

M Stafford office:

Strong sense of Cambridge St – a very busy thoroughfare to Scollay Sq. But Scollay doesn't connect to shopping district. So uses Joy – Common – Summer to S Sta. Joy at Cambridge identified by two stores. Assumes road between J & 7 leads to S. Sta. Path would be scaled by entering materials dist. before S Sta. Entire trip scaled & organized by BH, Common, Shopping Dist.

Finds way across Common by heading for Park St. sta.

M Stafford field:

Thinks of Charles St. as one route, but takes Joy.

Joy the big thoroughfare across and into Common. Police Sta near Cambridge nr Joy. Notes some details on Joy St.

Crosses Common by reference to Park St. Sta.

Trip scaled & organized by large districts – BH, Common, shopping area. Uses elements to scale trip after J-F. Cut-up chicken store, Albini's, florist, pet shop are landmarks.

Von Henneberg office:

Senses river as edge.

Cambridge St a very wide street. Strong sense of following path to Scollay, which is anticipated. Cambridge St. goes along bottom of BH; Joy St. & all these other streets come down (attempt to make a network out of BH streets).

Scollay joins to Washington via another St. Wash. a narrow street with many shops; very crowded, very noisy, full of traffic. Sense of following path

From JM – F corner, follow Summer down to S Sta. No landmarks.
(aware of another way via State St. & little roads – probably difficult to describe

Von Henneberg field:

Senses river as edge: anticipates seeing it again on other side.

Cambridge to Scollay; avoids Wash. because it curves back; takes route to || artery & water. Sees artery & water at one point, turns to || them. Paths now reinforced by many elements, but these are merely observed. They do not seem to be cues.

Clark office— extremely vague

Clark field – Subway tracks sensed as connector to S Sta. Tries to || subway on Cambridge St. Feels should go left at Bowdoin, but unwilling to leave wide street.

Sees Artery edge, link artery to S Sta. Follows it. Sees No. Sta. sign; knows So Sta in opposite direction. Then follows signs & traffic to S Sta. Waterfront sensed as edge.

Rabe office:

River & artery as edges guide her to Haymarket Sq. then directional to downtown. Follows Franklin St. off Washington to Atlantic Ave & dock area, but assumes \perp rel. of Franklin to Washington. Confused at Atlantic.

Rabe field: Guides self by edge of river & Artery. Then by dir. rel to downtown profile; then by following Atlantic Ave (main thoroughfare, great breadth). Atlantic along edge of wharf distinct.

Toulis 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. Tremont St. connection known, but stretch of Tremont traversed has fewer known elements than other streets. Scollay Sq. has known types – bar rooms, amusement centers, lights.–rather than specific elements. Cambridge has a number of types; Summer has mostly known elements that scale the path. Summer also scaled by entering shoe district.

Rotary sensed as edge.

Toulis field: knows alternate route (as described in office), but goes over BH for the sake of walk in park. Notes streets going up BH, turns onto Joy via Police Sta & delicatessen.

Confusion on path in Common. Others also have difficulty choosing a route here.

Jordan's-Filene's corner scales route. Wide sidewalk at Jordan's; then street narrows.

In addition to the many elements that scale trip, there is a melodic interval of activity. Notes activity as lack of activity frequently. Washington-Summer a climax of activity.

Greer office: Cambridge to Scollay scaled by a few structures, Bowdoin.

Traffic heads uphill to Beacon St & SH. Street rises to Bowdoin Sq.

Then bldgs tighter together, higher at Scollay.

Connection from Scollay confused. Tremont → Winter-Summer.
Wash-Summer intersection has JM-Gelehunt's-Filene's.

Downhill on Summer to S Sta. shops run down– a few specific elements
Heavy traffic at one intersection, then very broad street & S. Sta.

Orenberg office:

Notes "Charles St. " past rotary as big thoroughfare connecting with Artery & Storrow. Path as connection.

Senses el structure as edge; notes huge rotary. Peaking 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 turns ∠ at Bowdoin – Telephone Exchange here – runs into Scollay. Reinforcing cues as Scollay leads to Tremont

Winter – narrow street. JM-F corner with G's, too. Follows Summer, which is not scaled.

