

Street name: Martin

Section of street from: Central to railway Distance (in tenths of a mile): 0.11

Population (stats for over 17): 42 # of bus stops: 4 # of children using bus stops: 20 note: pop data is for entire street, not just this section

Completed by: Celia Kent

Need total: 55 Viability total: 20 Total score: 75

Acton Sidewalk Prioritization Rating Chart

1. Need

	<i>Points available</i>	<i>Points awarded</i>
A. Road Type		
1. Arterial (8,000vpd) (from Master Plan)	50	
2. Collector Street (2000vpd to 8,000 vpd) (from Master Plan)	25	25
3. Local Street (< 2000vpd) (From Master Plan)	0	
B. Walking Room (pedestrian is able to move off road into safety when necessary)		
There now exists for 10 feet or more of the section: less than 2 feet off edge of pavement or behind the fog line	20	
less than 4 feet off the edge of pavement or behind the fog line	10	
more than 4 feet off the edge of pavement or behind the fog line	0	0
C. Sight Distances		
Road geometry (horizontal or vertical) prohibits adequate sight distances for driver to see pedestrian for the posted speed	0, 5, or 10	0
D. Traffic Speed (posted speed)		
1. 40mph or higher	20	
2. 30mph or higher 30	10	
3. Less than 30mph	0	0
E. Commercial Truck Traffic on collector streets only	Low = 0 High = 5	0?
F. Railroad Crossing	10	10
G. Connectivity		
1. Schools (1 mile radius)	25	0
2. Trains (1mile radius)	10	10
3. Links to points of interest within 1 mile of street midpoint (i.e. parks, post office, shopping, museum, etc.). Assign 1 point per point of interest.	1-3 = 5 pts 4-7 = 10 pts > 7 = 15 pts	10
4. Fills in gap in existing sidewalk (a section of street that is less than 1/2 mile in length and connects to sidewalk on either end of gap on this street, not connecting street).	5	0

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2. Viability

	<i>Points available</i>	<i>Points awarded</i>
A. Neighborhood support		
1. Neighborhood/abutter support	0 to 10	10
2. Neighborhood/abutter objection	0 to -10	
B. Costs		
1. Developer commitment in place	Yes/No	
2. Private grants/trusts		
3. Existing sidewalk funds available (restricted to South Acton)	amount	\$16,844
C. Construction Costs		
1. Base cost per foot	750 ft	\$45.07
2. Additional Cost Item		0
3. Additional Cost Item		
Final Cost per Foot		\$45.07
Total Cost		\$27,042
D. Legal requirements		
1. All work for the sidewalk is within the Town's Right of Way. No easements required.	20	
2. Some of the work will require easements from abutters. All abutters agree to give easements.	10	10
3. Some of the work will require easements from abutters. Abutters will not give required easements. Hostile land takings required.	-20	
4. Scenic road (according to Acton Bylaws, Chapter J Scenic Road Bylaw)	Yes/No	
E. Environmental considerations		
1. Requires healthy tree removal. (note: trees have already been removed in anticipation of sidewalk construction)	Range 0 to -20	0
2. Wetlands	-10	0

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Notes:

Points of interest:

Discovery Museum, conservation lands, Jones field, shopping by train, Tags Hardware, Danielas and other restaurants in mall, Stonefield Farm/Liberty Tree Farm

Other:

- Walking room – left side ground is uneven and raised at edge of street near tracks. right side- 4-5' at edge but uneven (not grass) with overhanging shrubs to edge of pavement part of the way.
- Note: at 3:40 on weekend afternoon there was regular traffic in both directions. 6 cars waiting when train went by. Other times I've gone by – always constant traffic, even on a Sunday afternoon.

Additional neighbor comments (Bob Condon letter):

- Although posted speed is 25, cars often drive faster.
- Bend in road between Jones field and tracks reduce the visual distance for drivers. They drive fast near field then hit tracks and then encounter walkers in street.
- Boulders near tracks are especially difficult in winter – no place to get out of the way.

Issue of Prior Commitments to Martin Street Neighborhood - Per letter to Dore Hunter from Joe Scanlan in response to our published draft priority list, Martin and Maple Street property owners gave up private land to enable Jones Field parking and earlier part of sidewalk construction, with understanding that the sidewalk to Central would be completed (“I feel as though I was misled by the town and that to start any other town sponsored sidewalk projects before this project is done would be unfair and a breach of contract (or at least good faith)...I LOVE the sidewalk as it exists right now but I would also like to see this project finished before any new sidewalk projects are started.”

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4 images, March 2008



1st 3 photos – area that has been cleared of trees/shrubs for sidewalk installation.

4th photo – rocks and uneven terrain near railroad tracks (dirt bank at edge not level with street)