



**walk**  
massachusetts



## **REACH East Boston Action Plan: Enhancing Transportation and Public Health in East Boston Boston, MA**

January 18, 2025

*Funded by the Center for Disease Control's Racial and Ethnic Approaches  
To Community Health Grant*



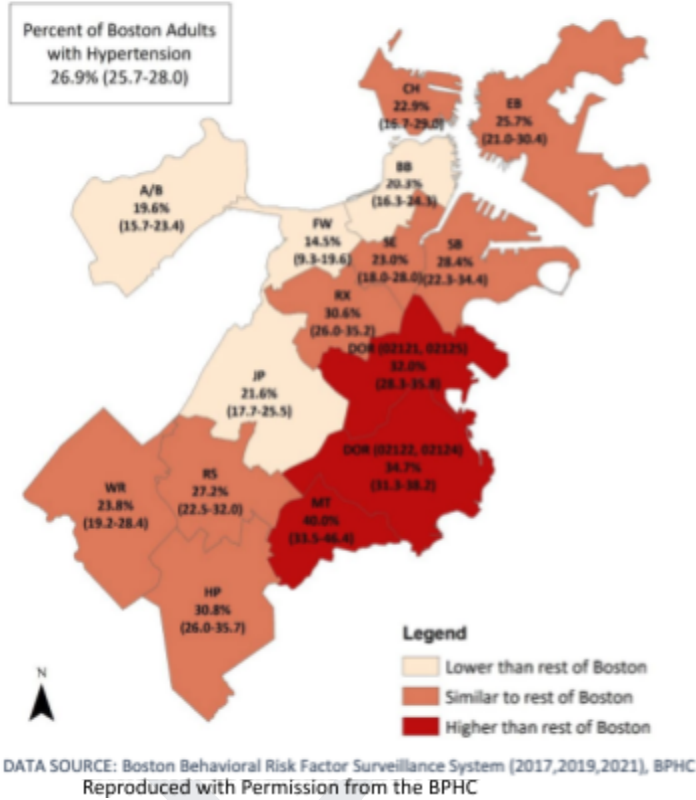
**NeighborHealth**

FORMERLY EAST BOSTON NEIGHBORHOOD HEALTH CENTER

## What is REACH?

This Action Plan was developed as part of the City of Boston’s Racial and Ethnic Approaches to Community Health (REACH) grant. REACH is a federally funded 5-year grant (2024-2029) by the Center for Disease Control (CDC) and focuses on health equity projects, prioritizing populations that experience the highest rates of health inequities. This grant is designed to address health disparities using culturally appropriate approaches designed for minority groups such as African American or Black, Latinx, Asian American, Native Hawaiian, Pacific Islander, American and Alaskan Natives. This grant is intended to use **community-based, participatory approaches to identify, develop and share effective strategies to mitigate health disparities.**

**Figure 1. Hypertension Among Adults by Neighborhood, 2017, 2019, 2021 Combined**



The East Boston neighborhood was selected as the overall rate of hypertension, heart disease, and diabetes is similar to Boston overall, but higher in the Latinx community when compared to White residents. The Boston Public Health Commission (BPHC) published [Health of Boston 2023: The Heart Disease Report](#) (Boston, Massachusetts 2023), Figure 1 outlines these trends. These health disparities coupled with the City of Boston and State making large investments in the neighborhood provide the opportunity to influence changes to policy and the built environment in order to support opportunities to be active in the neighborhood, effectively reducing health inequities.

This action plan draws upon the insights and recommendations from the [Active Communities Tool](#) (ACT) and aims to address the key concerns raised by East Boston residents throughout the community outreach process. The plan prioritizes **pedestrian safety, community engagement**, public health initiatives, and **improvements to land use and public spaces.**

## Introduction: A Collaborative Approach to Public Health in East Boston - Identifying Stakeholders

The Action plan examines the intersection of transportation and public health in East Boston, focusing on improving community health outcomes through a resident-driven process to implement equitable and accessible transportation systems. An objective of this project includes **developing an equitable and collaborative approach to generate solutions** to some of the challenges that residents in East Boston face in regard **to transportation access and active mobility** (e.g walking, biking, rolling, etc.).

In order to fulfill this task, WalkMassachusetts has served as the community engagement consultants, leveraging their expertise in building walkable communities, facilitating the process by conducting community workshops and outreach, in addition to using the Active Communities Tool to analyze data and translating resident feedback into concrete action steps.

The following table outlines stakeholders that are integral to creating change to the built environment and crafting policy solutions:

Community Based Organization, Department, or State/Municipal Agency	
Boston City Council	Boston Public Health Commission (BPHC)
Boston Parks and Recreation	Boston Public Health Commission (BPHC)
Boston Public Works	Boston Transportation Department (BTD)
East Boston Senior Center	East Boston Healthy Families Collaborative (EBHFC)
East Boston Residents	A group of community based organizations, collaboration to promote health and wellness.
East Boston State Senator Representative	East Boston State House Representative
GreenRoots	Neighbor Health (Formerly East Boston Community Health Center)
East Boston Neighborhood Associations (Eagle Hill, Gove St., etc.)	Mayor's office of Neighborhood Services
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This plan is the product of a collaborative partnership between the BPHC, WalkMassachusetts, and the EBHFC. The scope of this work would not be possible without the many collaborators and stakeholders

listed above. These stakeholders recognize the crucial role of community engagement in developing effective and sustainable solutions.

Central to this process is the direct involvement of East Boston residents, whose lived experiences, captured through workshops and interviews, form the foundation of the action plan. Their insights into the daily realities of navigating the neighborhood's streets, parks, and public transportation system inform the development of targeted solutions.

The involvement of the BTD and other relevant city agencies is critical to ensure the feasibility and sustainability of proposed changes to transportation infrastructure and policies. The success of this initiative depends on the continuous collaboration between community members, local organizations, and city agencies. By working together, stakeholders can leverage their collective knowledge and resources to create a healthier, more equitable, and vibrant East Boston.

## Project Objectives

Through robust community engagement using a variety of strategies including mapping, interviews, surveys, and workshops, data has been collected and analyzed to produce 4 objectives that undergird future efforts to shape the built environment and influence policy.

**Objective 1:** Increasing transportation throughout East Boston, enabling residents to efficiently, safely, and conveniently move throughout the neighborhood.

**Challenges:** Current options for public transportation throughout East Boston include the following MBTA routes and services: 104, 120, 121, Blue Line. Residents indicate that accessing key services and locations are limited such as pharmacies, grocery stores, and schools.

**Objective 2:** Increase the bicycle and pedestrian infrastructure in East Boston in order to attract new riders and encourage active mobility as a form of transportation throughout the neighborhood.

**Challenges:** Current bicycle facilities are not viewed as safe enough for biking to be an active mobility option, forcing residents to use single occupancy vehicles. Currently the existing roadway infrastructure is at odds (signalization, striping, etc.) with biking and walking creating a sense of confusion for those transiting in those ways.

**Objective 3:** Increase the perception of safety throughout East Boston in order to encourage walking and biking as viable options for transiting within the neighborhood.

**Challenges:** Residents have noted that there are areas through East Boston that lack adequate lighting, discouraging walking during non-daylight hours.

In order to meet the outlined objectives, WalkMassachusetts will collaborate with the anchoring community based partner, EBHFC, to mobilize various community members and community based organizations in order to provide feedback for on-going built environment changes, influencing final designs, in addition to advocating and/or creating policy that encourages physical activity throughout the neighborhood.

## Potential Opportunities for Change - On-Going Transportation and Built Environment Changes

Following the recommendations of PLAN: East Boston, a neighborhood-wide planning initiative meant to guide the development and growth of the neighborhood, the following projects provide varying levels of opportunity to involve East Boston residents. It is important to note that certain projects, particularly those being conducted by MASSDOT require less community involvement and thus may not include all or much of residents' input. **It is important to prioritize resident and organizational capacity and resources into local projects that fall within the purview of the City of Boston, which are more likely to influence the final product or outcome.**

Project	Status	Project Manager	Community Engagement Window
Meridian Street Bus Stops & Priority	Planning & Design	MBTA	Summer --Fall 2024
Bennington Street Safety Pilot	Planning	MBTA	Summer – Fall 2024
Greening Chelsea Creek	Implementation	MassDOT	TBD
Safer & Accessible Goodearl Square	Awaiting Grant	City of Boston	Fall 2024 – 2025
McArdle Bridge Rehabilitation	Design	City of Boston & MassDOT	Fall 2024 – Fall 2025
East Boston Safe Multimodal Corridors Project	Planning & Design	City of Boston	Spring 2025
Better Bus Network Redesign		MBTA	TBD
Maverick Square	Planning & Design	City of Boston	2025

This table offers a brief overview of different projects being conducted by various city, state, and transit agencies. This list is by no means exhaustive, however it outlines windows for East Boston residents to engage with the Project Managers listed above. By engaging with any of the projects listed above, **East Boston residents have the opportunity to share their feedback on proposed designs, and influence policy, systems, and environmental changes that can increase levels of physical activity.** Doing so can provide residents with a sense of community ownership of projects and services in their community in order to reduce racial health disparities in chronic conditions such as hypertension, heart disease, and type 2 diabetes.

## Community Engagement

### Importance of Community Engagement

This action plan recognizes the crucial role of the East Boston community in shaping transportation and public health outcomes in the neighborhood. The insights and priorities gathered during a workshop, facilitated by WalkMassachusetts, form the foundation of this plan. In order to ensure adequate data collection, different community engagement strategies were developed and implemented and used a variety of in-person and digital tools. We are committed to an inclusive and collaborative process that centers community voices throughout all stages of implementation.

The following sections outline the community engagement strategies that were implemented throughout the first and second year of the REACH grant and provide their findings that ground the priorities presented in this action plan

### REACH Workshop: A Collaborative Path Forward

The REACH workshop, held on 8/26/2024, brought together twelve residents, community organizations, and city agency representatives to discuss transportation-related public health concerns in East Boston. The workshop facilitated meaningful dialogue and information-sharing between residents and key stakeholders, including the East Boston Healthy Families Collaborative (EBHFC), GreenRoots, the Boston Transportation Department, and the Boston Public Health Commission. Spanish-English interpretation ensured inclusivity and facilitated the participation of East Boston's diverse residents.



## Key Takeaways from the Workshop

The workshop employed the Active Communities Tool (ACT) modules to guide discussions and gather insights on resident’s lived experiences. Key issues raised by residents during the workshop, which directly inform the action items outlined in this plan, include:



The initial workshop highlights the multitude of concerns that East Boston residents face. Some go beyond the scope of the RECH grant such as gentrification and displacement concerns. However it is important to note the impacts that future built environment changes have on the availability of housing stock in East Boston. The neighborhood has been home to largely immigrant communities due to its relative affordability compared to other neighborhoods and its connectivity to the rest of the city via the Blue Line. As the East Boston waterfront continues to develop alongside other built environment

changes, it is worth developing a framework and analysis to mitigate the impact of gentrification and displacement.

## Continuing Engagement and Feedback Mechanisms

This action plan outlines a multi-faceted approach to community engagement that builds upon the foundation laid by the REACH workshop. We are committed to:

- **Organizing Follow-Up Workshops:** To ensure broader participation and gather diverse perspectives, we will conduct follow-up workshops that specifically target residents who may face barriers to participation, such as non-English speakers, elderly residents, and individuals with disabilities.
- **Utilizing Existing Community Events:** We will leverage public events such as farmers' markets, neighborhood festivals, and community gatherings to solicit feedback on the action plan, providing translated materials and interpretation services to ensure inclusivity.
- **Creating Accessible Information Channels:** We will establish clear and consistent channels for sharing information about the action plan's progress, utilizing multiple languages, accessible formats (e.g., online platforms, flyers, community newsletters), and partnerships with local organizations.

