



PROMOTING CONNECTION AND PROTECTION

A COMPREHENSIVE TRAILS PLAN

TOWN OF MARSHFIELD

FINAL REPORT: JULY 15, 2016

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INTRODUCTION



ACKNOWLEDGEMENTS

This report would not be possible without the support and leadership of numerous Town of Marshfield volunteers, town employees, and elected officials. BL Companies (the Consultant), author of this report, would like to thank the Town of Marshfield Recreational Trails Committee (RTC), and Community Preservation Committee (CPC) for their tireless support and assistance in helping gather information, performing reviews of report content and trail mapping, and guiding the recommendations provided herein. This report would not have taken shape without their vigilance, responsiveness, and care in helping drive its creation.

Additionally, the Consultant wishes to thank the Town Board of Selectmen, the Planning Office, the Conservation Commission, the Open Space Committee, the Waterways Committee, and the Marshfield Public Schools for providing previously prepared reports, GIS mapping, other information, and insight into the natural and manmade workings of the town, and of course, their membership at our working group meetings.

Last but certainly not least, the Consultant wishes to thank the individuals who participated in those Working Group meetings and provided an invaluable component to the process. They shared many nights helping glean the most relevant, and feasible recommendations from an ocean of ideas brought to the table. Working group members and their affiliations are listed here in alphabetical order:

Ned Bangs (Recreation Department)
Michael Bilas (Recreational Trails Committee)
Michele Campion (Community Preservation Committee)
Dominick Celtruda (Consultant)
Linda Cincotti (Recreational Trails Committee)
Joshua Egnatz (Consultant)
Gregory Guimond (Town Planner)
Karen Horne (Planning Board)
Victoria McPherson (Recreational Trails Committee)
Bert O'Donnell (Conservation Commission)
Karen O'Donnell (Open Space Committee)
Bradley Parsons (Consultant)
Sara Prouty (Marshfield Public Schools)
Stephen Robbins (Town Selectman)
Timothy Russo (Community Preservation Committee)
David Suffredini (Waterways Committee)
Jay Wennemer (Conservation Commission)
Thomas Whalen (Recreational Trails Committee)

PROJECT HISTORY

Supported by funds approved by the CPC, this report grew out of recommendations developed by the town document titled “Connect and Protect – Marshfield Open Space and Recreation Plan Update – March 2010”. This document provided a comprehensive study of all public and quasi-public lands within Marshfield and the natural, social, and cultural resources and opportunities inherent in each. A recommendation of that document was to develop additional plans that examine particular aspect of town open space in greater detail.

This report focused on the opportunities associated with the Town’s extensive recreational trail system. Even the surficial review of the Open Space report identified significant deficiencies in the maintenance, wayfinding, public awareness, and access for this valuable town resource. As such, the Town created a Recreational Trails Committee to lead the effort in enhancing these recreational opportunities.

- Summer of 2015: Consultants were interviewed and BL Companies, the preferred consultant, was selected by the RTC to prepare the Comprehensive Trails Plan.
- Fall 2015 and Winter 2016: Consultant performed on-site inventory and analysis of existing trail systems.
- Fall of 2015: Consultant began meeting with the “Working Group”, a collection of town officials, volunteers from allied committees, and residents to discuss the consultants work, provide local insight, and assist in shaping the report.
- Winter/ Spring of 2016: A survey approved by the Working Group was disseminated through online and hardcopy sources. Results were compiled and used to inform report recommendations.
- June of 2016: Consultant and Working Group presented draft comprehensive plan to public. Feedback from the citizenry was reviewed and incorporated into the report.
- July of 2016: Final report issued to Recreational Trails Committee.

GOALS

The Marshfield RTC established at their first introductory meeting a mission statement and set of goals to serve as a guide for all the deliberations and transactions of the group. The mission statement reads as follows:

***“To provide quality year round outdoor recreational opportunities
for the residents of the Town of Marshfield.”***

In pursuit of that mission, the following goals, listed below in no particularly order, were established:

- Promote accessibility and use of recreational trails for the residents of Marshfield.
- Prepare a comprehensive trail map of Marshfield showing all public access recreational trails including town owned as well as other organizations.
- Develop a current “state of trails” information system in Marshfield, more specifically town controlled land (number and location, have trails been established, have trails been mapped, etc.).
- Develop a trail description guide for users to include maps, difficulty of trail, distance, environmental factors, accessibility factors, parking, signage and kiosks.
- Develop a public “on line” resource of trail information for use including the ability to download.
- Develop a program for trail monitoring and trail maintenance.
- Develop a “community” of Marshfield groups to support the monitoring and upkeep of our trails.
- Develop multi-use trails to include bicycles, pedestrians as well as other uses where deemed appropriate.
- Work with other south shore towns to encourage cooperation in promoting a contiguous trail system.
- Work cooperatively with other town departments and organizations to ensure that the committee can meet its goals.
- Seek appropriate funding and resources necessary to accomplish these goals.
- Develop a community outreach program which would solicit input and encourage support for the Recreational Trails Program.

A common appreciation realized throughout the many deliberations of the Working Group was that Marshfield’s natural resources rival, if not exceed, the beauty and mystique of the more heavily promoted environments of the Northern New England Mountains and the shores of Cape Cod to the south. Why travel over 100 miles to the far reaches of this region when the same ecosystems, vistas, history, and amenities are a short walk or drive away? The answer to this question, identified awareness and investment as the primary reason which helped shape the committees mission statement and articulate its goals.

“Why travel over 100 miles to the far reaches of this region when the same ecosystems, vistas, history, and amenities are a short walk or drive away?”

EXECUTIVE SUMMARY

Using the goals established by the RTC and the resources compiled in earlier prepared town reports as a starting point, this report explores in depth the existing town recreational trail system, identifying its strengths and weaknesses, its opportunities and constraints, and how those opportunities can be realized. As will be reiterated many times, the report finds the natural beauty and diversity of spaces used by the trails unparalleled among the local communities and arguably the whole of New England. The existing trail network does well in providing a low impact and affordable recreational way for the public to reach most of these places. This fulfills not just a social need for communing with nature, but an environmental impetus for protecting the town’s sensitive aquifers from over development and steering that development in a responsible and sustainable way.

These current successes are a credit to the collaborative efforts of the Open Space Committee, Recreation Committee, and Community Preservation Committee among others. Indeed, the Town of Marshfield has a strong network of public space advocates who have recognized the social, environmental, and economic advantages inherent in the town’s geography. The analyses of Open Space and recreational space preceding this report demonstrate this advocacy and support the prospect that these goals will be realized with their continued commitment.

While the research and analysis of this report presents a wide range of opportunities and recommendations, three major calls to action are identified as being most urgent:

1. Establish a Town Trails Maintenance Infrastructure.
2. Improve the existing Bridle and Rail Trails to allow for a safe and well-marked multi-use connection from Scituate to Duxbury.
3. Provide a coordinated wayfinding and signage plan to be employed throughout the entire town trail network.

Unfortunately, the enthusiasm for these trails has not translated into a well-maintained and organized trail system. Many trail systems lack proper maintenance and are or have already descended into a state of disrepair. A lack of signage, both at the entrances to and within the trail networks make it difficult for users to find the trails and safely navigate them. A range of surface quality and difficulty levels support the adventurous qualities of the existing trails which is an asset. However, an absence of well-graded, ADA accessible walkways excludes an important part of the Marshfield’s population, particularly, the aged who’s numbers as a percentage of Marshfield’s total population are expected to grow in the decades to come.

Lack of funding is the primary reason for the deterioration of these trails. This is hardly an issue unique to the Town of Marshfield nor will not be resolved by simple referendum or budget reallocations. This obstacle can be overcome through a campaign focused on procuring funding from the many resources available and continuing to engage the town through grassroots means. This engagement should focus on raising awareness of the trail, empowering and authorizing local organizations to take control of these trails, and getting these organizations out to perform the recommendations provided in this report and/or decided upon by the RTC. The following RAM acronym frames this plan well:



Through the RTC, the infrastructure is in place to captain this campaign; it is now time to act.

In Addition to establishing a maintenance infrastructure comprised of local stakeholders, this report recommends particular attention be made to further development along the Bridle and Rail Trails running North to South through town. These trails, if extended from Scituate to Duxbury, can act as a backbone from which the tendrils of other town trail systems will spread.

The final call to action involves adding to or replacing existing trail markings and signage by introducing a standard graphic language. There are far too many disparate systems functioning (or not functioning) throughout the various trail groupings. This inhibits how the trails are perceived by the public, both from the access point of view, and from a safety standpoint. By establishing a unifying language at the entrances, intersections, and paths of travel; users will more safely and easily access and navigate the trails.

While this report references the broader town wide context through which it is filtered, its focus is on the existing and proposed trail network and the lands associated with those networks. Users of this report are encouraged to familiarize themselves with the documents referenced at the end of this report, particularly the most recent drafts of “Connect and Protect. Marshfield Open Space and Recreation Plan Update”, “Town of Marshfield, Massachusetts 2015 Master Plan” prepared by VHB, and “Marshfield Athletic Fields Assessment and Master Plan” prepared by Gale Associates. Additional information produced during the development of this report can be found in the appendix sections, periodically referred to throughout the report.

This plan is about Promoting Connection and Protection. While that mission is unwavering, the recommendations and other resources included in this Plan are ever evolving. The RTC is encouraged to periodically revisit this document and reassess its directives. The digital files associated with the trail maps have been handed over to the town. As the trails grow and change, so too should their maps. As trail systems grow or new ones are built, interest and use are expected to shift, and as such, so too will the level of maintenance. As the town’s demographics change, so too will the specific goals of the plan.



EXISTING CONDITIONS AND RECOMMENDATIONS



MAPPING

Existing Town trail systems were mapped by town volunteers and consultant personnel between Spring of 2015 and Spring of 2016. Mapping of the trails included walking the existing trail routing, and recording the existing conditions by way of notes, pictures, and video. Trail reviewers analyzed trail width, surface conditions, wayfinding and signage accommodations, existing vegetation as it relates to trail condition and views, topography, scenic opportunities, and any other features of note.

On-site observation, along with analysis of GIS data taken from local and state sources, provided detailed information related to parcel boundaries, road locations, parking locations, Waterways, Waterbodies, wetlands and vernal pools, and topography. Using GPS devices, volunteers and the Consultant traced the trails within each trail system and interpolated that routing along with the other GIS mapping files into a consolidated file format from which trail maps were compiled. These maps were used in the preparation of the recommendation diagrams for each trail recommendation, and are to be provided for distribution to the community for use as pocket maps. The pocket maps have been attached as [Appendix A: Existing Trail Mapping](#).

Each map has been prepared using identical symbols described in a legend. The rating system used to define the level of difficulty is described in greater detail in the “Rating System” section of this report.

Critical to the long term plan of this mapping effort is for these maps to grow and evolve with the ever changing Marshfield landscape. As such, all digital vector files used in the creation of these maps have been provided to the Recreational Trails Committee for coordination of online resources through the use of QR codes and to be graphically updated as needed.

QUESTIONNAIRE/PUBLIC ENGAGEMENT

In January of 2016, a survey was sent out to town residents soliciting their input on the state of the trail system and in the creation of recommendations. Questions relating to their amount of use, type of use, trail use frequency, time of year, age of users, preferred trail systems, and a request for their thoughts were presented in the survey. These questions were crafted based on the proven experience of the Rails to Trails Conservancy and vetted by the trails committee working group. The survey questions and responses are included at the back of this report as [Appendix C: Trail Questionnaire/Survey](#).

The survey was made available on the Marshfield Trails Facebook page, the Town Website, local newspaper and media outlets, and town facilities such as the Public Schools, Senior Center, Library, and Town Hall. The survey was made public on January 19, 2016 and responses were received until March 29, 2016. During this time, a total of 371 responses were received. For surveys of this type, this is a strong level of response, and allowed for significant conclusions to be drawn from the data. These conclusions include:

1. Respondents generally responded favorably to the appearance, and condition of the trails, though comments about general cleanliness as it related to animal droppings and litter were a common thread amongst respondents.
2. A majority of respondents have a general awareness of the trails or know of a handful of trail systems near their homes. However, most are unaware of how extensive the system actually is.
3. Word of mouth is the primary conduit through which trail awareness is raised. Other communication sources such as town website, online awareness, and local newspaper and media have thus far been less effective.
4. The Bridle Trail is the most popular trail/trail system in town.
5. While a significant majority of respondents agree that the town should invest in a paved trail system for multi-use, the respondents are divided as to whether the Bridle Trail should be paved.

These responses from the public helped shape the understanding of Marshfield’s trail networks, informed the content of this report, and will serve as an important instrument in gaining and maintaining future support for the initiatives recommended in the report.

On evening of June 14, 2016, at the Marshfield Senior Center, a presentation was given by the Consultant describing the work performed and the findings/recommendations of this report. The discussion following that presentation was spirited and the following is a sample of that feedback:

- Residence interested in or concerned about price of improvements associated with future Bridle/Rail Trail improvements.
- Residence inquired as to the maintenance of future trails.
- Residence expressed concern regarding the safety and speed of use for the users along the multi-use trail.
- Residence indicated that many trail users are disrespectful to others. This comes in the form of dangerous/aggressive use of the trails, being loud, not picking up after themselves or their pets, and otherwise violating trail use guidelines.
- Residence inquired about how phasing of these recommendations should play out.
- Residence requested that signage that not only improves visibility and wayfinding, but educates users on proper trail use and etiquette should be considered.
- Residence suggested that better self-policing and self-responsibility would go a long way in keeping the trails clean and safe.

Subsequent to this presentation, these valuable comments and feedback were incorporated into the report.

RATING SYSTEM

The maps prepared and the narratives provided for each trail area assign a class rating to each existing and proposed trail segment. This system was adapted from the US Department of Agriculture's TRACS (Trails Assessment Conditions Survey) and has been customized to fit the unique characteristics of the Town of Marshfield Trail networks and best inform the expectations of the trail users. While the TRACS system uses a 5 Class Rating System and evaluates trail attributes differently depending on the user type, the Marshfield Rating System divides its existing and proposed trail network into four (4) classes and considers all potential users in the rating assignments. The following table provides a breakdown of those classes and a description of the characteristics typical of each trail attribute:

Attribute	Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4
Width	1'-4'	3'-6'	4'-10'	8' and Wider
Trail Surface	Unimproved, Rooted, Unstable, or Vegetated	Rough in places, bridging or steps at wet areas, possibly improved pavement systems	Surface Improved with pavement, non-stabilized, gravel, or wood chips	Paved Asphalt, Concrete, Stabilized Gravel, Shoulders. Conforms to ADA Standards
Trail Slope	50% Max., Steeper slopes can be stepped	20% Max., Steeper slopes can be stepped	8% Max.	5% Max. unless ADA provisions provided. Uniform cross slopes
Recommended Top Travel Speed	Slow Mountain Biking, Foot Travel not recommended faster than walking pace	Fast Walking	Slow to Moderate Jog	20 MPH Max. for cyclists, full running speed, except where indicated by signage and pavement markings
Wayfinding/ Signage	Very Limited or Non-Existent	Limited. Not always graphically coordinated	Limited or coordinated and apparent	Pavement Markings and Signage conforming to latest version of AASHTO Guide for the Development of Bicycle Facilities
Recommended Uses	Hiking, Walking with Sneakers	All Class 1 Uses plus adventurous equestrian travel, slow jogging, and Mountain Biking	All Class 1 and 2 Uses plus walking in non-athletic shoes, road biking, jogging, all equestrian travel	All Class 1, 2, and 3 Uses plus infant strolling, roller blading and wheel chair

The Town and the Contributors to this report take no responsibility for any loss, damage, or injury arising from the use of this rating system. While every effort has been made to accurately inventory the town trail system, the condition of these trails will continue to evolve, particularly when a maintenance program is not in place which is the case for most trails as of the publication of this report. As such, trail classifications may change over time. The town uses this rating system as a general guide for trail users as well as a guide to foster continued dialogue regarding improvements to the town wide trail system.

PERMITTED AND PROHIBITED USES

The Marshfield Conservation Commission provides a detailed list of rules and regulations for the use of lands under their jurisdiction. The following list those regulations:

1. Everyone is welcome to enjoy the Marshfield Conservation Lands at no charge from dawn to dusk.
2. Hours of use may be extended for a specific event or use if written permission has been obtained from the Conservation Department Staff for the specific extended time. Applications for the extended time must be made at least 14 days in advance of the event or use. The written permission shall be carried by the person in charge of the event at all times during the event.

3. Organized commercial or group activities on Conservation Land require prior written permission by the Conservation Department Staff. Applications for the activity must be made at least 14 days in advance of the activity. The written permission shall be carried by the person in charge of the activity at all times during the activity.
4. No work of any type including, but not limited to trail clearing, trail maintenance, excavation, filling, building structures, and posting signs shall be carried out on Conservation Land without prior written permission from the Conservation Commission.
5. No installation of memorials or displays is allowed on Conservation Land without prior written permission from the Conservation Commission.
6. Certain conservation land may be used by private entities for agriculture provided that a written agreement for the use has been signed by the Conservation Commission. Such agreement shall be for certain areas specifying certain allowable agricultural activities which shall strive to establish a sustainable agricultural system on the property and naturally enhance soil health and fertility, species diversity, and wildlife habitat without reliance on heavy use of fertilizers, herbicides, or pesticides. Any approval of use is solely at the discretion of the Conservation Commission and may be revoked at any time.
7. Certain conservation land may be used by Marshfield citizens for small non-commercial vegetable gardens provided that annual written permission has been granted by the Conservation Commission. These community gardens shall be managed by the Conservation Commission which may impose certain rules or restrictions as deemed appropriate and may accept the assistance of other groups in the management details. Unless otherwise noted, all recreational trail systems shall be governed by these rules.
8. Smoking is prohibited.
9. Fires and camp stoves are prohibited without written permission from both the Conservation Commission and the Fire Department.
10. Public nudity is prohibited.
11. No person shall cut, break, remove, deface, defile, or ill-use any structure, fence, or sign, or have possession of any part thereof. No plants (including trees, bushes, grasses, or flowers) shall be defaced or cut without written approval from the Conservation Commission. This prohibition applies to dead as well as living vegetation.
12. Wildlife, including vertebrates and invertebrates, shall not be harassed, collected, or removed. Feeding wildlife is prohibited. Nuisance animals shall not be relocated to Conservation Lands from other properties.
13. Discharge of firearms is prohibited on Conservation Land. Discharge of paintball guns and pellet guns is prohibited.
14. Hunting is prohibited on Conservation Land.
15. Trapping is prohibited on Conservation Land.
16. No person shall tamper with the operation of any fish ladder or interfere with migrating adult or juvenile herring or eels in any watercourse or water bodies controlled by the Conservation Commission.
17. Conservation Land is closed to any type of motor-powered vehicle (cars, trucks, dirt bikes, ATV's, snowmobiles) except in designated driveways and parking areas, or vehicles necessary for emergency response by the Marshfield Police and Fire Departments, or with prior written permission of the Conservation Commission. Horses and non-motorized bicycles are permitted on the trails except in certain areas to prevent damage to resources or trails. The person accompanying the horse shall promptly remove feces deposited by the horse on Town Conservation Land. A list of restricted use trails shall be determined as needed by the Conservation Commission and is available from the Conservation Commission.
18. Alcoholic beverages are prohibited on Town property, including Conservation Land.
19. Glass containers for any purpose are prohibited on Conservation Land.
20. Dumping, littering, filling or any other deposition of imported materials, including but not limited to garbage, debris, earth, leaves, grass clippings or brush is prohibited in Conservation Land. (Please use the town compost area for yard wastes. Call the Public Works Department for information.) Users must carry out everything that they carry in.

Use regulations for other town owned/managed lands vary slightly, but generally fall within the same constructs. The Trail mapping provided in [Appendix A](#) includes an abbreviated list of these activities and identifies permitted and prohibited uses specific to those trail areas.

RECOMMENDATIONS

As part of each trail system analysis, a list of maintenance, primary, and secondary recommendations have been offered. Maintenance recommendations are to be implemented on a yearly or periodic basis, and include activities such as brush clearing, trash pickup, repainting, inspections, and occasional repairs. These activities are more thoroughly described in the trail stewardship section of this report.

Primary recommendations identify improvements to the trail systems which are critical to maintaining or achieving viability as a trail network. Whether a need for signage, improved parking, or erosion management, there is a sense of urgency associated with these recommendations - an urgency with which the RTC and its allied committees will work to implement these improvements.

Lastly, the secondary recommendations section identifies opportunities that while not urgent for the continued sustainability of the particular trail network, would greatly improve it, or fulfill a unique trail experience opportunity for the town of Marshfield. Such secondary improvements include improvements such as accommodating ADA accessible navigation, additional parking areas, or new trail linkages.

BRIDLE TRAIL – NORTH OF SOUTH RIVER STREET

Overview

This existing trail consists of the northern portion of a proposed future trail connection that will eventually extend from the Town of Scituate to the Town of Duxbury. This multi-use trail will act as a “spine” stitching together many of the other trail system, open spaces, and neighborhoods. These connections will be further described in the “future connections” section of the report.

The existing trail extends north from its intersection with South River Street to its intersection with Pinehurst Road, a distance of roughly 2¾ miles. Most of its length follows an old rail bed, is level, and well-graded. A wide range of uses can be accommodated along this length, perhaps most notably being equestrian use, for which this former rail grade was specifically voted at referendum to remain in perpetuity.



Northern end of Bridle Trail. Gated Chicane at gate is typical at intersections along trail

The width of the rail grade varies from 8’ in some locations to greater than 25 feet in other locations. This variation significantly affects the cost implications associated with the recommendations provided below. For AASHTO compliant bike trails, a minimum trail width (lanes and shoulders) of 14’ is required.

Trail access can be found at Ferry Street, Clay Pit Road, and intersections at Pinehurst Road and South River Street, though parking is only “officially” available at its Midpoint at the Ferry Street intersection. There is some wayfinding signage along the trail, though signage is generally limited. Additionally, there is limited advance warning signage for the trails at all the roadway crossings which can pose a safety concern. The surface is a mix of compacted earth, gravel, and intermittent paved surface.



Trail section with deteriorating asphalt.

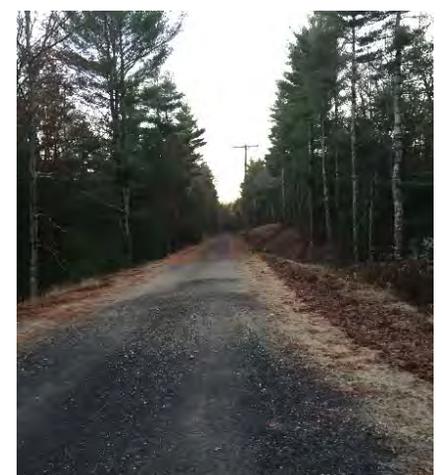
The survey results, as well as firsthand observation, suggests this trail is the most important existing trail resource in town. Its multi-use function and potential for enhancement support this sentiment and have made it an unparalleled asset. However, significant improvements, further described below, are necessary to realize this full potential.

Surface Quality

A mix of compacted earth, gravel, and asphalt comprise the existing trail surface. While varied, all of these materials are smooth enough to allow for easy travel by all but these users dependent on small wheels (i.e. wheel chairs, road bikers, roller blades, baby strollers, etc.). Improvements to this surface will open up the trail to these additional user groups, but may also marginalize some of the existing uses. While Strollers and cyclists typically prefer paving, joggers and horseback riding typically prefer gravel or dirt. A mix of surfaces will accommodate all users, but may require additional environmental impacts and/or come at a considerable cost. These concerns are further discussed in the Recommendations narrative.

Access

There exists only one parking area along the 2¾ mile trail length, though additional parking is available at intersections and road shoulders along this length. Many of the



Trail section periodically regraded with gravel by Utility Company.

trail users arrive not by vehicle but by foot or bicycle or horse, thus limiting the criticality of expanded parking facilities. However, additional parking, particularly at the north end near Pinehurst Road would greatly expand the usability and support the eventual trail expansion.

A collection of side trails drift east and west from its axis, including the Carolina Hill Preservation Trails and Pratt Trail. The Bridle Trail functions as arterial access to these trail and they in turn function to serve the Bridle Trail, though the rugged nature of Carolina Hill limits this dual role to the more adventurous trail users.

Wayfinding and Signage

There exists almost no signage along the trail length with exception to its northern and southern termini, the Ferry Street parking area, and the roadway intersections which are limited to no vehicle access signs. This absence of wayfinding diminishes not only the experiential quality of the trail, but harbors safety and security concerns, particularly for a trail like this who's users are often bicyclists crossing the numerous road intersections. Before embarking, trail users need to understand how far intersections, other trail systems, and special features are from their starting point.

Signage informing the users of the historical and environmental qualities of the trail and surrounding lands will enrich the user experience. These types of signage are often a requirement for receiving certain types of funding which filter through State and Federal offices.

Furnishings

As with signage, very limited seating or refuse collection is available along the trail. While seating can attract unwanted uses such as sleeping and loitering, they also afford important rest opportunities for the users and should be positioned at locations along the route that take advantage of views into the numerous conservation lands adjoining the trail.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to this trail. Use of motor vehicles along this trail as well as throughout adjacent lands is a rampant issue that requires punitive measures and/or increased surveillance to reduce.

Perhaps more than any other trail section, the use of the aptly named Bridle Trail as a horseback riding trail factors heavily into the trail's opportunities and constraints. Horse riding is sometimes an activity that occurs not in cooperation with other activities, particularly as the level of service increases. Recommendations that address the increased activity associated with improvement to the trails and increased trail awareness must take this into account.

Recommendations

The following lists identify recommended maintenance and improvements for the Bridle Trail. As with the Rail Trail, primary recommendations apply to all possible improvement tracks to be undertaken by the town, the secondary recommendations have been broken into groupings, one of which the town is encouraged to pick.

Maintenance Recommendations

1. Fill and flatten surface depressions and bumps caused by weathering and trail traffic.
2. Mow and trim trail shoulders in accordance with the detailing and dimensioning described in the Maintenance section of the Trail Stewardship chapter of this report. Perform mowing **three times and year** and brush trimming **once a year**.
3. Perform brush pick up along entire trail length **once a year** in early April.
4. Perform brush pick up along entire trail length following a severe storm event.

Primary Recommendations

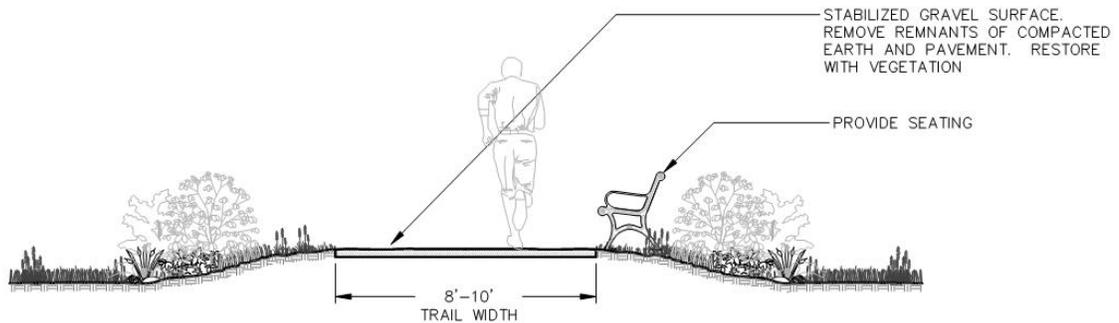
1. Provide wayfinding, informational signage, and crosswalks at each trail and road intersection.
2. Provide safety/warning signage along each road alerting drivers to the path intersection in accordance with MUTCD requirements.
3. Provide signage identifying the permitted trail uses and strictly forbid motor vehicle use. Signage to occur on stanchion or kiosk at roadway intersections.
4. Identify erosion prone areas and stabilize with combination of native seed mix plantings and biodegradable erosion control blanket.

Secondary Recommendations

Option A:

1. Develop uniform, non-rigid trail surface along entire trail length (except at road intersections). Trail to be 8' minimum width and 10' width where regrading is not required.
2. Eliminate all remnants of impervious surface along trail length
3. Provide benches at 1000' intervals along trail length.

Summary: This option incorporates most of the general needs for wayfinding and amenities for which most town trails would benefit. This option most closely matches the present condition and accommodates the existing uses well. It requires minimal regrading and results in minimal environmental impact. This option does not better accommodate additional users such as road bikes, roller blading, or baby strollers. This option also fails to establish a separation between dissimilar users such as cyclists and Horse riders.



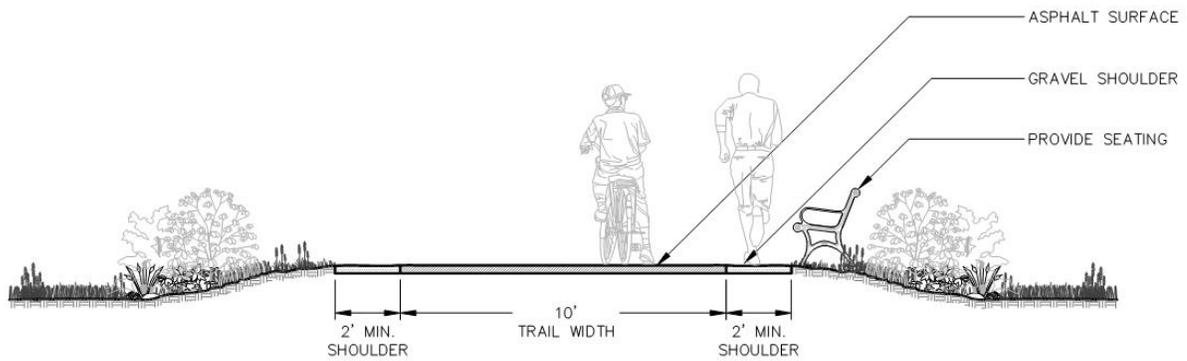
BRIDLE TRAIL IMPROVEMENTS - OPTION A

Option B:

1. Develop paved multi-use trail in accordance with AASHTO 2012 Bikeway Design Standards. Paved trail will consist of uniform 10' minimum width and 2' min. gravel shoulders. Where possible, the 2' shoulder shall be widened to better accommodate joggers and horse riding. Intersection treatments at road crossings, pavement striping. Trail to comply with ADA accessibility requirements.
2. Provide viewing bump-outs and benches at 1000' intervals along trail length.

Summary: This option incorporates most of the general needs for wayfinding and amenities from which most town trails would benefit. This option best accommodates cyclists, and other wheeled users, but does not easily accommodate horse riding or joggers which often prefer soft surface for riding and running. Due to the width requirements associated with the

AASHTO design standards, additional fill and regrading along the rail grade and environmentally sensitive areas will be required. Existing bridge structures and narrow passages at utility pole will have to be modified to accommodate this width.

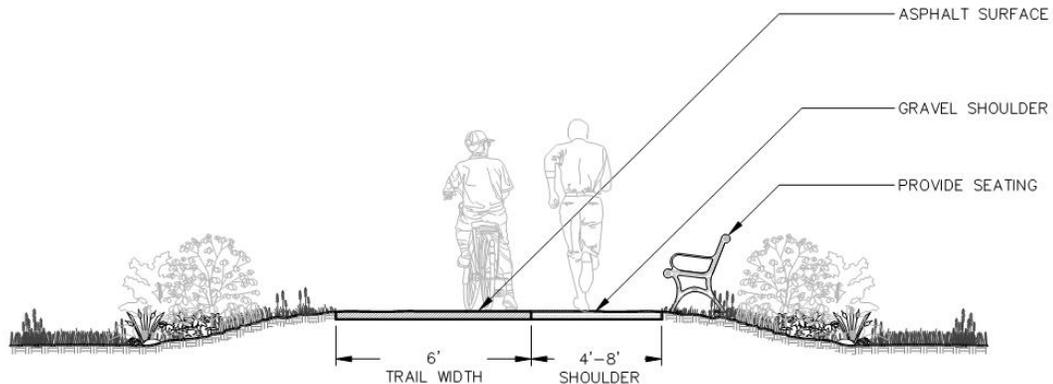


BRIDLE TRAIL IMPROVEMENTS - OPTION B

Option C:

1. Develop 6' width asphalt trail and 4' min. width gravel trail for wheeled travel and foot travel, respectively. Widen gravel trail to 8' where regrading is not required.
2. Provide viewing bump-outs and benches at 1000' intervals along trail length.

Summary: This option provides both a rigid and non-rigid surface of travel, and allows for variation in the non-rigid trail width that best respond to the existing grades. Horse riders and cyclist can enjoy separate but adjoining paths. This option fails to accommodate the recommended asphalt width for a bicycle trail, thus creating a potential safety issues with oncoming travelers and other users. This option also still requires all users to converge and share the path of travel at bottlenecks. Additional trail signage establishing speed limits and other rules of travel can improve safety under this option.



BRIDLE TRAIL IMPROVEMENTS - OPTION C

Overview

This existing trail consists of the northern portion of a proposed future trail connection that will eventually extend from the Town of Scituate to the Town of Duxbury. This multi-use trail acts as a “spine” stitching together many of the other trail systems, open spaces, and neighborhoods. Ways to improve this characteristic will be further described in the “future connections” section of the report.

The existing trail exists in two parts. Part 1, the northern segment extends from its intersection with South River Street and the Bridle Trail south to its intersection with Ocean Street, a distance of roughly 2400 feet. Its entire length follows a former rail grade, is level, and well-graded. A wide range of uses can be accommodated along this length and the paved section extending from Ocean Street to the Francis M. Keville Footbridge is ADA accessible with the exception to an area of asphalt heaved by a large tree at the edge of Dandelion Park.



Paved trail junction at Ocean Street.

Part 2, the southern segment of trail, starts at the Intersection of Careswell Road and South Point Lane and continues North Approximately 3,200 feet to its current terminus at Stagecoach Drive within the Pilgrim Trail Housing Development. A small network of well graded trails at Crowder’s woodlot meander east of the main trail. The historic pilgrim trail once snaked through this area and opportunities exist to connect to the existing Pilgrim Trail remnants. This segment contains numerous spur trails, all of which appear unofficial with exception to the trails ascending into Crowder’s woodlot. These side paths contribute to heavy compaction and a sparse understory along this trail. Efforts should be considered to restore this understory, both for environmental and aesthetic considerations, and improve the existing surface to eliminate the existing drainage issues.

While broadly conceptualized as part of the same trail, the north and south Rail Trail segments currently function as separate trails, with the northern section receiving a high level of refinement, informative signage, and ease of access; and the southern portion having a more rugged surface and a complete lack of signage.

Surface Quality

Per the town rating system, this trail is a class III, with easy potential, both at the north and south segments, to become class IV. The northern segment is already paved in portions, with the southern portion current natural or gravel surface.

Access

At Ocean Street, there exists numerous commercial establishments which provide nearby parking. Unofficial parking at the South River Street Substation lot provides additional parking access. A boat launch proposed for Spring 2016 construction at the Francis Keville Bridge provides watercraft access.



Typical view. Trail is broad and easy to navigate.

The South segment access is limited to a paths starting off Careswell Street and continue to Stagecoach Drive. There is no parking off Careswell and only a shoulder parking at Stagecoach. Visitors at the Careswell Entrance can park across the street along South Point Lane but must brave a treacherous road crossing without signal or markings.

Wayfinding

As with most trail, this trail lacks blazing and signage, though its width and wear make the existing track difficult or loss even in dark or snow.

Furnishings

No Furnishings exist, though should this trail receive the upgrades described in the recommendations, then additional furnishings will be warranted to accommodate the surge of new user types.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to this trail. While horseback riding is permitted, the Rail Trail does not have as strong a need as does the Bridle Trail to the north. And while these trail systems are eventually intended to connect, the significant wetland geography of the Rail Trail will require bridging and paved surfaces which are not as conducive to horse riding.

Recommendations

The following lists identify recommended maintenance and improvements for the Rail Trail. As with the Bridle Trail, primary recommendations apply to all possible improvement options to be undertaken by the town, the secondary recommendations have been broken into groupings, one of which the town is encouraged to pick.

Maintenance Recommendations

1. Fill and flatten surface depressions and bumps caused by weathering and trail traffic.
2. Mow and trim trail shoulders in accordance with the detailing and dimensioning described in the Maintenance section of the Trail Stewardship chapter of this report.
3. Perform mowing **three times a year** and brush trimming **once a year**.
4. Perform brush pick up along entire trail length **once a year** in early April.
5. Perform brush pick up along entire trail length following severe storm event.

Primary Recommendations

1. Provide wayfinding, informational signage, and crosswalks at each trail and road intersection.
2. Provide safety/warning signage along each road alerting drivers to the path intersection in accordance with MUTCD requirements.
3. Provide signage identifying the permitted trail uses and strictly forbid motor vehicle use. Signage to occur on stanchion or kiosk at roadway intersections. Provide signage permitting shoulder parking along south point lane, as well as signage and pavement markings providing for safe crossing of Careswell Street to the trail.
4. Eliminate spur paths and restore compacted areas with native understory plantings.

Secondary Recommendations

Option A:

1. Develop uniform, non-rigid trail surface along entire trail length (except at road intersections). Trail to be 8' minimum width and 10' width where regrading is not required.
2. Provide benches at 1000' intervals along trail length.

Summary: This option incorporates most of the general needs for wayfinding and amenities from which most town trails would benefit. This option most closely matches the present condition and accommodates the existing uses well. It requires minimal regrading and results in minimal environmental impact. This option does not better accommodate additional users such as road bikes, roller blading, or baby strollers. This option also fails to establish a separation between dissimilar users such as cyclists and Horse riders. Refer to the illustrative section in the Bridle Trail Recommendations for a visual representation.

Option B:

1. Develop paved multi-use trail in accordance with AASHTO 2012 Bikeway Design Standards. Trail will consist of a uniform 10' minimum width, and 2' min. gravel shoulders. Where possible, the 2' shoulder shall be widened to better accommodate joggers and horse riding. Intersection treatments at road crossings, pavement striping. Trail to comply with ADA accessibility requirements.
2. Provide viewing bumpouts and benches at 1000' intervals along trail length.

Summary: This option incorporates most of the general needs for wayfinding and amenities from which most town trails would benefit. This option best accommodates cyclists, and other wheeled users. Due to the width requirements associated with the AASHTO design standards, additional fill and regrading along the rail grade and environmentally sensitive areas will be required. Existing bridge structures and narrow passages at utility pole will have to be modified to accommodate this width. Refer to the illustrative section in the Bridle Trail Recommendations for a visual representation.

Option C:

1. Develop 6' width asphalt trail and 4' min. width gravel trail for wheeled and foot travel, respectively. Widen gravel trail to 8' where regrading is not required.
2. Provide viewing bump-outs and benches at 1000' intervals along trail length.

Summary: This option provides both a rigid and non-rigid surface of travel, and allows for variation in the non-rigid trail width that best respond to the existing grades. Horse riders and cyclist can enjoy separate but adjoining paths. This option fails to accommodate the recommended asphalt width for a bicycle trail, thus creating a potential safety issues with oncoming travelers and other users. This option also still requires all users to converge and share the path of travel at bottlenecks. Additional trail signage establishing speed limits and other rules of travel can improve the safety under this option. Refer to the illustrative section in the Bridle Trail Recommendations for a visual representation.

MARSHFIELD RECREATIONAL TRAILS

RAIL TRAIL

SOUTH OF SOUTH RIVER ROAD

RECOMMENDATIONS

- GENERAL**
1. PROVIDE ROUTINE TRAIL MAINTENANCE IN THE RECOMMENDED MAINTENANCE SECTION OF THIS REPORT.
 2. INCORPORATE TRAIL MARKERS AND WAYFINDING AT TRAIL INTERSECTIONS AND ACCESS POINTS IN ACCORDANCE WITH THE RECOMMENDATIONS OUTLINED IN THE WAYFINDING AND SIGNAGE SECTION OF THIS REPORT.