Orenberg field: Some parts much richer in detail than in office trip.

Mentions alternate route up Anderson SO., over BH, through Common, but this not as interesting as the one he takes.

Cambridge St. is wide street. Scaled by few elements (Otis House, W. End Branch of Library), by [???] uphill to back of SH., then Bowdoin with Tel Bldg & Scollay with elements & themes. Many elements along Tremont, as well as traffic. noise.

Space narrows on Winter. Then to JM-F-G corner, one of busiest in

Boston. After that. Summer scaled only slightly by one or two elements.

Goryl office: Very little detail. Proceeds almost entirely by following base streets. Cambridge St. is a wide busy street with divides in center. Goes uphill in steady incline, curves to right to Scollay. Then changes of area – things start looking respectable again – after Scollay. Tremont to street sign of winter. Down Winter-Summer to S Sta. Scaled only where street opens up near Atlantic Ave., which is a very busy street.

Goryl field: Few more details, but streets still quite bare. Takes Cambridge along hill, notes gas station & library, then goes over Bowdoin St. (another street over BH).

Difficulty in Common. Route uncertain later, too; apparently follows streets on assumption of directional relationships.

Kellett office: Chiefly just following paths, with very few elements thrown in. Two elements mark turn into Cambridge St. Then strong sense of following Cambridge up to Scollay, right over to State, down State to Atlantic. State apparently seen as logical extension of Cambridge, but Scollay Sq. a weak point. City Hall one for State St. Scollay anticipated. State → Atlantic. Atlantic one of the widest streets in Boston, has freight car tracks, leads to Dewey Sq. (anticipated).

Weiller office: Base knowledge of streets; doesn't know Boston very well. Cambridge St a very wide street, a messy street, very badly paved, with center strip for pedestrians. Goes uphill. Scollay anticipated.

Down from Scollay to some unidentified street with high bldgs, not too much sen. that leads to docks, water. S Sta over bridge.

Helly office: Cambridge St. a wide cobblestone street, wider than any other in Boston. Scollay Sq. anticipated; wide causeway comes to an end in Scollay Sq. Strong sense of following Cambridge to Scollay.

Washington sensed as connecting path between Haymarket Sq. & the shopping area of Filene's – JM. Wash a narrow street
Feeney at JM – F corner to Summer. 4 or 5 blocks to S Sta.

John office: Knows Cambridge St. as Bowdoin St. A very wide street with safety island. Goes uphill to fire station, new England Tel & Tel.

Takes intricate twistings & turnings to PO Bldg, where 2 alternate routes are available to S Sta – Devonshire in Federal St.

Would simply follow either one.

Few elements given along streets.

Susan Rabe:

General themes include congestion, confused 5-street intersection

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

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

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

Seeks int main streets to follow in unclear parts of the city. Mass Ave. – this huge thoroughfare which I think I would recognize.”

Width means main street

Central Artery a major organizing feature of the city for her.

uses it as edge to guide her on field trip. But on throughway doesn't know where she is. Doesn't feel she's in central Boston till she comes down off throughway.

Tremont St. – has gradient – end to-end differences: uphill at State Capitol end, downhill into busy shops and bars.

John Clark

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

Knows never near Longfellow Bridge, with highways on both sides. Knows water again at harbor along Atlantic Ave.

Associates good arteries for driving with Boston

Area around Court St. has a "closed-in" feeling – high buildings over narrow streets.

Follows main flows of traffic along wide streets.

Commonwealth Ave.: Knows that it intersects Mass Ave., runs into park at other end. Large brownstone houses 4 stories high, many converted into doctors' offices & apartments. Wide street with grassy portion in middle, one-way traffic on each side. Statues of various Massachusetts heroes. Guesses more shops at Mass. Ave. end – interesting, because he seems to be reacting to general neighborhood change, rather than actual shops on' Commonwealth itself.

Central artery: not identified by name. Sees green bridgework on field trip, feels it links N & S Station because he has seen it in both contexts. On foot, he uses it as an edge to guide himself to S Sta. Clean, well-painted. On field trip, sees Artery sign pointing to N Station, thinks S Sta would be in opp. direction.

