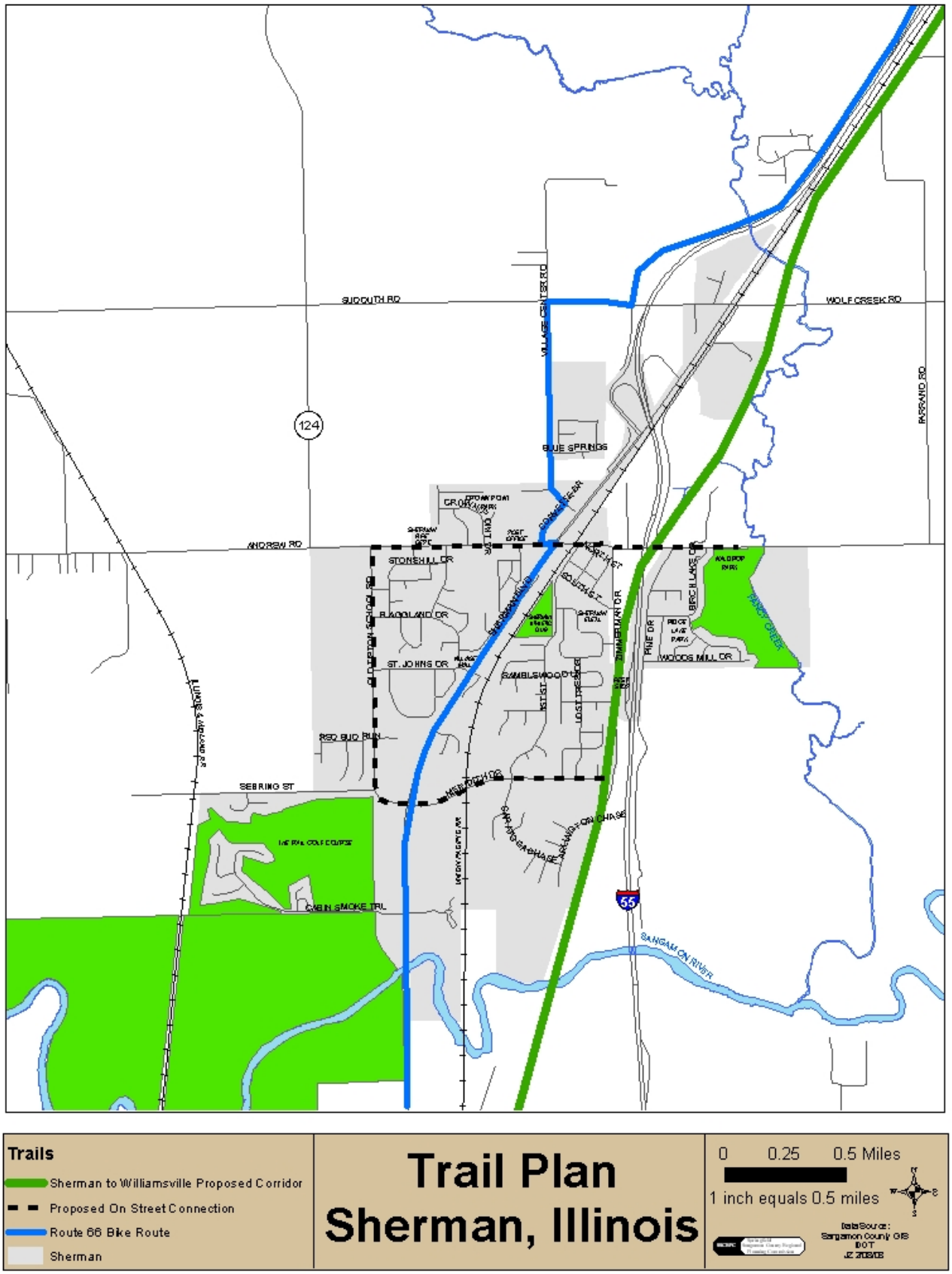
- Illinois Bicycle Path Program was created in 1990 to assist eligible units of government acquire, construct, and rehabilitate non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance is up to 50% of the approved project cost. Maximum grant awards for development projects are limited to $200,000 per annual request. All grant applications must be sent to the Illinois Department of Natural Resources (IDNR).

Railroads[3]

The Village has two railroad tracks located in the vicinity of the Village. The Illinois and Midland railroad runs north from Springfield along the western portion of the Rail Golf Course and then continues northwest. A total of 8 freight trains utilize the track daily. The Union Pacific railroad runs along Business Route 55 north from Springfield and continues northwest along Interstate 55. There are two railroad crossings within the Village. One crossing is an overpass located at Meredith Drive. The second crossing is an at-grade crossing with an automatic safety gate. Neither crossing appears to present a safety issue. A total of 4 freight trains daily utilize these tracks as well as 10 Amtrak passenger trains.

[3] *Steve Laffey, Illinois Commerce Commission, 2008.*

Figure 29



Trails

- Sherman to Williamsville Proposed Corridor
- Proposed On Street Connection
- Route 66 Bike Route
- Sherman

Trail Plan
Sherman, Illinois

0 0.25 0.5 Miles

1 inch equals 0.5 miles

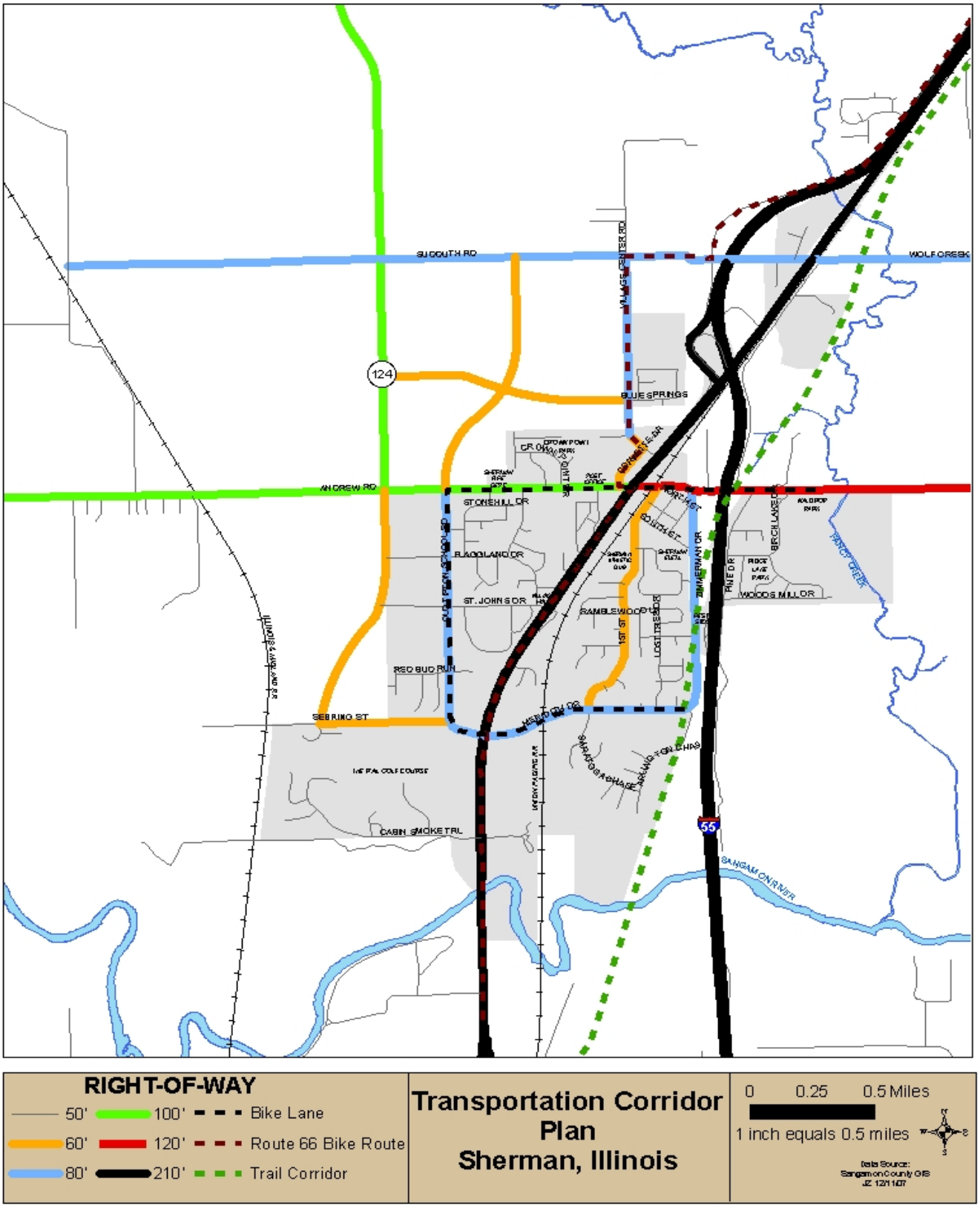
Data Source: Sangamon County GIS IDOT JC 2008/09

Transportation Corridor Plan

The transportation corridor plan identified in Figure 30 serves as a guide and should be incorporated within the Village's subdivision ordinance when considering future developments. The plan indicates proposed road corridors that will be needed for future development as well as trail components that will provide a safe and efficient transportation system that incorporates all modes of transportation. The plan breaks down the existing and proposed street network according to the recommended Right-of-Way widths for each of the following categories:

1. Major Arterial – Right-Of-Way width (120'-210')
   - A street designed to carry large volumes of traffic providing efficient travel from one point to another where access is controlled. With exceptions, most major arterials do not include sidewalks or bike lanes. (The Route 66 Bike Route is located along a portion of Business Route 55 and represents one exception to this general rule.)
2. Minor Arterial – Right-Of-Way width (80'-100')
   - A street designed to handle moderate volumes of traffic where access to some traffic generators are allowed. Minor arterials provide connections to collectors and local roads. Sidewalks and bike lanes are allowed on these roads.
3. Collector Street – Right-Of-Way width (60')
   - A street that connects to an arterial road that provides circulation within and between neighborhoods. Collectors are intended for collecting trips from local streets and distributing them to an arterial street. Sidewalks and bike lanes are allowed on these roads.
4. Local Street – Right-Of-Way width (50')
   - A street connecting areas within a neighborhood that are designed for short trips at low speeds. Sidewalks and bike lanes are allowed on these roads.

Figure 30


SUGGUTH RD
WOLF CREEK
VILLAGE CENTER RD
124
BLUE SPRINGS
ANDREW RD
STONEHILL DR
FLAGGLAND DR
ST. JOHNS DR
RAMBLEWOOD
1ST ST
LOST TREE DR
ZIMMERMAN DR
PINE DR
BIRCH LANE DR
WOODS MILL DR
RED BUD RUN
SEBRING ST
CABIN SMOKE TRL
55
SANGAMON RIVER
PANCOP CREEK
RIGHT-OF-WAY
50'
60'
80'
100'
120'
210'
Bike Lane
Route 66 Bike Route
Trail Corridor
Transportation Corridor Plan
Sherman, Illinois
0
0.25
0.5 Miles
1 inch equals 0.5 miles
Data Source:
Sangamon County GIS
JZ 12/1/07

Other Transportation Options

According to the survey results 18% of the residents would consider carpooling to work. The current conditions of the Village of Sherman indicate that 84% of the residents within the Village of Sherman Drive their own car to work, while approximately 2% carpool with one passenger. The other 15% of the survey respondents are either retired or work at home. Even though the interest in carpooling is less than 20% the Village may want to set up a program that aides the residents of Sherman in locating other commuters to carpool with. The Village could designate a carpool location or supply the material necessary to make the residents aware of the benefits to carpooling.

Besides carpools the survey for the Village indicated that 25% of the respondents would consider taking the bus if it were available. Currently the Village is not served by a public bus service. The Springfield Mass Transit District serves the City of Springfield, Jerome, Leland Grove, Southern View, Clearlake and Grandview. Currently there is one piece of ground located within the Village of Sherman that is located within the Springfield Mass Transit District boundaries. The Village of Sherman may find it beneficial to explore the options of bus service or even limited bus service since the Springfield Mass Transit District currently adjoins the Village of Sherman corporate limits.

Goals	Objectives
Provide a safe and efficient transportation system within the Village that incorporates all modes of transportation and allows for alternative transportation options.	• Incorporate complete street designs in all new street projects • Require street, sidewalk or trail connections between neighborhoods • Incorporate the transportation corridor plan in the subdivision ordinance and construct proposed street corridors • Construct Sherman to Williamsville trail north and extend south to Springfield. Also providing a trail head for residents to access the trail • Sign Existing Route 66 Bike Route to increase visibility • Construct internal trail corridors within the Village • Construct or improve sidewalks in areas where they do not exist • Designate a carpool location and inform the public of the benefits of carpooling • Provide bus service by coordinating with the Springfield Mass Transit District

Public Sewer

In 1988 the Springfield Metro Sanitary District (SMSD) completed the extension of a sanitary sewer main to serve the Village of Sherman. The extension included the construction of a force main to connect with a pump station owned and maintained by the Springfield Metro Sanitary District located at the northwest corner of the Rail Golf Course. A second pump station was constructed east of Business Route 55 and north of Meredith Drive. That pump station serves the northeast portion of the Village and ties into the pump station located near the Rail Golf Course that exports the waste to the Springfield Metro Sanitary District for treatment. A third pump station, owned and maintained by the Village of Sherman, was constructed and is located north of Andrew Road near the Waterford Subdivision. All of the sanitary sewer mains located within the Village of Sherman are owned and maintained by the Village.

In 1997 the report titled the Village of Sherman Existing Sanitary Sewer Capacity Analysis produced by MTA Inc. Consulting Engineers identifies the available capacity as shown in the following table (Figure 31) according to the areas delineated in Figure 32.

Figure 31

Sanitary Sewer Capacity Analysis		
Area	**Pipe Size/Type**	**Full Flow Capacity %**
West Sherman	8 “ PVC Pipe	50%
Mid Sherman	8” PVC Pipe	25%
Old Sherman	8” PVC Pipe	20%
East Sherman	10” PVC Pipe	50%
East Subdivisions	8” ABS Truss Pipe	66%
Converging Lines (Mid Sherman, East Sherman, Old Sherman, and West Sherman)	18” PVC Pipe	14%

Utilities

The report revealed an area of potential development that could be limited by the sanitary sewer system located north of Andrew Road and west of Interstate 55. Development will be limited by the downstream systems that are reaching full flow capacity that these areas will utilize. Once the sewer south of Andrew Road reaches full flow capacity the additional development will need to tap into the sewer along Village Center Drive. Upgrades may be necessary to sustain potential development.

The Village is also approaching the limits of the Springfield Metro Sanitary District Facility Planning Area that would limit future development from utilizing the public sanitary sewer system. The Springfield Metro Sanitary District can not treat waste produced outside of their Facility Planning Area. If development continues to occur north, the Village must pursue the possibility of the Facility Planning Area being expanded by the Springfield Metro Sanitary District. Otherwise, development should be limited until the necessary public sanitary sewer services are available to serve the site. The facility planning area is shown in Figure 33.

Before 1988 the majority of Sherman was served by private septic systems. Since then all of Sherman is served by a sanitary sewer except the areas located southeast of Meredith Drive and Business Route 55 as well as north of Andrew Road east of Interstate 55. If additional development were to occur in those areas the Village should extend public sanitary sewer service instead of utilizing private septic systems. This is necessary since the soils (identified within the environmental section of the plan) are not suitable for private septic tank absorption fields.