- COORDINATE SIGNAGE AND INFORMATIONAL SIGNAGE AT PROPOSED BOAT DOCK
- DEVELOP WAYFINDING SIGNAGE TO GUIDE USERS BETWEEN TRAIL SEGMENTS
- ADD SEATING AT 1000' INTERVALS (TYP.)
- IMPROVE SIGNAGE AND PARKING PROVISIONS AT STEAMBOAT DRIVE
- SECONDARY RECOMMENDATIONS - REFER TO RECOMMENDATIONS SECTION OF REPORT FOR TRAIL IMPROVEMENT OPTIONS A, B, AND C
- REMOVE SPUR PATHS AND RESTORE VEGETATION
- IMPROVE SIGNAGE AT CARESMELL STREET

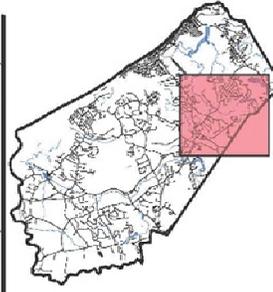


Recommendations Diagram: Rail Trail

LEGEND

- TRAIL CLASS I - POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II - MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III - BROAD WIDTH, EASY GRADE, WELL-MARKED TRAIL CLASS 3
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- PRIMARY RECOMMENDATIONS
- SECONDARY RECOMMENDATIONS
- DEVELOPMENT AREAS
- PROPOSED TRAIL

LOCATION PLAN (TOWN OF MARSHFIELD)



DESIGNED BY: JAMES R. GIBSON, INC. 1000 W. MAIN ST., SUITE 100, MARSHFIELD, VT 05750
 PREPARED FOR: TOWN OF MARSHFIELD, 1000 W. MAIN ST., SUITE 100, MARSHFIELD, VT 05750
 DATE: 10/20/2017
 PROJECT NO.: 17-001
 DRAWING NO.: 17-001-01
 SCALE: AS SHOWN
 DRAWN BY: J. GIBSON
 CHECKED BY: M. GIBSON
 APPROVED BY: J. GIBSON

Overview

This contiguous 775 acre reservation is interconnected by a trail network of variable difficulty. Also referred to as Harrington's Wilderness, Carolina Hill is the only town hilltop open to the general public. It offers unique opportunities for the public to gain access to both upland and water views. The overhead utility lines running East-west and the Gravel Road (Eames Way) running North-South provide a framework off of which a more rugged and adventurous collection of trails branch. With the heavily used Bridle Trail at the east edge and the Eames Way School to the North, a consistent flow of users visit the reservation daily. Dog walkers, equestrian, and mountain biking alike use these trails in various capacities and affirm this areas value as an important town asset.

There are several parking locations surrounding the reserve and provisions for informative signage have been provided at each location, some of which has fallen into disrepair or has been removed. Most trails are intermittently marked with yellow and white tree blazing while others are either so wide and open that trail marking serves no function, or overgrown and rugged to the point of near loss. There is a wide range of difficulty levels and users are strongly encouraged to review the ratings descriptions provided on the trail map before plotting a route.

Overall, the existing trail system offers a wide range of activities for a range of users. While improvements to a handful of trails will improve access, these improvements must remain selective as one of the greatest assets to the Carolina Hills Reservation is its rugged character. A universal deficiency at Carolina Hill is a lack of wayfinding and signage both within the reservation and at the entrances. Lastly, the scenic opportunities inherent in the elevation of Carolina Hill suggest an opportunity for introducing a lookout tower near the high point, thus reintroducing a former function to this unique community land.

Surface Quality

A mix of ratings occur throughout the reserve and the trail map provides a clear definition for each segment. Despite the periodic work required to keep the Utility Right-of-Way clear, the trail surfaces are surprisingly rugged beneath the overhead utilities. While too steep for a straight path to the summit of Carolina hill, there exists the possibility of constructing a serpentine ADA route from the Bridle Trail west over the crest of the ridge and continuing to a terminus at Route3A. If not graded to accommodate ADA compliance, upgrades to the surface of this trail that reduces erosion and improves traction will go far in allowing a greater variety of user ages and types.

The forested trail sections consist of gravel, maintained vegetation, or are completely natural and have a mix of earthen and rooted surface. Without significant investment, these trails will remain limited in their use, which as mentioned earlier, is an appropriate course for this area.

Access

Parking can be found at the four locations identified on the mapping sheet found in Appendix A. While sufficient in number and location, none of these parking areas are clearly marked. In addition to the parking areas, trails throughout the reserve terminate at road edges such as Eames Way, Bridle Path Trail, Holyoke Avenue, and Carolina Trail. Eames Way access should be maintained and improved. Access from the road called Carolina Trail can be maintained by the relocation of the trail further west to a flag easement fronting this local road.



Typical Class 1, rugged trail north of Utility Easement.



Typical Class 2, easy to moderate trail south of Utility Easement.

Regarding ADA accessibility, existing topography and an importance in maintaining the natural quality of the reserve would make widespread upgrades necessary for ADA accessibility both a financial and philosophical challenge. However, should a pavilion/lookout structure be incorporated near the High Point, then limited ADA accessible access pathway and parking area off Eames Way should be considered.

Wayfinding

As with all trail areas, a comprehensive overhaul of the trail signage and wayfinding must be undertaken if these trails are to serve the public user to the desired extent. Additionally, some trails currently plotted on the map are highly degraded due to under-use and poor maintenance. As shown in the map figure, it is recommended that a handful of deteriorated trails be abandoned and restorative efforts made to ensure this abandonment.



Typical Conservation Signage

Furnishings

There are no furnishings present save for a handful of poorly maintained benches at the parking areas. While not critical to the continued success of this area, their do exist opportunities near the Carolina Hill Summit and at select Trail intersections for seating. More elaborate furnishings include seating, bike racks, picnic tables, and information kiosks, could be incorporated at trail access points, but the needs of the current users are currently met by the existing facilities.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to this trail. Despite existing signage explicitly forbidding it, there are several littered and unsightly camping and fire locations within the conservation area. Field investigations identified three such locations to be picked up, and re-naturalized to discourage this use.



Evidence of camping and fire near summit of Carolina Hill.

Improvements to signage, an increase in the penalty for infractions, and increased night monitoring will further reduce camping and fires; a physical and social concern for the Residents of Marshfield. However, a total elimination of this use cannot be guaranteed without major transformations to the qualities inherent in the existing reservation area which make it the attractive destination it is.

Recommendations

The following lists identify recommended maintenance and improvements for the Carolina Hill Reservation.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year**.
2. Evaluate trail connections near Holyoke Avenue and Bridle Lane. Relocate or eliminate connections as residential parcels are developed. Evaluations shall occur **once a year**.

The Following is a list of recommended improvements. Refer to [Figure 1](#) for a visual representation and the Funding Section of the Looking Ahead Chapter for additional information.

Primary Recommendations

1. Provide improved signage and shoulder parking provisions at the cul de sac parking near Eames Way School.
2. Eliminate select trails from the map by revegetating and/or covering over the existing routes.
3. Resurface path along utility corridor with non-erosive material. Compact as needed so that surface can be utilized by both Recreational users and utility access.
4. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.
5. Relocate portion of trail segment connecting to Carolina Trail (road) and elevate this trail segment to class II.

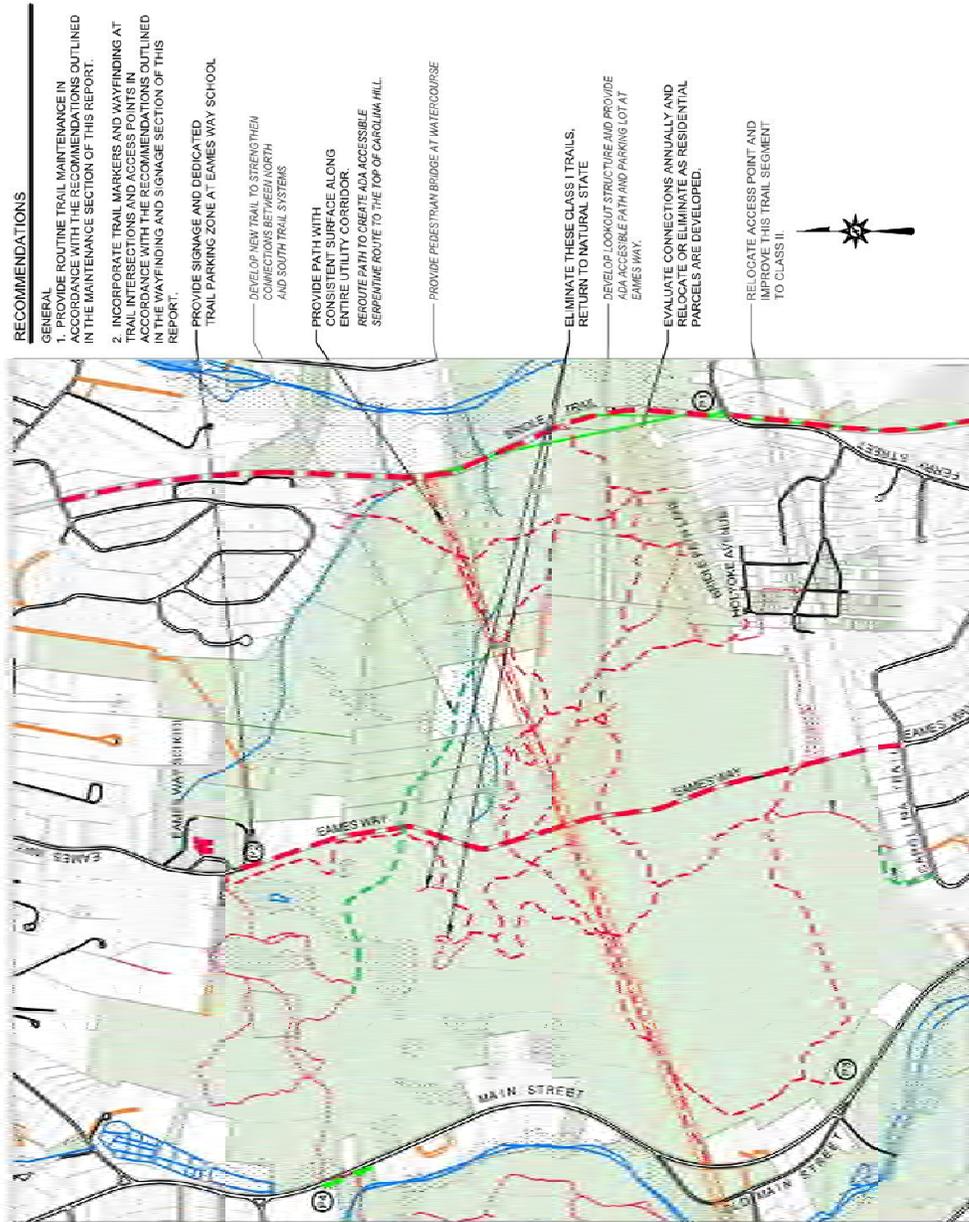
Secondary Recommendations

1. Develop Lookout structure and provide ADA accessible path and parking area at Eames way.
2. Install pedestrian bridge structure at watercourse beneath overhead utilities.
3. Develop new trails to strengthen connection between north and south trail systems.
4. Reroute utility corridor path to create serpentine route to top of Carolina Hill. New route to be ADA accessible.



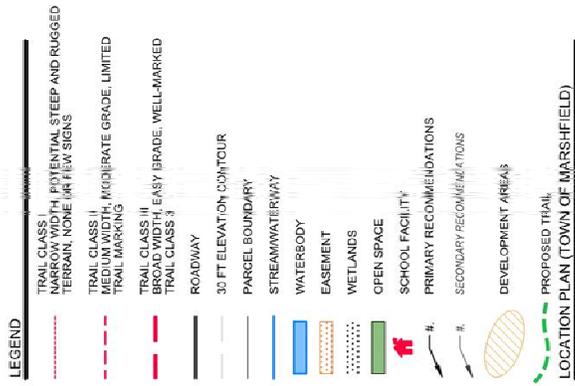
Graded Trail at Utility Easement. Recommend improving surface and/or rerouting trail to achieve more gradual slope.

MARSHFIELD RECREATIONAL TRAILS



Recommendations Diagram: Carolina Hill

CAROLINA HILL AT MAIN STREET, EAMES WAY AND BRIDLE TRAIL



REMARK: THESE UTILITIES-SERVICE LINES AND OTHER INFORMATION PRESENT ON THESE MAPS ARE APPROXIMATE AND ACCURATELY INVENTED BY THE TRAIL SYSTEM AND EXISTING CONDITIONS. THE TOWN OF MARSHFIELD SHALL NOT BE RESPONSIBLE FOR ANY LOSS, DAMAGE OR COST OF THIS MAP OR THE LIABILITY FOR ANY LOSS, DAMAGE OR COST OF THIS MAP OR THE LIABILITY FOR ANY LOSS, DAMAGE OR COST OF THIS MAP.

MAP CREATED BY: E.L. COMPANY, INC.
BASE INFORMATION SOURCE: MASS GIS ONLINE MAPPING TOOL
DATA RESOURCES: MASS GIS ONLINE MAPPING TOOL

WEBSTER'S WILDERNESS

Overview

This 130 acre conservation parcel contains a dynamic network of trails feeding from the Marshfield Senior Center and Wheeler Athletic Complex to a lowland forest and wetland. As with so many of Marshfield's conservation parcels, one does not need to venture far into these trails to feel secluded and apart from the town bustle. A potential vernal pool site exists at the end of a rugged spur trail branching east. From this site, a connection north to the Audobon lands of the wildlife sanctuary could be established using boardwalking and bridging.

In addition to the natural beauty, there exists a rich but unexpressed history within and adjacent to this site. The Daniel Webster house lies just to the west, but there are no marked trail connecting to it. Ancient mapping of the region suggested the Pilgrim Trail past through this land. A collection of 19th and early 20th century artifacts lie marooned in the now overgrowing thickets of this forest. These artifacts could be salvaged, or interpretive signage added to the trails to create a richer experience for the visitors of the Daniel Webster House and trail system.

Proximity with the Senior Center supports the development of an improved walking trail that, if not ADA accessible, at least provides for an easier route through the wilderness. This route need not be paved with asphalt, rather a gravel surface with a binding agent to ensure stability can be installed. This type of material is pervious, highly reflective, and consistent with the existing wilderness character. There currently exist few opportunities for the disabled to access the Marshfield Conservation lands – Webster's wilderness with some minor or moderate improvements could achieve that opportunity.

Surface Quality

The trails are primarily class I and class II trails. While wide enough to be considered class III, the trails lack stability as demonstrated by their erosive surface, and the wetlands through which they pass. Periodic areas of overgrowth can be better maintained through the implementation of a maintenance program.

Access

There are two official access points into the trail system. One Access leads directly from the Senior Center Parking area, where there is abundant parking. This trail entrance is poorly defined and can become obscured by parked vehicles on crowded days. This entrance is also initially steep and rugged as it descends into the conservation land, creating a discouraging introduction to what is otherwise a flat trail network.

The second official trail entrance occurs at the north edge of the Wheeler athletic complex. A recently constructed accessible path circles this complex, and an unmarked earthen spur trail splits north into the woods. From this location, the existing grades allow for an ADA accessible route to integrate into the existing trails. Founded on asphalt, stabilized gravel, and/or boardwalk depending on the condition, this route would greatly expand the Town's resources in a location where investments in these services are already being made and it is needed most.



Pond view at viewing bench.



Trailside artifact.



View of Daniel Webster House from Trail Access.

There is a third access route from the Daniel Webster Property entering the trail system along a poorly maintained spur path. This connection is not marked, but should be as it will help literally and figuratively link the pre-colonial (pilgrim trail) and 19th century (Webster House) histories.

Wayfinding

Throughout this trail system are round metal disc trail markers, firmly to existing large trees. These markers have been the target of vandalism as about 50% of them bear an ax mark slashed through them.



Existing Trail marker damaged by vandals.

The metal marker type is not recommended as these attract pill bugs, terrestrial isopods which absorb nutrients and find shelter behind the markers.

The concrete sign post and a couple tree mounted conservation signs are provided at the Senior Center parking entrance. These signs and markers recede into the woods and are very difficult to locate, especially when obscured by vehicles.

Furnishings

A handful of benches have been appropriately placed at attractive locations, mostly along the pond edges. These benches are in good condition, and a handful of additional benches, located along the eastern edges of the trail system, will greatly improve user comfort, particularly older users.

Waterways are crossed by 2x12 pressure treated wood members, 3 or 4 to a crossing. These are all in fair condition but must be improved should the trails seek to achieve higher ratings for usability.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails.

Recommendations

The following lists identify recommended maintenance and improvements for the Webster's Wilderness Conservation Land.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year**.
2. Perform periodic litter removal walks. Perform with work minimum **twice a year**.
3. If trails are improved to Class 3 or better, apply pre-emergent weed suppression or perform mechanical removal of weeds.

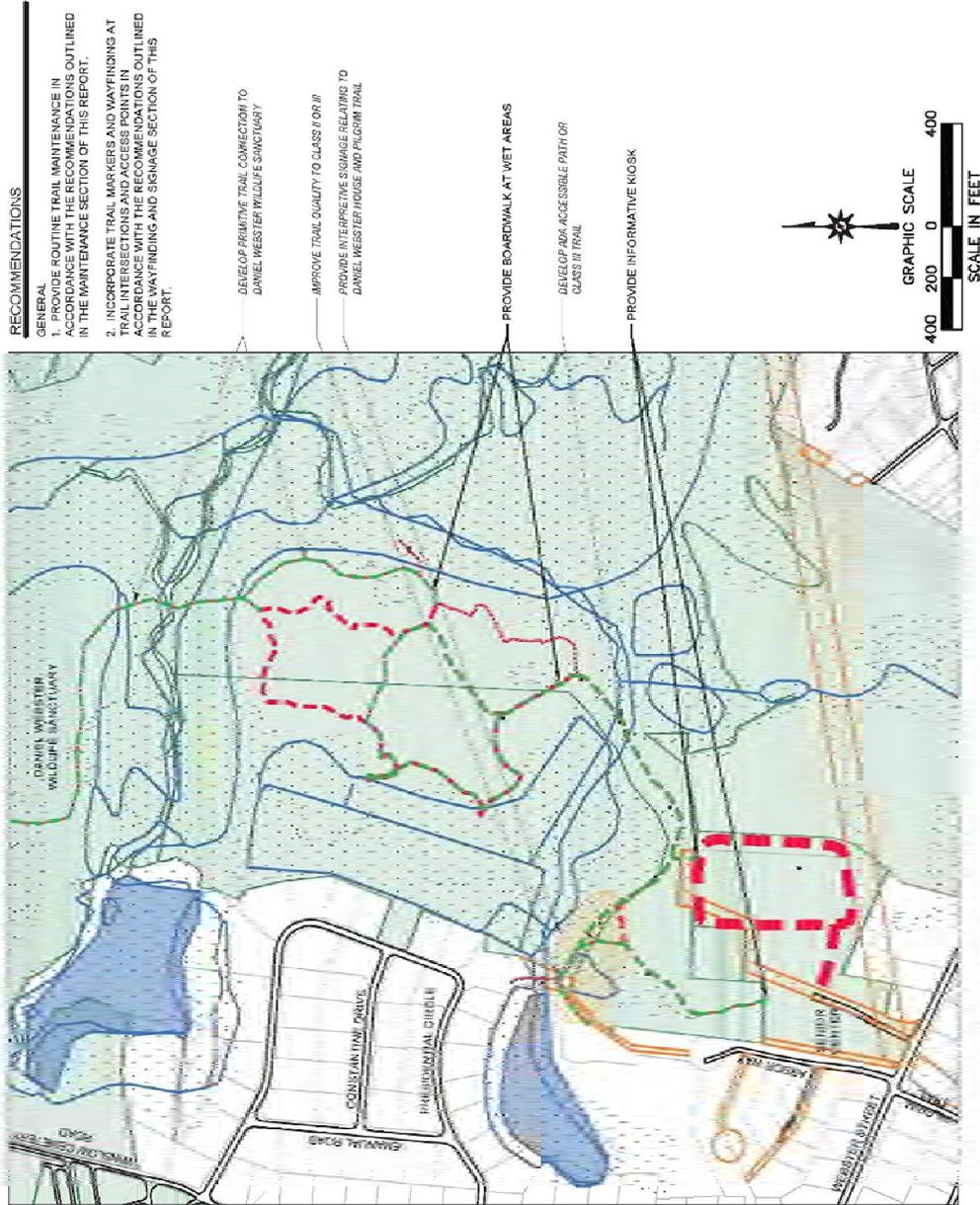
Primary Recommendations

1. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.
2. Provide informative kiosk and entrance signage at Senior Center parking entrance, Wheeler Athletic Complex Entrance and improve Daniel Webster House entrance.
3. Provide roughly 200' of board walk and other trail upgrades at Class I trail extending to vernal pool.

Secondary Recommendations

1. Develop interpretive signage or restoration initiative that promote the historic artifacts, Pilgrim Trail, and other site history.
2. Replace existing wood bridges with a larger and sturdy solution.
3. Upgrade portion of the trail system to class III or class IV system. Provide trail loop that achieves ADA compliance.
4. Create boardwalk and bridge connection to Mass Audubon Land at Daniel Webster Wildlife Sanctuary.

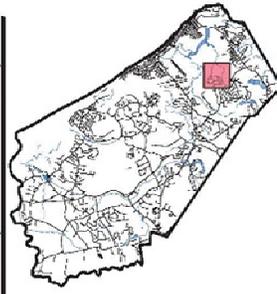
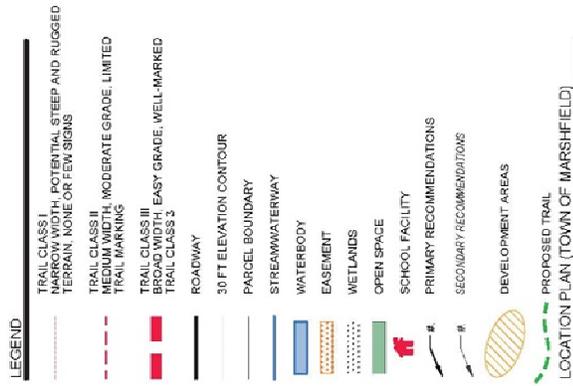
MARSHFIELD RECREATIONAL TRAILS



Recommendations Diagram: Webster's Wilderness

WEBSTER'S WILDERNESS

NORTH OF SENIOR CENTER



ADDITIONAL NOTES: ACTUAL WILDERNESS LIMITS ARE NOT SHOWN. THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY. THE TOWN OF MARSHFIELD AND THE COMMISSIONERS OF THE STATE OF MASSACHUSETTS DO NOT WARRANT THE ACCURACY OF THIS MAP. ANY REVISIONS TO THIS MAP WILL BE MADE AS NECESSARY.

SCALE: THE WILDERNESS AREA IS AT A SCALE OF 1:10,000. THE LOCATION PLAN IS AT A SCALE OF 1:50,000. THE MAP IS NOT TO BE USED FOR ANY PURPOSES OTHER THAN RECREATION.

DATE: 10/2018

Overview

This was once a single loop trail that has fallen into disrepair and no longer has a navigable connection. The trail is very quiet, and lies on a perched woodland at or just above the Green Harbor Floodplain. There is a dense understory of Native Chokeberry that creates both an attractive fall display of orange and red, and an impenetrable thicket. Despite being a small conservation parcel in close proximity to town development, there is a distinct sense of solitude at this woodland and sense of remoteness that some of the more thoroughly developed and popular areas do not possess. A seemingly ancient network stone walls thread their way through the woods recalling an agricultural history at this location.

To preserve this mystique, a light touch is recommended for improvements at the Wharf Creek Woodland and Estes Woods. Implementation of a maintenance plan, and improvements to the wayfinding and signage are all that is needed to ensure the sustainability of this small but special trail system.



Unique view of Green harbor found along no other trail network.

Surface Quality

Natural earth. Entrance off Calypso Lane planted as grass before turning to natural earth. The trails vary in width, from 1 foot at the most overgrown, to 12 feet at the access off Calypso Lane. The trails pass through a large wetland area which at the time of the survey did not appear to require a boardwalk. The attraction of this land as being more rugged supports the absence of boardwalks.

Access

The trail entrance along Route 139 was extremely difficult to locate and there is no public parking available anywhere along this stretch of road. The trail is a bit easier to locate from Calypso Lane where parking along the street is permitted, though not plentiful.

Wayfinding

There are conservation monuments located at each access point, but the Route 139 monument is nearly tipped over and enshrouded by overgrown vegetation. There are intermittent metallic trail markers, which cannot be relied on. A critical recommendation for this system will be the replacement of these markers with a new trail marking system.

Furnishings

None existing.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails.

Recommendations

The following lists identify recommended maintenance and improvements for the Wharf Creek/Estes Woods Conservation Land.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **twice a year** for first 3 years and then **once a year** thereafter.

Primary Recommendations

1. Remove existing wayfinding and signage markers.
2. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.
3. Reestablish trail connection between the green harbor and wharf creek scenic views. Forge new trail connection, Class I or Class II, between trail access points.

Secondary Recommendations

1. Incorporate one trailside bench at each of the two scenic overlooks.



Existing trail is heavily overgrown and in need to significant clearing.

MARSHFIELD RECREATIONAL TRAILS



RECOMMENDATIONS

- GENERAL ROUTINE TRAIL MAINTENANCE IN THE MAINTENANCE SECTION OF THIS REPORT.
1. PROVIDE ROUTINE TRAIL MAINTENANCE IN THE MAINTENANCE SECTION OF THIS REPORT.
 2. INCORPORATE TRAIL MARKERS AND WAYFINDING AT TRAIL INTERSECTIONS AND ACCESS POINTS IN ACCORDANCE WITH THE RECOMMENDATIONS OUTLINED IN THE WAYFINDING AND SIGNAGE SECTION OF THIS REPORT.

PROVIDE BENCH AT SCENIC OVERLOOK.

PROVIDE BENCH AND SMALL WOOD CHIP SURFACE AT SCENIC OVERLOOK.

IMPROVE VISIBILITY FOR ENTRANCE.

DEVELOP NEW TRAILS TO ESTABLISH CONNECTIONS.



GRAPHIC SCALE



SCALE IN FEET

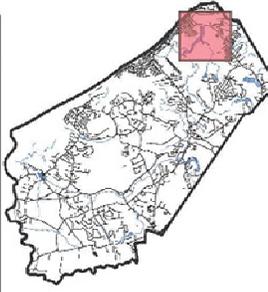
WHARF CREEK

AT CALYPSO LANE AND DYKE ROAD

LEGEND

- TRAIL CLASS I
POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED TRAIL CLASS 3
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- PRIMARY RECOMMENDATIONS
- SECONDARY RECOMMENDATIONS
- DEVELOPMENT AREAS
- PROPOSED TRAIL

LOCATION PLAN (TOWN OF MARSHFIELD)



THIS PLAN WAS PREPARED BY THE TOWN OF MARSHFIELD AND THE TOWN ENGINEER HAS REVIEWED THE PLAN AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MASSACHUSETTS REGULATION 801 CMR 12.00. THE TOWN ENGINEER HAS REVIEWED THE PLAN AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MASSACHUSETTS REGULATION 801 CMR 12.00. THE TOWN ENGINEER HAS REVIEWED THE PLAN AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE MASSACHUSETTS REGULATION 801 CMR 12.00.

MAP CREATED BY: B. DEBARTOLO, INC.
DATE: 10/15/2018
SCALE: AS SHOWN
DATA PROVIDED BY: B. DEBARTOLO, INC.

Recommendations Diagram: Wharf Creek

Overview

This conservation land stretches from the West side of Carolina Hill, south to Ocean Street where the waterway from which it takes its name joins the South River. There is a formal but rugged trail network throughout the area north of School Street and an informal trail network south of School Street along and throughout a gravel pit. The watershed into which these lands flow is critical to wildlife protection and aquifer protection, an issue more poignant given the highly erosive existing surface conditions. Additionally, despite being prohibited, motorsports occur with alarming frequency on this land, with regulation being very difficult given the multitude of entrances into the area south of South Street.



Typical View. Ecology is predominantly upland mixed-forest.

For these reasons, and for the conservation lands south of School Street, this report recommends eliminating public trail access to this area, providing signage indicating prohibition, and enforcing consequences for violation. Only by removing impacts, can the lands support the critical restorative treatments it needs. For lands north of School Street, this report recommends minor enhancements to the existing trail network and the access. The descriptions to follow focus on this north of School Street Network.

Surface Quality

The trails are predominantly natural surface with a few areas having sand, gravel and/or wood chip improvements. As indicated by a sign just off School Street, a local boy scout troop performs periodic maintenance on these trails and has done well in preserving the adventurous environment which makes for a fantastic mountain biking network. The trail has been classified as Class II, though a few narrow and rough moment occur that have limited sight lines or require dismounting.

Access

There are multiple unmarked entrances off Pine Street and Forest Street, each difficult to locate but apparent if one is looking. There are two marked entrances, one near the water station along School Street where a boyscout sign advertises, and one off of Route 3A, about 300 feet south of the St. Christine's Parking Lot. Only St. Christine's provides for parking, from which a treacherous walk along the narrow Route 3A shoulder is required for trail access. Parking at the School Street Pump Station is prohibited as this will block access to the gated station.

Wayfinding

There is clear and descriptive signage at the Route 3A and School Street Access, though no signage exists to guide users from the nearest parking areas.

Furnishings

A single bench is located at a centralized location, but nothing more. While a lack of furnishings does not detract from the overall experience, additional benches would provide relief for the adventuresome but shaky trail user. There is a gate at the school street entrance which protects against motorized access, but not bicycle or foot traffic.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. There exists evidence of considerable motor vehicle activity throughout the trail network south of South Street. As mentioned earlier, closing those trails and restoring vegetation will go far in delegitimizing any motorsport activities.

Recommendations

The following lists identify recommended maintenance and improvements for the Furnace Brook Watershed Area.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year** thereafter.
2. Eliminate spur paths to private properties with restorative vegetation.

Primary Recommendations

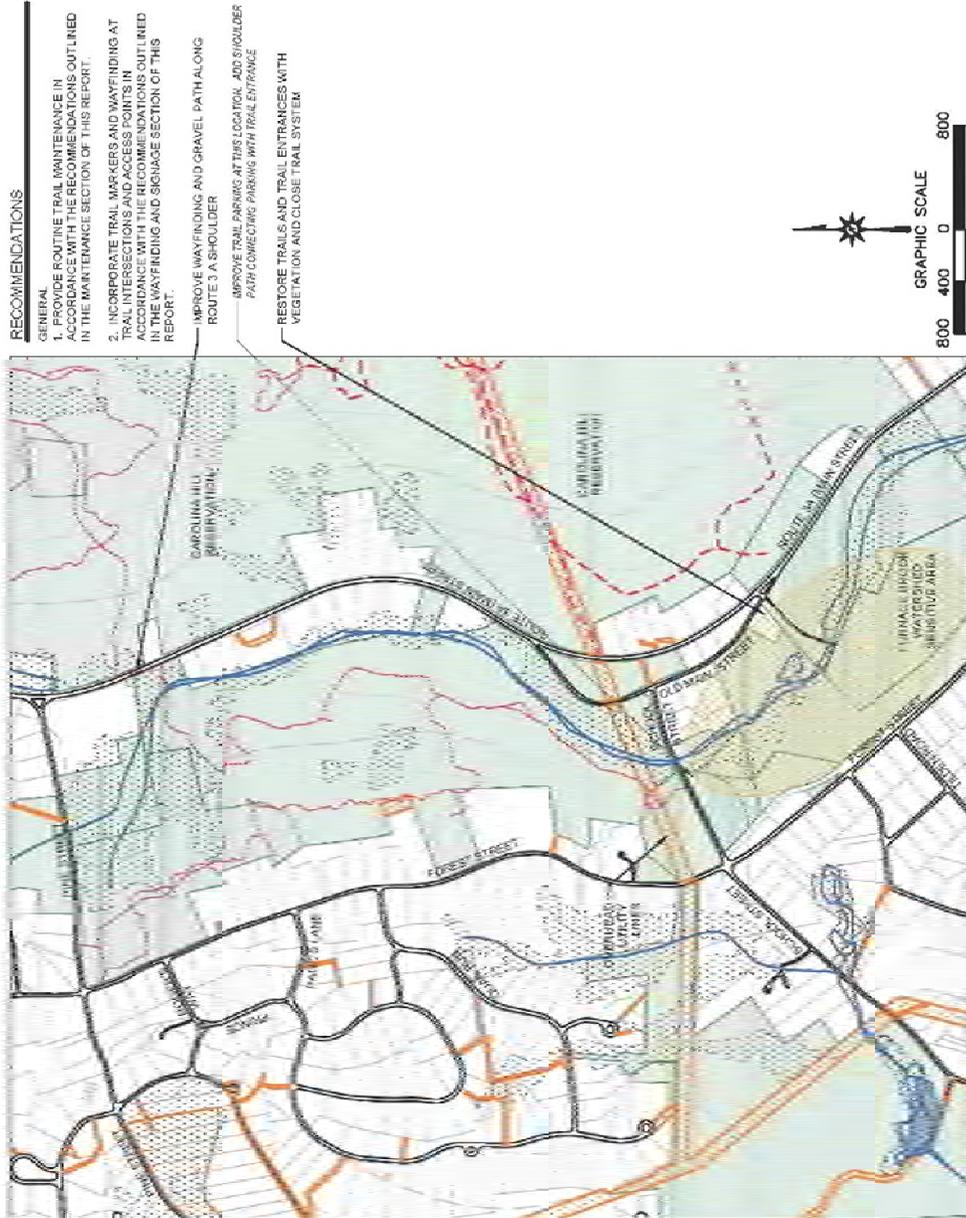
1. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.
2. Provide signage directing users of the Parking lot at St. Christine's Parish to the trailhead. Also increase route 3A shoulder width for improved safety.
3. Restore vegetation along trails south of School Street and close trail system.

Secondary Recommendations

1. Introduce trail parking at the southeast corner of the School Street and Forest Street intersection. Provide gravel walking shoulder connecting parking area to School Street trail access.

MARSHFIELD RECREATIONAL TRAILS

FURNACE BROOK BETWEEN MAIN STREET AND FOREST STREET



Recommendations Diagram: Furnace Brook

CORN HILL WOODLAND

Overview

Located on an approximately 123 acres parcel located at the northeastern corner of town, the Corn Hill Woodland features a rustic trail system threading through a mature forest crisscrossed by generations of stone walls. The stone walls at this site and many others reference an agricultural past hundreds of years old. Recent improvements have been made to upgrade boardwalks, kiosks, and parking areas following the particularly brutal impact of Hurricane Irene.

This is a particularly quiet trail parcel, due to its remoteness and because it is not well-marked from the street. The entire loop can be hiked in about 2 hours and there are opportunities to enter from both Union Street and Corn Hill Lane. There also exists a potential vernal pool located at the west edge near the tidal waters.

Surface Quality

Trails are all natural, class I and II, with a few boardwalk stretches at wet areas. There are numerous blow downs and overgrown areas in significant need of maintenance.



Boardwalk Section of Trail Network. Minor Restoration needed.

Access

There is one small parking area off Union Street that is shared by the trails across the street at the Union Street Woodland/ Phillips Farm Preserve. Two trail entrances with unofficial shoulder parking occur along Corn Hill Road. Signage is present but hard to locate at each of these entrances. Visitors can, with difficulty, navigate the tidal rivulets that approach the Corn Hill uplands and gain access from North River. This is not as effective a connection as those found at Couch Beach or John Little, but should be noted.

Wayfinding

Metal trail markers are found throughout and should be removed upon implementation of the upgraded markings plans.

Furnishings

None exist apart from an underutilized information kiosk at the Union Street parking – though this system does not necessarily suffer from a lack of furnishings. A couple view locations may lend themselves to benches, but the existing flat topography encourages users to remain standing if they want to enjoy the river views.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. Evidence of camp fires and other prohibited uses were discovered though none appear extensive enough to warrant additional action.

Recommendations

The following lists identify recommended maintenance and improvements for the Corn Hill Woodland.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **twice a year** for the first two years and then **once a year thereafter**.

2. Perform periodic litter removal walks. Perform this work minimum **twice a year**.
3. Restore existing boardwalk structures not yet repaired from Hurricane Irene damage.

Primary Recommendations

1. Provide wide gravel shoulder with parking signage clearly identifying permitted and prohibited parking locations.
2. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.

Secondary Recommendations

1. Explore future connection to John Little Conservation Land south along North River.

NORTH RIVER TOWN LANDS

Overview

The three lands described in this analysis are Union Street Woodland, Phillips Farm Preserve, and Nelson Memorial Forest. These lands share an extensive trail network in which visitors can wander for hours. A deteriorating but intact collection of wayfinding signs help visitors stay connected to the Union Street parking areas.

There are several trail connections to the North River which offer beautiful vistas and opportunities for connectivity to the North River Waterway trail. Recent development at the northern end of Union Street has disrupted some of these connections and recommendations to strengthen them have been incorporated into the diagram.



View of North River tidal flat from trail.

Surface Quality

With a few exceptions, the trails throughout this area are in generally good condition. The Nelson Forest area has very broad and well-maintained trails, and the core trails connecting Phillips Farm to the Union Street woodland are well-graded. The trail segments connecting the Union Street Parking areas, and the Trail extending from Spring Street are uncharacteristically rugged and include wetland and deteriorated boardwalks in need of repair.

Access

Two Parking areas along Union Street provide space for 10-15 vehicles each. There is inconspicuous signage identifying these clearings as parking areas. This signage is so hidden that the parking areas might be construed as woodland clearings. Access routes from Highland Street through Phillips Farm and along Cove Creek do not contain parking lots.

Additionally, a boat launch and a pier (at separate locations) provide access from North River. Continued cooperation between the RTC and the Waterways Committee should explore opportunities to expand this connection as well as others along the Town's waterways.

Wayfinding

While better than most trail systems, the signage on these lands lacks a coordinated aesthetic. The trailhead signage clearly describes permitted and prohibited uses, which are consistent with the rules and regulations of the Conservation Lands. There is an existing naming system used throughout the Nelson Memorial Forest that recalls an old street network that followed a similar routing to the trail network.



Signage at boundary of Union Street Woodland and Nelson Memorial Forest.

This trail system, with its numerous access points, illustrates the need for signage identifying direction to the nearest road and parking areas. While primitive, a series of existing signs provide this direction, thus creating a friendlier and safer environment.

Furnishings

There is a wood bench at the Highland Street entrance and one bench near the North River Boat Launch. These comprise the only seating available in the trail system. For as extensive a network this is, that number is insufficient and additional furnishings would improve the trails.



Bench at Phillips Farm Entrance near Highland Street.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. There is existing signage found at parking areas as well as the property boundary separating Union Street and Phillips Farm preserve which provides detailed description of what activities are permitted.

Recommendations

The following lists identify recommended maintenance and improvements for the North River Town Lands.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **twice a year** for first 3 years and then **once a year** thereafter.

Primary Recommendations

1. Reestablish, through wayfinding signage and an additional trail segment, a connection to the North River boat launch.
2. Refurbish and/or construct boardwalk system. Requires roughly 100' of refurbishment and 200' of new boardwalk.
3. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report. Preserve Wayfinding in place at Nelson Memorial Forest.

Secondary Recommendations

1. Provide additional parking along Highland Street.
2. Improve Trail Section Leading to Highland Street along Cove Creek natural and create trail connection to Oak Street Trails.
3. Provide 6 additional benches at scenic views and trail intersections

Overview

These adjoining land parcels make up a combined trail system totaling about 3 miles of natural surface trail. The Carreiro Parcel is named for Jose Carreiro, the former parcel owner, a longtime Marshfield Resident, and devoted advocate for the Town's open space and conservation lands. The Two Mile Farm portion gets its name from the rights afforded the town of Scituate many centuries ago to farm hay "two miles" inland along the North River shores. The two-mile spot was roughly located at the farm on the site which bore this name.

While relatively new to the town's open space roster, these parcels share a remarkably well developed trail network who's routing, wayfinding, and furnishings demonstrate a level of commitment matched by few other parcels. The trails are broad and moderately graded with benches at key locations allowing for passive enjoyment. Wonderful stone walls crisscross these properties, evoking the timeless agricultural tradition of not only the early colonists, but for the native inhabitants' centuries older.



Trails are generally broad and well-maintained.

Surface Quality

Trails are natural surface and broad. While moderately undulating, there has not been significant erosion apart from a few particularly steep locations.

A few stretches of trail have become eroded and are uncharacteristically more challenging than the rest of the area. These are generally class 1 and 2 trails, little reason to upgrade except to improve the handful to deteriorated sections.

Access

There is a dedicated gravel parking lot and un-utilized kiosk off Union Street with space for about 12 vehicles. Parking is also available at the Maryland Street Cul de Sac, though limited road shoulders force parkers to fill the cul-de-sac, thus making turnarounds difficult or impossible.

Wayfinding

There is an attractive sign at the Two Mile Parking Lot, which unfortunately is hard to see as it is located far from the access drive. No signage exists at the Maryland Street Entrance and an overgrown gate at the entrance forces visitors around in order to gain the trail. An informative wood sign at the Jose Carreiro Property boundary with the Two Mile Farm property identifies the CPA as the funding source for the land.

