



Lake Massapoag Bicycle Network Plan

Prepared for the Town of Sharon
by Metropolitan Area Planning Council
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Photo Credit: C. Sloan



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II. Introduction

Using funding available under the South Coast Rail Technical Assistance program, the Metropolitan Area Planning Council (MAPC) assisted the Town of Sharon in creating a first component in a Community Bicycle and Pedestrian Network Plan. The goal of this plan is to drive economic activity within the town by leveraging its natural and recreational resources. Furthermore, the increased awareness and use of Sharon's resources by locals and visitors could benefit existing businesses in the town center, which has been designated a Regionally Significant Priority Development Site by the South Coast Rail Economic Development and Land Use Corridor Plan (2009). This project anticipates encouragement of short-term and low-cost implementation of bicycle accommodation around Lake Massapoag, with connections to the town center and other local attractions and places of interest. The plan's recommendations fall under three overarching goals:

- 1. Improve connectivity of Sharon's natural and recreational resources.**
- 2. Improve visibility of Sharon's natural and recreational resources.**
- 3. Leverage Sharon's natural and recreational resources for economic development.**

III. Project Context and Rationale

Sharon, Massachusetts boasts over 6,500 acres of open space, which amounts to more than 40% of the Town's total land area. In current and past plans, the town considers Lake Massapoag and its adjacent areas to be of significant scenic and recreational resource to the local and surrounding communities. The town has made recent investments in roadways and sidewalks in effort to improve on-road conditions for motorists, bicyclists, and pedestrians; however, on-road bicycle markings and wayfinding signage highlighting the Town's open space, regional trail systems, and other local attractions are currently lacking.

Sharon's town center retains a rural, small town character. Amenities and services include Town Hall, public library, post office, banks, and religious institutions. Town center is also host to a range of small retail and commercial businesses, but the lack of water and sewer infrastructure is a significant barrier to additional growth and development in the area. Despite having a commuter rail station downtown, generating economic growth in the form of housing, retail, and commercial developments continues to be a challenge for the area.

Sharon's greatest economic asset is arguably its natural and recreational resources. The town has six major hiking and biking trails or trail systems, including the 30-mile Warner Trail, originating in Sharon and ending in Rhode Island, and the Bay Circuit Trail (BCT), which passes through Sharon as part of the 200-mile corridor linking 50 communities and 79 open space areas in an outer ring around Metro Boston. The BCT alone links Sharon to surrounding communities Easton and Walpole, as well as three locally significant recreational resources within Sharon: Moose Hill Wildlife Sanctuary, Lake Massapoag, and Borderland State Park. These places already attract local and regional visitors and the addition of bike route markings and signage could further promote and leverage these local assets for economic development in the form of tourism, as well as considerably improve connectivity between points of interest in the town.

IV. Identified Needs

The need to establish a bicycle network and create signage to raise awareness of local assets and resources was identified in Sharon's current and past community plans. Highlights of goals and recommendations from these plans are summarized below:

Town of Sharon Community Development Plan, 2004

Vision: Improve accessibility and awareness of recreation facilities and programs for all citizens.

Goal: Create a town-wide network of pedestrian and bicycle paths and routes linking major open spaces and other town destinations.

Recommendation:

- Develop a conceptual plan for a town-wide route
- Seek funding for layout and design of the route

Open Space and Recreation Plan, 2009-2016

Analysis of Community Needs (from public opinion survey):

- Residents are interested but insufficiently informed about certain recreational resources available in Sharon. Therefore, a need to promote increased awareness of the existence, location and opportunities for use of public open space, including trails, playgrounds and recreation areas was identified.
- To create a bike lane, especially around Lake Massapoag, to permit increased and safer biking opportunities.

Community Preservation Plan, Fiscal Years 2009-2013

Goal: Heighten awareness of historic resources by creating a comprehensive inventory of Sharon's historic resources and increase public awareness of significant resources through the use of physical amenities such as markers and heritage trails.

Proposed projects for use of CPA funds:

- Expand existing trail network by creating and biking and hiking trails.
- Improve trail connections and public access to trails.

V. Existing Conditions

The combination of Sharon's substantial protected open space, local and regional trail networks, historical amenities, and its transit-accessible downtown paints an overall picture of a town that has a lot to offer to environmentally-minded visitors seeking recreational activities.

Current Assets

Open Space and Recreation

Nearly half (6,504 Acres) of Sharon's land is permanently protected open space (Table 1). Of the total protected open space, the town and the Conservation Commission own more than a third of this land for preservation and recreational use. The next largest owner of protected open space are non-profit land trusts such as MassAudubon; followed by the Commonwealth of Massachusetts' Department of Recreation and Conservation (Table 2, Maps 1&2).

Land Use	Acres	%
Permanently protected open space	6,504	42%
Other Uses	9,060	58%
Total	15,564	

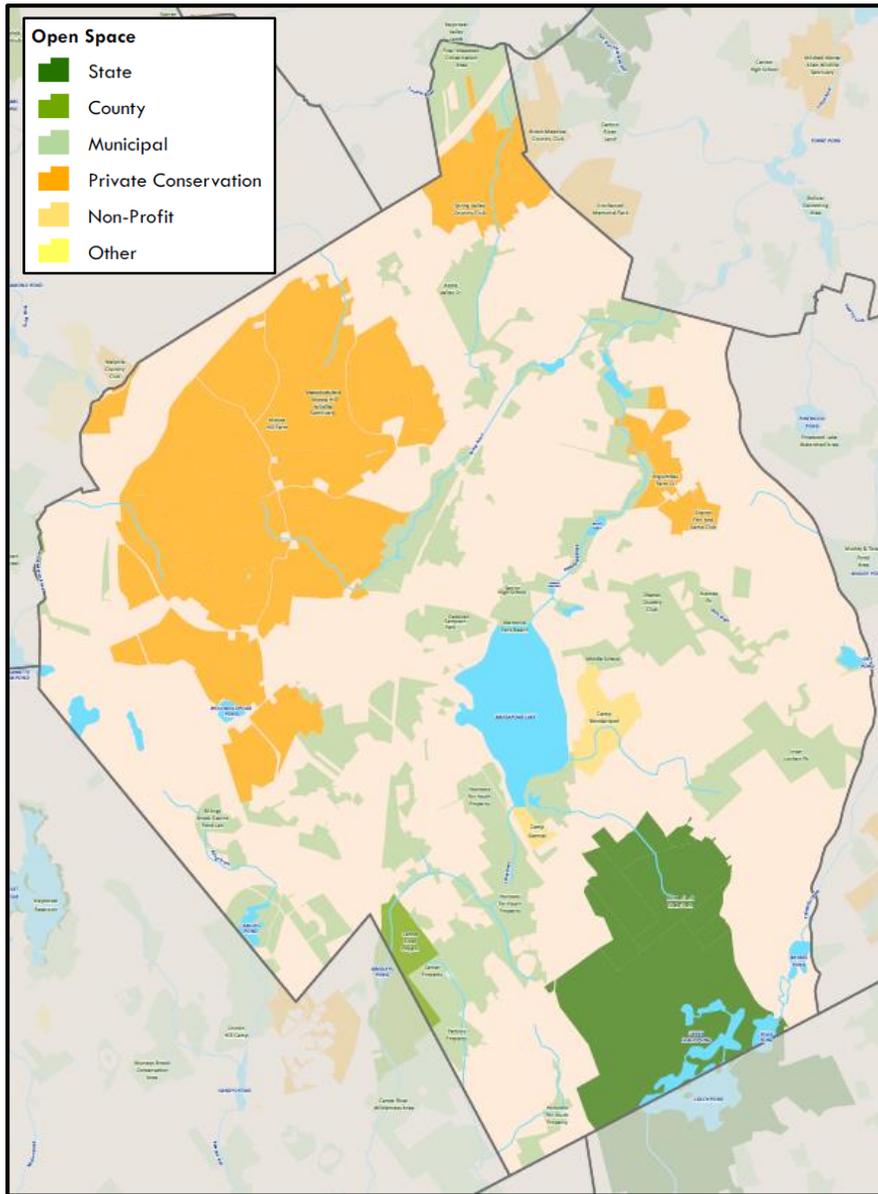
Table 1. Sharon Land Use.

Source: MassGIS Protected and Recreational Open Space, 2014

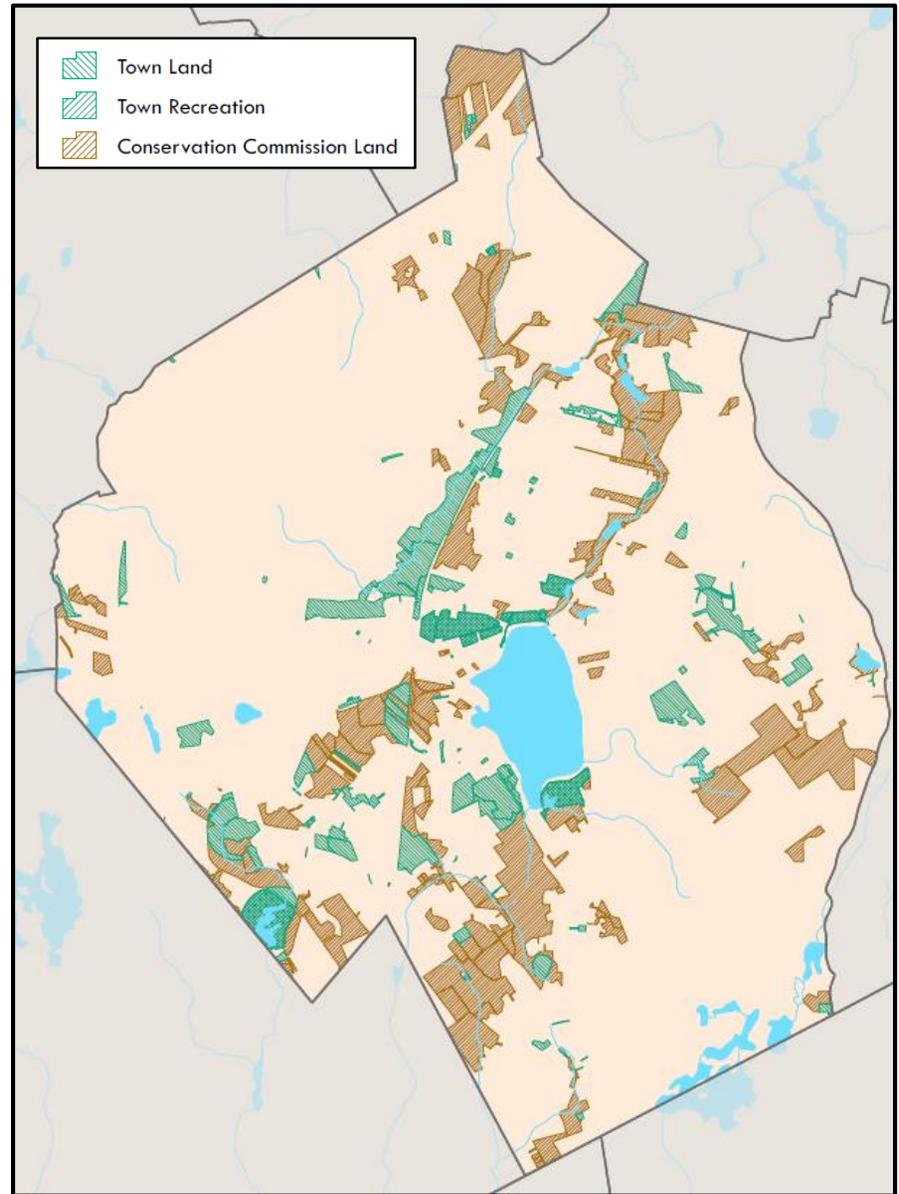
Open Space Ownership	Acres	% of Open Space
State/County	1,235	19%
Land Trust	2,316	36%
Municipal	2,332	36%
Non-profit	132	2%
Private	489	8%
Total	6,504	

Table 2. Sharon protected open space ownership.

Source: MassGIS Protected and Recreational Open Space, 2014



Map 1. Town of Sharon protected open space and ownership. Source: MassGIS Protected and Recreational Open Space, 2014



Map 2. Town owned open space. Source: Mass GIS Protected and Recreational Open Space, 2014.

Sharon serves as a major intersection for a number of local and regional hiking and biking trail networks. The Bay Circuit Trail alone offers tremendous connectivity by traversing the entire length of town, linking Moose Hill Wildlife Sanctuary, Massapoag Lake, Massapoag Trail, Warner Trail, and Borderland State Park within the town, as well as offering connections to neighboring Foxborough, Walpole, and Easton. In addition to existing trails, local residents have informally mapped approximately 46 miles of local bike routes, and more than 40 miles of roadway have been designated as scenic roadways (Map 3).

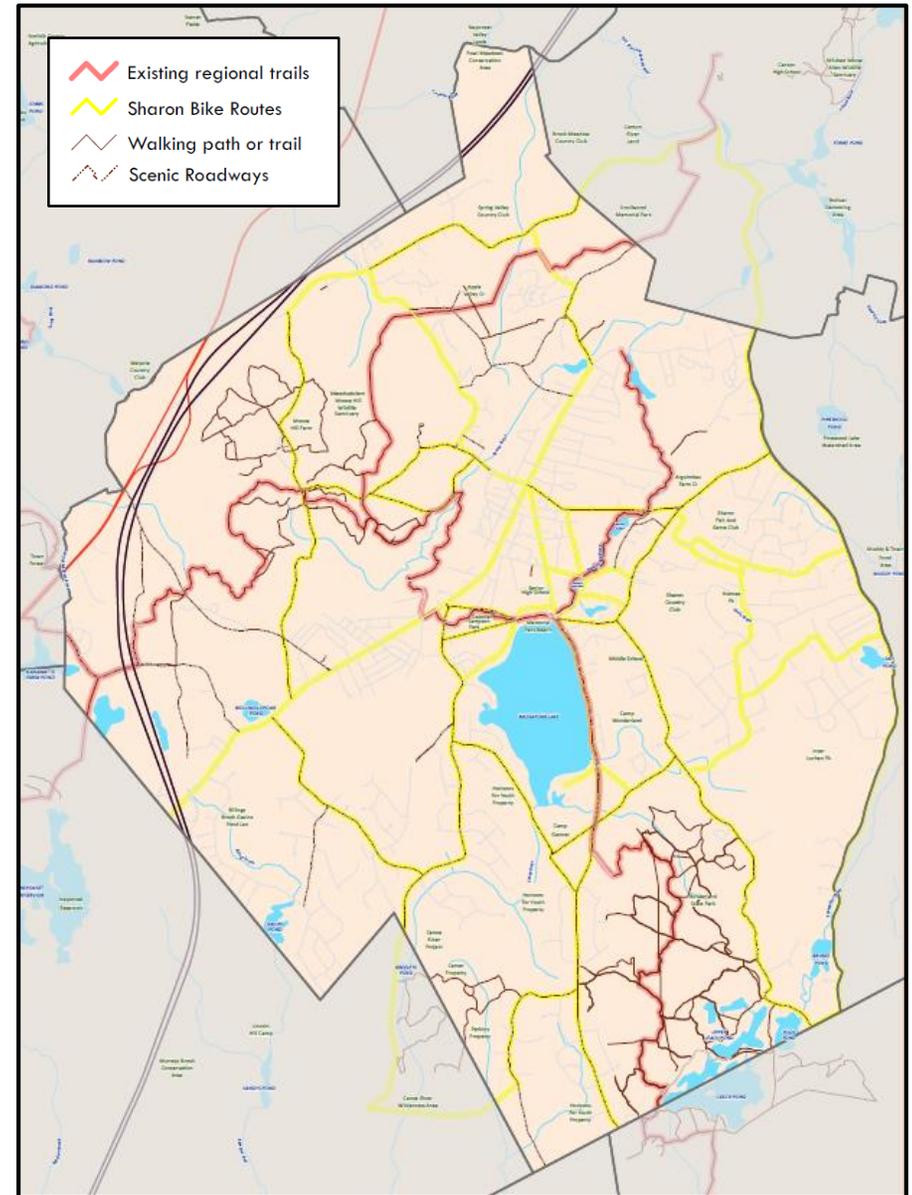
Lake Massapoag is a 353 acre, natural, spring-fed lake in the center of Sharon. Recreational activity on the lake is accessed via Memorial Park Beach’s swimming area, boat ramp, and docks for sailboats, kayaks, and canoes. In the vicinity of the beach are small parks and recreational fields. The trailhead for Massapoag Trail, which runs along Massapoag Brook, is located just off of Pond Street on the eastern end of the beach.

