

DORCHESTER (SOUTH)

ROADWAY SYSTEM

Dorchester is Boston's most populous neighborhood. However, due to its size, it is often divided, as in this report, for statistical purposes. The southern part of Dorchester is one of Boston's most populous neighborhoods, and in the 2000 Census 63,340 residents were recorded in this district, up 4% over 1990. Dorchester (South) is bordered to the east by Dorchester Bay and to the south by the Neponset River. The Metropolitan District Commission (MDC) manages several reservations along the Neponset River, and is planning a bicycle and pedestrian path along the river, the first part of which has recently been constructed.

The MDC also operates the two heaviest-volume roadways in the district, Morrissey Boulevard, running north-south, and Gallivan Boulevard, running east-west. Dorchester Avenue is the major spine of the neighborhood, running in a straight line through all of Dorchester from Lower Mills to Downtown.

Roadway Volumes in Dorchester (South)*

| | |
|---------------------|--------|
| Dorchester Avenue | 13,000 |
| Neponset Avenue | 7,000 |
| Gallivan Boulevard | 23,000 |
| Morrissey Boulevard | 26,000 |
| Washington Street | 11,000 |
| Adams Street | 7,000 |
| Talbot Avenue | 10,000 |
| Geneva Avenue | 5,000 |

Source: CTPS

*Estimated daily traffic at a representative point

The southern part of Dorchester is primarily a residential area, with established neighborhoods still defined by parishes, and occupied by families for generations. Yet, it continues to change as best observed in the growth of its distinct commercial districts: Bowdoin/Geneva, Fields Corner, Codman Square, Peabody Square, Adams Village, and Lower Mills.

Employment Areas in Dorchester (South)

| | |
|--------------------------|-------|
| Codman Square/Ashmont | 1,700 |
| Fields Corner | 3,250 |
| Lower Mills | 2,900 |
| Morrissey Blvd./Neponset | 3,900 |
| Bowdoin/Geneva | 950 |
| Other | 800 |

TOTAL JOBS

13,500

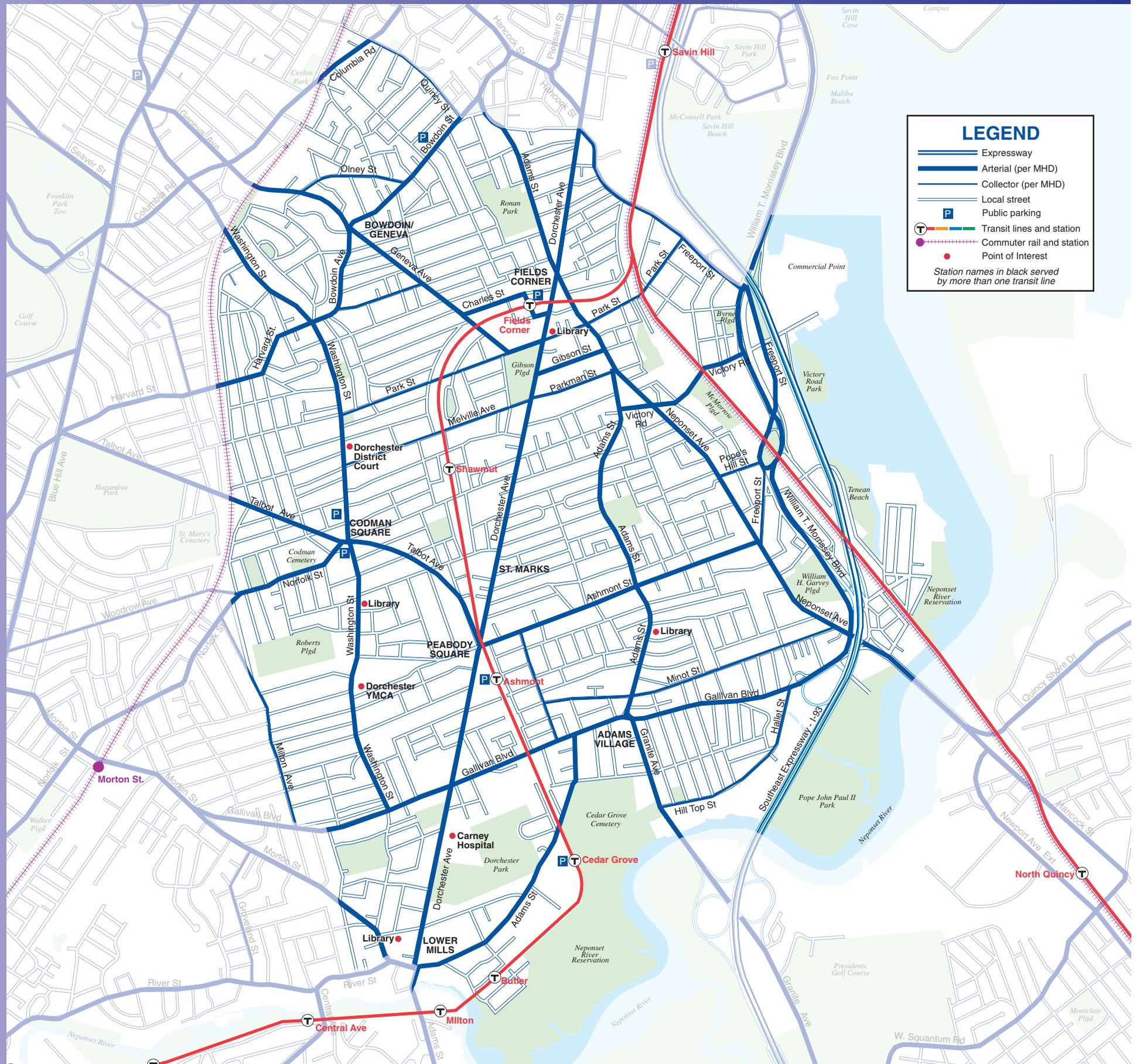
Source: 1996 CTPS site-level employment database