Figure 32

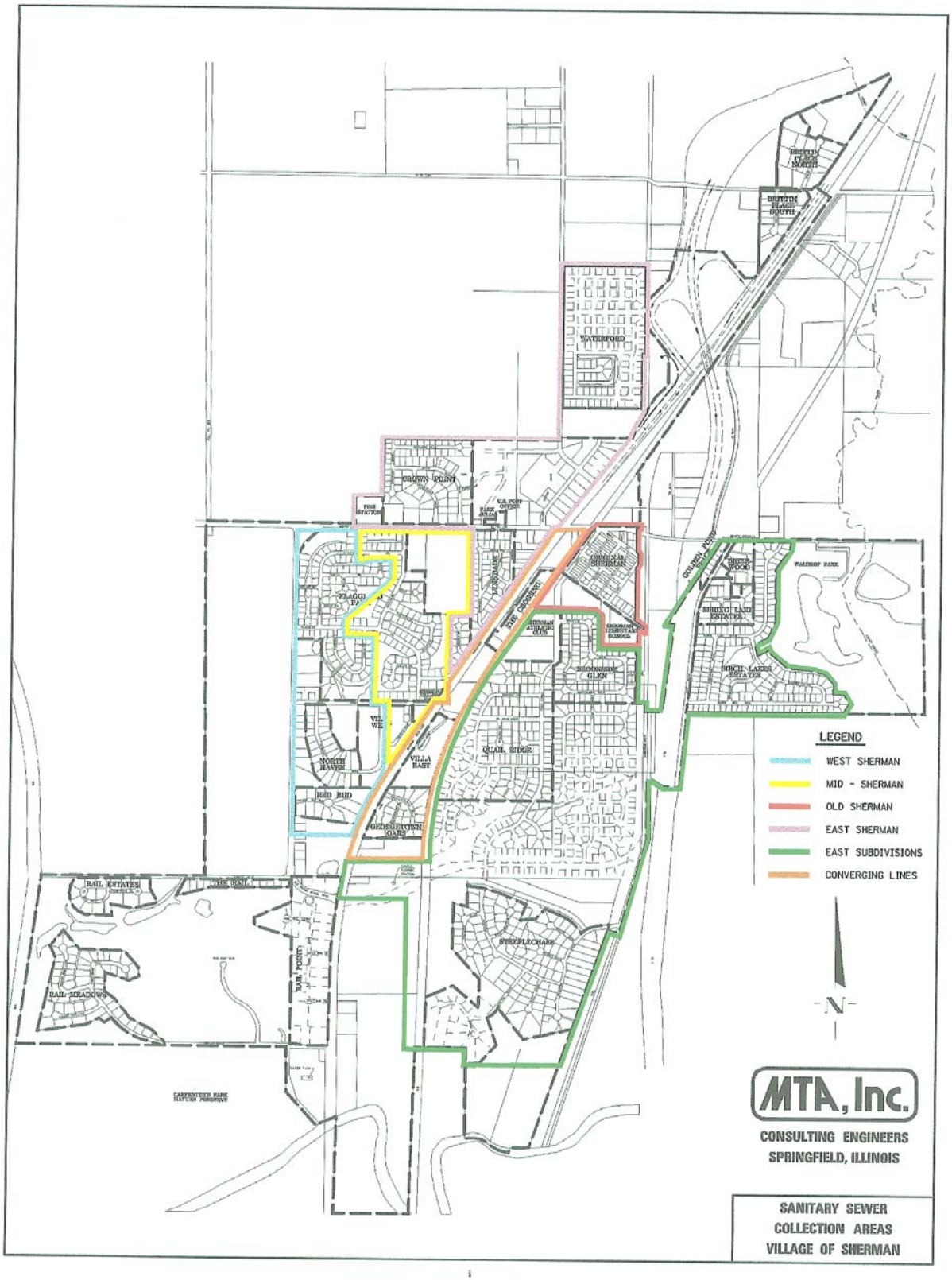
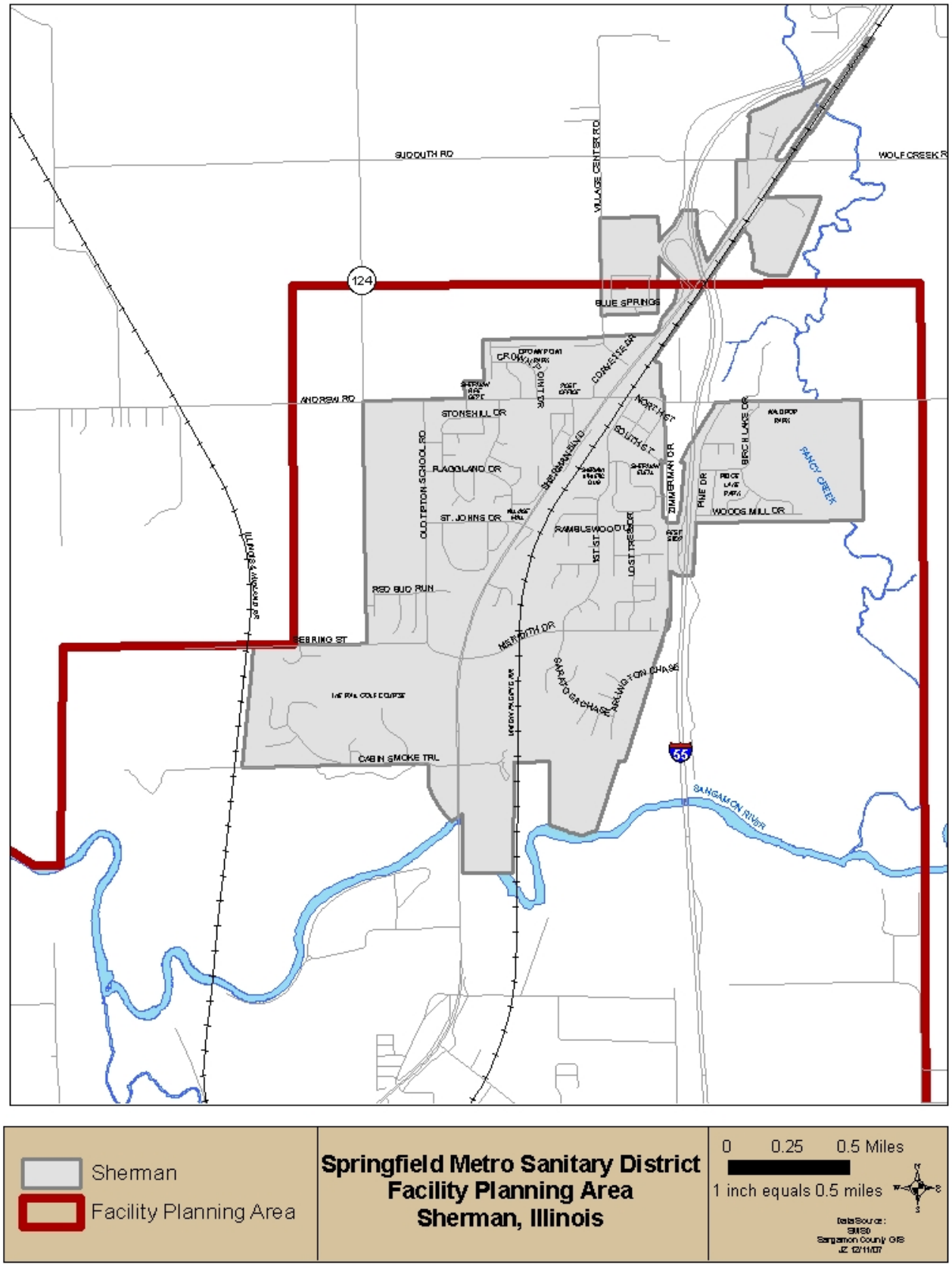

WATERFORD
CROWN POINT
FIRE STATION
FLAGGI PL
LANDMARK
THE CROSSING
CHICKASAW SHIRAGAN
SHERMAN ATHLETIC CLUB
SHERMAN LEMONAIR SCHOOL
SHOGGSIE GLEN
GRAIL RIDGE
VILLA EAST
NORTH HAVEN
RED BUD
GEORGETOWN COATS
RAIL ESTATES
RAIL MEADOWS
RAIL POINTE
STEEPLECHASE
CARPENTER PARK NATURE PRESERVE
GOLDEN POND
BRIGHT-WOOD
WALDROP PARK
SPRING LAKE ESTATES
NORTH LAKES ESTATES
BRITTON PLACE NORTH
BRITTON PLACE SOUTH
LEGEND
WEST SHERMAN
MID - SHERMAN
OLD SHERMAN
EAST SHERMAN
EAST SUBDIVISIONS
CONVERGING LINES
N
MTA, Inc.
CONSULTING ENGINEERS
SPRINGFIELD, ILLINOIS
SANITARY SEWER
COLLECTION AREAS
VILLAGE OF SHERMAN

Figure 33


SUDDUTH RD
WOLF CREEK R
VILLAGE CENTER RD
124
BLUE SPRINGS
CORNERSTONE DR
ANDREW RD
STONEHILL DR
FLAGGLAND DR
OLD TRITON SCHOOL RD
SHERMAN BLVD
NORTHWEST
SOUTHEAST
ZIMMERMAN DR
BIRCH LAKE DR
PINE DR
WOODS MILL DR
FANCY CREEK
ST. JOHNS DR
RAMBLEWOOD DR
1ST ST
LOST TREE DR
ILLINOIS AVENUE
RED BUD RUN
SEBRING ST
KENILWORTH DR
SARATOGA CHASE
ARLINGTON CHASE
CABIN SMOKE TRL
55
SANGAMON RIVER
Sherman
Facility Planning Area
Springfield Metro Sanitary District
Facility Planning Area
Sherman, Illinois
0 0.25 0.5 Miles
1 inch equals 0.5 miles
Data Source:
SMSD
Sangamon County GIS
JZ 12/11/07

Public Water

The water system that serves the Village of Sherman is owned and maintained by the Village of Williamsville. The Village of Williamsville has a contract with the City of Springfield to supply the Williamsville water system with 1,000,000 gallons of water a day. The water system is supplied through a single water main that extends across the Sangamon River from the City of Springfield and is the only water supply to the system. The water system provides water to the Village of Sherman, Village of Williamsville, Knollwood Subdivision and the Viper Coal Mine. Any areas outside the Village of Sherman or the Village of Williamsville can not be served unless the City of Springfield approves the service.

The Village of Sherman's monthly water usage ranges from 400,000 gallons of water a day to approximately 530,000 gallons of water a day during the summer months with an average pound per square inch (psi) of 50. Water flow problems might be encountered east of the Village of Sherman.

The Village of Williamsville uses an average of 150,000 gallons of water a day. Even though the Williamsville water system has not surpassed the allotted 1,000,000 gallons of water a day, the system has come close to exceeding the contracted amount of water. If additional growth continues to occur within the Village of Sherman, the Williamsville Water Commission will need to contact City Water, Light and Power to update or revise the contract. If the contract is not revised lack of a public water supply will serve as a barrier to future development.

In 1999 the Williamsville water system was updated with a new 750,000 gallon water tower which is located within the Village of Sherman In 2003 a pump station was installed near Williamsville's 750,000 gallon underground storage tank for emergencies to obtain water from the lower depths of the underground storage tank.

If the service main extension from the City of Springfield broke or service was not able to be provided, the area that the Village of Williamsville water system serves would rely on the water stored in the two 750,000 gallon water tanks. The water stored within those tanks would only be able to provide 1.5 million gallons of water, which would only last 2-3 days before the tanks were dry. The Williamsville water system should look at a second source of water entering the Village in case the water main would break. The most logical connection would be an extension of the Athens water system to the north west of the Village of Sherman. The connection may not help the water system within the Village of Sherman, but more importantly would provide emergency water service if a break in the main water line would occur.

Goals	Objectives
All new development will be served by a public water and public sewer.	• Consult with the Springfield Metro Sanitary District about the expansion of their Facility Planning Area in order to provide sewer service as development occurs to the north • Upgrade sanitary sewer lines in planning for future development • Consult with the Village of Williamsville to increase the amount of water received from the City of Springfield • Consult with the Village of Williamsville about a water line connection to the Athens Water District

What is Economic Development?

Economic Development can be defined as the efforts to improve the financial well-being and quality of life for a community by assisting in the expansion, attraction, creation and retention of jobs as well as sustaining or increasing a community's tax base. Economic development efforts are not limited to the marketing of sites but can include policies and programs that governments use to achieve economic objectives by providing the vital infrastructure and services to improve or remain competitive while maintaining the necessary balance to grow sustainably.

Existing Conditions

In order for a community to develop an economic development strategy, it is important to understand the community's presence in the marketplace. The Village of Sherman has adequate interstate access with Interstate 55 running through the Village and a ramp that allows for quick and efficient access. The City of Springfield is located directly south of the Village. The majority of the businesses in Sherman are located along Business Route 55 and Andrew Road. These roads also provide access to various existing or potential development sites.

Figure 34

Disbursement Information for Sales Taxes
Sherman, Illinois
July 2003 – June 2007

Year	Municipal Sales Tax	Municipal Home Rule Sales Tax	Total
July 2003 – June 2004	$177,302.24	$79,691.53	$256,993.77
July 2004 – June 2005	$206,877.91	$93,279.75	$300,157.66
July 2005 – June 2006	$210,868.87	$94,933.71	$305,802.58
July 2006 – June 2007	$211,970.71	$95,299.51	$307,270.22

Source: Illinois Department of Revenue

The sales taxes disbursed to the Village from July 2003 to June 2007 are shown in Figure 34. The table reveals that the revenues disbursed to the Village have steadily increased since July 2003.

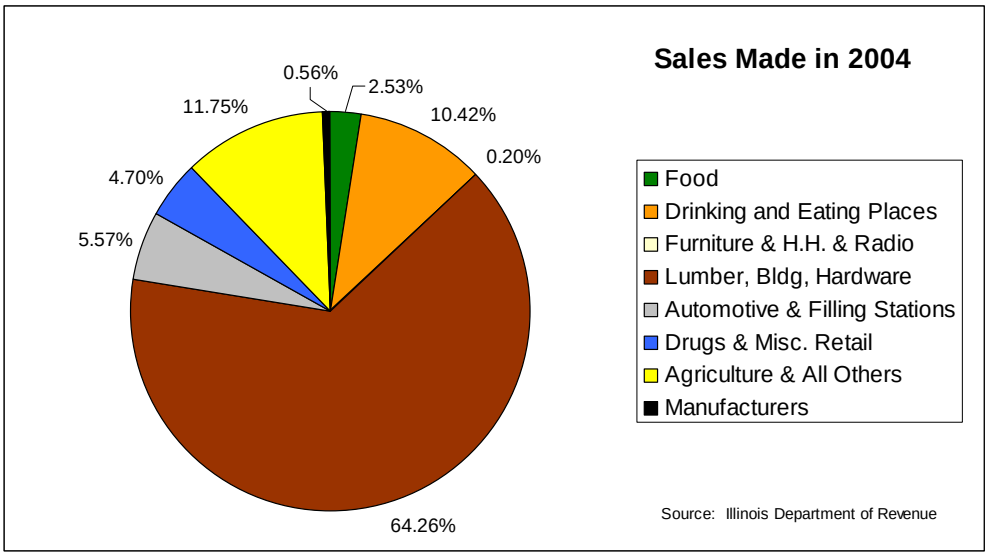
Figure 35 represents the total percentage per category of the combined Municipal Sales Tax and the Municipal Home Rule Sales Tax disbursement for each year between 2004-2006 as provided by the Illinois Department of Revenue.

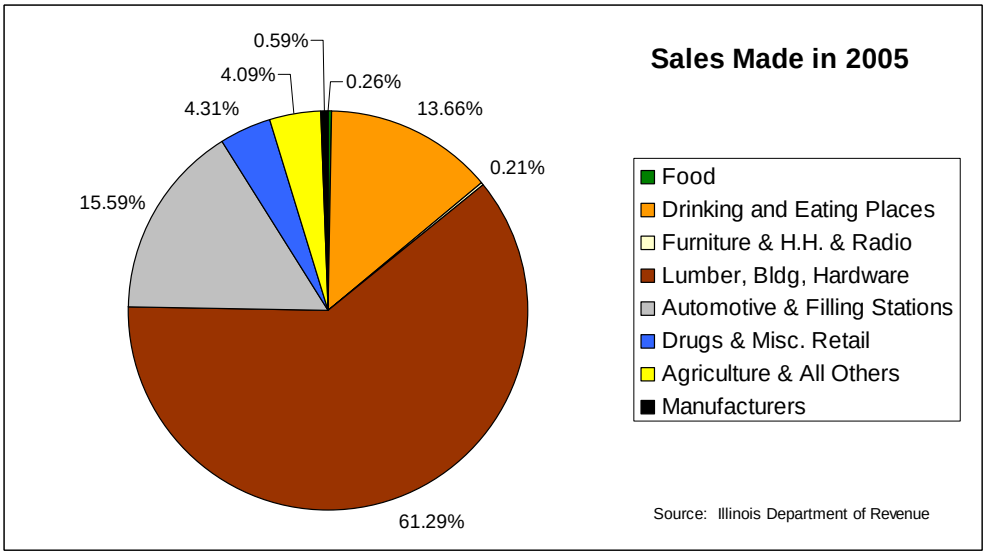
The highest percentage of revenue disbursed to the Village comes from the lumber, building and hardware category. A large lumber yard is located within the Village and serves a regional area that generates additional revenue for the Village. Although the total revenue for the Village has increased, the revenue produced by the lumber, building and hardware category has slightly declined since 2004 creating a reason for concern. The reason for this decline could be the establishment of two chain lumber stores located on the northeast side of the City of Springfield as well as the fluctuation in the housing market.