We believe that by actively involving the East Boston community in both the planning and implementation phases, we can create a more equitable, accessible, and safe transportation environment that supports the health and well-being of all residents.

## Expanding Data Collection Strategies

WalkMassachusetts in collaboration with NeighborHealth, developed a community outreach strategy to collect additional data beyond the original workshop. Comment Cards (Appendix G) provided residents with a prompt to reflect on community planning, transportation, and public health within the community. Lastly, residents had the opportunity to interact with a Map-based activity (Appendix E), which asked residents to identify locations within East Boston where Public Transit, Bike and Pedestrian Infrastructure, and access and improved green space could be made available (Appendix Appendix F). This approach highlighted areas of high pedestrian and cyclist stress, informing next steps taken to enhance physical activity and active mobility in the neighborhood.

Online survey participants were asked to identify their top 3 priorities. There was an overlap between both language groups on **two** of the priorities:

1. Safer Streets for pedestrians, cyclists, seniors, children, and other vulnerable groups
2. Improved public transportation within East Boston that is reliable and equitable for all residents, regardless of income or ability



3. Reduced traffic congestion to improve air quality. **This was not among the top 3 priorities for Spanish speaking survey respondents.**
4. Improved access to public transportation to access everyday destinations such as grocery stores, schools, and pharmacies. **This was not among the top 3 priorities for English survey respondents.**

## **Pedestrian Safety Enhancements**

- **Advocate for comprehensive improvements to sidewalks:** This includes advocating for repairs to damaged sidewalks, addressing uneven pavement, and ensuring sidewalks are free of obstacles like trash, especially on garbage pick-up days. This action directly responds to resident feedback regarding dangerous conditions for elderly residents and the general lack of walkability in certain areas.
- **Improve lighting in high-traffic pedestrian areas:** Prioritize the installation of new streetlights and repair of existing ones in areas identified as poorly lit, such as Border Street, Saratoga Street, Bennington Street, and particularly around McLean Playground and areas frequented by elderly residents. This addresses concerns about safety and encourages the use of public spaces after dark.
- **Mitigate construction-related disruptions:** Propose and advocate for solutions that minimize the impact of ongoing construction on pedestrian safety. This could include temporary walkways, clear signage, and designated pedestrian crossing areas with adequate visibility.
- **Enhance pedestrian safety at crosswalks:** Identify and prioritize modifications to crosswalks lacking sufficient signage or adequate pedestrian crossing time. This includes extending the duration of Partial Pedestrian Protection signals and installing Leading Pedestrian Signals that overlap with protected vehicle turns. These measures address resident concerns about dangerous driving and signal timing issues.

## **Community-Led Advocacy**

- **Organize follow-up workshops:** To broaden participation and gather diverse perspectives, plan and conduct follow-up workshops in East Boston. Focus on engaging a wider range of community members, including those who may be disproportionately affected by transportation challenges, such as elderly residents, non-English speakers, and individuals with disabilities.
- **Develop targeted engagement strategies:** Implement methods to effectively involve residents most impacted by gentrification and displacement in advocacy efforts. This may involve collaborating with local organizations already serving these communities and using culturally sensitive outreach methods.
- **Establish accessible information channels:** Regularly inform residents about ongoing and upcoming changes related to transportation, including modifications to bus routes, bike lanes, traffic flow, and parking regulations. This can be achieved through community meetings, flyers in multiple languages, and online platforms.

- **Integrate feedback from diverse sources:** Utilize public events like farmers' markets, community gatherings, and festivals to solicit feedback on the action plan. Offer translated materials and interpretation services to ensure inclusivity and gather input from non-English speaking residents.

## Public Health Initiatives

- **Promote active transportation:** Advocate for the integration of walking and biking as essential elements in transportation planning. Highlight their role in promoting physical activity, improving public health outcomes, and reducing reliance on single-occupancy vehicles. This aligns with the WalkMassachusetts values of community health and equity.
- **Enhance park accessibility:** Collaborate with organizations like GreenRoots and the Boston Parks and Recreation Department to identify and implement improvements to park access, particularly for neighborhoods with limited green spaces. This aligns with resident requests for safer and easier access to parks and green spaces.
- **Advocate for improvements to bus service:** Work with the Boston Transportation Department to address concerns related to bus frequency, overcrowding, and inter-neighborhood connectivity. Advocate for increased service frequency on essential routes like the 120 bus and explore the feasibility of shuttle bus services connecting key locations. This action directly addresses community needs identified during the workshop.

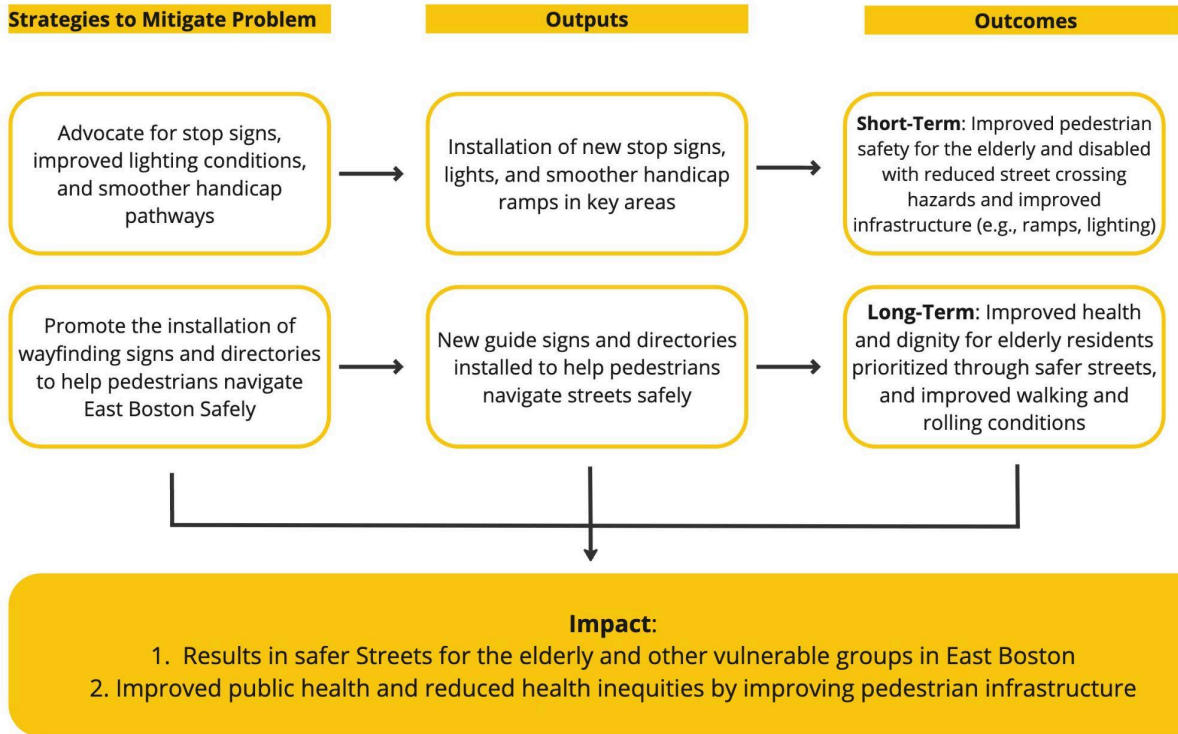
## Land Use and Public Space

- **Incorporate community input in development projects:** Proactively engage residents in planning processes for new development projects, particularly concerning the allocation of land for public spaces, parks, and affordable housing. Ensure community voices are heard in decisions that shape the neighborhood's future.
- **Improve public space maintenance:** Create a clear and accessible system for residents to report issues related to public space maintenance, such as excessive litter, overflowing trash bins, broken lights, and unmaintained landscaping. Work with relevant city departments to address these issues promptly and efficiently.
- **Prioritize park improvements and safety:** Advocate for increased funding and resources to address maintenance issues in public parks, focusing on safety concerns like insufficient lighting, flooding, and damaged amenities. Prioritize improvements to parks like Neptune Rd. Park and Memorial Park, based on resident feedback.

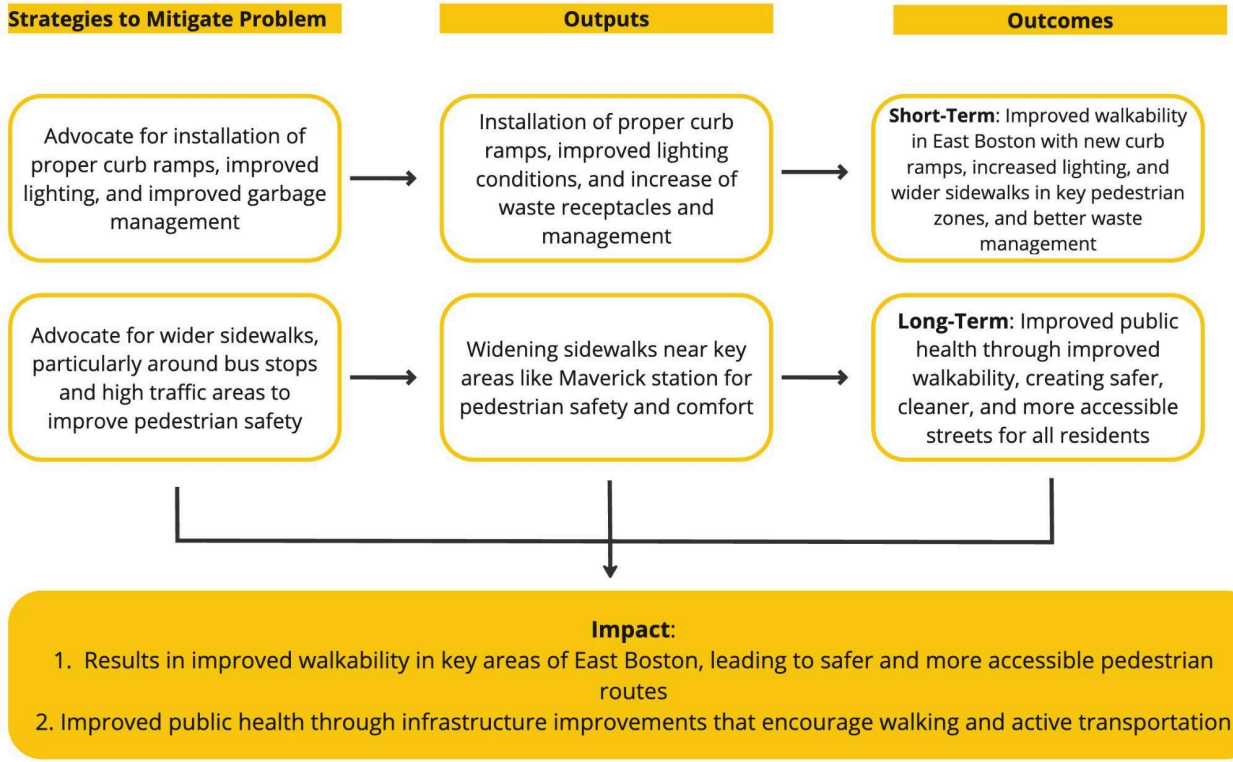
## Activities for Promoting Active Mobility and Physical Activity in East Boston

In order to reach the objectives identified earlier in this action plan, a series of strategies and activities have been developed to reach specific outcomes and achieve long and short term impacts. As a result, these activities call for collaboration of various stakeholders in order to influence built environment investments and modify policy.

