



2023 Commuter Origins Study

Old Colony Congestion Management Process

Analysis of Commuter Rail and Park & Ride Parking Facilities

May 2024

Prepared Under MassDOT Contract #123116

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

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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 $\geq 85\%$

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 2,979 vehicle license plate numbers, entered them into a database, and then forwarded the data to the Massachusetts Department of Transportation (MassDOT) for matching. In order to obtain trip origins, MassDOT 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.

Old Colony Congestion Management Process

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

The purpose of the Congestion Management Process (CMP) is to identify congested locations, determine the causes of congestion, develop alternative strategies to mitigate congestion, evaluate the different potential mitigation strategies, propose alternative strategies that best address the causes and impacts of congestion, and track and evaluate the impact of previously

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

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 Transportation Authority (MBTA) Commuter Rail

The Massachusetts Bay Transportation Authority is the public operator of most bus, subway, commuter rail and ferry systems in the greater Boston, Massachusetts, area. The MBTA is the largest transit provider in New England, and the fifth largest in the country. The MBTA directly operates or contracts out for service using eight different modes: heavy rail, light rail, bus rapid transit, local/express bus, trackless trolley, commuter rail, commuter boat, and paratransit. In Boston, 55% of all work trips and 42% of all trips into downtown are made by transit. The MBTA district is made up of 175 communities with a total population of 4.7 million. Almost three-quarters of all Massachusetts residents live within the MBTA service area.²

Of the 12 commuter rail lines, three provide service to the Old Colony region:

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

In total, 15 commuter rail stations within the Old Colony CMP region are surveyed by OCPC staff on a regular basis to determine utilization.

Massachusetts Department of Transportation (MassDOT) Park & 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

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.

² MBTA LinkedIn Account

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 28 (Route 106)
- Bridgewater – Route 24, Exit 24 (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 three (3) Park & Ride Facilities located on the Route 3 Corridor, which include the following:

- Rockland – Route 3, Exit 35 (Route 228)
- Plymouth – Route 3, Exit 13 (Long Pond Road)
- Bourne – Route 3, Exit 1A (Route 6)

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 2023 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.

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
- Road Safety Audits
- Walking Audits
- 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

Data Collection Program Results

In this study, OCPC staff recorded 2,979 vehicle license plate numbers, entered them into a database, and then forwarded the data to the Massachusetts Department of Transportation (MassDOT) for matching. Further analysis uncovered that 68.7% of the license plates recorded at the Commuter Rail Stations originated within the community and the bordering communities of the station. The Park & Ride lots yielded 46.9% of their plates to have originated within the same 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 italicized.

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. OCPC is unaware of how many other MBTA stations (if any) may have this same situation. During the COVID-19 pandemic, every visited location (both Commuter Rail and Park & Ride) saw a drastic decline in utilization but has since seen an increase post pandemic.

MBTA Commuter Rail Results

The results of the 2023 Old Colony Commuter Origins Study are as follows:

- 2,979 license plates recorded.
 - MBTA Commuter Rail Stations and the BAT Facility (2,317 license plates)
 - 2,238 license plates matched (96.6% matched)

Abington MBTA Commuter Rail Station

Description

Abington’s commuter rail station is on the MBTA Commuter Rail’s 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 nine disabled spaces, as well as 12 bicycle spaces.³

Origins Analysis

Out of the 168 license plates collected at the Abington station, 163 of them were matched. According to the data, 63.1% (106) of the commuters parked at this station reside in Abington and the bordering communities and 22.0% (37) 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 significant 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 may have chosen this station because of its convenient proximity. The commuters from Abington likely live in the 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 may have chosen 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 between the first two years and decreased from the second to third years; 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 Brockton, East Bridgewater and Pembroke were next in line.

Table 1 – Trend Data

	2015	2019	2023
Parked	325	375	168
Spaces	404	404	404
Utilized	80.4%	92.8%	41.6%

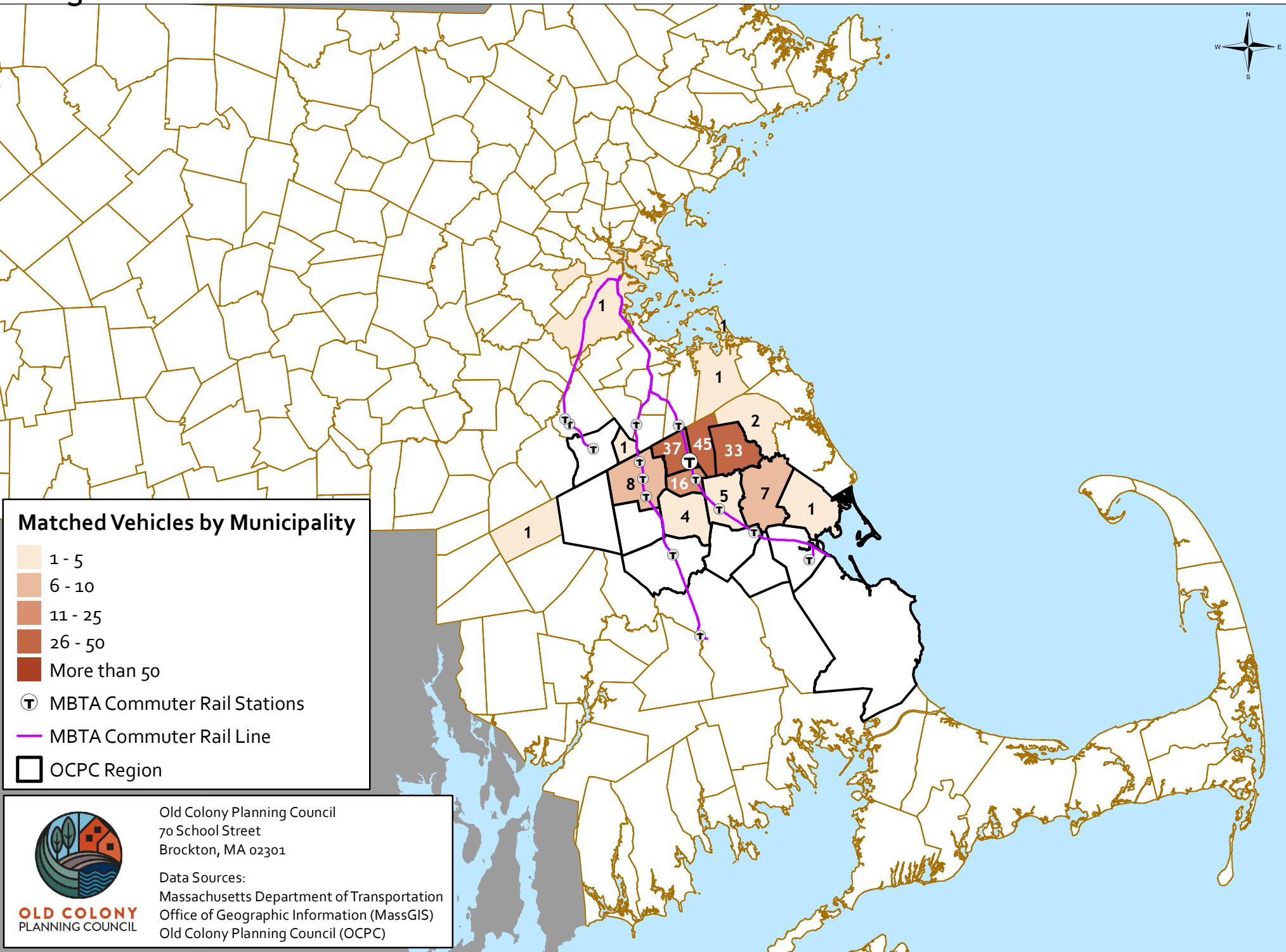
Table 2 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Abington</i>	58	<i>Abington</i>	74	Rockland	45
<i>Hanover</i>	54	Rockland	62	<i>Abington</i>	37
Rockland	53	<i>Hanover</i>	61	<i>Hanover</i>	33
<i>Whitman</i>	26	<i>Whitman</i>	42	<i>Whitman</i>	16
<i>E. Bridge.</i>	11	<i>Pembroke</i>	21	<i>Brockton</i>	8

