

An aerial photograph of a city street intersection, likely in Boston, featuring a prominent curved building on the left and a clock tower in the foreground. The image is overlaid with a semi-transparent blue filter. The text "ANDREW SQUARE SAFETY PROJECT" is centered in the upper half, and "STREET DESIGN WORKSHOP" is centered in the lower half, both in large, white, sans-serif capital letters.

ANDREW SQUARE SAFETY PROJECT

STREET DESIGN WORKSHOP

July 29, 2026



WELCOME & INTRODUCTIONS

CITY OF BOSTON

- Jake Berman
- Lydia Hausle
- John Monacelli
- Xavier Lopez
- Leina Xu
- Nick Osborne
- Isaac Prizant
- Alishia-Kae Rougier
- Lydia Polaski

WELCOME & INTRODUCTIONS

PRESENTERS

- Jake Berman (He/Him)
Transportation Planner, City of Boston
- Jason Sobel, P.E. (He/Him)
Director of Transportation Engineering, Nitsch Engineering
- Christi Apicella, AICP (She/Her)
Senior Principal Planner, Kittelson & Associates, Inc.
- Jenn Goldson, AICP (She/Her)
Lead Facilitator, JM Goldson LLC

PROJECT PURPOSE

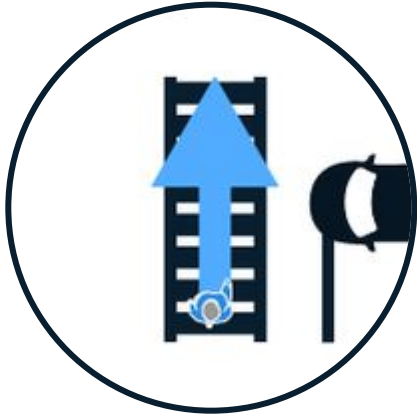
SAFE STREETS FOR ALL

- The City won a federal grant for safety improvements for all users of Andrew Square.

The grant's purpose is to **reduce crashes and serious injuries**.



WHAT DO WE MEAN BY 'SAFETY'?



SAFER CROSSINGS

- More visibility
- Shorter crossings
- Signal separation



SAFER TURNS

- Reducing conflict points



SAFER SPEEDS

- More time to react
- Less severe crashes

THIS WORKSHOP'S PURPOSE

1. Share what we've heard so far
2. Explain four early design concepts, and discuss tradeoffs
3. Hear about your priorities moving forward



Andrew Square in the 1950s

Credit: Anthony Sammarco, Facebook

THIS WORKSHOP'S PURPOSE

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.

Upcoming Engagement

- **Tonight is the start** of the design discussion.
- **This summer:**
 - Online input
 - Drop-in tabling
 - Focus groups

HOW TONIGHT WILL WORK

WORKSHOP FLOW:

1. **Presentation**
2. **Activity 1: Tradeoffs**
3. **Activity 2: Design Choices**
4. **Groups share their ideas**



INTERACTIVE POLL

WHO IS HERE TONIGHT?

What's your relationship with Andrew Square?



INTERACTIVE POLL

HAVE YOU JOINED US BEFORE?

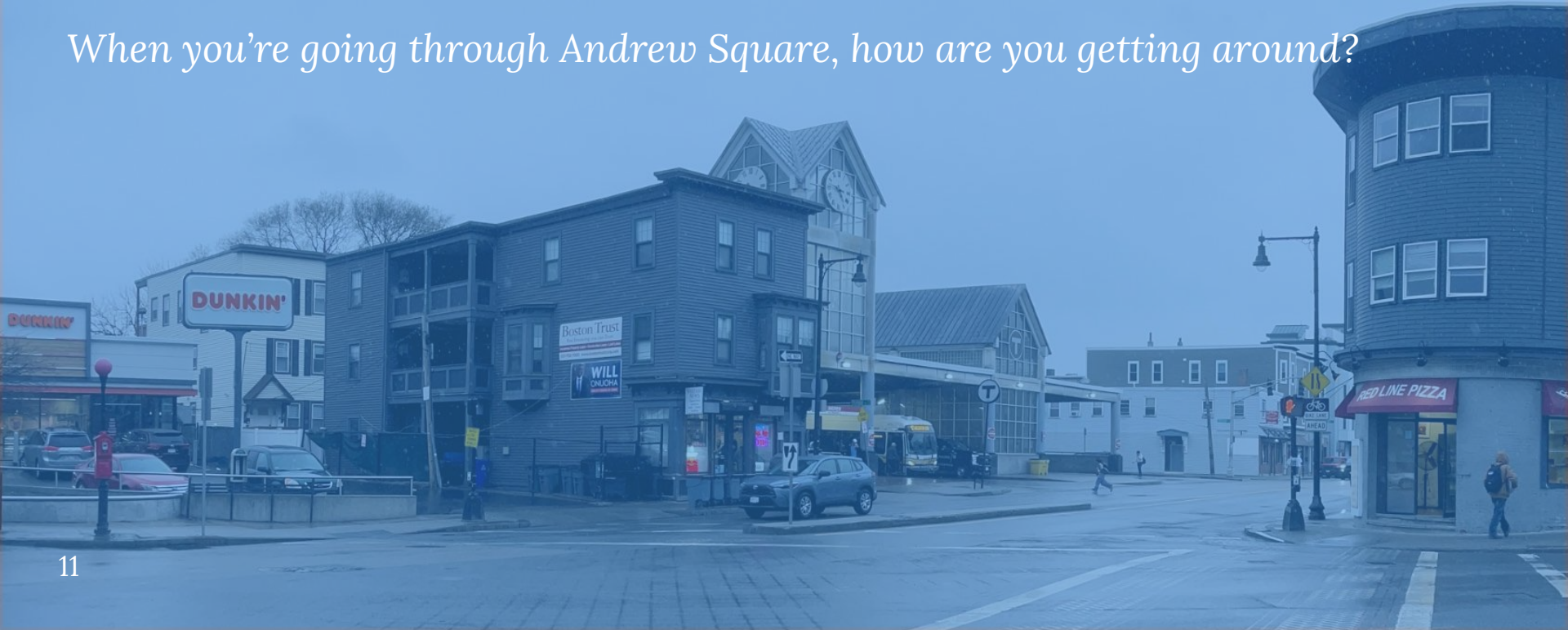
Did you attend the virtual kickoff meeting?



INTERACTIVE POLL

HOW DO YOU TRAVEL?

When you're going through Andrew Square, how are you getting around?



INTRODUCTIONS

MEET SOMEONE AT YOUR TABLE!

1. Find someone at your table that you don't already know
2. Introduce yourself
3. Share one reason you're here tonight



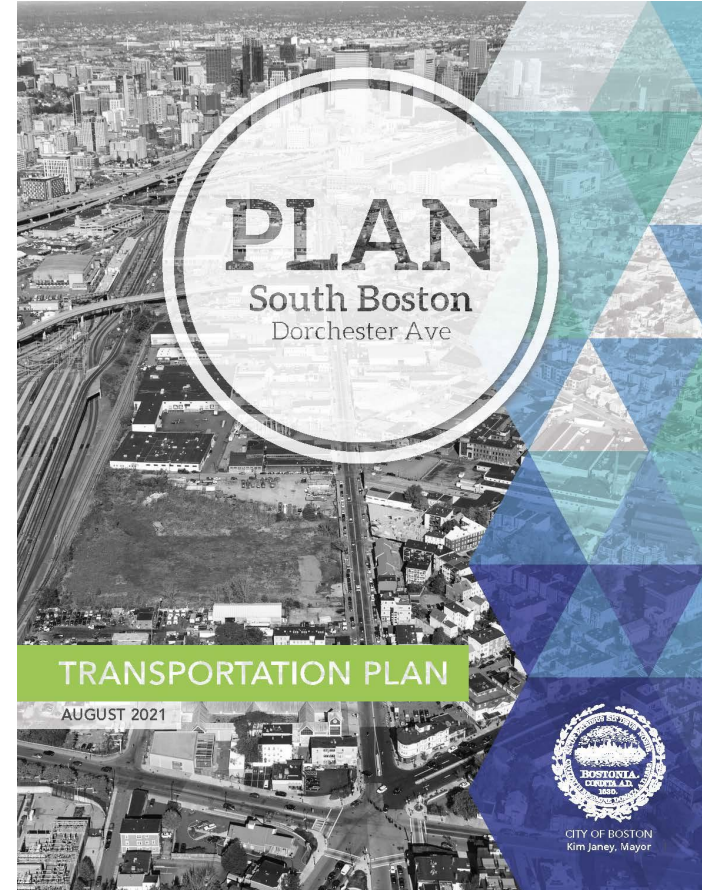
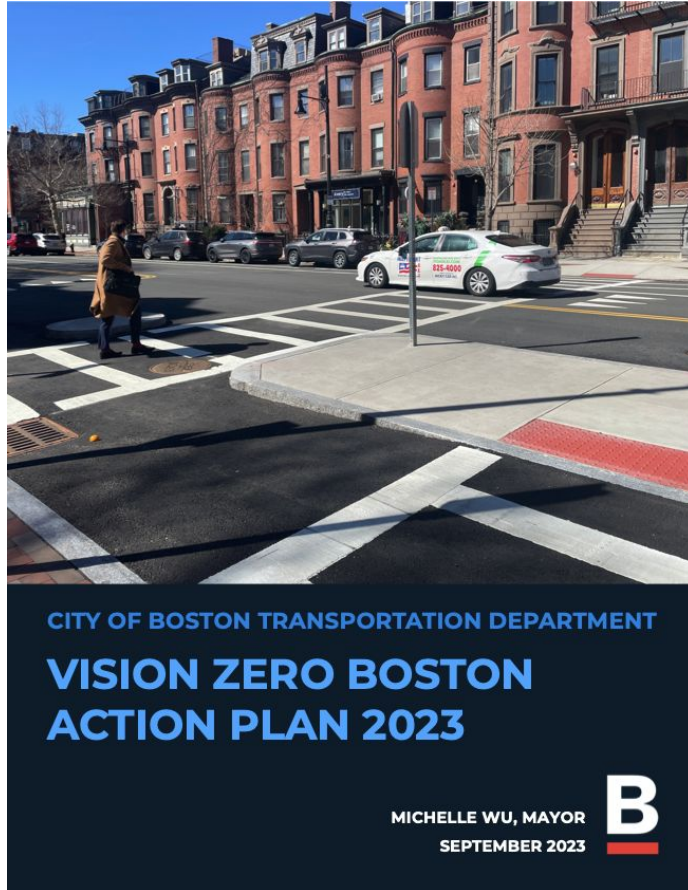
PROJECT OVERVIEW

WHY ANDREW SQUARE?

