**M. Stafford Office:**

String sense of Cambridge St. Very busy throughout to Scollay Sq. But Scollay doesn't constitute shopping district. So was Jay - Common. Common to S Sta. Jay of Cambridge identified by two stores. Assumes road between J & S lead to S. Sta. Path would be called by cutting material; east, before 5 Sta. Further away from Common, leading for Park St. Sta.

**W. Stafford Field:**

Thinks of Charles St. as one route, but to J Alf. Jay.


Cross Common by reference to Park St. Sta.

Trip called organized by ready district. 2:30 Common, shopping path. 2 min to 2:30 pace. 40 min, 1:20. Cobble, clothes, etc.6:00; flight, side streets, landmarks.

**Van Heusen Office:**

String, very wide street. String sense of following path Scollay, which is anticipated. Cambridge St. goes down east and west, 6th, 8th, and these other streets come down (attempt to make a network out of BT streets).

Scollay joins Washington via Maryland. Wash. A narrow street with many shops; very crowded, very noisy, full of traffic. Sense of following path from J & F corner. Follows down S 6th St. No landmarks. Aware of another way via S 6th & little roads - probably difficult to discern.
Van Heusen field:
Venue rain as edge; anticipate seeing it again on other side.
Cambridge to Scollay.4 quickly West, because it crosses Lake, takes route to Charley & water. Paths now replaced by many elements, and there are surely observed. They do not seem to cure.

Clark - extremely vague

Clark field - Subway tracks passed as connector to S Sta. Turn to 4
preway on Cambridge St. Field should go left of ?? being, but unwilling to leave lake street.

Seen Charley edge, link Charley to S Sta. Follow it. See two Sta.
Hooks bronze to Sta in opposite direction. Then follow signs +
tracks to S Sta. Watchmen passed as edge.

Lake Office:

River + artex - edges guide key to Haymarket Jr. Head direction
a downtown. Follow Franklin St. to Washington & Atlantic Ave +
lock area, cut across + rel. Of Franklin to Washington & placed at
Atlantic.

Lake field: Banks self of edge of river + artex. They lay flat to
downtown profile; then by following Atlantic Ave, continue thoroughfare,
State headed. Atlantic along edge of any distinct.
Jordie office: unusually great amount of detail along streets. In addition to the known details, Cambridge St. has the general thematic characteristics of a very wide street with safety islands. Beacon St. connection known, but through of Tremont traversed. Has fewer known elements than other streets. Scollay Sq. has fewer types - less rooms, amusement halls, shops - rather than specific elements. Cambridge has a number of types; Summer has mostly known elements that scale the path. Summer also scaled by extending plane district.

Rotary sensed as edge.

Jordie field: Known alternate route (as described in office), but goes out of P.R. for the sake of walks in parks. Wrote streets going uphill, turns onto Joy via Police Sta. deli.

Confusion on paths in Summer. Others also have difficulty choosing a route here.

Jordie - F. area, common scale route. Will ride walk to Jordie, then.

Street Narrows:

In addition to the many elements that scale trip, there is a melodic interval of activity. Not very much, and of activity frequently. Washington Spring a climax of activity.

Boon office: Cambridge to Scollay, pooled by few structures, Boonoin.

Traffic heads uphill to Beacon St & St. Street rises to Boonoin.

Then edges tighter together, higher at Scollay.
Connections from Scollay surfaced. Tremont to Winter - Summer.
Wash - Summer intersection. Tremont - Scollay.
A rainbow in Summer to 5 Sta. - steps run down - a few specific elements.
Heavy traffic at an intersection. Tremont Broad Street & 5 Sta.

Cranbery office:
Note: Charles St. post rotary as big thoroughfare connecting with
Anthony & Stoner. Path as connector.
Senses all structure as edge. Note huge rotary, packing of detail around
rotary & around other major decision points.

Cambridge St. is one of the few wide streets in Boston. Safety islands
in the middle - Cambridge Town - 2 blocks - Telephone bocks here -
run with Scollay, reinforcing axis. 3rd. Scollay leads to Tremont
Winter - narrow street. Tremont F corner with 30's, too. Follow
Summer, which is not scaled.