**Problem Statement:** Traffic is dangerous for residents in East Boston due to heavy construction, car activity, poor lighting, and uneven handicap pathways. There are no stop signs in certain areas, and the streets lack pedestrian safety measures

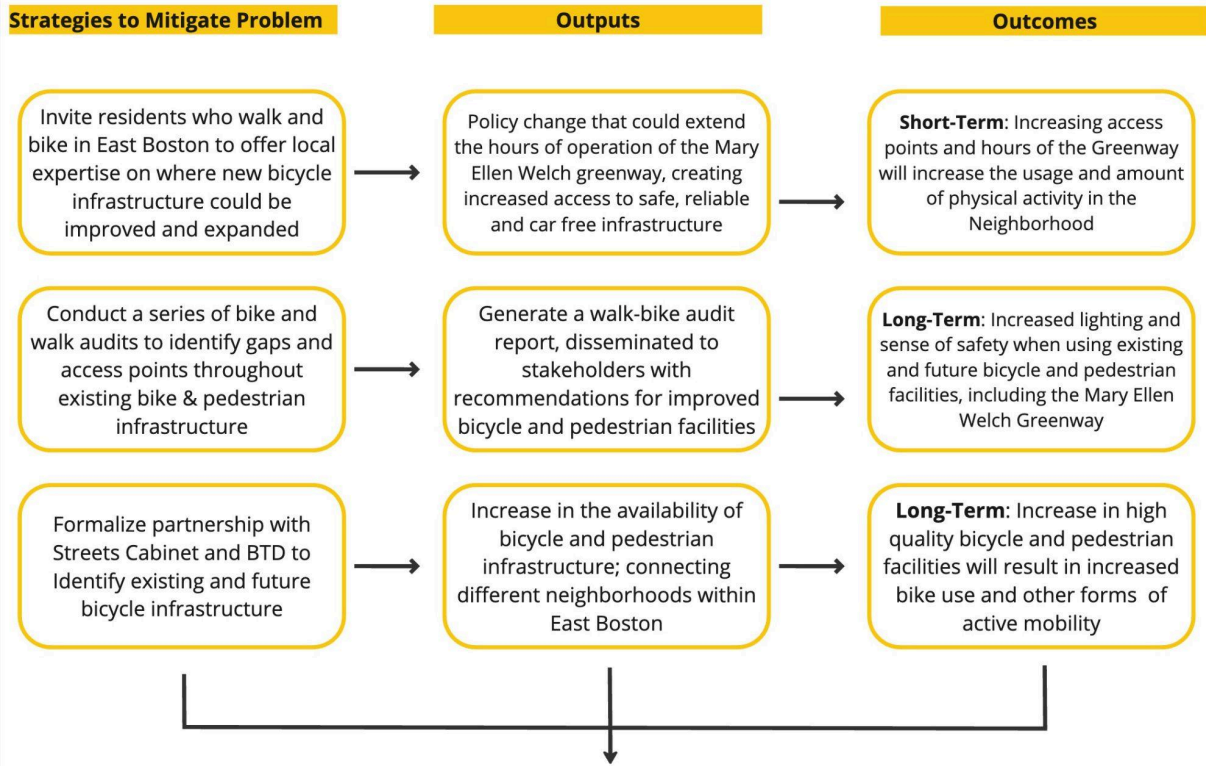


**Problem Statement:** There are a number of impediments that negatively impact the ability to safely walk in East Boston. Issues include insufficient curb ramps, inadequate lighting. Obstacles include garbage on sidewalks. Sidewalks and ramps are too narrow, particularly around Maverick station, making it difficult for commuters waiting for buses.



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**Problem Statement:** Current bicycle and pedestrian infrastructure is not in great condition, resulting in decreased motivation for active mobility in the neighborhood. Options for reliable public transportation and safe bicycle and pedestrian access to Orient Heights are improved and should be improved



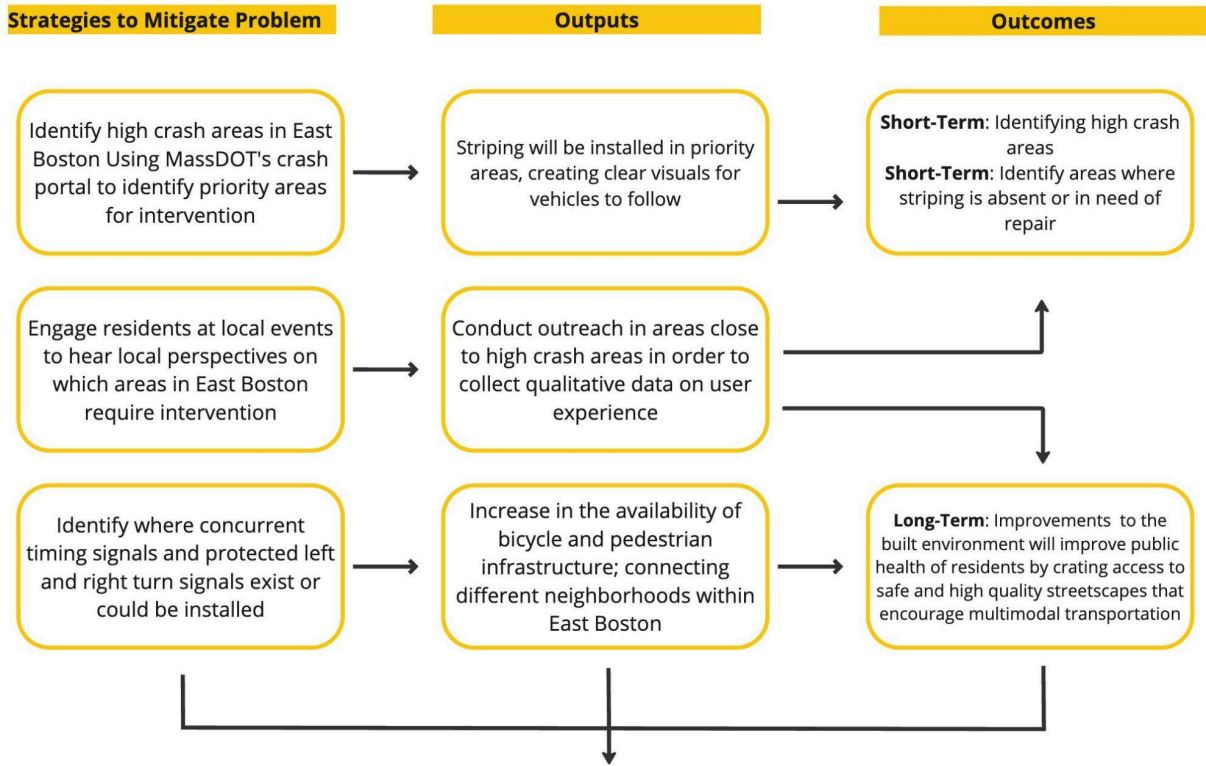
**Impact:**

1. Develop and improve access to high quality bicycle and pedestrian infrastructure, such as the Mary Ellen Welch Greenway, promoting active mobility throughout the neighborhood
2. Leverage share micro-mobility, such as blue bikes, to expand the reach of public transportation within East Boston





**Problem Statement:** The current state of infrastructure for cars and pedestrians is creating conflicts. Faded or absent striping result in vehicle congestion and encourage high vehicle speeds, creating unsafe pedestrian conditions. Coupled with insufficient signal timing for pedestrians, residents feel unsafe at various crossings throughout the East Boston



- Impact:**
1. Altering signal timing along with restriping will result in increased pedestrian comfort and walking as a choice of transportation , reducing vehicle dependency for safety and reducing crashes
  2. Restriping roadways will manage driver behavior to reduce the likelihood of speeding, resulting in increased safety of other vulnerable roadway users such as cyclists
  3. Clear striping will result in better management of congestion by directing traffic
  4. Improved pedestrian and cyclist infrastructure provides the opportunity for East Boston residents to opt for active mobility to move throughout the neighborhood



## Next Steps

- **Formalize Partnerships:** Solidify collaborations with key stakeholders, including the East Boston Healthy Families Collaborative (EBHFC), GreenRoots, the Boston Transportation Department (BTD), Elected Officials Representing East Boston, and local advocacy groups. This aligns with WalkMassachusetts' commitment to community partnerships for achieving shared goals.
- **Develop a Communication Strategy:** Create a plan for disseminating information about the action plan and its progress to residents. Utilize multiple languages, accessible formats, and leverage community events and partnerships for broader reach.
- **Timeline and Resource Allocation:** Develop a detailed timeline for implementing each action item and identify potential funding sources and resource needs. Consider grant opportunities, partnerships, and community fundraising initiatives.
- **Evaluation and Monitoring:** Establish metrics and methods for evaluating the effectiveness of the action plan in addressing the identified issues. Conduct regular monitoring to track progress and make necessary adjustments based on community feedback and data analysis.

This action plan represents a critical step toward a healthier, more equitable, and accessible East Boston. By working collaboratively, listening to resident experiences, and grounding our strategies in data-driven analysis, this plan charts a path for meaningful change. The logic frameworks developed through community participation, and included in the appendix of this report, provide a transparent roadmap connecting community needs to actionable solutions. These frameworks, grounded in the lived experiences of East Boston residents, illustrate the rationale behind each strategic priority. This approach ensures that the action plan remains accountable to the community's vision and responsive to its evolving needs. The success of this plan depends on the continued engagement of residents, community partners, and city agencies. Together, we can transform East Boston into a neighborhood where everyone has the opportunity to thrive.

## Evaluation and Monitoring

The REACH grant is currently working with the Harvard Prevention Research Center to evaluate and track short-term outcomes, including community engagement.

## Appendix A – Logic Framework Key

The appendix to this action plan will include the complete logic frameworks developed during the community workshops. These frameworks provide a detailed breakdown of the following for each priority area:

- Problem Statement/Current Conditions: A clear articulation of the transportation-related challenges identified by residents.
- Priority Areas/Key Issues: Specific locations and issues within East Boston that require attention.
- Goal/Impact: The long-term effects and overarching goals for each priority area.
- Activities: Actionable steps that must be taken to achieve the desired outcomes.
- Outputs: Tangible products or services that will result from the activities.
- Outcomes: Short-term and long-term changes that can be expected as a result of implementing the plan.
- Indicators: Metrics that will be used to measure progress toward achieving the desired outcomes.
- Resources: Individuals, organizations, and funding sources that will be relied upon to implement the plan.
- Assumptions: Underlying conditions that are assumed to be true to support the success of the plan.
- Timeline: A projected timeframe for completing each activity and achieving the desired outcomes.
- Lead Person/Organization: The individuals or groups responsible for leading and coordinating each activity.