- Major transit hub
- Part of Boston's High Pedestrian and High Bicycle Crash Networks
- Complex six-leg intersection
- High volumes across all users
- More homes and jobs coming to the area



PRIOR PLANNING



WHAT WE'VE HEARD SO FAR

	Project Kickoff	Focus Groups	Online Survey
1 Confusing intersection design	✓	✓	✓
2 Unsafe pedestrian crossing	✓	✓	✓
3 Speeding & aggressive driving	✓	✓	✓
4 Unsafe biking conditions	✓	✓	✓
5 Bus & transit constraints	✓	✓	✓
6 Curb management & congestion	✓	✓	✓



Mentioned often

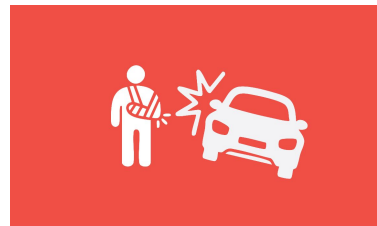
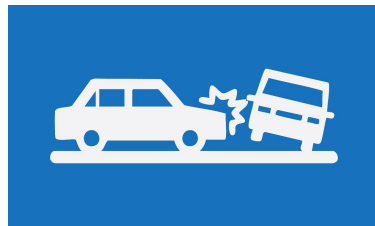


Mentioned sometimes

WHAT THE DATA AND OBSERVATIONS SHOW

COMMON THEMES POINT TO A NEED FOR SAFETY IMPROVEMENTS

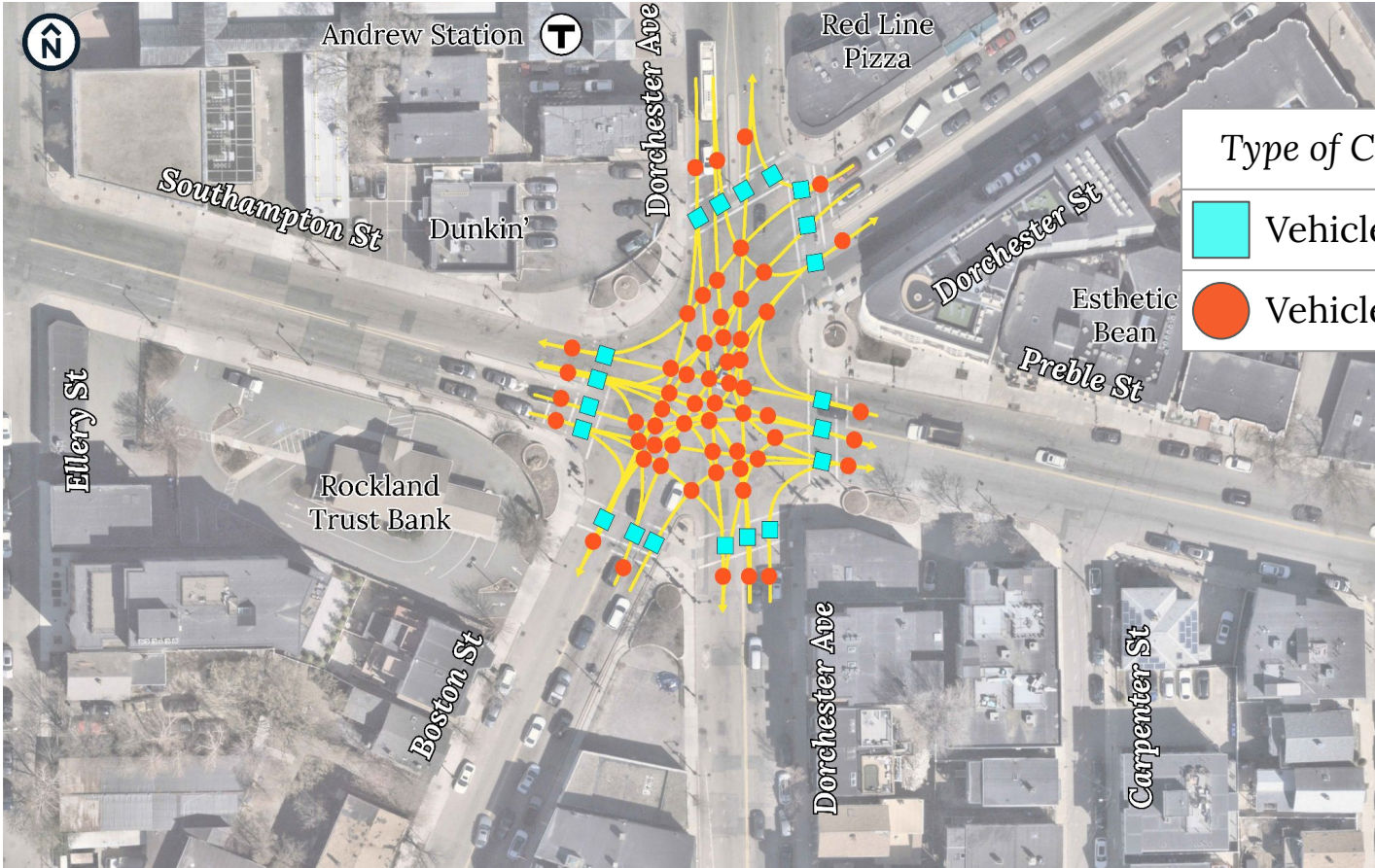
- The **most common** vehicle-vehicle crashes are **angle crashes**; 70% involving people outside of cars resulted in **injury**
- Complex design creates **confusion** and backups
- People **avoid the intersection** or use **cut-throughs** because it feels **chaotic and unsafe**



“I walk to the T station every day, and every day I feel like I’m taking my life in my hands”

- Virtual kickoff meeting participant

EXISTING CONFLICT POINTS



Type of Conflict Point	Number
 Vehicle/Pedestrian	20+
 Vehicle/Vehicle	60+

VEHICLE TRIPS - INBOUND AND OUTBOUND

Total daily vehicle trips 26,700*

- 45% trips 3 miles or shorter
- 18% trips 10 miles or longer

Trip patterns:

- South-north to access I-93
- East-west between Southampton St and South Boston



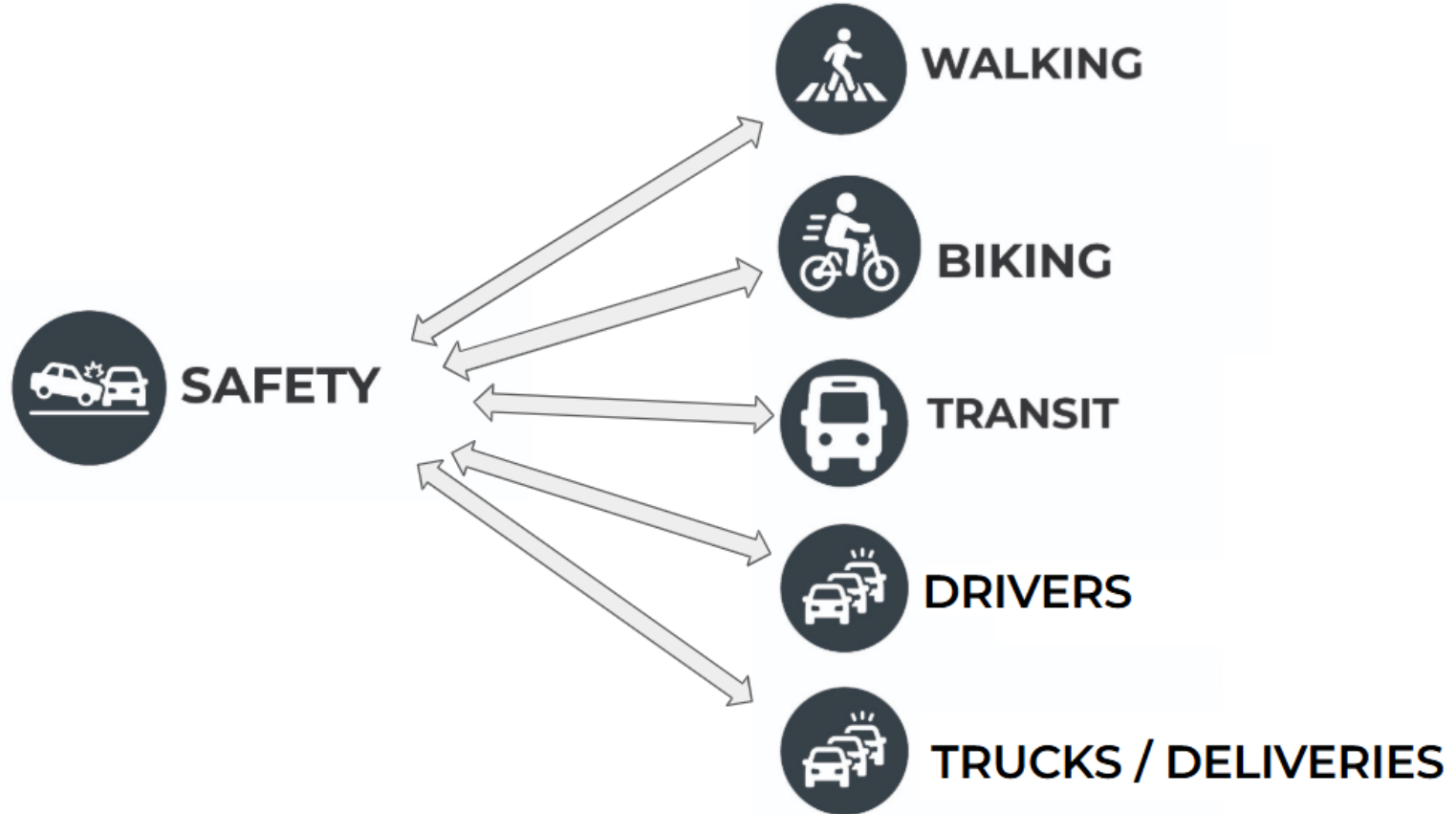
*Source: Replica-Fall 2025 Weekday

FOUR EARLY DESIGN CONCEPTS

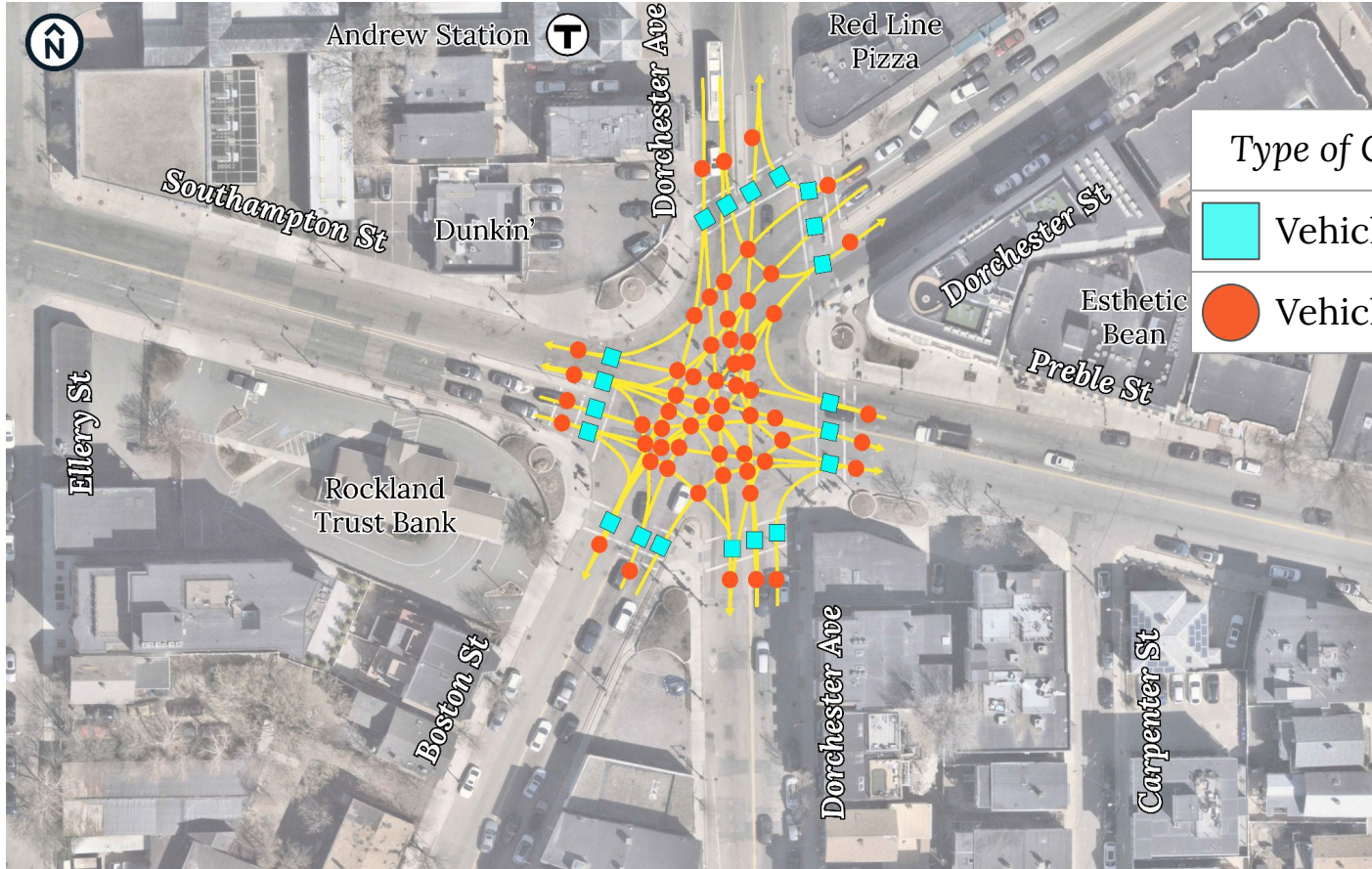
How were they developed?



SAFETY IS THE FOCUS



GOAL: REDUCE CONFLICT POINTS



Type of Conflict Point	Number
 Vehicle/Pedestrian	20+
 Vehicle/Vehicle	60+

WHAT KINDS OF IDEAS DID WE STUDY?

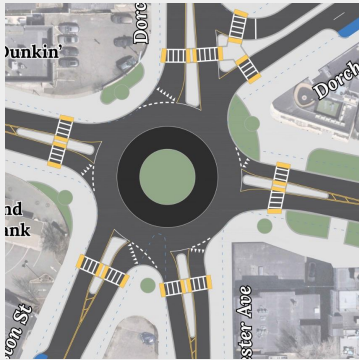
TYPE	CIRCLE	ONE-WAY PAIRS	NO LEFT TURNS	CURB EXTENSIONS
OVERVIEW	• Single-lane roundabout • No signal • Dorchester St right-in/right-out	• Simplify the access to the intersection • Make some streets one-way • Two options	• No left turns • Clear through movements • Dorchester St right-in/right-out DISCARDED	• Small changes to geometry • Signal phasing changes • Some lane changes

THREE BIG-PICTURE CONCEPT IDEAS

EACH OPTION IMPROVES SAFETY IN DIFFERENT WAYS.

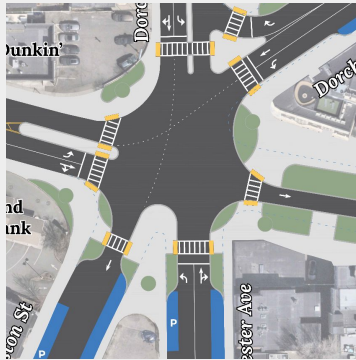
THERE IS NO RIGHT ANSWER. WE NEED YOUR INPUT!

