



BENNINGTON / SARATOGA SAFETY PROJECT

DESIGN WORKSHOP

SEPTEMBER 30, 2026



INTERPRETATION

Si necesita servicio de interpretación al español y no ha recibido un auricular, por favor levante la mano y le facilitaremos uno.

(If you need Spanish interpretation services and have not received a headset, please raise your hand and we will provide you with one).

WELCOME & INTRODUCTIONS

CITY OF BOSTON

- **Lydia Hausle**, Capital Projects Design Director, Streets Cabinet
- **Maddie Webster**, Project Manager, Streets Cabinet
- **Jake Berman**, Planner, Streets Cabinet
- **Leina Xu**, Engineer, Streets Cabinet
- **John Monacelli**, Engineer, Streets Cabinet
- **Isaac Prizant**, Engineer, Streets Cabinet
- **Alishia-Kae Rougier**, Engineer, Streets Cabinet
- **Maria Daniela Castillo**, East Boston Neighborhood Planner, Streets Cabinet
- **Carlos Garcia**, East Boston Liaison, Office of Neighborhood Services

Elected officials & staff, please introduce yourselves!



WELCOME & INTRODUCTIONS

PRESENTERS

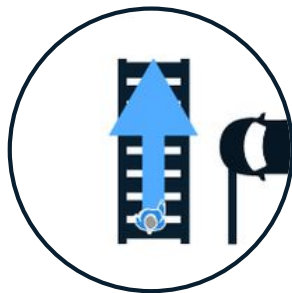
- **Maddie Webster**, PhD (she/her)
Project Manager, City of Boston
- **Jeff Bandini**, P.E., PTOE (He/Him)
Senior Project Manager, Nitsch Engineering
- **Lucy Corlett** (She/Her)
Community Planner, JM Goldson LLC

PROJECT PURPOSE

SAFE STREETS FOR ALL

- The City won a federal **grant** for safety improvements for all users of Bennington & Saratoga.
- The grant's purpose is to **reduce crashes and serious injuries**.

WHAT DO WE MEAN BY “SAFETY”?



SAFER CROSSINGS

- Better visibility
- Shorter crossings



SAFER TURNS

- Reducing conflict points



SAFER SPEEDS

- More time to react
- Less severe crashes

THIS WORKSHOP'S PURPOSE

1. Share what we've learned so far
2. Explain two design concepts, and discuss tradeoffs
3. Hear about your priorities moving forward with two activities

WE HAVE NOT SELECTED A DESIGN YET.

Tonight's ideas are based on:

- **What we've heard** so far
- What we know are **current issues**

We need your help to weigh the options.



Orient Heights in the 1950s

Credit: Fairchild Aerial Surveys, inc.



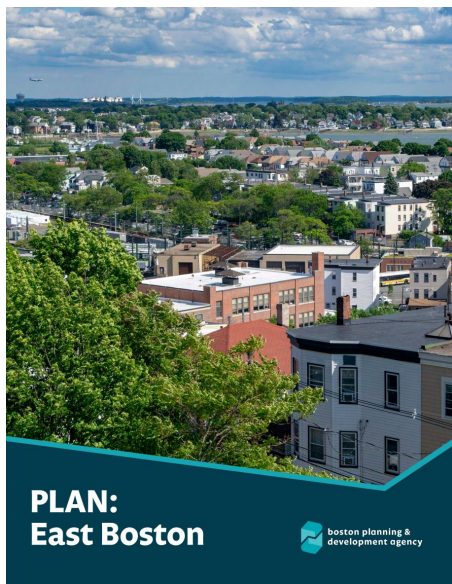
First, we want to know more about you!



WHY BENNINGTON/SARATOGA?

PLAN: EAST BOSTON

- Adopted January 2024
- Included a range of options for future improvements throughout the neighborhood
- Analyzed crash data



Crash Density in East Boston (2016–2018)

Source: BPDA, Boston EMS, MassGIS



**Vehicle Crashes Involving
People Walking**

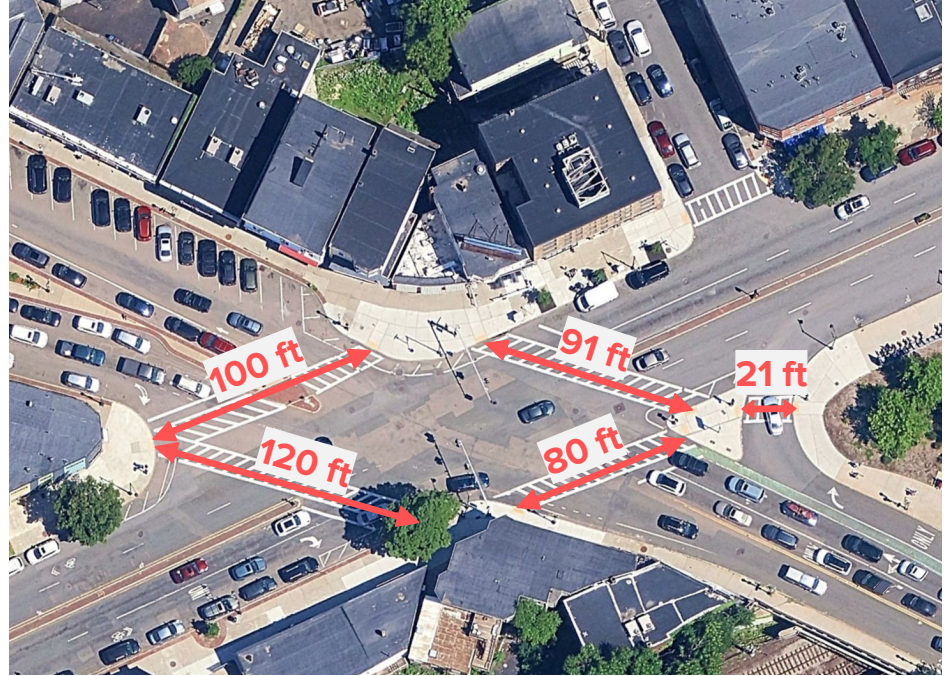
Source: <https://www.bostonplans.org/planning-zoning/planning-initiatives/plan-east-boston>

EXISTING CONDITIONS

PEDESTRIAN SAFETY

The skewed intersection design means **crosswalks are long**.

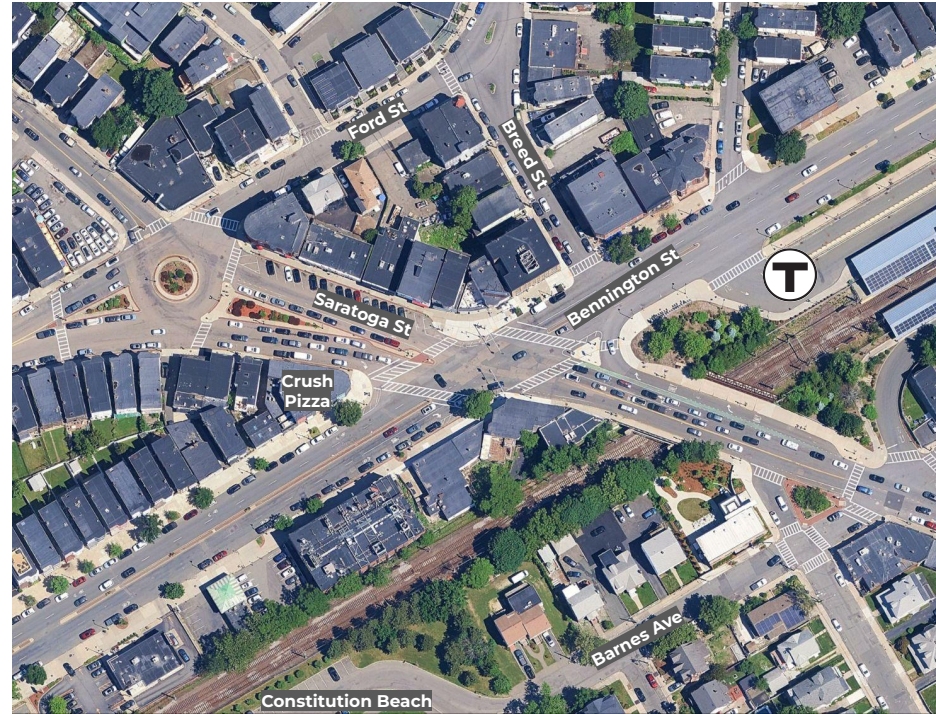
This means walking here can feel **exposed and unsafe**.



EXISTING CONDITIONS

NEIGHBORHOOD CONTEXT

- MBTA Blue Line and bus hub:
This intersection separates transit station from the rest of the neighborhood
- Many people move through here every day on buses, bikes, on foot, and in cars
- Major access point to Winthrop



WHAT WE'VE HEARD SO FAR

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

"I've seen people get hit. I've seen people get killed, unfortunately. It's a very dangerous crossing."

-Virtual kickoff participant



Mentioned often



Mentioned sometimes

DESIGN CONCEPTS

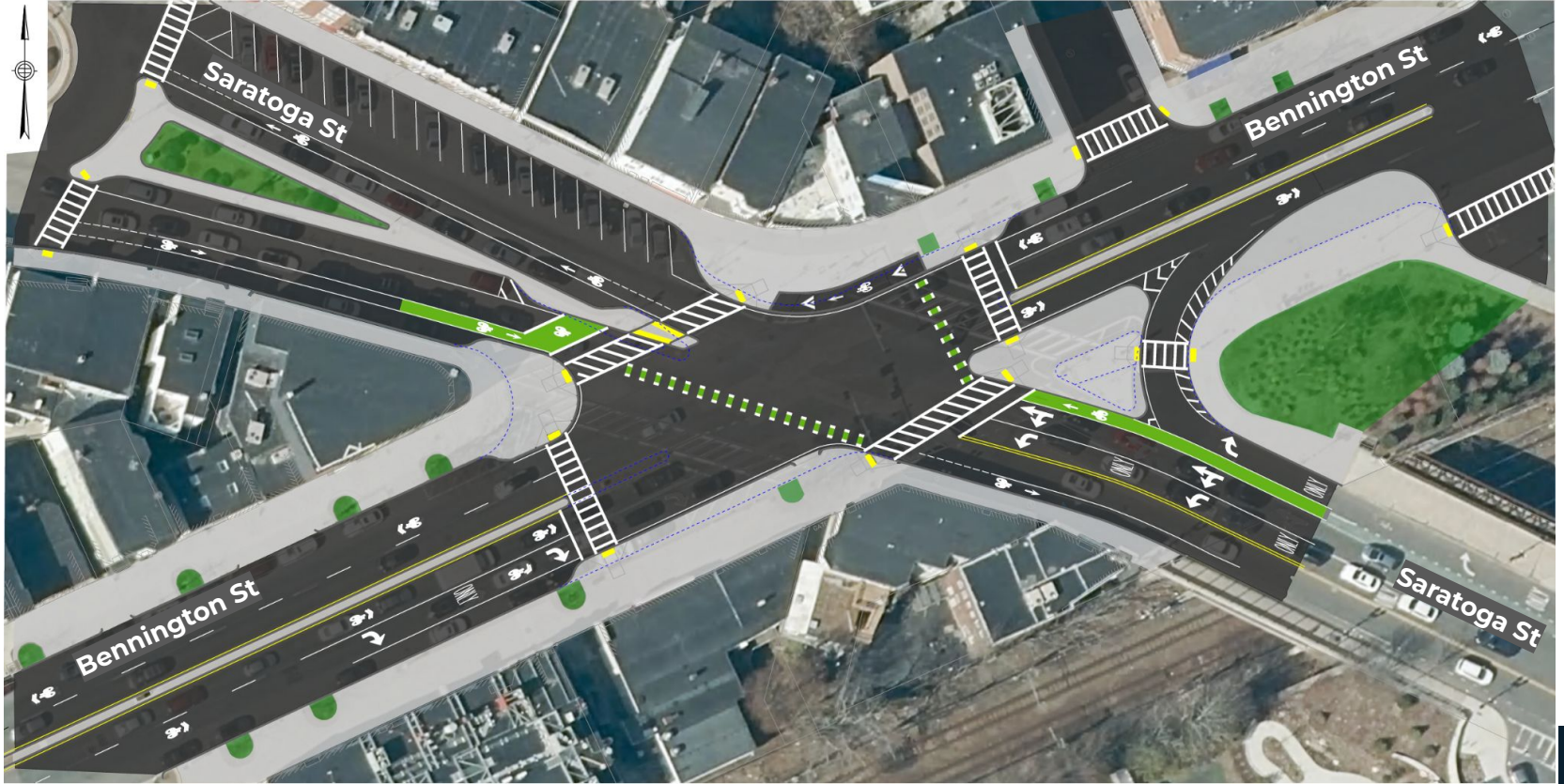
How were they developed?