Crawford field: Some potential nick in detail than in office trips.
Winter's alternate route up Anderson St. - over BN through Common, but this
not as interesting as the one in tables.

Cambridge St. is wide street. Scollay Coffee Empire (Two House, in and
Town Hall Library). Run uphill to back of 5th. Then Broadin with Tremont &
Scollay with elementary home. Many other elements along trajectory as well as
traffic, movie.

Space nomination Winter. Tremont to 37 f. corner, one of longest in
Boston. After that, Sumner scaled only slightly by a tree.

Samuel's office: Very little detail. Ends almost entirely by following
four streets. Cambridge St. is a wide, busy street with divider in center. Goes
uphill moderately incline, curves right to Scollay. Then changes of area-
thing start looking respectable again - after Scollay. Turn to
street sign, go up. Down, West Summer St. St. Scaled only above
street over a hill near Atlantic Ave. which is a very busy street.

Samuel's field: Fewer details, but streets still quite busy. Takes
Cambridge, along hill, with prominent library, then down Beacon St.
(Another time, street over B.U.).

Difficulty in common. Potential station later too, apparently
follows streets in assumption of directional relationships.

Kellogg's office: Chiefly just following paths with very few elements
thrown in. Two elements made turn into Cambridge St. From top down of
following Cambridge up to Scollay, right over to State, down State to Atlantic.
State apparently seen as logical extension of Cambridge, but Scollay is
never mentioned. Weak point. City Hall at the State St. Scollay anticipated.
State to Atlantic. Atlantic one of the widest streets in Boston has
height car tracks, lead to Dewey Sq. (anticipated).
Walker Office: Poor knowledge of streets. Doesn't know Boston very well. Cambridge St. a very wide street, a noisy street, very badly paved, with center strip for pedestrians. Turn uphill. Scooby anticipated.

Down from Scooby's some unidentified street with high, bulky, not too much, then that leads to coke, water, 5 sta over bridge.

Kelly Office: Cambridge St. a wide cobblestone street, wider than any other in Boston. Scooby's anticipated. Wide causeway connects to an embankment in Scooby's. Strong sense of following Cambridge to Scooby. Washington Street is connecting path between Haymarket Sq. and the shopping area, E American. Were a narrow street.

Turn at JM - E corner to Summer 495 blocks to 5 sta.

Diana Office: Known Cambridge St. as Bowdoin St. A very wide street with safety island. Turn uphill at five station, New England Tel + Tel. Tokes intricate twisting of turning to 60 bldg, where 2 alternate routes are available. 6th sta - Demoulas to Federal St.

Would simply followceased no.

Pavements give n along street.
Susan Lake:

General Themes include confusion, confusion, confusion.

Waterfront important: Atlantic Ave. associated with the water; docks
along Atlantic Ave.

Franklin St.: gradual curve not sensed; imagine it as perpendicular to Washington.

The important things in Boston all seem to be on main streets.

Seek main streets to follow in nuclear parts of the city. Mass Ave. This seems huge throughout; it'll I think I'd recognize.

Walden means main streets.

Central Ave./a major organizing feature of the city for her.

ruses on the yellow line. She's happy. She's happy to be here.

Buses are killing her in the city. But it's... I don't know where she is. I don't feel she's in central Boston till she

Crosses off through.

In summary: her guidebook is out to 224. Difference between State Capitol end, and Hill into very steep City.

KL_002083_007
John Clark

His frequent view of Boston structured chiefly around a few NTA stations. Subway is a path for him.

Knows river near Longfellow Bridge, with highway on both sides. Knows water again at harbor, along Atlantic Ave.

Associates good activities for driving into Boston Area around Court St. has a "closed-in" feeling, high buildings over narrow streets.

Follows main flow of traffic along wide streets.

Commonwealth Ave: Knows that it intersects Massachusetts Ave at other end. Large twentieth-century homes, stores high, many converted into doctors' offices and apartments. Wide street with grass, fountains in middle, one-way traffic each side. Statues of various Massachusetts heroes. Houses more shops at Mass. Ave and - interesting because he seems to be reacting to general neighborhood change rather than actual shops in Commonwealth itself.