Trail Markers are made of wood arrows and effectively identify what the official trail system is versus the unofficial spur paths. A handful of these markers are deteriorating due to improper painting, but they generally provide a strong example of the trail marking strategies to be proposed throughout the town.

Furnishings

Two attractive benches, one made of granite the other of wood, are aptly located at two scenic overlooks. One additional overlook further north could benefit from an additional overlook further north could benefit from a bench. As the existing two appear to have been donated, a similar avenue may be considered at this location.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. There is existing signage found at the Union Street parking area which provides detailed description of what activities are permitted.

Recommendations

The following lists identify recommended maintenance and improvements for the Jose Carreiro and Two Mile Farm Conservation Areas

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year**.

Primary Recommendations

1. Provide graded compact surface for a handful of steep sections to provide better footing.
2. Abandon select spur paths and restore ground plain with vegetation.
3. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report. Consider salvaging or preserving Trail Markers in good condition.

Secondary Recommendations

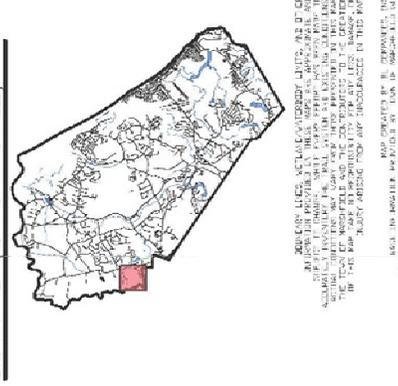
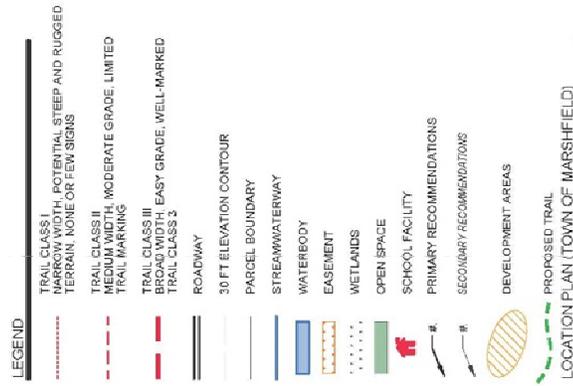
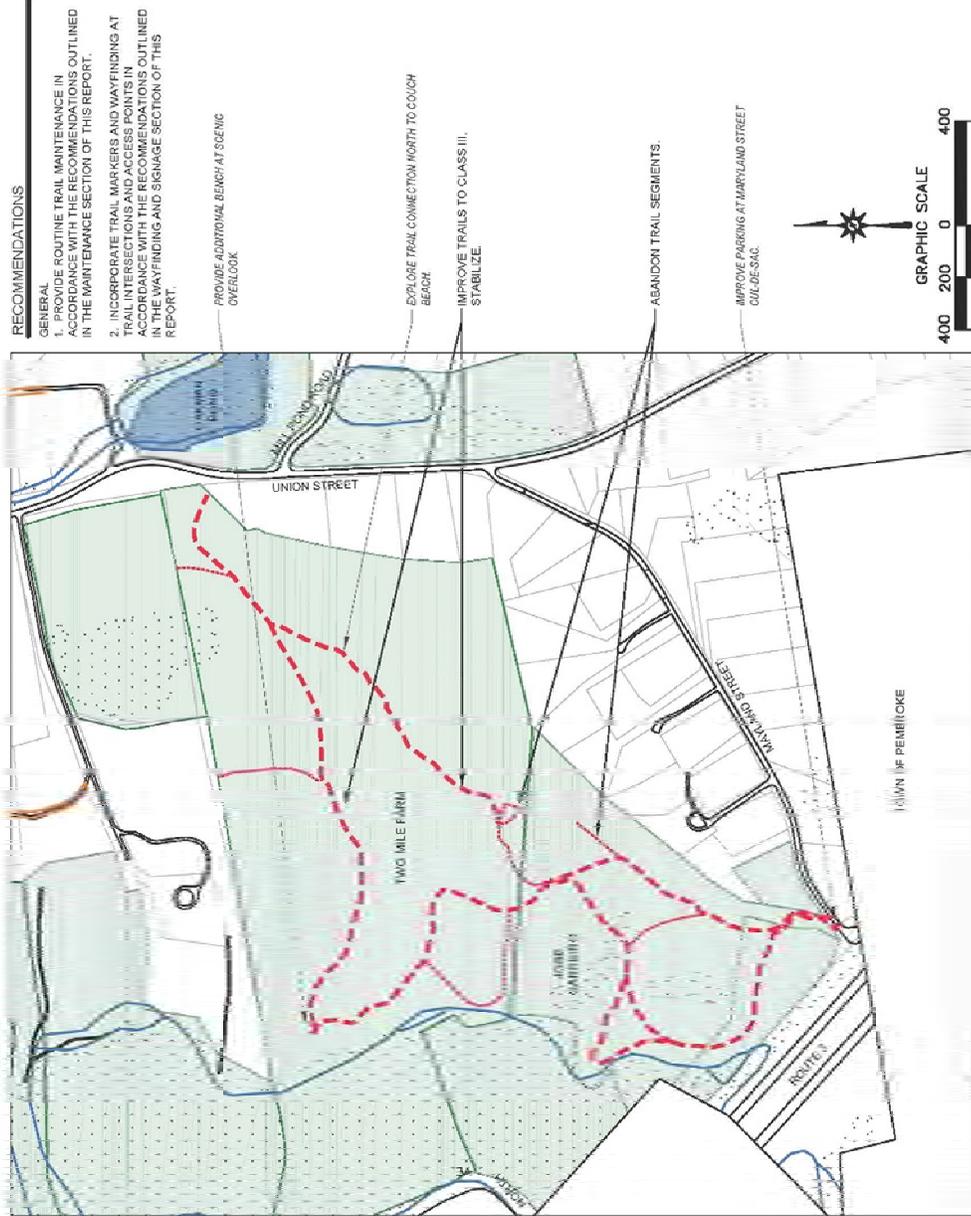
1. Improve Parking accommodations and signage at Maryland Street Cul-de-sac.
2. Explore potential connection along North River shore to Mounce Meadow and Couch Beach. Adjacent property signage suggests those properties are not amenable to this possibility.
3. Provide Additional bench at Scenic Overlook.



Provide additional furnishings at scenic overlooks.

MARSHFIELD RECREATIONAL TRAILS

JOSE CARREIRO AND TWO MILE FARM AT UNION STREET AND MARYLAND STREET



Recommendations Diagram: Jose Carreiro and Two Mile Farm

JOHN LITTLE CONSERVATION AREA

Overview

Like Two Mile and Jose Carreiro, John Little Conservation Area is a relatively new addition to the town conservations lands. Named for a previous owner, it is a 25 acre plot, containing stone wall bordered fields on the east, and trails in the forest that extend to a dock overlooking the North River on the west. The land has been designated as Priority Habitat for Endangered Species by the state.

A mix of open field, forest, and riverine habitat make these lands a unique experience for visitors. The trail is one long out and back and the lack of a loop is disappointing and detracts from the areas experience. Nonetheless, there is a magnificent pier from which sweeping North River Views can be enjoyed.

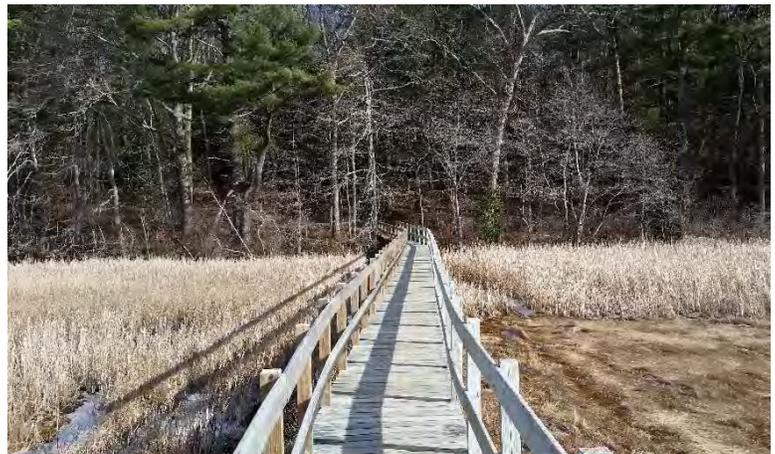
An opportunity exists to introduce an ADA accessible Loop trail through the field and upland wooded areas where existing grades are flat. Grades slopes sharply nearer the North River making an accessible trail connection difficult. Recent land acquisitions allow for expansion of this trail network, including accessible routes as shown on the Recommendations Diagram.

Surface Quality

The trail is a broadly mown grass path at the open field and natural earth upon entering the forest. A couple stretches of boardwalk are in good condition and help move users through a wetland area. Portions within the forested area navigate steep and rugged terrain where the trail quality deteriorates to Class I. Area of fallen timber add to this challenge.



Boardwalk at Wet Area.



Pier at North River trail terminus, looking east towards Conservation Lands.

Access

A single Parking lot off Union Street blends in very naturally with the surrounding community fabric – so naturally that it is indiscernible from the adjacent private properties except for the signage that is visible only when immediately upon the parking area. Users unfamiliar with this site may have difficulty locating it.

In addition to the parking area access, Waterway users can access via the pier at the North River. This pier along with portages at Couch Cemetery and the Brooks Tilden Shipyard lands are critical to the recreational potential of this river.

Wayfinding

Metal arrow disks are found throughout this area. As described in the wayfinding and signage section of this report, these disks should be swapped out for the new town standard to be developed.

Furnishings

One picnic table at the open field, and one picnic table and bench near the pier. These are in fair to poor condition and while not urgent could be replaced. There exists a vehicle gate near the pier adorned with no trespassing signs. As the lands this gate was serving have now become town land for which trail improvement are in the works, these signs should be removed.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. There is existing signage found at the Parking area which provides detailed description of what activities are permitted.

Recommendations

The following lists identify recommended maintenance and improvements for the John Little Conservation Area.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year**.

Primary Recommendations

1. Add additional trail segment creating loop route.

Secondary Recommendations

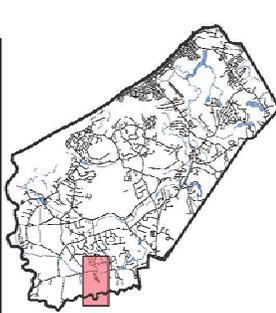
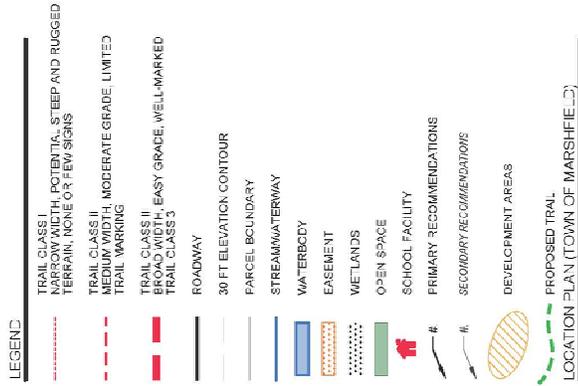
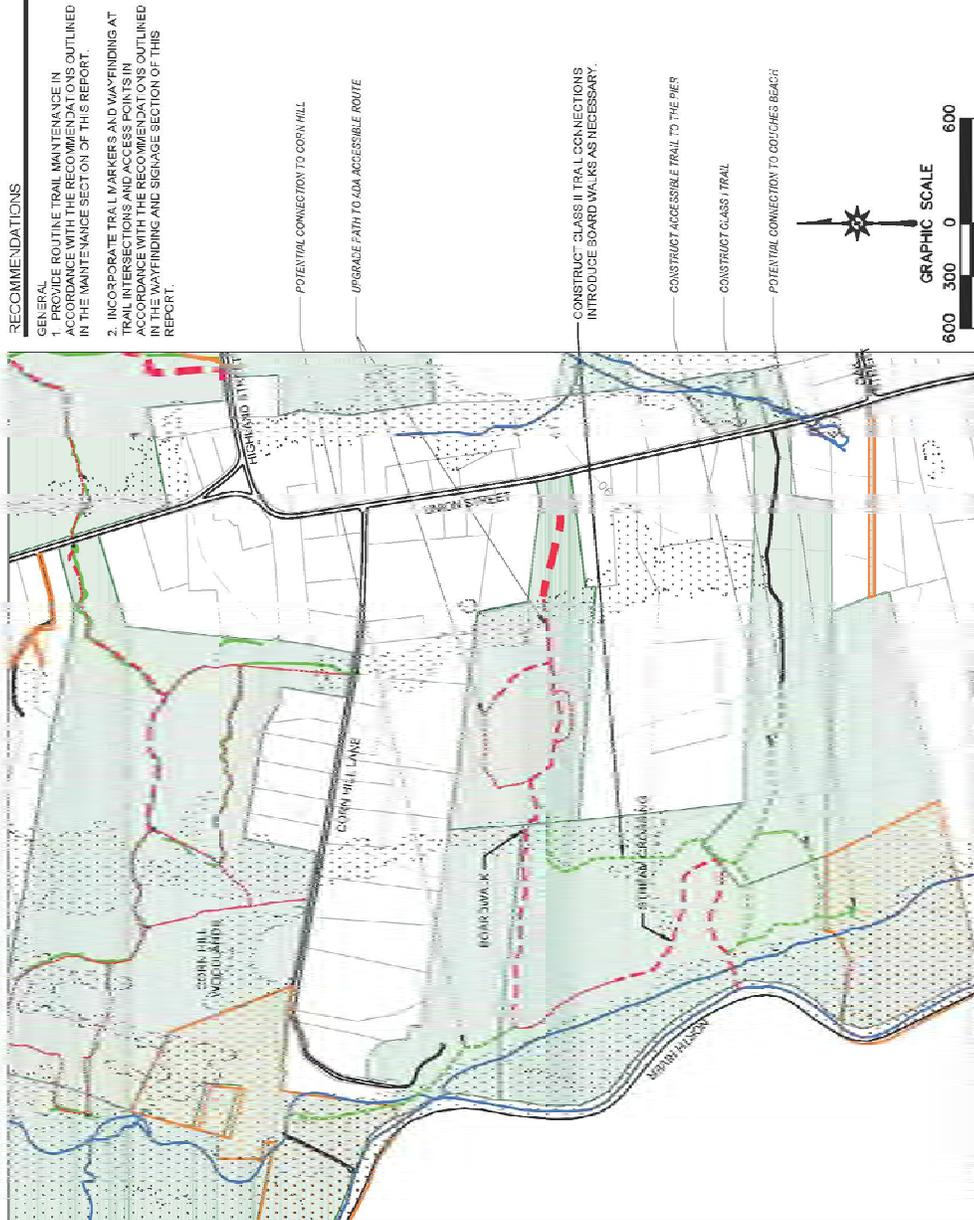
1. Upgrade existing trails to class 3 to better accommodate additional user types.
2. Incorporate additional class I trail or better trail segment as shown in the recommendations diagram.
3. Explore opportunities to connect trails Corn Hill Woodland to the North and Couches Cemetery to the South.



Trail at field area is a strong candidate for improvement to ADA accessible route.

MARSHFIELD RECREATIONAL TRAILS

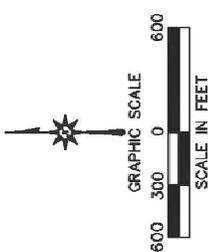
JOHN LITTLE CONSERVATION LAND AT UNION STREET SOUTH OF CORN HILL LANE



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BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD, GIS DATA RESOURCES AND BROWNWOOD GIS ELECTRIC MAPPING TEAM.



Recommendations Diagram: John Little Conservation Land

COUCH BEACH

Overview

These trails connect the Couch Cemetery with the recreation area of Couch Beach located along the North River. This location is heavily used and exceedingly popular for the Marshfield youth. The site is perhaps the only town-owned land where camping is allowed (by permission only). In fact, numerous fire pits and seating provisions speckle the pine forest floor, which has long been denuded of understory growth. This heavy use borders on overuse and might present an ecological concern with respect to soil compaction and forest health, but the existing pine canopy appears healthy and vigorous, and is in fact the ideal vegetation to be growing such an intensely “loved” environment.



White Pine tree canopy at camping area.

Other eroded areas include the two beach areas. While this erosion does not appear to be an imminent threat to the North River waterway or Couch Beach uplands, monitoring through annual photographic cataloging should be performed so that amending action can be swiftly taken if deterioration gets worse.

Surface Quality

The “vehicle route” contains a loose and eroded gravel surface, very wide, with a 100-yard stretch that is seasonally inundated. An adjacent vernal pool provides the inundation. The secondary route is more narrow and contains a seasonally wet location.

Access

Two routes lead to the beach area. The more popular, a rough gravel road capable of accommodating trucks and four-wheel drive vehicles, extends from the north side of the cemetery and then west towards the beach area. A less traveled foot path at the southwestern corner of the cemetery also leads to the beach area



Beach access along North River.

Wayfinding

There is no signage identifying the trail entrance at the Southwest corner of the cemetery and a gated vehicle entrance ironically forbids vehicle use, though evidence of frequent vehicle access is apparent.

There are no signs directing cemetery visitors to Couch Beach, which given the intense use of the beach area, might be in its best interest. Still, signage that better establishes rules of use might result in more responsible use of the area. Once at the beach/camping areas, little wayfinding is necessary, as clear line of site makes visible all of the area features.

Furnishings

A multitude of concrete and wood benches, stone fire pits, and waste receptacles adorn the camping area.



Typical fire pit with seating.

Permitted and Prohibited Uses

Marshfield Conservation Commission rules and regulations apply to these trails. Unique to this land is the right to camp with written permission from the Marshfield Fire Department. Campers are provided no water or bathroom provisions and are required to bring their own firewood.

Recommendations

The following lists identify recommended maintenance and improvements for the Carolina Hill Reservation.

Maintenance Recommendations

1. Clear brush and other vegetation for each trail type in accordance with the detailing and dimensioning described in the Maintenance Section of the Trail Stewardship chapter of this report. Perform this work **once a year**.
2. Utilizing volunteer efforts, establish a refuse collection schedule. Empty waste receptacles **once per week**.

Primary Recommendations

1. Incorporate trail markers and wayfinding in accordance with the recommendations outlined in the wayfinding and signage section of this report.

Secondary Recommendations

1. Develop future trail connections to John Little and Two Mile Farm Conservation Lands as shown in the future connections diagram.

MARSHFIELD RECREATIONAL TRAILS



Recommendations Diagram: Couch Beach

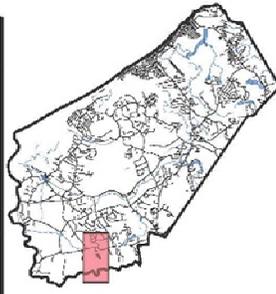
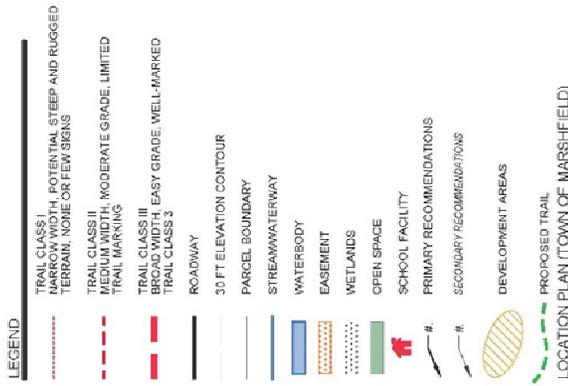
RECOMMENDATIONS

GENERAL ROUTINE TRAIL MAINTENANCE IN ACCORDANCE WITH THE RECOMMENDATIONS OUTLINED IN THE MAINTENANCE SECTION OF THIS REPORT.

2. INCORPORATE TRAIL MARKERS AND WAYFINDING AT TRAIL INTERSECTIONS AND ACCESS POINTS IN ACCORDANCE WITH THE RECOMMENDATIONS OUTLINED IN THE WAYFINDING AND SIGNAGE SECTION OF THIS REPORT.

COUCH BEACH

AT UNION STREET AND ARROWHEAD ROAD



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DANIEL WEBSTER AND NORTH RIVER WILDLIFE SANCTUARIES

While not town-owned land, and under the management of the Massachusetts Audubon Society, these lands are accessible to the public (for a small fee), and contain trail systems not unlike some of the systems managed by the town. Unlike the Town’s Conservation Lands, dogs and other pets are not permitted on these lands. Other differences involve the stewardship in place to maintain the trails, their signage, their bridges, the information kiosks, the tactile sensory trail experiences and the wildlife viewing blinds, and many other improvements that are in place on these lands.

The Town of Marshfield should not expect their levels of trail stewardship to meet the Audobon Lands, as the town simply cannot attain the necessary resources. However, similar opportunities that have been successfully employed at the Audubon lands can be employed in similar environments on the Town lands. Recommendations for viewing benches, bridging, boardwalks, accessible trails among others are provided in the town recommendations. The town should continue to use Daniel Webster and North River as models, and seek partnerships in the pursuit of interconnected trails, shared-use of maintenance equipment, and general expertise.



Woodland Loop trail at North River Wildlife sanctuary utilizes guide rope and tactile learning posts for the visually impaired.

REXHAME BEACH

Rexhame Beach is one of Marshfield’s most popular summer destinations, with parking (by town sticker only), snack bar, basketball, security, and assistance for the mobility impaired. These resources are in place to support the functions of the Oceanside beach. This summary will focus specifically on the trails located between the South River Estuary and the Oceanside Rexhame Beach. There exists a main path which snakes through the dunes and from which numerous side paths, too many to catalog, branch. These side paths contribute to heavy beach erosion and present a maintenance issue for the Marshfield Public Works and Beach facilities to manage. The Scituate and Marshfield Coastlines have hundreds of years of documented events that have damaged and/or permanently transformed the fragile coastline geography. As such, efforts are currently underway to protect these lands through fencing, and evergreen shrub establishment.

While limiting access is not the primary goal of this report, preserving and protecting town lands is an important consideration. Therefore, this report supports the actions undertaken by the town to prohibit all access to this fragile area. This will provide the best chances to preserve and protect the upstream resources.



Rexhame Beach Dunes along South River. Image shows typical path of informal circulation patterns destroying the dunes.

BOURNE ISLAND

There exists a trail entrance at the North intersection of Chandler Drive and Frisbee Road. This trail leads through a marshland to the Bourne Island upland where a loop trail circles the island. The existing entrance is overgrown and parking is limited to the street. This disrepair continues through a periodically inundated area where board-walking will be required to allow for safe passage. At the Island, a South River tidal rivulet connects to a “lagoon” pool around which the island exists.

This location is an ideal stop for boat and kayak users of the waterways and should be maintained as such. This location is not functioning well for land access, as security and welfare concerns relating inappropriate behavior, litter, compaction, and safety have persisted for many years. The report recommends closing land access to Bourne Island by reestablishing vegetation along the existing trail network.

OAK STREET

A trail off Oak Street provides access to the conservation Land. There are very narrow shoulders on this road and little possibility to safely accommodate vehicles without impacts to adjacent wetlands. A wood conservation sign, which like the trail it serves, has fallen into severe disrepair. The existing trail quickly becomes difficult to follow with numerous fallen trees and overgrown areas. The trail comes to a confluence of streams at which point it becomes impossible to follow thereafter. In the past, this trail continued east and looped back through what is now the Paddock Way development. Rights-of-way issues relating to this development limit the possibility of reestablishing this connection.

Despite the poor condition of the trail, there exists great potential in restoring this trail, not as a loop trail back to Oak Street, but as a connector to the Southeast corner of the Nelson Memorial forest near the intersection of Highland Street and Spring Street.

DONALD AND JOSEPH HAGAR FOREST

These two open space parcels owned by New England Forestry Foundation, currently have no trail systems and are bifurcated by a rugged stream channel. There is great scenic potential in developing a rugged network of foot paths. There exists access off Glen Road which could provide easement free access is currently limited to Pleasant Street, a couple opportunities from Glen Road or Prospect Street to establish a through connection.

Should the Bridle Trail/multi-use trail connection to Scituate pass along Old Main Street, there is an opportunity to take a portion of that route off the road network and route it through these properties. This would require bridging and other costly construction, and may require the town acquire land rights but it would also remove a portion of this connection from the street, and be a very scenic experience.

HOYT HALL PRESERVE CROWDERS WOODLOT AND PILGRIM TRAIL

This reserve is generally devoid of trails and access is prohibited due in part to the sensitivity of the public water supply located on this site. There is a small collection of trails branching from the Bridle Path up a hillock at its southeastern corner. These trails are broad and well-graded, but contribute to the erosion concerns apparent in this area. There is little opportunity for views from this hill and unless public access is expanded into the preserve, little reason to expand this system. The Pilgrim Trail snakes through this area and provisions for that trails expansion are more thoroughly outlined in the Future Connections section of this report. Apart from the Pilgrim Trail, a case can be made for the closure of these trails, and restoration to a natural state.

ELLIS NATURE SANCTUARY

This is a little known collection of hiking trails southwest of Route 139, just south of the southern Sand Hill Drive intersection. An unmarked gated dirt driveway leads into a water protection preserve and a small parking lot for six (6) vehicles. There is also access from the Sanctuary Church parking lot.

A trash receptacle and signed trail entrance lead further into the preserve where a series of log-lined paths meander through forest, along a cranberry bog, and beside a pond. A handful of primitive benches and an archway adorned with signage at the trails entrance give the land a personal touch that other trail parcels could incorporate once the proposed trail stewardship plan and maintenance infrastructure is in place.

This sanctuary's close proximity to Veader and Sprague Forest, as well the memorial parks lining the north side of Route 139 make it a strong candidate for some type of interconnection to the town wide system. Refer to *Appendix B: Future Connections* for additional information.

VEADER AND SPRAGUE MEMORIAL FOREST

These adjoining lands contain a handful of unmarked trails. Residential development on all sides has sealed the forest from right of way access from all but a couple slices of land. There is potential to develop trail connections throughout this woods and with other small trail systems such as Ellis Nature Sanctuary and the Furnace Street Schools. These woods afford an opportunity to create an off-street connection from Route 139 near Marshfield High School, south along a utility easement to Commerce Road, and then east through Veader and Sprague Forests to a connection with the Ellis Nature Sanctuary land.



Trail view with pond on right and bog on left. Image from South-shore-hiking-trails.com.



LOOKING AHEAD



NEW CONNECTIONS

The Future Connections Diagram included in this section and included in large format as *Appendix B: Future Connections* identifies open space and linkages to be considered for future development. The key notes on the diagram have been referred to in the text below for clarity. These connections have been identified for their recreational, scenic, historic, economic, and social value. While this report provides recommendations for the order in which these connections should be realized, further dialogue led by the RTC, other town committees, and the community at large will determine the final schedule. Additionally, final locations and routing for these connections shall be determined through further committee and public discourse. Costs for these improvements have been described in the *Estimated Cost of Improvements* Section of this report.

BRIDLE TRAIL NORTH TO SCITUATE AND RAIL TRAIL SOUTH TO DUXBURY

Numerous working group meetings, and feedback from the public survey and Town officials identified the continuation of the Bridle Trail North into Scituate and the Rail Trail South into Duxbury as critical to the long term plan for greater community connectivity. As such, the diagram and following paragraphs identify possible routes for consideration in developing these connections.

Bridle Trail Connection to Scituate

(KEY 1F, 1G, 1H, 1I, 1J, AND 1K)

All proposed options recommend sidewalk and share-row provisions be introduced along Pleasant Street. There already exists sidewalk in places along this street and the existing topography and street width is favorable to this additional development. Summer Street is more rugged and narrow, requires higher cost to implement improvements, and was thus not considered as a route for this connection.

Option A proposes following Pleasant for a mile before veering right into the Joseph Hagar Forest land, crossing a north river tributary, and connecting with Old Main Street which the route would follow to its junction with Route 3A. *Option B* proposes following Pleasant Street to its terminus with Route A where the trail would veer west into Spring Saint Conservation Lands. A handful of easements or takings would be required to establish this connection, but this routing would establish access to an otherwise underutilized piece of town land.

Both *Option A and B* are proposed to follow Route 3A along a SEPARATED multi-use trail to run along the west side of the state route across the bridge. There exists enough right of way and the topography is favorable for such development.

Rail Trail Connection to Duxbury

(KEY 1A, 1B, 1C, 1D, AND 1E)

This connection involves two separate segments. The northern connection, links the Rail Trail Segment terminating at its intersection with Webster Street and Ocean Street with the intact trail segment beginning west of Stagecoach Drive. The route follows Webster Street south, either as dedicated bike lanes and sidewalk, or as a separated two-way trail along the west road edge. The proposed route veers left onto a utility right of way until it reaches a substation where it would follow the edge of the east edge of the pond and cranberry bogs until it connected to the southern segment at Steamboat Drive.



Rail trail would pass magnificent Cranberry bog views such as this.

The existing southern end of this trail segment intersects Careswell Street at South Point Lane. One option for connecting this segment into Duxbury involves continuing the route along South Point Road and entering Duxbury via a wooded trail connection to Duxbury’s Duck Hill Road. This option requires easements and/or takings and involves routing along street surfaces.

The other option involves a utility corridor that crosses the Rail Trail near Steamboat Drive and following this corridor south to its intersection with Route 3A (Moraine Street). This option requires crossing several hundred feet of wetland area via fill or boardwalk.

While accommodating Horse Riding is ideal for the Rail Trail, unlike the Bridle Trail, the Rail Trail is not bound by statute to providing comfortable horse riding accommodations. Therefore, smaller, more pedestrian oriented bridging of wet areas should be considered in the conceptual planning of these improvements.



View south along Utility Corridor. Possible Rail connection in Duxbury would follow this route.

DAMON'S POINT CONNECTION

(KEY 1L)

Utilizing existing roadways and sidewalks, a wayfinding signage system could be installed along Prospect Street and Damon's Point Road and direct visitors to The Scenic Peninsula of Damon's Point, overlooking the North River estuary. A boat dock at this location provides connection to the waterways trail which has numerous other connections to the terrestrial trail system.

PILGRIM TRAIL

(KEY 2A, 2B, 2C, AND 2D)

Site investigations reveal that the only intact portion of this trail in Marshfield exist at the Southern corner of town and extend north into Crowder's Woodlot. The original trail, as historic mapping indicates, extended north, crossing the south river and continuing to the confluence of the South and North Rivers. Survey responses indicate interest in reestablishing portions of this connection for both functional and referential purposes. Unfortunately, residential development has carved into this historic route making significant portions impossible to follow.



View of existing trail 1/4 mile north of Careswell Street.

Still, wayfinding along existing sidewalk and the introduction of additional sidewalks could allow for a pedestrian friendly connection from the Crowder's Woodlot area to Webster Street at the site of the Daniel Webster House. From here, the trail could either be re-established near the historic route or along the Webster Wilderness trails and connect north into the Audubon Wildlife Sanctuary trail. The final link in this trail continues the trail north from the Wildlife Sanctuary, along the southern edge of the municipal airport land, to a connection with Ocean Street near the Daniel Webster School. While reestablishing this ancient road, this future trail also provides a critical link between the southern recreational trails and town communities, and the commercial and educational institutions at Ocean Street.

GREEN HARBOR TO WEBSTER'S WILDERNESS

(KEY 3A AND 3B)

The town facilities near the Senior Center and Green Harbor can be well-served by developing a connection through the Seldom visited Wharf Creek /Estes Woods lands. This connection provides a short-cut for bicycle and foot travel, provides additional Access to this seldom visited corner of the Marshfield Open Space infrastructure.

FURNACE BROOK SCHOOLS TO OCEAN STREET

(KEY 4A AND 4B)

A collection of hilly, wooded, and underutilized open spaces exist south of Plain Street (Route 139). Tendrils of Town and utility owned lands connect these lands to the neighborhood at Furnace Brook Middle School. The Ellis Sanctuary Lands completes this connection back to Ocean Street. This connection is proposed not as a short cut from one town location to another, but as an adventurous option, a scenic alternative, and a physical challenge.

OCEAN STREET TO OCEAN BLUFF

(KEY 4C AND 4D)

This connection utilizes wayfinding, roadway restriping, and improvements to existing sidewalks in establishing a safer connection to through Ocean Bluff Neighborhood.

WEBSTER SCHOOL TO REXHAME BEACH CONNECTION

(KEY 5A, 5B, AND 5C)

Winslow Street does not accommodate both vehicle and pedestrian use, as this connection need is born out of the existing pedestrian and vehicle bottleneck that occurs along this route during the Summer months as residents make their way to and from the Rexhame Beach. As described on the Future Connections Diagram, three options for providing a safer pedestrian connection to Rexhame Beach have been proposed, each provides varying degrees of improvement at different costs.

Option A suggests utilizing existing local streets and wayfinding signage to direct foot and bicycle traffic away from Winslow. This is the most cost effective solution but is not very direct and may not be well followed by users. *Option B* proposes developing a two-way gravel trail along the South River Floodway, complete with removable bridge structures, that would keep pedestrian traffic completely separate from the Street network. This option requires some level of construction, environmental hurdles, and a maintenance program. Option C involves incorporating complete streets methodology to the redevelopment of Winslow Street so as to accommodate Vehicles, bicycles, and pedestrians in a safe manner along the existing street corridor. *Option C* has the greatest cost and is the most disruptive solution for the town residence. It is however the most reliable solution for accommodating all of the different beach users.

REXHAME BEACH TO BRIDLE TRAIL

(KEY 5D)

Several community spaces along this route can be connected through the introduction of a handful of trail segments and bridges. Nowhere else in Marshfield are lands more disconnected by the waterways than between Rexhame Beach and Coastguard Hill – what could be a 10 minute slow walk across the South River today requires a 20-minute drive around the river. Additionally, this connection proposes routing through existing town lands, and skirting a handful of properties at Church Street and Holly Road before connecting with the Bridle Trail near Carolina Hill. At the diagram illustrates, an interconnected loop, utilizing sidewalk and trail, can be established by developing this connection.

CAROLINA HILL TO NORTH RIVER

(KEY 6A AND 6B)

Following a utility corridor and utilizing public Lands only, this trail will establish a valuable cross town linkage between two large trail systems – Carolina Hills and north River Conservation Lands. The topography is generally level and apart from a couple hundred feet of wetland, can be constructed on solid ground.

NORTH RIVER CONSERVATION LANDS

(KEY 7A)

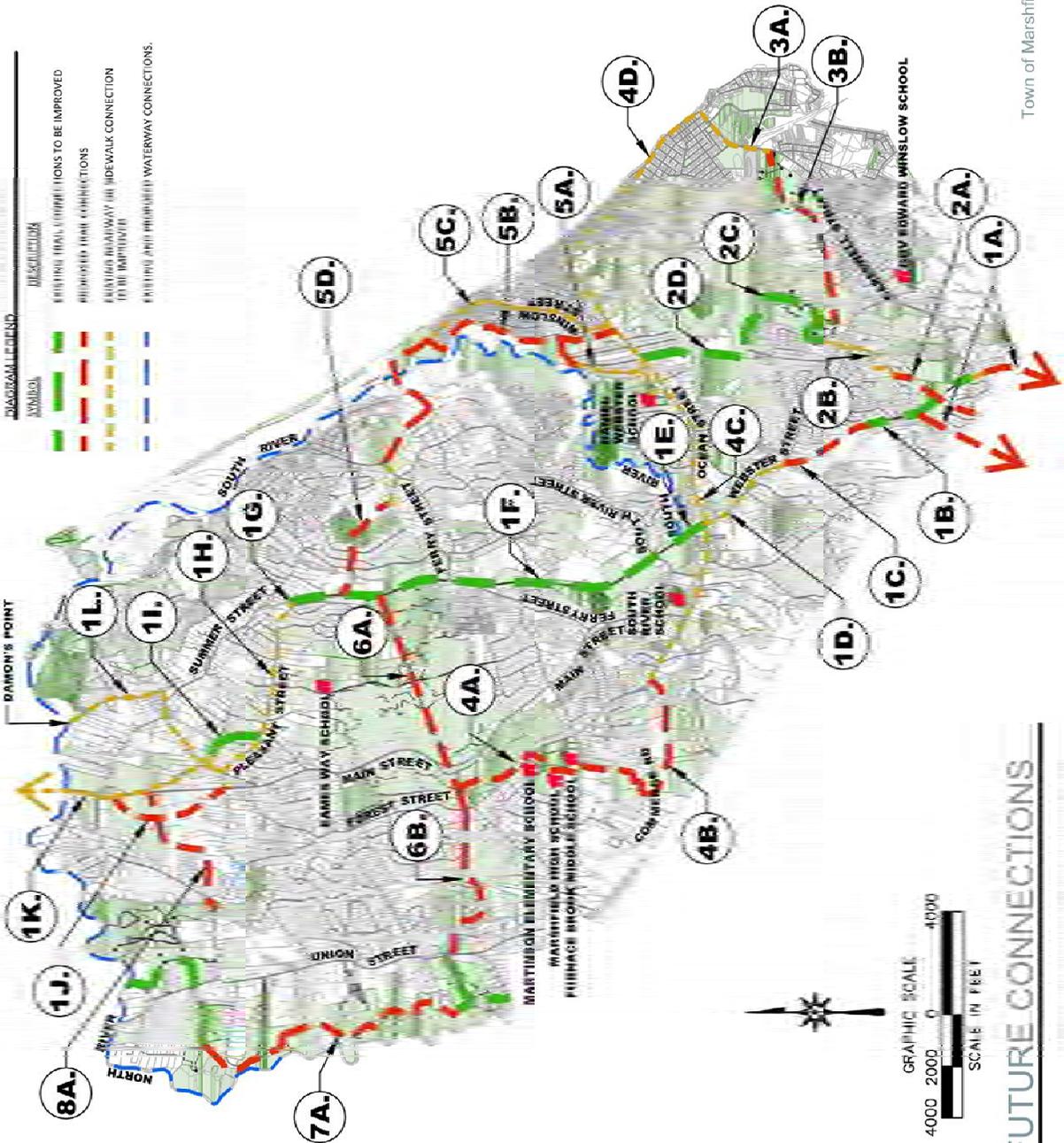
The trail systems along the North River are currently not connected save for the waterway connection along the river. This connection proposes linking these systems with new trails through conservation and private lands. These linkages will expand the opportunities for users throughout these trail, removes users from the narrow and hazardous Union Street corridor, and affirms the North River as an environment to be shared and enjoyed by all.

OAK STREET WOODLAND AND SPRING SAINT LAND

(KEY 8A AND 9A)

This connection provides the final link between the bridle trail extension and the town lands west and along the north river. The trail would generally follow town lands, and the easements that would need to be acquired occur in forested or otherwise undeveloped spaces. Additionally, the trail would connect the underutilized Oak Street Woodland with the North River Town Lands.