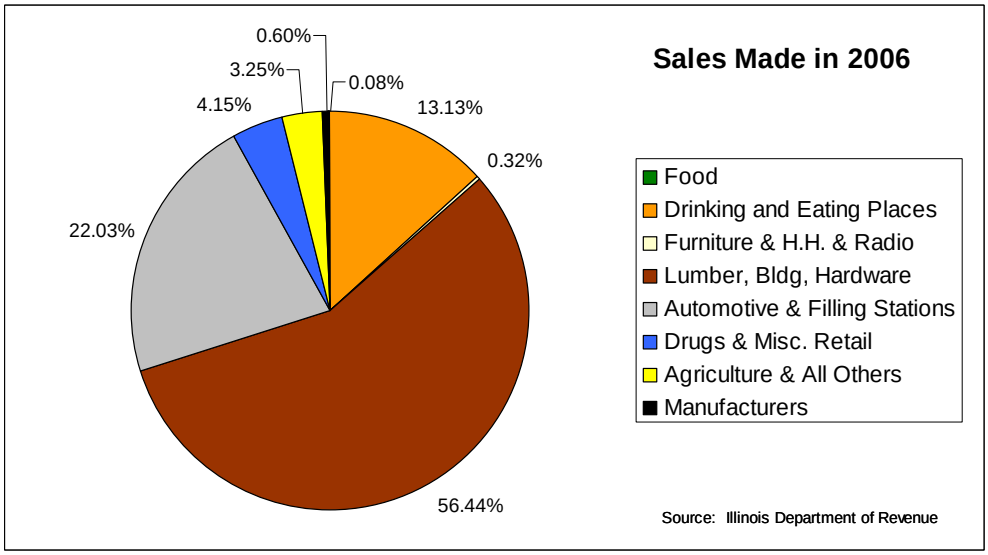
The automotive and filling station category has consistently increased and is the second largest category. Currently the Village has a gas station located along Business Route 55 near Andrew Road. An automotive repair shop and car dealership has been added since 2004 which may account for the increase in this category.

The third largest category is the drinking and eating establishments. There are a total of 6 restaurants/fast food establishments located along the Business Route 55 corridor south of Andrew Road. The Village also has a couple of bars located east of the railroad tracks located in the original town plat.

Figure 35


Sales Made in 2004
0.56%
2.53%
11.75%
10.42%
0.20%
4.70%
5.57%
64.26%
Food
Drinking and Eating Places
Furniture & H.H. & Radio
Lumber, Bldg, Hardware
Automotive & Filling Stations
Drugs & Misc. Retail
Agriculture & All Others
Manufacturers
Source: Illinois Department of Revenue


Sales Made in 2005
0.59%
4.09%
0.26%
4.31%
13.66%
0.21%
15.59%
61.29%
Food
Drinking and Eating Places
Furniture & H.H. & Radio
Lumber, Bldg, Hardware
Automotive & Filling Stations
Drugs & Misc. Retail
Agriculture & All Others
Manufacturers
Source: Illinois Department of Revenue


Sales Made in 2006
0.60%
3.25%
0.08%
4.15%
13.13%
0.32%
22.03%
56.44%
Food
Drinking and Eating Places
Furniture & H.H. & Radio
Lumber, Bldg, Hardware
Automotive & Filling Stations
Drugs & Misc. Retail
Agriculture & All Others
Manufacturers
Source: Illinois Department of Revenue

The Village has established three Tax Increment Financing (TIF) Districts. A TIF can be used to encourage economic growth in underperforming areas in need of development or redevelopment. When a TIF is used, local taxing bodies make a joint investment in a development area. The amount of property taxes based on the base value of the property are still distributed to the taxing bodies but the amount above the base value (the increment) goes back into the property for various types of improvements. The TIF locations are identified in Figure 38. TIF #1 was the first TIF district created within the Village in 1986 and will expire in 2009. TIF # 2 and # 3 were created in 1999 and will expire in the year 2022.

The Village has also created a special service area. Special service areas allow a municipality to fund special or additional services and/or physical improvements in a defined area within its jurisdiction. An additional tax is placed on that service area which only applies to those owners within that area. The special service area for the Village of Sherman includes the same parcels of land located within TIF # 2. The special service area will expire in the year 2014.

Figure 36

Tax Rate by Corporate Limit			
	Rate		Rate
PAWNEE	1.1024	AUBURN	0.3582
SPRINGFIELD	0.9385	THAYER	0.3290
LELAND GROVE	0.7894	**SHERMAN**	**0.2446**
VIRDEN	0.6674	MECHANICSBURG	0.2425
LOAMI	0.6548	ILLIOPOLIS	0.2389
NEW BERLIN	0.6284	SOUTHERN VIEW	0.2329
GRANDVIEW	0.5633	DAWSON	0.2199
PLEASANT PLAINS	0.5533	BERLIN	0.2114
WILLIAMSVILLE	0.4956	CANTRALL	0.2047
CHATHAM	0.4638	DIVERNON	0.1940
BUFFALO	0.4193	CLEARLAKE	0.1427
ROCHESTER	0.3852	JEROME	0.0791
RIVERTON	0.3753	SPAULDING	0.0730

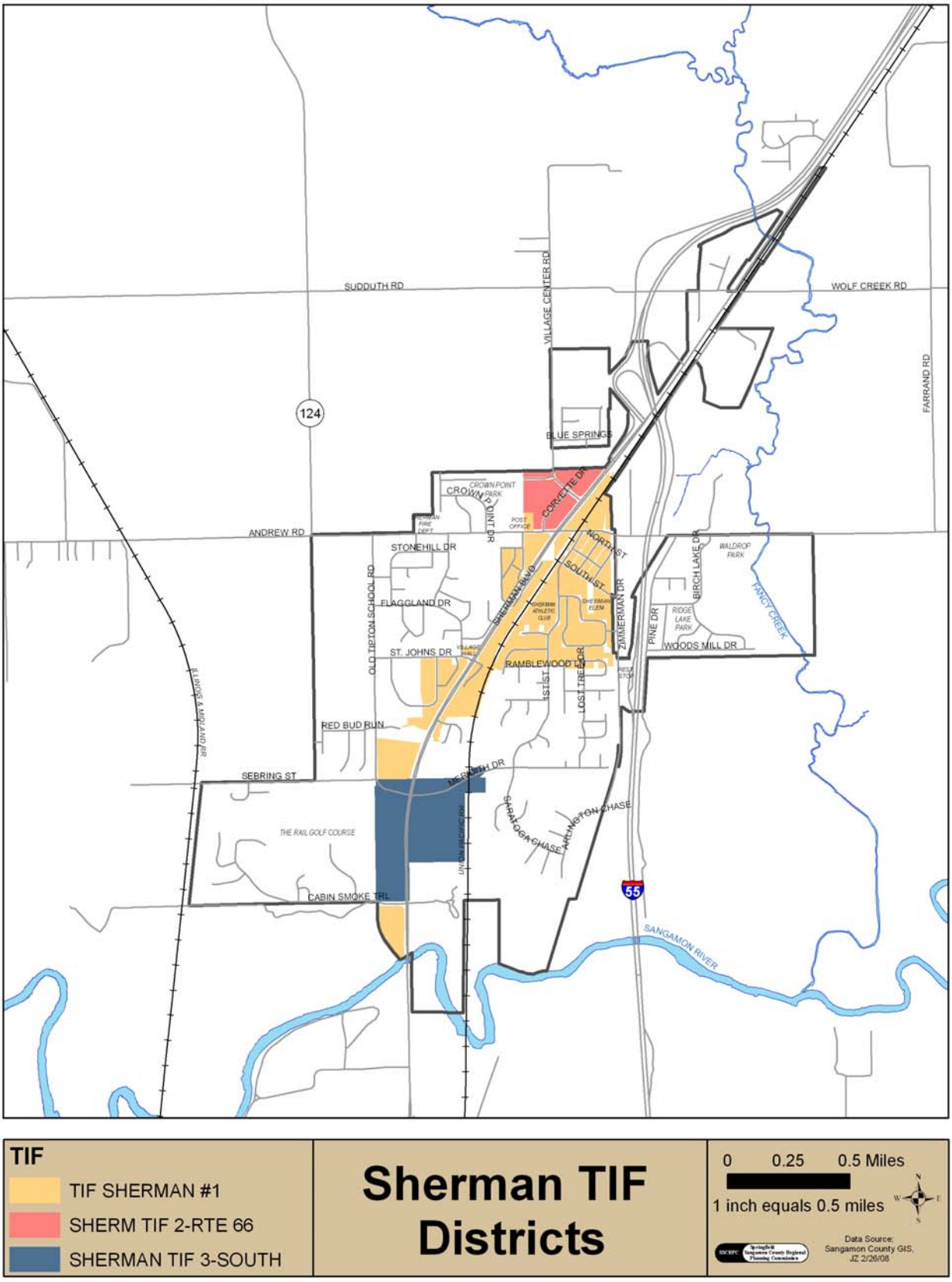
The property tax rate for the Village is relatively low in comparison to other communities within Sangamon County (Figure 36) and below the County average of .4157. The amount of

Figure 37

taxes disbursed to the Village for the years 2003 – 2006 is represented in Figure 37. The numbers in the table do not include the distributions made to the fire protection district or the school district.

Property Tax Distributions Village of Sherman	
Year	Total ($)
2003	$82,632
2004	$86,902
2005	$79,443
2006	$81,180
Source: Sangamon County Treasurer	

Figure 38



TIF

- TIF SHERMAN #1
- SHERM TIF 2-RTE 66
- SHERMAN TIF 3-SOUTH

Sherman TIF Districts

0 0.25 0.5 Miles

1 inch equals 0.5 miles

Data Source: Sangamon County GIS, JZ 2/26/08

Strategy

The Village of Sherman, appears to be well positioned in terms of vehicular access, but has many challenges to face when addressing economic development. First, the Village is located to the north of the City of Springfield and encounters a geographic separation with the Sangamon River running along the southern edge of the Village. The Village's visibility from Interstate 55 is limited. Motorists traveling on Interstate 55 are generally not aware that there are commercial services available in the Village. The market size of the Village for retail and service developments is small and currently dependent on the residents within the Village and the immediately surrounding areas. Employment opportunities are minimal within the Village. Approximately 77% of the survey respondents currently are employed in Springfield. Those people who work in Springfield may stop and pick up a few items on their way home instead of using the amenities located within the Village.

On the other hand, the Village has many opportunities or advantages that most small communities do not have. As noted above, Interstate 55 is a viable tool to use when marketing to light industrial/office developments. Those types of developments do not need to be located in a highly visible location and do not need to be located in the heart of a large city. The Village can utilize the amenities that the City of Springfield has to offer when marketing to a light industrial/office development. One of the amenities the Village can use is its proximity to a college or university. The City of Springfield has several higher education institutions therefore, that businesses need to recruit future employees or further educate the employees they currently have. The City of Springfield can also attract businesses to the area that a small village located away from a large city would not normally be able to attract. Those businesses may even choose to locate within the village due to the close proximity to a large city.

Economic Development

In order for the Village to increase the opportunity of attracting certain types of businesses they must increase their market presence by becoming a development ready community. A group that addresses economic development strategies needs to be created that meets on a regular basis. This group should conduct an inventory of all potential sites including infrastructure that serves the property, zoning and economic incentives available to a site. The goal of the inventory is to limit the time spent by a developer by providing detailed information for each available site that meets the needs of their development. The inventory reports for each site need to be made available either online or available upon request. The Village needs to establish contacts with local financial institutions that will be available to finance a project quickly. When attracting developments the Village needs to aggressively recruit potential businesses that may want to expand or locate within its jurisdiction. The Village could decide to form a partnership with a regional economic agency such as the Greater Springfield Chamber of Commerce, that would market sites for them or they can take on the task themselves.

When the Village begins to market their sites they need to work within the TIF's they have already established. Since TIF #1 will expire in the year 2009 the Village needs to put its focus toward TIF #2 and #3 that have excellent potential for development. TIF #3 is located in an area that has an excellent road network in great condition and can handle additional traffic loads generated by a light industrial/office park development. The area located southeast of Meredith Drive and Sherman Boulevard is buffered from residents by the railroad tracks located to the east. Since the property is located within a TIF the Village could start to accumulate the funds to further enhance the property creating a more risk free development without the developer having to absorb as much of the cost.

TIF #2 is located north of Andrew Road off of Village Center Drive. If additional retail or commercial developments were to locate within the Village this is the area they would need to utilize. This area has an excellent road network that utilizes a special service area to aid in the public improvements that can support additional commercial/retail developments. As residential development continues to the north this area could serve as the central retail hub. The survey indicated that the top 5 businesses the residents of Sherman would like to see are a grocery store, sit down restaurant, pharmacy, fast food restaurants and small retail businesses. The survey results also indicated that 75% of the survey respondents utilize a pharmacy in Springfield either a few times a month or more than once a week.

While the Village attempts to retain or attract future businesses they must not lose focus on the residents of the village or their employers. Therefore as the village continues to grow they must maintain the quality of life for the community. The quality of life can be defined as the factors that can make a community attractive to live in and are very important when shaping local economic development. These factors can range from the public school system to recreational opportunities. The Village survey identified that 94% of the respondents rated the school system as good which was the highest rating available for that section of the survey. The survey also indicated that 53% of the respondents would be willing to pay more taxes to improve the schools.

The area the Village should enhance are the public parks or explore the creation of a community center. There are 3 public parks located in the Village's corporate limits which have outdoor activities available. The largest park is located east of Interstate 55. The other two parks are small in size and serve limited purposes. The survey indicated that the top 5 features the respondents would like included in new parks are as follows:

- Walking and bicycle paths - Playground for children
- Picnic areas - Basketball courts
- Outdoor pavilion

In order to accommodate the needs of the residents the construction of a large park should be considered. The Village should pursue the development of one large park rather than setting aside land for many smaller parks. This could be achieved by establishing a fund set aside for the development of a large community park. In lieu of the land donated for small neighborhood parks the fees would be collected to facilitate the development of one large park. The Village could rewrite its subdivision ordinance to require that the associated fees would be collected and placed in the park fund. The large park could contain a variety of activities and even a community center. The community center can serve multiple purposes such as indoor recreational opportunities and indoor facility such as banquet or meeting rooms. The community center also could serve as a shelter for the residents if a natural hazard would occur. A large park

can hold events that the entire community could attend and would help promote and maintain the small town atmosphere.

Besides the creation of a large park the Village could pursue the expansion of Waldrop Park to the north. The area north of the park is partially located in a floodplain and development will not occur within that floodplain area. The Village could obtain that property and enhance the portion outside of the floodplain into a usable outdoor recreational space.

The appearance of the Village could be enhanced with the adoption of a landscape ordinance. The landscape ordinance would require new developments or redevelopments to supply landscaping along or within their property improving the appearance of the structure as well as the street corridors.

Goals	Objectives
Enhance economic opportunities and become a development ready community	• Create a group that meets on a regular basis to address economic development strategies • Create an inventory of all potential sites that include a report of infrastructure that serves the property, zoning and economic incentives available to the site that are readily available to the public • Utilize existing TIF's to enhance potential development locations • Market the Village of Sherman to light industrial/office developments • Establish contacts with local financial institutions that will be available to finance a project • Increase awareness of commercial services available within the Village.
Improve the quality of life	• Construct a community center • Improve existing parks • Rewrite subdivision ordinance to adjust the open space requirement to aid in the construction of a large park • Create and adopt a landscape ordinance

Introduction

In the fall of 2007, the Springfield Sangamon County Regional Planning Commission prepared a community wide survey for the Village of Sherman to distribute to each household located within the Village of Sherman. Once the completed surveys were collected by the Village they were sent to the Illinois Institute for Rural Affairs MAPPING program at Western Illinois University for data tabulation. The Springfield Sangamon County Regional Planning Commission analyzed the data to aid with the completion of the Sherman Comprehensive Plan. The Village of Sherman received slightly less than 50% of the surveys that were sent to each household.. The questionnaire and survey results are included within the appendix.