Historical and Cultural

The Massachusetts Historical Commission lists a total of 502* places with historical significance in Sharon, of which the majority are built structures (Table 3). Two notable points of interest are King Philip’s Rock and Cave, large boulder formations near the southern tip of Sharon where Metacomet, chief of the Wampanoag tribe, is believed to have gathered local Native Americans and campaigned against the English in the 1600s.

Significance	Number of Places*
Architecture	472
Recreation	95
Religion	24
Community Planning	22
Agriculture	22
Total	635*

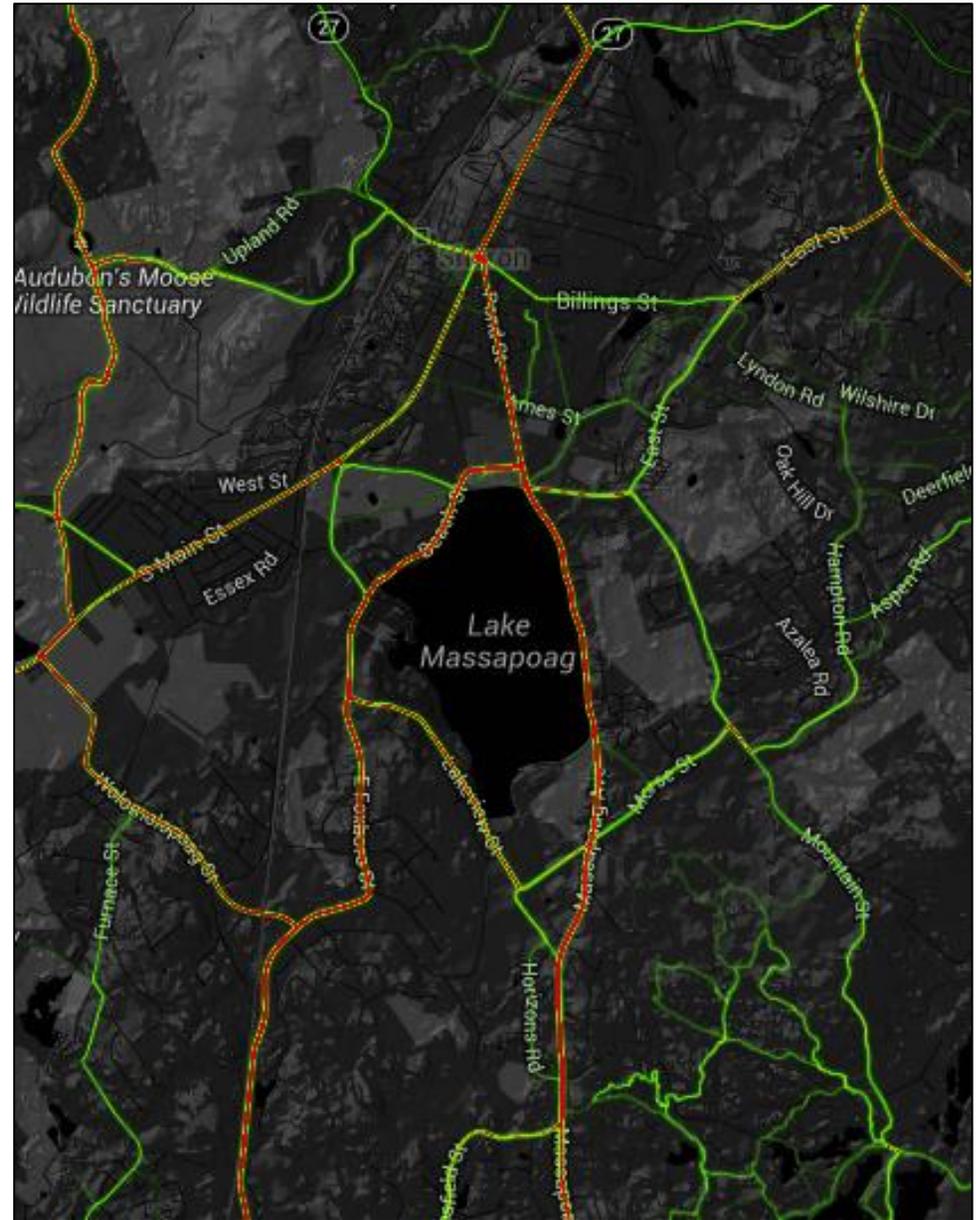
Table 3. Places of historical significance, Town of Sharon. Source: MA Historical Commission Inventory 2014. *A place may be designated more than one type of significance.



Map 3. Town of Sharon regional and local trail networks and scenic roadways. Source: Town of Sharon GIS, MassGIS.

Strava, a geographic data aggregator for athletic activity worldwide, collects bike route activity using a GPS application available to mobile device users. A visual assessment of the Strava Bike Heat Map (<http://labs.strava.com/heatmap/>) shows that roads around Lake Massapoag were clearly the most popular routes traveled by bicyclists:

- North and South Main Streets
- Massapoag Avenue
- Beach Street
- East Foxborough Street
- Norwood Street



Strava bike activity heat map.

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Existing Facilities

Connectivity and Wayfinding

Despite numerous trails and expansive open space in Sharon, clear direction signage and markers to promote connectivity between these resources are currently lacking. Lake Massapoag's central location in the town lends itself to being a connectivity hotspot. For example, the rotary at Pond Street and Massapoag Avenue provide connections to and from town center, commuter rail, Massapoag Lake and trail, Sharon Community Center, Borderland State Park, Bay Circuit Trail and the Town of Easton. Moreover, Massapoag Ave, which runs along the entire eastern length of the lake, is a direct link to Easton to the south, and North and South Main Streets, the town's gateway routes for visitors from Canton to the northeast and Foxborough to the southwest. Very few trail markers and wayfinding signage for parks and amenities are sparsely dotted along Massapoag Ave. Small, reflective markers for the Bay Circuit Trail are installed on utility poles but not obvious to the casual visitor. Wayfinding for local or regional trailheads are also not found around the lake.

There are also few informational signage for places of interest around Lake Massapoag. Two kiosks were erected at either ends of Memorial Park Beach, with information on local wildlife as well as a town-wide map of open space and recreational land. Another kiosk is found at the trailhead of the Massapoag Trail, but the entrances to the trail is not well marked from the street.

Bicycle Facilities

Roads around Lake Massapoag are popular routes for casual and avid bicyclists due to its "flat and fast" topography. The Pan Mass Challenge, an annual bike-athon, passes through Sharon via a segment of the Bay Circuit Trail. An annual Sharon Triathlon (swimming, biking, and running) is also hosted at the lake, with race routes around the lake. Despite increasing use and popularity with bicyclists, on-road bike facilities around Lake Massapoag are currently non-existent. Of all the roadways surveyed, the only existing bicycle-related signage is a caution sign for motorists found on Lakeview Street.



Bay circuit Trail Marker



Borderland State Park Wayfinding Sign



Entrance to Sharon Community Center.



Map kiosk at Massapoag Trailhead.



Map and interpretive kiosk at Beach and Gunhouse Streets.



Bicycle and pedestrian warning sign on Lakeview Street.

Of the roadways surveyed around Lake Massapoag, road widths vary between 22 and 30 feet. Several road segments have sufficient width to accommodate 4-foot wide bike lanes on one or both sides of the road and still leave enough space for two lanes of motor traffic between 10 to 12 feet wide. All streets, with the exception of Cedar Street, have solid shoulder striping and center lines, although many have faded.

	Street Name	Limits	Width (ft)
1	North Main St	Canton St to Highland St	35
2	North Main St	Highland St to Depot St	35
3	South Main St	Depot St to Station St	35
4	South Main St	Station St to E Foxboro ST	35
5	Pond St	Depot St to Rotary	27
6	Massapoag Ave	Rotary to Capen Hill Rd	26
7	Massapoag Ave	Capen Hill Rd to Easton Town Line	27-34
8	Morse St	Massapoag Ave to Lakeview St	19
9	Beach St	Pond St to Gunhouse St	28
10	Beach St	Gunhouse St to Lakeview St	24
11	E Foxboro St	S Main St to Beach St	20
12	E Foxboro St	Beach St to Lakeview St	22
13	E Foxboro St	Lakeview St to Easton Town Lin	22
14	Lakeview St	E Foxboro St to Massapoag Ave	22
15	Gunhouse St	Beach St to S Main St	30
16	Cedar St	Gunhouse St to E Foxboro St	18
17	Mansfield St	Massapoag Ave to Easton Town Line	20
18	Willow St	Mansfield St to Easton Town Line	20

Table 4. Existing road widths

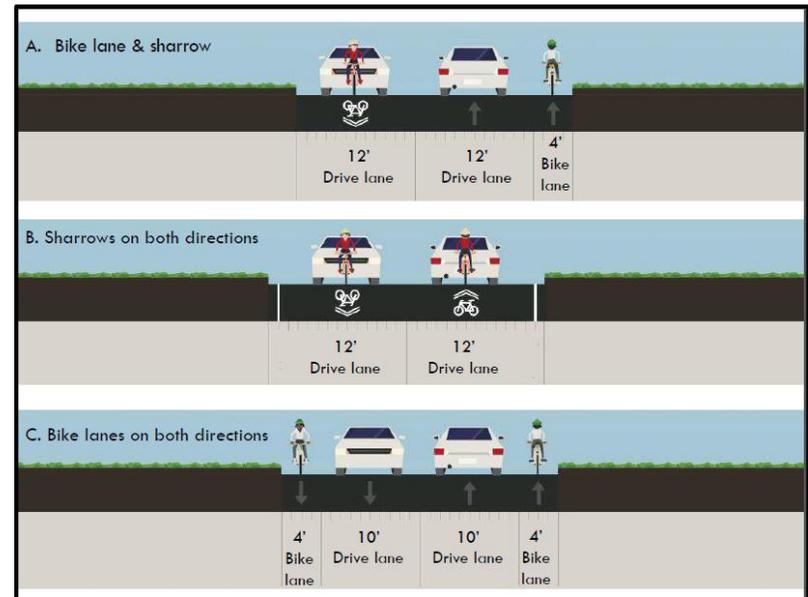
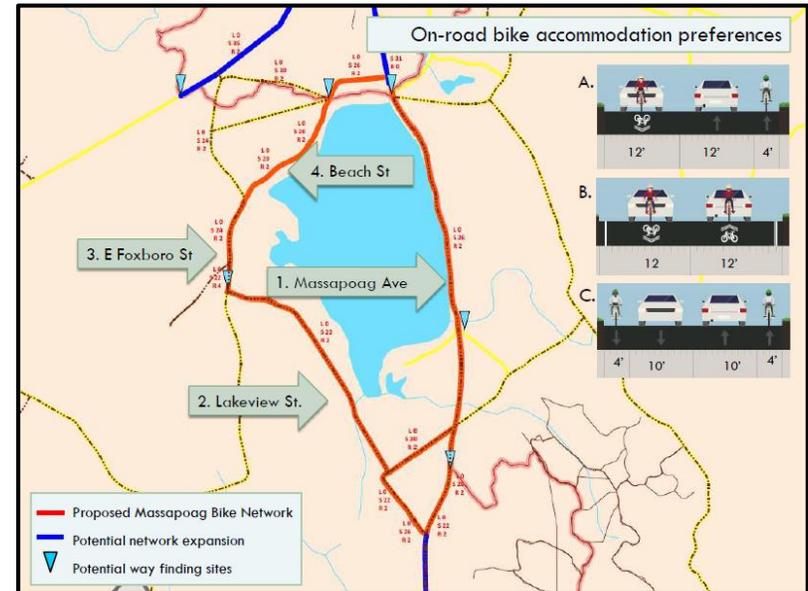
VI. Public Meetings

Meeting 1: Sharon Planning Board, July 16, 2014

The Planning Board provided feedback on the presentation of initial findings of community assets, roadway conditions, and preliminary recommendations of bike facilities and signage. The Board was overall supportive of installing on-road bicycle facilities and signage around Lake Massapoag as a first step in establishing the Lake Massapoag Bike Network. Additionally, the Board supported the installation of on-road bicycle facilities and signage on local roads, specifically Pond, North & South Main, and Beach Streets, that serve as major connectors between Lake Massapoag and the Town of Sharon's natural and recreational destinations. The Board added that consistency of bicycle facilities and signage is preferred to minimize confusion of motorists and bicyclists.

The Board was also supportive of improving wayfinding signage to encourage tourism in the town and increase visibility and use of Sharon's recreational resources, open space, and local businesses. The Board noted that new signage should be compatible and combine with existing signage to reduce visual clutter. The size of signage should also correspond with the type of road, e.g., small signs/markers for narrow, quiet roads, and larger signs for wider, busier roads. For example, installation of signage or kiosk displaying a map for Sharon's local biking and hiking trails at the commuter rail station and Post Office Square would effectively promote local assets.

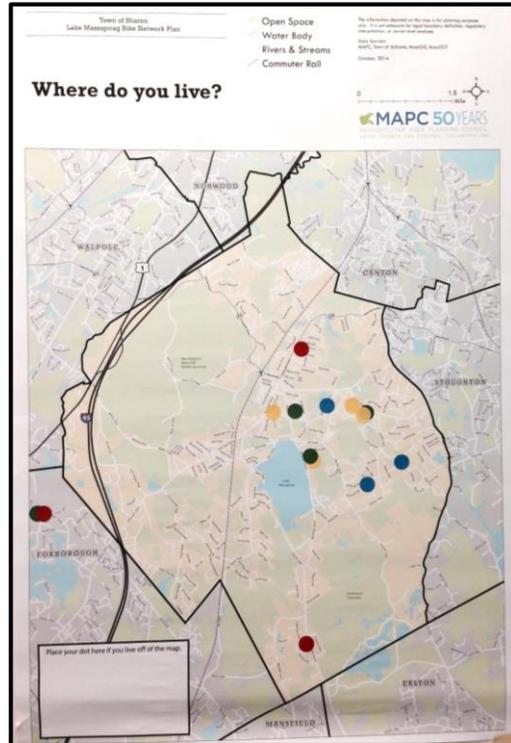
Reaction from residents who attended the meeting was generally positive. However, a recurring concern expressed by residents was bicyclist and pedestrian safety. Automobile speed limits, blind turning spots, uneven surfaces due to storm drains and pot holes make the roads around Lake Massapoag unsafe for bicyclist and runners and should be addressed during this process.



Sample of presentation slides at July 16th meeting. For full presentation, see Appendix A.