SYMBOL	DESCRIPTION
	EXISTING TRAIL CORRIDORS TO BE IMPROVED
	PROPOSED TRAIL CONNECTIONS
	EXISTING BIWAYWAY (BI) SIDEWALK CONNECTION TO BE IMPROVED
	EXISTING AND PROPOSED WATERWAY CONNECTIONS



- DESCRIPTIONS**
- 1A. CONNECT RAIL TRAIL INTO DUXBURY VIA ONE OF TWO OPTIONS.
 - 1B. UPGRADE RAIL TRAIL TO ACCOMMODATE ADDITIONAL USERS.
 - 1C. CONNECT RAIL TRAIL TO WEBSTER STREET VIA UTILITY CORRIDOR.
 - 1D. IMPROVE EXISTING WEBSTER STREET SIDEWALK TO ACCOMMODATE ADDITIONAL USERS.
 - 1E. IMPROVE RAIL TRAIL TO SOUTH RIVER STREET.
 - 1F. IMPROVE BRIDLE TRAIL NORTH OF SOUTH RIVER STREET, THROUGH CAROLINA HILLS TO OAKLEAF DRIVE.
 - 1G. CONNECT EXISTING TRAIL TO PLEASANT STREET VIA MONICA WAY.
 - 1H. IMPROVE AND CONSTRUCT SIDEWALK AT PLEASANT STREET TO OAKLEAF DRIVE.
 - 1I. ROUTE OPTION 1: CONNECT TO MAIN STREET VIA HAGAR FOREST AND OLD MAIN STREET.
 - 1J. ROUTE OPTION 2: CROSS MAIN STREET AND RECONNECT TO MAIN STREET THROUGH SPRING SAINT LAND.
 - 1K. PROVIDE SHOULDER CONNECTION ACROSS ROUTE 3A BRIDGE INTO SITUATE.
 - 1L. PROVIDE STREET SIGNAGE GUIDING PEDESTRIANS AND VEHICLES ALONG PROSPECT STREET, SUMMER STREET, AND DAMON'S POINT ROAD TO DAMON'S POINT SCENIC OVERLOOK.
 - 2A. BEGIN PILGRIM TRAIL AT CARESWELL STREET AND CONNECT TO AUNT LIZZI LAKE.
 - 2B. IMPROVE EXISTING SIDEWALKS ALONG AUNT LIZZI AND PILGRIM WAY TO ACCOMMODATE ADDITIONAL USERS.
 - 2C. ROUTE TRAIL THROUGH WEBSTER'S WILDERNESS AND CONNECT INTO DANIEL WEBSTER WILDLIFE SANCTUARY VIA BOARDWALK AND BRIDGE.
 - 2D. CONNECT TRAIL ALONGSIDE MARSHFIELD AIRPORT TO OCEAN STREET.
 - 3A. IMPROVE EXISTING DYKE STREET SIDEWALK AND CONNECT FROM PETER IGO PARK TO ESTES WOODS.
 - 3B. CONNECT TO WHEELER ATHLETIC FIELDS AT SENIOR CENTER VIA UTILITY CORRIDOR.
 - 4A. CONNECT SCHOOLS AT FOREST STREET AND FURNACE STREET ALONG ROAD AND UTILITY EASEMENTS TO CONSERVATION LANDS SOUTH OF COMMERCE ROAD.
 - 4B. CONNECT SPRAGUE, DRAKE, YEADER, AND ELLIS LANDS TO OCEAN STREET VIA HIKING TRAIL.
 - 4C. IMPROVE EXISTING PEDESTRIAN CONNECTIONS ALONG NORTHSIDE OF OCEAN STREET TO WINSLOW STREET.
 - 4D. CONTINUE PEDESTRIAN IMPROVEMENTS ALONG OCEAN STREET TO CONNECTION WITH DYKE STREET.
 - 5A. ROUTE OPTION 1: CONNECT DANIEL WEBSTER SCHOOL TO BEACH ACCESS VIA JOHN STREET, LIBERTY STREET AND BOLINE PARK AVENUE. FOLLOW TIDAL MARSH TO PEDESTRIAN WAY ALONG LOCAL STREETS.
 - 5B. ROUTE OPTION 2: CONNECT OCEAN STREET TO REHABE BEACH VIA MULTI-USE TRAIL FOLLOWING SOUTH RIVER TIDAL MARSH.
 - 5C. ROUTE OPTION 3: CONNECT OCEAN STREET TO REHABE BEACH VIA IMPROVED VEHICLE AND PEDESTRIAN FACILITIES ALONG WINSLOW STREET.
 - 5D. CONTINUE TRAIL CONNECTION NORTH ALONG REHABE OVER SOUTH RIVER VIA NEW PEDESTRIAN BRIDGE, NORTH PAST COAST GUARD HILL, ALONG LOCAL ROADS AND PUBLIC LANDS TO BRIDLE TRAIL.
 - 6A. IMPROVE CAROLINA HILL UTILITY CORRIDOR TRAIL TO ACCOMMODATE ADDITIONAL USERS.
 - 6B. CONNECT CAROLINA HILLS TRAILS TO UNION STREET TRAILS VIA FURNACE BROOK, EDGE WOOD, AND OAKMAN PUBLIC LANDS.
 - 7A. CONNECT UNION STREET CONSERVATION LANDS VIA EXISTING AND PROPOSED TRAILS ALONG NORTH RIVER SHORE. IMPROVE EXISTING TRAILS TO PROVIDE BETTER CONNECTIONS TO NORTH RIVER BOAT LAUNCH LOCATIONS.
 - 8A. CONNECT PHILLIPS FARM PRESERVE TRAILS WITH ROUTE 3A VIA SPRING SAINT LAND.



Town of Marshfield, Massachusetts



FUTURE CONNECTIONS

PHASING

The following list summarizes the order in which the consultant believes trail improvements are to be implemented. A time frame for these actions has also been outlined:

Action	Timeframe
1. Establish a Town Trails Maintenance Infrastructure.	Immediate
2. Improve the existing Bridle and Rail Trails to allow for a safe and well-marked multi-use connection from Scituate to Duxbury.	Immediately seek funding sources. Anticipate 4 years for design and construction.
3. Provide a coordinated wayfinding a signage plan to be employed throughout the entire town trail network.	Immediately seek funding sources. Anticipate 2 years for design and implementation.
4. As Bridle and Rail Trail construction finishes, being developing schematic plans for on-road and off-road trail connections to Scituate and Duxbury.	Immediately seek funding sources. Anticipate 5 years for phased design and implementation.
5. Implement trail by trail section primary recommendations. Consult Existing conditions analysis and trail survey results to identify the trails most in need of improvements.	Immediate if spurred by local initiative. Anticipate beginning in 5 years if public or state funding is required.
6. Implement trail by trail section primary recommendations. Consult Existing conditions analysis and trail survey results to identify the trails most in need of improvements.	Immediate if spurred by local initiative. Anticipate beginning in 10 years if public or state funding is required.

Timeframe assumed to begin Summer of 2016.

PROPERTY ACQUISITIONS AND EASEMENTS

Many of the improvements and future connections proposed above will require detailed study regarding the scope of property rights and/or acquisitions required in their development. While a handful of easements are required to make some of the connections a reality, they all generally follow existing public or semi-public lands on which recreational trails are already a welcome function. Such analysis is beyond the scope of this report, but the schematic design phases for these projects must identify the scope of ROW impacts early on. Should Federal funding sources be used in the construction of these linkages, the right-of way process must follow FHWA standards of scheduling and documentation – a process that requires considerable lead time.

A careful Inventory of Protected Lands has been included as Appendix I in the 2010 Marshfield Open Space and Recreation 2010 Update. This Resource should be used in determining the best approaches for acquiring rights for trails, and ensuring that existing and future trails occur on the most suitable lands.

WAYFINDING AND SIGNAGE

As stated in the executive summary, the long-term success of the Town-wide trail system depends in part on an effective signage and wayfinding system. A successful trail system allows residents and visitors to recognize where the trails are located, where they can park or access the trails, and when and how they should use the trails. Trail users need to feel safe and be provided with a marking system that identifies (in general terms) where they are headed, how long the journey is, the level of difficulty they should expect to find, and the types of permitted and prohibited uses and behaviors associated with the trails. Lastly, the marking system should have a consistent identity throughout the town, allowing frequent users of the trails a level of familiarity from one area to the next.

The town is strongly encouraged to develop a schematic design and implement town-wide upgrades to the existing (or non-existent) signage and marking system. In some instances, those upgrades should replace what is existing. In other cases, where considerable investment and/or historic character is communicated through the existing signage, the existing signage should remain with the upgrades occurring alongside. The Existing Conditions and Recommendations Section for each trail identifies at which trail systems parts of the existing signage are to remain. The following description outlines the conceptual components that this system should have:

1. Standard symbol for trail branding.

All trails should have a logo or decal that immediately identifies the parking lot, trail entrance, and/or trail blazing as a part of the town trail system. Special attention should be given to developing this “Brand Template” as it will stitch together all trail systems.

2. Consistent parking and trail entrance signage throughout.

Trail entrances, whether at a parking lot or edge of street, should have a sign located on a stanchion or tree in close proximity to the trail. The existing posts and signs are too small to be effective – the new system must have letters and sign panels conforming to MUTCD standards. For most Marshfield roads, these signs will be at least 24”x24” with 3” Min. lettering. Signs must be easily seen from the roadways. Parking signage should coordinate with the trail signage, and include a clear and familiar designation such as the large “P” in a circle.

3. Trail Kiosks.

An information booth providing a description and trail map should be located at each trail parking lot. The architecture of this kiosk should be consistent throughout and provisions to incorporate the trail banding decals provided.

4. Trail entrances and intersection signage.

Trail entrances and intersections should have signs with arrows and distances to destinations such as scenic overlooks, road intersections, trail intersections, or other features deemed notable along the trail.

5. Trail markings.

The reassurance markers section of the USDA Trail Construction and Maintenance notebook should serve as a model for how the Marshfield markings are to be laid out. Markings should be a simple colored circle or diamond. The color of the symbol should match the color of lettering or symbol provided at the entrance sign for a particular trail. For any given trail system, 3-5 different colors may need to be employed. As these markings are developed, trail maps can include notations identifying each trail and its corresponding color. Each trail class should have a different aesthetic for these markers and a suggested aesthetic might include the following:

Class I: Simple 4” Dia. Painted mark at chiseled scar on tree or 2x4 post, 3’ min. height.



Existing signage at Cornhill Woodland. Signs are deteriorating and do not coordinate with other signage throughout town.



Existing trailhead kiosk. Refurbishment of existing kiosks and construction of additional kiosks will help unite the trail system furnishings.

Class II: 4" Dia. Painted mark etched into 6"x 6"x2" wood block mounted to tree at 5' min. height or 2"x 6" post at 3' height. Posts shall only be utilized when tree mounted options are unavailable.

Class III: 4" Dia. Painted mark deeply carved into 8" Dia. x 4" thick wood block mounted to tree at 6' min. height.

Class IV: Geometric characteristics of this trail class are such that trail markings are not necessary.

These different marker styles can be described on the trail maps which will better inform trail users as to the difficulty level associated with their selected route. Trail marking should occur at 100' intervals or closer if sight-lines are encumbered.

6. Trail Safety.

A common thread throughout the questionnaire responses as well as the public presentation was a concern regarding trail safety and behavior. Signage that reinforces acceptable and unacceptable behaviors including travel speed, type of trail use, how to behave around other trail users, and how to treat the natural environs through which the trail runs should be incorporated into entrance signage and employed periodically along the trail lengths.

Decades of open space, recreational, and conservation initiatives have created an eclectic mix of signs and markings, with varying levels of success. These signs have received varying levels of maintenance and care. With a maintenance plan in place, and with RTC or allied town committee oversight, the new and improved signage will remain effective. Recommendations for other town signage systems, including a Downtown Wayfinding program described in the Town of Marshfield Master Plan and the Open Space and Recreation Plans should be considered when developing the trails signage. Wayfinding systems need not always match, but incongruities must be avoided when possible.

A great example of successfully branded wayfinding and signage can be found for the Ice Age National Scenic Trail. While not local (trail is in Wisconsin), this National Park Service administered trail system has partnered with other agencies in creating a "Trail Signage notebook" to be used as a primer by any entity interested in developing cohesive trail signage. The wayfinding and signage along this trail has consistent text, coloring, logos, and sizing, all of which work in harmony to better inform the visitor. Precedent imagery of this signage can be found below:



Trail Entrance Precedent



Trail Signage Precedent



Trail Marker Precedent



Images taken from Ice Age National Scenic Trail – Trail Signage Notebook, April, 2010lent

ACCESSIBILITY

Recreational Trails, by their nature, are challenged by the often opposing forces of accessibility and adventure. An American's with Disabilities Act (ADA) compliant path, or even a path smoothly graded but not necessarily ADA compliant is not going to attract the ardent hiker or mountain biker. Nor would an ADA path attract horseback riders who prefer a softer walking surface than is permitted. This report and the recommendations provided suggests leaving certain trail system or trails within systems "wild and rugged", and identifies a select few for consideration for ADA accessibility and general expanded use. The following trails are best suited for consideration with respect to accessibility:

- *Rail Trail and Bridle Trail*: These paths should accommodate the most diverse range of users. The existing grades along the existing and proposed routes, for the most part, accommodate this type of path. As a critical link for the entire town, it is appropriate that it be strongly considered in the context of ADA accessibility.
- *Webster's Wilderness*: Recent improvements at the Wheeler Baseball Complex and its close proximity to the senior center support the argument for developing these trails as wheelchair accessible. Marshfield's aged population is increasing, and with that so is the need for these accommodations. Refer to the recommendations sections of the Webster's Wilderness analysis for further detail.
- *John Little*: The existing gentle sloping terrain, the wide trails, and a dedicated lot could all undergo upgrades to achieve ADA compliance.

Additional opportunities for improved surfaces, introducing more gentle trail routing, and widening are presented throughout the report recommendations. While trail users may not require the accommodations expected of an ADA route, many users will greatly benefit from even minor improvements which will open these facilities to additional user groups.

MAPPING

Several Town managed trail systems were mapped by town and consultant personnel, and have been included in this report as *Appendix A*. These maps have been graphically coordinated and provide a cohesive presentation of most of the Town's more developed trail systems. They are to be periodically updated by town committees and staff and should be made available at the town's website and kiosks near trail access points. Additional trail systems, including those on land run by the Mass Audubon at the North River and Daniel Webster Wildlife Sanctuaries, are mapped by others, since those systems fall under different management.

FINANCING

A myriad of funding sources are available, and other town reports including the Open Space and Recreation Plan Update effectively delve into further detail. The most appropriate funding vehicle for each type of improvement will depend on the improvements total cost, the purpose of the improvement, schedule for implementing the improvement, type of uses associated with the improved trail, and type of land on which the improvements are proposed. The following presents a brief summary of some of the available funding sources:

Massachusetts Department of Conservation and Recreation (DCR) - Recreational Trails Program

This program generally provides grants ranging from \$2,000 to \$50,000, however, grant proposals will be accepted, considered and awarded for larger amounts up to \$100,000, based on need, breadth and reach of the trail project. RTP grants are reimbursement grants, meaning the grant will be awarded and grantees must apply for reimbursement after expenditures have been made and providing the required documentation. Grants are awarded for a variety of trail protection, construction, and stewardship projects throughout Massachusetts. RTP is part of the National Recreational Trails Program, which is funded through the Federal Highway Administration (FHWA). Funds are disbursed to each state to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Additional information can be found at the following link:

<http://www.mass.gov/eea/agencies/dcr/services-and-assistance/grants-and-technical-assistance/greenways-and-trails-program.html>

National Trail Fund (NTF)

This program offers trail maintenance and construction funds to hiking organizations. Funds are available in \$500 to \$5,000 amounts and have been used in funding new trails, repairs, damage, debris clean-up, improved signage, and many other needs. More information can be found at the following link: <http://www.americantrails.org/resources/funding/AHSfundgrant.html>

Federal Transportation Funding (FTF) – Transportation Alternatives

These are projects that, according to the Transportation Alternatives Data Exchange (TRADE), expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic and environmental aspects of our transportation infrastructure. The Bridle Trail would be a strong candidate for this funding source as an alternative route for both local and regional (commuting) users.

Other Federal Funding Opportunities

- Rails to Trails Conservancy
- National Recreational Trails
- Land and Water Conservation Fund
- Community Development Block Grant Program (BGP)
- Historic Preservation Fund

Additional information for these opportunities as well as many others can be found at the following link: <http://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/financing-and-funding/#nontrans>

Local Partnerships in Trail Maintenance

Nearly all state and Federal funding sources require a maintenance agreement be in place prior to completion of construction. This agreement is commonly the Town's responsibility and can become a needling obstacle to the procurement of these funds. Fortunately, the Town of Marshfield has a network of committees in place to directly assess and generate solutions for these needs.

The Recreational Trails Committee along with support from this committee network should actively seek partnerships with for-profit and not-for-profit organizations operating in town. Such partnerships might include but are not limited to:

- Boy Scouts of America, Marshfield Troops 101 and 212
- Kiwanus Club of Marshfield
- Senior Center
- Audubon Society
- Marshfield Public Schools
 - o National Honor Society
 - o Athletics
 - o Class Projects
- Garden Club of Marshfield
- North River Community Lions Club
- Department of Corrections – Worker Release

- Justice System – Community Service Obligations
- Local Religious Institutions
- Local Business
- Neighborhood Groups

The Recreational Trails Committee should look for organizations to adopt a particular trail system or particular maintenance tasks associated with the trail systems. These organizations assume the responsibility of performing the clearing, debris removal, and repairs in accordance with the recommendations established in this report.

ESTIMATED COST OF IMPROVEMENTS

Appendix D: Trail Development Opinion of Probable Costs provides a detailed examination of the costs associated with the recommendations proposed for “primary” trail systems in the Recommendations portion of this report. The table below provides a summary breakdown of costs and funding opportunities for Primary trail systems as well as a handful of the proposed future connections. It is important to note that the table includes the costs for ALL of the recommended improvements that are to be carried out over many years, and for which a more detailed examination of each site must be considered PRIOR to the pursuit and procurement of funding. A 10% construction contingency has been factored into these costs, as well as a 10% design/administration contingency (20% total). The listed funding source(s) do not represent the only available funding sources and should be considered accordingly.

Trail Area	Summary Description of Improvements	Approx. Cost for ALL Improvements	Possible Funding Source
Bridle Trail – Option C	See Appendix D	\$925,000	DCR – Recreational Trails Program, NTF, FHWA HPP
Rail Trail – Option C	See Appendix D	\$377,000	DCR – Recreational Trails Program, NTF, FHWA HPP, Rails to Trails
Carolina Hill	See Appendix D	\$428,000	DCR – Recreational Trails Program, NTF
Webster’s Wilderness	See Appendix D	\$276,000	DCR – Recreational Trails Program, NTF, Historic Preservation
Wharf Creek / Estes Woods	See Appendix D	\$15,000	DCR – Recreational Trails Program, NTF
Furnace Brook	See Appendix D	\$35,000	DCR – Recreational Trails Program, NTF
Corn Hill	See Appendix D	\$11,000	DCR – Recreational Trails Program, NTF
North River Lands	See Appendix D	\$95,000	DCR – Recreational Trails Program, NTF
Jose Carreiro	See Appendix D	\$17,000	Land and Water Conservation, BGP
John Little	See Appendix D	\$128,000	Land and Water Conservation, BGP
Couch Beach	See Appendix D	\$22,000	BGP, Land and Water Conservation

Bridle Trail North to Scituate (Any Routing Option)	Combination of Roadway and off-road lanes. Requires clearing, Pavement, bridge structures, minor property acquisitions	\$2,800,000	FTF – Transportation Alternatives
Rail Trail South to Duxbury (Any Routing Option)	Combination of Roadway and off-road lanes. Requires clearing, Pavement, bridge structures, minor property acquisitions	\$1,900,000	FTF – Transportation Alternatives, DCR – Recreational Trails Program, NTF, Rails to Trails,
Pilgrim Trail	Combination of Roadway and off-road lanes. Requires clearing, Pavement, wayfinding signage bridge structures, minor property acquisitions	\$1,000,000	National Recreational Trails, Historic Preservation
Webster School Connection to Rexhame Beach (Any Routing Option)	Combination of Roadway and off-road lanes. Requires clearing, Pavement, wayfinding signage, small bridge structures	\$500,000	FHWA - Safe Routes to School, BGP, FHWA HPP
North River Conservation Lands Connections	Approximately .75 miles additional class II trail with accompanying signage	\$10,000	National Recreational Trails, NTF,

TRAIL STEWARDSHIP

MAINTENANCE

Through a campaign of public awareness, education, and stakeholder empowerment, the local partnerships should be tasked with monthly and yearly maintenance of the trails. Equipment for performing this work can be inventoried and housed with the recreation department and signed out when groups tend to their trail(s). Volunteers should consult the recommendations section of this report and the most up to date trail mapping for which prescriptive maintenance programs to employ.

Personnel should be educated on the Town of Marshfield Conservation Rules and Regulation for Use of Conservation Lands as well as the USDA Trail Construction and Maintenance Notebook, Latest Edition. Since the instructions in these regulations and manuals can be perceived as onerous, it is important that the town make this educational process as easy as possible so as to enable the goal for community empowerment described in the executive summary of this report.

When performing trail maintenance, volunteers shall prepare a report (developed from an approved template) and submit to the Conservation Commission and/or public works for record. The report should identify the areas that were tended, and the amount and nature of the repairs. This report shall also identify maintenance activities above and beyond the technical and safety constraints of the volunteers.



Entrance to Furnace Brook Trails identifies Boy Scout Troop as Maintenance stewards. Consider similar signage at other trails.

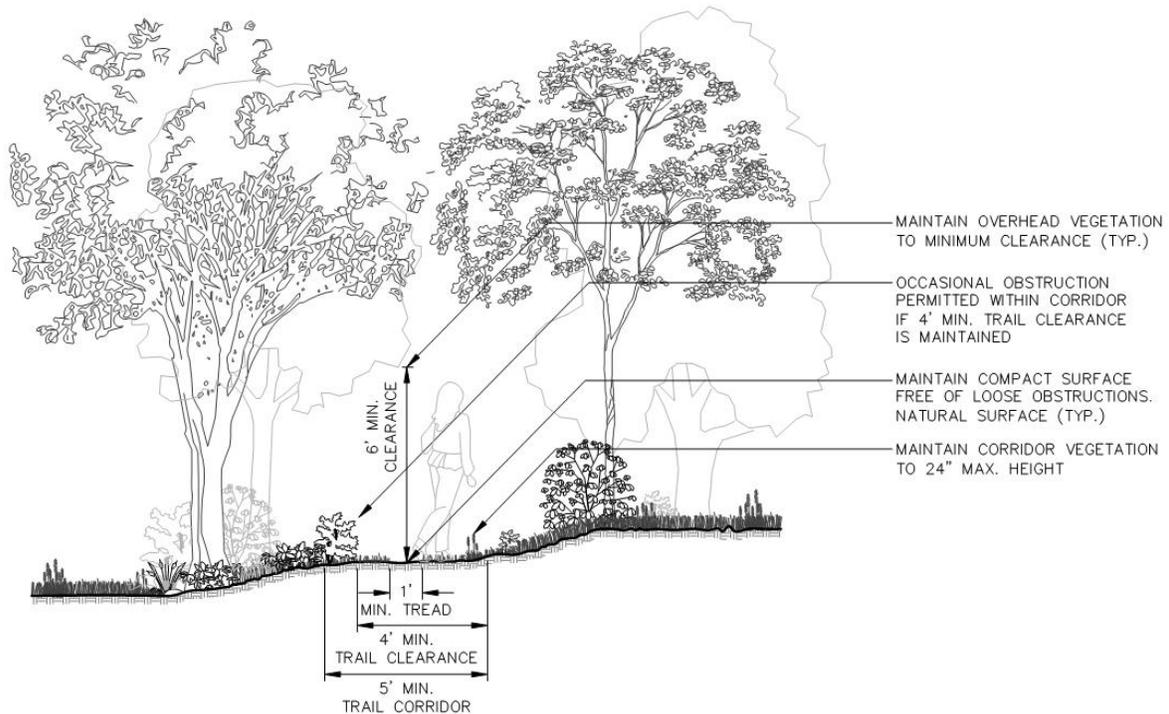
The following graphics and text describe how each trail type is to be maintained. They are meant to serve as a guide for maintenance personnel and may not include every scenario encountered. All personnel should operate tools and wear protective measures in strict accordance with the recommendations of the tool manufacturer.

Class I trails are by their nature the most rugged and require the least amount of maintenance. Still, periodic clearing of the clear zone to up to **1' beyond the zone** (to allow for growth of vegetation) should occur as noted in the maintenance recommendations. Surface depressions, hollows, soft areas, or other unsuitable conditions shall be filled and re-compacted using nearby native materials. If a surface comprised of a graded material, a similar material shall be used for repair.

Debris and clippings shall be scattered inconspicuously away from the trail. These materials should not be left in piles, and shall not be placed in wetlands. All trash and other unnatural waste shall be removed from the trail and legally disposed.

Equipment typically required:

- Pruning Shears (lopping and hedging)
- Shovels (Round Point)
- Hoe
- Pick Mattock and/or digging bar
- Wheelbarrow



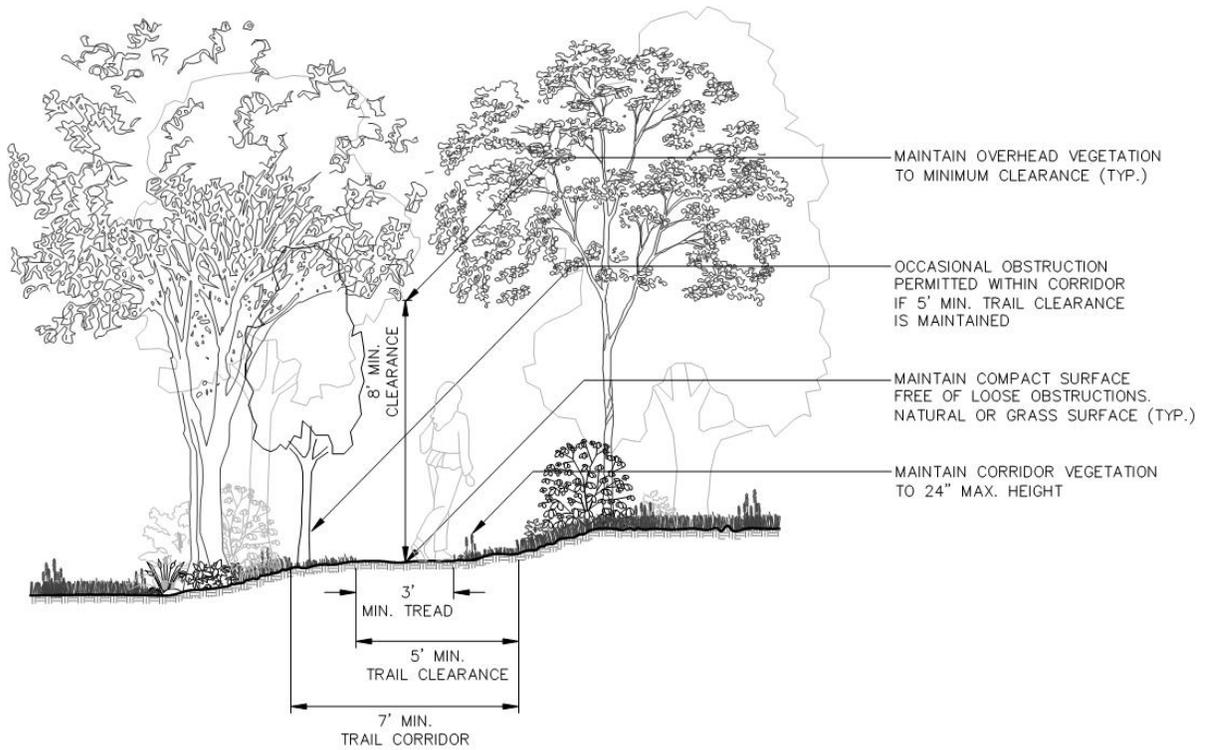
CLASS I TRAIL MAINTENANCE SECTION

Class II trails comprise the vast majority of trails found throughout the town’s open spaces. There is a user expectation of dry, relatively stable ground on which to walk or rider. Periodic clearing of the clear zone to up to **1’ beyond the zone** (to allow for growth of vegetation) should occur as noted in the maintenance recommendations. Surface depressions, hollows, soft areas, or other unsuitable conditions shall be filled and re-compacted using nearby native materials. If a surface comprised of a graded material, a similar material shall be used for repair. Trails maintained as grass shall receive annual over-seeding. Wood structures such as boardwalks should be inspected by a qualified individual and any repairs of those structures performed under his/her supervision.

Debris and clippings shall be scattered inconspicuously away from the trail. These materials should not be left in piles, and shall not be placed in wetlands. All trash and other unnatural waste shall be removed from the trail and legally disposed.

Equipment typically required:

- Pruning Shears (lopping and hedging)
- Shovels (Round Point)
- Rake and Hoe
- Pick Mattock and/or digging bar
- Wheelbarrow
- Seed spreader (hand operated)



CLASS II TRAIL MAINTENANCE SECTION

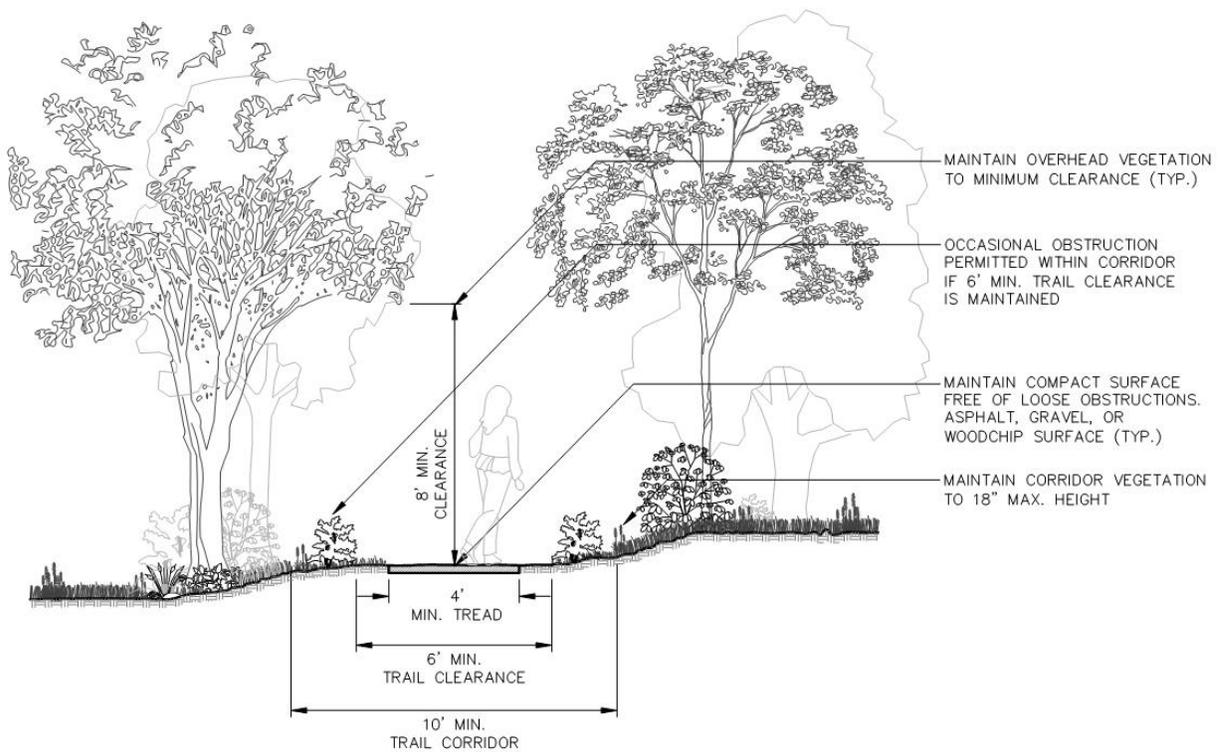
Class III trails require a higher level of maintenance than Class I and II trails. Their width and graded surfaces must be attended to. Periodic clearing of the clear zone should occur as noted in the maintenance recommendations. Surface depressions, hollows, soft areas, or other unsuitable conditions shall be filled and re-compacted using the graded materials in place. Trails maintained as grass shall receive annual over-seeding. Brush cutting machinery, operated by qualified persons may be the most effective and efficient method for controlling vegetation in this clear zone.

Wood structures such as boardwalks should be inspected by a qualified individual and any repairs of those structures performed under his/her supervision.

Debris and clippings shall be scattered inconspicuously away from the trail. These materials should not be left in piles, and shall not be placed in wetlands. All trash and other unnatural waste shall be removed from the trail and legally disposed.

Equipment typically required:

- Pruning Shears (lopping and hedging)
- Shovels (Round Point)
- Rake and Hoe
- Pick Mattock and/or digging bar
- Wheelbarrow
- Mechanized lawn mower or mechanized rock rake.

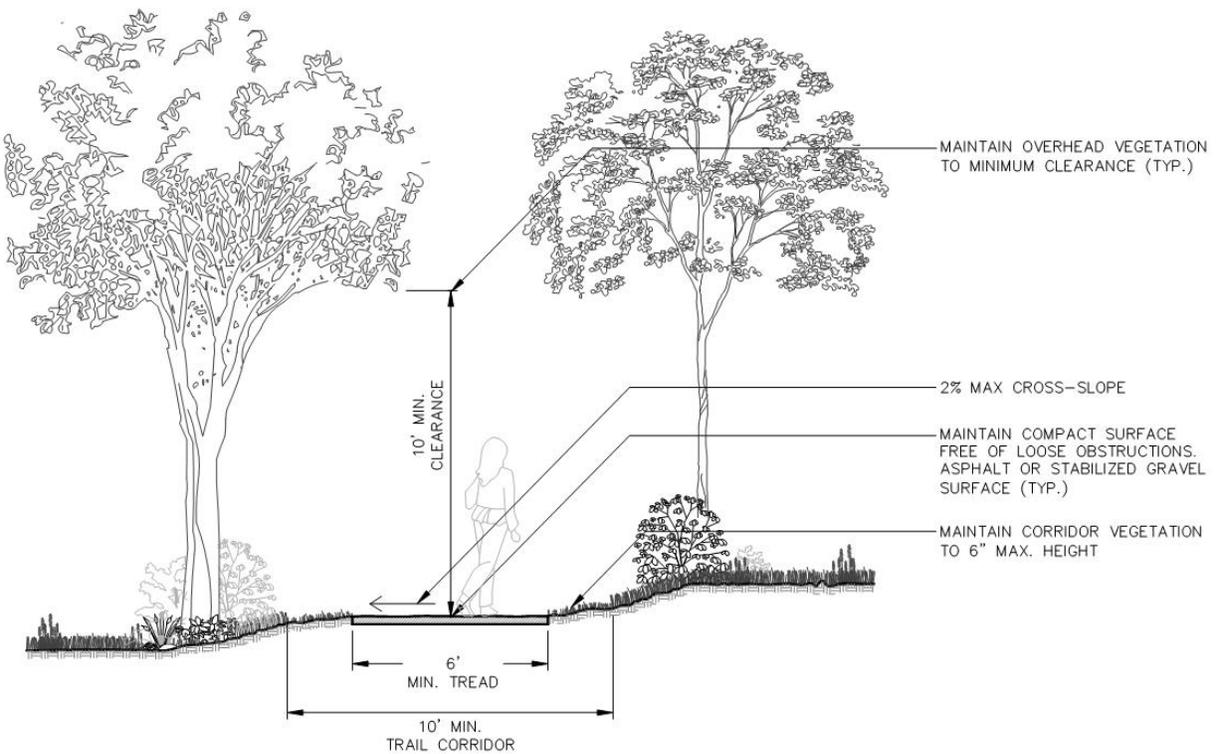


CLASS III TRAIL MAINTENANCE SECTION

Class IV trails are the most refined trails and carry with them the highest expectation for safety and maintenance. Their surfaces are stabilized and typically rigid, and require trained personnel to carry out repairs. The majority of proposed Class IV trails occur along utility right-of-ways and road edges, where utility companies and public works personnel currently operate. As such, this report recommends these trails fall under the maintenance jurisdiction of those entities:

Equipment typically required:

- Pruning Shears (lopping and hedging)
- Shovels (Round Point)
- Rake and Hoe
- Pick Mattock and/or digging bar
- Wheelbarrow
- Mechanized lawn mower or mechanized rock rake.
- Backhoe
- Asphalt Truck (small)



CLASS IV TRAIL MAINTENANCE SECTION

The RTC manages a Facebook page which allows for discussion, links to recent trail related news, and other periodic updates. The following link accesses the Facebook page: <https://www.facebook.com/groups/MarshfieldMATrails/>

Activities led by the RTC and CPC which contribute to a successful public awareness campaign might include the following:

- Annual fundraiser or fair which includes bike/running races. As with many promotional activities, these events can be jointly sponsored by two or more town committees.
- Weekly or monthly articles in local newspapers. This is ongoing thanks to the contributions of a couple Working Group members. These types of articles are often most successful when they are rich in detail, reveal a personal experience with the trails and delve into the nuances of the trails.
- Periodic public access television or radio spots. This forum allows the opportunity to provide trail updates through shared dialogue and interview.

At the time of this report publication, all of these promotional activities were ongoing and nurturing a growing enthusiasm for the Town's trail systems.

While the experience of nature and enjoying the trails is as old as time, modern technology continues to influence these traditions. In addition to the above mentioned, three other opportunities for growing trail awareness. The first involves developing more detailed Google Street View® imagery throughout the Marshfield local streets. While state routes have Google Street View® thoroughly mapped, the side streets which modern trail users utilize in planning their visits, do not appear as part of this online resource. People seeking new adventures and recreational opportunities often utilize Street View in planning their routes. The current information on Google Earth is incomplete and may discourage this type of adventurer.

A second opportunity involves incorporating trail routing into Google Maps® and Google Earth® mapping. Neighboring communities, as well as many regional and national trail systems are mapped on Google Earth. The digital files with the trail systems mapped can be provided to google for incorporation into their mapping system.

A third opportunity involves incorporating Quick Response Codes (QR Codes) into the trail information signage and mapping. QR codes will allow smart phone users easy and convenient access to additional trail information, managed through the town websites. Additionally, a mobile app providing quick access to the developed trail maps, or a more advanced mapping system could be made available as well.



CONCLUSION



“Let us develop the resources of our land, call forth its powers, build up its institutions, promote all its great interests, and see whether we also, in our day and generation, may not perform something worthy to be remembered.”

Daniel Webster, 6/17/1825

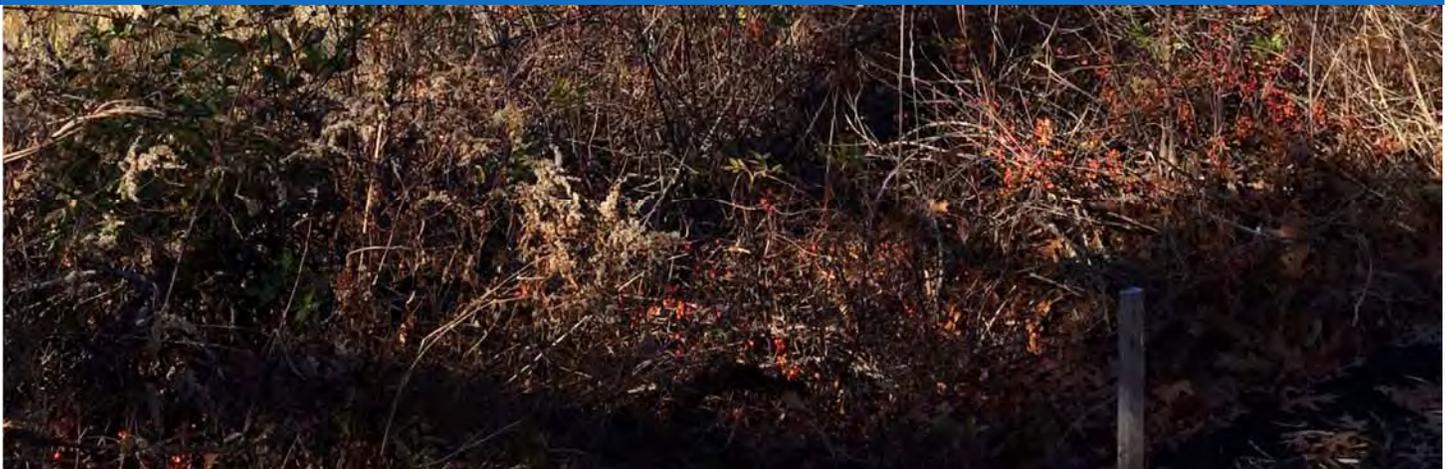
This Comprehensive Trails Plan shall serve to guide the Town of Marshfield in its stewardship of Open Space, Community Connections, and Recreational Trails. The committees charged with leading this stewardship have demonstrated a tireless dedication and show no signs of relenting in their pursuit of promoting connection and protection through the preservation and enhancement of these resources.

This report comprises of a thorough analysis of the state of the existing trails system, identifies strengths and weaknesses, provides a list of the most necessary improvements to be implemented by the town, and outlines a public awareness strategy to be undertaken by the Recreational Trails Committee and other allied committees, agencies, and stakeholders. As part of the aforementioned report items, trail maps were developed for many of the existing trail systems, diagrams prepared identifying future connection opportunities, phasing for the implementation of proposed improvements outlined, funding opportunities described, maintenance recommendations provided, and techniques suggested for trail promotion.

As the above quote by one of Marshfield’s great oracles suggests, we shape the environments in which we inhabit, and in turn, those environments shape us. As Marshfield continues to preserve, protect, improve, and restore its community environments; the citizenry will reap the physical, and spiritual returns necessary to make great things happen.



