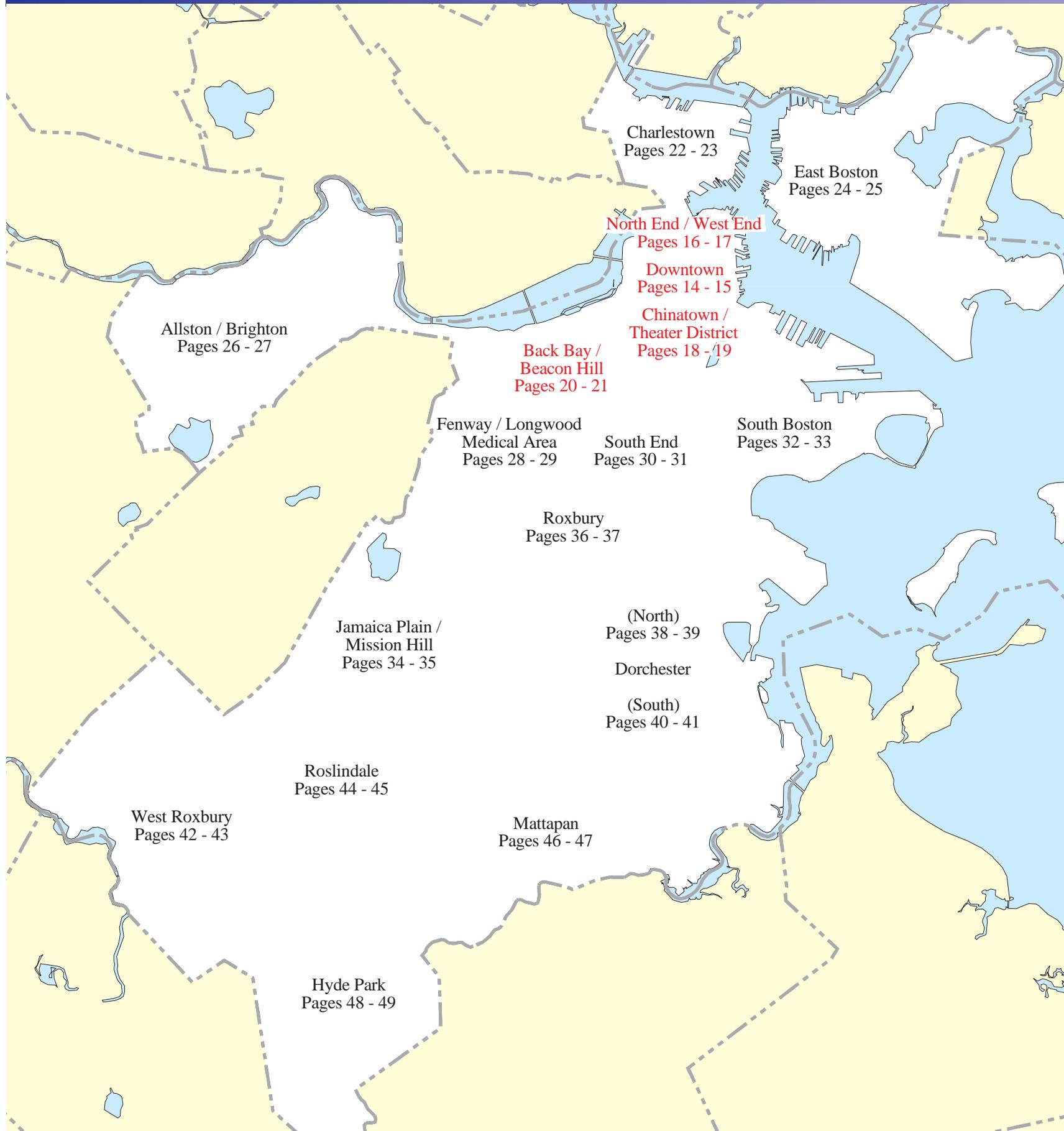


# Neighborhood Profiles – Key Map and Introduction



The Neighborhood Transportation Profiles portion of the Transportation Fact Book provides a summary of travel activity and transportation infrastructure for each of Boston's neighborhoods. Each neighborhood is presented on two pages, each with a map. The first highlights the roadway network, and the second public transportation. The text tells about the character and history of each neighborhood, while highlighting key statistical findings presented in the charts.

Profiles for eighteen neighborhoods are given in this Fact Book, using the boundaries of the Boston Redevelopment Authority's planning and statistical districts. Information presented in each profile has been gathered from a variety of sources which are cited where appropriate. Data tables use consistent definitions and formats in all neighborhoods, and key data elements are described below.

### Roadway Volumes

These are estimates of the average weekday traffic (AWDT) volume at a representative point for selected roadways in a neighborhood. Traffic volumes fluctuate daily and seasonally, but these estimates give an idea of the relative capacities and traffic burdens of neighborhood roadways. These estimates were developed from CTPS and MassHighway data.

### Employment Areas

Total estimated employment is shown for each neighborhood, as well as a breakdown for a number of subareas. The subareas vary in size, and their boundaries are not shown on the maps. Each subarea contains a number of employers, even if it is named for one major employer. Data is from CTPS.

### Distribution of Trips and Mode Shares

These tables show how the total trips *beginning* in a neighborhood each day divide between modes, destinations, and activities. It is assumed that an equal number of daily trips *end* in the neighborhood with a similar mode, geography, and activity distribution. At the top of this section are the mode shares for all neighborhood trips, as well as the citywide average for comparison.

The geographic distribution of trips is shown by percentages on the left of this table. These percentages were used to define the pie slices on page 3. The four Core Neighborhoods are indicated in red in the accompanying key graphic. The Inner and Outer Communities are defined and shown on pages 2 and 3. In general, Inner Communities are served by MBTA rapid transit and bus services. Outer Communities rely primarily on commuter rail for transit access to Boston. Mode shares are shown for each group of destinations.

The activity distribution of trips refers to what people are doing when they *begin* a trip in the neighborhood. Three kinds of activities have been defined: trips starting at someone's home, trips starting at a workplace, and trips for any other activity. An equivalent number of daily trips are assumed to *end* at these activities. Mode shares to and from each activity are shown.

This information was developed by CTPS for Access Boston. Various surveys and modeling efforts undertaken over the last decade were analyzed in order to discern neighborhood-specific information.

### Daily MBTA Use by Station or Route

This chart reflects the daily use of public transportation facilities in a given neighborhood. For subway and commuter rail stations, the number is daily passengers entering that particular station. For bus routes, the number shown is daily ridership for the entire bus route, including boardings outside the neighborhood. All numbers have been rounded.