
3 SOCIOECONOMIC PROFILE

This chapter discusses socioeconomic data on the study area. The data—on population, employment, land use, and zoning—are also presented on maps.

Population and employment are the most basic data used in transportation planning. Trips are generated at the level of individual households and are distributed across the region based on the locations of major attractions, such as large employment centers, shopping and recreational areas, and service areas like hospitals and airports. Population and employment data are the major proxies used to forecast the quantities and types of trip-making. The data are summarized by census block group in terms of number and density.

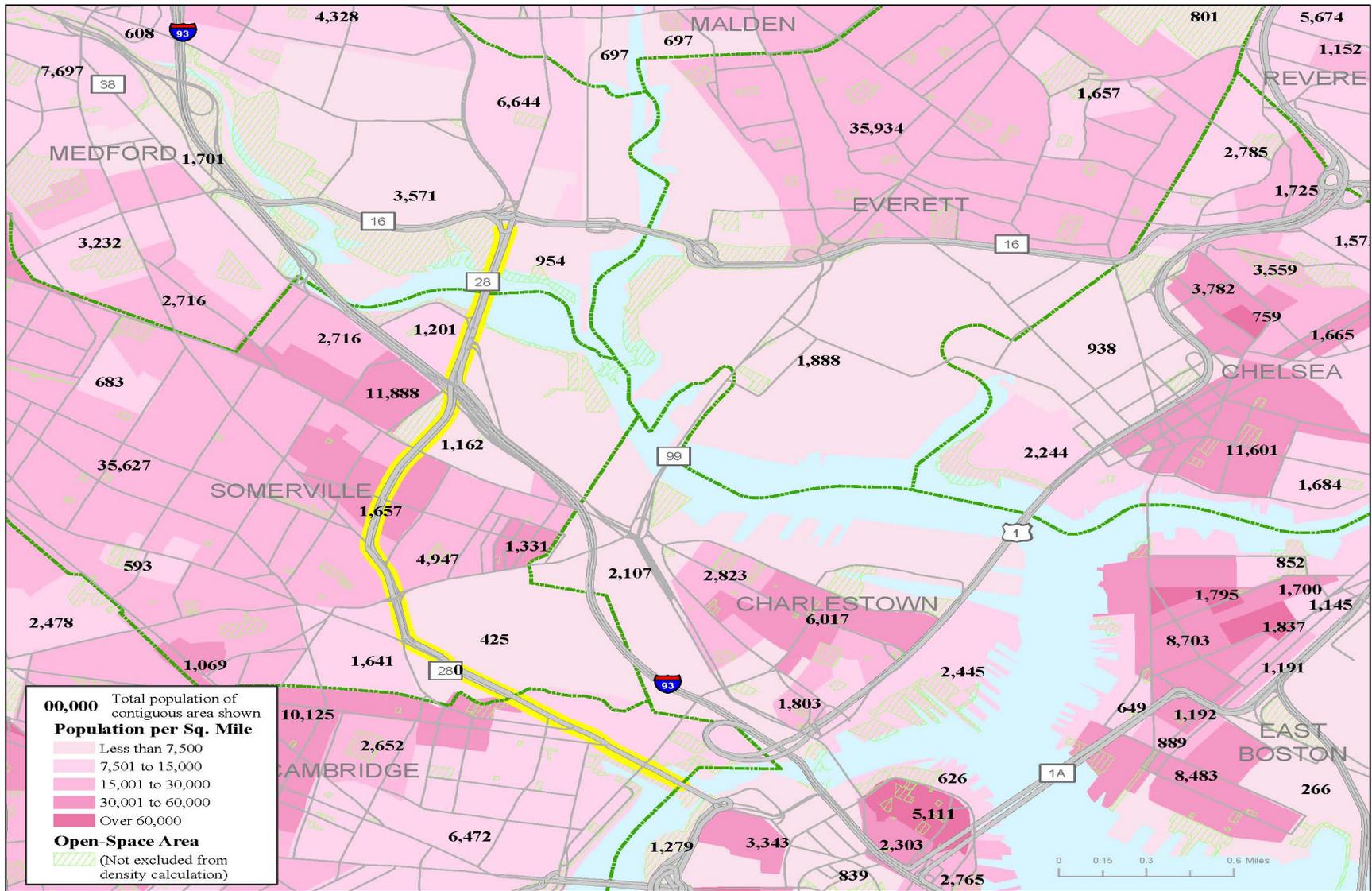
Types and intensities of land use are additional indicators of the quantities and types of trip-making. The use of private and public land is usually regulated by municipalities' zoning ordinances.

