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# Commuter Origins Study

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## Old Colony Congestion Management Process

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March 2020

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Prepared under Task 2500 (Management Systems & Travel Demand Modeling) of the FFY 2020 Old Colony Unified Planning Work Program – MassDOT Contract 108210

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*Updated December 2019*

*Old Colony Planning Council*

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## Contents

1.0	Introduction .....	1
1.1	Study Purpose .....	1
2.0	Old Colony Congestion Management Process (CMP) .....	1
3.0	Methodology .....	3
3.1	Data Collection Program .....	4
4.0	Data Collection Program Results .....	4
4.1	MBTA Commuter Rail Results .....	5
4.1.1	Abington MBTA Commuter Rail Station .....	7
4.1.2	Bridgewater MBTA Commuter Rail Station .....	9
4.1.3	Brockton (BAT Facility) MBTA Commuter Rail Station .....	11
4.1.4	Campello MBTA Commuter Rail Station .....	13
4.1.5	Canton Center MBTA Commuter Rail Station .....	15
4.1.6	Canton Junction MBTA Commuter Rail Station .....	17
4.1.7	Halifax MBTA Commuter Rail Station .....	19
4.1.8	Hanson MBTA Commuter Rail Station .....	21
4.1.9	Holbrook/Randolph MBTA Commuter Rail Station .....	23
4.1.10	Kingston MBTA Commuter Rail Station .....	25
4.1.11	Middleborough/Lakeville MBTA Commuter Rail Station .....	27
4.1.12	Montello MBTA Commuter Rail Station .....	29
4.1.13	South Weymouth MBTA Commuter Rail Station .....	31
4.1.14	Stoughton MBTA Commuter Rail Station .....	33
4.1.15	Whitman MBTA Commuter Rail Station .....	35
4.2	Park and Ride Results .....	36
4.2.1	Bourne Park and Ride .....	38
4.2.2	Bridgewater Park and Ride .....	40
4.2.3	Kingston Park and Ride .....	42
4.2.5	Plymouth Park and Ride .....	44
4.2.6	Rockland Park and Ride .....	46
4.2.7	West Bridgewater Park and Ride .....	48
5.0	Conclusions .....	49
6.0	Appendix .....	51
6.1	Overall Map of CMP Locations .....	52

6.2	2009-2019 MBTA Commuter Rail Parking Lot Utilization Table .....	53
6.3	2009-2019 MassDOT Park & Ride Parking Lot Utilization Table .....	54
6.4	Abington MBTA Commuter Rail Station Community Data .....	55
6.5	Bridgewater MBTA Commuter Rail Station Community Data .....	56
6.6	Brockton (BAT Facility) MBTA Commuter Rail Station Community Data.....	57
6.7	Campello MBTA Commuter Rail Station Community Data .....	58
6.8	Canton Center MBTA Commuter Rail Station Community Data.....	59
6.9	Canton Junction MBTA Commuter Rail Station Community Data .....	60
6.10	Halifax MBTA Commuter Rail Station Community Data .....	61
6.11	Hanson MBTA Commuter Rail Station Community Data .....	62
6.12	Holbrook/Randolph MBTA Commuter Rail Station Community Data .....	63
6.13	Kingston MBTA Commuter Rail Station Community Data .....	64
6.14	Middleborough/Lakeville MBTA Commuter Rail Station Community Data.....	65
6.15	Montello MBTA Commuter Rail Station Community Data .....	66
6.16	South Weymouth MBTA Commuter Rail Station Community Data.....	67
6.17	Stoughton MBTA Commuter Rail Station Community Data .....	68
6.18	Whitman MBTA Commuter Rail Station Community Data .....	69
6.19	Bourne Park & Ride Community Data .....	70
6.20	Bridgewater Park & Ride Community Data.....	71
6.21	Kingston Park & Ride Community Data.....	72
6.22	Plymouth Park & Ride Community Data .....	73
6.23	Rockland Park & Ride Community Data .....	74
6.24	West Bridgewater Park & Ride Community Data.....	75

## 1.0 Introduction

The Old Colony Congestion Management Process (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 6,000 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”.<sup>1</sup> 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 mitigation strategies; propose alternative strategies that best address the causes and impacts of congestion; and

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<sup>1</sup> Federal Highway Administration. *Congestion Management Process: A Guidebook*.

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.<sup>2</sup>

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.

### **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*

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<sup>2</sup> MBTA.com. *The New MBTA*.



Figure 2.1: MBTA Commuter Rail Locomotive

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 four (4) Park & Ride Facilities located on the Route 3 Corridor, which include the following:

- Rockland – Route 3, Exit 14 (Route 228)
- 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 early 2019, the Pembroke Route 139 Park & Ride Lot was removed from the Old Colony CMP as that lot was sold to the Lowe’s Home Improvement store located to the north of the lot; 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.

The Old Colony Planning Council was assisted by the MBTA during the April 2019 data collection. Since 2015, commuter rail passengers that park their vehicles at MBTA parking lots have been using an app to pay for their daily parking, the “PayByPhone” app. Passengers who use this app register their vehicle with their name, vehicle make and model, license plate number, and a payment method. Since license plates are collected on a daily basis, the MBTA provided the characters of every license plate collected at the locations and on the dates randomly chosen by OCPC.

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 6,000 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 69% of the license plates recorded at the Commuter Rail Stations originated within the community and the bordering communities of the station. Thirty four 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 Communities” 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.

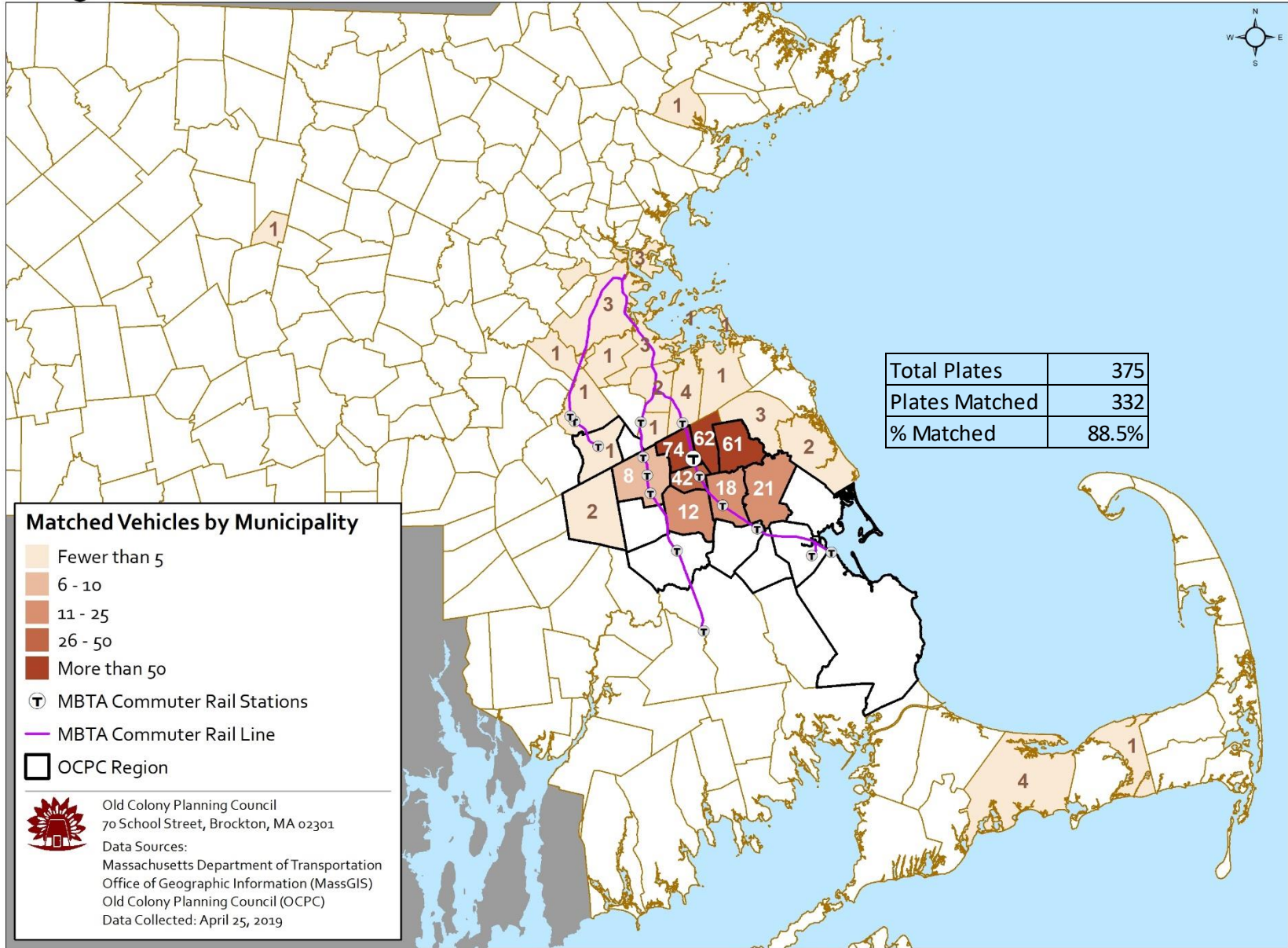
Multiple commuter rail stations have nearby business with private parking lots near the station that offer commuter rail passenger’s monthly rates for commuters at lower rates than the station’s parking lot. This may impact the utilization rates at those stations as the Old Colony CMP only has jurisdiction 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 2019 Old Colony Commuter Origins Study are illustrated as follows:

- 6,079 License Plates Recorded
  - MBTA Commuter Rail Stations and the BAT Facility (4,871 plates)
    - 4,338 matched (89.1% matched)

# Abington Commuter Rail Station





## 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 404 parking spaces, including 9 handicapped spaces and 12 bicycle spaces.<sup>3</sup>

### Origins Analysis

Out of the 375 license plates collected at the Abington station, 332 of them were matched. According to the data, 58% (191) of the commuters that parked at this station reside in Abington and the bordering communities and 22% (74) of the commuters reside in Abington. Most of the commuters who parked at this station were from the Towns of Abington, Rockland, and Hanover. A large percentage of commuters were from other communities in the OCPC region that were within driving distance of this station.

### Observations

Most 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 and a cheaper fare. 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. Many 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 number of vehicles that parked at this station has increased the last three times data collection has taken place; 2019 was the only year that this station was congested (having above an 85% utilization percentage). Table 2 displays the top five communities from which commuters originated; Abington, Hanover, and Rockland consistently remained in the top three in the three recent data collection years. Whitman was the fourth most frequent user community for all three years, and Hanson, East Bridgewater and Pembroke were next in line.

Table 1 – Trend Data

	2011	2015	2019
<b>Parked</b>	230	325	375
<b>Spaces</b>	405	405	404
<b>Utilized</b>	56.8%	80.2%	92.8%

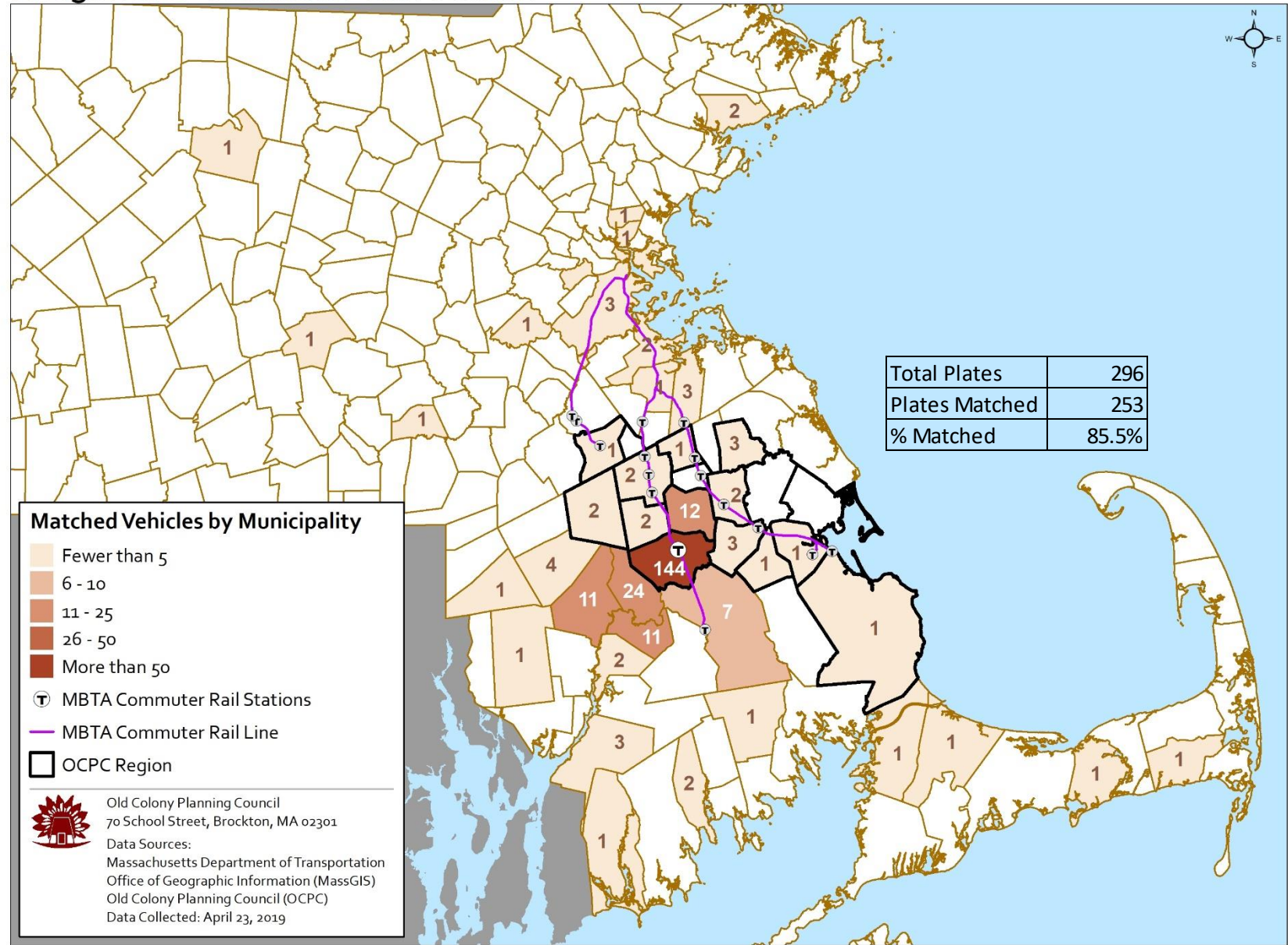
Table 2 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Abington</b>	<b>54</b>	<b>Abington</b>	<b>58</b>	<b>Abington</b>	<b>74</b>
Rockland	42	<b>Hanover</b>	<b>54</b>	Rockland	62
<b>Hanover</b>	<b>35</b>	Rockland	53	<b>Hanover</b>	<b>61</b>
<b>Whitman</b>	<b>30</b>	<b>Whitman</b>	<b>26</b>	<b>Whitman</b>	<b>42</b>
<b>Hanson</b>	<b>12</b>	<b>E. Bridge.</b>	<b>11</b>	<b>Pembroke</b>	<b>21</b>

(Communities in OCPC region are bolded)

<sup>3</sup> MBTA and Field Observations by OCPC

# Bridgewater Commuter Rail Station



## 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 499 parking spots with 10 spaces being handicapped accessible, as well as 28 bicycle spaces.<sup>4</sup>

### Origins Analysis

The Bridgewater station had 296 passengers park at the station on our collection day, 253 of those cars were matched. According to the collected data, 77% (194) of the commuters that parked at this station resided in Bridgewater and its surrounding communities with 57% (144) of the commuters residing in Bridgewater. Most of the commuters that parked at this station were from the Town of Bridgewater, with the next highest amounts being from the communities of Raynham, East Bridgewater, and Taunton. Many of the commuters that live outside of the OCPC region probably live along one of the state numbered routes that leads to the station.

### Observations

The commuters who parked at this station from East Bridgewater, Easton, Raynham, and West Bridgewater most likely chose to take the train from this station due to proximity. There were also commuters that originated from the communities of Halifax, Middleborough, and Taunton. Like 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 is potentially closer than the station in both of those communities.

### Trend Analysis

Table 3 displays the trend data for the Bridgewater station, which shows an increase from 2011 to 2015, followed by a decrease in vehicles from 2015 to 2019. The reasoning is possibly due to commuters traveling to the Campello station since it is a cheaper fare or possibly commuters carpooling to ride the train. The Town of Bridgewater had the most commuters for the last three data collections, and the communities of East Bridgewater, Middleborough, Raynham, and Taunton being the other four of the top five.

Table 3 – Trend Data

	2011	2015	2019
<b>Parked</b>	246	314	296
<b>Spaces</b>	504	504	499
<b>Utilized</b>	48.8%	62.3%	59.3%

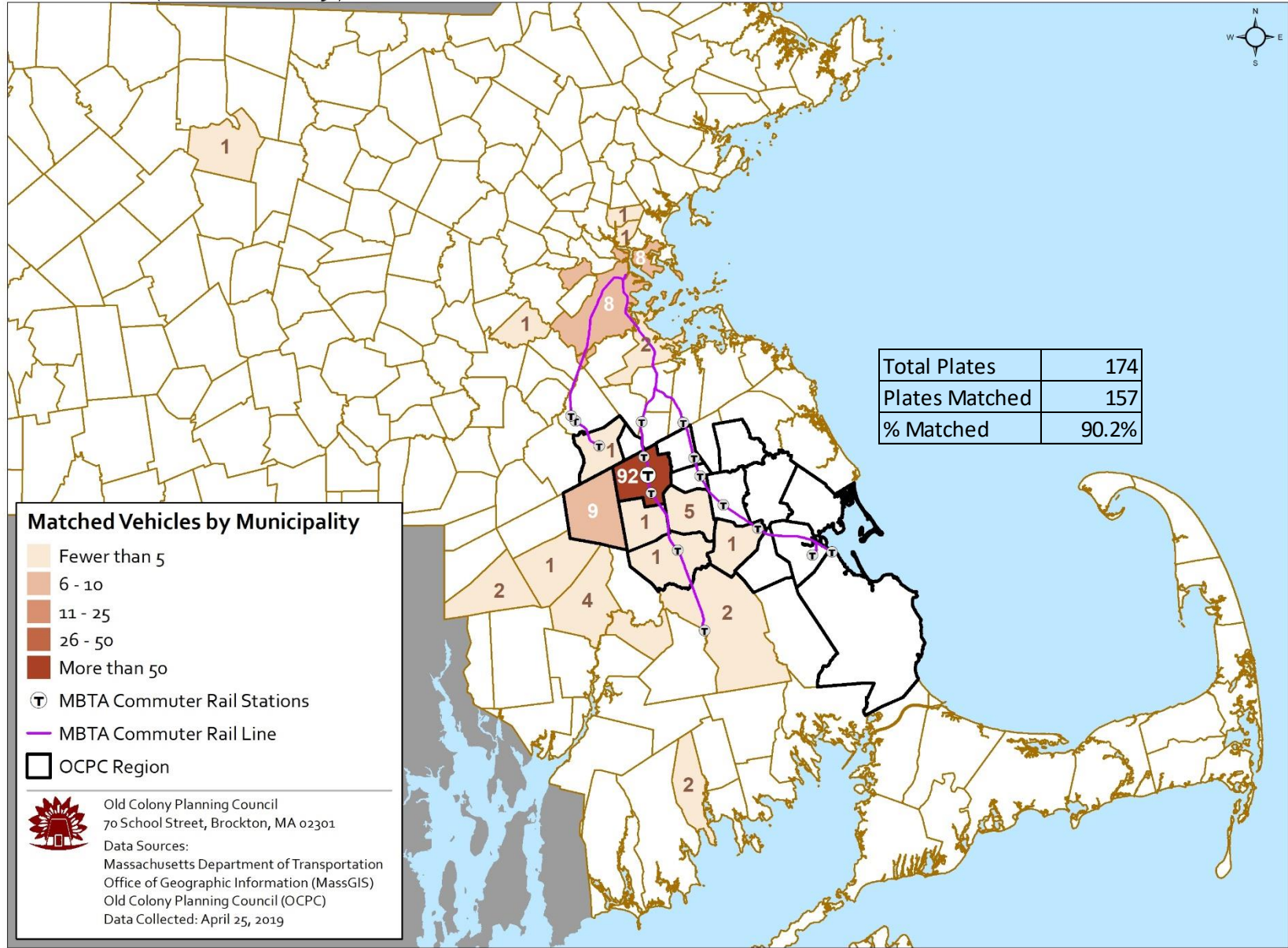
Table 4 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Bridgewater</b>	<b>107</b>	<b>Bridgewater</b>	<b>130</b>	<b>Bridgewater</b>	<b>144</b>
Middleboro	18	Raynham	25	Raynham	24
Raynham	18	<b>E. Bridge.</b>	<b>13</b>	<b>E. Bridge.</b>	<b>12</b>
<b>E. Bridge.</b>	<b>9</b>	Middleboro	11	Taunton	11
Taunton	9	Taunton	9	Middleboro	7

(Communities in OCPC region are bolded)

<sup>4</sup> MBTA and Field Observations by OCPC

# Brockton (BAT Facility) Commuter Rail Station



### 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) Centre Parking Garage, which is located on the other side of Commercial Street. The MBTA station has an island platform and services two tracks. The BAT Centre Parking Garage offers 323 parking spots, 11 handicapped spaces, and 32 bike spaces.<sup>5</sup> It should be noted that the parking capacity increased from 267 to 323 in 2016, resulting in different utilization percentages.

