

# SOUTH END

The South End was created by the City of Boston in the first half of the nineteenth century out of filled land adjacent to Washington Street, which was historically the only dry land connecting the Boston peninsula to Roxbury. Unlike older Boston neighborhoods, the South End streets follow a grid pattern. The housing stock is primarily 19<sup>th</sup> century townhouses, and the South End today is the largest intact Victorian row house district in the country. Mixed within this neighborhood are also public housing developments in more dense units built between the end of World War II and the 1970s. Washington Street and the industrial/warehouse district to its east are today experiencing significant rehabilitation and new construction on formerly vacant or underutilized lots.

Bordered to the north by the Massachusetts Turnpike, the east by the Southeast Expressway, the west by the Southwest Corridor rail lines, and the south by Melnea Cass Boulevard, the South End is ringed by substantial transportation infrastructure. Thus, with its proximity to the regional highway system and the high employment area of the downtown core, the wide boulevards of the South End see a fairly high level of daily traffic.

### Roadway Volumes in the South End\*

Massachusetts Avenue	32,000
Tremont Street	6,000
Columbus Avenue	11,000
Albany Street	6,000
Washington Street	5,000
East Berkeley Street	11,000

Source: CTPS

\*Estimated daily traffic at a representative point

The major shopping streets in the South End are Tremont Street and Columbus Avenue, with commercial uses along Washington Street and Massachusetts Avenue. The Boston Medical Center, located in the southeast corner of the South End, is one of Boston's major hospitals and the largest employer in the neighborhood.