A: Roundabout

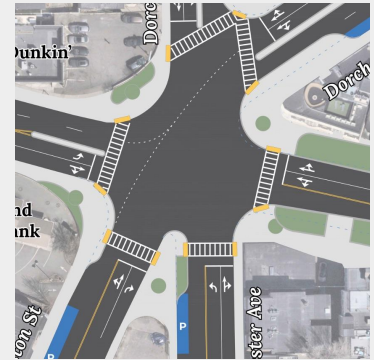


B: Simplified Circulation

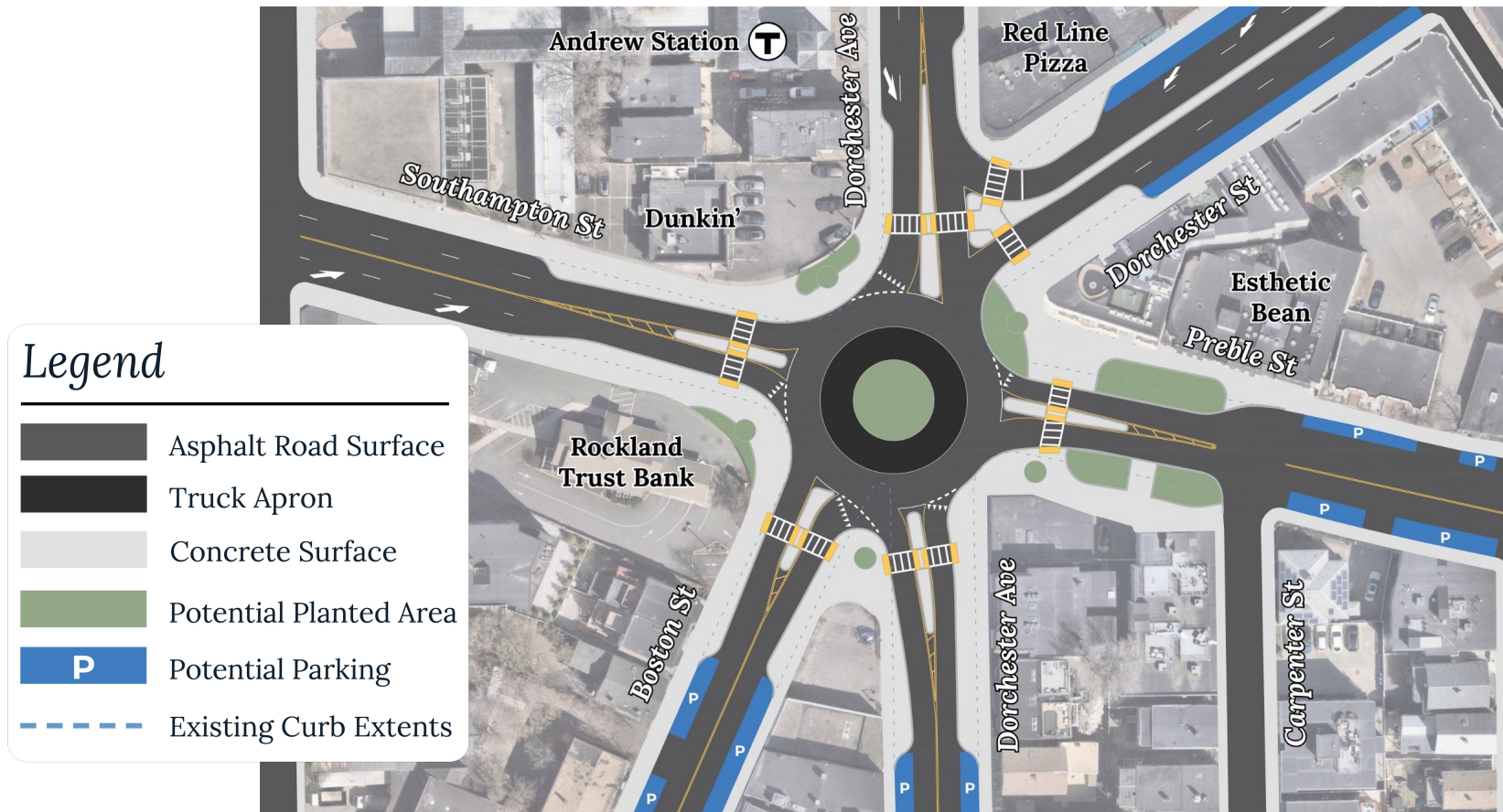
- Two options



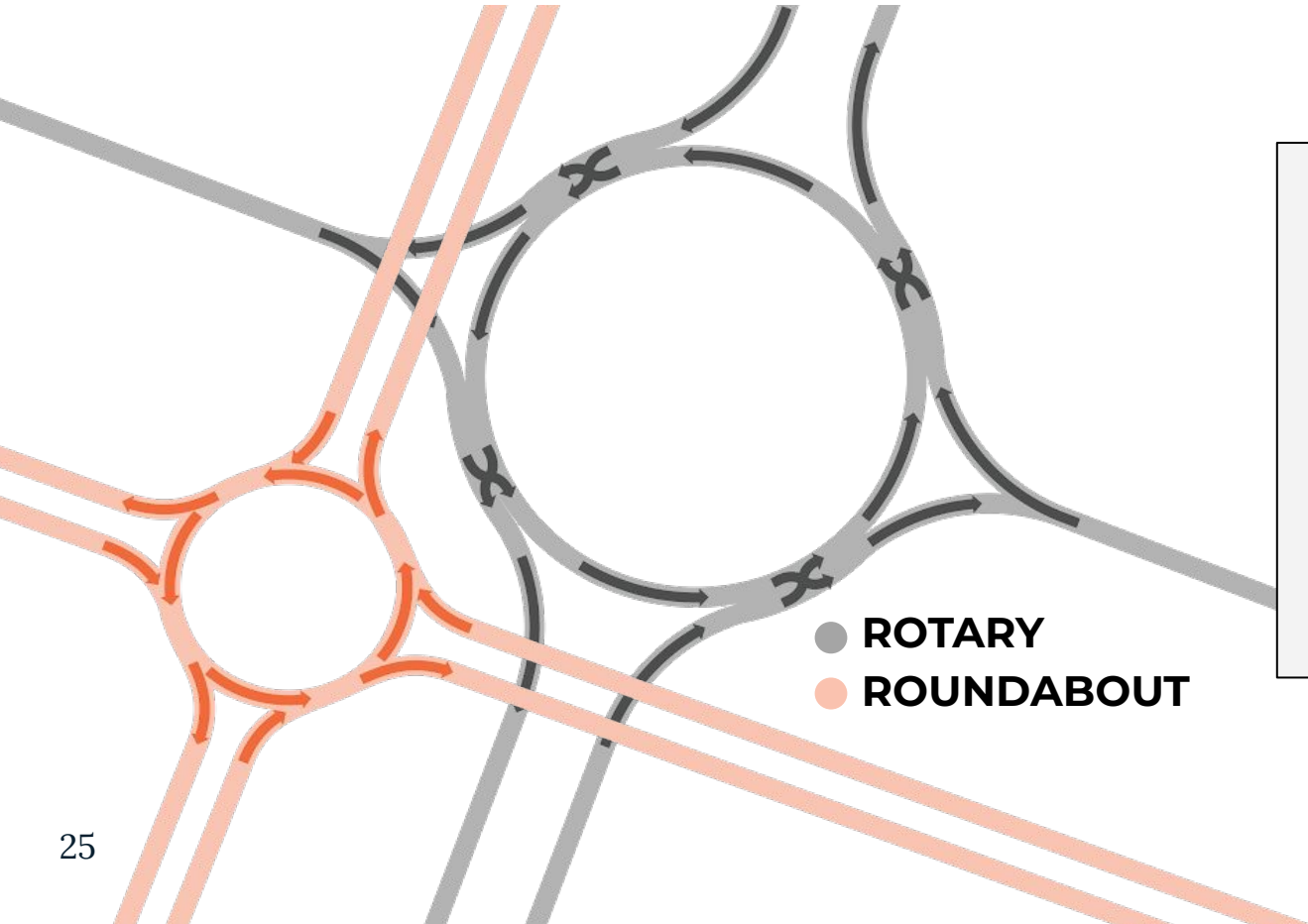
C: Curb Extensions



CONCEPT A: ROUNDABOUT



ROUNDABOUT VS. ROTARY



No lane changes
are needed in a
roundabout

Roundabouts
are smaller,
keeping speeds
safer

WHAT ABOUT NEARBY ROTARIES?

A ROUNDABOUT IS SLOWER, SAFER, & EASIER TO NAVIGATE

Rotary

- Large
- Faster speed
- Less safe for walking/biking
- Entering traffic doesn't always have to yield → faster, less safe

Roundabout

- Small
- Slower speed
- Safer for walking/biking
- Entering traffic yields → slower, safer

*Nearby circular intersections (e.g., K Circle, Preble Circle) were designed as older **rotaries**, not safer modern roundabouts.*

PREBLE CIRCLE COMPARED TO ANDREW

PREBLE CIRCLE



ANDREW SQUARE



*Smaller circle: proposed modern **roundabout** size.
Larger circle: general scale of Preble Circle.*

2021 CONCEPT: DOUBLE ROUNDABOUT

STUDIED, BUT NOT MOVING FORWARD

- Proposed in 2021
PLAN: Dorchester
Ave Transportation
Plan



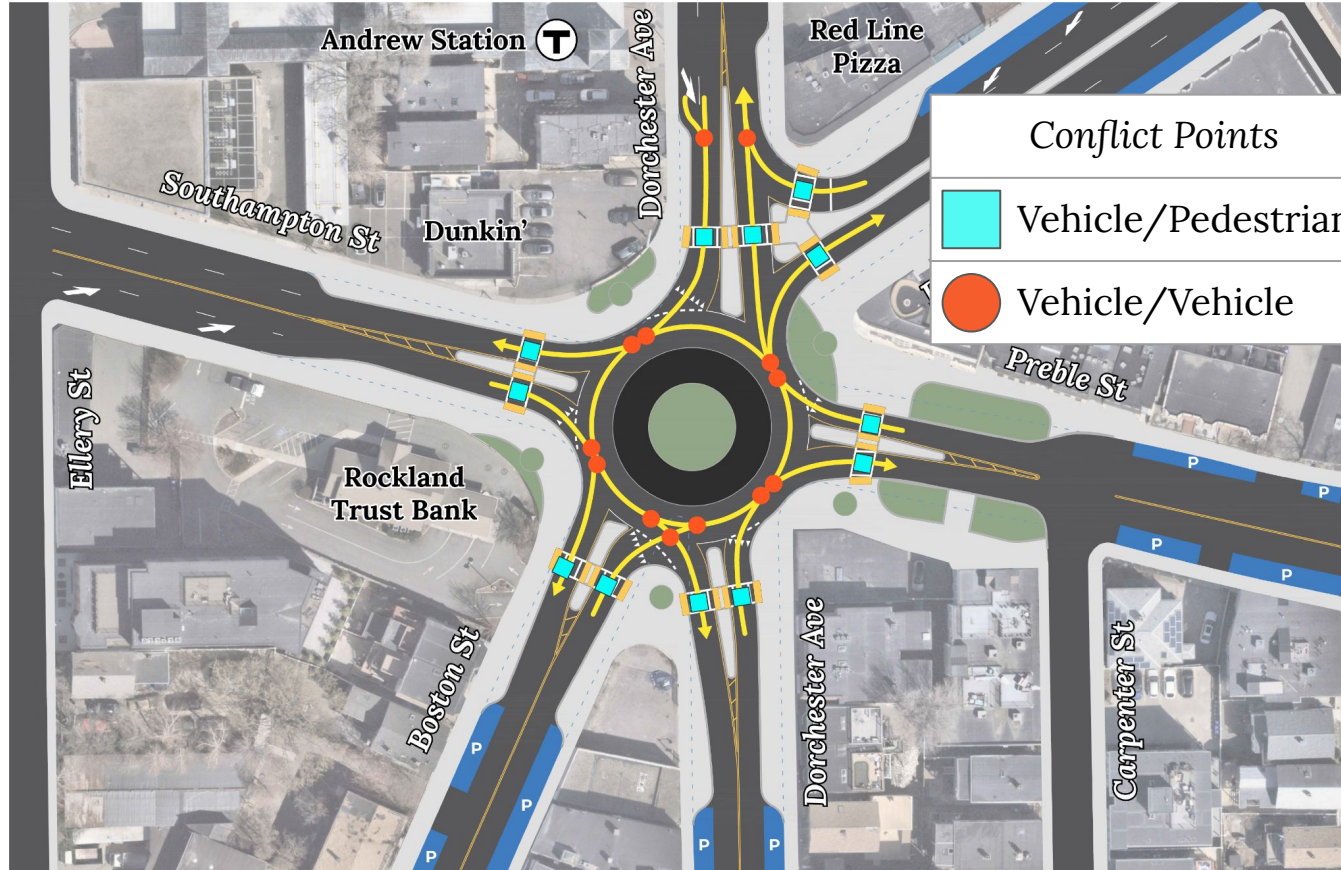
2021 CONCEPT: DOUBLE ROUNDABOUT

STUDIED, BUT NOT MOVING FORWARD

- Proposed in 2021
PLAN: Dorchester
Ave Transportation
Plan
- **Large trucks**
couldn't make the
tight turns



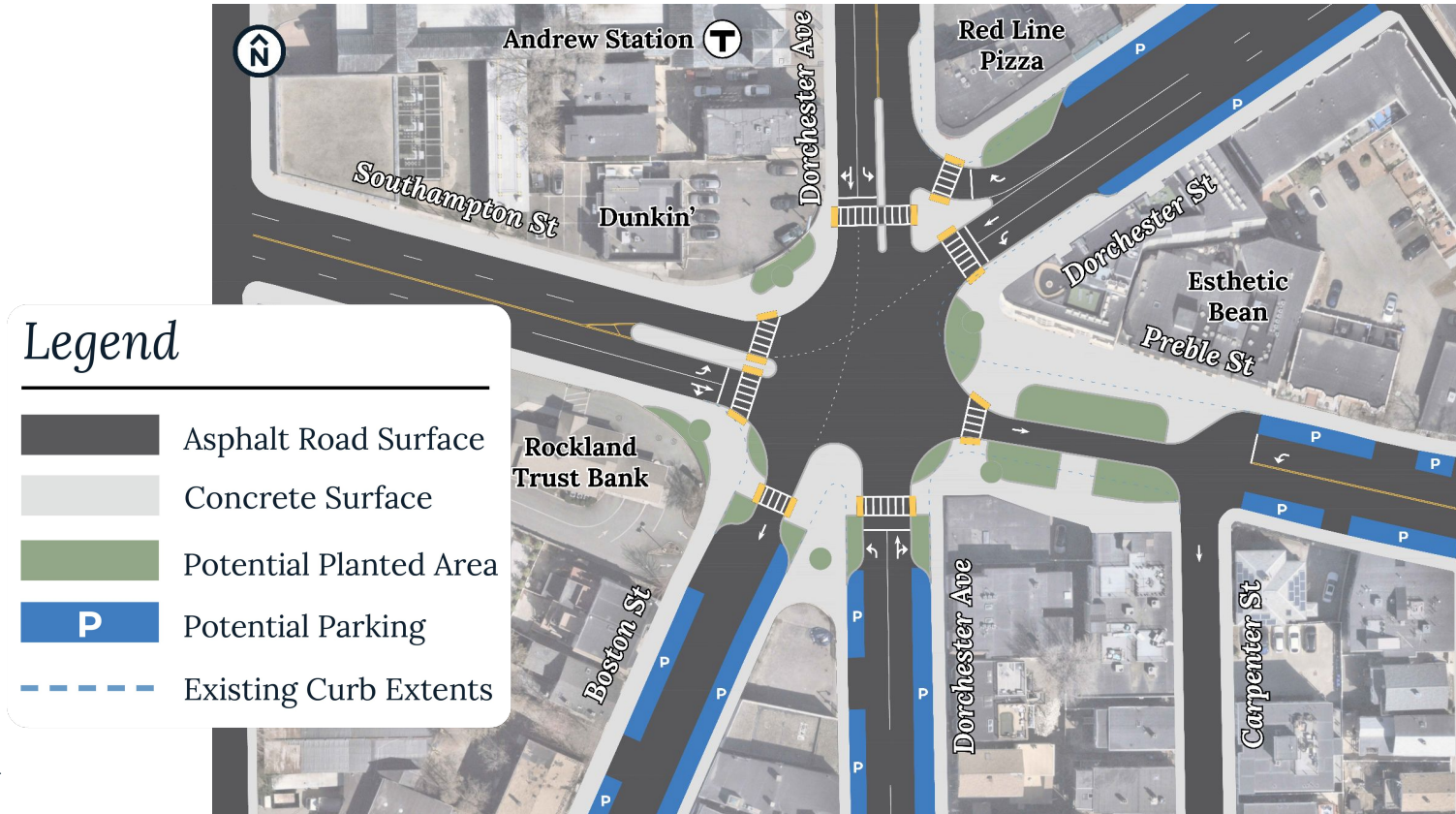
CONCEPT A: ROUNDABOUT



Conflict Points		Existing	Proposed
	Vehicle/Pedestrian	20+	12
	Vehicle/Vehicle	60+	13