#### Origins Analysis

One hundred fifty-seven (157) of the license plates at this station were matched out of the 174 license plates collected. According to the data, 69% (108) of the commuters that parked at this station lived in Brockton and its bordering communities with 59% (92) of the commuters living in Brockton. Over half of the commuters that parked at this station were solely from the City of Brockton. The remainder of the commuters resided in communities that border Brockton as well as other communities outside of the OCPC region, including East Bridgewater, Easton, and Taunton. There were also commuters from other communities 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 communities of Bridgewater, East Bridgewater, West Bridgewater, and Whitman most likely chose this station due to accessibility and potentially a cheaper fare for those from Bridgewater and Whitman.

#### Trend Analysis

Brockton’s trend was different from the previous two stations. There was a decrease in vehicles from 2011 to 2015 and an increase from 2015 to 2019. It is possible that more local residents have acquired jobs in Boston, and this prompted higher usage since 2015. Like the Bridgewater station, Brockton’s highest number of commuters resided in the station’s municipality. There were only two other communities that were present all three collection dates (East Bridgewater and Easton) with other communities circulating in and out of the list such as Boston and Bridgewater.

Table 5 – Trend Data

	2011	2015	2019
<b>Parked</b>	203	155	174
<b>Spaces</b>	267	267	323
<b>Utilized</b>	76.0%	58.1%	55.1%

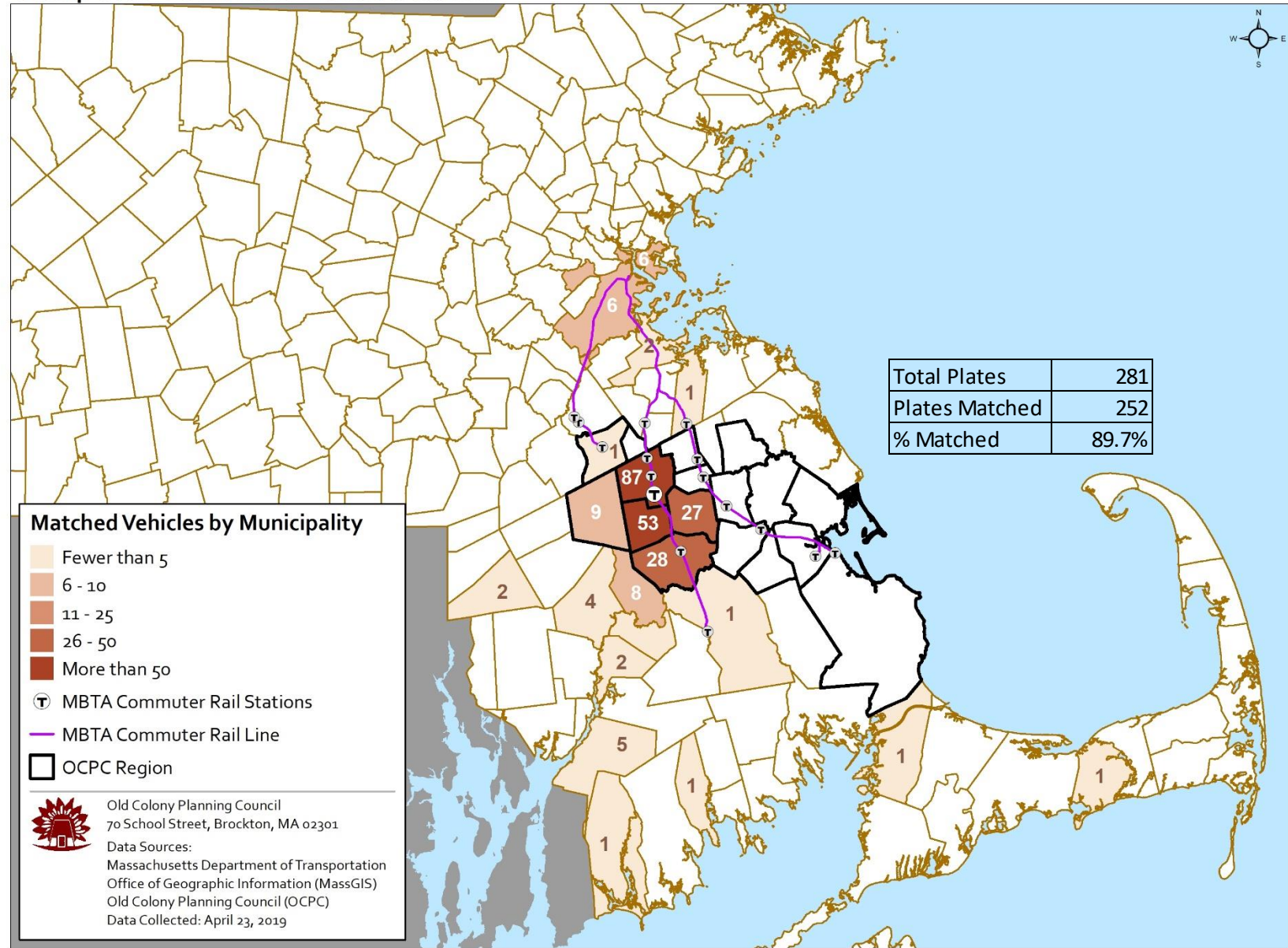
Table 6 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Brockton</b>	<b>128</b>	<b>Brockton</b>	<b>97</b>	<b>Brockton</b>	<b>92</b>
<b>E. Bridge.</b>	<b>9</b>	<b>E. Bridge.</b>	<b>6</b>	<b>Easton</b>	<b>9</b>
<b>Easton</b>	<b>9</b>	<b>Easton</b>	<b>5</b>	Boston	8
Raynham	6	Boston	3	<b>E. Bridge.</b>	<b>5</b>
<b>Bridgewater</b>	<b>5</b>	<b>Bridgewater</b>	<b>3</b>	Taunton	4

(Communities in OCPC region are bolded)

<sup>5</sup> MBTA and Field Observations by OCPC

# Campello Commuter Rail Station



#### 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 552 parking spaces, with 11 handicapped spaces, and 12 bicycle spaces.<sup>6</sup>

##### Origins Analysis

During the count, there were 281 license plate numbers collected at the Campello station and 252 of them were matched. According to the collected data, 70% (177) of the commuters that parked at this station live in Brockton and its bordering communities, with 35% (87) 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, and East Bridgewater, as well as other communities from both inside and outside the OCPC region.

##### Observations

It is unlikely that the vehicles registered in communities as far south as Fall River and Swansea and as far north as Boston and Weymouth 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 community 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 Abington station, experiencing an increase each year. As previously mentioned, the decrease in utilization at the Bridgewater station could be the result of a potential increased utilization at this station (which did happen). As with the Brockton station, Brockton residents made up the largest number 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 Communities**

Community	2011	Community	2015	Community	2019
<b>Brockton</b>	<b>42</b>	<b>Brockton</b>	<b>57</b>	<b>Brockton</b>	<b>87</b>
<b>W. Bridge.</b>	<b>27</b>	<b>W. Bridge.</b>	<b>37</b>	<b>W. Bridge.</b>	<b>53</b>
<b>E. Bridge.</b>	<b>17</b>	<b>Bridgewater</b>	<b>16</b>	<b>Bridgewater</b>	<b>28</b>
<b>Bridgewater</b>	<b>12</b>	<b>E. Bridge.</b>	<b>11</b>	<b>E. Bridge.</b>	<b>27</b>
Raynham	3	<b>Easton</b>	<b>5</b>	<b>Easton</b>	<b>9</b>

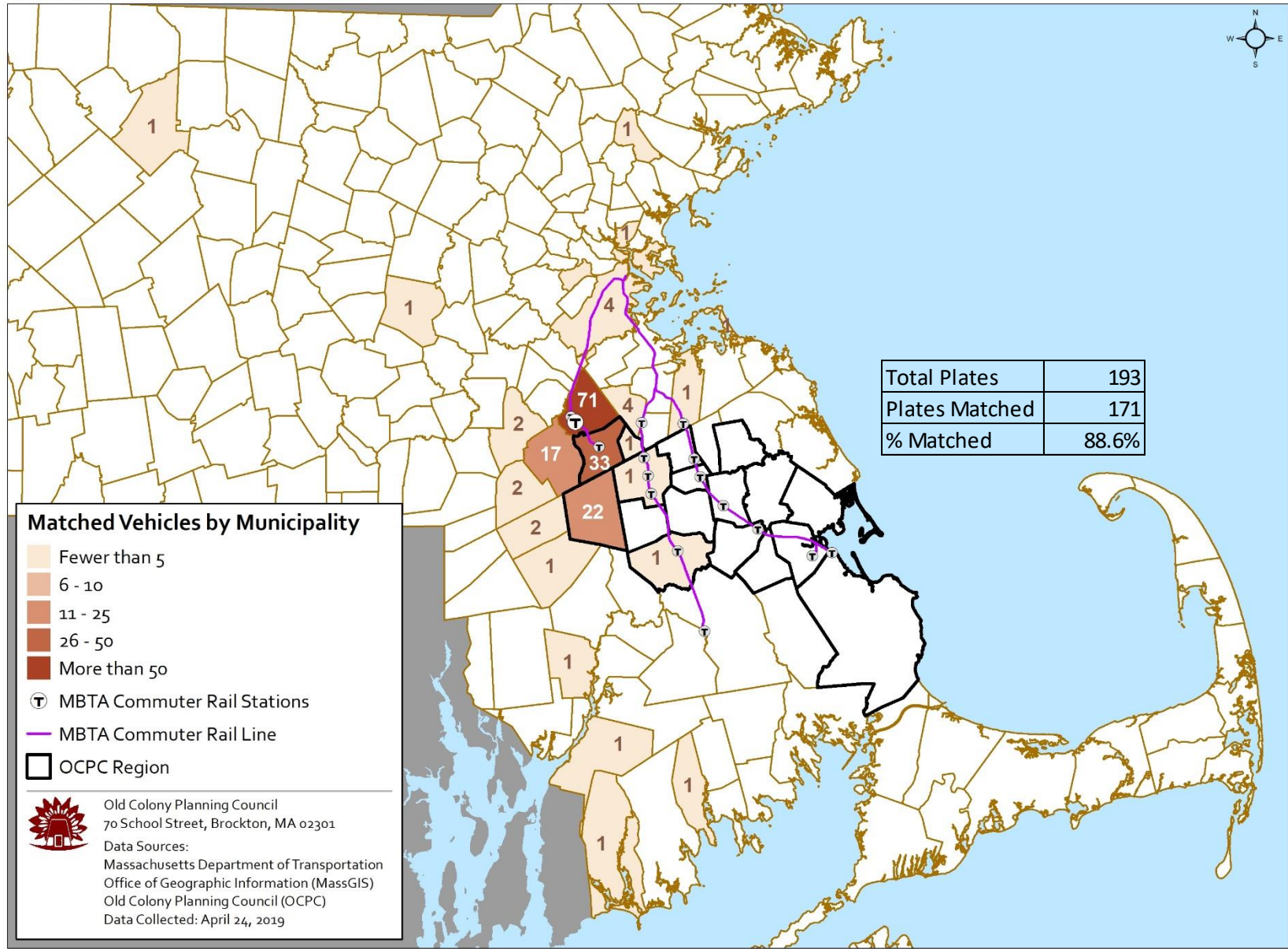
(Communities in OCPC region are bolded)

**Table 7 – Trend Data**

	2011	2015	2019
<b>Parked</b>	120	183	281
<b>Spaces</b>	535	535	552
<b>Utilized</b>	22.4%	34.2%	50.9%

<sup>6</sup> MBTA and Field Observations by OCPC

# Canton Center Commuter Rail Station





## 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, which includes four handicapped spaces, and 13 bike spaces.<sup>7</sup>

### Origins Analysis

There were 193 license plate numbers recorded at this station during the count, 171 of those plates were matched. Seventy three percent (125) of the commuters that used this station to park live in Canton and its border communities and 42% (71) of the commuters solely live in the Town of Canton. Most 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

Many 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 762 and more frequent trains as well. There were only five communities in the OCPC region from which commuters parked (Avon, Bridgewater, Brockton, Easton, and Stoughton), but there were 17 other communities aside from those five and Canton from which commuters drove. It is unclear why the commuters from Boston, Framingham, New Bedford, and Westport parked here, but Canton could be where their destination that day was located. Another possible explanation could be they moved and have not changed their registration.

### Trend Analysis

Just like every station so far, the most commuters resided in the community of the station being analyzed. Like the Abington and Campello stations, this station saw an increase during each of the three data collections. The only year that this station reached the 85% threshold to be considered congested was 2019. The first four of the top five communities were the same for both collection dates, with the fifth community being Franklin in 2011, Avon in 2015, and Boston in 2019.

**Table 9 – Trend Data**

	2011	2015	2019
<b>Parked</b>	138	181	193
<b>Spaces</b>	215	215	215
<b>Utilized</b>	64.2%	84.2%	89.8%

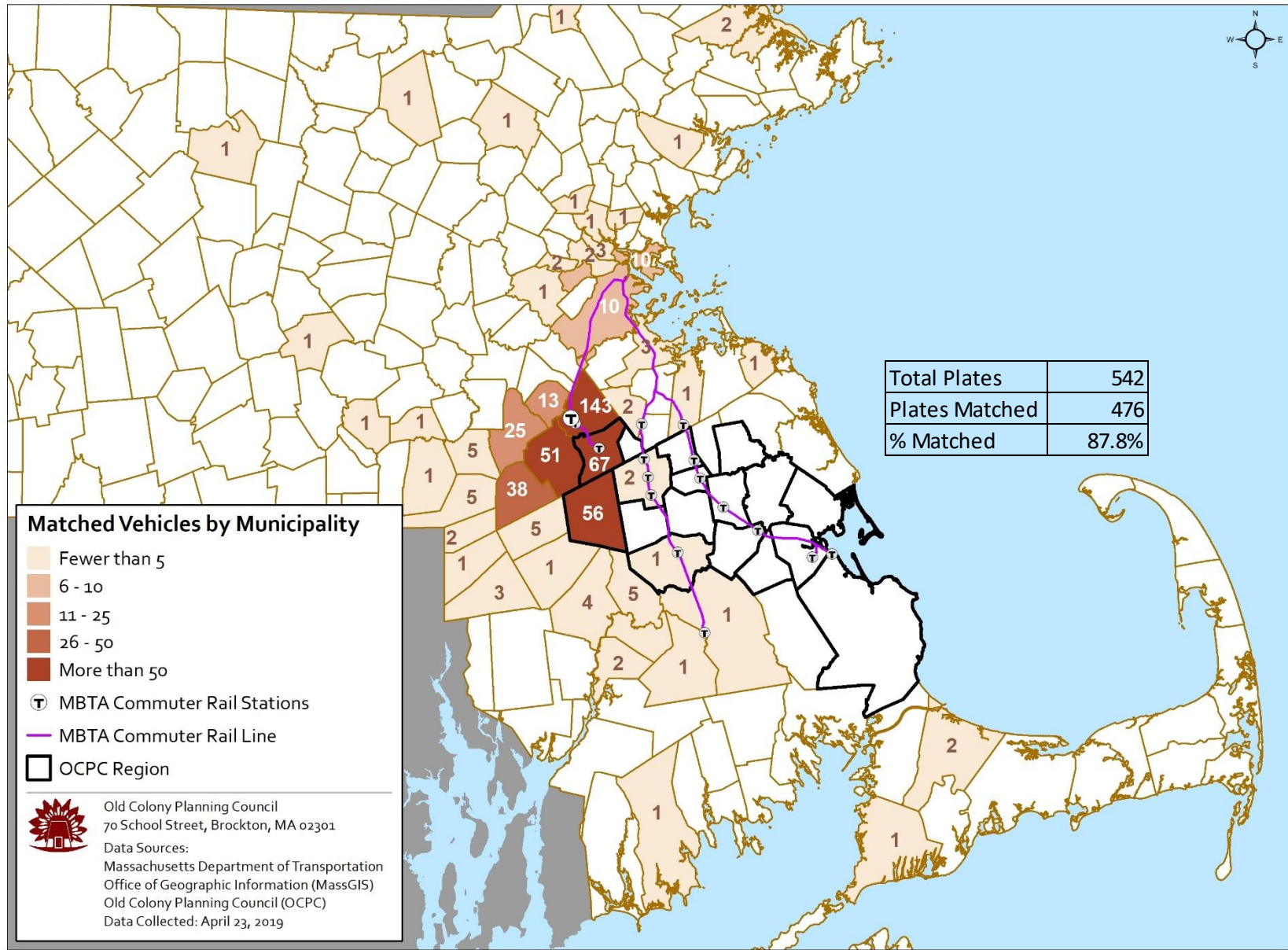
**Table 10 – Top 5 Communities**

Community	2011	Community	2015	Community	2019
Canton	40	Canton	61	Canton	71
<b>Stoughton</b>	<b>29</b>	<b>Stoughton</b>	<b>45</b>	<b>Stoughton</b>	<b>33</b>
Sharon	15	Sharon	21	<b>Easton</b>	<b>22</b>
<b>Easton</b>	<b>9</b>	<b>Easton</b>	<b>10</b>	Sharon	17
Franklin	1	<b>Avon</b>	<b>2</b>	Boston	4

(Communities in OCPC region are bolded)

<sup>7</sup> MBTA and Field Observations by OCPC

# Canton Junction Commuter Rail Station



## 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 goes to Wickford Junction in Rhode Island, the other to Stoughton, Massachusetts. The station has two side platforms and one island platform dividing the two branches (Northeast Corridor and Stoughton Branch), each with two tracks. There are 762 parking spaces at Canton Junction, including 11 handicapped parking spaces and 48 bicycle spaces.<sup>8</sup>

### Origins Analysis

According to the data collected at this station, there were 542 cars parked on the collection date and 476 of those cars were matched. Of those cars, 30% (143) lived in the Town of Canton and 60% (286) resided in Canton and the communities that border Canton. Most of the commuters who parked at this station were from the Towns of Canton, Easton, Sharon and Stoughton. There were also commuters from many communities outside of the OCPC region. There were commuters from only four OCPC communities that traveled to this station, including Bridgewater, Brockton, Easton, and Stoughton.

### Observations

Canton Junction is one of the largest train stations in the region and has many trains going through and stopping at the station frequently. 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. Some commuters originated from communities such as Dartmouth, Falmouth, and Sandwich.

### Trend Analysis

As with Bridgewater, this station saw an increase in utilization from the 2011 to 2015, followed by a decrease from 2015 to 2019. The station was above 85% utilized in 2015, which means that it was congested. Like Canton Center, Canton residents make up the most commuters of any community. The next top four communities were the same for all three collection dates, with only two of the communities in the OCPC region.

