

Street name: Stow Street

Section of street from: Martin to: Robbins Distance (in tenths of a mile): 0.3

Population (stats for over 17): 61 # of bus stops: 6 # of children using bus stops: 17 (note: pop data is for entire street, not just this section)

Completed by: Celia Kent

Need total: 55 Viability total: 5 Total score: 60

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	10
3. Less than 30mph	0	
E. Commercial Truck Traffic on collector streets only	Low = 0 High = 5	0?
F. Railroad Crossing	10	0
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	No
2. Private grants/trusts		
3. Existing sidewalk funds available	amount	
C. Construction Costs		
1. Base cost per foot		
2. Additional Cost Item		
3. Additional Cost Item		
4. Additional Cost Item		
5. Additional Cost Item		
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.	Range 0 to -20	maybe -5
2. Wetlands	-10	-10

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Notes:

- Points of interest:

Jones Field, conservation lands, shops by train, Stonefield Farm/Liberty Tree Farm, Discovery Museum

- Posted speed vs. actual speed: most cars seemed to be travelling faster than 30 mph. The posted speed in Stow is higher (I believe it is 50 mph) so cars coming from that direction do not necessarily slow down to correspond to Acton's posted limit.

Viability:

- walking from Martin Street, on left side there are telephone poles and wetlands with sloped grade change (see photos)
- past the wetlands it is fairly level with just some rocks in the way of sidewalk construction (pedestrian can walk around them). There is currently a kind of walking path among the leaves and rocks to Robbins St.
- Past Robbins there are more mature trees at edge of road, and then a guard rail near town line with sloping wetlands on both sides of road. (this section of road is described on a separate rating sheet from Robbins to town line.)

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**1st photo – looking toward Martin Street. 2nd and 3rd – wetlands and grade change.
4th and 5th – clear path past wetlands towards Robbins**