(eval. criteria ranking version: 2013-04-18)

Overall Scores

	TOTAL		#1 (Best)	#2	#3	#4	#5 (Worst)
		Overall Ranking:	1-E	1-A	1-D	1-C	1-B
1.0.0	**Feasibility**	Ranking:	1-E	1-D	1-C	1-B	1-A
1.1.0	Availability of Land Parcels		1-A	1-B	1-C	1-E	1-D
1.1.1	Permanence of Route (lease, buy, public land, etc.)		1-A	1-B	1-C	1-C	1-D
1.1.2	Avoids Zoning/Legal Issues		1-A	1-C	1-B	1-D	1-D
1.2.0	Engineering		1-E	1-C	1-D	1-B	1-A
1.2.1	Maintainability		1-E	1-B	1-B	1-D	1-A
1.2.2	Cost (construction, maintenance, etc.)		1-C	1-B	1-B	1-E	1-A
1.2.3	Aesthetics and Ambiance, Adds Public Green Space		1-E	1-A	1-D	1-C	1-B
1.2.4	Construction (factors affecting feasibility of construction)		1-C	1-B	1-B	1-E	1-A
1.2.5	Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)		1-B	1-C	1-C	1-E	1-A
1.2.6	Sufficient Nearby Car & Bike Parking Areas		1-E	1-B	1-C	1-C	1-A
1.2.7	Provides Handicap Accessibility		1-E	1-B	1-D	1-C	1-A
1.3.0	Security		1-E	1-A	1-D	1-C	1-B
1.3.1	Addresses Crime Concerns		1-A	1-A	1-D	1-B	1-B
1.3.2	Addresses Abutter Security and Privacy		1-A	1-A	1-D	1-C	1-B
1.3.3	Addresses User Risks		1-E	1-A	1-D	1-C	1-B
1.3.4	Minimizes Town's Exposure to Liability		1-A	1-E	1-D	1-B	1-C
2.0.0	**Optimizing Benefits**		1-E	1-A	1-D	1-C	1-B
2.1.0	Safety		1-E	1-B	1-D	1-C	1-A
2.1.1	Avoids At-Grade Crossings of Active Rail-lines		1-A	1-A	1-C	1-C	1-C
2.1.2	Low Motor-Vehicle Traffic if Segment Shared with Cars		1-E	1-A	1-D	1-B	1-B
2.1.3	Reduces Sense of "Remoteness" for User		1-B	1-E	1-C	1-C	1-A
2.1.4	Provides Access for Emergency Responders		1-B	1-C	1-E	1-D	1-A
2.2.0	Recreation		1-E	1-A	1-D	1-C	1-B
2.2.1	Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)		1-E	1-D	1-A	1-C	1-B
2.2.2	Sufficient Length (continuity with other segments, minimizes gaps/interruptions)		1-E	1-A	1-C	1-D	1-B
2.2.3	Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)		1-E	1-D	1-A	1-C	1-B
2.2.4	Builds/Fosters Community and Quality of Life		1-E	1-A	1-D	1-C	1-B
2.2.5	Provides Adequate Hours of Use		1-E	1-A	1-C	1-C	1-B
2.3.0	Separation from Traffic		1-E	1-A	1-D	1-C	1-B
2.3.1	Route Serves Wide Range of Ages/Abilities/Users		1-E	1-A	1-D	1-C	1-B
2.3.2	Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists		1-E	1-A	1-D	1-C	1-B
2.3.3	Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)		1-E	1-A	1-D	1-C	1-B
2.3.4	Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)		1-E	1-A	1-D	1-C	1-B
2.3.5	Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)		1-E	1-A	1-D	1-C	1-B
2.4.0	Transportation		1-E	1-D	1-C	1-B	1-A
2.4.1	Accesses Public Transportation (Commuter Rail, Alewife, Buses)		1-E	1-B	1-C	1-C	1-A
2.4.2	Accesses Other Shared-Use Trails		1-E	1-A	1-B	1-B	1-B
2.4.3	Benefits Ecology from Transportation Mode Shifts		1-E	1-A	1-D	1-C	1-B
2.4.4	Decreases Traffic Congestion		1-E	1-D	1-A	1-B	1-B
2.4.5	Provides Resident Access to Town Resources		1-E	1-C	1-C	1-B	1-A
2.4.6	Accesses Existing Open Spaces, Conservation Lands, Parks		1-A	1-E	1-D	1-B	1-B
2.4.7	Accessibility to Trail from Neighborhoods		1-E	1-B	1-B	1-D	1-A
2.5.0	Economic Impacts		1-E	1-D	1-C	1-A	1-B
2.5.1	Increases Access to Local Businesses (Restaurants, Retail, Services)		1-E	1-D	1-C	1-B	1-A
2.5.2	Increases Tourism and Local Recreational Spending		1-E	1-D	1-C	1-B	1-A
2.5.3	Preserves or Enhances Property Values		1-E	1-D	1-C	1-A	1-B
2.5.4	Trail Development Enhances Current State of Land		1-E	1-D	1-A	1-C	1-B

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Name: ___Overall Average____