By including these comprehensive logic frameworks in the appendix, the action plan ensures transparency, accountability, and a shared understanding of the steps needed to create positive change in East Boston

Appendix B – REACH Action Plan Logical Framework Data

Logical Framework #1	<b>Indicators</b> (which metrics will be used and why?)	<b>Resources</b> (who or what will we rely on to accomplish goals?)	<b>Assumptions</b> (what are we taking as a given?)	<b>Timeline</b>	<b>Lead Person/ Organization</b>
<b>Problem Statement/Current conditions</b> → <i>common needs:</i>	There's only one bus in East Boston serving residents comprehensively. The bus routes are currently more regionally focused than locally focused.				
<b>Priority Areas/ Key Issues:</b>	<ol style="list-style-type: none"> <li>1. Access to essential services (e.g., Senior Center, Market Basket, RMV in Revere)</li> <li>2. More localized, equitable transportation options in East Boston</li> <li>3. Connection to local hubs such as Orient Heights</li> </ol>				
<b>Goal/Impact</b> - Long-term effects and program's contribution to overarching goals	<ol style="list-style-type: none"> <li>1. Increased access to local services for East Boston residents.</li> <li>2. Reduced travel times and improved convenience for essential errands and services within the community.</li> </ol>				
<b>Activities:</b> - activities that must be undertaken for the program to have desired outcome	Advocate for shuttle buses to serve specific locations and population centers (e.g., Senior Center, Market Basket).	-A list of advocates/ stakeholders - resources for advocates ( email template, information about the problem and solutions)	- Local advocates are aware of how to connect with decision-makers and have relationships.	6 months - 1 year	Local Advocacy Groups, Community organizers, Local Representatives, & Constituent services

<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Engage the City of Boston to pilot a local busing service tailored to East Boston, focusing on equity in transportation.</p>	<p>-A list of advocates/ stakeholders - resources for advocates ( email template, information about the problem and solutions)</p>	<p>- Local advocates are aware of how to connect with decision-makers and have relationships.</p>	<p>6 months - 1 year</p>	<p>Local Advocacy Groups, Community organizers, Local Representatives, &amp; Constituent services</p>
<p><b>Output (1):</b> - concrete products or services provided by the program</p>	<p>A shuttle bus program proposal presented to city officials and the Boston dep of transit.</p>	<p>Draft proposal, transportation data, letters of support from community stakeholders.</p>	<p>City officials will prioritize the proposal if they receive sufficient data and advocacy pressure.</p>	<p>3-6 months</p>	<p>Boston Transportation Department, local transit advocates</p>
<p><b>Output (2):</b> - concrete products or services provided by the program</p>	<p>Data collection on resident travel needs through surveys and community feedback forums.</p>	<p>Resident surveys, community meetings, data analysts for interpreting results.</p>	<p>Residents will participate in providing feedback to help shape transportation solutions.</p>	<p>2-3 months</p>	<p>Community organizations , city outreach departments, advocacy groups</p>
<p><b>Outcome (1):</b> - direct utility and effects of the program for target groups</p>	<p>Short-term: City investigates how to improve local bus connections, gathering data from East Boston to support a pilot service.</p>	<p>City budget for transportation projects, transit staff to evaluate the pilot.</p>	<p>City government is willing to implement pilot projects based on collected data.</p>	<p>6 months - 1 year</p>	<p>Boston City Council, Boston Transportation Department</p>

<b>Outcome (2):</b> - direct utility and effects of the program for target groups	Long-term: East Boston becomes one of the early communities to pilot a localized city busing service, improving access to essential services for all residents.	Funds for pilot project implementation, community support, city-wide transportation planning.	The pilot will succeed and be expanded into other communities.	1-2 years	Boston Transportation Department, community advocates, city leadership

Logical Framework #2	Indicators (which metrics will be used and why?)	Resources (who or what will we rely on to accomplish goals?)	Assumptions (what are we taking as a given?)	Timeline	Lead Person/ Organization
<b>Problem Statement/Current conditions → common needs:</b>	Traffic is dangerous for elderly residents in East Boston due to heavy construction, chaotic car activity, poor lighting, and unsmooth handicap pathways. There are no stop signs in certain areas, and the streets lack pedestrian safety measures.				
<b>Priority Areas/ Key Issues:</b>	<ol style="list-style-type: none"> <li>1. Pedestrian safety: Seniors and other vulnerable groups face dangerous conditions while walking.</li> <li>2. Infrastructure improvements: Need for smoother handicap ramps, better signage, and</li> </ol>				

	<p>improved street lighting.</p> <p>3. Health and dignity: Supporting the health and housing of elderly residents through better infrastructure and transportation access.</p>				
<p><b>Goal/Impact</b> - Long-term effects and program's contribution to overarching goals</p>	<p>1. Safer streets for the elderly and vulnerable groups in East Boston.</p> <p>2. Improved public health through better access to services and infrastructure, helping reduce chronic disease and health risks for seniors.</p>				
<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Advocate for stop signs, improved lighting, and smoother handicap pathways:</p>	<p>Traffic safety data, advocacy tools (e.g., petitions, community meetings), and feedback from elderly residents.</p>	<p>City officials will respond to safety concerns, and resources will be allocated to implement these changes.</p>	<p>6 months – 1 year</p>	<p>Local advocacy groups, city transportation department, senior centers</p>
<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Promote the installation of wayfinding signs and directories to help pedestrians navigate East Boston safely:</p>	<p>Design and planning support from the City of Boston, signage contractors, community input on ideal locations.</p>	<p>Sufficient funding and support from local businesses or government to install signage.</p>	<p>6 months – 1 year</p>	<p>City planning departments, local businesses, community organizations</p>
<p><b>Output (1):</b> - concrete products or services provided by the</p>	<p>Installation of new stop signs, lights, and smoother handicap</p>	<p>Traffic safety reports, budget allocations, resident feedback.</p>	<p>City agrees to prioritize these areas for safety</p>	<p>3-6 months</p>	<p>City transportation department,</p>



program	ramps in key areas.		improvements.		senior services
<b>Output (2):</b> - concrete products or services provided by the program	New guide signs and directories installed to help pedestrians navigate streets safely.	Data from local transportation agencies, funding from the city.	Community input is gathered to identify key locations for signage.	3-6 months	City transportation department, neighborhood associations
<b>Outcome (1):</b> - direct utility and effects of the program for target groups	Short-term: Improved pedestrian safety for the elderly and disabled, with reduced street crossing hazards and better infrastructure (e.g., ramps, lighting).	Resident feedback, city budget allocations.	City departments act on community feedback to prioritize safety.	6 months – 1 year	Boston Transportation Department, Senior Services
<b>Outcome (2):</b> - direct utility and effects of the program for target groups	Long-term: Health and dignity for elderly residents prioritized through safer streets, shuttle bus services, and healthier walking environments.	City public health initiatives, long-term infrastructure projects.	Continued advocacy and government support to implement these improvements	1-2 years	City of Boston, Public Health Department, Senior Centers, Local Advocacy Groups

Logical Framework #3	<b>Indicators</b> (which metrics will be used and why?)	<b>Resources</b> (who or what will we rely on to accomplish goals?)	<b>Assumptions</b> (what are we taking as a given?)	<b>Timeline</b>	<b>Lead Person/ Organization</b>
<b>Problem Statement/Current conditions</b> → <i>common needs</i> :	There is a general lack of walkability and safety in East Boston, with insufficient curb ramps, poor accessibility, inadequate lighting, and lack of police presence. Garbage is also an issue as landlords need to provide bins. Sidewalks and ramps are too narrow, especially around Maverick, making it difficult for people waiting for buses.				
<b>Priority Areas/ Key Issues:</b>	<ol style="list-style-type: none"> <li>1. Walkability and pedestrian safety: Lack of adequate curb ramps, narrow sidewalks, insufficient lighting, and garbage accumulation create unsafe conditions.</li> <li>2. Public health: Improving walkability is directly tied to improving public health by encouraging physical activity and reducing the risk of injury.</li> <li>3. Infrastructure: Wider sidewalks, especially around busy areas like Maverick, are needed to accommodate pedestrians and bus riders.</li> </ol>				
<b>Goal/Impact</b> - Long-term effects and program's contribution to overarching goals	<ol style="list-style-type: none"> <li>1. Improved walkability in East Boston, leading to safer and more accessible pedestrian routes for all residents.</li> <li>2. Enhanced public health through infrastructure improvements that encourage walking and active transportation.</li> </ol>				
<b>Activities:</b> - activities that must be undertaken for the program to have desired outcome	Advocate for installation of proper curb ramps, better lighting, and improved garbage management:	Walkability audit reports, community petitions, budget allocations for lighting and garbage bins.	City officials will respond to community concerns and landlords will be held accountable for providing trash bins.	6 months – 2 year	City transportation and sanitation departments, local advocacy groups, landlords

<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Push for wider sidewalks, particularly around bus stops, to improve pedestrian safety:</p>	<p>City infrastructure data, public health department studies, community feedback on sidewalk usage.</p>	<p>Funding is available for sidewalk expansion and public health initiatives to improve walkability.</p>	<p>6 months – 1 year</p>	<p>City of Boston Transportation Department, Public Works, Neighborhood Associations</p>
<p><b>Output (1):</b> - concrete products or services provided by the program</p>	<p>Installation of proper curb ramps, improved lighting, and garbage bins in high-traffic areas</p>	<p>Community input, budget allocation for new infrastructure, landlord compliance reports.</p>	<p>Landlords and city officials cooperate to improve street cleanliness and safety.</p>	<p>3-1 year</p>	<p>City of Boston, landlords, public health officials</p>
<p><b>Output (2):</b> - concrete products or services provided by the program</p>	<p>Widening of sidewalks near key areas like Maverick station for pedestrian safety and comfort</p>	<p>City engineering plans, public works coordination, budget for sidewalk expansion.</p>	<p>Public support for sidewalk expansion and alignment with city infrastructure priorities.</p>	<p>6 months – 1 year</p>	<p>City Public Works, Transportation Department</p>
<p><b>Outcome (1):</b> - direct utility and effects of the program for target groups</p>	<p>Short-term: Improved walkability in East Boston with new curb ramps, better lighting, and wider sidewalks in key pedestrian zones, better waste management on sidewalks</p>	<p>City budget for public works, infrastructure investment plans.</p>	<p>Infrastructure projects are prioritized in city planning. Public health dep has impact on infrasture and policy</p>	<p>6 months – 2 year</p>	<p>Boston Public Works, Transportation Department, landlords</p>

<b>Outcome (2):</b> - direct utility and effects of the program for target groups	Long-term: Enhanced public health through improved walkability, creating safer, cleaner, and more accessible streets for all residents.	City public health campaigns, continued infrastructure investment.	Increased community engagement around walkability and public health.	1-2 years	Boston Public Health Department, Transportation Department, Neighborhood Associations

REACH Action Plan Resources Spanish Participant Data

Logical Framework #4	Indicators (which metrics will be used and why?)	Resources (who or what will we rely on to accomplish goals?)	Assumptions (what are we taking as a given?)	Timeline	Lead Person/ Organization
<b>Problem Statement/Current conditions → common needs:</b>	Current bike-ped infrastructure is not in great condition, resulting in decreased motivation for active mobility in the neighborhood. Options for reliable public transit and safe bike-ped access to Orient Heights are limited and should be improved. Currently the only bus line connecting Maverick to Orient Heights is the 120 and Blue Line.				
<b>Priority Areas/ Key Issues:</b>	Locations: - Orient Heights, access through Bennington Street and Mary Ellen Welch Greenway (MEWG)				
<b>Goal/Impact</b> - Long-term effects and program's contribution to overarching goals	<ol style="list-style-type: none"> <li>1. Develop and/or improve access to high quality safe bike-ped infrastructure, such as the Mary Ellen Welch Greenway, to promote active mobility throughout the neighborhood               <ol style="list-style-type: none"> <li>a. Ensure adequate lighting to increase visibility of bikes-peds</li> <li>b. Improve the sense of safety through various means (emergency blue lights, greenway design)</li> </ol> </li> <li>2. Include shared micro-mobility (SMM) in order to expand the reach of public transportation within East Boston</li> </ol>				

