



Route 28 (Randolph Avenue) Pilot Road Diet

Milton Select Board Meeting

August 26, 2025 | 7:00 p.m.



Project Team

MassDOT Highway Division

- Kayla Sousa, P.E. – Senior Program Manager | Intersections & Safety
- Neil Boudreau – Assistant Administrator for Traffic and Safety
- Mark Abbott, P.E. – District 6 Traffic
- Matthew Jasmin, P.E. – District 6 Project Development Engineer

Howard Stein Hudson

- Jessica Lizza, P.E., PTOE – Manager of Traffic Engineering

Agenda

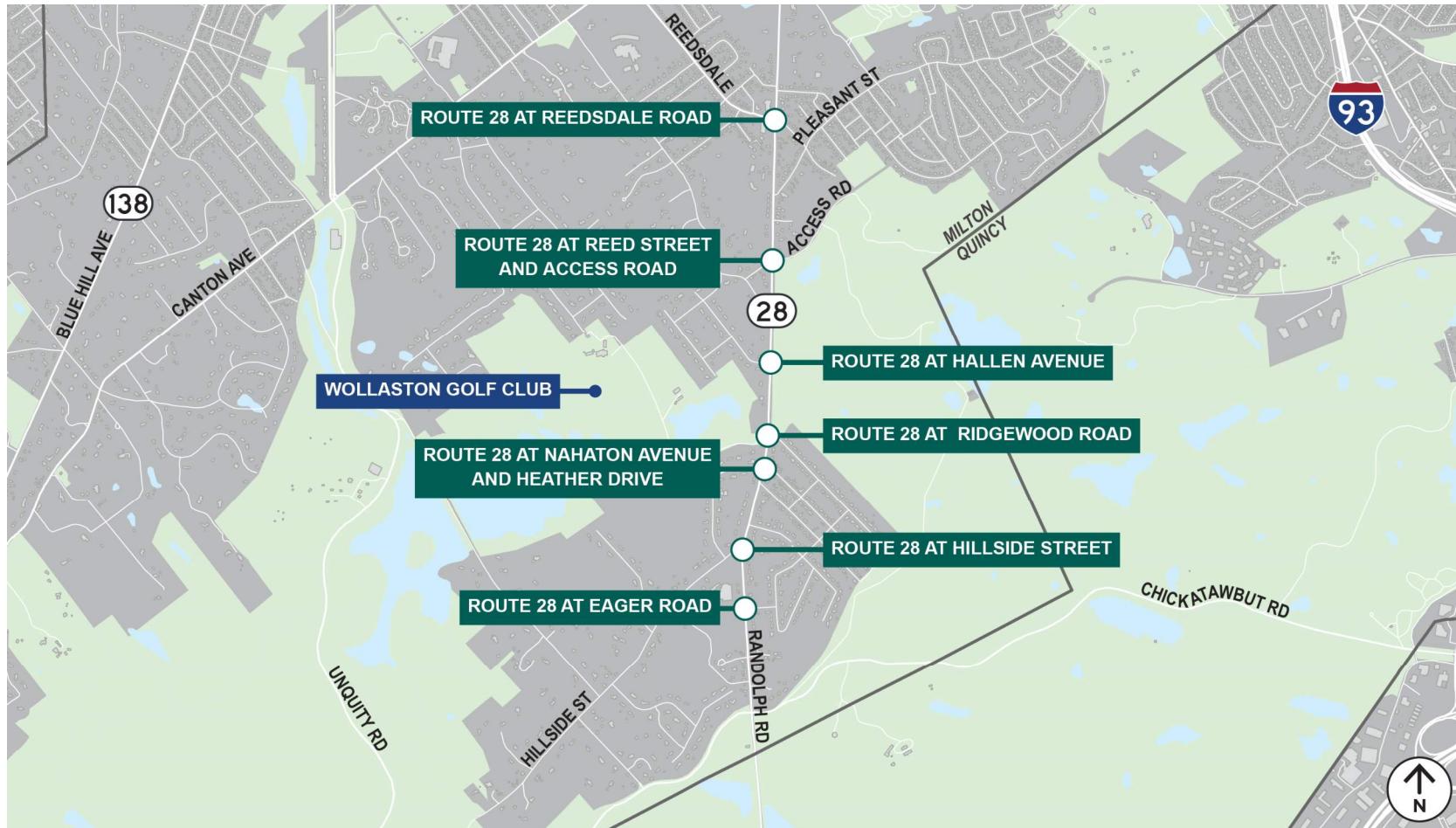
- 01** Background
- 02** Existing Conditions
- 03** Pilot Alternatives
- 04** Pilot Design & Evaluation
- 05** Next Steps & Feedback





Project Background

Project Location – Route 28 (Randolph Avenue) Corridor



Route 28 Design Development Timeline



Chickatawbut Project Design

2018 – ongoing

Design of a roundabout at Route 28 and Chickatawbut, the #1 crash location in the State; close to advertising

Road Safety Audit

February 2024

Completed for corridor from Reedsdale to Chickatawbut; identified issues such as speeding and access

Corridor Study

August 2024 – March 2025

Initiated through public concern regarding corridor safety and access; evaluated road diet

Pilot Road Diet

July 2025 - present

Design and implementation of a road diet to remove travel lanes from Route 28 from Reedsdale to Chickatawbut

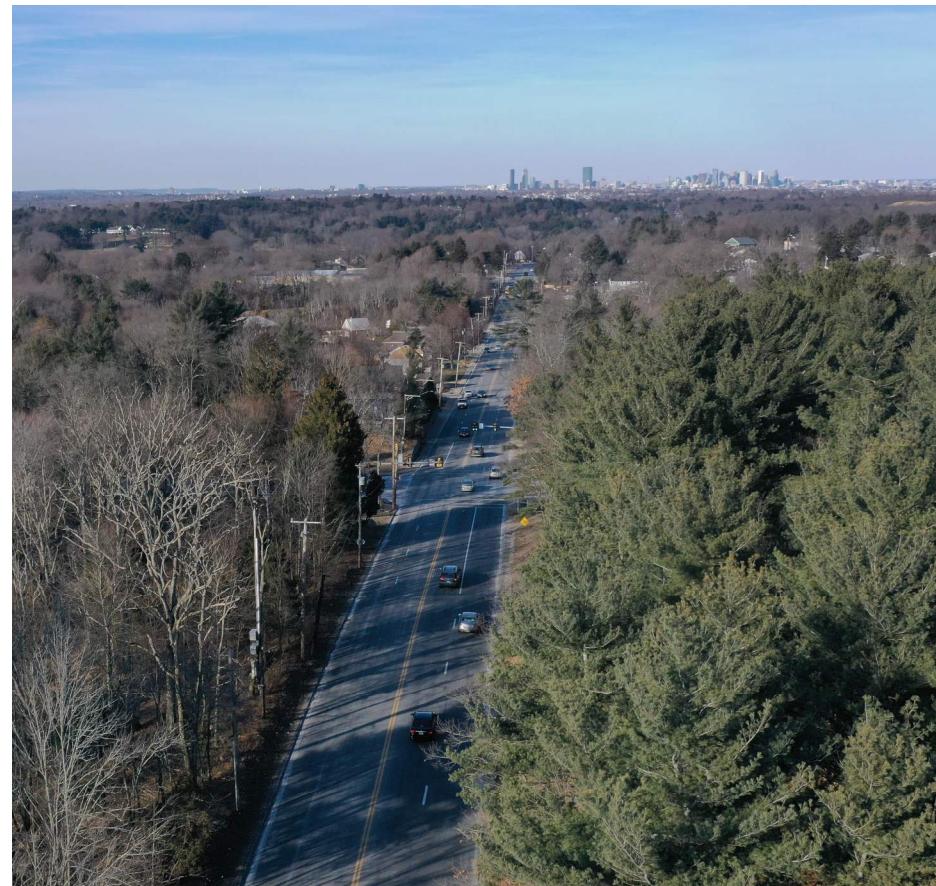
Purpose of Pilot Road Diet

Why?