On field trip, as he approaches artery, can see beneath to docks & waterfront, which reassures him.

Nancy Eberhardt

Uses subway, attributes disorganized picture of Boston to lack of connection between subway & city: "I come up at a subway exit and find myself there, and then I can take the subway underground without seeing any buildings or anything and came up somewhere else."

Washington St. a strong & familiar element: she tries to route several trips via Washington.

Organizes part of Boston around subway stops—Park, Washington, Charles.

BH: small streets, hard to climb in the car & hard to park on because they are so narrow. Narrow sidewalks.

Common: many paths at various angles. Distinctive largely because it is bordered by some of the important streets in town. Names Park & Tremont, doesn't know the other 2 (!).

Wash St: knows many detailed characteristics. Slightly lower on right than left (as you face toward Jordan's Filene's from Boylston. Topo from end to end, also: lower end & top end. Lower end more crowded, near Chinese section, is straight. Top end curves off toward Park. More nondescript bldgs at top than at bottom, You can see the Common through streets that intersect Washington. Knows a number of elements, but seems to sense no gradient. Knows Wash from Boylston to when it emerges into open space near Faneuil. On field trip, surprised to learn that Washington St. intersects Mass Ave.

Elizabeth Ellis

Back Bay: knows grid, with long sheets stronger. Beacon & Boylston tie with Common-Garden, business district (Beacon curves around, becomes School St. ties to Washington). Boylston ties to Copley Arlington a boundary with PG & ties with Storrow & river area {otherwise no thematic descr of Arlington}

Mass. Ave. ties grid structure to the river & Huntington Ave.

Washington St.: Appears to be a thematic one, but little description. Theaters, newspaper, canyon-like streets & large bldgs. In S End vague association of el with Wash St.

Storrow Drive ties river complex to Mass Ave & Charles St. Rotary. Beyond rotary, Storrow loses clarity.

Central Artery: vivid at intersection with Hanover, then tied vaguely to Storrow.

Beacon St: lower part similar to Commonwealth; a clean line from Mass Ave to State House; extends via School St to Washington. Fenwy part of BB network, then acts as boundary between the Garden-Common & Beacon Hill, then extends into business district.

Commonwealth: Strong thematic line: wide, tree-lined, 2 streets with park in middle, handsome houses on both sides slightly set back, wide sidewalks. East end is mostly residential, west has more stores and clubs. Part of BB grid, with clear connections to PG & Mass Ave.

Mass Ave: No thematic description, but apparently well known from the river to Huntington. Reappears as a name only in S Boston. Clear relation to BB grid; fuses Symphony Hall & ties with Huntington Ave. theme.

Charles St: Internal to Common- Garden & BH; a rigid curving line from Charles St. rotary through one area into another. Boundary of BH as a topographic form, momentary suspension of BH as an area. A principal internal structural element of B.H. Little antique shops.

Cambridge St: Very wide, islands or lights in middle. From Charles St. rotary to Scollay. rigid & curved. Bounds BH: this gives it importance.

New highway: Big, new; floats near market & Hanover St.; vaguely extended to Storrow.

Tremont: mentioned only as boundary between the Common & downtown; theater on it.

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

Use of river as 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 wouldn't have any real feeling of direction."
(From City Hospital)

von Henneberg

Associates Atlantic Ave. with the tip of peninsula & with the sea; has strong sense of its curvature. Street thus reflects basic topography. Senses strong boundary along Charles R & Storrow, uncertain about how these boundaries meet – perhaps North Station the hinge between them. Streets leading to Storrow – Atlantic give internal structure.

Cambridge St. ties to river, leads also to Scollay. Ties Scollay to river.

Back Bay grid important. Common-Garden tied to grid by Beacon & Boylston at Arlington.

Narrow, complicated street pattern at head of BH.

Washington & Tremont thematic are of Central Boston Winter Street the one cross street she seems to know.

Cambridge St. also known thematically – factories, mixed uses.

