



BENNINGTON & SARATOGA SAFETY PROJECT

**Existing Conditions
Engagement Summary**

Prepared by JM Goldson LLC
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CITY of BOSTON



JM GOLDSON

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(Cover page)

Source: Google Maps

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EXECUTIVE SUMMARY

INTRODUCTION

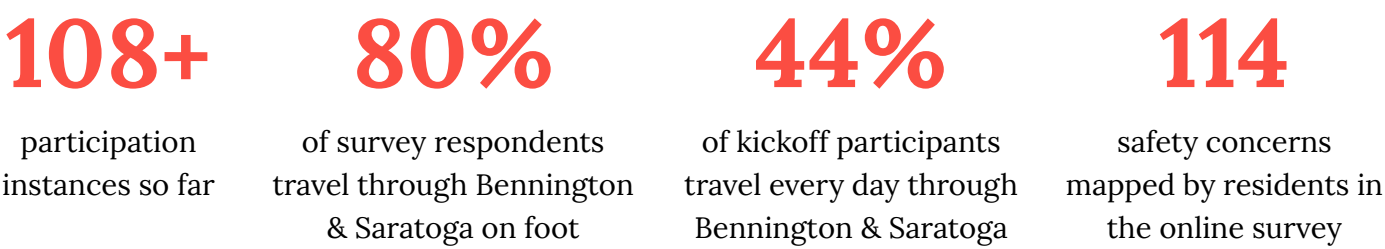
The **Bennington & Saratoga Safety Project** is a City of Boston initiative funded through the Federal Highway Administration’s **Safe Streets and Roads for All (SS4A) program**. The project seeks to **improve safety, accessibility, mobility, and connectivity at the Bennington & Saratoga intersection**, a key transit hub and neighborhood gateway where two busy streets funnel traffic from Revere, Winthrop, and East Boston, leading to serious and fatal crashes.

This summary covers the first phase of public engagement, focused on Existing Conditions. The goal of this phase was to ground-truth the technical analysis, understand lived experiences that are not captured in the crash data alone, and identify the safety priorities to carry into the next phase of concept design.

The project team hosted a virtual kickoff meeting, stakeholder focus groups, and an online survey. A consistent picture emerged across these tools: participants described Bennington & Saratoga as an important multimodal transit hub and neighborhood center, though it currently feels confusing, stressful, and dangerous.

The most consistent themes spanned six areas: pedestrian safety and access to Orient Heights Station, confusing design, speeding and signal noncompliance, unsafe biking conditions, congestion and turning conflicts, and curbside access. These themes are key inputs for the design team as they develop concept options in the next phase.

WHAT WE HEARD



THE THEMES WE HEARD THE MOST

The strongest finding from this phase is the consistency of participants’ perspectives on Bennington & Saratoga’s safety issues. Many of the same safety concerns appeared across the virtual kickoff, focus groups, and online survey. This consistency gives the project team a strong foundation for the next phase of concept design.

THEME		Project Kickoff Meeting	Focus Groups	Online Survey
1	Pedestrian safety and direct MBTA station access	✓	✓	✓
2	Confusing geometry, lanes, and signal timing	✓	✓	✓
3	Speeding, aggressive driving, and signal noncompliance	✓	✓	✓
4	Unsafe and disconnected bicycle conditions	✓	✓	✓
5	Congestion, turning conflicts, and neighborhood spillover	✓	✓	✓
6	Transit, curbside, and business access	✓	✓	✓

✓ Strong, consistent theme

✓ Raised as a secondary concern

Why does this matter?

What stands out at Bennington & Saratoga isn’t only that the same themes showed up across the kickoff, focus groups, and survey. It’s that residents’ own experiences matched the crash record and, in some cases, went further. Eighty-nine percent said the crashes were about what they expected, and 11 percent said they were worse. Nobody said the record made it look worse than it really is. Add the steady, specific complaints about drivers running red lights, ignoring flashing yellows, and treating the corridor like a straightaway between signals, and the design team has a strong basis to build on as concept design begins.

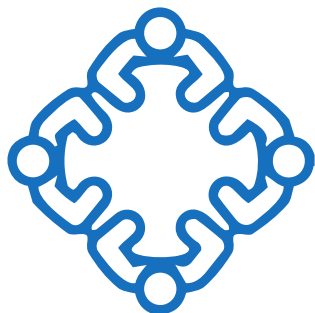
FINDINGS FROM EACH ENGAGEMENT METHOD

PROJECT KICKOFF MEETING



- Seventy-three percent have experienced each of the following: confusing or unclear movements; unsafe feelings; and close calls or near misses when traveling through Bennington & Saratoga.
- Eighty-six percent thought that the existing conditions findings “strongly” or “mostly” reflected their experience.
- Eighty-nine percent said the reported crash history was about what they expected, while 11 percent said it was worse.
- The meeting included at least 10 participants.

FOCUS GROUPS



- In Activity 1, participants identified Bennington & Saratoga as confusing and unsafe, which causes people to avoid the intersection.
- In Activity 2, participants identified the intersection as highway-like and difficult to navigate, emphasizing more controlled crossings and reduced conflicts.
- In general, participants described Bennington and Saratoga as a high-traffic intersection where speeding, unsafe crossings, poor visibility, congestion, and competing mobility needs require coordinated safety and circulation improvements.
- The project team held four focus groups.

ONLINE SURVEY



- At least eight out of ten respondents agreed or strongly agreed that Bennington & Saratoga’s current design is difficult to navigate, drivers often ignore signals and crosswalks, they spend too much time waiting in traffic, crossing the street feels uncomfortable, and biking feels unsafe.
- Driving (81 percent) and walking (80 percent) are the most common travel modes.
- Open-ended responses indicate that respondents view Bennington & Saratoga as an important multimodal transit hub and neighborhood center, though it currently feels confusing, stressful, and dangerous.
- The survey had 90 respondents.

KEY TAKEAWAYS FOR THE NEXT PHASE

The Existing Conditions phase shows that participants want Bennington & Saratoga to function as a safer, clearer, and more comfortable multimodal intersection and neighborhood center. These findings provide the project team with community priorities to consider as concept design begins. They are inputs to the design process, not engineering recommendations.

- Pedestrian safety and direct access to Orient Heights Station were the most consistent priorities, with participants emphasizing long crossings, poor visibility, lengthy signal waits, unsafe turning conflicts, and the lack of a convenient station crossing.
- People traveling by all modes described the intersection as confusing and stressful, citing unclear lane assignments, poorly timed signals, speeding, red-light running, blocked crosswalks, congestion, and aggressive driving.
- Bicycle safety and network connectivity were recurring concerns, particularly the lack of protected facilities and safe connections between the Greenway, Constitution Beach, Saratoga Street, and nearby neighborhoods.
- Transit operations and general circulation require further attention, including Route 120 delays, station access, curbside and drop-off activity, rotary congestion, turning movements, and traffic spillover onto residential streets.
- Participants emphasized balancing safety improvements with neighborhood needs, including business parking, loading, and deliveries, traffic calming, public-space improvements, and coordination with nearby City, MBTA, and Greenway projects.