Housing

The housing within the Village of Sherman consists of single family homes, duplex and limited multiple family. 94% of the survey respondents indicated that the housing condition was good and 54% of the respondents felt housing prices were good. When asked if the Village of Sherman should adjust its regulations to allow housing in new subdivisions to be more affordable 67% of the survey response indicated that the regulations should not be adjusted. 70% of the survey respondents indicated that they felt that the housing available within Sherman was sufficient while 10% said the housing was not. The remaining respondents were unsure or they did not know if the housing was sufficient.

The majority 82.2% of respondents felt the Village should encourage more single family homes. However, a third of the respondents felt more condominiums and townhouses were needed.

Transportation

Sherman respondents rate traffic safety, flow and street conditions as predominantly good. While driving around Sherman, 60% of the respondents said they do not encounter any problems while driving. Categories in which the respondents encountered problems are traffic was too fast (16%) and encountering pedestrians and bicyclists (11%). Even though the majority of people did not think the condition of the sidewalks was a problem, there were still 32% that thought they were a problem.

As gas prices continue to rise, all modes of transportation need to be open to the residents of Sherman. The survey results indicated that 37% of the respondents have changed their driving pattern due to the increase in the price of gas. 59% of the survey respondents indicated that if more sidewalks/bike paths were provided that would encourage their family to walk or bike more often.

Currently there are not many alternative modes of transportation available or being used. The majority (84%) of the respondents drive their own car and do not car pool to work. 15% are retired or don't work while approximately 3% of the respondents carpool to work. Only 18% of the respondents would consider car pooling. If the bus were available to serve the Village 25% of the respondents indicated they would be willing to take the bus.

Environment

As development continues to occur many villages are faced with the challenge of preserving environmentally sensitive areas as well as prime agricultural farm land. The survey asked if the Village of Sherman and Sangamon County should protect the agricultural land around Sherman and overwhelmingly 90% of the survey respondents thought it was either very important or somewhat important to protect the agricultural land around Sherman. 98% of the

respondents thought it was either somewhat important or very important to protect the Sangamon River and Fancy Creek from pollution from stormwater runoff. The survey also indicated that the Village should attempt to educate homeowners on the reduction of storm water pollution by allowing the stormwater to soak or infiltrate into the ground and reducing the lawn care chemicals needed to treat a lawn. 65% of the respondents indicated that erosion control measures should be taken during the construction of developments. Erosion control was the most important item the Village should pursue to reduce the amount of water pollution. That can be done with the adoption of an erosion control ordinance that calls out specific practices that should be utilized during construction.

Energy prices have been rising and 87% of the respondents have done at least something to reduce the amount of energy use within their household and 63% have been successful in doing so. But even though the residents have tried to reduce their energy the survey indicated that about 51% of the respondents still need some assistance and think the Village should provide that assistance.

Future Growth

The Village of Sherman's population has increased 66% from 1990-2005. The survey results were inconclusive and indicated that 45% of the respondents would like the Village to grow at the same growth rate while 45% would like the Village to grow at a slower rate.

74% of the survey respondents indicated that the Village of Sherman should try to attract new jobs. The most preferred method of how the Village should recruit employers was the development of a business park. Besides the development of a business park, 87% of the respondents indicated that the Village should promote a new shopping area. If a new shopping area was constructed 78% of the survey respondents indicated that all new shopping areas need

to be walkable. The top three businesses survey responses indicated that the Village need are a grocery store (77%), sit down restaurants (53%) and a pharmacy (43%). One of the highest services used outside of the Village a few times a month is a pharmacy.

As the Village of Sherman continues to grow the quality of life for each resident needs to be maintained. Currently 42% of the respondents indicated that the conditions of the existing parks were fair while 32% rated them as good. As development continues the addition or improvement of new parks will be needed. The top 4 uses that should be included in parks are walking and bicycle paths, picnic area, outdoor pavilion and a playground for children.

In general respondents were not satisfied with the cultural and recreation activities with 85% of the respondents rating those activities as fair or poor. Even though the results indicated that additional recreational and cultural activities are needed, there were only 42% in favor of paying additional taxes to build more parks or maintain a community center. If a community center was constructed the survey results indicated that the top 4 uses that should be included are: playground for children, indoor recreation, banquet room or hall and outdoor picnic areas.

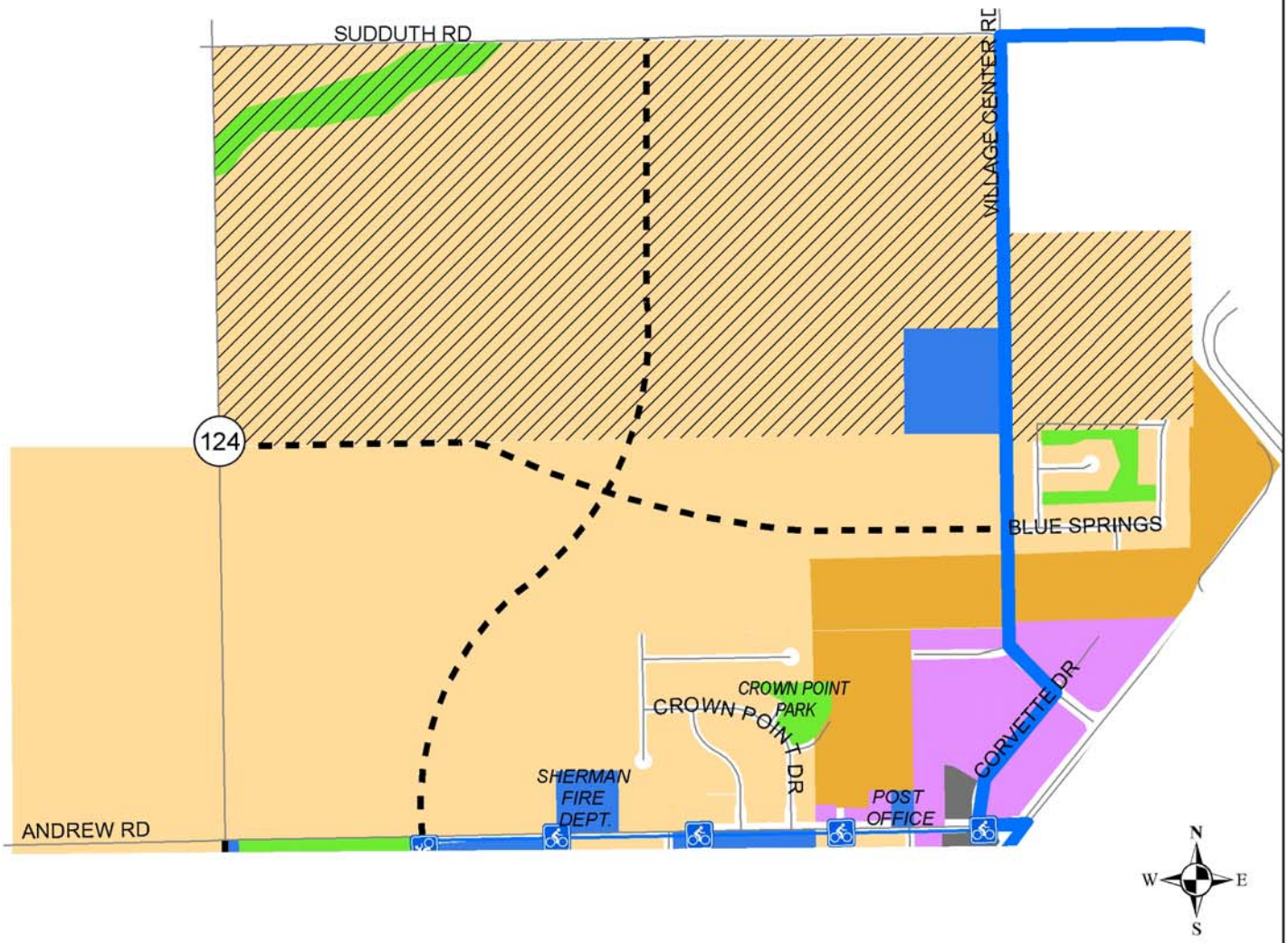
Sector 1

The 1982 Sherman Comprehensive Plan identified the area north of Andrew Road as limited for development because of the impact of noise from of the Abraham Lincoln Capital Airport. Since then noise has decreased and the high noise contours have been greatly reduced opening up the possibility for future development. Primarily the northwest portion of this sector is undeveloped. The northern portion of this area is not located within the Springfield Metro Sanitary District Facility Planning Area (FPA) and a public sanitary sewer can not serve the northern portion of this sector until the FPA is expanded. Lack of sewer limits development in the area. The capacity of the existing sanitary sewer system south of Andrew Road. will eventually reach full capacity requiring the extension of the sanitary sewer line from Village Center Drive before additional development can occur.

The majority of this sector will develop as residential. There is an existing commercial area located in the southeast corner of this sector that will continue to develop. The commercial areas should stay along the arterial streets and not expand past the limits shown into the residential areas. As the commercial area continues to develop a mixed use development consisting of residential, office, service and commercial development is proposed around the commercial area to serve as a smooth transition to the residential developments.

The road network identifies an east/west collector road and a north/south collector road that will need to be constructed to funnel residents of the area to one of the major arterials limiting the traffic on the local residential roads. This area contains the Route 66 Bike trail and, as improvements occur along Village Center Drive, it is extremely important to sign the bike route and incorporate bicycle and pedestrian facilities when upgrades are constructed. This sector is one of the top areas for potential development with the least amount of limitations.

Sector 1



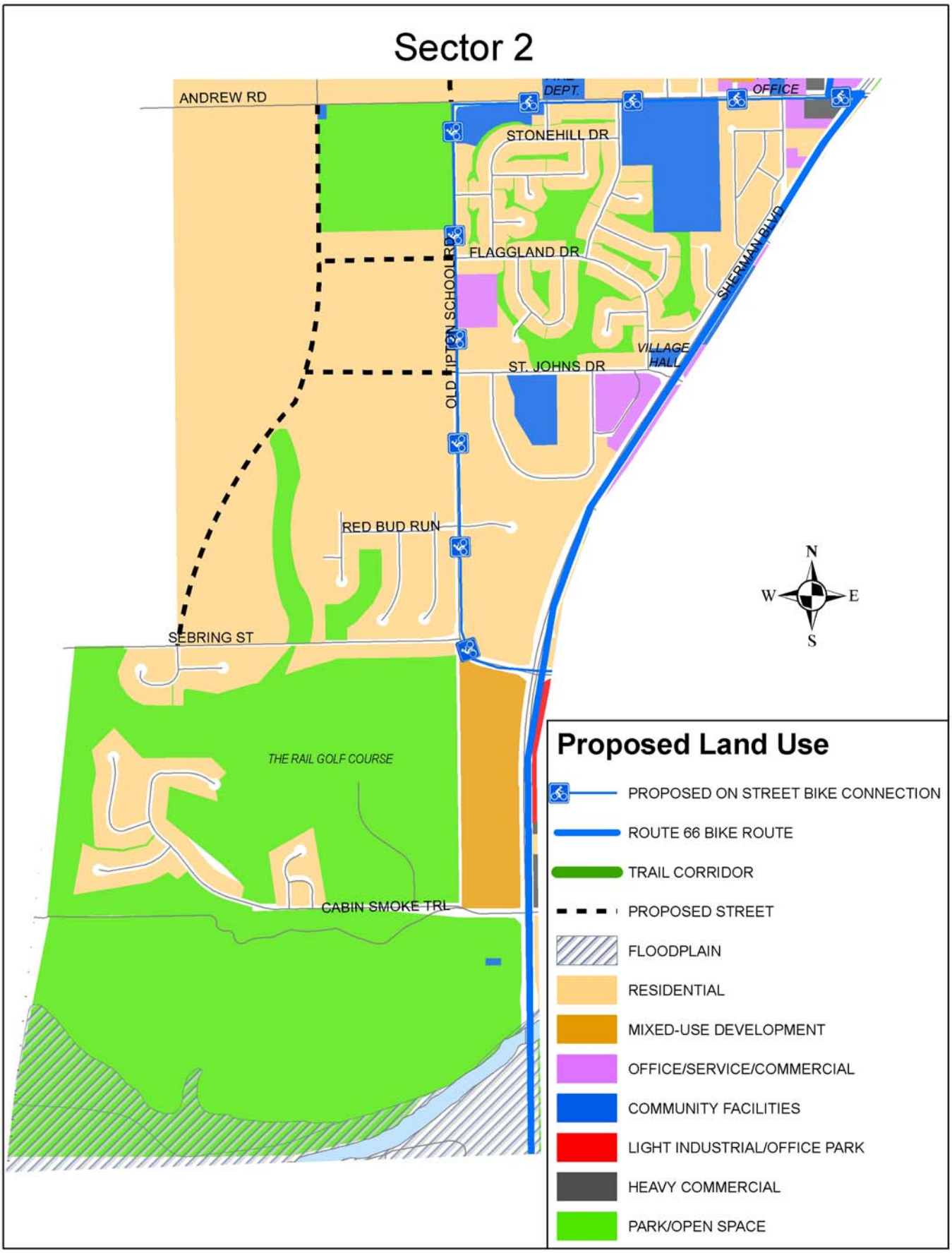
Proposed Land Use

- PROPOSED ON STREET BIKE CONNECTION
- ROUTE 66 BIKE ROUTE
- TRAIL CORRIDOR
- PROPOSED STREET
- FLOODPLAIN
- RESIDENTIAL
- MIXED-USE DEVELOPMENT
- OFFICE/SERVICE/COMMERCIAL
- COMMUNITY FACILITIES
- LIGHT INDUSTRIAL/OFFICE PARK
- HEAVY COMMERCIAL
- PARK/OPEN SPACE
- NO DEVELOPMENT UNTIL SMSD FPA AMENDED

Sector 2

The eastern portion of this sector is completely developed. The majority of the area consists of residential development with commercial development along Sherman Boulevard. The area north of The Rail Golf Course has experienced some residential growth and that trend will continue to occur. The area east of The Rail Golf Course along Sherman Boulevard is proposed to be mix-use development consisting of office, service, residential and commercial development. This area should have limited access from Sherman Boulevard and will serve as a buffer to the golf course. Location of a mixed use development in this location offers the opportunity to incorporate the visual amenities of the golf course into the development plan.

The expansion of the residential area creates the need for the construction of a large park to serve the entire community. The park is proposed near two major arterials and two proposed collector streets providing excellent access. Access to the park by all residents of the Village can be improved with the construction of bike lanes, sidewalks or a separate bike trail along Andrew Road. and Old Tipton School Road. The interconnection will allow residents of the Village access to the commercial areas as well as provide a safe place for pedestrians to walk. It is very important to include sidewalks along all road rights-of-way and to require pedestrians connections to the park as developments are approved.


