



Commuter Origins Study

Old Colony Congestion Management Process

December 2016



Prepared under Task 2500 (Management Systems & Travel Demand Modeling) of the FFY 2016 and FFY 2017 Old Colony Unified Planning Work Programs – MassDOT Contracts 88846 and 93149

Old Colony Planning Council
70 School Street
Brockton, MA 02301
www.ocpcrpa.org

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FTA	Mary Beth Mello
FTA	Peter Butler
FTA	Leah Sirmin
FTA	Kristin Wood
Brockton Traffic Commission	Captain Robert DiBari

OCPC Transportation Staff

Charles Kilmer, AICP	Assistant Director/ Transportation Program Manager
Eric Arbeene, AICP	Senior Community Planner
Shawn Bailey	Transportation Planner
Paul Chenard	Senior Transportation Planner
Raymond Guarino	Senior Transportation Planner
William McNulty	Senior Transportation Planner
Kyle Mowatt	Transportation Planner
Jimmy Pereira	Community/ Transportation Planner
Andrew Vidal	GIS Manager/ Communications and IT Specialist

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Patrick Hamilton	AAA Administrator
Lila Burgess	Ombudsman Program Director
Jane Selig	Ombudsman Program Assistant
James Watson, AICP	Comprehensive Planning Supervisor
Eric Arbeene, AICP	Senior Community Planner
Jimmy Pereira	Community/ Transportation Planner
Bruce Hughes	Economic Development/ Community Planner
Andrew Vidal	GIS Manager/ Communications and IT Specialist
Charles Kilmer, AICP	Assistant Director/ Transportation Program Manager
Raymond Guarino	Senior Transportation Planner
William McNulty	Senior Transportation Planner
Paul Chenard	Senior Transportation Planner
Kyle Mowatt	Transportation Planner
Shawn Bailey	Transportation Planner

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Title VI/ Nondiscrimination Coordinator
Pat Ciaramella
70 School Street
Brockton, MA 02301
508-583-1833 Extension 202
pciaramella@ocpcrpa.org

Title VI Specialist
MassDOT, Office of Diversity and Civil Rights
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Boston, MA 02116
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TTY: 857-368-0603
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Old Colony Planning Council

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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

The ***2015 Commuter Origins Study Report*** was prepared by the following members of the Old Colony Planning Council staff under the supervision of Charles Kilmer, Assistant Director/Transportation Program Manager, and the direction of Pasquale Ciaramella, Executive Director.

REPORT PREPARATION

Shawn Bailey, Transportation Planner
sbailey@ocpcrpa.org

CONTRIBUTING STAFF

Paul Chenard, Senior Transportation Planner
pchenard@ocpcrpa.org

Bill McNulty, Senior Transportation Planner
wmcnulty@ocpcrpa.org

Kyle Mowatt, Transportation Planner
kmowatt@ocpcrpa.org

Jimmy Pereira, Community/Transportation Planner
jpereira@ocpcrpa.org

MAPS AND GRAPHICS

Andrew Vidal, GIS Manager / Communications & IT Specialist
avidal@ocpcrpa.org

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1.0 Introduction

The Old Colony CMP transit facilities include the Massachusetts Bay Transportation Authority (MBTA) Commuter Rail parking lots, the Brockton Area Transit Authority (BAT) Facility, and the MassDOT Park & Ride commuter lots on the AmVets Memorial Highway (Route 24) and Pilgrim Highway (Route 3) limited access highway corridors. Data collection at the transit facilities is done on a biannual basis as a part of OCPC's CMP Data Collection Program. The CMP Data Collection Program is an important factor in developing the Transportation Improvement Program (TIP). The projects included in the TIP address highway, bridge, and transit needs, and thus, address the issues identified in the CMP.

All transit facilities within the OCPC region, including MBTA Commuter Rail Lines and Park & Ride Facilities, are part of the Old Colony CMP. Through continuous input from the Old Colony Metropolitan Planning Organization (MPO) and Joint Transportation Committee (JTC), the Old Colony CMP defines a congested facility as:

- MBTA Commuter Rail Station Parking Lots with Utilization Rates of $\geq 85\%$
- Park & Ride Parking Lots with Utilization Rates of $\geq 85\%$

1.1 Study Purpose

The Old Colony Commuter Origins Study is a quadrennial project aimed at identifying the commuter origins for the MBTA Old Colony Commuter Rail Lines and Park & Ride lots within the Old Colony CMP region. The purpose of this study was to monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities; decipher trip movements of commuters who travel to those parking lots; and to determine the different trends that exist at each station location.

To that end, OCPC staff recorded over 5,700 vehicle license plate numbers, entered them into a database, and then forwarded the data to the Central Transportation Planning Staff (CTPS). In order to obtain trip origins, CTPS matched the license plate numbers registered in Massachusetts against the Massachusetts Registry of Motor Vehicles database and determined the community of origin for each matched plate. Finally, OCPC geocoded the results and illustrated a spatial distribution of commuters utilizing each parking lot.

2.0 Old Colony Congestion Management Process (CMP)

A Congestion Management Process (CMP) is “a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management and enhancing the mobility of persons and goods to levels that meet state and local needs.”¹ The Congestion Management Process (CMP) is intended to be a substantive change in perspective and practice to address congestion management through a process that provides for effective management and operations. It enhances linkage to the planning and environmental review process based on cooperatively developed travel demand reduction and operational management strategies, as well as capacity increases.

The purpose of the Congestion Management Process (CMP) is to identify congested locations; determine the causes of congestion; develop alternative strategies to mitigate congestion; evaluate the different potential

¹ Federal Highway Administration. *Congestion Management Process: A Guidebook*.

mitigation strategies; propose alternative strategies that best address the causes and impacts of congestion; and track and evaluate the impact of previously implemented congestion management strategies. The CMP is intended to be an integral part of the metropolitan planning process, rather than a stand-alone process or system.

The Old Colony Congestion Management Process (CMP) follows the “8-Step” process described by the Federal Highway Administration and Federal Transit Administration in the *Interim Guidebook on the Congestion Management Process in Metropolitan Transportation Planning*. The steps are as follows:

- Step 1: Develop Congestion Management Objectives
- Step 2: Define Area of Application
- Step 3: System Definition
- Step 4: Develop and Use Performance Measures
- Step 5: Develop a Performance Monitoring Plan
- Step 6: Identify and Evaluate Strategies
- Step 7: Implementation and Management
- Step 8: Monitor Strategy Effectiveness

Massachusetts Bay Transit Authority (MBTA) Commuter Rail

The MBTA remains the 5th largest mass transit system in the nation in terms of daily ridership. It serves a population of 4,817,014 (2010 census) in 176 cities and towns with an area of 3,249 square miles. To carry out its mission, it maintains 183 bus routes, 2 of which are Bus Rapid Transit lines, 3 rapid transit lines, 5 light rail (Central Subway/Green Line) routes, 4 trackless trolley lines and 13 commuter rail routes. The average weekday ridership for the entire system is approximately 1.3 million passenger trips.²

Of the thirteen (13) commuter rail routes, three (3) operate in the Old Colony Region:

- Providence/Stoughton Line
- Middleborough/Lakeville Line
- Kingston/Plymouth Line

In total, there are sixteen (16) commuter rail stations within the Old Colony CMP region surveyed on a regular basis to determine utilization.

Figure 2.1: MBTA Commuter Rail Locomotive



Park and Ride

The Old Colony CMP region includes several major limited access highways for interstate travel and inter-regional access. These highways include Route 24 and Route 3 and are an important component of the CMP System Performance Monitoring Program.

Route 24 Corridor

² MBTA.com. *The New MBTA*.

Route 24 (AmVets Memorial Highway) extends from Interstate 195 in Fall River north to Interstate 93 (commonly referred to as Route 128) in Randolph. Route 24 is currently 40 miles in length; has 21 interchanges; and at its busiest point, carries just over 120,000 vehicles per day.

In the Old Colony CMP region, there are two (2) Park & Ride Facilities located on the Route 24 Corridor, which include the following:

- West Bridgewater – Route 24, Exit 16 (Route 106)
- Bridgewater – Route 24, Exit 15 (Route 104)

Route 3 Corridor

Route 3 (Pilgrims Highway) extends from Cape Cod north to Interstate 93 in Boston. Route 3 is currently 56 miles in length; has 26 interchanges; and at its busiest point, carries over 130,000 vehicles per day.

In the Old Colony CMP region, there are five (5) Park & Ride Facilities located on the Route 3 Corridor, which include the following:

- Rockland – Route 3, Exit 14 (Route 228)
- Pembroke – Route 3, Exit 12 (Route 139)
- Kingston – Route 3, Exit 10 (Route 3A & 53)
- Plymouth – Route 3, Exit 5 (Long Pond Road)
- Bourne – Route 3, Exit 1B (Route 6)

3.0 Methodology

The OCPC annual data collection routine includes two visits per year to the MBTA Commuter Rail lots as well as the BAT Facility to count the number of parked vehicles and determine the availability of peak parking. This data collection effort takes place in the spring (April) and fall (October) of each year, during the mid-week period, and between the hours of 10:00 AM and 2:00 PM. In 2009, OCPC extended the data collection program area to include the Canton Junction and Canton Center Stations on the Providence/Stoughton Line. This was done to provide a complete assessment of parking lot utilization for the entire Stoughton Branch of the Providence/Stoughton Line. In 2015, the Plymouth Commerce Way Park & Ride Lot was removed from the Old Colony CMP as that lot has been sold for a development to be constructed on that location; this location will not be visited for a count in the future. In addition, the Plymouth Commuter Rail station was visited during this utilization count but there were no vehicles parked; therefore there is no map for that location in this report.

The OCPC annual data collection routine also includes two visits per year to Park & Ride facilities along the AmVets Memorial Highway (Route 24) and Pilgrims Highway (Route 3) Corridors to count the number of parked vehicles and to determine the availability of peak parking. This data collection effort takes place in concert with the aforementioned MBTA Commuter Rail counts in the spring (April) and the fall (October) of each year, during the mid-week period, and between the hours of 10:00 AM and 2:00 PM.

As part of a comprehensive, system-wide process, the CMP includes a focus on vehicles per parking space at the peak parking time for commuter rail and park & ride lots, and transit passengers per seat (at the peak load point) for commuter rail and bus.

The Old Colony CMP uses the guidance provided in the ITE publication, *Transportation Planning Handbook*, which describes the effective supply of a lot as the level of occupancy for optimum operating efficiency. The ITE handbook states that a parking facility can be perceived as full at a level that is less than its actual capacity (number of spaces), which is at a range of 85 to 95 percent. The use of 85 percent as the threshold for capacity allows for unusual peaks in activity and loss of spaces due to snow cover and/or other special circumstances.

3.1 Data Collection Program

OCPC has developed a Data Collection Program that includes the following items:

Yearly Collection and Analysis

- Automatic Traffic Recorder (ATR) Counts
- Manual Intersection Turning Movement Counts (TMC)
- Roadway Travel Time Studies
- Corridor Studies
- MBTA Commuter Rail Station Parking Lot Utilization Counts
- Park & Ride Parking Lot Utilization Counts

Quadrennial Collection and Analysis

- MBTA Commuter Rail Origins Studies
- Park & Ride Commuter Origins Studies
- MBTA Commuter Rail Station Boarding & Alighting Studies

Figure 2.2: Data Collection Program at work



4.0 Data Collection Program Results

In this study, OCPC staff recorded over 5,700 vehicle license plate numbers, entered them into a database, and then forwarded the data to the Central Transportation Planning Staff (CTPS). Further analysis uncovered that 70% of the license plates recorded at the Commuter Rail Stations originated within the town and the bordering towns of the station. Sixty-two percent of the plates recorded at the Park & Ride Lots also originated within the same general area. The behavior of Commuter Rail and Park & Ride users are obviously different when analyzing the distance; both are willing to travel in order to utilize the provided commuter option. Each location in this report has an added “Trend Analysis” section, which will display a trend data table (showing the total and matched number of vehicles and utilization percentages of the last three Commuter Origin data collections) and a “Top 5 Towns” table (showing the top five represented communities at each location during the last three Commuter Origin data collections and how many vehicles came from each of those communities). The communities in the latter table that are within the OCPC region will be bolded.

Multiple commuter rail stations have nearby business with private parking lots near the station that offer commuter rail passenger’s monthly rates for commuters at lower rates than the station’s parking lot. This may impact the utilization rates at those stations as the Old Colony CMP only has jurisdiction to count vehicles parked at MBTA facilities and those private lots are housing vehicles for MBTA commuters. While none of the stations that have local businesses with private commuter parking (that OCPC is aware of) saw a decrease in utilization, OCPC is unaware of how many other MBTA stations (if any) may have this same situation.

4.1 MBTA Commuter Rail Results

The results of the 2015 Old Colony Commuter Origins Study are illustrated as follows:

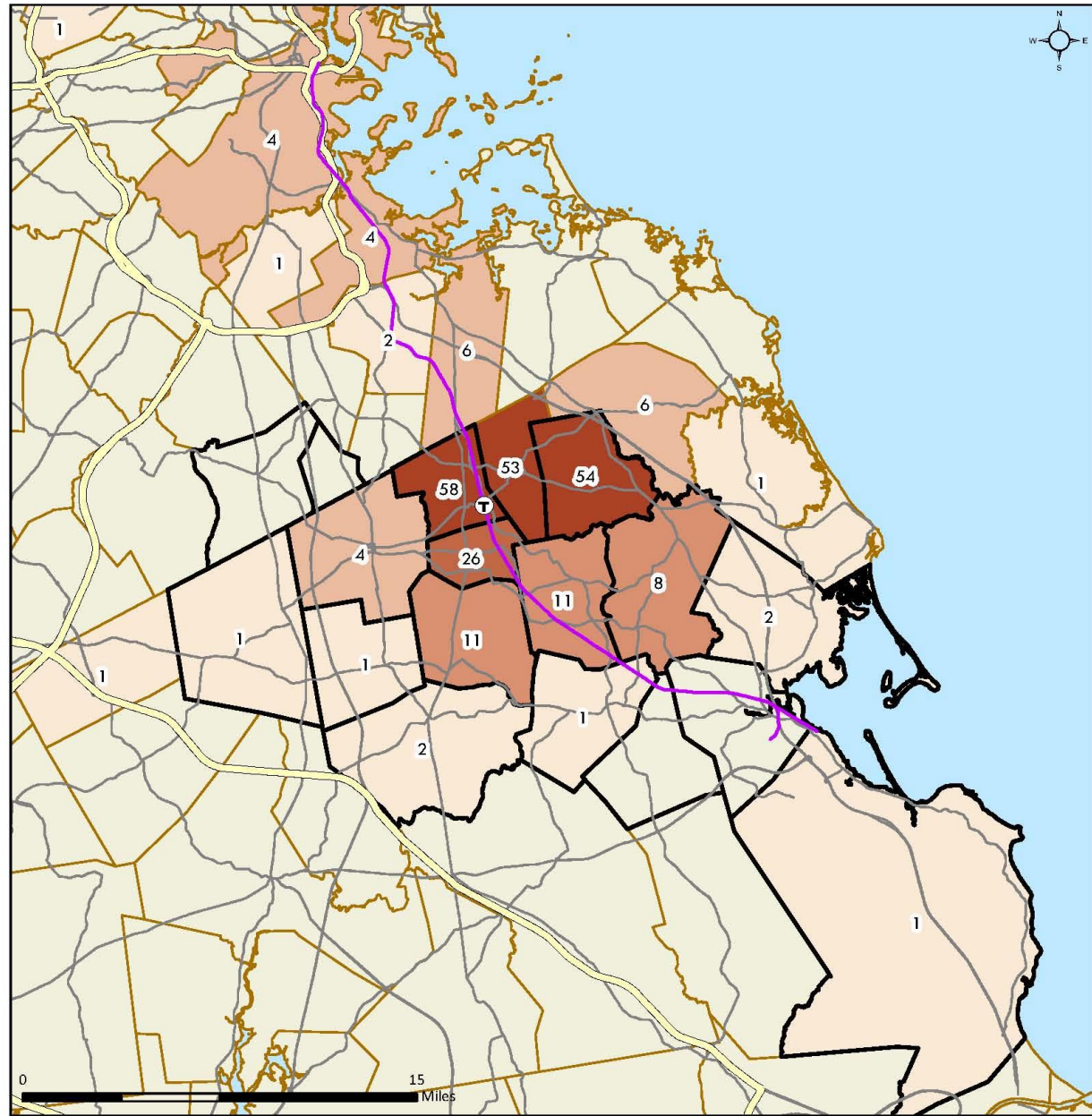
- 5,732 License Plates Recorded
 - MBTA Commuter Rail Stations and the BAT Facility (4,558 plates)
 - 3,682 matched (80.8% Utilization Rate)

Abington Commuter Rail Station

Number of Vehicles

- 1 - 2
- 3 - 6
- 7 - 11
- 12 - 26
- 27 - 58

- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15

4.1.1 Abington MBTA Commuter Rail Station

Description

Abington's commuter rail station is on the MBTA Commuter Rail's Plymouth/Kingston Line and has been in service since September 27, 1997. The main entrance to the station's parking lot is located at 231 Centre Avenue, located west of Park Avenue. An additional entrance is located south of the parking lot at 420 Summer Street. There is a sidewalk leading to the platform that runs along the tracks from the Center Avenue railroad crossing. The station has a total of 405 parking spaces as well as 9 handicapped spaces and 8 bicycle spaces.³

Origins Analysis

Out of the 325 license plates collected at the Abington station, 269 of them were matched. According to the data, 55% (147) of the commuters that parked at this station reside in Abington and the bordering towns and 22% (58) of the commuters reside in Abington. The majority of the commuters who parked at this station were from the towns of Abington, Hanover, and Rockland. A large percentage of commuters were from other towns in the OCPC region as well as outside of the region that were within driving distance of this station.

Observations

The majority of commuters who parked at this station from Abington, Rockland and Whitman likely chose this station because of its convenient proximity. The commuters from Abington are likely to live in central or southern part of Abington since the South Weymouth station is closer to the northern half of Abington. The commuters from East Bridgewater, Hanson, Pembroke, and Whitman likely chose the Abington station due to the lower price of the ticket since it is closer to Boston. The majority of the commuters that parked at this station likely took the train from here because of the ease of access to the station from their origin and the frequency of trains to that station.

Trend Analysis

In Table 1, it shows that the amount of riders that parked at this station decreased in 2011 from 2007, but increased from 2011 to 2015. Two thousand seven (2007) was the only year that this station was congested (having above an 85% utilization percentage). This is most likely due to the recession that occurred in 2008, but there could also be other factors involved as well. Table 2 displays the top five towns from which commuters originated; Abington, Hanover, and Rockland consistently remained in the top three while switching from year to year. Whitman was the fourth most frequent user town for all three years, and Hanson and East Bridgewater were next in line.

Table 1 – Trend Data

	2007	2011	2015
Matched	357	213	269
Total	385	230	325
Utilized	95.1%	56.8%	80.2%

Table 2 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Rockland	92	Abington	54	Abington	58
Abington	75	Rockland	42	Hanover	54
Hanover	58	Hanover	35	Rockland	53
Whitman	38	Whitman	30	Whitman	26
Hanson	24	Hanson	12	E. Bridge.	11

(Municipalities in OCPC region are bolded)


³ MBTA and Field Observations by OCPC

Bridgewater Commuter Rail Station

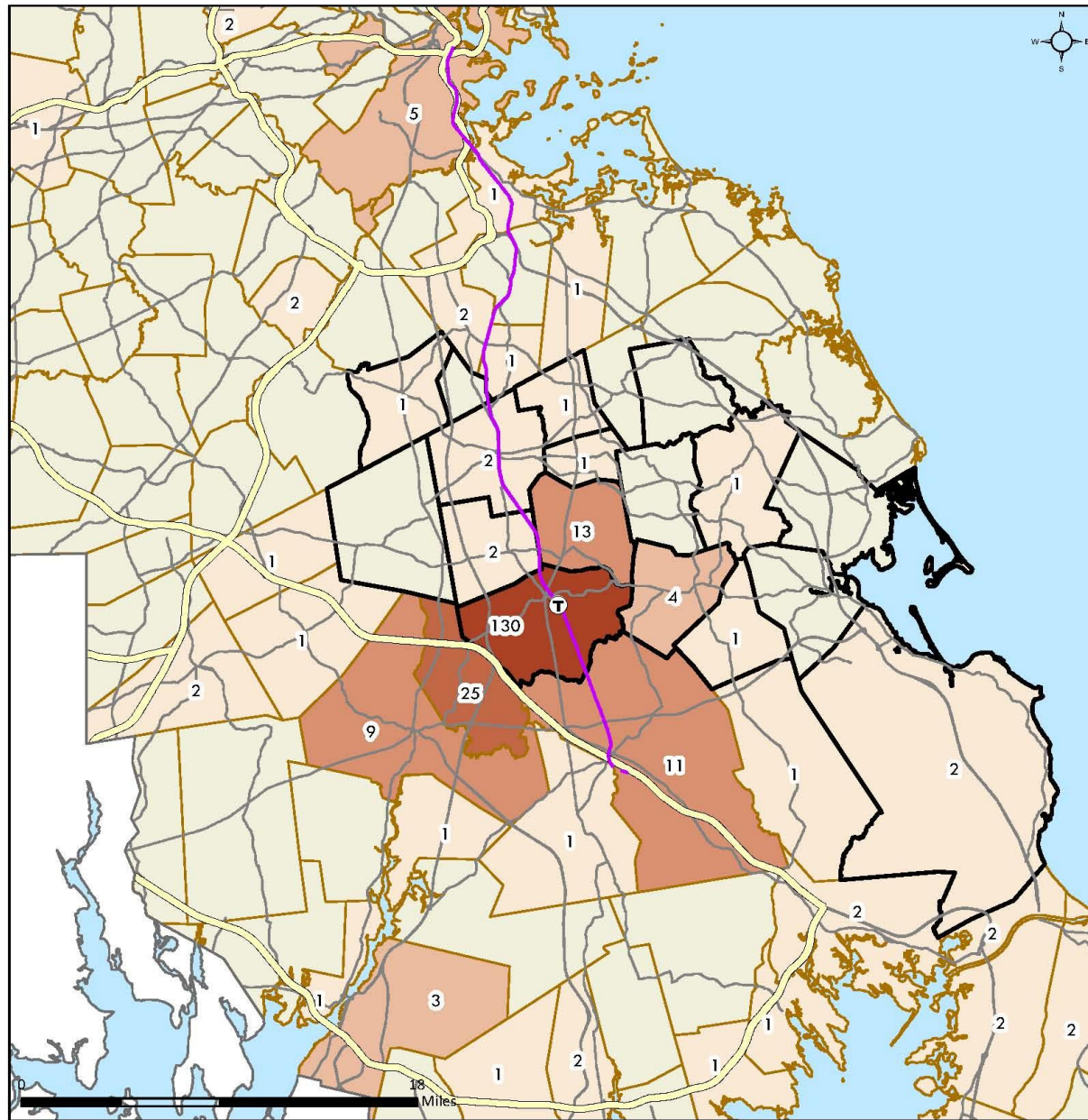
Number of Vehicles

- 1 - 2
- 3 - 5
- 6 - 13
- 14 - 25
- 26 - 130

-  MBTA Commuter Rail Stations
-  MBTA Middleboro/Lakeville Line
-  Interstate Highways
-  State Numbered Routes
-  OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/22/15



4.1.2 Bridgewater MBTA Commuter Rail Station

Description

Bridgewater’s commuter rail station is on the MBTA Commuter Rail’s Middleborough/Lakeville Line and has been in service since September 29, 1997. The station is located on the east end of campus at Bridgewater State University. The station has one side platform and holds 504 parking spots with an additional 10 spaces being handicapped accessible, as well as 24 bicycle spaces.⁴

Origins Analysis

The Bridgewater station had 314 passengers park at the station on our collection day, 248 of those cars were matched. According to the collected data, 75% (185) of the commuters that parked at this station resided in Bridgewater and its surrounding towns with 52% (130) of the commuters residing in Bridgewater. The majority of the commuters that parked at this station were from the town of Bridgewater, with the next highest amounts being from the towns of Raynham, East Bridgewater, and Lakeville. The majority of the commuters, not including Bridgewater, live outside of the OCPC region and probably live along one of the state numbered routes that leads to the station.

Observations

The majority of commuters who parked at this station were from Bridgewater, East Bridgewater, and Raynham most likely chose to take the train from this station due to close proximity. There were also commuters that originated from the towns of Halifax, Middleborough, and Taunton. Similar to the commuters mentioned at the Abington station, these commuters likely chose this station due to ticket cost and ease of accessibility. The commuters from Halifax were possibly from the west side of town and the commuters from Middleborough were from the north part of the town; the Bridgewater station may have been closer than the station in both of those towns.