REFERENCES



The Following is a list of references used in the preparation of this report:

- Town of Marshfield Open Space Committee. "Connect and Protect. Marshfield Open Space and Recreation Plan Update, March 2010". Updated April, 2012.
- VHB Inc. "Town of Marshfield, Massachusetts 2015 Master Plan". August 2015.
- Gale Associates, Inc. "Marshfield Athletic Fields Assessment and master Plan". December 11, 2013.
- Massachusetts Department of Conservation and Recreation. Trail Guidelines and Best Practices Manual. October, 2014.
- BSC Group. "Hingham Comprehensive Trails Plan". Fall, 2015.
- Rails to Trail Conservancy, Northeast Regional Field Office. "Trail User Survey Workbook – How to Conduct a Survey and Win Support for your Trail". 2005.
- AASHTO Guide for the Development of Bicycle Facilities, 2012 Edition.
- SouthShoreHikingTrails.com. <http://www.south-shore-hiking-trails.com/>.
- USDA Trail Construction and Maintenance Notebook, 2007 edition.
- National Parks Service, "Ice Age National Scenic Trail – Trail Signage Notebook". April, 2010.

APPENDIX A: EXISTING TRAIL MAPPING

APPENDIX B: FUTURE CONNECTIONS

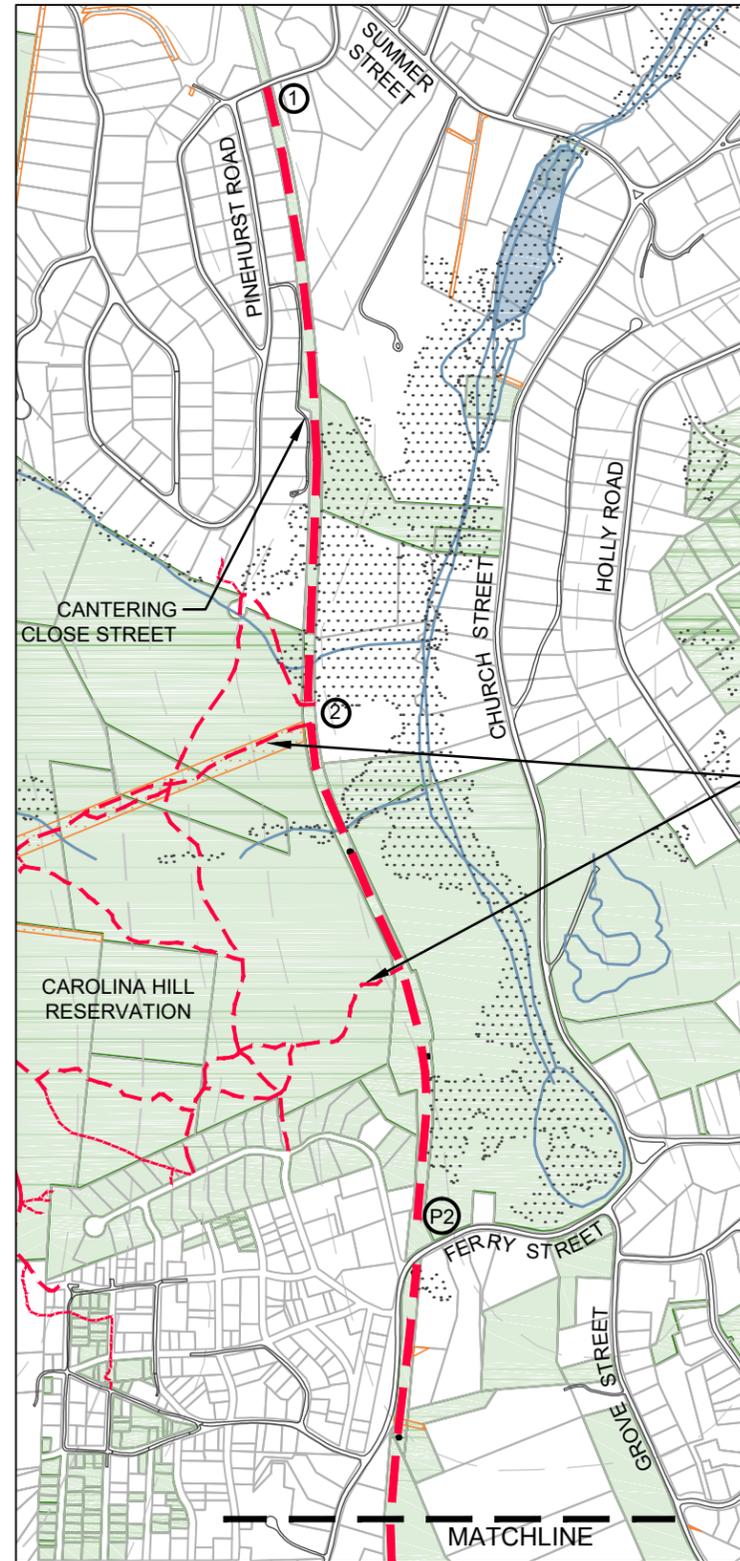
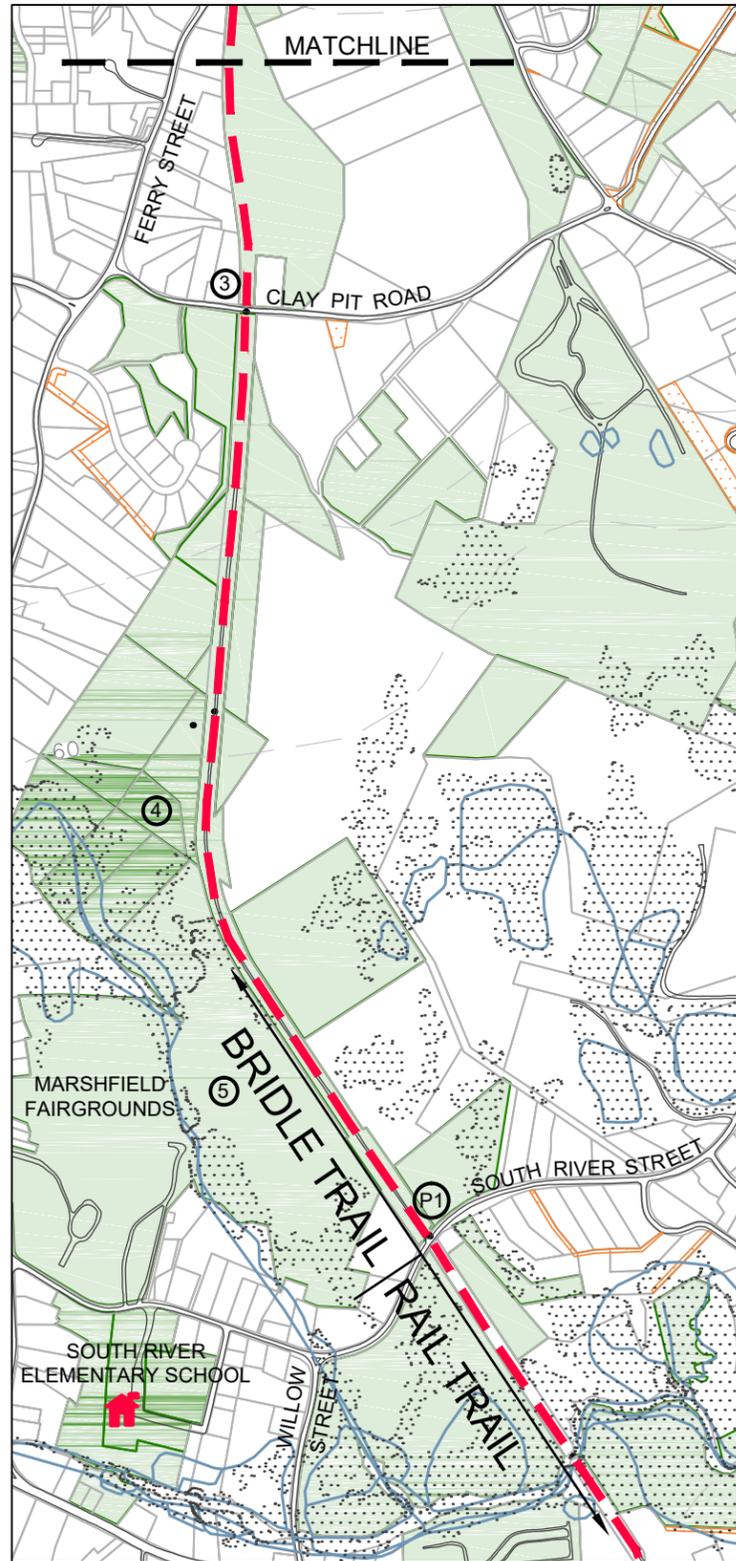
APPENDIX C: TRAIL QUESTIONNAIRE/SURVEY

APPENDIX D: TRAIL DEVELOPMENT OPINION OF PROBABLE COSTS

MARSHFIELD RECREATIONAL TRAILS

BRIDLE TRAIL

NORTH OF SOUTH RIVER STREET



MAP KEY

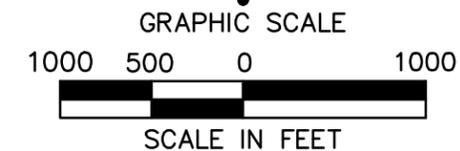
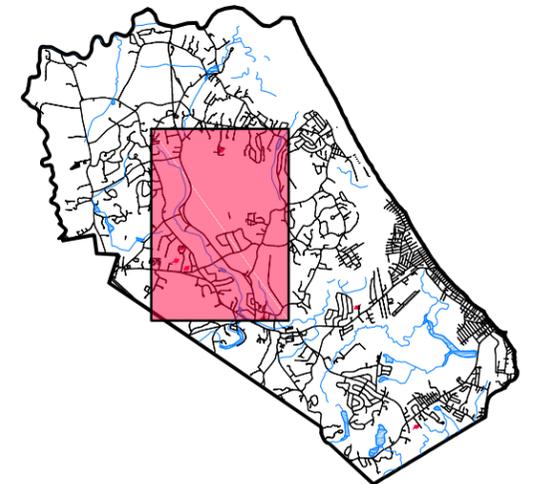
- ① TRAIL TERMINUS AT PINEHURST ROAD, NO PARKING.
- ② PRIMARY CONNECTION INTO CAROLINA HILLS TRAIL SYSTEM.
- ③ TRAIL INTERSECTION AT CLAY PIT ROAD, NO PARKING.
- ④ SUBSTATION, ACCESS PROHIBITED.
- ⑤ MARSHFIELD FAIRGROUNDS, ACCESS PROHIBITED.
- Ⓜ TRAIL TERMINUS AT SOUTH RIVER STREET. PARKING AVAILABLE NEXT TO SUBSTATION. DO NOT BLOCK SUBSTATION ACCESS.
- Ⓟ PARKING FOR 15 VEHICLES AT FERRY STREET. DO NOT BLOCK TRAIL.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- - - TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- Ⓟ # TRAIL PARKING AND TRAIL MARKER

CAROLINA HILL TRAIL CONNECTIONS

LOCATION PLAN (TOWN OF MARSHFIELD)



MAP UPDATED: MAY, 2016

BOUNDARY LINES, WETLAND/WATERBODY LIMITS, AND OTHER INFORMATION PROVIDED ON THESE MAPS ARE APPROXIMATE AND SUBJECT TO CHANGE. WHILE EVERY EFFORT HAS BEEN MADE TO ACCURATELY INVENTORY THE TRAIL SYSTEM AND EXISTING CONDITIONS, ACTUAL CONDITIONS MAY VARY FROM THOSE PRESENTED ON THIS MAP. THE TOWN OF MARSHFIELD AND THE CONTRIBUTORS TO THE CREATION OF THIS MAP TAKE NO RESPONSIBILITY FOR ANY LOSS, DAMAGE, OR INJURY ARISING FROM ANY INACCURACIES IN THIS MAP.

MAP CREATED BY BL COMPANIES, INC.
BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD GIS DATA RESOURCES AND OLIVER MASS GIS ONLINE MAPPING TOOL.

MARSHFIELD RECREATIONAL TRAILS MAP



BRIDLE TRAIL

NORTH OF SOUTH RIVER ROAD

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

THE BRIDLE TRAIL BEGINS AT SOUTH RIVER STREET AND EXTENDS NORTH TO ITS INTERSECTION WITH PINEHURST ROAD, A DISTANCE OF ROUGHLY 2¾ MILES. TRAIL ACCESS CAN BE FOUND AT FERRY STREET, CLAY PIT ROAD, AND INTERSECTIONS AT PINEHURST ROAD AND SOUTH RIVER STREET. MOST OF ITS LENGTH FOLLOWS AN OLD RAIL BED, IS LEVEL, AND WELL-GRADED. A WIDE RANGE OF USES CAN BE ACCOMMODATED ALONG THIS LENGTH, PERHAPS MOST NOTABLY BEING EQUESTRIAN USE. THE TRAIL WIDTH VARIES FROM 8' TO GREATER THAN 25' IN OTHER LOCATIONS. THE SURFACE IS A MIX OF COMPACTED EARTH, GRAVEL, AND INTERMITTENT PAVED SURFACE.

PARKING:

PARKING IS AVAILABLE AT THE TRAIL ENTRANCE ON SOUTH RIVER STREET NEXT TO THE SUBSTATION, DO NOT BLOCK THE SUBSTATION ACCESS. PARKING IS ALSO AVAILABLE FOR ROUGHLY 15 VEHICLES AT THE FERRY STREET ENTRANCE.

MARKINGS AND WAYFINDING:

THERE IS SOME WAYFINDING SIGNAGE ALONG THE TRAIL, THOUGH SIGNAGE IS GENERALLY LIMITED. TRAIL USERS MUST USE CAUTION AT INTERSECTIONS AND YIELD TO ONCOMING VEHICLES.

DIFFICULTY AND TRAIL LENGTH:

THE ENTIRE TRAIL IS VERY EASY TO NAVIGATE WITH A MIX OF ASPHALT AND GRAVEL SURFACE. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- ENTIRE LENGTH FROM SOUTH RIVER STREET TO PINEHURST ROAD = 2.75 MILES OR APPROXIMATELY 90 MINUTES.
- SOUTH RIVER STREET TO CLAY PIT ROAD = 1.2 MILES OR APPROXIMATELY 40 MINUTES.
- CLAY PIT ROAD TO FERRY STREET = .6 MILES OR APPROXIMATELY 20 MINUTES.
- FERRY STREET TO PINEHURST ROAD = 1.2 MILES OR APPROXIMATELY 80 MINUTES.



NORTHERN END OF BRIDLE TRAIL AT PINEHURST ROAD.



VIEW SOUTH AT CLAY PIT ROAD INTERSECTION.



TRAIL SECTION WITH ASPHALT PAVEMENT.



TRAIL SECTION WITH GRAVEL PAVEMENT.

NOTE: Exclusion of an activity from these lists does not imply its prohibition. Activities not on the prohibited list and not permitted under Massachusetts or Federal law are also prohibited. Refer to Town of Marshfield Conservation Commission list of Rules and Regulation for up to date information.

MARSHFIELD RECREATIONAL TRAILS

CAROLINA HILL

AT MAIN STREET, EAMES WAY AND BRIDLE TRAIL



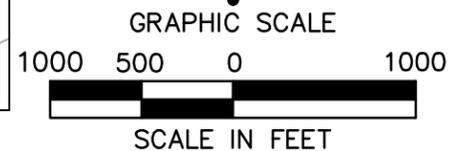
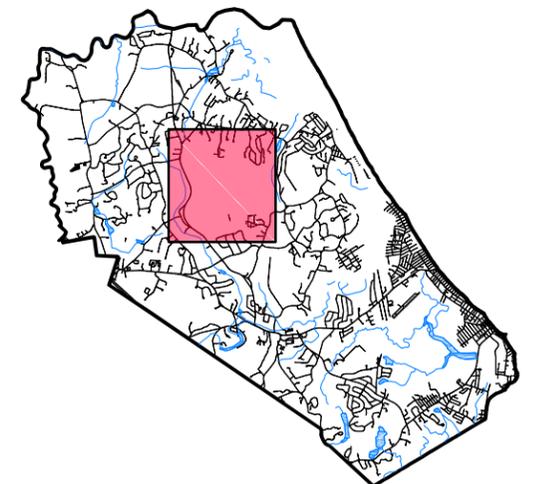
MAP KEY

- ① NORTH TRAILS: TRAILS ARE WINDING, NARROW, RUGGED, AND STEEP. LIMITED MAINTENANCE PERFORMED AND USERS SHALL PROCEED WITH CAUTION.
- ② UTILITY CORRIDOR. TRAILS ARE WIDE BUT SURFACE IS ROUGH.
- ③ SOUTH TRAILS: TRAILS ARE BROAD WITH MODERATE GRADE AND REASONABLE FOOTING.
- ④ CAROLINA HILL HIGH POINT: FIRE BURNING PROHIBITED
- ⑤ WATER TOWER: ACCESS PROHIBITED.
- P1 PARKING AT FERRY STREET. NO SPACE MARKINGS. SPACE FOR ABOUT 15 VEHICLES.
- P2 CULDESAC APPROXIMATELY 800 FEET SOUTH OF EAMES WAY SCHOOL. PARALLEL PARKING PERMISSIBLE ALONG OUTSIDE SHOULDER OF CULDESAC. NO SPACE MARKINGS. SPACE FOR ABOUT 10 VEHICLES.
- P3 PARKING AREA AT WOODED LOT 0.66 MILES NORTH OF FURNACE STREET INTERSECTION. NO SPACES MARKINGS. SPACE FOR ABOUT 8 VEHICLES.
- P4 PARKING AT SAINT CHRISTINE'S PARISH. TRAIL ACROSS STREET FROM SOUTH END OF PARKING AREA. PARKING PROHIBITED DURING CHURCH SERVICES.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING

LOCATION PLAN (TOWN OF MARSHFIELD)



MAP UPDATED: MAY, 2016

BOUNDARY LINES, WETLAND/WATERBODY LIMITS, AND OTHER INFORMATION PROVIDED ON THESE MAPS ARE APPROXIMATE AND SUBJECT TO CHANGE. WHILE EVERY EFFORT HAS BEEN MADE TO ACCURATELY INVENTORY THE TRAIL SYSTEM AND EXISTING CONDITIONS, ACTUAL CONDITIONS MAY VARY FROM THOSE PRESENTED ON THIS MAP. THE TOWN OF MARSHFIELD AND THE CONTRIBUTORS TO THE CREATION OF THIS MAP TAKE NO RESPONSIBILITY FOR ANY LOSS, DAMAGE, OR INJURY ARISING FROM ANY INACCURACIES IN THIS MAP.

MAP CREATED BY BL COMPANIES, INC.
BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD GIS DATA RESOURCES AND OLIVER MASS GIS ONLINE MAPPING TOOL.

MARSHFIELD RECREATIONAL TRAILS MAP



CAROLINA HILL

AT MAIN STREET, EAMES WAY AND BRIDLE TRAIL

PREPARED BY BL COMPANIES, INC.

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

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DESCRIPTION

LAND DESCRIPTION:

THIS CONTIGUOUS 775 ACRE RESERVATION IS CURRENTLY INTERCONNECTED BY A TRAIL NETWORK OF VARIABLE DIFFICULTY. ALSO REFERRED TO AS HARRINGTON'S WILDERNESS, CAROLINA HILL IS THE ONLY TOWN HILLTOP OPEN TO THE GENERAL PUBLIC AND OFFERS THE UNIQUE OPPORTUNITY FOR THE PUBLIC TO GAIN ACCESS TO BOTH UPLAND AND WATER VIEWS. THE OVERHEAD UTILITY LINES RUNNING EAST-WEST AND THE GRAVEL ROAD EAMES WAY RUNNING NORTH-SOUTH PROVIDE A FRAMEWORK FROM WHICH A MORE RUGGED AND ADVENTUROUS COLLECTION OF TRAILS BRANCH. WITH THE HEAVILY USED BRIDLE TRAIL AT THE EAST EDGE AND THE EAMES WAY SCHOOL TO THE NORTH, A CONSISTENT FLOW OF USERS VISIT THE RESERVATION DAILY.

PARKING:

THERE ARE SEVERAL PARKING LOCATIONS SURROUNDING THE RESERVE AND PROVISIONS FOR INFORMATIVE SIGNAGE HAVE BEEN PROVIDED AT EACH LOCATION, THOUGH AT SOME THE INFORMATION AND FALLEN INTO DISREPAIR OR HAS BEEN REMOVED.

MARKINGS AND WAYFINDING:

MANY BUT NOT ALL OF THE TRAILS ARE INTERMITTENTLY MARKED WITH YELLOW AND WHITE TREE BLAZING. OTHER TRAILS ARE EITHER SO WIDE AND OPEN THAT TRAIL MARKING SERVES NO FUNCTION, OR OVERGROWN AND RUGGED TO THE POINT OF NEAR LOSS. THE ABSENCE OF CONSISTENT MARKINGS MAKES WAYFINDING DURING SNOWY MONTHS DIFFICULT OR IMPOSSIBLE ON SOME OF THE SMALLER ROUTES.

DIFFICULTY AND TRAIL LENGTH:

THERE IS A WIDE RANGE OF DIFFICULTY LEVELS AND USERS ARE STRONGLY ENCOURAGED TO REVIEW THE RATINGS DESCRIPTIONS PROVIDED ON THE MAP BEFORE PLOTTING A ROUTE. THERE IS CONSIDERABLE TOPOGRAPHY WITHIN THE RESERVATION WITH ROUGHLY 160 FEET TO ELEVATION GAIN FROM ROUTE 3A TO THE CAROLINA HILL CREST. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- NORTH TO SOUTH VIA EAMES WAY = 1.3 MILES OR APPROXIMATELY 30 MINUTES.
- WEST TO EAST VIA UTILITY COORIDOR = 1.4 MILES OR APPROXIMATELY 50 MINUTES.
- ADVENTUROUS/CIRCUITUOUS ACROSS RESERVATION VIA MORE DIFFICULT TRAILS = 2.5 MILES OR APPROXIMATELY 90 MINUTES.



TYPICAL CONSERVATION SIGNAGE.



TYPICAL VIEW ALONG UTILITY RIGHT OF WAY.



TYPICAL TRAIL AT NORTH SIDE OF RESERVATION, NARROW AND RUGGED.

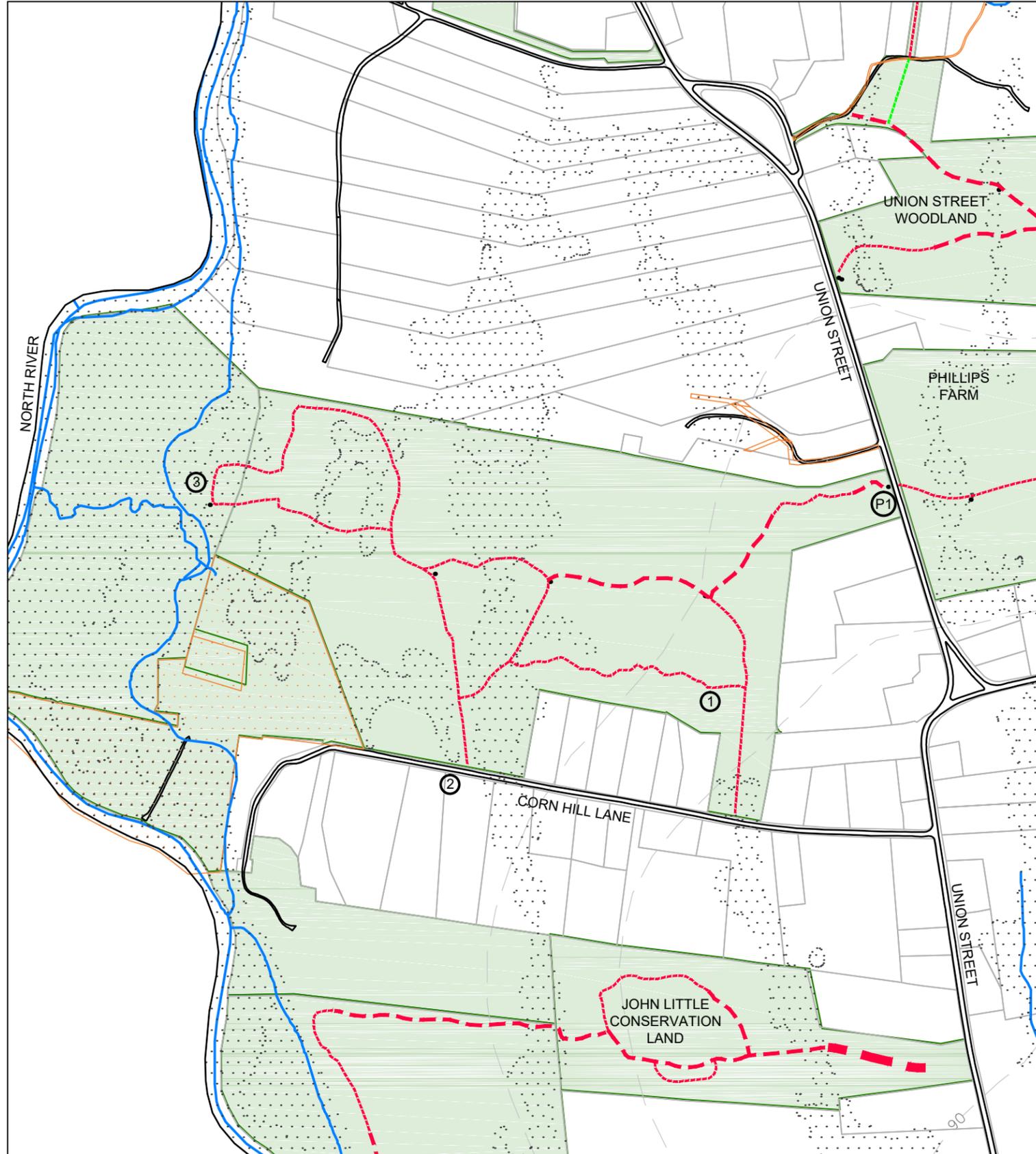


TYPICAL TRAIL AT SOUTH SIDE OF RESERVATION, BROAD AND CLEAR.

MARSHFIELD RECREATIONAL TRAILS

CORN HILL WOODLANDS

AT UNION STREET AND CORN HILL LANE



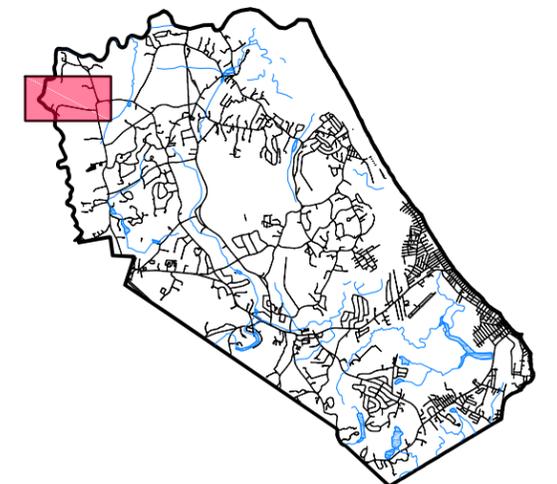
MAP KEY

- ① SPUR PATH LEADING TO PRIVATE PROPERTY WITH HORSE Paddock. ACCESS NOT PERMITTED.
- ② TRAIL ACCESS FROM CORN HILL LANE. DESCRIPTIVE SIGNAGE PROVIDED. NO PARKING AVAILABLE.
- ③ TRAIL ACCESS TO NORTH RIVER TIDAL GRASSLAND.
- P1 SOUTHERN PARKING OFF UNION STREET. GRAVEL LOT, INFORMATION KIOSK, NO SPACE MARKINGS, WITH ROOM FOR 12 VEHICLES.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- - - TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- == ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- ▨ EASEMENT
- ⋯ WETLANDS
- OPEN SPACE
- 🏠 SCHOOL FACILITY
- Ⓟ # TRAIL PARKING AND KEY MAP MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

BOUNDARY LINES, WETLAND/WATERBODY LIMITS, AND OTHER INFORMATION PROVIDED ON THESE MAPS ARE APPROXIMATE AND SUBJECT TO CHANGE. WHILE EVERY EFFORT HAS BEEN MADE TO ACCURATELY INVENTORY THE TRAIL SYSTEM AND EXISTING CONDITIONS, ACTUAL CONDITIONS MAY VARY FROM THOSE PRESENTED ON THIS MAP. THE TOWN OF MARSHFIELD AND THE CONTRIBUTORS TO THE CREATION OF THIS MAP TAKE NO RESPONSIBILITY FOR ANY LOSS, DAMAGE, OR INJURY ARISING FROM ANY INACCURACIES IN THIS MAP.

MAP CREATED BY BL COMPANIES, INC.
BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD GIS DATA RESOURCES AND OLIVER MASS GIS ONLINE MAPPING TOOL.

MARSHFIELD RECREATIONAL TRAILS MAP



CORN HILL

AT UNION STREET AND CORN HILL LANE

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

LOCATED ON AN APPROXIMATELY 123 ACRE PARCEL LOCATED AT THE NORTHEASTERN CORNER OF TOWN, THE CORN HILL WOODLAND FEATURES A RUSTIC TRAIL SYSTEM THREADING THROUGH A MATURE FOREST CRISSCROSSED BY GENERATIONS OF STONE WALLS. THE STONE WALLS AT THIS SITE AND MANY OTHERS REFERENCE AN AGRICULTURAL PAST HUNDREDS OF YEARS OLD. RECENT IMPROVEMENTS HAVE BEEN MADE TO UPGRADE BOARDWALKS, KIOSKS, AND PARKING AREAS FOLLOWING THE PARTICULARLY BRUTAL IMPACT OF HURRICANE IRENE.

THIS IS A PARTICULARLY QUIET TRAIL PARCEL, MOSTLY DUE TO ITS REMOTENESS AND PARTIALLY BECAUSE IT'S NOT WELL-MARKED FROM THE STREET. THE ENTIRE LOOP CAN BE HIKED IN ABOUT ONE HOUR, AND THERE ARE OPPORTUNITIES TO ENTER FROM BOTH UNION STREET AND CORN HILL LANE.

PARKING:

THERE IS ONE SMALL PARKING AREA OFF UNION STREET THAT IS SHARED BY THE TRAILS ACROSS THE STREET AT THE UNION STREET WOODLAND/PHILLIPS FARM PRESERVE. TWO TRAIL ENTRANCES WITH UNOFFICIAL SHOULDER PARKING OCCUR ALONG CORN HILL ROAD. SIGNAGE IS PRESENT BUT HARD TO LOCATE AT ALL OF THESE ENTRANCES.

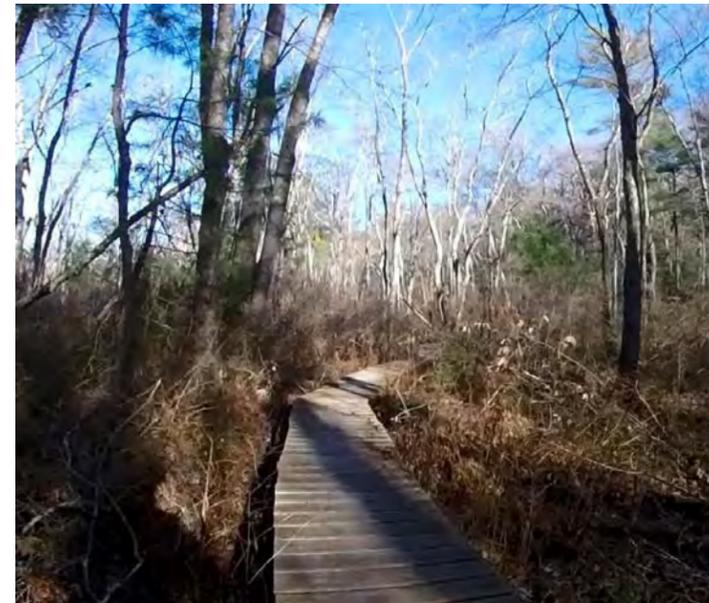
MARKINGS AND WAYFINDING:

METAL TRAIL MARKERS CAN BE FOUND AT SOME, BUT NOT ALL TRAILS.

DIFFICULTY AND TRAIL LENGTH:

THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- TRIP STARTING AT UNION STREET PARKING AND ENDING AT WEST CORN HILL LANE ACCESS = .6 MILES OR ABOUT 20 MINUTES.
- LOOP ROUTE STARTING AT UNION STREET PARKING = 2.0 MILES OR ABOUT 60 MINUTES.



BOARDWALK SECTION OF TRAIL NETWORK.



TRAIL MARKER AT UNION STREET



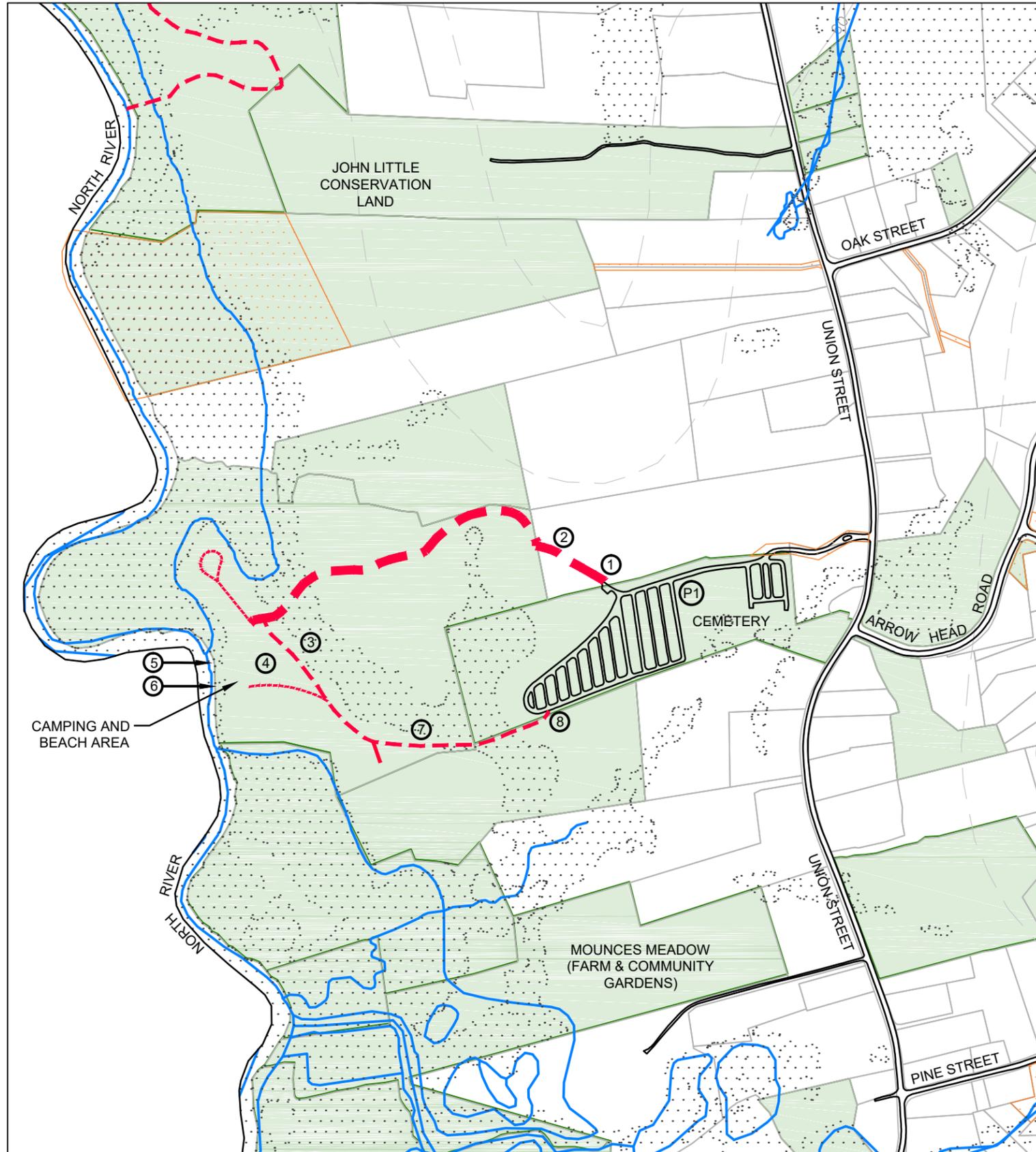
KIOSK AT UNION STREET PARKING

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MARSHFIELD RECREATIONAL TRAILS

COUCH BEACH

AT UNION STREET AND ARROW HEAD ROAD



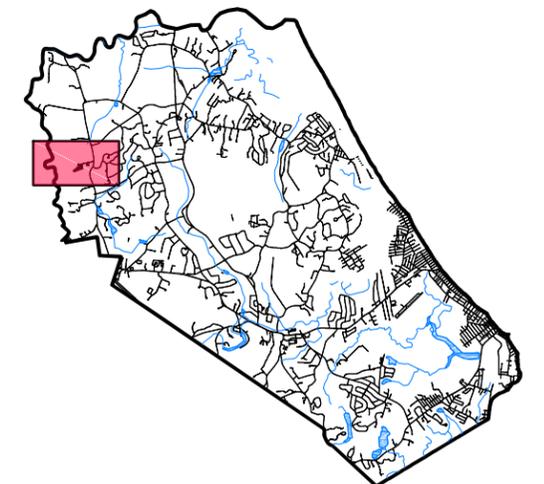
MAP KEY

- ① VEHICLE AND CEMETERY SERVICE ACCESS.
- ② VEHICLE ACCESS TO BEACH/CAMPING AREA. AUTHORIZED VEHICLES ONLY.
- ③ VERNAL POOL - SENSITIVE AREA.
- ④ CAMPING AREA - CAMPING PERMITTED BY PERMISSION OF FIRE MARSHALL'S OFFICE ONLY.
- ⑤ NORTH BEACH WATER ACCESS.
- ⑥ SOUTH BEACH WATER ACCESS.
- ⑦ FOOT PATH TO COUCH BEACH, RUGGED IN PLACES.
- ⑧ ENTRANCE TO COUCH BEACH FOOT PATH - POORLY MARKED
- P1 COUCH CEMETERY. PARKING AVAILABLE ALONG PAVED PATHWAYS.

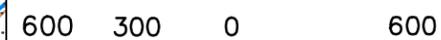
LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING AND TRAIL MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MAP CREATED BY BL COMPANIES, INC.
BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD GIS DATA RESOURCES AND OLIVER MASS GIS ONLINE MAPPING TOOL.

MARSHFIELD RECREATIONAL TRAILS



COUCH BEACH

AT UNION STREET AND ARROW HEAD ROAD

PERMITTED ACTIVITIES

CAMPING (WITH PERMISSION FROM FIRE MARSHALL'S OFFICE)

HIKING

DOG WALKING

BIKING

HORSEBACK RIDING

NORDIC SKIING

PROHIBITED ACTIVITIES

SMOKING

CONSUMPTION OF ALCOHOL

USE OF FIREARMS AND TRAPPING

USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

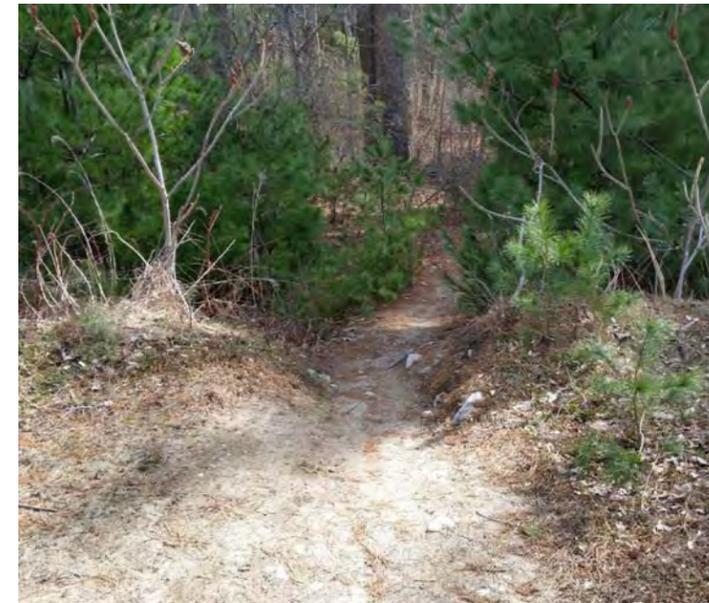
DESCRIPTION

LAND DESCRIPTION:

THESE TRAILS CONNECT THE COUCH CEMETERY WITH THE RECREATION AREA OF COUCH BEACH LOCATED ALONG THE NORTH RIVER. THIS LOCATION IS HEAVILY USED AND EXCEEDINGLY POPULAR FOR THE MARSHFIELD YOUTH. THE SITE IS PERHAPS THE ONLY TOWN-OWNED LAND WHERE CAMPING IS ALLOWED (BY PERMISSION ONLY). IN FACT, NUMEROUS FIRE PITS AND SEATING PROVISIONS SPECKLE THE PINE FOREST FLOOR, WHICH HAS LONG BEEN DENUDED OF UNDERSTORY GROWTH.