Central Ave: Not identified by name. See green bridgework in field trip, feel it links No. 5 Station, because he has seen it in cloth contact. On foot, he sees it as an edge to guide himself to No. 5. Clean, well-painted. On field trip, see. Letter signs pointing to N Station, thinks S. St. would be in opposite direction. On field trip, as he approaches valley, can see Kendall Station to distance, which reassures him.
Nancy Eberhardt

Wee subway, attributes distinguishing picture of Boston to lack of connection between subway + city. I came up at a subway exit and found myself there, and then I can take the subway underground without seeing any buildings or anything, and end up somewhere else.

Washington D.C. a strong familiar element, the tree to write
several trips in Washington

Organizes parts of Boston around subway + freedom park, Washington, Charles.

- Small streets, hard to climb in the car + hard to find in;
  because they are narrow, narrow sidewalks.

Common: many public at various angles, distinctive largely because
it is bordered by one of the important streets in town, North Park + Isabella;
   don't know the other.

Washington: seen many detailed characteristics. Slightly curvy in
width than lift (so you face toward Freedom Tower + downtown)
Top of view and to end also: level end & lift up. Tower end more uniform;
seen choose section, is straight. Up and curve up toward Park.
   Nice handcraft holds at top there at bottom, you can see the
Common through streets that intersect Washington. Knows number
of elements, but seem to know no problem. Know Wish you connected, to
when it emerges into their space near Freedom. My field trip supposed to
learn this Washington so suitable in town age.
Elizabeth Ellis

Back Bay: narrow grid, with large streets, strong. Beacon + Commonwealth
with Commonwealth. Precinct district (Beacon begins around Beacon School to
Charles, which is the area Boston to Washington.) Arlington a boundary with P.6, Tide with Stone and
Mass Ave. Tide grid, Pine with the river + Huntington Ave.

Washington St. appears to be a thematic area, with little description. The
town, rectangular, canyon-like streets / large houses / 3 in site map association.

Stones Drive two newer couples of Mass Ave + Charles St. Rotory.
Beyond Rotory, Stones loses clarity.

Central Artery: wide, island at intersection with orange, then tied
locally to Stones.

Beacon St.: home park similar to Commonwealth; a clear line
from Mass Ave to State House; acros to School St. to Washington.

Mass Park of B Spin, then acts as boundary between the Garden,
Commonwealth, Beacon Hill, then extends into business district.

Commonwealth: is thematic line; wide, tree-lined, 2 streets
with park in middle. Hardwood houses on both sides. Quietly set back,
wide sidewalks. East and a mostly residential, west has more stores
and clubs. Parts of B Spin, with clean connection to P.6 + Mass Ave.

Mass Ave.: is thematic description, but apparently well known
from the rising to Huntington. Represents as a route only in S Boston. Clean
melamine to B Spin and; Civic Symphony Hall fist with Huntington off the
Charles St. Natal to Common Garden & BN; a right turning line
from Charles St. Rotory through area into another. Boundary of BN as a
Topographic from, mound, projecting BN as to area. Principal
ninth structural element of BN. Against little thematic description.
Cambridge St: Very wide, islands or rights minor. From Charles St.
notary to Scollay, rigid & curved. Forms 13.6 ft. This gives it importance.

New highway: Big, neat; flat. annexed to Hanover St.; vaguely
extended to Stump.

Francotts: Mentioned only as boundary between the Common &
downtown; Theatre in it.

On Charles St, scales position by a curve that allows one to see
both the Common Garden & the Charles St. subway station.

Use of the edge, p. 7: "I would turn in the direction toward the
river. I mean I would find out which way the river was, and head
that way, because I couldn't have any real feeling of direction."
(Frankly)
von Furneberg:

Associate Atlantic Ave. with the tip of peninsula, with sea, has strong sense of its curvature. Street itself reflects basic topography. Senses strong boundary along Charles R. & Storrow, uncertain about how these boundaries meet - perhaps with Atlantic Bridge between them. Streets leading to Storrow Atlantic quite internal structure.

Cambridge St. ties B&H to river, leads also to Scollay's River.

Back Bay grid important. Common Garden tied to grid by Beacon + Frogston at Arlington.

Norwalk, complicated street pattern a whole of B&H.

Washington & Tremont thematic core of Central Boston. Winter Street the 2 cross streets are seems to favor.