Sector 2
ANDREW RD
DEPT.
OFFICE
STONEHILL DR
FLAGGLAND DR
OLD TIPTON SCHOOL RD
SHERMAN BLVD
VILLAGE HALL
ST. JOHNS DR
RED BUD RUN
SEBRING ST
THE RAIL GOLF COURSE
CABIN SMOKE TRL
N
W
E
S
Proposed Land Use
PROPOSED ON STREET BIKE CONNECTION
ROUTE 66 BIKE ROUTE
TRAIL CORRIDOR
PROPOSED STREET
FLOODPLAIN
RESIDENTIAL
MIXED-USE DEVELOPMENT
OFFICE/SERVICE/COMMERCIAL
COMMUNITY FACILITIES
LIGHT INDUSTRIAL/OFFICE PARK
HEAVY COMMERCIAL
PARK/OPEN SPACE

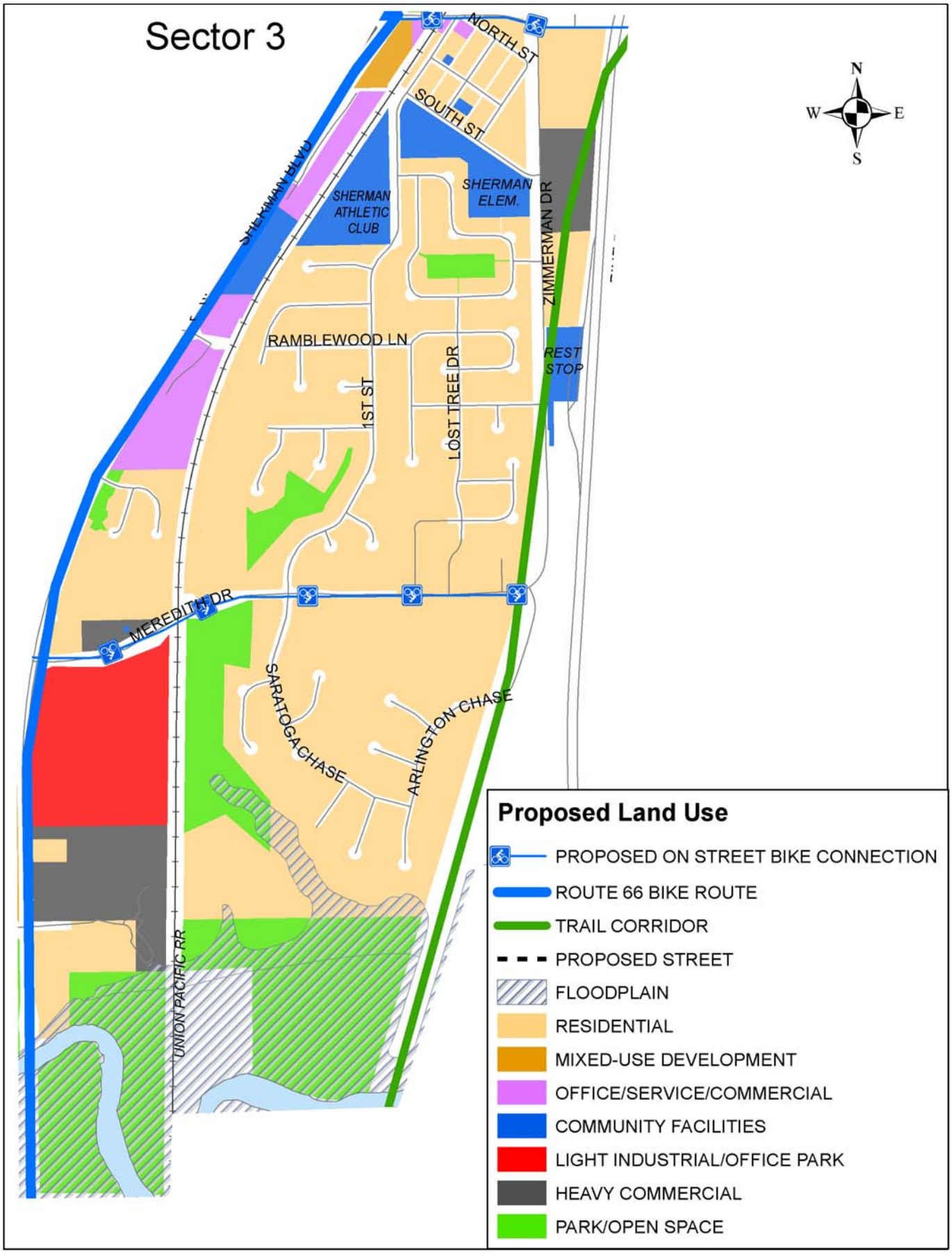
Sector 3

The majority of this area is developed. Growth is limited to the south by the Sangamon River floodplain. The eastern portion of the area is bounded by Interstate 55 which limits expansion to the east. The Union Pacific Railroad runs slightly east of Sherman Boulevard and separates the existing commercial development from the residential areas to the east.

There is the potential for additional officer/service/commercial development along Sherman Boulevard. The largest, undeveloped area is southeast of Meredith Drive and Sherman Boulevard and is recommended to be light industrial/office park to take advantage of interstate access. The Village should extend sewer to the property to encourage development. The remainder of the area consists of scattered, undeveloped land adjacent to or part of existing subdivisions and is proposed as residential land use.

The northern residential area contains two major pedestrian generators, the Sherman Elementary School and the Sherman Athletic Club. The residential areas around these uses have minimal sidewalks making it difficult for the residents to safely get to the school or athletic club without the use of a vehicle. In order to allow the safe movement of pedestrians within the area, the Village should plan for the installation of sidewalks.

This area also contains a CILCO easement identified in the Sangamon County Greenways & Trail Plan as the proposed corridor for the Sherman to Williamsville Trail. This trail would serve as an important connection to both the Village of Williamsville and the City of Springfield. Local access to_the trail would be from the proposed bike lanes located along Andrew Road and Meredith Drive. This trail corridor would also be incorporated into the off-road portion of the Route 66 Bike Route. There are funding opportunities that the Village can apply for to aid with the construction of the trail.


Sector 3
NORTH ST
SOUTH ST
SHERMAN BLVD
SHERMAN ATHLETIC CLUB
SHERMAN ELEM.
ZIMMERMAN DR
RAMBLEWOOD LN
1ST ST
LOST TREE DR
REST STOP
MEREDITH DR
SARATOGA CHASE
ARLINGTON CHASE
UNION PACIFIC RR
N
W
E
S
Proposed Land Use
PROPOSED ON STREET BIKE CONNECTION
ROUTE 66 BIKE ROUTE
TRAIL CORRIDOR
PROPOSED STREET
FLOODPLAIN
RESIDENTIAL
MIXED-USE DEVELOPMENT
OFFICE/SERVICE/COMMERCIAL
COMMUNITY FACILITIES
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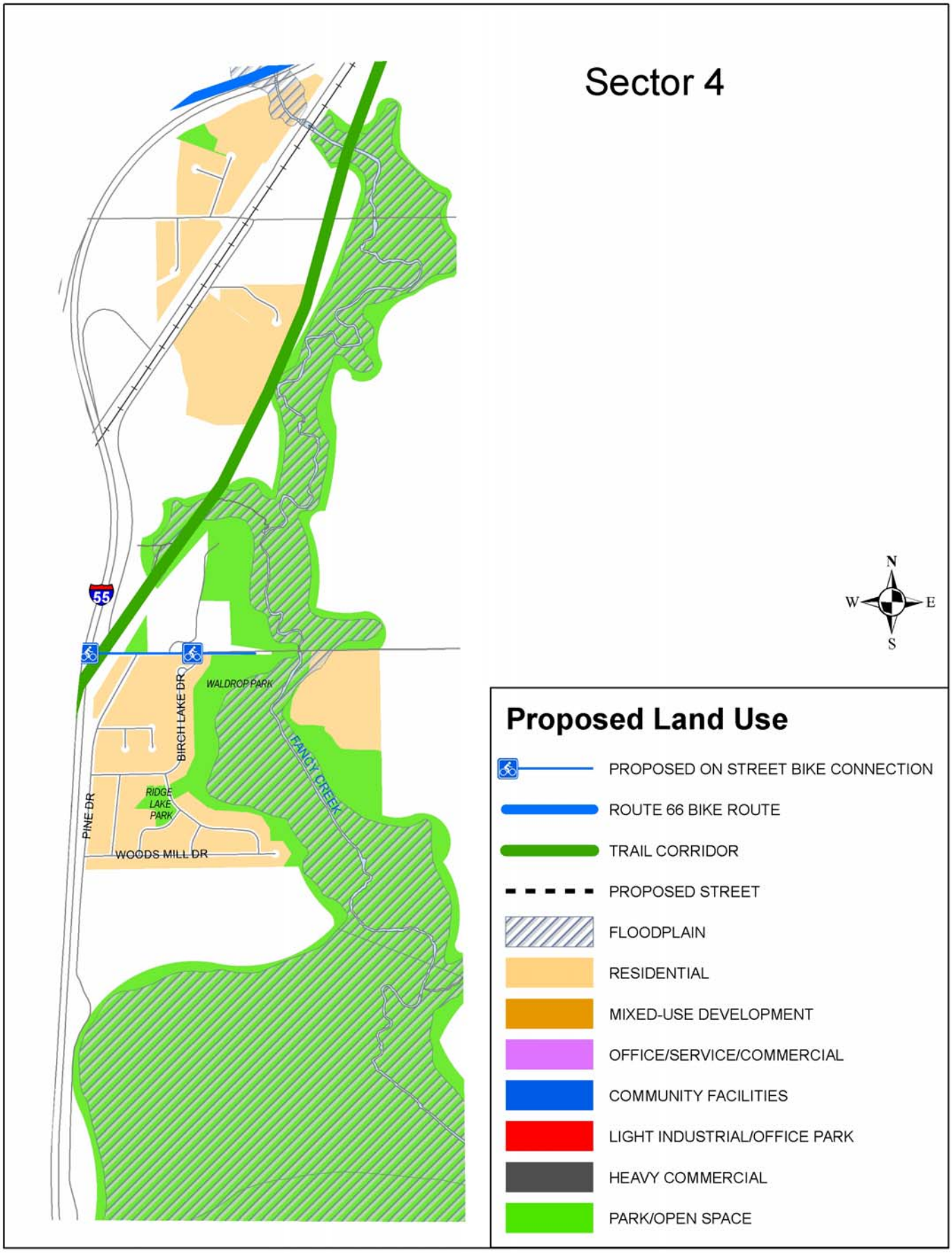
HEAVY COMMERCIAL
PARK/OPEN SPACE

Sector 4

There is limited area for development in this sector with the Fancy Creek and Sangamon River floodplains located in the eastern and southern parts of this sector. The sector consists of residential land use and two parks, the largest being Waldrop Park. The area to the north of Waldrop Park is primarily floodplain shown with a park/open space buffer shown in the plan that could allow the expansion of Waldrop Park to the north. That area should be left as a natural area or an area that could flood.

The northern portion of this sector is not located within the Springfield Metro Sanitary District Facility Planning Area (FPA) and a public sanitary sewer can not serve the northern portion of this sector until the FPA is expanded. Lack of sewer limits development in the area.

Sidewalk connectivity is limited within the area and connections to the park should be supplied. The extension of a bike lane would allow residents to access the park safely. This area also contains the CILCO easement that the Village could use to construct a part of the trail to Springfield and Williamsville. One of the obstacles the Village will face is the extension of the trail across Interstate 55. Currently the bridge is narrow and upgrades will be needed.


Sector 4
55
WALDROP PARK
BIRCH LAKE DR
FANCY CREEK
RIDGE LAKE PARK
PINE DR
WOODS MILL DR
N
W
E
S
Proposed Land Use
PROPOSED ON STREET BIKE CONNECTION
ROUTE 66 BIKE ROUTE
TRAIL CORRIDOR
PROPOSED STREET
FLOODPLAIN
RESIDENTIAL
MIXED-USE DEVELOPMENT
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COMMUNITY FACILITIES
LIGHT INDUSTRIAL/OFFICE PARK
HEAVY COMMERCIAL
PARK/OPEN SPACE

A. The Village

A1. How do you rate Sherman in each of the following areas?

	Good	Fair	Poor
Housing condition	**94.0%**	**5.9%**	**0.2%**
Housing supply	**83.9%**	**15.2%**	**0.9%**
Housing prices	**54.3%**	**43.4%**	**2.3%**
Cultural activities	**10.0%**	**40.8%**	**49.2%**
Recreational activities	**15.2%**	**46.2%**	**38.6%**
Cleanliness	**82.1%**	**17.2%**	**0.7%**
Size	**86.3%**	**12.8%**	**0.9%**
Schools	**94.9%**	**5.1%**	**0.0%**
Street conditions	**73.1%**	**24.0%**	**2.9%**
Community facilities	**29.4%**	**50.2%**	**20.4%**
Parks	**32.5%**	**42.3%**	**25.3%**
Open space	**48.8%**	**40.8%**	**10.3%**
Traffic safety	**77.0%**	**19.5%**	**3.5%**
Traffic flow	**79.3%**	**18.3%**	**2.4%**
Employment opportunities	**6.7%**	**43.8%**	**49.5%**
Shopping opportunities	**3.4%**	**27.5%**	**69.1%**
Price of electricity	**12.0%**	**60.8%**	**27.2%**
Price of natural gas	**12.5%**	**63.0%**	**24.5%**

A2. Which, if any, of the following conditions are problems in your neighborhood?

	Yes	No
Streets	**12.1%**	**87.9%**
Crime	**2.3%**	**97.7%**
Sidewalks	**32.2%**	**67.8%**
Traffic	**13.4%**	**86.6%**
Neighbors	**5.8%**	**94.2%**
Noise	**8.1%**	**91.9%**
Drainage	**26.6%**	**73.4%**

A3. Sherman's population increased 66%, from 2,100 to 3,500 people, between 1990-2005. **Between now and the year 2030**, what type of growth rate should the Village of Sherman encourage?

2.8% No growth **45.2%** Slower growth **45.7%** Same growth **6.3%** Faster growth

A4. Please rank the following ways the Village of Sherman can meet its financial needs with 1=best and 5=worst. Each number should be used only once.

	1=best	*2*	*3*	*4*	*5=worst*
Reduce spending	**13.7%**	**12.3%**	**46.6%**	**16.4%**	**11.0%**
Raise property taxes	**1.3%**	**1.2%**	**2.5%**	**9.0%**	**86.0%**
Raise sales taxes	**2.3%**	**4.5%**	**23.1%**	**58.9%**	**11.2%**
Encourage local business	**70.3%**	**19.9%**	**5.2%**	**2.0%**	**2.6%**
Seek state and federal grants	**30.0%**	**49.9%**	**15.6%**	**2.5%**	**2.1%**

A5. Which of the following would you be willing to pay more taxes for?

	Yes	No
Improve police protection	**38.2%**	**61.8%**
Improve fire protection	**40.6%**	**59.4%**
Improve garbage collection	**9.0%**	**91.0%**
Add yard waste collection	**21.9%**	**78.3%**
Improve recycling opportunities	**24.1%**	**75.9%**
Improve schools	**53.6%**	**46.4%**
Improve streets/roads	**38.3%**	**61.8%**
Improve or install sidewalks	**35.5%**	**64.7%**
Improve or install street lights	**36.3%**	**63.7%**
Plant and maintain street trees	**29.3%**	**70.9%**
Improve library services	**25.4%**	**74.6%**
Build more parks	**42.8%**	**57.4%**
Build and maintain a community center	**42.2%**	**57.8%**
Other:_____		

A6. Which of the following features would you like to see included in a community center? Check all that apply.

49.7% Playground for children
46.1% Indoor recreation for children
37.7% Adult education and recreation
41.3% Meeting rooms available to the public
37.5% Swimming facilities
11.8% Meeting place for carpoolers
33.0% Kitchen facilities
44.9% Banquet room or hall
40.8% Outdoor picnic areas
16.7% Wireless internet service
22.8% Recycling center
27.5% Community bulletin board
4.5% Reading room with periodicals
28.0% No need for a community center
3.6% Other; please specify:

A7. Which of the following features would you like included in new parks in Sherman? Check all that apply.

39.0% Baseball/softball diamond
32.1% Soccer field
42.4% Basketball court
59.9% Outdoor pavilion
34.9% Indoor pavilion
61.7% Picnic areas
64.7% Walking and bicycle paths
10.3% Skateboard park
22.5% Tennis courts
26.2% Gardens
19.0% Fishing pond
16.8% Outdoor ice rink
19.1% Dog park
37.2% Swimming facilities
52.7% Playground for children
18.3% No need for more parks
4.1% Other; please specify:

A8. Should the Village operate a municipal utility? **13.3%** Yes **34.8%** No **51.9%** Don't know

A9. What do you like about Sherman?

A10. What changes or improvements are needed?

B. Housing

B1. How important is it for Sherman to have housing for all ages and incomes?

17.6% Very important **38.6%** Important **30.2%** Not very important **13.5%** Not important at all

B2. Is the variety of housing available in Sherman sufficient?

70.2% Yes **10.8%** No **19.0%** Don't know

B3. Should the Village of Sherman encourage more or less of each of the following types of housing than is now available?

	More	Less	Not sure
Large-lot single-family homes	**63.3%**	**15.2%**	**21.5%**
Single family homes	**82.2%**	**5.7%**	**12.0%**
Duplexes	**19.5%**	**63.1%**	**17.4%**
Apartments	**10.1%**	**73.5%**	**16.4%**
Townhouses	**28.8%**	**47.5%**	**23.7%**
Condominiums	**33.0%**	**43.5%**	**23.5%**
Manufactured housing	**2.2%**	**80.8%**	**17.1%**
Other: _____			

B4. Should the Village of Sherman adjust its regulations to allow housing in new subdivisions to be more affordable? **32.3%** Yes **67.7%** No

B5. A cluster development is a subdivision where the overall density is the same as a regular subdivision, but the houses are placed closer together so that open space can be preserved. Should the Village encourage cluster developments?

