

# DOWNTOWN

# ROADWAY SYSTEM

The Downtown includes the Financial District, Government Center, and the waterfront between Long Wharf and Summer Street. The area includes about half the historic Boston peninsula. There are 145,000 jobs in this very compact area, representing more than 35% of all employment in the City. The few residents in this district live mostly along the waterfront.

### Employment Areas in Downtown

Downtown Crossing	19,600
Faneuil Hall/Waterfront	13,300
Financial District	74,600
Government Center	27,700
South Station	9,900
<b>TOTAL JOBS</b>	<b>145,100</b>

Source: 1996 CTPS site-level employment database

Reflecting the historic street pattern, most of the streets in this area are narrow and pedestrian oriented. Major arterials also feed into the area, providing access for commuters. The Surface Artery, Tremont, Congress, and Cambridge Streets have the largest traffic volumes, not including the expressways.

### Roadway Volumes in the Downtown\*

Congress Street	28,000
Summer Street	5,000
State Street	4,000
Tremont Street	15,000
High Street	3,000
Cambridge Street	14,000
Essex Street	6,000
Surface Artery	23,000
Atlantic Avenue	11,000

Source: CTPS

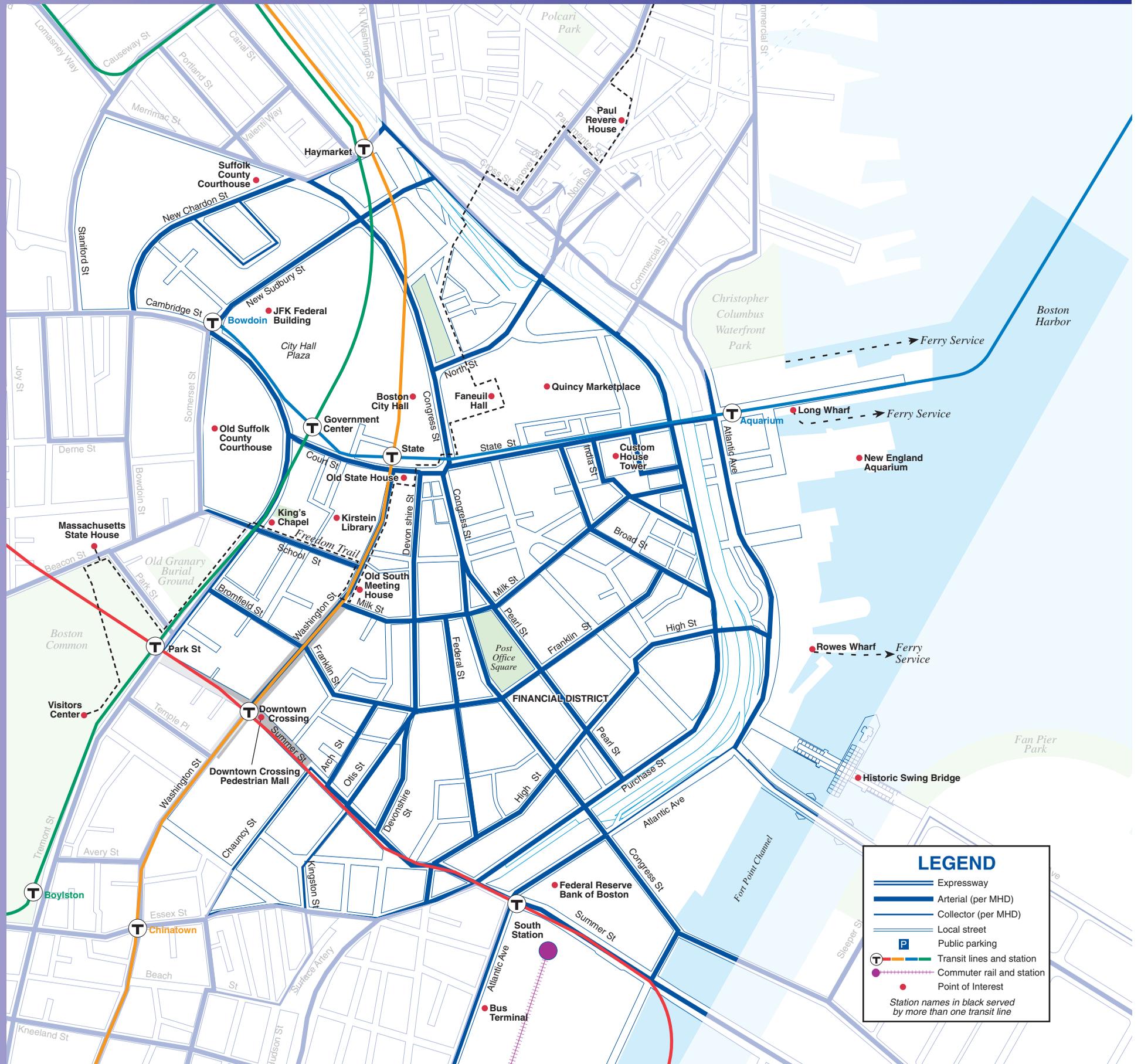
\*Estimated daily traffic at a representative point