Cambridge St. also known theoretically, historic, northern area.

Haven St. - leads to Scollay at one end, goes under Central

Copley into N. End.

Beacon St. - scale between B&H + Common, part of BB network.

Frogston - the same area, southern boundary of BB grid first.

Copley Sq., ties to Garden - Common + connects with Tremont - Wash. Tend not to see curvature.

Washington: Speaks of B&H as is and all are points, but another line, says it leads to Street + continues to Great, which ties to somewhat vaguely & Scollay.

Winter:  has garden, follows a intersection with Wash - thematic core of Central Boston. Winter travels through vague path to Atlantic Ave.
Jennifer Case

River an important organizing feature. Stonew Drive winds along
the river. Connect Stonew Drive to North Station. Central Station
Central Avenue. Cross Stonew Street. In the neighborhood then crosses Stott St.
Approaching Atlantic Ave. The river. Stonew Drive leads to Charles St.
Rotary area before N Station. Pedestrian path alongside going rotary.
Cambridge St. links Charles St. rotary & Frohley.
West Bay: lanes some longitudinal streets; no grid appears.

Street width very important: Dr. Baxter, "you're always near a
main street." Mass Ave is a wide street. Cambridge St. a big double
street, a st. surrounded by wide space with wide sidewalks;
a line around Broad St. has two contrasting sides—one with narrow
streets, too thin with a wide open space. After passing through an
area of narrow streets, one recognizes Atlantic Ave as a wide street.
She generally chooses wide streets to walk on; probably considers them
through centers.

Cambridge St: big double street with cement strip going down
middle. Knows many small details. From Charles St. rotary leads to
Telephone Bldg & Stolling Sq.
Bacon St: up the hill from Charles; Commonwealth, handsome
brick colonial house on left. Change of scene—of city type—at Boy St.
State House on Beacon St.

Mass Ave: south of Huntington fine structure. Leads to river
in Bridge, interests. Stonew, Beacon, Common, BB street, Sea/ Huntington
insects. Columbus. Bungled out by its width.

Commonwealth: Jonas right & left lane divided by broad strip of grass with many trees & path down center. Intersection with Hanover. Unknown but unclear how much remainder is known. Thinks of Commonwealth when she thinks of Boston.

Avery: Known in a few places - one State St. & Hanover St.

Some of barrier & Hanover: Don't think the street goes through my nose. Avery known to go from Hanover to N St., but not related to city below. For giving directions in Avery, suddenly abandon usual visual technique and says, "Let's just to watch the signs rather than any sort of landmarks." Strong sense of up, down in Avery over N St.

Beacon St.: end to end differences. One end on top of hill, other at bottom.
George Kowach

Hard to find your way around in Boston because the streets curve so much.

Favorite view along Memorial or Storrow Drive.

Distinctive elements include: Atlantic Ave., Beacon, Washington St.

Shopping area, Beacon St.

Sense of arriving in Central Boston only after he turns off Storrow Drive into Beacon and Arlington Sts. - Compare with other subjects. Perhaps, because Storrow takes to nests rather than into; perhaps change of speed to normal pace of city driving.

Atlantic Ave. side-to-side diff: on one side, stores and restaurants. Establishments such as fish dealers, lobster houses, marine supply houses, with warehouses in between. On the other side, less distinctive business houses and wholesale businesses. Main distinguishing mark: in many spots you can see the ocean & harbor. Another distinguishing mark is the C&H tower, which can be seen from all parts of Atlantic Ave. North end is at 49th, South end is at 5th & other ends. Crowns around the Atlantic, Commercial, Causeway, heavier traffic at 5th end.

Commonwealth: Start of Commonwealth at Arlington is a landmark. Commonwealth a key wide street with planting.
Brookline: narrow congested streets, crowding of buildings toward sidewalk.

Boston: a difficult city in which to find your way about. Has winding streets without a grid except around Commonwealth Ave. Yet different parts of the city have distinctive settings, such as the very difficulty of getting around in a certain area. Arnold's Scollay Sq. pattern of the narrow streets new is a unique feature.

Distinction between major & minor streets: at City Hospital, Ye are near... Ave. - e. major traffic artery + a number small intersecting streets. Tremont St. recognized as first principal artery in the right direction. Charles St. you cross by P. Commonwealth dead-end into P. 6.

Washington St: not located in shopping area, but only a trip to New England Medical Center. El the dominant feature, making up almost all the way, green drapes - a long suspension. Sidewalks as you enter a study area, but even then you don't see much in the spot. Because of the long, run-down area, low-grade, furnished district.

Commonwealth Ave is well done, in the direction goes beyond mass. Are via underground that has different char than past years. Also, wide thoroughfare with parkway in center, walkways, grass, trees, monuments, red brick houses, lights, together with a particular shift of architecture. Broadway is a walk you approach from here, with meandering in houses, more varied with varied architecture, and all types of houses are mixed. Only part of Boston those streets follow a grid is around Commonwealth.

Relies very much on continuity of street system instead.
much sessions counted: Washington, Detroit, Kansas, Harris.

contracts: generalized

Clean connection: Harrisian e.g. ends 23 integration marked by racial wards with resolving Indian in front of it

Uses different route toward for variety.
5 Winter partly on river embankment complex; very important to him.
Atlantic Ave. & its great sewers abound, but perhaps an
intellectual requirement to bound the peninsula - appears vaguely in host.
South Ends, 2nd connection with Stare II area mentioned - attire.
Both marked by rectangular network of narrow streets - fog principal street.

Charles St. limits Garden. Common: is a weak boundary of BND, which
only continues to the river.

Shopping District: Lemma 1st Ave. (branch into Common). Washington
+ Summers-Winter

Cambridge St. Wide, many streets with 5th Street in middle. Eventually
clear, terminal points at the valley's exit and 6th St Pk., place
Westend positively. Thence, hardwood floor, paint stores, etc.

 Beacon St. No thematic description. Site home, boundary of BND-
Common, inclines Pk. Falls, Charle. map 4. No reference to 6th St,
Commonwealth: Broad, straight, evacuate homes, well with
Trees from the center, clean walk back. Tied to Garden at one end, East
Remaining unmentioned, great emphasis on tie to Garden suggests
thematic similarity. For this direction, it soon goes indefinitely. 1/2 river.

West + Summer, the core of the shopping district, papers to
theatre side of it & to west. Wash 1. Only a small part remains.
Central Atlantic: segment located vaguely in W Sen.

Winter-Winter: no thematic description. West Winter tie to Common.
Then wash Washington. Common extends indefinitely to 5 St. etc.
Mas Ave: no Thematic dear. Bridge + intersection with Beacon St known, less than 20' feasible. Interest Commonwealth as a vague extension of the line.

Charles (see above): all areas. Longfellow divides Common-Garden interests. Beacon, boundary for BU w/ these of little shops, arranged natly. Each bounding BH related positionally to Commonwealth Ave.

Lake T-side difference: "go along the whole length of Tremont St., and on the right is the Boston Common, and t' the left is a shopping district."
Mary Stafford:

all her major civic or tech to boundary or core of an area. Sterling Drive separates boundary of city to river; central area tied to market district; Washington St. the core of shopping area; Beacon Charles + Cambridge as boundaries of B/H; Cambridge also boundary of 16th End.

Charles example of street with destination - ten harbor commons + Beacon Hill to Charles St.; an important nodal point.

Cambridge St. links Charles St. to Scollay; another street with sharp destination.

Beacon Hill characterized by grid, squared street pattern.

West St. shopping area; shopping area extends from just below Tremont to just a few feet beyond Wash.; thematic concentration at Tremont.

Cambridge St. - wide street a thematic characteristic of Back Bay.

Cambridge St. - Scollay as a seam between B/H + West End, ties Scollay to Charles St.

No thematic description as recognition in photo test.
Richard Stafford:

String along the peninsula, with water and road (Stonewall Atlantic)
Intersection of Tremont St. Boylston marked by Herald Traveler sign.
Downtown directed by Washington St. Tremont St. to Tremont St.
St. cutting both. These streets lead out of area linking to interior of city. Then an additional link is Essex, which is the best route with a
continuation of Boylston. The crossing a jog in line that Boylston spacing
towards.