Trend Analysis

Table 3 displays the trend data for the Bridgewater station, which shows a decrease from 2007 (the only year this station has been congested (above 85% utilized) to 2011 followed by an increase in riders from 2011 to 2015. The reasoning is most likely similar to the Abington station as there are no other alternative and definitive possibilities. The town of Bridgewater had the most commuters for the last three data collections, and the towns of East Bridgewater, Middleborough, Raynham, and Taunton being the other four of the top five.

Table 3 – Trend Data

	2007	2011	2015
Matched	364	216	248
Total	436	246	314
Utilized	86.5%	48.8%	62.3%

Table 4 – Top 5 Towns

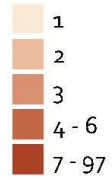
Town	2007	Town	2011	Town	2015
Bridgewater	199	Bridgewater	107	Bridgewater	130
Raynham	29	Middleboro	18	Raynham	25
Taunton	23	Raynham	18	E. Bridge.	13
Middleboro	21	E. Bridge.	9	Middleboro	11
E. Bridge.	15	Taunton	9	Taunton	9

(Municipalities in OCPC region are bolded)

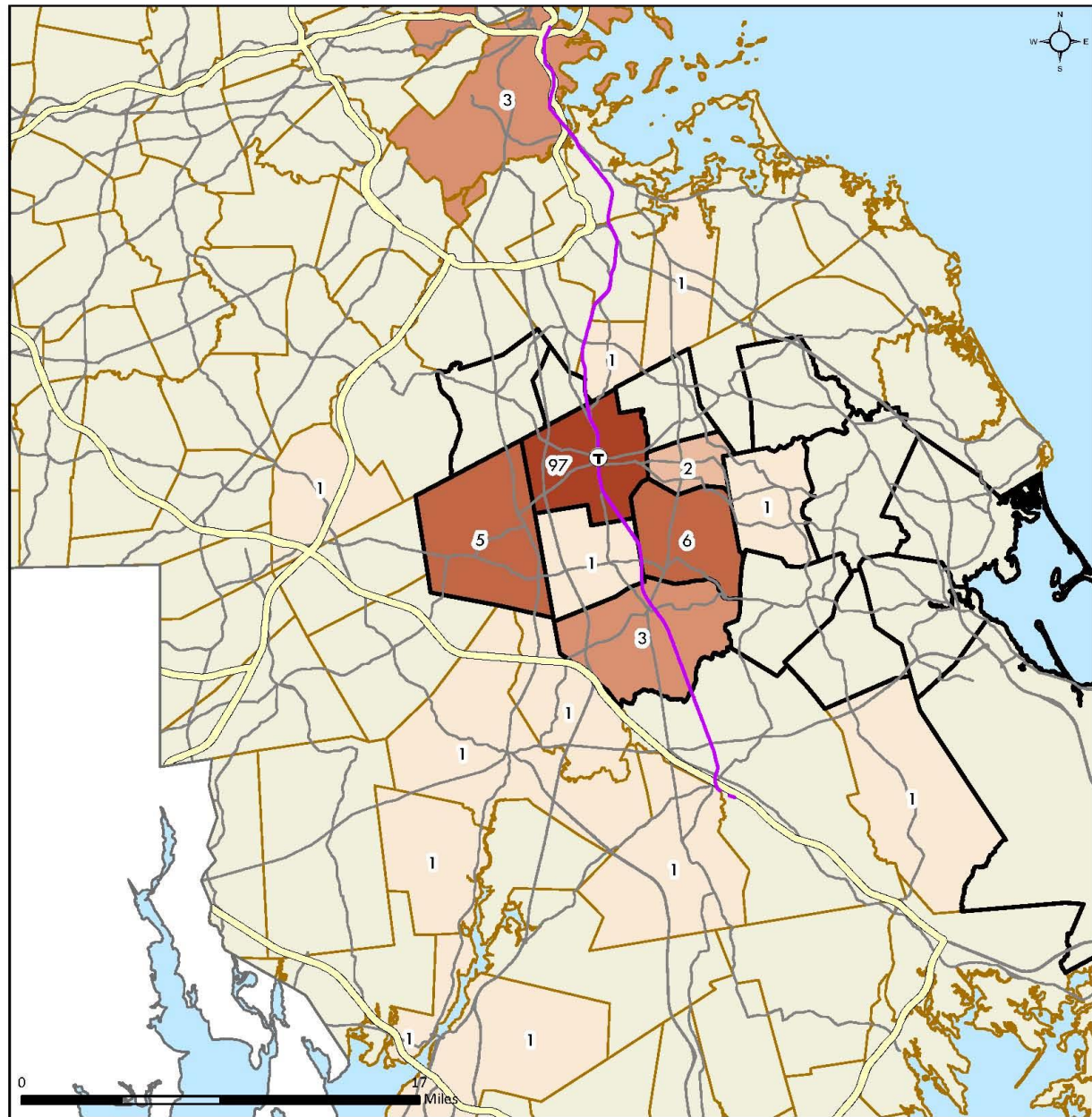
⁴ MBTA and Field Observations by OCPC

Brockton Commuter Rail Station

Number of Vehicles



- MBTA Commuter Rail Stations
- MBTA Middleboro/Lakeville Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.3 Brockton (BAT Facility) MBTA Commuter Rail Station

Description

Brockton’s downtown commuter rail station is on the MBTA Commuter Rail’s Middleborough/Lakeville Line. The station is located at 7 Commercial Street (behind the Brockton Police Station), and is near the intersections of Routes 27, 28, and 123. Parking for the station is provided at the Brockton Area Transit Authority (BAT) Intermodal Transportation Centre, which is located on the other side of Commercial Street. The MBTA station has an island platform and services 2 tracks. The BAT ITC parking garage offers 267 parking spots, 6 handicapped spaces, and 8 bike spaces.⁵

Origins Analysis

One-hundred and twenty eight (128) of the license plates at this station were matched out of the 155 license plates collected. According to the data, 88% (112) of the commuters that parked at this station lived in Brockton and its bordering towns with 76% (97) of the commuters living in Brockton. Over three-quarters of the commuters that parked at this station were solely from the city of Brockton. The remainder of the commuters resided in towns that border Brockton as well as other towns in the OCPC region, including Bridgewater, East Bridgewater, and Easton. There were also commuters from other towns further north and south of the station as well.

Observations

A majority of commuters who parked at this lot that were from Brockton were likely either from just outside downtown or from the east and west sides of the city along Routes 123 and 27. The commuters from the towns of Bridgewater, East Bridgewater, Easton, and Whitman most likely chose this station due to accessibility and potentially a cheaper fare for those from Bridgewater and Whitman. There were also a few commuters that originated from the towns on the south coast and from Boston.

Trend Analysis

Brockton’s trend was different from the previous two stations. There was an increase in riders from 2007 to 2011 and a decrease from 2011 to 2015. It is possible that during the recession years that this station was more accessible and cheaper to access due to BAT service and this prompted higher usage during 2011. Like the Bridgewater station, Brockton’s highest amount of commuters resided in the station’s municipality. There were only two other towns that were present all three collection dates (Bridgewater and Easton) with other towns circulating in and out of the list such as Abington and Boston.

Table 5 – Trend Data

	2007	2011	2015
Matched	129	191	128
Total	144	203	155
Utilized	53.9%	76.0%	58.1%

Table 6 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Brockton	103	Brockton	128	Brockton	97
Bridgewater	3	E. Bridge.	9	E. Bridge.	6
Boston	2	Easton	9	Easton	5
Easton	2	Raynham	6	Boston	3
Abington	1	Bridgewater	5	Bridgewater	3

(Municipalities in OCPC region are bolded)

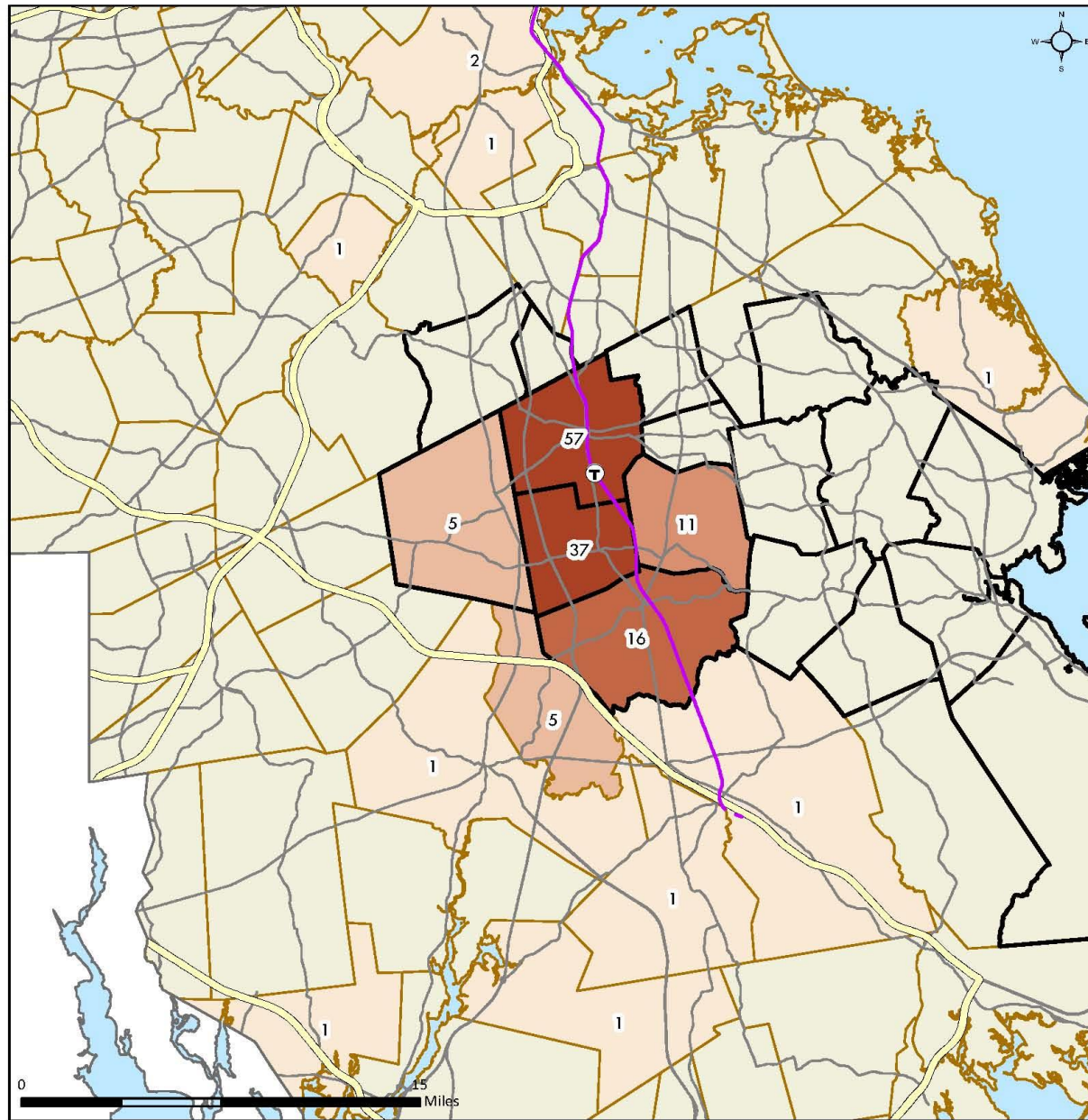
⁵ MBTA and Field Observations by OCPC

Campello Commuter Rail Station

Number of Vehicles

- 1 - 2
- 3 - 5
- 6 - 11
- 12 - 16
- 17 - 57

-  MBTA Commuter Rail Stations
-  MBTA Middleboro/Lakeville Line
-  Interstate Highways
-  State Numbered Routes
-  OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15

4.1.4 Campello MBTA Commuter Rail Station

Description

Campello Station is located in the south part of Brockton (Campello area) on the MBTA Commuter Rail's Middleborough/ Lakeville Line and has been in service since September 26, 1997. The station is located at 30 Riverside Avenue and was built on the original Fall River Railroad line. The station has a side platform and one track going through the station. It holds 535 parking spaces, 11 handicapped spaces, and 8 bicycle spaces.⁶

Origins Analysis

During the count, there were 183 license plate numbers collected at the Campello station and 144 of them were matched. According to the collected data, 76% (110) of the commuters that parked at this station live in Brockton and its bordering towns, with 40% (57) of the commuters residing solely in Brockton. Aside from Brockton, the remainder of the commuters who parked at this station were from the towns of West Bridgewater, Bridgewater, East Bridgewater, and Easton as well as other towns from both inside and outside the OCPC region.

Observations

It is unlikely that the vehicles registered in towns as far south as Swansea and Freetown and as far north as Milton and Boston drove to the Campello station solely to take the commuter rail when there are multiple stations at which they could have parked. There could be other reasons, such as they moved to a closer town and have not made the changes to their registration. The commuters from the towns of Bridgewater, East Bridgewater, Easton, and West Bridgewater most likely live along a major route (28, 104, 106, or 138) that is an easy drive to get to Campello station.

Trend Analysis

Campello station returned to the trend of the first few stations, going from a decrease to an increase between collection dates. 2011 is noteworthy since there were only four license plates that were unable to be matched; this is unusual for data collection with license plates. As with the Brockton station, Brockton residents made up the largest amount of commuters. West Bridgewater was second for the three collection dates followed by Bridgewater and East Bridgewater switching places between third and fourth.

Table 8 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Brockton	93	Brockton	42	Brockton	57
W. Bridge.	50	W. Bridge.	27	W. Bridge.	37
E. Bridge.	25	E. Bridge.	17	Bridgewater	16
Bridgewater	14	Bridgewater	12	E. Bridge.	11
Taunton	9	Raynham	3	Easton	5

(Municipalities in OCPC region are bolded)

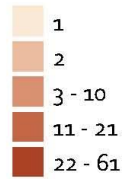
Table 7 – Trend Data

	2007	2011	2015
Matched	218	116	143
Total	232	120	183
Utilized	43.4%	22.4%	34.2%

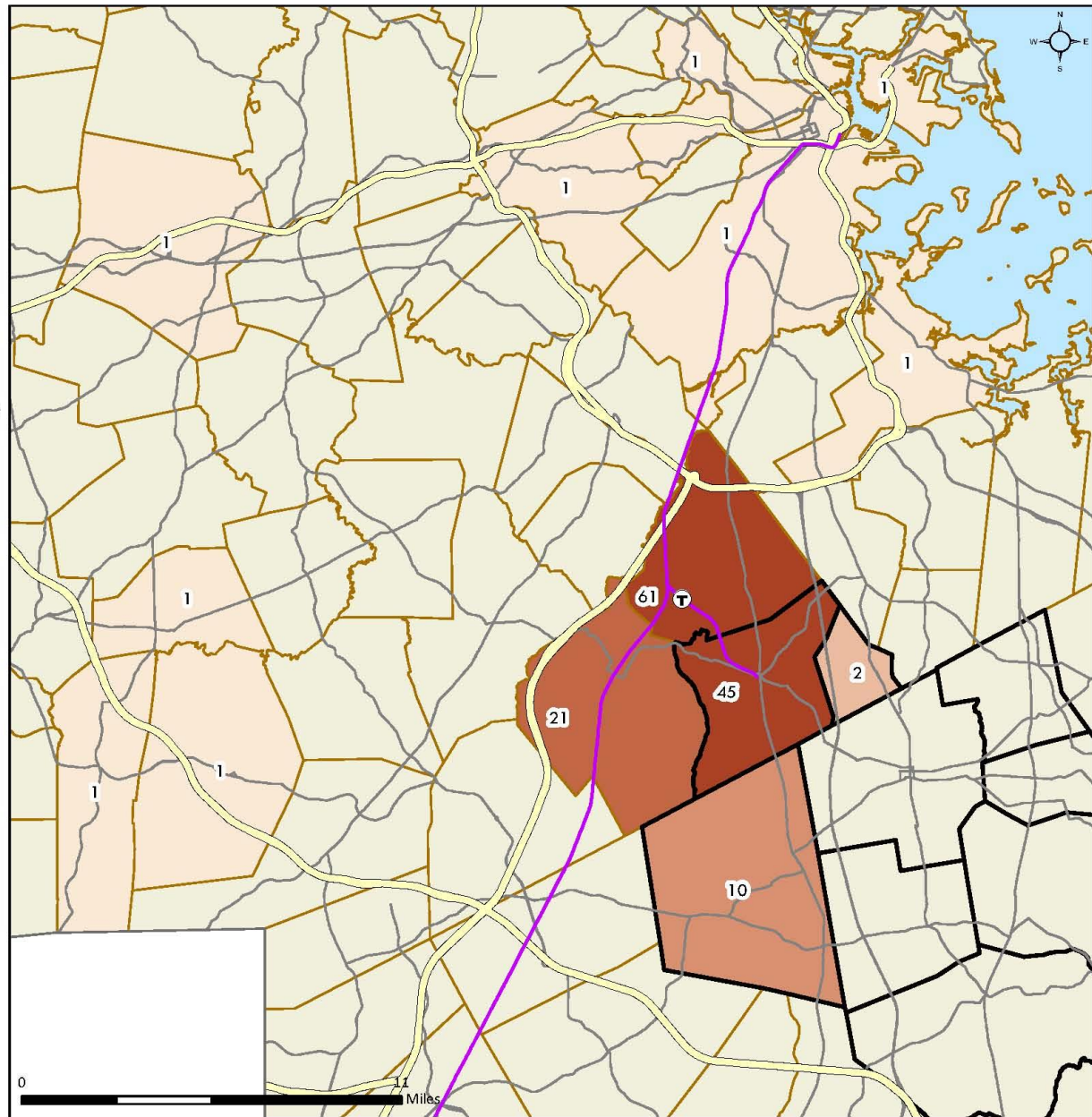
⁶ MBTA and Field Observations by OCPC

Canton Center Commuter Rail Station

Number of Vehicles



- MBTA Commuter Rail Stations
- MBTA Providence/Stoughton Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.5 Canton Center MBTA Commuter Rail Station

Description

Canton has two commuter rail stations, one at Canton Center and one at Canton Junction. Canton Center is on the MBTA Commuter Rail's Providence/ Stoughton Line. This station is located at 710 Washington Street and is served by all Stoughton Branch trains. Canton Center has one side platform with a mini-high section for handicapped accessibility and offers 215 parking spaces, 4 handicapped spaces, and 10 bike spaces.⁷

Origins Analysis

There were 181 license plate numbers recorded at this station during the count, 149 of those plates were matched. Eighty-six percent (128) of the commuters that used this station to park live in Canton and its border towns and 41% (61) of the commuters solely live in the town of Canton. The majority of the commuters who parked at this station were from the towns of Canton, Easton, Sharon and Stoughton. Just as with Bridgewater, there are multiple unexplained commuters originating from the north, east, south and west of the station.

Observations

The majority of the commuters that parked at this station most likely lived near the station as it is significantly smaller than Canton Junction, which is close by. Canton Center only has 215 parking spaces, compared to Canton Junction's 764 and more frequent trains as well. There were only three towns in the OCPC region from which commuters parked (Avon, Easton, and Stoughton), but there were 11 other towns aside from those three and Canton from which commuters drove. It is unclear why the commuters from Boston, Framingham, Medway, and Newton parked here, but Canton could be where their final destination that day was located.

Trend Analysis

Canton Center station did not become a part of the Congestion Management data collection until 2009, so there is no data from the 2007 Commuter Origin Study. Similar to most of the stations thus far, this station saw an increase from the 2011 collection to the 2015 collection. The first four of the top five towns were the same for both collection dates, with the fifth town being Franklin in 2011 with one commuter and Avon in 2015 with two commuters.

Table 9 – Trend Data

	2011	2015
Matched	100	149
Total	138	181
Utilized	64.2%	84.2%

Table 10 – Top 5 Towns

Town	2011	Town	2015
Canton	40	Canton	61
Stoughton	29	Stoughton	45
Sharon	15	Sharon	21
Easton	9	Easton	10
Franklin	1	Avon	2

(Municipalities in OCPC region are bolded)

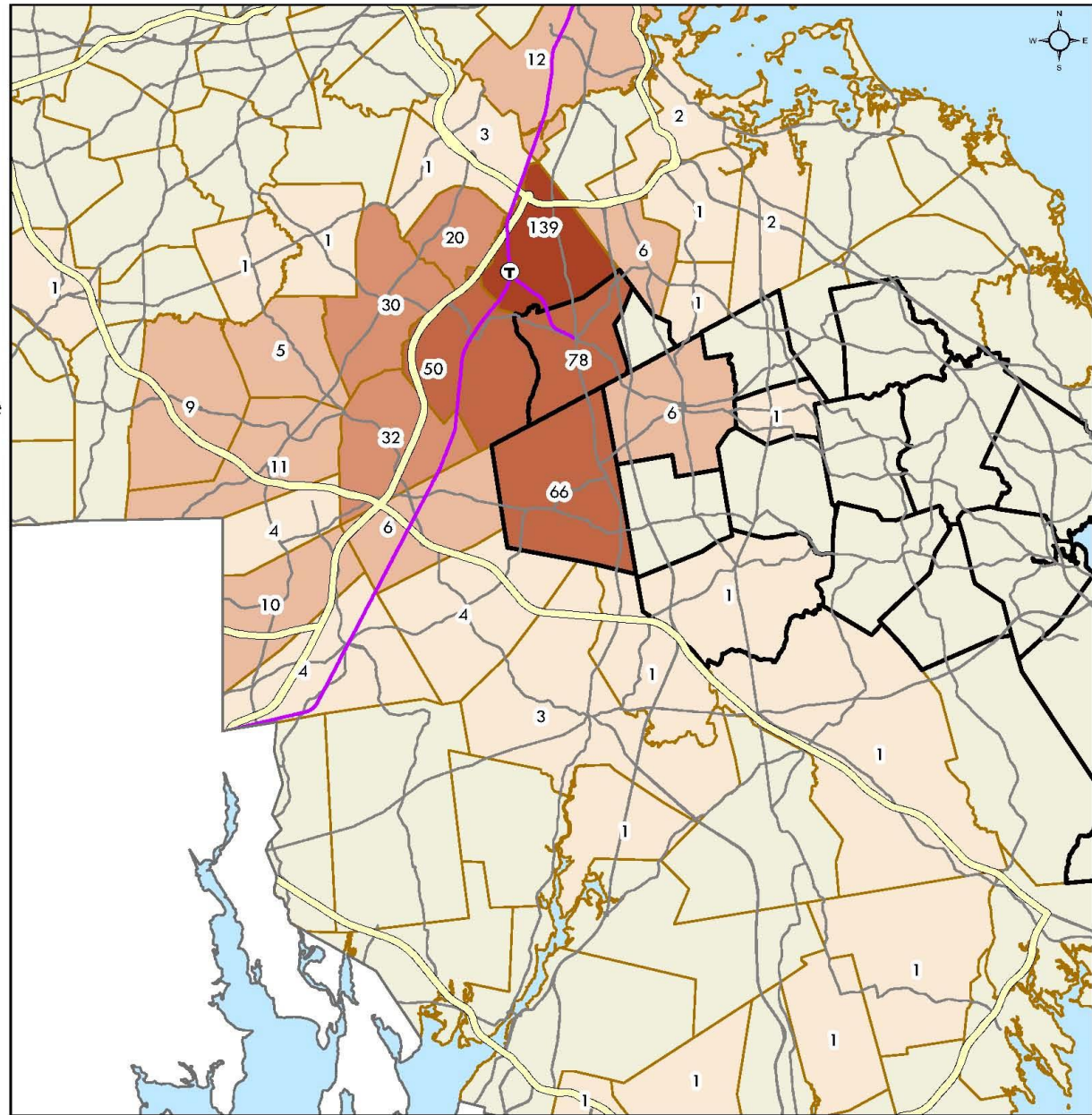
⁷ MBTA and Field Observations by OCPC

Canton Junction Commuter Rail Station

Number of Vehicles

- 1 - 4
- 5 - 12
- 13 - 32
- 33 - 78
- 79 - 139

- MBTA Commuter Rail Stations
- MBTA Providence/Stoughton Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/22/15

4.1.6 Canton Junction MBTA Commuter Rail Station

Description

Canton Junction is on the MBTA Commuter Rail's Providence/ Stoughton Line, and is located a few hundred yards north of the Canton Viaduct. At Canton Junction, the two branches of the Providence/Stoughton Line split, one going to Wickford Junction in Rhode Island, the other to Stoughton, Massachusetts. The station has 2 side platforms and one island platform dividing the two branches (Northeast Corridor and Stoughton Branch), each with two tracks. There are a total of 764 parking spaces at Canton Junction in addition to 11 handicapped parking spaces and 20 bicycle spaces.⁸

Origins Analysis

According to the data collected at this station, there were 685 cars parked on the collection date and 535 of those cars were matched. Of those cars, 26% (139) lived in the town of Canton and 58% (308) resided in Canton and the towns that border Canton. The majority of the commuters who parked at this station were from the towns of Canton, Easton, Sharon and Stoughton. The majority of the commuters were from outside the OCPC region, as is the station. There were commuters from only five OCPC communities that traveled to this station, including Bridgewater, Brockton, Easton, Stoughton and Whitman.