- Crash history along corridor
- Ongoing public safety concerns
- Incrementally improve corridor safety instead of waiting for a full reconstruction project
- Field test of travel lane reduction along Route 28 to “ground-truth” models

Goals

- Reduce fatalities and serious injuries
- Reduce speeds and conflicts along the corridor



Scope of Pilot Road Diet

Temporary materials that we can change



- Changes will be performed using pavement markings, signage, and modular curbing
- Signal timings will be evaluated and adjusted where necessary
- Limited traffic signal equipment changes will be proposed

Not major construction

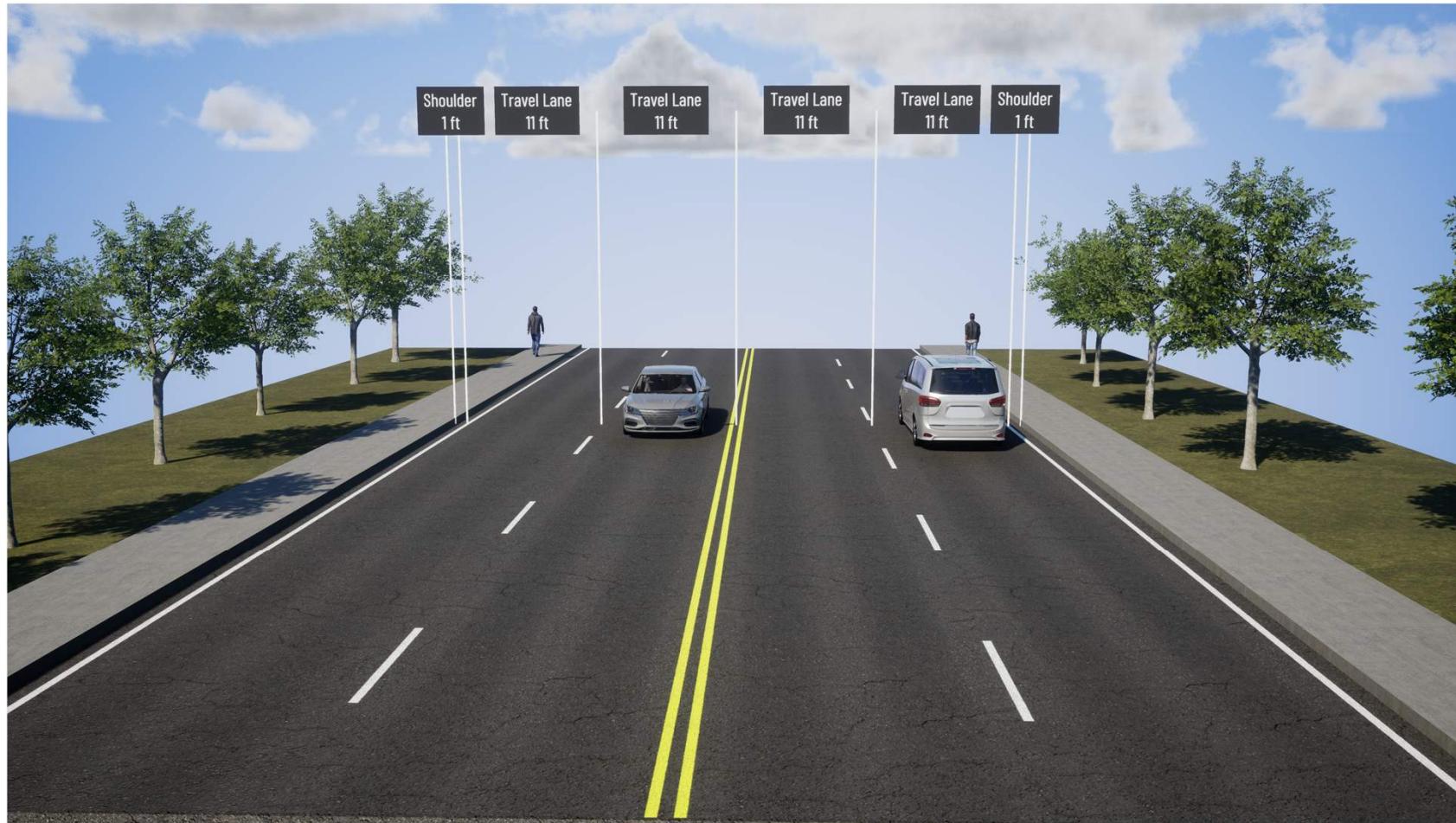


- No major streetscape or sidewalk reconstruction
- No moving curb-line, intersection redesign, or utility changes
- No property takings



Existing Conditions

Route 28 (Randolph Avenue) Existing Conditions



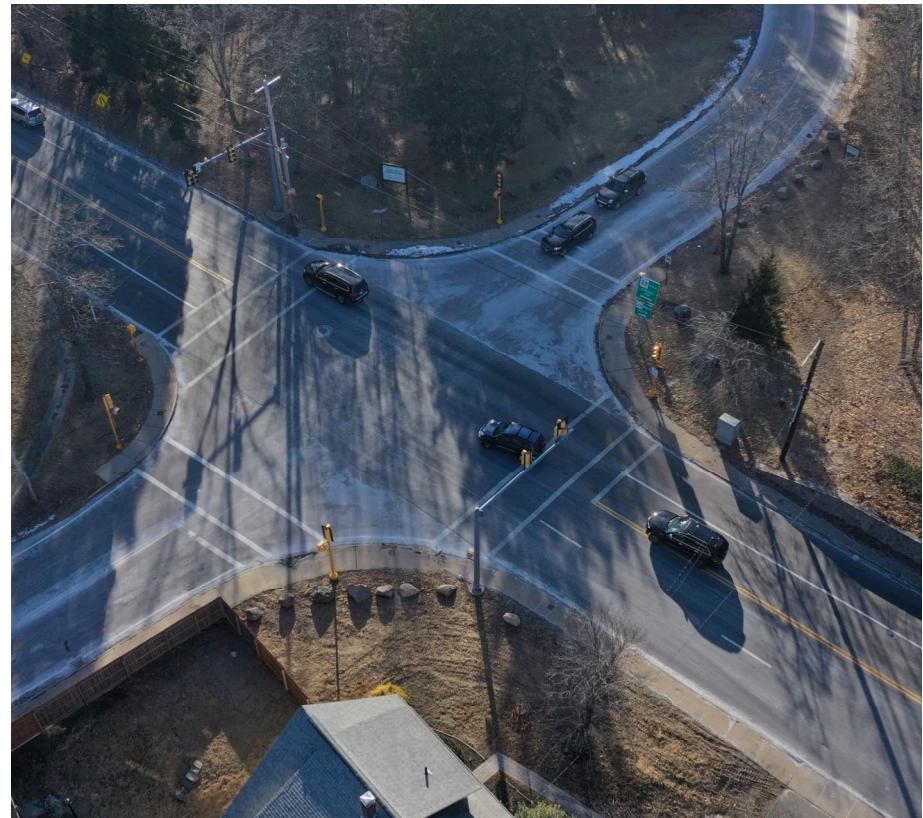
Route 28 Existing Conditions

- Peak period congestion
- High travel speed of vehicles
- Lack of turn lanes
- Difficulty entering and exiting driveways/side streets
- Substandard unsignalized intersection geometry
- Signal timing evaluation needed at signalized intersections
- Lack of bicycle accommodations

Straight alignment, high speeds, high volumes create safety concerns

Route 28 Safety Concerns

- High-Crash Intersections within Top 5% of Regional Planning Agency:
 - Route 28 at Reedsdale Road (2019-2021 - 13 crashes, including 5 fatal/injury)
 - Route 28 at Chickatawbut Road (all recent time periods) (2019-2021– 69 crashes, including 37 fatal/injury)
 - #1 crash location in the state
 - Route 28 at Reed Street and Access Road (2018-2020 – 17 crashes, including 7 fatal/injury)



Route 28 Safety Concerns

- High Crash Corridor Segments within Top 5% of Regional Planning Agency:
 - Reedsdale Road to Pleasant Street, Highland Street to just north of Ridgewood Road, Hillside Street to Susi Lane