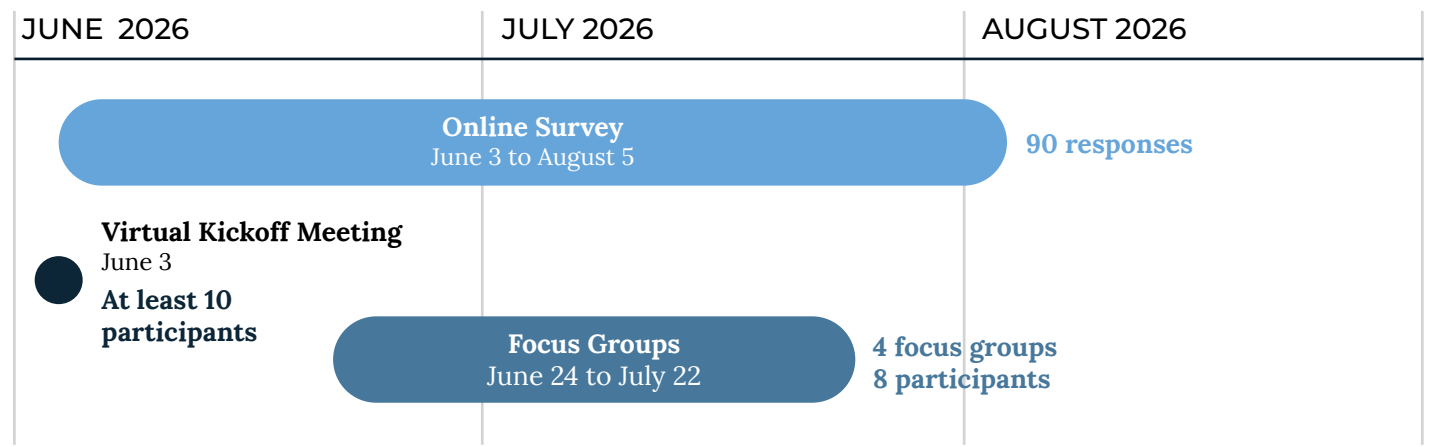
ENGAGEMENT REACH

This phase reached frequent users of Bennington & Saratoga across a range of travel modes. Many participants were nearby residents, with many reporting daily travel through the intersection, and they included people who walk, drive, bike, take transit, and experience accessibility barriers. Stakeholder focus groups added perspectives from local stakeholders, along with representatives from the East Boston Greenway Connector, Constitution Beach, and the Harborview Neighborhood Association.

The next round of engagement is a chance to broaden this reach. The clearest gap was language. The Spanish-language survey got no responses at all, in a neighborhood with a large Spanish-speaking population. Bilingual outreach in person, at Orient Heights Station, at Constitution Beach, and with the businesses along Bennington and Saratoga Streets, plus working through trusted community partners, can help us reach Spanish-speaking neighbors, local business owners and education organizations, older residents near the senior center, and people with mobility, vision, hearing, cognitive, and caregiving-related access needs.

ENGAGEMENT TIMELINE

The project’s public engagement is organized around its design and engineering milestones. The Existing Conditions phase, depicted below, focused on understanding how Bennington & Saratoga operates today, how people experience safety and access, and the priorities the community identified for the next phase. The Concept Design phase that follows will develop and review design options with the community, with additional opportunities for public input as the project advances.



“I’ve seen people get hit, I’ve seen people get killed, unfortunately. It is a very dangerous crossing part of the city.”

- Virtual Kickoff Participant -

Right:
“Bennington & Saratoga Intersection”
Source: Brendan Kearney, 2016, Massachusetts Vision Zero Coalition



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PROJECT KICKOFF MEETING

The project team hosted a virtual public meeting on June 3, 2026, to launch the public engagement process. City staff and the consultant team shared the project context, timeline, and key takeaways from the existing conditions analysis, including crash history and known safety issues at the intersection. The project team conducted the meeting in English and provided Spanish interpretation. At least 10 people participated.

During the meeting, the project team used live polling and Q&A to understand how participants use Bennington & Saratoga, whether the existing conditions findings matched their experience, and what safety issues they have experienced.

KEY TAKEAWAYS

- Seventy-three percent reported experiencing each of the following: confusing or unclear movements; unsafe feelings; and close calls or near misses when traveling through Bennington & Saratoga.
- Eighty-six percent thought that the existing conditions findings “strongly” or “mostly” reflected their experience.
- Eighty-nine percent said the reported crash history was about what they expected, while 11 percent said it was worse.
- Q&A comments emphasized multimodal safety and intersection operations: Participants raised concerns about unsafe pedestrian crossings, inadequate bicycle connections, congestion, blocked crosswalks, confusing geometry, poor visibility, and competing demands for limited street space.

Q&A THEMES

Eight participants submitted 21 written comments during Q&A. The following three themes summarize their comments.

- **Pedestrian safety, signal compliance, and station access:** Participants described unsafe crossings near Orient Heights Station, including drivers ignoring flashing yellow lights, no-turn-on-red restrictions, and pedestrian walk signals.
- **Bicycle safety, network connectivity, and competing street priorities:** Several participants said high vehicle speeds and the lack of dedicated bicycle facilities make the intersection uncomfortable and dangerous for biking, particularly where the Mary Ellen Welch Greenway ends at Constitution Beach. Others opposed adding bike lanes because of concerns about traffic congestion, business access, and potential conflicts, indicating disagreement over how limited street space should be allocated.
- **Traffic operations, intersection clarity, and visibility:** Participants raised concerns about congestion, vehicles blocking crosswalks, confusing slip-lane geometry and turning movements, and traffic backing up from St. Edward Rd, which stalls cars on the Barnes Ave crosswalk.

HOW THIS INFORMS THE NEXT PHASE

The strong concern about crossing safety, unclear movements, and direct access to Orient Heights Station offers a key input for the design team as they develop concept options. These lived experiences provide a reference point for weighing how redesign options respond to community priorities, alongside the technical tradeoffs and constraints that shape the design.

INTERACTIVE POLLS

1. What is your relationship with the Bennington & Saratoga intersection?

Most participants identified themselves as living near Bennington & Saratoga. Participants also identified affiliations with community or advocacy groups, local organizations, a nearby business, and a City or public agency. No participants identified themselves as working near the intersection.

Respondents could select multiple affiliations.

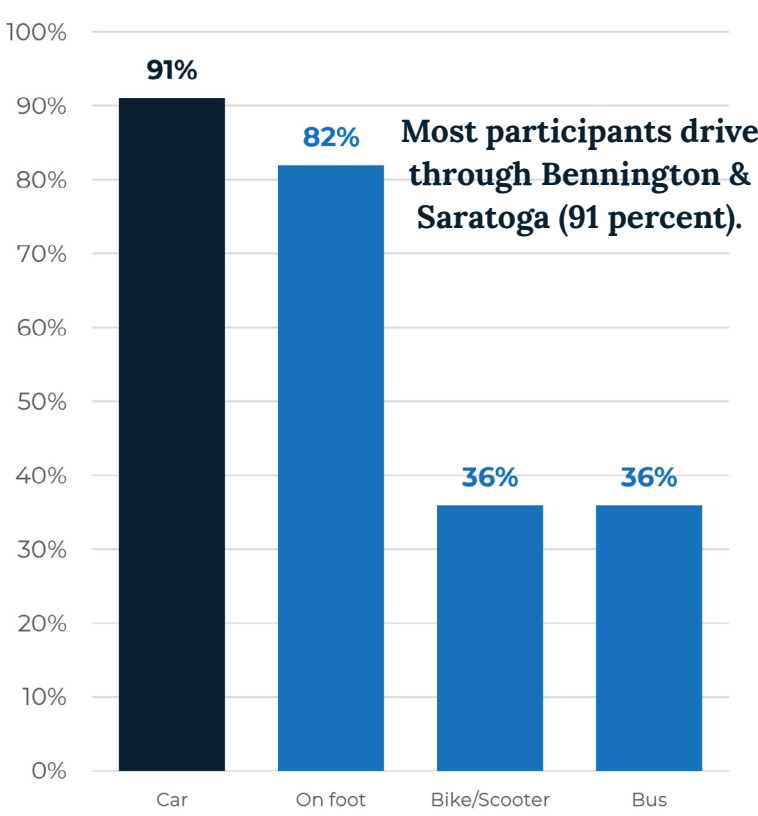
AFFILIATION	REPORTED RESULT
Lives near Bennington & Saratoga	78 percent
Works near Bennington & Saratoga	None reported
Community or advocacy group	At least one
Local organization or institution	At least one
City or public agency	One participant
Owns or manages a business nearby	One participant