12.0% Yes **88.0%** No

B6. Should the Village adopt a building code to regulate new construction?

82.2% Yes **17.8%** No

C. Transportation

C1. In driving around Sherman, which, if any, of the following problems do you encounter? Check all that apply.

16.9% Traffic is too fast
1.3% Traffic is too slow
3.3% Congestion
11.1% Pedestrians and bicyclists
5.3% Poor condition of roads
6.0% Lack of parking
4.5% Difficult to navigate streets
60.6% Don't encounter any problems
10.5% Other: _____
_____

C2. How do the workers in your household generally travel to work?

84.2% Car (1 person) **0.0%** Carpool (5) **15.8%** Retired/don't work/work at home
2.4% Carpool (2) **0.2%** Carpool (6+) **0.3%** Other; please specify:
0.2% Carpool (3) **0.3%** Walk _____
0.2% Carpool (4) **0.3%** Bicycle

C3. Have you changed your driving patterns in response to increases in the price of gas?

37.5% Yes **62.5%** No

C4. If **yes**, please say what you have done.

C5. If you **have not** done anything to change your driving patterns, is that because:

39.8% You have not felt the need to, or **60.2%** You are not able to change your driving patterns

C6. Would you consider a carpool? **18.1%** Yes **81.9%** No

C7. Would you consider taking the bus, if it were available? **25.1%** Yes **74.9%** No

C8. How often do you walk or bike within your neighborhood?

25.2% Daily **34.0%** Weekly **15.9%** Monthly **24.9%** Very rarely

C9. When you walk/bike, why do you do so? Check all that apply.

88.8% Exercise **51.6%** Recreation **11.2%** To get somewhere **8.6%** Other; please specify: _____

C9b. Where do you walk/bike to? _____

C10. Is it safe for children in your neighborhood to walk or bike to each of the following locations?

	Yes	No	Don't Know
To school	**29.4%**	**53.8%**	**16.8%**
To the park	**37.7%**	**45.8%**	**16.5%**
To the library	**27.1%**	**57.0%**	**15.9%**

C11. Which of the following would encourage you or your family to walk or bike more often? Check all that apply.

40.0% Safer routes
27.6% Better lighting
8.1% Shade trees/landscaping
28.7% More free time
59.4% More sidewalks/bike paths
10.1% Sidewalks in better condition
11.7% Less car traffic
39.9% More pleasant paths to walk or bike
6.5% Paths that accommodate people with disabilities
20.1% More destinations close to home
13.8% I am not interested in walking or biking more
6.1% Other, please specify: _____

D. Environment

D1. How important is it for the Village of Sherman and Sangamon County to protect the agricultural land around Sherman?

49.0% Very important **39.6%** Somewhat important
10.3% Not very important **1.1%** Not important at all

D2. How important is it to protect the Sangamon River and Fancy Creek from pollution and stormwater damage?

74.5% Very important **23.0%** Somewhat important
2.1% Not very important **0.3%** Not important at all

D3. The following contribute to water pollution in the Sangamon River and Fancy Creek. Please mark each one that you think the Village should pursue in reducing water pollution.

Minimizing hard surfaces that do not absorb water, such as parking lots	**33.4%**
Educating homeowners on the minimum amount of lawn care chemicals needed	**60.7%**
Encouraging the use of vegetated swales, rain gardens, and other ways that allow water to soak into the ground	**55.9%**
Reducing the use of de-icing salts, in favor of mixed salt/sand combinations	**55.7%**
Requiring stricter erosion control measures during construction	**64.9%**
Other:_____	**5.5%**

D4. Have you done anything to reduce the amount of energy that you use at home?

87.1% Yes **12.9%** No

D5. If you have tried to reduce your energy use, have you been successful?

63.1% Yes, I have reduced my energy use **3.8%** No, I have not been able to reduce my energy use

3.8% I cannot tell **8.9%** I did not try

D6. Do you think the Village should provide assistance to people who are trying to reduce their energy use? **51.1%** Yes **48.9%** No

D7. Should the Village work to reduce the greenhouse gas emissions caused by its residents and businesses? **59.7%** Yes **40.3%** No

D8. Should the Village restrict burning yard waste? **64.8%** Yes **35.2%** No

D9. If burning yard waste were restricted, which would you prefer?

27.5% Restrictions by day of the week (such as no burning on Mondays, Wednesdays, and Saturdays)

27.3% Restrictions by season (such as burning only allowed for a few weeks in the spring and fall)

45.2% Yard waste burning should not be allowed

D10. Should Sherman restrict yard waste burning during high winds? **92.6%** Yes **7.4%** No

E. Shopping & Business

E1. Please mark how often you shop or use the following services.

	Sherman				Springfield				Elsewhere			
	More than once a week	A few times a month	Almost never	Don't use this service	More than once a week	A few times a month	Almost never	Don't use this service	More than once a week	A few times a month	Almost never	Don't use this service
Sit down restaurant	15.6%	47.1%	33.8%	3.4%	52.6%	38.7%	8.3%	0.4%	6.1%	27.5%	45.1%	21.4%
Fast food restaurant	8.2%	34.4%	42.9%	14.5%	36.3%	38.6%	18.7%	6.3%	6.5%	23.7%	43.4%	26.4%
Bar/Tavern	3.4%	8.4%	31.1%	57.1%	7.2%	15.0%	35.7%	42.1%	1.2%	7.0%	33.1%	58.7%
Gas	24.3%	44.0%	24.3%	7.5%	44.4%	48.8%	4.9%	1.9%	8.3%	26.3%	42.7%	22.7%
Movie rentals	12.2%	43.8%	25.0%	19.0%	1.1%	3.8%	26.3%	68.9%	1.2%	1.2%	17.1%	80.5%
Dry cleaning	1.9%	12.0%	39.1%	47.0%	5.4%	18.1%	29.5%	47.0%	0.2%	0.5%	15.2%	84.1%
Day care	10.5%	0.4%	3.2%	86.0%	3.7%	1.4%	4.5%	90.3%	1.2%	0.0%	3.5%	95.3%
Pharmacy	1.1%	2.0%	13.2%	83.7%	10.0%	65.8%	18.5%	5.8%	1.0%	5.1%	13.0%	80.9%
Bank	24.2%	27.5%	15.7%	32.6%	30.1%	43.7%	11.0%	15.2%	3.9%	4.7%	15.0%	76.4%
Financial planner	0.4%	2.6%	8.3%	88.8%	1.4%	11.5%	21.7%	65.4%	0.2%	5.0%	8.3%	86.5%
Accountant	0.0%	0.6%	7.3%	92.1%	2.9%	9.2%	25.1%	62.9%	0.2%	2.4%	11.5%	85.9%
Insurance agent	0.8%	12.1%	19.6%	67.5%	2.0%	18.9%	41.2%	37.9%	0.5%	9.9%	17.1%	72.5%
Automotive repair	1.0%	24.8%	45.2%	29.0%	1.4%	19.8%	54.9%	23.9%	0.0%	2.9%	17.4%	79.6%
Veterinarian	0.0%	4.5%	19.1%	76.4%	1.2%	10.0%	27.8%	60.9%	0.5%	5.2%	14.4%	80.0%
Health / Medical	0.4%	6.3%	20.8%	72.5%	4.4%	45.7%	44.0%	5.9%	0.0%	1.7%	16.0%	82.3%

E2. Should the Village of Sherman promote the development of a new shopping area?

87.3% Yes **12.7%** No

E3. What sort of businesses does Sherman need? **Check all that apply**.

77.2% Grocery store **19.1%** Convenience store **53.1%** Sit down restaurant
34.9% Fast food restaurant **5.2%** Bar/tavern **28.5%** Coffee shop
29.1% Bakery **1.6%** Financial services **26.6%** Fitness center
21.0% Hardware store **3.0%** Audio/video **43.9%** Pharmacy
25.0% Barber shop/hair salon **5.2%** Dry cleaners
30.7% Small retail, such as clothing store or book shop
5.0% None; the shopping in Sherman is perfect.
5.9% Other; please specify: _____

E4. Should new shopping areas in Sherman be walkable? **78.5%** Yes **21.5%** No

E5. Which form should new shopping areas in Sherman take?

50.6% Strip mall **18.8%** Separate buildings with own parking
25.0% Traditional Main-Street style **27.4%** Village square

E6. Should the Village of Sherman try to attract new jobs?

74.5% Yes **25.5%** No (If **NO**, please skip to **F1**)

E7. Please rank the following three ways that the Village could recruit employers, where **1** is the **most** preferred option and **3** is the **least** preferred option.

	1	*2*	*3*
Offer monetary incentives	**13.1%**	**16.3%**	**70.6%**
Spur the development of a business park	**51.0%**	**33.5%**	**15.5%**
Increase marketing	**43.7%**	**43.9%**	**12.4%**

F. Your household

F1. What intersection is nearest your home? _ and _

F2. What is your gender? **55.6%** Female **44.4%** Male

F3. What is your age? **0.0%** 0 – 17 **0.7%** 18 – 25 **14.9%** 26 – 35 **25.2%** 36 – 45 **23.9%** 46 – 55 **21.3%** 56 – 65 **14.0%** 65+

F4. How many people, **not** including yourself, live in your household from each age group:

	1	*2*	*3*	*4*	*5+*
0-17	**37.7%**	**47.5%**	**10.7%**	**3.3%**	**0.8%**
18-25	**73.8%**	**23.1%**	**3.1%**	**0.0%**	**0.0%**
26-35	**97.6%**	**2.4%**	**0.0%**	**0.0%**	**0.0%**
36-45	**84.1%**	**15.9%**	**0.0%**	**0.0%**	**0.0%**
46-55	**94.9%**	**5.1%**	**0.0%**	**0.0%**	**0.0%**
56-64	**84.8%**	**15.2%**	**0.0%**	**0.0%**	**0.0%**
65+	**91.5%**	**8.5%**	**0.0%**	**0.0%**	**0.0%**

Number of Persons in Each Household							
Number in household	1	2	3	4	5	6	7
Total Number of Households	75	213	120	117	47	18	5
% of Total Households	12.60%	35.80%	20.20%	19.70%	7.90%	3.00%	0.84%

F5. Please indicate the highest level of education for each adult (18 years of age or older) in your household:

	1	*2*	*3*	*4*	*5+*
Did not finish high school	**64.3%**	**28.6%**	**7.1%**	**0.0%**	**0.0%**
High school/GED	**68.4%**	**29.7%**	**1.9%**	**0.0%**	**0.0%**
Still in college/some college	**72.1%**	**25.6%**	**2.3%**	**0.0%**	**0.0%**
4 years college	**72.7%**	**26.9%**	**0.0%**	**0.0%**	**0.4%**
Graduate/professional degree	**74.6%**	**24.4%**	**1.0%**	**0.0%**	**0.0%**

F6. What is your marital status? **5.1%** Single **75.1%** Married **12.5%** Divorced **6.9%** Widow(er) **0.4%** Other

F7. How many adults in your household currently work for pay?

0	*1*	*2*	*3*	*4*	*5+*
13.1%	**28.7%**	**54.1%**	**3.0%**	**0.9%**	**0.2%**

F8. What is your household's total income?

7.8% Under $35,000 **29.6%** $35,000 - $75,000 **62.6%** Over $75,000

F9. Where are the people who work in your household employed?

77.3% Springfield **9.7%** Sherman, out of the home **2.8%** At home

13.0% No one in my household works

16.9% Other; where:_

F10. What kind of building is your home?

87.4% Single family house **10.0%** Duplex **0.5%** Multi-family apartment

2.0% Other; please specify: _____

F11. Do you own or rent your home? **93.5%** Own **6.5%** Rent

F12. How long have you lived in Sherman?

15.2% 0-2 years **18.8%** 3-5 years **23.6%** 6-10 years **18.6%** 11-20 years **23.9%** 20+ years

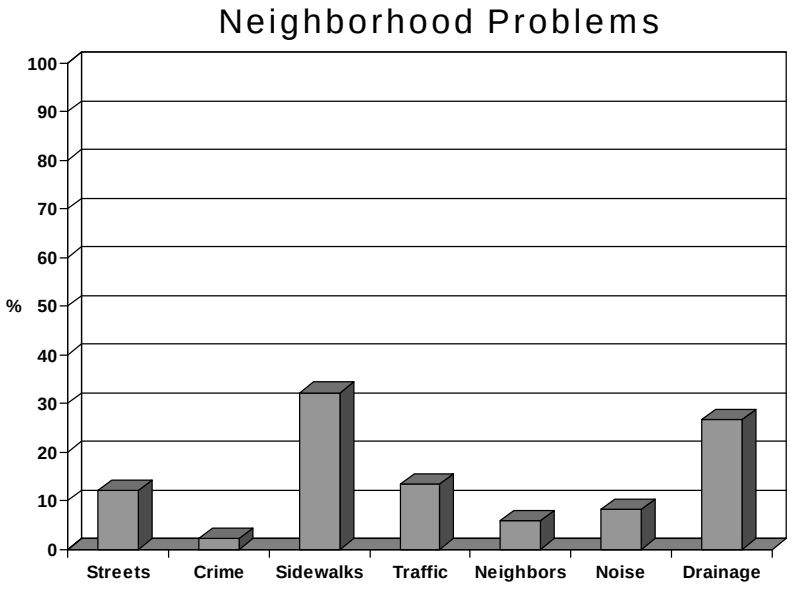
Sherman Survey Results

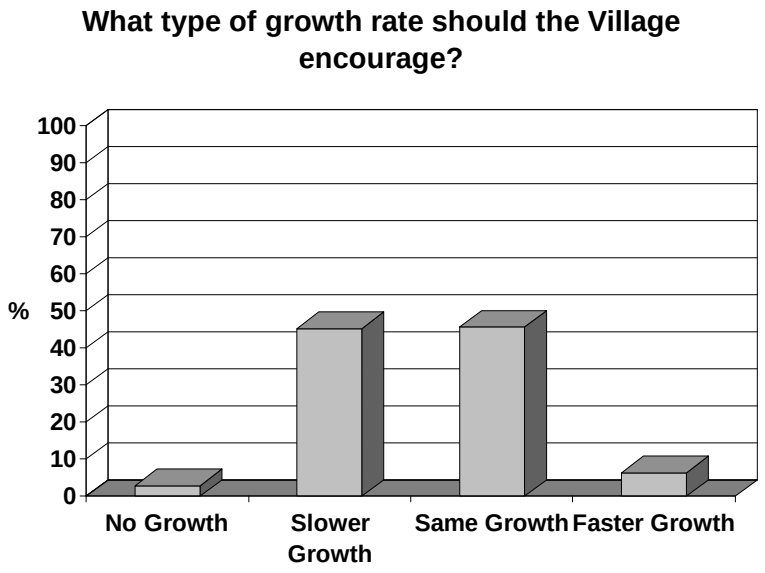
SSCRPC
Springfield
Sangamon County Regional
Planning Commission

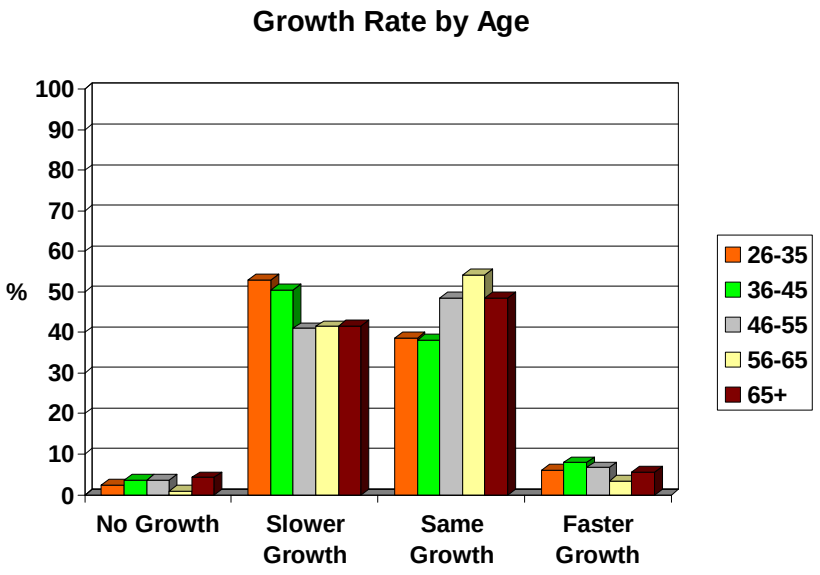
The Village

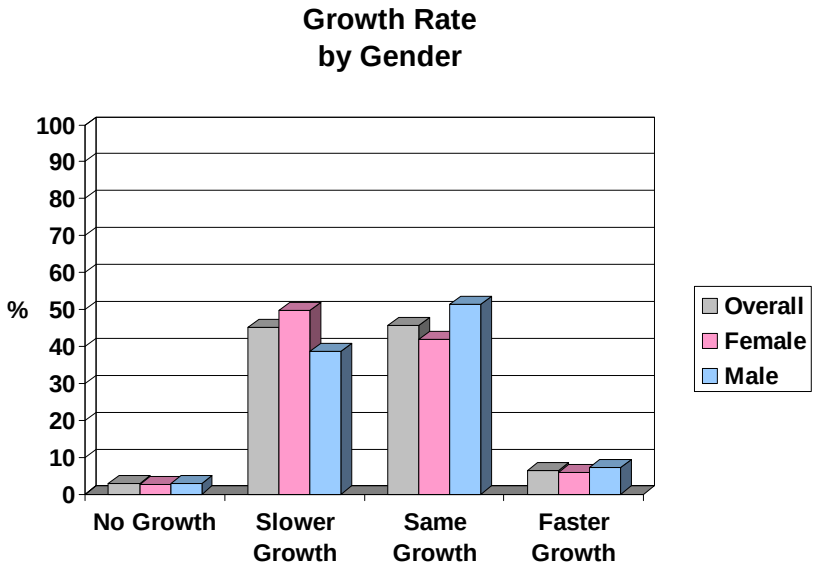
How do you rate Sherman in each of the following categories?