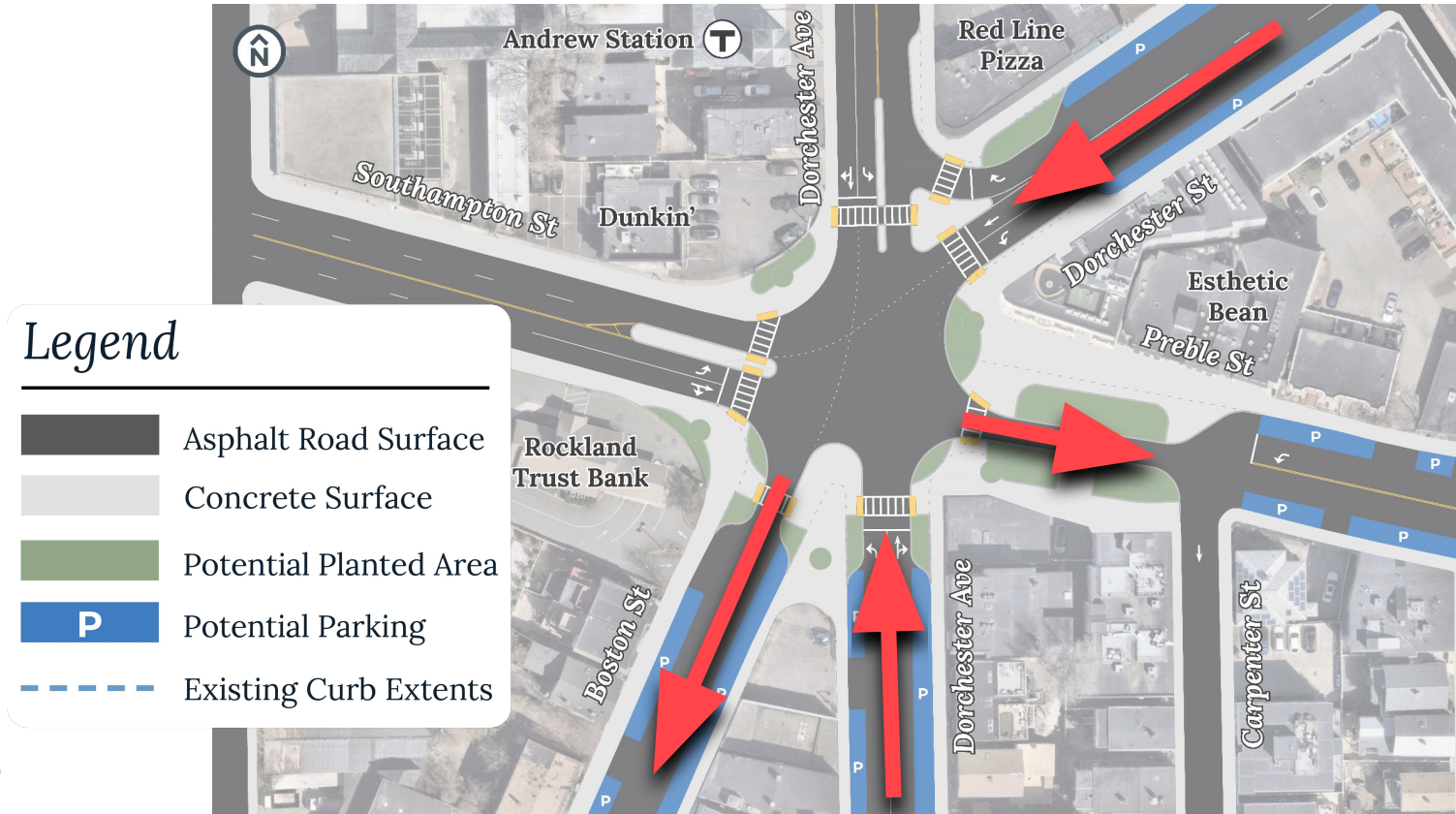
CONCEPT B1: SIMPLIFIED CIRCULATION

(TWO ONE-WAY PAIRS)



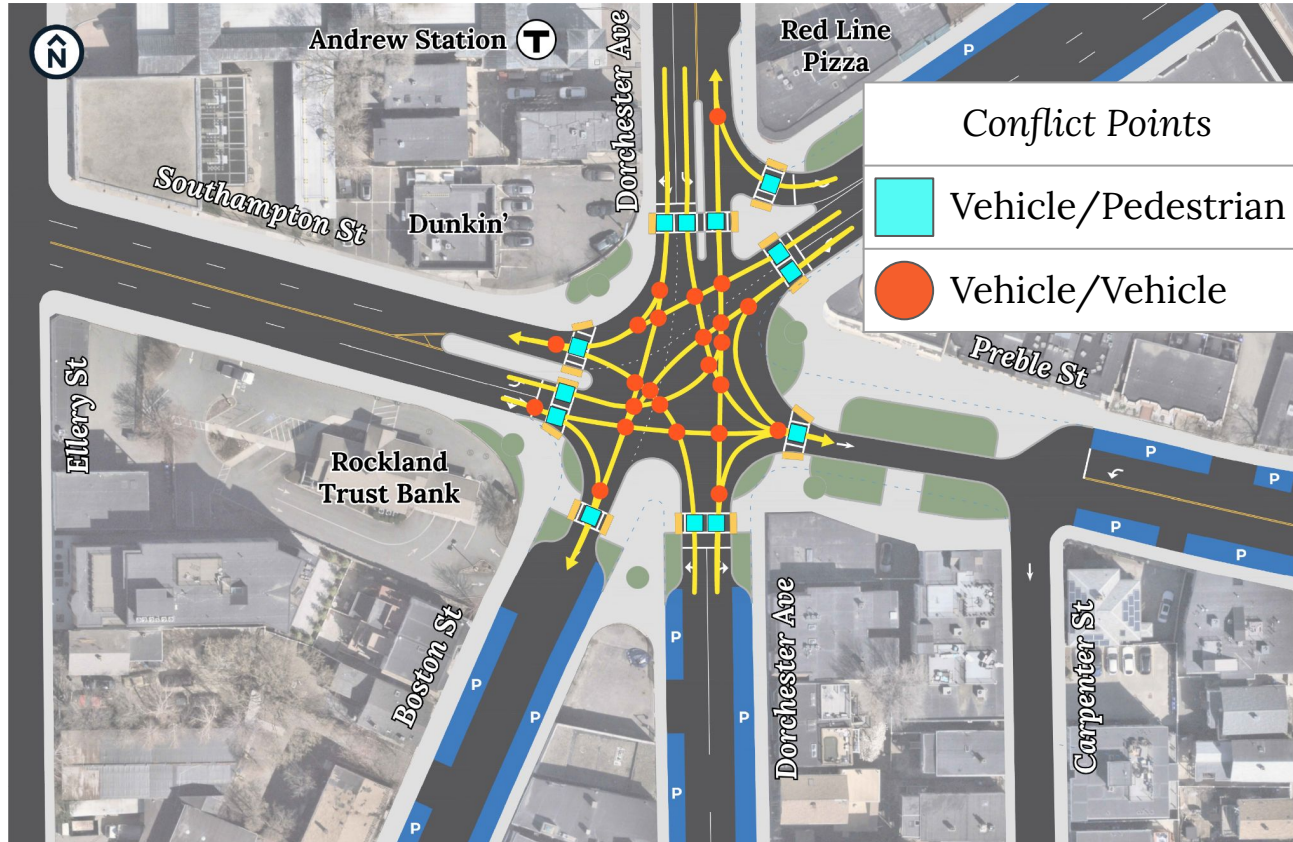
CONCEPT B1: SIMPLIFIED CIRCULATION

(TWO ONE-WAY PAIRS)



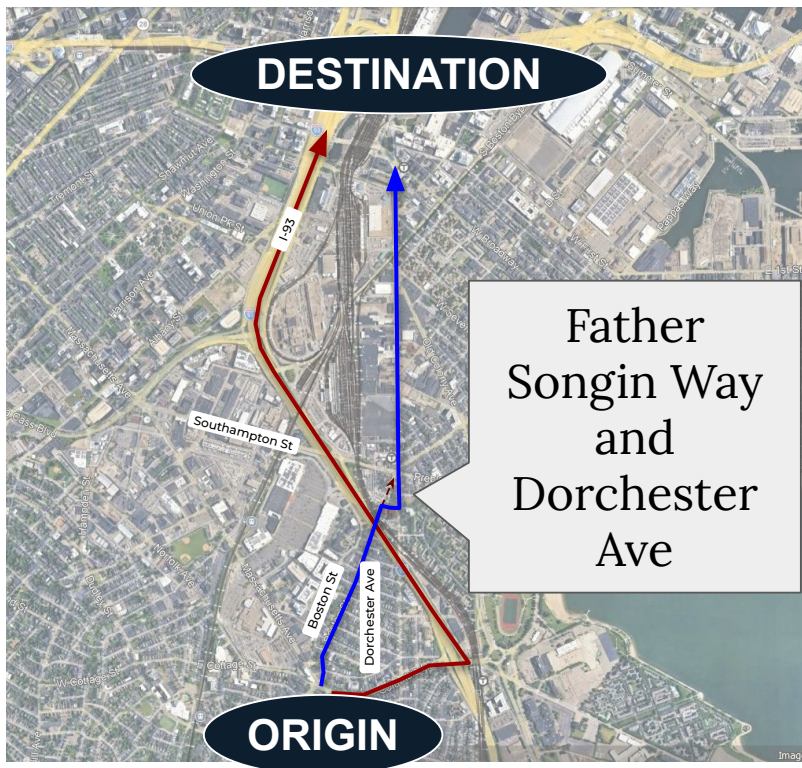
CONCEPT B1: SIMPLIFIED CIRCULATION

(TWO ONE-WAY PAIRS)



CONCEPT B1: ALTERNATE DRIVING ROUTES

NORTH-SOUTH ROUTES



EAST-WEST ROUTES



CONCEPT B2: SIMPLIFIED CIRCULATION

(SINGLE ONE-WAY PAIR)