WHAT KINDS OF IDEAS DID WE STUDY?

TYPE	CURB EXTENSIONS	TWO T-INTERSECTIONS	ROUNDBOUT <i>DISCARDED</i>
OVERVIEW	• Maintain skewed intersection • Provide significant sidewalk bump-outs and larger traffic islands • Slow turning vehicles and shorten crossings	• Create two right-angle “T” intersections • Add a 3rd crosswalk across Bennington St, by the MBTA Station • Similar benefits as Concept 1 - but even slower turns and shorter crosswalks across Saratoga St	• Single lane wouldn’t accommodate heavy traffic volumes • Too tight to accommodate large vehicle movements • Potential for narrower sidewalks and/or property impacts

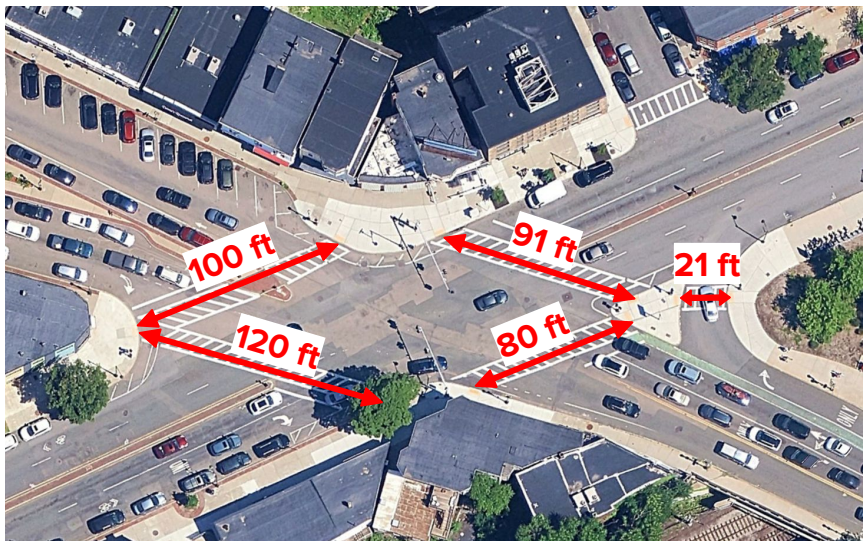
CONCEPT 1: CURB EXTENSIONS



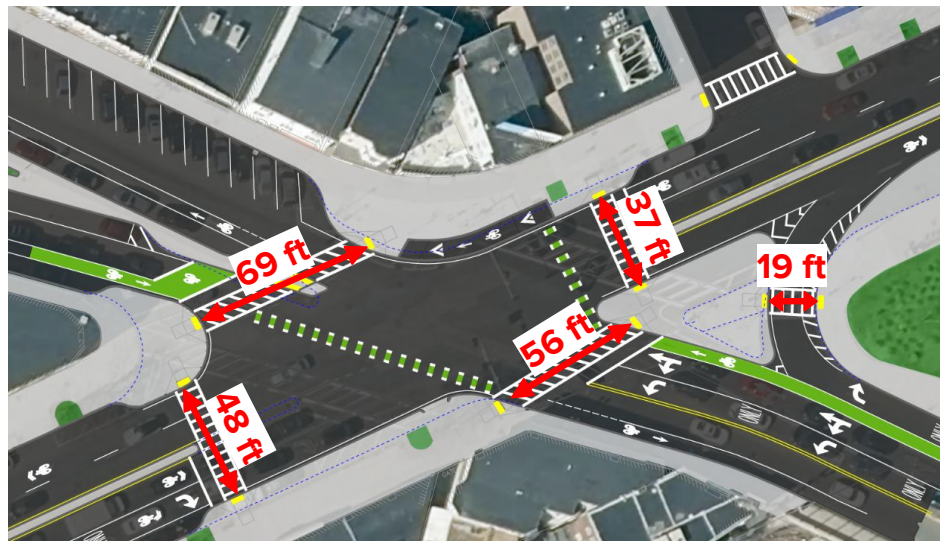
CONCEPT 1: CURB EXTENSIONS

SHORTER AND SAFER CROSSWALKS THAN TODAY

Existing

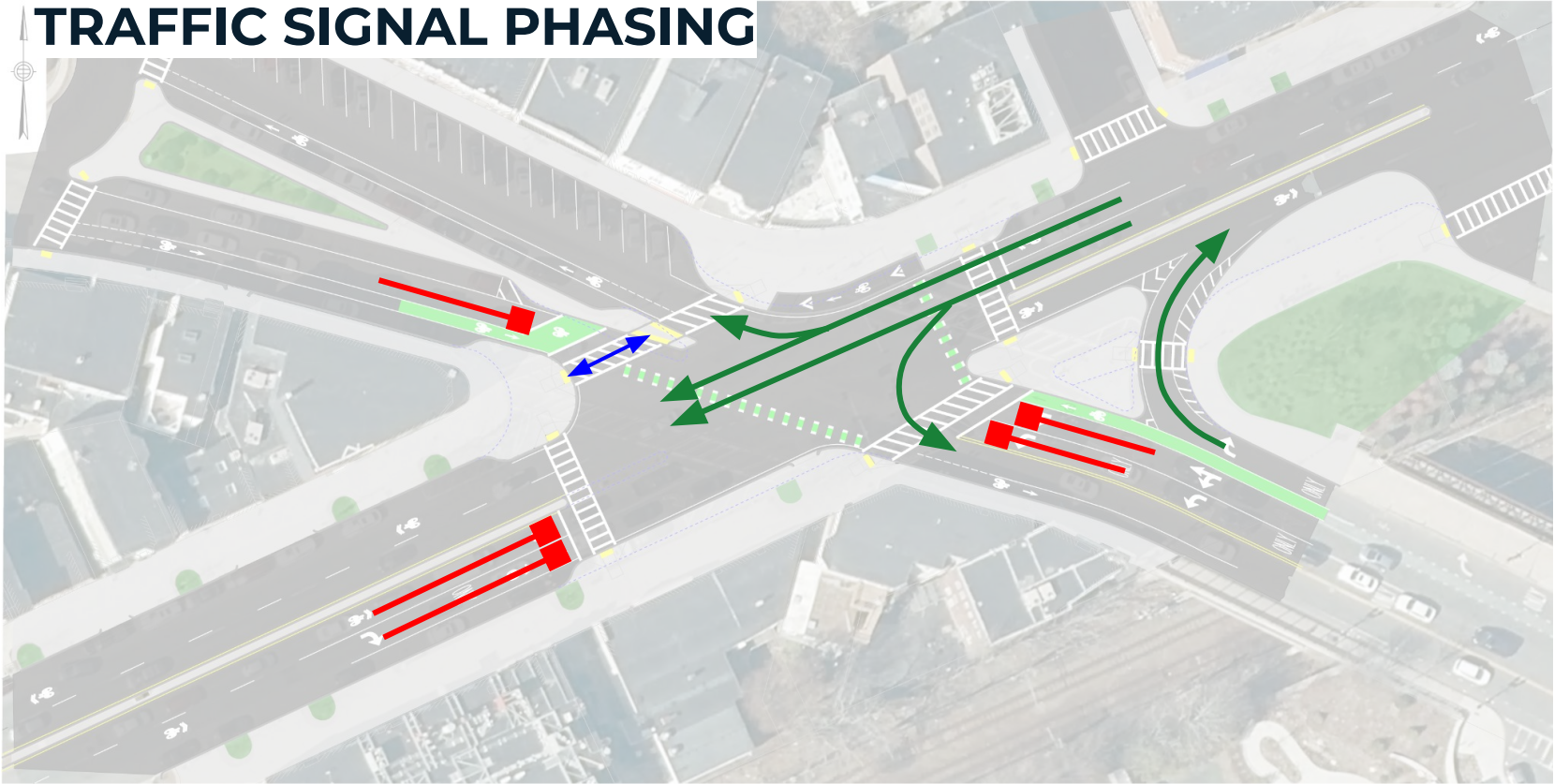


Proposed



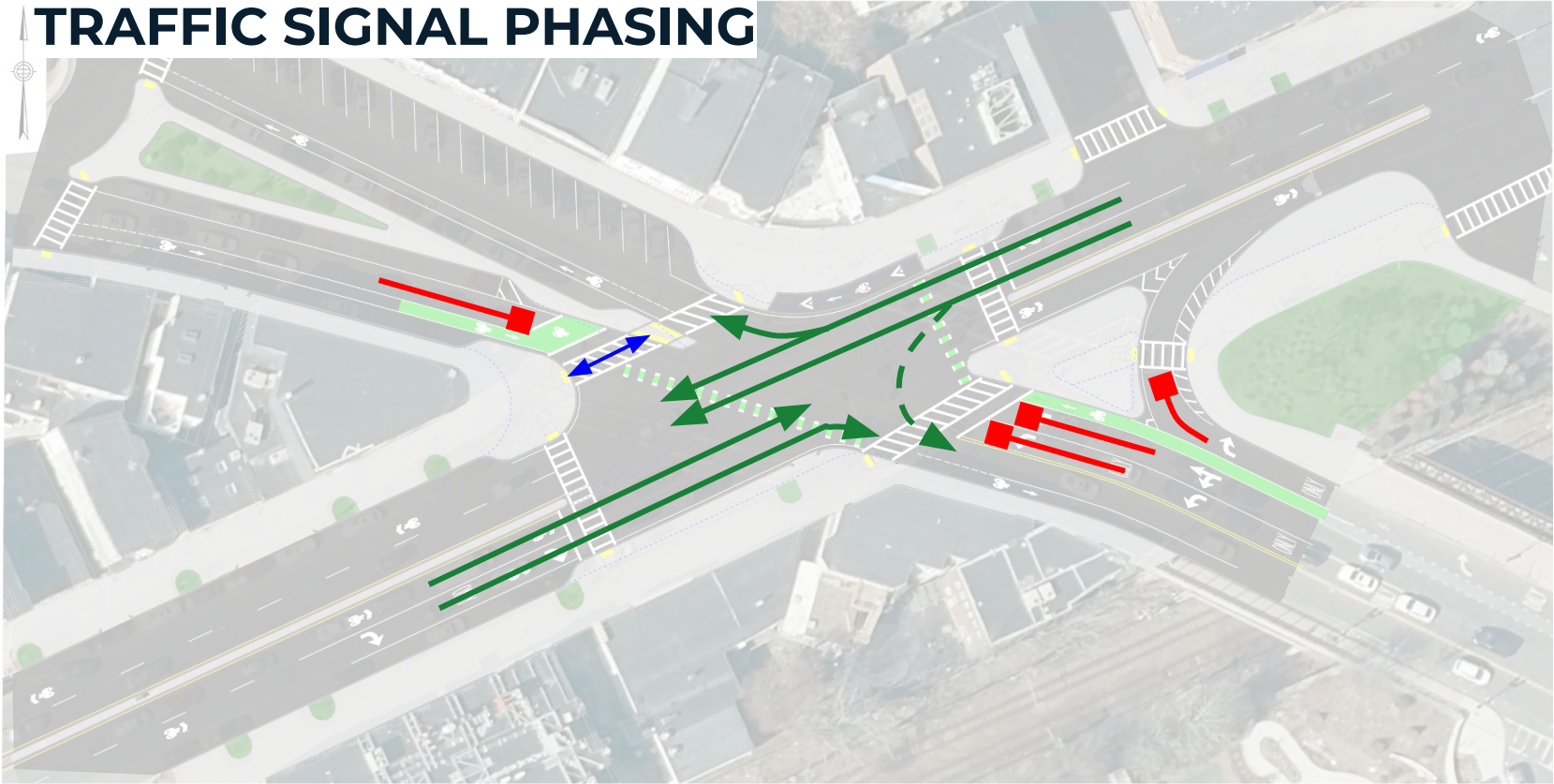
CONCEPT 1: CURB EXTENSIONS

TRAFFIC SIGNAL PHASING



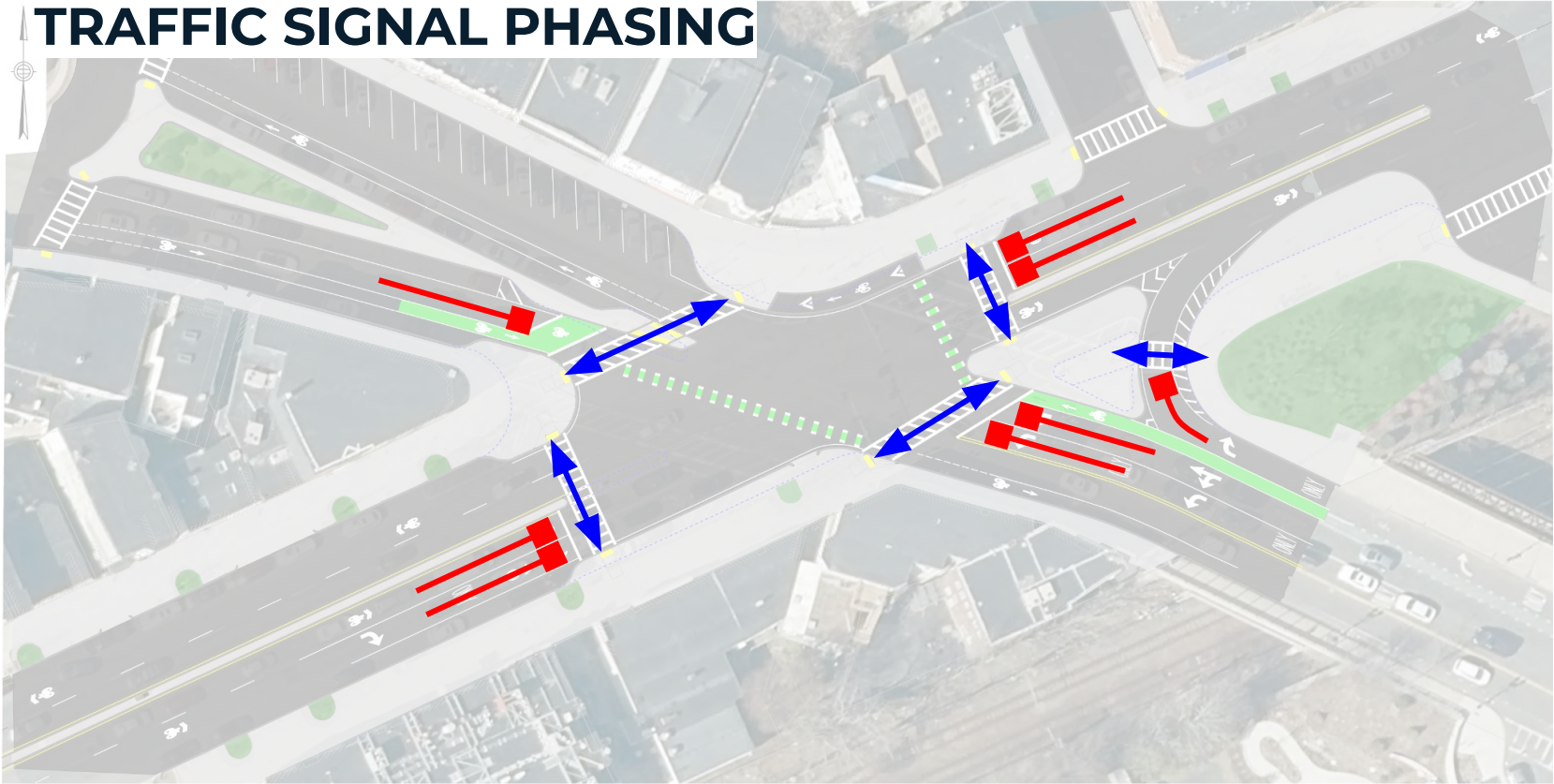
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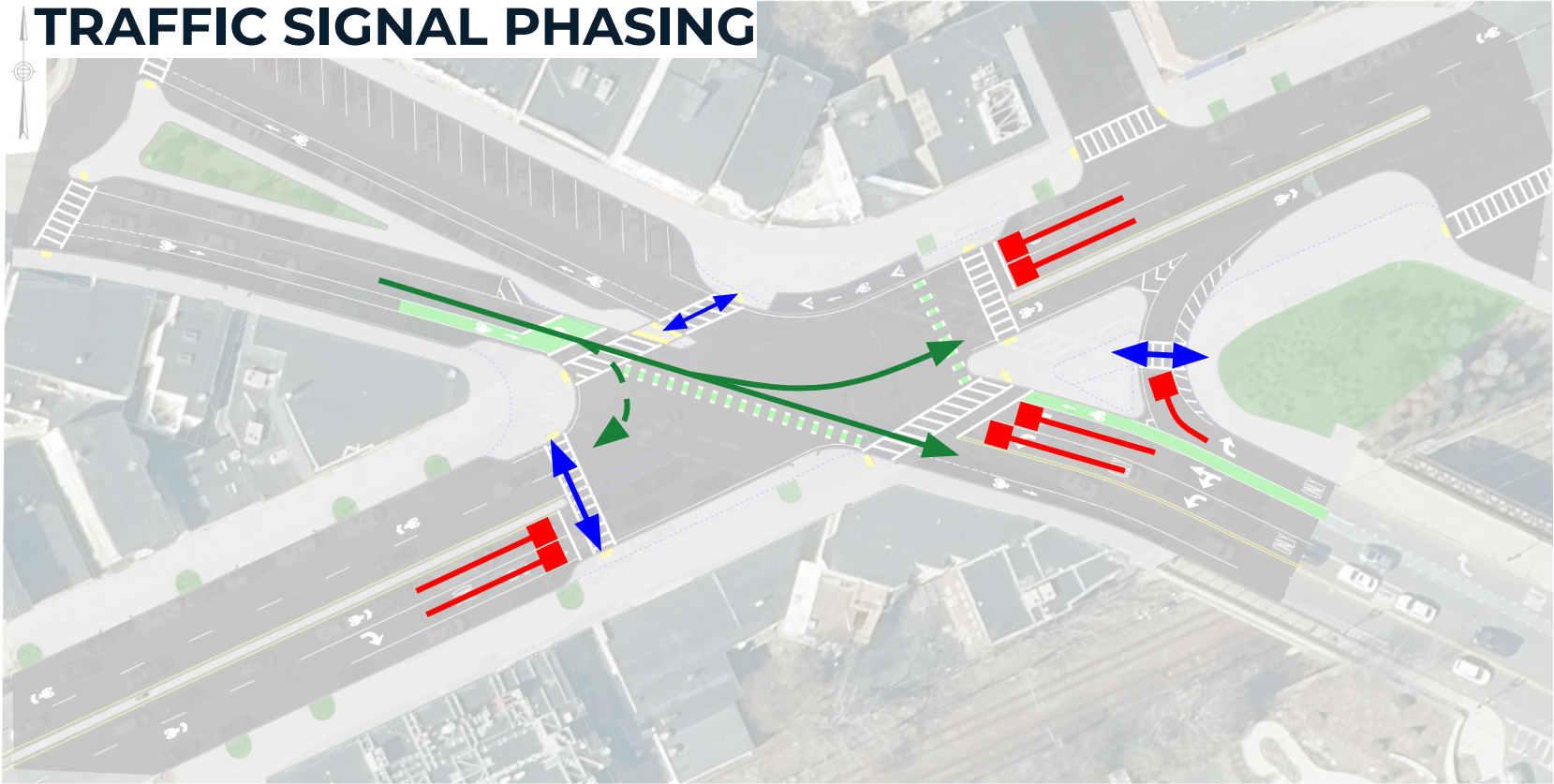
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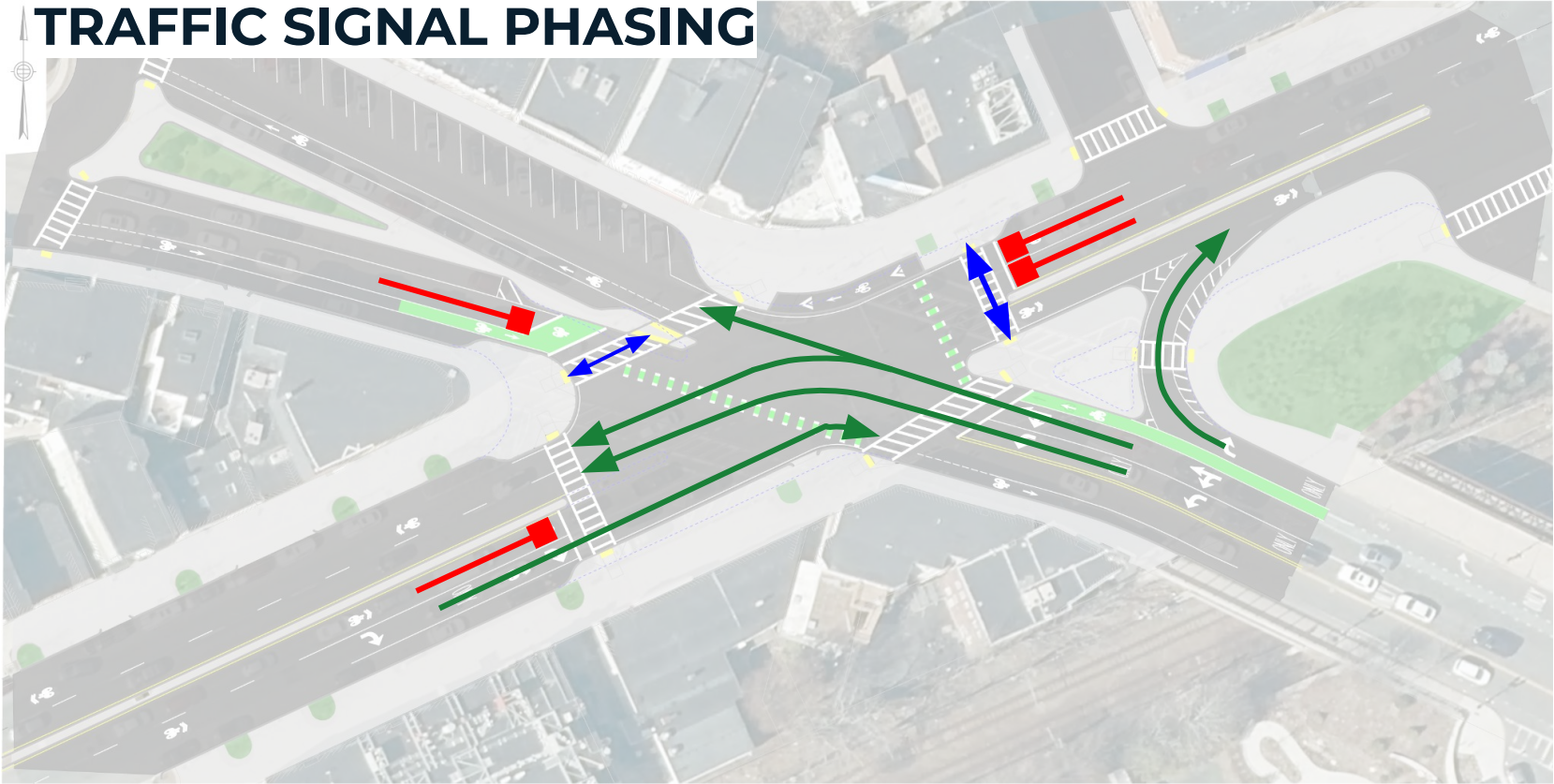
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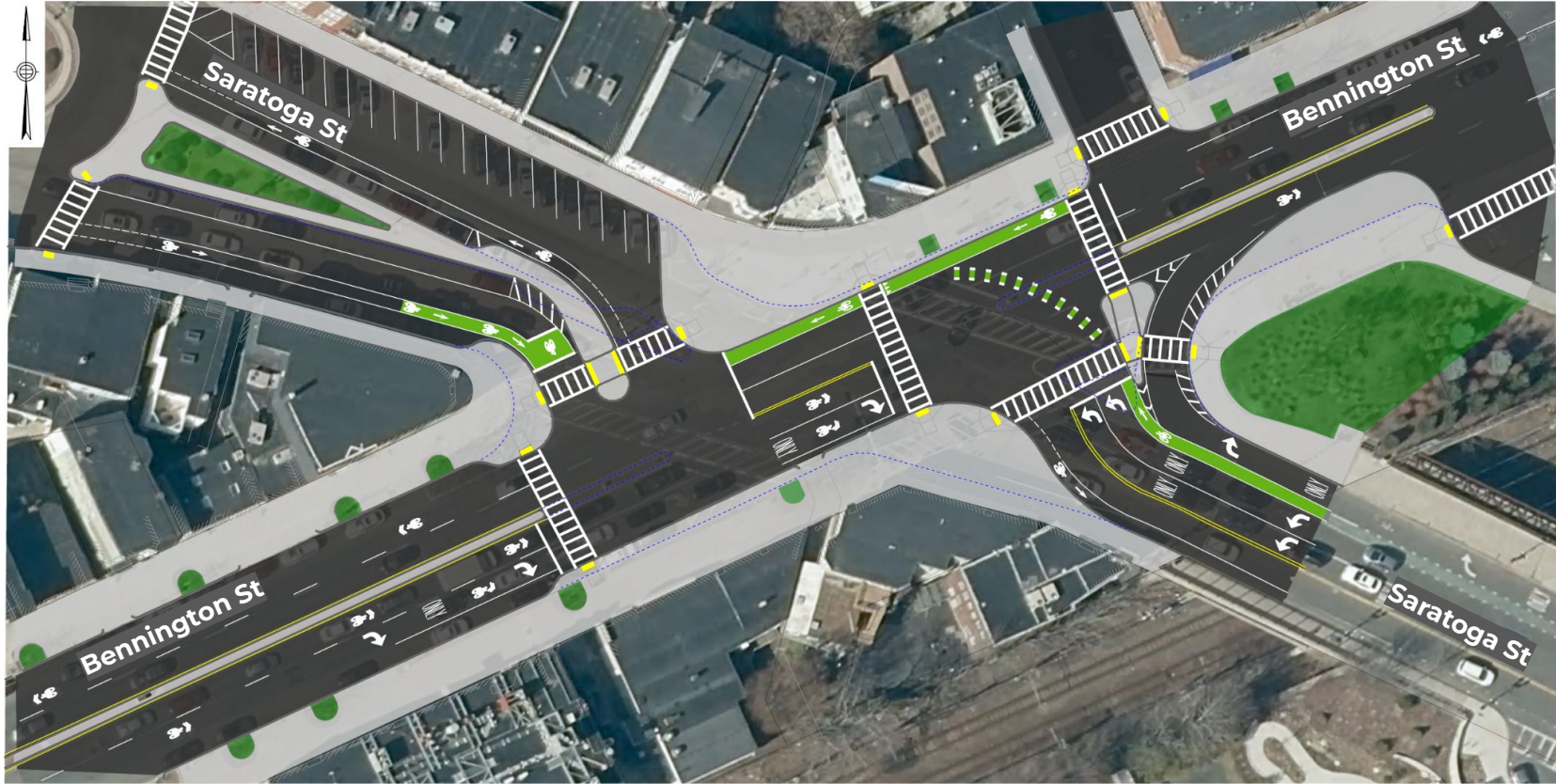