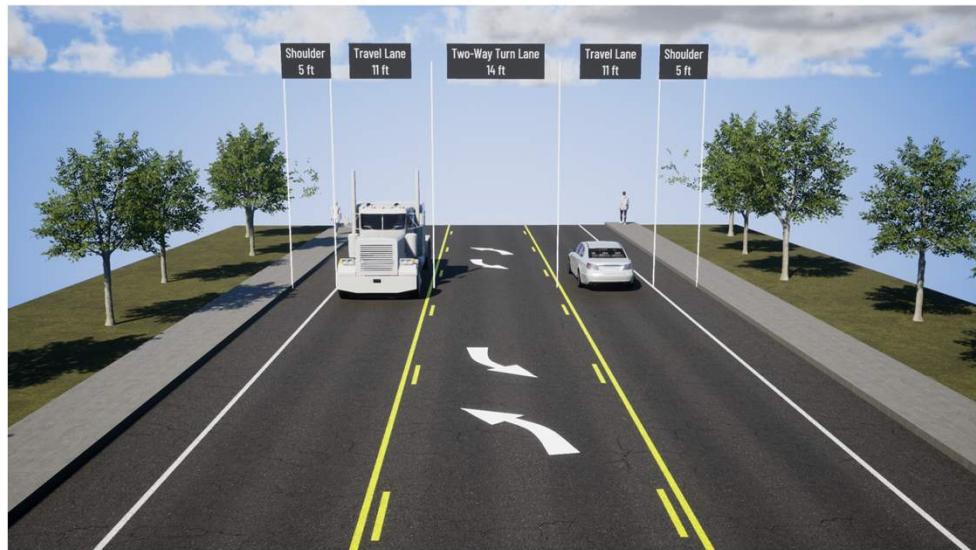




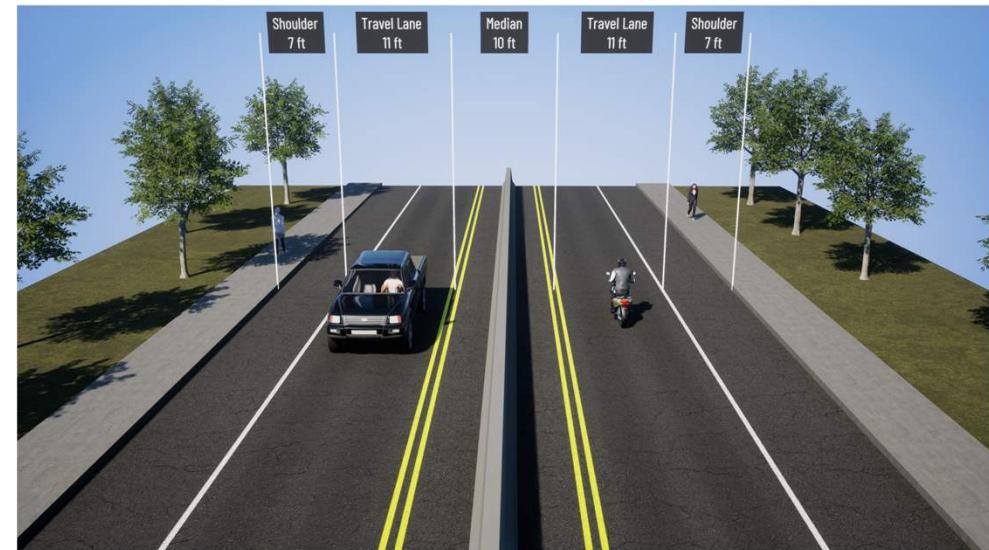
Pilot Alternatives

Route 28 Road Diet Pilot Alternatives

Alternative 1:
Two Way Left Turn Lane (TWLTL)



Alternative 2:
Median Barrier



Route 28 Road Diet Pilot Evaluation

Safety

- Reduction in crashes (especially fatal and injury), conflict points, and speeding

Operations

- Corridor and intersection delay

Access

- Ability to make left turns, direct access to businesses/residences, and emergency vehicle access

Implementation

- Timeline to deploy, maintenance requirements, and flexibility to adjust during the pilot

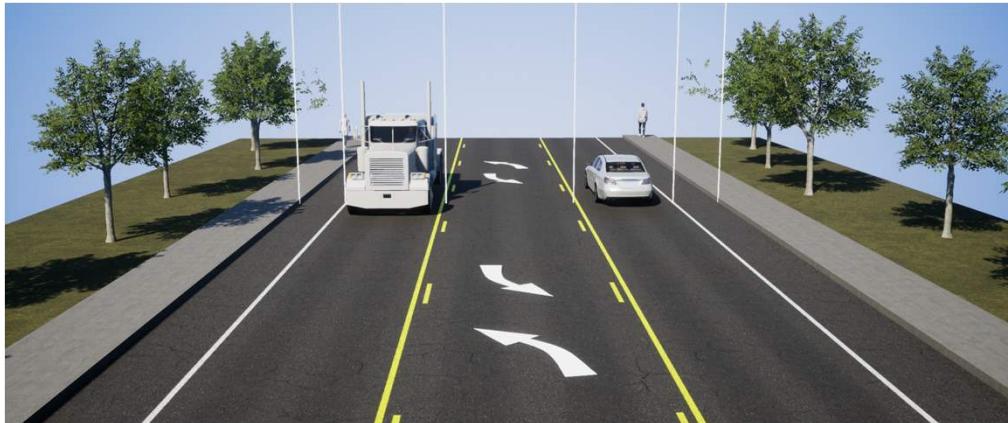
Route 28 Road Diet Pilot Evaluation

Criteria	Existing Condition	Alternative 1: Road Diet with Two Way Left Turn Lane	Alternative 2: Road Diet with Steel Barrier
Improve Safety	○	○ ●	●
Maintain Operations	●	○	○
Maintain or Strengthen Access	○ ●	●	○
Ease of Implementation	○	●	○ ●

Legend	
Negative/ N/A / Does Not Meet Goals	○
Partially Meets Goals	○ ●
Meets Goals	●

- No alternatives improve operations
- Alt 1 (TWLT) improves access and is well-suited for a pilot
- Alt 2 (Barrier) improves safety the most but introduces access challenges and is inconvenient for quick implementation/flexibility

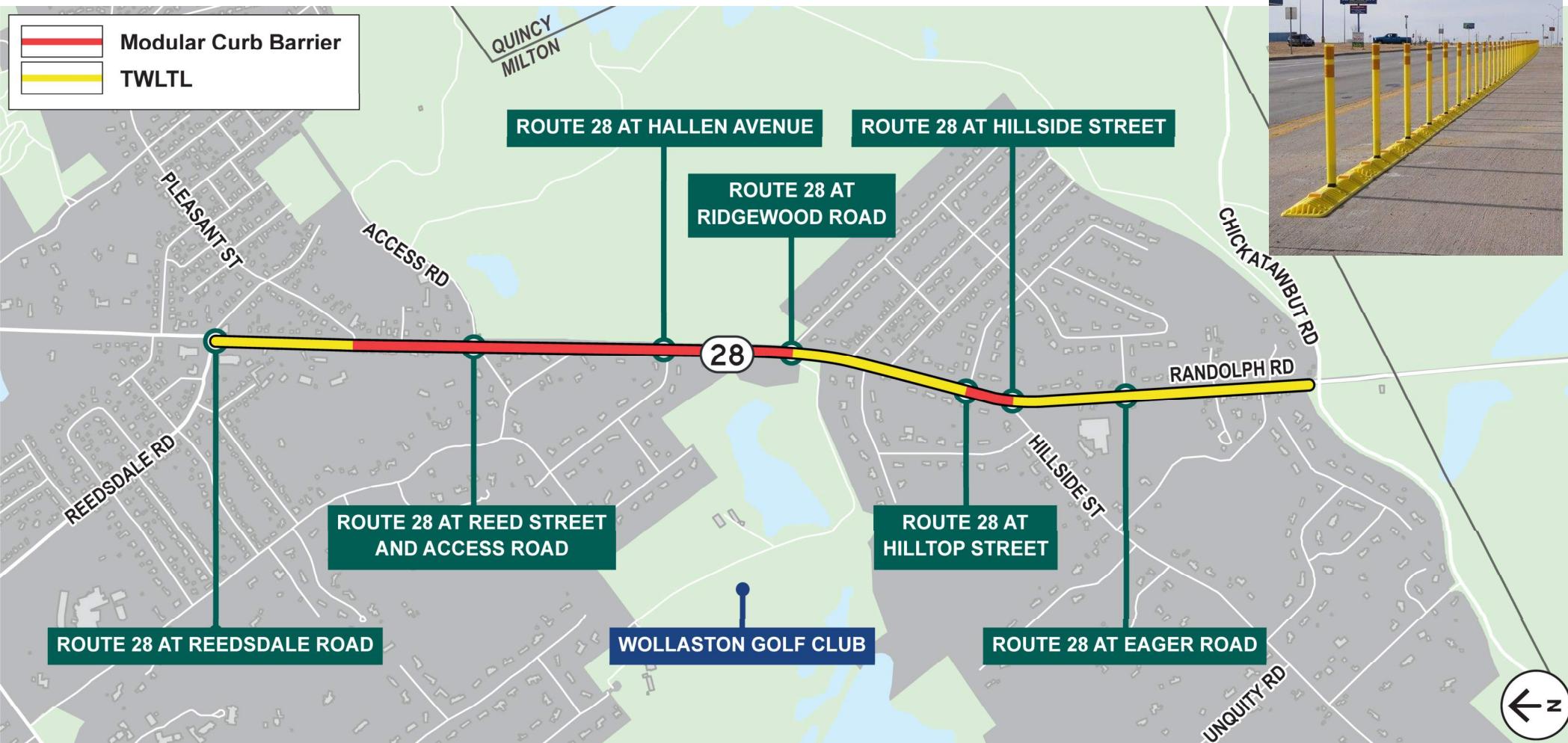
Route 28 Road Diet Pilot NEW Alternative – Hybrid



- Removal of one thru lane in each direction
- Two-way-left-turn lanes (TWLTL) in areas of dense side streets and driveways
- Addition of a median barrier in targeted locations for access management and vertical separation with more flexible material
- Signal timing changes for protected and protected/permissive left turns and to allow for U-Turns



Route 28 Road Diet Pilot NEW Alternative – Hybrid



Route 28 Road Diet Pilot Evaluation

Criteria	Existing Condition	Alternative 1: Road Diet with Two Way Left Turn Lane	Alternative 2: Road Diet with Steel Barrier	Alternative 3: Road Diet with Modular Curb Median and TWLTL Hybrid	Notes/Comments
Improve Safety	○	○	●	●	Alt 3 includes segments of TWLTL and median barrier, providing safety improvements along the corridor in line with both alts.
Maintain Operations	●	○	○	○	Total corridor and intersection delays increase with all three alts, and all alts will challenge the roadway capacity during peak hours.
Maintain or Strengthen Access	○	●	○	●	Alt 3 will provide select locations of turn restrictions but provides TWLTLs for segments of the corridor. Alt 3 curbing is also mountable in case of emergency.
Ease of Implementation	○	●	○	○	Alt 1 only requires paint, with some minimal modular options at intersections, while Alts 2 and 3 will be more intensive in acquisition, installation, and maintenance.