<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Conduct a series of bike &amp; walk audits to identify gaps and access points throughout existing bike - ped infrastructure (<b>within and outside</b> of the MEWG) that could get residents from Jeffries Point to Orient Heights</p>	<p>Walk audit gear</p> <ul style="list-style-type: none"> <li>- Speed radar</li> <li>- Clipboards</li> <li>- Pens</li> <li>- Sign in sheets</li> </ul> <p>Bike Audit resources</p> <ul style="list-style-type: none"> <li>- xyz</li> </ul>	<p>Bike infrastructure exists parallel to the MEWG</p>	<p>3-6 ... ▾</p>	<p>WalkMass</p>
<p>1.</p>	<p>Reach out to City of Boston Streets Cabinet and BTM to identify existing and planned SMM infrastructure. ,</p>	<p>Access to SMM inventory (bluebikes, etc)</p> <p>Access to plans for expansion of SMM throughout EB</p>	<p>SMM is a safe, viable, and accessible form of transit that can be used to expand the reach of Public Transit</p> <p>Pedestrian infrastructure is adequate to allow residents to reach SMM</p> <p>Bike infrastructure is safe enough to make SMM a viable option</p>	<p>6-12 ... ▾</p>	<p>WalkMass</p>
<p>2.</p>	<p>Generate flyers for walk-bike audits through identified areas;</p>	<p>Access to local groups who have constituents that are interested in</p>	<p>Locals are interested in using active or</p>	<p>6-12 ... ▾</p>	<p>WalkMass</p>

	<p>Invite residents who provide local expertise on where bike-ped infrastructure could be improved</p> <ul style="list-style-type: none"> <li>- Get access to bluebikes to allow those without bikes to participate?</li> <li>- Promote active mobility</li> </ul>	<p>increasing active mobility</p> <ul style="list-style-type: none"> <li>- Outreach to EBHFC</li> </ul>	<p>SMM in order to move throughout the neighborhood</p> <p>The MBTA will not improve frequency of bus services to connect Jeffries Point to Orient Heights</p>		
<p><b>Outputs:</b> - concrete products or services provided by the program</p>	<p>Generate a walk- bike audit report to be disseminated to participants and offices responsible for built environment change. Audit should consider the implementation of Complete Street Design in Policy to promote the use of Active Mobility through personal or SMM</p>	<p>Access to CBOs that are able to disseminate information to local residents/stakeholders</p>	<p>Generated report will be used to inform future streetscape design throughout EB</p>	6-12 ... ▾	WalkMass
1.	<p>An increase in the availability of SMM options that can connect different neighborhoods in East Boston</p>	<p>Funding in order to install SMM stations throughout EB.</p> <p>Data on the most popular SMM stations throughout EB. Where is the most demand / need?</p>	<p>Increasing the availability of SMM stations throughout EB will result in an increase of usage.</p>	1-2 y... ▾	BTD



		Resources depending on placement of parking stations to work with residents to inform them that SMM station may cover a parking spot. Consider using smaller stations to mitigate this and promote daylighting.			
2.	A policy change that could extend the hour of the MEWG in order to create more access to safe, reliable bike-ped infrastructure	Access to MassPort executives in order to extend the hours of operation of the MEWG  A sizeable mass of residents calling for the expansion of MEWG hours	Residents are interested in the expansion of the MEWG hours  MassPort is able to modify MEWG hours	1-2 y... ▾	WalkMass MassPort
<b>Outcome:</b> - direct utility and effects of the program for target groups	Increased lighting and sense of safety when using the MEWG	More light posts, emergency boxes + funding	Increased lighting results in an increased perception of safety	1-2 y... ▾	MassPort
1.	Increasing access points and hours of the MEWG will increase the usage and amount of Physical Activity in the Neighborhood	Concessions from MassPort in order to extend the hours of the MEWG	Creating new access points along the MEWG is Possible	1-2 y... ▾	MassPort WalkMass BTD BPHC
2.	Increased amount of	SMM infrastructure +	SMM is a viable	1-2 y... ▾	BTD

	SMM options throughout the neighborhood will increase SMM use	actual bikes  An analysis to determine that new sites are equitable and compliment existing SMM infrastructure/investments	option for residents  Future sites for new SMM infrastructure is not already designed		
3.	High quality bike-ped facilities will promote use of public transit and the incorporation of SMM will increase public transit's reach	Funds to invest into bike + ped facilities  A method to monitor the frequency of bike + ped use of the MEWG from the BPHC	Bus service / routes will not change	3-5 y... ▾	BPHC

Logical Framework #6	Indicators (which metrics will be used and why?)	Resources (who or what will we rely on to accomplish goals?)	Assumptions (what are we taking as a given?)	Timeline	Lead Person/ Organization
<b>Problem Statement/Current conditions → common needs:</b>	Current state of streets and sections of East Boston are currently insufficiently lit, affecting perceptions of safety and discouraging use of public spaces that otherwise could be reactivated.				
<b>Priority Areas/ Key Issues:</b>	Locations Include: <ul style="list-style-type: none"> <li>- Border St</li> <li>- McLean Playground adjacent to Excel Academy on Bennington St.</li> </ul>				
<b>Goal/Impact</b> - Long-term effects and	<ol style="list-style-type: none"> <li>3. Increase lighting in priority areas</li> <li>4. Promote use of public parks during different times of day</li> </ol>				

program's contribution to overarching goals	5. Increase a sense of safety in priority areas				
<b>Activities:</b> - activities that must be undertaken for the program to have desired outcome	Conduct a Walk Audit on Border Street	A 1.4km route that allows to identify gaps in the light post network	That neighbors on Border St. may not be interested in participating - conduct flyering campaigns to increase participation and fine tune changes to border st.	3-6 ... ▾	
3.	Engage City on Availability of creating posts on Sidewalks	We will need to connect with DPW(?) Streets cabinet + Constituent Services	Any sidewalks are available for the installation of light posts.	1-2 ... ▾	Constituent Services
4.	Conduct a Walk Audit to / around McLean playground	Connect with office of parks + rec, + neighboring residents + Constituent Services	Community Insights impact decision making regarding playground/maintenance/design	3-6 ... ▾	WalkMass
<b>Outputs:</b> - concrete products or services provided by the program	Improving lighting infrastructure on Border St	Access to city budgets, lighting designs, access to contractors. Or are light posts under the purview of DPW	The city has enough space to add new light posts	1-2 y... ▾	Boston DPW

3.	Improving lighting infrastructure on McLean Playground	<p>Access to park planners + urban planners to identify if improvements are already in the pipeline for this park</p> <p>Access stakeholders such as Excel and other neighboring schools</p>	That there is funding to increase the quality of parks + install light posts	1-2 y... ▾	DPW + Parks Recreation
<b>Outcome:</b> - direct utility and effects of the program for target groups	<p>Short-term: increased lighting in public park</p> <p>Short-term: Ensuring light post network is fully operational along border st.</p>	Access to budgets to determine if there is funding to create new lighting	<p>Increased lighting will result in increased park utilization</p> <p>Sustained community engagement</p>	6-12 ... ▾	
4.	Long-term: Increased utilization of public parks/spaces	<p>Access to budgets in order to fund new infrastructure in the park</p> <p>Access to budgets for public art to create a sense of liveliness</p>	<p>Increased lighting will result in increased park utilization</p> <p>Sustained community engagement</p>	3-5 y... ▾	
5.	Long-term: Improving public health of residents by creating access to safe and quality parks	<p>Access to funding to put forth programming in parks</p> <p>Access to Public Health</p>	The park will be utilized without any other updates to its existing	3-5 y... ▾	

		Data to record improvement - How does BPHC, if at all, measure the usage of parks?	infrastructure (besides new lighting)  Sustained community engagement		
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Logical Framework #7	Indicators (which metrics will be used and why?)	Resources (who or what will we rely on to accomplish goals?)	Assumptions (what are we taking as a given?)	Timeline	Lead Person/ Organization
<b>Problem Statement/Current conditions</b> → <b>common needs:</b>	The current state of infrastructure for cars and pedestrians is creating conflicts, examples include faded or absent striping, resulting in vehicle congestion + facilitating high speeds. When this is coupled with signal timing for pedestrians, said pedestrians may feel unsafe at crossings due to the coordination of timed signals. Residents have expressed a desire to have traffic and ped signals occur at different times.				
<b>Priority Areas/ Key Issues:</b>	Locations Include: - Chelsea St. - Day Sq. - EBNHC @ Gove St.				
<b>Goal/Impact</b> - Long-term	1. <b>Pedestrian Improvements:</b> By altering signal timing coupled with restriping, pedestrians will feel comfortable transiting through the streets and feel less inclined to use a vehicle to ensure their safety, additionally this will				

<p>effects and program's contribution to overarching goals</p>	<p>result in fewer crashes.</p> <p><b>2. Infrastructure Improvements:</b>By ensuring that streets are striped, driver behavior can be managed to reduce the likelihood of speeding. As a result, other vulnerable roadway users such as cyclists will feel safer. Clear striping will also lead to better management of congestion by <i>directing</i> traffic</p> <p><b>3. Encouraging Active Mobility:</b> The decision to opt for active mobility requires investing in infrastructure that creates a safe public realm where all users feel valued and safe. Improving pedestrian infrastructure alongside managing driver behavior provides the opportunity to encourage residents to opt for greener mobilities.</p>				
<p><b>Activities:</b> - activities that must be undertaken for the program to have desired outcome</p>	<p>Identify High Crash Areas in East Boston using MassDOT data</p>	<p>Access to MassDOT data + City Plans to mitigate the frequency of crashes in XYZ areas</p>	<p>MassDOT only keeps track of fatal crashes</p>	<p>1-2 month ▾</p>	<p>WalkMass</p>
<p>5.</p>	<p>Engage Residents at local events to hear local perspectives on which areas require intervention.</p>	<p>Tabling + targeted feedback materials</p> <p>Local Events that convene residents</p>	<p>Local events such as farmers markets are required in order to gather data.</p>	<p>3-6 months ▾</p>	<p>WalkMass</p>
<p>6.</p>	<p>Identify where concurrent timing +protected (left/right) turn signals exist <b>or</b> could be</p>	<p>Connecting with BTD in order to locate where concurrent timing + protected turn signals exist</p>	<p>Data on this is readily available. Implementing concurrent timing and protected turn signals is possible</p> <p><b>Leading Pedestrian Signals</b> overlap with protected turn signals for vehicles</p>	<p>6-12 months ▾</p>	<p>WalkMass</p>

	installed				
<b>Outputs:</b> - concrete products or services provided by the program	Striping will be installed in priority areas	Access to city budgets, in order to determine if funding is available for the installation of striping.  Assessing if there is a strategy to maintain striping in identified areas	That all signals identified as needing an intervention are owned by the city, and thus able to be changed.  Confirming if there is a plan to assess the safety of existing traffic-ped signals	1-2 years ▾	BTD, MassDOT?
4.	Conduct outreach in areas close to high crash areas in order to capture qualitative data on user experience	Data of high crash areas in East Boston  Identifying which roadways and subsequently, traffic signals are able to be modified by the city	That all signals identified as needing an intervention are owned by the city, and thus able to be changed.	3-6 months ▾	WalkMass
<b>Outcome:</b> - direct utility and effects of the program for target groups	Short-term: Identifying high crash areas  Short-term: Identifying areas where striping is	MassDOT Data  Qualitative data from street / roadway users	Improved striping will reduce speeding vehicles  Striping is low cost and a budget exists to conduct maintenance.	6-12 months ▾	WalkMass