CONCEPT 1: CURB EXTENSIONS

TRAFFIC SIGNAL PHASING



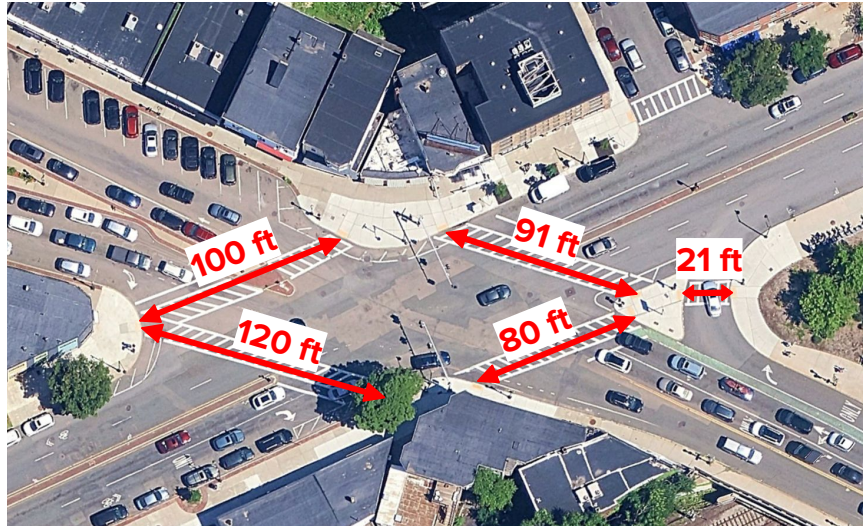
CONCEPT 2: TWO T-INTERSECTIONS



CONCEPT 2: TWO T-INTERSECTIONS

SHORTER, SAFER, AND MORE CROSSWALKS

Existing

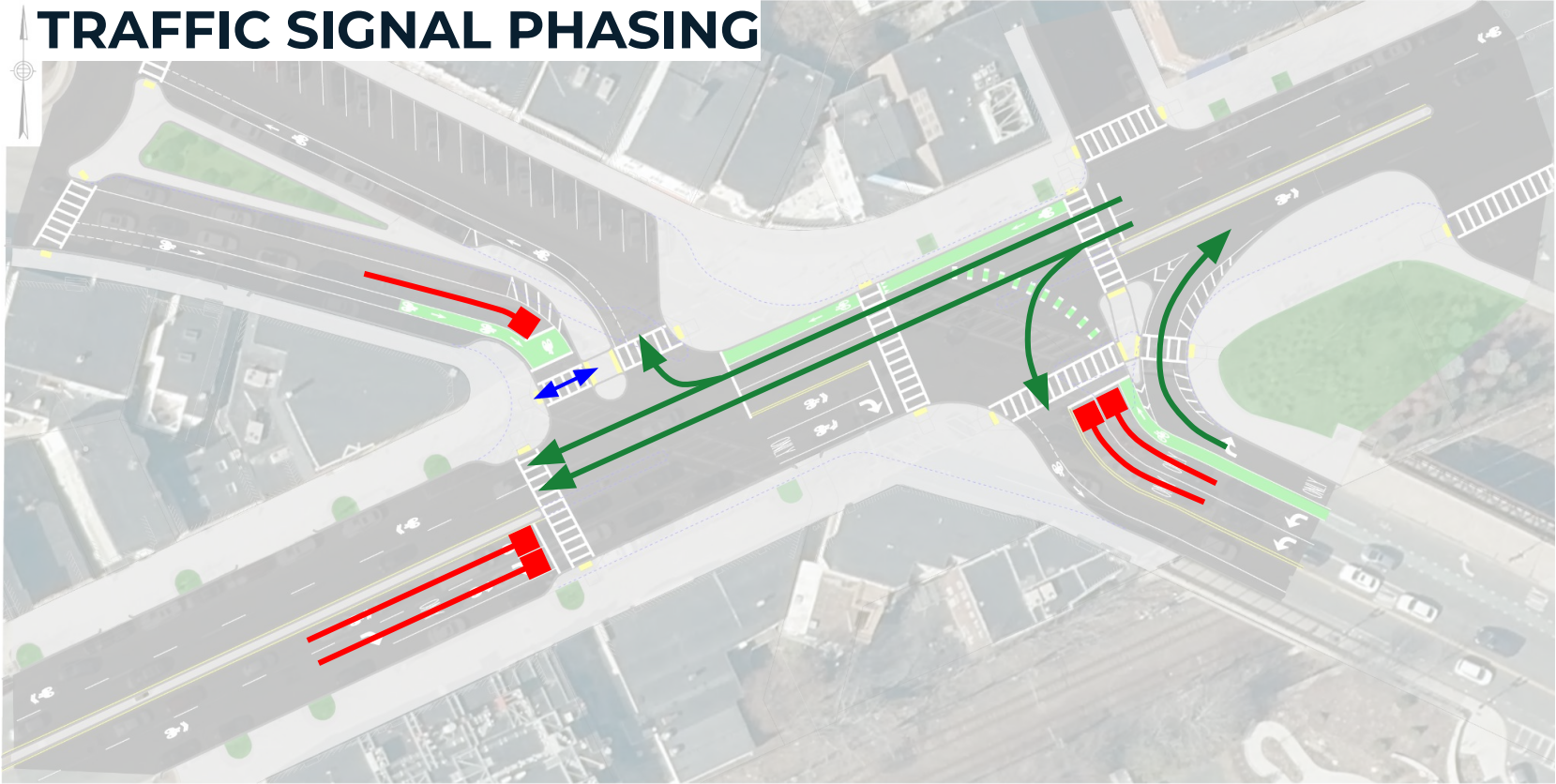


Proposed



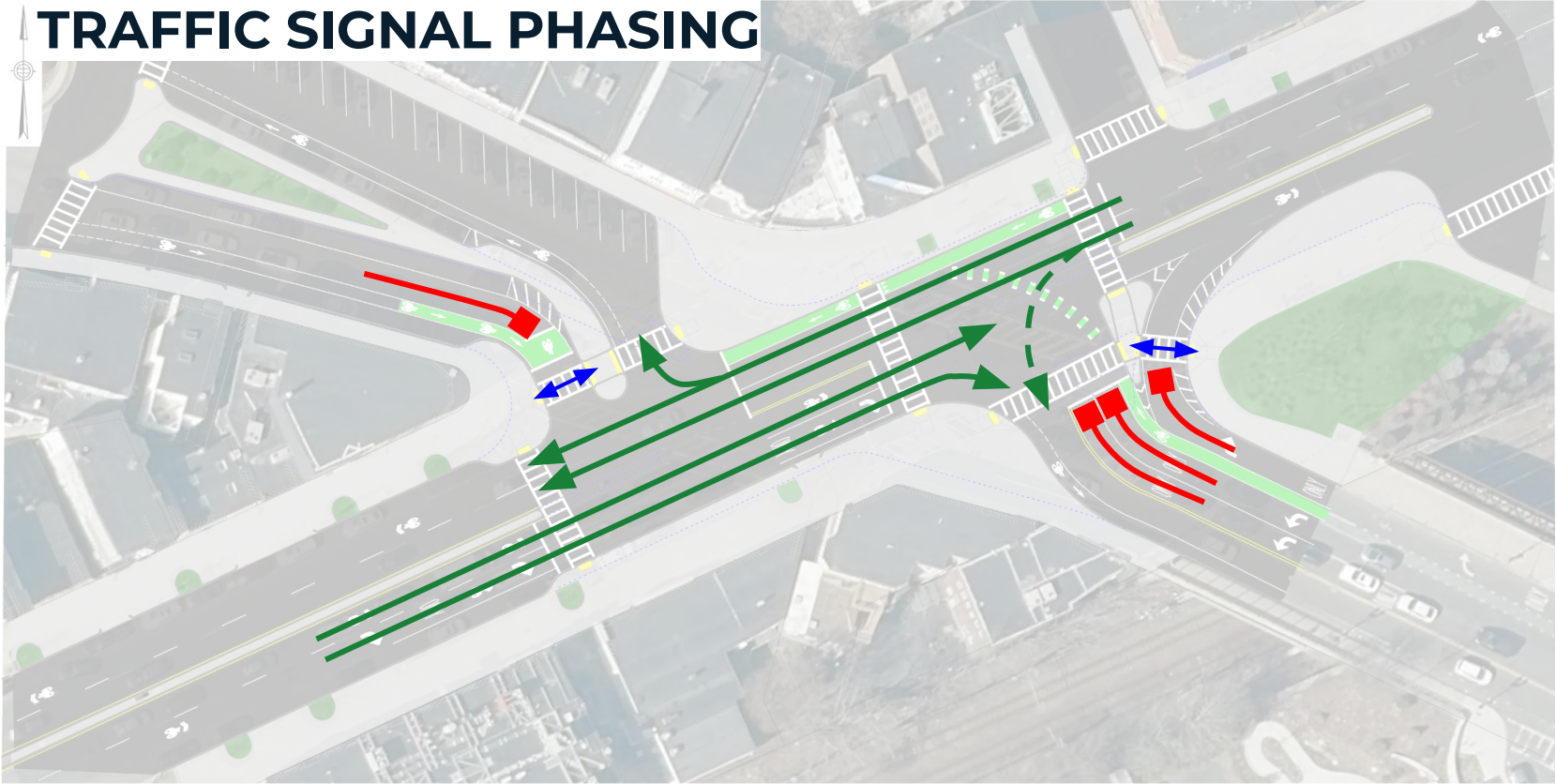
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TRAFFIC SIGNAL PHASING



