

Street name: Prospect

Section of street from: Central to: Rt 27 Distance (in tenths of a mile): 0.34

Population (stats for over 17): 77 # of bus stops: 16 # of children using bus stops: 58

Completed by: Celia Kent

Need total: 110 Viability total: 20? (depends on whether trees need to be removed Total score: 130

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	10
more than 4 feet off the edge of pavement or behind the fog line	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	10
D. Traffic Speed (posted speed)		
1. 40mph or higher	20	
2. 30mph or higher	10	10
3. Less than 30mph	0	
E. Commercial Truck Traffic on collector streets only	Low = 0 High = 5	5
F. Railroad Crossing	10	0
G. Connectivity		
1. Schools (1 mile radius)	25	25
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	15
4. Fills in gap in existing sidewalk (a section of street that is less than ½ 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	Yes
2. Private grants/trusts		
3. Existing sidewalk funds available (note: there is an additional \$5,925 that can be used for Prospect or Central)	amount	\$18,271
C. Construction Costs		
1. Base cost per foot	1850 ft.	\$45.07
2. Additional Cost Item		\$2,215
3. Additional Cost Item		
Final Cost per Foot		\$46.27
Total Cost		\$85,595
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. * owner of 34 needs to review impact of installation on two trees	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	No
E. Environmental considerations		
1. Requires healthy tree removal. (may be able to create path between trees)	Range 0 to -20	?
2. Wetlands ** (there is a small stream)	-10	0**

Viability total: 20?

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Notes:

Walking Room –

On right hand side from Central, two areas where less than 4' clearance: about 3 houses up from Central there is a steep grade from street with shrubs and rocks, and across from #38 garden there are rose bushes and other shrubs which would protrude to street edge in summer.

Even when there is room on front lawns, it is much more difficult to use when there is snow on the ground. e.g. I watched a woman coming from train station with rolling luggage who had to walk in the street. For most of street, area on left, as walk north from Central, is flatter with more area for potential sidewalk. On left (toward Rt 27) #44 Prospect – one area with rocks and steep grade change. Another challenge at 34 Prospect, with 2 large trees right at street edge; one of the trees has a small rock wall circling its base.

Sight distances – big curve in road toward Tupelo coming from Central. Steep hill by #18 P.

Points of interest:

Discovery Museum, Conservation land, Jones Field, small stores by train, Tags Hardware, Danielas and Thai restaurant, KMart, Sorrentos/Bowling cluster, Roche Bros, CVS.

Posted speed vs. actual speed:

Traffic speed study conducted 4/23/07-4/25/07. Posted speed is 30. The average speed during the period was 31 and the maximum speed was 48. 1,854 vehicles out of a total of 3,007 were driving over the speed limit, which means that 1,153 cars were driving at sufficiently below the speed limit to make the average 31 mph. But main point is that over 60% of the cars during the study period did drive over the speed limit.

Other comments:

The entrance to Prospect from Central is not sharply angled, but is designed more like an on-ramp to a highway, with a gradual and wide curve onto the road which then narrows. This design makes it much easier for large trucks to make a turn onto the road rather than forcing the trucks to either continue onto Rt 27 and make a left turn there (which may be tricky given the sharp left angle there) or, if coming from Stow area, to use Central to 111. The problem is that the gradual curve also means cars barely have to slow down in order to turn onto the road. The design of the entrance is inconsistent with the residential nature of the rest of the street.

I strongly recommend that the entrance to the street be studied and potentially modified to, at minimum, force cars and trucks to slow down more before turning onto the street.

Viability:

Clearest path is on left side coming from Central. Looks like generally can maneuver around trees. Biggest challenge is the large tree and shallow yard at 34 Prospect; owner will want to review design. Before Tupelo and beyond #28 Prospect, trees are close to road, but may be able to wend sidewalk through them – there is no house immediately nearby. Toward Rd. 27 one area of rocks and grade change over stream. A few trees near street edge near corner with Upper Prospect, but looks like there is room to go in behind the trees.

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Trees in front of 34 Prospect Street. Also in background of photo at left can see trees near road near #28 Prospect. Assume build sidewalk behind trees?