PARKING:

PARKING IS PERMITTED ON THE PAVED PATHWAYS OF COUCH CEMETERY.



TRAIL ENTRANCE AT SOUTH SIDE OF CEMETERY



VIEW ALONG COUCH BEACH

MARKINGS AND WAYFINDING:

THERE IS NO SIGNAGE IDENTIFYING THE TRAIL ENTRANCE AT THE SOUTHWEST CORNER OF THE CEMETERY AND NO SIGNS DIRECTING CEMETERY VISITORS TO COUCH BEACH. ONCE AT THE BEACH/CAMPING AREAS, LITTLE WAYFINDING IS NECESSARY, AS CLEAR LINE OF SITE MAKES VISIBLE ALL OF THE AREA FEATURES.

DIFFICULTY AND TRAIL LENGTH:

DIFFICULTY AND TRAIL LENGTH:

THE SOUTH TRAIL LEADING TO THE BEACH IS MORE NARROW AND RUGGED THAN THE NORTH TRAIL WHICH IS HEAVILY ERODED, BUT STILL CAPABLE OF ACCOMMODATING A VEHICLE. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- SOUTH TRAIL ENTRANCE AT SOUTHWEST CEMETERY CORNER = .25 MILES OR 10 MINUTES.
- NORTH TRAIL ENTRANCE AT NORTH CEMETERY CORNER = .3 MILES OR 12 MINUTES.



CONIFEROUS TREE CANOPY



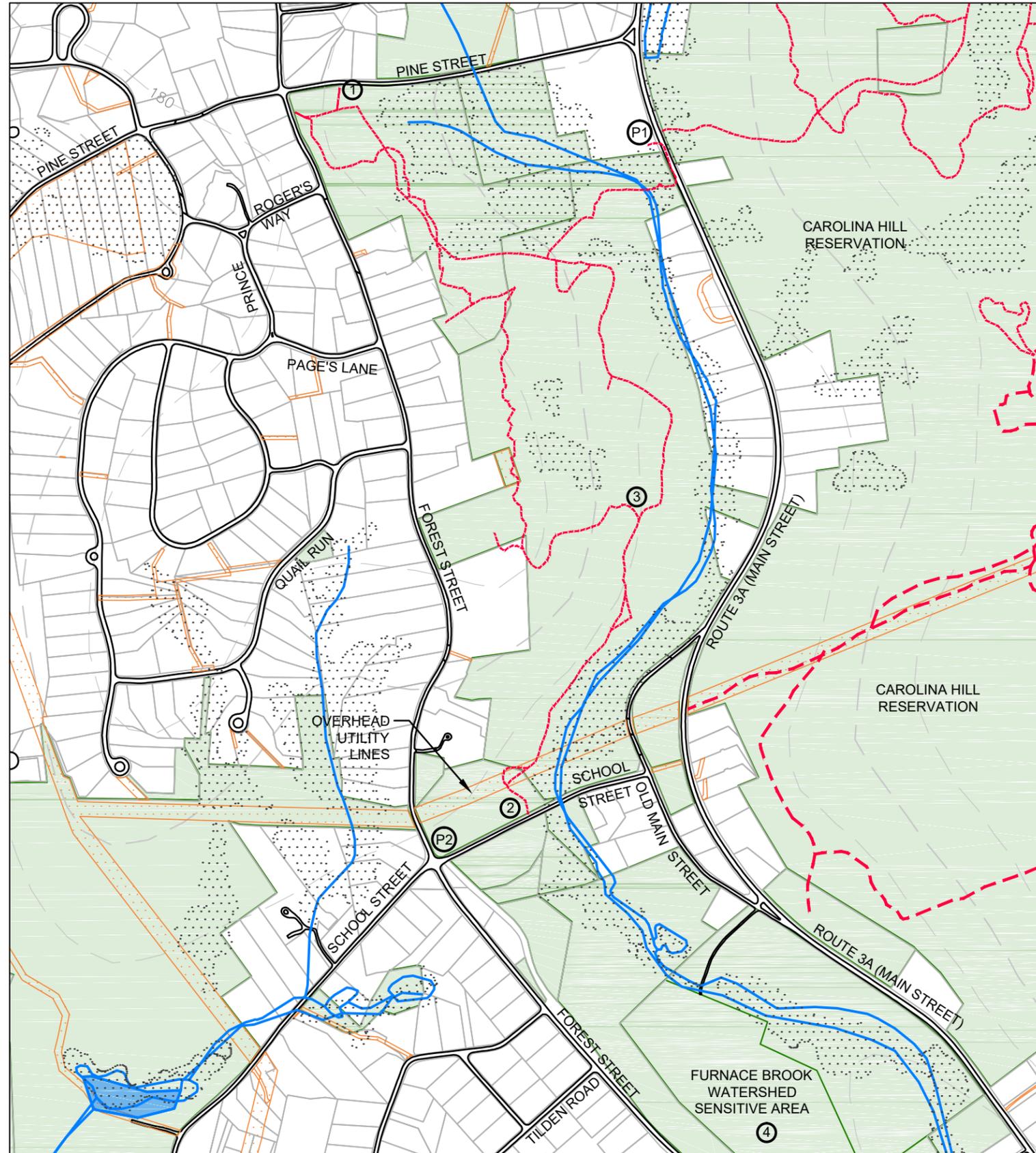
CAMP FIRE PROVISIONS

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MARSHFIELD RECREATIONAL TRAILS

FURNACE BROOK

BETWEEN MAIN STREET AND FOREST STREET



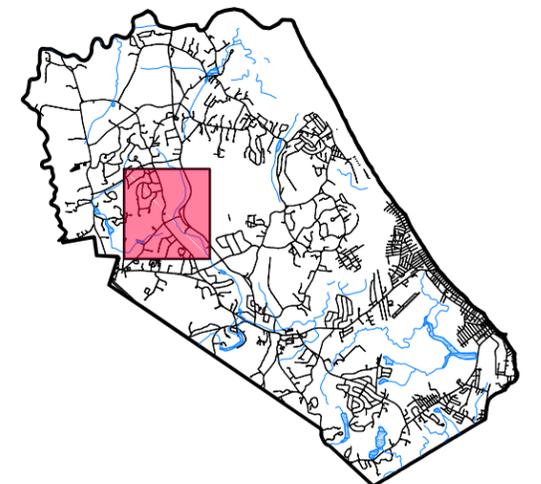
MAP KEY

- ① TRAIL ACCESS FROM FOREST STREET AND PINE STREET. NO SIGNAGE AVAILABLE.
- ② TRAIL ACCESS FROM SCHOOL STREET LOCATED 300 EAST OF TOWN WATER FACILITY. NO OFF STREET PARKING AVAILABLE.
- ③ BENCH AT TRAIL INTERSECTION.
- ④ FURNACE BROOK WATERSHED SENSITIVE AREA. USE OF EXISTING TRAILS SOUTH OF SCHOOL STREET PROHIBITED.
- P1 PARKING AT SAINT CHRISTINE'S PARISH. TRAIL ACCESS 600 FEET SOUTH OF SOUTHEAST CORNER OF PARKING LOT. PROCEED WITH CAUTION ALONG MAIN STREET.
- P2 UNOFFICIAL PARKING AT EAST CORNER OF SCHOOL STREET AND FOREST STREET INTERSECTION. SPACE FOR 6 VEHICLES. PARKING AREA IS 800 FEET WEST OF TRAIL ACCESS FROM SCHOOL STREET.

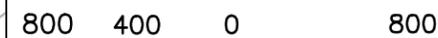
LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING AND MAP KEY MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MARSHFIELD RECREATIONAL TRAILS MAP



FURNACE BROOK

BETWEEN MAIN STREET AND FOREST STREET

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

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DESCRIPTION

LAND DESCRIPTION:

THIS CONSERVATION LAND STRETCHES FROM THE WEST SIDE OF CAROLINA HILL, SOUTH TO OCEAN STREET WHERE THE WATERWAY FROM WHICH IT TAKES IT'S NAME JOINS THE SOUTH RIVER. THERE IS A FORMAL BUT RUGGED TRAIL NETWORK THROUGHOUT THE AREA.

PARKING:

ST. CHRISTINE'S CHURCH PROVIDES PARKING, FROM WHICH A WALK ALONG THE NARROW ROUTE 3A SHOULDER IS REQUIRED FOR TRAIL ACCESS. PARKING AT THE SCHOOL STREET PUMP STATION IS PROHIBITED.

MARKINGS AND WAYFINDING:

THERE IS CLEAR AND DESCRIPTIVE SIGNAGE AT THE ROUTE 3A AND SCHOOL STREET ACCESS, THOUGH NO SIGNAGE EXISTS TO GUIDE USERS FROM THE NEAREST PARKING AREAS.

DIFFICULTY AND TRAIL LENGTH:

TRAIL OF GENERALLY EASY TO HIKE ALONG. TRIPPING HAZARDS MAY MAKE TRAILS DIFFICULT FOR MOST BIKERS AND SOME WALKERS WITH MOBILITY ISSUES. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- CROSSING EAST TO WEST FROM SAINT CHRISTINE'S CHURCH PARKING TO FOREST STREET = .8 MILES OR APPROXIMATELY 30 MINUTES.
- CROSSING NORTH TO SOUTH FROM SAINT CHRISTINE'S CHURCH PARKING TO SCHOOL STREET = 1.2 MILES OR APPROXIMATELY 50 MINUTES.



STREAM CROSSING NEAR ST. CHRISTINE'S PARISH.



TYPICAL TRAIL VIEW.

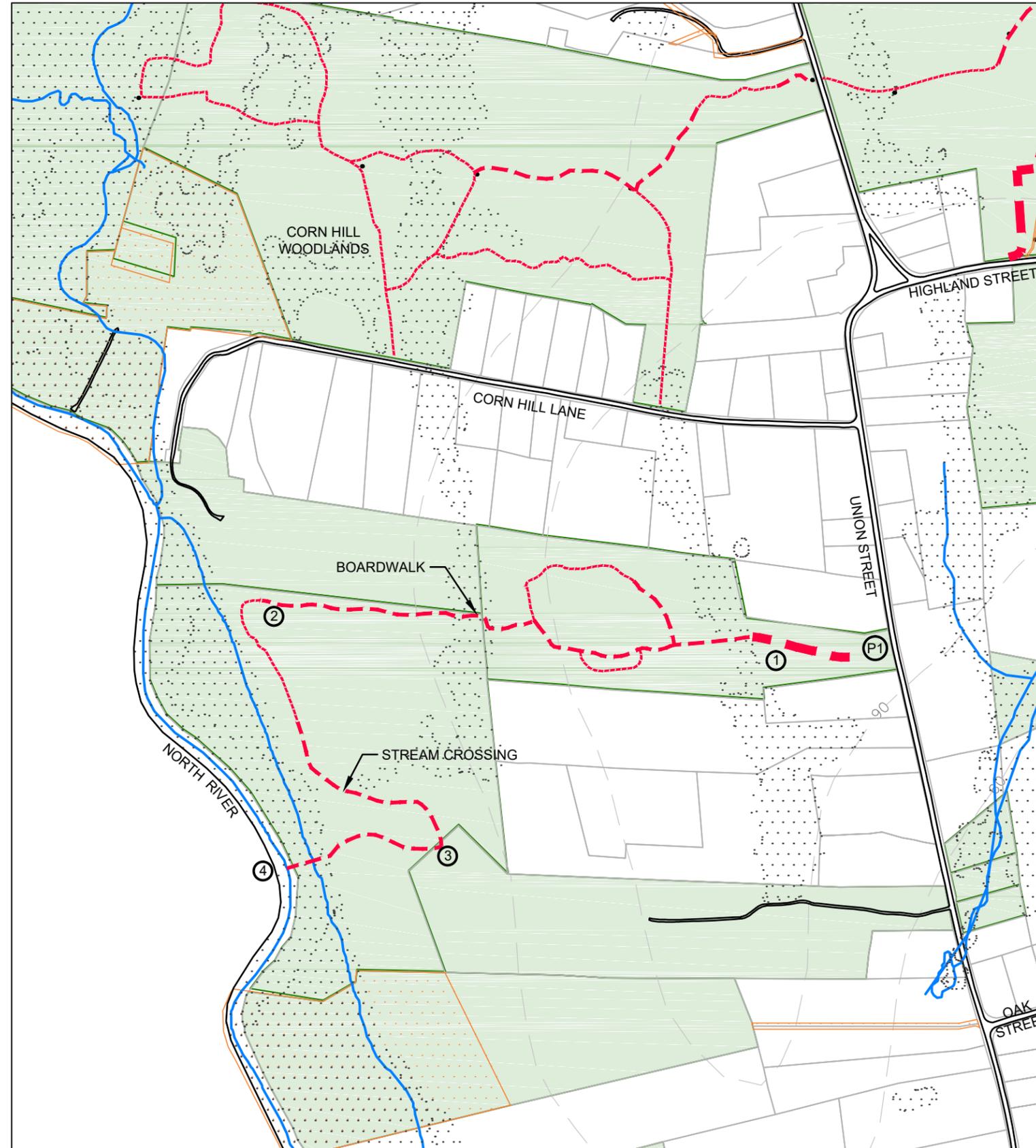


LOOK FOR BOY SCOUT SIGN WHEN ACCESSING TRAIL FROM SCHOOL STREET.

MARSHFIELD RECREATIONAL TRAILS

JOHN LITTLE CONSERVATION LAND

AT UNION STREET SOUTH OF CORN HILL LANE



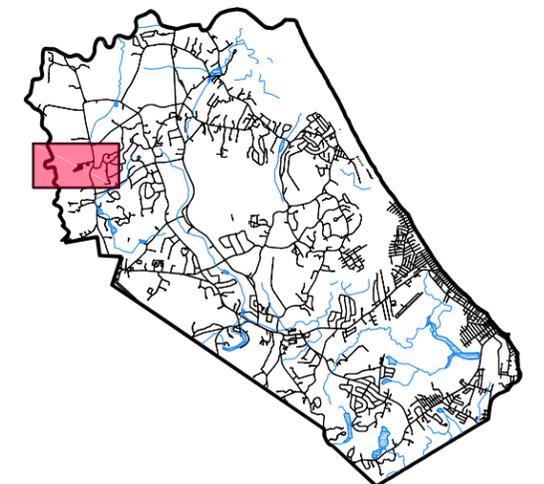
MAP KEY

- ① GRASS FIELD AT CONSERVATION AREA ENTRANCE. PICNIC TABLE AT STONE WALL.
- ② STEEP AND RUGGED SECTION OF TRAIL. PROCEED WITH CAUTION
- ③ GATE ENTRANCE.
- ④ PIER ACCESS TO NORTH RIVER. BENCH AND PICNIC TABLE PROVIDED AT SHORE. CAMPING AND FIRE PROHIBITED.
- P1 GRAVEL PARKING AREA ¼ MILE SOUTH OF CORN HILL LANE. PARKING FOR 10-12 VEHICLES. INFORMATIONAL SIGNAGE.

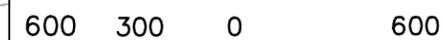
LEGEND

- - - - TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- - - - TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- - - - TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- 🏠 SCHOOL FACILITY
- P# # TRAIL PARKING AND TRAIL MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MARSHFIELD RECREATIONAL TRAILS MAP



JOHN LITTLE CONSERVATION LAND AT UNION STREET SOUTH OF CORN HILL LANE

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

JOHN LITTLE CONSERVATION AREA IS A RELATIVELY NEW ADDITION TO THE TOWN CONSERVATION LANDS. NAMED FOR A PREVIOUS OWNER, IT IS A 25 ACRE PLOT, CONTAINING STONE WALL BORDERED FIELDS ON THE EAST, AND TRAILS IN THE FOREST THAT EXTEND TO A DOCK OVERLOOKING THE NORTH RIVER ON THE WEST. THE LAND HAS BEEN DESIGNATED AS PRIORITY HABITAT FOR ENDANGERED SPECIES BY THE STATE. A MIX OF OPEN FIELD, FOREST, AND RIVERINE HABITAT MAKE THESE LANDS A UNIQUE EXPERIENCE FOR VISITORS. THERE IS A MAGNIFICENT PIER FROM WHICH SWEEPING NORTH RIVER VIEWS CAN BE ENJOYED.

PARKING:

PARKING IS AVAILABLE FOR ABOUT 12 IN A SINGLE LOT OFF UNION STREET.

MARKINGS AND WAYFINDING:

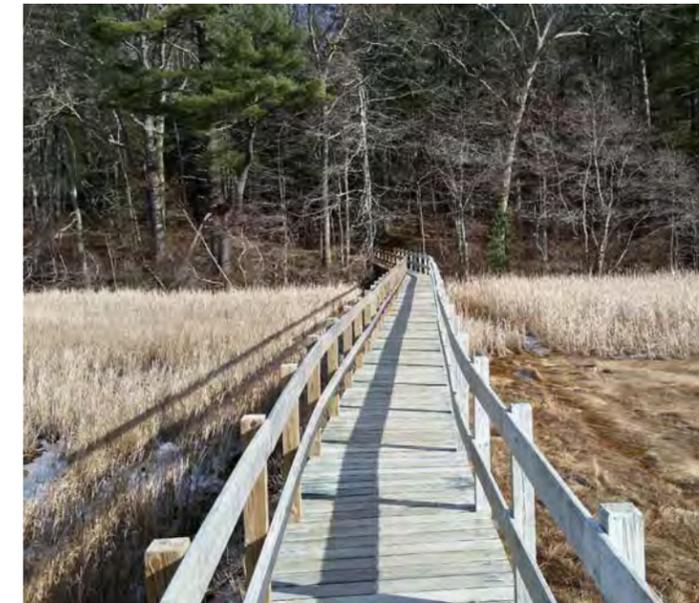
METAL ARROW DISK TRAIL MARKERS CAN BE FOUND ALONG THE TRAIL ROUTE.

DIFFICULTY AND TRAIL LENGTH:

THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:
- TRIP FROM PARKING AREA TO DOCK OVERLOOK NORTH RIVER = 1.1 MILES OR APPROXIMATELY 35 MINUTES.



DOCK OVERLOOKING THE NORTH RIVER, LOOKING WEST.



PIER AT NORTH RIVER TRAIL TERMINUS, LOOKING EAST TOWARDS CONSERVATION LANDS.



VIEW OF NORTH RIVER.



TRAIL SECTION AT OPEN FIELD AREA.

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MARSHFIELD RECREATIONAL TRAILS

JOSE CARREIRO AND TWO MILE FARM

AT UNION STREET AND MARYLAND STREET



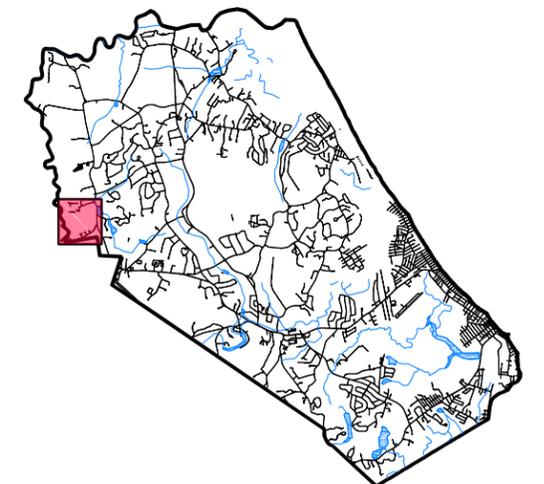
MAP KEY

- ① BENCH AT TRAIL INTERSECTION
- ② STEEP AND ERODED TRAIL SEGMENT. PROCEED WITH CAUTION.
- ③ INFORMATIVE SIGNAGE AT BOUNDARY LINE BETWEEN JOSE CARREIRO AND TWO MILE FARM LANDS.
- ④ SCENIC VIEW WITH WOOD BENCH.
- ⑤ SCENIC VIEW WITH GRANITE HONOR BENCH.
- ⑥ STONEWALL MARKS END OF TRAIL.
- P1 PARKING LOT OFF UNION STREET. PAVED AT ENTRANCE, GRAVEL AT STALLS. SPACE FOR 15 VEHICLES. INFORMATION KIOSK AT TRAIL ENTRANCE.
- P2 PARKING AVAILABLE AT CUL-DE-SAC AT END OF MARYLAND STREET. SPACE FOR 7 VEHICLES. GATED TRAIL ENTRANCE IS 100 FEET EAST OF CUL-DE-SAC.

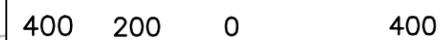
LEGEND

- - - - - TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- - - - - TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- - - - - TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
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- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING AND TRAIL MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MARSHFIELD RECREATIONAL TRAILS MAP



JOSE CARREIRO AND TWO MILE FARM

AT UNION STREET AND MARYLAND STREET

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS
MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

THESE ADJOINING LAND PARCELS MAKE UP A COMBINED TRAIL SYSTEM TOTALING ABOUT 3 MILES OF NATURAL SURFACE TRAIL. THE CARREIRO PARCEL IS NAMED FOR JOSE CARREIRO, THE FORMER PARCEL OWNER. THE TWO MILE FARM PORTION GETS ITS NAME FROM THE RIGHTS AFFORDED THE TOWN OF SCITUATE MANY CENTURIES AGO TO FARM HAY "TWO MILES" INLAND ALONG THE NORTH RIVER SHORES. THE TWO MILE SPOT WAS ROUGHLY LOCATED AT THE FARM ON THE SITE WHICH BORE THIS NAME.

WHILE RELATIVELY NEW TO THE TOWN'S OPEN SPACE ROSTER, THESE PARCELS SHARE A REMARKABLY WELL DEVELOPED TRAIL NETWORK WHO'S ROUTING, WAYFINDING, AND FURNISHINGS DEMONSTRATE A LEVEL OF COMMITMENT MATCHED BY FEW OTHER PARCELS. THE TRAILS ARE BROAD AND MODERATELY GRADED WITH BENCHES AT KEY LOCATIONS ALLOWING FOR PASSIVE ENJOYMENT. WONDERFUL STONE WALLS CRISS CROSS THESE PROPERTIES, EVOKING THE TIMELESS AGRICULTURAL TRADITION OF NOT ONLY THE EARLY COLONISTS, BUT FOR THE NATIVE INHABITANTS' CENTURIES OLDER.

PARKING:

THERE IS A DEDICATED GRAVEL PARKING LOT AND UN-UTILIZED KIOSK OFF UNION STREET WITH SPACE FOR ABOUT 12 VEHICLES. PARKING IS ALSO AVAILABLE AT THE MARYLAND STREET CUL DE SAC.

MARKINGS AND WAYFINDING:

TRAIL MARKERS ARE MADE OF WOOD ARROWS AND ARE EASY TO FOLLOW. UNOFFICIAL SPUR PATHS ARE UNMARKED AND SHOULD BE AVOIDED.

DIFFICULTY AND TRAIL LENGTH:

THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- TRIP STARTING AT MARYLAND STREET AND ENDING AT UNION STREET PARKING = .7 MILES OR ABOUT 20 MINUTES.
- LOOP ROUTE OF TWO MILE FARM LAND STARTING AT UNION STREET PARKING = 1.1 MILES OR ABOUT 35 MINUTES.
- LOOP ROUTE OF JOSE CARREIRO LAND STARTING AT MARYLAND STREET = .6 MILES OR ABOUT 20 MINUTES.



TYPICAL TRAIL VIEW, BROAD AND WELL MAINTAINED.



SCENIC OVERLOOK OF CONSERVATION LANDS.



GRANITE BENCH MEMORIAL TO JOSE CARREIRO.



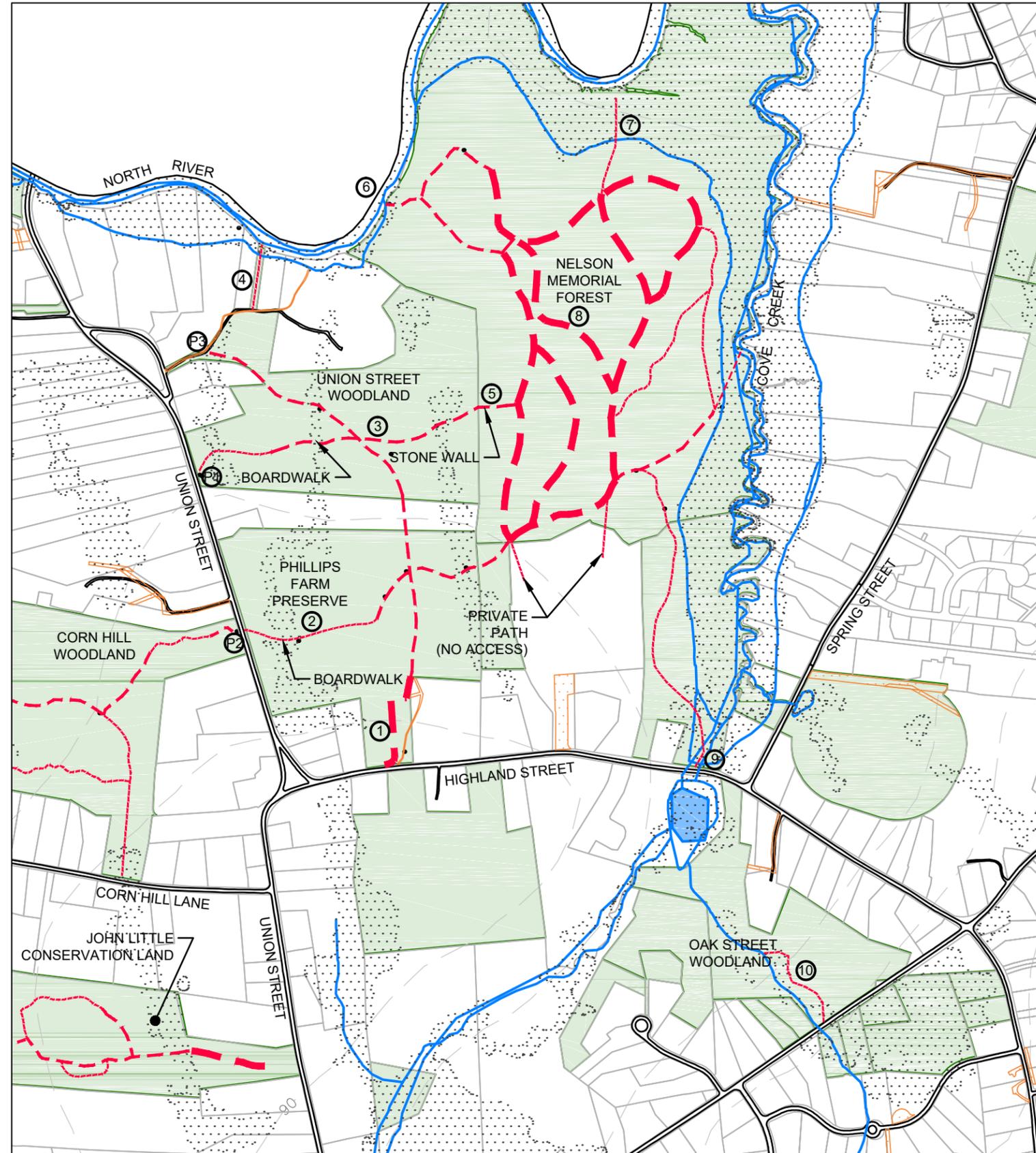
TWO MILE FARM TRAIL ENTRANCE SIGN.

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MARSHFIELD RECREATIONAL TRAILS

NORTH RIVER TOWN LANDS

AT HIGHLAND STREET AND UNION STREET



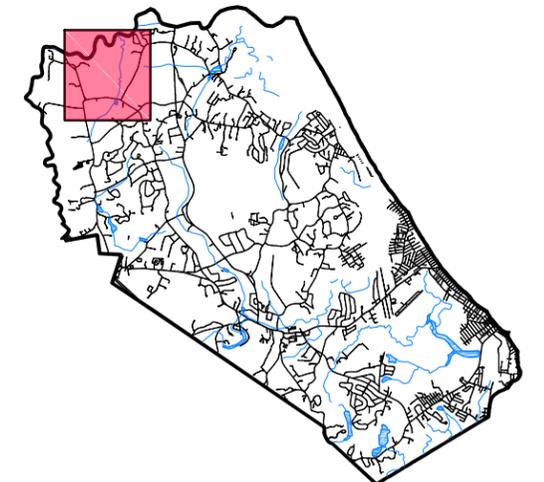
MAP KEY

- ① TRAIL ACCESS AT PHILLIPS FARM OFF HIGHLAND STREET. MOWN PATH WINDS THROUGH GRASS FIELD BEFORE ENTERING FOREST. SEATING AVAILABLE. NO PARKING AT THIS ACCESS.
- ② PHILLIPS FARM WETLANDS. TRAILS ARE RUGGED AT WETLAND CROSSINGS WITH BOARDWALK STRUCTURES IN NEED OF REPAIR. PROCEED WITH CAUTION.
- ③ UNION STREET WOODLAND. TRAILS ARE BROAD AND WELL-TRODDED. NUMEROUS SPUR PATHS LEAD TO PRIVATE PROPERTIES. TRAIL USERS URGED TO FOLLOW WAYFINDING.
- ④ NORTH RIVER SCENIC OVERLOOK. PATH LEADS TO WOODLAND CLEARING WITH WATER ACCESS VIA PIER. NO CAMPING OR FIRES PERMITTED.
- ⑤ NELSON MEMORIAL FOREST ENTRANCE. KIOSK AT STONEWALL WITH INFORMATIVE CONTENT.
- ⑥ NORTH RIVER ACCESS A. CLEARING AT RIVERS EDGE WITH BENCH. NO CAMPING OR FIRES PERMITTED.
- ⑦ NORTH RIVER ACCESS B. PATH DISAPPEARS INTO TIDAL GRASSLAND AT RIVERS EDGE.
- ⑧ NELSON MEMORIAL FOREST. TRAILS GENERALLY BROAD WITH COLOR CODED BLAZING.
- ⑨ TRAIL ACCESS AT SPRING STREET OFF HIGHLAND. TRAIL IS RUGGED. VEHICLE PULL OFF AVAILABLE. PARKING NOT PERMITTED.
- ⑩ OAK STREET TRAIL. TRAIL IN HEAVY DISREPAIR
- P1 NORTHERN PARKING OFF UNION STREET. GRAVEL LOT, NO SPACE MARKINGS, WITH ROOM FOR 10 VEHICLES.
- P2 SOUTHERN PARKING OFF UNION STREET. GRAVEL LOT, NO SPACE MARKINGS, WITH ROOM FOR 12 VEHICLES.
- P3 PARKING OFF HUNTER DRIVE. GRASS SHOULDER WITH ROOM FOR 4 PARALLEL PARKED VEHICLES.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
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- 30 FT ELEVATION CONTOUR
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- SCHOOL FACILITY
- TRAIL PARKING & MAP KEY MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MARSHFIELD RECREATIONAL TRAILS MAP



NORTH RIVER TOWN LANDS

AT HIGHLAND STREET AND UNION STREET

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

THE THREE AREAS THAT COMPRISE THE NORTH RIVER TOWN LANDS ARE UNION STREET WOODLAND, PHILLIPS FARM PRESERVE, AND NELSON MEMORIAL FOREST. THESE LANDS SHARE AN EXTENSIVE TRAIL NETWORK IN WHICH VISITORS CAN WANDER FOR HOURS. THERE ARE SEVERAL TRAIL CONNECTIONS TO THE NORTH RIVER WHICH OFFER BEAUTIFUL VISTAS AND OPPORTUNITIES FOR CONNECTIVITY TO THE NORTH RIVER WATERWAY TRAIL.

PARKING:

TWO PARKING AREAS ALONG UNION STREET PROVIDE SPACE FOR 10-15 VEHICLES EACH.



VIEW OF NORTH RIVER.

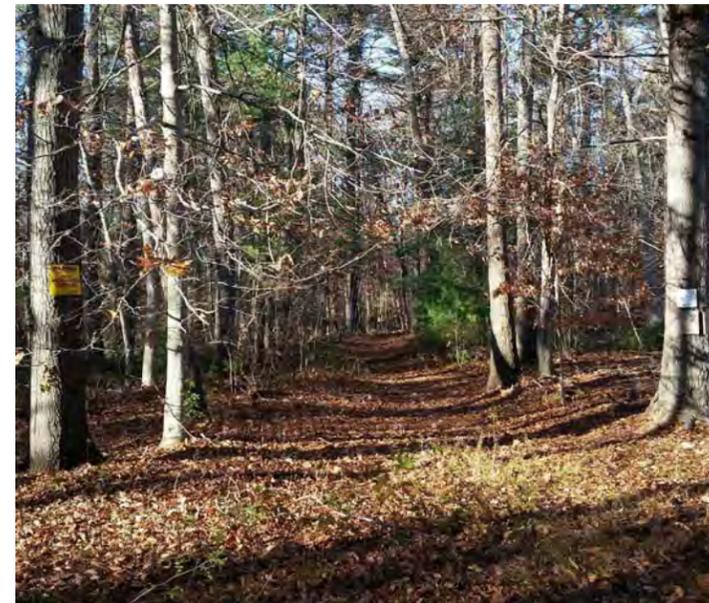
MARKINGS AND WAYFINDING:

A COLLECTION OF PARKING, WAYFINDING AND KIOSK SIGNAGE HELP VISITORS LOCATE THE UNION STREET PARKING AREAS AND ADJOINING TRAILS, THOUGH MOST OF THESE PROVISIONS HAVE FALLEN INTO DISREPAIR. THERE IS ALSO AN EXISTING NAMING SYSTEM USED THROUGHOUT THE NELSON MEMORIAL FOREST THAT RECALLS AN OLD STREET NETWORK THAT FOLLOWED A SIMILAR ROUTING.

DIFFICULTY AND TRAIL LENGTH:

A WIDE RANGE OF DIFFICULTY LEVELS CAN BE FOUND AS INDICATED BY THE VARYING TRAIL CLASSIFICATIONS. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.0 AND 2.0 MPH:

- CROSSING EAST TO WEST FROM THE NORTHERN UNION STREET PARKING LOT TO COVE CREEK = 1.0 MILES OR APPROXIMATELY 40 MINUTES.
- CROSSING NORTH TO SOUTH FROM HIGHLAND STREET TO THE NORTH RIVER AT ACCESS B = 1.0 MILES OR APPROXIMATELY 40 MINUTES.



BROAD CLASS III TRAILS AT NELSON MEMORIAL FOREST.



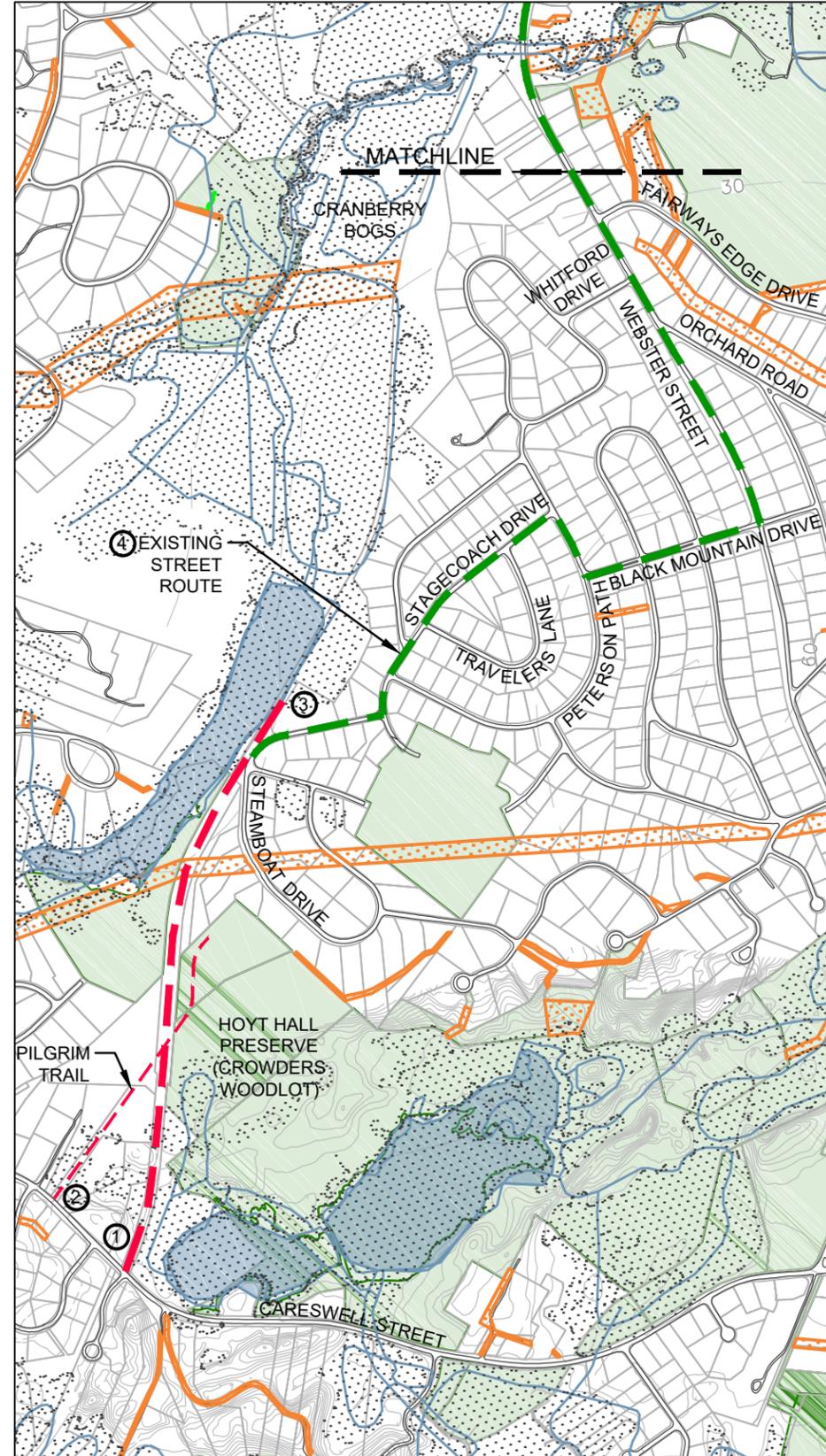
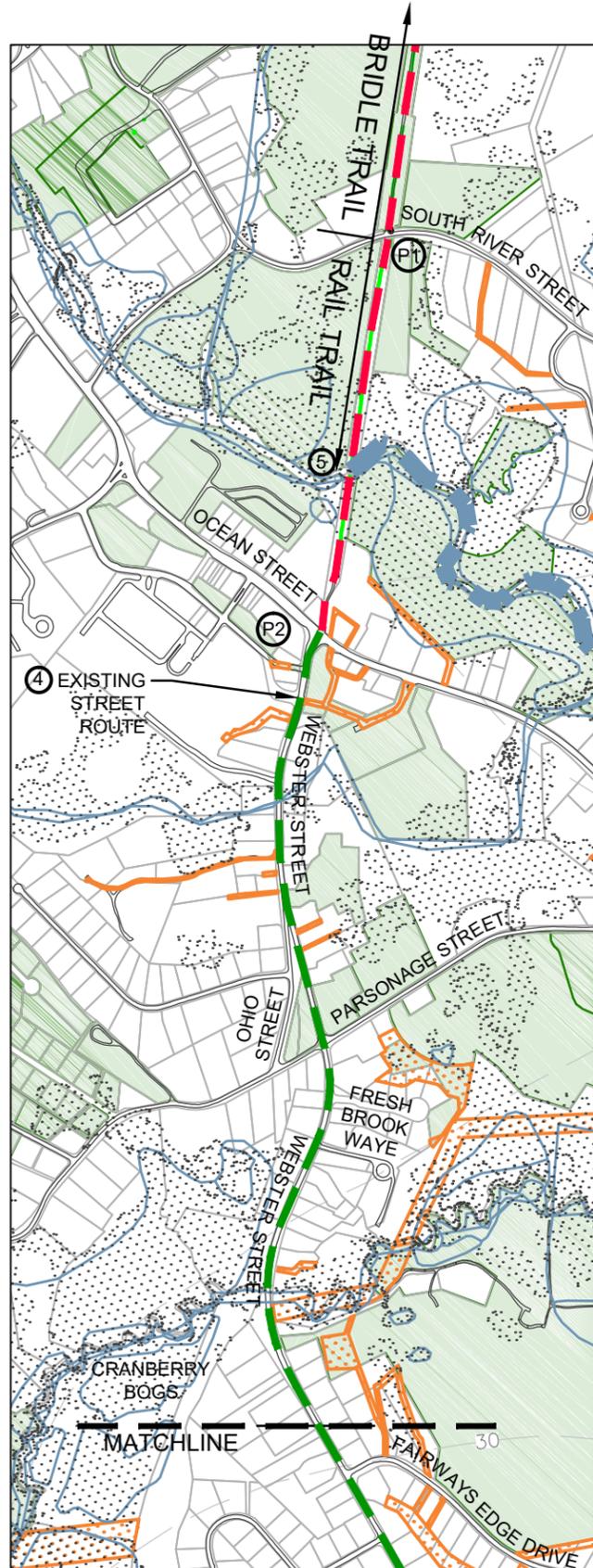
BENCH NEAR HIGHLAND STREET ENTRANCE.