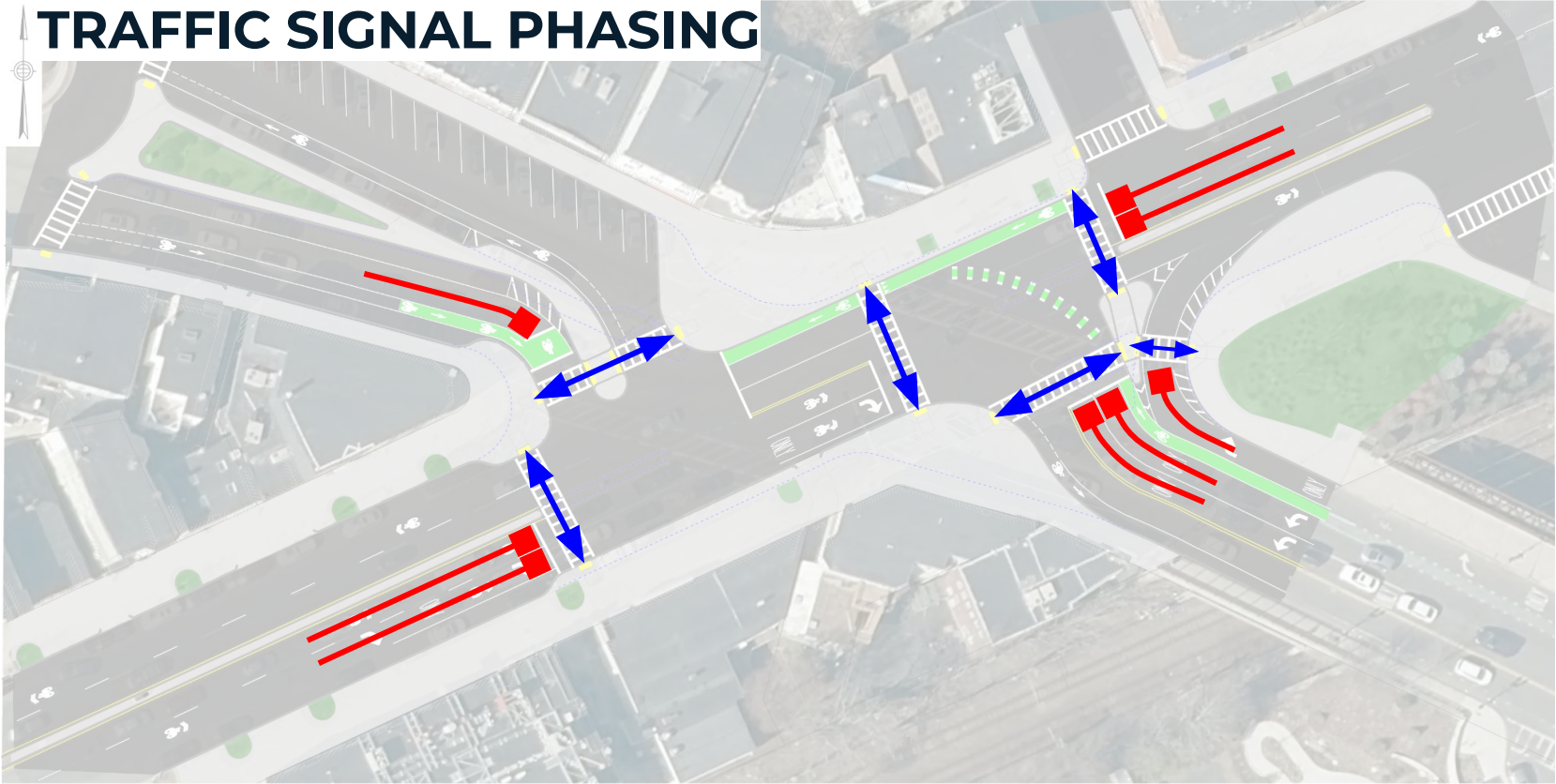
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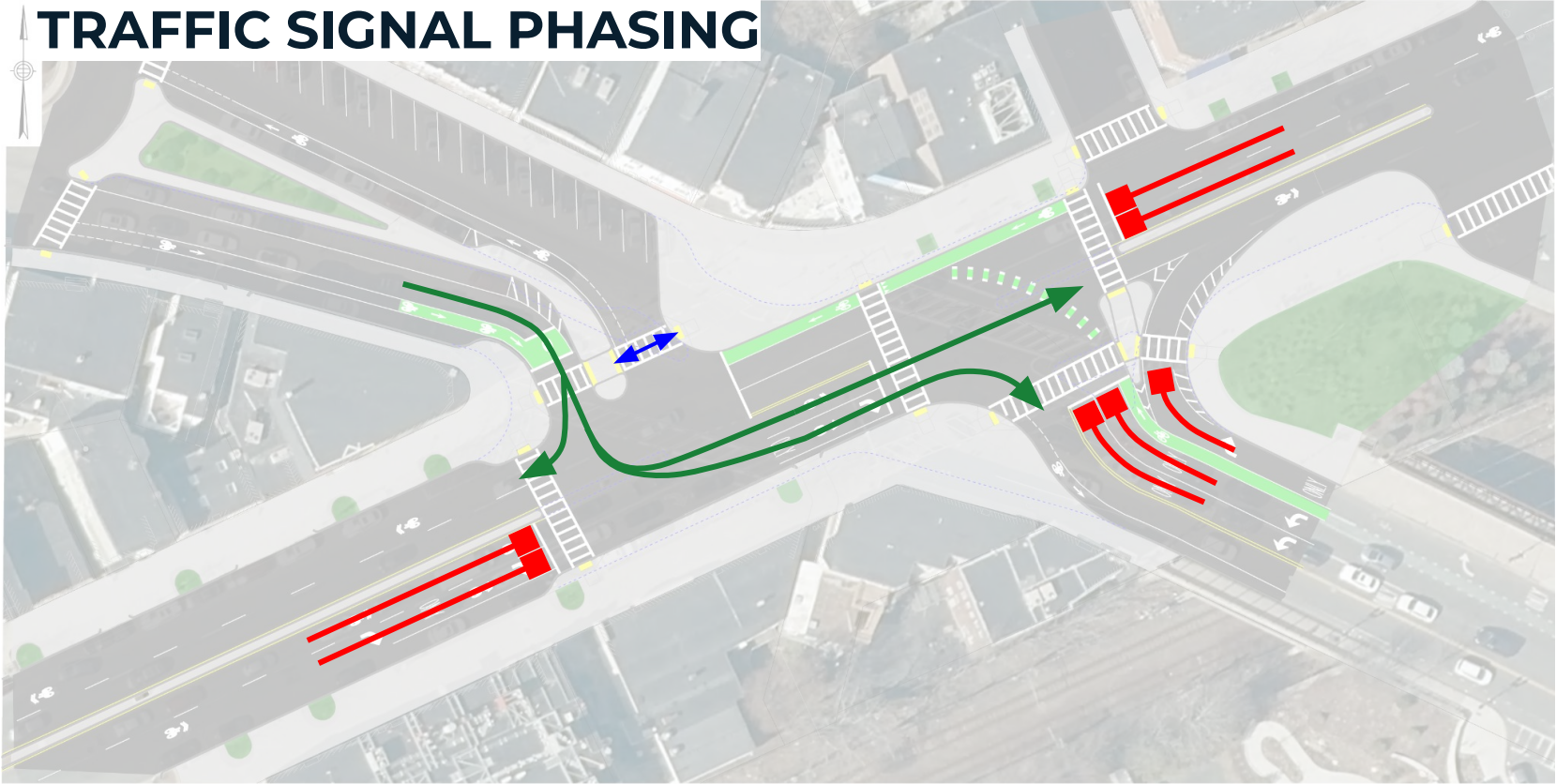
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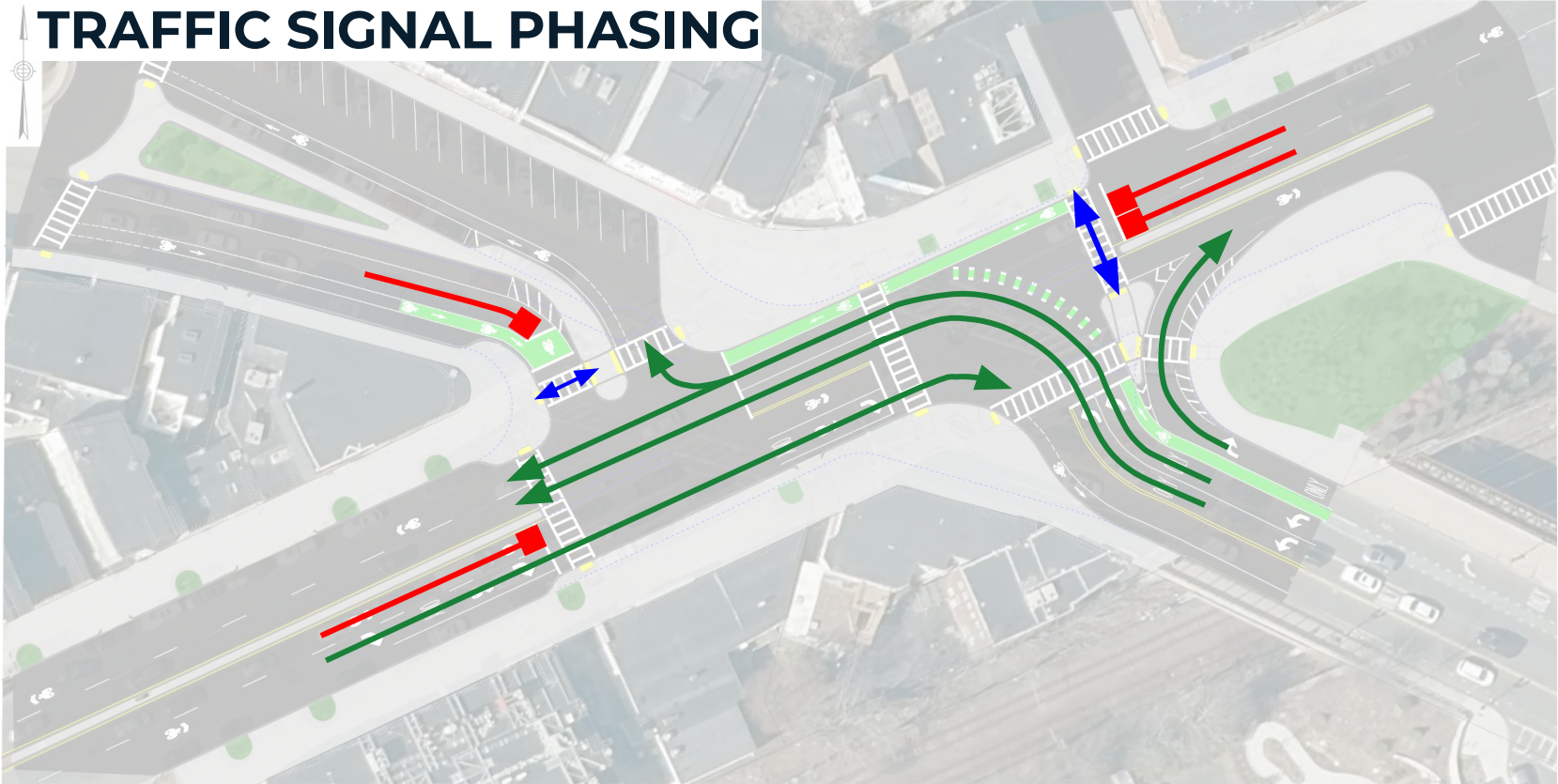
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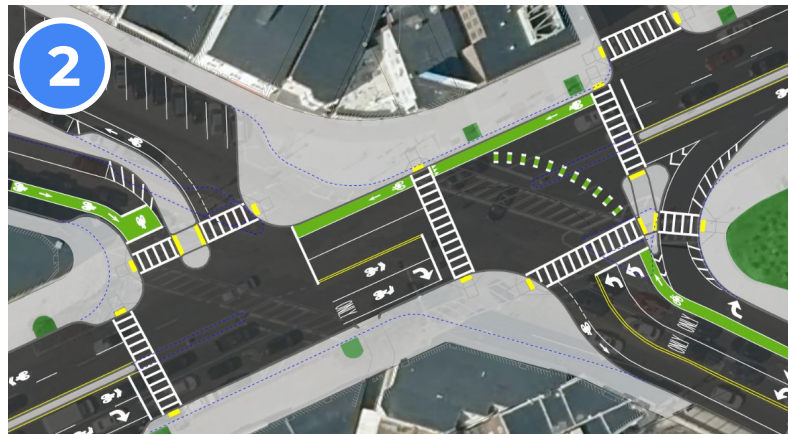
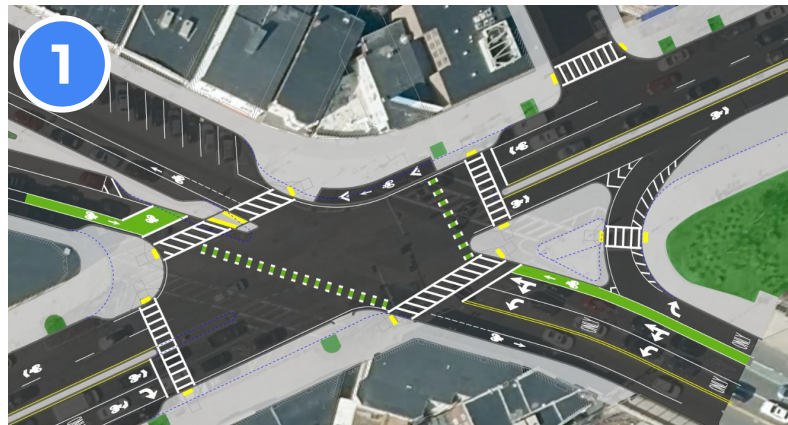
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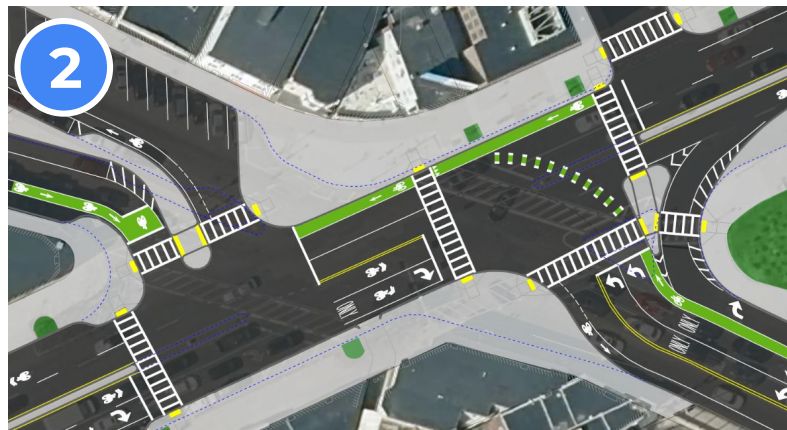
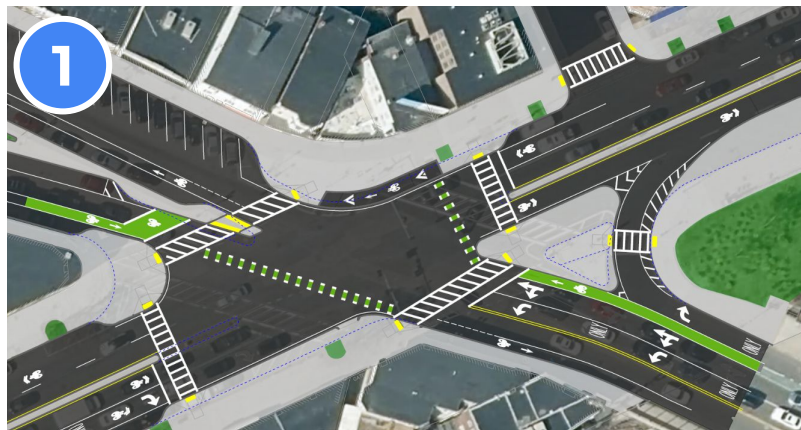
KEY SIMILARITIES

- Shorter crosswalks
- More space for pedestrians
- More space for green infrastructure and trees
- Safer right turns
- Rush hour traffic back-ups will be similar to today
- Safer bike crossings



KEY DIFFERENCES

	# OF CROSSWALKS	PEDESTRIAN SPACE	VEHICLE PATH ACROSS BENNINGTON ST	LEFT TURNS FROM BENNINGTON NB TO SARATOGA	PARKING
CONCEPT 1	Same as today	Larger traffic island	Same as today	Maintained or option to prohibit	4 fewer spaces on Bennington
CONCEPT 2	Additional crossing on Bennington	Additional sidewalk space	More turns (slower turns benefit pedestrians)	Prohibited	5 fewer on Bennington and 4 fewer on Saratoga



WORKSHOP ACTIVITIES

Help us balance options to advance the design!



ACTIVITY 1: WEIGHING THE CHOICES

DIVE INTO THE DESIGNS!

- Take a closer look at the options between the two designs
- Place your Meeple on the option you prefer
- Small-group discussion
- Group facilitator will take notes

BENNINGTON & SARATOGA SAFETY PROJECT

CONCEPT DESIGN ACTIVITY 1

Place your Meeple next to the option you would prefer to see at the Bennington & Saratoga intersection.