Legend	
Negative/ N/A / Does Not Meet Goals	○
Partially Meets Goals	○
Meets Goals	●

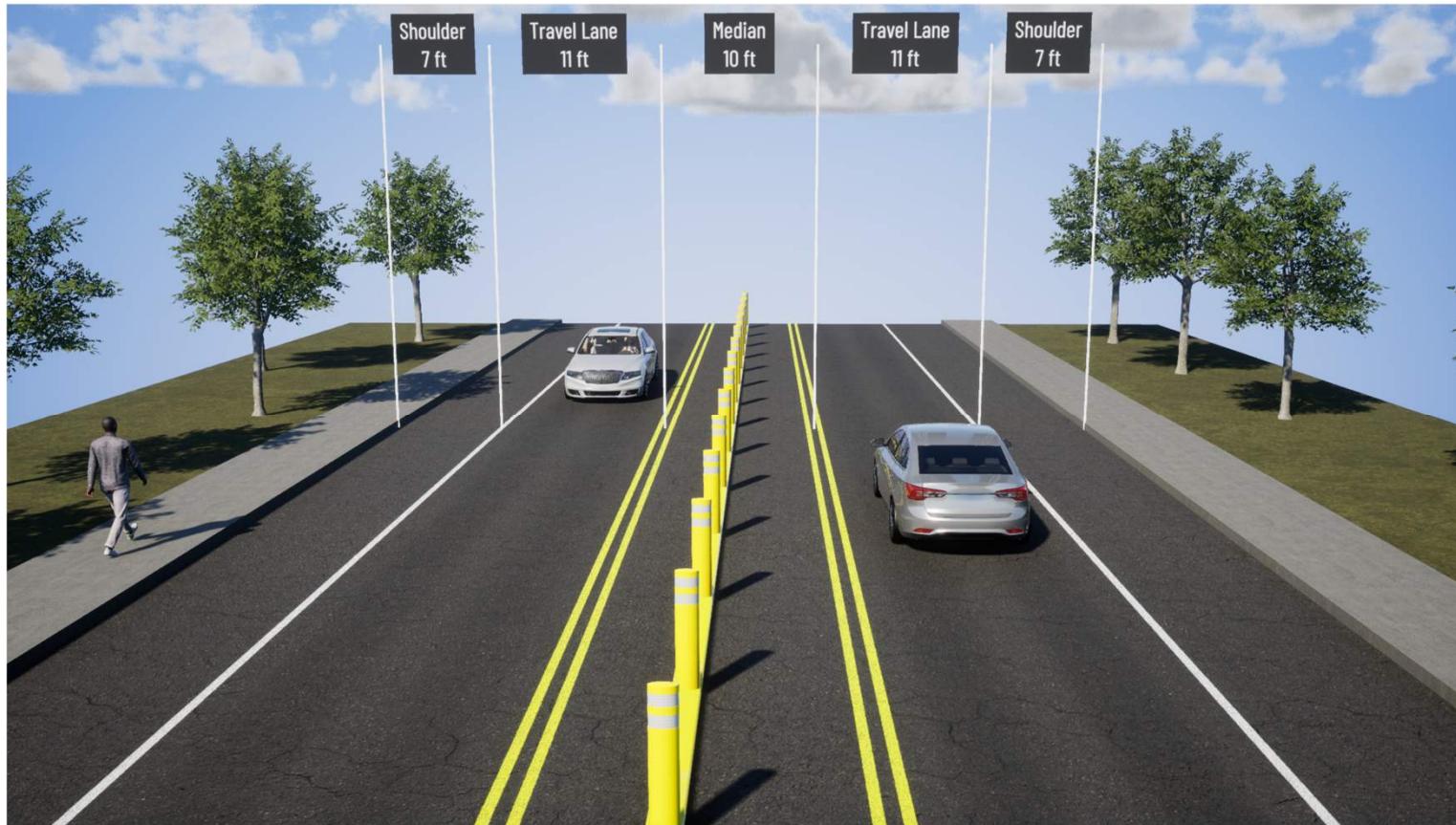
- The new hybrid Alt 3 balances the needs of the corridor the best while still prioritizing safety



Pilot Design

Route 28 Road Diet Pilot

Areas of reduced access needs, supported by crash history, alternate routes available for access



Examples of Tactical Medians



Route 6 in Harwich, MA



Route 60 in Medford,
MA

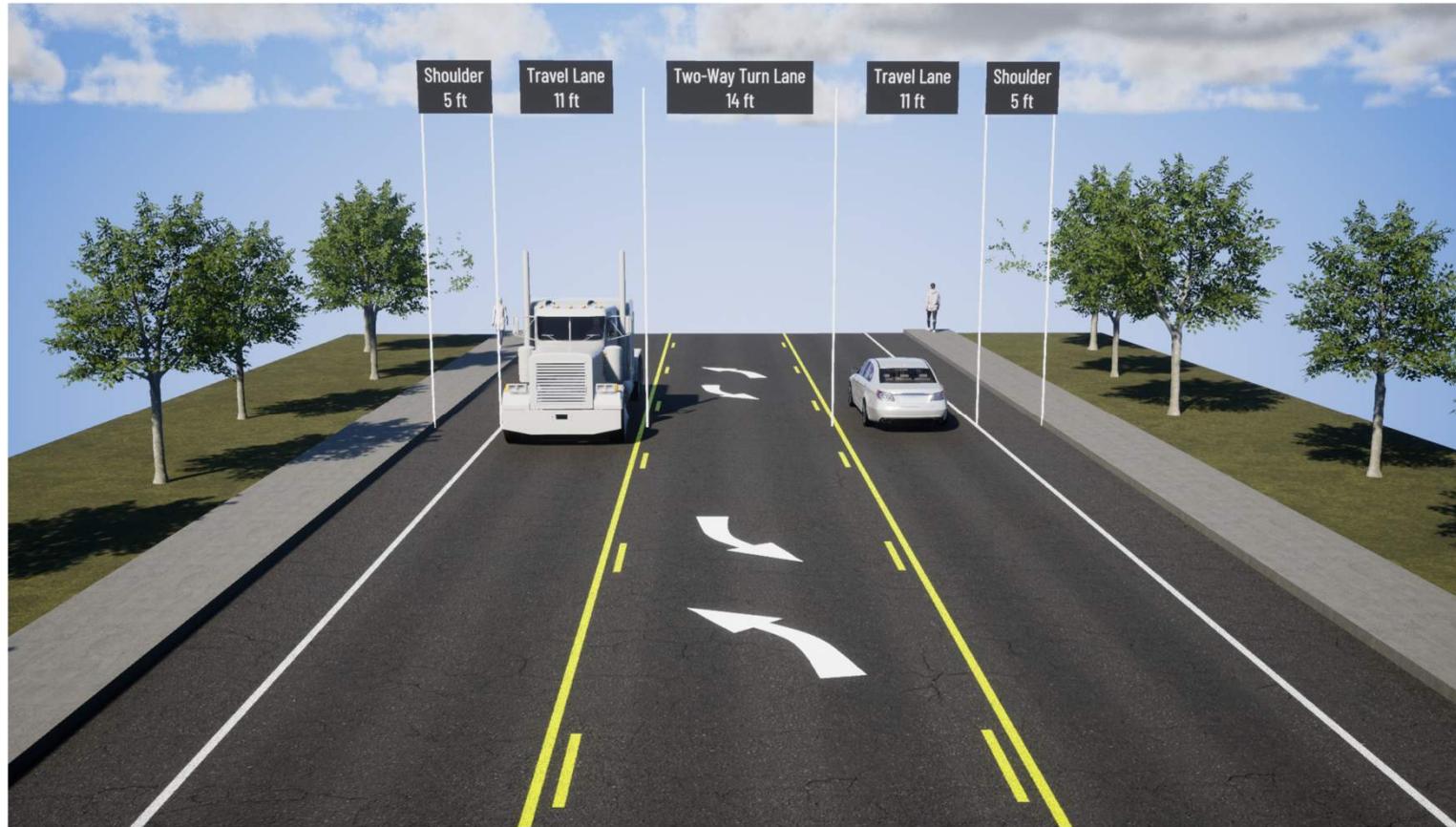
Examples of Tactical Medians



Route 3A Road Diet, Hingham, MA

Route 28 Road Diet Pilot

More dense land use areas with major need for access



Examples of Local TWLTs

A Reading Road Diet Moves From Pilot to Permanent

By Christian MilNeil

5:40 PM EDT on August 31, 2021



Route 28, Reading, MA

Crash Type	Before*	After*	% Decrease
Non-fatal injury	36	32	11%
Property damage only	219	137	37%
Total**	264	170	36%

Source: IMPACT Portal

*Before includes crashes from 2016 and 2019, After includes crashes from 2021 to 2024.