Note: Raw poll results and response counts were not retained. During the meeting, the facilitator reported that 78 percent of respondents selected “I live near Bennington & Saratoga.” The remaining categories are shown qualitatively based on the facilitator’s verbal summary and should not be interpreted as exact counts.

2. When you’re going through Bennington & Saratoga, how are you getting around?

Responses indicated that meeting participants passing through Bennington & Saratoga **mostly drive or walk**. Most respondents noted that they drive (91 percent) or walk (82 percent) through the intersection. Biking or scooting (36 percent) and bus riding (36 percent) are less common.

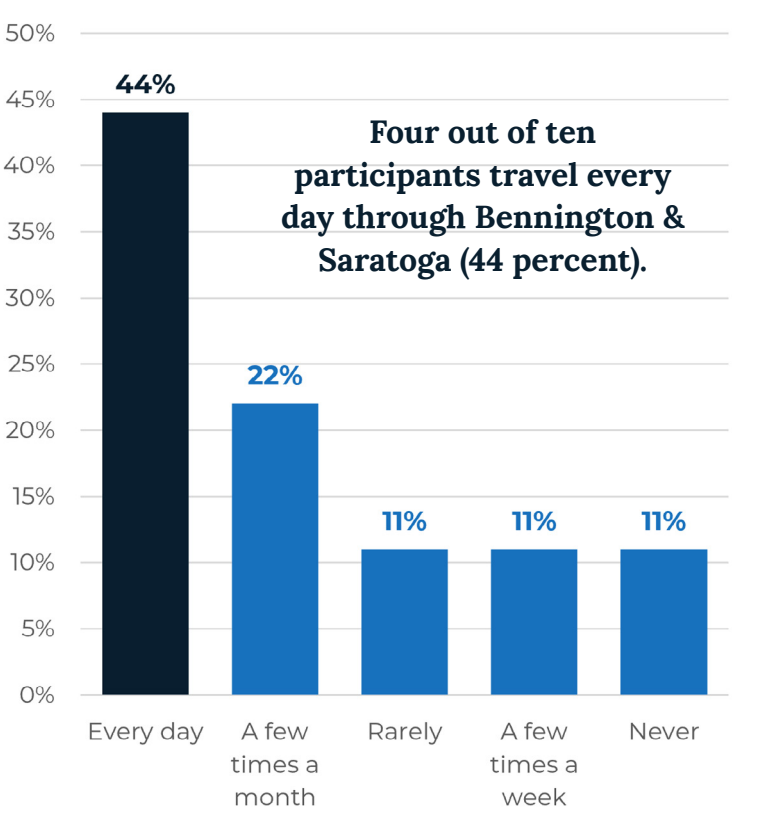
Respondents could select multiple answers based on the modes they used.



3. How often do you travel through Bennington & Saratoga?

The largest share of poll respondents (44 percent) reported traveling through Bennington & Saratoga daily, **indicating many have regular, firsthand experience with current transportation and safety conditions**. Another 22 percent said they go through the area several times a month.

Respondents could select only one answer.

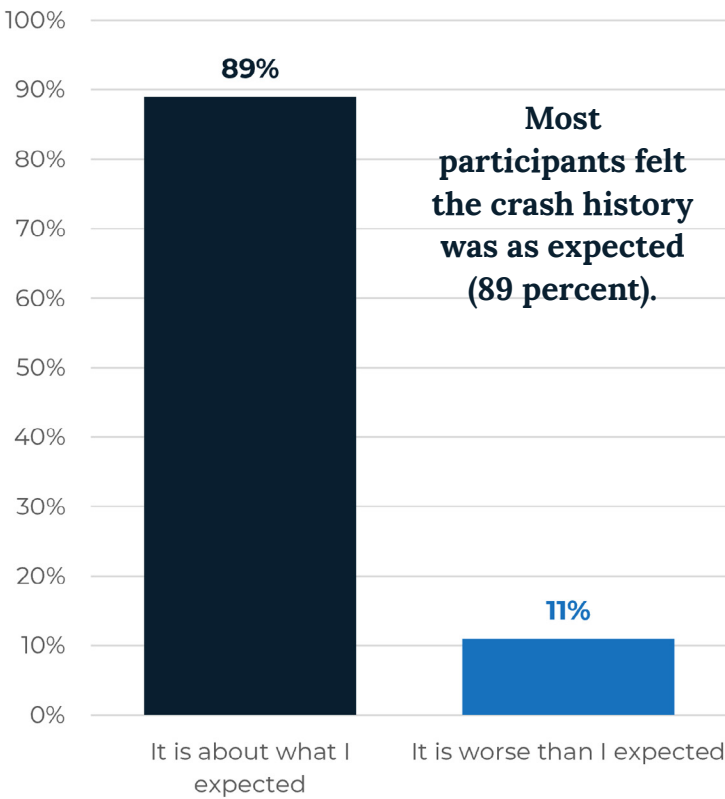


Note: Percentages don’t total 100 because of rounding.

4. Does the crash history match your perception?

After the project team presented key crash data points from the past few years, participants were asked if this matched their perceptions of safety in Bennington & Saratoga. Most respondents (89 percent) felt **the crash history was as expected**. Another 11 percent found the crash history worse than expected.

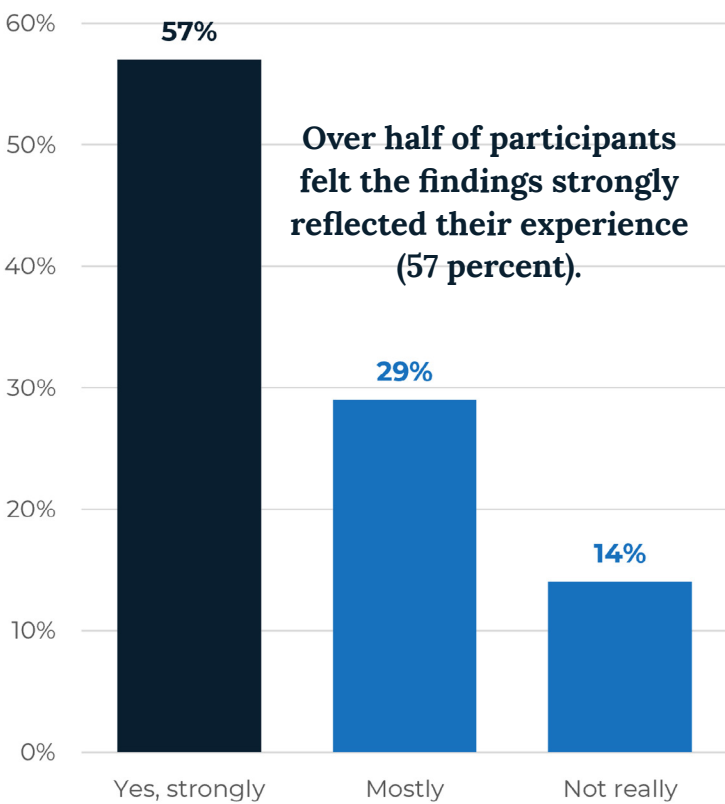
Respondents could select only one answer.