		Points	1-A	1-B	1-C	1-D	1-E
	TOTAL	**100.0**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**
			Total: 48.7	**Total: 40.6**	**Total: 43.7**	**Total: 48.6**	**Total: 77.6**
1.0.0	**Feasibility**	**34.9**	**20.3**	**20.4**	**20.8**	**21.1**	**24.7**
1.1.0	**Availability of Land Parcels**	**7.5**	**5.1**	**4.9**	**4.9**	**4.3**	**4.6**
1.1.1	**Permanence of Route (lease, buy, public land, etc.)**	**4.3**	**2.9**	**2.8**	**2.7**	**2.5**	**2.7**
1.1.2	**Avoids Zoning/Legal Issues**	**3.2**	**2.2**	**2.0**	**2.1**	**1.8**	**1.8**
1.2.0	**Engineering**	**13.0**	**4.6**	**7.2**	**7.7**	**7.7**	**9.1**
1.2.1	**Maintainability**	**2.6**	**0.9**	**1.8**	**1.8**	**1.7**	**1.9**
1.2.2	**Cost (construction, maintenance, etc.)**	**2.3**	**0.6**	**1.6**	**1.6**	**1.6**	**1.3**
1.2.3	**Aesthetics and Ambiance, Adds Public Green Space**	**2.6**	**1.5**	**0.3**	**0.8**	**0.9**	**1.8**
1.2.4	**Construction (factors affecting feasibility of construction)**	**1.7**	**0.4**	**1.1**	**1.2**	**1.1**	**1.1**
1.2.5	**Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)**	**1.4**	**0.7**	**1.2**	**1.2**	**1.2**	**1.2**
1.2.6	**Sufficient Nearby Car & Bike Parking Areas**	**1.3**	**0.3**	**0.8**	**0.7**	**0.7**	**0.9**
1.2.7	**Provides Handicap Accessibility**	**1.1**	**0.2**	**0.4**	**0.3**	**0.3**	**0.9**
1.3.0	**Security**	**14.4**	**10.6**	**8.3**	**8.3**	**9.1**	**11.0**
1.3.1	**Addresses Crime Concerns**	**3.0**	**2.3**	**2.0**	**2.0**	**2.1**	**2.3**
1.3.2	**Addresses Abutter Security and Privacy**	**6.4**	**5.0**	**4.3**	**4.4**	**4.7**	**5.0**
1.3.3	**Addresses User Risks**	**1.5**	**0.7**	**0.3**	**0.4**	**0.5**	**1.2**
1.3.4	**Minimizes Town's Exposure to Liability**	**3.5**	**2.6**	**1.7**	**1.4**	**1.8**	**2.5**
2.0.0	**Optimizing Benefits**	**65.2**	**28.4**	**20.2**	**22.9**	**27.5**	**52.9**
2.1.0	**Safety**	**8.1**	**4.3**	**5.2**	**4.9**	**5.1**	**6.9**
2.1.1	**Avoids At-Grade Crossings of Active Rail-lines**	**2.1**	**2.0**	**2.0**	**1.9**	**1.9**	**1.9**
2.1.2	**Low Motor-Vehicle Traffic if Segment Shared with Cars**	**2.2**	**1.1**	**0.2**	**0.2**	**0.4**	**2.1**
2.1.3	**Reduces Sense of "Remoteness" for User**	**2.1**	**0.6**	**1.6**	**1.5**	**1.5**	**1.5**
2.1.4	**Provides Access for Emergency Responders**	**1.7**	**0.6**	**1.4**	**1.3**	**1.3**	**1.3**
2.2.0	**Recreation**	**13.6**	**6.6**	**3.6**	**4.4**	**5.1**	**11.0**
2.2.1	**Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)**	**4.2**	**1.4**	**1.0**	**1.3**	**1.5**	**3.5**
2.2.2	**Sufficient Length (continuity with other segments, minimizes gaps/interruptions)**	**3.2**	**2.3**	**0.9**	**1.1**	**1.0**	**2.7**
2.2.3	**Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)**	**2.5**	**0.9**	**0.6**	**0.9**	**1.2**	**2.2**
2.2.4	**Builds/Fosters Community and Quality of Life**	**2.3**	**1.2**	**0.4**	**0.5**	**0.8**	**1.6**
2.2.5	**Provides Adequate Hours of Use**	**1.4**	**0.8**	**0.6**	**0.6**	**0.6**	**0.9**
2.3.0	**Separation from Traffic**	**13.2**	**7.4**	**1.2**	**2.3**	**3.5**	**11.8**
2.3.1	**Route Serves Wide Range of Ages/Abilities/Users**	**3.2**	**1.1**	**0.3**	**0.4**	**0.7**	**2.7**
2.3.2	**Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists**	**4.2**	**1.9**	**0.4**	**0.8**	**1.2**	**3.9**
2.3.3	**Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)**	**2.1**	**1.7**	**0.2**	**0.4**	**0.6**	**1.9**
2.3.4	**Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)**	**1.8**	**1.4**	**0.2**	**0.3**	**0.5**	**1.7**
2.3.5	**Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)**	**1.9**	**1.3**	**0.2**	**0.3**	**0.5**	**1.6**
2.4.0	**Transportation**	**16.9**	**6.5**	**6.7**	**6.8**	**7.9**	**13.2**
2.4.1	**Accesses Public Transportation (Commuter Rail, Alewife, Buses)**	**3.7**	**1.0**	**2.4**	**2.3**	**2.3**	**3.2**
2.4.2	**Accesses Other Shared-Use Trails**	**2.3**	**1.5**	**0.9**	**0.9**	**0.9**	**1.7**
2.4.3	**Benefits Ecology from Transportation Mode Shifts**	**1.3**	**0.4**	**0.1**	**0.2**	**0.3**	**1.0**
2.4.4	**Decreases Traffic Congestion**	**1.6**	**0.5**	**0.2**	**0.2**	**0.5**	**1.4**
2.4.5	**Provides Resident Access to Town Resources**	**3.5**	**0.9**	**1.4**	**1.5**	**1.5**	**2.8**
2.4.6	**Accesses Existing Open Spaces, Conservation Lands, Parks**	**3.1**	**2.1**	**0.8**	**0.8**	**1.4**	**1.9**
2.4.7	**Accessibility to Trail from Neighborhoods**	**1.4**	**0.2**	**0.9**	**0.9**	**0.9**	**1.2**
2.5.0	**Economic Impacts**	**13.4**	**3.6**	**3.6**	**4.4**	**5.9**	**10.0**
2.5.1	**Increases Access to Local Businesses (Restaurants, Retail, Services)**	**7.5**	**1.6**	**2.3**	**2.4**	**3.2**	**5.5**
2.5.2	**Increases Tourism and Local Recreational Spending**	**1.3**	**0.3**	**0.4**	**0.4**	**0.5**	**0.9**
2.5.3	**Preserves or Enhances Property Values**	**3.3**	**1.0**	**0.7**	**1.1**	**1.5**	**2.5**
2.5.4	**Trail Development Enhances Current State of Land**	**1.3**	**0.8**	**0.3**	**0.5**	**0.8**	**1.1**