Table 11 – Trend Data

	2011	2015	2019
<b>Parked</b>	507	685	542
<b>Spaces</b>	764	764	762
<b>Utilized</b>	66.4%	89.7%	71.1%

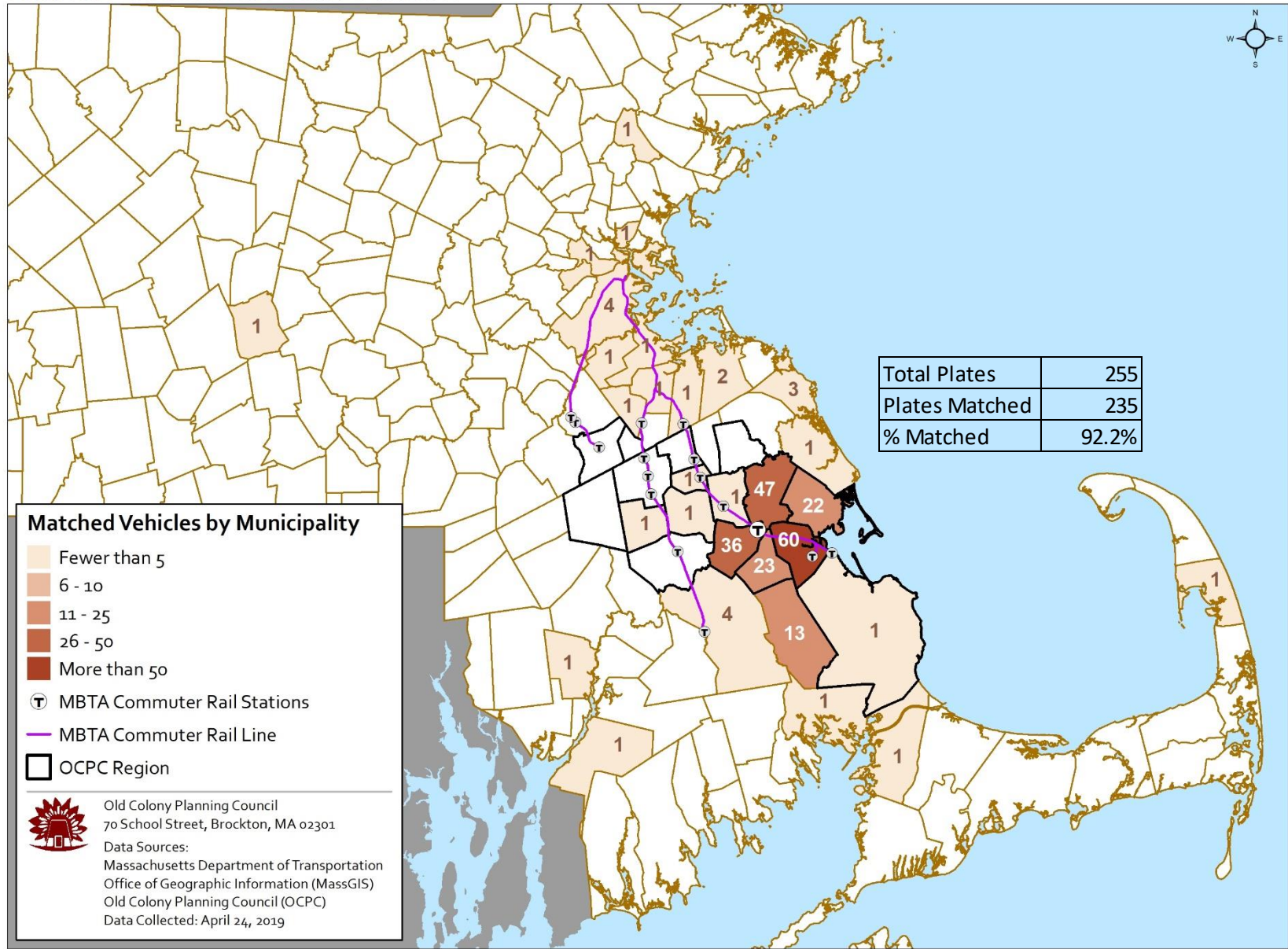
Table 12 – Top 5 Communities

Community	2011	2015	2019
Canton	75	139	143
<b>Stoughton</b>	<b>63</b>	<b>78</b>	<b>67</b>
<b>Easton</b>	<b>40</b>	<b>66</b>	<b>56</b>
Sharon	24	50	51
Foxborough	20	32	38

(Communities in OCPC region are bolded)

<sup>8</sup> MBTA and Field Observations by OCPC

# Halifax Commuter Rail Station



## 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 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 412 parking spots, with 10 of those spaces being handicapped spaces, and 19 bicycle spaces.<sup>9</sup>

### Origins Analysis

At this station, there were 255 license plates collected and 235 were matched with a community. According to the data, 48% (112) of the commuters originated from the Town of Halifax and the bordering communities and 15% (36) of the commuters resided in Halifax. Most of the commuters originated from communities close to the station with the remaining commuters coming from communities within driving range, such as Carver and Middleborough, and communities further away, such as Bourne and Fall River. Eighty two percent (192) of the matched license plates came from communities 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 does. As with the commuters from Carver and Middleborough, it is unclear why they did not drive to the Bridgewater station, which has a cheaper fare than the Halifax station.

### Trend Analysis

The Halifax station experienced a similar trend to the Brockton (BAT Facility) station – a decline in utilization from 2011 to 2015 followed by an increase from 2015 to 2019. A possible explanation for this is more people using this station instead of 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 number 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

	2011	2015	2019
<b>Parked</b>	175	153	255
<b>Spaces</b>	402	402	412
<b>Utilized</b>	43.5%	38.1%	61.9%

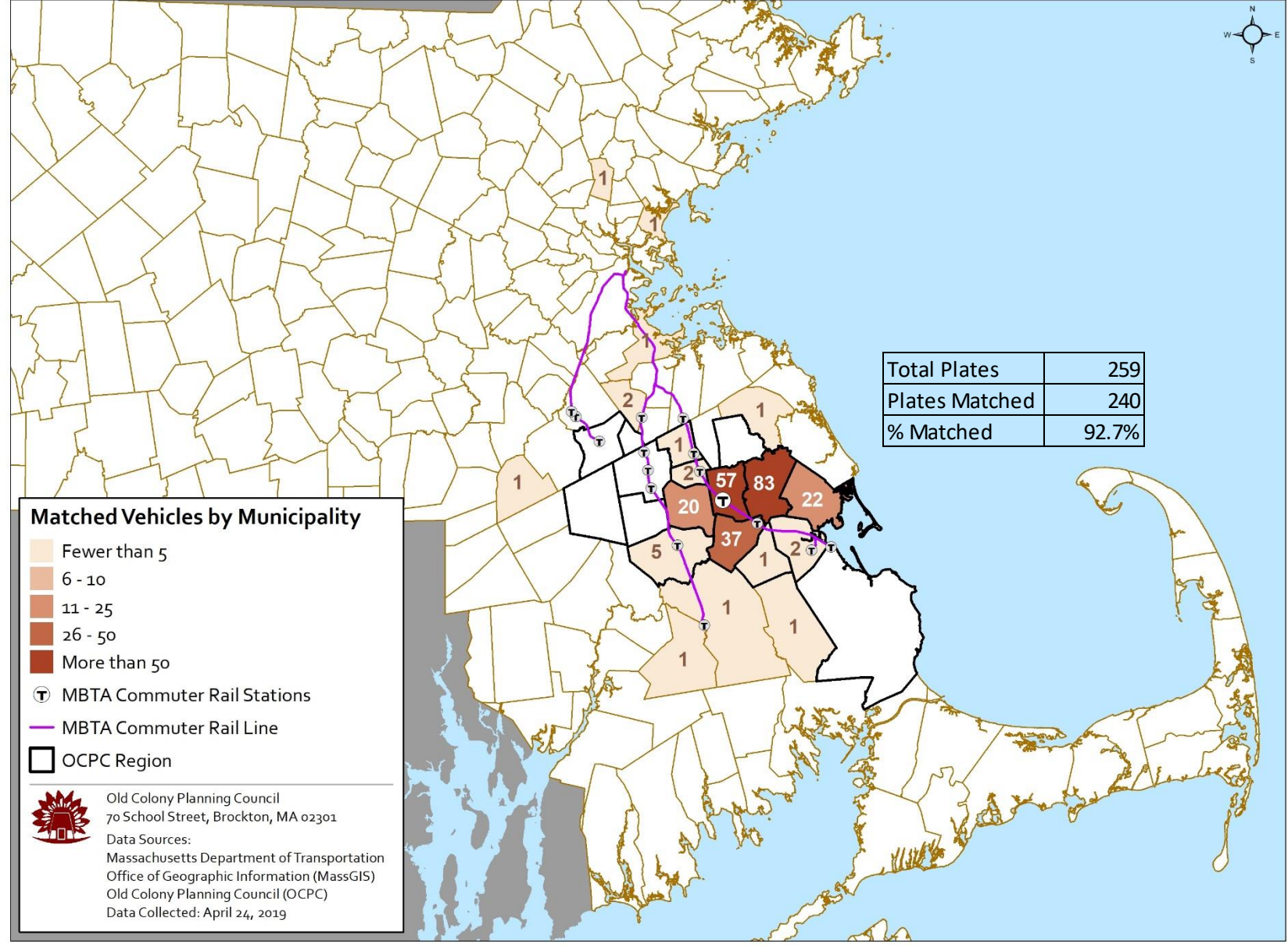
Table 14 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Kingston</b>	<b>34</b>	<b>Kingston</b>	<b>35</b>	<b>Kingston</b>	<b>60</b>
<b>Halifax</b>	<b>33</b>	<b>Pembroke</b>	<b>20</b>	<b>Pembroke</b>	<b>47</b>
<b>Pembroke</b>	<b>30</b>	<b>Halifax</b>	<b>17</b>	<b>Halifax</b>	<b>36</b>
Carver	19	<b>Duxbury</b>	<b>13</b>	<b>Plympton</b>	<b>23</b>
<b>Duxbury</b>	<b>16</b>	<b>Plympton</b>	<b>11</b>	<b>Duxbury</b>	<b>22</b>

(Communities in OCPC region are bolded)

<sup>9</sup> MBTA and Field Observations by OCPC

# Hanson Commuter Rail Station



## 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 428 parking spots, eight of which are handicapped spots and 14 bike spaces.<sup>10</sup>

### Origins Analysis

Out of the 259 license plates collected at the Hanson station, 240 of them were matched. According to the collected data, 83% (199) lived in Hanson and the surrounding communities and 24% (57) resided in the Town of Hanson. Most of the commuters who parked at this station were from the Towns of Halifax, Hanson, and Pembroke. Two-hundred thirty of the matched commuters (96%) are from the OCPC region. There are several unexplained plates originating from the north, east, south and west.

### Observations

Only 10 of the matched commuters were from communities outside of the OCPC region (4%). It is uncertain as to why the commuters from Bridgewater, Carver, Lakeville, and Middleborough chose this station over the Bridgewater station since it has the same fare. Perhaps the schedule with station better aligns with their schedule over the Bridgewater station. It is also unclear as to why there were cars matched to the communities of Revere and Stoneham. 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 a repeated trend of an incline followed by a decline in ridership between the collection dates. Since this station experienced a decrease in utilization, it is possible that more commuters used the Halifax station over this station. Pembroke had the most commuters all three collection dates, with over double the number of commuters from Hanson in 2019, 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

	2011	2015	2019
<b>Parked</b>	210	306	259
<b>Spaces</b>	482	482	428
<b>Utilized</b>	43.6%	63.5%	60.5%

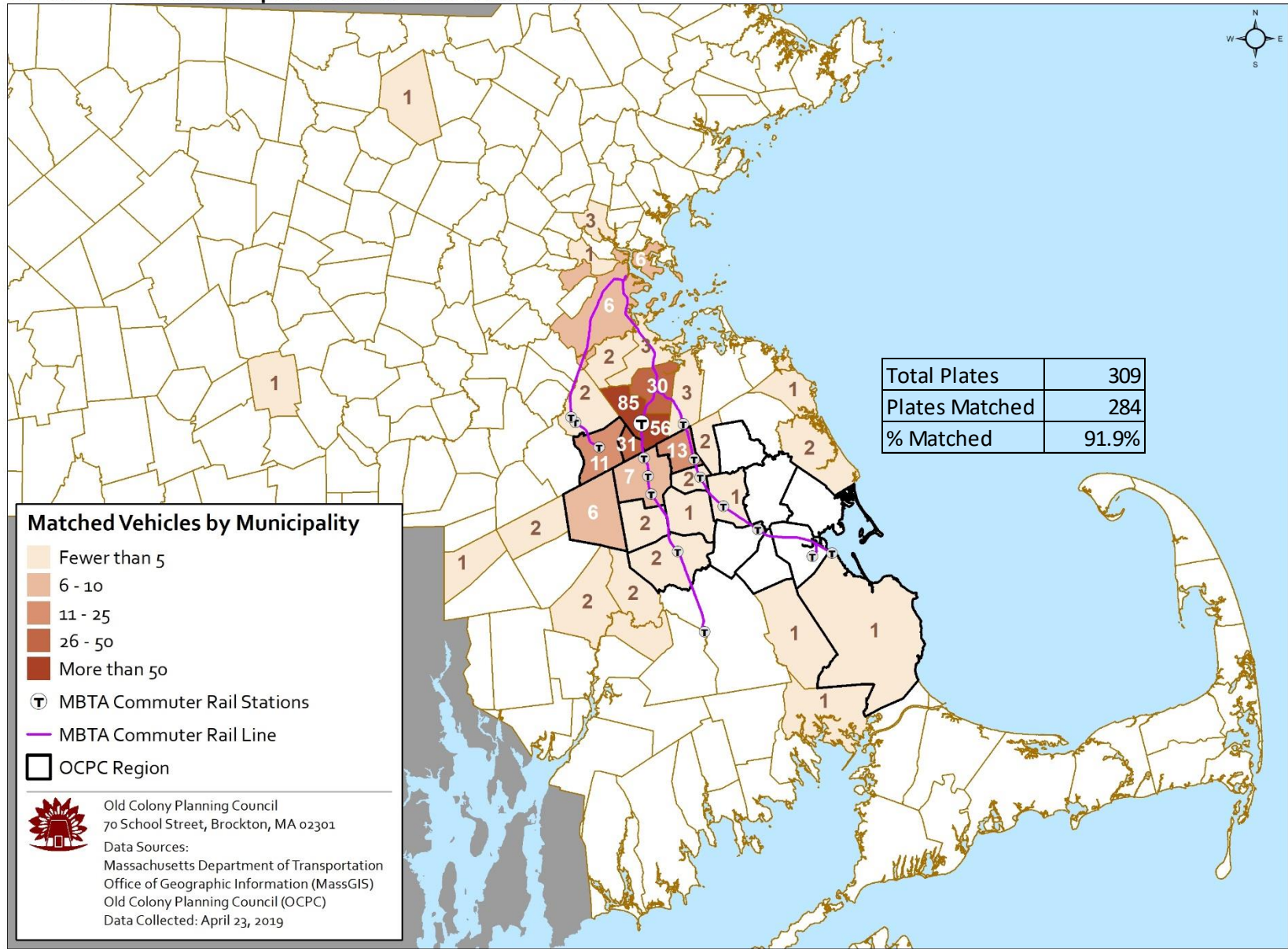
Table 16 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Pembroke</b>	<b>58</b>	<b>Pembroke</b>	<b>82</b>	<b>Pembroke</b>	<b>83</b>
<b>Hanson</b>	<b>49</b>	<b>Halifax</b>	<b>42</b>	<b>Hanson</b>	<b>57</b>
<b>Halifax</b>	<b>27</b>	<b>Hanson</b>	<b>40</b>	<b>Halifax</b>	<b>37</b>
<b>E. Bridge.</b>	<b>17</b>	<b>Kingston</b>	<b>15</b>	<b>Duxbury</b>	<b>22</b>
<b>Duxbury</b>	<b>11</b>	<b>E. Bridge.</b>	<b>13</b>	<b>E. Bridge.</b>	<b>20</b>

(Communities in OCPC region are bolded)

<sup>10</sup> MBTA and Field Observations by OCPC

# Holbrook/Randolph Commuter Rail Station





## 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 362 total parking with 14 available for handicapped people and there are 14 bicycle spaces as well.<sup>11</sup>

### Origins Analysis

There were 309 total license plates collected at this station and 284 were matched. Fifty percent (141) of the matched plates resided in the Towns of Holbrook and Randolph and 86% (243) originated from those two towns and all the bordering communities as well. Most of the remaining commuters were from the Towns of Abington, Avon, and Braintree. Abington (13 commuters) and Avon (31 commuters) had the highest percentage of commuters originating from the OCPC region, with other communities in the western part of the region having the highest representation at this station.

### Observations

Many of the commuters were from outside the OCPC region, which is logical as the station is outside the region, despite being in adjacent communities. The commuters from Avon, Braintree, Canton, Stoughton, and Weymouth most likely live closer to this station than other stations and/or use it for a potentially cheaper ticket as well. As usual, there were communities that were matched such as Carver, Plymouth, and Wareham that are long distances from this station.

### Trend Analysis

This station experienced the same trend that Canton Center station did – an increase between all three data collections. The most recent collection was the only time that the station was over the 85% threshold for being considered as congested. Randolph and Holbrook had the first and second highest passengers use the facility in each of the three years. The third and fourth spots were Avon and Braintree, who switched places every year, and Abington was the fifth highest represented community all three years.

Table 17 – Trend Data

	2011	2015	2019
<b>Parked</b>	183	271	309
<b>Spaces</b>	369	369	362
<b>Utilized</b>	49.6%	73.4%	85.4%

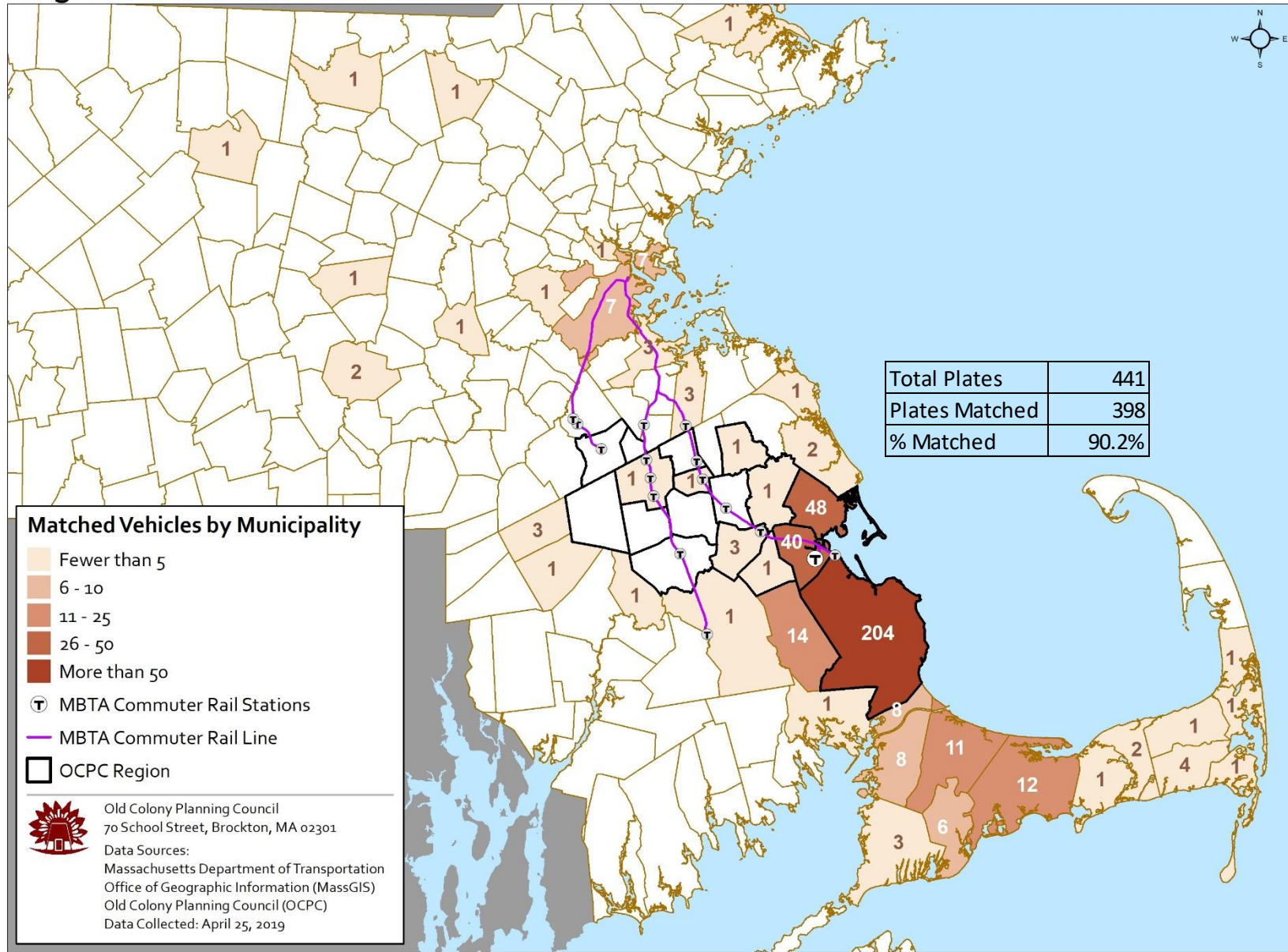
Table 18 – Top 5 Communities

Community	2011	Community	2015	Community	2019
Randolph	75	Randolph	82	Randolph	85
Holbrook	36	Holbrook	48	Holbrook	56
<b>Avon</b>	<b>19</b>	Braintree	20	<b>Avon</b>	<b>31</b>
Braintree	14	<b>Avon</b>	<b>19</b>	Braintree	30
<b>Abington</b>	<b>9</b>	<b>Abington</b>	<b>13</b>	<b>Abington</b>	<b>13</b>

(Communities in OCPC region are bolded)

<sup>11</sup> MBTA and Field Observations by OCPC

# Kingston Commuter Rail Station



#### 4.1.10 Kingston MBTA Commuter Rail Station

##### Description

Kingston’s commuter rail 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 Route 3. The Greater Attleboro Taunton Regional Transit Authority (GATRA) runs two buses from this station, one that provides service to downtown Plymouth and other GATRA routes (Plymouth Area Link), and the other connects the station to Kingston, Duxbury, Marshfield, and Pembroke (Seaside Area Inter-Link). Kingston’s station has one side platform and one track and has 1,030 parking spots, 22 handicapped spaces, and 32 bicycle spaces available.<sup>12</sup>

##### Origins Analysis

At this station, there were 441 license plates that were collected and 398 of those plates were matched with a community of origin. Ten percent (40) of those commuters were from the Town of Kingston and 77% (308) were residents of Kingston and the bordering communities. Most of the commuters lived in the Towns of Duxbury, Kingston, and Plymouth, with a few Cape Cod communities also having a noteworthy representation. Three hundred (75%) of the matched commuters lived within the OCPC region, including one from Brockton.

##### Observations

Since there are few trains that go to the Plymouth station (which will be discussed later), many Plymouth residents probably use the Kingston station for that reason as well as the amount of available parking. For the residents of Carver, Duxbury, and Plympton, 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 Barnstable, Bourne, Mashpee, and Sandwich. Those passengers probably can access this station easier than the Middleborough/Lakeville station since Route 3 has less vehicles traveling than Interstate Route 495.

##### Trend Analysis

The Kingston station saw the frequent trend of increases between each of the last three data collections. Plymouth has accounted for more than 50% of the matched commuters in all three collection dates, with Duxbury and Kingston switching places for second and third. Barnstable, Carver, Sandwich rotated positions in the last two spots of the top five table for all three years.