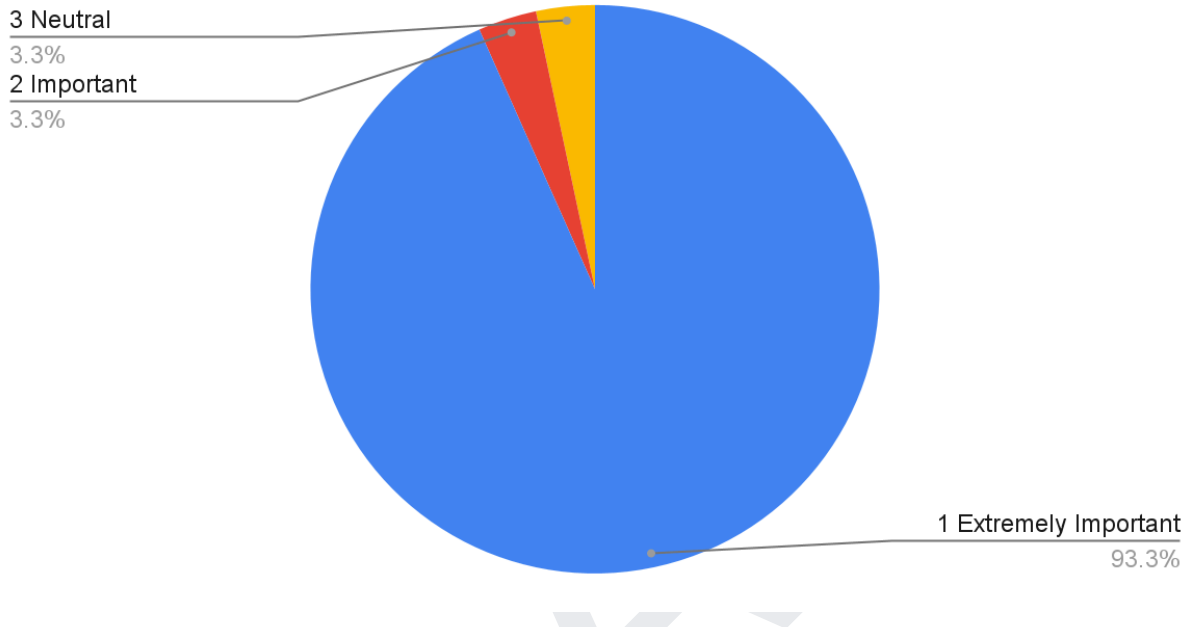
	absent or in need of repair				
6.	Long-term: Increased and well maintained striping will reduce vehicles speed, creating a safer streetscape and result in increased biking throughout the neighborhood	Access to budgets in order to fund and / or maintain streetscapes	Improved striping will reduce vehicle speeds and encourage individuals to bike  How is data on the volume of bikers collected? Can a before and after be generated?	3-5 years ▾	BTD
7.	Long-term: Improving changes to the built environment will improve public health of residents by creating access to safe and quality	Access to Public Health Data to record improvement <ul style="list-style-type: none"> <li>- How does BPHC, if at all, measure the usage of bikes?</li> <li>- Is there a way to track chronic illnesses and how rates have declined?</li> </ul>	Changes to the built environment will result in increased active mobility, resulting in the improvement of public health and decrease of chronic illness.	3-5 years ▾	BPHC

	streetscapes that encourage multimodal transportation (walking, biking, etc)				
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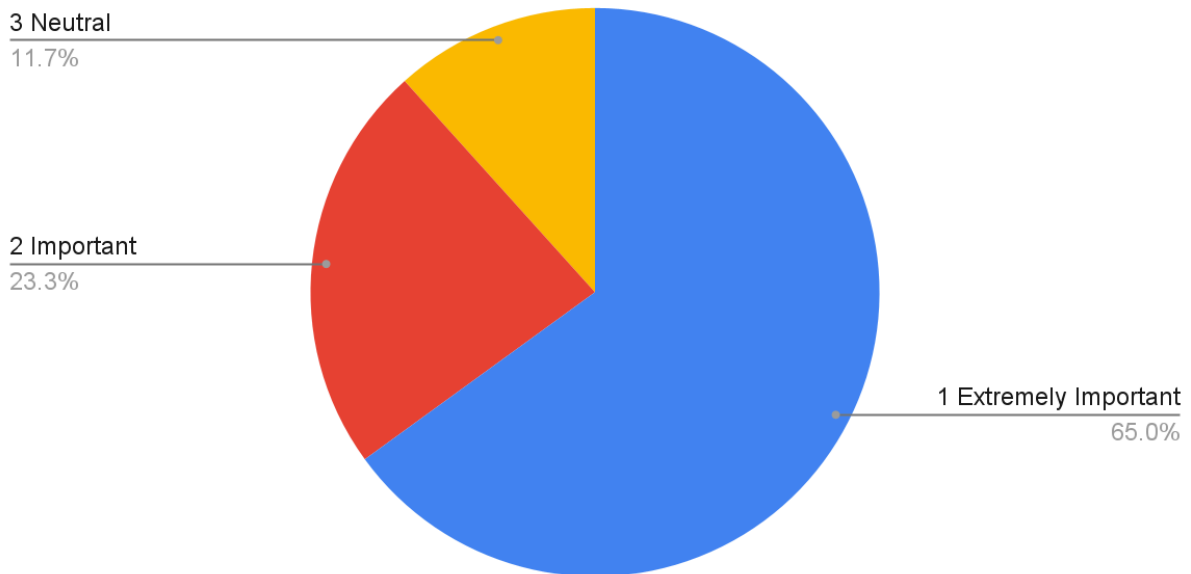
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Appendix C – Aggregated Online Survey Data

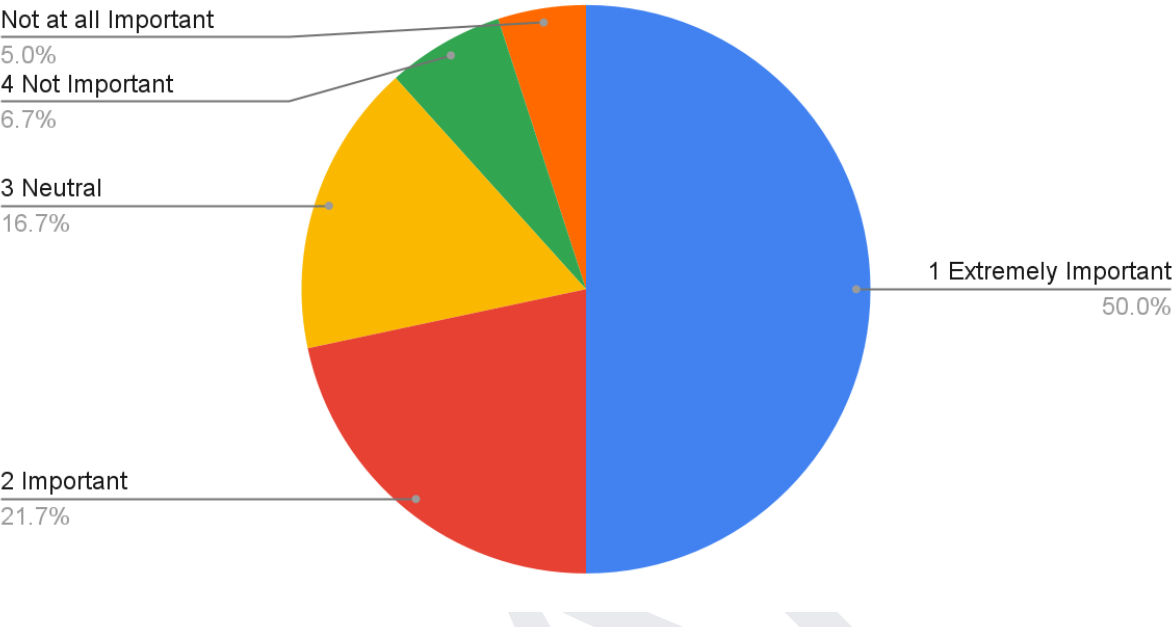
Pedestrian Safety: Sidewalk conditions, crosswalks, lighting, trash, construction disruptions



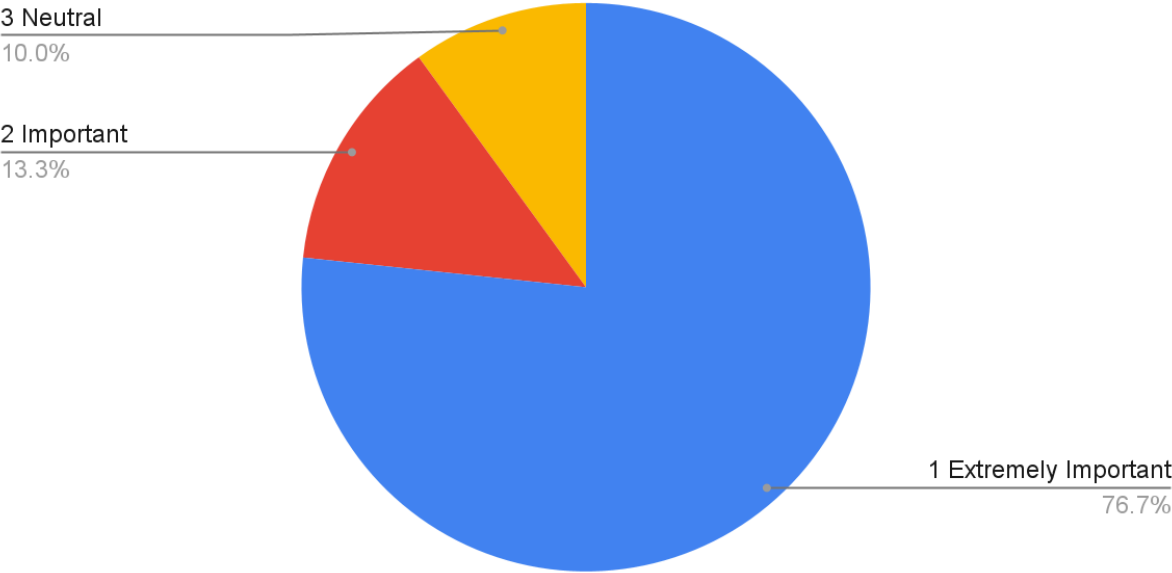
Interactions between pedestrians, cyclists, vehicles, scooters, and mopeds



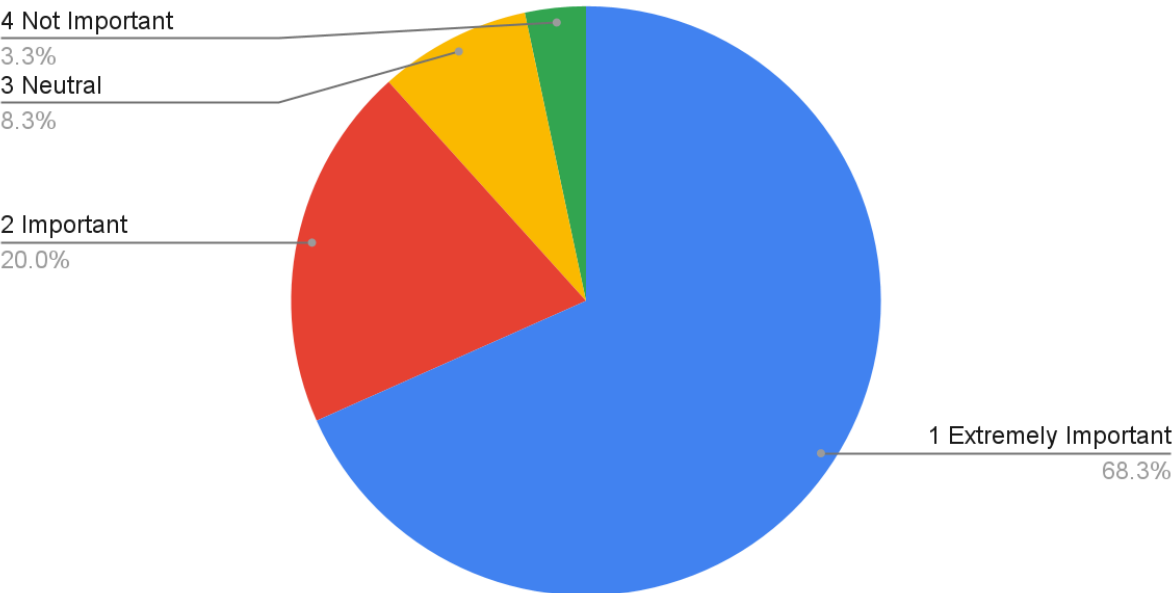
### Bike Infrastructure: Quality and connectivity of bike lanes, safety for cyclists of all ages and abilities such as access to the Mary