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Overall Scores

	TOTAL		#1 (Best)	#2	#3	#4 (Worst)
	Overall Ranking:		2-B	2-C	2-A	2-D
1.0.0	**Feasibility**	**Ranking:**	2-B	2-D	2-C	2-A
1.1.0	Availability of Land Parcels		2-D	2-B	2-A	2-C
1.1.1	Permanence of Route (lease, buy, public land, etc.)		2-D	2-B	2-C	2-A
1.1.2	Avoids Zoning/Legal Issues		2-D	2-B	2-A	2-C
1.2.0	Engineering		2-B	2-C	2-A	2-D
1.2.1	Maintainability		2-B	2-C	2-A	2-D
1.2.2	Cost (construction, maintenance, etc.)		2-B	2-A	2-C	2-D
1.2.3	Aesthetics and Ambiance, Adds Public Green Space		2-C	2-B	2-B	2-A
1.2.4	Construction (factors affecting feasibility of construction)		2-B	2-A	2-C	2-D
1.2.5	Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)		2-D	2-A	2-A	2-A
1.2.6	Sufficient Nearby Car & Bike Parking Areas		2-A	2-A	2-A	2-D
1.2.7	Provides Handicap Accessibility		2-C	2-A	2-A	2-D
1.3.0	Security		2-D	2-B	2-C	2-A
1.3.1	Addresses Crime Concerns		2-D	2-A	2-A	2-C
1.3.2	Addresses Abutter Security and Privacy		2-D	2-A	2-B	2-C
1.3.3	Addresses User Risks		2-B	2-B	2-A	2-A
1.3.4	Minimizes Town's Exposure to Liability		2-D	2-B	2-C	2-A
2.0.0	**Optimizing Benefits**		2-C	2-B	2-A	2-D
2.1.0	Safety		2-B	2-C	2-A	2-D
2.1.1	Avoids At-Grade Crossings of Active Rail-lines		2-A	2-A	2-A	2-C
2.1.2	Low Motor-Vehicle Traffic if Segment Shared with Cars		2-B	2-C	2-D	2-A
2.1.3	Reduces Sense of "Remoteness" for User		2-B	2-B	2-A	2-D
2.1.4	Provides Access for Emergency Responders		2-A	2-A	2-C	2-D
2.2.0	Recreation		2-C	2-B	2-A	2-D
2.2.1	Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)		2-C	2-B	2-A	2-D
2.2.2	Sufficient Length (continuity with other segments, minimizes gaps/interruptions)		2-C	2-B	2-A	2-D
2.2.3	Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)		2-C	2-B	2-A	2-D
2.2.4	Builds/Fosters Community and Quality of Life		2-B	2-B	2-A	2-D
2.2.5	Provides Adequate Hours of Use		2-B	2-C	2-A	2-D
2.3.0	Separation from Traffic		2-C	2-B	2-D	2-A
2.3.1	Route Serves Wide Range of Ages/Abilities/Users		2-C	2-B	2-A	2-D
2.3.2	Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists		2-C	2-B	2-D	2-A
2.3.3	Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)		2-D	2-C	2-B	2-A
2.3.4	Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)		2-D	2-C	2-B	2-A
2.3.5	Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)		2-D	2-B	2-C	2-A
2.4.0	Transportation		2-C	2-B	2-A	2-D
2.4.1	Accesses Public Transportation (Commuter Rail, Alewife, Buses)		2-C	2-A	2-A	2-D
2.4.2	Accesses Other Shared-Use Trails		2-D	2-A	2-A	2-C
2.4.3	Benefits Ecology from Transportation Mode Shifts		2-C	2-B	2-A	2-D
2.4.4	Decreases Traffic Congestion		2-C	2-B	2-A	2-D
2.4.5	Provides Resident Access to Town Resources		2-B	2-B	2-A	2-D
2.4.6	Accesses Existing Open Spaces, Conservation Lands, Parks		2-D	2-A	2-B	2-C
2.4.7	Accessibility to Trail from Neighborhoods		2-A	2-B	2-C	2-D
2.5.0	Economic Impacts		2-C	2-B	2-A	2-D
2.5.1	Increases Access to Local Businesses (Restaurants, Retail, Services)		2-A	2-A	2-A	2-D
2.5.2	Increases Tourism and Local Recreational Spending		2-C	2-B	2-A	2-D
2.5.3	Preserves or Enhances Property Values		2-C	2-A	2-B	2-D
2.5.4	Trail Development Enhances Current State of Land		2-C	2-D	2-B	2-A

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Name: ___Overall Average____

		Points	2-A	2-B	2-C	2-D
	TOTAL	**100.0**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**
			Total: 65.1	**Total: 72.8**	**Total: 72.5**	**Total: 61.9**
1.0.0	**Feasibility**	**34.9**	**24.3**	**26.6**	**24.9**	**25.8**
1.1.0	**Availability of Land Parcels**	**7.5**	**4.7**	**5.4**	**4.3**	**6.6**
1.1.1	**Permanence of Route (lease, buy, public land, etc.)**	**4.3**	**2.6**	**3.2**	**2.6**	**4.0**
1.1.2	**Avoids Zoning/Legal Issues**	**3.2**	**2.1**	**2.2**	**1.7**	**2.7**
1.2.0	**Engineering**	**13.0**	**9.1**	**9.9**	**9.4**	**6.6**
1.2.1	**Maintainability**	**2.6**	**1.8**	**2.2**	**2.1**	**1.7**