Tyler St. Theatric line & Christmas tree area & restaurants.
South End: Elevated associated with either Way, a Tremont
related to downtown & elsewhere by extension from Tremont & Washington.
Known better formula for Back Bay cross-street, known and
known vaguely a set of parallel streets that connect Causeway St. to
North Station to Haymarket.

Washington St.: Foosy associated with elevated as 5 Ind. downtown
shopping, dept stores, entertainment area (theaters, night), extends
Haymarket & somewhat connected to Nassau Hall.

Mass Ave.: Theateric description, end frings various points.
Dartmouth: Same in South End & Back Bay
New highway: a seaport maintained in north and as the end of
Hammer St.

Directional differentiation along Mass. Ave. by knowing which
North Symphony Hall is an
Directional differentiation along Commonwealth by public Garden
as in end, stores office build to, at other end. Also, stop get
never, more modern-looking, we go toward Mass Ave. end.
Mary Jones

Boundary of peninsula - winds in wharfes portion of Atlantic Ave.
+ at Railroad Drive, rest almost gasses known all around.

Downtown, from boundary at Tremont St. at the Common.
Internal linear structure is principally Tremont + Washington St. + Winter -
Summer, intersection of Washington + Summer, the principal points in the
area - department stores.

West Street house destinations - may be general, as the South End,
specific as to Scollay Sq., ri to the Common+legend.

South End: thematic quality of straight, wide street, ditto

Beacon Bay.

North End: very narrow, winding, confusing streets.

Washington St: known from mass Ave to Court St. In S. end,
dirty with elevated train, intersects blackstone bridge, runs S. end street.

Then a stretch with no description, then downtown segment:
very noisy traffic + people, congested, tall buildings in both side dept.
stores. At night, night (.store windows, signs, theater marquees).

Court - Downtown key points: Lower Wash St. - Theater + bars, +
shopping - center at intersection with Summer + Winter, where Cape
Dept. stores are; Upper Wash St. - manufact. offices + stores, dark +
dirty Codges. This and attaches to Court St., which leads to Scollay.

Beacon St. - boundary to Beacon Hill.

Cambridge St.: from Charlestown Harbor to Scollay Sq. Wide
safety islands in the middle. Curved, Stone, no stations, after Codges.

From at Beacon Df. Telephone Codges

Mass Ave. - may be quite important, but no thematic info.
Wenley Day

Beacon + Bostoun are great into organizing the city planwise
but the peninsula has no strong
structure.

Back Bay: rectangular street grid; lots. Several streets
individualized: Marlborough, Newbury, Commonwealth, Beacon, Boylston.
Cross streets familiar, more nearly equivalent, except Sailworth +
Arlington. Sailworth tried to stretch out, which is 1 1/2 to Beacon.

Arlington strong bars between residential area & garden. Sailworth
also connects to Copley + B. station; 3rd is more residential area of Back Bay,
grounds of houses & offices, doctors, fraternity houses toward Wiss Ave.

Another: old brick, stone houses, tides washing up, houses attached;
many streets, tree greenery.

Downtown: narrow canalized streets. Large O.P. includes part of office
areas, Welle, Congress, P.O. Block.

Charles 30: curves like Common-Garden, sweeps around the hill to the Retrace,
also strong topologically; certain type of slope.

Cambridge 30: topologically clean, empty streets, river, walkway.
Armed forces, 3rd Ave. 30: away from river & waterfront.
Washington 30: mostly downtown segment mentioned.

Mass Ave: well known. wind detail, from Mass. & Huntington

Boards B.B.; intersection with 88 streets famous.

Webster: topologically typical of B.1.; runs uphill, provides need
of internal structure of BH; two together. 2 principal points - Somber
+ State House. Intersects Charles, relatable peripherally to Beacon St.

Storrow Drive: I know very well, at least to Arlington. Strongly
fell to be to Boston.

Beacon St has abyssemal effect against continuous background:
"has much house in it, which are all attached together, no space in
between, it's over one way street going toward Mass. Ave.,
five trees occasionally;"

State St has office of a type not seen on any other street

Huntington:方向al diff. in drop in particular - char.

Stodd & route toward site of NE Mutual + Park, up by

intersection

Ponding: simple uphill gradient
KELLET

cannot choose route path in the house of which contain most pleasant, prettiest thing to see. An old field trip, chose Commonwealth unexpectedly after noticing tree while planting flowers.