**Table 20 – Top 5 Communities**

<b>Community</b>	<b>2011</b>	<b>Community</b>	<b>2015</b>	<b>Community</b>	<b>2019</b>
<b>Plymouth</b>	<b>179</b>	<b>Plymouth</b>	<b>177</b>	<b>Plymouth</b>	<b>204</b>
<b>Kingston</b>	<b>29</b>	<b>Duxbury</b>	<b>38</b>	<b>Duxbury</b>	<b>48</b>
<b>Duxbury</b>	<b>28</b>	<b>Kingston</b>	<b>26</b>	<b>Kingston</b>	<b>40</b>
Sandwich	15	Carver	13	Carver	14
Carver	11	Sandwich	13	Barnstable	12

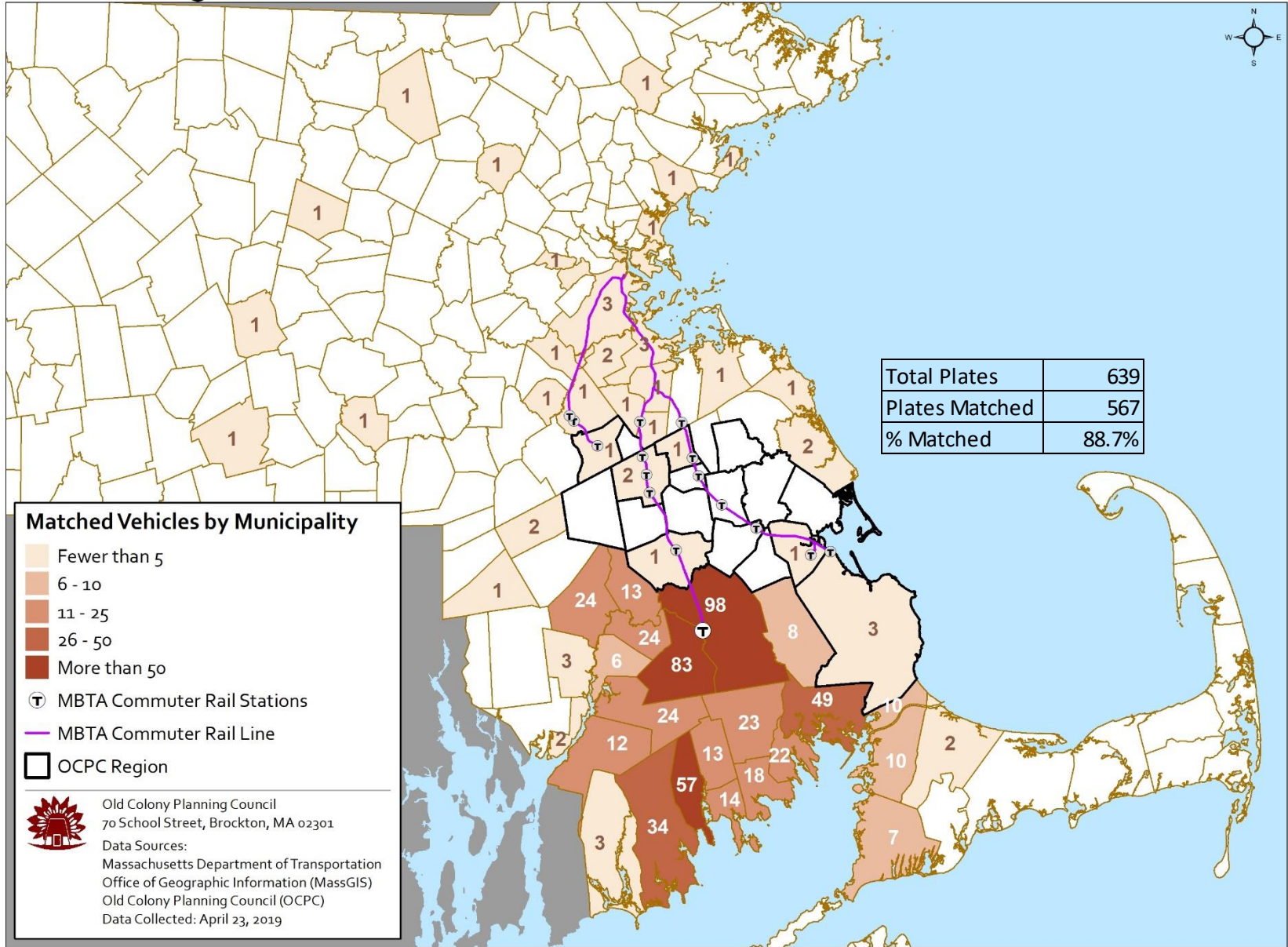
(Communities in OCPC region are bolded)

**Table 19 – Trend Data**

	<b>2011</b>	<b>2015</b>	<b>2019</b>
<b>Parked</b>	321	431	441
<b>Spaces</b>	1,039	1,039	1,030
<b>Utilized</b>	30.9%	41.5%	42.8%

<sup>12</sup> MBTA and Field Observations by OCPC

# Middleborough/Lakeville Commuter Rail Station



### 4.1.11 Middleborough/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. The station has a single platform serving the lone track and offers 769 parking spaces, including 13 handicapped spaces, and 8 bicycle spaces.<sup>13</sup>

#### Origins Analysis

Out of the 639 license plates that were collected at this station, 567 of them were matched. One hundred eighty-one (32%) of the matched commuters lived in the Towns of Middleborough and Lakeville and 329 (58%) commuters resided in those Towns as well as the communities 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 from that area. Most of the commuters came from communities on the south coast such as Dartmouth, Freetown, Marion, New Bedford, Rochester, and Wareham.

#### Observations

In addition to the commuters from the south coast of the state, 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. 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 Communities for each of the data collections, at which Middleborough was the top represented community. The second and third places were all between Lakeville and New Bedford, and Wareham was fourth every time. Taunton was fifth the first two collections and Dartmouth was fifth in 2019.

**Table 21 – Trend Data**

	<b>2011</b>	<b>2015</b>	<b>2019</b>
<b>Parked</b>	408	534	639
<b>Spaces</b>	769	769	769
<b>Utilized</b>	53.1%	69.4%	83.1%

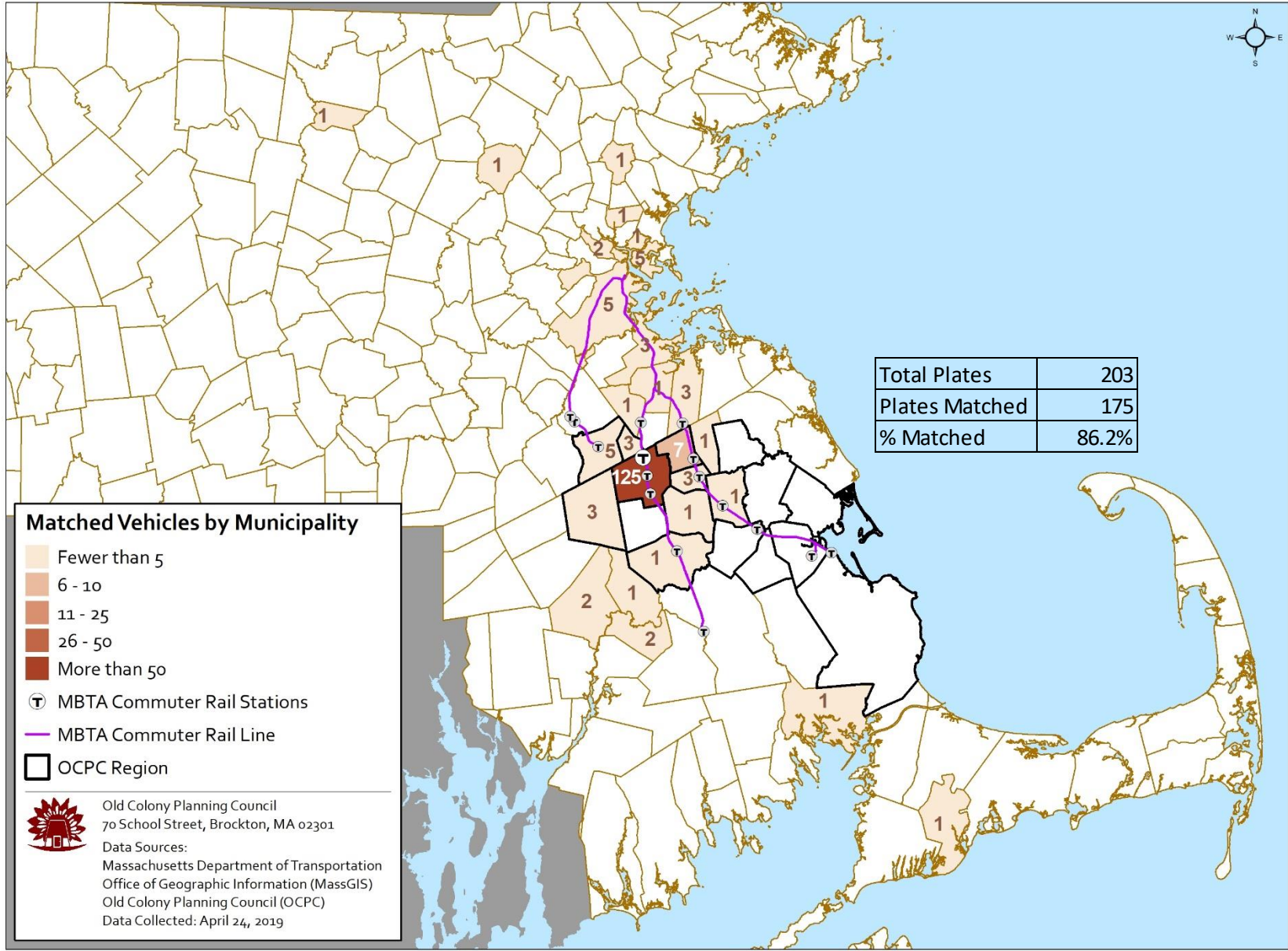
**Table 22 – Top 5 Communities**

<b>Community</b>	<b>2011</b>	<b>Community</b>	<b>2015</b>	<b>Community</b>	<b>2019</b>
Middleboro	79	Middleboro	67	Middleboro	98
New Bed.	46	Lakeville	52	Lakeville	83
Lakeville	43	New Bed.	40	New Bed.	57
Wareham	41	Wareham	40	Wareham	49
Taunton	21	Taunton	31	Dartmouth	34

(Municipalities in OCPC region are bolded)

<sup>13</sup> MBTA and Field Observations by OCPC

# Montello Commuter Rail Station



## 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 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 two side platforms and services two tracks. The station has 351 parking spaces with 12 included handicapped spaces as well as 36 bicycle spaces.<sup>14</sup>

### Origins Analysis

There were 175 license plates that were matched for a community of origin out of the 203 total plates collected. One hundred twenty-five (71%) of those matched commuters resided in the city of Brockton with 147 (84%) living in Brockton and its surrounding communities. Aside from Brockton, many of the commuters at Montello station were spread out from other communities nearby 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 nearby communities such as Braintree, Randolph, Raynham, Taunton, and Weymouth.

### Observations

North of Brockton, there were commuters from Avon, Braintree, 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, Brockton, or Campello stations than this station.

### Trend Analysis

Table 23 shows the trend data for this station, which illustrates the common trend of a steady increase between the data collections. It is likely that commuters who parked here, similarly to other stations, are willing to travel closer to Boston to pay a lower fare. 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 community to appear in all the collections, and Abington, Boston, and Holbrook were the only remaining communities to appear in multiple data collections.

Table 23 – Trend Data

	2011	2015	2019
<b>Parked</b>	139	158	203
<b>Spaces</b>	347	347	351
<b>Utilized</b>	40.1%	45.5%	57.8%

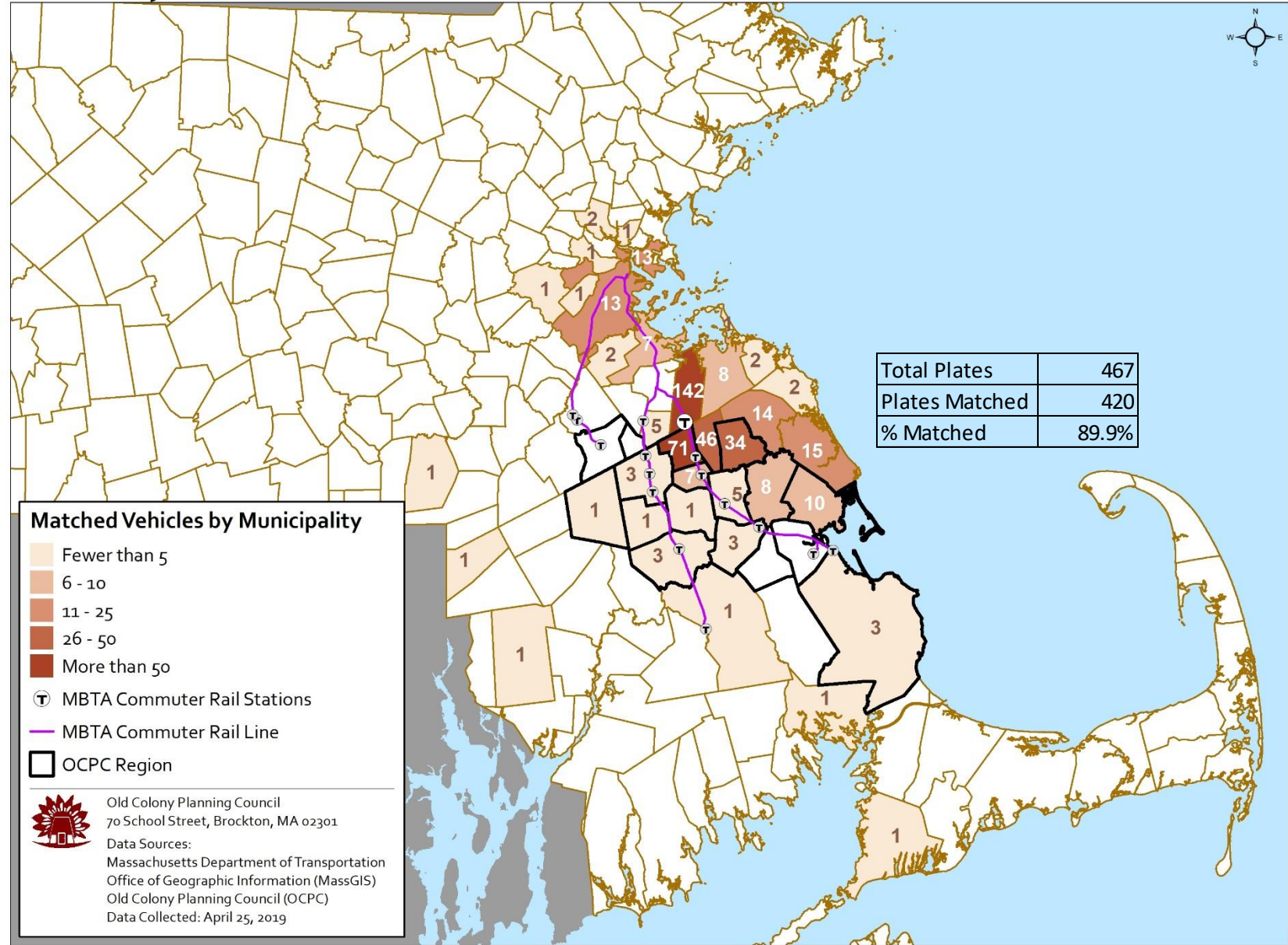
Table 24 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Brockton</b>	<b>105</b>	<b>Brockton</b>	<b>93</b>	<b>Brockton</b>	<b>125</b>
<b>Avon</b>	<b>3</b>	<b>Abington</b>	<b>9</b>	<b>Abington</b>	<b>7</b>
<b>Bridgewater</b>	<b>2</b>	<b>Avon</b>	<b>3</b>	Boston	5
Fall River	2	Boston	3	<b>Stoughton</b>	<b>5</b>
Holbrook	2	Holbrook	3	<b>Avon</b>	<b>3</b>

(Communities in OCPC region are bolded)

<sup>14</sup> MBTA and Field Observations by OCPC

# South Weymouth Commuter Rail Station





### 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 636 parking spots for commuters, with 13 of them being handicapped parking spaces, and 28 spaces for people who ride their bicycle.<sup>15</sup>

#### Origins Analysis

There were 467 license plates collected at the South Weymouth station during the 2019 count and 420 of them were matched with a community of origin. Thirty four percent (142) of those commuters were from the City of Weymouth and 66% (279) lived both in Weymouth and its bordering communities. This station primarily serves communities along the south shore and southeastern Massachusetts with most of the commuters residing in Abington, Hanover, Rockland, and Weymouth. Over one-third of the commuters resided in communities within the OCPC region, including the Towns of Duxbury, Kingston, Pembroke, and Plymouth.

#### 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 lower fare than the Abington station. This could be the explanation for the commuters from communities to the south and east of the station, despite other stations between their communities and this station. The commuters from Hingham, Marshfield, and Norwell likely have easy access to Route 3 to get to 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 increases between all three collection dates conducted for this study. In 2016, the parking for this station increased by 93 total spaces with an added lot on the east side of the track, as can be seen in Table 25. In Table 26, you can see that Weymouth, Abington, Rockland, and Hanover represented the top four spots in every collection, in that order. Marshfield and Whitman traded positions for the fifth spot.

Table 25 – Trend Data

	2011	2015	2019
<b>Parked</b>	282	327	467
<b>Spaces</b>	543	543	636
<b>Utilized</b>	51.9%	60.2%	73.4%

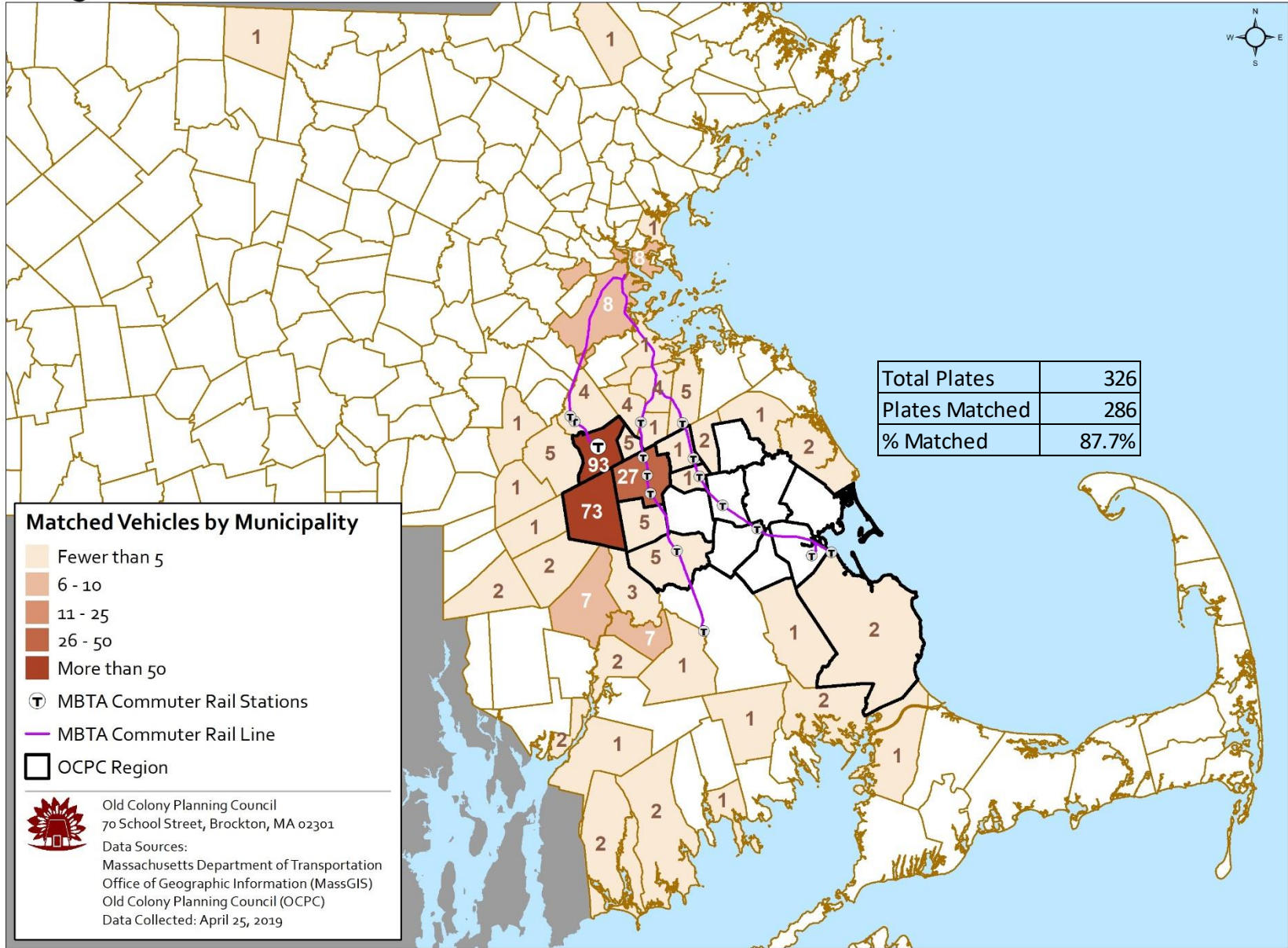
Table 26 – Top 5 Communities

Community	2011	Community	2015	Community	2019
Weymouth	85	Weymouth	99	Weymouth	142
<b>Abington</b>	<b>78</b>	<b>Abington</b>	<b>56</b>	<b>Abington</b>	<b>71</b>
Rockland	45	Rockland	46	Rockland	46
<b>Hanover</b>	<b>18</b>	<b>Hanover</b>	<b>18</b>	<b>Hanover</b>	<b>34</b>
<b>Whitman</b>	<b>11</b>	<b>Whitman</b>	<b>7</b>	Marshfield	15

(Communities in OCPC region are bolded)

<sup>15</sup> MBTA and Field Observations by OCPC

# Stoughton Commuter Rail Station



#### 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 361 parking spaces, including 10 handicapped spaces, and 13 spaces for bicycles.<sup>16</sup>

##### Origins Analysis

The 2019 collection date for this study saw 326 cars parked at this station, with 286 of them being able to be matched. Ninety-three of the matched commuters (33%) resided in Stoughton and 211 (74%) live in Stoughton and all its border communities. Most of the commuters at this station were from the communities of Brockton, Easton, and Stoughton, with the remainder of commuters spread out throughout both within and outside the OCPC region, but majority outside the region. There were also commuters from communities such as Attleboro, Berkley, Foxborough, Norton, Raynham, and Taunton.