(OCPC communities in Italic)


³ MBTA and Field Observations by OCPC

Abington Commuter Rail Station



Matched Vehicles by Municipality

- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- More than 50
- T MBTA Commuter Rail Stations
- MBTA Commuter Rail Line
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources:
Massachusetts Department of Transportation
Office of Geographic Information (MassGIS)
Old Colony Planning Council (OCPC)

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, including ten disabled spaces, as well as 28 bicycle spaces.⁴

Origins Analysis

The Bridgewater station had 126 passengers park at the station on our collection day, and every plate was matched. According to the collected data, 84.1% (106) of the commuters that parked at this station resided in Bridgewater and its surrounding communities with 65.9% (83) 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 number being from the communities of Raynham. The remaining represented communities had fewer than five commuters.

Observations

The commuters who parked at this station from East Bridgewater, Raynham, and West Bridgewater most may have chosen 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 may have chosen 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 a decrease during the second and third data collections. The Town of Bridgewater had the most commuters for the last three data collections, with Raynham and East Bridgewater being second and third all three times. The communities of Halifax, Middleborough, and Taunton rotated, being the fourth and fifth most represented communities at this station.

Table 3 – Trend Data

	2015	2019	2023
Parked	314	296	126
Spaces	499	499	499
Utilized	62.9%	59.3%	25.3%

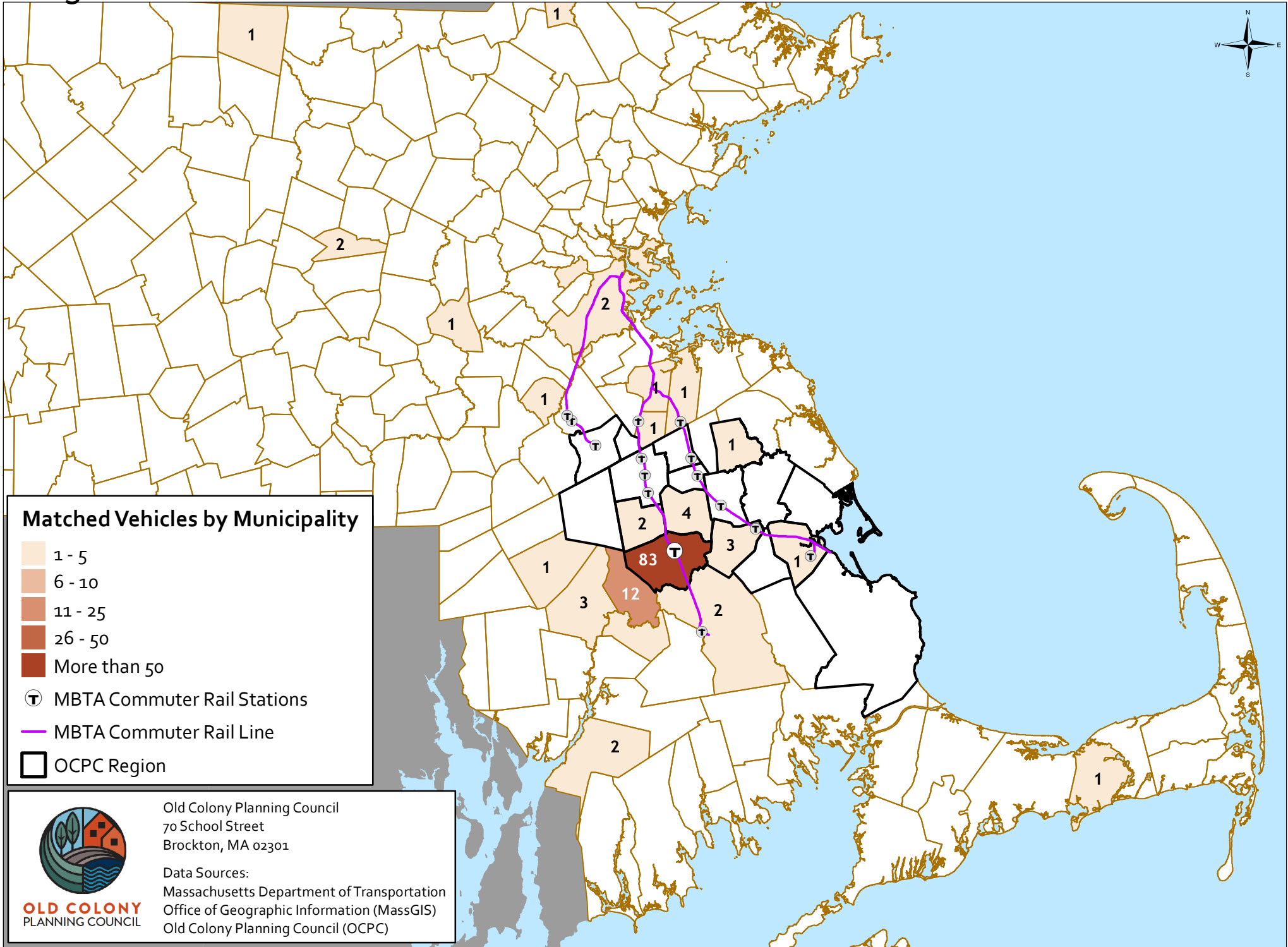
Table 4 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Bridgewater</i>	130	<i>Bridgewater</i>	144	<i>Bridgewater</i>	83
Raynham	25	Raynham	24	Raynham	12
<i>E. Bridge.</i>	13	<i>E. Bridge.</i>	12	<i>E. Bridge.</i>	4
Middleboro	11	Taunton	11	<i>Halifax</i>	3
Taunton	9	Middleboro	7	Taunton	3

(OCPC communities in Italic)

⁴ MBTA and Field Observations by OCPC

Bridgewater Commuter Rail Station



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 (across from 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 disabled spaces, and 32 bike spaces.⁵ It should be noted that the parking capacity increased from 267 to 323 in 2016, resulting in different utilization percentages.

