



EOPSS/WalkBoston Pedestrian Safety Planning Initiative: Randolph

Meeting Attendees:

Richard Brewer, Randolph Dept of Public Works
Jean Pierre Louis, Randolph Dept of Public Works
Michelle Tyler, Randolph Planning Department
Stacey Beuttell, WalkBoston
Brendan Kearney, WalkBoston

On September 25, 2018, WalkBoston and municipal staff from the Town of Randolph met to discuss pedestrian safety in Randolph as part of the EOPSS Pedestrian Safety Planning Initiative. The main concerns expressed in our discussion included safety at specific locations/corridors, pedestrian safety at bus stops, and the safety of school children (particularly high school students) walking, biking and riding transit to school.

Data collected in MassDOT's crash portal between 2012-2017 suggest that the majority of pedestrian-related crashes occur on Route 28, which runs roughly north-south through Randolph. The data reflects two concentrations of crashes along Route 28: (1) between I-93 and Oak Street, and (2) in the town center from West Street down South Main Street. The Randolph municipal staff described several pedestrian infrastructure projects installed since the data was collected which seem to have increased pedestrian safety in these areas. One of the biggest pedestrian safety issues that remains is the West Street/Pleasant Street intersection. Plans have been discussed to realign the intersection to limit quick turning movements and lane changes that drivers currently complete to reach their destinations.

The Department of Public Works is in the process of compiling bus stop locations to help prioritize locations for bus shelters. The process may also explore the possibility of bus stop consolidation. Most bus stops do not have crosswalks which is a significant safety concern given the number of transit riders boarding and disembarking in Randolph. WalkBoston discussed recent efforts that the MBTA has made on both bus stop accessibility and safety, and stop consolidation. Three resources that might be helpful to consult in bus stop safety/consolidation efforts include the MBTA Bus Stop Planning & Design Guide, the [NACTO Transit Street Design Guide](#), and [From Sorry to Superb: Everything You Need to Know about Great Bus Stops](#). Another recent discussion of linking bus stops and walking networks is included in a [Commonwealth article](#) written by WalkBoston staff.

The discussion regarding school safety focused on high school arrival and dismissal. Students outside a 2-mile radius can ride a yellow school bus. All other students either

walk, bike, ride transit, or are driven to school. Crosswalks and pedestrian medians help to funnel walkers, but students tend to flow across Memorial Parkway. One short-term, low-cost solution we discussed was planting denser shrubs to discourage students from cutting through the median. With further study, there may be other improvements to slow traffic and manage the students as they leave the school campus.

We appreciate the time you spent with us discussing pedestrian safety issues and efforts in Randolph. As you continue to improve pedestrian safety, WalkBoston would be happy to act as a resource.