**Total includes a small number of crashes where injuries were unknown or not reported.

Examples of Local TWTLs

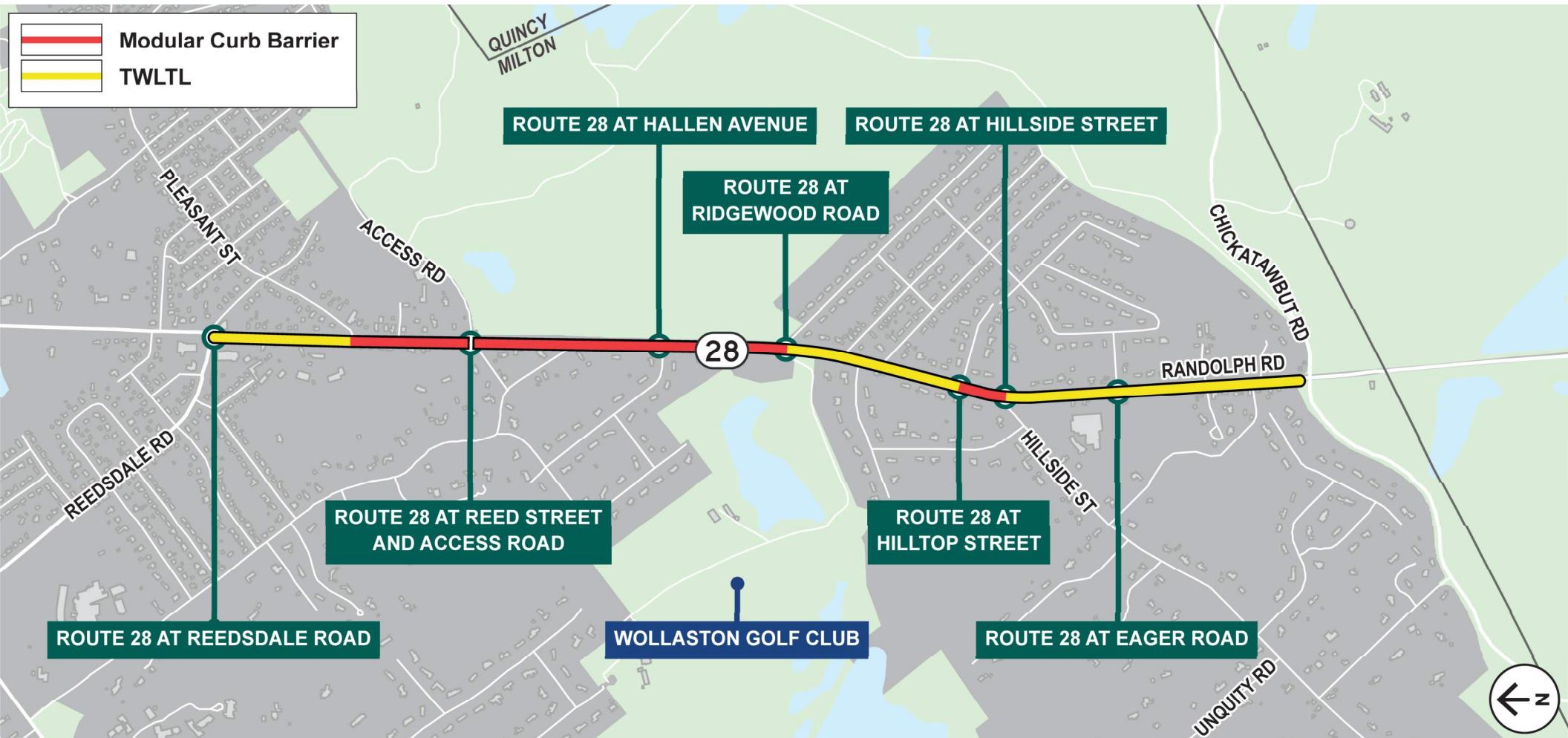


Route 114, Middleton, MA



Route 114, Danvers, MA

Route 28 Road Diet Pilot NEW Alternative – Hybrid



Route 28 Road Diet Pilot

Residential driveways along blocks of barrier will be restricted for left turns.

Side streets and business driveways that are restricted for lefts:

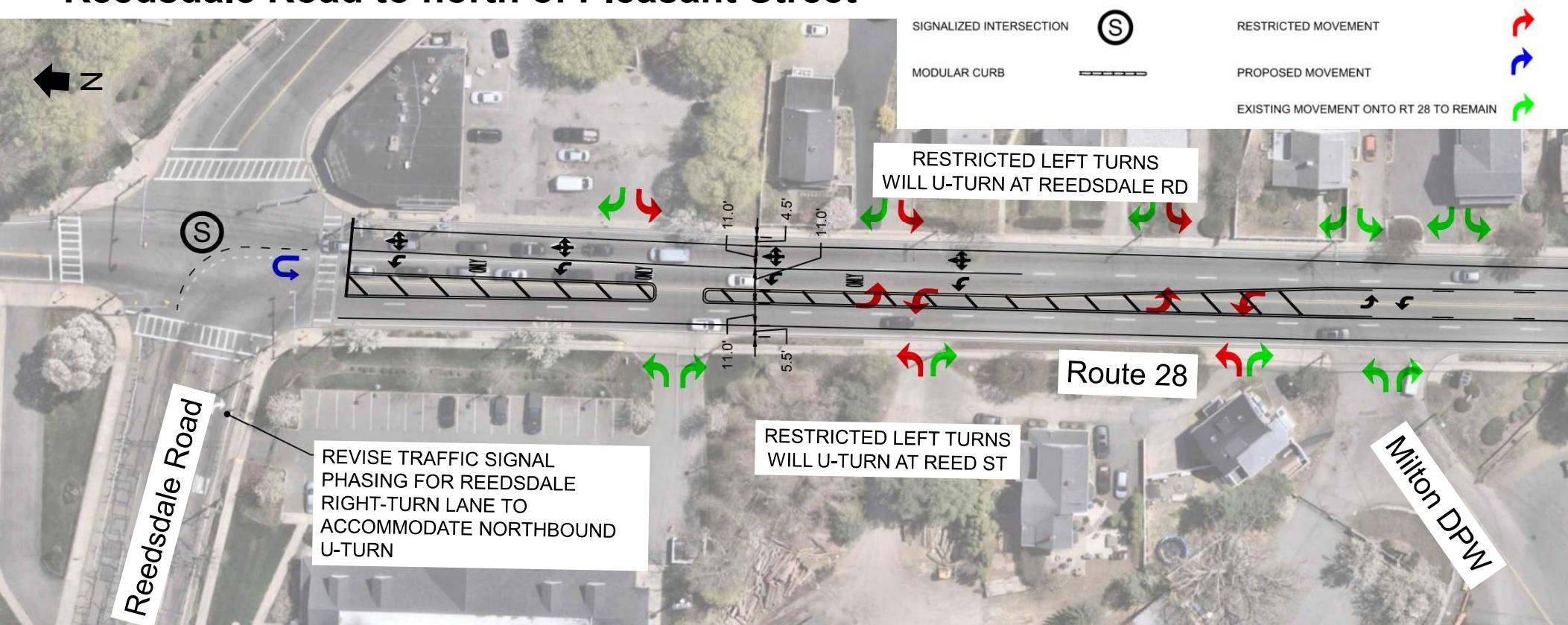
- Hallen Avenue
- Highland Street
- Carriage House School

Side streets and business driveways that maintain access:

• Reedsdale Road	• Wollaston Golf Club	• Towne Tree & Landscaping/ Newcomb Farms Restaurant
• AccentCare	• Nahanton Avenue	• Eagle Farms
• Milton DPW	• Heather Drive	• Eager Road
• Pleasant Street	• Sassamon Avenue	• Susi Lane
• Reed Street	• Hilltop Street	• A. Thomas and Sons Nursery
• Access Road	• Hillside Street	• Chickatawbut Road
• Ridgewood Road		