Origins Analysis

Seventy-six (76) license plates were collected at this station and 74 plates were matched. According to the data, 78.9% (60) of the commuters that parked at this station lived in Brockton and its bordering communities with 64.5% (49) 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 Easton, Taunton, and Whitman. There were also commuters from other communities further north and west 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, and West Bridgewater most may have chosen this station due to accessibility and potentially a cheaper fare for those from Bridgewater and Whitman.

Trend Analysis

Brockton’s trend was similar to the Abington station. There was an increase in vehicles from 2015 to 2019 and a decrease from 2019 to 2023. 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 on all three collection dates (Boston and Easton) with other communities circulating in and out of the list such as Bridgewater and East Bridgewater.

Table 5 – Trend Data

	2015	2019	2023
Parked	155	174	76
Spaces	267	323	323
Utilized	58.1%	55.1%	23.5%

Table 6 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Brockton</i>	97	<i>Brockton</i>	92	<i>Brockton</i>	49
<i>E. Bridge.</i>	6	<i>Easton</i>	9	<i>Easton</i>	6
<i>Easton</i>	5	Boston	8	<i>Abington</i>	3
Boston	3	<i>E. Bridge.</i>	5	Boston	2
<i>Bridgewater</i>	3	Taunton	4	<i>Bridgewater</i>	2

(OCPC communities in Italic)

⁵ MBTA and Field Observations by OCPC

Brockton (BAT Facility) Commuter Rail Station



Matched Vehicles by Municipality

- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- More than 50

Ⓣ MBTA Commuter Rail Stations

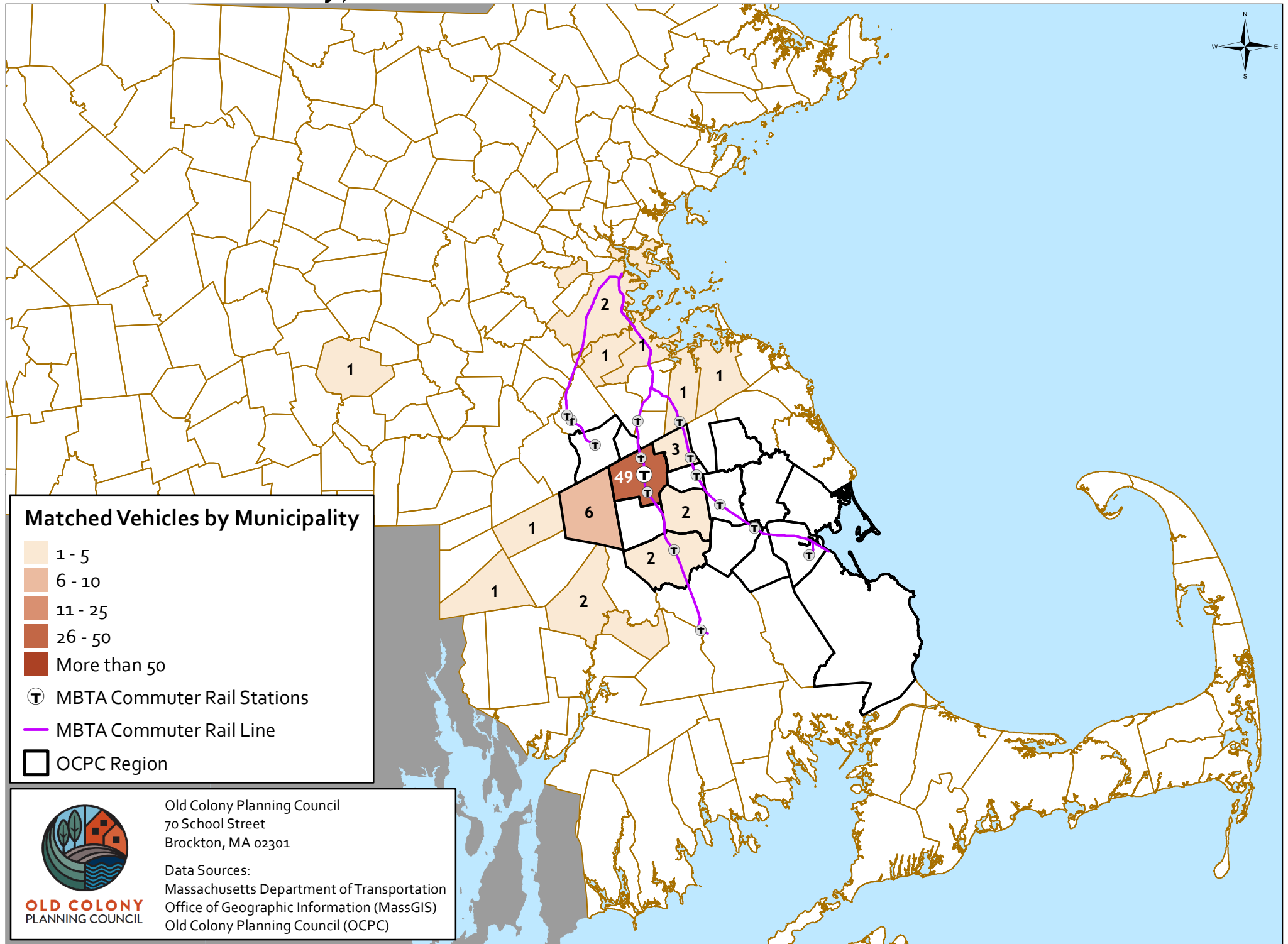
— MBTA Commuter Rail Line

□ OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources:
Massachusetts Department of Transportation
Office of Geographic Information (MassGIS)
Old Colony Planning Council (OCPC)



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 disabled spaces, and 12 bicycle spaces.⁶

Origins Analysis

During the count, there were 79 license plate numbers collected at the Campello station and 77 of them were matched. According to the collected data, 78.5% (62) of the commuters that parked at this station live in Brockton and its bordering communities, with 39.2% (31) 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, East Bridgewater, Bridgewater, and Easton, 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 Berkley and New Bedford and as far west as Attleboro and Foxborough 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 (18, 28, 106, or 123) that is an easy drive to get to Campello station.

Trend Analysis

Campello station experienced the trend of the Brockton station, an increase followed by a decrease. The increase in 2019 is possibly connected to the decrease from 2015 to 2019 at the Bridgewater station; Campello is one fare zone closer to Boston and is a cheaper fare. An increase in gas prices leading up to the 2019 count is another potential explanation. 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 and Easton being the fifth most represented community all three times.