##### Observations

Since Stoughton is the end of the line, there are community’s due south in between the Providence and Middleborough/Lakeville lines that use this station. Commuters from those communities may divert to alternative stations when Phase 2 of the South Coast Rail project is constructed. The commuters from Walpole, Foxborough, and Norwood could have gone to Canton Junction or Sharon, or another station. The same can be said for the commuters from Randolph and Quincy; both communities have stations & cheaper fares than Stoughton.

##### Trend Analysis

Stoughton experienced a trend from the earlier listed stations of an increase in utilization followed by a decrease. The Stoughton station reached the congested status in the 2015 and 2019 data collection years, but not at the 2011 collection, as there were significantly fewer commuters that year. In Table 28, it is noted that Stoughton and Easton had the two highest percentages of commuters use this station, with Brockton being third most represented each time. The last two spots in the Top 5 Communities table were different each year, varying from communities both close to and farther from the Stoughton station.

Table 28 – Top 5 Communities

Community	2011	Community	2015	Community	2019
Easton	45	Stoughton	88	Stoughton	93
Stoughton	40	Easton	74	Easton	73
Brockton	37	Brockton	40	Brockton	27
Avon	4	Canton	18	Boston	8
Bridgewater	4	Raynham	5	Taunton	7

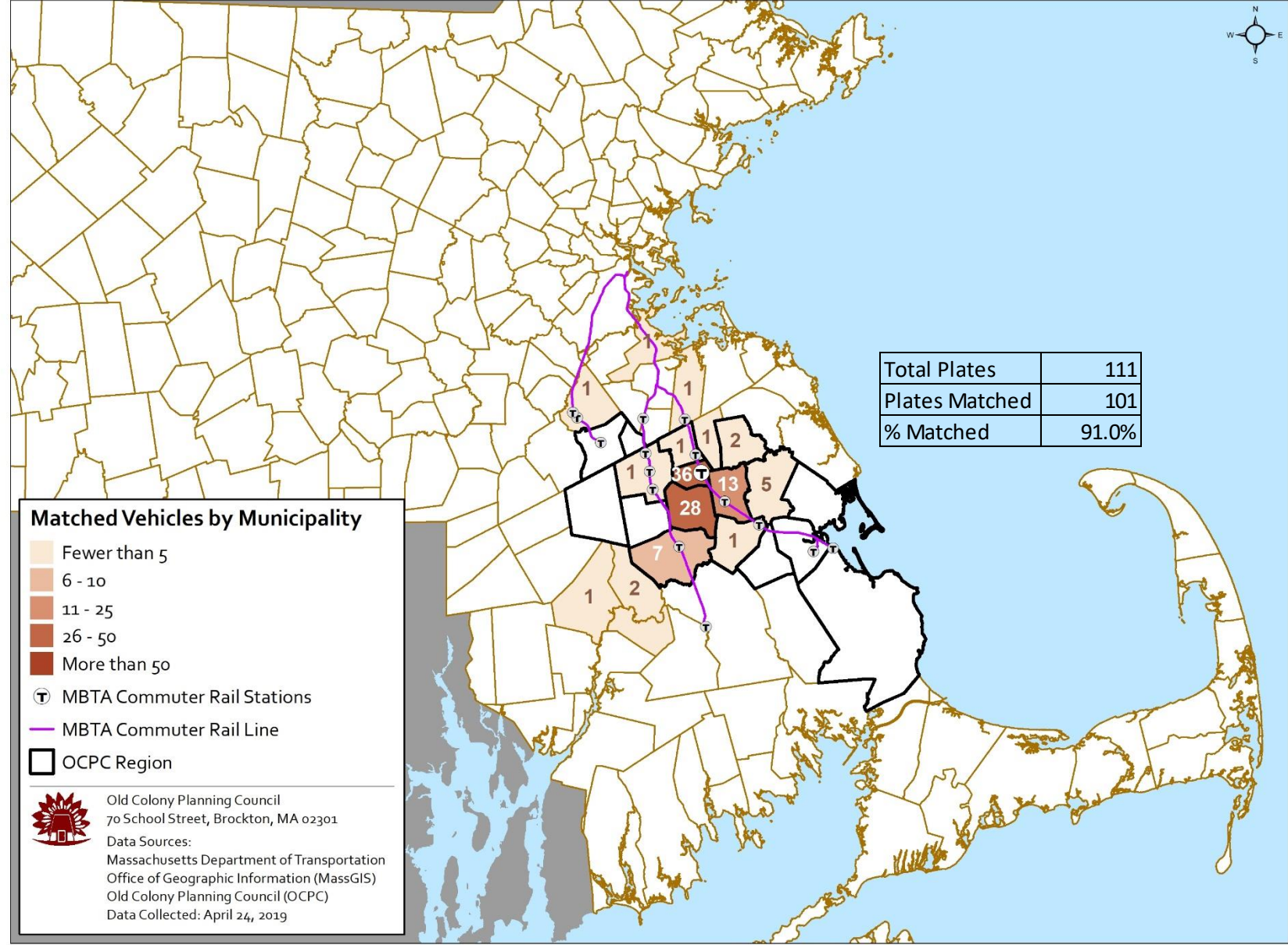
(Communities in OCPC region are bolded)

Table 27 – Trend Data

	2011	2015	2019
Parked	218	356	326
Spaces	333	356	361
Utilized	65.5%	100.0%	90.3%

<sup>16</sup> MBTA and Field Observations by OCPC

# Whitman Commuter Rail Station



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: April 24, 2019

#### 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 199 parking spaces, seven of which are handicapped spaces, and 12 bicycle spaces.<sup>17</sup>

##### Origins Analysis

There were 111 license plate numbers that were collected at this station, and 101 of these were able to be matched. According to the data, 36 (36%) of the matched commuters were from the Town of Whitman and 80 (79%) resided in Whitman and the surrounding communities. Majority of the commuters were from the Towns of East Bridgewater, Hanson, and Whitman. The commuters at this station were predominantly from the OCPC region, with 95 (94%) of the matched commuters residing from OCPC communities.

##### Observations

The commuters from Bridgewater, Brockton, and Hanson 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 communities of Abington, Rockland, and Weymouth as those communities can be served by stations that are closer to Boston.

##### Trend Analysis

In Table 29, the common trend of an increase followed by a decrease in utilization can be observed. The station reached the 85% utilized status in 2015 and can be labeled as congested by the data for that year. Whitman, East Bridgewater, and Hanson were the top three represented communities in each collection date, in that order. Bridgewater, Hanover, and Pembroke filled up the fourth and fifth spots, with Hanover making only one appearance in 2011.

Table 29 – Trend Data

	2011	2015	2019
<b>Parked</b>	124	179	111
<b>Spaces</b>	208	208	199
<b>Utilized</b>	59.6%	86.1%	55.8%

Table 30 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Whitman</b>	<b>42</b>	<b>Whitman</b>	<b>50</b>	<b>Whitman</b>	<b>36</b>
<b>E. Bridge.</b>	<b>24</b>	<b>E. Bridge.</b>	<b>29</b>	<b>E. Bridge.</b>	<b>28</b>
<b>Hanson</b>	<b>14</b>	<b>Hanson</b>	<b>25</b>	<b>Hanson</b>	<b>13</b>
<b>Hanover</b>	<b>7</b>	<b>Pembroke</b>	<b>9</b>	<b>Bridgewater</b>	<b>7</b>
<b>Pembroke</b>	<b>6</b>	<b>Bridgewater</b>	<b>8</b>	<b>Pembroke</b>	<b>5</b>

(Communities in OCPC region are bolded)

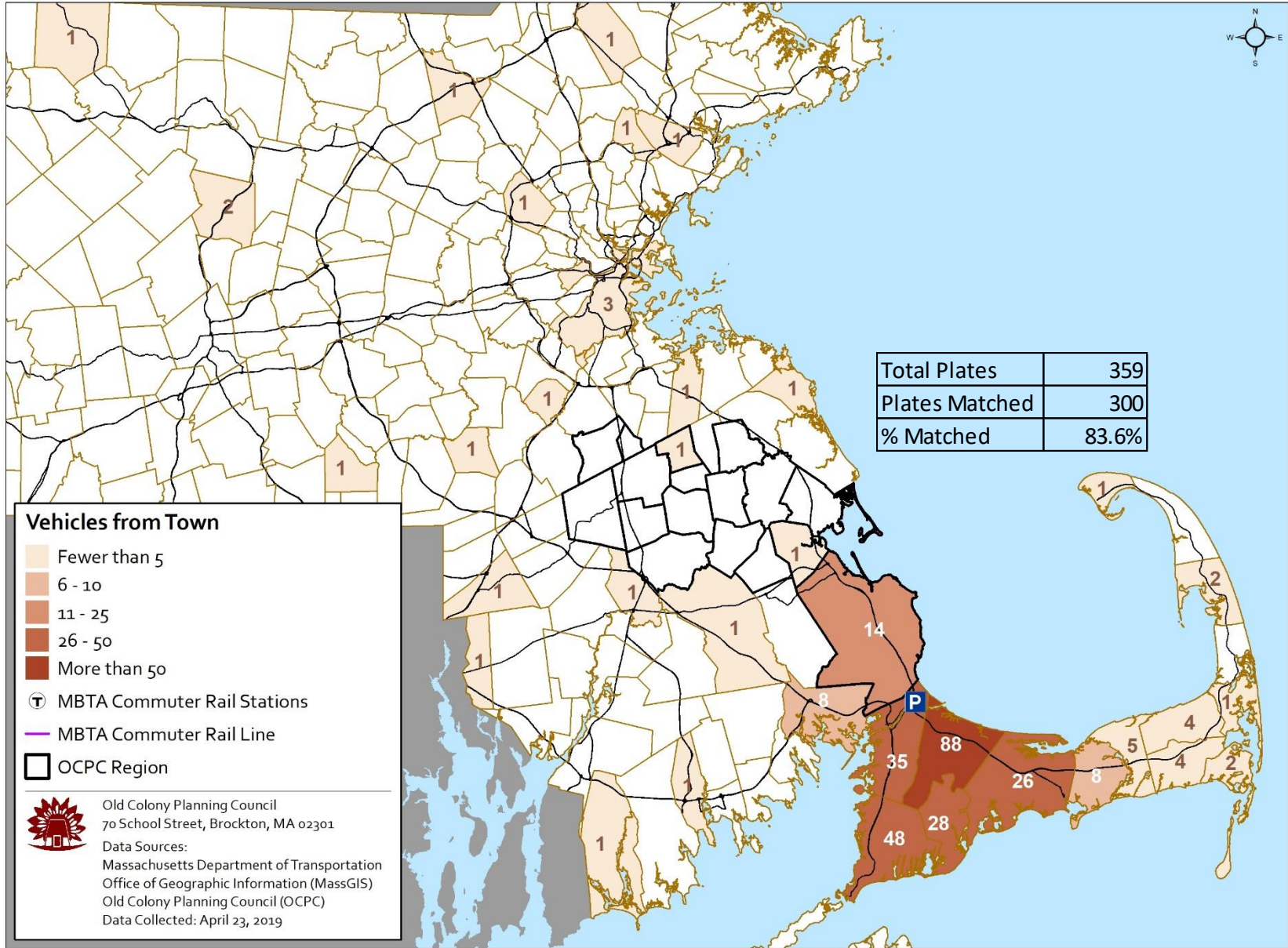
<sup>17</sup> MBTA and Field Observations by OCPC

## 4.2 Park and Ride Results

The results of the 2019 Old Colony Commuter Origins Study are illustrated as follows:

- 6,079 License Plates Recorded
  - Park & Ride Lots (1,208 plates)
    - 1,052 matched (87.1% matched)

# Bourne Park and Ride



## 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 is a total of 377 parking spaces, 6 handicapped spaces, and 10 bicycle spaces at this location. This Park and Ride is open 24 hours a day, every day with no cost for parking.<sup>18</sup>

### Origins Analysis

According to the data, there were 359 license plates collected at this parking lot and 300 of them were matched with a community of origin. Thirty-five of the matched commuters (12%) were from the Town of Bourne and 193 (64%) of the matched commuters resided in Bourne and the communities that border Bourne. Most of the commuters resided from the Towns of Bourne, Falmouth, and Sandwich. This Park & Ride lot borders the OCPC region to the south and is primarily used by residents of Cape Cod communities.

### Observations

For residents of western Cape Cod who need to use a Park & Ride facility, the Bourne lot is the most convenient. This lot was used by commuters from all but two Cape Cod communities (Eastham and Truro). The highest concentration of commuters was from communities closest to Bourne, with numbers decreasing further away from the lot. The Barnstable Park and Ride on Route 132 has the same bus service as this lot and is likely by commuters from further into Cape Cod. The commuters from Bridgewater, Kingston, Middleborough, Raynham, and Scituate were possibly 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 5 Communities for the past three collection dates. The 2015 and 2019 data collections saw a 91.0% and 95.2% utilization rates, which made it congested, a status that was not achieved in 2011. The top five represented communities were the same for each collection date, with Sandwich being the most represented community. Bourne and Falmouth were consistently in second and third, and switched places between the collection dates. Mashpee and Barnstable saw an almost identical number of commuters each time as they were fourth and fifth in every data collection.

**Table 31 – Trend Data**

	2011	2015	2019
<b>Parked</b>	310	343	355
<b>Spaces</b>	377	377	377
<b>Utilized</b>	82.2%	91.0%	95.2%

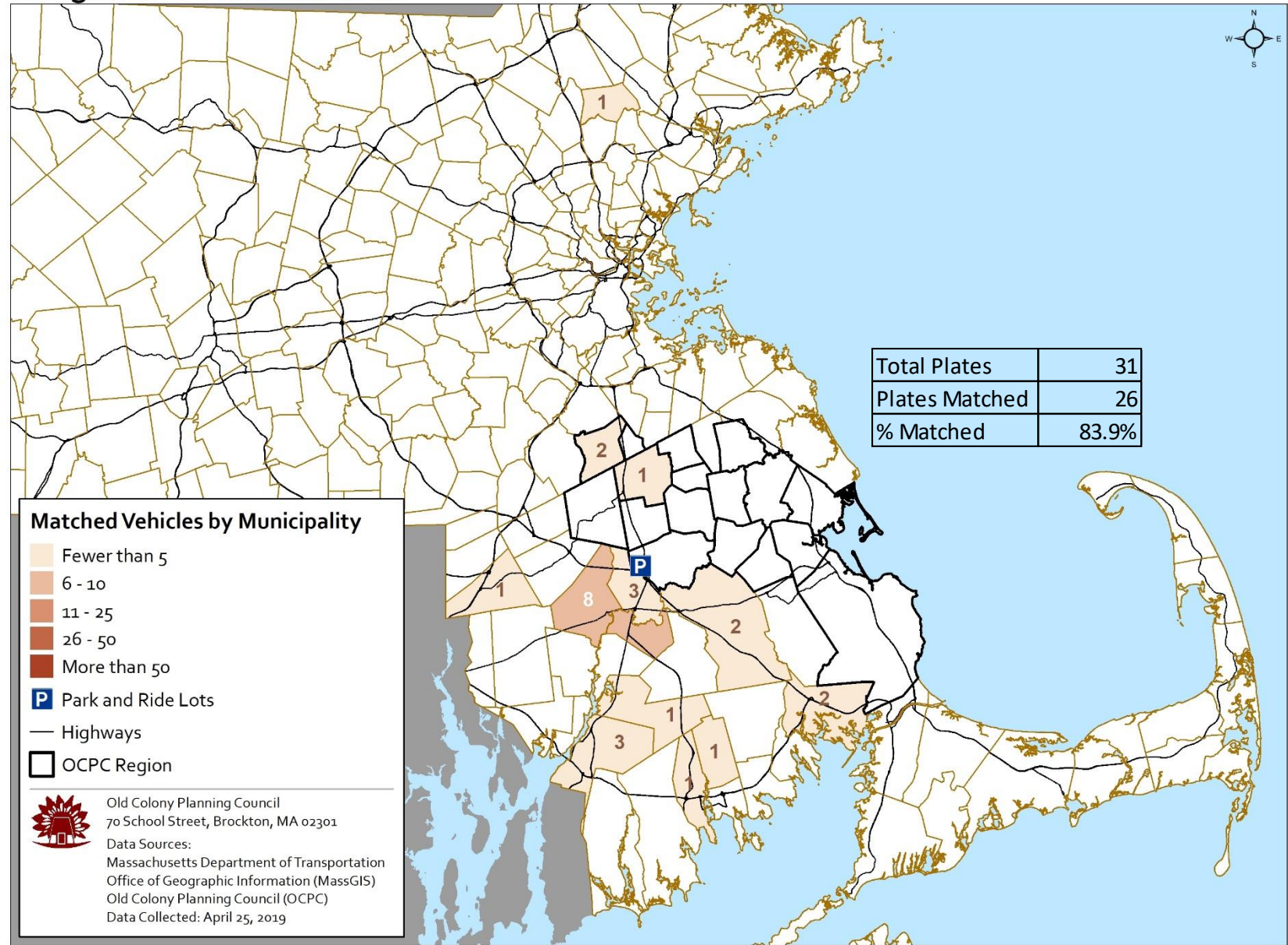
**Table 32 – Top 5 Communities**

Community	2011	Community	2015	Community	2019
Sandwich	85	Sandwich	72	Sandwich	88
Bourne	37	Bourne	50	Falmouth	48
Falmouth	35	Falmouth	44	Bourne	35
Mashpee	25	Mashpee	24	Mashpee	28
Barnstable	24	Barnstable	23	Barnstable	26

<sup>18</sup> Mass.gov and Field Observations by OCPC



# Bridgewater Park and Ride



## 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.<sup>19</sup>

### Origins Analysis (update)

According to the data, 31 cars were parked at this lot on the collection date and there were 26 matched with their registered community. Zero commuters resided in Bridgewater and five commuters (19%) lived in Bridgewater's bordering communities. The origins of the commuters were spread out among communities in southeastern 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. One possible explanation is people who are carpooling.

### 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. Regarding the most represented communities, the only two that were present during all three collection dates were Middleborough and Fall River. The remainder of the communities that were present ranged from Stoughton to Wareham and others geographically in between them.