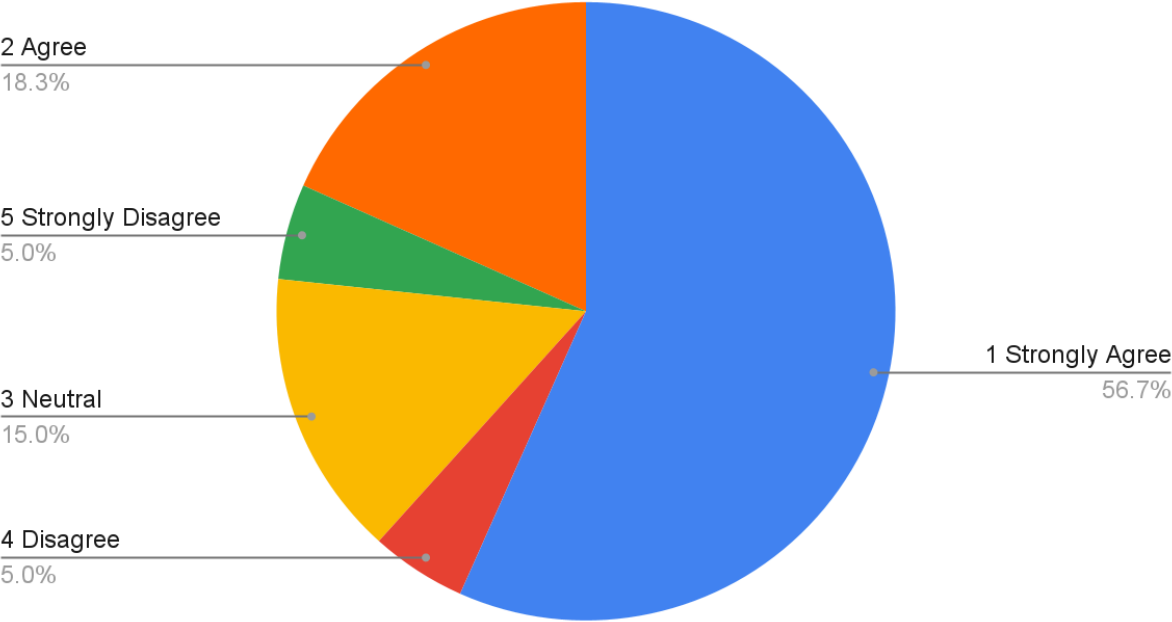
### Public Transportation: Frequency, reliability, and connectivity of bus and train service



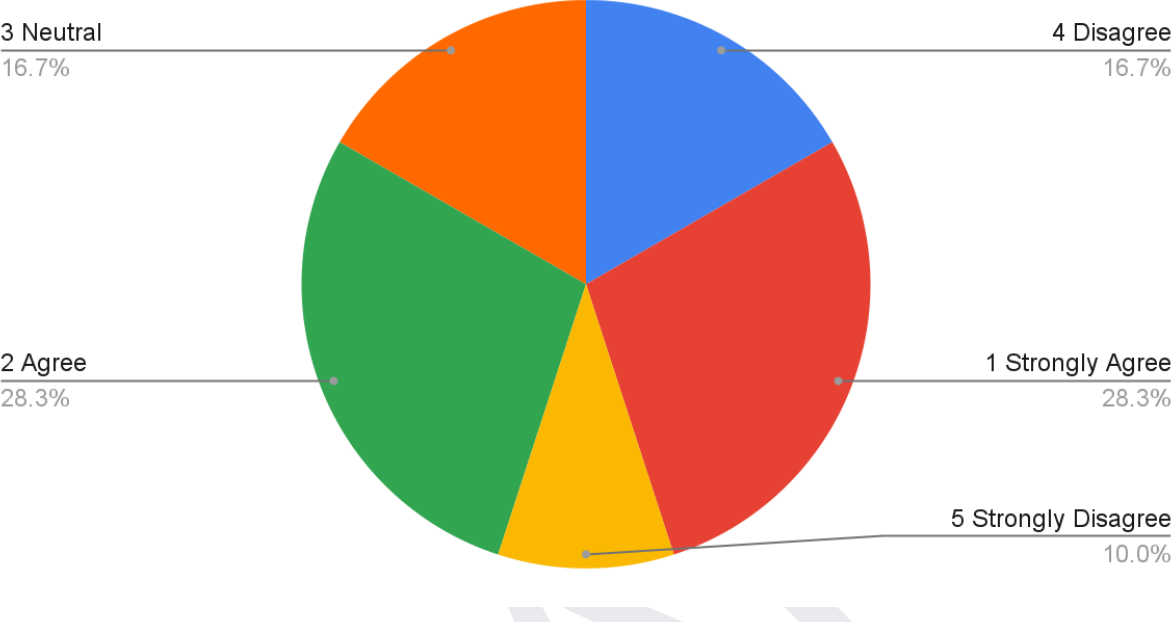
Mobility within East Boston: Availability of safe, reliable and convenient transportation options to travel between East Boston (i.e Jeffries Point to Orient



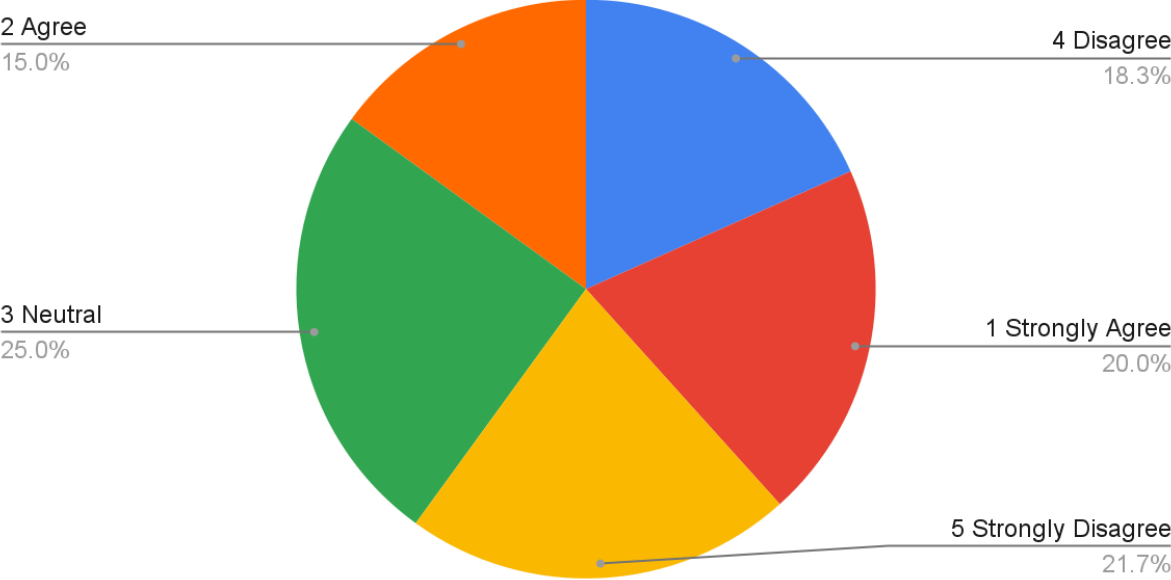
Walking is my primary mode of transportation in East Boston.



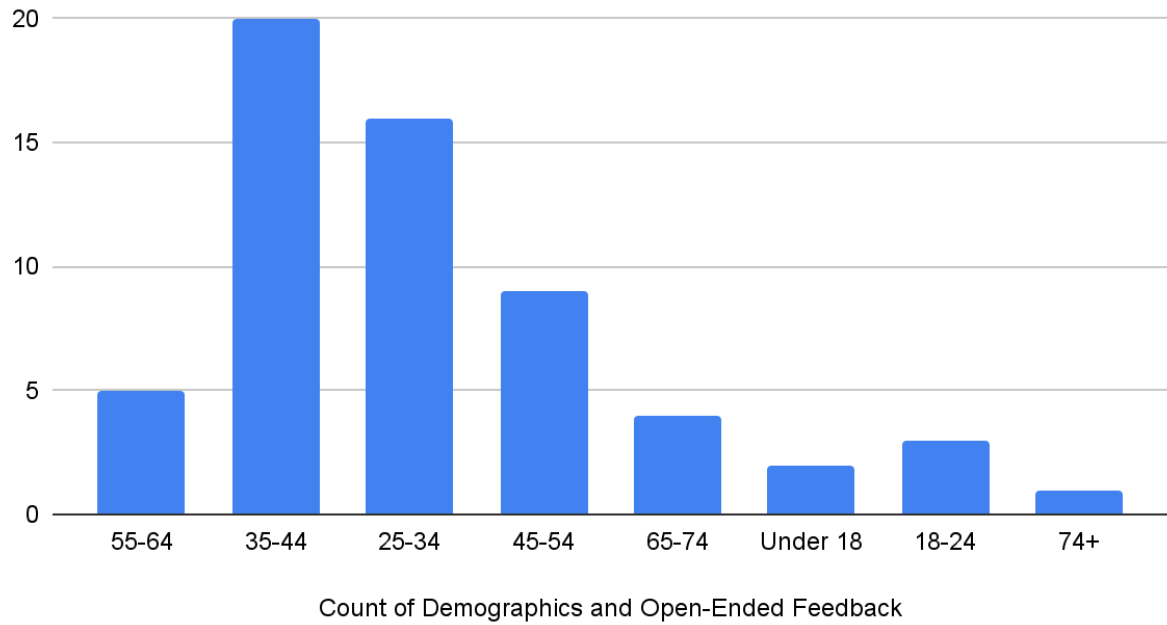
Current pedestrian infrastructure in East Boston supports safe and easy walking to everyday destinations such as schools,