Table 7 – Trend Data

	2015	2019	2023
Parked	183	281	79
Spaces	535	552	552
Utilized	34.2%	50.9%	14.3%

Table 8 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Brockton</i>	57	<i>Brockton</i>	87	<i>Brockton</i>	31
<i>W. Bridge.</i>	37	<i>W. Bridge.</i>	53	<i>W. Bridge.</i>	15
<i>Bridgewater</i>	16	<i>Bridgewater</i>	28	<i>E. Bridge.</i>	10
<i>E. Bridge.</i>	11	<i>E. Bridge.</i>	27	<i>Bridgewater</i>	6
<i>Easton</i>	5	<i>Easton</i>	9	<i>Easton</i>	4

(OCPC communities in Italic)

⁶ MBTA and Field Observations by OCPC

Campello Commuter Rail Station



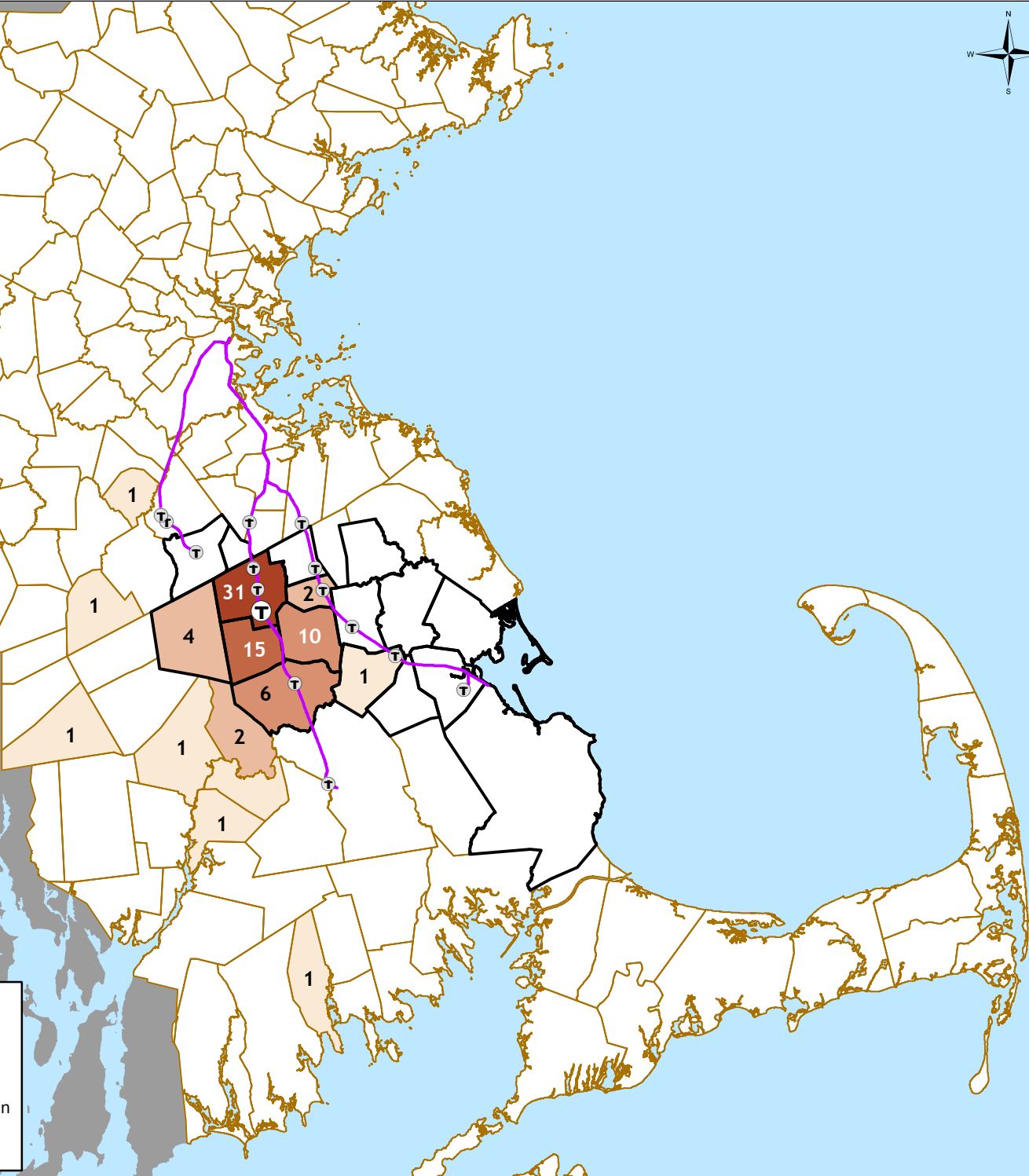
Matched Vehicles by Municipality

- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- More than 50

MBTA Commuter Rail Stations

MBTA Commuter Rail Line

OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources:
Massachusetts Department of Transportation
Office of Geographic Information (MassGIS)
Old Colony Planning Council (OCPC)

OLD COLONY
PLANNING COUNCIL

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 disabled accessibility and offers 215 parking spaces, which includes four disabled spaces, and 13 bike spaces.⁷

Origins Analysis

There were 55 license plate numbers recorded at this station during the count, 54 of those plates were matched. Forty-five (81.8%) commuters that used this station to park live in Canton and its border communities and 19 (34.5%) of those commuters live solely 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 east and south 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 three communities in the OCPC region from which commuters parked (Brockton, Easton, and Stoughton), but there were five other communities aside from those three and Canton from which commuters drove. It is unclear why the commuters from Arlington, Norton, and Weymouth 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 every station thus far except for Bridgewater, this station saw an increase between the first two data collections followed by a decrease. 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 Avon in 2015, Boston in 2019, and Brockton in 2023.