Observations

Canton Junction is one of the largest train stations in the region and has many trains going through and stopping at the station constantly. This is the primary reason why so many commuters choose this station, because of the frequency of trains that stop here on the way to Boston or Providence. This likely explains the fact that commuters drive from a long distance to this destination. There are some towns that commuters originated from that are from quite a distance, such as Acushnet, Barnstable, Dartmouth, Milford, and Yarmouth.

Trend Analysis

Canton Junction station also became a part of the Congestion Management data collection in 2009, so there is no data from the 2007 Commuter Origin Study. Like Canton Center, this station saw an increase from the 2011 to the 2015 collection dates. The station was above 85% utilized in 2015, which means that it was congested. The first four of the top five towns were the same for both collection dates as they were at Canton Center, with the fifth town being Foxborough both times at Canton Junction, and all five towns being in the same rank for both collections at Canton Junction.

Table 11 – Trend Data

	2011	2015
Matched	322	535
Total	507	685
Utilized	66.4%	89.7%

Table 12 – Top 5 Towns

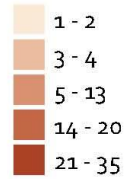
Town	2011	2015
Canton	75	139
Stoughton	63	78
Easton	40	66
Sharon	24	50
Foxborough	20	32

(Municipalities in OCPC region are bolded)

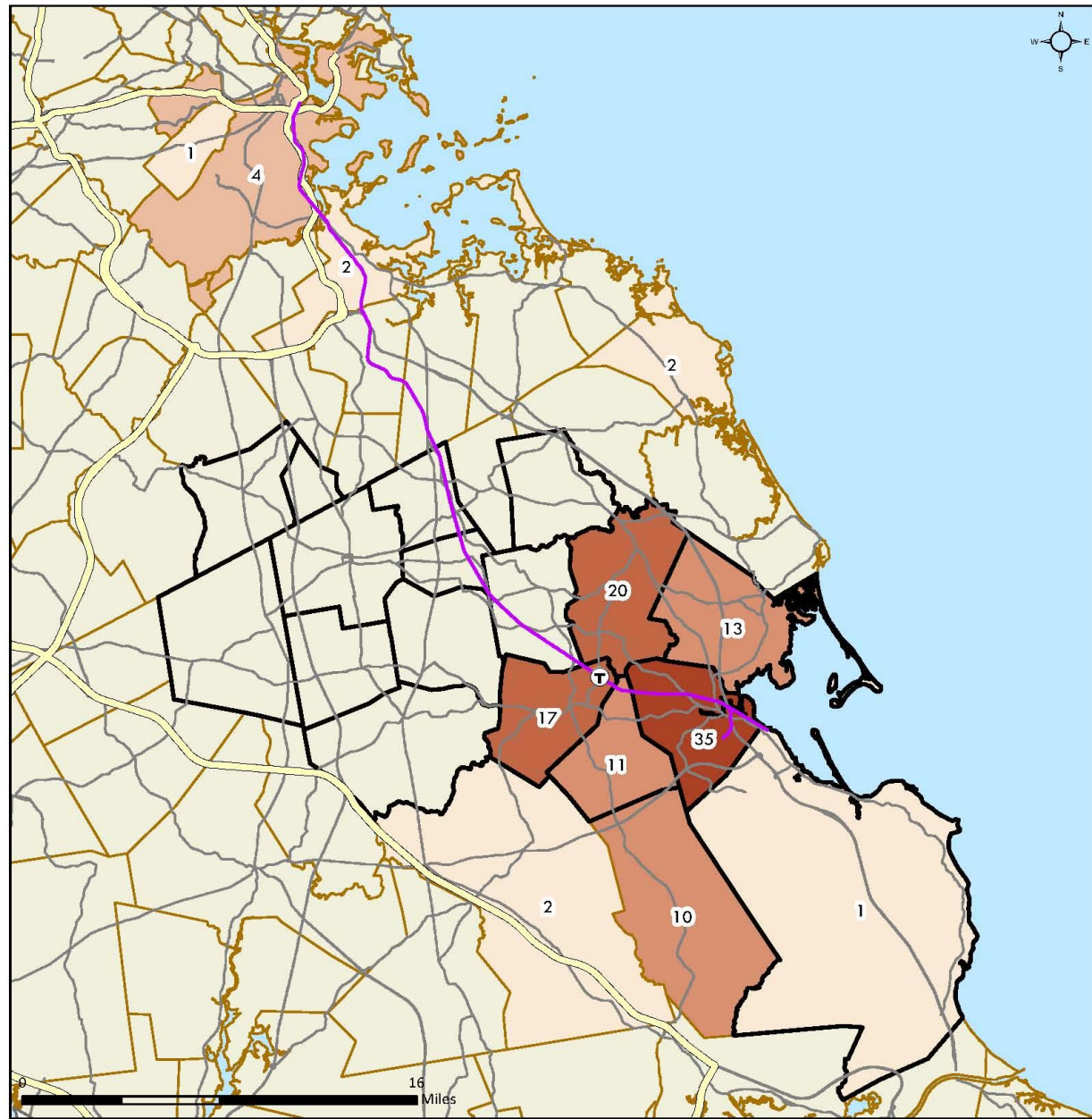
⁸ MBTA and Field Observations by OCPC

Halifax Commuter Rail Station

Number of Vehicles



- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.7 Halifax MBTA Commuter Rail Station

Description

Halifax's commuter rail station is on the MBTA Commuter Rail's Plymouth/Kingston Line. It is located at 6 Garden Road (off of Massachusetts Route 36). It is the last station before the line splits for either Plymouth or Kingston. There are two side platforms for the two tracks that split the destinations of the Plymouth and Kingston stations and this station has 402 parking spots as well as 10 handicapped spaces and 8 bicycle spaces.⁹

Origins Analysis

At this station, there were 153 license plates collected and 123 were matched with a community. According to the data, 41% (50) of the commuters originated from the town of Halifax and the bordering towns and 14% (17) of the commuters resided in Halifax. The majority of the commuters originated from towns close to the station with a remaining commuters coming from towns within driving range, such as Plymouth and Middleborough, and towns further away, such as Boston and Woburn. Seventy-nine percent (97) of the matched license plates came from towns within the OCPC region.

Observations

The commuters from Halifax are most likely from eastern and southeastern Halifax as the Hanson station is not that far from the Halifax station and is a cheaper fare. The commuters from Kingston and Duxbury probably live closer to this station than the Kingston station, which has a more expensive fare than Halifax. The same can be said with the commuters from Carver and Middleborough with the Middleborough/Lakeville station. There were a few commuters parked at this station from Boston and Brookline.

Trend Analysis

The Halifax station experienced a new trend that has not yet been observed by any stations thus far – a decline in each year since 2007, which was the only year the station reached the 85% utilization to be classified as a congested station. A possible explanation for this is more people using the Hanson station, which will be addressed in that station's analysis. Kingston represented the top spot for most commuters all three collection dates, with double the amount of commuters from Halifax in 2015. Halifax and Pembroke traded places for second and third. Carver, Duxbury and Plympton made up the remaining two places for the three collection dates.

Table 13 – Trend Data

	2007	2011	2015
Matched	304	158	123
Total	343	175	153
Utilized	85.3%	43.5%	38.1%

Table 14 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Kingston	68	Kingston	34	Kingston	35
Halifax	60	Halifax	33	Pembroke	20
Pembroke	51	Pembroke	30	Halifax	17
Duxbury	41	Carver	19	Duxbury	13
Carver	26	Duxbury	16	Plympton	11

(Municipalities in OCPC region are bolded)

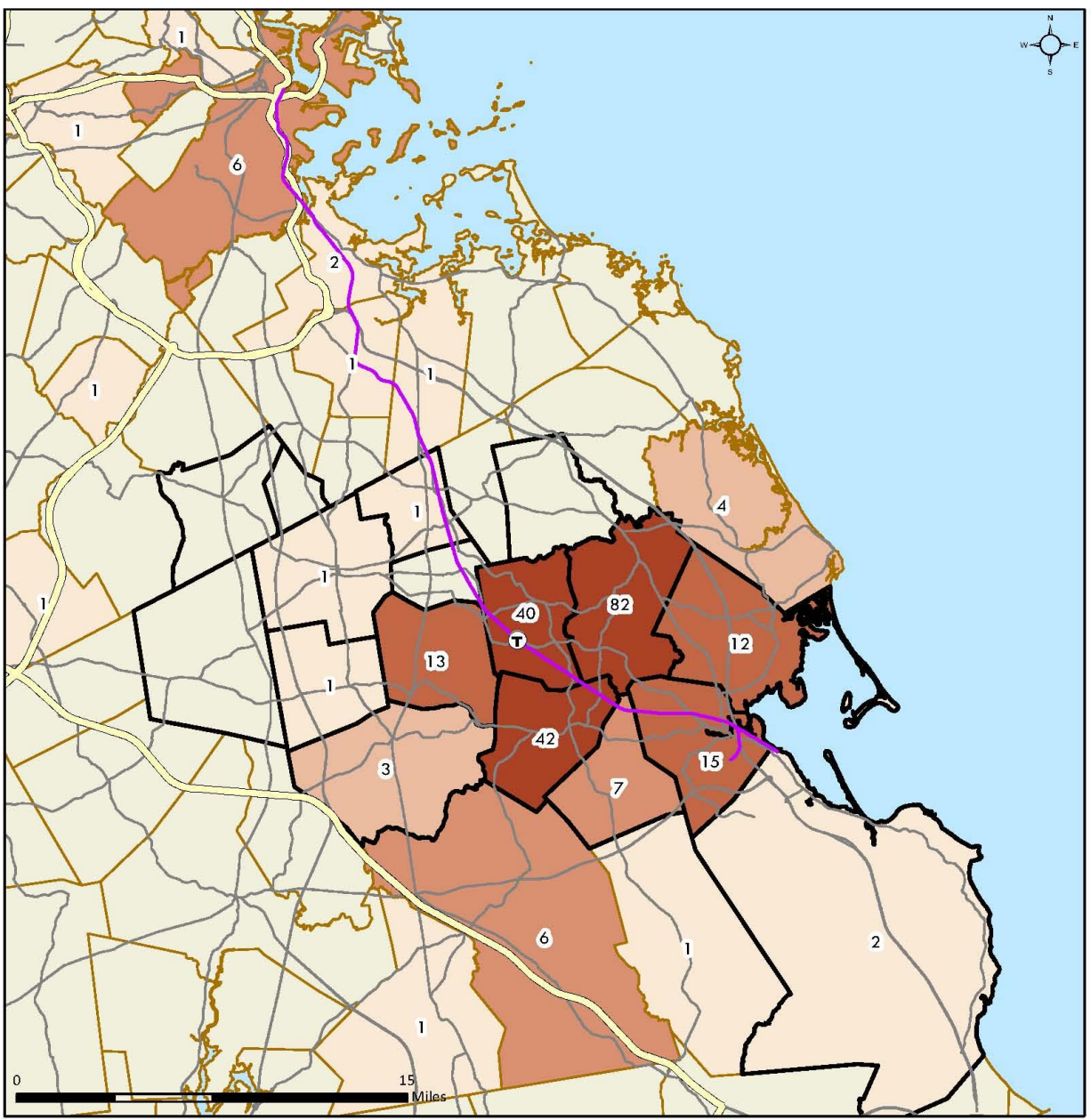
⁹ MBTA and Field Observations by OCPC


Hanson Commuter Rail Station

Number of Vehicles

- 1 - 2
- 3 - 4
- 5 - 7
- 8 - 15
- 16 - 82

- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.8 Hanson MBTA Commuter Rail Station

Description

Hanson’s commuter rail station is on the MBTA Commuter Rail's Plymouth/Kingston Line. It is a former Bay Colony Station and is located at 1070 Main Street (Route 27). This station is the last station before Halifax, where the line splits for the final destinations of the line in Plymouth or Kingston. The Hanson station has one side platform for the sole track running through it and has 482 parking spots, 8 handicapped spots and 8 bike spaces.¹⁰

Origins Analysis

Out of the 306 license plates collected at the Hanson station, 254 of them were matched. According to the collected data, 70% (177) lived in Hanson and the surrounding towns and 16% (40) resided in the town of Hanson. The majority of the commuters who parked at this station were from the towns of Hanson, Pembroke and Halifax. Two-hundred and nineteen of the matched commuters (86%) are from the OCPC region. There are several unexplained plates originating from the north, east, south and west.

Observations

The majority of the matched commuters were from towns within the OCPC region (216/85%) with others residing in towns adjacent to the region as well as far outside the region. It is uncertain as to why the commuters from Carver, Lakeville, and Middleborough chose this station over the Middleborough/Lakeville station or a station closer to their community. Perhaps they live along a main route in the north part of their town that allows for an easy commute to this station which also has a cheaper fare. It is also unclear as to why there were cars matched to the towns of Boston, Cambridge, Gloucester, Leicester, and Westfield. Perhaps a reasoning previously mentioned such as a change in address yet to be noted on the car’s registration.

Trend Analysis

The Hanson station experienced the common trend of a decline followed by an incline in ridership between the collection dates. Since this station experienced an increase of 96 passengers, it is possible that more commuters used this station over the Halifax station. Pembroke had the most commuters all three collection dates, with double the amount of commuters from Hanson in 2015, with Halifax and Hanson trading places for second and third. Duxbury, East Bridgewater and Kingston made up the remaining two places for the three collection dates with different positions in the ranks each year.

Table 15 – Trend Data

	2007	2011	2015
Matched	331	188	254
Total	369	210	306
Utilized	76.6%	43.6%	63.5%

Table 16 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Pembroke	110	Pembroke	58	Pembroke	82
Hanson	84	Hanson	49	Halifax	42
Halifax	44	Halifax	27	Hanson	40
Duxbury	33	E. Bridge.	17	Kingston	15
E. Bridge.	21	Duxbury	11	E. Bridge.	13

(Municipalities in OCPC region are bolded)

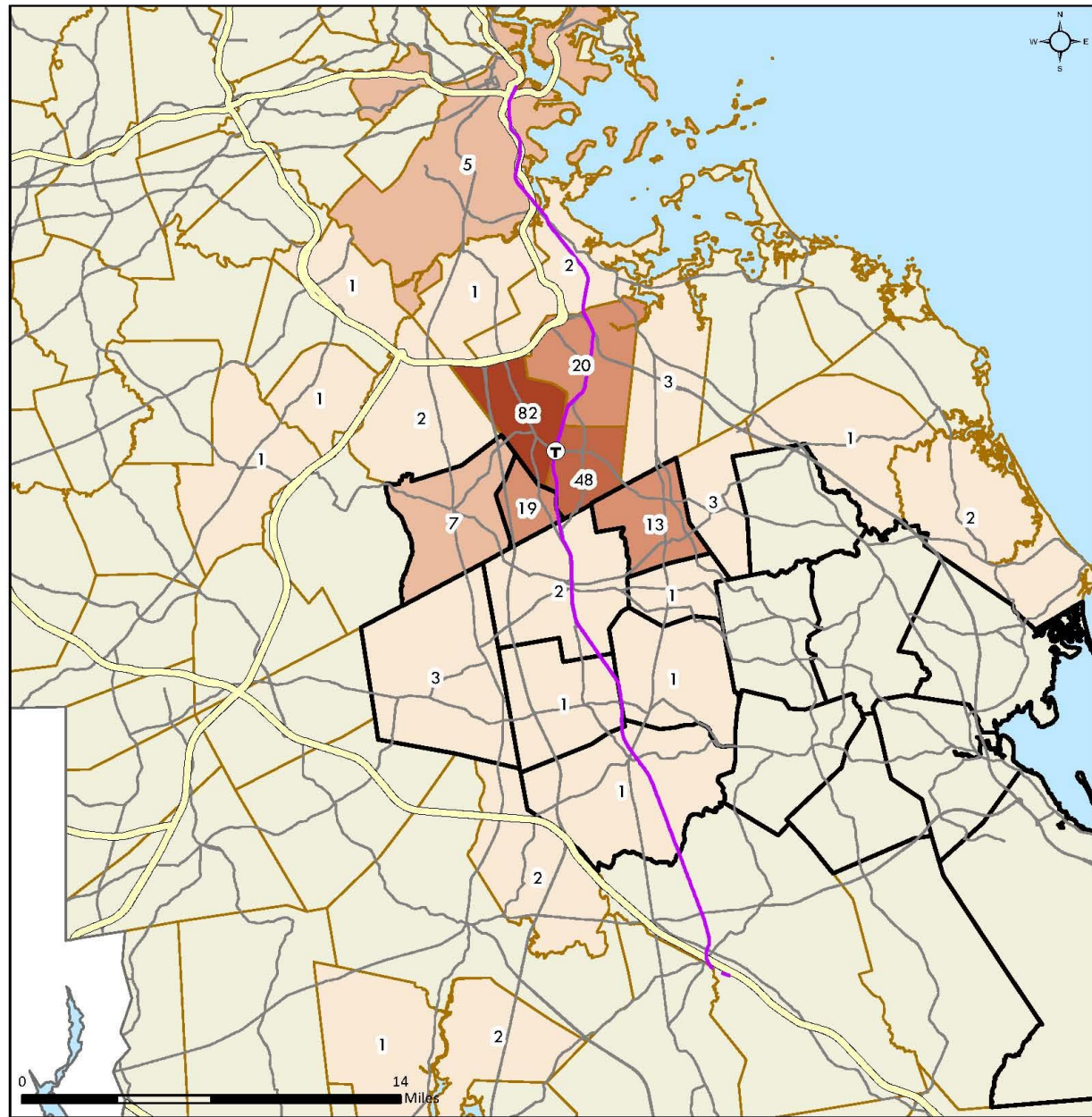
¹⁰ MBTA and Field Observations by OCPC

Holbrook-Randolph Commuter Rail Station

Number of Vehicles

- 1 - 3
- 4 - 7
- 8 - 20
- 21 - 48
- 49 - 82

- MBTA Commuter Rail Stations
- MBTA Middleboro/Lakeville Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.9 Holbrook/Randolph MBTA Commuter Rail Station

Description

The Holbrook/Randolph commuter rail station is on the MBTA Commuter Rail's Middleborough/Lakeville Line. The station is located at the corner of Union and Center Streets in Randolph near the Holbrook town line and was built in 1997 on the original Fall River Railroad line. There are two MBTA bus routes that make stops at the station; the 238 (Quincy Center Station) and the 240 (Ashmont Station). The station has one side platform servicing the one track going through the station and offers 369 total parking with 14 available for handicapped people and there are 10 bicycle spaces as well.¹¹

Origins Analysis

There were 271 total license plates collected at this stations' lot and 231 of those plates were able to be matched. Fifty-six percent (130) of the matched plates resided in the towns of Holbrook and Randolph and 86% (199) originated from those two towns and all of the bordering towns as well. The majority of the remaining commuters were from the towns of Abington, Avon, and Braintree. Abington (13 commuters) and Avon (19 commuters) had the highest percentage of commuters originating from the OCPC region, with other towns in the western part of the region having very few passengers go to this station.

Observations

The majority of the commuters were from outside the OCPC region, which is logical as the station is outside the region, despite being in an adjacent town. The commuters from Canton, Stoughton, Avon, Braintree, and Weymouth most likely live closer to this station than other stations and also use it for a potentially cheaper ticket as well. As usual, there were towns that were matched such as Berkley, Bourne, Dartmouth, Somerset, and Norwell that are long distances from this station.

Trend Analysis

This station experienced the usual decrease then increase trend that the majority of the commuter rail stations have experienced, possibly explainable to the 2008 recession. Randolph and Holbrook had the first and second highest passengers use the facility in each of the three years. The last three spots were switched out between Abington, Avon, Braintree, and Brockton, with Brockton only making a spot in 2007 and Abington in 2011 and 2015.

Table 17 – Trend Data

	2007	2011	2015
Matched	273	177	231
Total	296	183	271
Utilized	80.2%	49.6%	73.4%

Table 18 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Randolph	118	Randolph	75	Randolph	82
Holbrook	65	Holbrook	36	Holbrook	48
Avon	23	Avon	19	Braintree	20
Brockton	15	Braintree	14	Avon	19
Braintree	14	Abington	9	Abington	13

(Municipalities in OCPC region are bolded)


¹¹ MBTA and Field Observations by OCPC

Kingston Commuter Rail Station

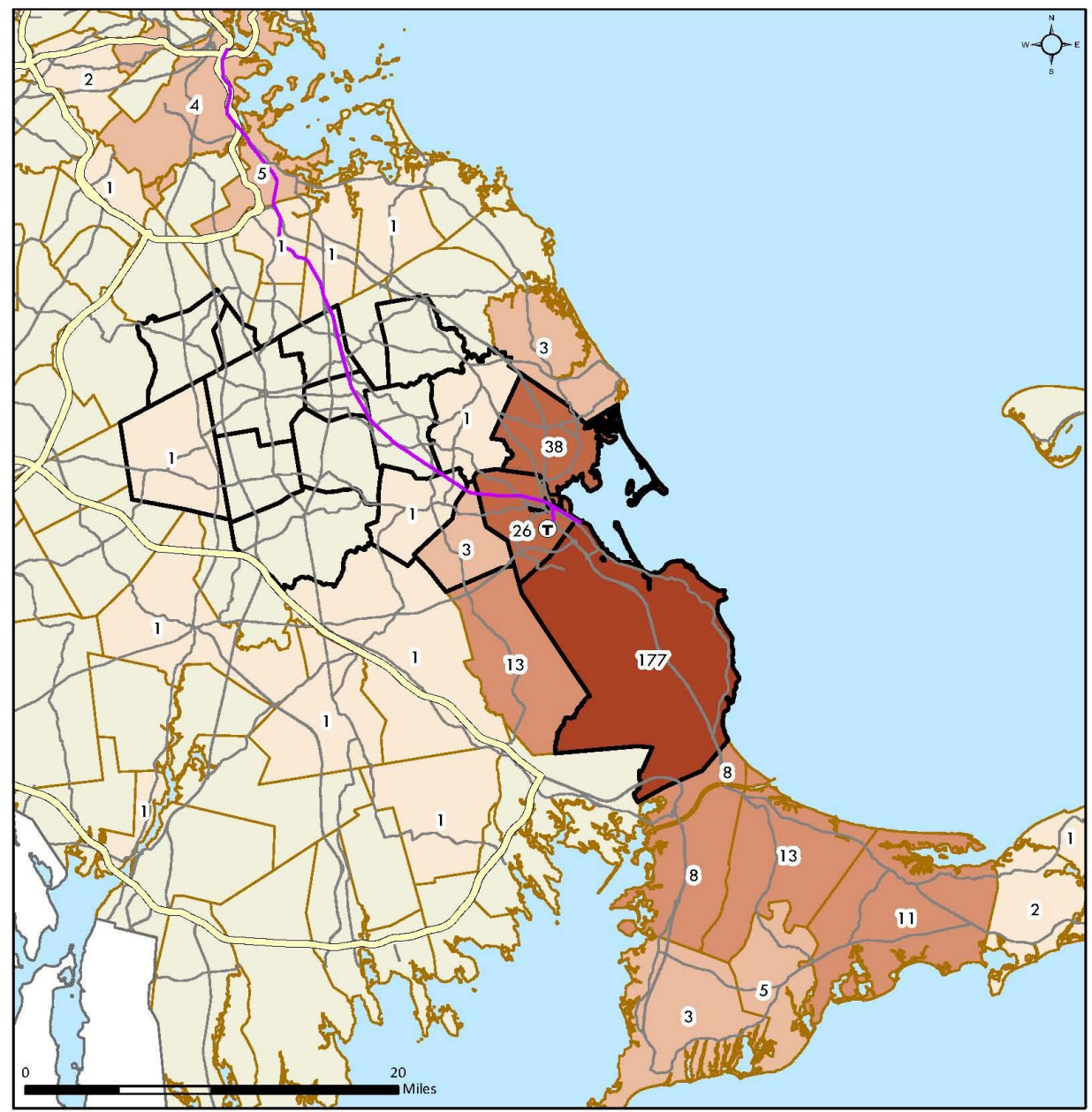
Number of Vehicles

- 1 - 2
- 3 - 5
- 6 - 13
- 14 - 38
- 39 - 177

- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15



4.1.10 Kingston MBTA Commuter Rail Station

Description

Kingston’s commuter rail station, also known as the Kingston/Route 3 Station, is on the MBTA Commuter Rail’s Plymouth/Kingston Line. The station is located at 194 Marion Drive, which is northwest of the Independence Shopping Mall off of Route 3. The Greater Attleboro Taunton Regional Transit Authority (GATRA) runs two buses from this station, one that provides service to downtown Plymouth and connects to other GATRA routes (Plymouth Area Link), and the other connects the station to Kingston, Duxbury, Marshfield, and Pembroke (Seaside Area Inter-Link/SAIL). Kingston’s station has one side platform and one track and has 1,039 parking spots and 25 handicapped spaces available to commuter rail users.¹²

Origins Analysis

At this station, there were 431 license plates that were collected and 343 of those plates were matched with a community of origin. Eight percent (26) of those commuters were from the town of Kingston and 75% (258) were residents of Kingston and the bordering communities. The majority of the commuters lived in the towns of Plymouth, Duxbury, and Kingston, with a few Cape Cod communities also having a noteworthy amount of commuters. Two-hundred forty six (72%) of the matched commuters lived within the OCPC region, including one resident from as far west as Easton.