3.1 POPULATION DENSITY

The residential densities were calculated by 2000 census block group, and adjacent block groups with similar densities were aggregated, with the total population for the aggregated areas summed and displayed. Included in the density calculations were water, open space, and similar uses. However both water and open space are included in the figure, so that a sense of how the reservation of large areas of space for such uses might be expected to affect the density calculation.

As shown in Figure 3.1, the densest areas of residential population in the Route 28 study area are in East Cambridge, in Charlestown, and along Route 28 between Highland Avenue and Broadway. Most of these areas are assumed to have predominantly multifamily housing. Two areas that are targeted for future redevelopment, Assembly Square and Brickbottom/Inner Belt, currently have low densities. However, these areas are expected to increase in population density because the redevelopments are planned to be mixed-use.

A comparison of the city/town-wide populations for the study area and the surrounding communities, as tabulated by the U.S. Census Bureau for 1990 and 2000, is shown in Table 3.1.



Source: 2000 Census population by block group, mapped using TIGER file block-group boundaries.

FIGURE 3.1
Population Density
(2000 Census)

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Table 3.1 Population Totals (Comparison)

City/Town	1990	2000	Change
Somerville	76,210	77,478	1.7%
Boston	574,283	589,141	2.6%
Cambridge	95,802	101,355	5.8%
Chelsea	28,710	35,080	22.2%
Everett	35,701	38,037	6.5%
Malden	53,884	56,340	4.6%
Medford	57,407	55,765	-2.9%
Revere	42,786	47,283	10.5%