1.2.2	**Cost (construction, maintenance, etc.)**	**2.3**	**1.8**	**1.9**	**1.6**	**0.7**
1.2.3	**Aesthetics and Ambiance, Adds Public Green Space**	**2.6**	**1.2**	**1.6**	**1.6**	**1.6**
1.2.4	**Construction (factors affecting feasibility of construction)**	**1.7**	**1.3**	**1.4**	**1.1**	**0.5**
1.2.5	**Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)**	**1.4**	**1.1**	**1.1**	**1.1**	**1.2**
1.2.6	**Sufficient Nearby Car & Bike Parking Areas**	**1.3**	**0.9**	**0.9**	**0.9**	**0.6**
1.2.7	**Provides Handicap Accessibility**	**1.1**	**0.9**	**0.9**	**0.9**	**0.4**
1.3.0	**Security**	**14.4**	**10.5**	**11.3**	**11.1**	**12.6**
1.3.1	**Addresses Crime Concerns**	**3.0**	**2.5**	**2.5**	**2.4**	**2.6**
1.3.2	**Addresses Abutter Security and Privacy**	**6.4**	**4.9**	**4.8**	**4.7**	**5.9**
1.3.3	**Addresses User Risks**	**1.5**	**0.9**	**1.1**	**1.1**	**0.9**
1.3.4	**Minimizes Town's Exposure to Liability**	**3.5**	**2.2**	**2.9**	**2.9**	**3.1**
2.0.0	**Optimizing Benefits**	**65.2**	**40.8**	**46.1**	**47.6**	**36.1**
2.1.0	**Safety**	**8.1**	**6.3**	**6.8**	**6.8**	**5.5**
2.1.1	**Avoids At-Grade Crossings of Active Rail-lines**	**2.1**	**2.0**	**2.0**	**2.0**	**2.0**
2.1.2	**Low Motor-Vehicle Traffic if Segment Shared with Cars**	**2.2**	**1.2**	**1.7**	**1.7**	**1.4**
2.1.3	**Reduces Sense of "Remoteness" for User**	**2.1**	**1.7**	**1.8**	**1.8**	**1.1**
2.1.4	**Provides Access for Emergency Responders**	**1.7**	**1.4**	**1.4**	**1.4**	**1.1**
2.2.0	**Recreation**	**13.6**	**8.6**	**10.5**	**10.9**	**6.2**
2.2.1	**Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)**	**4.2**	**2.4**	**3.3**	**3.4**	**1.4**
2.2.2	**Sufficient Length (continuity with other segments, minimizes gaps/interruptions)**	**3.2**	**2.2**	**2.5**	**2.6**	**1.6**
2.2.3	**Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)**	**2.5**	**1.7**	**1.9**	**2.0**	**1.4**
2.2.4	**Builds/Fosters Community and Quality of Life**	**2.3**	**1.4**	**1.8**	**1.8**	**0.9**
2.2.5	**Provides Adequate Hours of Use**	**1.4**	**1.0**	**1.1**	**1.1**	**0.8**
2.3.0	**Separation from Traffic**	**13.2**	**6.8**	**9.6**	**10.2**	**9.0**
2.3.1	**Route Serves Wide Range of Ages/Abilities/Users**	**3.2**	**1.8**	**2.4**	**2.6**	**1.6**
2.3.2	**Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists**	**4.2**	**2.0**	**2.9**	**3.3**	**2.8**
2.3.3	**Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)**	**2.1**	**1.0**	**1.6**	**1.6**	**1.7**
2.3.4	**Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)**	**1.8**	**0.9**	**1.3**	**1.3**	**1.4**
2.3.5	**Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)**	**1.9**	**1.1**	**1.3**	**1.3**	**1.6**
2.4.0	**Transportation**	**16.9**	**10.9**	**11.1**	**11.3**	**9.5**
2.4.1	**Accesses Public Transportation (Commuter Rail, Alewife, Buses)**	**3.7**	**2.8**	**2.8**	**2.9**	**2.5**
2.4.2	**Accesses Other Shared-Use Trails**	**2.3**	**1.4**	**1.4**	**1.4**	**1.6**
2.4.3	**Benefits Ecology from Transportation Mode Shifts**	**1.3**	**0.7**	**0.8**	**0.9**	**0.6**
2.4.4	**Decreases Traffic Congestion**	**1.6**	**0.9**	**1.0**	**1.1**	**0.8**
2.4.5	**Provides Resident Access to Town Resources**	**3.5**	**2.3**	**2.5**	**2.5**	**1.4**
2.4.6	**Accesses Existing Open Spaces, Conservation Lands, Parks**	**3.1**	**1.7**	**1.6**	**1.6**	**2.1**
2.4.7	**Accessibility to Trail from Neighborhoods**	**1.4**	**1.1**	**1.1**	**1.1**	**0.4**
2.5.0	**Economic Impacts**	**13.4**	**8.1**	**8.1**	**8.4**	**5.9**
2.5.1	**Increases Access to Local Businesses (Restaurants, Retail, Services)**	**7.5**	**4.1**	**4.1**	**4.1**	**2.4**
2.5.2	**Increases Tourism and Local Recreational Spending**	**1.3**	**0.7**	**0.8**	**0.9**	**0.7**
2.5.3	**Preserves or Enhances Property Values**	**3.3**	**2.3**	**2.3**	**2.4**	**1.9**
2.5.4	**Trail Development Enhances Current State of Land**	**1.3**	**0.9**	**0.9**	**1.0**	**0.9**