Table 9 – Trend Data

	2015	2019	2023
Parked	181	193	55
Spaces	215	215	215
Utilized	84.2%	89.8%	25.6%

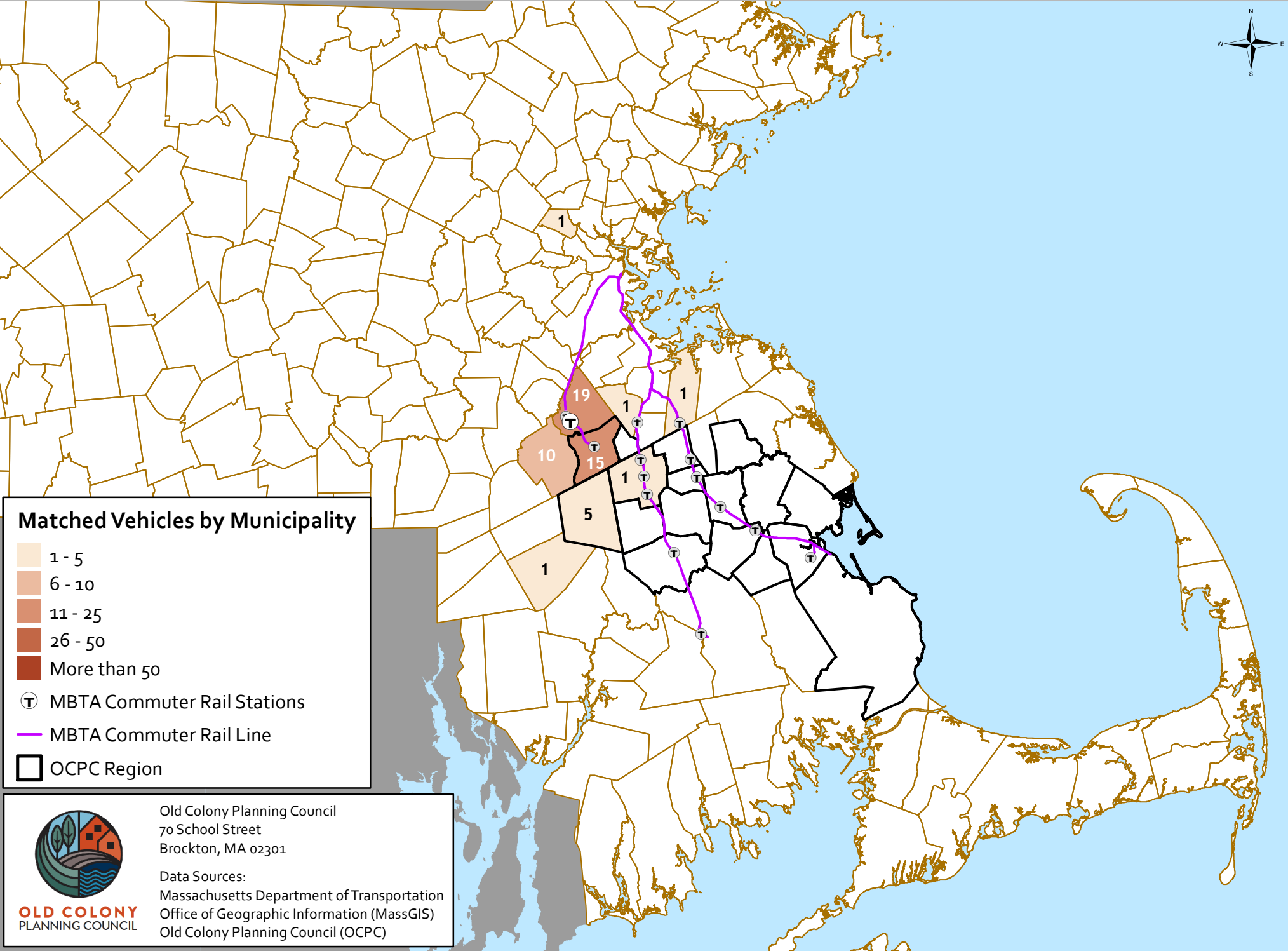
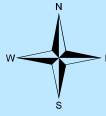
Table 10 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Canton	61	Canton	71	Canton	19
<i>Stoughton</i>	<i>45</i>	<i>Stoughton</i>	<i>33</i>	<i>Stoughton</i>	<i>15</i>
Sharon	21	<i>Easton</i>	22	Sharon	10
<i>Easton</i>	<i>10</i>	Sharon	17	<i>Easton</i>	5
<i>Avon</i>	2	Boston	4	<i>Brockton</i>	1

(OCPC communities in Italic)


⁷ MBTA and Field Observations by OCPC

Canton Center Commuter Rail Station



Matched Vehicles by Municipality

- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- More than 50
- T MBTA Commuter Rail Stations
- MBTA Commuter Rail Line
- OCPC Region



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources:
Massachusetts Department of Transportation
Office of Geographic Information (MassGIS)
Old Colony Planning Council (OCPC)

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 Providence/Stoughton Line), each with two tracks with one going to Stoughton. There are 762 parking spaces at Canton Junction, including 11 disabled parking spaces and 48 bicycle spaces.⁸

Origins Analysis

According to the data collected at this station, there were 402 cars parked on the collection date and 387 of those cars were matched. Of those cars, 26.9% (108) lived in the Town of Canton and 56.5% (227) 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 six OCPC communities that traveled to this station, including Avon, Bridgewater, Brockton, Easton, Plymouth, 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 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 a long distance to this destination. Some commuters originated from communities with great distances from this station such as Barnstable, Falmouth, and New Bedford.

Trend Analysis

As with Bridgewater, this station saw consecutive decreases in utilization following the 2015 data collection. The station was above 85% utilized once in 2015, which means that it was a congested facility. 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 (Easton and Stoughton).

Table 11 – Trend Data

	2015	2019	2023
Parked	685	542	402
Spaces	764	762	762
Utilized	89.7%	71.1%	52.8%

Table 12 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Canton	139	Canton	143	Canton	108
<i>Stoughton</i>	<i>78</i>	<i>Stoughton</i>	<i>67</i>	<i>Stoughton</i>	<i>53</i>
<i>Easton</i>	<i>66</i>	<i>Easton</i>	<i>56</i>	<i>Easton</i>	<i>52</i>
Sharon	50	Sharon	51	Sharon	48
Foxborough	32	Foxborough	38	Foxborough	20

(OCPC communities in Italic)

⁸ MBTA and Field Observations by OCPC

Halifax MBTA Commuter Rail Station

Description

Halifax’s commuter rail station is on the MBTA Commuter Rail's Kingston Line. It is located at 6 Garden Road (off Massachusetts Route 36). 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 disabled spaces, and 19 bicycle spaces.⁹

Origins Analysis

At this station, there were 98 license plates collected and all of them were matched with a community. According to the data, 50.0% (49) of the commuters originated from the Town of Halifax and the bordering communities and 18.4% (18) 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-six (87.8%) 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 the more common trend – an increase from 2015 to 2019 followed by a decrease from 2019 to 2023. An explanation for the increase in 2019 might be that more commuters switched to this station from the Hanson station, which will be explained in the Hanson station analysis. Kingston represented the top spot for most commuters on all three collection dates, with double the number of commuters from Halifax in 2015, followed by Pembroke and Halifax in second and third all three times. Carver, Duxbury, and Plympton made up the remaining two places for the three collection dates.

Table 13 – Trend Data

	2015	2019	2023
Parked	153	255	98
Spaces	412	412	412
Utilized	37.1%	61.9%	23.8%

Table 14 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Kingston</i>	35	<i>Kingston</i>	60	<i>Kingston</i>	25
<i>Pembroke</i>	20	<i>Pembroke</i>	47	<i>Pembroke</i>	24
<i>Halifax</i>	17	<i>Halifax</i>	36	<i>Halifax</i>	18
<i>Duxbury</i>	13	<i>Plympton</i>	23	<i>Duxbury</i>	12
<i>Plympton</i>	11	<i>Duxbury</i>	22	Carver	7

(OCPC communities in Italic)

⁹ MBTA and Field Observations by OCPC

Hanson MBTA Commuter Rail Station

Description

Hanson’s commuter rail station is on the MBTA Commuter Rail’s Kingston Line. It is a former Bay Colony Station and is located at 1070 Main Street (Route 27). The Hanson station has one side platform for the sole track running through it and has 428 parking spots, eight of which are disabled spots and 14 bike spaces.¹⁰

Origins Analysis

Out of the 128 license plates collected at the Hanson station, 127 of them were matched. According to the collected data, 91.4% (117) lived in Hanson and the surrounding communities and 31.3% (40) resided in the Town of Hanson. Most of the commuters who parked at this station were from the Towns of East Bridgewater, Hanson, and Pembroke. One-hundred twenty-one of the matched commuters (94.5%) are from the OCPC region. There are several unexplained plates originating from the north, south, and west of the region.