5. Do these findings reflect your experience?

We also asked participants if the existing conditions findings matched their personal experiences traveling through Bennington & Saratoga. More than half of respondents (57 percent) felt **the findings strongly reflected their experiences**, with 29 percent saying they mostly matched their experiences.

Respondents could select only one answer.

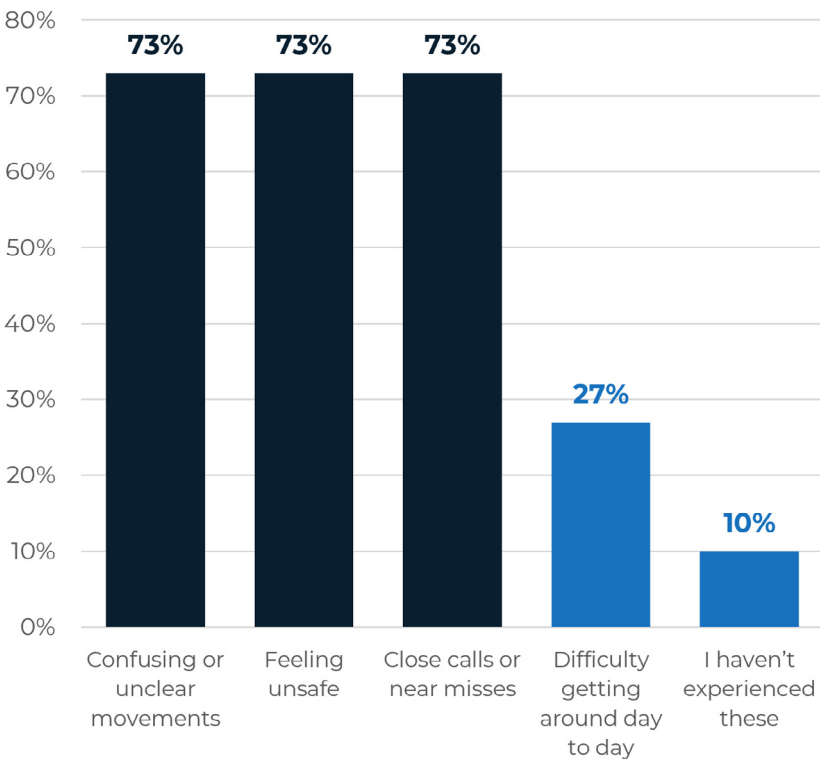


6. What safety issues have you experienced in Bennington & Saratoga?

Respondents highlighted several recurring safety concerns regarding travel through Bennington & Saratoga. The most frequent issues, reported by 73 percent of respondents each, were **confusing or unclear movements, feeling unsafe, and close calls or near misses**. Another 27 percent reported difficulty navigating the area in their daily travel. **Only 10 percent reported none of the provided safety issues**.

Respondents could select all applicable answers.

Most participants have experienced multiple safety issues in Bennington & Saratoga.



“When it gets dark early in that twilight area, you’re taking your life in your hands crossing [...] from the T to near my store.”

- Virtual Kickoff Participant -

03

FOCUS GROUPS

The project team held four stakeholder focus groups between June 24 and July 22, 2026. The groups consisted of local stakeholders, along with representatives from the East Boston Greenway Connector, Constitution Beach, and the Harborview Neighborhood Association.

The project team shared a summary of existing conditions and led activities to identify shared route issues and gather open-ended feedback. Two groups mapped their main route challenges, while all four offered open-ended comments.

KEY TAKEAWAYS

- Participants described Bennington Street and Saratoga Street as highway-like and difficult to navigate because of speeding, aggressive driving, red-light violations, confusing lane assignments, poor visibility, and unsafe turning movements.
- Participants prioritized safer pedestrian access to Orient Heights Station through more controlled crossings, clearer and better-timed signals, improved lighting and pavement markings, and reduced conflicts between turning vehicles and people walking.
- Participants connected congestion to regional through traffic, neighborhood cut-throughs, station drop-offs, double parking, short turn lanes, nearby intersections, and anticipated growth from new development.
- Participants emphasized balancing safer bicycle and Greenway connections with business parking, loading and delivery needs, while coordinating nearby projects, traffic calming, enforcement, and broader circulation improvements.

“Cars do not stop [...], it is a race from the light at the top of the hill [...] to the next light in Winthrop.”