Observations

Since there are few trains that go to the Plymouth station, (which will be discussed later), the majority of Plymouth residents use the Kingston station as there are significantly more parking spaces and trains that go to that station. For the residents of Carver, Plympton, Duxbury, and Marshfield, this station is most likely the closest and easiest to access from their community. Outside of the OCPC region, the commuters predominantly resided in Cape Cod, from towns such as Sandwich, Barnstable, Bourne, and Mashpee. Those passengers probably can access this station easier than the Middleborough/Lakeville station since Route 6 turns into Route 3, which goes by the station.

Trend Analysis

Kingston saw more commuters in the 2015 collection than the 2011 collection, but less in the 2011 collection than the 2007 collection. Plymouth has accounted for more than 50% of the matched commuters in all 3 collection dates, with Duxbury and Kingston switching places for second and third. Sandwich, Carver, and Barnstable rotated positions in the last two spots of the top five table for all three years.

Table 19 – Trend Data

	2007	2011	2015
Matched	545	295	343
Total	611	321	431
Utilized	58.8%	30.9%	41.5%

Table 20 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Plymouth	324	Plymouth	179	Plymouth	177
Duxbury	49	Kingston	29	Duxbury	38
Kingston	45	Duxbury	28	Kingston	26
Sandwich	26	Sandwich	15	Carver	13
Barnstable	21	Carver	11	Sandwich	13

(Municipalities in OCPC region are bolded)

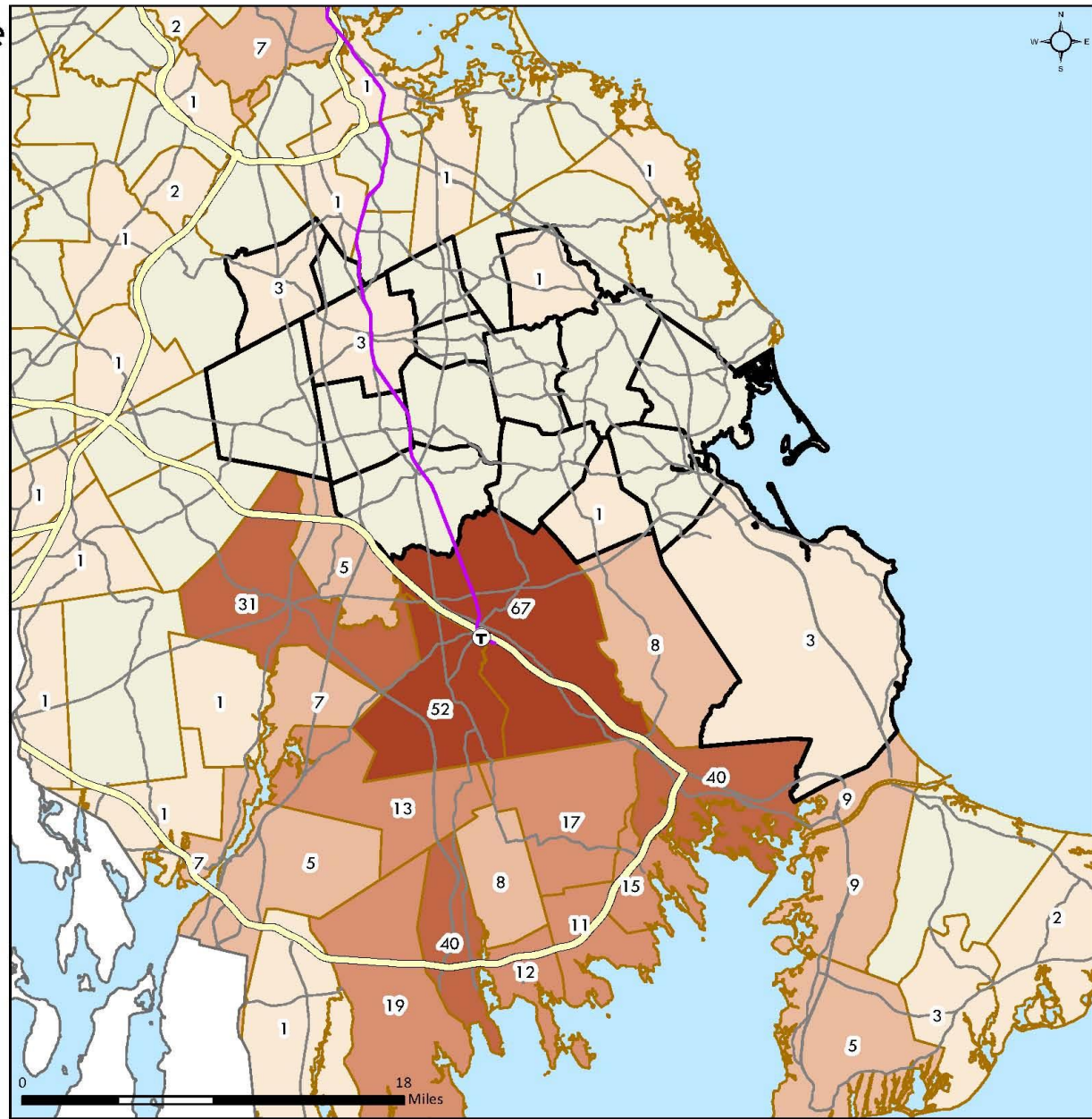
¹² MBTA and Field Observations by OCPC

Middleboro/Lakeville Commuter Rail Station

Number of Vehicles

- 1 - 3
- 4 - 9
- 10 - 19
- 20 - 40
- 41 - 67

- MBTA Commuter Rail Stations
- MBTA Middleboro/Lakeville Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15

4.1.11 Middleboro/Lakeville MBTA Commuter Rail Station

Description

The Middleborough/Lakeville commuter rail station is on the MBTA Commuter Rail’s Middleborough/Lakeville Line and is the last station on the line. The station opened on September 29, 1997 and is located at 125 Commercial Drive in Lakeville, about a mile south of Middleborough Center. GATRA runs two bus routes to this station: the Downtown Middleborough Shuttle and the Wareham/Middleborough/Lakeville “T” Connector that services to Onset Pier. The station has a single full-length high-level platform serving the line's single track and offers 769 parking spaces, 14 handicapped spaces, and 8 bicycle spaces.¹³

Origins Analysis

Out of the 534 license plates that were collected at this station, 421 of them were matched. One-hundred nineteen (28%) of the matched commuters lived in the towns of Middleborough and Lakeville and 241 (57%) commuters resided in those towns as well as the towns that border them. Since it is the commuter rail station closest to the south coast of the state, it is the station that is primarily used by commuters with train needs for that area. The majority of the commuters came from towns on the south coast such as New Bedford, Wareham, Taunton, Dartmouth, Rochester, Marion, Freetown, Fairhaven, and Mattapoisett.

Observations

As previously stated, the Middleborough/Lakeville station serves commuters from the south coast of the state as it is the closest to those towns. There are also commuters from Cape Cod, but not as many as there were present at the Kingston station. This data might change in the future if the South Coast Rail project is implemented and restores commuter rail service down to Fall River and New Bedford through the towns of Easton, Raynham, Taunton, and Freetown. The commuters from Bourne and Falmouth most likely live near Route 28, which provides easy access up to Route 25 and Interstate 495 to get to the station.

Trend Analysis

Table 21 shows the trend data for the Middleborough/Lakeville station, at which this station followed the usual trend many stations had. Table 22 shows the top five towns for each of the data collections, at which Middleborough was the top represented community and Taunton and was the fifth most represented for each collection. The second, third and fourth places were all between Lakeville, New Bedford, and Wareham, but no town was in the same position for all three data collections.

Table 21 – Trend Data

	2007	2011	2015
Matched	605	381	421
Total	645	408	534
Utilized	83.9%	53.1%	69.4%

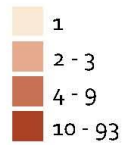
Table 22 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Middleboro	118	Middleboro	79	Middleboro	67
Lakeville	76	New Bed.	46	Lakeville	52
Wareham	62	Lakeville	43	New Bed.	40
New Bed.	60	Wareham	41	Wareham	40
Taunton	32	Taunton	21	Taunton	31

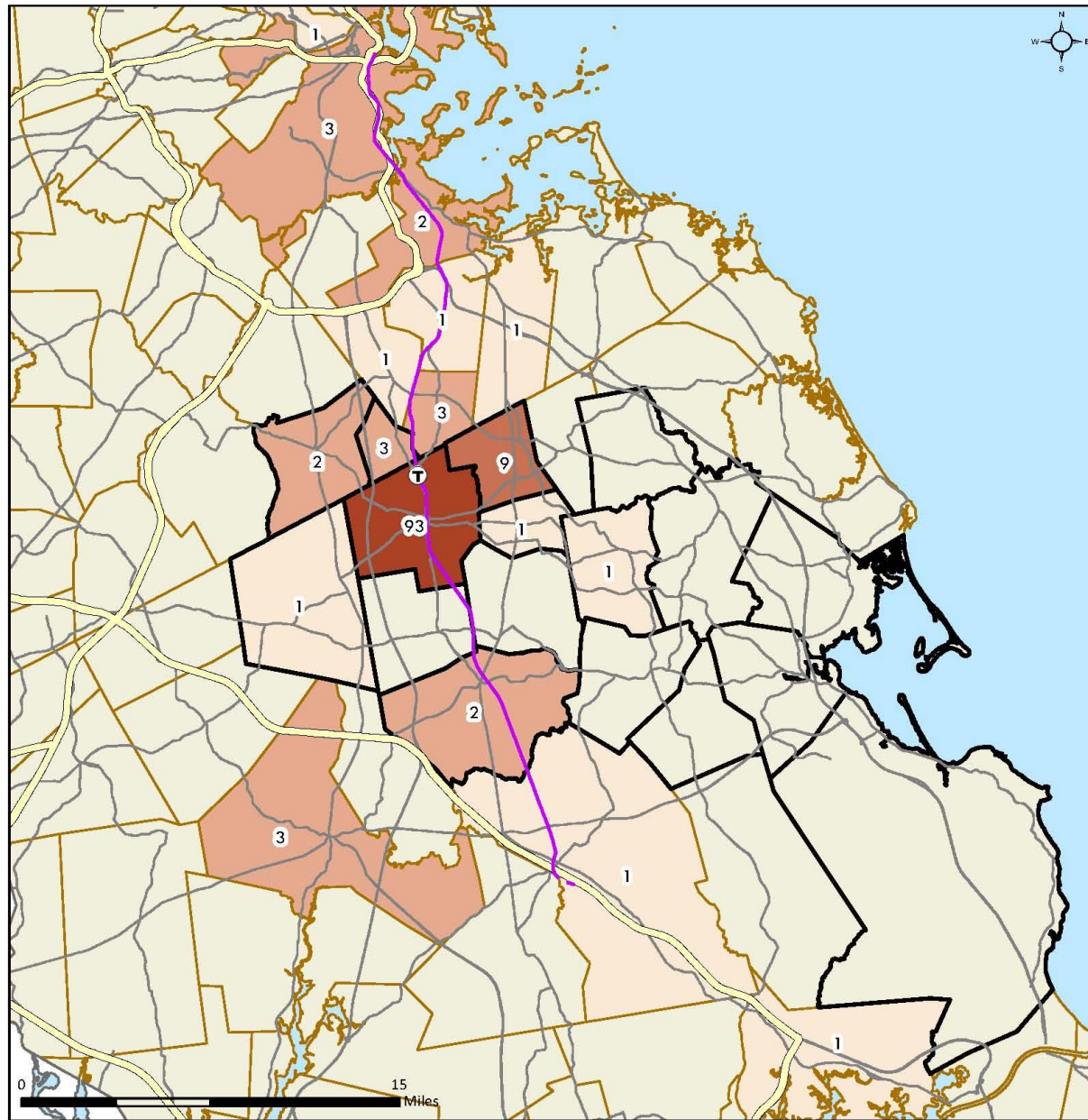
¹³ MBTA and Field Observations by OCPC

Montello Commuter Rail Station

Number of Vehicles



- MBTA Commuter Rail Stations
- MBTA Middleboro/Lakeville Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.12 Montello MBTA Commuter Rail Station

Description

Brockton’s third commuter rail station, Montello Station, is on the MBTA Commuter Rail’s Middleborough/Lakeville Line. The station is located in the north part of Brockton at 150 Spark Street and the MBTA bus route #230 to Quincy Center can be accessed at this station. The Campello Station was on the original Fall River Railroad and has 2 side platforms and services 2 tracks. The station has a total of 347 parking spaces with 12 handicapped spaces as well as 16 bicycle spaces.¹⁴

Origins Analysis

There were 131 license plates that were matched for a community of origin out of the 158 total plates collected. Ninety-three (71%) of those matched commuters resided in the city of Brockton with 112 (85%) living in Brockton and its surrounding communities. The majority of the commuters at Montello station were spread out from other towns nearby and within driving distance. This station is primarily used by commuters within the OCPC region (85% were within the region) but there were also passengers from towns such as Holbrook, Randolph, Weymouth, Middleborough, and Taunton.

Observations

North of Brockton, there were commuters from Avon, Braintree, Holbrook, Randolph, Stoughton, and Weymouth; they most likely live closer to this station than other stations. It is unclear why the commuters from Bridgewater, Middleborough, Taunton, and Wareham chose this station; there are other stations closer that they could have chosen. Even if the commuters from Bridgewater live on the East or West Bridgewater borders, it would still be easier to use the Bridgewater or Campello stations than this station.

Trend Analysis

Table 23 shows the trend data for this station, which illustrates the usual trend of a decrease between the first two years, followed by an increase between the second and third years. It is likely the same explanation as the other stations that is was due to the economic crisis. Brockton had the highest percentage of commuters in all three collection dates, with multiple other municipalities making up the remaining positions. Avon was the only other town to appear in all of the collections, being either in second or third place, and Abington and Holbrook were the only remaining town to appear in multiple data collections.

Table 23 – Trend Data

	2007	2011	2015
Matched	216	129	131
Total	230	139	158
Utilized	66.3%	40.1%	45.5%

Table 24 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Brockton	174	Brockton	105	Brockton	93
Avon	5	Avon	3	Abington	9
Abington	4	Bridgewater	2	Avon	3
Easton	3	Fall River	2	Boston	3
Taunton	3	Holbrook	2	Holbrook	3

(Municipalities in OCPC region are bolded)

¹⁴ MBTA and Field Observations by OCPC

South Weymouth Commuter Rail Station

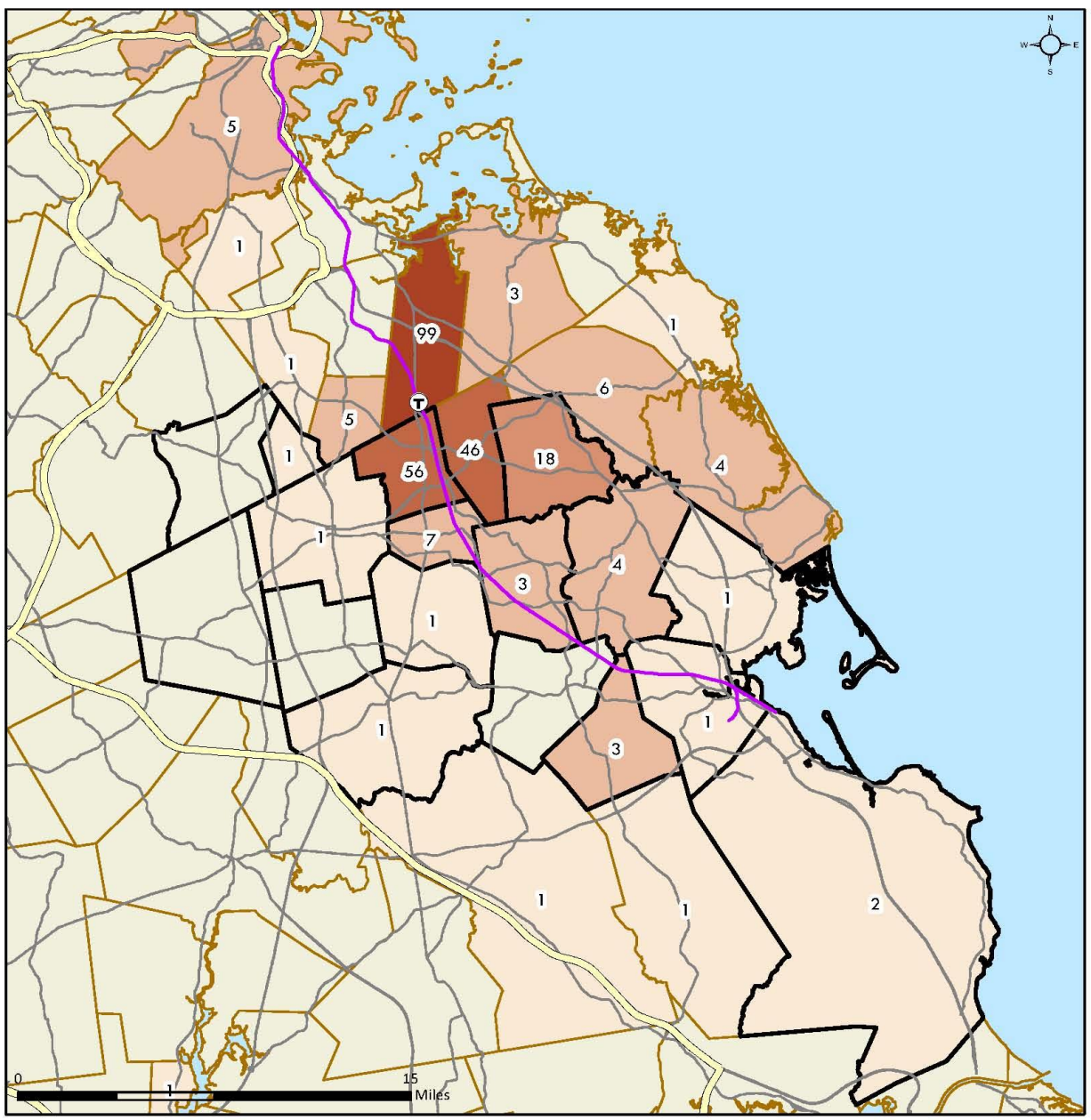
Number of Vehicles

- 1 - 2
- 3 - 7
- 8 - 18
- 19 - 56
- 57 - 99

- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15



4.1.13 South Weymouth MBTA Commuter Rail Station

Description

South Weymouth’s commuter rail station is on the MBTA Commuter Rail’s Plymouth/Kingston Line. The station was originally located at 85 Pond Street but was moved to its current location of 89 Trotter Road in 2005. The station has one side platform to serve its sole track and has 543 parking spots for commuters, 9 handicapped parking spaces, and 10 spaces for people who ride their bicycle.¹⁵

Origins Analysis

There were 327 license plates collected at the South Weymouth station during the 2015 count and 279 of them were matched with a community of origin. Thirty-five percent (99) of those commuters were from the town of Weymouth and 75% (209) lived both in Weymouth and its bordering communities. This station primarily serves communities along the south shore and southeastern Massachusetts with the majority of the commuters residing in Weymouth, Abington, Rockland, and Hanover. About one-third of the commuters resided in communities within the OCPC region, including the towns of Duxbury, Kingston, Plymouth, and Plympton.

Observations

The commuters from Abington, Hanover, and Rockland using this station most likely live in the northern part of town, but may also have chosen the South Weymouth station due to the cheaper fare. This could be the explanation for the commuters from communities to the south and east of the station, despite other stations between their towns and this station. It is unclear as to why there are commuters present from Milton and Boston and where their destination could be; if they needed to take the train, they would probably have gotten on at JFK/UMass or Quincy Center.

Trend Analysis

South Weymouth saw the frequent trend of a decrease followed by an increase between the three collection dates conducted for this study, with 2007 being the only year they reached the above 85% utilization rate to be labeled as congested. In table 26, you can see that Weymouth, Abington, and Rockland represented the top three spots in every collection to date, in that order. Hanover, Norwell, and Whitman traded positions for the remaining spots, with Norwell only being present once and Whitman twice.

Table 25 – Trend Data

	2007	2011	2015
Matched	484	268	279
Total	532	282	327
Utilized	98.0%	51.9%	60.2%

Table 26 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Weymouth	203	Weymouth	85	Weymouth	99
Abington	91	Abington	78	Abington	56
Rockland	57	Rockland	45	Rockland	46
Norwell	21	Hanover	18	Hanover	18
Hanover	19	Whitman	11	Whitman	7





(Municipalities in OCPC region are bolded)

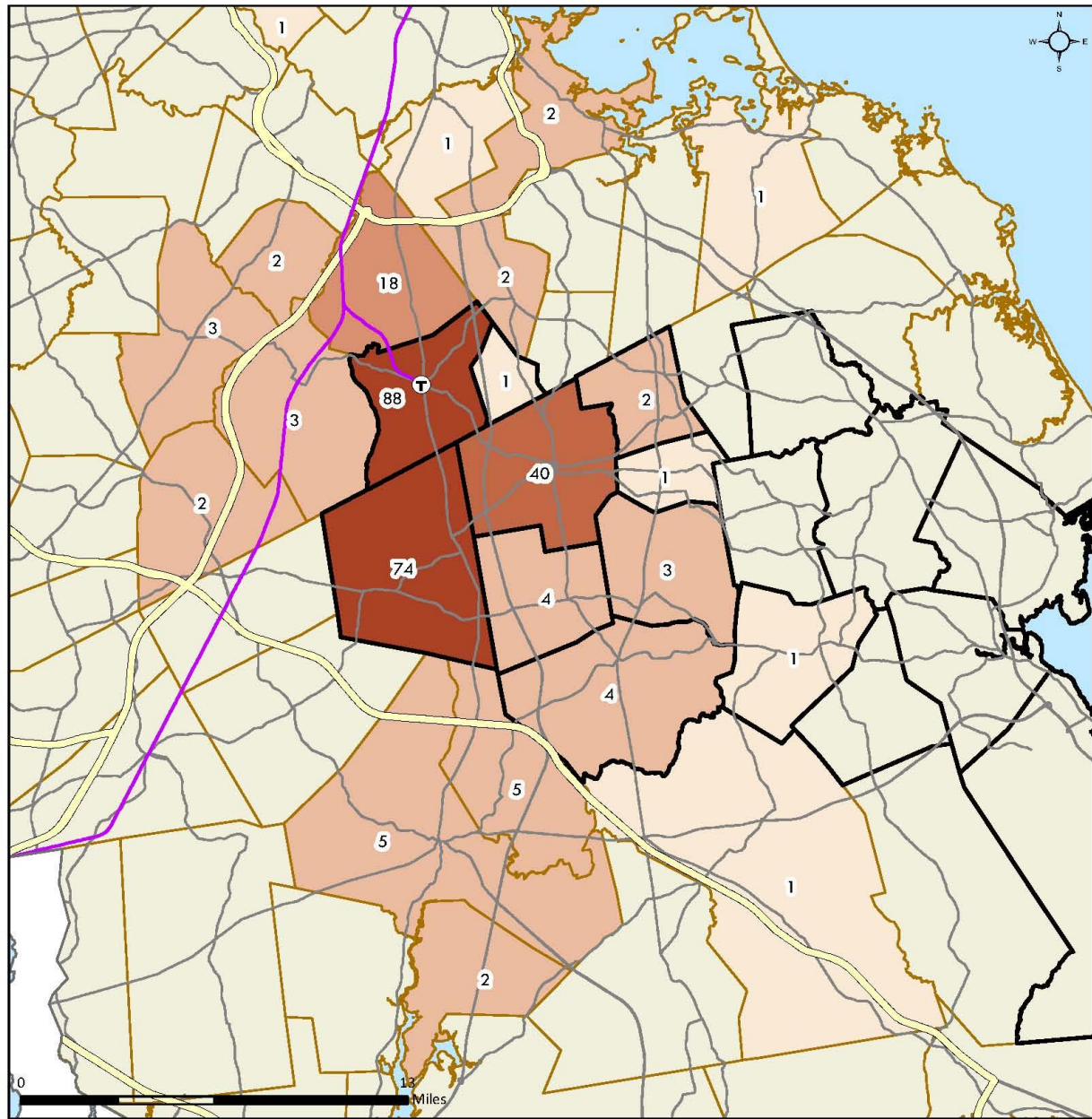
¹⁵ MBTA and Field Observations by OCPC

Stoughton Commuter Rail Station

Number of Vehicles

- 1
- 2 - 5
- 6 - 18
- 19 - 40
- 41 - 88

-  MBTA Commuter Rail Stations
-  MBTA Providence/Stoughton Line
-  Interstate Highways
-  State Numbered Routes
-  OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15

4.1.14 Stoughton MBTA Commuter Rail Station

Description

Stoughton’s commuter rail station is on the MBTA Commuter Rail’s Providence/Stoughton Line. The station is located at 45 Wyman Street and serves as the final stop of the Stoughton branch of the Providence/Stoughton Line. The Brockton Area Transit Authority (BAT) runs the Route 14 bus through downtown Stoughton, just up the street from the station. The station has one side platform that is divided by Wyman Street, both sides are sheltered, and one is handicapped accessible. There are multiple parking lots for this station with a total of 356 parking spaces, 10 handicapped spaces, and 6 spaces for bicycles.¹⁶

Origins Analysis

The 2015 collection date for this study saw 356 cars parked at this station, with 277 of them being able to be matched. Eighty-eight of the matched commuters (32%) resided in Stoughton and 226 (82%) live in Stoughton and all of its border towns. The majority of the commuters at this station were from the towns of Stoughton, Easton, Brockton, and Canton, with the remainder of commuters spread out throughout both within and outside the OCPC region. There were also commuters from towns such as Foxborough, Walpole, Norwood, Taunton, Raynham, and Berkley.