(eval. criteria ranking version: 2013-04-18)

Overall Scores

	TOTAL		#1 (Best)	#2	#3	#4 (Worst)
		Overall Ranking:	3-D	3-B	3-A	3-C
1.0.0	**Feasibility**	Ranking:	3-B	3-D	3-C	3-A
1.1.0	Availability of Land Parcels		3-C	3-B	3-A	3-A
1.1.1	Permanence of Route (lease, buy, public land, etc.)		3-B	3-B	3-A	3-A
1.1.2	Avoids Zoning/Legal Issues		3-A	3-A	3-C	3-B
1.2.0	Engineering		3-D	3-B	3-A	3-C
1.2.1	Maintainability		3-C	3-B	3-A	3-A
1.2.2	Cost (construction, maintenance, etc.)		3-A	3-D	3-B	3-C
1.2.3	Aesthetics and Ambiance, Adds Public Green Space		3-B	3-D	3-C	3-A
1.2.4	Construction (factors affecting feasibility of construction)		3-B	3-D	3-A	3-C
1.2.5	Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)		3-D	3-A	3-B	3-C
1.2.6	Sufficient Nearby Car & Bike Parking Areas		3-D	3-A	3-B	3-C
1.2.7	Provides Handicap Accessibility		3-B	3-B	3-A	3-C
1.3.0	Security		3-B	3-C	3-D	3-A
1.3.1	Addresses Crime Concerns		3-A	3-A	3-B	3-B
1.3.2	Addresses Abutter Security and Privacy		3-B	3-C	3-A	3-A
1.3.3	Addresses User Risks		3-B	3-D	3-C	3-A
1.3.4	Minimizes Town's Exposure to Liability		3-B	3-D	3-A	3-C
2.0.0	**Optimizing Benefits**		3-D	3-A	3-B	3-C
2.1.0	Safety		3-B	3-D	3-A	3-C
2.1.1	Avoids At-Grade Crossings of Active Rail-lines		3-B	3-B	3-B	3-A
2.1.2	Low Motor-Vehicle Traffic if Segment Shared with Cars		3-D	3-A	3-A	3-A
2.1.3	Reduces Sense of "Remoteness" for User		3-B	3-A	3-A	3-C
2.1.4	Provides Access for Emergency Responders		3-B	3-A	3-A	3-C
2.2.0	Recreation		3-B	3-A	3-D	3-C
2.2.1	Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)		3-B	3-A	3-D	3-C
2.2.2	Sufficient Length (continuity with other segments, minimizes gaps/interruptions)		3-B	3-A	3-D	3-C
2.2.3	Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)		3-D	3-A	3-B	3-C
2.2.4	Builds/Fosters Community and Quality of Life		3-B	3-D	3-A	3-C
2.2.5	Provides Adequate Hours of Use		3-D	3-A	3-B	3-C
2.3.0	Separation from Traffic		3-B	3-D	3-A	3-C
2.3.1	Route Serves Wide Range of Ages/Abilities/Users		3-B	3-D	3-A	3-C
2.3.2	Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists		3-B	3-B	3-A	3-C
2.3.3	Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)		3-A	3-A	3-D	3-C
2.3.4	Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)		3-B	3-A	3-A	3-C
2.3.5	Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)		3-B	3-A	3-D	3-C
2.4.0	Transportation		3-D	3-A	3-B	3-C
2.4.1	Accesses Public Transportation (Commuter Rail, Alewife, Buses)		3-A	3-A	3-B	3-B
2.4.2	Accesses Other Shared-Use Trails		3-D	3-A	3-B	3-C
2.4.3	Benefits Ecology from Transportation Mode Shifts		3-D	3-A	3-B	3-C
2.4.4	Decreases Traffic Congestion		3-D	3-A	3-B	3-C
2.4.5	Provides Resident Access to Town Resources		3-A	3-A	3-B	3-C
2.4.6	Accesses Existing Open Spaces, Conservation Lands, Parks		3-A	3-A	3-B	3-C
2.4.7	Accessibility to Trail from Neighborhoods		3-D	3-A	3-B	3-B
2.5.0	Economic Impacts		3-A	3-A	3-B	3-C
2.5.1	Increases Access to Local Businesses (Restaurants, Retail, Services)		3-A	3-A	3-B	3-C
2.5.2	Increases Tourism and Local Recreational Spending		3-A	3-A	3-B	3-C
2.5.3	Preserves or Enhances Property Values		3-A	3-A	3-B	3-C
2.5.4	Trail Development Enhances Current State of Land		3-B	3-A	3-A	3-C