3.2 EMPLOYMENT DENSITY

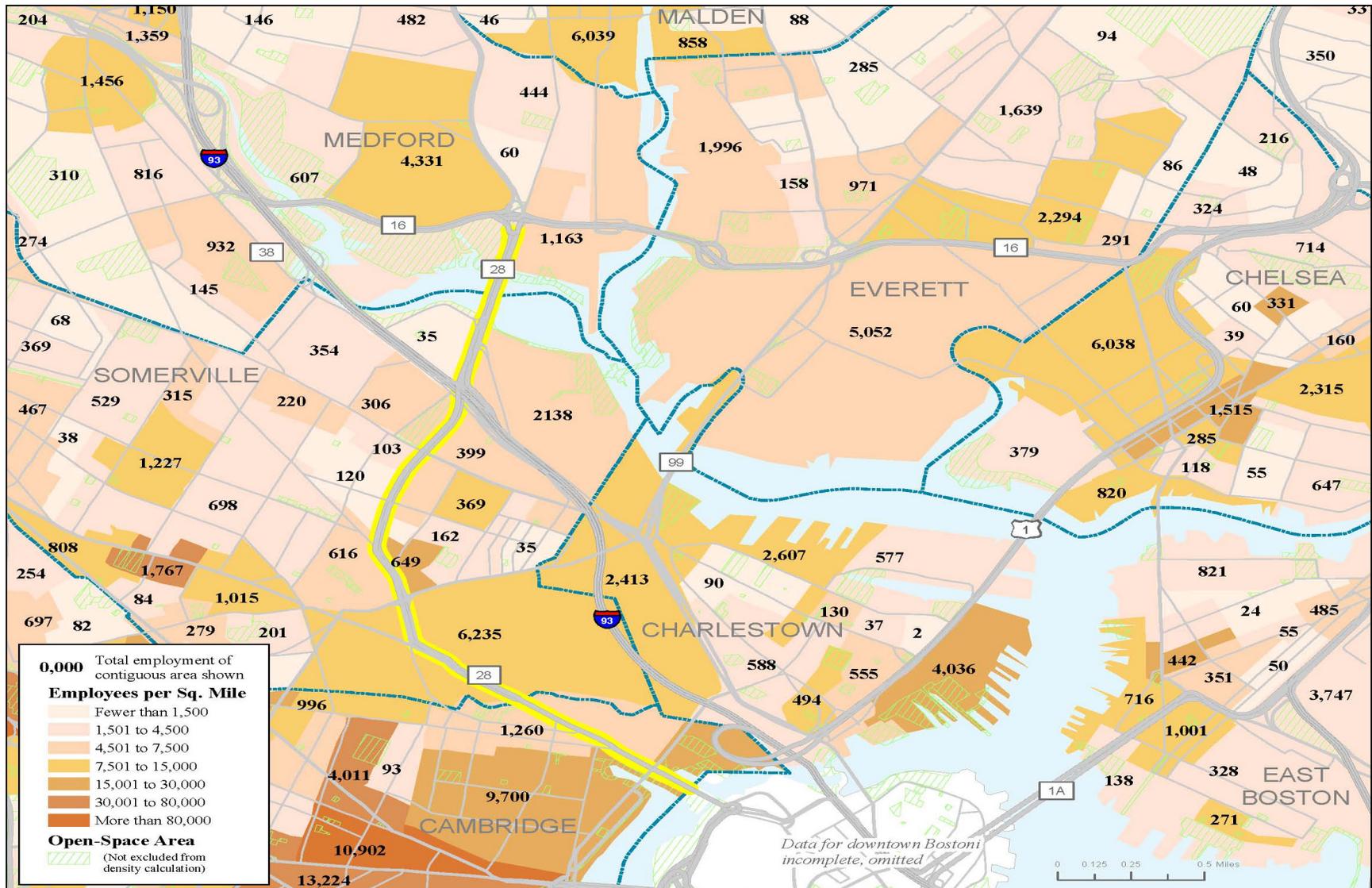
Absolute employment levels and employment density within an area are important factors in the success of transit services. However, reliable data on employment levels and densities for geographic areas below the town level are difficult to obtain. So in calculating the densities for this study, census block groups were used for those areas; they included open-space and water areas, as the population density calculations did.

Figure 3.2 provides a look at the employment densities in the study area. The highest density of employees is located in East Cambridge (Tech Square area), as expected. The redevelopment areas of Assembly Square, Brickbottom/Inner Belt, and North Point currently have rather low densities compared to their expected use in the future.

Employment totals for 2001 in the study area are summarized in Table 3.2. The information was obtained from the Massachusetts Division of Employment and Training.

Table 3.2 Employment Totals

City/Town	2001 Total Employment
Somerville	22,950
Boston	578,462
Cambridge	113,468
Chelsea	13,613
Everett	12,838
Malden	17,484
Medford	18,934
Revere	8,604



Source: Reference USA (May 2003). Totals estimated from ranges and validated against Dun & Bradstreet Regional Business Directory for Boston (2003).

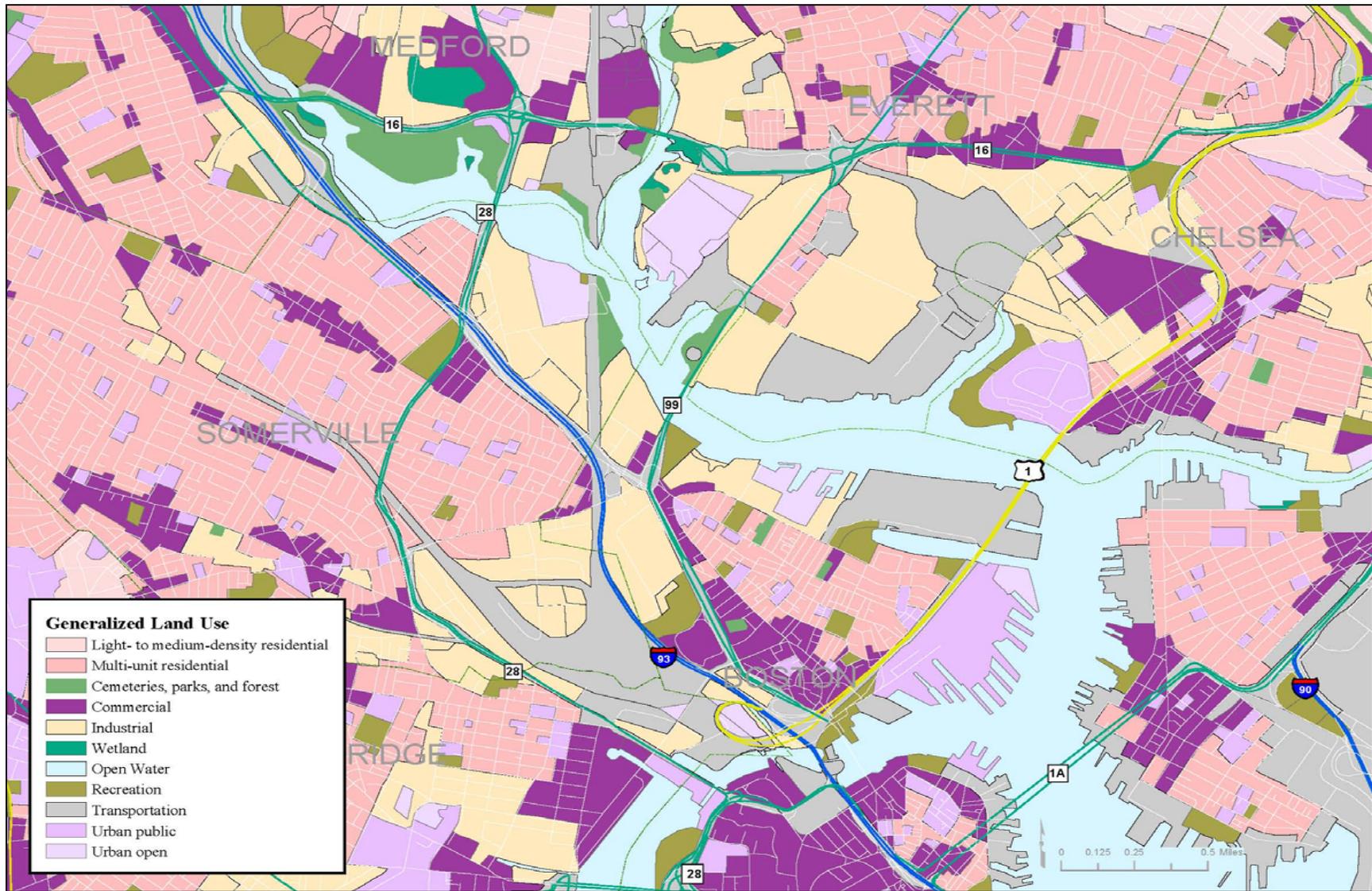
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FIGURE 3.2
Employment Density
(Estimated)

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3.3 LAND USE AND ZONING

Land use and zoning surrounding Route 28 are each mixed. Along the corridor, the land use is predominantly residential, with industrial uses at Assembly Square and in the Brickbottom area. This matches the permitted zoning as well. Figure 3.3 shows land use and Figure 3.4 zoning.