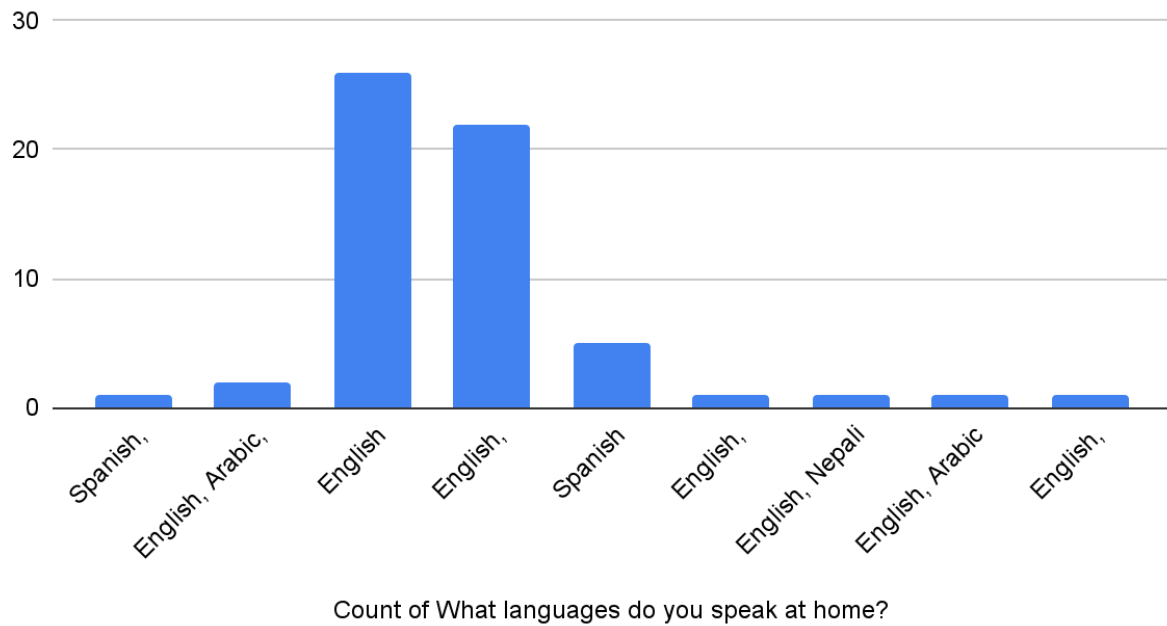
Current bike infrastructure in East Boston supports safe and easy biking, to everyday destinations such as schools, grocery stores,



## Age range of survey participants

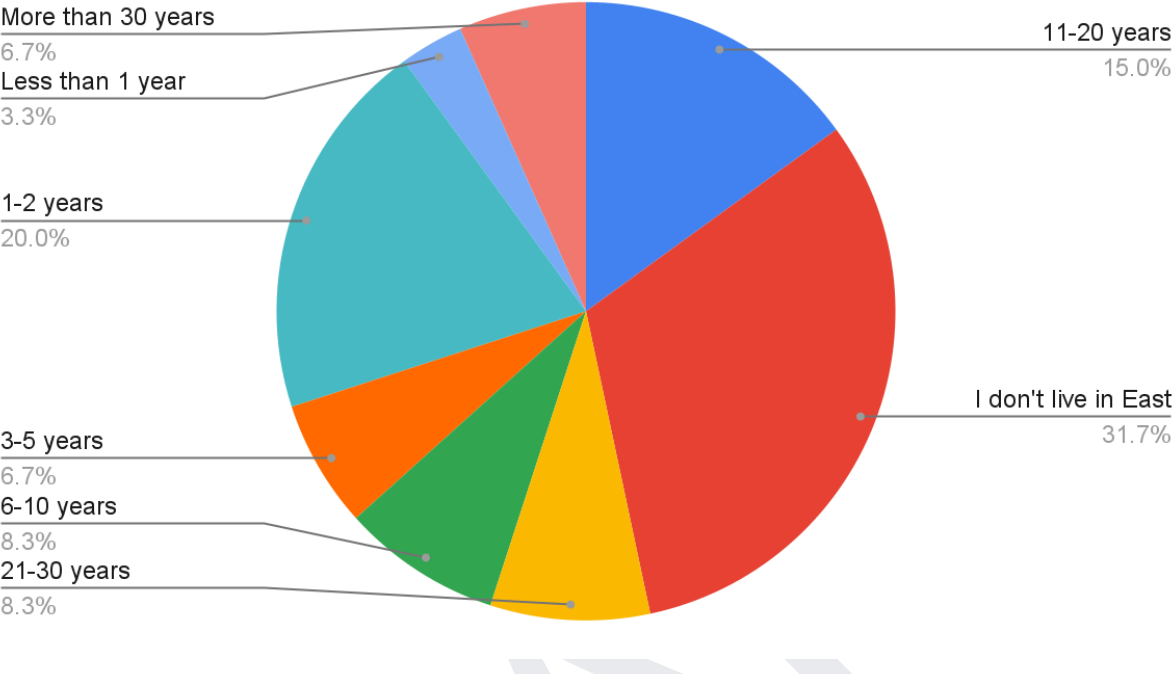


## Count of What languages do you speak at home?

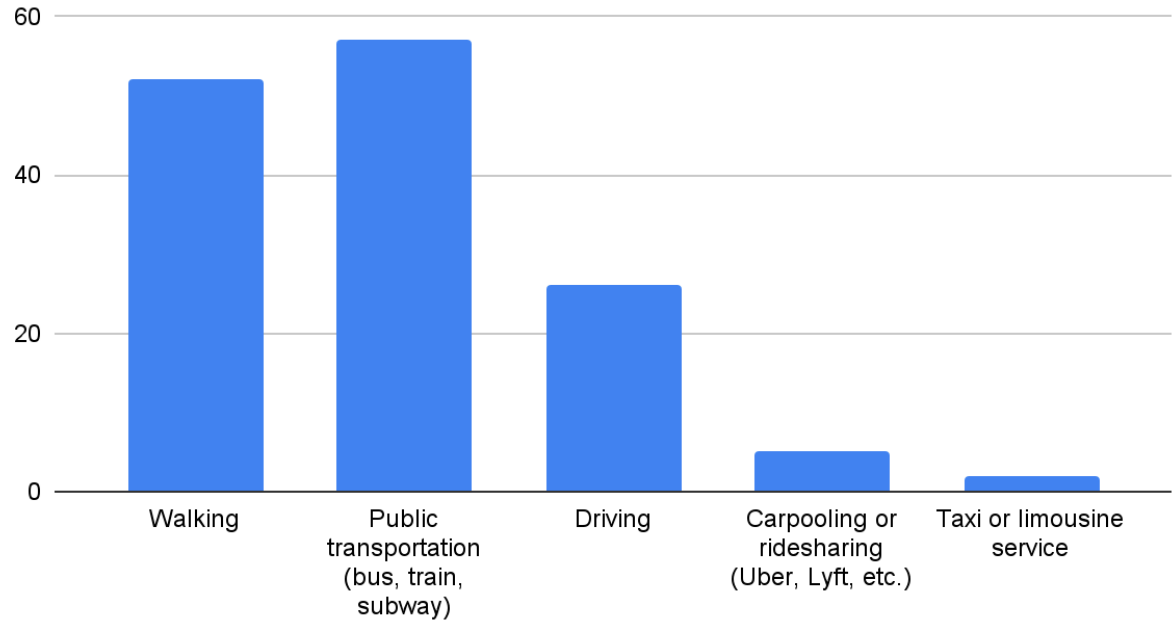




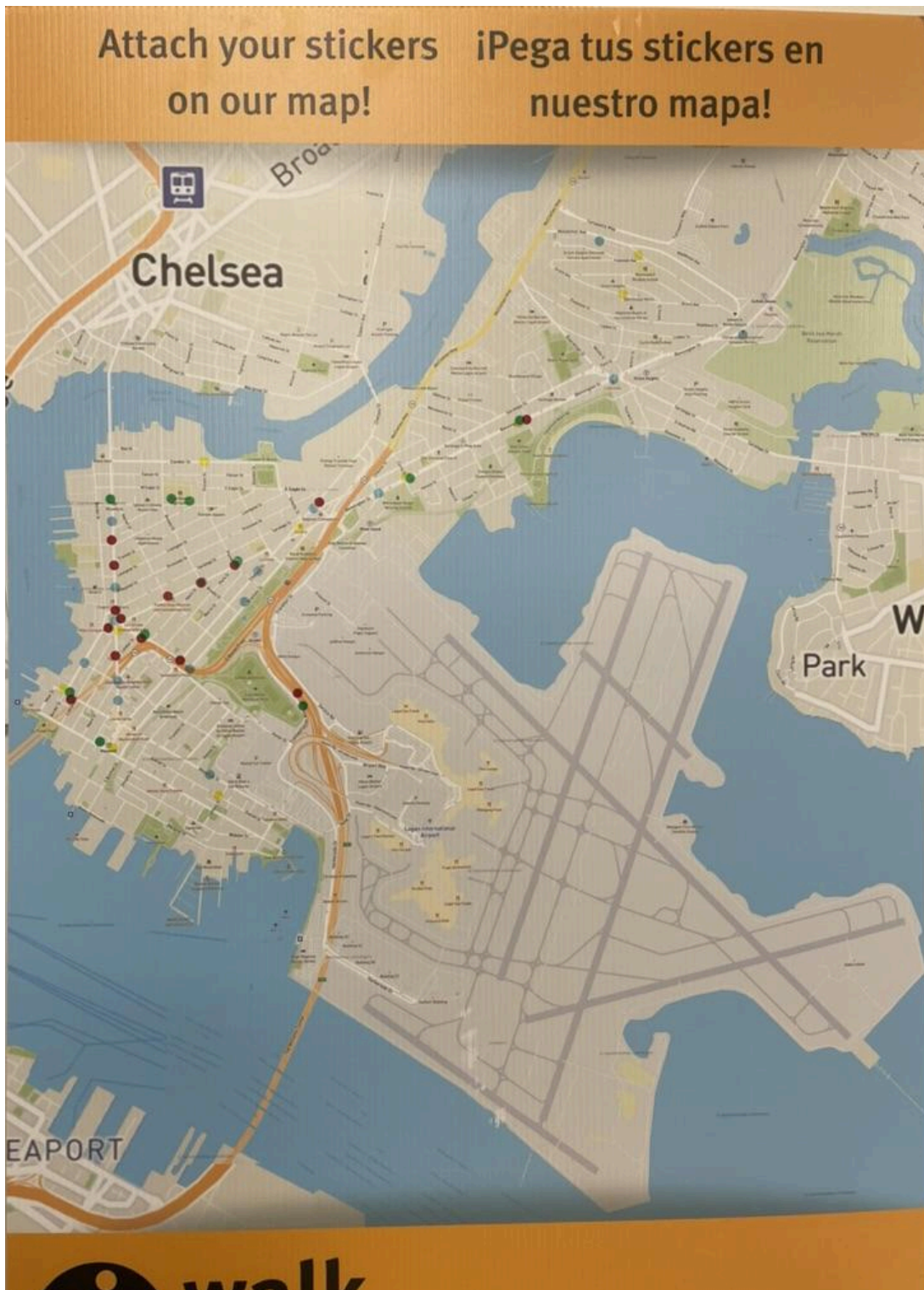
### Count of How long have you lived in East Boston?



### Primary mode of transportation in East Boston







Appendix E – Map Activity







## Map Activity

Place your stickers on the map provided to indicate your priority areas

-  Use the **red** dots to indicate high stress areas for pedestrians or cyclists
  -  Use the **yellow** dots to indicate areas where public transit access could be improved
  -  Use the **green** dots to indicate areas where access to green space is needed
  -  Use the **blue** dots to indicate where improved pedestrian and bicycle routes are needed
- 

## Actividad de Mapa

Coloca tus stickers en el mapa proveído para indicar tus áreas prioritarias

-  Utilice los **puntos rojos** para indicar áreas de alto estrés para peatones o ciclistas.
-  Utilice los **puntos amarillos** para indicar áreas donde se podría mejorar el acceso al transporte público
-  Utilice los puntos **verdes** para indicar áreas donde se necesita acceso a espacios verdes
-  Utilice los puntos **azules** para indicar dónde se necesitan mejorar las rutas para peatones y ciclistas

## Comment Card

Is there anything you would like to share about transportation, public health, or community planning in East Boston?

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## Tarjeta de Comentarios

¿Hay algo que le gustaría compartir sobre el transporte, la salud pública o la planificación comunitaria en East Boston?

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