Hanover St. – tied to Scollay at one end, goes under Central Artery into N End.

Beacon St. – seam between BH & Common, part of BB network.

Boylston – ties Mass Ave, southern boundary of BB grid, fixes

Copley Sq., ties to Garden – Common & connects with

Tremont-Wash. Tends not to see curvature.

Washington: Speaks of it as in S End at one point, but another that says it starts at Stuart & continues to Court, which ties it somewhat vaguely to Scollay.

Winter: has Jordans, Filenes at intersection with Wash. – thematic core of Central Boston. Winter travels through vague path to Atlantic Ave.

Jennifer Case

River is an important organizing feature. Storrow Drive “winds along the river.” Connects Storrow Drive to North Station & Central Artery. Central Artery crosses Hanover St near Italian neighborhood & then crosses State St. approaching Atlantic Ave & the water. Storrow Drive leads to Charles St. Rotary area before N Station. Pedestrian path alongside going S rotary.

Cambridge St. links Charles St. rotary & Scollay.

Back Bay: knows some longitudinal streets; no grid appears.

Street width very important: In Boston, “you’re always near a main street.” Mass Ave is a wide street, Cambridge St. a big double street, S Sta. surrounded by a wide space with wide sidewalks; area around Faneuil Hall has two contrasting sides – one with narrow streets, the other with a wide open space. After passing through an area of narrow streets, she recognized Atlantic Ave. as a wide street. She generally chooses wide streets to walk on; probably considers them through routes

Cambridge St: big double street with cement strip going down middle. Knows many small details. From Charles St. rotary leads to Telephone Bldg & Scollay Sq.

Beacon St: up the hill from Charles: Common on right, handsome brick colonial houses on left. Change of scene – of bldg. type – at Joy St. State House on Beacon St

Mass Ave.: South of Huntington, pine structure. Leads over river on bridge, intersects Storrow, Beacon, Common., BB streets, S of Huntington

intersects Columbus. Singled out by its width.

Commonwealth: Trees; right & left lanes divided by broad strip of grass with many trees & path down center. Intersection with Mass Ave. known, but unclear how much of remainder is known. Thinks of Commonwealth when she thinks of Boston.

Artery: Known in a few places – over State St. & Hanover St. Sense of barrier at Hanover: doesn't think the street goes through any more. Artery known to go from Faneuil to N Sta, but not related to city below. For giving directions on Artery, suddenly abandons usual visual technique and says, "best just to watch the signs rather than any sort of landmarks." Strong sense of up-down on Artery near N Sta.

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

George Kovach

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

Favorite view along Memorial on Storrow Drive.

Distinctive elements include: Atlantic Ave., Wharves, Washington St. shopping area, Beacon St.

Sense of arriving on Central Boston only after he turns off Storrow Drive into Beacon & Arlington Sts. – Compare w/other subjects. Perhaps because Storrow tied to river rather than city; perhaps change of speed to normal pace of city driving.

Atlantic Ave: side-to-side diff: on one side, wharves to marine establishments such as fish dealers, lobster houses, marine supply houses, with warehouse in-between. On the other side, less distinguishable business houses, wholesale businesses. main distinguishing mark: in many spots you can see the ocean or harbor. Another distinguishing mark is the CH tower, which can be seen from all parts of Atlantic Ave. N Sta is at one end, S Sta at other end (runs together Atlantic, Commercial, causeway. Heavier traffic at N Sta end.

Commonwealth: Start of Commonwealth at Arlington is a landmark. Commonwealth a long, wide street with plantings.

R. Viguers

Boston theme: 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 patterns, such as the very difficulty of getting around in a certain area. Around Scollay Sq.– pattern of the way the streets run is a unique feature.

Distinction between major & minor streets. At City Hospital, you see Mass. Ave. – a major traffic artery – & a number of small intersections & streets. Tremont St. recognized as first principal artery in the right direction.

Charles St. goes across by PG. Commonwealth dead-ends into PG.