Observations

Only seven of the matched commuters were from communities outside of the OCPC region (5.5%). It is uncertain as to why the commuters from Bridgewater, Carver, 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 Chelmsford and Chelsea. Perhaps a reasoning previously mentioned such as a change in address yet to be noted on the car’s registration.

Trend Analysis

The Hanson station experienced the uncommon trend of consecutive declines in ridership after the 2015 collection date. Since this station experienced a decrease in utilization in 2019, it is possible that more commuters used the Halifax station over this station. Pembroke had the most commuters in all three collection dates, with over double the number of commuters from Hanson in 2019, with Halifax, Hanson, and East Bridgewater trading places for second and third. Duxbury, East Bridgewater, Halifax, 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

	2015	2019	2023
Parked	306	259	128
Spaces	482	428	428
Utilized	63.5%	60.5%	23.8%

Table 16 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Pembroke</i>	82	<i>Pembroke</i>	83	<i>Pembroke</i>	48
<i>Halifax</i>	42	<i>Hanson</i>	57	<i>Hanson</i>	40
<i>Hanson</i>	40	<i>Halifax</i>	37	<i>E. Bridge.</i>	15
<i>Kingston</i>	15	<i>Duxbury</i>	22	<i>Halifax</i>	13
<i>E. Bridge.</i>	13	<i>E. Bridge.</i>	20	<i>Duxbury</i>	3

(OCPC communities in Italic)

¹⁰ MBTA and Field Observations by OCPC

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 disabled people and there are 14 bicycle spaces as well.¹¹

Origins Analysis

There were 104 total license plates collected at this station and 102 were matched. Fifty-eight (55.8%) of the matched plates resided in the Towns of Holbrook and Randolph and 88 (84.6%) 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. Avon (10 commuters) and Abington (4 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

The majority of the commuters (93 commuters or 89.4% 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 Leominster, Taunton, and Yarmouth that are long distances from this station.

Trend Analysis

This station experienced the common trend of most stations – an increase in the second data collection and a decrease in the third. The 2019 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 number of passengers using 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

	2015	2019	2023
Parked	271	309	104
Spaces	369	362	362
Utilized	73.4%	85.4%	28.7%

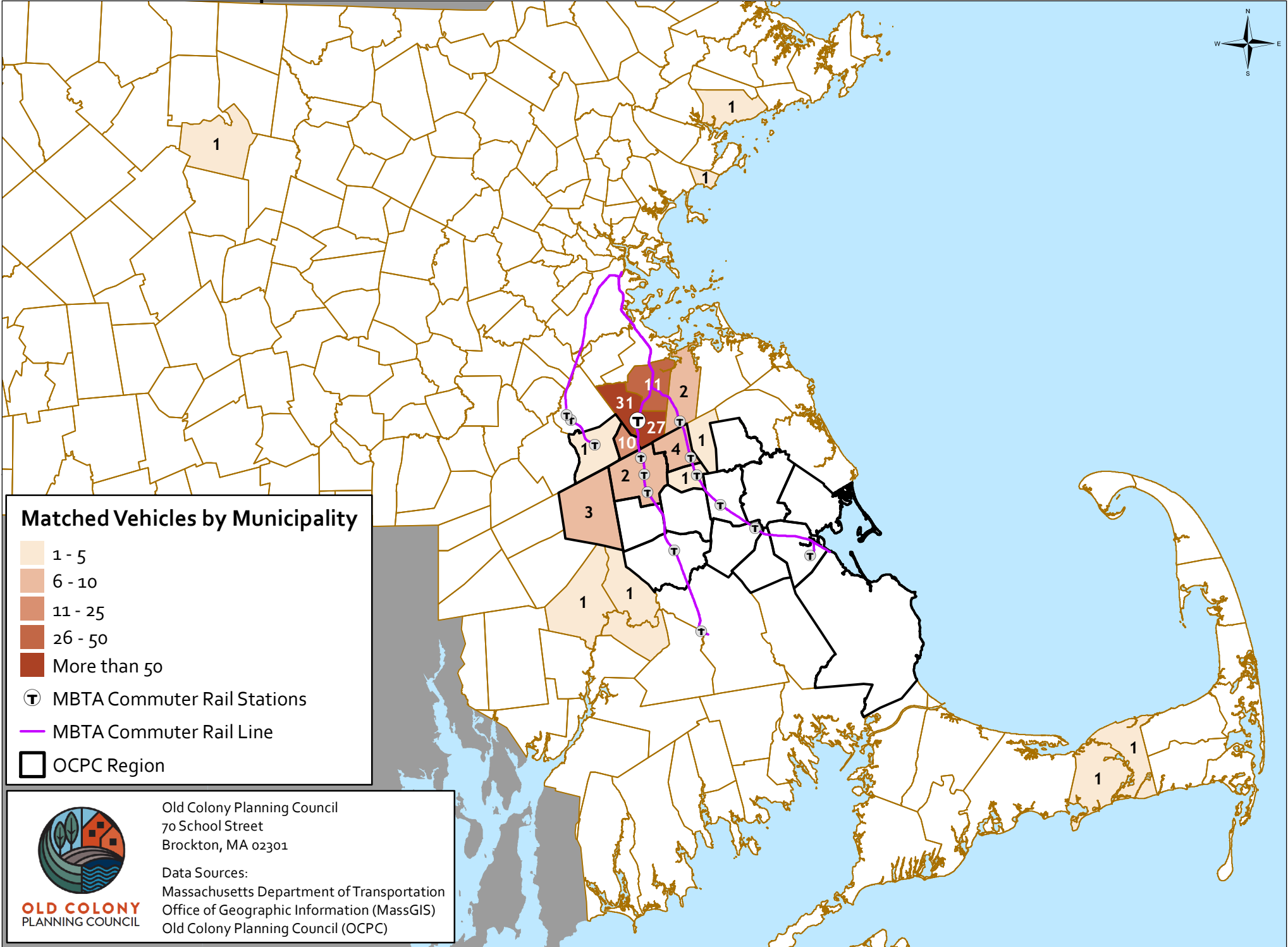
Table 18 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Randolph	82	Randolph	85	Randolph	31
Holbrook	48	Holbrook	56	Holbrook	27
Braintree	20	<i>Avon</i>	31	Braintree	11
<i>Avon</i>	19	Braintree	30	<i>Avon</i>	10
<i>Abington</i>	13	<i>Abington</i>	13	<i>Abington</i>	4

(OCPC communities in Italic)

¹¹ MBTA and Field Observations by OCPC

Holbrook/Randolph Commuter Rail Station



OLD COLONY
PLANNING COUNCIL

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)

Kingston MBTA Commuter Rail Station

Description

Kingston’s commuter rail station is the last station on the MBTA Commuter Rail’s 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 three buses from this station, two that provide service to downtown Plymouth and other GATRA routes (Freedom Link and Liberty Link), and the third 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 disabled spaces, and 32 bicycle spaces available.¹²

Origins Analysis

At this station, there were 262 license plates that were collected and 248 of those plates were matched with a community of origin. Twenty-six (9.9%) of those commuters were from the Town of Kingston and 196 (74.8%) 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 as this is the closest station to Cape Cod. One-hundred eighty-nine (72.1%) of the matched commuters lived within the OCPC region.