Legend

- Asphalt Road Surface
- Concrete Surface
- Potential Planted Area
- P Potential Parking
- - - Existing Curb Extents



CONCEPT B2: SIMPLIFIED CIRCULATION

(SINGLE ONE-WAY PAIR)

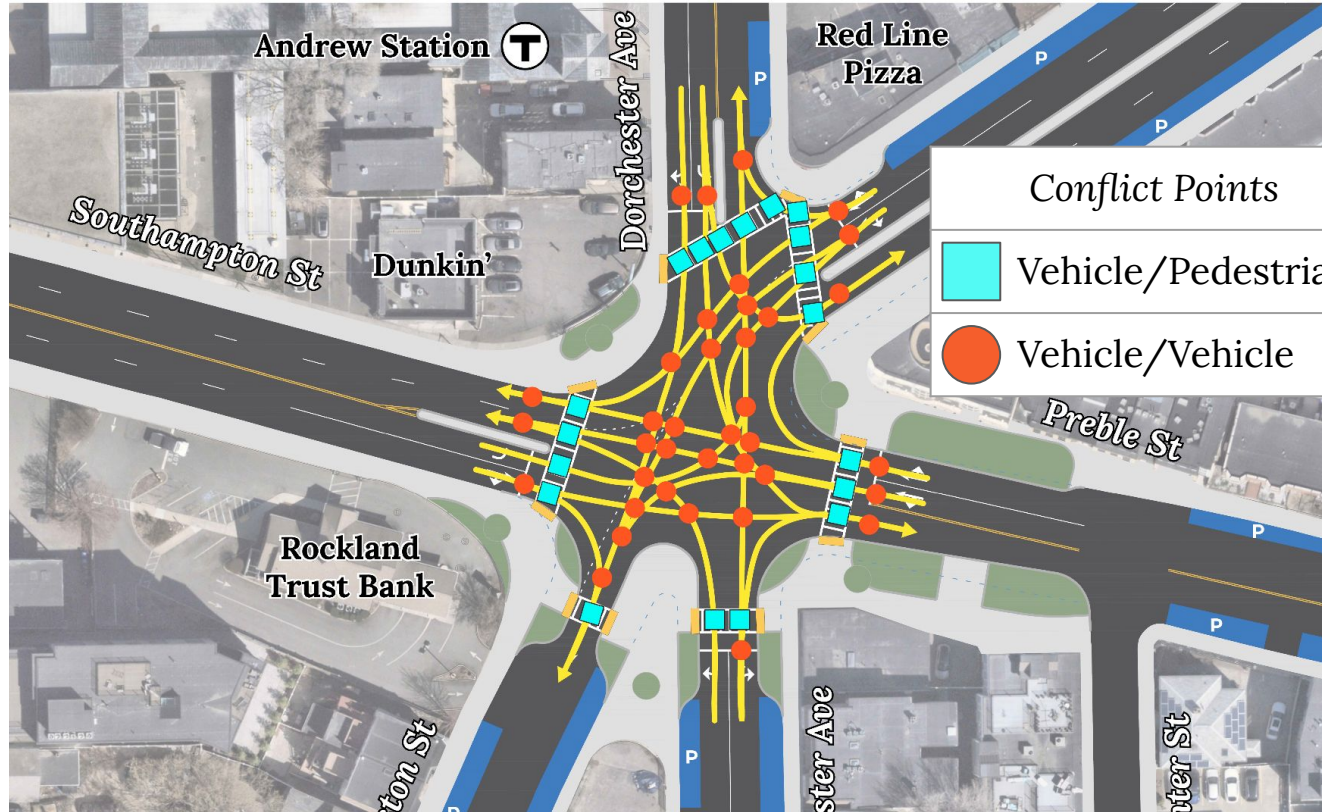
Legend

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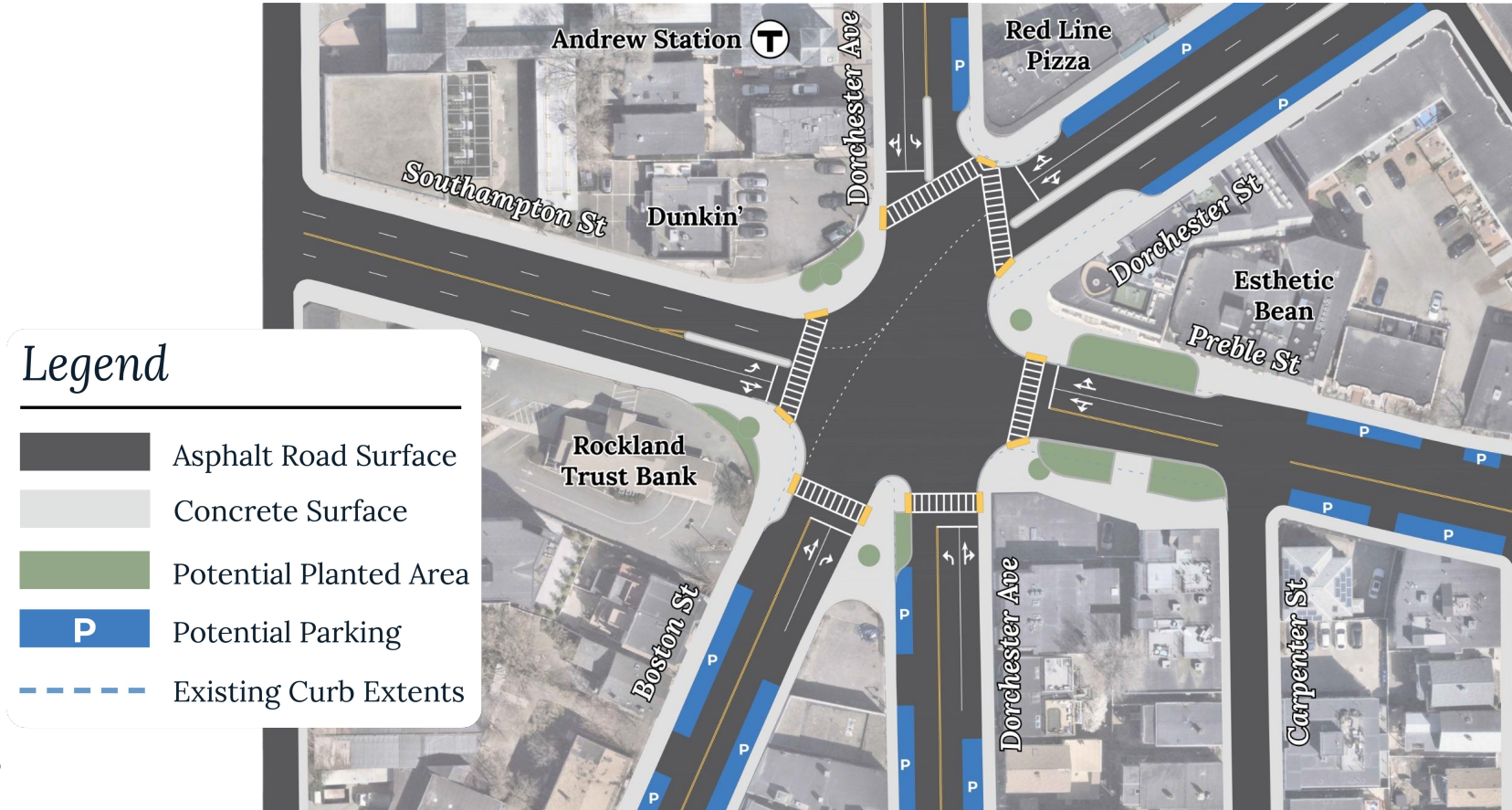
CONCEPT B2: SIMPLIFIED CIRCULATION

(SINGLE ONE-WAY PAIR)

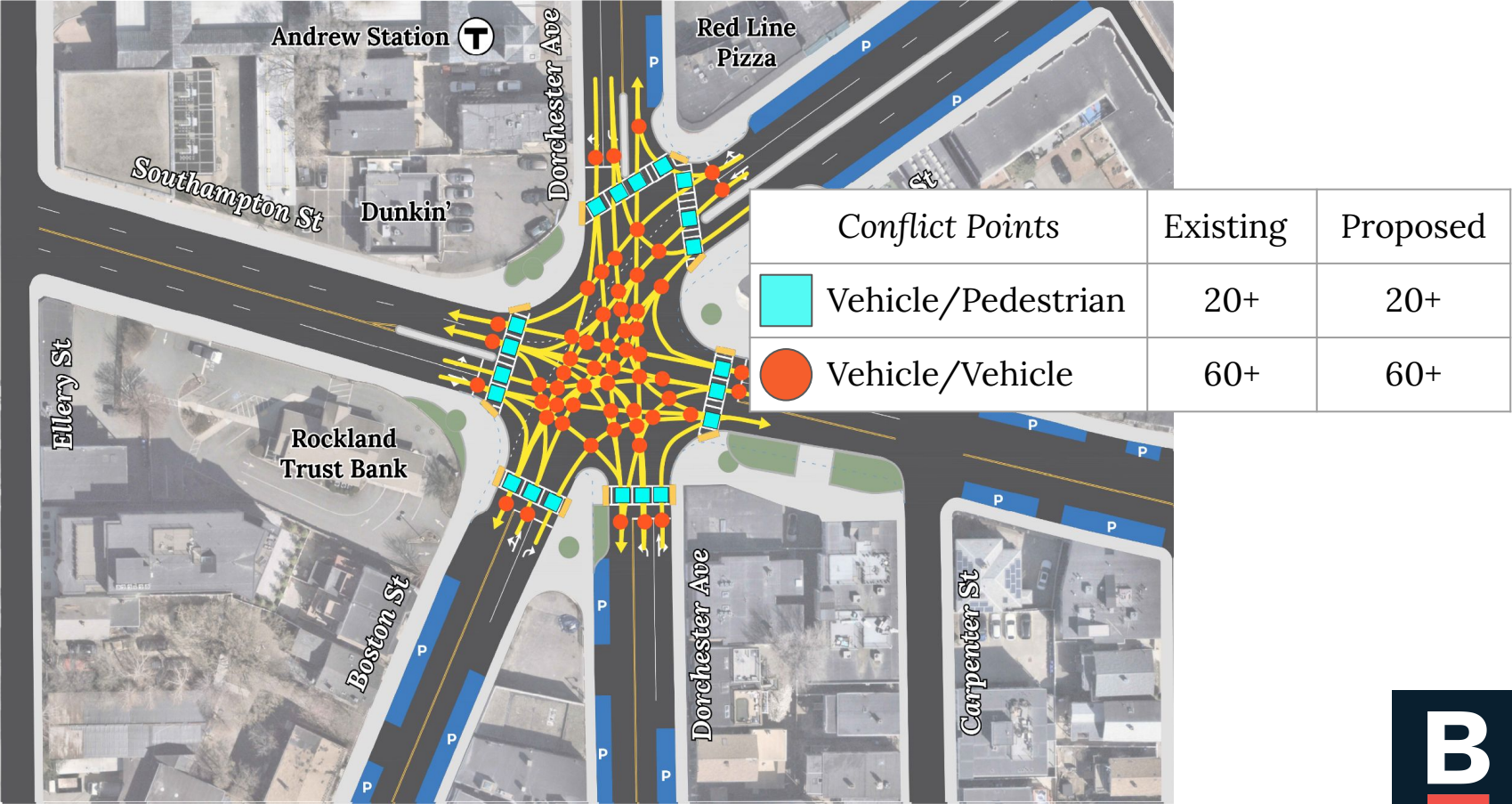


Conflict Points	Existing	Proposed
 Vehicle/Pedestrian	20+	19
 Vehicle/Vehicle	60+	35+

CONCEPT C: CURB EXTENSIONS



CONCEPT C: CURB EXTENSIONS



INFORMED BY COMMUNITY PRIORITIES

ALL DESIGN IDEAS RESPOND TO WHAT WE'VE HEARD

- Safer for everyone
- Easier to understand
- More comfortable for walking and biking
- Improve traffic/congestion
- Better sidewalks, trees, and public spaces



WORKSHOP ACTIVITIES

Help us balance tradeoffs to advance the design options!