Observations

Since Stoughton is the end of the line, there are communities due south in between the Providence and Middleborough/Lakeville lines that use this station. Commuters from those towns may divert to alternative stations if the South Coast Rail project is constructed on the Stoughton line. The commuters from Walpole, Foxborough, and Norwood could have gone to the Canton Junction or Sharon stations, or another station. The same can be said for the commuters from Randolph and Quincy; both towns have stations and cheaper fares than Stoughton.

Trend Analysis

The Stoughton station reached the congested status in the 2007 and 2015 data collection years, but not at the 2011 collection, as there were significantly fewer commuters that year. Of the three years, 2015 had the highest amount of commuters; the only commuter station to experience this. In Table 28, it is noted that Stoughton and Easton had the two highest percentages of commuters use this station, with Brockton next in line. The towns of Avon, Bridgewater, Canton, Raynham, and Taunton were also present during the collections as well.

Table 27 – Trend Data

	2007	2011	2015
Matched	263	156	277
Total	324	218	356
Utilized	97.3%	65.5%	100.0%

Table 28 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Stoughton	88	Easton	45	Stoughton	88
Easton	81	Stoughton	40	Easton	74
Brockton	37	Brockton	37	Brockton	40
Taunton	8	Avon	4	Canton	18
Bridgewater	5	Bridgewater	4	Raynham	5

(Municipalities in OCPC region are bolded)

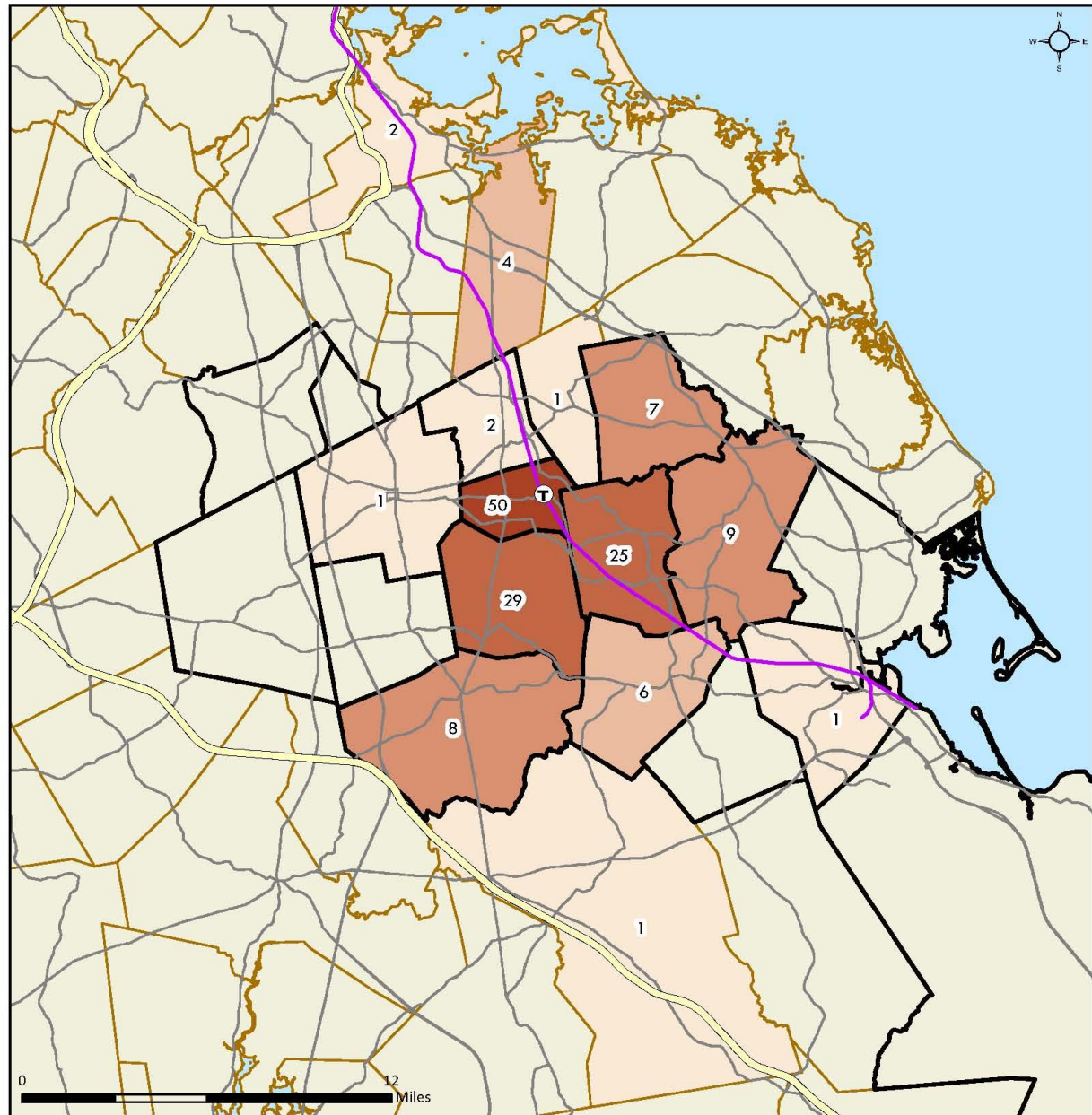
¹⁶ MBTA and Field Observations by OCPC

Whitman Commuter Rail Station

Number of Vehicles

- 1 - 2
- 3 - 6
- 7 - 9
- 10 - 29
- 30 - 50

- MBTA Commuter Rail Stations
- MBTA Kingston/Plymouth Line
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/22/15

4.1.15 Whitman MBTA Commuter Rail Station

Description

Whitman’s commuter rail station is on the MBTA Commuter Rail’s Plymouth/Kingston Line. The station is located at 383 South Avenue (MA 27) and opened on September 26, 1997. The Whitman station is also home to the Whitman Roundhouse Park, a former roundhouse that was discovered during construction of the station that has since been turned into a small park. The station has parking available on both sides of the track with a total of 208 parking spaces, 7 handicapped spaces, and 8 bicycle spaces.¹⁷

Origins Analysis

There were 179 license plate numbers that were collected at this station, and 150 of these were able to be matched. According to the data, 50 (33%) of the matched commuters were from the town of Whitman and 108 (72%) resided in Whitman and the surrounding towns. Majority of the commuters were from the towns of Whitman, East Bridgewater, and Hanson. The commuters at this station were predominantly from the OCPC region, with 138 (92%) of the matched commuters residing from OCPC communities.

Observations

The commuters from Bridgewater, Brockton, Hanson, and Halifax possibly live along a main route that can get them to the Whitman station instead of the station in their community. The Whitman commuters most likely live on the west or south side of town as the Abington station is not that far north and has a less expensive fare. It is unclear as to why there are commuters from the towns of Abington, Rockland, and Weymouth as those communities can be served by stations that are closer to Boston. It is also unclear as to why the commuters from Kingston and Middleborough drove the long distance to this station, as there are multiple stations in between their community and the Whitman station.

Trend Analysis

In Table 29, you can see that this station is often well served, with the exception of fewer commuters in 2011 that has been seen by most stations. The station reached the 85% utilized status in 2007 and 2015 and can be labeled as congested by the data. Whitman, East Bridgewater, and Hanson were the top three represented towns in each collection date. Pembroke, Bridgewater, and Hanover filled up the fourth and fifth spots, with Hanover making only one appearance in 2011.

Table 29 – Trend Data

	2007	2011	2015
Matched	183	111	150
Total	198	124	179
Utilized	95.2%	59.6%	86.1%

Table 30 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Whitman	69	Whitman	42	Whitman	50
E. Bridge.	39	E. Bridge.	24	E. Bridge.	29
Hanson	33	Hanson	14	Hanson	25
Pembroke	9	Hanover	7	Pembroke	9
Bridgewater	7	Pembroke	6	Bridgewater	8

(Municipalities in OCPC region are bolded)

¹⁷ MBTA and Field Observations by OCPC

4.2 Park and Ride Results

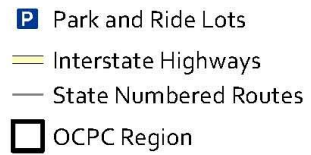
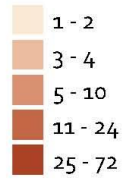
The results of the 2015 Old Colony Commuter Origins Study are illustrated as follows:

- 5,732 License Plates Recorded
 - Park & Ride Lots (1,174 plates)
 - 953 matched (81.2% Utilization Rate)

Bourne

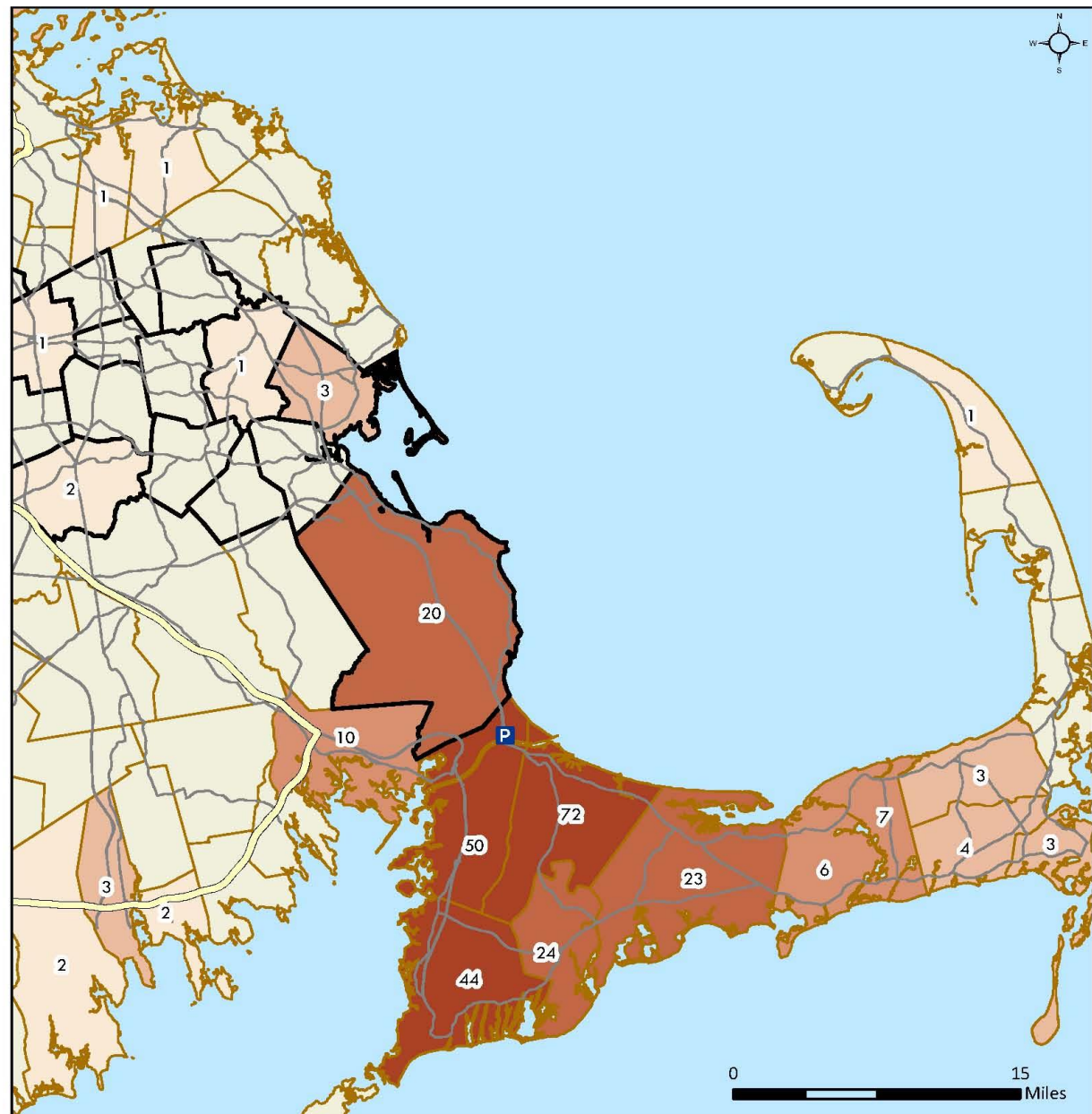
Park and Ride

Number of Vehicles



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15



4.2.1 Bourne Park and Ride

Description

The Bourne Park and Ride facility is located on Meetinghouse Lane. There are several commuting options available here, such as carpool, vanpool, and Plymouth & Brockton Bus. This Park and Ride also has such accommodations as a bus shelter, bike rack, public telephones and handicapped spaces. There are a total of 377 parking spaces and 8 handicapped spaces at this location and this Park and Ride is open 24 hours a day, every day with no cost for parking.¹⁸

Origins Analysis

According to the data, there were 343 license plates collected at this parking lot and 287 of them were matched with a community of origin. Fifty of the matched commuters (17%) were from the town of Bourne and 196 (68%) of the matched commuters resided in Bourne and the towns that border Bourne. The majority of the commuters resided from the towns of Sandwich, Bourne, and Falmouth. This Park & Ride lot borders the OCPC region to the south and is primarily used by residents of Cape Cod communities but also towns from the south shore and south coast.

Observations

For residents of Cape Cod who need to use a Park & Ride facility, the Bourne lot is the most convenient. It was used by commuters from all but four communities on Cape Cod (Eastham, Orleans, Provincetown, and Wellfleet). The highest concentration of commuters were from towns closest to Bourne, with numbers decreasing further away from the lot. The commuters from Bridgewater, Brockton, Duxbury, Hingham, Pembroke, and Weymouth most likely were traveling to Cape Cod and used this lot to park their cars for their trip.

Trend Analysis

Table 31 displays the trend data for this lot and Table 32 shows the top five towns for the past two collection dates. The year 2015 saw a 91% utilization rate, which made it congested, a status that was not achieved in 2011. There is no data from 2007 due to renovations that were made at this lot. The top five represented towns were the same for each collection date, with Mashpee and Barnstable seeing an almost identical amount of commuters each time. The amount of commuters from Falmouth was close to Bourne, but Bourne always had just a few more to take the second spot on the list.

Table 31 – Trend Data

	2011	2015
Matched	260	287
Total	310	343
Utilized	82.2%	91.0%

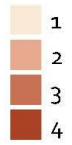
Table 32 – Top 5 Towns

Town	2011	2015
Sandwich	85	72
Bourne	37	50
Falmouth	35	44
Mashpee	25	24
Barnstable	24	23

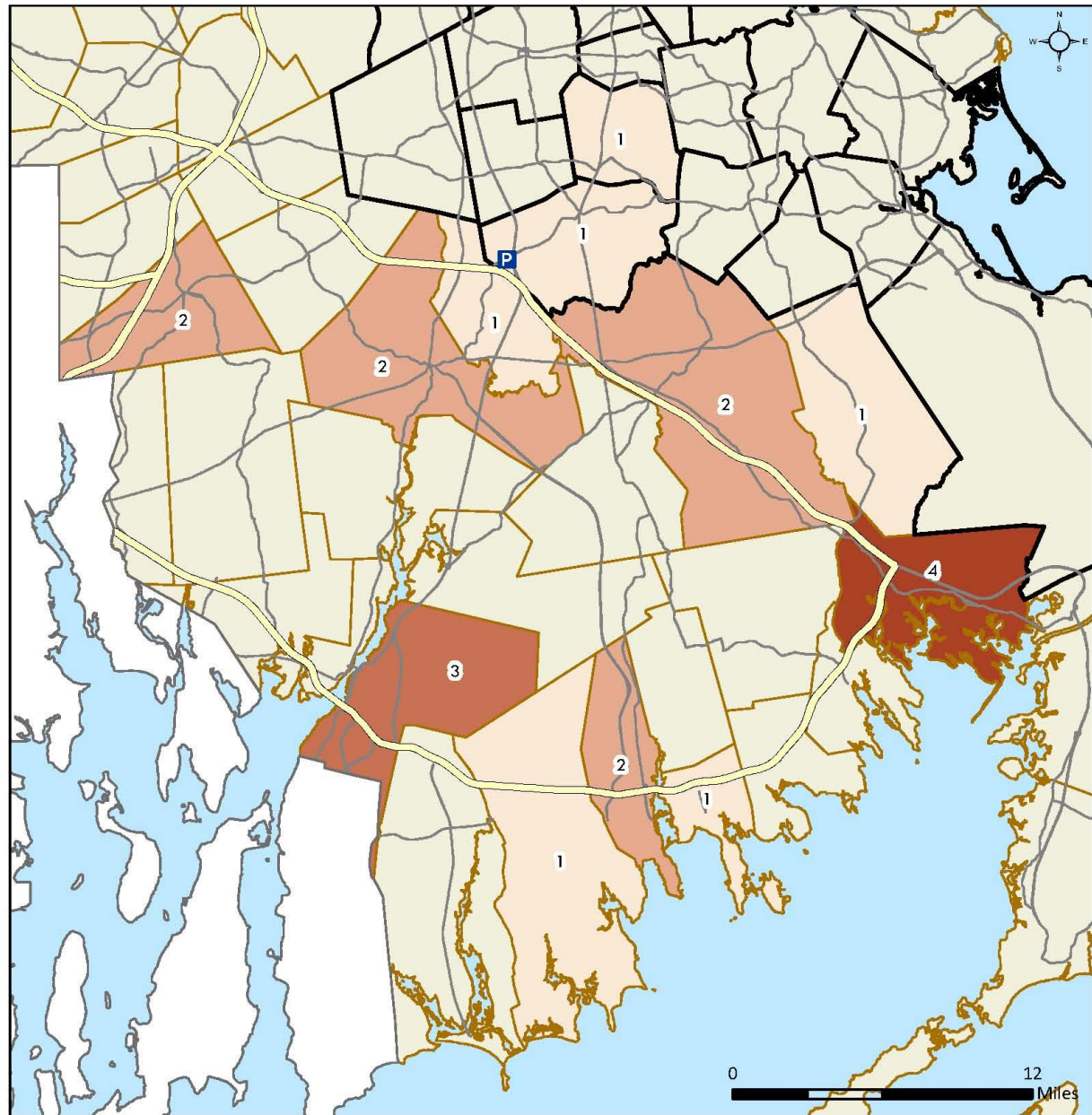
¹⁸ Parkopedia and Field Observations by OCPC

Bridgewater Park and Ride

Number of Vehicles



- Park and Ride Lots
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/22/15

4.2.2 Bridgewater Park and Ride

Description

The Bridgewater Park and Ride facility is located on Old Pleasant Street. This facility is not covered or lit and has no height restrictions. There are 60 parking spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.¹⁹

Origins Analysis

According to the data, 36 cars were parked at this lot on the collection date and there were 21 matched with their registered community. Only one (5%) commuter resided in Bridgewater, with a total of 5 commuters (24%) living in Bridgewater and its bordering communities. The origins of the commuters were spread out among towns in southern Massachusetts and the south coast, and no community or communities stood out as the most frequent community.

Observations

It is difficult to determine the common communities of origin for this lot since there too few commuters using this location and their origins spread out. There is no bus service that serves this location as well as no public transportation. The only buildings near this lot are a MassDOT Highway Division maintenance facility, a real estate developer, and an apartment complex. It is unclear who exactly is using this lot and why.

Trend Analysis

In Table 33, the data for the last three collection dates is displayed, and this location experienced a steady decline in utilization over the last three collections. As previously stated, there are no major amenities that would draw commuters to using this lot; so this trend is not surprising for this location. In regards to the most represented towns, the only two that were present during all three collection dates were Middleborough and Fall River. The remainder of the towns that were present ranged from East Bridgewater to New Bedford and others geographically in between them.