The City of Boston has five municipal parking lots in the southern part of Dorchester with a total of 146 parking spaces. These lots are spread amongst the neighborhood commercial districts.

Municipal Off-Street Parking Lots (spaces)

- 254-258 Bowdoin Street (18)
- 575-581 Washington Street (42)
- 629 Washington Street (24)
- 191 Adams Street (22)
- 23 Georgia Street (40)

In 1990, one third of Dorchester households (including North and South together) did not own a



TRANSIT NETWORK



LEGEND

- MBTA bus route
- Multiple MBTA bus routes
- Transit lines and station
- Commuter rail and station
- Point of Interest

Station names in black served by more than one transit line

motor vehicle. Despite this, Dorchester (South) has an auto share well above the City average. In fact, even though this part of Dorchester has good transit access, overall mode shares for this neighborhood are very similar to those of Boston's more suburban areas.

Distribution of Trips and Mode Shares in Dorchester (South)

| | Auto | Transit | Walk |
|-------------------------------|------|---------|------|
| All destinations and purposes | 74% | 11% | 16% |
| City Average | 51% | 19% | 30% |

("walk" mode includes bicycle)

Geographic Distribution of Trips

| % of Trips | Origin or Destination | Auto | Transit | Walk |
|------------|-----------------------|------|---------|------|
| 28% | Within Neighborhood | 51% | 3% | 46% |
| 6% | Core Neighborhoods | 42% | 58% | 0% |
| 37% | Rest of Boston | 80% | 12% | 7% |
| 19% | Inner Communities | 92% | 8% | 0% |
| 10% | Outer Communities | 98% | 2% | 0% |

Activity Distribution of Trips

| % of Trips | Activity in Neighborhood | Auto | Transit | Walk |
|------------|--------------------------|------|---------|------|
| 56% | Home | 68% | 13% | 18% |
| 11% | Work | 77% | 13% | 10% |
| 32% | Other | 82% | 5% | 14% |

The Ashmont branch of the Red Line passes through the center of the district, stopping at Fields Corner, Shawmut, and Ashmont. At the Ashmont terminus, a barrier-free transfer is available to the Mattapan High-Speed Line, which serves the Cedar Grove and Butler stations at the extreme southern edge of Dorchester.

The most heavily used bus route in the district and one of the highest ridership lines in the MBTA system is Route 23, which connects the Orange Line at Ruggles to Ashmont, via Washington Street and Codman Square. Route 17 connects Fields Corner to Andrew Station and Route 19 connects Fields Corner to Ruggles Station.

Daily MBTA Use by Station or Route*

| Rapid Transit | Mattapan Line |
|---------------------|-----------------|
| Fields Corner 4,700 | Cedar Grove 150 |
| Shawmut 1,450 | Butler 150 |
| Ashmont 7,200 | |

Bus Routes

| | |
|--|--------|
| 17 Fields Corner-Andrew (Bowdoin/Geneva) | 3,750 |
| 18 Ashmont-Andrew (Dorchester Ave) | 700 |
| 19 Fields Corner-Ruggles (Geneva) | 1,900 |
| 20 Fields Corner-Neponset (Adams) | 1,500 |
| 21 Ashmont-Forest Hills (Gallivan) | 3,750 |
| 22 Ashmont-Ruggles (Talbot) | 8,300 |
| 23 Ashmont-Ruggles (Washington) | 11,700 |
| 26 Ashmont-Morton (Norfolk) | 1,800 |
| 27 Ashmont-Mattapan (River St) | 600 |
| 210 Fields Corner-Quincy (Neponset) | 850 |
| 215 Ashmont-Quincy (Granite Ave) | 1,700 |
| 217 Ashmont-Wollaston Beach (Dorchester Ave) | 200 |
| 240 Ashmont-Avon (Dorchester Ave) | 2,200 |

*Boarding counts only. Source: MBTA and CTPS