WELCOME & INTRODUCTIONS

GROUP FACILITATORS

City of Boston:

- John Monacelli
- Isaac Prizant
- Leina Xu
- Xavier Lopez

Nitsch Engineering:

- Maddy Augustine
- Rachel Graham
- Kevin Ross

Kittelson & Associates:

- Margaret Kent

DISCUSSION GROUND RULES

HOW WILL THE DISCUSSION WORK?

1. **Share the space:** make room for every voice
2. **Listen with intention:** not just respond
3. **Be present:** phones down
4. **Leave titles at the door:** people first
5. **Value all ideas:** curiosity over judgement



TRADEOFFS

WHAT IS A TRADEOFF?

A tradeoff is a balance between two goals.

No design option solves every issue 100%.



ACTIVITY 1: BALANCE TRADEOFFS

WHAT ARE YOUR PRIORITIES?

- Small-group discussion
- Group facilitator will take notes

Small-Group Notes

ACTIVITY 1: SAFETY TRADEOFFS

Use the trade-off scales below to compare your group's overall priorities for Andrew Square. You can mark along the scale where your group members' priorities are balanced between the two options.

CHANGES TO HOW WE USE PUBLIC SPACE

More space for driving,
parking, and loading

More space for sidewalks,
trees, and public areas

More potential protected
space for people biking

More space for sidewalks,
trees, and public areas

CHANGES TO HOW WE MOVE THROUGH SPACE

More circuitous driving routes, with
lower crash potential

More direct driving routes, with a higher
potential for severe injury crashes

Less direct crossing routes for people
walking, with lower crash potential

More direct crossing routes for people
walking, with higher crash potential

CHANGES TO TIME

Dedicated time for people
walking to cross the street

Shorter wait for people
walking to cross the street

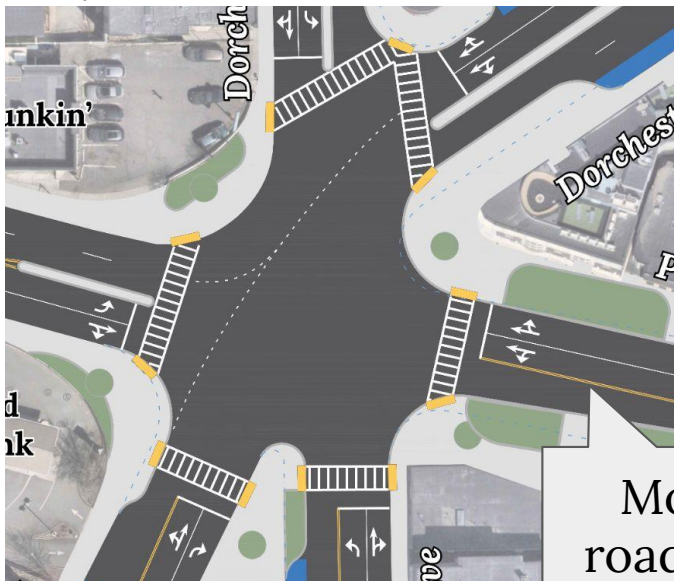
Dedicated time for people
driving to go through or turn

Continuous traffic
flow (no red lights)

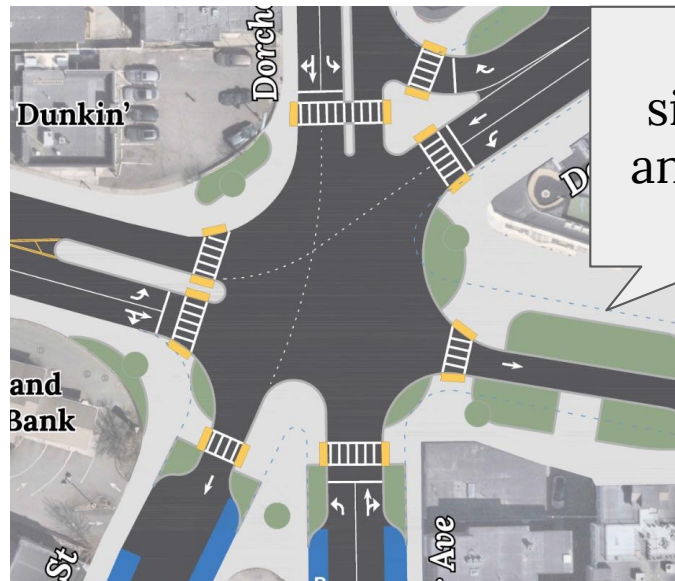
TRADEOFF: HOW WE USE PUBLIC SPACE

More space for driving,
parking, and loading

More space for sidewalks,
trees, and public areas



More
roadway
space

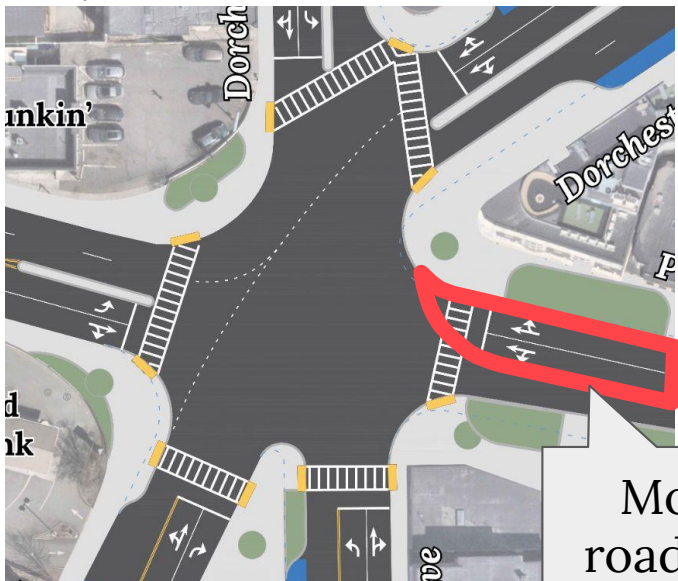


More
sidewalk
and green
space

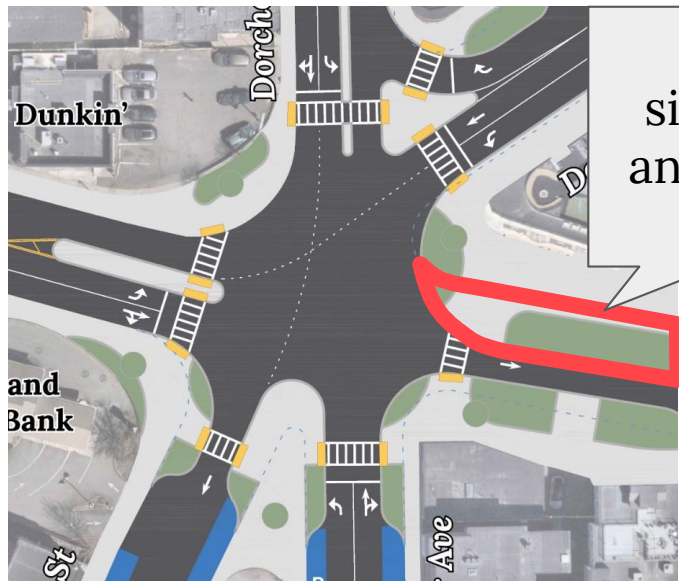
TRADEOFF: HOW WE USE PUBLIC SPACE

More space for driving,
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More space for sidewalks,
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More
roadway
space