Virtually all trips within the Downtown are walk trips, as are most trips to the other core neighborhoods (North End/West End, Chinatown/Theater District, Back Bay/Beacon Hill). Two-thirds of trips from the rest of Boston and from the Inner Communities are by transit, and only one-third by auto.

There are almost no home-based trips in this area. This reflects a relative lack of residences, and more than 60% of all Downtown trips are work trips.

All of the MBTA subway and commuter rail lines converge in the Downtown. The northside and southside commuter rail lines terminate at North and South Stations respectively, both near the edges of the Downtown. Passengers typically walk several blocks to their final destination or transfer to a local MBTA route.

The Downtown is served by local buses from Charlestown, Fenway, the South End, South Boston, and Roxbury. In addition, a large number of express bus routes enter the Downtown via the regional expressway system, terminating at Haymarket Station and at Federal Street in the Financial District. The South Station Transportation Center serves as the terminus for Greyhound and other inter-city services.

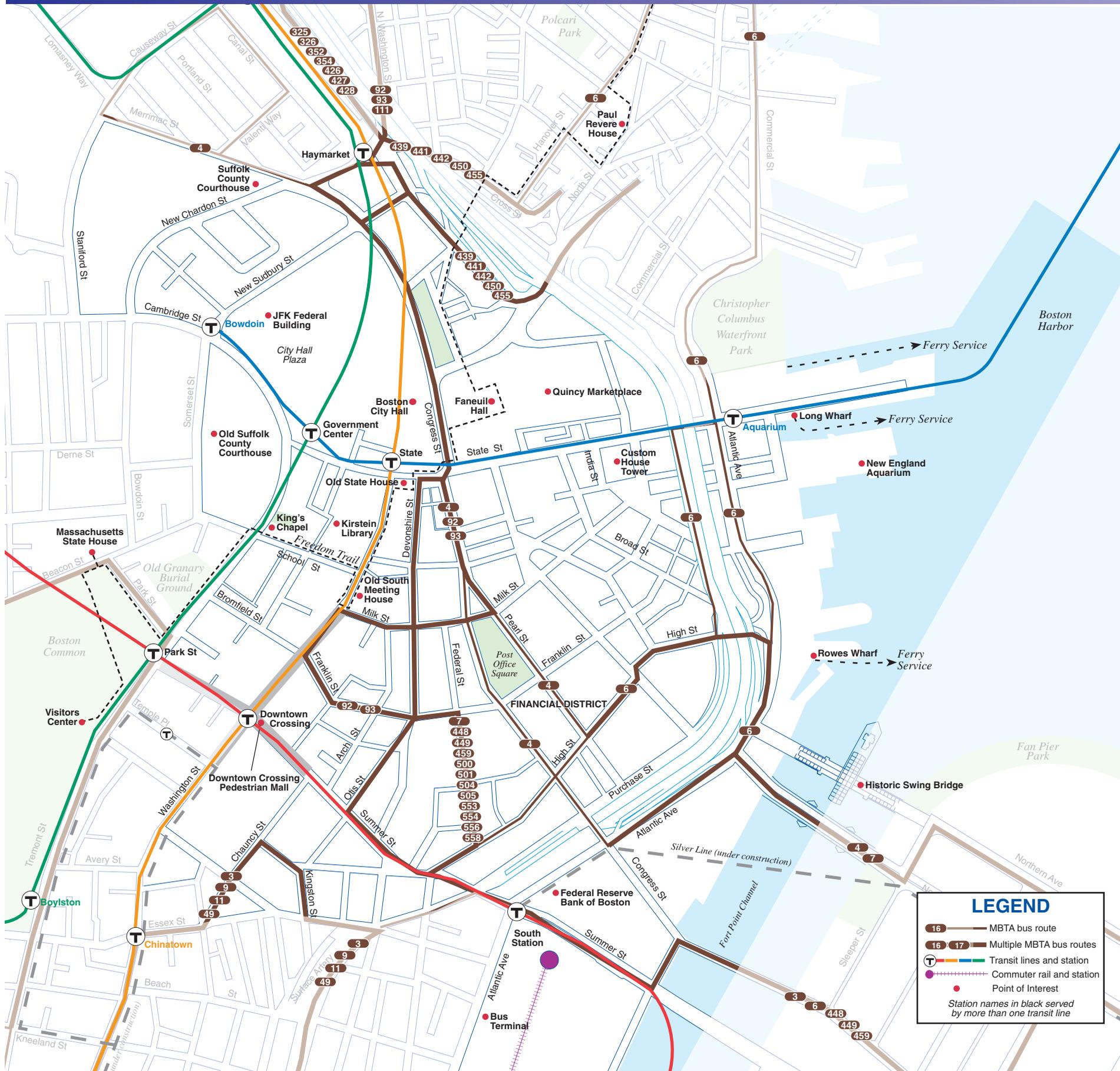


**LEGEND**

- Expressway
- Arterial (per MHD)
- Collector (per MHD)
- Local street
- Public parking
- Transit lines and station
- Commuter rail and station
- Point of Interest

Station names in black served by more than one transit line