LEGEND:

A Curb Extensions **B** Two T-intersections



PEDESTRIAN EXPERIENCE



☐	A	Shorter crosswalks, same number as today	B	Shorter crosswalks + additional crosswalk for more direct pedestrian paths	☐
☐	A	• Narrower refuge median, short crossing • Similar driving path to today	B	• Wider refuge median, even shorter crossing • More indirect driving path across Bennington	☐
☐	A	• Larger channelized median island with room for green space • Larger refuge in the roadway, more comfort crossing the street	B	• More space for sidewalks, green space, trees, and outdoor dining • Smaller refuge in the roadway	☐

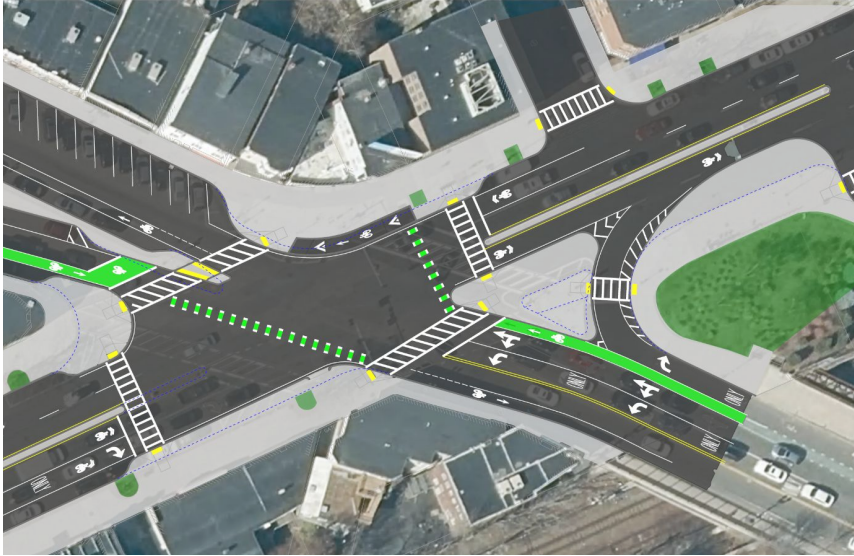
VEHICLE MOVEMENT

☐	A	• Reduced parking between Breed St and Saratoga St • Single vehicle loading area maintained	B	• Restricted parking between Breed St and Saratoga St • Loading area relocated to Breed St	☐
☐	A	Maintain direct vehicle path	B	Additional turns, slower speeds	☐
☐	A B	Maintain left turn from Bennington NB onto Saratoga WB	A B	Prohibit left turn from Bennington NB onto Saratoga WB	☐

CROSSWALKS

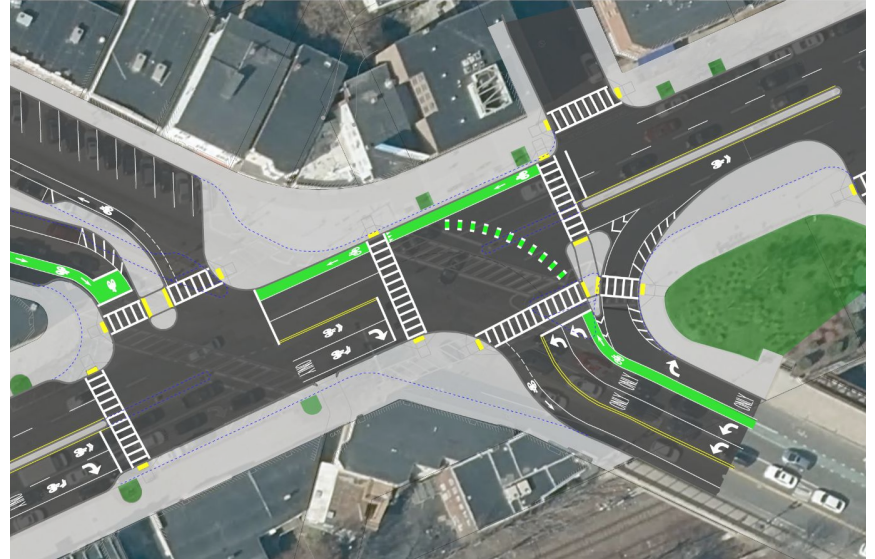
1

Shorter crosswalks, same number as today



2

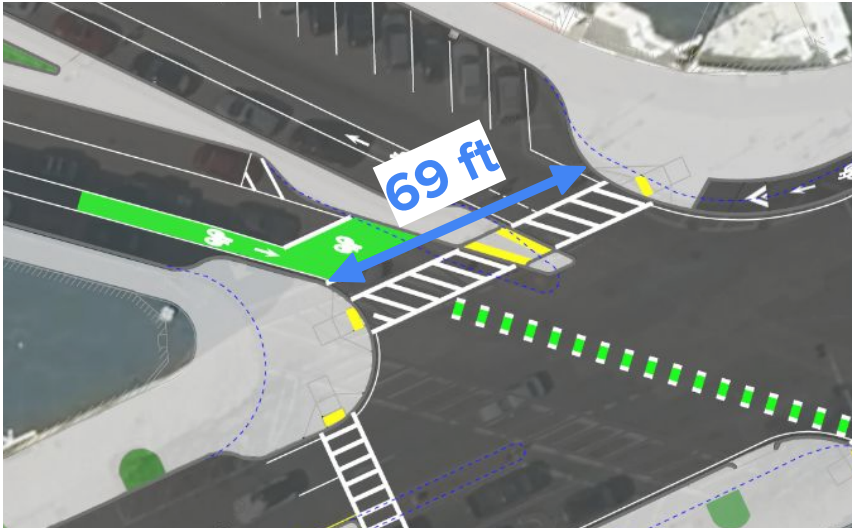
Shorter crosswalks + additional crosswalk for more direct pedestrian paths



SARATOGA MEDIAN

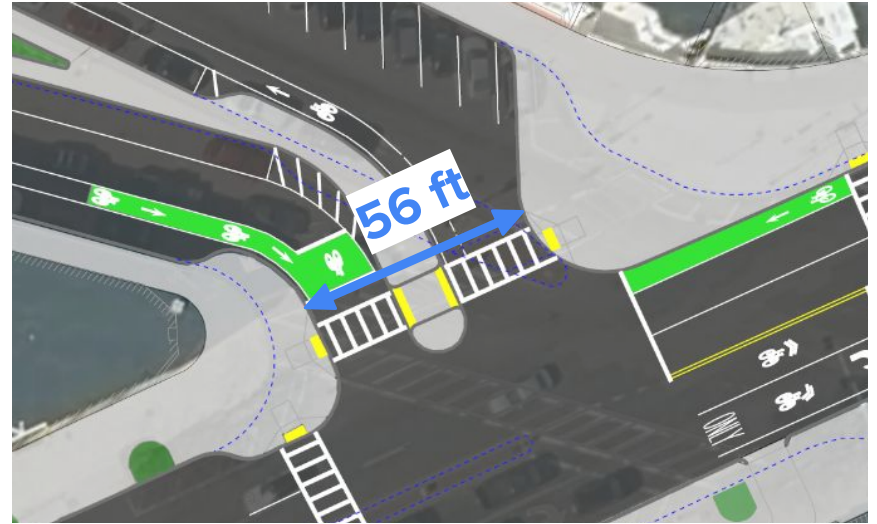
1

- Narrower refuge median, short crossing
- Similar driving path to today



2

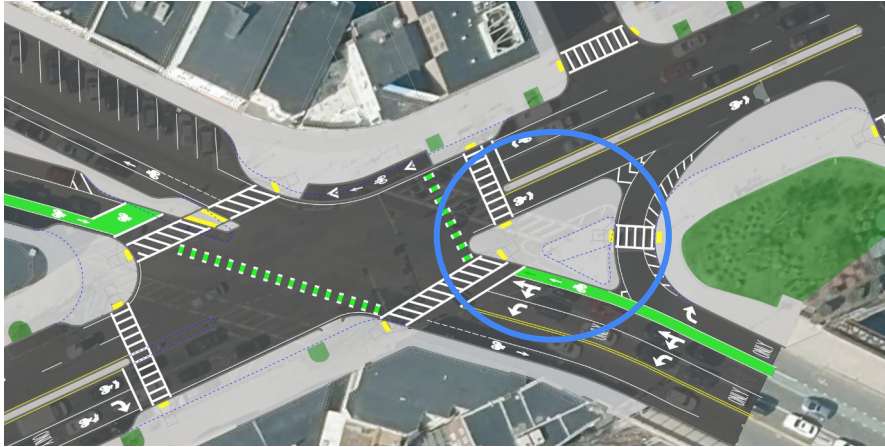
- Wider refuge median, even shorter crossing
- More indirect driving path across Bennington



PUBLIC SPACE

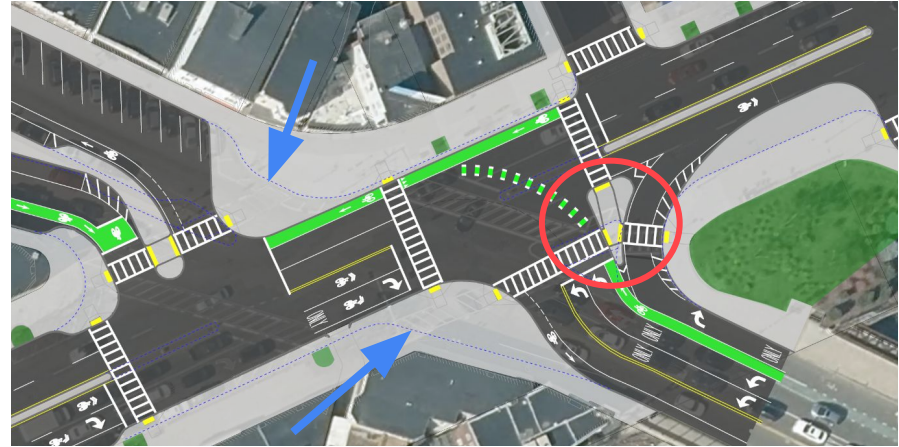
1

- Larger channelized median island with room for green space
- Larger refuge in the roadway, more comfort crossing the street



2

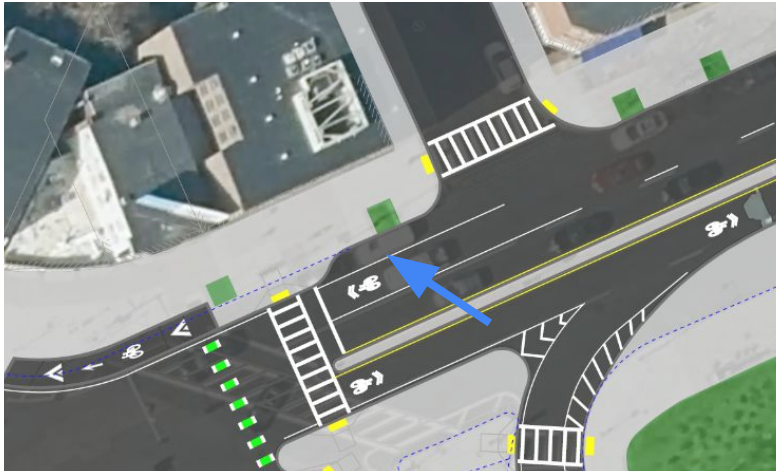
- More space for sidewalks, green space, trees, and outdoor dining
- Smaller refuge in the roadway