- Virtual Kickoff Participant -

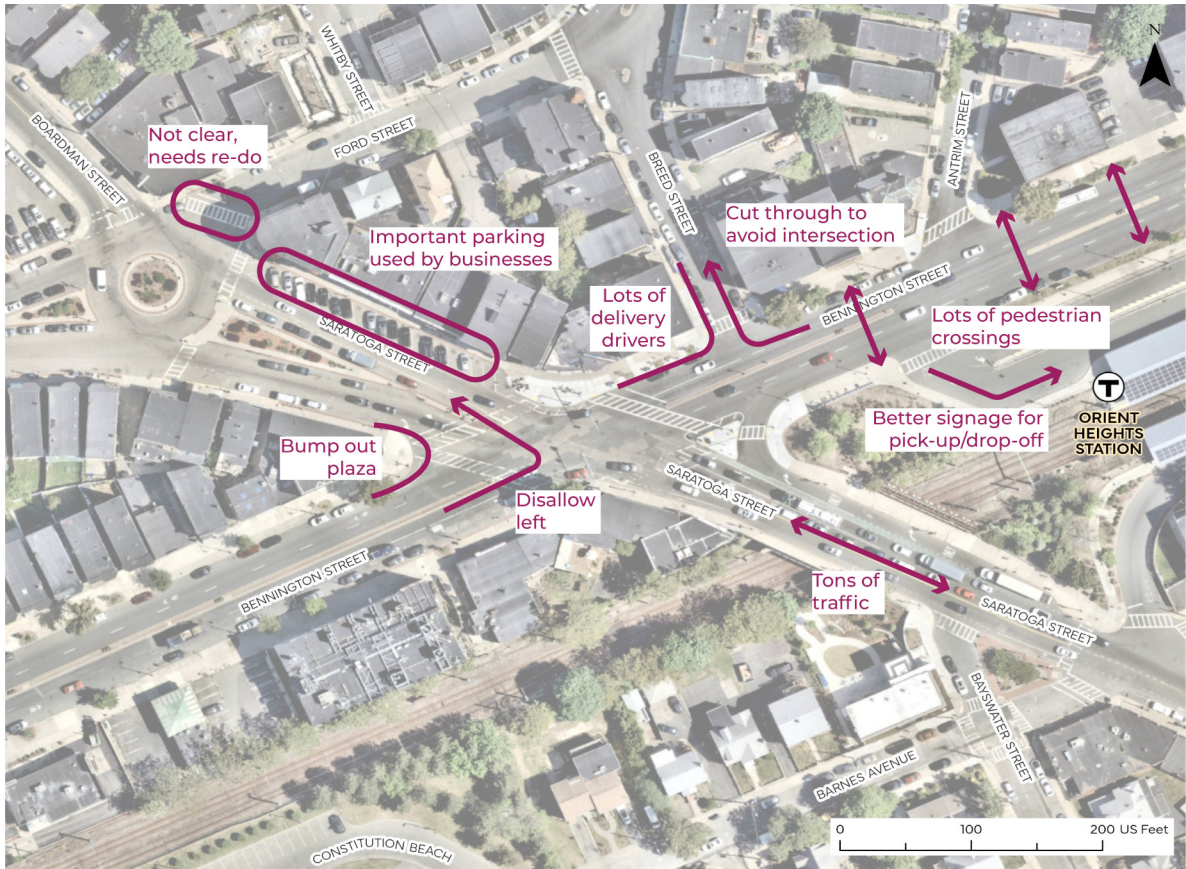
ACTIVITY 1: ROUTE MAPPING & PAIN POINTS

This activity asked participants to show how they move through Bennington & Saratoga and identify places that feel unsafe or difficult. The purpose was to understand the lived experience behind common routes, informal crossings, and specific pain points.

Local Business Focus Group Stakeholder

- **Confusing layout and signage:** Drivers and pedestrians need clearer guidance, especially for station pickup and drop-off and crossing movements.
- **Heavy traffic and difficult crossings:** High traffic volumes and unclear crossings cause some families and pedestrians to avoid the intersection.
- **Business and curb access:** Participants emphasized preserving parking, loading, and delivery access while considering curb extensions or plaza improvements.

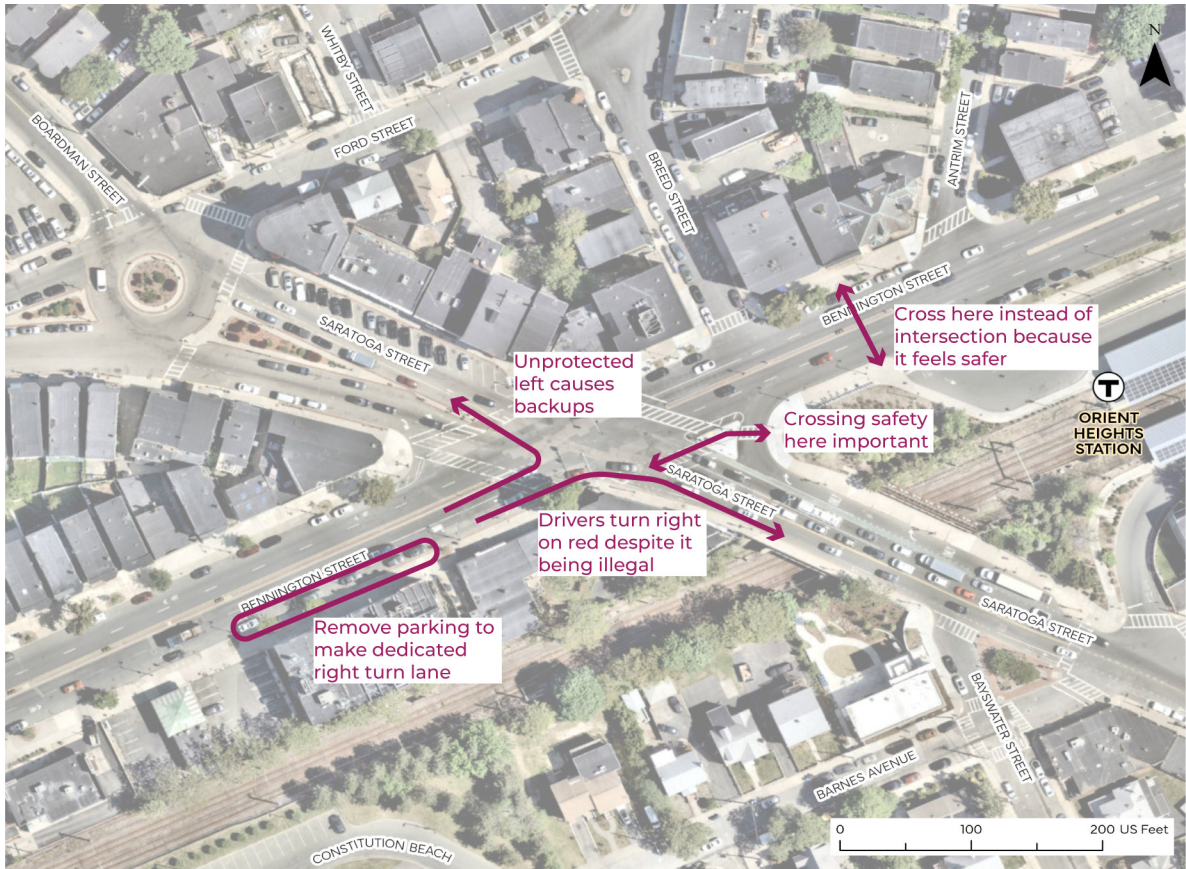
Common Routes & Pain Points: Local Business Focus Group Stakeholder



Harborview Neighborhood Association

- **Safer, controlled crossings:** People prefer crossings where vehicles are fully stopped.
- **Turning conflicts and congestion:** Unprotected left turns and illegal right-on-red movements create backups and safety risks.
- **Parking and lane tradeoffs:** A dedicated turn lane may require removing or replacing nearby parking.

Common Routes & Pain Points: Harborview Neighborhood Association



ACTIVITY 2: PRIORITIES AND OPEN-ENDED INPUT

This activity shifted from identifying problems to discussing what matters most for the next phase. Participants shared priorities to carry forward into concept design and implementation discussions.

School Focus Group Stakeholder

- **Highway-like conditions, speeding, and cut-through traffic:** Participants described Bennington Street as an unpleasant gateway dominated by fast, aggressive through traffic between Revere, Winthrop, East Boston, and nearby highways.
- **Unsafe conditions for children, pedestrians, and cyclists:** Families expressed concern about red-light running, unprotected crossings, missing pedestrian signals, and conditions that push children on bicycles and scooters onto Saratoga Street or other routes.
- **Confusing lanes, turning movements, and local access:** Participants identified unclear markings, short turn lanes, prohibited turns, difficult station drop-offs, double parking, and the need to better separate local traffic from through traffic.

East Boston Greenway Connector and Constitution Beach Stakeholders

- **Pedestrian danger, poor visibility, and unsafe station access:** Participants cited previous collisions, long pedestrian waits, poor sightlines, illegal right turns, and conditions that cause pedestrians to avoid the intersection or cross mid-block, including older adults.
- **Congestion, driver behavior, and traffic spillover:** Participants described backups at Goodearl Square, illegal lane movements, red-light running, blocked intersections, rideshare drop-offs, and cut-through traffic using the Constitution Beach parking lot.
- **Greenway coordination, future growth, and multimodal tradeoffs:** Participants emphasized coordinating nearby projects and Greenway connections while planning for new development, increasing car ownership, and concerns that bike lanes or road diets could worsen congestion.