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MARSHFIELD RECREATIONAL TRAILS

RAIL TRAIL

SOUTH OF SOUTH RIVER STREET



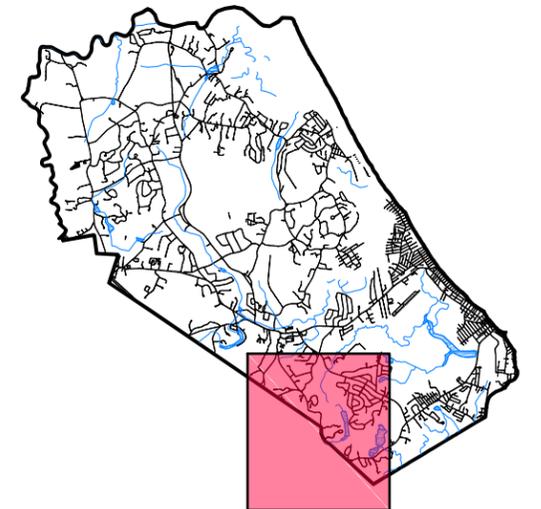
MAP KEY

- ① TRAIL TERMINUS AT CARESWELL STREET, NO AVAILABLE PARKING
- ② OLD PILGRIM TRAIL TERMINUS, NO AVAILABLE PARKING.
- ③ TRAIL TERMINUS AT MARSH.
- ④ CONNECTION BETWEEN TRAIL SEGMENTS TO OCCUR ALONG EXISTING STREET SIDEWALK NETWORK.
- ⑤ FRANCIS M. KEVILLE BRIDGE. SOUTH RIVER BOAT LAUNCH AT THIS LOCATION.
- P1 TRAIL TERMINUS AT SOUTH RIVER STREET. PARKING AVAILABLE NEXT TO SUBSTATION, DO NOT BLOCK SUBSTATION ACCESS.
- P2 TRAIL TERMINUS AT OCEAN STREET. PARKING AVAILABLE AT ADJACENT BUSINESSES.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- RECOMMENDED TRAIL CONNECTION ROUTE
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING AND TRAIL MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE

1000 500 0 1000

SCALE IN FEET

MAP UPDATED: APRIL, 2016

BOUNDARY LINES, WETLAND/WATERBODY LIMITS, AND OTHER INFORMATION PROVIDED ON THESE MAPS ARE APPROXIMATE AND SUBJECT TO CHANGE. WHILE EVERY EFFORT HAS BEEN MADE TO ACCURATELY INVENTORY THE TRAIL SYSTEM AND EXISTING CONDITIONS, ACTUAL CONDITIONS MAY VARY FROM THOSE PRESENTED ON THIS MAP. THE TOWN OF MARSHFIELD AND THE CONTRIBUTORS TO THE CREATION OF THIS MAP TAKE NO RESPONSIBILITY FOR ANY LOSS, DAMAGE, OR INJURY ARISING FROM ANY INACCURACIES IN THIS MAP.

MAP CREATED BY BL COMPANIES, INC.
BASE INFORMATION PROVIDED BY TOWN OF MARSHFIELD GIS DATA RESOURCES AND OLIVER MASS GIS ONLINE MAPPING TOOL.

MARSHFIELD RECREATIONAL TRAILS MAP



RAIL TRAIL

SOUTH OF SOUTH RIVER ROAD

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS
MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

THE RAIL TRAIL EXISTS IN TWO PARTS. PART 1, THE NORTHERN SEGMENT EXTENDS FROM ITS INTERSECTION WITH SOUTH RIVER STREET AND THE BRIDLE TRAIL SOUTH TO ITS INTERSECTION WITH OCEAN STREET, A DISTANCE OF ROUGHLY 2,400 FEET. ITS ENTIRE LENGTH FOLLOWS A FORMER RAIL GRADE, IS LEVEL, AND WELL-GRADED. A WIDE RANGE OF USES CAN BE ACCOMMODATED ALONG THIS LENGTH AND THE PAVED SECTION EXTENDING FROM OCEAN STREET TO THE FRANCIS M. KEVILLE FOOTBRIDGE IS ADA ACCESSIBLE WITH THE EXCEPTION TO AN AREA OF ASPHALT HEAVED BY A LARGE TREE AT THE EDGE OF DANDELION PARK.

PART 2, THE SOUTHERN SEGMENT OF TRAIL STARTS AT THE INTERSECTION OF CARESWELL ROAD AND SOUTH POINT LANE, AND CONTINUES NORTH APPROXIMATELY 3,200 FEET TO ITS CURRENT TERMINUS AT STAGECOACH DRIVE WITHIN THE PILGRIM TRAIL HOUSING DEVELOPMENT. A SMALL NETWORK OF WELL GRADED TRAILS AT CROWDER'S WOODLOT MEANDER EAST OF THE MAIN TRAIL. THE HISTORIC PILGRIM TRAIL ONCE SNAKED THROUGH THIS AREA AND OPPORTUNITIES EXIST TO CONNECT TO THE EXISTING TRAIL REMNANTS. THIS SEGMENT CONTAINS NUMEROUS SPUR TRAILS, BUT THE MAIN ACCESS IS EASY TO FOLLOW.

PARKING:

AT OCEAN STREET, THERE EXISTS NUMEROUS COMMERCIAL ESTABLISHMENTS WHICH PROVIDE NEARBY PARKING. UNOFFICIAL PARKING AT THE SOUTH RIVER STREET SUBSTATION LOT PROVIDES ADDITIONAL PARKING ACCESS.

MARKINGS AND WAYFINDING:

THIS TRAIL LACKS BLAZING AND SIGNAGE, THOUGH ITS WIDTH AND WEAR MAKE THE EXISTING TRACK DIFFICULT TO LOSE EVEN IN SNOWY CONDITIONS.

DIFFICULTY AND TRAIL LENGTH:

THE NORTH SEGMENT IS EASY TO LOCATE AND FOLLOW WHILE THE SOUTH SEGMENT IS POORLY MARKED, BUT ONCE ON THE TRAIL, EASY TO FOLLOW. THE SEGMENTS ARE WELL-GRADED, THOUGH THE SOUTHERN SEGMENT IS SLIGHTLY ROUGHER THAN THE NORTH. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.5 AND 2.5 MPH:

- SOUTH RIVER STREET TO OCEAN STREET = .5 MILES OR APPROXIMATELY 30 MINUTES.
- STREET CONNECTION FROM OCEAN STREET TO SOUTHERN TRAIL SEGMENT AT STEAMBOAT DRIVE = 2.0 MILES OR APPROXIMATELY 60 MINUTES.
- STEAMBOAT DRIVE TO CARESWELL STREET = .6 MILES OR APPROXIMATELY 35 MINUTES.



TYPICAL TRAIL SECTION, BROAD AND EASILY NAVIGABLE.



VIEW SOUTH TOWARDS DUXBURY.



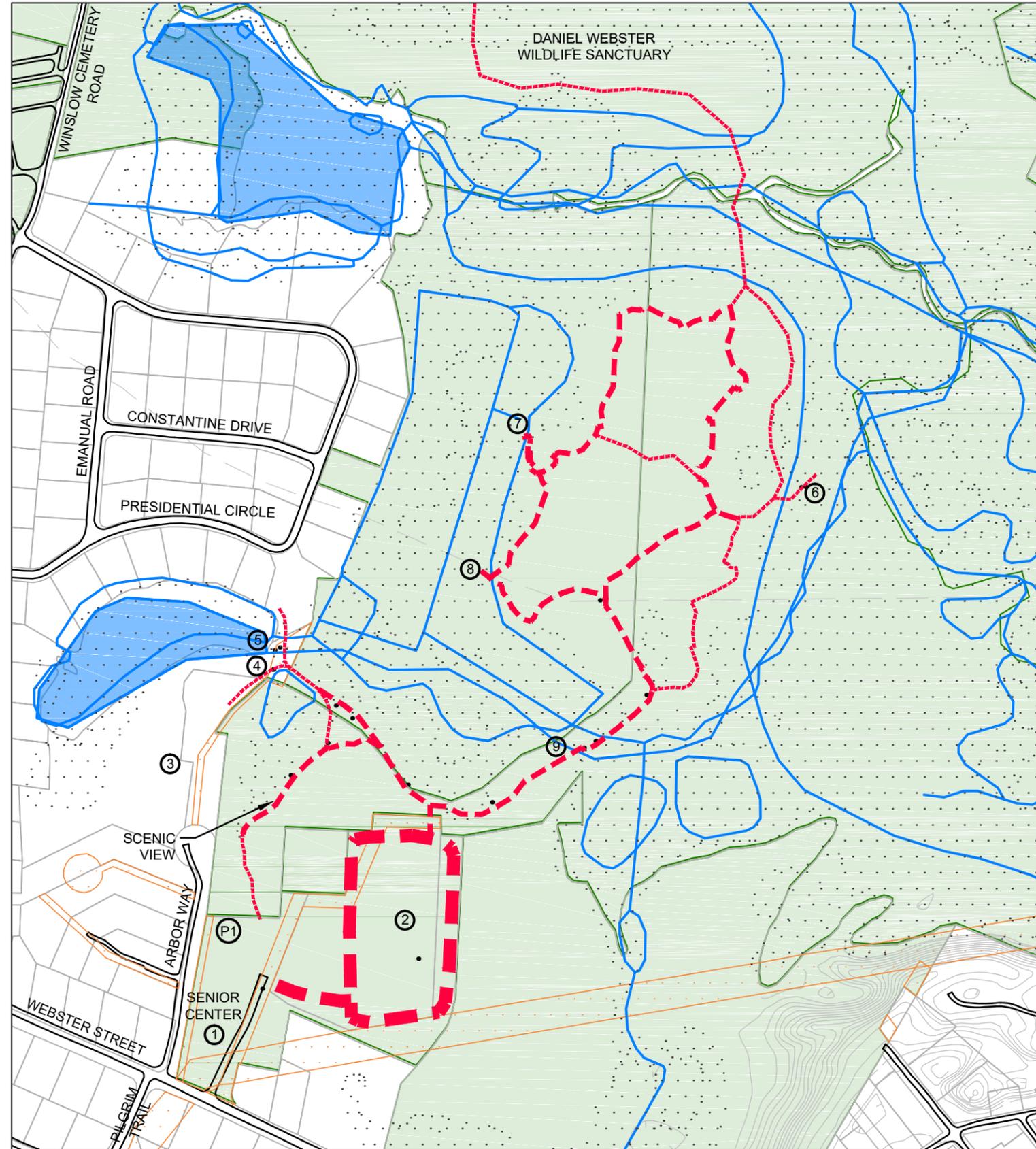
PAVED TRAIL JUNCTION AT OCEAN STREET.

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MARSHFIELD RECREATIONAL TRAILS

WEBSTER'S WILDERNESS

NORTH OF SENIOR CENTER



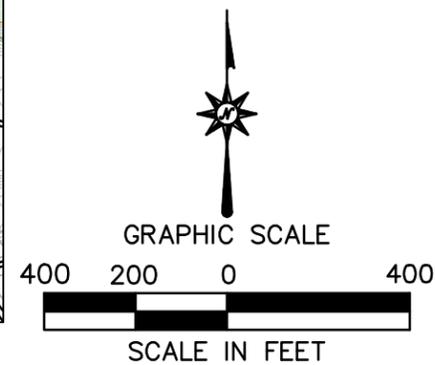
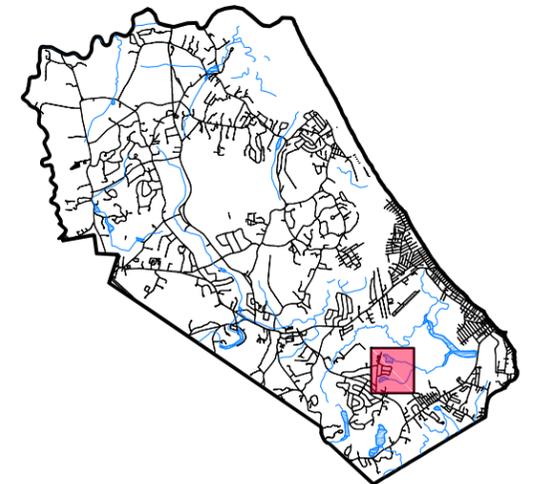
MAP KEY

- ① MARSHFIELD SENIOR CENTER.
- ② WHEELER BASEBALL COMPLEX.
- ③ DANIEL WEBSTER HISTORIC SITE.
- ④ SPUR PATH TO DANIEL WEBSTER HOUSE PROPERTY.
- ⑤ SPUR PATHS TO PRIVATE PROPERTIES. TRAILS ARE RUGGED AND MAINTENANCE UNRELIABLE. TRAVEL NOT RECOMMENDED.
- ⑥ TRAIL ENDS AT POTENTIAL VERNAL POOL SITE.
- ⑦ SCENIC POND VIEW.
- ⑧ SCENIC POND VIEW.
- ⑨ SCENIC POND VIEW.
- (P1) MARSHFIELD SENIOR CENTER PARKING. PAVED, HANDICAP ACCESSIBLE.

LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- WATERBODY
- EASEMENT
- WETLANDS
- OPEN SPACE
- SCHOOL FACILITY
- TRAIL PARKING AND MAP KEY MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



MAP UPDATED: MAY, 2016

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MARSHFIELD RECREATIONAL TRAILS MAP



WEBSTER'S WILDERNESS NORTH OF SENIOR CENTER

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

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DESCRIPTION

LAND DESCRIPTION:

THIS 130 ACRE CONSERVATION PARCEL CONTAINS A DYNAMIC NETWORK OF TRAILS FEEDING FROM THE MARSHFIELD SENIOR CENTER AND WHEELER ATHLETIC COMPLEX TO A LOWLAND FOREST AND WETLAND. AS WITH SO MANY OF MARSHFIELD'S CONSERVATION PARCELS, ONE DOES NOT NEED TO VENTURE FAR INTO THESE TRAILS TO FEEL SECLUDED AND APART FROM THE TOWN BUSTLE.

IN ADDITIONAL TO THE NATURAL BEAUTY, THERE EXISTS A RICH BUT UNEXPRESSED HISTORY WITHIN AND ADJACENT TO THIS SITE. THE DANIEL WEBSTER HOUSE LIES JUST TO THE WEST AND A COLLECTION OF 19TH AND EARLY 20TH CENTURY ARTIFACTS LIE MAROONED IN THE NOW OVERGROWING THICKETS OF THIS FOREST.

PARKING:

PARKING IS AVAILABLE AT TRAIL ENTRANCES LOCATED AT MARSHFIELD SENIOR CENTER AND WHEELER ATHLETIC COMPLEX.

MARKINGS AND WAYFINDING:

THROUGHOUT THIS TRAIL SYSTEM ARE ROUND METAL DISC TRAIL MARKERS, FIXED FIRMLY TO EXISTING LARGE TREES.

DIFFICULTY AND TRAIL LENGTH:

THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.0 AND 2.0 MPH:

- ROUND TRIP STARTING AT SENIOR CENTER = 1.5 MILES OR APPROXIMATELY 45 MINUTES.
- TRAVERSING ENTIRE TRAIL NETWORK = 3.5 MILES OR APPROXIMATELY 9.0 MINUTES.



TYPICAL TRAIL MARKER.



SCENIC VIEW OF POND.



VIEW OF DANIEL WEBSTER'S HOUSE FROM TRAIL ACCESS.

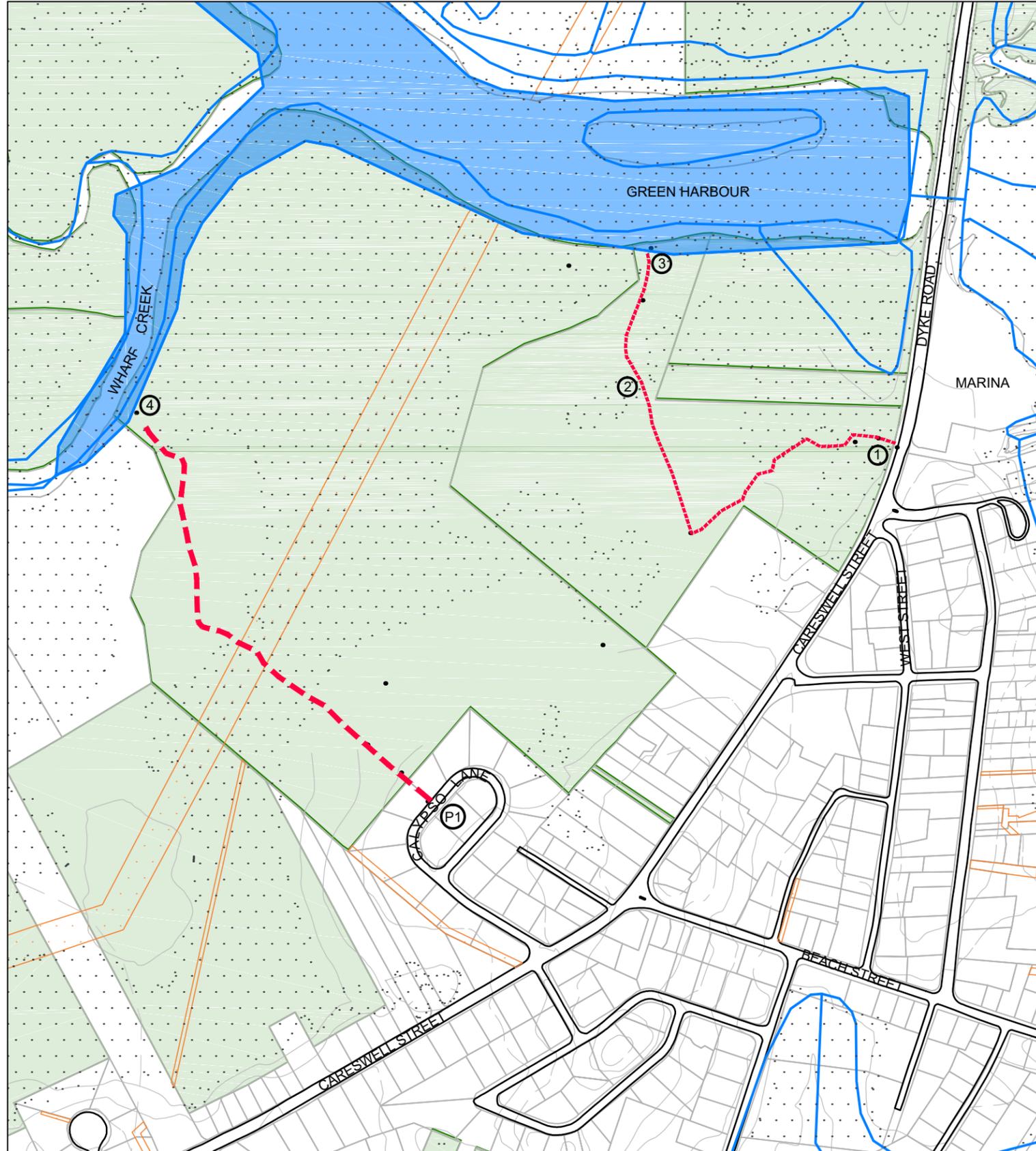


PATHWAY CONNECTING TRAIL AND WHEELER ATHLETIC FACILITY.

MARSHFIELD RECREATIONAL TRAILS

WHARF CREEK

AT CALYPSO LANE AND DYKE ROAD



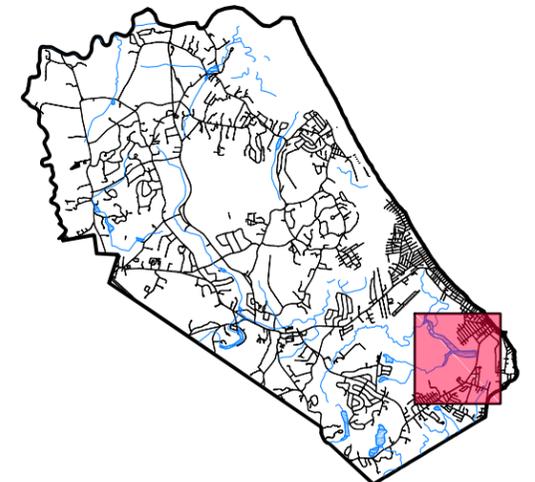
MAP KEY

- ① TRAIL ACCESS OFF DYKE ROAD. NO TRAIL PARKING PERMITTED ACROSS THE STREET.
- ② TRAIL PASSES THROUGH THICKET.
- ③ SCENIC VIEW TO GREEN HARBOUR.
- ④ SCENIC VIEW TO WHARF CREEK.
- (P1) SHOULDER PARKING AT CALYPSO LANE ENTRANCE. DO NOT BLOCK DRIVEWAYS.

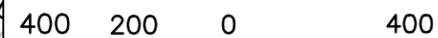
LEGEND

- TRAIL CLASS I
NARROW WIDTH, POTENTIAL STEEP AND RUGGED TERRAIN, NONE OR FEW SIGNS
- - - - - TRAIL CLASS II
MEDIUM WIDTH, MODERATE GRADE, LIMITED TRAIL MARKING
- TRAIL CLASS III
BROAD WIDTH, EASY GRADE, WELL-MARKED
- ROADWAY
- — — — — 30 FT ELEVATION CONTOUR
- PARCEL BOUNDARY
- STREAM/WATERWAY
- ▭ WATERBODY
- ▨ EASEMENT
- ⋯ WETLANDS
- OPEN SPACE
- 🏠 SCHOOL FACILITY
- Ⓟ # TRAIL PARKING & MAP KEY MARKER

LOCATION PLAN (TOWN OF MARSHFIELD)



GRAPHIC SCALE



SCALE IN FEET

MAP UPDATED: MAY, 2016

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MAP CREATED BY BL COMPANIES, INC.
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MARSHFIELD RECREATIONAL TRAILS MAP



WHARF CREEK AT CALYPSO LANE AND DYKE ROAD

PERMITTED ACTIVITIES

HIKING
DOG WALKING
BIKING
HORSEBACK RIDING
NORDIC SKIING

PROHIBITED ACTIVITIES

CAMPING
FIRE
SMOKING
CONSUMPTION OF ALCOHOL
USE OF FIREARMS AND TRAPPING
USE OF PAINTBALL GUNS

MOTOR VEHICLES (EXCEPT FOR EMERGENCY OR SERVICE)

DESCRIPTION

LAND DESCRIPTION:

THIS WAS ONCE A SINGLE LOOP TRAIL THAT HAS FALLEN INTO DISREPAIR AND NO LONGER HAS A NAVIGABLE CONNECTION. THE TRAIL IS VERY QUIET, AND LIES ON A PERCHED WOODLAND AT OR JUST ABOVE THE GREEN HARBOR FLOODPLAIN. THERE IS A DENSE UNDERSTORY OF NATIVE CHOKEBERRY THAT CREATES BOTH AN ATTRACTIVE FALL DISPLAY OF ORANGE AND RED, AND AN IMPENETRABLE THICKET. DESPITE BEING A SMALL CONSERVATION PARCEL IN CLOSE PROXIMITY TO TOWN DEVELOPMENT, THERE IS A DISTINCT SENSE OF SOLITUDE AT THIS WOODLAND THAT SOME OF THE MORE THOROUGHLY DEVELOPED AND POPULAR AREAS DO NOT POSSESS. A SEEMINGLY ANCIENT NETWORK STONE WALLS THREAD THEIR WAY THROUGH THE WOODS RECALLING AN AGRICULTURAL HISTORY AT THIS LOCATION.

PARKING:

STREET PARKING ON CALYPSO LANE IS PERMITTED.
PARKING AT DYKE ROAD AND GREEN HARBOR MARINA IS NOT PERMITTED.

MARKINGS AND WAYFINDING:

INTERMITTENT METALLIC TRAIL MARKERS CAN BE FOUND ALONG THE TRAIL

DIFFICULTY AND TRAIL LENGTH:

THESE TRAILS ARE EXTREMELY RUGGED AND ONLY VERY ABLE BODIED AND SKILLED NAVIGATORS ARE RECOMMENDED TO USE THEM. USERS ARE STRONGLY ENCOURAGED TO TURN AROUND IF THE TRAIL BECOMES TOO DIFFICULT TO FOLLOW. THE FOLLOWING TRIP TIMES ARE BASED ON AN EASY HIKING SPEED OF BETWEEN 1.0 AND 2.0 MPH:

- TRIP FROM DYKE ROAD TO GREEN HARBOR VIEWING = .3 MILES OR APPROXIMATELY 12 MINUTES.
- TRIP FROM CALYPSO LANE TO WHARF CREEK VIEWING = .3 MILES OR APPROXIMATELY 12 MINUTES.



CALYPSO LANE TRAIL ENTRANCE.



TYPICAL TRAIL CONDITIONS.

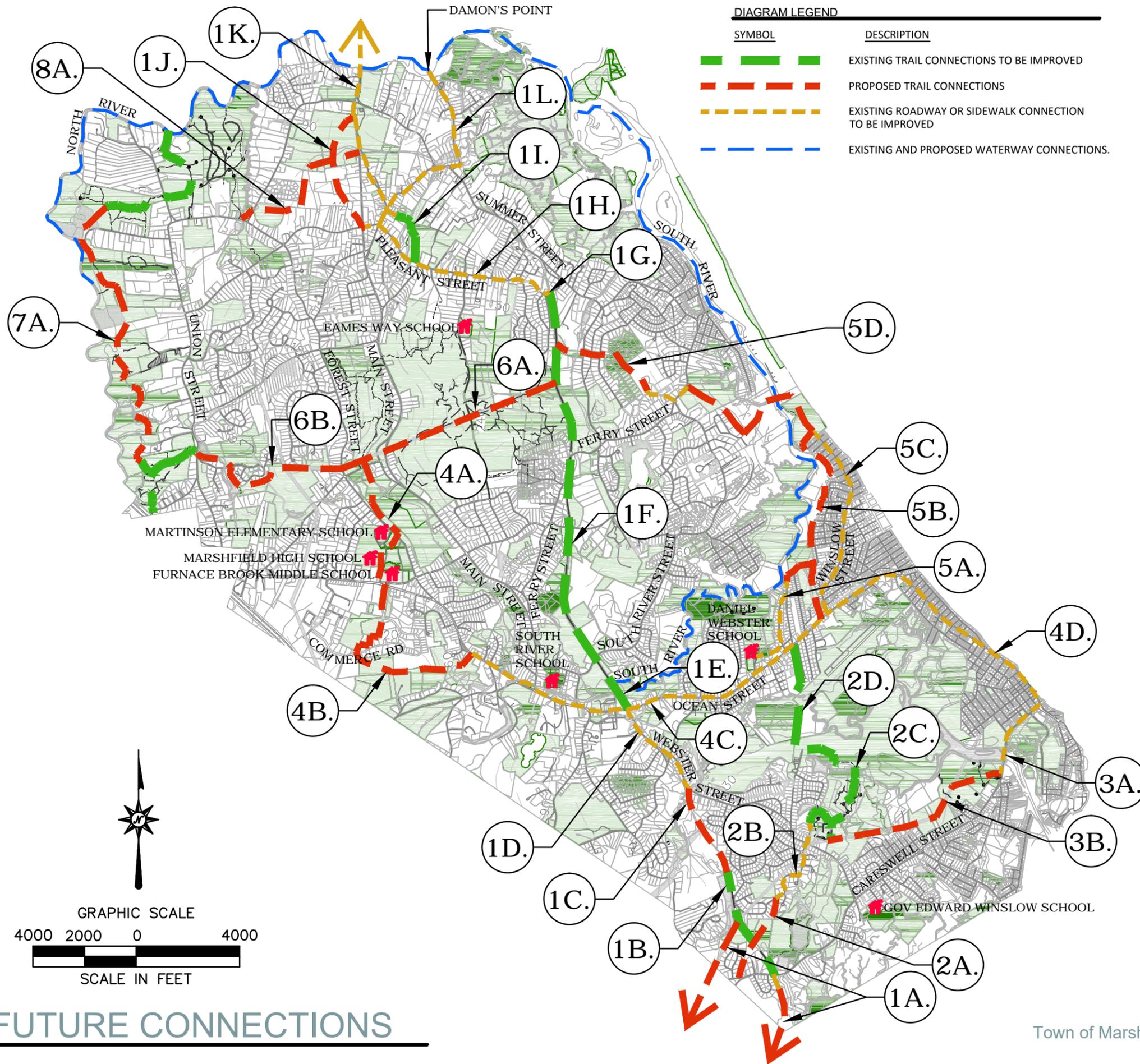


SCENIC VIEW OF WHARF CREEK.



REMNANTS OF STONE WALL.

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DESCRIPTIONS

- 1A. CONNECT RAIL TRAIL INTO DUXBURY VIA ONE OF TWO OPTIONS.
- 1B. UPGRADE RAIL TRAIL TO ACCOMMODATE ADDITIONAL USERS.
- 1C. CONNECT RAIL TRAIL TO WEBSTER STREET VIA UTILITY CORRIDOR.
- 1D. IMPROVE EXISTING WEBSTER STREET SIDEWALK TO ACCOMMODATE ADDITIONAL USERS.
- 1E. IMPROVE RAIL TRAIL TO SOUTH RIVER STREET.
- 1F. IMPROVE BRIDLE TRAIL NORTH OF SOUTH RIVER STREET, THROUGH CAROLINA HILLS TO OAKLEAF DRIVE.
- 1G. CONNECT EXISTING TRAIL TO PLEASANT STREET VIA MONICA WAY.
- 1H. IMPROVE AND CONSTRUCT SIDEWALK AT PLEASANT STREET TO ACCOMMODATE ADDITIONAL USERS.
- 1I. ROUTE OPTION 1: CONNECT TO MAIN STREET VIA HAGAR FOREST AND OLD MAIN STREET.
- 1J. ROUTE OPTION 2: CROSS MAIN STREET AND RECONNECT TO MAIN STREET THROUGH SPRING SAINT LAND.
- 1K. PROVIDE SHOULDER CONNECTION ACROSS ROUTE 3A BRIDGE INTO SCITUATE.
- 1L. PROVIDE STREET SIGNAGE GUIDING PEDESTRIANS AND VEHICLES ALONG PROSPECT STREET, SUMMER STREET, AND DAMON'S POINT ROAD TO DAMON'S POINT SCENIC OVERLOOK.
- 2A. BEGIN PILGRIM TRAIL AT CARESWELL STREET AND CONNECT TO AUNT LIZZI LANE.
- 2B. IMPROVE EXISTING SIDEWALKS ALONG AUNT LIZZI AND PILGRIM WAY TO ACCOMMODATE ADDITIONAL USERS.
- 2C. ROUTE TRAIL THROUGH WEBSTER'S WILDERNESS AND CONNECT INTO DANIEL WEBSTER WILDLIFE SANCTUARY VIA BOARDWALK AND BRIDGE
- 2D. CONNECT TRAIL ALONGSIDE MARSHFIELD AIRPORT TO OCEAN STREET.
- 3A. IMPROVE EXISTING DYKE STREET SIDEWALK AND CONNECT FROM PETER IGO PARK TO ESTES WOODS.
- 3B. CONNECT TO WHEELER ATHLETIC FIELDS AT SENIOR CENTER VIA UTILITY CORRIDOR.
- 4A. CONNECT SCHOOLS AT FOREST STREET AND FURNACE STREET ALONG ROAD AND UTILITY EASEMENTS TO CONSERVATION LANDS SOUTH OF COMMERCE ROAD.
- 4B. CONNECT SPRAGUE, DRAKE, VEADER, AND ELLIS LANDS TO OCEAN STREET VIA HIKING TRAIL.
- 4C. IMPROVE EXISTING PEDESTRIAN CONNECTIONS ALONG NORTHSIDE OF OCEAN STREET TO WINSLOW STREET.
- 4D. CONTINUE PEDESTRIAN IMPROVEMENTS ALONG OCEAN STREET TO CONNECTION WITH DYKE STREET.
- 5A. ROUTE OPTION 1: CONNECT DANIEL WEBSTER SCHOOL TO BEACH ACCESS VIA JOHN STREET, LIBERTY STREET AND BOURNE PARK AVENUE. FOLLOW TIDAL MARSH TO PEDESTRIAN WAY ALONG LOCAL STREETS.
- 5B. ROUTE OPTION 2: CONNECT OCEAN STREET TO REXHAME BEACH VIA MULTI-USE TRAIL FOLLOWING SOUTH RIVER TIDAL MARSH.
- 5C. ROUTE OPTION 3: CONNECT OCEAN STREET TO REXHAME BEACH VIA IMPROVED VEHICLE AND PEDESTRIAN FACILITIES ALONG WINSLOW STREET.
- 5D. CONTINUE TRAIL CONNECTION NORTH ALONG REXHAME OVER SOUTH RIVER VIA NEW PEDESTRIAN BRIDGE, NORTH PAST COAST GUARD HILL, ALONG LOCAL ROADS AND PUBLIC LANDS TO BRIDLE TRAIL.
- 6A. IMPROVE CAROLINA HILL UTILITY CORRIDOR TRAIL TO ACCOMMODATE ADDITIONAL USERS.
- 6B. CONNECT CAROLINA HILLS TRAILS TO UNION STREET TRAILS VIA FURNACE BROOK, EDGEWOOD, AND OAKMAN PUBLIC LANDS.
- 7A. CONNECT UNION STREET CONSERVATION LANDS VIA EXISTING AND PROPOSED TRAILS ALONG NORTH RIVER SHORE. IMPROVE EXISTING TRAILS TO PROVIDE BETTER CONNECTIONS TO NORTH RIVER BOAT LAUNCH LOCATIONS.
- 8A. CONNECT PHILLIPS FARM PRESERVE TRAILS WITH ROUTE 3A VIA SPRING SAINT LAND.

FUTURE CONNECTIONS

Town of Marshfield, Massachusetts





Constant Contact Survey Results

Survey Name: Marshfield Open Space and Recreation Plan

Response Status: Partial & Completed

Filter: None

4/12/2016 8:32 AM EDT

TextBlock:

Dear Resident, The Community Preservation Committee, working with the Recreational Trails Committee, a dedicated working group consisting of Town Staff, other committee members and outside consultants has undertaken the task of preparing a Comprehensive Trails Plan to provide the framework for future trails expansion, connectivity and maintenance. Consistent with the Town's tradition of collaboration and public outreach, and so that we may provide you with the highest quality recreational experience, we are conducting a survey of the community. Your cooperation in completing this survey is greatly appreciated and will assist us in shaping Marshfield's Comprehensive Trails Plan by identifying important trail linkages, areas for improvement in the existing system, and establishing a vision for the future of this valuable community resource. Please answer as many questions as possible.

There will be an opportunity to provide additional comments and responses at the end of the survey.

Thank you for your time.

How aware are you of
Marshfield's trail system? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
I know Marshfield has an extensive system of trails for many types of users			106	28.5 %
I know of several trails in town			160	43.1 %
I know of the Bridle Trail only			29	7.8 %
I did not know Marshfield had a trail system			73	19.6 %
No Response(s)			3	<1 %
Totals			371	100%

How did you learn about
the trail system? (Check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Word of Mouth			200	54.4 %
Roadside Signage			72	19.6 %
Driving past and seeing cyclists/hikers			67	18.2 %
Internet/Town website			40	10.8 %
I did not know Marshfield had a trail system			55	14.9 %
Other			79	21.5 %
Totals			367	100%

Would you consider your
primary use of the trails to be for? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Recreation			181	48.7 %
Health and Exercise			143	38.5 %
Competition Training (marathon, triathlon, racing, etc.)			16	4.3 %
Commuting			2	<1 %
Other			20	5.3 %
No Response(s)			9	2.4 %
Totals			371	100%

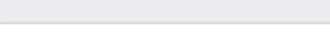
What are your primary activities on the trails? (Check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Walking/Hiking			282	79.2 %
Biking			85	23.8 %
Jogging/Running			88	24.7 %
Rollerblading			10	2.8 %
Walking a pet			151	42.4 %
Horseback Riding			29	8.1 %
Cross Country Skiing/Snowshoeing			46	12.9 %
Motorsports			5	1.4 %
Other			20	5.6 %
Totals			356	100%

How often do you use the existing trail system? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Daily			23	6.1 %
4 to 5 times per week			16	4.3 %
2 to 3 times per week			42	11.3 %
Once a week			39	10.5 %
2 to 3 times per month			60	16.1 %
Once a month			39	10.5 %
A few times a year			85	22.9 %
Never/Almost never			56	15.0 %
No Response(s)			11	2.9 %
Totals			371	100%

When do you use the existing trail system? (Check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Weekdays in the spring			176	55.1 %
Weekends in the spring			248	77.7 %
Weekdays in the summer			195	61.1 %
Weekends in the summer			243	76.1 %
Weekdays in the fall			186	58.3 %
Weekends in the fall			255	79.9 %
Weekdays in the winter			115	36.0 %
Weekends in the winter			150	47.0 %
Totals			319	100%

How much time on average do you spend on the trails when using the trail system?

Answer	0%	100%	Number of Response(s)	Response Ratio
Less than 30 minutes			9	2.4 %
30 minutes to 1 hour			167	45.0 %
1 hour to 2 hours			132	35.5 %
More than 2 hours			18	4.8 %
No Response(s)			45	12.1 %
Totals			371	100%

Are you accompanied by children when using the trail system? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Always			36	9.7 %
Sometimes			164	44.2 %
Never			134	36.1 %
No Response(s)			37	9.9 %
Totals			371	100%

In conjunction with your

use of the trail system, do you purchase any of the following? (Check all that apply)

Answer	0%	100%	Number of Response(s)	Response Ratio
Beverages			34	10.3 %
Candy/Snack Foods/Ice Cream			14	4.2 %
Sandwiches			10	3.0 %
Meals at a Restaurant near the trail			13	3.9 %
Non-Food Items			7	2.1 %
I do not make purchases when using the trails			276	84.4 %
Other			12	3.6 %
Totals			327	100%

In your opinion, the physical

condition and maintenance of the trail system is? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Excellent			9	2.4 %
Good			136	36.6 %
Fair			113	30.4 %
Poor			35	9.4 %
Don't know/Unsure			58	15.6 %
No Response(s)			20	5.3 %
Totals			371	100%

In your opinion, the

cleanliness and appearance of the trail system is? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Excellent			23	6.1 %
Good			145	39.0 %
Fair			100	26.9 %
Poor			23	6.1 %
Don't know/Unsure			61	16.4 %
No Response(s)			19	5.1 %
Totals			371	100%

In your opinion, the safety and security along the trail system is? (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Excellent			32	8.6 %
Good			135	36.3 %
Fair			73	19.6 %
Poor			25	6.7 %
Don't know/Unsure			86	23.1 %
No Response(s)			20	5.3 %
Totals			371	100%

The Town should take action to enhance and expand the existing trail system. (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Strongly Agree			223	60.1 %
Somewhat Agree			101	27.2 %
Somewhat Disagree			16	4.3 %
Strongly Disagree			13	3.5 %
No Response(s)			18	4.8 %
Totals			371	100%

The Town should take action to develop a paved multi-use trail for pedestrians and bicyclists. (Check one)

Answer	0%	100%	Number of Response(s)	Response Ratio
Strongly Agree			175	47.1 %
Somewhat Agree			84	22.6 %
Somewhat Disagree			49	13.2 %
Strongly Disagree			50	13.4 %
No Response(s)			13	3.5 %
Totals			371	100%

Which trails or portions of trail systems do you like and use most and why? (Check up to three)

Answer	0%	100%	Number of Response(s)	Response Ratio
Bridle trail			160	48.0 %
Carolina Hill Reservation			117	35.1 %
Daniel Webster Wildlife Sanctuary			137	41.1 %
Webster's Wilderness			39	11.7 %
Wharf Creek Woodland & Estes Woods			4	1.2 %
North River Wildlife Sanctuary			99	29.7 %
Cornhill Woodland			46	13.8 %
Union Street Woodland/Henry & Thomas Nelson Memorial Forest			105	31.5 %
Rexhame Beach Trail			115	34.5 %
Jose Carreiro/Two Mile Farm			60	18.0 %
John Little Conservation Area			34	10.2 %
Couch Cemetery and Blueberry Island			129	38.7 %
Other			28	8.4 %
Totals			333	100%

Please identify any linkages or trail routes that are in need of improvement or that currently do not exist that you would like to see in the future.