LOADING AREA

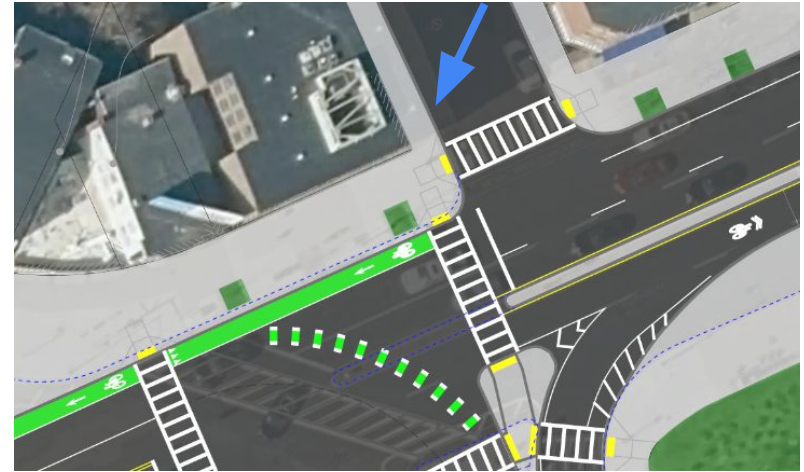
1

- Reduced parking between Breed St and Saratoga St
- Single vehicle loading area maintained



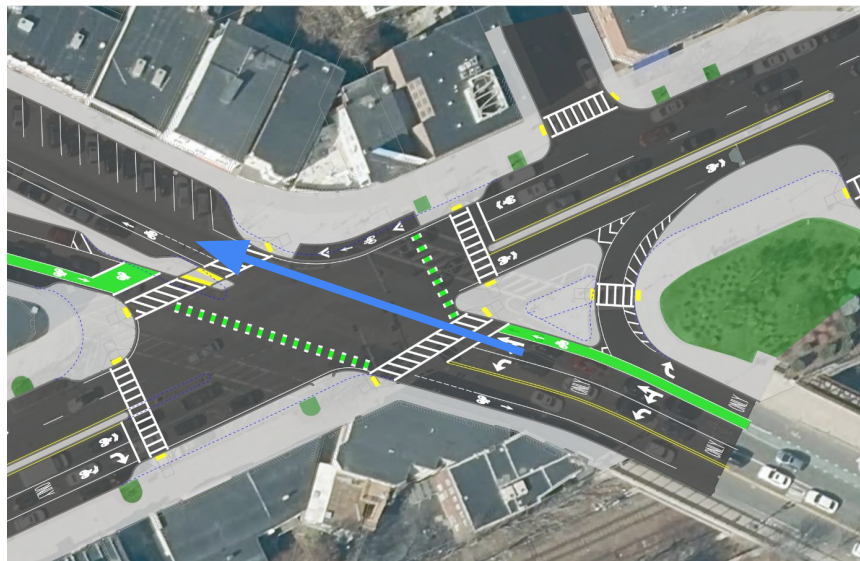
2

- Restricted parking between Breed St and Saratoga St
- Loading area relocated to Breed St

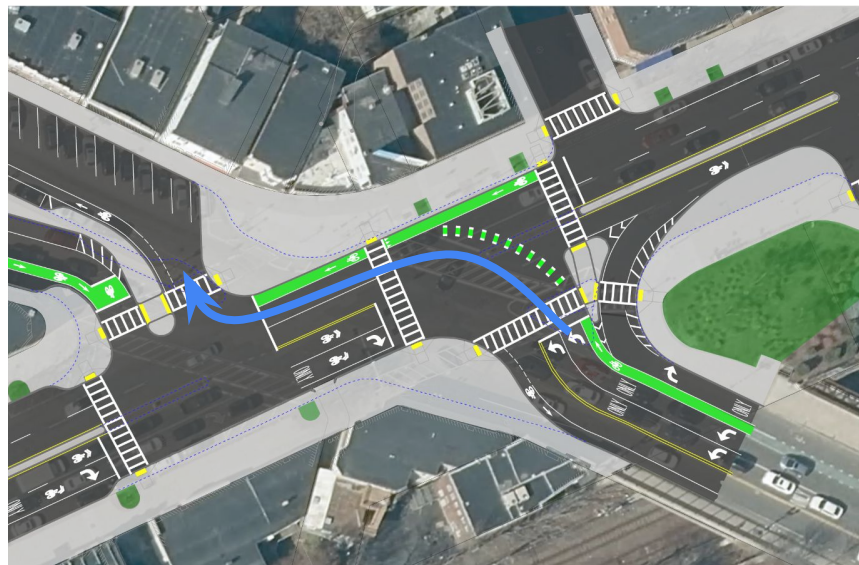


DRIVING ACROSS BENNINGTON

1 Maintain direct vehicle path



2 Additional turns, slower speeds



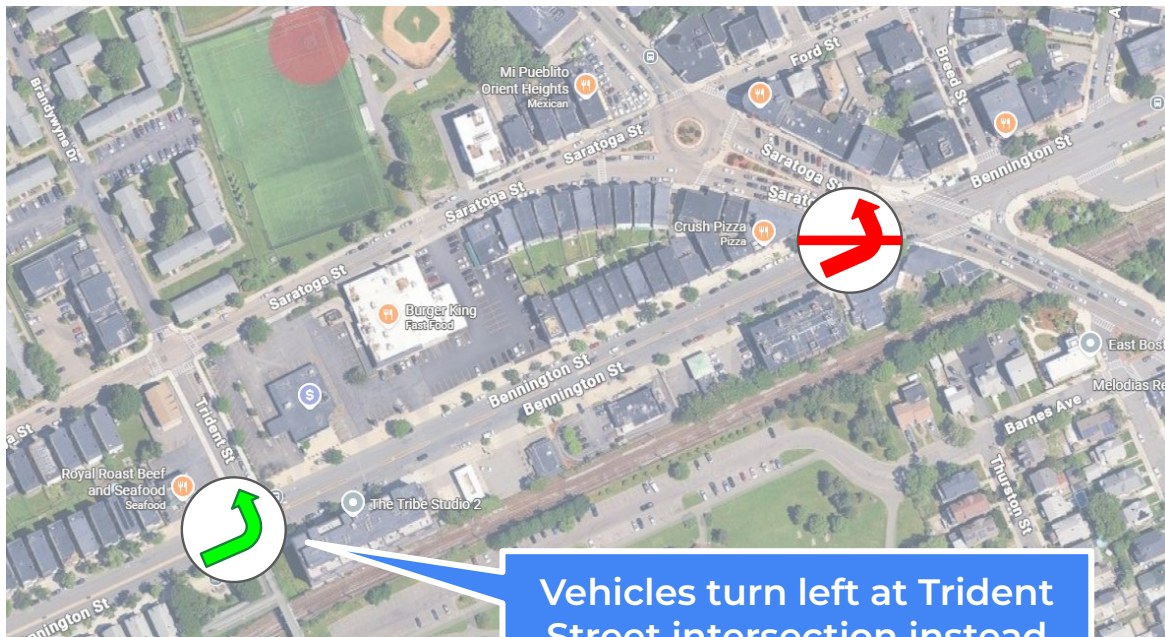
BENNINGTON LEFT TURN

1

Maintain left turn from Bennington NB onto Saratoga WB

2

Prohibit left turn from Bennington NB onto Saratoga WB



Vehicles turn left at Trident Street intersection instead

Note:
Prohibiting these lefts can work in either concept, but it is a requirement in Concept 2.

ACTIVITY 1 DISCUSSION

DISCUSS YOUR DIFFERENCES

- Small-group discussion
- Group facilitator will take notes

ACTIVITY 2: DISCUSS DESIGN CONCEPTS

WHAT DO YOU LIKE?

WHAT CONCERNS DO YOU HAVE?

WHAT QUESTIONS DO YOU HAVE?

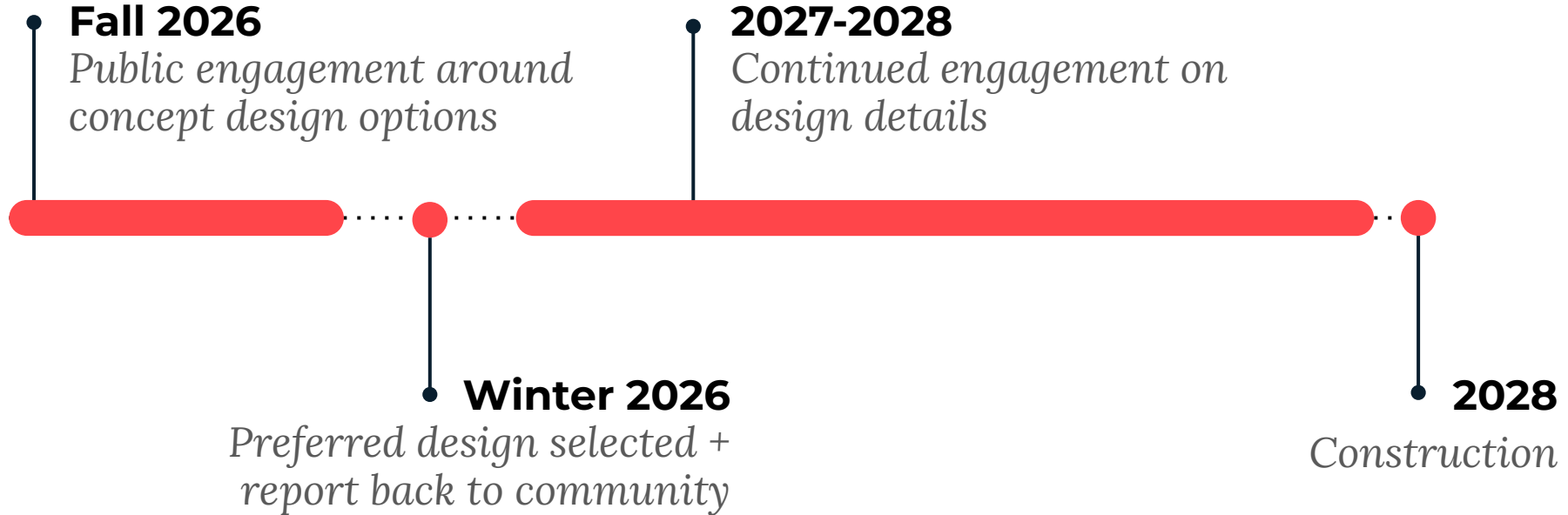
- Small-group discussion
- Group facilitator will take notes

REPORT OUT

- What is **one thing** that came up most often in your discussion?
- What is **one thing** your group had the most agreement about?



WHAT'S NEXT?

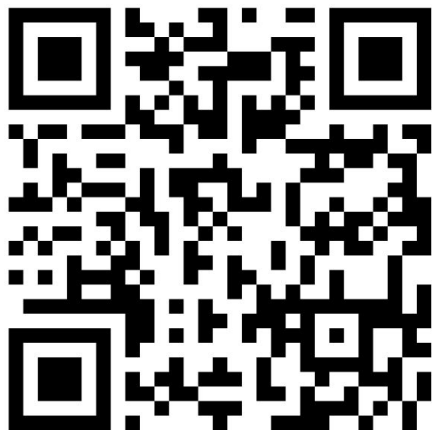


ONLINE PUBLIC ENGAGEMENT

QUESTIONNAIRE AVAILABLE SOON!

Know someone who couldn't make it to this workshop?

- Same questions will be available online in the coming days!



Visit the project website and
sign up for email updates:
boston.gov/bennington-saratoga-safety



THANK YOU!

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