Observations

With the closing of the Plymouth station between the October 2020 and April 2021 collections, Plymouth residents using the commuter rail now use the Kingston station as it is the next closest. For the residents of Carver, Duxbury, and Plympton, this station is most likely the closest and easiest to access to their community. Outside of the OCPC region, the commuters predominantly resided in Cape Cod, from Towns such as Barnstable, Bourne, Dennis, and Sandwich. Those passengers probably can access this station easier than the Middleborough/Lakeville station since Route 3 has fewer vehicles traveling on it than Interstate 495.

Trend Analysis

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

Table 19 – Trend Data

	2015	2019	2023
Parked	431	441	262
Spaces	1,039	1,030	1,030
Utilized	41.5%	42.8%	25.4%

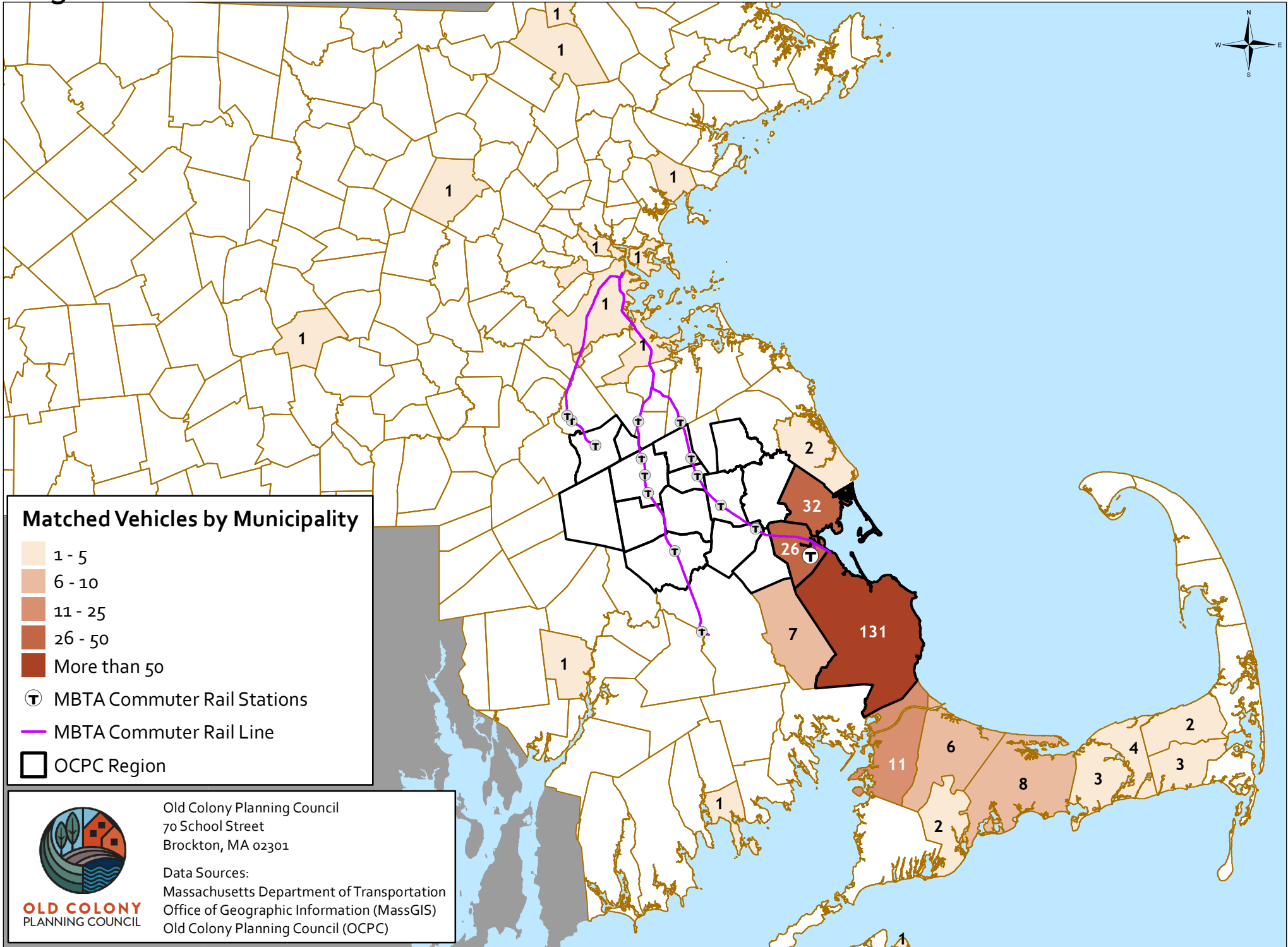
Table 20 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Plymouth</i>	177	<i>Plymouth</i>	204	<i>Plymouth</i>	131
<i>Duxbury</i>	38	<i>Duxbury</i>	48	<i>Duxbury</i>	32
<i>Kingston</i>	26	<i>Kingston</i>	40	<i>Kingston</i>	26
Carver	13	Carver	14	Bourne	11
Sandwich	13	Barnstable	12	Barnstable	8

(OCPC communities in Italic)

¹² MBTA and Field Observations by OCPC

Kingston Commuter Rail Station



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 one bus route to this station – the Downtown Middleborough Shuttle. The station has a single platform serving the lone track and offers 769 parking spaces, including 13 disabled spaces, and eight bicycle spaces.¹³

Origins Analysis

Out of the 269 license plates that were collected at this station, 259 of them were matched. Seventy-three (27.1%) of the matched commuters lived in the Towns of Middleborough and Lakeville and 142 (52.8%) 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, Mattapoisett, 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 were present at the Kingston station. This data will most likely change in the October 2024 data collection after the South Coast Rail project is implemented and restores commuter rail service 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 the top four towns were the same all three times: Middleborough, Lakeville, New Bedford, and Wareham. Taunton was fifth in the 2015 and 2023 collections and Dartmouth was fifth in 2019.