KELLET needs rather high level of understanding to be satisfied; railroad tracks near克莱 are confusing to him because he doesn't know where train goes out there.

Fellow seems pleasant rather than bland or through mountain area. Speaks often of traffic jam in impossible mountain road. Difficult to move around by car, which is his usual means of transportation.

Proten difficult for finding your way around because main street cuts off from sections of city. Then one has to build the street one will land into in a pattern you can understand.

Favorite daytime view from Memorial Dr. Another favorite view coming down Main Street, looking past rock and brick bridge to the church.

In summer, takes Atlantic Ave and Commercial St. with boats nearby, + Charles R. with boats.

Work 26 one of the elements that provides Proton.

The first sense of having arrived at Central Station from the traffic is: “rasp!” except traffic puffs, is element of traffic, uses it as cue. You will know there are because you will be stopped by traffic there; you will know you’re getting into Symphony Hall when you are a few feet. Carries a good meditation when traffic comes to a halt, helps hard to prevent getting irritated.

Non-visual senses consideration: to find a certain point that
leads to N Santa, you smell smoke, eventually you see a train, then you come to a cleared platue.

Windy and characterized partly by narrow streets, difficult to get through. You can see some tracks all over. Transit and rail are isolated from communication with other areas except you have to go across very busy thoroughfare. Streets in wind that end coming at Atlantic Ave, commercial street, which as always, waterfront, can be distinguished. (Tennant point) Atlantic Ave has a criss-cross pattern of streets.

PA has narrow streets, difficult to get through them in winter, presumably because you don't walk close to the roads in winter.

Pinehurst St. very run down, similar to Charleston St.

One end has view of river, the other end is a view of buildings. Pinehurst leads towards busy St. you can walk it, you can even drive down the hill. Beyond Charles, you get a good view of the river. Distant view of the river, beautiful. Pinehurst has some wooden houses, houses from different periods.

Atlantic Ave. does well; you can get to; scenic along waterfront.

End of sidewalk, lots of freight tracks in the sidewalk, track, tracks in the corner, then to S. Fulton. 
Michael John

Boston streets are crooked & narrow, confusing. Streets have no
system; they are small (short), very easy to get lost. Sidewalks are not
clean. Congestion in Boston; no parking facilities.

c. West & North down accented intersection marked by
First National Bank.

Follows streets, hard to perceive few elements or quality.

N. West - narrow, winding streets. "So many side streets."

No street system such as in other cities where you can go from A to B or C.

2.1-2.3.

Commonwealth Ave. - Charles section largely residential.

Commonwealth Ave. - wide street, park in center, residential.

Houses are uniform, almost identical. "I think they are identical
structures." As you get up into higher numbers, going north toward
Kennedy, more doctors, more apartment houses.
Max Crenberg

Knows street network very well.

Associate with Boston old, narrow, cow-pasted streets with no room

for parking.

Intersection of Washington, Winter, Summer is focal point of Back

Bay district; it is also the busiest corner of Boston.

Sedley by identified by the large number of streets running off it.

Cambridge St. - one of the few wide streets in Boston.

Doesn’t feel himself downtown till he sees Stony Brook tunnel.

W. Vernon St.

Near residential: Tremont St. characterized by noise of traffic &
smell of gas fumes.

Pt.: in char. in narrow little streets.

Ward St. - a narrow st. typical of downtown. Lead to surrounding

via School St. Winter - Summer St. 9-11 one-way street.

Big dept. store is intersection with Winter. Trip along Ward St.

from Dartmouth to Tremont St. Mill is just underneath. "Try to

furniture district, theater district, dept. store, a few isolated

brown stone & brick.

Commonwealth: "One of the most beautiful streets in Boston."

Park n. mall is the center, with separated traffic lanes - no sidewalk

and no sidewalk. Park, stationary; one may sit down. Commuters

give way to new apartment houses as going toward Kenmore Sq. Very

pleasant spot: "Anybody that lives here it should certainly

enjoy themselves. Wish I were living there."

Central Artery: Charles St. leads to the Artery; Storrow Dr.
join the Central Artery & Charles St. Bridge. Artery on Le.
meant Dock Sq. One of the best improvements in Boston
in years.