Table 33 – Trend Data

	2007	2011	2015
Matched	44	37	21
Total	49	43	36
Utilized	81.7%	71.7%	60.0%

Table 34 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Middleboro	7	Middleboro	5	Wareham	4
Fall River	5	Taunton	5	Fall River	3
Taunton	5	Fall River	4	Attleboro	2
E. Bridge.	2	Bridgewater	3	Middleboro	2
Raynham	2	New Bed.	3	New Bed.	2

(Municipalities in OCPC region are bolded)

¹⁹ Parkopedia and Field Observations by OCPC

Kingston Park and Ride

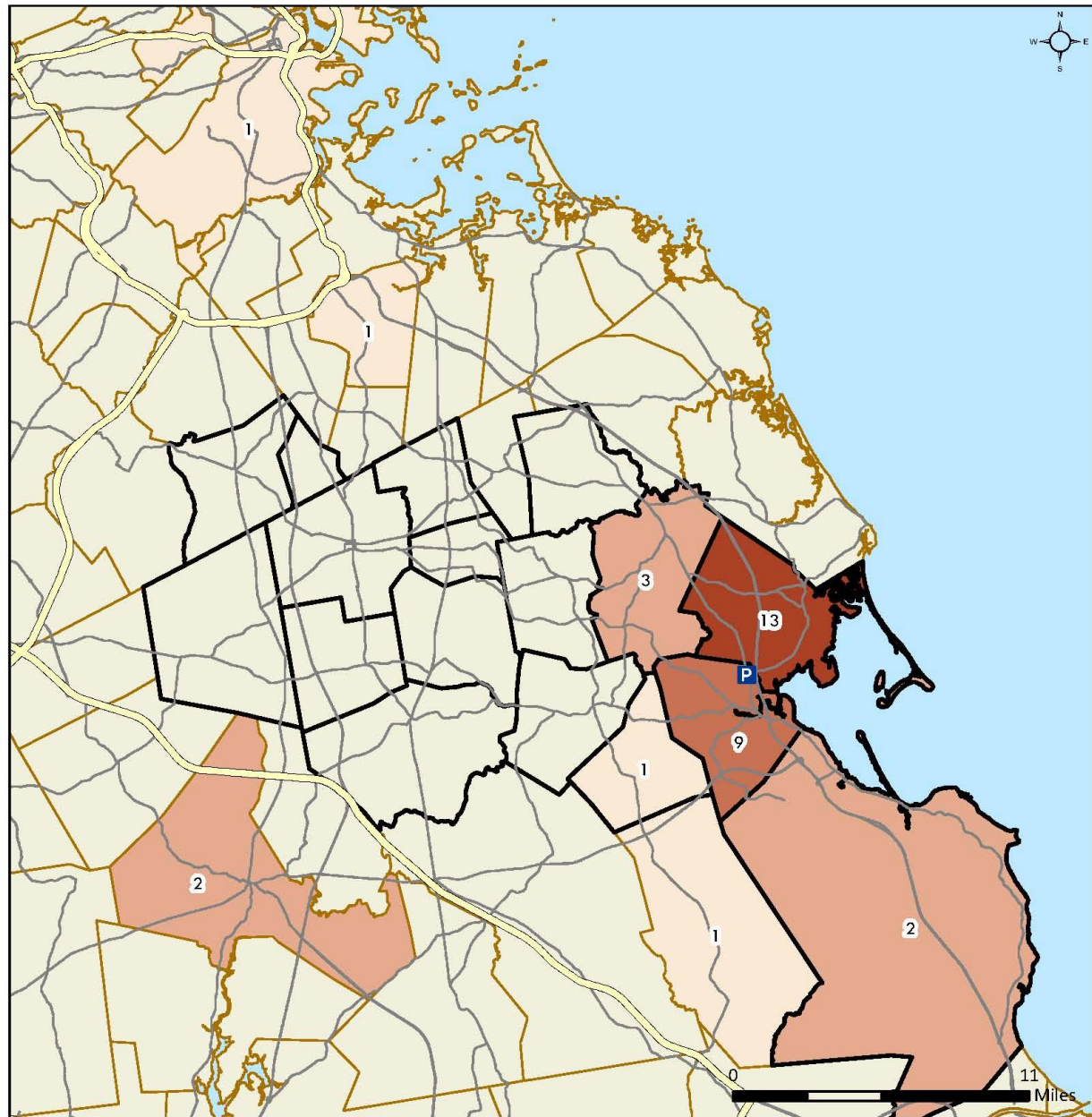
Number of Vehicles

- 1
- 2 - 5
- 6 - 10
- 11 - 13
- Park and Ride Lots
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15



4.2.3 Kingston Park and Ride

Description

The Kingston Park and Ride is located at the Kingsbury Plaza on Route 3A at Route 3, exit 10. There are several commuting options such as Plymouth & Brockton Bus and Logan Express bus service. This Park & Ride also has public telephones and is an illuminated parking lot. There are 80 parking spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²⁰

Origins Analysis

There were 47 vehicles parked at this lot on the day of the data collection, and after matching the plates, there were 33 that were matched. Of those 33 matched vehicles, 9 (27%) were from Kingston and 29 (88%) were from Kingston and the towns that border Kingston. The primary commuters were from the towns of Duxbury and Kingston, with others both nearby and from a distance. The majority of the commuters were from communities in the OCPC region.

Observations

This parking lot is primarily utilized by residents of the Kingston area on the south shore, but there were also license plates matched with communities at far distances from this lot. There were also commuters from Boston, Braintree, and Taunton. It is unclear why those commuters chose this Park & Ride location as there are others closer to those communities with bus service. The answer could be similar to unexplained commuters at other lots with a new home address that has yet to be changed on the vehicles' registration.

Trend Analysis

This lot saw the usual trend of a decrease from the first to second date followed by an increase in the third year, with 2007 being the only year that this location achieved the congested status of an 85% or higher utilization rate. As illustrated in Table 36, the towns that produced the highest amount of commuters did not vary in the three collection dates. Duxbury, Kingston, Pembroke, and Plymouth were present each year, with different amounts and in different places on the list. Those towns clearly are the primary communities of origin for this Park & Ride lot.

Table 35 – Trend Data

	2007	2011	2015
Matched	76	34	33
Total	81	37	47
Utilized	101.3%	46.3%	58.8%

Table 36 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Plymouth	23	Duxbury	11	Duxbury	13
Duxbury	22	Kingston	8	Kingston	9
Kingston	21	Plymouth	7	Pembroke	3
Pembroke	3	Pembroke	3	Plymouth	2
Carver	1	Hingham	1	Taunton	2


(Municipalities in OCPC region are bolded)

²⁰ MassDOT and Field Observations by OCPC


Pembroke Park and Ride

Number of Vehicles


1

 Park and Ride Lots

 Interstate Highways

 State Numbered Routes

 OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15



4.2.4 Pembroke Park and Ride

Description

The Pembroke Park & Ride is located on Old Church Street, behind the RK Pembroke Square plaza. This lot is partially lit with flood lights on the northern half of the street. There are 62 parking spaces available to commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²¹

Origins Analysis

There were only three vehicles parked at this lot on the collection date, of which two of them were matched with a community of origin. One commuter was from Pembroke and the other was from Whitman. Since this has traditionally been an extremely underutilized lot, it is difficult to conduct an analysis of the data that is normally done on these lots. The highest amount of commuters that this lot has seen in the last ten years during normal CMP counts was 11, which equals a utilization rate of only 17.7%.

Observations

Since this is not a well-known or well-signed lot, it has always been extremely underused and will continue to hold the same status unless more amenities are provided, such as bus service. It is not clear that it is even a Park & Ride to the public; there are no websites on which this lot is mentioned, despite there is a Google Maps location for it.

Trend Analysis

As previously stated, there have always been few commuters counted at this location during the data collection dates over the years, with the most being 11 commuters recorded in October 2009. But in regards to the last three collection dates for this study, there were six commuters recorded in 2007, zero in 2011, and three in 2015. In the 2007 and 2015 collection dates, there were commuters from Pembroke present at both collections, with other southeastern Massachusetts commuters present as well.

Table 37 – Trend Data

	2007	2015
Matched	4	2
Total	6	3
Utilized	9.7%	4.8%

Table 38 – Top 5 Towns

Town	2007	Town	2015
Pembroke	2	Pembroke	1
Kingston	1	Whitman	1
Marshfield	1		





(Municipalities in OCPC region are bolded)


²¹ Field Observations by OCPC

Plymouth Park and Ride

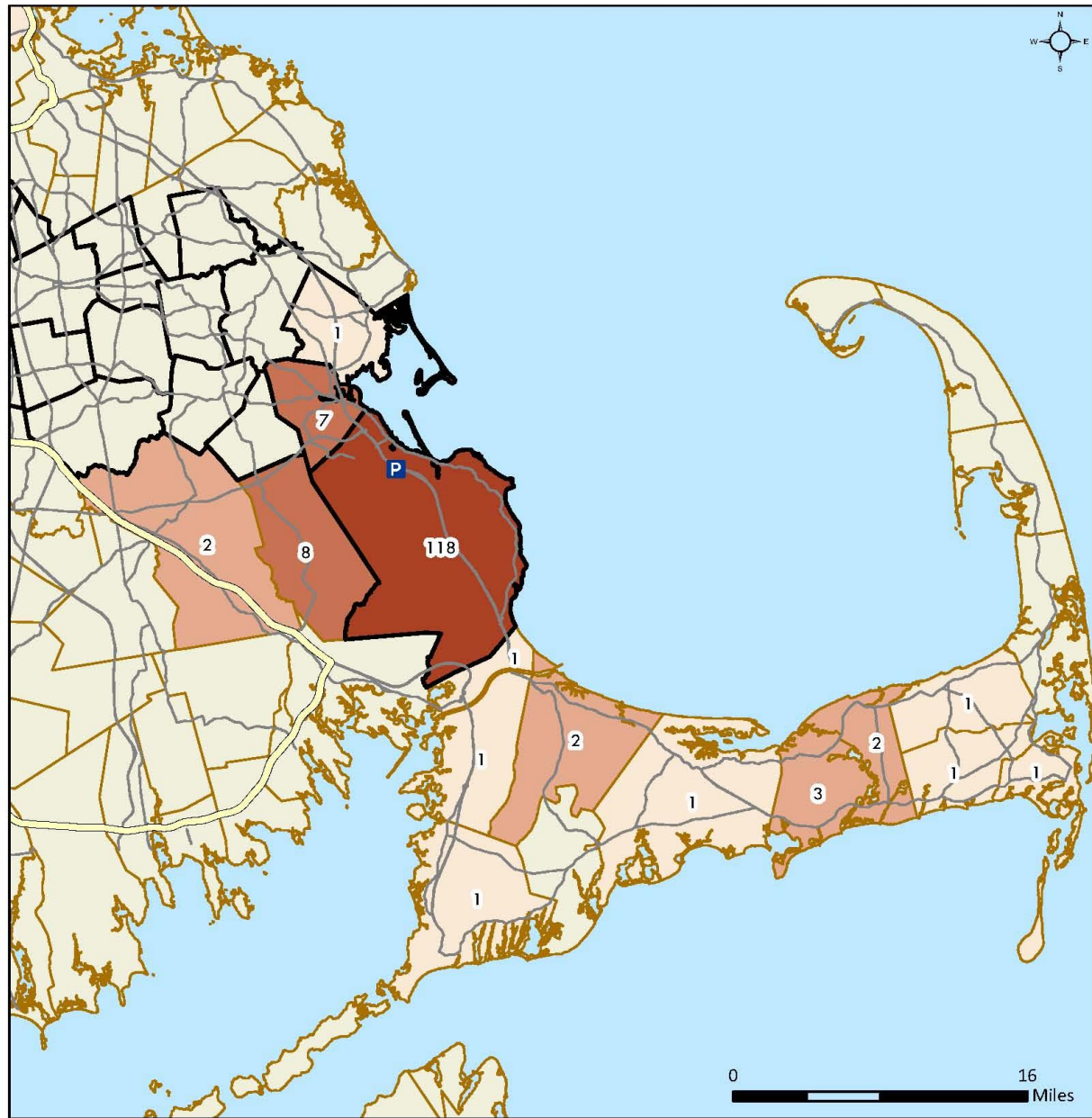
Number of Vehicles

- 1
- 2 - 3
- 4 - 8
- 9 - 118

-  Park and Ride Lots
-  Interstate Highways
-  State Numbered Routes
-  OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/20/15



4.2.5 Plymouth Park and Ride

Description

The Plymouth Park and Ride location is located at Long Pond Road at Route 3, exit 5. There are several commuting options such as carpool, vanpool, and Plymouth & Brockton Bus. This lighted and fenced in Park & Ride also has such accommodations as a bus shelter and public telephones. There are 200 parking spaces and 8 handicapped spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²²

Origins Analysis

At this location, there were 191 total vehicles parked and 154 of those were able to be matched with their home community. One-hundred and eighteen (77%) commuters resided within the town of Plymouth and 135 (88%) of the matched vehicles were located from towns bordering Plymouth as well as Plymouth. Outside of Plymouth, which makes up the majority of the commuters at this location, Carver and Kingston were the next two highest represented. The majority of the remaining commuters were from communities on Cape Cod and communities around Plymouth.

Observations

Similarly to the Bourne Park & Ride lot, this location also serves a large amount of communities on Cape Cod. Since this station has bus service to Boston, all of the commuters from the Plymouth area most likely used this station for that reason and also its ease of access. The Cape Cod commuters most likely use this station as a secondary choice to the Bourne location as it is also off Route 3 and not too far from Bourne. Plymouth had the highest concentration of commuters followed by Carver and Kingston; the remaining represented communities had three or less commuters. The majority of the commuters from Plymouth most likely lived in northern or central Plymouth since the Bourne Park & Ride also provides the same bus services, at a slightly more expensive rate.

Trend Analysis

As seen in Table 39, this lot saw an increase in ridership from 2007 to 2011, and a slight decrease from 2011 to 2015. In both the 2011 and 2015 data collections, the lot was at 96.5% and 95.5% occupied, which means that it was highly congested. Plymouth was the most represented town at this location all three years and no other town came close to matching it. Carver was the second most represented community all three years and the remaining communities varied from Kingston, Barnstable, and Dennis.

Table 39 – Trend Data

	2007	2011	2015
Matched	132	172	154
Total	146	193	191
Utilized	73.0%	96.5%	95.5%

Table 40 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Plymouth	102	Plymouth	142	Plymouth	118
Carver	9	Carver	6	Carver	8
Duxbury	5	Kingston	5	Kingston	7
Wareham	4	Barnstable	2	Yarmouth	3
Sandwich	2	Boston	2	Dennis	2

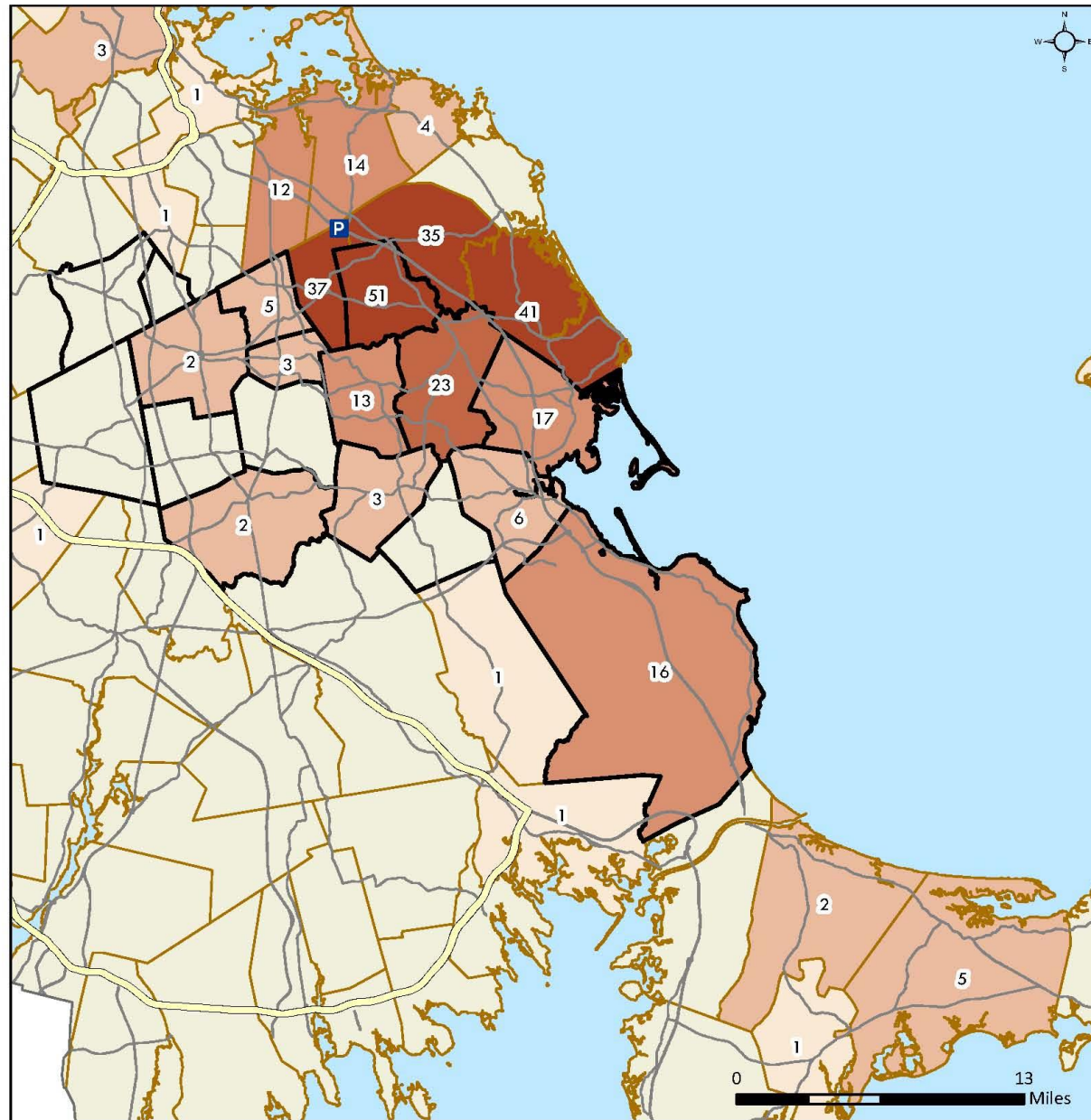
(Municipalities in OCPC region are bolded)

²² MassDOT and Field Observations by OCPC

Rockland Park and Ride

Number of Vehicles

- 0 - 1
- 2 - 6
- 7 - 17
- 18 - 23
- 24 - 51
- P** Park and Ride Lots
- Interstate Highways
- State Numbered Routes
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/21/15

4.2.6 Rockland Park and Ride

Description

The Rockland Park and Ride facility is located at Route 228 at Pond Street (at Route 3, exit 14). There are multiple commuting options such as carpool, vanpool, and Plymouth & Brockton Bus. This lighted Park & Ride also has such accommodations as a bus shelter, public telephones, and disabled/handicapped spaces. There are 440 parking spots and 9 handicapped spots available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²³

Origins Analysis

According to the collected data, there were 323 license plates that were able to be matched out of the 385 license plates that were recorded. Out of the 323 matched plates, 37 (11%) were matched in the town of Rockland and 170 (53%) were matched in Rockland and the communities that border Rockland. The highest percentage of commuters at this station were from the towns of Hanover, Marshfield, Rockland, and Norwell. This lot was served by majority of the communities in the OCPC region, but three out the four highest percentages of riders were from communities outside of the OCPC region.

Observations

This Park & Ride lot is well utilized, similarly to the Plymouth and Bourne lots, and serves the surrounding region. This lot primarily serves commuters from towns in southeastern Massachusetts and the south shore. For the Logan Express bus service, this lot has a shorter travel time and lower fare to Logan Airport so any commuters who are closer to the Plymouth location who can easily access Route 3, may choose this lot due to the duration and cost. It is unclear why the commuters from Barnstable, Mashpee, and Sandwich drove to this lot. It is just under an hour drive to this lot from those communities and there are two Park & Ride lots between them and Rockland; perhaps the extra drive is worth the savings in the fare.

Trend Analysis

The Rockland Park & Ride lot saw the most commuters parked at this lot in 2015, the only Park & Ride location to have that and only the second lot in the CMP system. 2015 was also the only year this lot had a higher than 85% utilization rate. Hanover and Marshfield were the top two represented towns at this lot in all three data collections, with Marshfield being the top represented in 2007 only. Rockland was the third and Norwell was the fourth most represented communities with Duxbury and Pembroke taking the final spot.

Table 41 – Trend Data

	2007	2011	2015
Matched	311	301	323
Total	337	328	385
Utilized	76.6%	74.5%	87.5%

Table 42 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Marshfield	41	Hanover	50	Hanover	51
Hanover	40	Marshfield	38	Marshfield	41
Rockland	36	Rockland	25	Rockland	37
Norwell	27	Norwell	24	Norwell	35
Duxbury	21	Pembroke	23	Pembroke	23





(Municipalities in OCPC region are bolded)


²³ MassDOT and Field Observations by OCPC

West Bridgewater Park and Ride

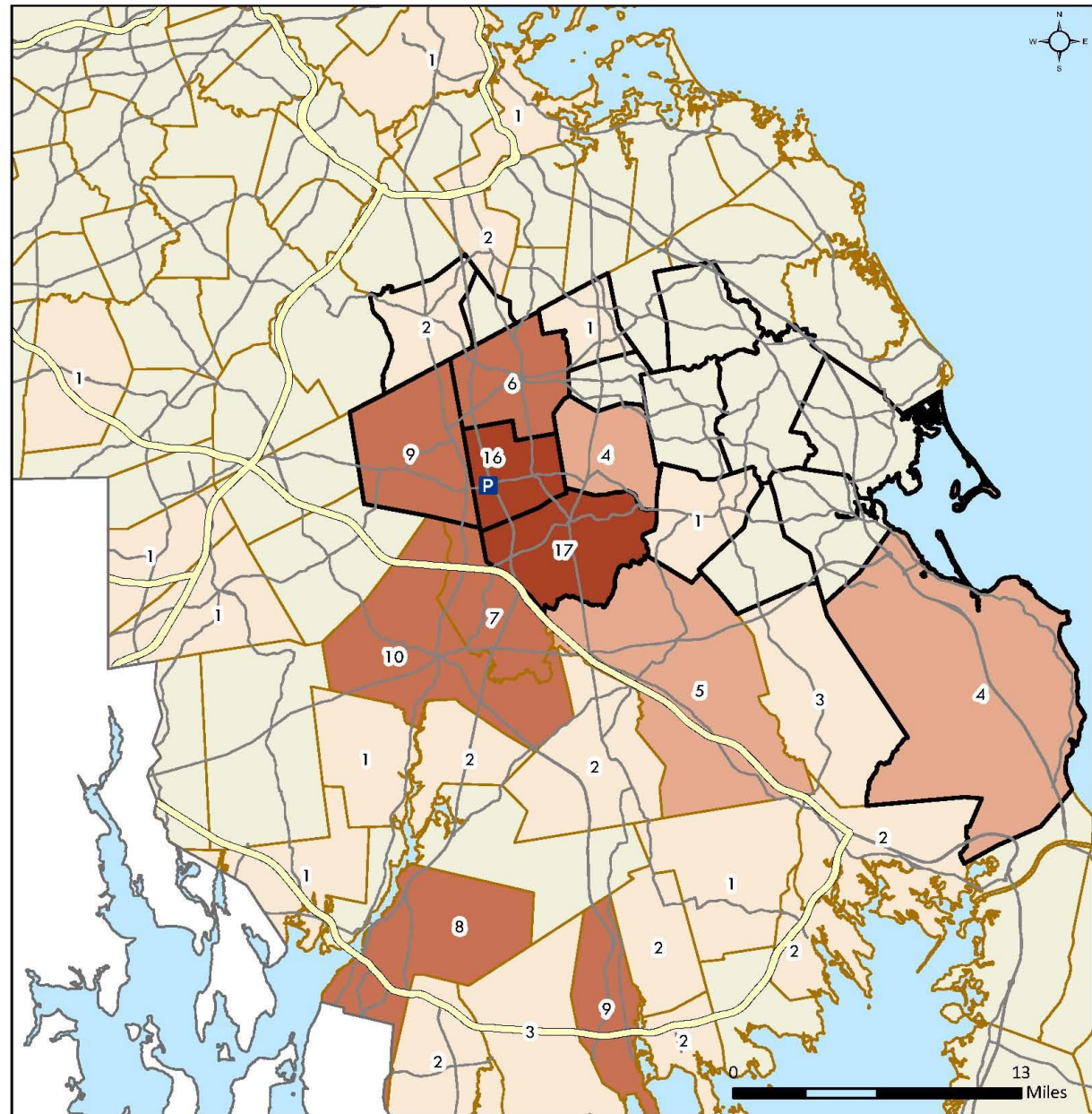
Number of Vehicles

- 1 - 3
- 4 - 5
- 6 - 10
- 11 - 17

-  Park and Ride Lots
-  Interstate Highways
-  State Numbered Routes
-  OCPC Region

 Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Massachusetts Department of
Transportation, Office of Geographic Information
(MassGIS), Old Colony Planning Council (OCPC)
Data Collected: 10/22/15



4.2.7 West Bridgewater Park and Ride

Description

The West Bridgewater Park and Ride location is located at Route 106 at Route 24, exit 16. The only two commuting options for this location are carpool/vanpool and public bus. It is an illuminated facility with public telephones and no height restrictions. There are 185 parking spaces, 7 handicapped spaces, and 9 bicycle spaces available and this location is open 24 hours a day, 7 days a week with no cost for parking.²⁴

Origins Analysis

According to the collected data, there were 169 vehicles present at the lot on the collection date; 133 of those vehicles were matched with an origin community. Sixteen of those vehicles (12%) were matched in the town of West Bridgewater and 59 (44%) of the matched vehicles were from West Bridgewater and its bordering communities. Most of the commuters at the West Bridgewater lot originated from communities close by as well as within driving distance. The majority of the commuters resided in the towns of Bridgewater, West Bridgewater, and Taunton.

Observations

The majority, if not all, of the commuters at this lot most likely use it for the Bloom bus service that goes into Boston. It is the only Park & Ride lot in the OCPC region that has this bus service that does round trips from Taunton to Boston in the morning and afternoon rush hours. It is unclear as to why the commuters from the south coast and towns closer to Taunton and Raynham did not utilize the Park & Ride lots in Taunton and Raynham that also provide Bloom bus service. The fares from all of the lots are the same price so it is unclear why they would make a longer journey to a farther location.