Meeting 2: Public Workshop, October 23, 2014

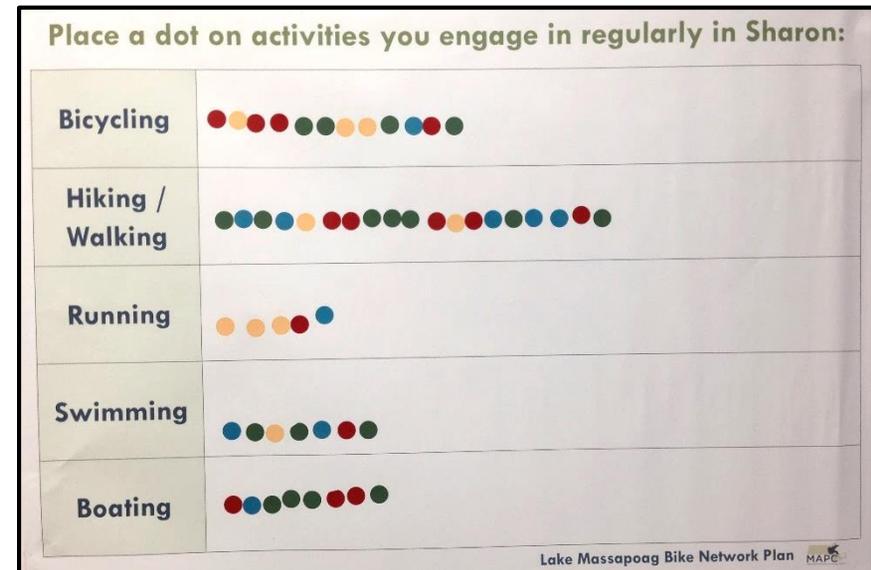
Sharon residents, Planning Board members, Board of Selectmen and the Town Administrator were invited to a public workshop at the Sharon Community Center on October 23, 2014. At the workshop, draft recommendations of bicycle facilities and wayfinding signage were presented. The general consensus from attendees were that bike facilities in the town would greatly improve safety of bicyclist and pedestrians. However, high traffic speed and poor condition of roadways and sidewalks were identified as underlying issues that residents would like to see addressed prior to installation of bike facilities.



Majority of meeting attendees live in east Sharon.

Of the recommended bike configurations presented at the meeting, the majority of attendees preferred dedicated bike lanes to shared lane markings, where appropriate. Advisory/suggested lanes were considered dangerous and inappropriate for Massapoag Ave, due to traffic volume and speed limit on this particular road.

On wayfinding signage, attendees preferred human-scale signs and panels that are easily accessible by pedestrians. Additionally, wayfinding markers and bicycle signage compliant with standard Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) design were favored. Directional signage that could potentially distract automobile drivers were disfavored. See Appendix C for presentation and polling results from the meeting.



Majority of meeting attendees bike, walk, or hiking in Sharon on a regular basis

A. Dedicated Bike Lanes



B. Shared Lane Markings (high traffic)



B. Shared Lane Markings (low traffic)



C. Shared and Dedicated Combination

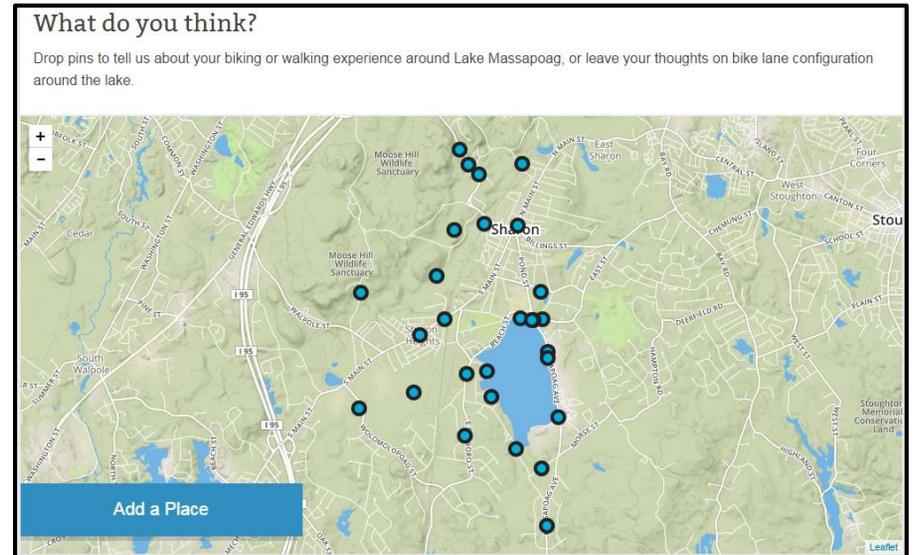


Sections of:
Pond Street
Massapoag Ave

Sample of presentation slides at October 23rd public workshop. For full presentation, see Appendix C.

Project Website

The project website [<https://openplans.org/mapc/lake-massapoag-bicycling-network-plan/>] was launched in July 2014 to provide background information, announce public meetings, distribute project materials, and solicit place-based public input. As of November 24, the website has received more than 4,000 views, 67% of which were unique visits. Moreover, approximately 50% were visiting from Sharon, Boston, or nearby communities such as Mansfield, Foxborough, and Brockton. A total of 25 “pins” and 30 comments have been placed on the interactive map. Comments collected via the website were consistent with feedback heard at public meetings: residents were concerned about roadway conditions and speed limits contributing to overall bike and pedestrian safety, reiterating that addressing these underlying infrastructural issues should be a priority before any installation of bike facilities. See Appendix D for all comments collected via the website.



Lake Massapoag Bicycling Network [Edit](#) [View](#)

Activity Places Comments

Search [Download Data](#)

visible	created	description
<input checked="" type="checkbox"/>	11 days ago	I like to the train station on South Main st and use the same road to take my child to preschool for part of the ride. I would like to see bike lanes, lower speed limit for cars, and other safety measures to make the route to the station safer for biking.
<input checked="" type="checkbox"/>	21 days ago	Norwood St is currently not safe for walking or biking without dedicated sidewalks and lanes. This is a growing neighborhood with lots of young children who will need access to the street for school bus pickup and drop off. It is currently not safe for such right now.
<input checked="" type="checkbox"/>	21 days ago	A popular segment to bike, especially as it is part of the Sharon Time Trial route. However, the westbound portion of the road here is in awful shape. Cyclists need to bike in the middle of the road to avoid all the potholes and patches (which are also rough to road bike on).
<input checked="" type="checkbox"/>	21 days ago	this bridge needs to be finished already
<input checked="" type="checkbox"/>	21 days ago	I agree, Norwood St. (route 27) is a very unsafe place to walk or bike. For walkers, sidewalks need to be extended further north to Massawonset or beyond. Bike lanes would also be greatly appreciated and would complement biking through and around the Moose Hill Wildlife Sanctuary.
<input checked="" type="checkbox"/>	2 months ago	Sidewalks are needed all over Sharon. The planning and zoning boards need to get more out of the local developers, who seem to be riding roughshod all over town. Planning and zoning can be much more creative than it is in Sharon. It's a shame to see the lack of initiative on these boards.
<input checked="" type="checkbox"/>	2 months ago	This is a very dangerous intersection. There needs to be at least a YIELD sign at the end of Massapoag to alert drivers that the traffic in the circle has the right of way. It seems unclear to traffic entering the circle that the circle drivers have right of way.
<input checked="" type="checkbox"/>	2 months ago	Off Lakeview St., these roads follow the lake and are used by cyclists and walkers. Roads are NOT in good condition
<input checked="" type="checkbox"/>	2 months ago	terrible, unsafe road conditions for cyclists. Livingston and Sturges Roads are used by cyclists as they follow the lake and connect to Lakeview at both ends.
<input checked="" type="checkbox"/>	2 months ago	lovely roads
<input checked="" type="checkbox"/>	2 months ago	narrow, but scenic route to Moose Hill
<input checked="" type="checkbox"/>	2 months ago	this involves some busy roads and care for safety
<input checked="" type="checkbox"/>	2 months ago	connecting route to Borderland State Park
<input checked="" type="checkbox"/>	4 months ago	There are quite a few bikers/walker old and young that travel on South Main St. to the lake. However for odd number side pedestrian it is very dangerous to cross the street as traffic is heavy and generally traveling well over the speed limit. There should be a pedestrian signal on South Main at the intersection of Farnham Rd and Clarke St for pedestrian and biker to request for safe crossing.

Comments received online between August and November 2014. For a full list of comments, see Appendix D.

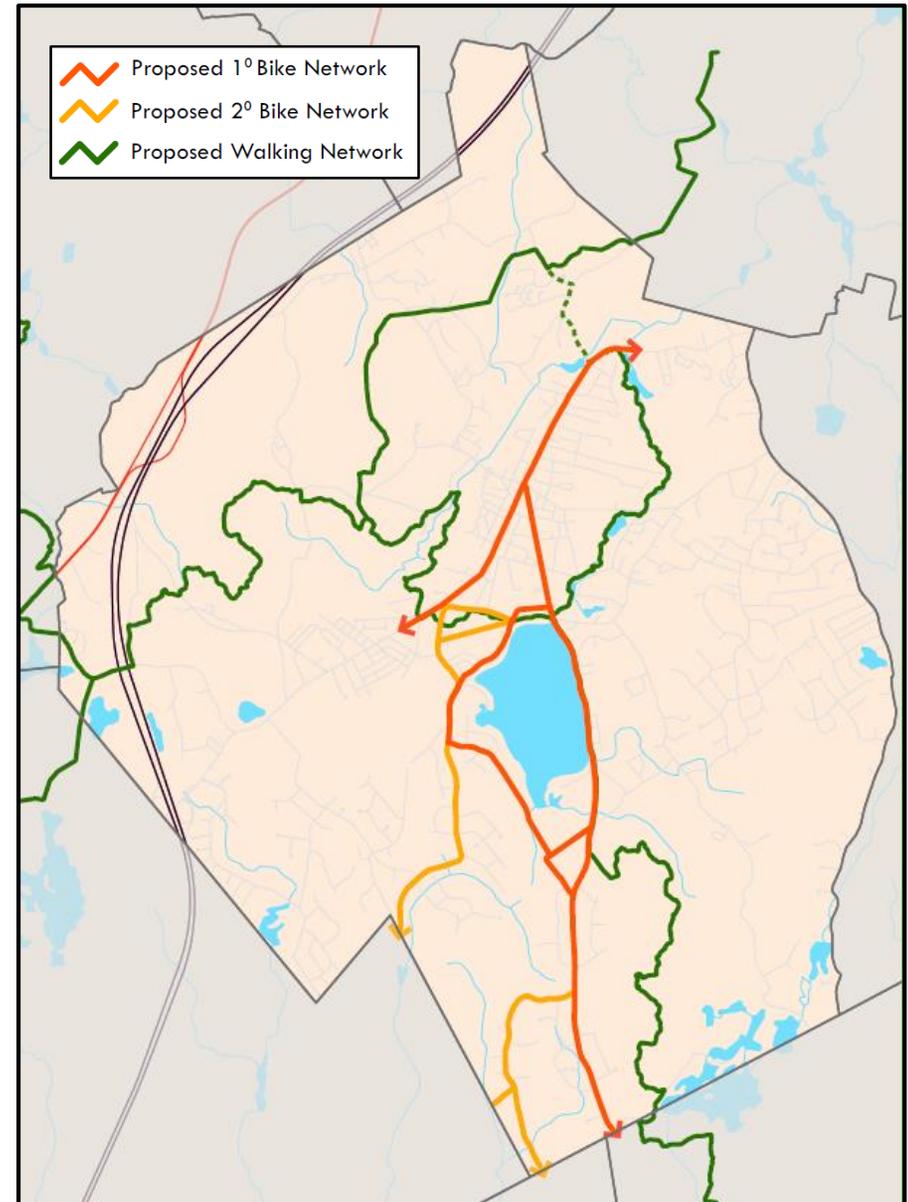
VII. Recommendations

The proposed bicycle network overlaps routes already popular with bicyclists, specifically the “loop” around Lake Massapoag. Installation of bicycle facilities could increase motorists’ awareness and improve safety of bicyclists. To further increase awareness and promote use of the network, installation of signage and wayfinding for the network and local points of interest is recommended. Moreover, incorporating local identity and “branding” of the network can be a marketing tool for the network.

Goal 1: Improve connectivity of Sharon’s natural and recreational resources

Objective 1. Establish a bicycle trail network originating from roadways around Lake Massapoag that links existing trail networks.

The proposed primary (1^o) bicycle network will comprise of routes that are along the perimeter of Lake Massapoag and most heavily traveled by bicyclists. Specifically, extending from the loop around Lake Massapoag bound by Massapoag Avenue beginning from the Pond Street rotary on the east, Morse and Lakeview Streets on the south, East Foxboro Street on the west, and finally Beach Street on the north. This primary bicycle trail will extend to Post Office Square via Pond Street and continuing on North and South Main Streets on the northern portion of the town. The network extends southward to the town of Easton along Massapoag Ave. until the Sharon/Easton town line (Map 4).



Map 4. Proposed Sharon Bike and Walking Networks

Primary Bicycle Network

Street	Providing Connections to/from
North Main Street	Massapoag trailhead, Town Center commuter rail, MassAudubon Wildlife Sanctuary
South Main Street	Town Center, commuter rail, Bay Circuit Trail, Warner Trail, MassAudubon Wildlife Sanctuary
Pond Street	Town Center, Massapoag Lake and trail, Community Center
Massapoag Ave	Massapoag Lake and trail, Community Center, Town Center, Borderland State Park, Bay Circuit Trail, Town of Easton
Morse Street	Bay Circuit Trail, Borderland State Park, Massapoag Lake, Community Center, Warner Trail
Beach & E Foxboro St	Debra Sampson Park, Bay Circuit Trail, Massapoag Lake and trail, MassAudubon Wildlife Sanctuary
Lakeview St	Community Center, Bay Circuit Trail

Table 5. Lake Massapoag Primary Bike Network.

A proposed secondary (2^o) bicycle network will consist of side and alternative routes around the lake that are also popular with bicyclists. The South Main Street bike route will be connected to Beach and E Foxboro Streets via Gunhouse and Cedar Streets. The Massapoag loop will also be extended via Mansfield Street, crossing over the Foxborough town line and returning to Sharon via E Foxboro Street towards the intersection of E Foxboro and Lakeview Streets.

Secondary Bicycle Network

Street	Providing Connections to/from
Gunhouse Street	Lake Massapoag, Debra Sampson Park, Bay Circuit Trail, Town Center
Cedar Street	Lake Massapoag, Debra Sampson Park, Bay Circuit Trail, Town Center
Mansfield Street	Lake Massapoag, Town of Foxborough
E Foxboro Street	Lake Massapoag, Town of Foxborough, Town Center

Table 6. Lake Massapoag Secondary Bike Network

The complete bicycle network will overlap a section of the Bay Circuit Trail along Massapoag Avenue and provide connections to town center, Sharon commuter rail, Massapoag and Warner Trails, Moose Hill Wildlife Sanctuary, Borderland State Park, and other destinations in town.

Connectivity of existing walking routes could also be improved by linking Warner and Massapoag Trails through Canton and Dedham Streets, as shown by a dotted line on Map 4. This linkage could provide access to the propose bike network via Warner and Massapoag Trails.

Objective 2: Install on-road bicycle facilities and signage throughout the bicycle trail network.

Installation of on-road bicycle facilities and proper signage will facilitate use of the bicycle network and improve bicyclist safety by increasing motorists' awareness of bicyclists. Based upon MAPC examination, many roads on the proposed network have sufficient width to accommodate the addition of designate or suggested bike lanes and/or shared lane markings (Table 4).

