

Transportation Goal

4. Goal: Randolph's transportation network provides residents with safe, multi-modal, and regionally coordinated options that promote health, particularly for those with mobility and income constraints, youth and seniors.

4.1. Recommendation: Develop and adopt a Complete Streets Policy and a Prioritization Plan to unlock transportation improvement funding.

4.1.1. Action: Unlock up to \$400,000 in annual construction funding from MassDOT by developing a Complete Streets Policy and a Prioritization Plan. MassDOT has several resources on www.masscompletestreets.com for starting this process. MassDOT also provides communities with funding to work with consultants to work through the Prioritization Plan process. There are also several local and national resources for rural and context-sensitive design of complete streets for historic and rural/small town areas.

4.1.2. Action: Formalize inclusion of the Disabilities Commission and Council on Aging in complete streets planning and implementation to ensure that improvements comply with Americans with Disability Act (ADA) standards for accessible design.

4.2. Recommendation: Adopt a data-driven traffic safety practice to identify locations with high crash potential and prioritize capital investments for interventions to reduce the risk of crash-related fatalities and injuries.

4.2.1. Action: Work with MassDOT and/or MAPC to analyze traffic and crash data from the most recent five years to determine areas that not only have concentrations of crashes, but also higher crash or injury rates compared to regional or statewide averages. These data can help prioritize areas for safety improvements.

4.3. Recommendation: Proactively engage in Transportation Planning processes by MassDOT and the MPO and communicate the transportation infrastructure investment needs for Randolph.

4.3.1. Action: Work with the Boston MPO to determine which infrastructure projects might be eligible for funding, including the new Community Connections that provides funding for infrastructure that connects transit services with employment centers and other community destinations.

4.4. Recommendation: Advocate for improved transit infrastructure and funding, including increased system capacity and system improvements. Examples include, improved MBTA and BAT bus services, increased shuttle services from hubs to businesses, and increased number of clean air buses, and transit facilities such as bus shelters and wayfinding signage.

4.4.1. Action: Work with the MBTA to assess and prioritize the accessibility improvement needs of the existing bus stops in Randolph through the MBTA's Plan for Accessible Transit Infrastructure (PATI).

4.4.2.Action: As the MBTA works on the Bus Network Redesign and BAT on their new five-year Transit Plan, proactively meet with each transit authority to review possible service improvements, including stop relocations and infrastructure improvements that will help with community access.

4.4.3.Action: Conduct a local mobility study to determine better east-west and first mile/last mile connections to employment and community resources, including medical, and determine pilots for local shuttles that could be funded through the Boston MPO Community Connections program, the MassDOT Community Transit Grant Program, and the MassDOT Workforce Transportation Program.

4.5. Recommendation: Prioritize pedestrian and bicyclist capital investments which improve sense of security and enhance safety along corridors and recreational paths that connect to healthy destinations such as grocery stores, commercial districts, recreation destinations, parks, childcare, transit stations and schools. These investments should include improved lighting, audible pedestrian signals, crossing times, comply with ADA standards for accessible design, and use of evidence-based interventions.

4.5.1.Action: Formalize inclusion of the Disabilities Commission and Council on Aging in corridor planning and site plan review processes.

4.5.2.Action: Explore extending in either direction the recreational path in Randolph (running under the bridge at N. Main Street and Depot Street), and installing pavement, lighting and wayfinding signage. Ensure that these improvements extend to the RICC as well as other recreational, residential and other nodal areas. This complements the Open Space & Recreation recommendations.

4.5.3.Action: To better understand breaks in the walking network, map out the existing sidewalk network, signalized crosswalks, and community resources such as the recreational facilities, schools, senior centers, medical centers and grocery stores.