Trend Analysis

The West Bridgewater lot had more commuters in 2011 and 2015 than 2007, and there were the same amount of commuters parked at the 2011 and 2015 data collections. This location was congested (equal or above 85% utilized) during all three data collections; it is safe to say that this lot is a popular choice and will likely remain that way. The reason for the high utilization rate in 2007 was due to fewer parking spaces; the capacity of this lot was increased by 40 spaces in 2010. Funding for this capacity increase was provided by the Old Colony Transportation Improvement Program (TIP). West Bridgewater made it on the top five towns list once (in 2015), and Bridgewater had the highest amount of commuters all three times. Other towns such as East Bridgewater, Raynham, and Taunton were represented throughout the years and always in different places on the list.

Table 44 – Top 5 Towns

Town	2007	Town	2011	Town	2015
Bridgewater	16	Bridgewater	24	Bridgewater	17
E. Bridge.	13	Raynham	13	W. Bridge.	16
Easton	11	E. Bridge.	11	Taunton	10
Fall River	9	Taunton	10	Easton	9
Raynham	9	New Bed.	9	New Bed.	9

(Municipalities in OCPC region are bolded)

Table 43 – Trend Data

	2007	2011	2015
Matched	146	148	133
Total	155	169	169
Utilized	110.7%	91.4%	91.4%

²⁴ MassDOT and Field Observations by OCPC

5.0 Conclusions

Generally, 2015 demonstrated an increase in congestion at most of the facilities while noting decreases in only five facilities. Factors such as recovering from the economic recession experienced during 2009 and 2010 as well as lower gasoline prices contributed to a gain of overall employment and vehicle miles traveled. Nevertheless, facilities in the Old Colony Region that are at or above capacity still exist and therefore require action in order to reduce congestion.

The three commuter rail lots that saw a decrease in utilization were Brockton (Downtown), Halifax and Plymouth. Plymouth saw three commuters in the 2011 count and zero in the 2015 count. Since there are such few trains that make stops at the Plymouth station, the majority of the commuters from that region will use the Kingston station. This makes the decrease at the Plymouth station not a notable one as there are commonly few or no commuters there on a daily basis. The two Park & Ride lots that had a decrease of passenger vehicles were the Bridgewater and Plymouth Long Pond Road lots. Similar to the Plymouth commuter rail lot, the Plymouth Park & Ride lot only saw a decrease of two vehicles between the last two collection dates, as this does not constitute a noteworthy or questionable decrease in ridership. The lot was still highly congested, and it has reached the 85% utilized status for the last thirteen CMP data collections, dating back to October 2009.

The single-occupancy vehicle remains the preferred mode for commuters in the OCPC region. The number of commuters traveling to work by auto (not car-pooling) grew by 4,737 from 2011 to 2014, based on the US Census. Commuting via auto provides a sense of flexibility as work destinations become more dispersed and as individuals work further from home. Auto use can give the motorist flexibility in making multi-purpose trips for work, shopping, day care, and other purposes. Nevertheless, mode shift from single-occupancy vehicles to carpools, vanpools, fixed-bus routes, commuter bus, and commuter rail is encouraged. These transportation options are climate-friendly, reduce greenhouse gas emissions, and is consistent with MassDOT's Healthy Transportation Policy and GreenDOT.

The popularity of the MBTA Commuter Rail shows that the utilization of transit can help to ameliorate increases in overall traffic due to the dynamics of a changing economy. The next step in the evolution of transit utilization is to affect land use in a way that allows for higher concentrations of employment and residences so that transit can be used to its full potential. Improvements to both roadway and transit facilities should be fully integrated and work in concert to achieve maximum flexibility regarding mode choice. Roadway improvements should include improvements in operational efficiency to enhance existing capacity as well as creating additional capacity. Operational efficiency strategies include signal coordination, intersection redesign, intelligent transportation system strategies, and access management.

OCPC has been made aware of three MBTA stations (Kingston, Stoughton and Whitman) that have private parking spaces and lots for commuters that are not associated with the MBTA. Doggie Fun & Fitness Center, located adjacent to the Kingston commuter rail station, offers a monthly parking rate of \$50 for commuters in its side open lot and has over 100 spaces available. Near the Whitman station, there are two lots that offer commuter parking, one of which has a posted \$50 monthly rate; the price for the other lot is undetermined. Within walking distance of the Stoughton commuter rail station, it has been made aware that there is at least one private lot that offers commuter parking. There is also a section of the parking lot behind the VFW that offers monthly parking immediately adjacent to MBTA parking spaces; the cost of these lots is also undetermined.

Massachusetts Bay Transit Authority (MBTA) Commuter Rail

Table 45

Location	Total Spaces	October Vehicles Parked	October Total Utilization
<u>Providence/Stoughton Line</u>			
Canton Junction	764	685	89.7%
Canton Center	215	181	84.2%
Stoughton	356	356	100.0%
<u>Middleborough/Lakeville Line</u>			
Holbrook/Randolph	369	271	73.4%
Montello (Brockton)	347	158	45.5%
Downtown (Brockton)	267	155	58.1%
Campello (Brockton)	535	183	34.2%
Bridgewater	504	314	62.3%
Middleborough/Lakeville	769	536	69.7%
<u>Kingston/Plymouth Line</u>			
South Weymouth	543	327	60.2%
Abington	405	325	80.3%
Whitman	208	179	86.1%
Hanson	482	306	63.5%
Halifax	402	153	38.1%
Kingston	1,039	431	41.5%
Plymouth	96	0	0.0%
<u>Total Providence/Stoughton Line</u>	1,335	1,222	91.5%
<u>Total Middleborough/Lakeville Line</u>	2,791	1,617	57.9%
<u>Total Kingston/Plymouth Line</u>	3,175	1,721	54.2%
<u>Total All Stations</u>	7,301	4,560	62.5%

According to the Old Colony CMP, a MBTA Commuter Rail Station Parking Lot Utilization rate of equal to or greater than 85% is considered congested. Parking lots which demonstrated an 85 percent or more utilization rate are highlighted in Table 45; during the October 2015 count, three lots reached the 85 percent threshold (Canton Junction, Stoughton, and Whitman). Overall, parking lot utilization rates were the highest on the Providence/Stoughton Line and lowest on the Kingston/Plymouth Line.

Park and Ride

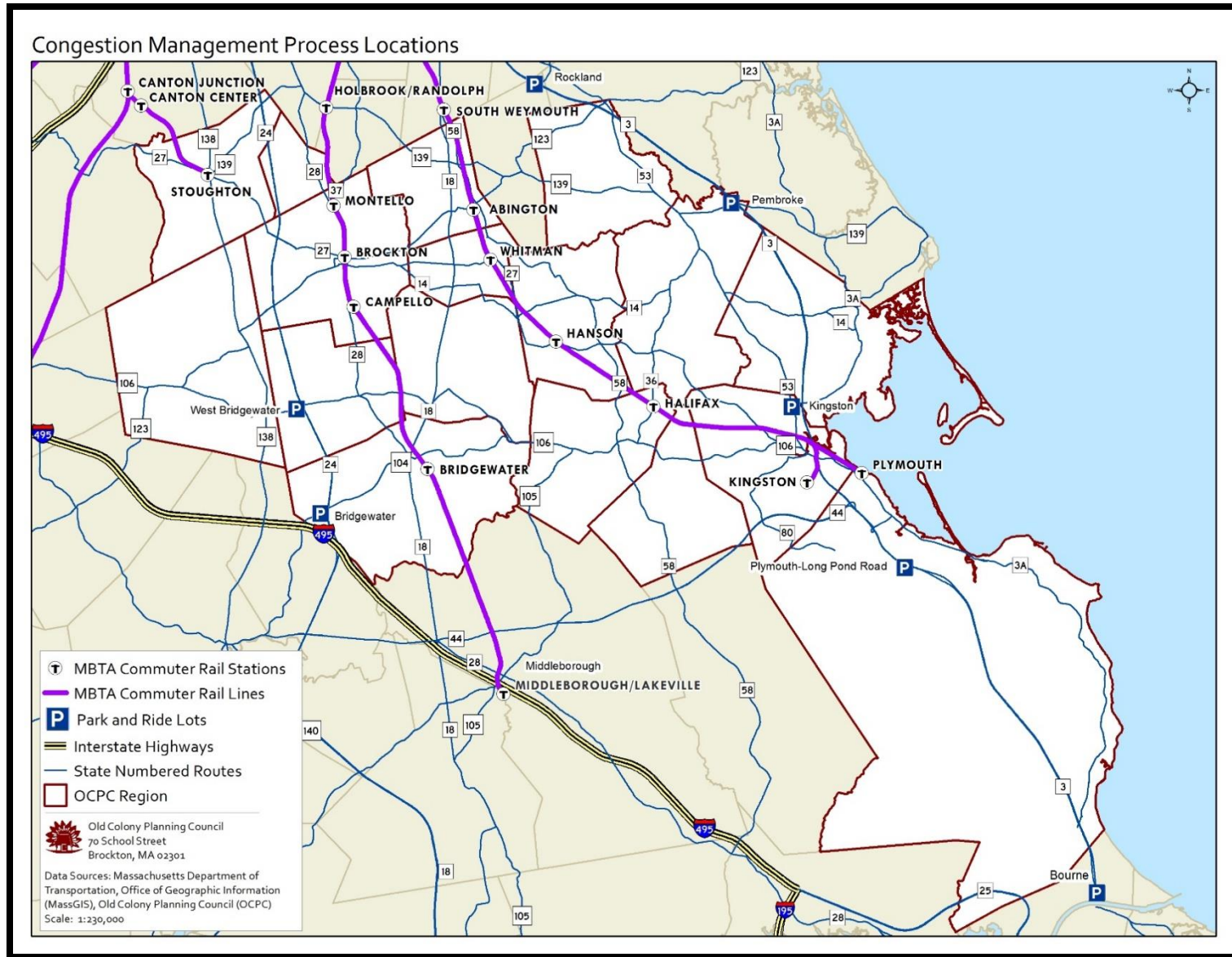
Table 46

Location	Total Spaces	October Vehicles Parked	October Total Utilization
Route 24 Corridor			
West Bridgewater - Route 24 @ Route 106	185	169	91.4%
Bridgewater - Route 24 @ Route 104	60	36	60.0%
Route 3 Corridor			
Rockland - Route 3 @ Route 228	440	385	87.5%
Pembroke - Route 3, Exit 12 (Route 139)	62	3	4.8%
Kingston - Route 3 @ Route 3A & 53	80	47	58.8%
Plymouth - Route 3 @ Long Pond Road	200	191	95.5%
Bourne - Route 3 @ Route 6 (Sagamore)	377	343	86.6%
Total Route 24 Corridor	245	205	83.7%
Total Route 3 Corridor	1,178	969	82.3%
Total All Lots	1,423	1,174	82.5%


Parking lots which demonstrated an 85 percent or more utilization rate are highlighted in Table 46; during the October 2015 count, four lots reached the 85 percent threshold (West Bridgewater, Rockland, Plymouth, and Bourne). Overall, the utilization rates at the park & ride lots on the Route 24 Corridor and the Route 3 Corridor were very similar, ranging from approximately 82-88 % in the spring and fall 2015. The one difference between the two corridors is that the Route 24 Corridor only has capacity for only 245 vehicles, while the Route 3 Corridor has a capacity for 1,178 vehicles. A reasonable conclusion considering this data is that commuters on the Route 3 Corridor clearly value the commuter bus services provided. In addition, historical trends show that the lots which have commuter services (i.e. – commuter bus) typically have a much higher utilization rate than those without said service. For example, the Plymouth Route 3 @ Long Pond Road lot is generally at or over capacity (Plymouth & Brockton Commuter Bus Service) with an average utilization rate of 88% over the last 10 years while the Pembroke Route 3 @ Route 139 Park & Ride Lot has an average of 7% utilization over the last 10 years with a maximum of 24% utilization seen in the Spring of 2009 (no bus service).


6.0 Appendix

6.1 Overall Map of CMP Locations





6.2 2005-2015 MBTA Commuter Rail Parking Lot Utilization Table

Location	Total Spaces	 Spaces																								
			Apr-05	Oct-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11	Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15		
Providence/Stoughton Line																										
Canton Junction	764	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	595	536	528	507	565	539	597	613	648	647	708	709	685		
Canton Center	215	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	166	94	146	138	148	130	156	156	191	182	187	165	181		
Stoughton	356	10	368	405	375	462	405	324	340	370	237	219	228	236	218	251	235	252	271	300	351	304	279	356		
Middleborough/Lakeville Line																										
Holbrook/Randolph	369	14	291	343	297	345	301	296	307	326	229	205	195	207	183	209	198	200	197	227	232	237	251	271		
Montello (Brockton)	347	12	216	250	225	247	239	230	242	244	131	128	143	129	139	113	124	130	132	130	134	148	155	158		
Downtown (Brockton)	267	6	135	134	166	169	144	144	141	144	176	161	155	174	203	183	173	147	158	166	201	201	186	155		
Campello (Brockton)	535	11	245	236	243	229	242	232	242	266	178	293	131	145	120	145	142	157	157	167	183	202	193	183		
Bridgewater	504	10	351	383	440	458	439	436	380	429	294	326	251	270	246	266	296	367	357	271	333	328	279	314		
Middleborough/Lakeville	769	14	665	664	629	694	673	645	630	721	528	710	438	439	408	468	426	446	428	469	449	545	498	534		
Kingston/Plymouth Line																										
South Weymouth	543	9	531	550	546	564	524	532	435	418	399	290	374	286	282	267	272	271	249	419	298	329	331	327		
Abington	405	9	384	402	356	418	395	385	396	404	287	242	233	233	230	231	231	234	252	277	293	289	314	325		
Whitman	208	7	193	224	195	199	198	198	185	185	115	125	145	119	124	123	119	117	136	170	155	157	154	179		
Hanson	482	8	372	385	385	387	361	369	358	385	332	296	262	266	210	257	211	223	279	237	226	229	245	306		
Halifax	402	10	337	310	311	350	330	343	339	326	272	237	234	226	175	214	199	176	209	202	212	223	205	153		
Kingston	1,039	25	746	776	787	764	769	611	720	738	814	405	354	324	321	343	332	289	285	311	315	401	359	431		
Plymouth	96	4	1	0	0	6	3	3	1	3	1	1	0	2	3	2	0	0	1	0	3	1	6	0		
Total Providence/Stoughton Line	1,335	25	368	405	375	462	405	324	340	370	237	980	858	910	863	964	904	1,005	1,040	1,139	1,180	1,199	1,153	1,222		
Total Middleborough/Lakeville Line	2,791	67	1,903	2,010	2,000	2,142	2,038	1,983	1,942	2,130	1,536	1,823	1,313	1,364	1,299	1,384	1,359	1,447	1,429	1,430	1,532	1,661	1,562	1,615		
Total Kingston/Plymouth Line	3,175	72	2,564	2,647	2,580	2,688	2,580	2,441	2,434	2,459	2,220	1,596	1,602	1,456	1,345	1,437	1,364	1,310	1,411	1,616	1,502	1,629	1,614	1,721		
Total All Stations	7,301	164	4,835	5,062	4,955	5,292	5,023	4,748	4,716	4,959	3,993	4,399	3,773	3,730	3,507	3,785	3,627	3,762	3,880	4,185	4,214	4,489	4,329	4,558		

Location	Total Spaces	 Spaces																								
			Apr-05	Oct-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11	Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15		
Providence/Stoughton Line																										
Canton Junction	764	11	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77.9%	70.2%	69.1%	66.4%	74.0%	70.5%	78.1%	80.2%	84.8%	84.7%	92.7%	92.8%	89.7%		
Canton Center	215	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77.2%	43.7%	67.9%	64.2%	68.8%	60.5%	72.6%	72.6%	88.8%	84.7%	87.0%	76.7%	84.2%		
Stoughton	356	10	110.5%	121.6%	112.6%	138.7%	121.6%	97.3%	102.1%	111.1%	71.2%	65.8%	68.5%	70.9%	65.5%	75.4%	70.6%	75.7%	81.4%	90.1%	105.4%	91.3%	83.8%	100.0%		
Middleborough/Lakeville Line																										
Holbrook/Randolph	369	14	78.9%	93.0%	80.5%	93.5%	81.6%	80.2%	83.2%	88.3%	62.1%	55.6%	52.8%	56.1%	49.6%	56.6%	53.7%	54.2%	53.4%	61.5%	62.9%	64.2%	68.0%	73.4%		
Montello (Brockton)	347	12	62.2%	72.0%	64.8%	71.2%	68.9%	66.3%	69.7%	70.3%	37.8%	36.9%	41.2%	37.2%	40.1%	32.6%	35.7%	37.5%	38.0%	37.5%	38.6%	42.7%	44.7%	45.5%		
Downtown (Brockton)	267	6	50.6%	50.2%	62.2%	63.3%	53.9%	53.9%	52.8%	53.9%	65.9%	60.3%	58.1%	65.2%	76.0%	68.5%	64.8%	55.1%	59.2%	62.2%	75.3%	75.3%	69.7%	58.1%		
Campello (Brockton)	535	11	45.8%	44.1%	45.4%	42.8%	45.2%	43.4%	45.2%	49.7%	33.3%	54.8%	24.5%	27.1%	22.4%	27.1%	26.5%	29.3%	29.3%	31.2%	34.2%	37.8%	36.1%	34.2%		
Bridgewater	504	10	69.6%	76.0%	87.3%	90.9%	87.1%	86.5%	75.4%	85.1%	58.3%	64.7%	49.8%	53.6%	48.8%	52.8%	58.7%	72.8%	70.8%	53.8%	66.1%	65.1%	55.4%	62.3%		
Middleborough/Lakeville	769	14	86.5%	86.3%	81.8%	90.2%	87.5%	83.9%	81.9%	93.8%	68.7%	92.3%	57.0%	57.1%	53.1%	60.9%	55.4%	58.0%	55.7%	61.0%	58.4%	70.9%	64.8%	69.4%		
Kingston/Plymouth Line																										
South Weymouth	543	9	97.8%	101.3%	100.6%	103.9%	96.5%	98.0%	80.1%	77.0%	73.5%	53.4%	68.9%	52.7%	51.9%	49.2%	50.1%	49.9%	45.9%	77.2%	54.9%	60.6%	61.0%	60.2%		
Abington	405	9	94.8%	99.3%	87.9%	103.2%	97.5%	95.1%	97.8%	99.8%	70.9%	59.8%	57.5%	57.5%	56.8%	57.0%	57.0%	57.8%	62.2%	68.4%	72.3%	71.4%	77.5%	80.2%		
Whitman	208	7	92.8%	107.7%	93.8%	95.7%	95.2%	95.2%	88.9%	88.9%	55.3%	60.1%	69.7%	57.2%	59.6%	59.1%	57.2%	56.3%	65.4%	81.7%	74.5%	75.5%	74.0%	86.1%		
Hanson	482	8	77.2%	79.9%	79.9%	80.3%	74.9%	76.6%	74.3%	79.9%	68.9%	61.4%	54.4%	55.2%	43.6%	53.3%	43.8%	46.3%	57.9%	49.2%	46.9%	47.5%	50.8%	63.5%		
Halifax	402	10	83.8%	77.1%	77.4%	87.1%	82.1%	85.3%	84.3%	81.1%	67.7%	59.0%	58.2%	56.2%	43.5%	53.2%	49.5%	43.8%	52.0%	50.2%	52.7%	55.5%	51.0%	38.1%		
Kingston	1,039	25	71.8%	74.7%	75.7%	73.5%	74.0%	58.8%	69.3%	71.0%	78.3%	39.0%	34.1%	31.2%	30.9%	33.0%	32.0%	27.8%	27.4%	29.9%	30.3%	38.6%	34.6%	41.5%		
Plymouth	96	4	1.0%	0.0%	0.0%	6.3%	3.1%	3.1%	1.0%	3.1%	1.0%	1.0%	0.0%	2.1%	3.1%	2.1%	0.0%	0.0%	1.0%	0.0%	3.1%	1.0%	6.3%	0.0%		
Total Providence/Stoughton Line	1,335	25	103.4%	113.8%	105.3%	129.8%	113.8%	91.0%	95.5%	103.9%	66.6%	73.4%	64.3%	68.2%	64.6%	72.2%	67.7%	75.3%	77.9%	85.3%	88.4%	89.8%	86.4%	91.5%		
Total Middleborough/Lakeville Line	2,791	67	68.2%	72.0%	71.7%	76.7%	73.0%	71.0%	69.6%	76.3%	55.0%	65.3%	47.0%	48.9%	46.5%	49.6%	48.7%	51.8%	51.2%	51.2%	54.9%	59.5%	56.0%	57.9%		
Total Kingston/Plymouth Line	3,175	72	80.8%	83.4%	81.3%	84.7%	81.3%	76.9%	76.7%	77.4%	69.9%	50.3%	50.5%	45.9%	42.4%	45.3%	43.0%	41.3%	44.4%	50.9%	47.3%	51.3%	50.8%	54.2%		
Total All Stations	7,301	164	76.5%	80.1%	78.4%	83.7%	79.5%	75.1%	74.6%	78.4%	63.2%	60.3%	51.7%	51.1%	48.0%	51.8%	49.7%	51.5%	53.1%	57.3%	57.7%	61.5%	59.3%	62.4%		

6.3 2005-2015 MassDOT Park & Ride Parking Lot Utilization Table

Location	Total Spaces	 Spaces																								
			Apr-05	Nov-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11	Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15		
Route 24 Corridor																										
West Bridgewater - Route 24, Exit 16 (Route 106)	185	7	147	146	148	157	161	155	153	148	146	143	142	123	169	139	170	176	165	182	159	182	175	169		
Bridgewater - Route 24, Exit 15 (Route 104)	60	0	42	41	50	46	37	49	58	50	29	60	41	32	43	35	35	38	29	33	34	44	37	36		
Route 3 Corridor																										
Rockland - Route 3, Exit 14 (Route 228)	440	9	333	277	351	310	375	337	307	341	349	292	304	193	328	356	333	357	412	430	383	341	407	385		
Pembroke - Route 3, Exit 12 (Route 139)	62	0	0	0	3	5	6	6	3	6	15	11	5	1	0	5	2	5	4	6	4	1	6	3		
Kingston - Route 3, Exit 10 (Route 3A & 53)	80	0	50	73	81	71	109	81	53	59	67	71	73	47	37	52	46	55	58	56	54	46	46	47		
Plymouth - Route 3, Exit 5 (Long Pond Road)	200	8	142	138	142	122	151	146	150	160	169	184	190	187	193	207	195	198	203	196	184	200	228	191		
Bourne - Route 3, Exit 1B (Route 6) (Sagamore)	377	8	N/A	266	339	329	N/A	N/A	N/A	325	330	285	291	348	310	350	340	355	343	371	385	346	350	343		
Route 44 Corridor																										
Plymouth - Route 44, Commerce Way Exit	520	8	7	0	9	13	15	16	22	21	16	21	12	11	11	24	17	19	15	26	20	16	N/A	N/A		
Total Route 24 Corridor	245	7	189	187	198	203	198	204	211	198	175	203	183	155	212	174	205	214	194	215	193	226	212	205		
Total Route 3 Corridor	1,159	25	525	754	916	837	641	570	513	891	930	843	863	776	868	970	916	970	1,020	1,059	1,010	934	1,037	969		
Total Route 44 Corridor	520	8	7	0	9	13	15	16	22	21	16	21	12	11	11	24	17	19	15	26	20	16	0	0		
Total All Lots	1,924	40	721	941	1,123	1,053	854	790	746	1,110	1,121	1,067	1,058	942	1,091	1,168	1,138	1,203	1,229	1,300	1,223	1,176	1,249	1,174		