(eval. criteria ranking version: 2013-04-18)

Name: ___Overall Average____

		Points	3-A	3-B	3-C	3-D	3-E	3-F
	TOTAL	**100.0**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**
			Total: 79.9	**Total: 80.1**	**Total: 72.4**	**Total: 80.9**	**Total: 68.8**	**Total: 78.3**
1.0.0	**Feasibility**	**34.9**	**26.2**	**27.7**	**26.3**	**26.8**	**22.8**	**26.9**
1.1.0	**Availability of Land Parcels**	**7.5**	**4.8**	**5.1**	**5.3**	**4.8**	**2.7**	**6.1**
1.1.1	**Permanence of Route (lease, buy, public land, etc.)**	**4.3**	**2.6**	**3.2**	**3.2**	**2.6**	**1.7**	**3.7**
1.1.2	**Avoids Zoning/Legal Issues**	**3.2**	**2.2**	**2.0**	**2.1**	**2.2**	**1.1**	**2.5**
1.2.0	**Engineering**	**13.0**	**10.0**	**10.2**	**9.4**	**10.4**	**9.3**	**9.5**
1.2.1	**Maintainability**	**2.6**	**2.1**	**2.2**	**3.1**	**2.1**	**2.0**	**2.1**
1.2.2	**Cost (construction, maintenance, etc.)**	**2.3**	**2.0**	**1.8**	**1.4**	**1.8**	**1.5**	**1.3**
1.2.3	**Aesthetics and Ambiance, Adds Public Green Space**	**2.6**	**1.9**	**2.4**	**2.0**	**2.1**	**1.7**	**1.8**
1.2.4	**Construction (factors affecting feasibility of construction)**	**1.7**	**1.1**	**1.3**	**0.8**	**1.2**	**1.0**	**0.8**
1.2.5	**Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)**	**1.4**	**1.1**	**0.8**	**0.8**	**1.2**	**1.2**	**1.3**
1.2.6	**Sufficient Nearby Car & Bike Parking Areas**	**1.3**	**1.0**	**0.9**	**0.8**	**1.1**	**1.1**	**1.2**
1.2.7	**Provides Handicap Accessibility**	**1.1**	**0.8**	**0.8**	**0.5**	**0.8**	**0.7**	**0.9**
1.3.0	**Security**	**14.4**	**11.4**	**12.3**	**11.6**	**11.6**	**10.7**	**11.3**
1.3.1	**Addresses Crime Concerns**	**3.0**	**2.5**	**2.4**	**2.4**	**2.5**	**2.3**	**1.9**
1.3.2	**Addresses Abutter Security and Privacy**	**6.4**	**5.0**	**5.6**	**5.4**	**5.0**	**4.9**	**5.3**
1.3.3	**Addresses User Risks**	**1.5**	**1.2**	**1.4**	**1.3**	**1.3**	**1.2**	**1.3**
1.3.4	**Minimizes Town's Exposure to Liability**	**3.5**	**2.8**	**2.9**	**2.6**	**2.9**	**2.3**	**2.9**
2.0.0	**Optimizing Benefits**	**65.2**	**53.7**	**52.4**	**46.1**	**54.1**	**46.1**	**51.4**
2.1.0	**Safety**	**8.1**	**6.9**	**7.1**	**6.6**	**7.1**	**6.0**	**6.5**
2.1.1	**Avoids At-Grade Crossings of Active Rail-lines**	**2.1**	**1.9**	**2.0**	**2.0**	**2.0**	**1.7**	**2.0**
2.1.2	**Low Motor-Vehicle Traffic if Segment Shared with Cars**	**2.2**	**2.1**	**2.1**	**2.1**	**2.1**	**1.4**	**1.7**
2.1.3	**Reduces Sense of "Remoteness" for User**	**2.1**	**1.7**	**1.8**	**1.6**	**1.7**	**1.8**	**1.6**
2.1.4	**Provides Access for Emergency Responders**	**1.7**	**1.3**	**1.3**	**1.0**	**1.3**	**1.1**	**1.2**
2.2.0	**Recreation**	**13.6**	**11.0**	**11.4**	**8.7**	**10.8**	**8.1**	**9.8**
2.2.1	**Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)**	**4.2**	**3.2**	**3.6**	**2.3**	**3.1**	**1.5**	**3.1**
2.2.2	**Sufficient Length (continuity with other segments, minimizes gaps/interruptions)**	**3.2**	**2.9**	**3.0**	**2.6**	**2.8**	**2.1**	**2.2**
2.2.3	**Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)**	**2.5**	**2.1**	**2.0**	**1.7**	**2.2**	**1.8**	**1.8**
2.2.4	**Builds/Fosters Community and Quality of Life**	**2.3**	**1.7**	**1.8**	**1.3**	**1.8**	**1.6**	**1.6**
2.2.5	**Provides Adequate Hours of Use**	**1.4**	**1.1**	**1.0**	**0.9**	**1.1**	**1.1**	**1.2**
2.3.0	**Separation from Traffic**	**13.2**	**11.6**	**12.3**	**10.3**	**11.8**	**10.6**	**11.3**
2.3.1	**Route Serves Wide Range of Ages/Abilities/Users**	**3.2**	**2.4**	**2.8**	**2.2**	**2.5**	**2.3**	**2.7**
2.3.2	**Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists**	**4.2**	**3.8**	**4.0**	**3.4**	**4.0**	**3.4**	**3.5**
2.3.3	**Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)**	**2.1**	**2.0**	**2.0**	**1.8**	**1.9**	**1.8**	**1.9**
2.3.4	**Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)**	**1.8**	**1.7**	**1.7**	**1.5**	**1.7**	**1.5**	**1.6**
2.3.5	**Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)**	**1.9**	**1.7**	**1.8**	**1.5**	**1.7**	**1.6**	**1.5**
2.4.0	**Transportation**	**16.9**	**13.3**	**11.8**	**11.1**	**13.5**	**11.8**	**13.2**
2.4.1	**Accesses Public Transportation (Commuter Rail, Alewife, Buses)**	**3.7**	**3.2**	**2.7**	**2.7**	**3.2**	**3.1**	**3.5**
2.4.2	**Accesses Other Shared-Use Trails**	**2.3**	**1.7**	**1.6**	**1.5**	**1.7**	**1.5**	**1.8**
2.4.3	**Benefits Ecology from Transportation Mode Shifts**	**1.3**	**1.0**	**0.9**	**0.8**	**1.0**	**0.9**	**1.0**
2.4.4	**Decreases Traffic Congestion**	**1.6**	**1.2**	**1.1**	**1.0**	**1.3**	**1.1**	**1.2**
2.4.5	**Provides Resident Access to Town Resources**	**3.5**	**2.9**	**2.4**	**2.2**	**2.9**	**2.9**	**3.2**
2.4.6	**Accesses Existing Open Spaces, Conservation Lands, Parks**	**3.1**	**2.2**	**2.1**	**1.9**	**2.2**	**1.4**	**1.4**
2.4.7	**Accessibility to Trail from Neighborhoods**	**1.4**	**1.1**	**1.0**	**1.0**	**1.1**	**1.0**	**1.1**
2.5.0	**Economic Impacts**	**13.4**	**10.9**	**9.8**	**9.4**	**10.9**	**9.4**	**10.7**
2.5.1	**Increases Access to Local Businesses (Restaurants, Retail, Services)**	**7.5**	**6.2**	**5.4**	**5.3**	**6.2**	**5.9**	**6.6**
2.5.2	**Increases Tourism and Local Recreational Spending**	**1.3**	**1.1**	**0.9**	**0.9**	**1.1**	**0.8**	**0.9**
2.5.3	**Preserves or Enhances Property Values**	**3.3**	**2.6**	**2.4**	**2.3**	**2.6**	**1.9**	**2.4**
2.5.4	**Trail Development Enhances Current State of Land**	**1.3**	**1.0**	**1.1**	**0.9**	**1.0**	**0.9**	**0.9**