Washington St.: Not described in shopping area, but only in trip to New England Medical Center. El the dominant feature, makes trip appear similar all the way, gives dungeon-like impression. Widens out as you enter over study area, but even then you don't see much in the dist. because of el-dungeon. Run-down streets lead to low-grade furniture district

Commonwealth: one end at PG, in other direction goes beyond Mass. Ave. via underpass but has different character past Mass Ave. Wide thoroughfare with pathway in center, walking path, grass, trees, monuments, red brick houses tight together with a particular kind of architecture. Gradient as you approach Mass Ave., with more variation in houses, more spotty and varied architecture, few old types of houses, more clubs. Only part of Boston where streets follow a grid is around Commonwealth.

Relies very much on continuance of street channels without

much sensuous content: Washington, Stuart-Kneeland, Harrison.
Contents generalized.

Clear connection: Harrison Ave. ends at intersection marked
by branch bank with revolving Indian in front of it.

Uses 3 different routes to work for variety.

Robert Goryl

Storrow part of river-embankment complex; very important to him.

Atlantic Ave. & its great sweep are sensed, but perhaps as an intellectual requirement to bound the peninsula: appears vaguely in North & South Ends, but connection with Storrow area never mentioned. No thematic description.

BH marked by rectangular network of narrow streets. Joy St. municipal street.

Charles St. divides Garden-Common; is a weak boundary of BH, which nearby continue to the river.

Shopping district: knows Tremont (seam with Common). Washington & Summer-Winter.

Cambridge St: Wide, busy street with divider in middle. Structurally clean, terminal points at the rotary & Scollay. Boundary to BH, places West End positionally. Themes: hardware stores, paint stores, taverns.

Beacon St: No thematic description. State House, boundary of BH & Common, intersects BH streets, Charles, Mass Ave. No reference to Back Bay.

Commonwealth: Broad, straight, brownstone houses, mall with trees down the center, clean, well-kept. Tied to Garden at one end, Cnt Arlington not mentioned; great emphasis on the to Garden suggests thematic similarity. In other direction it soon grew indefinite. || to river.

Wash St: thematically, the core of the shopping district. Refers to theatre side of it & to west Wash St. Only a small part known.

Central Artery: segment located vaguely in N End.

Winter-Summer: no thematic descr. but Winter ties to Common, ties Tremont to Washington. Summer extends indefinitely to S Sta.

Mass Ave: no thematic descr. Bridge & intersection with Beacon St. known, but then it fades. Intersects Commonwealth as a vague extension of the line.

Charles (see above): Intersects Boylston, divides Common-Garden, intersects Beacon, boundary for BH with theme of little shops, arrives at rotary. Part bounding BH related positionally to Esplanade & river.

Side-to-side differences: "go along the whole length of Tremont St., and on the right is the Boston Common, and to the left is a shopping district."

Mary Stafford:

All her major lines are tied to boundary or core of an area. Storrow Drive represents boundary of city to river; central artery tied to market district; Washington St. the core of shopping area; Beacon, Charles, & Cambridge are boundaries of BH, Cambridge also boundary of W. End.

Charles example of street with destination – ties Garden-Commons & Beacon Hill to Charles St. Sta., an important nodal point.

Cambridge St. links Charles St. Sta. with Scollay: another street with sharp destinations.

Beacon Hill characterized by neat, squared street pattern

Wash St. shopping area: shopping area extends from just below Tremont to just a few feet beyond Wash; thematic concentration at Filene's; Winter St. not named but known as a path out of the district: another accented intersection. This path tentatively extended to S. Sta.

Charles St. cuts through Common-Garden, sweeps around BH & meets Cambridge at Charles St. sta. Assoc. with Garden, Common, BH, & little shops along it– BH area.

Wide streets a thematic characteristic of Back Bay

Elevated one of the few things known in S. End.

Beacon St. serves as a seam between BH & the Common, with no description of its own.

Cambridge St. – seam between BH & West End, ties Scollay to Charles Sta. No thematic description & no recognition in phototest.

von Henneberg

Richard Stafford:

Strong sense of the peninsula, with water and road (Storrow-Atlantic) boundary. Storrow-Nashua-Causeway-Atlantic a principal organizing line.