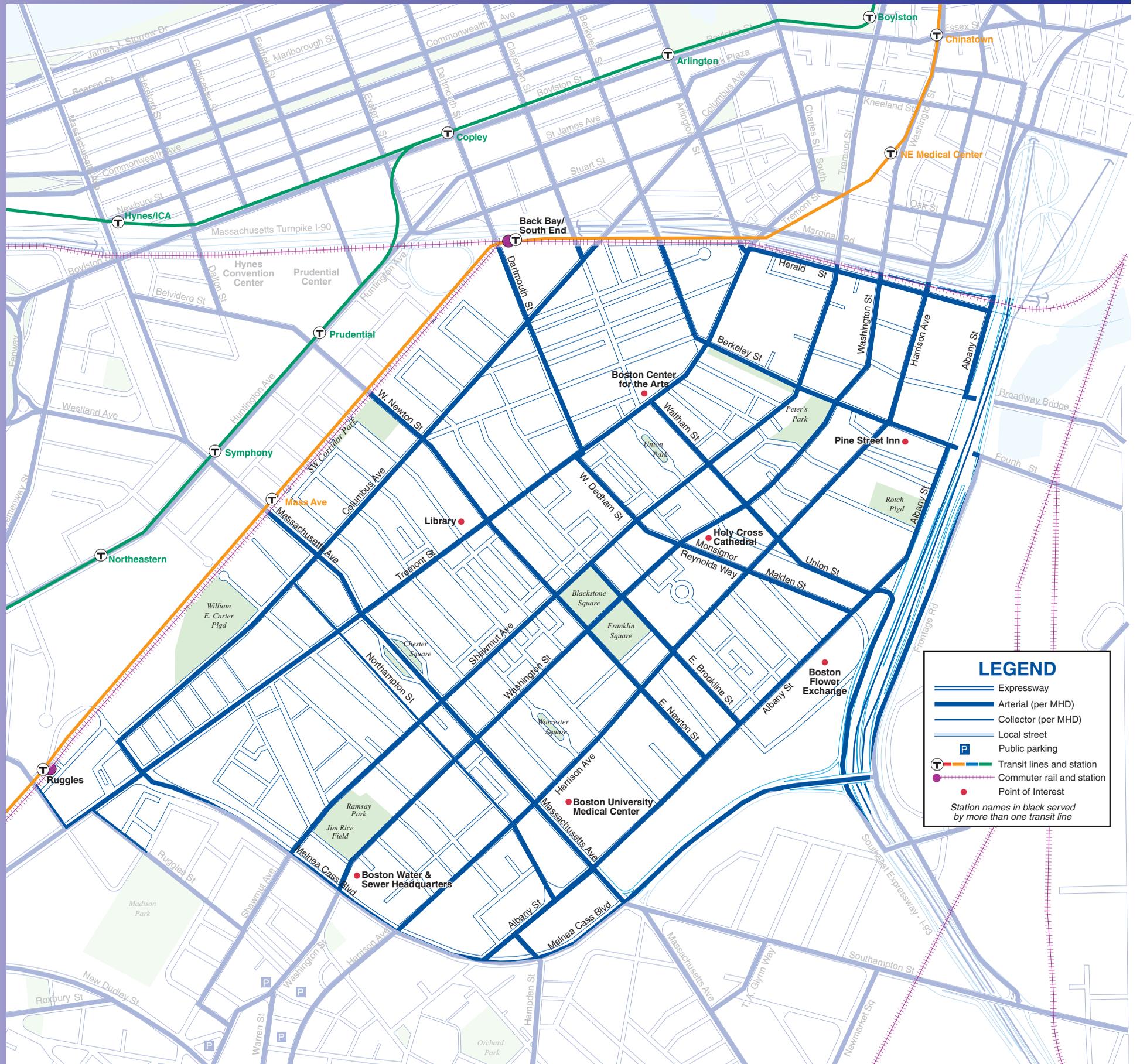
### Employment Areas in the South End

Back Bay/South End Station	1,800
Boston Medical Center	9,500
Columbus/Tremont	2,300
Herald/Harrison	3,600
<b>TOTAL JOBS</b>	<b>17,200</b>

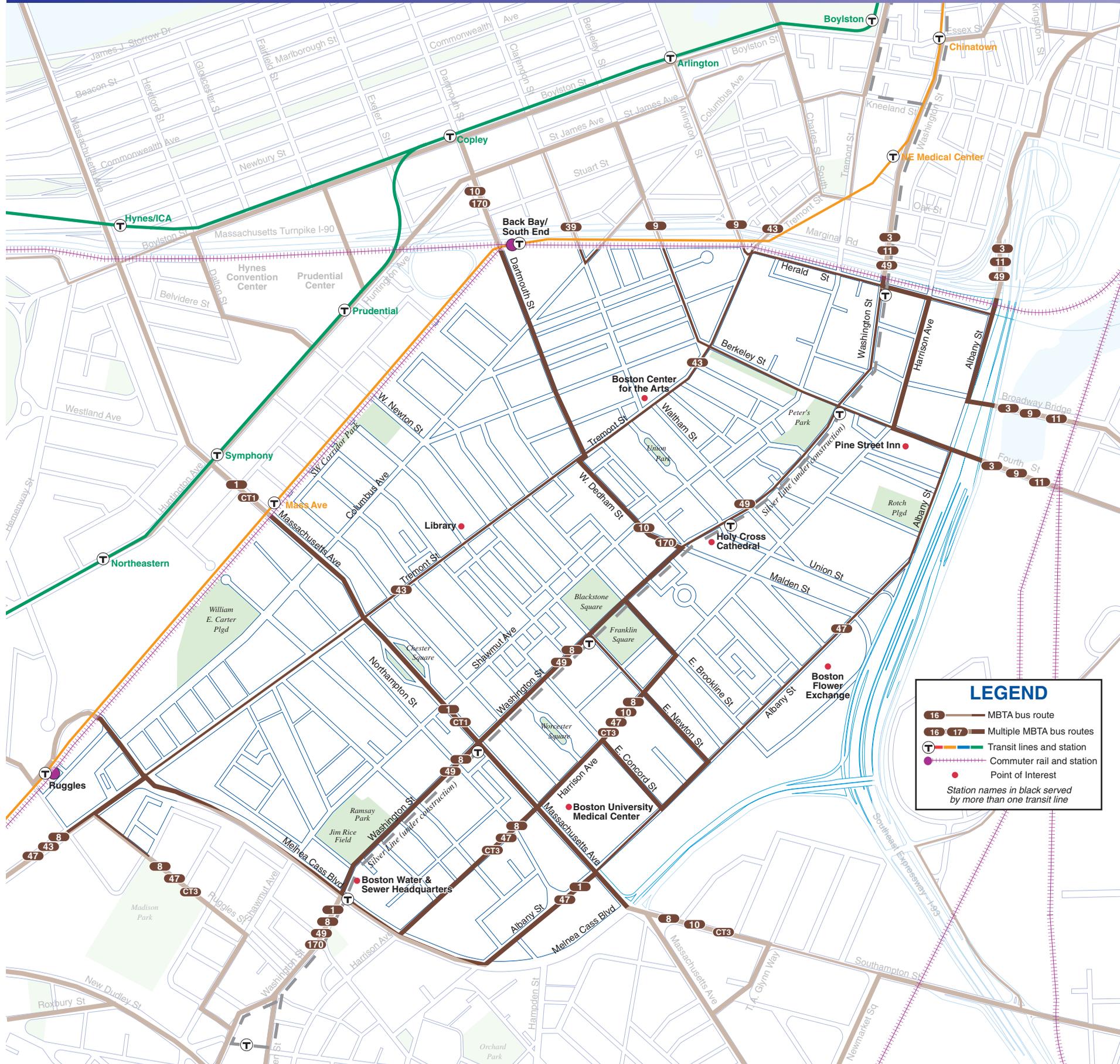
Source: 1996 CTPS site-level employment database