Comments collected from both public meetings and website reveal that bicyclist safety is a key concern of Sharon residents and can be categorized under 3 major themes:

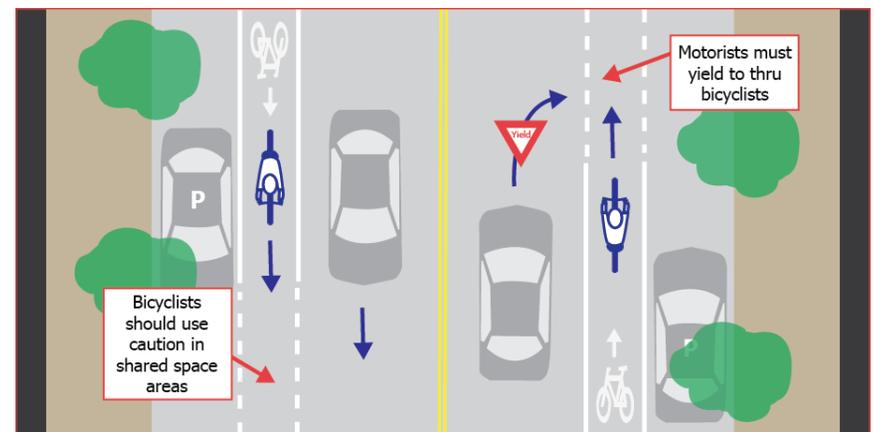
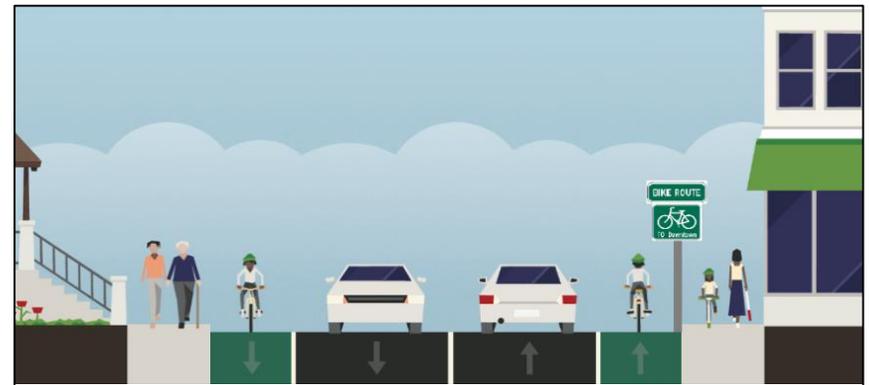
1. Physical conditions of roadways
2. Motorist awareness of bicyclists and pedestrians/runners
3. Speed limits

Studies have shown that the addition of bicycle facilities increases motorists' awareness of bicyclists and therefore improving their safety. See *Evaluation of Shared Lane Markings*, MassDOT 2010. (<https://www.fhwa.dot.gov/publications/research/safety/pedbike/10041/10041.pdf>).

Key on-road bicycle accommodations considered in this network include dedicated bike lanes, suggested bike lanes, shared lane markings (sharrows), and a combination of lanes and sharrows. Bicycle facilities with physical separation from motor vehicles are typically the most desired as they encourage the highest use; however, limited roadway space may call for other options. The following is an overview of the types of bicycle facilities considered for this plan.

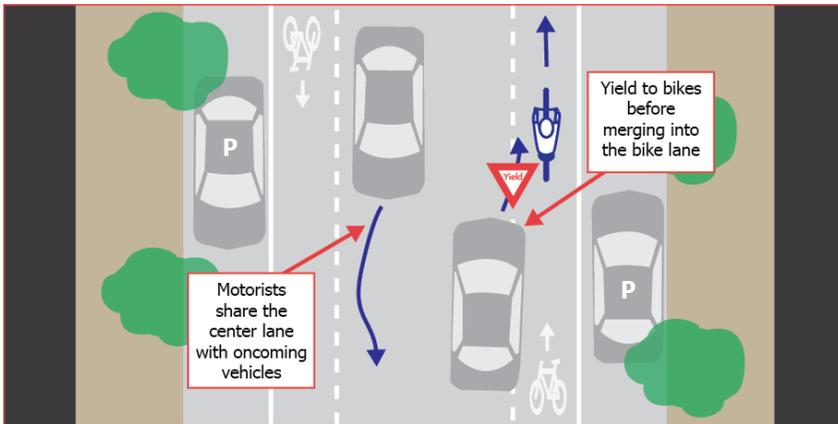
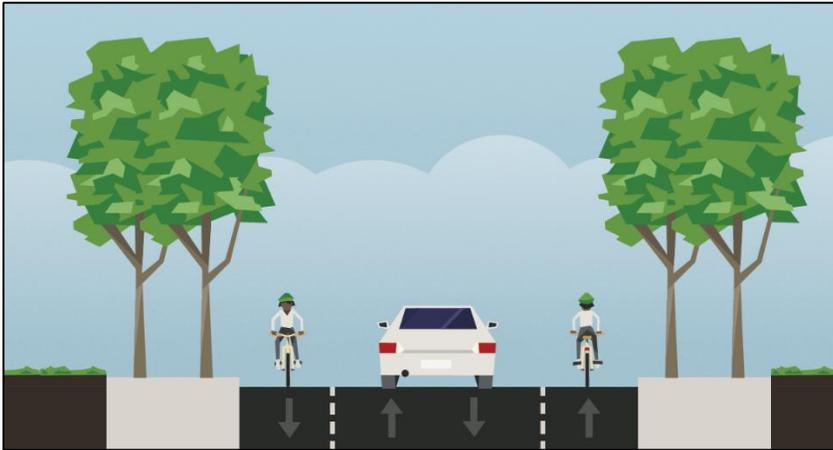
A. Dedicated Bike Lanes

Bike lanes that are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.



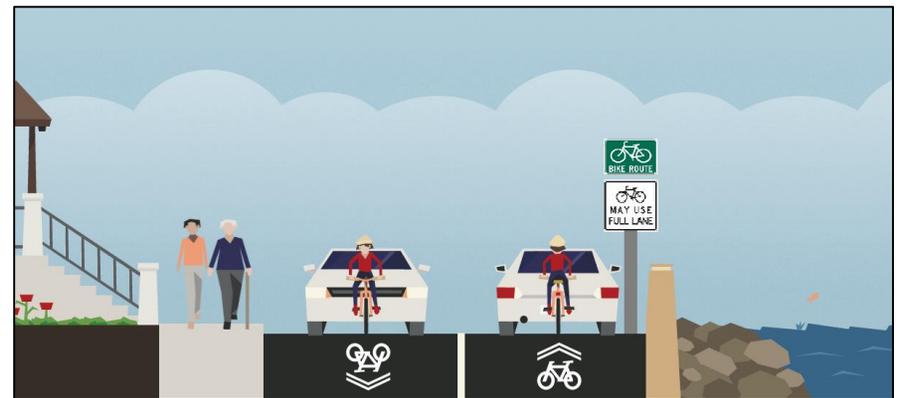
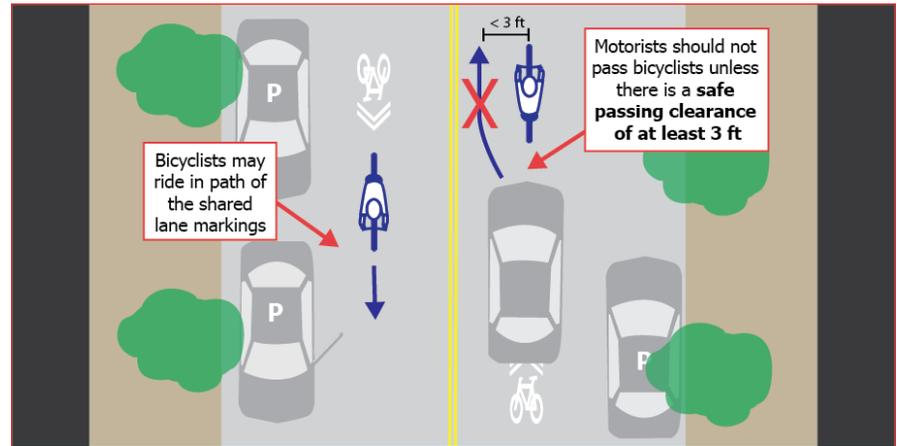
B. Suggested/Advisory Bike Lanes

Suggested lanes are often implemented on rural, low-volume streets that are typically below 20 feet in width, consisting of one motor vehicle traffic lane in the middle of the street and two bicycle lanes, one on each side of the street. The traffic lane and bicycle lanes are separated by white dashed lines, indicating that motor vehicles can travel in the suggested bike path, but must yield to bicyclists. Striping of center lines is recommended only near and at intersections.



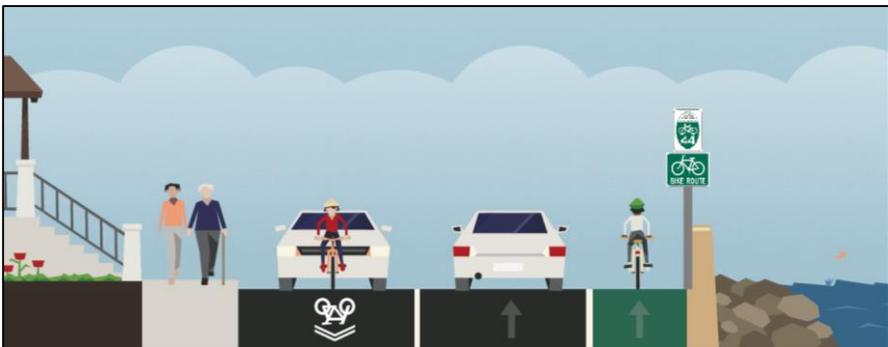
C. Shared Lane Markings

Shared lane markings, or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Sharrows reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured with additional striping or paint color to offer directional and wayfinding guidance. Accompanying signage can caution motorists to yield to bicyclists when passing or indicate bicyclists’ right-of-way.



A. Shared and Dedicated Bike Lane Combination

On roads with insufficient width to accommodate two dedicated lanes, a combination of sharrows and lanes can be considered. Dedicated lanes can be installed on the more heavily-traveled path (i.e. skirting Lake Massapoag) to encourage use. Accompanying signage guide bicyclists and caution motorists to yield to bicyclists when passing or indicate bicyclists' right-of-way.



Existing	Key
T	Motorist Through Lane
Sh	Shoulder
P	Parking

Recommended	Key
BLD	Bike Lane, dedicated
BLS	Bike Lane, suggested
SLM	Shared Lane Marking (Sharrow)

	Street Name	Limits	Width (ft)	Existing	Recommended	Dimensions (ft)	Example Signage
1	North Main St	Canton St to Highland St	35	Sh TT Sh	BLD TT BLD	4 13 13 4	 
2	North Main St	Highland St to Depot St	35	P TT P	SLM		  
3	South Main St	Depot St to Station St	35	Sh TT P	SLM		
4	South Main St	Station St to E Foxboro ST	35	Sh TT Sh	BLD TT BLD	4 13 13 4	 
5	Pond St	Depot St to Rotary	27	TT	SLM T BLD	11 11 4	 
6	Massapoag Ave	Rotary to Capen Hill Rd	26	TT	SLM T BLD	10 10 4	
7	Massapoag Ave	Capen Hill Rd to Easton Town Line	27-34	TT	BLD TT BLD	4 9 9 4 4 12 12 4	
8	Morse St	Massapoag Ave to Lakeview St	19	TT	SLM		 
9	Beach St	Pond St to Gunhouse St	28	TT	SLM		
10	Beach St	Gunhouse St to Lakeview St	24	TT	SLM		
11	E Foxboro St	Beach St to Lakeview St	22	TT	SLM		
12	Lakeview St	E Foxboro St to Massapoag Ave	22	TT	SLM		

Table 7. On-road facilities bicycle recommendations.

Goal 2: Improve visibility of Sharon’s natural and recreational resources

Objective 1: Create and promote identity for Sharon’s trail network.

Branding of a trail network through naming and logo design can create a holistic image of the network. Furthermore, residents can participate in the branding exercise to produce a final design that reflects community pride. Logos can be easily incorporated into promotional materials and signage that can significantly improve local awareness and visibility of resources. Cities and towns have applied this principle to promote local identity and encourage use of recreational resources.

Case Study: Blueback Herring River Route

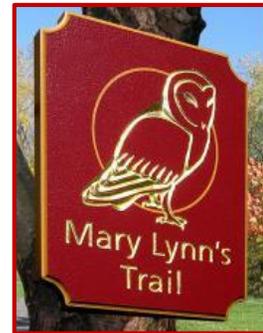
The Blueback Herring River Route in Somerville, MA connects Foss Park to Blessing of the Bay Boathouse on the Mystic River. The trail connects points of interest such as parks, historical markers, and housing developments. The trail is named after a migratory fish that return to the Mystic River in the spring to reproduce. A trail marker is installed along the trail for visibility and awareness.



Objective 2: Hold a local design competition or hire a design consultant to design a “brand” for Sharon’s trails, then incorporate the design into wayfinding signage and markers for those trails.

Wayfinding signage improves connectivity and encourages use of resources and can give places a prominent sense of identity when designed to reflect local character. Signs and markers can carry distinct trail logos to help user navigation or direct them towards amenities such as parking and food service downtown. Another way to encourage use of trails is programming, such as fitness routes or historical tours. Types of signage considered for Sharon’s bike network include free-standing kiosks, wayfinding and identity signage, and trail markers.

Identity signage:



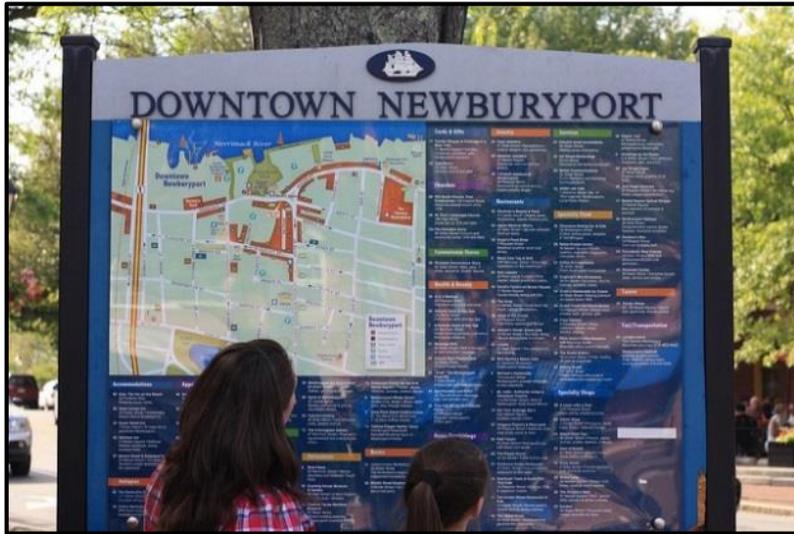
Wayfinding:



Markers:

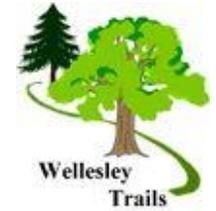


Kiosks:

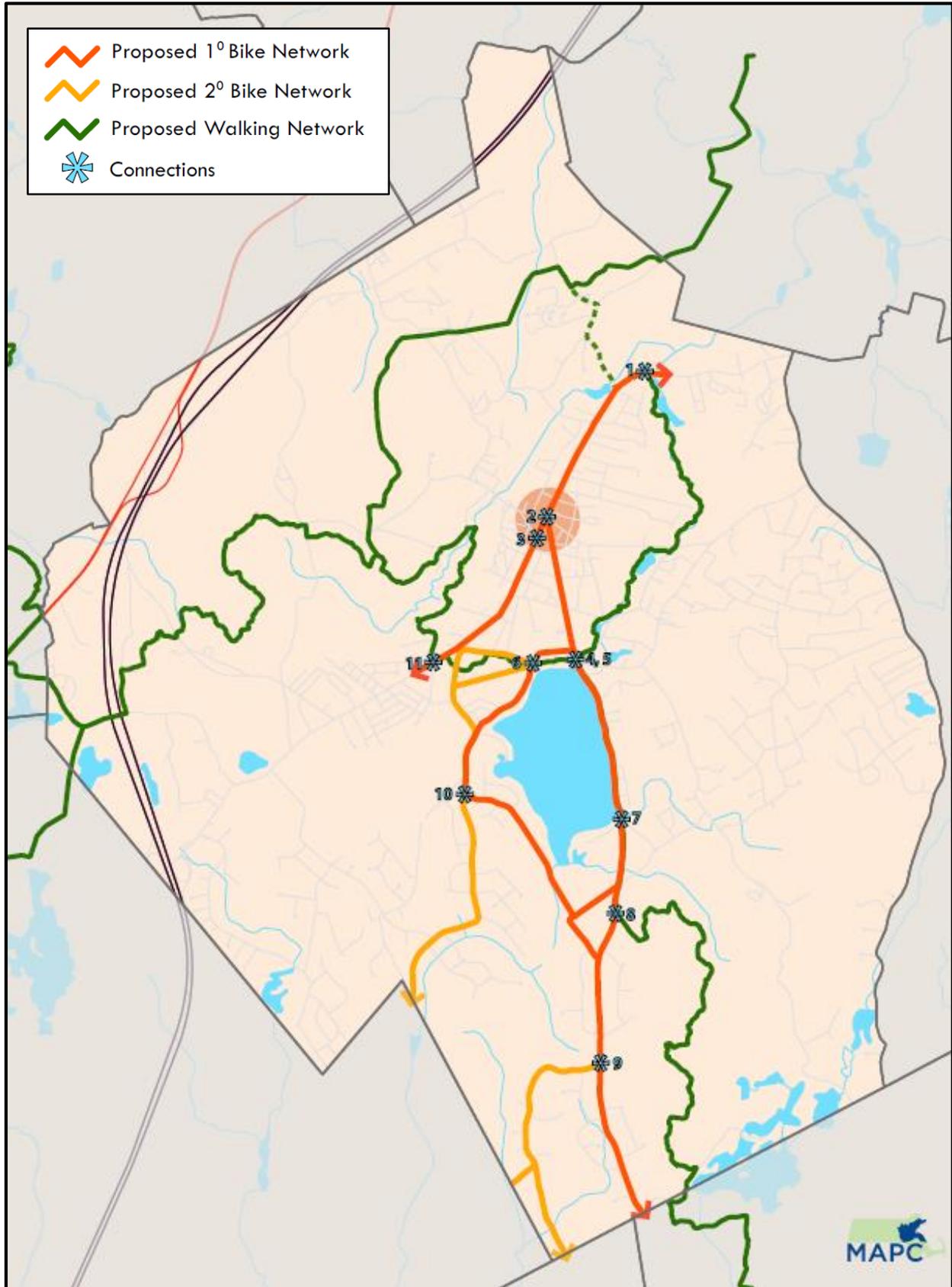


Case Study: Wellesley Trails

In addition to creating a logo for its local trail network, the Town of Wellesley color-coded each trail and produced wayfinding markers on totem poles along the routes. Kiosks that display and distribute maps are placed at trailheads to inform visitors.



Placement of directional and wayfinding signage at town gateways and major connection points are critical for encouraging use and improving visibility of resources and amenities (Map 6).



Map 6. Proposed Bike Network wayfinding and signage locations.

Signage Recommendations

	Connection	Existing Signage	Recommended
1	North Main Street at Massapoag Trailhead	None	Trailhead marker
2	Town Center	Welcome to Sharon sign	Additional kiosk for local attractions map
3	Station Road/Commuter Rail Station	None	Kiosk for trail map
4	Pond Street rotary	None	Wayfinding
5	Beech Tree Park at Pond Street rotary	Kiosk	Update map inserts
6	Beach and Gunhouse	Kiosk	Update map inserts
7	Massapoag Ave at Capen Hill	Road sign for Community Center	Wayfinding and identity signage
8	Massapoag Ave at Gorwin Drive	None	Wayfinding
9	Massapoag Ave at Mansfield St	None	Wayfinding, trail marker
10	E Foxboro and Lakeview	None	Wayfinding, trail marker
11	S Main St and Farnham Rd	None	Wayfinding

Table 8. Signage recommendations

Goal 3: Leverage Sharon’s natural and recreational resources for economic development

Objective 1: Identify stakeholders or association to promote local resources and maintain the trail network.

Sharon’s local businesses stand to benefit from the additional tourism that the bike network may bring. In order to fully capitalize on the town’s natural resources and continue the promotion and maintenance of the network, a citizen committee or existing town department responsible for trail upkeep, fielding questions, restocking maps at kiosks, and other pertinent tasks is recommended. The responsible committee may seek additional funds to prepare maps of Sharon’s resources and distributing them

at tourist destinations to link economic spending to the use and visitation of the town’s natural assets.

VIII. Implementation Matrix

Short-term: 6 months – Year 1 / Mid-term: Years 2-3 / Long-term: Years 4-5

Goal	Objective	Action	Who	When	Resources
Goal 1: Improve connectivity of Sharon’s natural and recreational resources.	1. Establish a bicycle trail network originating from roadways around Lake Massapoag that links existing trail networks.	1. Form a bike network advisory committee (BNAC) comprised of residents, town committee members, and non-profit organizations to guide implementation, manage ongoing advocacy and capital campaigns.	Residents, Recreation Committee, Conservation Committee, Mass Audubon, Borderland State Pak, etc.	Short Term	Volunteers Staff time
		2. Adopt design standards and guidelines for bicycle facilities and policies that increase right-of-way for bicyclists when appropriate in Sharon’s by-laws.	BNAC, Planning Board, Board of Selectmen, Public Works	Mid-term	Staff time Volunteers MAPC
	2. Install on-road bicycle facilities and signage throughout the bicycle trail network.	1. Prioritize physical improvements on roadways by level of demand (how many people would bike if bike facilities were installed?), proximity to local attractions (schools, municipal buildings, camps, commercial areas), potential benefits (increased activity at local attractions), and cost and ease of improvement.	BNAC, Planning Board, Board of Selectmen, Public Works	Mid-term	Staff time Volunteers

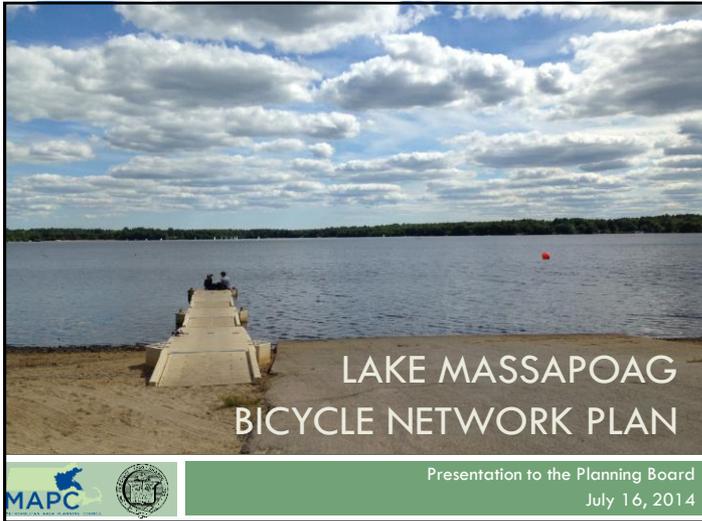
Goal	Objective	Action	Who	When	Resources
Goal 1 Continued	Objective 2 Continued	2. Develop budget proposal for installations of markings and signage and maintenance.	BNAC, Board of Selectmen, Public Works, Finance Committee	Mid-term, ongoing	Staff time Volunteers
		3. Allocate and/or apply to local, regional, state, or federal funds for installations and maintenance.	BNAC, Planning Board, Board of Selectmen	Mid-term, ongoing	Staff time Local Funds: Community Preservation Funds State Grants: MassWorks; MassDOT Transportation Enhancements Program; Chapter 90 Federal Grants: Congestion Mitigation and Air Quality (CMAQ) Improvement Program; Recreational Trails Program (RTP) Other: MAPC bike rack discount program

Goal	Objective	Action	Who	When	Resources
Goal 2: Improve connectivity of Sharon's natural and recreational resources.	1. Create and promote identity for Sharon's trail network.	1. Adopt design standards and guidelines for wayfinding signage and trail markers, if appropriate.	BNAC, Planning Board, Board of Selectmen	Mid-term	Staff time
	2. Hold a local design competition or hire a design consultant to design a "brand" for Sharon's trails, then incorporate the design into wayfinding signage and markers for those trails.	1. Work with local schools, businesses, and non-profit organizations to hold design competition or hire design consultant for logo and signage for natural and historic sites.	BNAC, Planning Board, Board of Selectmen	Mid-term	Staff time Volunteers Technical assistance funds: MA Downtown Initiative
		2. Allocate and/or apply to locate regional, state, or federal funds for installations and maintenance of signage.	BNAC, Planning Board, Board of Selectmen	Mid-term, ongoing	Funds: Community Preservation Funds

Goal	Objective	Action	Who	When	Resources
Goal 3: Leverage Sharon's natural and recreational resources for economic development.	1. Identify stakeholders or association to promote local resources and maintain the trail network.	1. Set strategy and marketing plans to promote collaboration between local businesses and organizations.	Economic Development Committee, MassAudubon, Borderland State Park, local businesses.	Mid-term	Staff time Volunteers MAPC Funds: MA Downtown Initiative
		2. Develop an ecotourism guide to promote local businesses and attractions.	Economic Development Committee, BNAC.	Short-term	Staff time Volunteers MAPC Funds: Mass DOT South Coast Rail Technical Assistance
		3. Install wayfinding signage and trail markers for local natural and recreational resources.	Economic Development Committee, Planning Board, Board of Selectmen, Public Works.	Mid-term	Staff time Volunteers Funds: Community Preservation Funds

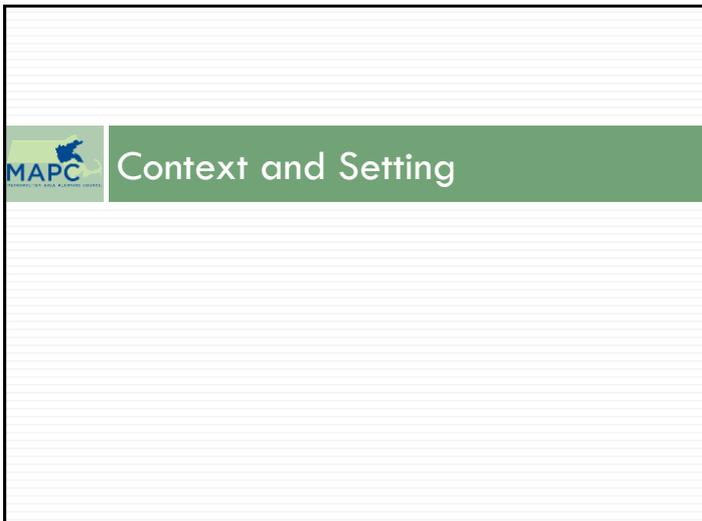
IX. Appendices

A. Presentation at Planning Board Meeting, July 16th 2014

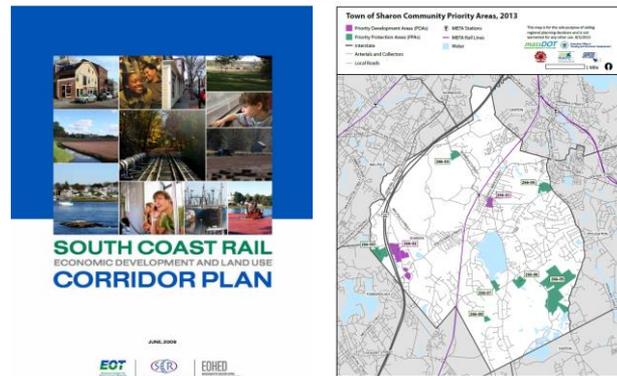


Tonight's Goals

- Project Context
- Preliminary Findings
- Your Feedback
- Next Steps



South Coast Rail Technical Assistance



Identified Needs & Goals

TOWN OF SHARON COMMUNITY DEVELOPMENT PLAN

Sharon Planning Board



Consultants
Community Design Partnership, Boston, MA
MapWorks, Norwell, MA
June 2004

Funding for this plan was provided by the Commonwealth of Massachusetts through the Executive Order 655 Community Development Plan Program. Department of Housing and Community Development, Executive Office of Environmental Affairs, the Department of Economic Development and the Executive Office of Transportation and Construction. The Metropolitan Area Planning Council assisted the Town of Sharon in the Training Element of the plan and provided project administration services.

- Improved **accessibility** and **awareness** of recreation facilities/programs for all citizens
- Create a **town-wide network of pedestrian and bicycle paths** and routes linking major open spaces and other town destinations

Identified Needs & Goals

Open Space and Recreation Plan

Town of Sharon, Massachusetts

Prepared by the Open Space and Recreation Planning Committee



Planning Horizon 2009-2016

Community Needs Analysis

- ... residents are **insufficiently informed** about certain recreational resources available in Sharon
- ... **promote increased awareness** of the existence, location and opportunities for use of public open space...
- ... **create a bike lane**, especially around **Lake Massapoag**, to permit increased and safer biking opportunities.