**Table 33 – Trend Data**

	2011	2015	2019
<b>Parked</b>	43	36	31
<b>Spaces</b>	60	60	60
<b>Utilized</b>	71.7%	60.0%	51.7%

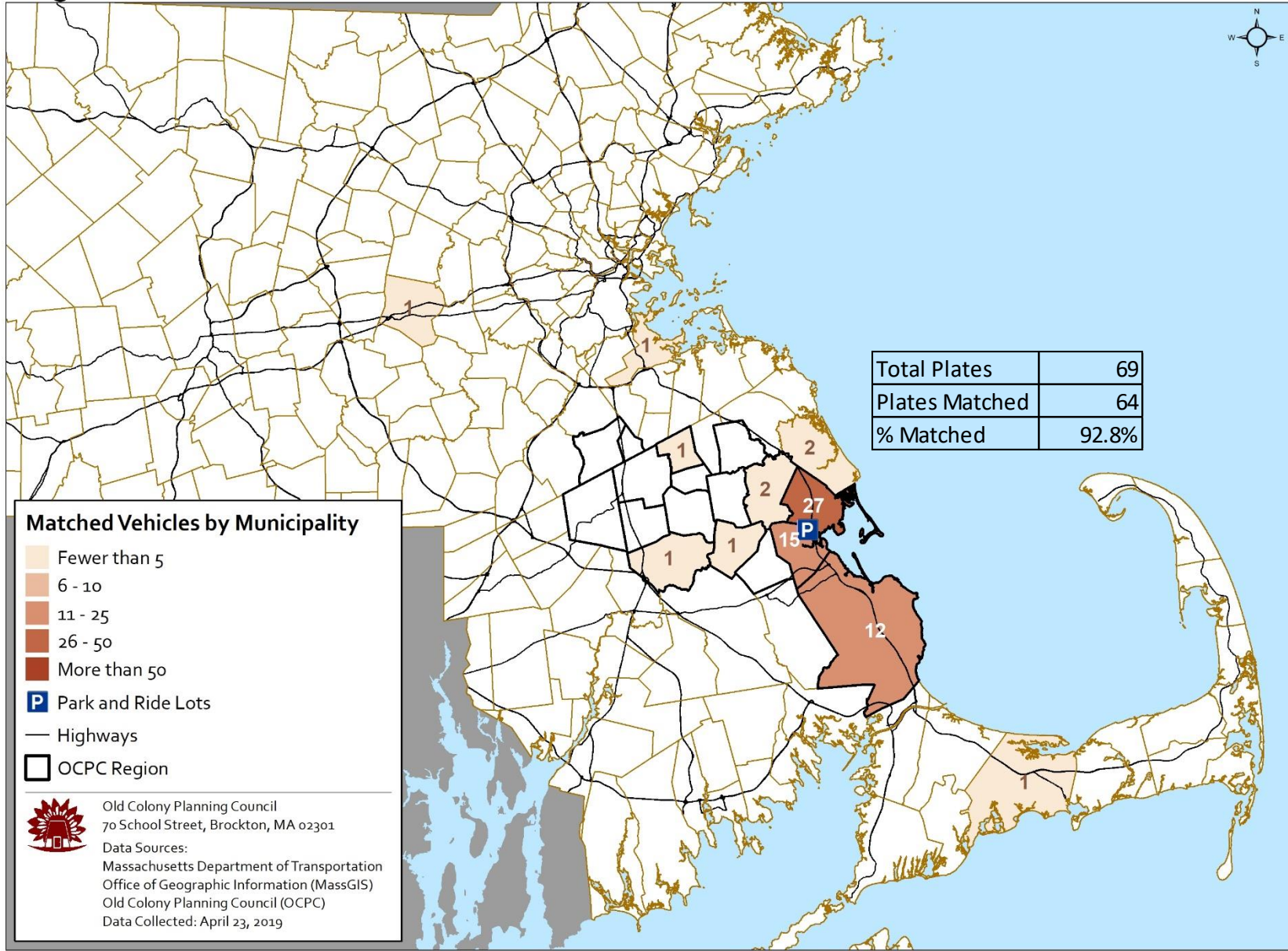
**Table 34 – Top 5 Communities**

Community	2011	Community	2015	Community	2019
Middleboro	5	Wareham	4	Taunton	8
Taunton	5	Fall River	3	Fall River	3
Fall River	4	Attleboro	2	Raynham	3
<b>Bridgewater</b>	<b>3</b>	Middleboro	2	Middleboro	2
New Bed.	3	New Bed.	2	<b>Stoughton</b>	<b>2</b>

(Communities in OCPC region are bolded)

<sup>19</sup> Mass.gov and Field Observations by OCPC

# Kingston Park and Ride



### 4.2.3 Kingston Park and Ride

#### Description

The Kingston Park and Ride is located at the Kingsbury Square 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 is an illuminated parking lot. There are 72 parking spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.<sup>20</sup> In early 2019, the parking for this lot moved to an adjacent part of the plaza’s parking lot as a Starbucks has now opened on the existing location.

#### Origins Analysis

There were 69 vehicles parked at this lot on the day of the data collection, and after matching the plates, there were 64 that were matched. Of those 33 matched vehicles, 15 (23%) were from Kingston and 57 (89%) were from Kingston and the communities that border Kingston. The primary commuters were from the Towns of Duxbury, Kingston, and Plymouth, with others both nearby and from a distance. Most of the commuters (92%) 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 a few confusing communities in which commuters reside that utilized this lot. There were commuters from communities such as Abington, Barnstable, Bridgewater, Pembroke, and Plymouth that have Park & Ride lots with bus service either in their communities or in communities closer than Kingston. The commuters from Plymouth most likely live in north Plymouth and are closer to this lot than the Plymouth lot. The most confusing commuter was the one from Barnstable – there is a Park & Ride lot in Barnstable with bus service.

#### Trend Analysis

This lot saw an increase between each data collection, with 2019 being the only year that this location achieved the congested status of an 85% or higher utilization rate. As illustrated in Table 36, the communities that produced the highest number of commuters did not vary in the three collection dates. Duxbury, Kingston, Pembroke, and Plymouth were present each year, with Duxbury and Kingston in the first and second spots every year. Those municipalities clearly are the primary communities of origin for this Park & Ride lot.

Table 35 – Trend Data

	2011	2015	2019
<b>Parked</b>	37	47	69
<b>Spaces</b>	80	80	72
<b>Utilized</b>	46.3%	58.8%	95.8%

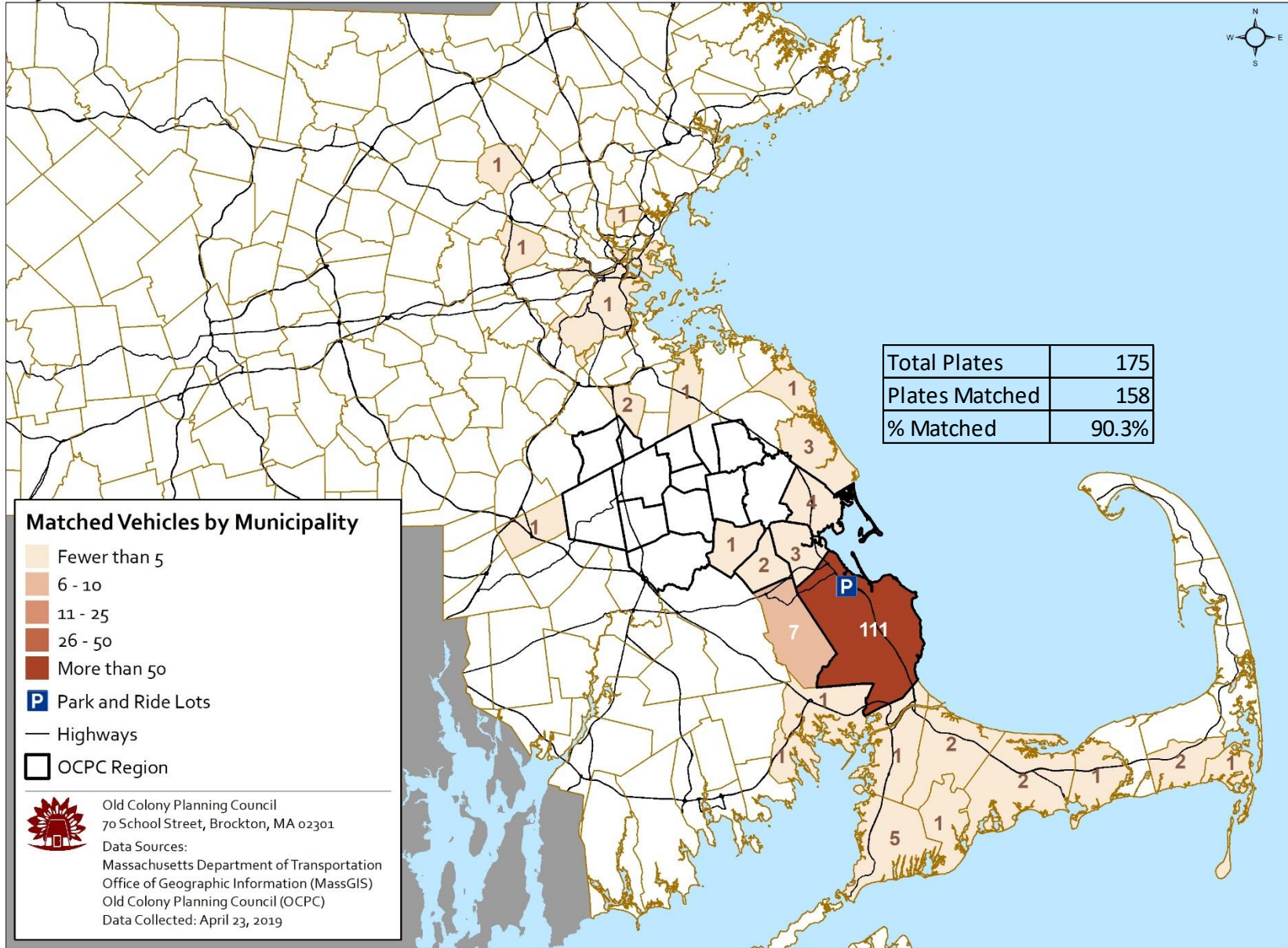
Table 36 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Duxbury</b>	<b>11</b>	<b>Duxbury</b>	<b>13</b>	<b>Duxbury</b>	<b>27</b>
<b>Kingston</b>	<b>8</b>	<b>Kingston</b>	<b>9</b>	<b>Kingston</b>	<b>15</b>
<b>Plymouth</b>	<b>7</b>	<b>Pembroke</b>	<b>3</b>	<b>Plymouth</b>	<b>12</b>
<b>Pembroke</b>	<b>3</b>	<b>Plymouth</b>	<b>2</b>	Marshfield	2
Hingham	1	Taunton	2	<b>Pembroke</b>	<b>2</b>

(Communities in OCPC region are bolded)

<sup>20</sup> Mass.gov and Field Observations by OCPC

# Plymouth Park and Ride



## 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.<sup>21</sup>

### Origins Analysis

At this location, there were 175 total vehicles parked and 158 of those were able to be matched with their home community. One hundred eleven (70%) commuters resided within the Town of Plymouth and 125 (79%) of the matched vehicles were located from communities bordering Plymouth as well as Plymouth. Outside of Plymouth, multiple south shore and Cape Cod communities had commuters that utilized this lot.

### Observations

Like the Bourne Park & Ride lot, this location also serves Cape Cod communities. Since this lot 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 Falmouth; the remaining represented communities had four or fewer commuters. Many 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 a slight decrease in ridership from 2011 to 2015, followed by a steeper decrease from 2015 to 2019. In all the data collections, the lot was over 85% occupied, which means that it was congested. Plymouth was the most represented community at this location all three years and no other community 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

	2011	2015	2019
<b>Parked</b>	193	191	173
<b>Spaces</b>	200	200	200
<b>Utilized</b>	96.5%	95.5%	86.5%

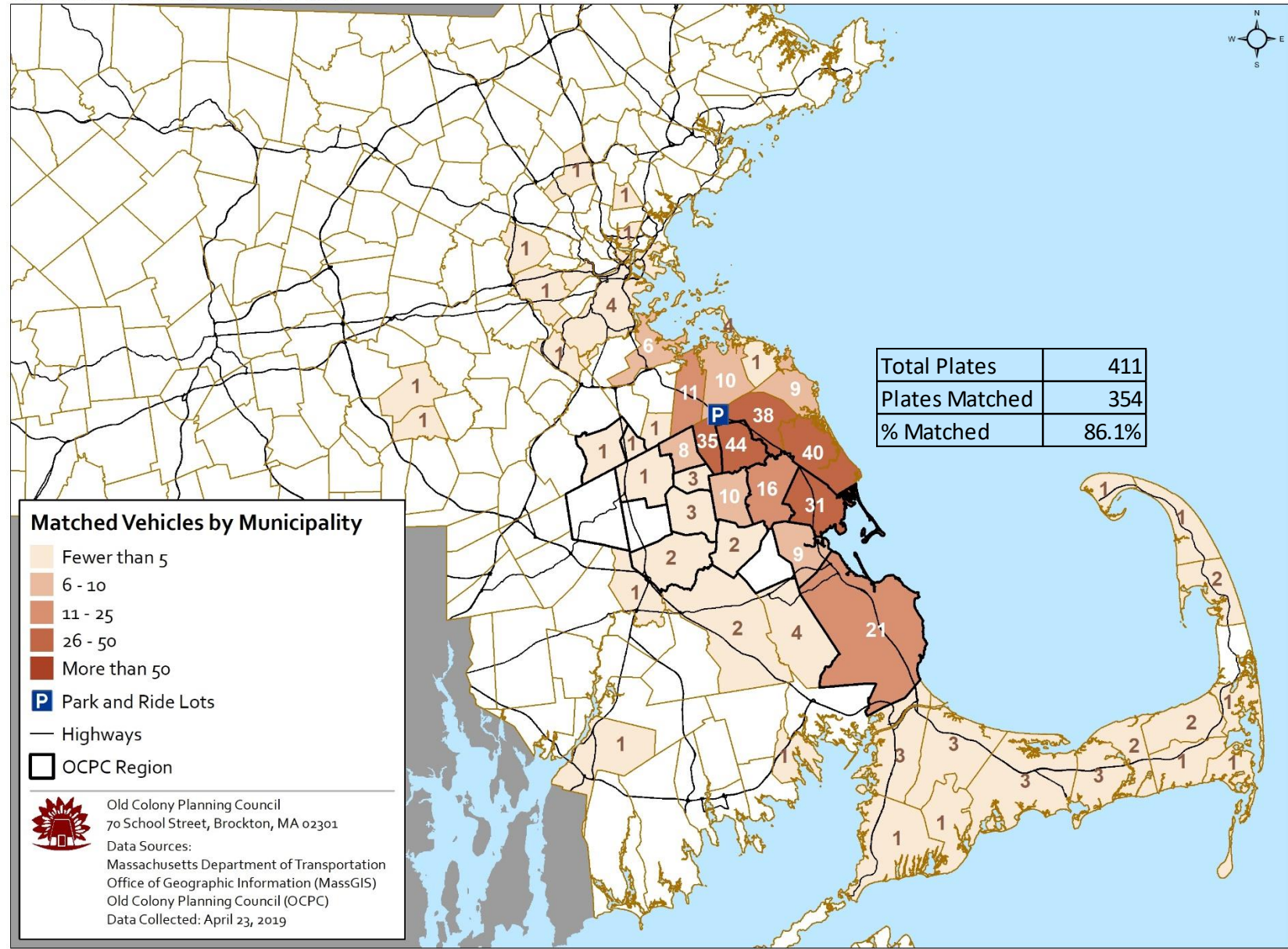
Table 40 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Plymouth</b>	<b>142</b>	<b>Plymouth</b>	<b>118</b>	<b>Plymouth</b>	<b>111</b>
Carver	6	Carver	8	Carver	7
<b>Kingston</b>	<b>5</b>	<b>Kingston</b>	<b>7</b>	Falmouth	5
Barnstable	2	Yarmouth	3	<b>Duxbury</b>	<b>4</b>
Boston	2	Dennis	2	<b>Kingston</b>	<b>3</b>

(Communities in OCPC region are bolded)

<sup>21</sup> Mass.gov and Field Observations by OCPC

# Rockland Park and Ride



## 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 8 handicapped spots available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.<sup>22</sup>

### Origins Analysis

According to the collected data, there were 354 license plates that were able to be matched out of the 411 license plates that were recorded. Out of the 354 matched plates, 35 (10%) were matched in the Town of Rockland and 159 (45%) 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, and Norwell. This lot was served by majority of the communities in the OCPC region, but three of 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 communities 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 commuters from every Cape Cod community except Eastham drove to this lot; there are four other Park & Ride lots before Rockland that have the same bus service.

### Trend Analysis

The Rockland Park & Ride lot saw the most commuters parked at this lot in 2019. This lot also was congested in both 2015 and 2019, with a utilization rate of at least 85%. Hanover and Marshfield were the top two represented communities at this lot in all three data collections, in that order. Rockland was the third and Norwell was the fourth most represented communities with Duxbury and Pembroke taking the final spot.

Table 41 – Trend Data

	2011	2015	2019
<b>Parked</b>	328	385	411
<b>Spaces</b>	440	440	440
<b>Utilized</b>	74.5%	87.5%	93.4%

Table 42 – Top 5 Communities

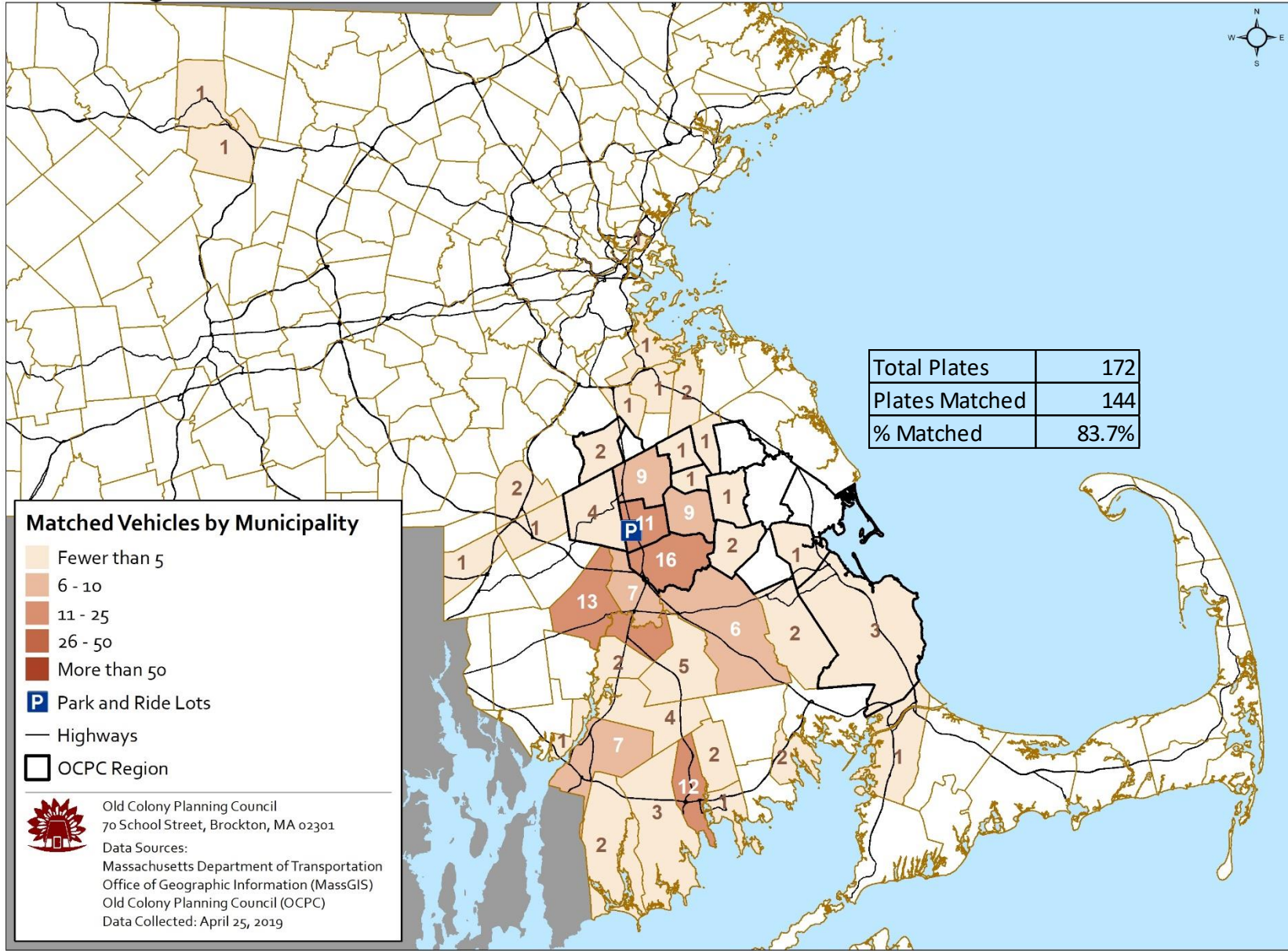
Community	2011	Community	2015	Community	2019
<b>Hanover</b>	<b>50</b>	<b>Hanover</b>	<b>51</b>	<b>Hanover</b>	<b>44</b>
Marshfield	38	Marshfield	41	Marshfield	40
Rockland	25	Rockland	37	Norwell	38
Norwell	24	Norwell	35	Rockland	35
<b>Pembroke</b>	<b>23</b>	<b>Pembroke</b>	<b>23</b>	<b>Duxbury</b>	<b>31</b>

(Communities in OCPC region are bolded)

<sup>22</sup> Mass.gov and Field Observations by OCPC



# West Bridgewater Park and Ride



## 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 Bloom bus. It is an illuminated facility with public telephones and no height restrictions. There are 185 parking spaces, 7 handicapped spaces, and 11 bicycle spaces available and this location is open 24 hours a day, 7 days a week with no cost for parking.<sup>23</sup>

### Origins Analysis

According to the collected data, there were 172 vehicles present at the lot on the collection date; 144 of those vehicles were matched with an origin community. Eleven of those vehicles (8%) were matched in the Town of West Bridgewater and 56 (39%) 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. Most of the commuters resided in the communities of Bridgewater, New Bedford, Taunton, and West Bridgewater.

### 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 communities closer to Taunton and Raynham did not utilize the Park & Ride lots in Taunton and Raynham that also provide bus service to Boston and have plenty of parking. The fare from the Raynham lot is the same price so it is unclear why they would make a longer journey to a farther location (cheaper from the DATTCO bus service at the Taunton Silver City Galleria lot).

### Trend Analysis

The West Bridgewater lot had the same number of commuters in 2011 and 2015, and there was a slight increase (3 commuters) in 2019. 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. Bridgewater had the most commuters in all three data collections. Other communities such as East Bridgewater, New Bedford, Raynham, and Taunton were represented throughout the years and always in different places on the list.

