The general type of orientation means in the city in that approximate importance in Boston:

1. Lines - West, Tremont, Boylston, Beacon, Mass Ave, Charlestown
2. Spaces - Common & Garden
3. Barriers - River, harbor expressway
   - Slopes - Beacon Hill
4. Vehicular - Retail shopping, Beach Bay
5. Points - State House, N & S. Stations
6. Grid - in Beach Bay

1. Lines should not turn weakly & continuously; should have dominant direction; should connect; not at ambiguous angles; should be reinforced with use and traffic spatial cohesion.

2. Spaces must be distinctive; visible from distance and yet not spilling out loosely; familiar orientation for moving out; should interconnect; allows views of here & for landmarks.

3. Barriers can orient over a larger area but may also make a sharp break; must prevent ambiguity of which side and on or of a constantly turning influence; connect or identify ends points.
5. Use-areas must be distinctive in detail: texture, activity, and land use. Sharp edges and gradations of intensity.

6. Sofas should form an overall system, and its layout in relation to the direction.

7. Grids should be regular in direction and to some extent in interval, but not be mechanically so. Nor need all streets be perfectly continuous.

4. Points must be distinctive visually and functionally. Be of functional or historical importance. Be clearly seen or read. Be visible from a distance. Be well related to major systems.

Also very commonly used is an interior memory system, recording turns and distances. Maintaining the desired direction (very common) and noting how far (full focused). This method weakens as there goes an endless string of clues, or if many shifts of direction are made, or if direction changes are subtle or ambiguous.
From available data, an orientation map of central Boston would show:

- The cause of the Clay P & the subway, a little uncertainty at their joint.
- Two expressway blocks across the Neck.
- The Common & Public Garden.

Certain lines:
- Atlantic Ave
- Charles St
- Washington
- Tremont
- Mass. Ave
- Cambridge St

(not certain confusion points:
- the White Bridge - Tremont convergence
- the break in Hanover,
- the gap at Scollay Square
- the turning of Atlantic Ave)

Certain use-areas:
- Chinatown
- West 9th St. lofting
- Financial district
- P.O. district
- North End
- Back Bay
Some reference spaces:
- Seabury Sq.
- P.O. Sq.
- Copley Sq.

Some reference points:
- State House
- Faneuil Hall
- North Station
- South Station
- Post Office
- Old State House
- Charles River Bridges
- Park St. Church
- Custom House Tower
- Court House Annex
- Old South Church
- King's Chapel
- Park House
- Jordan's & Filene's

The slope down from Beacon Hill to the Docks.
Orientation confirm: Boston:

Breaks:

From the line Faneuil - Scollay - Cambridge St.
(or State - Court - Pemberton) to:
Haymarket - North Station

or last from:
Hanover - North End (due to express)

Between Wash St. - P.O. Square and:
So. Station - Atlantic Ave.
->
Custom House - Atlantic Ave and:
Washington St. or S. Station

Back Bay & Tremont: Washington
(the Boylston - Tremont confusion is involved)
Back Bay & S. End systems

Major disorientations:
Fenway outline & distortion of Backside
Preoccupation of Boylston & Tremont
N-S directions
The turning of Atlantic Ave

Head confirmations:
Scollay Sq. - Park Sq. - Park Sq. - Tremont & Tremont
Nature of the Common
Skepticism of the Faneuil market
Distinction of Charles & Cavendish Circle
Confused areas: area S of Common, Haymarket area
N of Fort Sq.
The following major orientation systems appear:

1. due to the Broads:
   No. Station - Haymarket - W. End.
   No. End
   Washington - Tremont - P.O. Sq. - State St. - Scollay
   Sq. Common, to which is attached not quite
   as firmly on one side Fanueil Hall on the
   other Beacon Hill - State House.
   Back Bay -科普利 Sq. - Beach (above the
   Common, but this is ambiguous).
   No. End
   No. Station - Copley - lower end - Atlantic Ave.

General tendencies:
   to relate in a chain of events, based on habitual
   habits
   to enlarge the known, diminish the unknown
   while the distance that the unknown may
   seem further.