Identified Needs & Goals

COMMUNITY PRESERVATION PLAN Fiscal Years 2009—2013

Community Preservation Committee

TOWN OF SHARON
PLANNING BOARD
Adopted 02/26/09

Prepared by
JW Goodwin
Community
preservation
& planning



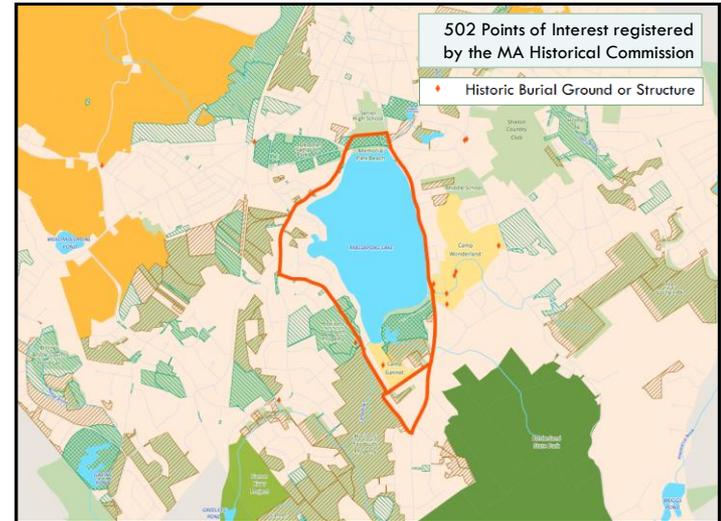
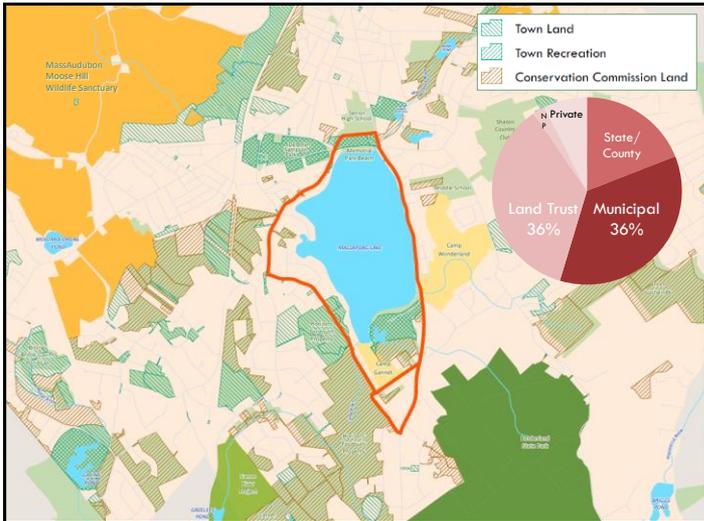
- Use of CPA funds to **increase visibility, accessibility, and heighten awareness** of historical and recreational resources
- Expand existing trail network by **creating biking and hiking trails**
- **Improve trail connections**

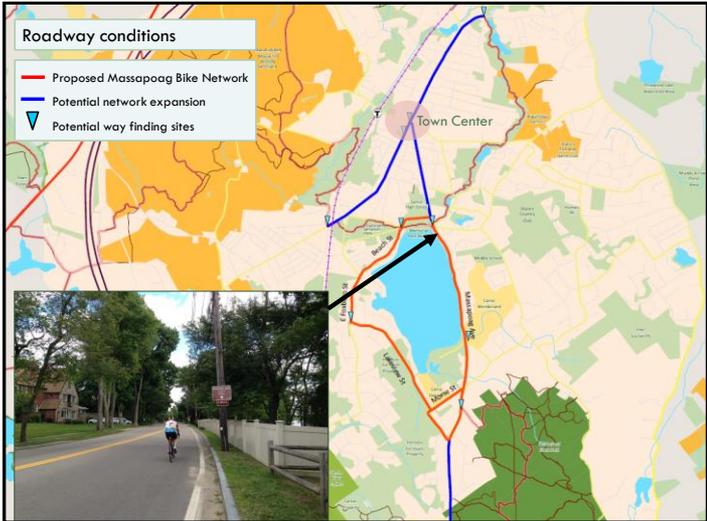
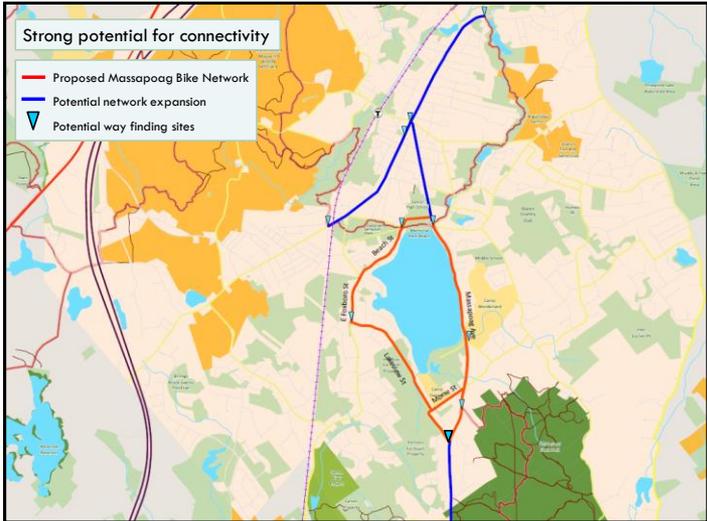
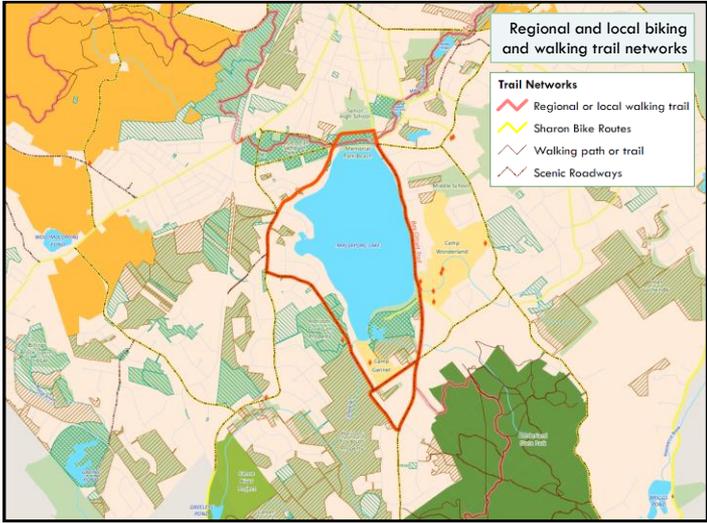
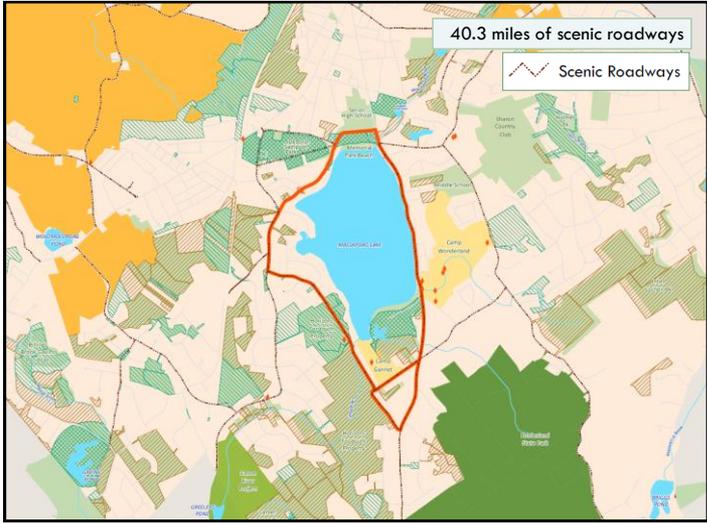
Project Setting: the Massapoag "Loop"

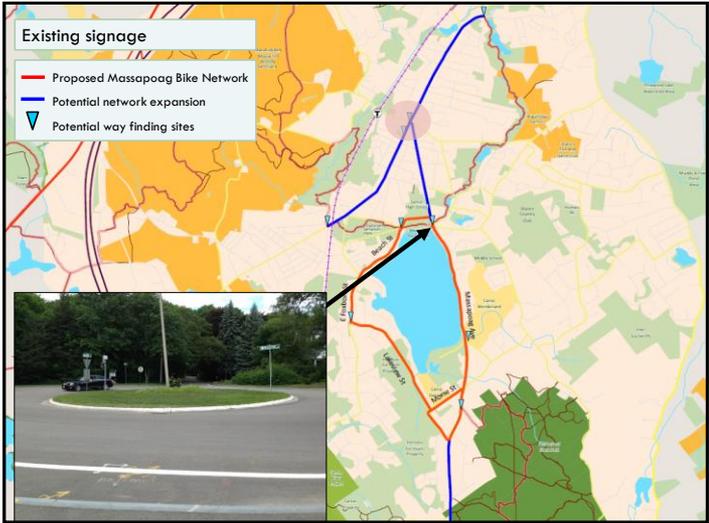
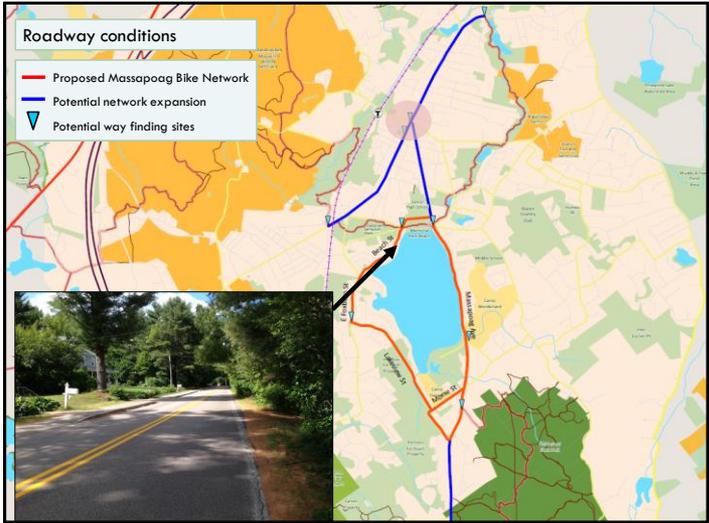
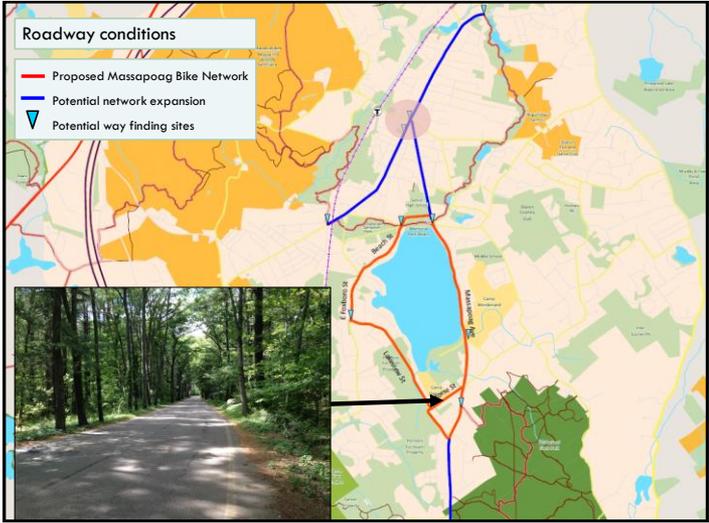
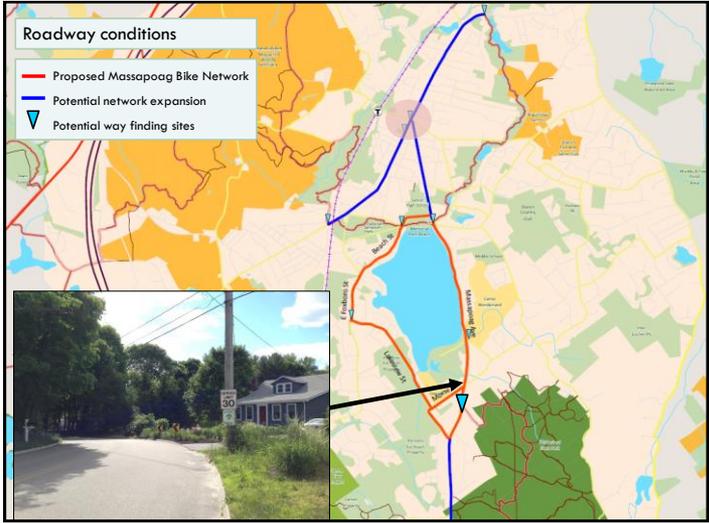


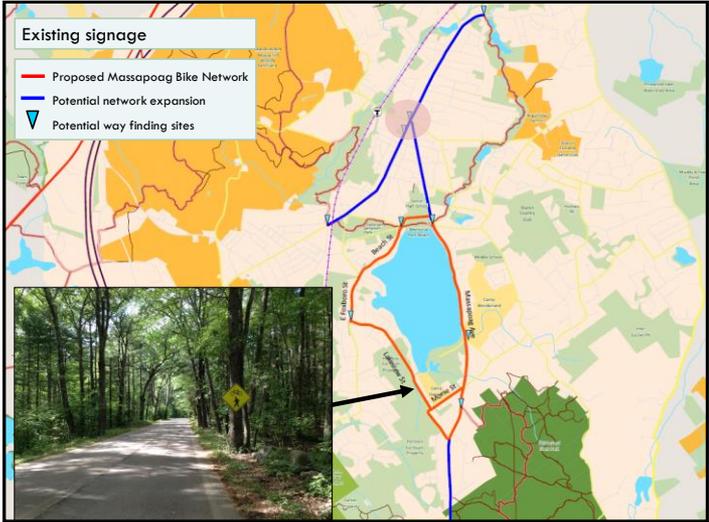
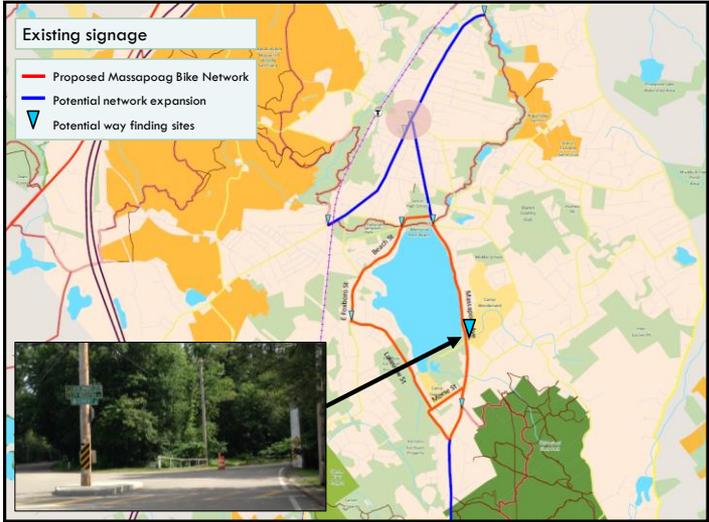
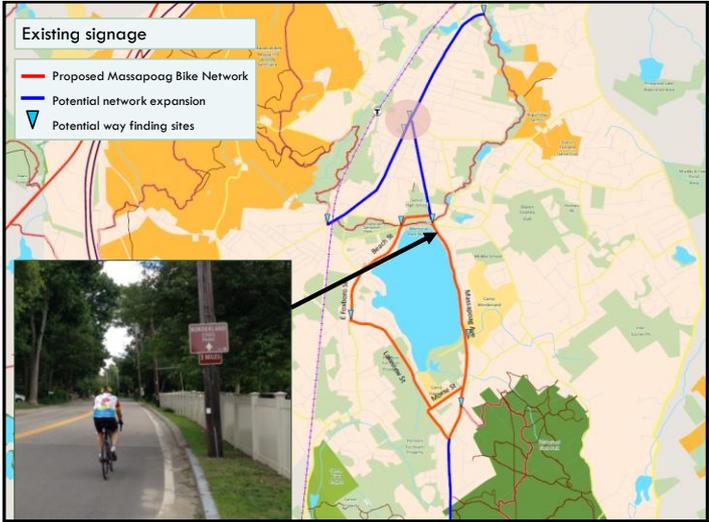
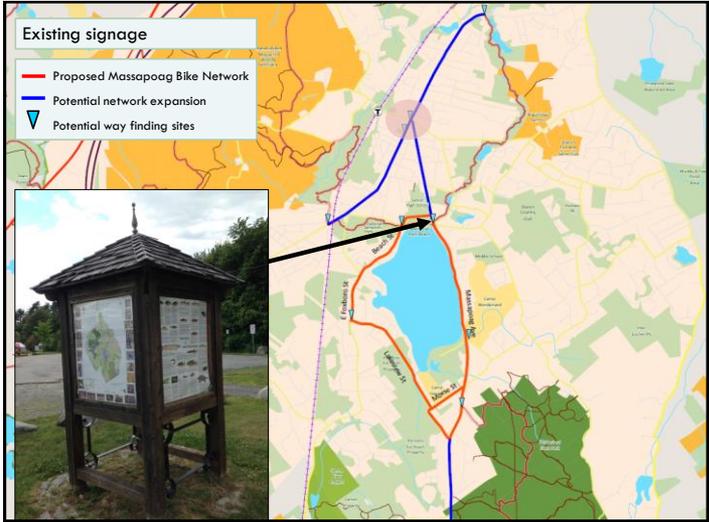