Intersection of Tremont & Boylston marked by Herald Traveler sign & a corner of the Common.

Downtown structured by Washington & Tremont || to one another. Boylston St. cutting both. These streets lead out of area link it with rest of city. An additional link is Essex, which is however pretty much a continuation of Boylston: he recognizes joy in the line where Boylston gives way to Essex.

Tyler St. thematic core of Chinatown because of restaurants.

South End: Elevated associated with either Wash. or Tremont
Related to downtown & elsewhere by extension of Tremont & Washington.

Knows letter formula for Back Bay cross-streets. Knows grid

Knows vaguely a set of parallel streets that connect. Causeway St. & North Station to Haymarket.

Washington St: loosely associated with elevated in S. End; downtown shopping, dept. stores, entertainment area (theaters, signs), extends to Haymarket; somehow confusedly related to Faneuil Hall.

→ Mass Ave: no thematic description, but fixes various points

Dartmouth: known in South End & Back Bay

New Highway: a segment mentioned in North End as the end of Hanover St.

Directional differentiation along Mass. Ave. by knowing which side Symphony Hall is on.

Directional differentiation along Commonwealth by Public Garden at one end, stores & office bldgs. etc. at other end. Also, bldgs get newer, more modern-looking, more "concrety" toward Mass. Ave. end.

Mary Toulis

Boundary of peninsula – vivid in wharves section of Atlantic Ave. & at Embankment Drive, but Alonso guesses known all around.

Downtown: firm boundary is Tremont St. at the Common.

Internal linear structure is principally Tremont & Washington St. & Winter-Summer. Intersection of Washington & Summer the principal point in the area-dept. stores.

Most streets have destinations – may be general, as the South End, specific, as to Scollay Sq., or “to the Common & beyond.”

South End: thematic quality of straight, wide streets. Ditto Back Bay.

North End: Very narrow, winding, confusing streets.

Washington St: Known from Mass Ave to Court St. In S End, dirty with elevated trains, intersects Blackstone Park, various S End streets.

Then a stretch that has no description, then downtown segment: very busy, traffic & people, congested, tall bldgs in both sides, dept. stores. At night, lights (store windows, signs, theater marquees).

Downtown has 3 parts: lower Wash St. – Theater & bar area; shopping – center at intersection with Summer & Winter where large dept. stores are; upper Wash St. – newspaper offices – narrow, dark & dirty bldgs. This end attaches to Court St., which leads to Scollay.

Beacon St: boundary to Beacon Hill.

Cambridge St. – from Charles St. rotary to Scollay Sq. wide, safety islands in the middle. Curved. Stores, gas stations, apt. bldgs. Space at Bowdoin Sq. Telephone Bldg.

Mass Ave – may be quite important, but no thematic info.

Nancy Day

Beacon & Boylston are great ribs organizing the city structure

The sea is felt positionally, but the peninsula has no strong structure.

Back Bay: rectangular street grid, but several streets individualized: Marlborough, Newbury, Commonwealth, Beacon, Boylston. Cross streets fainter & more nearly equivalent, except Dartmouth & Arlington. Dartmouth tied to Storrow Drive, which is || to Beacon. Arlington strong seam between residential area & garden. Dartmouth also connects to Copley & B.B. Station & S End. In residential area of Back Bay, gradient of increase of offices, doctors, fraternity houses toward Mass Ave. Otherwise: old brick or stone houses, steps leading up, houses attached, narrow streets. Homogeneous themes.

Downtown: narrow crowded streets, large bldgs (includes part of office area – Milk, Congress, PO Bldg.

Charles St: bisects the Common-Garden, sweeps around the hill to the rotary. Also strong thematically – certain types of shops.

Cambridge St: thematically vague, but connects river with Scollay.

Directional diff, as many others: away from river & overpass.

Washington St: only downtown segment mentioned.

Mass Ave: well-known. with detail, from mass. to Huntington

Bounds B.B; intersections with BB streets known.

Mt Vernon: thematically typical of BH, runs uphill, provides spine

of internal structure of BH; ties together 2 principal points – Louisburg & State House. Intersects Charles, relates positionally to Beacon St.