	Good	Fair	Poor
Housing condition	94.0%	5.9%	0.2%
Housing supply	83.9%	15.2%	0.9%
Housing prices	54.3%	43.4%	2.3%
Cultural activities	10.0%	40.8%	49.2%
Recreational activities	15.2%	46.2%	38.6%
Cleanliness	82.1%	17.2%	0.7%
Size	86.3%	12.8%	0.9%
Schools	94.9%	5.1%	0.0%
Street conditions	73.1%	24.0%	2.9%
Community facilities	29.4%	50.2%	20.4%
Parks	32.5%	42.3%	25.3%
Open space	48.8%	40.8%	10.3%
Traffic safety	77.0%	19.5%	3.5%
Traffic flow	79.3%	18.3%	2.4%
Employment opportunities	6.7%	43.8%	49.5%
Shopping opportunities	3.4%	27.5%	69.1%
Price of electricity	12.0%	60.8%	27.2%
Price of natural gas	12.5%	63.0%	24.5%



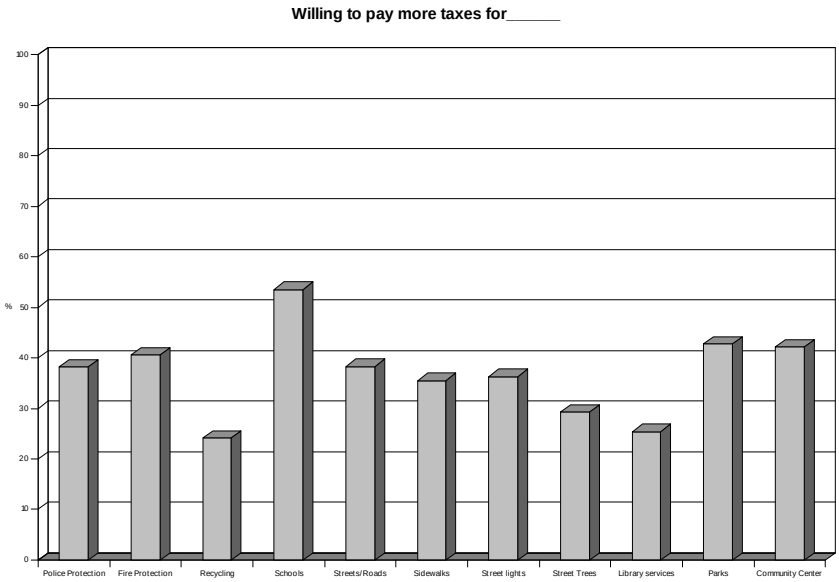

What type of growth rate should the Village encourage?
100
90
80
70
60
%
50
40
30
20
10
0
No Growth
Slower Growth
Same Growth
Faster Growth


Growth Rate by Age
100
90
80
70
60
%
50
40
30
20
10
0
No Growth
Slower Growth
Same Growth
Faster Growth
26-35
36-45
46-55
56-65
65+

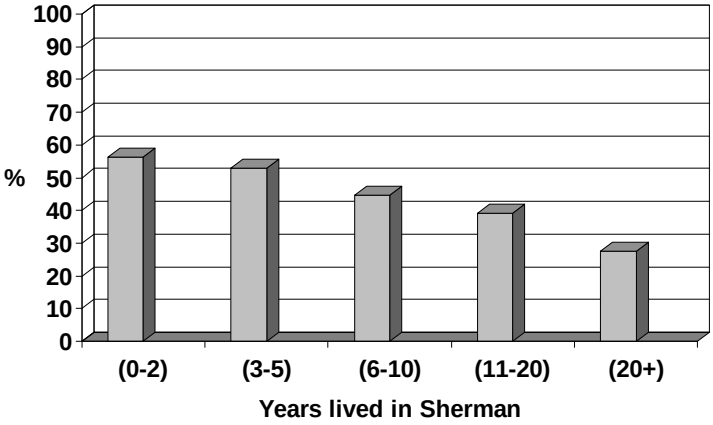


Please rank the following ways the Village of Sherman can meet its financial needs

	1=best	*2*	*3*	*4*	*5=worst*
Reduce spending	**13.7%**	**12.3%**	**46.6%**	**16.4%**	**11.0%**
Raise property taxes	**1.3%**	**1.2%**	**2.5%**	**9.0%**	**86.0%**
Raise sales taxes	**2.3%**	**4.5%**	**23.1%**	**58.9%**	**11.2%**
Encourage local business	**70.3%**	**19.9%**	**5.2%**	**2.0%**	**2.6%**
Seek state and federal grants	**30.0%**	**49.9%**	**15.6%**	**2.5%**	**2.1%**



% in favor of Increasing Taxes for Parks according to years lived in Sherman



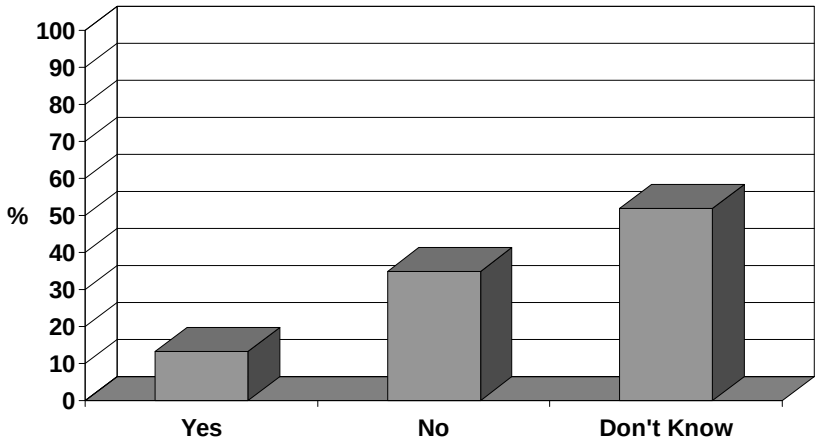
Feature that should be included in a community center

- **49.7%** Playground for children
- **46.1%** Indoor recreation for children
- **44.9%** Banquet room or hall
- **41.3%** Meeting rooms available to the public
- **40.8%** Outdoor picnic areas
- **37.7%** Adult education and recreation
- **37.5%** Swimming facilities
- **33.0%** Kitchen facilities
- **28.0%** No need for a community center
- **27.5%** Community bulletin board
- **22.8%** Recycling center
- **11.8%** Meeting place for carpoolers
- **6.7%** Wireless internet service
- **4.5%** Reading room with periodicals

Features included in new parks

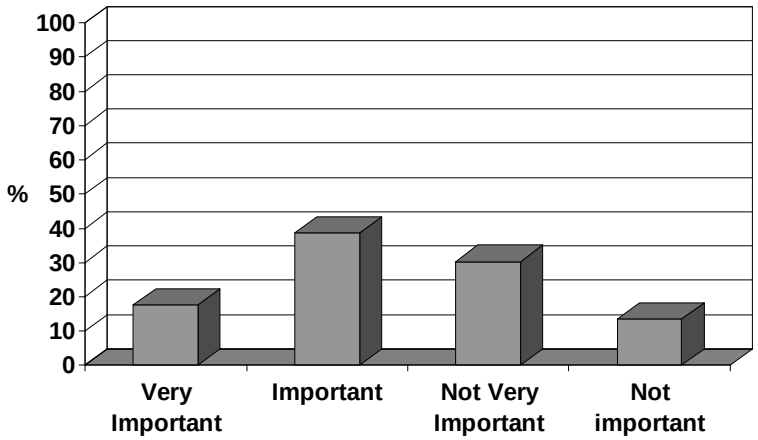
- **64.7%** Walking and bicycle paths
- **61.7%** Picnic areas
- **59.9%** Outdoor pavilion
- **52.7%** Playground for children
- **42.4%** Basketball court
- **39.0%** Baseball/softball diamond
- **37.2%** Swimming facilities
- **34.9%** Indoor pavilion
- **32.1%** Soccer field
- **26.2%** Gardens
- **22.5%** Tennis courts
- **19.1%** Dog park
- **19.0%** Fishing pond
- **18.3%** No need for more parks
- **16.8%** Outdoor ice rink
- **10.3%** Skateboard park

Should the Village operate a municipal utility?

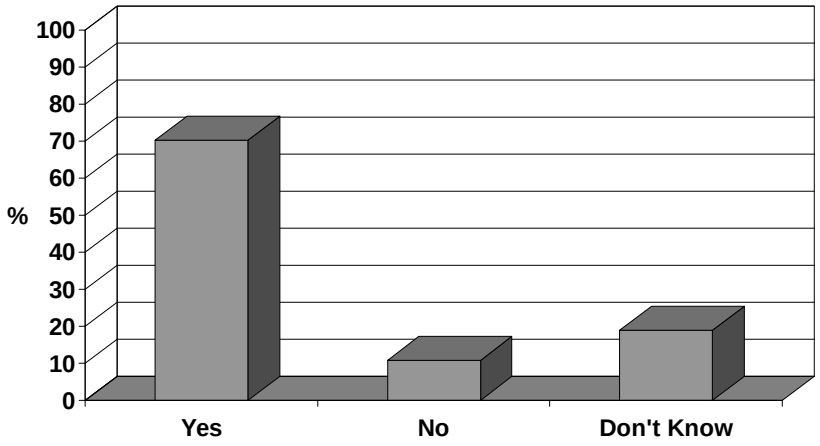


Housing

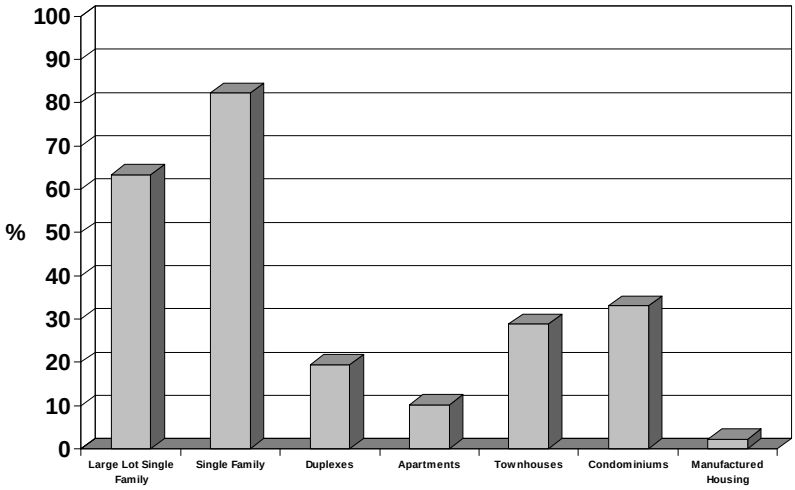
How important is it for Sherman to have housing for all ages?



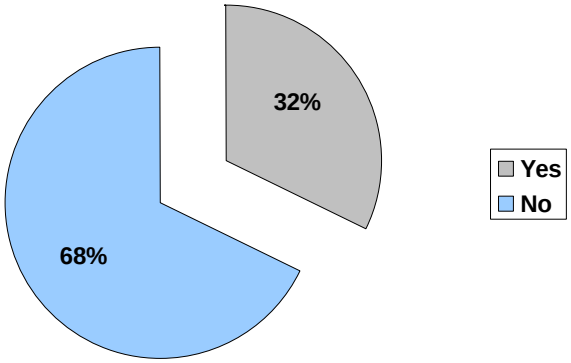
Is the Variety of housing available in Sherman sufficient?



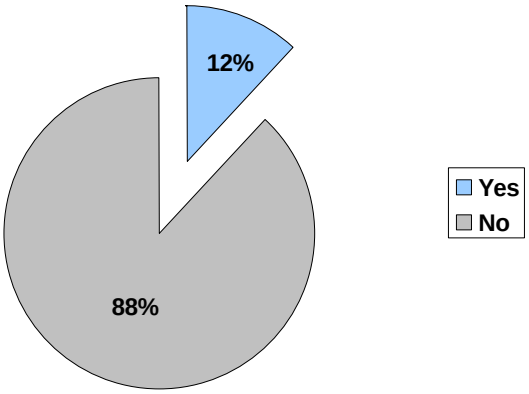
What type of housing should the Village encourage more of?



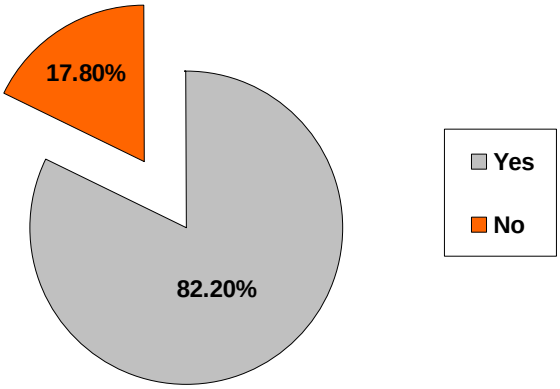
Should the Village of Sherman adjust its regulations to allow housing in new subdivisions to be more affordable?



Should the Village encourage cluster developments?



Should the Village adopt a building code?