The 2000 Census counted 28,239 South End inhabitants, a 2% decrease compared to 1990. The neighborhood is one of the most densely populated in Boston, and only 5% of housing units are single family dwellings. One half of the households in 1990 did not own a motor vehicle and only 9% had two or more autos. However, car ownership in the South End has risen significantly since that time. A recent BTD survey showed that 21% of South End households requesting parking stickers were doing so for multiple vehicles. Most on-street parking in the South End is covered by the Resident Permit

# ROADWAY SYSTEM



# TRANSIT NETWORK



Parking Program and off street parking is minimal and expensive in this neighborhood. There are no off-street municipal parking lots in this South End. Walking trips account for more than one third of all trips, and almost one quarter trips to the core neighborhoods. It is interesting to note that the South End has a high share of transit trips from the Rest of Boston as well as from other communities.

## Distribution of Trips and Mode Shares in South End

	Auto	Transit	Walk
All destinations and purposes	46%	19%	35%
City Average	51%	19%	30%

("walk" mode includes bicycle)

## Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
40%	Within Neighborhood	19%	6%	76%
9%	Core Neighborhoods	33%	44%	23%
25%	Rest of Boston	63%	29%	8%
17%	Inner Communities	72%	28%	0%
9%	Outer Communities	84%	16%	0%

## Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
44%	Home	43%	18%	39%
23%	Work	51%	29%	20%
33%	Other	47%	15%	38%

The western portion of the South End is served by the Orange Line, which stops at Mass Ave and Back Bay/South End stations. MBTA route 43 runs along Tremont Street to the State House. Route 49 runs along Washington Street, where the Orange Line once ran on elevated tracks before its relocation to the Southwest Corridor. This street is currently under construction and will provide wider sidewalks, a reserved transit lane, transit stations, and improved street lighting and street furniture. Once construction is complete the MBTA will begin its new Silver Line service along the route, which will provide a more direct, quicker connection from Dudley Square to Downtown Crossing. The Boston Medical Center is served by bus routes 47 and CT-1 to Central Square, and CT-3 to Logan Airport. Routes 1 and CT-1 provide cross-town service along Massachusetts Avenue.

## Daily MBTA Use by Station or Route\*

Rapid Transit	Commuter Rail
Back Bay/South End 17,400	Back Bay 9,000
Mass Ave 5,300	

## Bus Routes

1	Harvard-Dudley Square (Mass Ave)	12,600
43	Ruggles-Downtown (Tremont)	3,700
49	Dudley-Downtown (Washington)	7,600
CT-1	Boston Medical Center – Cambridge	2,200
CT-3	Longwood to Andrew Sta. or Airport	1,300

\*Boarding counts only. Source: MBTA and CTPS