Table 43 – Trend Data

	2011	2015	2019
<b>Parked</b>	169	169	172
<b>Spaces</b>	185	185	185
<b>Utilized</b>	91.4%	91.4%	93.0%

Table 44 – Top 5 Communities

Community	2011	Community	2015	Community	2019
<b>Bridge.</b>	<b>24</b>	<b>Bridge.</b>	17	<b>Bridge.</b>	<b>16</b>
Raynham	13	<b>W. Bridge.</b>	<b>16</b>	Taunton	13
<b>E. Bridge.</b>	<b>11</b>	Taunton	10	New Bed.	12
Taunton	10	<b>Easton</b>	<b>9</b>	<b>W. Bridge.</b>	<b>11</b>
New Bed.	9	New Bed.	9	<b>Brockton</b>	<b>9</b>

(Communities in OCPC region are bolded)

<sup>23</sup> Mass.gov and Field Observations by OCPC

## 5.0 Conclusions

Generally, 2019 demonstrated an increase in congestion at most of the facilities while noting decreases in eight facilities. Potential factors such as mode shift (carpool, ridesharing, and subway) could explain why there were more facilities with decreases in utilization compared to the last Commuter Origins Study. 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 six commuter rail lots that saw a decrease in utilization were Bridgewater, Brockton (BAT Facility), Canton Junction, Hanson, Stoughton, and Whitman. It should be noted that the Brockton (BAT Facility) lot increased in parking spaces, resulting in a decreased utilization percentage, despite a higher amount of commuters. The two Park & Ride lots that had a decrease of passenger vehicles were the Bridgewater and Plymouth lots. While the Plymouth Park & Ride lot saw a decrease in utilization between the last two collection dates, it should be noted that this lot has achieved at least an 85% utilization rate for 20 of the last 21 data collections, dating back to October 2009. The only collection in which it was not congested was October 2018, when it achieved an 83.5% utilization rate. Since one of Raynham's Park & Ride lots has the same bus service as the West Bridgewater lot, it will be added to OCPC's CMP data collection efforts starting in April 2020.

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 5,989 from 2013 to 2017, 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, rideshare, fixed-bus routes, commuter bus, and commuter rail is encouraged. These transportation options are climate-friendly, reduce greenhouse gas emissions, and are consistent with MassDOT's Healthy Transportation Policy.

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 \$55 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 that is offered by the Town; the cost of these lots is also undetermined.

## Massachusetts Bay Transit Authority (MBTA) Commuter Rail Results

**Table 45**

Location	Total Spaces	April Vehicles Parked	April Total Utilization
<b>Providence/Stoughton Line</b>			
Canton Junction	762	542	71.1%
Canton Center	215	193	89.8%
Stoughton	361	326	90.3%
<b>Middleborough/Lakeville Line</b>			
Holbrook/Randolph	362	309	85.4%
Montello	351	203	57.8%
Brockton (BAT Facility)	323	178	55.1%
Campello	552	281	50.9%
Bridgewater	499	296	59.3%
Middleborough/Lakeville	769	639	83.1%
<b>Kingston/Plymouth Line</b>			
South Weymouth	636	467	73.4%
Abington	404	375	92.8%
Whitman	199	111	55.8%
Hanson	428	259	60.5%
Halifax	412	255	61.9%
Kingston	1,030	441	42.8%
Plymouth	92	0	0%
<b>Total Providence/Stoughton Line</b>	<b>1,338</b>	<b>1,061</b>	<b>79.3%</b>
<b>Total Middleborough/Lakeville Line</b>	<b>2,856</b>	<b>1,908</b>	<b>66.7%</b>
<b>Total Kingston/Plymouth Line</b>	<b>3,201</b>	<b>1,908</b>	<b>59.6%</b>
<b>Total All Stations</b>	<b>7,395</b>	<b>4,877</b>	<b>65.9%</b>

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 that demonstrated an 85 percent or more utilization rate are highlighted in Table 45; during the April 2019 count, four lots reached the 85 percent threshold (Abington, Canton Center, Holbrook/Randolph, and Stoughton). Overall, parking lot utilization rates were the highest on the Providence/Stoughton Line and lowest on the Kingston/Plymouth Line.

## MassDOT Park and Ride Lot Results

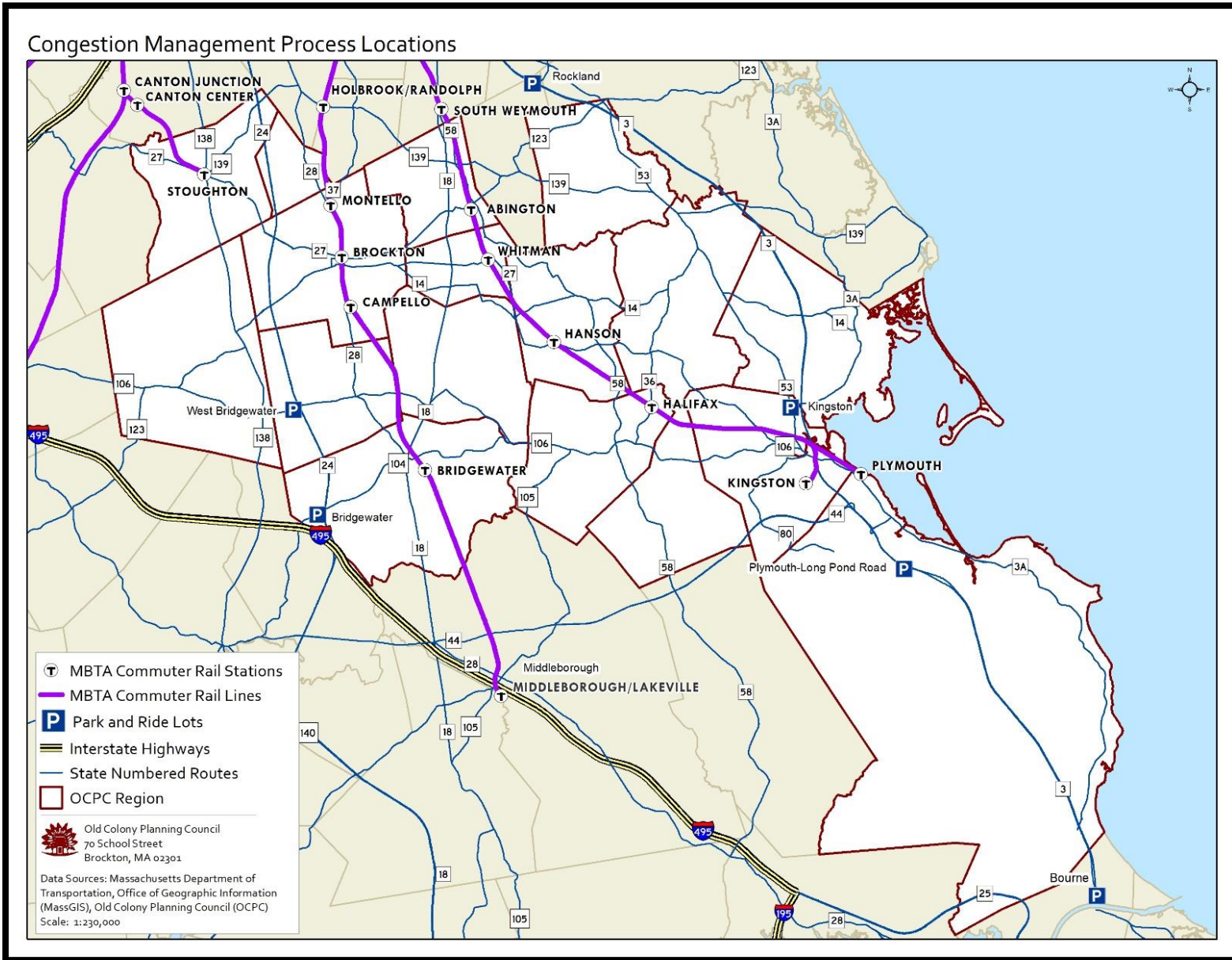
**Table 46**

Location	Total Spaces	October Vehicles Parked	October Total Utilization
<b>Route 24 Corridor</b>			
West Bridgewater - Route 24 @ Route 106	185	172	93.0%
Bridgewater - Route 24 @ Route 104	60	31	51.7%
<b>Route 3 Corridor</b>			
Rockland - Route 3 @ Route 228	440	411	93.4%
Kingston - Route 3 @ Route 3A & 53	72	69	95.8%
Plymouth - Route 3 @ Long Pond Road	200	175	87.5%
Bourne - Route 3 @ Route 6 (Sagamore)	377	359	95.2%
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>203</b>	<b>82.9%</b>
<b>Total Route 3 Corridor</b>	<b>1,089</b>	<b>1,014</b>	<b>93.1%</b>
<b>Total All Lots</b>	<b>1,334</b>	<b>1,217</b>	<b>91.2%</b>

Park & Ride lots that demonstrated an 85 percent or more utilization rate are highlighted in Table 46; during the April 2019 count, only the Bridgewater lot did not reach the 85 percent threshold to be considered congested. Overall, the utilization rates at the Park & Ride lots on the Route 3 Corridor were higher, because of the low utilization at the Bridgewater lot. 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 1,089 vehicles. A logical conclusion considering this data is that commuters on both corridors 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 West Bridgewater lot is generally at or over capacity (Bloom Commuter Bus Service) with an average utilization rate of 91% over the last 10 years while the Bridgewater Park & Ride Lot has an average of 58% utilization over the last 10 years with only one year that congested status was achieved in October 2009 (no bus service).


## 6.0 Appendix


## 6.1 Overall Map of CMP Locations





### 6.3 2009-2019 MassDOT Park & Ride Parking Lot Utilization Table

Location	Total Spaces	 Spaces	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	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19
			<b>Route 24 Corridor</b>																					
West Bridgewater - Route 24, Exit 16 (Route 106)	185	8	146	143	142	124	170	139	171	177	165	184	159	184	175	170	160	149	146	157	161	154	172	164
Bridgewater - Route 24, Exit 15 (Route 104)	60	0	29	60	41	32	43	35	35	38	29	33	34	44	37	36	30	35	23	26	43	37	31	20
<b>Route 3 Corridor</b>																								
Rockland - Route 3, Exit 14 (Route 228)	440	8	354	292	304	194	330	359	334	362	414	451	386	343	411	387	349	383	417	386	398	354	411	372
Pembroke - Route 3, Exit 12 (Route 139)	67	0	15	11	5	1	0	5	2	5	4	6	4	1	6	3	3	4	4	7	1	0	N/A	N/A
Kingston - Route 3, Exit 10 (Route 3A & 53)	72	0	67	71	73	47	37	52	46	55	58	56	54	46	46	47	58	57	49	48	59	68	69	70
Plymouth - Route 3, Exit 5 (Long Pond Road)	200	8	169	190	194	190	197	210	197	198	206	198	186	208	233	193	171	217	213	196	206	167	175	196
Bourne - Route 3, Exit 1B (Route 6) (Sagamore)	377	6	330	286	294	349	313	352	342	355	345	374	389	351	353	349	347	391	378	389	343	363	359	384
<b>Route 44 Corridor</b>																								
Plymouth - Route 44, Commerce Way Exit	520	8	16	21	12	11	11	24	17	19	15	28	20	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>8</b>	<b>175</b>	<b>203</b>	<b>183</b>	<b>156</b>	<b>213</b>	<b>174</b>	<b>206</b>	<b>215</b>	<b>194</b>	<b>217</b>	<b>193</b>	<b>228</b>	<b>212</b>	<b>206</b>	<b>190</b>	<b>184</b>	<b>169</b>	<b>183</b>	<b>204</b>	<b>191</b>	<b>203</b>	<b>184</b>
<b>Total Route 3 Corridor</b>	<b>1,156</b>	<b>22</b>	<b>935</b>	<b>850</b>	<b>870</b>	<b>781</b>	<b>877</b>	<b>978</b>	<b>921</b>	<b>975</b>	<b>1,027</b>	<b>1,085</b>	<b>1,019</b>	<b>949</b>	<b>1,049</b>	<b>979</b>	<b>928</b>	<b>1,052</b>	<b>1,061</b>	<b>1,026</b>	<b>1,007</b>	<b>952</b>	<b>1,014</b>	<b>1,022</b>
<b>Total Route 44 Corridor</b>	<b>520</b>	<b>8</b>	<b>16</b>	<b>21</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>24</b>	<b>17</b>	<b>19</b>	<b>15</b>	<b>28</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total All Lots</b>	<b>1,921</b>	<b>38</b>	<b>1,126</b>	<b>1,074</b>	<b>1,065</b>	<b>948</b>	<b>1,101</b>	<b>1,176</b>	<b>1,144</b>	<b>1,209</b>	<b>1,236</b>	<b>1,330</b>	<b>1,232</b>	<b>1,193</b>	<b>1,261</b>	<b>1,185</b>	<b>1,118</b>	<b>1,236</b>	<b>1,230</b>	<b>1,209</b>	<b>1,211</b>	<b>1,143</b>	<b>1,217</b>	<b>1,206</b>

Location	Total Spaces	 Spaces	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	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19
			<b>Route 24 Corridor</b>																					
West Bridgewater - Route 24, Exit 16 (Route 106)	185	8	104.3%	102.1%	101.4%	88.6%	91.9%	75.1%	92.4%	95.7%	89.2%	99.5%	85.9%	99.5%	94.6%	91.9%	86.5%	80.5%	78.9%	84.9%	87.0%	83.2%	93.0%	88.6%
Bridgewater - Route 24, Exit 15 (Route 104)	60	0	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%	50.0%	58.3%	38.3%	43.3%	71.7%	61.7%	51.7%	33.3%
<b>Route 3 Corridor</b>																								
Rockland - Route 3, Exit 14 (Route 228)	440	8	80.5%	66.4%	69.1%	44.1%	75.0%	81.6%	75.9%	82.3%	94.1%	102.5%	87.7%	78.0%	93.4%	88.0%	79.3%	87.0%	94.8%	87.7%	90.5%	80.5%	93.4%	84.5%
Pembroke - Route 3, Exit 12 (Route 139)	67	0	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%	4.5%	6.0%	6.0%	10.4%	1.5%	0.0%	N/A	N/A
Kingston - Route 3, Exit 10 (Route 3A & 53)	72	0	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%	72.5%	71.3%	61.3%	60.0%	73.8%	85.0%	95.8%	97.2%
Plymouth - Route 3, Exit 5 (Long Pond Road)	200	8	84.5%	95.0%	97.0%	95.0%	98.5%	105.0%	98.5%	99.0%	103.0%	99.0%	93.0%	104.0%	116.5%	96.5%	85.5%	108.5%	106.5%	98.0%	103.0%	83.5%	87.5%	98.0%
Bourne - Route 3, Exit 1B (Route 6) (Sagamore)	377	6	87.5%	75.9%	78.0%	92.6%	83.0%	93.4%	90.7%	94.2%	91.5%	99.2%	103.2%	93.1%	93.6%	92.6%	92.0%	103.7%	100.3%	103.2%	91.0%	96.3%	95.2%	101.9%
<b>Route 44 Corridor</b>																								
Plymouth - Route 44, Commerce Way Exit	520	8	3.1%	4.0%	2.3%	2.1%	2.1%	4.6%	3.3%	3.7%	2.9%	5.4%	3.8%	3.1%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>8</b>	<b>87.5%</b>	<b>101.5%</b>	<b>91.5%</b>	<b>78.0%</b>	<b>106.5%</b>	<b>87.0%</b>	<b>103.0%</b>	<b>107.5%</b>	<b>97.0%</b>	<b>108.5%</b>	<b>78.8%</b>	<b>93.1%</b>	<b>86.5%</b>	<b>84.1%</b>	<b>77.6%</b>	<b>75.1%</b>	<b>69.0%</b>	<b>74.7%</b>	<b>83.3%</b>	<b>78.0%</b>	<b>82.9%</b>	<b>75.1%</b>
<b>Total Route 3 Corridor</b>	<b>1,156</b>	<b>22</b>	<b>120.0%</b>	<b>73.5%</b>	<b>75.3%</b>	<b>67.6%</b>	<b>112.6%</b>	<b>125.5%</b>	<b>118.2%</b>	<b>84.3%</b>	<b>88.8%</b>	<b>93.9%</b>	<b>88.1%</b>	<b>82.1%</b>	<b>90.7%</b>	<b>84.7%</b>	<b>80.3%</b>	<b>91.0%</b>	<b>91.8%</b>	<b>88.8%</b>	<b>87.1%</b>	<b>82.4%</b>	<b>87.7%</b>	<b>88.4%</b>
<b>Total Route 44 Corridor</b>	<b>520</b>	<b>8</b>	<b>3.1%</b>	<b>4.0%</b>	<b>2.3%</b>	<b>2.1%</b>	<b>2.1%</b>	<b>4.6%</b>	<b>3.3%</b>	<b>3.7%</b>	<b>2.9%</b>	<b>5.4%</b>	<b>3.8%</b>	<b>3.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Total All Lots</b>	<b>1,921</b>	<b>38</b>	<b>60.0%</b>	<b>57.2%</b>	<b>56.8%</b>	<b>50.5%</b>	<b>58.7%</b>	<b>62.7%</b>	<b>61.0%</b>	<b>64.4%</b>	<b>65.9%</b>	<b>70.9%</b>	<b>64.1%</b>	<b>62.1%</b>	<b>65.6%</b>	<b>61.7%</b>	<b>58.2%</b>	<b>64.3%</b>	<b>64.0%</b>	<b>62.9%</b>	<b>63.0%</b>	<b>59.5%</b>	<b>63.4%</b>	<b>62.8%</b>

Note: West Bridgewater (Route 24, Exit 16) capacity changed from 140 to 185 starting in April 2011

Note: Plymouth - Route 44, Commerce Way Exit no longer exists.

Note: Pembroke - Route 3, Exit 12 (Route 139) no longer exists.

Note: Kingston - Route 3, Exit 10 moved to a different section of the parking lot in 2019 and now has eight fewer spots

Sources: Old Colony Planning Council (OCPC), Cape Cod Commission (CCC), Massachusetts Department of Transportation (MassDOT) Transit Division



## 6.4 Abington MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington	54	58	74
Amesbury			1
Arlington		1	
Attleboro	1		
Barnstable			4
Beverly		1	3
Boston		4	
Braintree		2	2
Bridgewater	5	2	
Brockton	4	4	8
Canton			1
Chelsea		2	1
Danvers			1
Dartmouth		1	
Dedham			1
Dennis			1
Duxbury		2	
East Bridgewater	11	11	12
Easton		1	2
Framingham		1	
Franklin	1		
Halifax		1	
Hanover	35	54	61
Hanson	12	11	18
Hingham			1

Town	2011	2015	2019
Holbrook			1
Hull			1
Mansfield		1	
Marshfield		1	2
Medford		1	
Medway		1	
Middleborough	1		
Milton		1	1
Nantucket		1	
Natick	1		
Norwell	2	6	3
Pembroke	9	8	21
Plymouth		1	
Quincy		4	3
Revere	1		
Rochester	1		
Rockland	42	53	62
Sandwich	1		
Stoughton	1		1
Waltham		1	
West Bridgewater		1	
Weymouth	1	6	4
Whitman	30	26	42
Woburn		1	

## 6.5 Bridgewater MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington	1	1	1
Agawam		1	
Amesbury	1		
Attleboro	3	2	1
Barnstable	1		
Bellingham		1	
Berkley	1	1	2
Beverly			2
Boston		5	3
Bourne	1	2	1
Braintree	2		1
Bridgewater	107	130	144
Brockton	3	2	2
Canton	1		
Carver		1	
Chilmark	1		
Danvers		1	
Dartmouth		1	
Dighton	1		
East Bridgewater	9	13	12
East Longmeadow	1		
Easton			2
Everett	1		1
Fall River	2	3	3
Falmouth		1	
Framingham		1	
Halifax	7	4	3
Hanover			3
Hanson			2
Harwich			1
Holbrook		1	
Hopedale	1		
Hull	1		
Kingston			1
Lakeville	1	1	
Lawrence			
Leominster	1		1
Lexington	1		
Malden			1

Town	2011	2015	2019
Mansfield	1	1	
Marion		1	
Mashpee	1		
Mattapoisett		1	
Medway			1
Middleborough	18	11	7
Needham			1
New Bedford		2	2
Norton		1	4
North Attleborough	1		
Norton	1		
Norwood	1	2	
Peabody	1		
Pembroke	1	1	
Plymouth		2	1
Plympton		1	1
Provincetown	1		
Quincy		1	2
Randolph	2	2	
Raynham	18	25	24
Rehoboth			1
Rochester			1
Sandwich		2	1
Saugus		2	
Somerset	4	1	
Springfield	1		
Stoughton		1	1
Swansea	1		
Taunton	9	9	11
Waltham		2	
Wareham	3	2	
West Bridgewater	2	2	2
Westborough			1
Westport	1		1
Weymouth	1	1	3
Whitman		1	
Winchester		2	
Yarmouth			1

## 6.6 Brockton (BAT Facility) MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Attleboro			2
Barnstable	1		
Belmont			1
Boston	2	3	8
Bridgewater	5	3	1
Brockton	128	97	92
Carver		1	
Dartmouth	1		
Dedham			2
Dighton		1	
Duxbury	1		
East Bridgewater	9	6	5
Easton	9	5	9
Everett	1		1
Fall River		1	
Foxborough		1	
Halifax	2		1
Hanson	1	1	
Haverhill	1		
Hingham	1		1
Holbrook	2	1	2
Holden			1
Lakeville		1	
Leominster			1
Lynn			1
Malden			1