Table 21 – Trend Data

	2015	2019	2023
Parked	534	639	269
Spaces	769	769	769
Utilized	69.4%	83.1%	35.0%

Table 22 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Middleboro	67	Middleboro	98	Middleboro	37
Lakeville	52	Lakeville	83	Lakeville	36
New Bed.	40	New Bed.	57	New Bed.	23
Wareham	40	Wareham	49	Wareham	17
Taunton	31	Dartmouth	34	Taunton	15

(OCPC communities in Italic)

¹³ MBTA and Field Observations by OCPC

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 disabled spaces as well as 36 bicycle spaces.¹⁴

Origins Analysis

There were 91 license plates that were matched for a community of origin out of the 97 total plates collected. Seventy-four (76.3%) of those matched commuters resided in the city of Brockton with 84 (86.6%) 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 (86.6% were within the region) but there were also passengers from nearby communities such as Canton, Holbrook, and Raynham.

Observations

North of Brockton, there were commuters from Avon, Holbrook, and Stoughton; they most likely live closer to this station than other stations. It is unclear why the commuters from Abington, Fall River, Hanson, Raynham, and Whitman chose this station; there are other stations closer that they could have chosen. Even if the commuters from Abington live in the central or western parts of town, it would still be the same fare as the Montello station.

Trend Analysis

Table 23 shows the trend data for this station, which illustrates the common trend of an increase followed by a decrease. 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. Abington, Avon, and Boston were the only other communities to appear in all the collections, and Holbrook, Stoughton, and Whitman were the only remaining communities to appear in these data collections.

Table 23 – Trend Data

	2015	2019	2023
Parked	158	203	97
Spaces	347	351	351
Utilized	45.5%	57.8%	27.6%

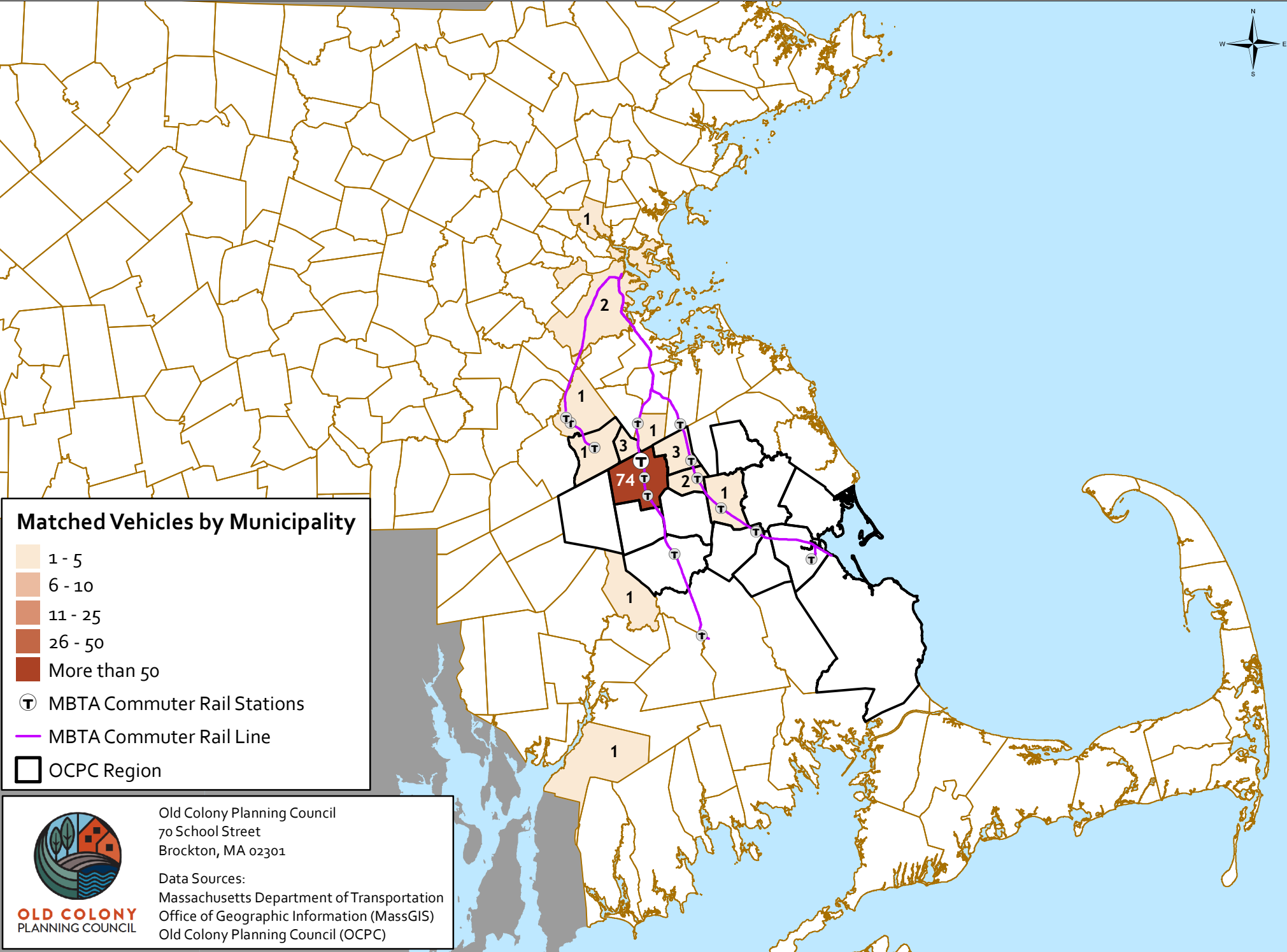
Table 24 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Brockton</i>	93	<i>Brockton</i>	125	<i>Brockton</i>	74
<i>Abington</i>	9	<i>Abington</i>	7	<i>Abington</i>	3
<i>Avon</i>	3	Boston	5	<i>Avon</i>	3
Boston	3	<i>Stoughton</i>	5	Boston	2
Holbrook	3	<i>Avon</i>	3	<i>Whitman</i>	2

(OCPC communities in Italic)

¹⁴ MBTA and Field Observations by OCPC

Montello Commuter Rail Station



OLD COLONY
PLANNING COUNCIL

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)

South Weymouth MBTA Commuter Rail Station

Description

South Weymouth’s commuter rail station is on the MBTA Commuter Rail’s 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 disabled parking spaces, and 28 spaces for people who ride their bicycle.¹⁵

Origins Analysis

There were 237 license plates collected at the South Weymouth station during the 2023 count and 227 of them were matched with a community of origin. Eighty-eight (37.1%) of those commuters were from the City of Weymouth and 154 (65.0%) lived both in Weymouth and its bordering communities. This station primarily serves communities along the south shore and southeastern Massachusetts with majority of the commuters residing in Abington, Hanover, Rockland, and Weymouth. Just under one-third of the commuters resided in communities within the OCPC region, including the Towns of Bridgewater, Duxbury, Hanover, 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 Attleboro, