

DORCHESTER (NORTH)

ROADWAY SYSTEM

Dorchester, including a large portion of today's Boston, was incorporated in 1630. It was still primarily rural and had a population of 12,000 when annexed to Boston in 1870. Railroad and streetcar lines brought rapid residential growth, increasing the population to 150,000 by 1920. Due to its size, Dorchester is often divided for statistical purposes, as it is in this report. For this report, Dorchester (North) includes the portion north of Quincy Street, East Street, and Freport Street. The rest of Dorchester is discussed in the Dorchester (South) section.

Located to the north of the neighborhood, the South Bay Shopping Center and Newmarket industrial area are major sources of employment in this part of Dorchester. The Harbor Point housing complex and the University of Massachusetts occupy a peninsula to the east of the neighborhood. These areas and Savin Hill, a small residential neighborhood, are separated from the rest of the district by the Southeast Expressway (Interstate 93). Morrissey Boulevard, an MDC road, is a major arterial running along the shoreline.

Roadway Volumes in Dorchester (North)*

Dorchester Avenue	20,000
Columbia Road	17,000
Morrissey Boulevard	39,000
Massachusetts Avenue	8,000
Boston Street	11,000

Source: CTPS

*Estimated daily traffic at a representative point

The main business district in this part of Dorchester is Uphams Corner at the intersection of Dudley Street and Columbia Road. The Harbor Point area is also the home of several large employers, including the Boston campus of the University of Massachusetts.

Employment Areas in Dorchester (North)

Dorchester Avenue	2,300
Harbor Point/Savin Hill	6,050
Newmarket	4,400
South Bay	2,000
Uphams Corner	2,100

TOTAL JOBS 16,850

Source: 1996 CTPS site-level employment database

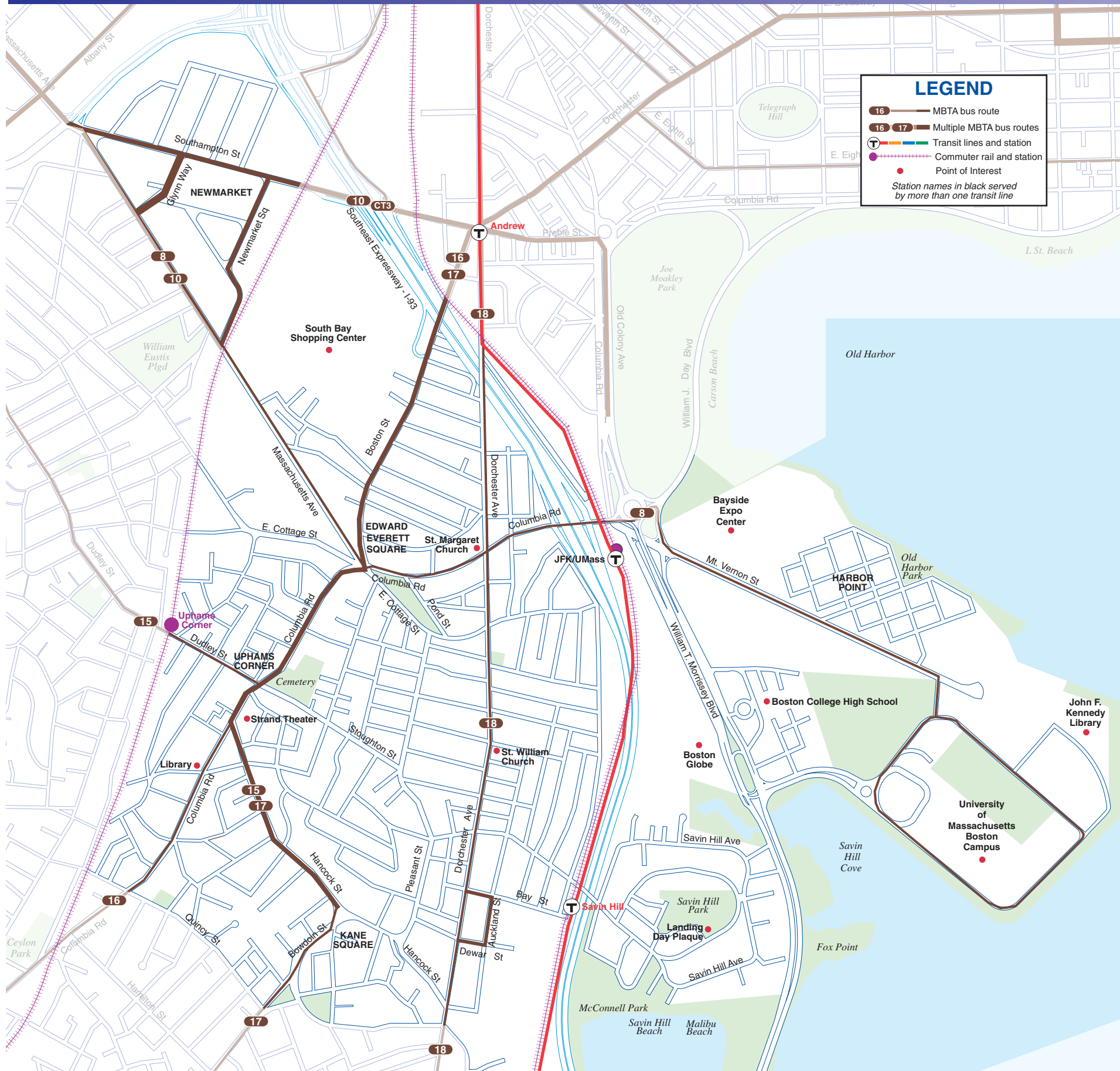
The 2000 Census recorded 28,775 residents in the northern part of Dorchester, a 15% increase over 1990. This represents the fastest population growth of any Boston neighborhood except East Boston. About one-third of Dorchester households did not have a motor vehicle in 1990. 17% of housing units are single-family, almost the same as the city-wide average. There are 144 off-street parking spaces in city lots in North Dorchester, including a large lot in the Uphams Corner business district.