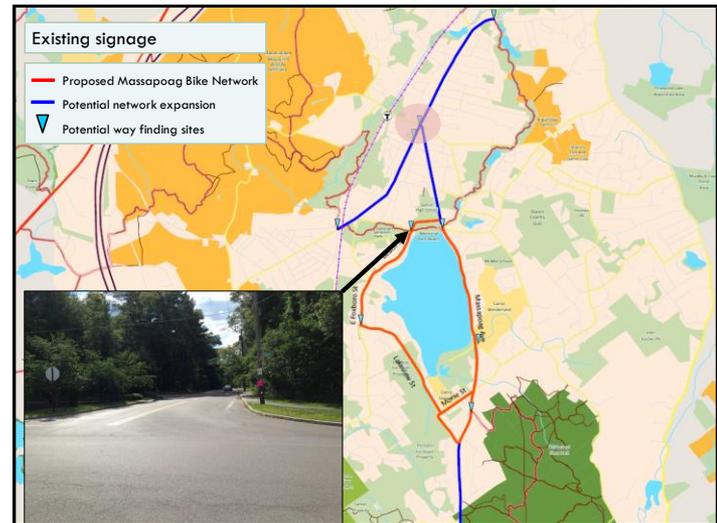
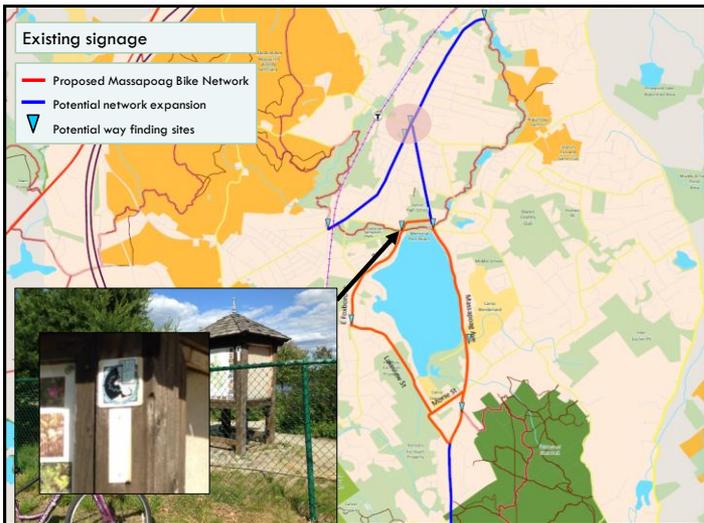
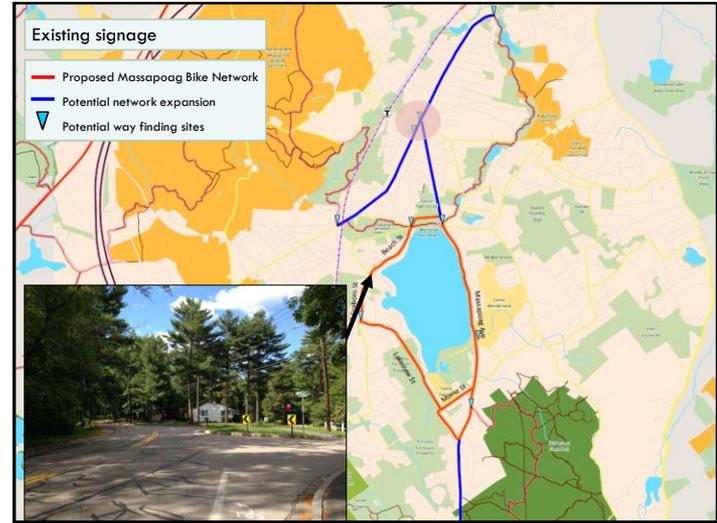
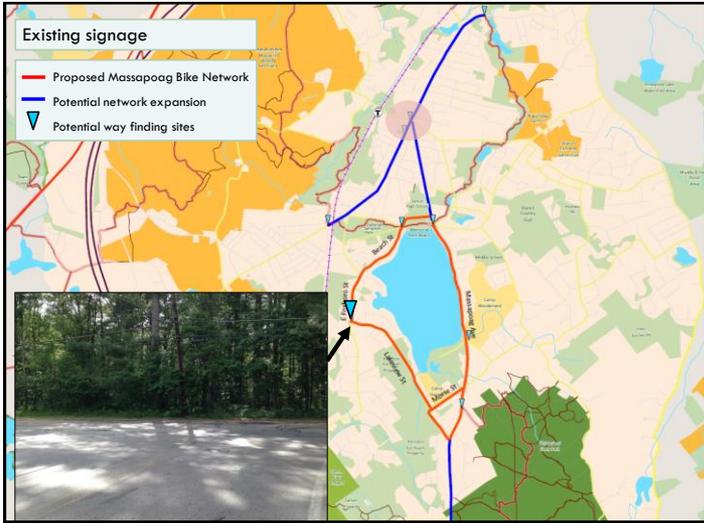
Existing Conditions







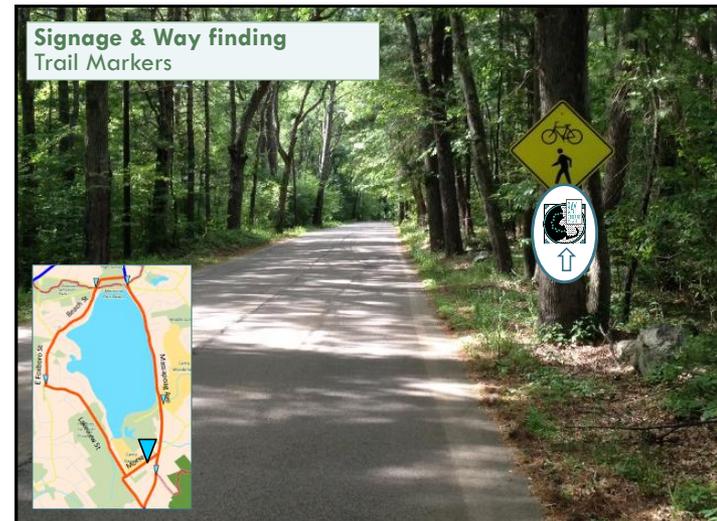
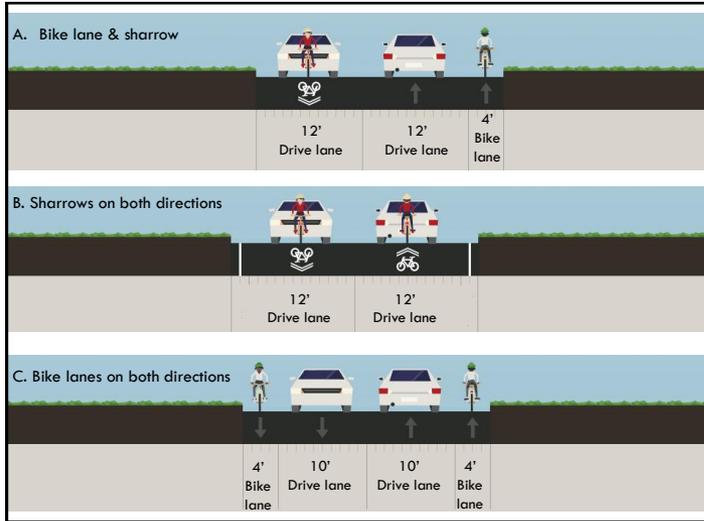






Options







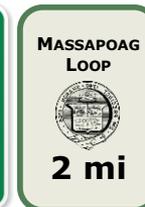
Sharon Sign By-Law

Article 12, Section 4.3.2:

Permanent off-premises directional signs, designating the route to an establishment not on the street to which the sign is oriented, may be erected and maintained within the public right-of-way at any intersection if authorized by the Selectmen, or on private property if authorized following design review and hearing by the Sign Committee.

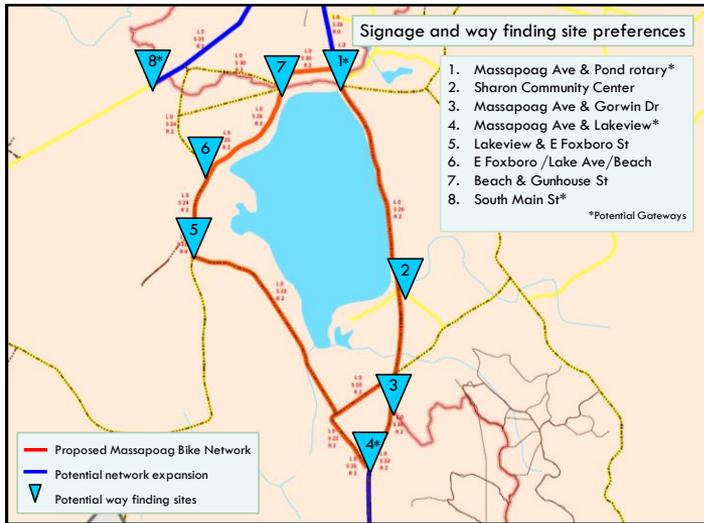
Programming and Identity

Incorporating fitness programs to encourage use



Promote Town pride and identity through community-driven signage design





Next Steps

1. Complete additional fieldwork according to input tonight
2. Present revised maps to Sharon residents and interested groups for additional feedback on:
 - Preferences for on-road bicycle accommodations and way finding/signage sites
 - Suggestions on Town destinations and amenities to highlight
 - Signage design process



Thank You

Additional questions and comments, please contact:

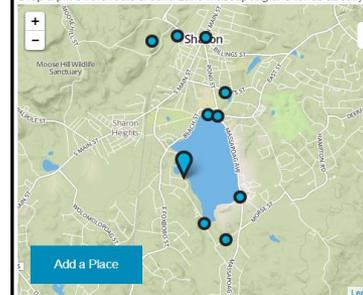
Christine Madore
 Associate Planner
cmadore@mapc.org
 (617) 933-0774

Mark Racicot
 Director, Land Use
mracicot@mapc.org
 (617) 933-0752

Stay updated on the project at
bit.ly/Massapoag

We want to hear from you

Drop a pin on the route around Lake Massapoag and tell us about your biking or walking experience.



Residential neighborhood

Added by Ellen 4 hours ago

In order to see the lake better, I've ridden my bike through this neighborhood.

Add a Place

B. Planning Board Meeting Notes, July 16th 2014



Lake Massapoag Bike Network Plan

Town of Sharon Planning Board, July 16th 2014, 7:30PM

Meeting Notes

Bicycle Lanes and Signage

The Board is supportive of installing on-road bicycle facilities and signage around Lake Massapoag (Massapoag Ave, Morse, Lakeview, East Foxboro, and Beach Streets) as a first step in establishing the Lake Massapoag Bike Network.

The Board is also supportive of expanding the bicycle network by installing on-road bicycle facilities and signage on local roads, specifically Pond, North & South Main, and Beach Streets, that serve as major connectors between Lake Massapoag and the Town of Sharon's destinations such as the Town Center, commuter rail station, Borderland State Park, Mass Audubon Wildlife Sanctuary, and local/regional bicycle and hiking trails.

Peter O'Cain, Town Engineer, noted that a public hearing regarding the widening and repaving of the section of Massapoag Ave from Pond Street rotary to the entrance of the Community center will include a proposal install bicycle facilities. Christine will provide information on bike lane and signage options for this hearing.

The Board prefers consistency of bicycle facilities to minimize confusion of motorists and bicyclists.

The Board requested more information on advisory bike lanes as an additional option for bicycle facilities in the network. Christine will provide case studies to the board.

Way Finding Signage

The Board is supportive of improving way finding signage to encourage tourism and increase visibility and use of Sharon's recreational resources, open space, and local businesses. The Board noted that new signage should be compatible and combine with existing signage to reduce visual clutter. The size of signage should also correspond with the type of road, e.g., small signs/markers for narrow, quiet roads, and larger signs for wider, busier roads.

The Board expressed an interest in installing signage or kiosk displaying a map for Sharon's local biking and hiking trails at the commuter rail station and Post Office Square.

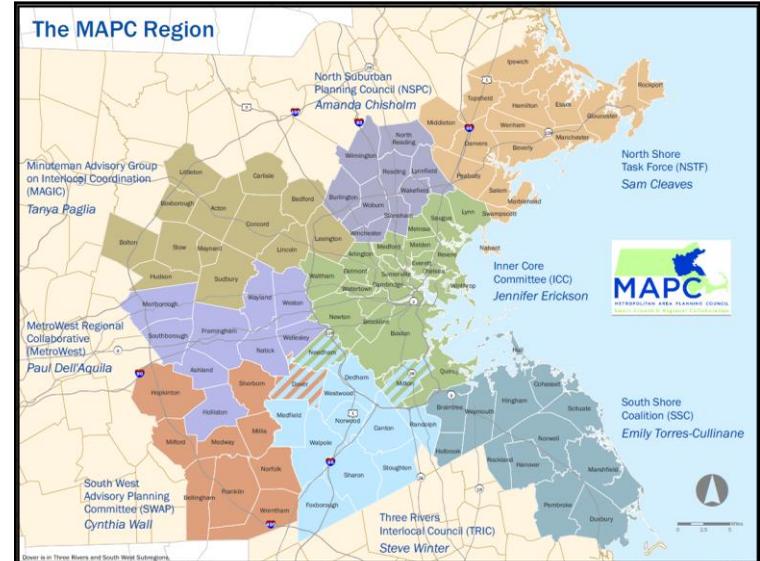
Resident Concerns

Overall reaction from residents was positive. However, a recurring concern expressed by residents who attended the meeting was bicyclist and pedestrian safety. Automobile speed limits, blind turning spots, uneven surfaces due to storm drains and pot holes make the roads around Lake Massapoag unsafe for bicyclist and runners and should be addressed during this process.

Next Steps

1. Additional fieldwork will be completed to develop draft recommendations for bike lanes and signage.
2. Christine will follow up with more information on advisory bike lanes.
3. A community workshop is tentatively planned for August for residents to review and respond to draft recommendations. A 2-3 weeks advanced notice on the workshop date will be given to the Board for public posting.
4. Residents are encouraged to provide input throughout the duration of the project on the website, <http://bit.ly/Massapoag> or by emailing/calling Christine directly at cmadore@mapc.org 617-933-0774.

C. Public Workshop Presentation & Polling Results, October 23, 2014

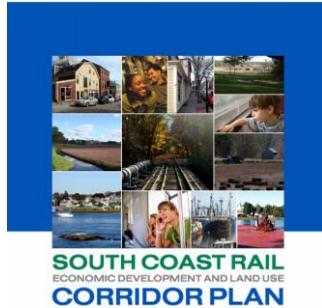


Tonight's Agenda

- Project Context
- Findings & Recommendations
- Your Feedback
- Next Steps

Project Context

South Coast Rail Technical Assistance



Identified Needs & Goals

TOWN OF SHARON COMMUNITY DEVELOPMENT PLAN

Sharon Planning Board



Consultants
Community Design Partnership, Boston, MA
MapWorks, Norwell, MA

June 2004

Funding for this plan was provided by the Commonwealth of Massachusetts through the Executive Order 819 Community Development Trust Program. Department of Housing and Community Development, Executive Office of Environmental Affairs, the Department of Economic Development and the Executive Office of Transportation and Construction. The Metropolitan Area Planning Council assisted the town of Sharon in the Planning Element of the plan and provided project administration services.

- ❑ Improved **accessibility** and **awareness** of recreation facilities/programs for all citizens
- ❑ Create a **town-wide network of pedestrian and bicycle paths** and routes linking major open spaces and other town destinations

Identified Needs & Goals

Open Space and Recreation Plan

Town of Sharon, Massachusetts

Prepared by the Open Space and Recreation Planning Committee



Planning Horizon 2009-2016

Community Needs Analysis

- ... residents are **insufficiently informed** about certain recreational resources available in Sharon
- ... **promote increased awareness** of the existence, location and opportunities for use of public open space...
- ... **create a bike lane**, especially around **Lake Massapoag**, to permit increased and safer biking opportunities.

Identified Needs & Goals

COMMUNITY PRESERVATION PLAN
Fiscal Years 2009—2013

Community Preservation Committee

TOWN OF SHARON
MASSACHUSETTS

Adopted 6/26/08
Prepared by
9th Middlesex
community
preservation
committee



- ❑ Use of CPA funds to **increase visibility, accessibility, and heighten awareness** of historical and recreational resources
- ❑ Expand existing trail network by **creating complete biking and hiking networks**
- ❑ **Improve trail connections**



Project Setting

What we've heard so far

"Lakeview Street is unsafe for bicyclists."

"I run and bike around the lake regularly. Cars don't give extra room to the bikers."

"Borderland State Park is a great recreational resource."

"Bikers and walkers old and young travel on South Main Street to go to the lake."

"Library, café, and restaurants are fun to walk to for nearby residents."

"Any addition of bike facilities would be a huge improvement."

"Walter Griffin Playground is a fun place to walk to with kids."

"Many people walk or bike to the Sharon Depot to commute or visit Boston."



Recommendations

Overarching Goals

1. **Improve connectivity** of Sharon's natural and recreational resources.
2. **Improve visibility** of Sharon's natural and recreational resources.
3. Leverage Sharon's natural and recreational resources for **economic development**.

Goal 1: Improve connectivity of Sharon's natural and recreational resources.

Objective: Establish a bicycle network originating from roadways around Lake Massapoag that links existing networks.

Objective: Install on-road bicycle facilities and signage throughout the bicycle trail network.

Goal 1: Improve connectivity of Sharon's natural and recreational resources.

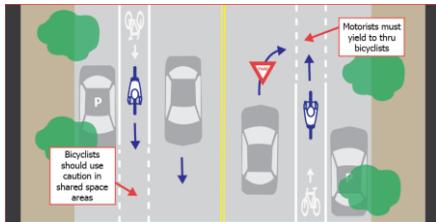
Objective: Establish a bicycle trail network originating from roadways around Lake Massapoag that links existing trail networks.

Objective: Install on-road bicycle facilities and signage throughout the bicycle network.

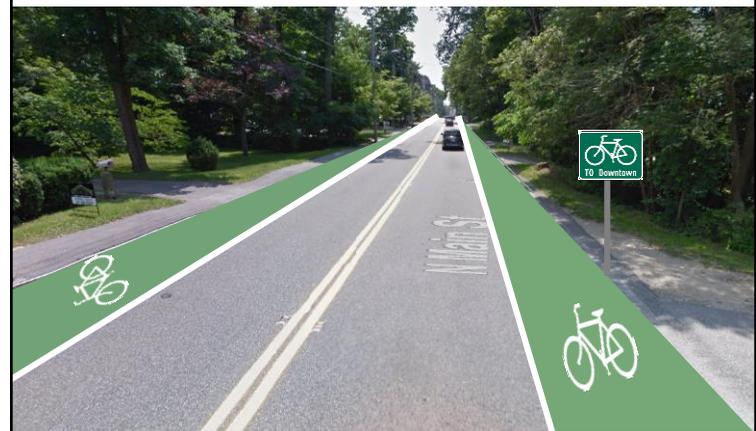
A. Dedicated Bike Lanes



Sections of:
North Main Street
South Main Street
Massapoag Ave



A. Dedicated Bike Lanes



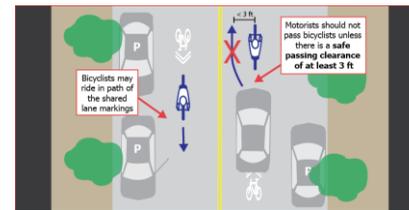
A. Dedicated Bike Lanes



B. Shared Lane Markings (Sharrows)



Sections of:
North Main Street
South Main Street
Pond Street
Massapoag Ave



Full lengths of:
Morse Street
Beach Street
E Foxboro Street
Lakeview Street

B. Shared Lane Markings (high traffic)



B. Shared Lane Markings (low traffic)



C. Shared and Dedicated Combination



Sections of:
Pond Street
Massapoag Ave

Massapoag Ave Before



- Two standard travel lanes
- Cyclists share space designed for motor vehicles
- Who is given priority?

Massapoag Ave Now



- All users share the same space
- No pavement markings maintains the feel of a rural road or residential street
- All users stay to the right and yield when passing another user

Option 1: Hybrid



Option 2: Bicycle Priority



Option 2 – Bicycle Priority



- Two dashed bicycle lanes
- Drivers pass cyclists in center lane, yielding to any oncoming traffic
- Drivers may cross over into bicycle lane when yielding to oncoming traffic

Which option do you like for Massapoag Ave?



1 – Vehicle Priority



2 – No markings



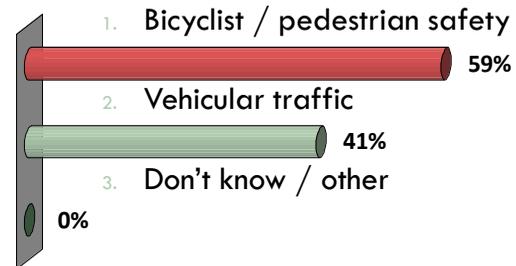
3 – Hybrid



4 – Bicycle Priority

Your Questions?

What is your top concern around Lake Massapoag?



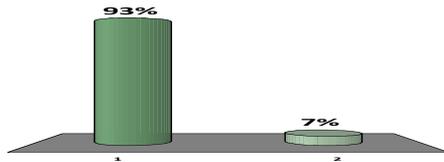
Which option do you like for Massapoog Ave?



1: Hybrid



2: Bicycle Priority



What would you like to see here?



1. Sharrows



69%

2. As is

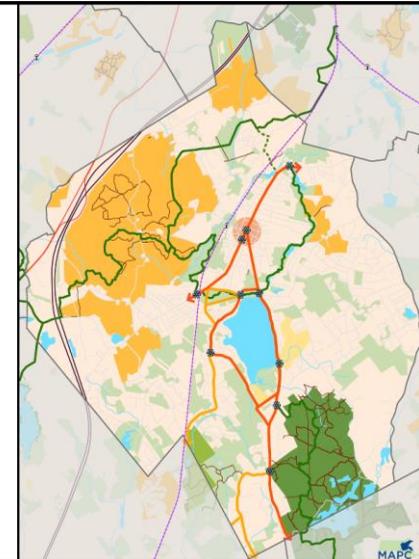
31%

Goal 2: Improve visibility of Sharon's natural and recreational resources.

Objective: Create and promote identity for Sharon's trail network.

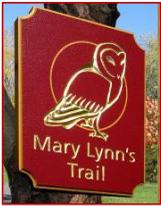
Objective: Hold a local design competition or hire a design consultant to design a "brand" for Sharon, then install wayfinding signage and markers for natural and recreational resources.

Place wayfinding and signage at high connectivity locations.



Types of Signage

Identity and Branding



Types of Signage

Wayfinding



Types of Signage

Markers



Types of Signage

Kiosks



Your Questions about signage?

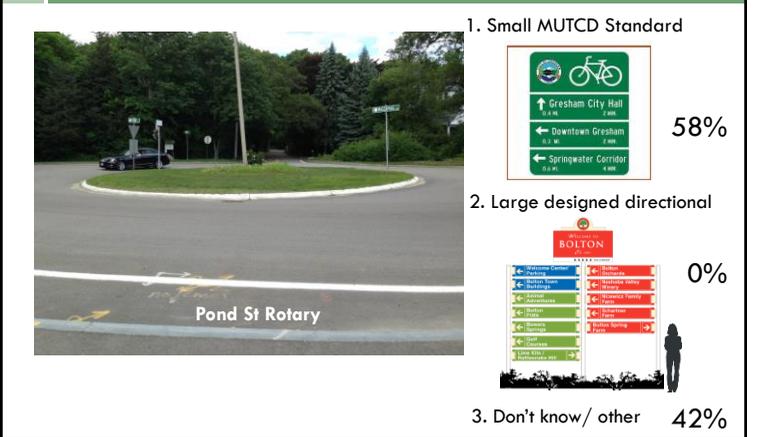
What would you like to see here?



What would you like to see here?



What would you like to see here?



What would you like to see here?



- | | | |
|--------------------------|---|-----|
| 1. Small standard marker |  | 53% |
| 2. Designed marker |  | 24% |
| 3. Designed totem |  | 18% |
| 4. Don't know / other | | 6% |

What's Next?

- Feedback collected tonight will be reviewed and incorporated into final recommendations.
- Final Plan will include recommendations for implementation and be available by the end of November.

Thank You

Questions & Comments to:

Christine Madore, MAPC Associate Planner
cmadore@mapc.org or (617) 933-0774

Stay up to date at project website:
[bit.ly / MassapoagBike](http://bit.ly/MassapoagBike)

D. Comments from Project Website as of November 24, 2014.

Comment Created	Comment Title	Comment
13-Nov-14	South Main St	I bike to the train station on South Main st and use the same road to bike my child to preschool for part of the ride. I would like to see bike lanes, lower speed limit for cars, and other safety measures to make the route to the station safer for biking.
4-Nov-14	Norwood St	Norwood St is currently not safe for walking or biking without dedicated sidewalks and lanes. This is a growing neighborhood with lots of young children who will need access to the street for school bus pickup and drop off. It is currently not safe for such right now.
4-Nov-14	Maple St.	A popular segment to bike, especially as it is part of the Sharon Time Trial route. However, the westbound portion of the road here is in awful shape. Cyclists need to bike in the middle of the road to avoid all the potholes and patches (which are also to rough to road bike on).
4-Nov-14	Maskwonicut Bridge	this bridge needs to be finished already
4-Nov-14	Norwood St.	I agree, Norwood St. (route 27) is a very unsafe place to walk or bike. For walkers, sidewalks need to be extended further north to Maskwonicut or beyond. Bike lanes would also be greatly appreciated and would complement biking through and around the Moose Hill Wildlife Sanctuary.
7-Oct-14	All over Sharon	Sidewalks are needed all over Sharon. The planning and zoning boards need to get more out of the local developers. who seem to be riding roughshod all over town. Planning and zoning can be much more creative than it is in Sharon. It's a shaker to see the lack of initiative on these boards.
7-Oct-14	Traffic circle at East and Massapoag	This is a very dangerous intersection. There needs to be at least a YIELD sign at the end of Massapoag to alert drivers that the traffic in the circle has the right of way. It seems unclear to traffic entering the circle that the circle drivers have right of way.
26-Sep-14	Unsafe road conditions on Lakeview, Livingston Roads	Off Lakeview St., these roads follow the lake and are used by cyclists and walkers. Roads are NOT in good condition
26-Sep-14	Lakeview, E. Foxboro, and Livingston Road	terrible, unsafe road conditions for cyclists. Livingston and Sturges Roads are used by cyclists as they follow the lake and connect to Lakeview at both ends.
26-Sep-14	Moose Hill Street route to Audubon Sanctuary and the Trustees of Reservations	lovely roads

26-Sep-14	Wolomolopoag enroute to Moose Hill Audubon Sanctuary and the Trustees	narrow, but scenic route to Moose Hill
26-Sep-14	to Moose Hill and Trustees of Reservations	this involves some busy roads and care for safety
26-Sep-14	Connecting road	connecting route to Borderland State Park
29-Jul-14	Bike access from main road to Lake.	There are quite a few bikers/walker old and young that travel on South Main St. to the lake. However for odd number side pedestrian it is very dangerous to cross the street as traffic is heavy and generally travelling well over the speed limit. There should be a pedestrian signal on South Main at the intersection of Farnham Rd and Clarke St for pedestrian and biker to request for safe crossing.
21-Jul-14	Great Cedar Swamp	According to a 2012 study, "The Sharon Great Cedar Swamp (GCS) is vital to the health and sustainability of Sharon's independent water supply and Lake Massapoag, and it is imperative that Sharon moves now to correct the degradation and loss of this critical natural resource that has taken place since the 1960's The GCS is the primary source of groundwater-derived base flow within the study area to the headwaters of Beaver Brook, Billings Brook, and the Canoe River, as well as Lake Massapoag." The complete study can be found at: http://www.townofsharon.net/sites/sharonma/files/file/file/sharongcs_progress_report_june2012absfinal.pdf
21-Jul-14	Beaver Brook	Three municipal wells along Beaver Brook provide more than half of Sharon's drinking water—about 250 million gallons per year. The lake and the cedar swamp to the west of the lake are 20 or 30 feet higher in elevation than Beaver Brook, and keep it flowing during hot, dry summer weather. For more information, take the Virtual Tour of Sharon's Water Resources found at: www.sharonfoc.org/interest.html .
18-Jul-14	Crossing over to my beach	<p>My husband cycles and I'm both a runner and pedestrian on this road. I also must cross the street without a crosswalk or sidewalk buffer on beach side to use my beachfront land every day. The proposed bicycle lanes on the beach side would help me cross over more safely by adding a buffer from cars. I believe lanes on both sides are the way to go, each one direction, painted with a green background like the very effective bike lanes in NYC that are working so well.</p> <p>I have started a petition, questionnaire, and blog about safety on Massapoag Ave and my neighbors are discussing this issue now. We should collaborate on this before Tuesday's meeting. I love the idea of a bike path all the way around the lake. My email address is danav00@yahoo.com and my name is Dana. Thanks.</p>

17-Jul-14	Dangerous for runners and bikers	I run and bike around the lake regularly. Massapoag Ave by the lake makes me very nervous because there is no shoulder and many cars drive well above the speed limit. While running from the rotary toward Morse St the sidewalk is so broken making it difficult to run without stumbling over tree roots. Cars often don't give extra room to the runners while running on the white line. Biking is much worse. Right now with all of the potholes, the situation is exacerbated. Road bikes can go over/through sizable potholes without risk of crashing, and drivers don't seem understand this often honking which can frighten the biker.
17-Jul-14	Can we make Norwood St. safe?	There's one street in Sharon where I avoid biking because I think it's dangerous, and that's Norwood Street. It's busy, cars drive very fast, it's very narrow, and the pavement is in poor condition near the edge. The only alternatives involve significant hillclimbing, so if we want to encourage bicyclists to come from other towns, it would be very valuable to make this street safer.
16-Jul-14	Closest public way to lake on this end	This is the street you have to take if you are trying to go around the lake, but it's so far from the water, you can't see it!
16-Jul-14	Residential neighborhood	In order to see the lake better, I've ridden my bike through this neighborhood.
16-Jul-14	White Suckers	Every spring in mid to late April, large white suckers from the lake can be seen ascending Sucker Brook to spawn. These fish play an important role in the ecology of the lake. The culvert under Massapoag Avenue is a serious obstacle in years when the lake level is low.
15-Jul-14	Walter Griffin Playground	A fun place to walk to with kids
15-Jul-14	Moose Hill Wildlife Sanctuary	A popular place to hike
15-Jul-14	Sharon Depot	Many people walk or bike to the Sharon depot to commute to work, or visit Boston
15-Jul-14	Town Center	Library, cafe & restaurants are fun to walk to for residents living nearby
15-Jul-14	Borderland State Park	A great recreational resource
10-Jul-14	The Beach	Beach
10-Jul-14	Camp Everwood	Camp Everwood
9-Jul-14	Sharon Cycling	Really, almost all of the roads south of the lake are nice for biking. It's nice to be able to ride along the water, but the route on the west side of the lake is nice. I am in support of every step taken to make biking easier and safer in the area and to connect greenways and natural resources. Thank you for your work on this.
8-Jul-14	Massapoag Trail	How do I find the Massapoag trailhead?