Local Business Focus Group Stakeholder

- **Dangerous pedestrian crossings and Orient Heights Station access:** Participants described the intersection as intimidating due to double-threat crossings, fast turns, red-light running, and conflicts between turning vehicles and pedestrians with a walk signal.
- **Business parking, deliveries, and curb management:** Participants stressed balancing pedestrian improvements with customer parking, delivery access, loading zones, and the competitiveness of East Boston businesses.
- **Public-space, lighting, and coordinated design improvements:** Participants supported better lighting, glare-sensitive signal design, clearer circulation, seating or a plaza near the roundabout, and coordination with the Resilient Bennington Street project.

Harborview Neighborhood Association

- **Turning conflicts and avoidance of intersection crosswalks:** Participants said pedestrians often cross mid-block because turning vehicles make the marked intersection crossings feel less safe.
- **Limited comfortable bicycle routes:** Participants reported that people commonly ride on sidewalks and rely on the Greenway because Bennington Street does not feel safe or comfortable for biking.
- **Neighborhood-wide traffic calming and City follow-through:** Participants called for broader traffic-calming measures, attention to other problem intersections, examples from comparable City projects, and continued community engagement.

HOW THIS INFORMS THE NEXT PHASE

The focus groups showed the design team how Bennington & Saratoga works for the people who use it every day. Stakeholders landed on a few priorities: safer, more direct crossings to Orient Heights Station; slowing the highway-like speeds and red-light running that make the corridor feel like a place to drive through rather than a place to be; and sorting out the rotary, the slip lane, and the turning movements behind the visibility problems people described. They also raised real tradeoffs for the next phase, especially how to add protected bike and Greenway connections while keeping the parking, loading, and delivery access that businesses on Bennington and Saratoga Streets depend on. These findings can inform the design process.

“There’s no visibility from that area when you’re trying to make eye contact with cars, and by the time they see you, they’re in the intersection, in the crosswalk [...]. Drivers and pedestrians can’t see each other until it’s, you know, not great.”

- Virtual Kickoff Participant -

Right:

“Orient Heights in the 1950s”

Source: Fairchild Aerial Surveys Inc., Massachusetts Digital Commonwealth



04

ONLINE SURVEY

The project team opened an online survey from June 3 to August 5, 2026. The survey included five required agree-disagree questions about Bennington & Saratoga, one required multiple-choice question about how people travel through the intersection, three optional open-ended questions about lived experience, an optional interactive map where users could place safety comments, and two optional demographic questions.

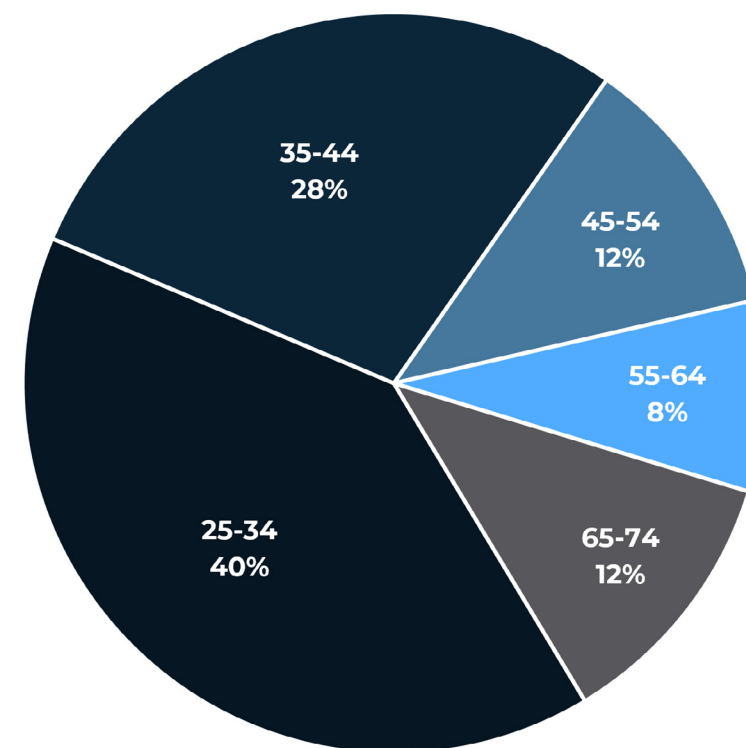
The project team offered the survey in English and Spanish. The English-language survey received 90 responses, and 66 percent of respondents completed it. The Spanish-language survey received no responses.

KEY TAKEAWAYS

- At least eight out of ten respondents agreed or strongly agreed with most of the survey safety statements about Bennington & Saratoga: the current design is difficult to navigate, drivers often ignore signals and crosswalks, they spend too much time waiting in traffic, crossing the street feels uncomfortable, and biking feels unsafe.
- Walking and driving were the most common ways respondents travel through Bennington & Saratoga. Eighty-one percent reported driving, and 80 percent reported walking.
- Open-ended responses indicate that respondents view Bennington & Saratoga as an important multimodal transit hub and neighborhood center, though it currently feels confusing, stressful, and dangerous.
- The mapping question received 114 markers from 41 respondents. Walking-related safety concerns made up 53 percent of all markers, followed by driving concerns at 30 percent and bicycling concerns at 11 percent.

WHO RESPONDED TO THIS SURVEY?

- Eight respondents have a mobility or accessibility need. Three indicated that they have difficulty walking or standing for long periods; two have a vision or hearing impairment; two use a mobility aid such as a wheelchair, cane, walker, or scooter; one has a parent with a mobility need.
- Sixty participants responded to an optional age question. Of those, 68 percent are between 25 and 44 years old.

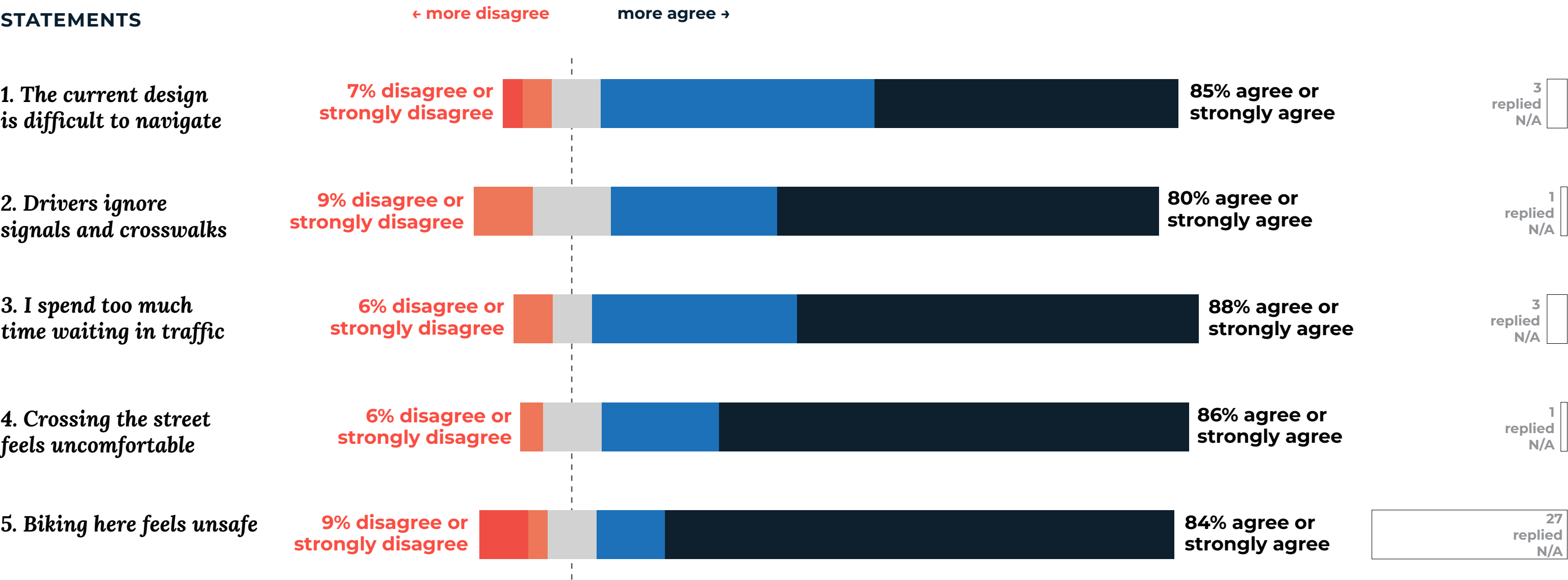


Almost seven out of ten respondents to the optional age question are between 25 and 44 years old (68 percent).