(eval. criteria ranking version: 2013-04-18)

Overall Scores

TOTAL			#1 (Best)	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12 (Worst)
		Overall Ranking:	4-D2	4-C	4-D1	4-B	4-J	4-F	4-I	4-H2	4-E	4-A	4-H1	4-G
1.0.0	**Feasibility**	Ranking:	4-D1	4-C	4-D2	4-B	4-J	4-H1	4-I	4-A	4-H2	4-E	4-G	4-F
1.1.0	Availability of Land Parcels		4-D1	4-B	4-D2	4-C	4-J	4-H1	4-G	4-H2	4-E	4-I	4-A	4-F
1.1.1	Permanence of Route (lease, buy, public land, etc.)		4-B	4-D1	4-D1	4-C	4-J	4-H1	4-G	4-E	4-A	4-A	4-I	4-F
1.1.2	Avoids Zoning/Legal Issues		4-D1	4-C	4-C	4-J	4-B	4-H1	4-G	4-F	4-F	4-I	4-E	4-A
1.2.0	Engineering		4-C	4-D1	4-D2	4-A	4-B	4-J	4-E	4-H1	4-I	4-F	4-H2	4-G
1.2.1	Maintainability		4-C	4-C	4-A	4-A	4-A	4-B	4-G	4-F	4-J	4-H1	4-H1	4-I
1.2.2	Cost (construction, maintenance, etc.)		4-H1	4-A	4-E	4-D1	4-C	4-H2	4-G	4-I	4-D2	4-J	4-B	4-F
1.2.3	Aesthetics and Ambiance, Adds Public Green Space		4-C	4-D1	4-D1	4-J	4-B	4-F	4-I	4-H2	4-G	4-H1	4-A	4-E
1.2.4	Construction (factors affecting feasibility of construction)		4-D1	4-C	4-A	4-H2	4-D2	4-H1	4-H1	4-J	4-E	4-G	4-B	4-F
1.2.5	Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)		4-H1	4-C	4-I	4-D1	4-D1	4-B	4-B	4-A	4-F	4-F	4-H2	4-J
1.2.6	Sufficient Nearby Car & Bike Parking Areas		4-C	4-B	4-F	4-D1	4-D1	4-J	4-I	4-H2	4-G	4-H1	4-A	4-E
1.2.7	Provides Handicap Accessibility		4-C	4-C	4-D2	4-B	4-J	4-F	4-E	4-A	4-G	4-G	4-H1	4-H1
1.3.0	Security		4-D2	4-C	4-C	4-J	4-B	4-I	4-H2	4-F	4-G	4-H1	4-E	4-A
1.3.1	Addresses Crime Concerns		4-C	4-C	4-D2	4-J	4-B	4-H1	4-H1	4-A	4-A	4-G	4-G	4-F
1.3.2	Addresses Abutter Security and Privacy		4-C	4-C	4-C	4-J	4-B	4-I	4-H2	4-F	4-G	4-H1	4-A	4-A
1.3.3	Addresses User Risks		4-D2	4-C	4-C	4-J	4-B	4-F	4-I	4-G	4-G	4-H1	4-A	4-A
1.3.4	Minimizes Town's Exposure to Liability		4-D2	4-C	4-C	4-J	4-B	4-H2	4-H2	4-E	4-G	4-G	4-A	4-F
2.0.0	**Optimizing Benefits**		4-D2	4-C	4-D1	4-B	4-J	4-F	4-H2	4-I	4-E	4-A	4-G	4-H1
2.1.0	Safety		4-D2	4-C	4-D1	4-B	4-E	4-A	4-J	4-H2	4-H1	4-I	4-G	4-F
2.1.1	Avoids At-Grade Crossings of Active Rail-lines		4-C	4-C	4-C	4-A	4-A	4-B	4-G	4-G	4-G	4-G	4-J	4-F
2.1.2	Low Motor-Vehicle Traffic if Segment Shared with Cars		4-D2	4-C	4-D1	4-B	4-J	4-E	4-H2	4-A	4-F	4-F	4-G	4-G
2.1.3	Reduces Sense of "Remoteness" for User		4-C	4-C	4-C	4-B	4-A	4-E	4-G	4-G	4-G	4-I	4-J	4-F
2.1.4	Provides Access for Emergency Responders		4-B	4-A	4-C	4-C	4-D2	4-E	4-H1	4-F	4-G	4-H2	4-J	4-I
2.2.0	Recreation		4-C	4-C	4-D2	4-B	4-J	4-H2	4-F	4-I	4-E	4-A	4-G	4-H1
2.2.1	Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)		4-C	4-C	4-D2	4-J	4-B	4-F	4-H2	4-I	4-E	4-A	4-A	4-H1
2.2.2	Sufficient Length (continuity with other segments, minimizes gaps/interruptions)		4-D2	4-C	4-C	4-B	4-J	4-F	4-E	4-E	4-A	4-G	4-H1	4-I
2.2.3	Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)		4-D2	4-C	4-C	4-B	4-J	4-H2	4-E	4-E	4-H1	4-A	4-G	4-F
2.2.4	Builds/Fosters Community and Quality of Life		4-C	4-C	4-D2	4-B	4-J	4-F	4-F	4-H2	4-A	4-A	4-H1	4-G
2.2.5	Provides Adequate Hours of Use		4-C	4-C	4-C	4-B	4-H2	4-I	4-G	4-G	4-J	4-A	4-E	4-F
2.3.0	Separation from Traffic		4-D2	4-C	4-D1	4-B	4-J	4-F	4-I	4-H2	4-G	4-E	4-H1	4-A
2.3.1	Route Serves Wide Range of Ages/Abilities/Users		4-C	4-C	4-C	4-B	4-J	4-F	4-I	4-H2	4-E	4-E	4-H1	4-A
2.3.2	Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists		4-D2	4-C	4-D1	4-B	4-J	4-F	4-H2	4-I	4-G	4-H1	4-E	4-A
2.3.3	Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)		4-D2	4-C	4-C	4-B	4-B	4-F	4-H2	4-H2	4-G	4-H1	4-E	4-A
2.3.4	Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)		4-C	4-C	4-C	4-B	4-J	4-F	4-H2	4-H2	4-E	4-A	4-A	4-H1
2.3.5	Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)		4-D2	4-C	4-C	4-B	4-J	4-F	4-E	4-E	4-E	4-A	4-G	4-H1
2.4.0	Transportation		4-D2	4-C	4-D1	4-B	4-F	4-J	4-I	4-G	4-A	4-H2	4-E	4-H1
2.4.1	Accesses Public Transportation (Commuter Rail, Alewife, Buses)		4-D2	4-D1	4-C	4-B	4-A	4-E	4-I	4-J	4-F	4-F	4-F	4-H1
2.4.2	Accesses Other Shared-Use Trails		4-C	4-D2	4-D1	4-B	4-F	4-H2	4-G	4-I	4-J	4-H1	4-E	4-A
2.4.3	Benefits Ecology from Transportation Mode Shifts		4-D2	4-C	4-D1	4-B	4-F	4-E	4-A	4-I	4-J	4-G	4-H2	4-H1
2.4.4	Decreases Traffic Congestion		4-D2	4-C	4-D1	4-B	4-F	4-A	4-A	4-I	4-J	4-G	4-H2	4-H1
2.4.5	Provides Resident Access to Town Resources		4-B	4-D2	4-D1	4-C	4-F	4-J	4-G	4-I	4-H2	4-H1	4-A	4-E
2.4.6	Accesses Existing Open Spaces, Conservation Lands, Parks		4-B	4-C	4-C	4-D1	4-J	4-F	4-I	4-G	4-H2	4-H1	4-A	4-A
2.4.7	Accessibility to Trail from Neighborhoods		4-B	4-C	4-D1	4-D1	4-G	4-G	4-G	4-A	4-A	4-J	4-E	4-F
2.5.0	Economic Impacts		4-D2	4-C	4-D1	4-B	4-J	4-F	4-A	4-E	4-G	4-H2	4-I	4-H1
2.5.1	Increases Access to Local Businesses (Restaurants, Retail, Services)		4-D2	4-C	4-D1	4-B	4-A	4-E	4-J	4-F	4-G	4-H2	4-I	4-H1
2.5.2	Increases Tourism and Local Recreational Spending		4-D2	4-C	4-D1	4-B	4-J	4-F	4-H2	4-A	4-A	4-A	4-G	4-H1
2.5.3	Preserves or Enhances Property Values		4-D2	4-C	4-C	4-B	4-F	4-J	4-I	4-G	4-H2	4-A	4-A	4-H1
2.5.4	Trail Development Enhances Current State of Land		4-C	4-C	4-C	4-B	4-J	4-F	4-H2	4-H2	4-G	4-H1	4-A	4-A