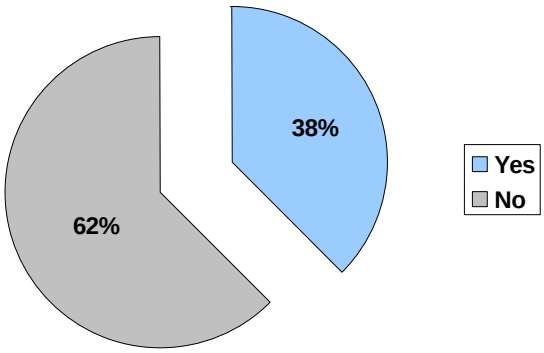


Transportation

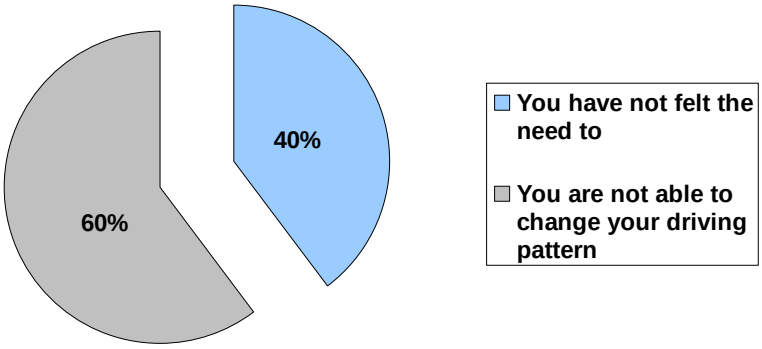
Problems encountered while driving in Sherman

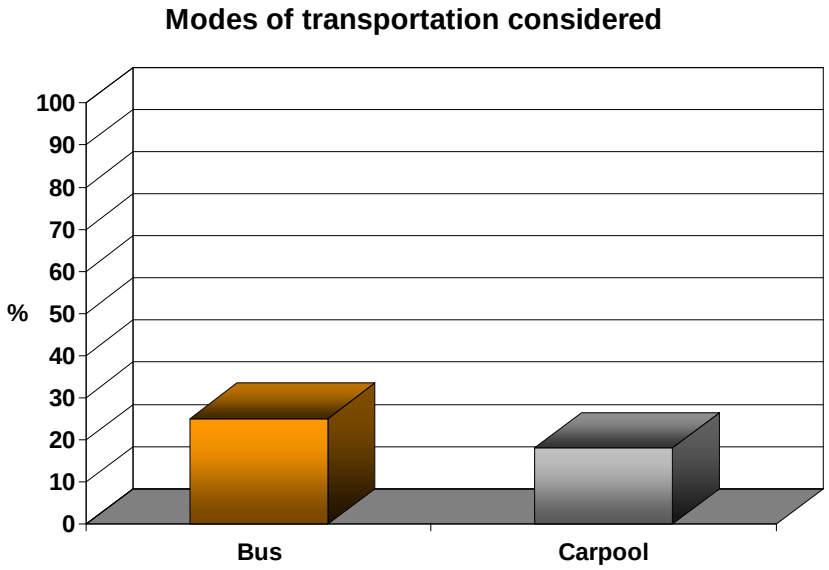
- 60.6% - Don’t encounter problems
- 16.9% - Traffic is too fast
- 11.1% - Pedestrians and Bicyclists
- 6.0% - Lack of Parking
- 5.3% - Poor Conditions of roads
- 4.5% - Difficult to navigate streets
- 3.3% - Congestion
- 1.3% - Traffic is too slow

Have you changed your driving patterns in response to increases in the price of gas?

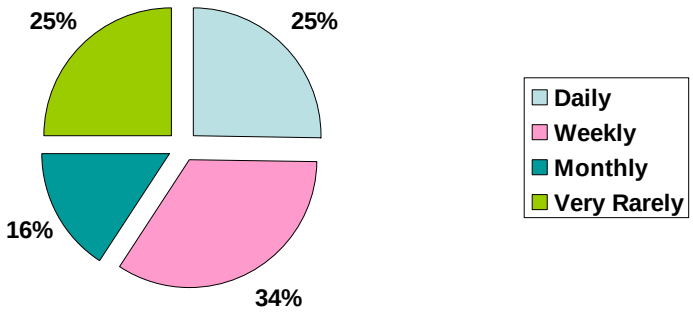


If you have not done anything to change your driving patterns, is that because

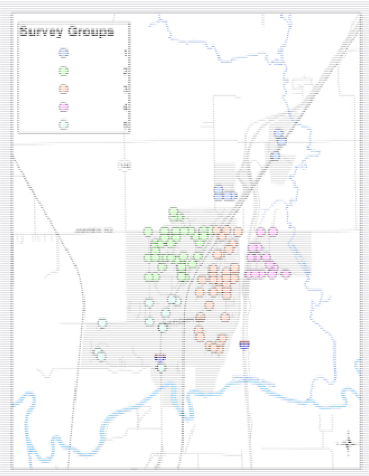




How often do you walk or bike within your neighborhood



Is it safe for children in your area to walk _____



Area 2

- To the Library
  - 60.2% - Yes

Area 3

- To the School
  - 46.6% - Yes

Area 4

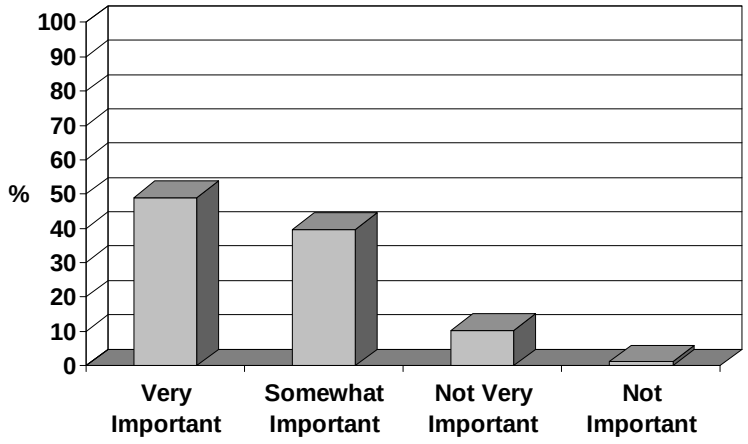
- To the Park
  - 52.5% - Yes

What would encourage you or your family to walk or bike more often?

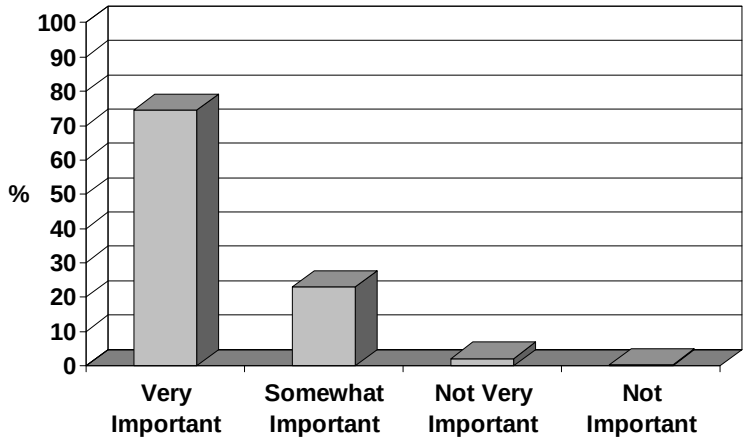
- 59% More sidewalks/bike paths
- 40% Safer routes
- 40% More pleasant paths
- 28% More free time
- 27% Better lighting
- 20% More destinations close to home
- 11% Less car traffic
- 10% sidewalks in better condition
- 8% Shade trees/landscaping
- 6% Paths that accommodate people with disabilities

Environment

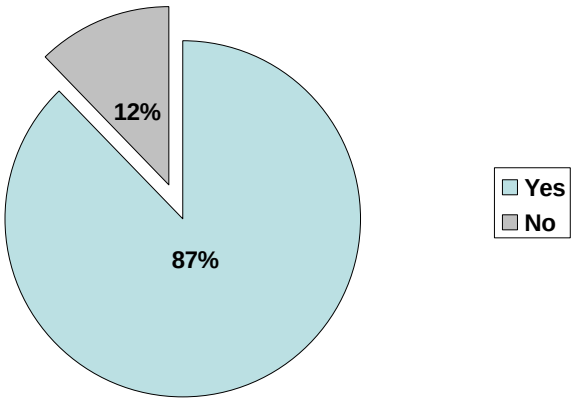
Protection of Agricultural Land



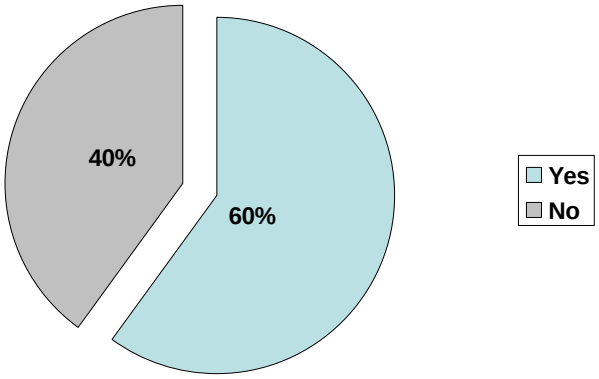
Protection of Sangamon River and Fancy Creek



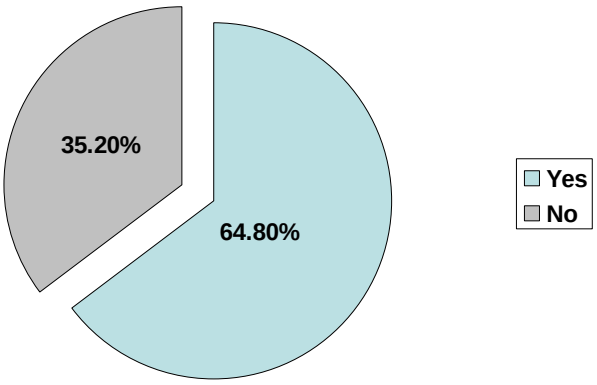
Have you done anything to reduce the amount of energy that you use at home?



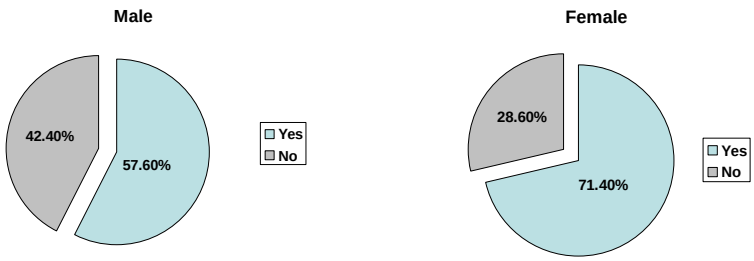
Should the Village work to reduce greenhouse gas emissions



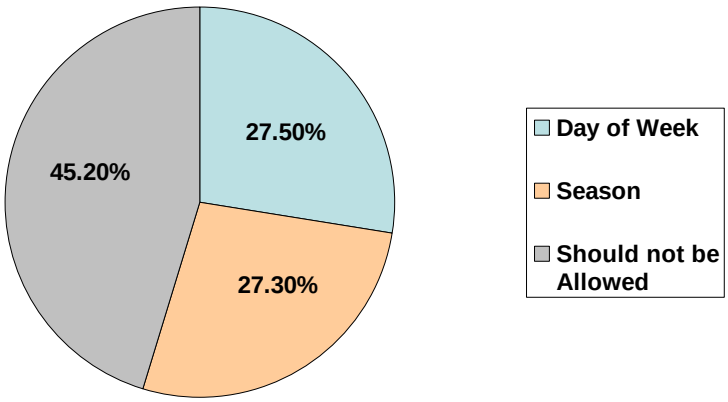
Restrict Burning Yard Waste



Restrict Burning Yard Waste by Gender

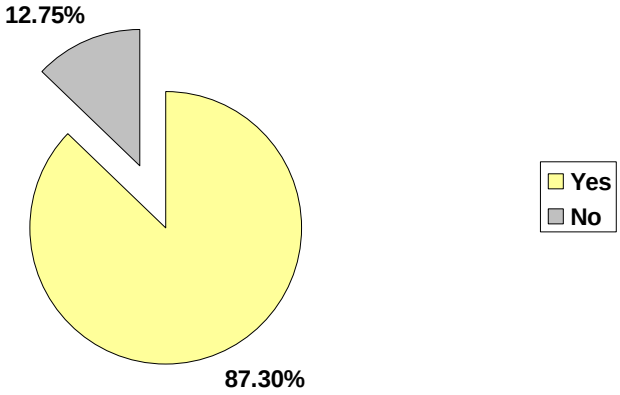


When Should the Burning of Yard Waste be Restricted



Shopping and Business

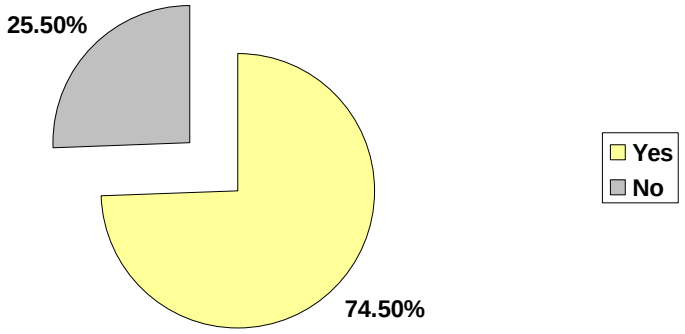
Promote New Shopping Area



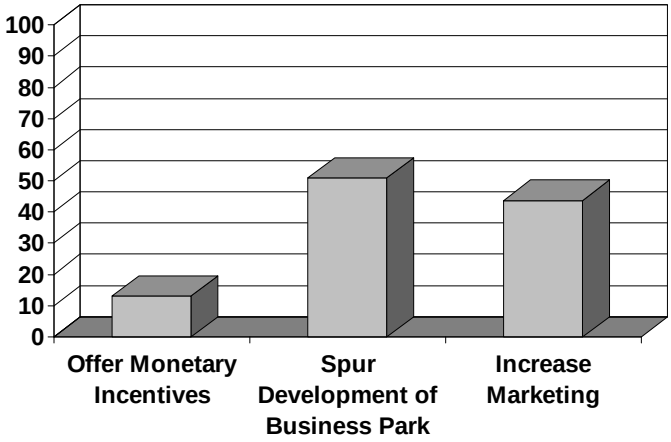
Businesses Needed
Top 5

- 77% - Grocery Store
- 53.1% - Sit Down Restaurant
- 43.9% - Pharmacy
- 34.9% - Fast Food Restaurant
- 30% - Small Retail

Should the Village of Sherman attract new jobs

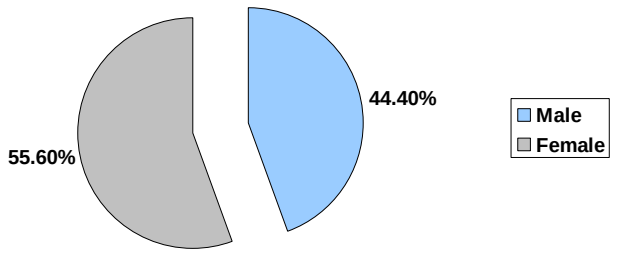


Preferred methods of Employer or Business Recruitment

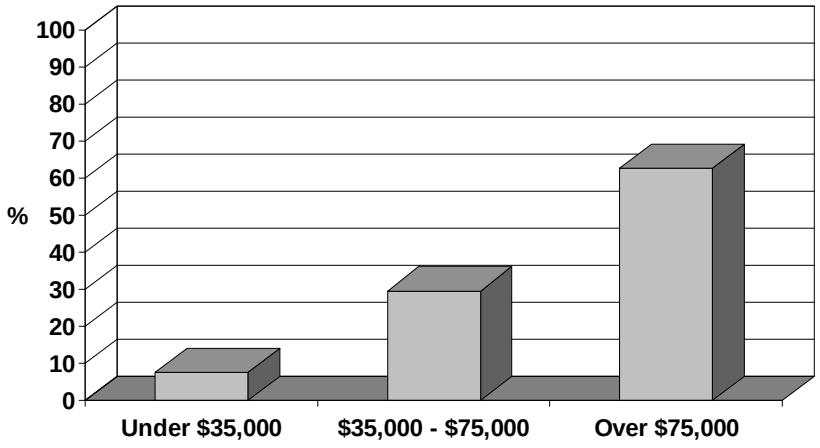


Your Household

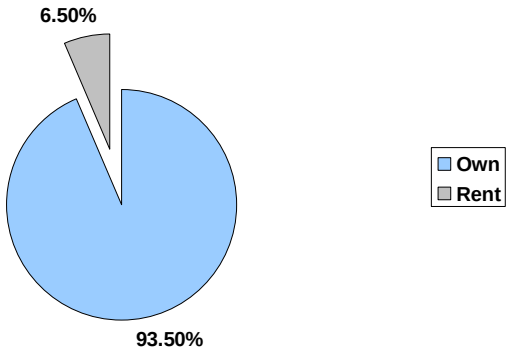
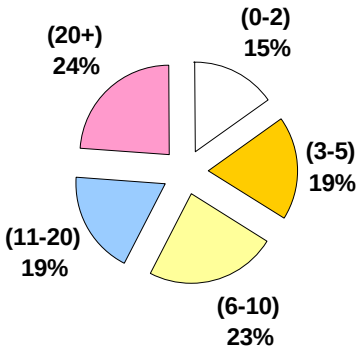
What is your gender



Household Income



Do you own or rent your home



Years Lived in Sherman