Municipal Off-Street Parking Lots (spaces)

- 8-20 Belden Street (32) (near Dudley Street)
- 16 Hamlet Street (100)
- 730-732 Dudley Street (12)



TRANSIT NETWORK



LEGEND

- 16 MBTA bus route
- 16 17 Multiple MBTA bus routes
- T Transit lines and station
- Commuter rail and station
- Point of Interest

Station names in black served by more than one transit line

One third of trips in Dorchester (North) are completely inside the district. Of these, about two-thirds are walk trips. Transit is most popular for trips headed Downtown, but these account for only 7% of total trips. Mode shares to the Rest of Boston and the Inner Communities show a fairly high transit share, comparable to other neighborhoods with similar transit accessibility, including South Boston.

Distribution of Trips and Mode Shares in Dorchester (North)

	Auto	Transit	Walk
All destinations and purposes	59%	15%	25%
City Average	51%	19%	30%

("walk" mode includes bicycle)

Geographic Distribution of Trips

% of Trips	Origin or Destination	Auto	Transit	Walk
33%	Within Neighborhood	31%	4%	65%
7%	Core Neighborhoods	46%	54%	0%
32%	Rest of Boston	68%	19%	13%
18%	Inner Communities	82%	18%	0%
10%	Outer Communities	92%	8%	0%

Activity Distribution of Trips

% of Trips	Activity in Neighborhood	Auto	Transit	Walk
37%	Home	55%	20%	25%
20%	Work	66%	17%	17%
43%	Other	60%	11%	29%

The Red Line stops at JFK/UMass station where shuttle buses are available to access the UMass campus itself. There is also a stop on the Ashmont Branch of the Red Line at Savin Hill. The principal bus lines are Route 15, which runs from Ruggles Station (Orange Line) along Dudley Street to Uphams Corner and Kane Square, and Route 16, which runs from Andrew Station to Forest Hills station via Columbia Road. Route 17 links Andrew Station to Fields Corner. The Fairmount commuter rail line stops at Uphams Corner, providing a quick ten minute trip to South Station. The Middleborough line stops at JFK/UMass station for the morning peak and evening peaks only. All seven weekend trips stop at JFK/UMass, but the Fairmount line has no weekend service. It is also a ten minute trip from JFK/UMass to South Station by commuter rail.

Daily MBTA Use by Station or Route*

Rapid Transit	Commuter Rail
JFK/UMass 6,300	JFK/UMass 70
Savin Hill 1,800	Uphams Corner 150

Bus Routes (via)

8	UMass-Kenmore (Mass Ave)	5,275
10	City Point-Copley (Southampton)	3,550
15	Kane Sq.-Ruggles (Uphams Corner)	7,000
16	Andrew-Forest Hills (Columbia Rd.)	4,350
17	Fields Corner-Andrew (Hancock St.)	3,750
18	Ashmont-Andrew (Dorchester Ave)	700
CT-3	Andrew-LMA (Southampton)	700

*Boarding counts only. Source: MBTA and CTPS