SURVEY QUESTIONS

At least eight out of ten respondents* agreed or strongly agreed with the five safety statements.

STATEMENTS



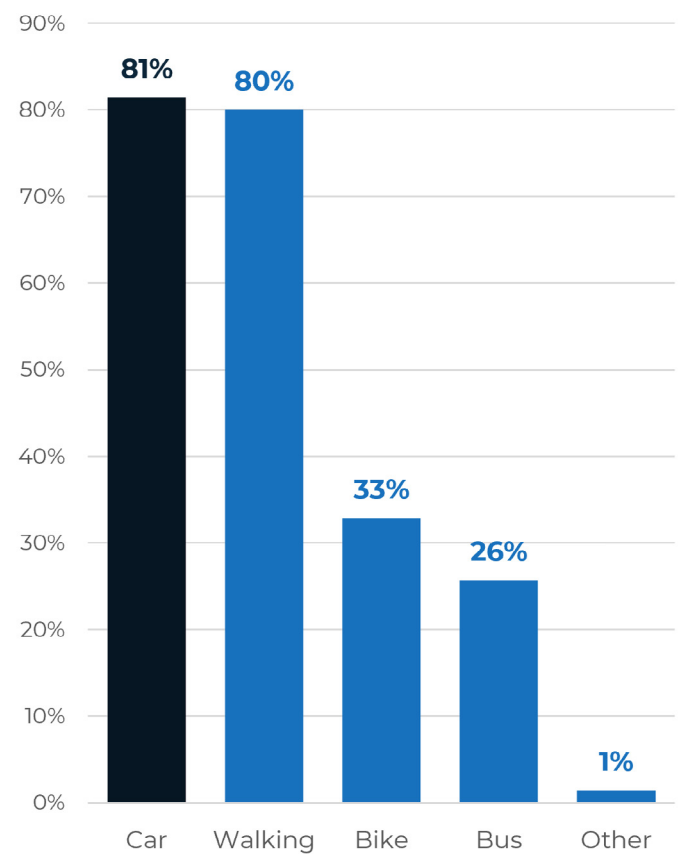
Strongly disagree Disagree Neutral Agree Strongly agree

*The project team calculated each percentage using the participants who answered that question and excluded not-applicable responses. These are listed separately on the right side of the chart.

6. How do participants get around Bennington & Saratoga?

Eight out of ten participants drive (81 percent) and walk (80 percent) through Bennington & Saratoga.

Respondents could select multiple travel modes.



Most respondents walk and drive through Bennington & Saratoga.

7. Most important safety issues

This was an open-ended question to which 51 participants replied. Responses most often fell within the following themes:

- **Pedestrian safety and direct access to Orient Heights Station:** Respondents described long, wide crossings, poor visibility, steep topography, indirect station access, long pedestrian waits, and turning conflicts that make walking feel dangerous and encourage mid-block crossings, especially with children, strollers, or limited mobility.
- **Confusing lane assignments, signal timing, and aggressive driving:** Respondents cited unclear markings, vehicles changing lanes or traveling straight from turn lanes, short or poorly coordinated signal phases, illegal turns on red, red-light running, speeding, blocked intersections, and congestion around the rotary and Winthrop approaches.
- **Safer multimodal infrastructure and a more legible public realm:** Respondents called for shorter and more direct crosswalks, a crossing closer to the station, protected turn phases and bike facilities, clearer signage and pavement markings, stronger enforcement, traffic calming, improved sidewalks, shade trees, and better-maintained public space.

8. What people want to preserve

This was an open-ended question to which 43 participants replied. Responses most often fell within the following themes:

- **Local businesses, restaurants, and neighborhood identity:** Respondents most often valued the concentration of locally owned restaurants and shops, describing the area as a lively destination and civic center for Orient Heights and Harbor View.
- **Proximity to transit and multimodal connections:** Respondents appreciated the intersection’s location next to Orient Heights Station and the Bluebikes station, emphasizing its potential as a convenient hub for walking, biking, transit, and access to nearby destinations.
- **Existing pedestrian features and opportunities for placemaking:** Some respondents valued the exclusive pedestrian phase, traffic islands, wide sidewalks, visible crosswalks, and openness, while others said little about the intersection itself should be preserved and wanted traffic space converted into a safer, more inviting public place.

9. Biggest challenges

This was an open-ended question to which 49 participants replied. Responses most often fell within the following themes:

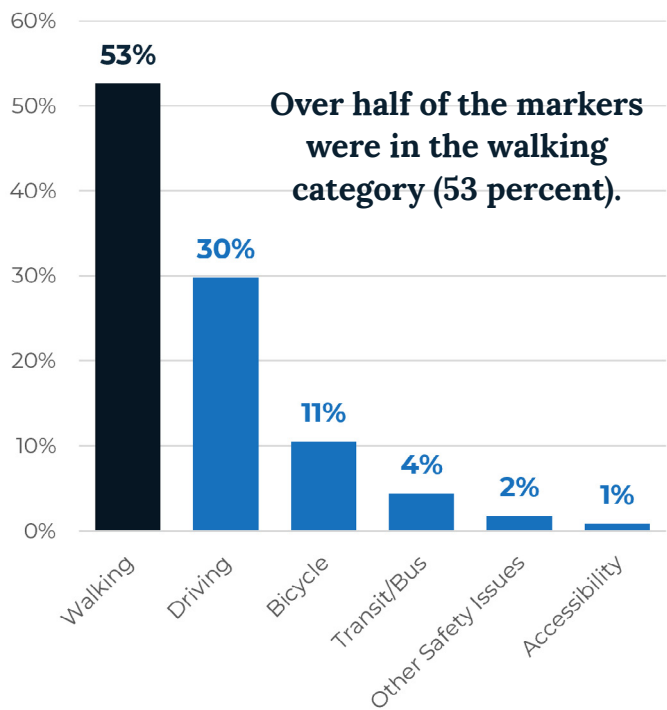
- **Pedestrian and bicycle safety at a wide, exposed intersection:** Respondents repeatedly described crossing on foot or by bike as stressful and dangerous because of long distances, limited refuge, poor visibility, high vehicle speeds, turning conflicts, inadequate bike facilities, and drivers running red lights or blocking crosswalks.
- **Congestion, confusing lane movements, and poorly timed signals:** Respondents cited long queues, short turn phases, unclear lane assignments, difficult merges, left-turn conflicts, and lengthy pedestrian waits that encourage aggressive driving, rule-breaking, and unsafe mid-block crossings.
- **Cut-through traffic and impacts on surrounding streets:** Respondents emphasized that congestion spills into nearby residential streets and school zones, where drivers speed, ignore stop signs, and create near misses, while tractor-trailers, funeral-related traffic control, and Winthrop-bound traffic further intensify safety and circulation problems.