Storrow Drive: known very well, at least to Arlington. Strongly felt to be || to Beacon.

Beacon St. has rhythmic effect against continuous background: "has brick houses on it, which are all attached together, no space in between, it's also a one-way street going toward Mass. Avenue, few trees occasionally."

State St has offices of a type not seen in any other street

Huntington: directional diff. by bldgs in particular order of streets, & vista toward spine of NE Mutual & part of Copley Sq. intersection

Pinckney: simple uphill gradient

Kellett

Claims to choose route mostly on the basis of which contain most pleasant, prettiest things to see. On field trip, chooses Commonwealth impulsively after noticing trees while starting across.

Kellett needs rather high level of understanding to be satisfied: railroad tracks near Copley Sq. are confusing to him because he doesn't know what train goes out there.

Follows known streets rather than blundering through uncertain areas. Concentrates on following streets.

Speaks often of traffic jams & impassable narrow streets. Difficulty of moving around by car, which is his usual means of transportation.

Boston difficult for finding your way around because main arteries cut you off from sections of the city. There are sections where the streets are not laid out in a pattern that you can understand.

Favorite daytime view from Memorial Dr. Another favorite view coming down Pinkney St., looking past red brick bldgs to the Charles. In summer, thinks of Atlantic Ave. & Commercial St. with boats nearby, & Charles with boats.

Wash. St. one of the elements that symbolize Boston.

Gets first sense of having arrived in Central Boston from the traffic: "you stop: Expects traffic jams, is observant of traffic, uses it as cue. You will know Mass Ave. because you will be stopped by traffic there; you will know you're getting near Symphony Hall when you see a line of cars. Carries on a good meditation when traffic comes to a halt, fights hard to prevent getting irritated.

Non-visual senses corroborative: to find a certain street that

leads to N Sta., you smell smoke, eventually you see a few trains, then you come to an elevated structure.

North End characterized partly by narrow streets; difficult to get through by car because cars are parked all over. Easy to get lost. Isolated from communication with other areas because you have to go across very busy thoroughfare. Streets in N End that end coming out to Atlantic Ave. on Commercial St., which are along the waterfront, can be distinguished (terminal point); otherwise the area has a criss-cross crazy pattern of streets.

BH has narrow streets; difficult to get through them in winter (presumably because cars don't park close to the curb in winter)

Pinckney St. very memorable. Similar to Chestnut St. {asterisk} One end has view of river the other end has a view of bldgs where Pinckney dead-ends against Joy St. Also hill. You came into Louisburg Sq. as you came down the hill. Beyond Charles St apt bldgs & the newness distinguishes it from the part in the hill. Loves to walk down it & see the river. Pinckney has some wooden houses, & houses from different periods.

Atlantic ave: Last street you can get to; runs along waterfront. One of widest streets in Boston; has freight-car tracks in the center. Leads to S. Station.

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.

Corner of Milk & Devonshire an accented intersection, marked by First National Bank.

Follows streets, but seems to perceive few elements or qualities.

N End – narrow, winding streets. “So many side streets.”

No street system such as in other cities where you can go from A to B to C, or 1-2-3.

Commonwealth Ave. – Charles R. section largely a schema of 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 south toward Kenmore Sq., more doctors, more apartment houses.

Max Orenberg

Knows street network very well.

Associates with Boston old, narrow, cow-pasture streets with no room for parking

Intersection of Washington, Winter, Summer is focal point of retail store district; it is also the busiest corner of Boston.

Scollay Sq. 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 leaves Storrow Drive & enters Mt. Vernon St.

Non-visual senses: Tremont St. characterized by noise of traffic & smell of gas fumes.

BH: one char. is narrow little streets.

Wash St.: a narrow st. typical of downtown. Tied to surroundings via School St. Winter-Summer & other A one-way street.

Big dept. stores at intersection with Winter. Trip in along Wash St from Dover follows el structure till it gets underground, then to furniture district, theater district, dept. stores, & a few isolated known stores & bldgs.