Location	Total Spaces	 Spaces																								
			Apr-05	Nov-05	Apr-06	Oct-06	Apr-07	Oct-07	Apr-08	Oct-08	Apr-09	Oct-09	Apr-10	Oct-10	Apr-11	Oct-11	Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15		
Route 24 Corridor																										
West Bridgewater - Route 24, Exit 16 (Route 106)	185	7	105.0%	104.3%	105.7%	112.1%	115.0%	110.7%	109.3%	105.7%	104.3%	102.1%	101.4%	87.9%	91.4%	75.1%	91.9%	95.1%	89.2%	98.4%	85.9%	98.4%	94.6%	91.4%		
Bridgewater - Route 24, Exit 15 (Route 104)	60	0	70.0%	68.3%	83.3%	76.7%	61.7%	81.7%	96.7%	83.3%	48.3%	100.0%	68.3%	53.3%	71.7%	58.3%	58.3%	63.3%	48.3%	55.0%	56.7%	73.3%	61.7%	60.0%		
Route 3 Corridor																										
Rockland - Route 3, Exit 14 (Route 228)	440	9	75.7%	63.0%	79.8%	70.5%	85.2%	76.6%	69.8%	77.5%	79.3%	66.4%	69.1%	43.9%	74.5%	80.9%	75.7%	81.1%	93.6%	97.7%	87.0%	77.5%	92.5%	87.5%		
Pembroke - Route 3, Exit 12 (Route 139)	62	0	0.0%	0.0%	4.8%	8.1%	9.7%	9.7%	4.8%	9.7%	24.2%	17.7%	8.1%	1.6%	0.0%	8.1%	3.2%	8.1%	6.5%	9.7%	6.5%	1.6%	9.7%	4.8%		
Kingston - Route 3, Exit 10 (Route 3A & 53)	80	0	62.5%	91.3%	101.3%	88.8%	136.3%	101.3%	66.3%	73.8%	83.8%	88.8%	91.3%	58.8%	46.3%	65.0%	57.5%	68.8%	72.5%	70.0%	67.5%	57.5%	57.5%	58.8%		
Plymouth - Route 3, Exit 5 (Long Pond Road)	200	8	71.0%	69.0%	71.0%	61.0%	75.5%	73.0%	75.0%	80.0%	84.5%	92.0%	95.0%	93.5%	96.5%	103.5%	97.5%	99.0%	101.5%	98.0%	92.0%	100.0%	114.0%	95.5%		
Bourne - Route 3, Exit 1B (Route 6) (Sagamore)	377	8	N/A	70.6%	89.9%	87.3%	N/A	N/A	N/A	86.2%	87.5%	75.6%	77.2%	92.3%	82.2%	92.8%	90.2%	94.2%	91.0%	98.4%	102.1%	91.8%	92.8%	91.0%		
Route 44 Corridor																										
Plymouth - Route 44, Commerce Way Exit	520	8	1.3%	0.0%	1.7%	2.5%	2.9%	3.1%	4.2%	4.0%	3.1%	4.0%	2.3%	2.1%	2.1%	4.6%	3.3%	3.7%	2.9%	5.0%	3.8%	3.1%	N/A	N/A		
Total Route 24 Corridor	245	7	94.5%	93.5%	99.0%	101.5%	99.0%	102.0%	105.5%	99.0%	87.5%	101.5%	74.7%	63.3%	86.5%	71.0%	83.7%	87.3%	79.2%	87.8%	78.8%	92.2%	86.5%	83.7%		
Total Route 3 Corridor	1,159	25	67.1%	65.1%	79.0%	72.2%	82.0%	72.9%	65.6%	76.9%	80.2%	72.7%	74.5%	67.0%	74.9%	83.7%	79.0%	83.7%	88.0%	91.4%	87.1%	80.6%	89.5%	83.6%		
Total Route 44 Corridor	520	8	1.3%	0.0%	1.7%	2.5%	2.9%	3.1%	4.2%	4.0%	3.1%	4.0%	2.3%	2.1%	2.1%	4.6%	3.3%	3.7%	2.9%	5.0%	3.8%	3.1%	0.0%	0.0%		
Total All Lots	1,404	32	38.4%	50.1%	59.8%	56.0%	45.4%	42.0%	39.7%	59.1%	59.7%	56.8%	55.0%	49.0%	56.7%	60.7%	59.1%	62.5%	63.9%	67.6%	63.6%	61.1%	64.9%	61.0%		

6.4 Abington MBTA Commuter Rail Station Map



**231 Centre Avenue
Abington, MA 02351**

6.5 Bridgewater MBTA Commuter Rail Station Map



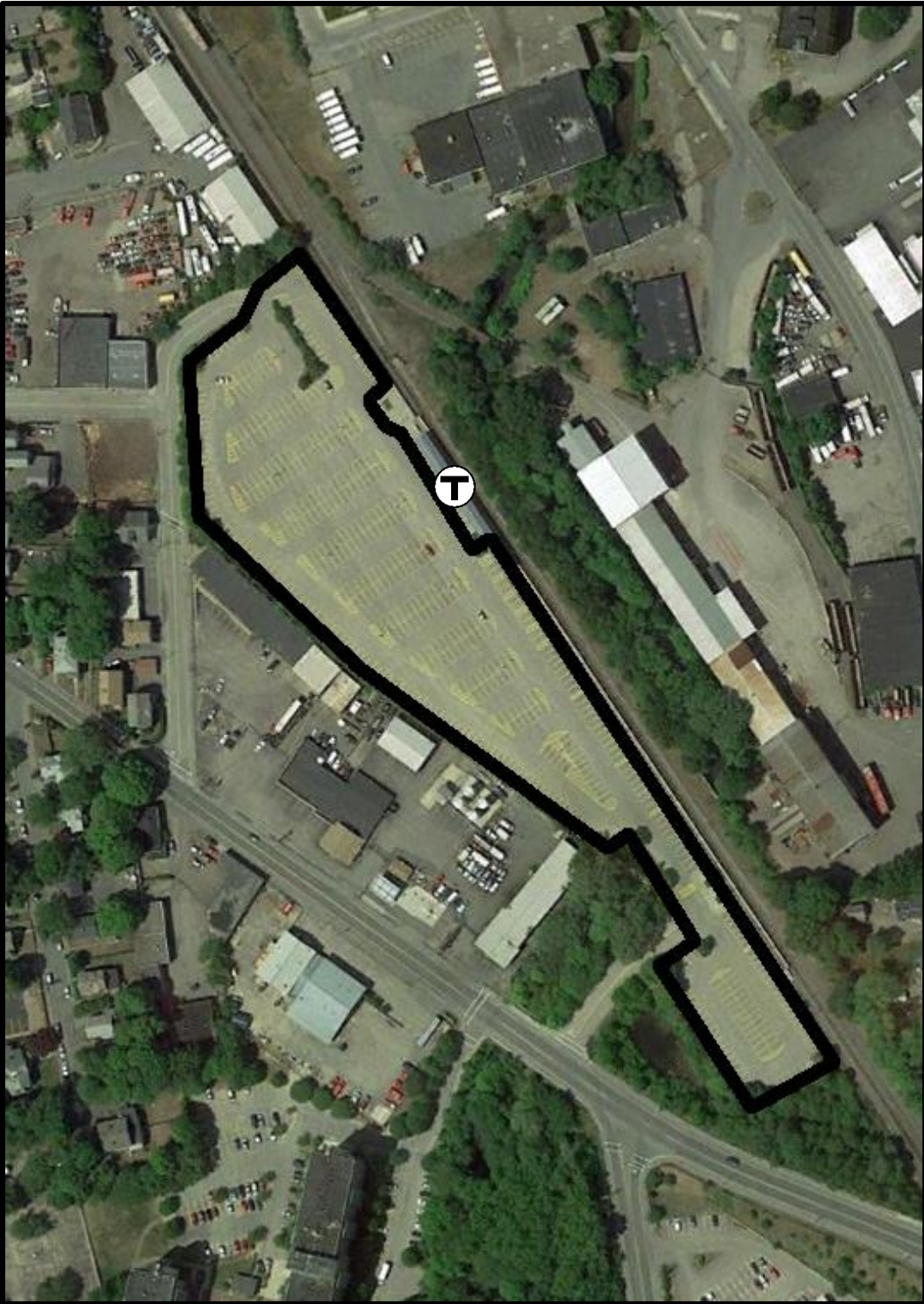
**85 Burrill Avenue
Bridgewater, MA 02324**

6.6 Brockton (BAT Facility) MBTA Commuter Rail Station Map



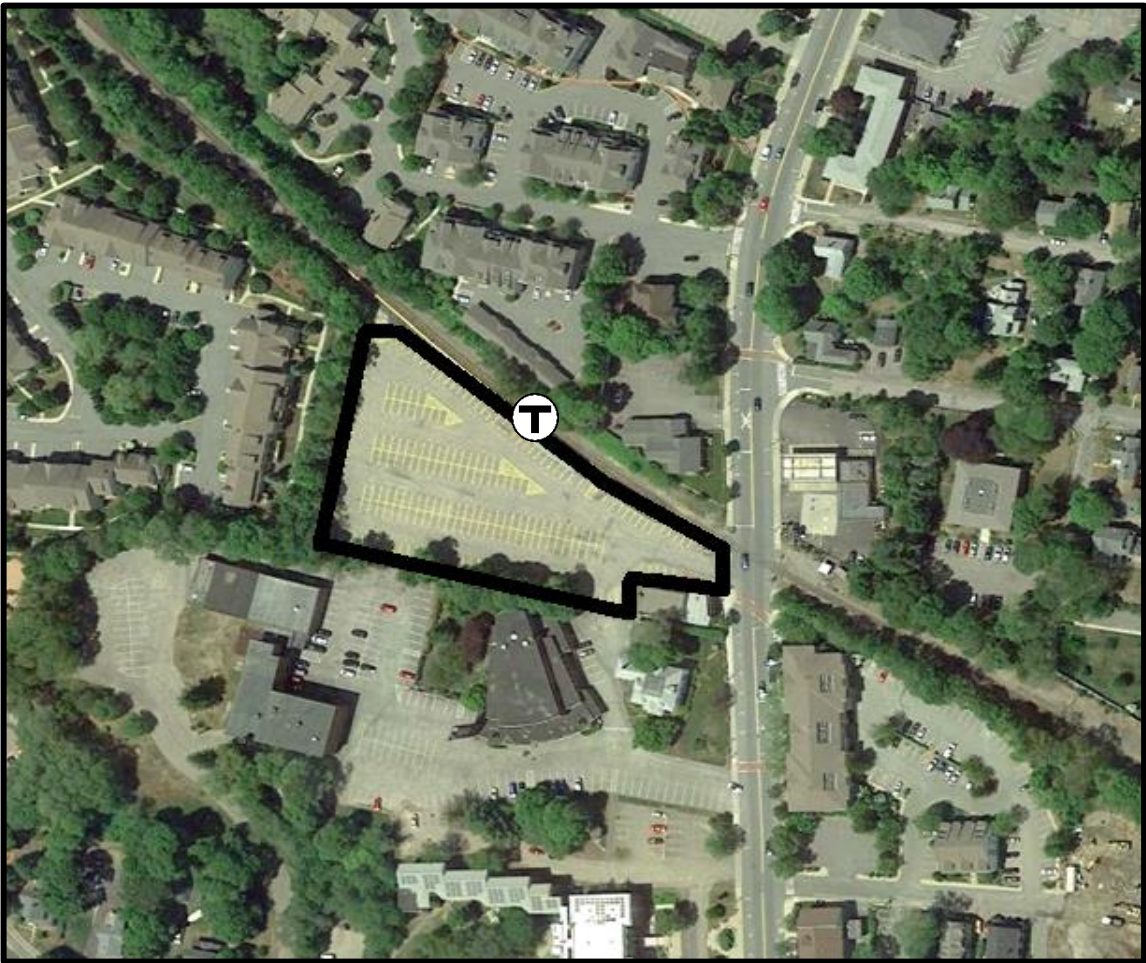
**7 Commercial Street
Brockton, MA 02302**

6.7 Campello MBTA Commuter Rail Station Map



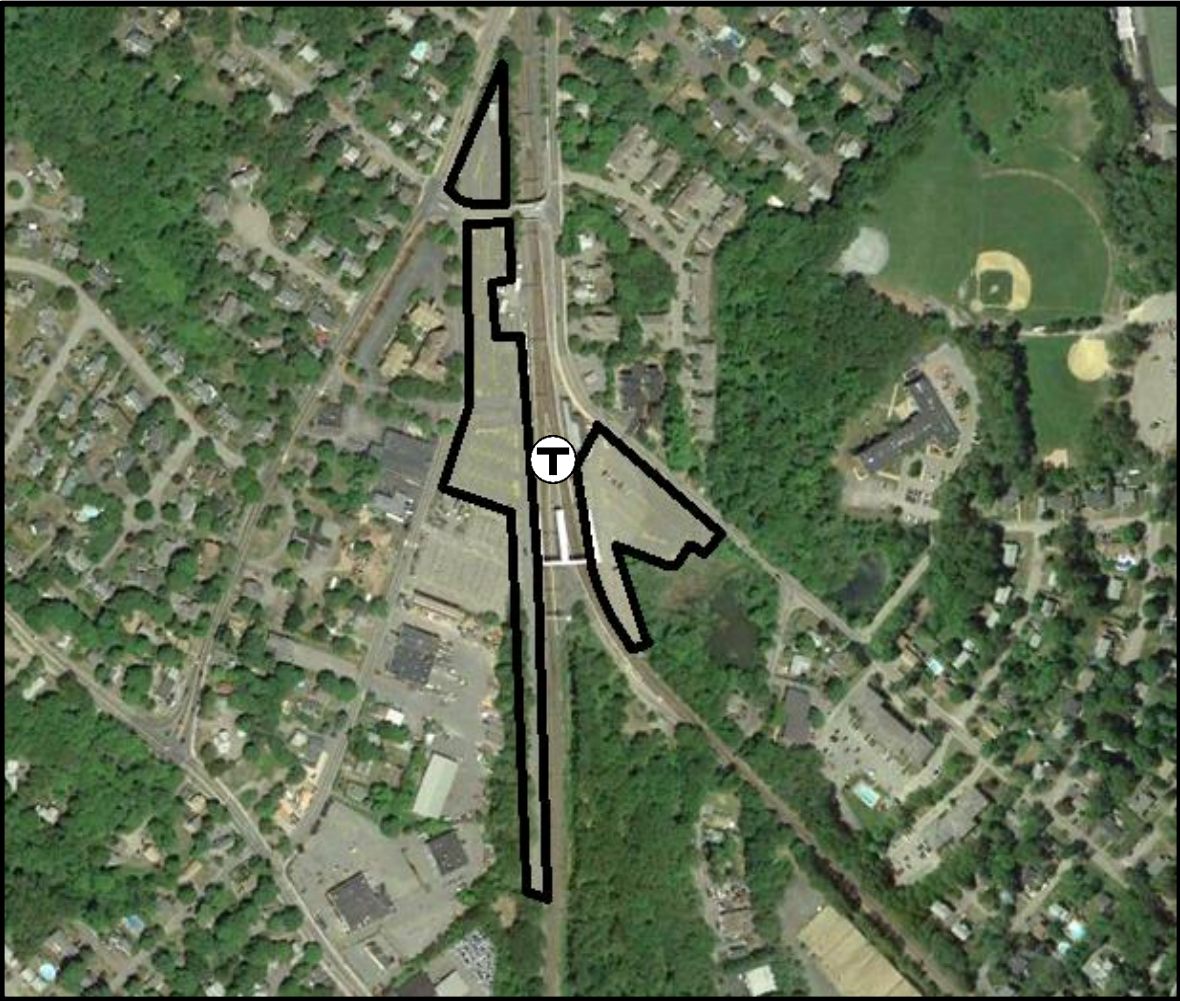
**30 Riverside Avenue
Brockton, MA 02301**

6.8 Canton Center MBTA Commuter Rail Station Map



**710 Washington Street
Canton, MA 02021**

6.9 Canton Junction MBTA Commuter Rail Station Map



**Beaumont Street & Sherman Street
Canton, MA 02021**

6.10 Halifax MBTA Commuter Rail Station Map



**6 Garden Road
Halifax, MA 02338**

6.11 Hanson MBTA Commuter Rail Station Map



**1070 Main Street
Hanson, MA 02341**

6.12 Holbrook/Randolph MBTA Commuter Rail Station Map



**Union Street & Center Street
Randolph, MA 02368**

6.13 Kingston MBTA Commuter Rail Station Map



**194 Marion Drive
Kingston, MA 02364**

6.14 Middleborough/Lakeville MBTA Commuter Rail Station Map



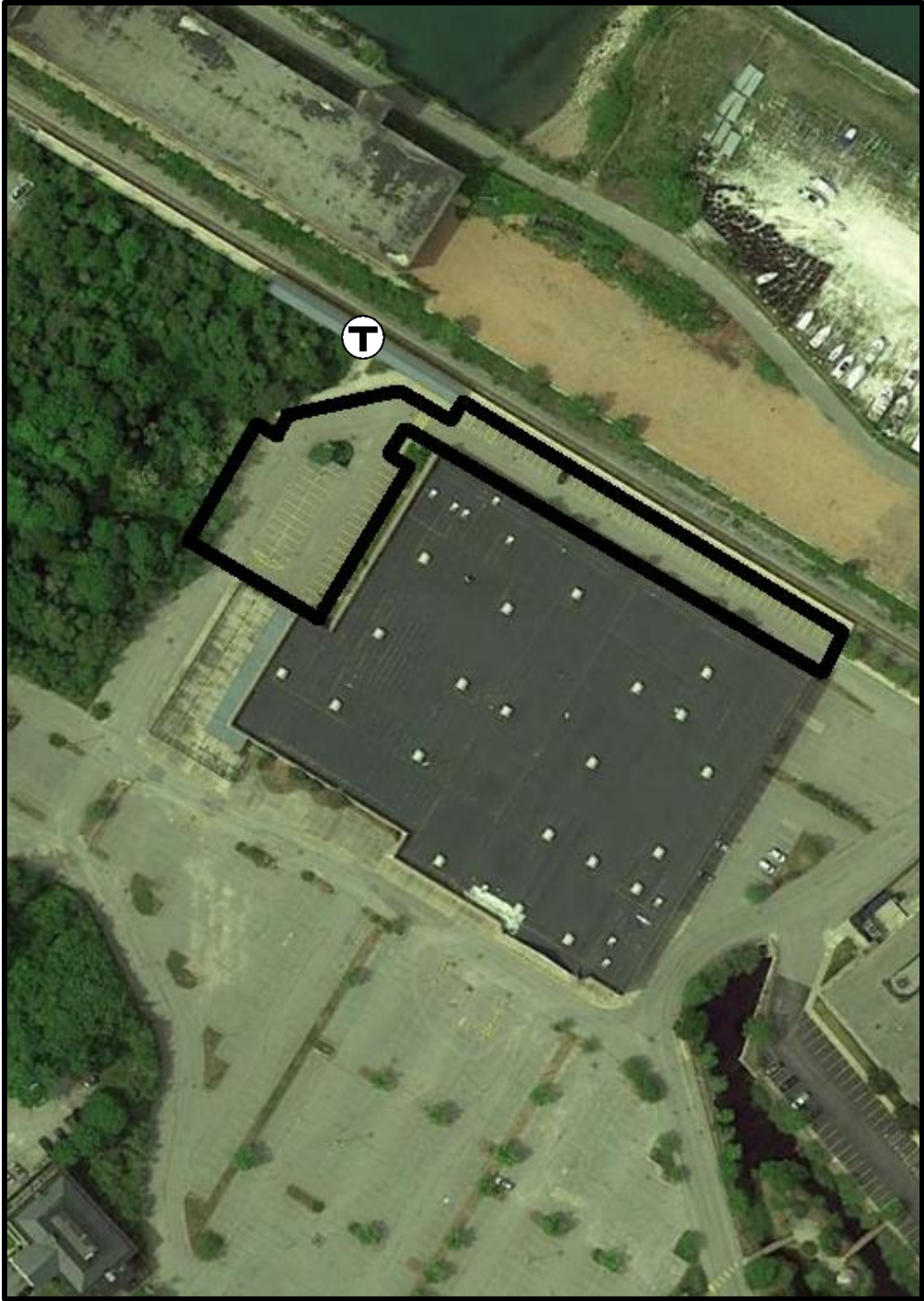
**125 Commercial Drive
Lakeville, MA 02347**

6.15 Montello MBTA Commuter Rail Station Map



**150 Spark Street
Brockton, MA 02302**

6.16 Plymouth MBTA Commuter Rail Station Map



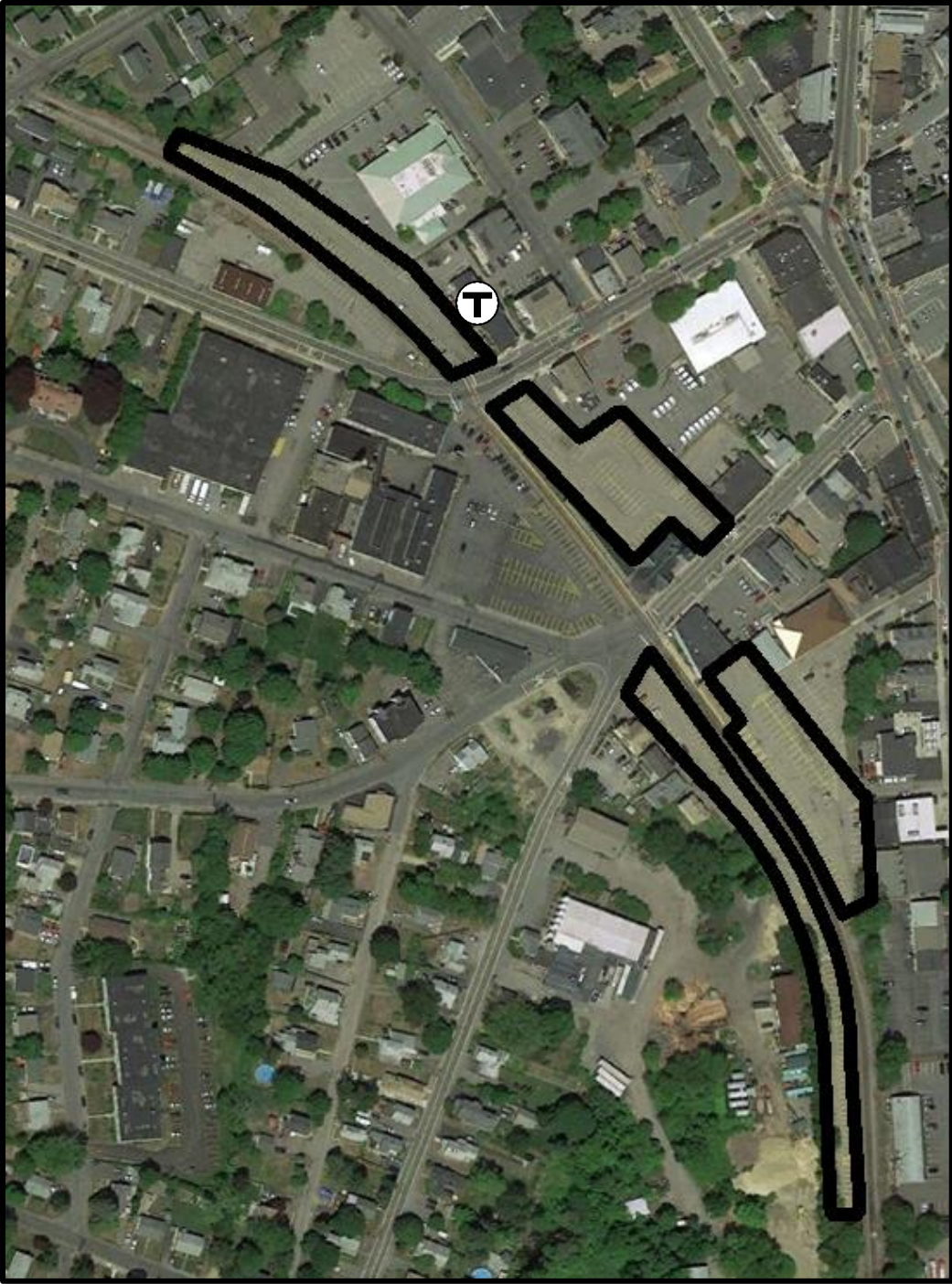
**385 Court Street
Plymouth, MA 02360**

6.17 South Weymouth MBTA Commuter Rail Station Map



**89 Trotter Road
Weymouth, MA 02190**

6.18 Stoughton MBTA Commuter Rail Station Map



**45 Wyman Street
Stoughton, MA 02072**

6.19 Whitman MBTA Commuter Rail Station Map



**383 South Avenue
Whitman, MA 02382**

6.20 Bourne Park & Ride Map



**Route 3, Exit 1B (Route 6)
Bourne, MA 02532**

6.21 Bridgewater Park & Ride Map



**Route 24, Exit 15 (Route 104)
Bridgewater, MA 02324**

6.22 Kingston Park & Ride Map



**Route 3, Exit 10 (Route 3A & 53)
Kingston, MA 02364**

6.23 Pembroke Park & Ride Map



**Route 3, Exit 12 (Route 139)
Pembroke, MA 02359**

6.24 Plymouth Park & Ride Map



**Route 3, Exit 5 (Long Pond Road)
Plymouth, MA 02360**

6.25 Rockland Park & Ride Map



**Route 3, Exit 14 (Route 228)
Rockland, MA 02370**

6.26 West Bridgewater Park & Ride Map



**Route 24, Exit 16 (Route 106)
West Bridgewater, MA 02379**