# TRANSIT NETWORK



Tourism industry related tour and trolley buses are a key component of transportation services in the Downtown. Also, Long Wharf and Rowes Wharf have docking facilities for harbor tours and commuter boats.

## Distribution of Trips and Mode Shares in Downtown

	Auto	Transit	Walk
All destinations and purposes	24%	35%	41%
City Average	51%	19%	30%

("walk" mode includes bicycle)

## Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
34%	Within Neighborhood	3%	1%	96%
10%	Rest of Core	11%	18%	71%
16%	Rest of Boston	28%	66%	6%
20%	Inner Communitiess	33%	67%	0%
19%	Outer Communitiess	56%	44%	0%

## Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
1%	Home	28%	30%	42%
63%	Work	26%	43%	31%
35%	Other	21%	20%	59%

## Daily MBTA Use by Station or Route\*

Station or Route	Use
Rapid Transit	
Park Street	17,000
Downtown Crossing	25,500
State Street	17,000
Haymarket	8,600
South Station	20,800
Government Center	16,100
Bowdoin	1,500

## MBTA Local Bus Routes

7 City Point – South Station	2,200
11 City Point – Downtown	3,700
43 Ruggles-Downtown	3,700
49 Dudley-Downtown	7,600
55 Fenway – Downtown	900
92 Assembly Sq.-Downtown Crossing	1,500
93 Sullivan-Downtown Crossing	4,600

## MBTA Buses arriving Downtown via Expressway

via Turnpike	8,700
Routes 500, 501, 504, 505, 553, 554, 556, 558	
via I-93	2,650
Routes 325, 326, 352, 354	
via Tobin bridge	9,700
Routes 111, 426, 427, 428	
via Sumner Tunnel	6,100
Routes 439, 441, 442, 450, 455	
via Ted Williams Tunnel	1,500
Routes 448, 449, 459	

\*Boarding counts only, not including transfers within stations. Source: MBTA and CTPS