122 Response(s)

Please provide any additional comments or thoughts that you feel might help in the preparation of the Comprehensive Trails Plan.

165 Response(s)

What is your gender?

Answer	0%	100%	Number of Response(s)	Response Ratio
Male			141	38.0 %
Female			213	57.4 %
No Response(s)			17	4.5 %
Totals			371	100%

What is your age group?

Answer	0%	100%	Number of Response(s)	Response Ratio
Under 18			0	0.0 %
19-25			14	3.7 %
26-35			32	8.6 %
36-45			74	19.9 %
46-55			101	27.2 %
56-65			74	19.9 %
Over 65			62	16.7 %
No Response(s)			14	3.7 %
Totals			371	100%

What street do you live on?

321 Response(s)

TextBlock:

Your survey is complete. Thank you very much!

	Please provide any Linkages or trail routes that are in need of improvement or that currently do not exist that you would like to see in the future.
Responses:	<p>South end of town needs to be linked to the rest of the system along the old Rail road bed and linked to the Webster property. Signage in union street paths. Luckily found a human in there to help us get un-lost!</p> <p>Would like to see an actual biking trail on bridle path and use of the old rail trail for multipurpose use linking to other south shore towns The trails along Union street would be excellent if they connected all the way from the north river to the Pembroke line It's no longer safe to use two mile reservation or the PCA trail off of union st. There are too many aggressive, off leash dogs at both sites and an Was an avid cyclist before moving to Marshfield in '97. Most recently had lived in Washington DC and was able to ride from my house on safe city bike trails. Too dangerous to do here. I support development of lanes/sidewalks to support trail access too - especially on Webster St and on 3A btw Carolina Hill and the intersection of Furnace Street. I think that a paved path for those who are elderly would be nice. The wooded trails are wonderful but uneven and hilly making it difficult for those who are old or with health problems. Would be great to have paved bike paths in town. Bridal trail should be paved with crosswalks bollards at streets like cape cod railtrail all the way through Marshfield We need bike paths/trails along Ferry, South River, Summer and Oak Streets desperately!!! Carolina hill trails are somewhat overgrown. came out crawling with ticks (because of all the brush she had to plow through). It was a nice trail system back in the day - we'd like to see it be There is a way to link from across the coffee shop in green harbor to the daniel webster estate. I did it 20 years ago by accident when they cleared the powerlines. This would be a simple project with nice views I would love to see a bike/hiking trail connecting the southern end of the Bridle Trail (and the new conservation land across the bridge) with Veterans Park and the Wildlands Trust Pudding Hill Preserve. Corn Hill Woodland-trails needs to be cleared Bridal path would be perfect for a paved bike path. Riverwalk trail Bridle Path is in horrible condition and need the most work. That has so much potential, but is so hard to ride or run as is. The rest of the trails are already woody type trails so they're acceptable with less maintenance. Connect Daniel Webster (Aubobon) to South River (CVS & Keville Bridge) via sidewalks on Webster Street I am not that familiar with Marshfield's paths. The Bridle Path trail is okay but since its a dirt path we tend to use other paths like the path in Scituate that is asphalt. I also like paths that are very visible and not secluded for safety mostly. We spend time on the Cape and the path through Eastham is wonderful. More detail about the features of each trail, length, parking, etc. New tract that connects two mile and John little conservation land. More single-track on Carolina Hill would bring mountain biking visitors from all over the S. Shore and eastern Massachusetts Paving the bridal trail None known. I wish there were brochures at town hall outlining trailheads/parking/routes. I haven't heard of 2/3 of listed trails in question 15.</p> <p>Bridal path is awesome but in need of serious improvement. I run this path and my son likes to bike along side but the terrain is tough. Would be great if the proposed trails systems would provide links to the schools in town The existing trails need better identification and marking. There should be caution in expanding the system to balance recreation and wildlife habitat protection. Corn Hill - wet area bridges are needed Railroad bed to the Duxbury line & linked to greenbush trail from vets park to rexheme beach that abuts the marsh of south river</p> <p>The open Space and recreation plan recommends paving the old rail bed to create a multi-use trail. Unfortunately the horseback riders feel like they own the "bridal trail". More people would use and enjoy a bike trail. The old rail bed can serve as the spine of a networked trail system. Trail for South River Canoe access all routes need dog CRAP to be picked up and disposed of properly Town should care for existing trails before spending any money on new or improved systems. Bridle trail is in terrible condition for both horses and hikers, walkers, Carolina Hill is also in poor shape and erosion control is needed desperately as is security and control of motorized vehicles which are not allowed there but destroy the trails. Better access to the south river for kayaks Trail signage needs to be developed and enhanced. Better interconnection Bridle Path and Carolina Hill. They both also have many branches that are unmarked. Bridle Trail would be a great location for a multi-use engineered/compacted gravel path. Town would benefit from a path that families with strollers could use. Pratt property trail development bridle trail has "whoopie-dos" made by illegal motor bikes, Carolina hill has erosion, and many trails are growing in, little/no enforcement of "no motorized vehicle" code in both - they are often dangerous with little regard for people/horses on the trail and the noise ruins the whole experience. Signage poor at Ferry St/Clay Pit/S. River X-ings.</p> <p>old Pilgrim trail [historical trail] once on the cover of Yankee Magazine for its beauty and historical significance as the oldest road in America. designated as a "way forever" in 1637 according to the General Laws of Plymouth Colony records. The cover shot was taken at the Careswell street entrance across from historical marker. Bridle trail and Carolina hill are my go to trails. However, all of the rocks I'm the sand make them difficult to use for horseback riding as the rocks make the hooves sore. the old railroad bed that connects Webster Street to the area behind black mount . . . and eventually goes to Careswell Street The bridal path could be graded out some but adding any material containing rocks would be detrimental since it is not good for the horse's feet, such as processed gravel or recycled asphalt.</p> <p>I would like to see the bridle trail better maintained and a hard pack surface installed for better year-round usage. There are too many soft and swampy spots which limit how and when the trail can be used. Also too many people don't clean up after their dogs. Two Mile Farm along the North River to the John Little Area seems like a worthwhile goal. South River near Veteran's Park connected along the river to the new Couch Cemetery and Bridle Trail would be fantastic. would like to see list and map in the Mariner was not aware of many of these areas all of the trails could be improved, signs could help, clearing trails, cutting back brush etc.</p> <p>Marshfield has a good start to work with. Old railroad bed from Webster Street (opposite Green Harbor Golf Course) through to Careswell ? signs needed for new trail off South River Trail signs needed for Pilgrim Trail The trails along the South River at Rexhame Beach are being torn up by heavy machinery used to make barriers with Christmas Trees. They are killing indigenous plants right and left and are creating a fire hazard as the Christmas Trees dry out. The fence and trees are limiting access along the river especially at high tide. I would like to see trash cans placed at entrances/exits to trails and signs encouraging walkers to pick up pet waste. With the exception of the trash can outside of CVS and in the Rexhame Beach parking lot, there is nowhere to throw away dog waste bags. All of the trails need work making Bridle Trail multi-use (biking, baby carriages, roller skating) would vastly increase its use and probably aid downtown businesses. In contrast to Cape, south shore has few bikes trails. Trail from Humarock Beach and Rexhame Parking Lot = Paved Trail through the dunes - Efficient Solar Lighting - Biking and Walking Trail - Potentially a sea side Boardwalk Would love to see a trail added to link the dunes from Humarock to Rexham beach parking lot. The trails I use are fine as they are. Adding paving to any of the ones I use so that high speed bicycles can travel next to me presents an added danger to walkers, dogs(even those on leashes), and those on horseback. Adding bicycle lanes to already paved roads would be preferable than disrupting peaceful and quiet walks we currently enjoy.</p>

I'm a life-long resident of Marshfield and am now raising my family here. I'm at a disadvantage with completing this survey, as I'm only familiar with the audobon sites in Marshfield and a few trustees sites, which I guess is the point of the survey. Sometimes I'll take note of a trail Kezia Bacon mentions in the Mariner, but its not always local.

The bridle path should be maintained from CVS to Station St like it is from Ferry St to the 2nd pumping station. Eames Way could use some maintenance also.

I would like to see trail maps available. I think that the first priority of the trails committee should be to inventory and map the existing trails.

Bridle Trail crossing of South river street

Sidewalks on Webster Street

provide maps and southern entrance into Wharf Creek from Careswell St

Side walks to link trail systems and signage would be great

along the south river

The Carolina could use better marking, signage, and crossing warnings for traffic at South River and Ferry. Maps of all the trail systems would be helpful.

would be nice to see a trail from the webster house to the wildlife sanctuary would be nice if the wildlands trust would or could put in a parking area on the old rail road bed for the holy hall persevere

The Pilgrim Trail-the oldest road/trail in town and beyond is not passable.The original Winslow House trail and site need attention.

Connect the bridle trail to the Pratt Farm along the river.

When using the trail behind CVS it just ends at the street then the water reseviior road says no trespassing so I'm never sure if we are actually allowed to continue our walk on the road. Though I do see other people walking on the road

Had no idea the others existed.

Carolina hill was too sandy and too many ruts to push a all terrain joking stoller. That kept me from using again.

My did not feel safe on birdie trail near CVS. Also hard to push stroller.

In the Carolina Hills area between School street and Pine, there are some wooden bridges that have fallen into disrepair and are slippery for both bicycles and horses. I would be more than willing to help rebuild these bridges if there was interest. Main issue would be to get materials to the locations. Rick Larsen 865 Moraine Street.

N/A

All the trails in Marshfield need improved signage and maintenance as well as dog poop bags and a trash can as well as trail maps.

We also walk to Trouants Island

We also drive to Norwell, they have two fantastic trail systems

Hardly anyone mentions Nelson Farm

Where is Wharf Creek? John Little?

Linking as many trails as possible and making a bike path that extends from one end of town to the other (similar O Falmouth)

A paved trail anywhere in town would be great for family biking. The bridal trail makes sense because it crosses town and is accessible from many neighborhoods.

would like a map of the trails

These trails are virtually unknown to the vast majority of town residents. It is a combinations of negligence to make them at least conspicuous to town residents, and perhaps a willful intent to keep them a somewhat secret exclusive asset that only a few people know about. Based on my experience I don't think they really want a lot of people there.

extending the bridal trail to connect to other Towns

Holly rd

Oak St

I understand there might be trails around black mount but I have never been able to find them

Webster's Wilderness could use a trim.

N/A

Link them all

The North River Trail System needs pruning and signage / markers on the trail - Cannot tell where town trails connect.

Webster Wilderness Board Walks

We'd like to see a Carolina Hill/Bridle trail bike system.

Little / Riverwalk. Upgraded and more trails.

Riverwalk and Little

More trails in Riverwalk from Little. Better parking at Bridge St. (Union st. woodland). Cut down trees and add stones for drainage.

Damon Point Rd. Old train station - south

There is no safe paved trail to enjoy with my family in Marshfield. I have to travel to Bourne or Hingham to find a safe paved trail for recreational purposes.

leave trail system as is

The Bridal Trail next to CVS would be an amazing trail to bike. There is no place in Marshfield to bike safely for children or adults.

Rail line south to Duxbury - Expansion

All need signage, maintenance, enforcement of no motor vehicles, enforcement of no dumping.

I would like to see the Pilgrim Trail in the Black mount neighborhood connected to the trail system.

I would like to see a bike path created in Green Harbor, Brant Rock and Blackmount area.

I would like all trails accessible to dog walkers. A dog park would be awesome.

Please leave Rex Beach Trail with bags for dog walkers. Otherwise it's perfect the way it is.

Some sort of perimeter trail that connects the entire town would be great. Perhaps a trail that connects to the beach. Any way to connect into the Major trail system that envelopes Boston?

Union St Conservation to Little's to Couch

Walking paths on Marshfield side of Humarock

Dot / color guide and maps

Would like to be able to mountain bike on a more maintained / marked trail network.

	Please Provide Any Additional Comments or Thoughts that you feel might help in the preparation of the Comprehensive Trails Plan
Responses:	<p>An overlay of all legal hunting land , as well as areas of conservation, where hunting is not . So the hunters know where the people will be and the people will know where the hunters will be ,</p> <p>CLEARLY marking areas that motorized vehicles/ATVs/etc. are allowed to use, and ENFORCING that.</p> <p>I only knew the Audubon and union street paths existed. And I'm a lifelong resident! We need somewhere for my kids to bike as we live on a busy street with no sidewalks, off summer street. No biking or walking for us. A paved path would be awesome!</p> <p>The residents of Marshfield would greatly benefit from the development of a paved bike trail that could be used for non motorized vehicles and walking.</p> <p>I think signage in most of the trails I have been on could use improvement.</p> <p>Paved trails like bare cove in Hingham would be amazing. So hard to walk kids in strollers anywhere in Marshfield.</p> <p>The town should allow bowhunters to help manage the ecosystem of these areas, far too many deer and the ticks are horrible in spring and summer months</p> <p>Until I saw the list in Q15 I didn't realize we had that many official trails. I definitely would have used them more when my kids were little. I am also a photographer and am always looking for new places/locations to take photos. I look forward to learning more about the official trail system and hope to take better advantage of them</p> <p>Securing the trail entry points to keep motorcyclists off the trails.</p> <p>More markings on the trails and naming of the trails would be great.</p> <p>My hesitation in using the trails on my own for training are due to safety as well as trying to avoid poison ivy.</p> <p>I would appreciate it if people cleaned up after their dogs better at the John Little Conservation Area.</p> <p>I think you should post no hunting signs in the Carolina hill reservation. The town upheld the ban on hunting there a few years ago but we see hunters,hear gunshots and find shell casings in the ground. Whenever we have tried to get something done about it we are told there's no \$\$ for that. It's very dangerous and scary for people and dogs.</p> <p>More parking please</p> <p>There needs to be a far stronger effort to remove dirt bike and ATV riders from the Bridle Path. I have been confronted numerous times with riders going far too fast when walking or jogging on the trails. They are a danger to themselves and those that use the trails.</p> <p>Publicity - but not too much! :-)) We'd hate to have a good thing become too popular and too crowded. Thanks!</p> <p>more town sponsored walks would help people know more about the trails. Talk and stories good too.</p> <p>If at all possible, adding paved bike and running walking paths en-rout to the beaches would be great.</p> <p>Townpeople need to see defined trails to ALL public trails/properties in town. Question maintaining land town departments (DPW, Conserv, etc) and hold them accountable to their mission statement. Post trail information as soon as possible. Ad hoc committees like RTC, are vital to local government. Keep up the spirit. This is an awesome task.</p> <p>Marshfield forum is a great site to spread the word, I look forward to the new trails in brant rock. I would hate to see the trails paved. The beauty of a trail is the natural landscape, not pavement. I wish there was a pamphlet available that showed you were the trails are. Dogs need to be leashed and cleaned up after!!! Fine them if not followed.</p> <p>I like the bridal path the way it is now. Groomed stone packed. Most any bicycle could use it as well as horses and its a less expensive version than a paved one. Paving it would be expensive and require just as much upkeep and be harder on horses, dogs and other animals feet.</p> <p>I am continually shocked about how little Marshfield's wonderful trails are used. I know there have been efforts at publicity, but I would like to think even more publicity would get people out on them. Perhaps better information about the individual trails might get newer hikers out there.</p> <p>I would like to see an updated Town Conservation map.</p> <p>It would be great if there was a map of where the trails are located. There are many on the listing I'm not aware of with some basic info like trail length, etc.</p> <p>Cleaning up the bridle path w/ a paved bike surface with associated dirt paths on each side would benefit the town greatly. The trail that is there now is barely utilized. With this effort it would become a gathering point for everyone in town, while also making all the associated trails much more desirable. One of the best things Marshfield can do!</p> <p>Other than carolina there is a ton of poop Carolina is so big so it far between also i like the marshfield leash law but on the trail system should be a control law dogs need to run and play</p> <p>Providing safe alternatives for cyclists & runners would diminish the number of accidents involving vehicles and cyclists & runners.</p> <p>As much as I love the Daniel Webster and North River Wildlife Sanctuaries, I like to have my dog with me and dogs are not allowed there.</p> <p>Also, I do not feel that ALL the wooded areas in town need to have trails. I like preserving land for the sake of PRESERVING it too.</p> <p>Greater awareness and maps to access</p> <p>Pave the Bridle Path for bicyclists</p> <p>A trail that connects to Scituate would be wonderful. Making sure the trail is not secluded or too wooded. Asphalt is preferable so you we rollerblade, bike, run, walk would be ideal.</p> <p>I would like more kayak, canoe access to South River, but Pratt and Kevell Bridge access too far to carry to. Could easily make access at South River Park on 139 next to existing boardwalk/observation platform.</p> <p>Dog friendly areas are needed, greatly, in this town.</p> <p>I ride Carolina Hill frequently, severely eroded areas should be rerouted using sustainable design.</p> <p>We should use geo caches to help define trails and have Marshfield themed caches that, support other trails and Marshfield business. Strongly support this effort, and would add that volunteer groups should be formed asap and would help maintenance, cleanup, etc. tremendously.</p> <p>A bike path would be fantastic. Maybe paving the bridal path?</p> <p>Need signage to identify all trails</p> <p>Many trees have rotted out and fallen across the Carolina Hills area behind Siver Pines area.. A local gentleman has worked diligently to keep the trails clear. It would be helpful to know if the trees are diseased, aged out, or just a natural death...</p> <p>Thank you for this undertaking! My only issue is horse manure on the narrows - a few weeks back a 60' section by Eames Way was covered (literally), making it hard to maneuver. While I know it's a buyer beware situation & tough to control that action in a horse, I sure wish the horses & owners could figure it out.</p> <p>I was only vaguely aware that there were trails in town. I know there are some trails in Duxbury. I'd love to find out more about Marshfield trails but have no idea where to actually look for the info. Can they also be linked to the Duxbury trails? Is there a web site that lists the trails, maps, parking etc. for Marshfield trails?</p> <p>Duxbury town website offers pdf maps, trails, parking information etc for their trails, perhaps Marshfield could offer better access to information.</p> <p>It's great for running purposes but not multi use like kids biking. I enjoy going to town with my son but it is tough for a 9 year old to do the distance on such sandy rough terrain. This could be a great way for kids to get to the skate park.</p> <p>Consider that the Bridle Path is currently used and enjoyed by walkers, runners, dog walkers, bike riders, and horseback riders. I support improving the surface condition to allow better use by recreational bikes, but not necessarily a paved surface. The entire length should be improved to the same condition as the sections the DPW maintains now.</p> <p>No Hunting!!!!!!</p> <p>link Marshfield trail system to scituate/boston & dubury/south shore/cape</p> <p>Public opinion surveys were done over the last 5 years for both the Master Plan and the Open Space & Recreations plans. There were trails related questions in both surveys. Review the results of those surveys and compare them with the responses to this survey. I think you will find some consensus from all of the survey results.</p> <p>I feel the trails support should be financed through donations or fundraising and not put on the backs of the taxpayers!</p> <p>Dog Crap Scoop Bylaw. Make dog owners responsible for the shit they leave behind!!!</p> <p>Document what we have, improve what we have, don't build new stuff until town can manage and maintain what it has already.</p> <p>More respect for regulations i.e. no motor vehicles, no dumping of all sorts of trash,both walked in and trucked in.</p> <p>The question 14 as it relates to the Bridle trail . You would think that trail would be the one to pave as for it start and finish point. But there are public water supply wells located on that trail . The last thing you want is for tar and oils leaching into the ground that could change the water quality in those wells.</p> <p>Trail maps and better information on the internet would make me feel more knowledgeable and thus more secure when using the trail system.</p> <p>Provide a Trails Plan Map online...if there is one already I can't seem to find it</p> <p>better signage/parking, Comprehensive map to where trails are.</p> <p>The bridle trail should NOT be paved. It is used by riders on horseback (hence the name). Horses should NOT be ridden on pavement. It is bad for tendons, ligaments and can be very slippery and therefore could cause a horse to fall which would cause injuries to both horse and rider.</p> <p>Need a safe paved biking/walking trail.</p>

Develop comprehensive GIS Map of trails (partner with local school or engineering firm?). Include better signage at each trailhead. Trail networks such as Corn Hill and Websters Wilderness are very overgrown.
Town would benefit from a path that families with strollers could use. Excellent natural spaces in town that could be better utilized.
Do not pave bridle trail or any part of it. I see horses there often and that would encourage the motorbikes and atvs.
The most discouraging aspect of the trail system is dog owners' lack of respect for others, as evidenced by not picking up after them (their waste).

Bike Trail would be great.

Spend \$/effort on getting existing under good management/condition, do not spend anything on new stuff until there is a track record that Marshfield can afford to and actually maintains well what they have. Trails are a trip back to nature/quiet/peaceful. DO NOT PAVE anything, expensive upkeep, excludes horses, & encourages speed. Natural base only.

Concerned about hunters - area is not marked whether allowed or not and you never know what you are going to come across. More effort should be made to keep motor vehicles out. It is not the kids on dirt bikes that are a problem but teens and adults who drive right in. this trail leads from Plymouth and winds its way through the towns to Scituate crossing through the Daniel Webster estate which was originally the farm of William Thomas.
Paving the trail entirely would be a mistake. I have very bad knees at a young age and want to keep running on the trail for a long time, but it can't be paved over for me to continue with that. However, widening the trail and offering a paved track that runs parallel with the trail is a great option.
As a parent, I would love it if Marshfield developed a paved bike trail. So many kids around town would benefit from having a safe place to ride their bikes a longer distance.

I ride primarily on the bridle path. The addition of any kind of pavement would be dangerous because it would greatly increase the speed of any bicycles which could spook the horses and if they were to spook and go on the pavement then they would slide on their metal shoes. I thought the railroad donated that land to the horse community?

The install of a bicycle trail here, in my opinion, will not only disrupt the tranquility and peace of the walkers, pets and owners, horses and their riders, but the bicyclists seem to be unaware of what is in front or behind them. I just feel that it would be a mistake to allow bicycles on the trails. Too unsafe as well as not enough room.

I feel the tranquility of the bridle trail will be lost by paving the road and it would be dangerous to put a lot of bicyclists with horses and pets because it could cause a lot of people to get hurt and seriously at that.

I lived on and used the Minuteman bike trail in Arlington for 17 years before moving to Marshfield. Not properly developing our trail resources is a quality of life issue that has been a disappointment since moving here. It's also a safety issue since not many of our roads have proper shoulders.

There must be a good map already available with details of the entire Marshfield trail system? If so, I would love to have one. Where are these available and can these maps become known & widely available for residents?

Greater access to areas along the South River from the intersection of Route 139 & 3A to CVS and beyond would be one of the single best town enhancements we could hope for. Appropriate development like cafes could bring more people to this wonderful and picturesque natural resource. Think greater accessibility along with seating & food vendors.

where to park your car

warren harrington used to have "wood gathering days" in the carolina hill parcel. it was a great way to clear out dead wood, keeping trails clear, free fire wood, awesome afternoon outside in the woods...we need to bring back the wood gathering days!

More community participation

Would like to be part of a team

how about updating the conservation map and getting all of the new trails listed.

provide a walk a month to a new site.

Surprised that Pilgrim Trail not listed - Historical Commission worked hard to protect -- published map/booklet. I believe CPC funds involved also.

Marshfield has great trails. People don't seem to know about them. If ATVs are not allowed (Eames Way Trail) this should be enforced. Walking groups would be great, the only one I now of is from the Senior Center and goes out way too early. Hanover has a great town walking group which could serve as a model.

We recently moved to Marshfield from S. California and find the trails gorgeous. I am so surprised, however, at the accumulation of trash--not only on the trails, but throughout the town.

So sad.

Mixed use trails do not need to be paved

a map

town needs comprehensive map of all of its trails

My concern is motorized vehicles on the trails. I suspect that there would be wider use by motorized vehicles if trails were paved and/or linked.

Potential Use of a Humarock/Rexhame Beach Link, I would expect would be great improvement and get great use.

Benefits:

- Save on gas driving around

- Link Marshfield closer together

- I expect should be able to get support from Humarock community.

as someone who hikes, dog walks and rides horses, it would not be safe to have part of the trails I use paved for the use of bikers. There are people who ride trail bikes and even some of those riders fly by and startle the horse if they come up quickly behind me. possible solution-pave some new trails for bikers only. Preserve the quiet.

I would find it an invaluable resource to have trail access/maps/amenities information somewhere that is assessable to the public, versus having to dig for it--or worse, not look for it at all because you don't even know it exists. This is a beautiful town worth discovering outdoors.

I think more signage would be helpful and maps and some paced areas.

I like to see paved bike trails to allow safe bike access to various parts of town (Webster Square, beaches, etc.). It's difficult to get around town on bike since many of the primary roads are unsafe for bikes (139, 3A, Webster St, etc.). Also, I'd like to see a sidewalk or trail for Carolina Hill shelter residents to access shopping and GATRA.

It would be nice if you could go from Scituate to the beaches to Duxbury off road. The opportunity to go all the way to Plymouth off road would be great.

I like the trail system just as it is. I like the peace and tranquility of them. I'm afraid if they become too commercial that will be lost.

I am adamantly opposed to any pavement in the woods. Our natural areas should be allowed to remain natural, and bike paths/sidewalks should be within 10-15 feet of existing roads. I do not like walking on pavement for health, safety and enjoyment reasons -- I do not consider paved paths to be "multi-use."

Thanks for promoting this!

Please provide on line maps of trails as well as seasonal highlights for the trails. Also, the trails should be well marked with signage

Allowing Boy Scout activity for creation of bridges and increasing maintenance (tree cutting - path clearing) to a large group would help maintenance and any barriers that are created after season or storm damage

Have a town map that highlights all the trail routes and mileage and nearby parking. Signage would also be important.

Length of trails noted and difficulty rating. History of the trails and land. Wildlife inhabiting the area. Also it would be great to get the town

Scouting troops involved so they could learn the trails and maybe help maintain them.

most of the trail in Marshfield seem not to have a parking area. A lot of them need to be cleared and some have ORVs using them

Combine both the history of the land and the conditions of the trail.

It's frustrating to find trash in the trails. Not sure if trash barrels at entrances would help that.

Signs naming portions of the trails would also be beneficial.

Allow dogs on one area and no other areas. Tired of owners disobeying leash laws and not picking up after their dogs.

I only knew of the rexhame beach trail. I'm excited to investigate the other trails. There is an awesome paved trail on the north shore that runs through areas such as Carlisle and Chelmsford - if we could do something like that I think it would be an excellent attraction for the town and for the people.

These need clearly marked and a website/Facebook page devoted to the trails.

I know nothing about the trail system. How would I find out more info? Katemottola@yahoo.com

I'd like to see a map so I can find it!

I am proud to live in a town with such and extensive trail system and such a large amount of town owned conservation land. Thank you!!!

I think being able to bike from behind CVS all the way to Pinehurst St area would be beneficial to the whole town. To extend that same bike path toward Duxbury would be equally prudent, providing a safe corridor through Marshfield for families to bike on. It would connect parts of town that are along its route to the center of town. Safety first

Please make more trails or existing ones better!! Marshfield is naturally beautiful, let us all enjoy it. Pet friendly would be nice as well
Better parking on carolina hill trail head with trash barrels to prevent the mess people constantly leave there. I find it very hard to turn around a fullsize pickup and backing onto 3A is extremely hard due to the tree cover.

a whole Marshfield trail map would be cool

Most of the trails don't have clear access or parking, know one knows about them and they are hard to find. That's why many go unused.

Duxbury has a wonderful trail system as does Pembroke and Plymouth.

A map, internet info with photos , adequate parking,

How about a map with trail locations?

Fire the people responsible for making the trails conspicuous and easily seen from roads. They failed miserably at the task. All trail heads should have large visible signage that can be seen from the road pointing to them, and the length of the trail. All trail heads should have free maps for that trail and the rest of the trails in town.

I feel that adding any kind of pavement to the bridle path would be extremely dangerous. The high speed of bicycles would affect both dog walkers and horse riders. I have been riding the bridle path since the railroad donated it and because I abut it my horses never encounter any high speed vehicles. Also the pavement will be slippery for them.

Mapping of existing trails and easy access to maps on the internet.

Map showing location of trails and parking, individual trail maps

More public awareness

Increase public awareness

Would love to know more about trails. I would definitely use them!

Beg for money. Good luck.

I would like to see more information and maps for the trails.

Signage is awful to non-existent

More signs!!!

Horses need a safe place to walk

Would like a map to identify all trails since we do not know where they are located.

I would love to know where these are located and if there is parking.

Board Walks.

Trail maps are needed

My answers are strange because, although I've lived here for 22 years, I didn't know we had a trail system. When I take walks it's usually in the streets.

Better signage for cornhill. Michael G. Lawlor (781) 706-6447. I'd like to help in anyway!

I like the paved bike trail idea.

Like the availability of trails in town.

Maps! Online maps

Seek support from local volunteers and groups, such as scouts, to provide assistance with maintenance of existing trails. Maps and signage that describes trails would be very useful to those not familiar.

1. Reduce the number of trails.

2. Segregate usage for bicyclists.

3. Once the trail system has been downsized do the following; commit budgeted money towards maintenance, appoint trail stewards for monitoring trash and maintenance needs.

The town is broke presently so finances would be a big factor

Please plow parking areas in winter

Better parking area at Union St

We do NOT need a paved trail. We need more sidewalks (ie rt 139, websten st.) Bike lane on 3a

A bark park came up earlier and the response was that the town has dog friendly trails - that didn't take into account older people need a place to take their dog to run around without having to walk them. A sitting area for people who are physically limited in a fenced in area where dogs can recreate would be welcomed by many who weren't considered.

No place to park in winter - not plowed

Plowing is needed to park for snowshoeing

I have to travel by car to go to a safe paved trail in Hingham or to Bourne. It would be nice to be able to connect a safe paved trail that would travel through Marshfield connecting Hingham to Bourne

My family and I completely support the Marshfield trails system. We ride our bikes from Philips Farm Road to Clay Pit Road to the Bridle Path to CVS and then downtown to the library, Cravings and other stores in town. Thanks for already compacting the bridle path between Clay Pit Road and South River Street so the trail is not so soft and sandy.

leave trail system as is

I wish there was a handout/map of the trails. It is not really easy to find info about them. It should be better advertised. Maybe via the Rec Dept Website as a link to a map? I grew up here and know of the trails-but I don't think that a "new comer" would know about. They are not advertised-anywhere. How are the public informed of them?

I agree with the idea of a connected multi-use trail. I do not think that it should be paved, especially on the Bridle Path. That path has been used and enjoyed by equestrians for over 60 years. Paving it would essentially take away that use. I don't think dog walkers want their dogs walking on hot pavement. We don't need pavement in the woods

Thanks for your efforts!!

Reach out to scout groups for assistance or possible Eagle Scout projects

More signage. Is there a map somewhere that I can get a copy of ALL of the trails?

Whatever you do to bring a better outdoor life to our residents is wonderful!

The lesser used trails need markers and clear trail pathways - also map of all conservation area on one page with trails marked would be great
Advertise the trail system. I had no idea there was more than one trail signage, safer parking lots, less break ins

Trail Section	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
Bridle Trail 14,500 ft Length	Primary	Wayfinding	10	1	Each	10	\$130.00	\$1,300			
		Kiosk	3	1	Each	3	\$2,500	\$7,500			
		Crosswalk	4	1	Lump Sum	4	\$1,000	\$4,000			
		Intersection Signage	4	4	Each	16	\$130	\$2,080			
		Trail Sign									
		"No Motor Vehicles"	4	2	Each	8	\$130	\$1,040			
	Erosion Control*	5	1	Lump Sum	5	\$4,000	\$20,000				
								\$35,920	\$7,184	\$44,000	
	Option A	8' DGCS Trail				Sq. Yd.	12900	\$18	\$232,200		
		Bench	14	1	Each	14	\$2,500	\$35,000			
		Bench	14	1	Each	14	\$2,500	\$35,000			
								\$302,200	\$60,440	\$363,000	
	Option B	10' HMA Trail				Sq. Yd.	16100	\$60	\$966,000		
		2' gravel Shoulder				Sq. Yd.	6500	\$15	\$97,500		
		Bench	14	1	Each	14	\$2,500	\$35,000			
								\$1,098,500	\$219,700	\$1,319,000	
	Option C	6' HMA Trail				Sq. Yd.	9700	\$60	\$582,000		
		4' DGCS Shoulder				Sq. Yd.	6500	\$18	\$117,000		
Bench		14	1	Each	14	\$2,500	\$35,000				
							\$734,000	\$146,800	\$881,000		

Trail Section	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
Rail Trail - South of South River Street Part 1 - 2,400 ft Part 2 - 3,200 ft	Primary	Wayfinding	4	1	Each	4	\$130.00	\$520			
		Kiosk	2	1	Each	2	\$2,500	\$5,000			
		Crosswalk	4	1	Lump Sum	4	\$1,000	\$4,000			
		Intersection Signage	3	4	Each	12	\$130	\$1,560			
		Trail Sign									
		"No Motor Vehicles"	4	2	Each	8	\$130	\$1,040			
	Erosion Control*	4	1	Lump Sum	4	\$4,000	\$16,000				
								\$28,120	\$5,624	\$34,000	
	Option A	8' DGCS Trail				Sq. Yd.	5000	\$18	\$90,000		
		Bench	5	1	Each	5	\$2,500	\$12,500			
								\$102,500	\$20,500	\$123,000	
	Option B	10' HMA Trail				Sq. Yd.	6300	\$60	\$378,000		
		2' gravel Shoulder				Sq. Yd.	2500	\$15	\$37,500		
		Bench	5	1	Each	5	\$2,500	\$12,500			
								\$428,000	\$85,600	\$514,000	
	Option C	6' HMA Trail				Sq. Yd.	3800	\$60	\$228,000		
		4' DGCS Shoulder				Sq. Yd.	2500	\$18	\$45,000		
		Bench	5	1	Each	5	\$2,500	\$12,500			
							\$285,500	\$57,100	\$343,000		

Trail Section	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
Carolina Hill	Primary	Wayfinding	20	1	Each	20	\$130.00	\$2,600			
		Vegetation Restoration				Lump Sum	1	\$15,000	\$15,000		
		Parking Improvements DGCS	Say 8 Spaces			Sq. Yd.	288	\$40	\$11,520		
								\$29,120	\$5,824	\$35,000	
	Secondary	Lookout Structure	1	1	Each	1	\$120,000	\$120,000			
		100' Bridge	1	100	Linear Ft.	100	\$1,400	\$140,000			
		1,000' Class II Trail	Connection			Sq. Yd.	350	\$5	\$1,750		
		4,500' Class II Trail	New			Sq. Yd.	1500	\$5	\$7,500		
		7,000' Class III Trail				Sq. Yd.	3200	\$18	\$57,600		
									\$326,850	\$65,370	\$393,000

Trail Section	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total																																																																																																				
Webster's Wilderness	Primary	Wayfinding	10	1	Each	10	\$130.00	\$1,300																																																																																																						
		Kiosk	3	1	Each	3	\$2,500	\$7,500																																																																																																						
		200' Boardwalk	1	200	Linear Ft.	200	\$275	\$55,000																																																																																																						
								\$63,800	\$12,760	\$77,000																																																																																																				
	Secondary	Signage/Restoration				Lump Sum	1	\$5,000	\$5,000																																																																																																					
		100' Bridge	1	100	Linear Ft.	100	\$1,400	\$140,000																																																																																																						
		6,000' Class III Trail				Sq. Yd.	2700	\$18	\$48,600																																																																																																					
		100' Bridge Connection (Part of Pilgrim Trail Connection)							\$N/A																																																																																																					
		200' Boardwalk Connection	1	200	Linear Ft.	200	\$275	\$55,000																																																																																																						
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<table border="1"> <thead> <tr> <th>Trail Section</th> <th>Importance</th> <th>Item</th> <th>Locations</th> <th>Number</th> <th>Unit</th> <th>Total Units</th> <th>Unit Cost</th> <th>Total</th> <th>Contingency (20%)</th> <th>Grand Total</th> </tr> </thead> <tbody> <tr> <td rowspan="7">North River Town Lands</td> <td rowspan="4">Primary</td> <td>Wayfinding</td> <td>10</td> <td>1</td> <td>Each</td> <td>10</td> <td>\$130.00</td> <td>\$1,300</td> <td></td> <td></td> </tr> <tr> <td>1,600' Class II Trail</td> <td></td> <td></td> <td></td> <td>Sq. Yd.</td> <td>550</td> <td>\$5</td> <td>\$2,750</td> <td></td> <td></td> </tr> <tr> <td>Boardwalk (New)</td> <td>1</td> <td>100</td> <td>Linear Ft.</td> <td>100</td> <td>\$275</td> <td>\$27,500</td> <td></td> <td></td> </tr> <tr> <td>Boardwalk (Refurb.)</td> <td>1</td> <td>200</td> <td>Linear Ft.</td> <td>200</td> <td>\$150</td> <td>\$30,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$61,550</td> <td>\$12,310</td> <td>\$74,000</td> </tr> <tr> <td rowspan="3">Secondary</td> <td>Parking Improvements DGCS</td> <td>Say 3 Spaces</td> <td></td> <td></td> <td>Sq. Yd.</td> <td>70</td> <td>\$40</td> <td>\$2,800</td> <td></td> <td></td> </tr> <tr> <td>1,200 Class II Trail</td> <td></td> <td></td> <td></td> <td>Sq. Yd.</td> <td>400</td> <td>\$5</td> <td>\$2,000</td> <td></td> <td></td> </tr> <tr> <td>Bench</td> <td>6</td> <td>1</td> <td>Each</td> <td>6</td> <td>\$2,500</td> <td>\$15,000</td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$17,000</td> <td>\$3,400</td> <td>\$21,000</td> </tr> </tbody> </table>											Trail Section	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	North River Town Lands	Primary	Wayfinding	10	1	Each	10	\$130.00	\$1,300			1,600' Class II Trail				Sq. Yd.	550	\$5	\$2,750			Boardwalk (New)	1	100	Linear Ft.	100	\$275	\$27,500			Boardwalk (Refurb.)	1	200	Linear Ft.	200	\$150	\$30,000										\$61,550	\$12,310	\$74,000	Secondary	Parking Improvements DGCS	Say 3 Spaces			Sq. Yd.	70	\$40	\$2,800			1,200 Class II Trail				Sq. Yd.	400	\$5	\$2,000			Bench	6	1	Each	6	\$2,500	\$15,000										\$17,000	\$3,400	\$21,000
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Marshfield Comprehensive Trails Plan
Conceptual Estimates

	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
Jose Carreiro Woodland and Two Mile Farm	Primary	Wayfinding	4	1	Each	4	\$130.00	\$520			
		4' DGCS Improvements	5	10	Sq. Yd.	50	\$18	\$900			
		Vegetation Restoration			Lump Sum	1	\$5,000	\$5,000			
								\$6,420	\$1,284	\$8,000	
	Secondary	Parking Improvements DGCS	Say 3 Spaces			Sq. Yd.	70	\$40	\$2,800		
		3,000' Class II Trail				Sq. Yd.	1000	\$5	\$5,000		
Bench		1	1	Each	1	\$2,500	\$2,500				
							\$7,500	\$1,500	\$9,000		
<hr/>											
	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
John Little Conservation Area	Primary	2,400' Class III Trail (DGCS)			Sq. Yd.	1200	\$18	\$21,600			
								\$21,600	\$4,320	\$26,000	
	Secondary	3,000' Class III Trail (DGCS)	Existing			Sq. Yd.	1400	\$18	\$25,200		
		1,000' Class I Trail	New			Sq. Yd.	150	\$5	\$750		
		2,000' Class II Trail	Connection			Sq. Yd.	700	\$5	\$3,500		
200' Boardwalks		Connection			Linear Ft.	200	\$275	\$55,000			
							\$84,450	\$16,890	\$102,000		
<hr/>											
	Importance	Item	Locations	Number	Unit	Total Units	Unit Cost	Total	Contingency (20%)	Grand Total	
Couch Beach	Primary	Wayfinding	4	1	Each	4	\$130.00	\$520			
								\$520	\$104	\$1,000	
Secondary	10,000' Class II Trail	Connection			Sq. Yd.	3400	\$5	\$17,000			
								\$17,000	\$3,400	\$21,000	