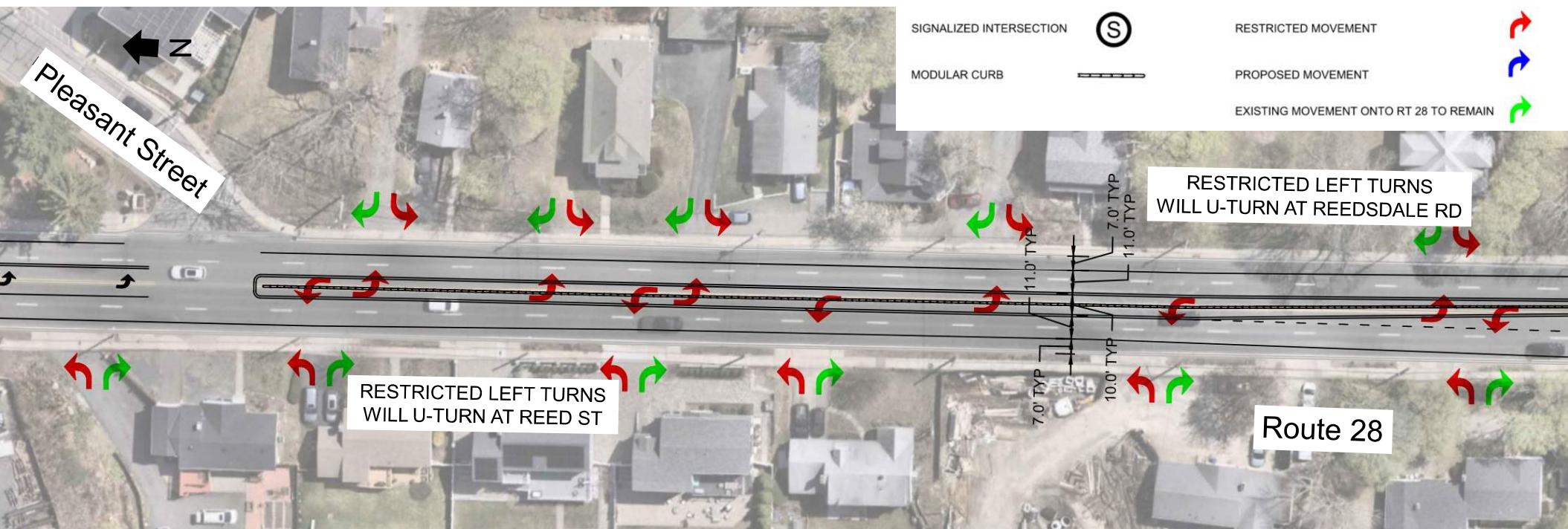
Route 28 Road Diet Pilot

Reedsdale Road to north of Pleasant Street



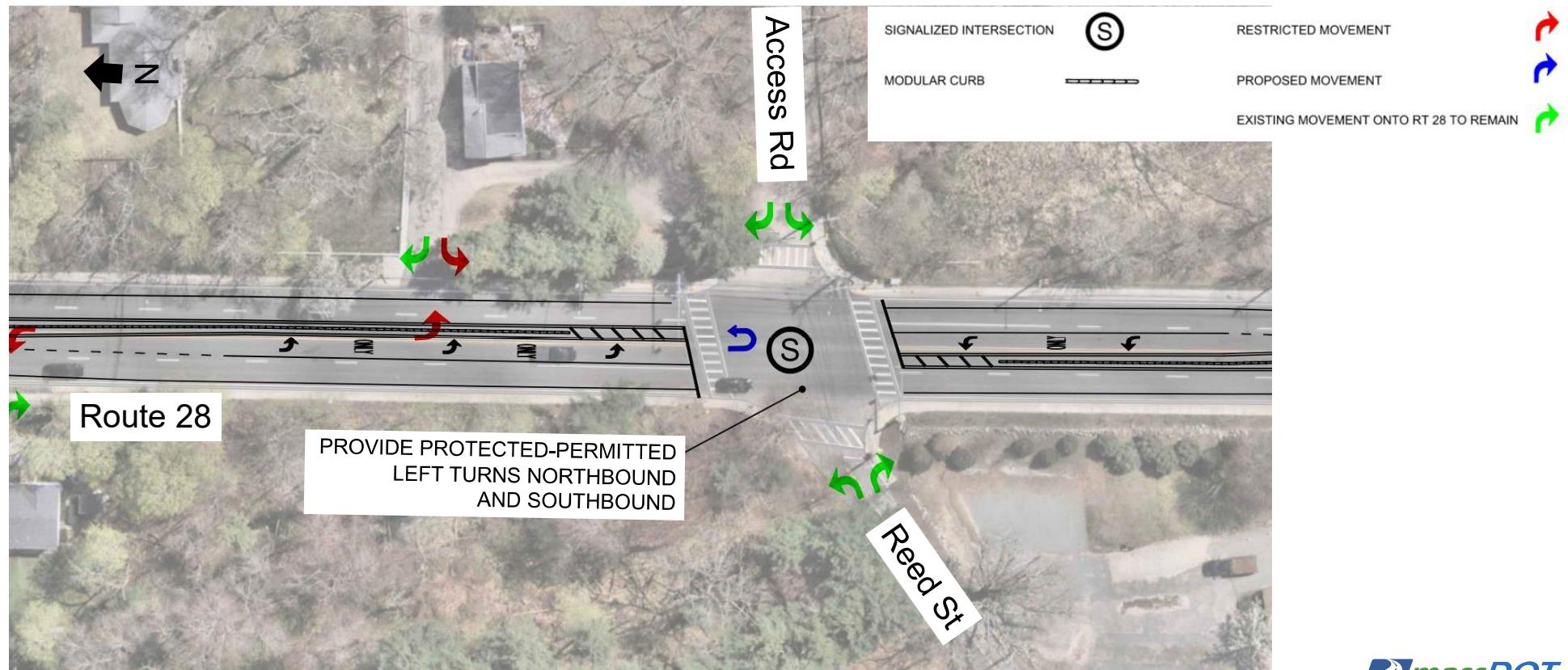
Route 28 Road Diet Pilot

Pleasant Street to North of Reed Street/Access Road



Route 28 Road Diet Pilot

Reed Street at Access Road



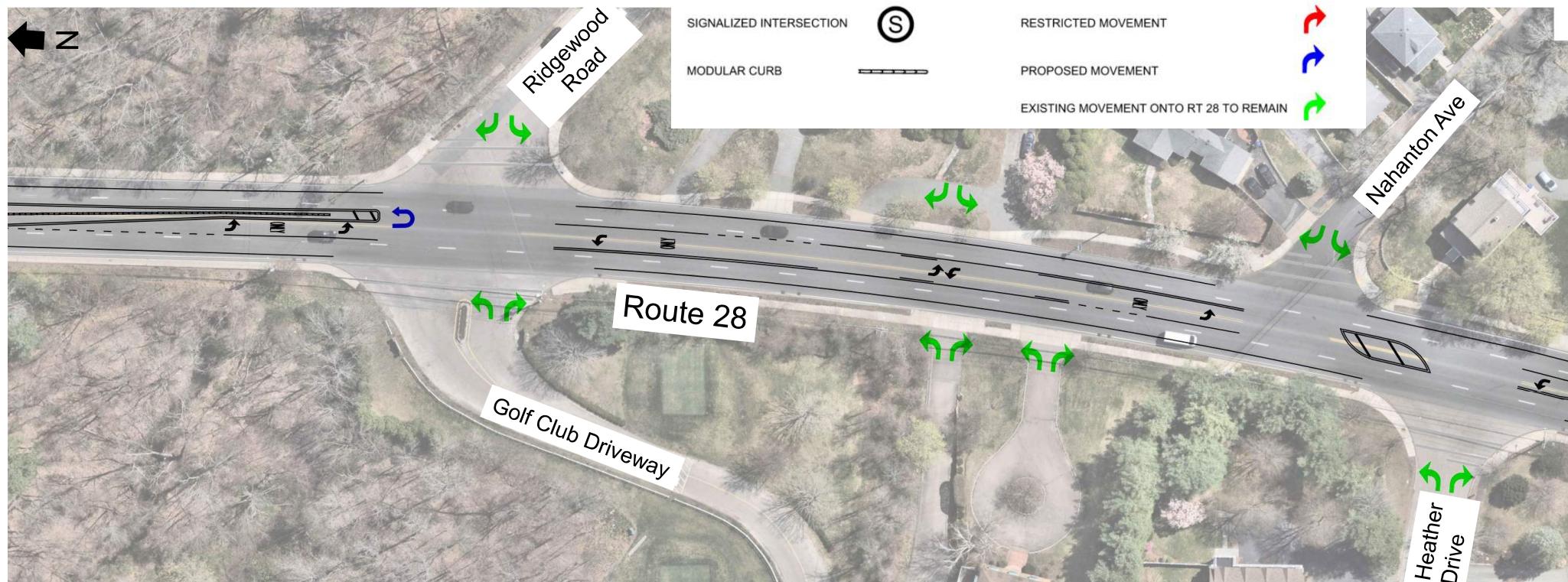
Route 28 Road Diet Pilot

South of Reed Street to North of Ridgewood Road



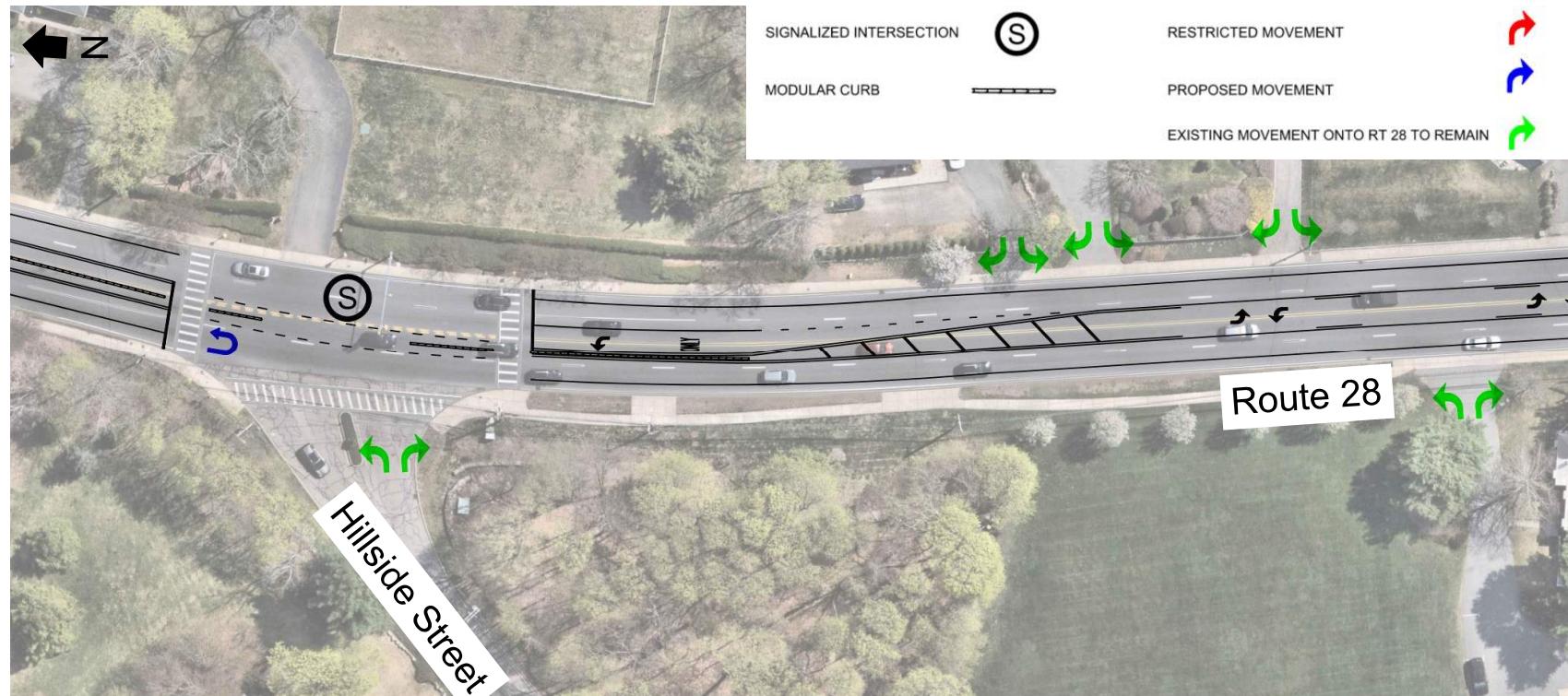
Route 28 Road Diet Pilot

Ridgewood Road to Hilltop Street



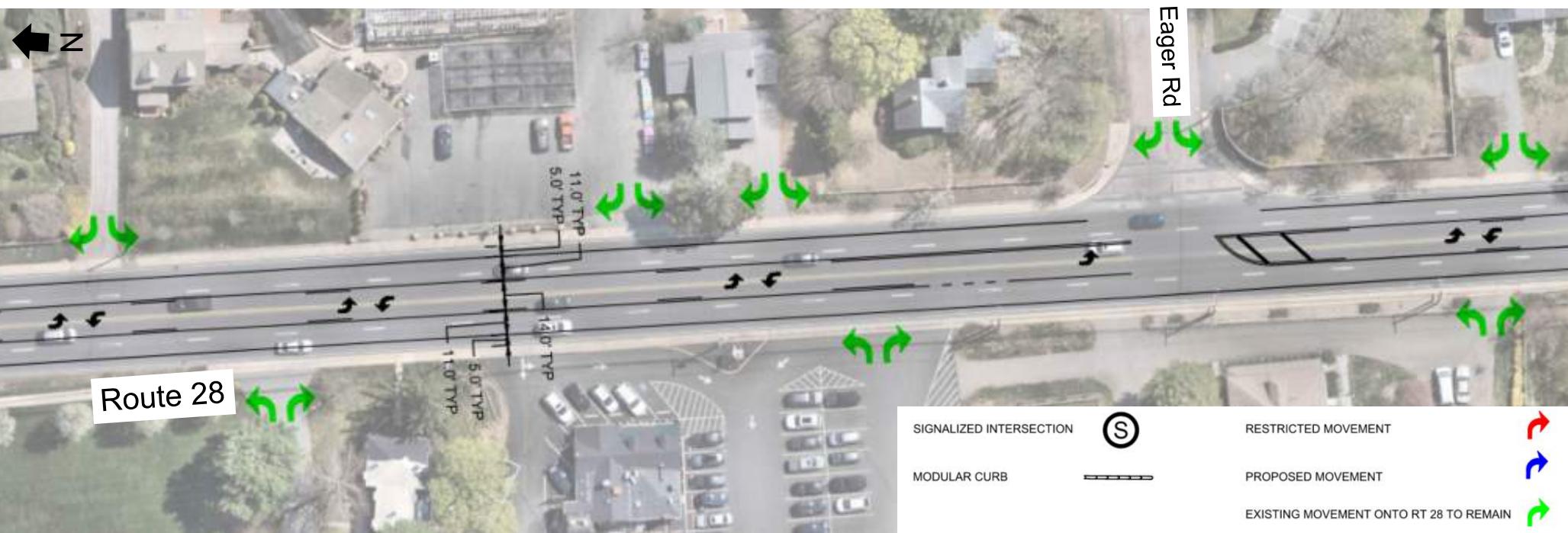
Route 28 Road Diet Pilot

Hillside Street



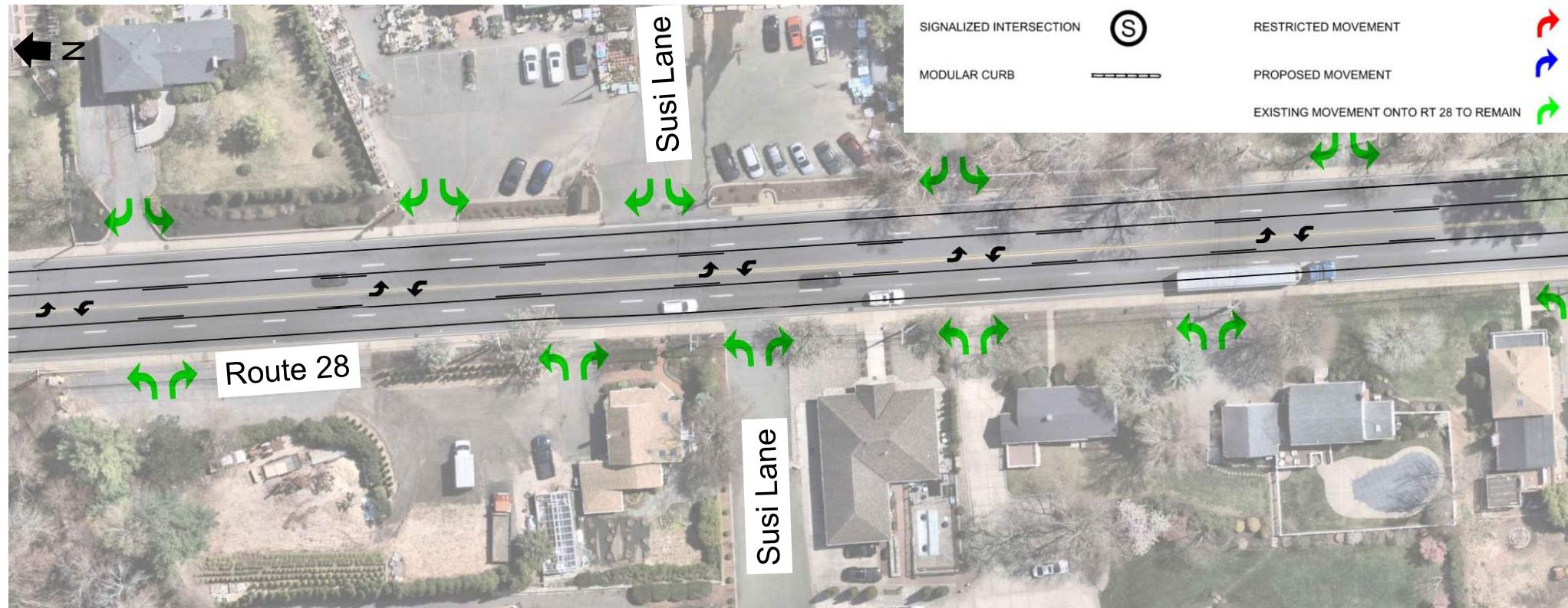
Route 28 Road Diet Pilot

South of Hillside Street to North of Chickatawbut Road



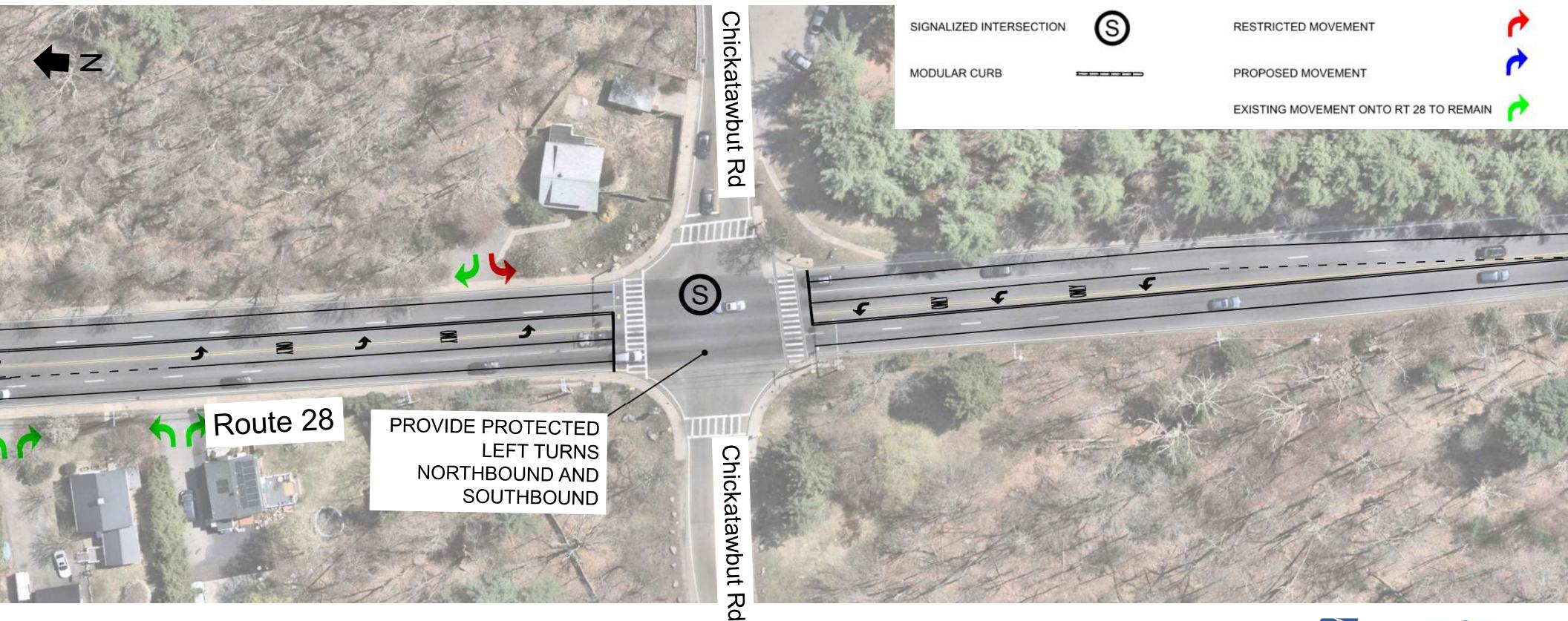
Route 28 Road Diet Pilot

South of Hillside Street to North of Chickatawbut Road



Route 28 Road Diet Pilot

Chickatawbut Road





**Next Steps &
Feedback**

Pilot Duration & Evaluation

Timeframe for installation and evaluation

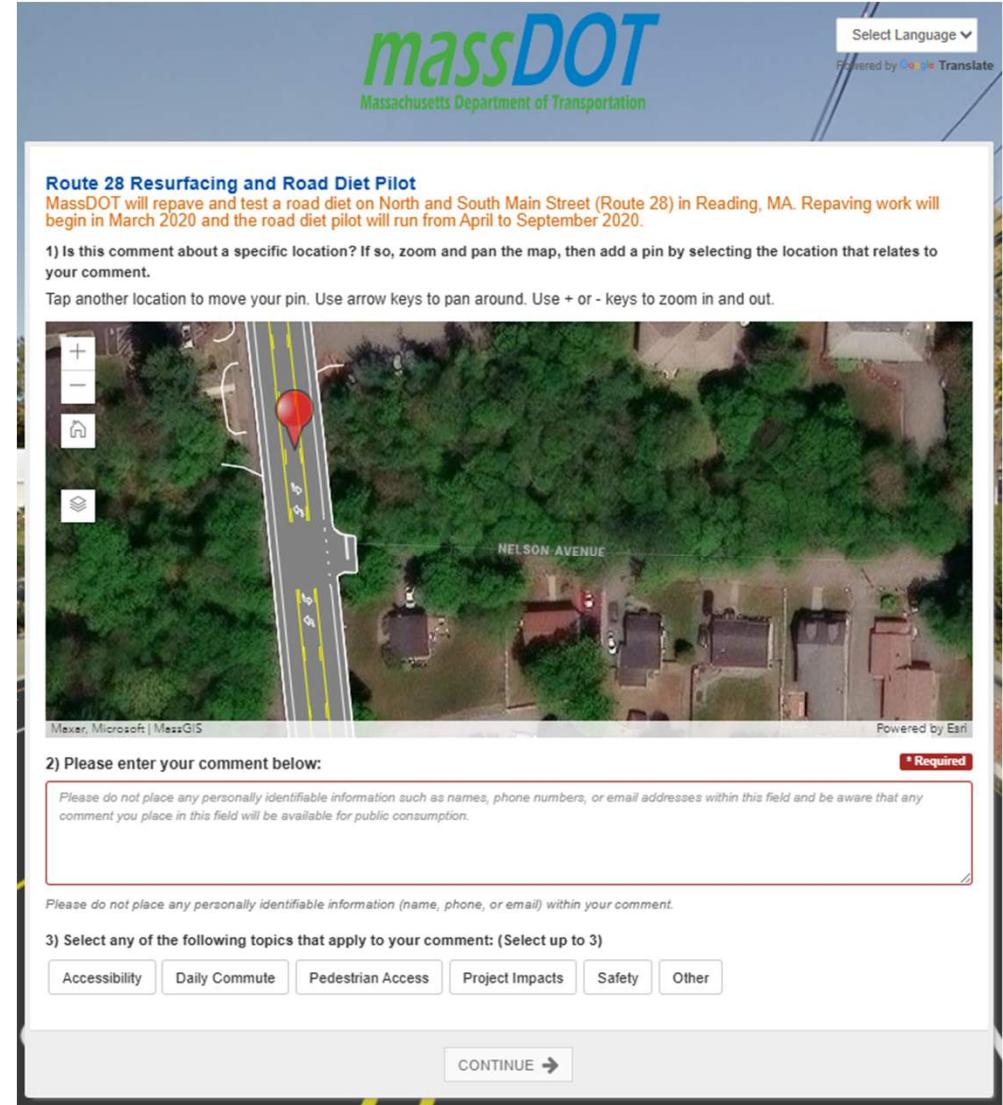
- Installation will occur in Fall 2025 and will be maintained through winter
- Depending on how long it takes for drivers to settle in to the change, evaluation could occur in Spring 2026 and will include traffic counts before and after