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

Park or mall in the center, with separated traffic lane – one inbound and one outbound. Park, statuary; one may sit down. Brownstones give way to new apartment houses as you go toward Kenmore Sq. Very pleasant street: "Anybody that lives on it should certainly enjoy themselves. Wish I were living there."

Central Artery: Charles St. leads to the Artery; Storrow Dr.

joins the Central Artery at Charles St. Rotary. Artery can be seen near Dock Sq. One of the best improvements in Boston in years.

Charles St. important connection.

Melodic time – pattern along Washington

Charles Fraggos

Streets in Boston are narrow, crooked, confusing. Several are big-wide – Cambridge, Congress. Has mastered confusing system well, but apparently with some conscious effort.

A favorite view looking down Pinckney St. to the River. Other favorites along Charles St., along Beacon St. near the Common, along Commonwealth Ave.

Tremont St. known in S End – dilapidated structures, bar rooms, liquor stores, general drabness. Also known along Common.

Main thoroughfares in S End are broad streets.

Waterfront along Commercial St. & Atlantic Ave. knows streets all around the peninsula, but water disappears between area just past Longfellow Br. & dock area.

Cambridge St & Beacon St. set 2 boundaries of BH.

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

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

Washington St: theaters, night appearance of theaters.

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

Commonwealth Ave. mentioned repeatedly as pretty, pleasant. Beautiful qualities associated with homes, views along mall.

Directional diff. on Cambridge St. by gradient & landmark: runs uphill & has Charles St. station at one end.

Directional diff on Charles: contrasting ends. One end has hospitals, jail, drug store, underpass, barrooms – that sort of thing. Not

as attractive as the other end. Other end is Beacon St. and "that lovely section."
"On one side you have the lovely structures, and on the other side there is a
drug store and a vegetable store. Well, this is quite distinctive, each from the
other."

Witherell

Lack of pattern in Boston streets, but he nevertheless knows the streets very well – so well that he doesn't generalize their qualities.

Commonwealth Ave. section is distinctive, "typifies one type of street" Includes Beacon & Marlboro.

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

Central Artery: knows most of it. Says "these are very abstract things, but they have a certain amount of beauty connected with them, particularly if you look at them from any airplane, when you see them winding through the city: very impressive.

Frank Frederick

Street system & traffic very important to him. Boston is a collection of office & commercial bldgs 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 Faneuil Hall – market district.

Streets are main or side streets. Near City Hospital; Mass Ave & Albany St. are the two main streets; all others are side streets. Near Mass General. Cambridge St. is “the biggest main street.” Main streets associated with width & with directness of route across town. Albany St. is a main thoroughfare that runs from the center of the city out to City Hospital.

Auto traffic congestion & “considerable activity” are themes associated with Boston as a whole. Pedestrian congestion in shopping district. (Jordan’s-Filene’s area) & in Dewey Sq. when commuters take over the territory from vehicular traffic.

For many subjects, streets seem to trail off indefinitely. Frederick thinks of terminal points. Summer St. is accented at beginning by Jordan’s & Filene’s. Congress St. terminates sharply at Dock Sq., accented by Faneuil Hall. Speaks of a number of streets that came down from Scollay Sq. & go into the North End. Federal St. – see over

Commonwealth Ave: knows junction with PG, Mass Ave. Likes Commonwealth. chooses it as route over Beacon St. to go to Mass Ave. Near Mass Ave., all doctors’ offices except for the Harvard Club.

Central Artery: Referred to always as “new skyway.” Associated with construction near S. Sta. known in connection with market district, which can be seen from the skyway. From Dock Sq. you can

see underneath the skyway to green signs that direct you to Summer Tunnel.

Cambridge St: known at Charles St rotary & along BH. Biggest main street in the vicinity with traffic island in middle, 3 or 4 lanes in each direction.

Federal St. The main street as you go out of So Sta across Dewey Sq with your back to S. Sta. Sharp beginning & ending: begins at Dewey Sq, ends at Post Office building.

Self-centered motion: Subway arrive before So Sta that throws you off balance if you're not used to it. Also, to get from Mass Gen to S Sta, go right up over Beacon Hill – up one side & down the other. It's quite a steep climb.