“[The biggest challenge is] being hit by a car while commuting, speeds are incredibly high, drivers do not follow the lights and biking and walking is terrifying.”
- Online Survey Respondent -

10. Crowd Map Themes

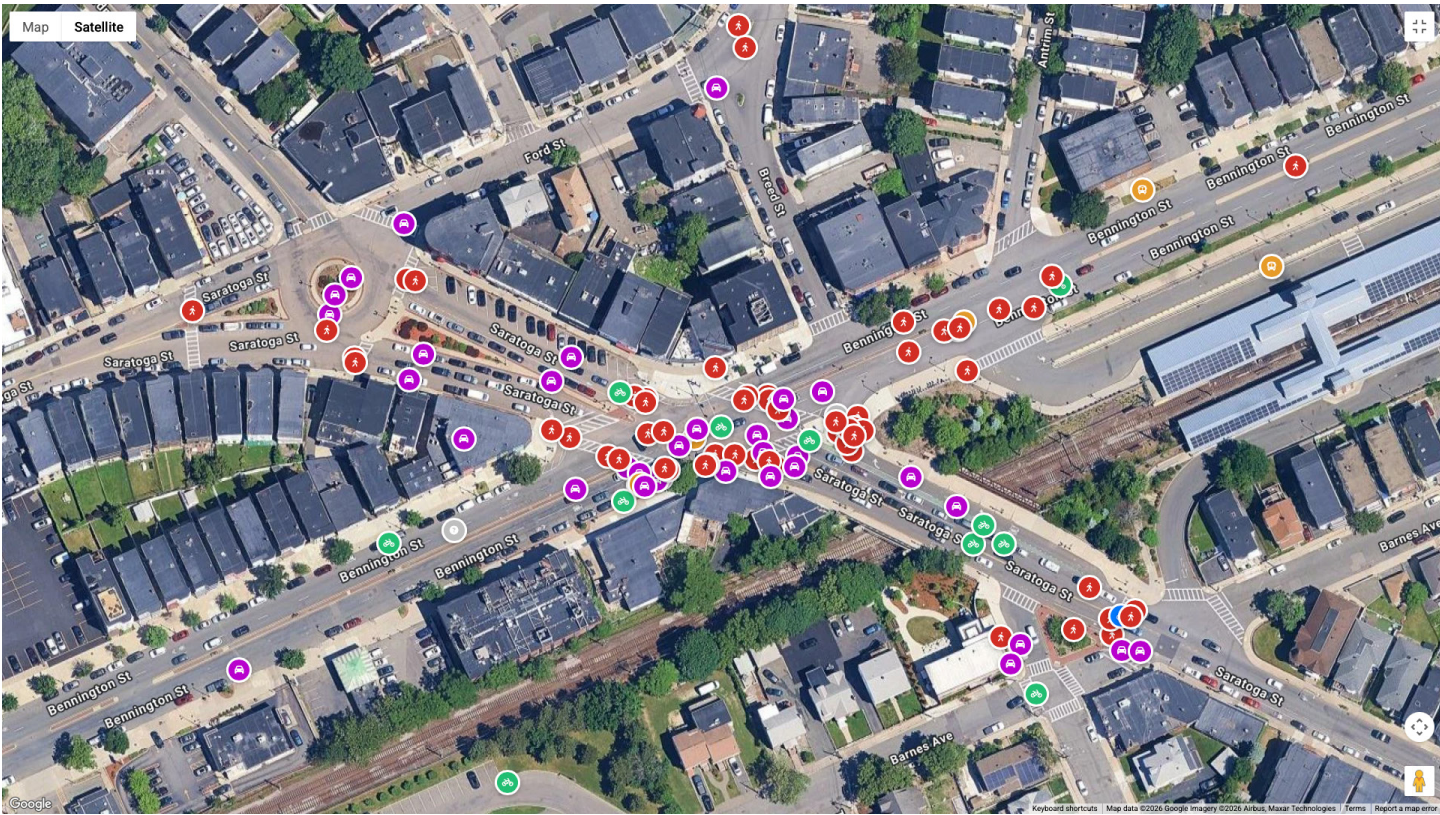
This question was an interactive point map question with six categories: walking, driving, bicycle, transit/bus, accessibility, and other safety issues. Participants could place a marker and optionally provide a description. They could place as many markers as they wanted.

It received 114 markers from 41 respondents. Walking was the most common marker category, making up 53 percent of all markers. Driving and bicycling were the next most common categories at 30 percent and 11 percent, respectively.



Note: Percentages don't total 100 because of rounding.

Crowd Map Points



- **Walking:** Comments focused on long, exposed crossings; indirect access to Orient Heights Station; lengthy signal waits; poor visibility caused by hills, parked vehicles, and queued traffic; and frequent conflicts with speeding or turning drivers who ignore signals, block crosswalks, or fail to yield.
- **Driving:** Comments emphasized congestion, confusing lane assignments, difficult left turns, poorly understood signals, illegal turning movements, drivers drifting between lanes, blocked intersections and rotaries, parking-related conflicts, and aggressive attempts to beat signal changes.
- **Bicycling:** Comments described the intersection and surrounding corridor as intimidating and disconnected because bike lanes change position, cross turning traffic, provide little protection, and do not form a safe connection between the Greenway, Constitution Beach, Saratoga Street, and Belle Isle Marsh.
- **Transit and bus:** Comments noted that Route 120 buses can remain stuck through multiple signal cycles, unsafe station crossings have influenced bus-stop placement, and existing curb and drop-off space could be better organized for buses and transit riders.
- **Accessibility:** The single accessibility comment described feeling unsafe while crossing because drivers do not stop for pedestrians.
- **Other safety issues:** Comments called for corridor-wide traffic calming and identified the slip lane as a broader safety hazard that encourages faster vehicle movements and endangers people walking.

“Bike lanes are just paint. Scary. [...] The turn lane crosses the bike lane creating a terrifying conflict point. Cars shouldn’t be in the same space as bikes.”

- Online Survey Map Respondent -

CROWD MAP HEAT MAP

AUTO
SERVICE

FORD STREET

LA FONDA
COLOMBIANA

SARATOGA STREET

CRUSH
PIZZA

WHITBY STREET

BRED STREET

ANGELA'S
CAFE

RENEGADE'S
PUB

BENNINGTON STREET

BLUEBIKES
STATION

Walking
markers
hot spot

Driving
markers
hot spot

EAST BOSTON DENTAL &
ORTHODONTICS

EAST BOSTON
ANIMAL HOSPITAL

SARATOGA STREET

EAST BOSTON
SENIOR CENTER

BARNES AVENUE

CONSTITUTION
BEACH

CONSTITUTION BEACH

ANTRIM STREET

ORIENT
HEIGHTS
STATION

Bicycle
markers
hot spot

BAYSWATER STREET



HOW THIS INFORMS THE NEXT PHASE

Survey responses offer the design team a record of the issues people identified most consistently: crossing safety, station access, confusing movements, aggressive driving, biking comfort, traffic delay, and bus operations. The high share of walking-related map markers highlights pedestrian safety and access as the most prominent concern in the survey, a theme the next round of engagement can continue to explore.