Chase so important connector.

Waterfront patrol along Washington
Charles Frager

Streets in Boston are narrow, crooked, confusing. Several as big as
wides - Cambridge, Sommerville. Has worked confusing system well, but
apparently with some conscious effort.

A favorite view looking from Anderson St. to the River. Other favorite
view along Charles St., along Beacon St., near the Common, along Commonwealth Ave.

Commonwealth St. known as S End - Elevated structure, has woven,
liquor store, general dealers. Also known along Common.

Main thoroughfare is S End as Broad Streets.

Waterfront along Commercial St. & Atlantic Ave. Known
streets all around the peninsula, but water disappears between
area just past Longfellow B. & Arch Ave.

Cambridge St. & Beacon St. act as boundaries of Bt.

Known Charles St. well. See p. 21 for quotations.

Street pattern of Bt makes it difficult to cross from Cambridge St.

To Common

Washington St.: theaters, night appearance? Theaters.

Known it where it crosses Court St. Doesn't mention Washington
beyond the downtown area.

Commonwealth Ave. mentioned extensively as pretty, pleasant.

Beautiful qualities associated with home views along-all.

Directional clues in Cambridge St. by prominent landmark:

uphill & has Charles St. station at across.

Directional clues in Charles: crossing ends. One end has
hospitals, jail, drug store, supermarkets - that sort of thing. Not
as attractive as the other and, Other and in Benson & and "that lovely river,"
"On one side you have the lovely structures, and on the other side there is a
drugstore and a vegetable store. Well, this is quite distinctive, each from the
other."
Withrell

Lack of pattern in Boston streets, but he nevertheless knows the streets very well — so well that he can't summarize them qualities. Commonwealth Ave. sections distinctive, "typifies no type of street." Includes Beacon Hill.

Sense of arriving in Boston on daily trip to work when train stops at Huntington Ave. station - half the people get off.

Central artery: know more get. Say: 'these are very abstract things, but they have a certain amount of beauty intertwined with them, particularly if you look at them from an airplane. When you see them winding through the city, it is very impressive.'
Frank Frederick

Street system & traffic very important to him. Boston is a collection of office & commercial buildings grouped around very narrow streets. Recurring themes: small, narrow streets; short streets; crooked streets. These are associated with traffic congestion, but they nevertheless give a pleasant feeling, as in the Financial (Bell - market) district.

Streets remain a wide street. Near City Hospital, Mass Ave & Albany St. are the two main streets; all others are side streets. Near Mass Avenue, Cambridge St. is the biggest main street. Main streets associated with width & with directness of north-south town. Albany St. is a main thoroughfare that runs from the center of the city and to City Hospital.

Auto traffic congestion & "considerable activity" are themes associated with Boston as whole. Pedestrian congestion in shopping district (Jordan - Faneuil area) & in Dewey St. where commonly take over the territory from vehicular traffic.

For many subjects, streets mean a trail of indefinitely. Freidheim thinks of terminal points. Summer St. is oriented as beginning by Jordan & Freidheim. Congress St. terminates sharply at Dewey St., accentuated by Financial Hall. Street of a number of streets that come down from Summer Sq. & goes into the Health End. Federal St. - see map.

Commonwealth Ave. Know junction with P & Mass Ave. Like Commonwealth, choose it as route over Beacon St. to go to Harvard. Also, Mass Ave, all desirable except for the Harvard Club.

Central Artery: Defined as always as "river bridge", associated with construction near S. St. Known in connection with market district, which can be seen from the bridge. From Bean Sq. you can
are underneath the avenue to green signs that direct you to Summer
Tunnel.

Cambridge St.: Known as Charles St. rotary and along Boylston main
street in the vicinity with traffic island in middle, 3 n lanes in each
direction.

Federal St.: The main street as you go out of 5th St. across Dewey
Sq. with you both 5th St. Sharp beginning and ending: Against
Dewey Sq., ends at Post Office Building.

Self-centered motion: Subway over before 5th St. that throws you off
balance if you're not used to it. Also, to get from mass Tent to 5th St.,
go right up over Beacon Hill - up width & down the other. It's quite a
steep climb.