(eval. criteria ranking version: 2013-04-18)

Name: ___Overall Average____

		Points	4-A	4-B	4-C	4-D1	4-D2	4-E	4-F	4-G	4-H1	4-H2	4-I	4-J
	TOTAL	**100.0**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**	**Scale (1 to 5)**
			Total: 33.8	**Total: 58.9**	**Total: 79.3**	**Total: 78.7**	**Total: 79.6**	**Total: 33.9**	**Total: 36.2**	**Total: 31.5**	**Total: 31.6**	**Total: 34.2**	**Total: 34.3**	**Total: 46.5**
1.0.0	**Feasibility**	**34.9**	**15.4**	**20.3**	**25.4**	**25.5**	**24.6**	**15.1**	**14.8**	**14.9**	**16.4**	**15.1**	**15.5**	**19.7**
1.1.0	**Availability of Land Parcels**	**7.5**	**2.3**	**5.2**	**5.0**	**5.2**	**5.1**	**2.5**	**2.3**	**3.0**	**3.6**	**2.6**	**2.3**	**4.1**
1.1.1	Permanence of Route (lease, buy, public land, etc.)	4.3	1.5	3.5	3.1	3.2	3.2	1.6	1.1	1.7	2.0	1.5	1.3	2.4
1.1.2	Avoids Zoning/Legal Issues	3.2	0.8	1.7	1.8	1.9	1.8	0.9	1.1	1.3	1.5	1.1	1.0	1.8
1.2.0	**Engineering**	**13.0**	**7.4**	**6.9**	**10.3**	**10.2**	**9.1**	**6.7**	**5.9**	**5.6**	**6.5**	**5.8**	**6.0**	**6.8**
1.2.1	Maintainability	2.6	2.2	1.7	2.2	2.2	2.2	2.2	1.4	1.4	1.2	1.2	1.1	1.3
1.2.2	Cost (construction, maintenance, etc.)	2.3	2.0	1.0	1.5	1.6	1.1	1.8	1.0	1.3	2.1	1.4	1.2	1.1
1.2.3	Aesthetics and Ambiance, Adds Public Green Space	2.6	0.3	0.9	2.3	2.1	2.1	0.2	0.8	0.4	0.4	0.5	0.6	1.7
1.2.4	Construction (factors affecting feasibility of construction)	1.7	1.2	0.6	1.3	1.5	0.9	0.8	0.6	0.7	0.9	1.0	0.9	0.8
1.2.5	Satisfies Environmental Concerns (wetland areas, hazardous materials, etc.)	1.4	0.8	0.9	1.0	1.0	1.0	0.9	0.8	0.8	1.1	0.7	1.0	0.4
1.2.6	Sufficient Nearby Car & Bike Parking Areas	1.3	0.5	1.0	1.0	1.0	1.0	0.4	1.0	0.6	0.6	0.7	0.7	0.8
1.2.7	Provides Handicap Accessibility	1.1	0.4	0.7	0.8	0.8	0.8	0.5	0.5	0.4	0.4	0.4	0.4	0.7
1.3.0	**Security**	**14.4**	**5.6**	**8.2**	**10.2**	**10.2**	**10.4**	**5.9**	**6.6**	**6.4**	**6.3**	**6.7**	**7.1**	**8.8**
1.3.1	Addresses Crime Concerns	3.0	1.5	1.8	2.3	2.3	2.2	1.5	1.4	1.4	1.5	1.4	1.5	1.9
1.3.2	Addresses Abutter Security and Privacy	6.4	2.4	3.6	4.2	4.2	4.2	2.4	3.0	2.9	2.8	3.1	3.4	3.7
1.3.3	Addresses User Risks	1.5	0.2	0.9	1.2	1.2	1.5	0.2	0.6	0.3	0.2	0.3	0.4	1.0
1.3.4	Minimizes Town's Exposure to Liability	3.5	1.6	1.9	2.5	2.5	2.6	1.8	1.5	1.8	1.8	1.9	1.9	2.2
2.0.0	**Optimizing Benefits**	**65.2**	**18.4**	**38.6**	**54.0**	**53.1**	**55.0**	**18.7**	**21.4**	**16.6**	**15.2**	**19.0**	**18.8**	**26.8**
2.1.0	**Safety**	**8.1**	**4.9**	**5.3**	**6.7**	**6.5**	**7.0**	**5.0**	**2.0**	**2.9**	**2.9**	**3.2**	**2.9**	**3.3**
2.1.1	Avoids At-Grade Crossings of Active Rail-lines	2.1	2.0	1.2	2.1	2.0	2.1	2.1	0.1	0.6	0.6	0.6	0.6	0.5
2.1.2	Low Motor-Vehicle Traffic if Segment Shared with Cars	2.2	0.3	1.2	1.9	1.9	2.2	0.5	0.3	0.1	0.1	0.4	0.3	0.8
2.1.3	Reduces Sense of "Remoteness" for User	2.1	1.3	1.3	1.5	1.5	1.5	1.3	0.7	1.2	1.2	1.2	1.2	1.1
2.1.4	Provides Access for Emergency Responders	1.7	1.3	1.5	1.2	1.2	1.1	1.1	1.0	1.0	1.0	0.9	0.9	0.9
2.2.0	**Recreation**	**13.6**	**3.7**	**8.1**	**11.7**	**11.7**	**11.7**	**3.8**	**4.4**	**3.6**	**3.5**	**4.6**	**4.3**	**6.2**
2.2.1	Route Has Width, Grade, and Gradual Turns Appropriate for Multi-Use (walkers, cyclists, inline skaters, wheelchairs, etc.)	4.2	0.9	2.1	4.1	4.1	4.0	1.0	1.5	0.9	0.9	1.3	1.2	2.2
2.2.2	Sufficient Length (continuity with other segments, minimizes gaps/interruptions)	3.2	0.9	2.1	2.9	2.9	2.9	0.9	1.0	0.8	0.8	0.9	0.7	1.4
2.2.3	Routes User in Direct and Efficient Manner (to other trail segments, to recreation sites, etc.)	2.5	0.8	1.4	2.0	2.0	2.0	0.8	0.7	0.8	0.8	0.9	0.8	1.0
2.2.4	Builds/Fosters Community and Quality of Life	2.3	0.5	1.6	1.8	1.8	1.8	0.5	0.8	0.4	0.4	0.7	0.8	1.0
2.2.5	Provides Adequate Hours of Use	1.4	0.6	0.9	1.0	1.0	1.0	0.6	0.4	0.6	0.6	0.8	0.7	0.6
2.3.0	**Separation from Traffic**	**13.2**	**0.6**	**8.1**	**11.7**	**11.5**	**12.1**	**1.2**	**4.3**	**1.3**	**1.1**	**2.8**	**2.9**	**6.9**
2.3.1	Route Serves Wide Range of Ages/Abilities/Users	3.2	0.4	2.1	2.5	2.5	2.5	0.6	1.1	0.6	0.5	0.8	1.0	1.8
2.3.2	Minimizes Roadway and Driveway Crossings for Pedestrians and Cyclists	4.2	-0.1	2.4	3.9	3.7	4.2	0.1	1.5	0.4	0.3	0.9	0.8	2.0
2.3.3	Minimizes Route Obstructions (parked vehicles, car doors, buses, trash trucks/cans, etc.)	2.1	0.0	1.3	2.0	2.0	2.0	0.1	0.6	0.2	0.2	0.5	0.5	1.3
2.3.4	Reduces Likelihood of Static Roadway Hazards (debris, sand, broken glass, storm drains, etc.)	1.8	0.0	1.2	1.8	1.8	1.8	0.1	0.5	0.0	0.0	0.2	0.2	0.9
2.3.5	Provides Good Air and Noise Quality (e.g., avoids roadway noise and pollution)	1.9	0.3	1.2	1.5	1.5	1.6	0.4	0.6	0.1	0.1	0.4	0.4	0.8
2.4.0	**Transportation**	**16.9**	**5.6**	**10.7**	**13.4**	**13.2**	**13.6**	**5.2**	**6.4**	**5.6**	**5.0**	**5.4**	**5.6**	**6.1**
2.4.1	Accesses Public Transportation (Commuter Rail, Alewife, Buses)	3.7	1.9	2.3	3.5	3.6	3.7	1.6	1.2	1.2	1.2	1.2	1.3	1.3
2.4.2	Accesses Other Shared-Use Trails	2.3	0.6	1.2	2.0	1.8	1.9	0.7	0.9	0.7	0.7	0.8	0.7	0.7
2.4.3	Benefits Ecology from Transportation Mode Shifts	1.3	0.3	0.6	1.1	1.1	1.1	0.4	0.4	0.2	0.1	0.2	0.2	0.2
2.4.4	Decreases Traffic Congestion	1.6	0.4	0.6	1.3	1.3	1.4	0.4	0.5	0.3	0.2	0.2	0.3	0.3
2.4.5	Provides Resident Access to Town Resources	3.5	1.1	2.7	2.4	2.5	2.5	1.0	1.4	1.3	1.1	1.2	1.2	1.3
2.4.6	Accesses Existing Open Spaces, Conservation Lands, Parks	3.1	0.6	2.3	2.1	2.0	2.1	0.6	1.5	1.1	1.0	1.0	1.2	1.6
2.4.7	Accessibility to Trail from Neighborhoods	1.4	0.7	1.0	1.0	0.9	0.9	0.6	0.5	0.7	0.7	0.7	0.7	0.7
2.5.0	**Economic Impacts**	**13.4**	**3.7**	**6.4**	**10.5**	**10.3**	**10.7**	**3.6**	**4.2**	**3.2**	**2.6**	**3.1**	**3.1**	**4.3**
2.5.1	Increases Access to Local Businesses (Restaurants, Retail, Services)	7.5	3.0	3.9	5.9	5.7	6.0	2.9	2.5	2.3	1.9	2.2	2.1	2.7
2.5.2	Increases Tourism and Local Recreational Spending	1.3	0.2	0.4	1.0	1.0	1.1	0.2	0.3	0.2	0.1	0.2	0.2	0.3
2.5.3	Preserves or Enhances Property Values	3.3	0.4	1.3	2.4	2.4	2.5	0.4	1.1	0.5	0.4	0.5	0.6	0.8
2.5.4	Trail Development Enhances Current State of Land	1.3	0.1	0.9	1.1	1.1	1.1	0.1	0.3	0.2	0.2	0.2	0.2	0.4