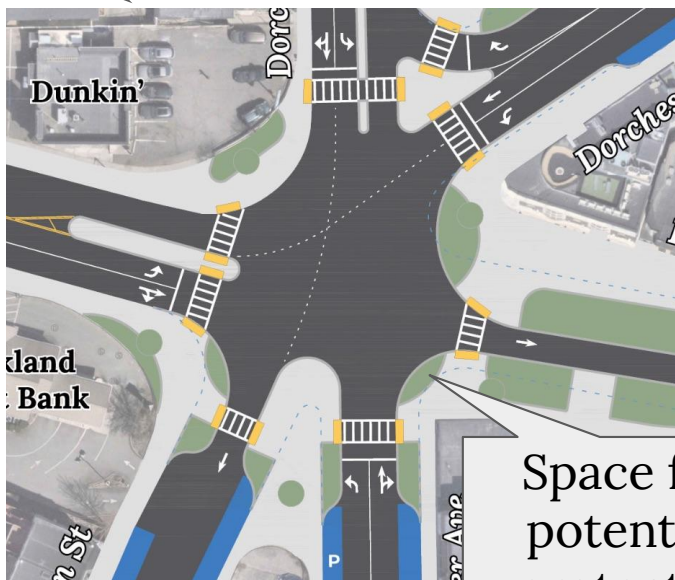


More
sidewalk
and green
space

TRADEOFF: HOW WE USE PUBLIC SPACE

More space for
protected bike lanes

Less space for
protected bike lanes



Space for
potential
protected
intersection

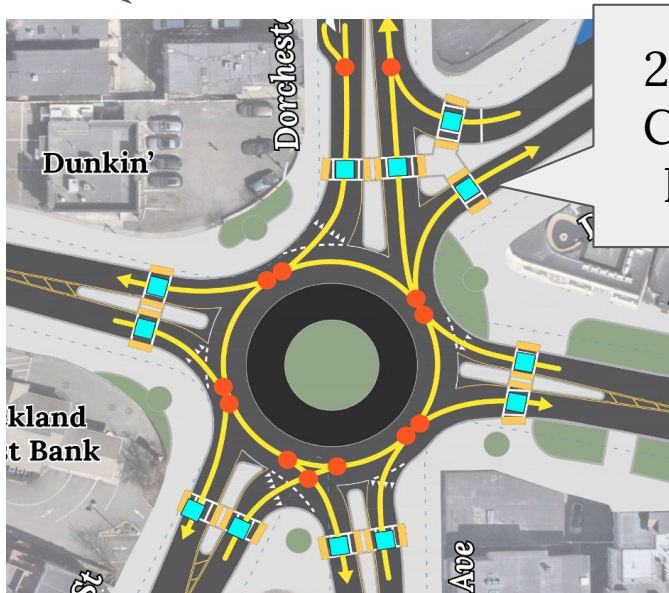
More space for
other uses



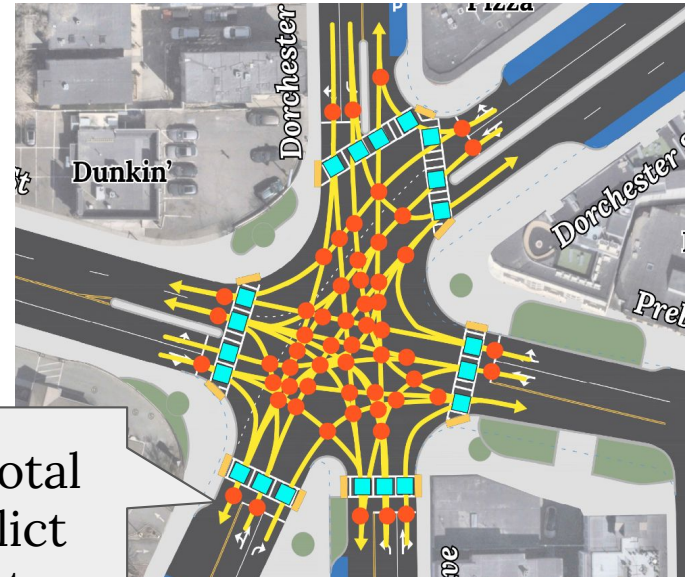
TRADEOFF: MOVING THROUGH SPACE

Fewer potential conflict points

More potential conflict points



25 Total
Conflict
Points



80+ Total
Conflict
Points

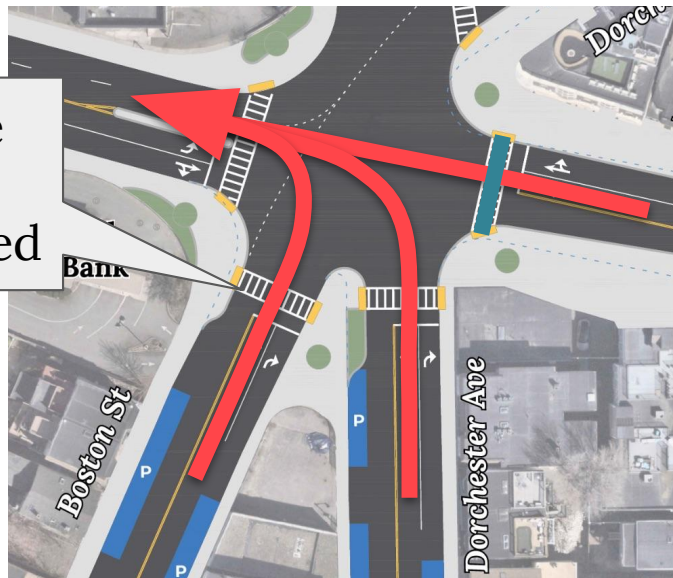
TRADEOFF: MOVING THROUGH SPACE

Shorter street crossings

More direct driving routes



Vehicle access prioritized



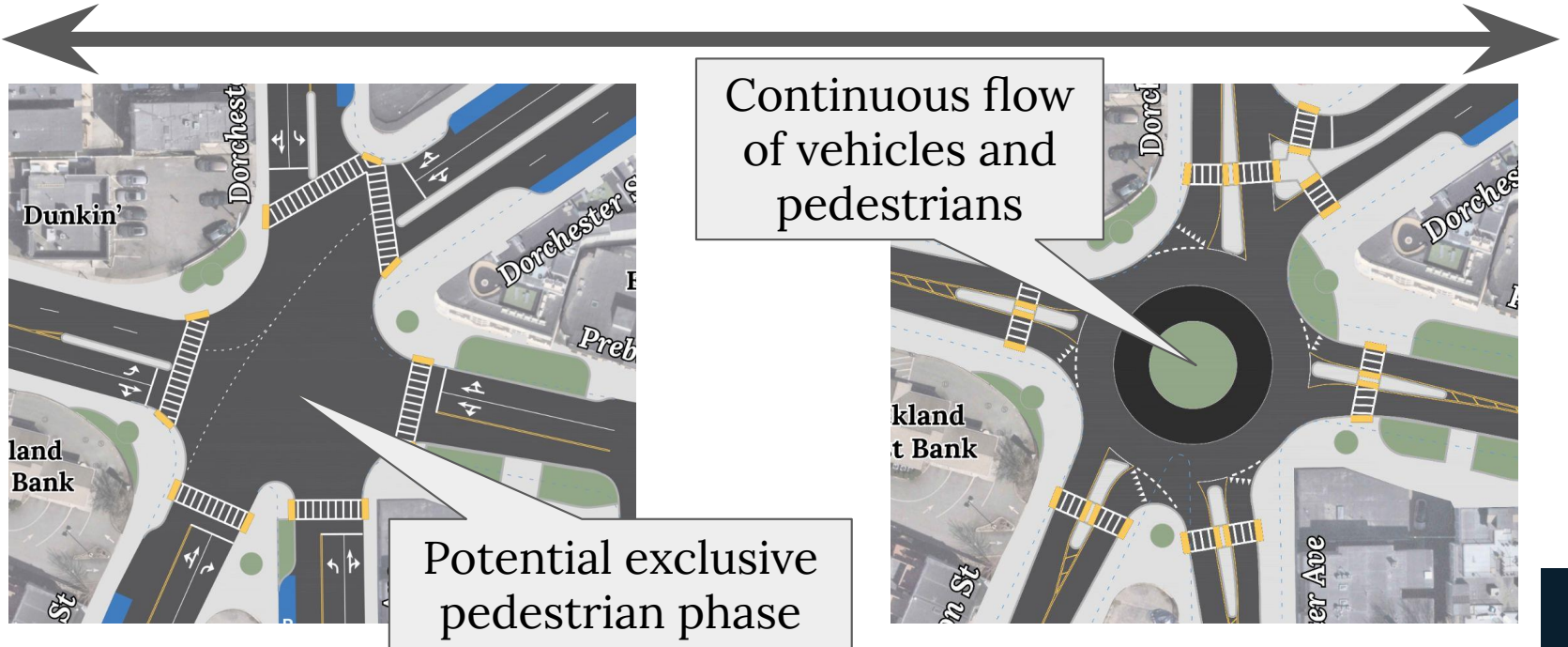
TRADEOFF: CHANGES TO TIME

Time waiting

- Walk sign or green light

Time moving

- Continuous flow, no signals



ACTIVITY 2: DISCUSS DESIGN OPTIONS

WHAT DO YOU LIKE?

WHAT CONCERNS DO YOU HAVE?

- Small-group discussion
- Group facilitator will take notes

Small-Group Notes

ACTIVITY 2: DESIGN OPTIONS

Now that your group has tested the design options using real trips through Andrew Square, use the trade-off matrix to identify the key benefits, concerns, and questions the project team should consider before moving toward a preferred design.

DESIGN OPTION	KEY CONSIDERATIONS ABOUT DESIGN
Concept Design A: Roundabout	
Concept Design B: Square – Double One-Way	
Concept Design C: Square – One-Way South	
Concept Design D: Tighten with Exclusive Pedestrian Phase	

STREET DESIGN WORKSHOP

Small-Group Discussion

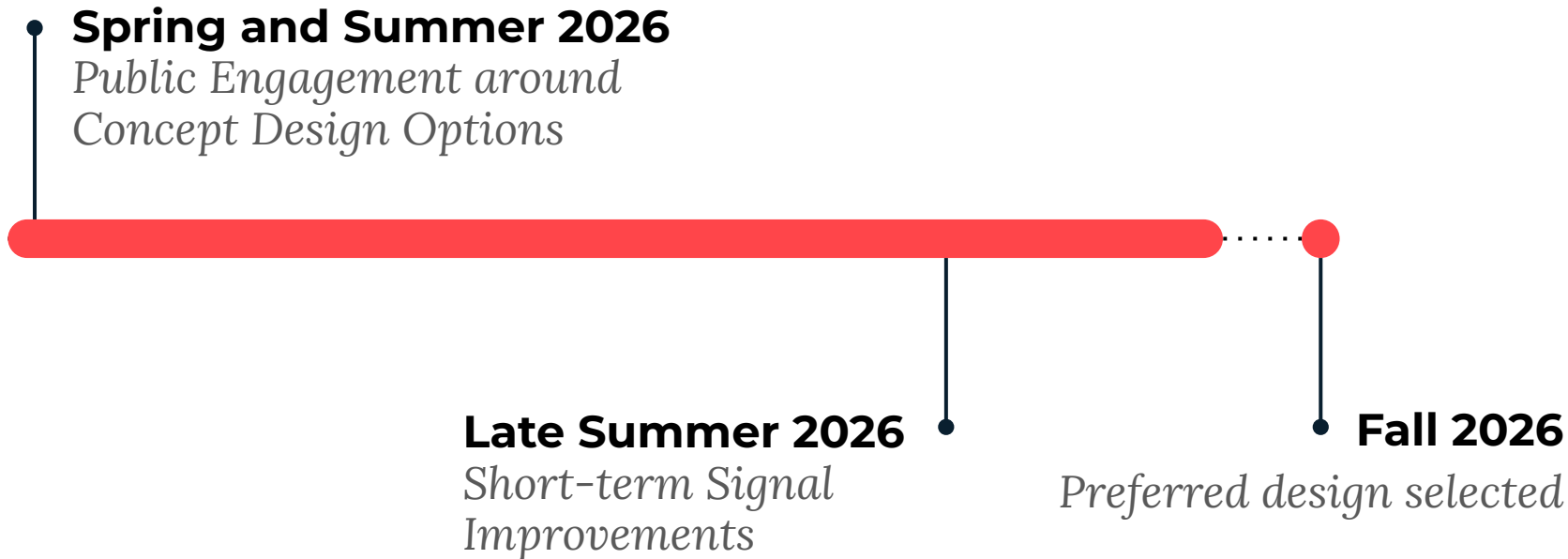


REPORT OUT

- 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/andrew-sq-safety



THANK YOU!

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