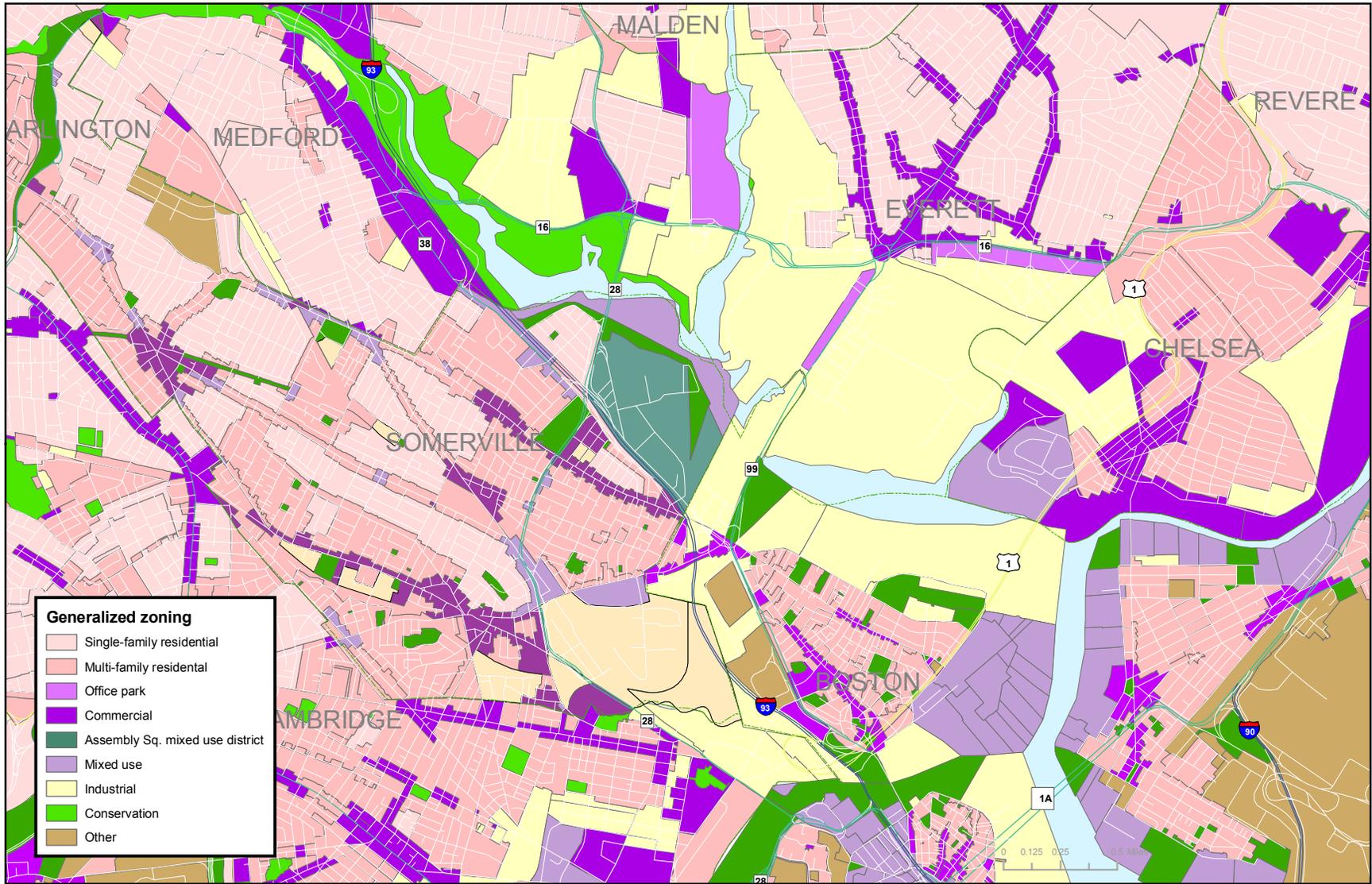


Source: MassGIS land use datalayer, updated 1999. Photo-interpretation completed by UMass Amherst Department of Forest Resource Mapping Projects.

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FIGURE 3.3
Land Use

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Sources: Somerville zoning from the City, December 2007.
 Boston zoning from Boston Redevelopment Authority, 2003.
 Remainder of zoning from MassGIS datalayer, 2000.

FIGURE 3.4
Zoning

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