Potential measurements to evaluate include:

- Crash frequency and severity
- Corridor vehicle speeds (off peak and peak time)
- Corridor volumes on Route 28, side streets, and adjacent routes (such as Route 138)
- Corridor travel time

Feedback during the Pilot

- Post project information and updates on a Town or MassDOT website
- Online mapping tool for public to learn about and engage with project
- Direct outreach to advertise the website and feedback resources
- Feedback stakeholder outreach with select groups (Emergency Response, Town officials, etc.)



The screenshot shows the MassDOT website with the following details:

- Header:** massDOT Massachusetts Department of Transportation, Select Language (Powered by Google Translate).
- Section Title:** Route 28 Resurfacing and Road Diet Pilot
- Text:** MassDOT will repave and test a road diet on North and South Main Street (Route 28) in Reading, MA. Repaving work will begin in March 2020 and the road diet pilot will run from April to September 2020.
- Instructions:** 1) Is this comment about a specific location? If so, zoom and pan the map, then add a pin by selecting the location that relates to your comment. Tap another location to move your pin. Use arrow keys to pan around. Use + or - keys to zoom in and out.
- Map:** An aerial map of a two-lane road with a red pin indicating a specific location. The road is labeled "Nelson Avenue".
- Comments:** 2) Please enter your comment below. A text area with a note: "Please do not place any personally identifiable information such as names, phone numbers, or email addresses within this field and be aware that any comment you place in this field will be available for public consumption." Below the text area is another note: "Please do not place any personally identifiable information (name, phone, or email) within your comment."
- Topics:** 3) Select any of the following topics that apply to your comment: (Select up to 3)
Accessibility, Daily Commute, Pedestrian Access, Project Impacts, Safety, Other
- Buttons:** CONTINUE →

Estimated Project Next Steps

1

Fall Implementation of
Pilot Road Diet

2

Collect data in Winter /
early Spring to
evaluate impacts

3

Solicit feedback from
Town of Milton on Pilot
Road Diet – online
maps and meetings

4

Roundabout
Construction expected
next year –
construction will be
coordinated



**Questions and
discussion**



Thank You

*Route 28 Road Diet Pilot
Milton, MA*

Milton Select Board Meeting | August 26, 2025