Town	2011	2015	2019
Marshfield			2
Middleborough			2
Needham			1
New Bedford	2		2
Norton	1		1
Norwood	1		
Oxford			1
Peabody			1
Quincy	1		2
Randolph	2		3
Raynham	6	1	
Rockland	3		
Scituate	1		
Shirley	1		
Somerset	1	1	1
Springfield			1
Stoughton			1
Taunton	2	1	4
Walpole	1		
Waltham	1		
Wayland			1
West Bridgewater	1	1	1
Weymouth	1	1	
Whitman	2	2	3
Wrentham			1

## 6.7 Campello MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Attleboro			2
Avon	1		
Berkley	1		2
Boston		2	6
Bourne			1
Braintree	1		
Bridgewater	12	16	28
Brockton	42	57	87
Cambridge			1
Chelmsford			1
East Bridgewater	17	11	27
Easton		5	9
Fairhaven	1		
Fall River			5
Falmouth	1		
Framingham	1		
Freetown		1	
Holbrook			1
Lakeville	2	1	1
Marshfield		1	
Middleborough		1	1
Milton		1	

Town	2011	2015	2019
Natick	1		
New Bedford			1
Norwood		1	
Plymouth	1		
Quincy			2
Randolph			1
Raynham	3	5	8
Revere			1
Salem		1	
Scituate			1
Stoughton	1		1
Swansea	1	1	1
Taunton	1	1	4
Wareham			1
West Bridgewater	27	37	53
Westford	1		
Westport			1
Westport	1		
Weymouth			1
Whitman			3
Yarmouth		1	1

## 6.8 Canton Center MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Avon		2	1
Bellingham		1	
Boston		1	4
Bridgewater			1
Brockton			1
Cambridge		1	
Canton	40	61	71
Dighton			1
Easton	9	10	22
Everett			1
Fall River			1
Foxborough			2
Framingham		1	1
Franklin	1	1	
Haverhill		1	
Holyoke	1		
Hull			1
Lynn		1	
Lynnfield			1
Mansfield			2
Medway		1	
New Bedford			1
Newton		1	
Norton			1
Quincy	1	1	
Randolph	1		4
Scituate	1		
Sharon	15	21	17
Stoughton	29	45	33
Walpole	1		2
Webster	1		
Westminster			1
Westport			1
Weymouth			1

## 6.9 Canton Junction MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Acton		1	
Acushnet	1	1	
Amesbury		1	
Attleboro	2	4	3
Auburn	1		
Avon	2		
Barnstable		1	
Belchertown			1
Bellingham	2		
Berkley		1	2
Billerica			1
Boston	7	12	10
Bourne		1	
Braintree		1	
Bridgewater	1	1	1
Brockton	8	6	2
Cambridge			2
Canton	75	139	143
Cohasset			1
Dartmouth		1	1
Dedham		3	
East Bridgewater	2		
Eastham	1		
Easton	40	66	56
Edgartown		1	
Falmouth		1	1
Foxborough	20	32	38
Franklin	3	9	1
Groton		1	

Town	2011	2015	2019
Hanover	1		
Holbrook		1	
Holyoke	1		
Ipswich			2
Lakeville			1
Lawrence	1		1
Leominster			1
Lowell		1	
Ludlow	1		
Malden	1		1
Mansfield	4	6	5
Marlborough		1	
Medfield		1	
Medford			1
Medway			1
Merrimac		1	
Middleborough	1	1	1
Milford		1	1
Millis		1	
Millville		1	
Newton	1		1
Norfolk	1	5	5
North Attleborough	5	10	1
Northborough		1	
Norton	3	4	1
Norwood	15	20	13
Peabody			1
Plainville	4	4	2
Quincy	1	2	3

Town	2011	2015	2019
Randolph	2	6	2
Raynham	2	1	5
Rochester		1	
Sandwich			2
Sharon	24	50	51
Somerville		1	3
Springfield	1		
Stoneham		1	
Stoughton	63	78	67
Taunton	3	3	4
Tewksbury		1	
Walpole	8	30	25
Waltham		1	
Wareham	2		
Watertown			2
West Springfield			1
Westborough			1
Westfield	1		
Westford			1
Westport		1	
Westwood		1	
Weymouth		2	1
Whitman		1	
Winchester			1
Woburn	1	1	
Wrentham	10	11	5
Yarmouth		1	

## 6.10 Halifax MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Amesbury		1	
Bedford		1	
Boston		4	4
Bourne			1
Braintree			1
Bridgewater	1		
Brookline		1	
Cambridge	1		1
Carver	19	10	13
Dighton			1
Duxbury	16	13	22
East Bridgewater			1
Everett			1
Fall River			1
Franklin	2		
Halifax	33	17	36
Hanson			1
Hingham			2
Hull		1	
Kingston	34	35	60
Lenox	1		

Town	2011	2015	2019
Lynnfield			1
Mansfield	1		
Marshfield			1
Medway	1		
Middleborough	7	2	4
Milton			1
Pembroke	30	20	47
Plymouth	1	1	1
Plympton	10	11	23
Quincy		2	1
Randolph			1
Scituate		2	3
Shrewsbury			1
Wareham			1
Wellfleet			1
West Bridgewater			1
Weymouth	1		1
Whitman			1
Woburn		2	
Worthington			1

## 6.11 Hanson MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington		1	1
Avon	1		
Boston	1	6	
Braintree	1	1	
Bridgewater	4	3	5
Brockton	1	1	
Cambridge		1	
Carver	2	1	1
Duxbury	11	12	22
East Bridgewater	17	13	20
Foxborough		1	1
Framingham		1	
Gloucester		1	
Halifax	27	42	37
Hanover	3		
Hanson	49	40	57
Kingston	5	15	2
Lakeville		1	1
Leicester		1	
Lowell		1	
Marshfield	2	4	

Town	2011	2015	2019
Melrose		1	
Middleborough	1	6	1
New Bedford	1		
Newton		1	
Northbridge		1	
Norwell	1		1
Norwood		1	
Pembroke	58	82	83
Plymouth		2	
Plympton	1	7	1
Princeton		1	
Quincy		2	1
Randolph			2
Revere			1
Stoneham			1
Wellfleet	1	1	
West Bridgewater		1	
Westfield		1	
Westwood	1		
Weymouth		1	
Whitman			2



## 6.12 Holbrook/Randolph MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington	9	13	13
Avon	19	19	31
Berkley	1	2	
Boston	1	5	6
Bourne	1	1	
Braintree	14	20	30
Bridgewater	1	1	2
Brockton	6	2	7
Cambridge			1
Canton	2	2	2
Carver			1
Dartmouth		2	
Dedham		1	
Dighton		1	
East Bridgewater		1	1
Easton	2	3	6
Grafton			1
Hanson			1
Holbrook	36	48	56
Lakeville	1		
Mansfield			2
Marshfield		2	2

Town	2011	2015	2019
Medford		1	3
Milton		1	2
North Attleborough			1
Norwell	1	1	
Norwood		1	
Plymouth			1
Quincy	1	2	3
Randolph	75	82	85
Raynham		2	2
Rockland		3	2
Scituate			1
Somerset		1	
Stoughton	4	7	11
Taunton			2
Walpole		1	
Wareham			1
West Bridgewater	1	1	2
Westford			1
Westport		1	
Weymouth	1	3	3
Whitman		1	2
Wrentham	1		

### 6.13 Kingston MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Barnstable	3	11	12
Belchertown		1	
Beverly		1	
Billerica		1	
Boston	3	4	7
Bourne	5	8	8
Braintree		1	
Brewster		2	1
Bridgewater	1		
Brockton			1
Canton	2		
Carver	11	13	14
Chatham			1
Chelmsford			1
Dedham		1	
Dennis	1	1	2
Duxbury	28	38	48
Eastham			1
Easton		1	
Fairhaven	1		
Falmouth	1	3	3
Groton			1
Halifax		1	3
Hanover			1
Harwich			4
Hingham		1	
Hopkinton			2
Ipswich			1
Kingston	29	26	40
Lakeville		1	
Lawrence		1	
Leominster			1
Lowell	1		

Town	2011	2015	2019
Malden		1	
Mansfield			3
Marlborough			1
Marshfield		3	2
Mashpee	1	5	6
Medford		1	
Medway		1	
Middleborough		1	1
Natick		1	1
Newton		2	1
North Attleborough		1	
Norton			1
Orleans		1	1
Pembroke	2	1	1
Plymouth	179	177	204
Plympton	1	3	1
Quincy	3	5	3
Raynham			1
Rochester		1	
Rockland	1		
Sandwich	15	13	11
Scituate			1
Somerset		1	
Somerville		2	1
Sturbridge		1	
Sudbury		1	
Taunton		1	
Townsend		1	
Waltham	1		
Wareham	2		1
Weymouth		1	3
Whitman			1
Yarmouth	4	2	1

## 6.14 Middleborough/Lakeville MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington			1
Acushnet	8	8	13
Attleboro		1	1
Barnstable		2	
Bedford			1
Bellingham		1	
Berkley	3	7	6
Bolton			1
Boston	1	7	3
Bourne	5	9	10
Braintree	1		1
Bridgewater	1		1
Brockton		3	2
Brookline	1		
Cambridge	1	1	
Canton			1
Carver	10	8	8
Dartmouth	14	19	34
Dedham		1	1
Dighton		1	3
Easton	1		
Fairhaven	10	12	14
Fall River	8	5	12
Falmouth	5	5	7
Foxborough		1	
Franklin		1	
Freetown	11	13	24
Groton		1	
Hanover		1	
Hingham			1
Holbrook	1		1
Kingston			1
Lakeville	43	52	83
Lynnfield			1
Lynnfield		1	
Mansfield			2
Marblehead			1
Marion	20	15	22
Marshfield			2

Town	2011	2015	2019
Mashpee	3	3	
Mattapoisett	14	11	18
Melrose		1	
Middleborough	79	67	98
Middleton			1
Milford			1
Milton			2
New Bedford	46	40	57
Newton	1	2	
North Attleborough		1	
Norwood	1	2	1
Plymouth	2	3	3
Plympton		1	
Quincy		1	3
Randolph	1	1	1
Raynham	3	5	13
Revere			1
Rochester	17	17	23
Sandwich			2
Scituate		1	1
Seekonk		1	
Shrewsbury			1
Somerset	2	7	2
Somerville		2	
Stoughton	1	3	1
Swansea	2	1	
Sutton			1
Taunton	21	31	24
Walpole		1	
Waltham		1	
Wareham	41	40	49
Watertown			1
Wayland		1	
Westfield			1
Westford			1
Westport	2	1	3
Weymouth		1	
Whitman	1		
Worcester			

## 6.15 Montello MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington	1	9	7
Arlington		1	
Athol		1	
Avon	3	3	3
Ayer			1
Bedford			1
Boston	1	3	5
Braintree		1	1
Bridgewater	2	2	1
Brockton	105	93	125
Cambridge		1	
Chelsea			1
East Bridgewater			1
Easton	1	1	3
Everett	1		
Fall River	2		
Framingham	1		
Hanson		1	1
Holbrook	2	3	
Malden			1
Mashpee			1
Middleborough		1	
Milford	1		
Peabody	1		
Quincy		2	3
Randolph	1	1	1
Raynham			1
Rockland			1
Somerville			2
Stoughton	2	2	5
Taunton	1	3	2
Wakefield			1
Wareham		1	1
Watertown	1		
West Bridgewater	1		
Weymouth		1	3
Whitman	1	1	3
Wilmington	1		

## 6.16 South Weymouth MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington	78	56	71
Avon		1	
Barnstable		1	
Boston	1	5	13
Bridgewater		1	3
Brockton	3	1	3
Brookline			1
Cambridge			1
Carver		1	1
Chicopee		1	
Cohasset			2
Dennis	1		
Duxbury		1	10
East Bridgewater	2	1	1
Eastham	1		
Easton			1
Everett			1
Falmouth			1
Franklin			1
Halifax			3
Hanover	18	18	34
Hanson	3	3	5
Hingham	1	3	8
Holbrook	3	5	5
Hull			1
Kingston		1	

Town	2011	2015	2019
Marshfield	1	4	15
Medford		1	2
Merrimac			1
Middleborough		1	1
Milton		1	2
Newton			1
North Attleborough	1		1
Norwell	5	6	14
Pembroke	4	4	8
Plymouth	2	2	3
Plympton		3	
Quincy	1		7
Randolph		1	
Rehoboth			1
Rockland	45	46	46
Scituate	1	1	2
Somerset		1	
Stoughton	1		
Tewksbury		1	
Wareham			1
West Bridgewater			1
Weymouth	85	99	141
Whitman	11	7	7
Woburn		1	
Yarmouth		1	

## 6.17 Stoughton MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington		2	1
Attleboro			2
Avon	4	1	5
Berkley	3	2	2
Billerica	1		
Boston	1		8
Bourne			1
Braintree			4
Bridgewater	4	4	5
Brockton	37	40	27
Cambridge		1	
Canton	3	18	4
Carver			1
Dartmouth			2
East Bridgewater		3	
Easton	45	74	73
Everett		1	
Fairhaven		1	1
Fall River	1	1	1
Foxborough		2	1
Groveland			1
Halifax		1	
Hingham		1	
Holbrook			1
Lakeville			1
Marlborough		1	
Mansfield			1
Marshfield			2
Mattapoisett		1	
Middleborough	1	1	

Town	2011	2015	2019
Milton		1	
New Bedford		1	
Newton		1	
North Andover			1
Norton	1		2
Norwell			1
Norwood		2	
Plymouth	1		2
Quincy		2	1
Randolph		2	4
Raynham	3	5	3
Rehoboth	1		
Revere		1	1
Rochester			1
Rockland			2
Sharon	2	3	5
Somerset			2
Somerville	1		
Stoughton	40	88	93
Taunton	4	5	7
Townsend			1
Walpole		3	1
Wareham			2
West Bridgewater	1	4	5
Westborough		1	
Westport	1	1	2
Weymouth	1		5
Whitman		1	1
Worcester		1	

## 6.18 Whitman MBTA Commuter Rail Station Community Data

Town	2011	2015	2019
Abington		2	1
Bridgewater	5	8	7
Brockton	1	1	1
Cambridge		1	
Canton			1
Chelsea	1		
Dighton	1		
Dracut	1		
East Bridgewater	24	29	28
Halifax	2	6	1
Hanover	7	7	2
Hanson	14	25	13
Hull		1	
Kingston		1	
Mattapoisett	1		
Merrimac		1	
Middleborough		1	
Norwell	1		
Pembroke	6	9	5
Quincy		2	1
Raynham	2		2
Rehoboth	1		
Rockland		1	1
Somerville		1	
Taunton	1		1
Weymouth	1	4	1
Whitman	42	50	36

## 6.19 Bourne Park & Ride Community Data

Town	2011	2015	2019
Abington			1
Attleboro		1	1
Avon	1		
Barnstable	24	23	26
Belmont		1	
Boston		3	3
Bourne	37	50	35
Brewster		3	4
Bridgewater	2	1	
Brockton		1	
Brookline		1	
Cambridge	1		
Chatham	1	3	2
Chelmsford			1
Chicopee		1	
Dartmouth		1	
Dennis	1	7	5
Duxbury		3	
East Longmeadow			1
Eastham	1		
Fairhaven		1	
Fall River	1		
Falmouth	35	44	48
Harwich	4	4	4
Haverhill	1		
Hingham		1	
Holbrook	1		
Kingston			1
Lexington			1
Lynnfield			1
Lowell		1	
Marshfield	1		
Mashpee	25	24	28
Mattapoisett	1		

Town	2011	2015	2019
Mendon			1
Middleborough			1
New Bedford	1	1	1
Newton		1	
Newbury			1
Norfolk			1
North Andover			1
Norton	1		
Norwell	1		
Norwood			1
Orleans			1
Peabody			1
Pembroke		1	
Plainville		1	
Plymouth	24	20	14
Provincetown			1
Quincy	1		
Raynham			1
Rockport		1	
Sandwich	85	72	88
Scituate			1
Seekonk			1
Sterling			2
Sudbury			1
Truro		1	
Waltham	1		
Wareham	3	6	8
Wellfleet			1
Westborough		1	
Westport	1		1
Weymouth		1	1
Winchendon			1
Wrentham		1	
Yarmouth	5	6	8



## 6.20 Bridgewater Park & Ride Community Data

Town	2011	2015	2019
Acushnet			1
Attleboro		2	1
Avon	1		
Blackstone	1		
Bridgewater	3	1	
Brockton	2		1
Carver		1	
Dartmouth	1	1	
East Bridgewater	1	1	
Fairhaven		1	
Fall River	4	3	3
Falmouth	1		
Franklin	1		
Freetown			1
Mattapoisett	1		
Middleborough	5	2	2
New Bedford	3	2	1
North Reading			1
Plympton	1		
Raynham	1	1	3
Stoughton			2
Taunton	5	2	8
Walpole	1		
Wareham	2	4	2
Weymouth	1		
Whitman	1		

## 6.21 Kingston Park & Ride Community Data

Town	2011	2015	2019
Abington			1
Barnstable			1
Boston		1	
Braintree		1	
Bridgewater			1
Carver		1	
Duxbury	11	13	27
Framingham			1
Halifax			1
Hingham	1		
Kingston	8	9	15
Marshfield			2
Middleborough	1		
Milton	1		
Pembroke	3	3	2
Plymouth	7	2	12
Plympton	1	1	
Quincy			1
Taunton		2	
Wales	1		

## 6.22 Plymouth Park & Ride Community Data

Town	2011	2015	2019
Barnstable	2	1	2
Bedford			1
Belchertown			1
Boston	2	1	1
Bourne	2	1	1
Brewster		1	
Carver	6	8	7
Chatham		1	1
Dennis	1	2	
Duxbury	1	1	4
East Brookfield	1		
Edgartown		1	
Falmouth	2	1	5
Halifax			1
Hanover	1		
Harwich		1	2
Kingston	5	7	3
Malden			1
Mansfield			1
Marion			1
Marshfield			3
Mashpee			1
Middleborough	2	2	
Natick		1	
North Andover	1		
Norwell	1		
Plymouth	142	118	111
Plympton			2
Randolph			2
Sandwich	1	2	2
Scituate			1
Swansea		1	
Waltham			1
Wareham			1
Westfield		1	
Weymouth	2		1
Yarmouth		3	1

## 6.23 Rockland Park & Ride Community Data

Town	2011	2015	2019
Abington	7	5	8
Arlington	2		
Avon			1
Barnstable	2	5	3
Boston	5	3	4
Bourne	1		3
Braintree	3		
Brewster			2
Bridgewater		2	2
Brockton		2	1
Brookline		1	
Carver	1	1	4
Chatham	1		1
Cohasset	3	4	1
Dedham			1
Dennis	1		2
Duxbury	17	17	31
East Bridgewater	1		3
East Longmeadow	1		
Egremont			1
Everett			1
Fall River			1
Falmouth	2		1
Fitchburg			1
Halifax	2	3	2
Hanover	50	51	44
Hanson	10	13	10
Harwich	1	1	1
Hingham	17	14	10
Holbrook			1
Holliston			1
Hull	3	4	4
Kingston	4	6	9
Lakeville	1		
Mansfield	1		

Town	2011	2015	2019
Marion			1
Marshfield	38	41	40
Mashpee	1	1	1
Medway			1
Melrose			1
Middleborough			2
Milton	1		
Nantucket		2	
Newton			1
Norton		1	
Norwell	24	35	38
Orleans		2	1
Pembroke	23	23	15
Plymouth	15	16	21
Plympton	1		
Provincetown		1	1
Quincy	1	1	6
Randolph	3	1	
Raynham	1		1
Rockland	25	37	35
Sandwich	3	2	3
Scituate	14	10	9
Stoneham		1	
Stoughton			1
Truro		1	1
Walpole	1		
Waltham			1
Wareham		1	
Wayland	1		
Wellfleet			2
West Bridgewater	1		
Weymouth	7	12	11
Whitman	4	3	3
Woburn			1
Yarmouth	1		3

## 6.24 West Bridgewater Park & Ride Community Data

Town	2011	2015	2019
Abington	2	1	1
Acushnet	1	2	2
Attleboro	1	1	
Berkley	5	2	2
Boston		1	
Bourne	1		1
Braintree	2		1
Bridgewater	24	17	16
Brockton	3	6	9
Canton	1		
Carver	1	3	2
Chelsea			1
Dartmouth	1	3	3
Dighton	2	1	
East Bridgewater	11	4	9
Easton	7	9	4
Fairhaven		2	1
Fall River	1	8	7
Falmouth	1		
Fitchburg			1
Foxborough			2
Franklin		1	
Freetown	3		4
Halifax	1	1	2
Hanover	1		
Hanson			1
Kingston			1
Lakeville	7	2	5
Leominster			1
Mansfield	2		1

Town	2011	2015	2019
Marion		2	2
Mashpee	1		
Middleborough	6	5	6
Millville	1		
New Bedford	9	9	12
Newbury		1	
Newton	1		
North Attleboro		1	1
Norton	3		
Pembroke	1		
Plymouth	3	4	3
Quincy	1	1	1
Randolph	1	2	1
Raynham	13	7	7
Richmond			1
Rochester	1	1	
Rowley		1	
Somerset	2		1
Stoughton	1	2	2
Swansea		1	
Taunton	10	10	13
Templeton			1
Wareham	1	2	
West Bridgewater	9	16	11
West Springfield		1	
Westport	2	2	2
Weymouth	1		2
Whitman	2		1
Wilmington		1	
Yarmouth	1		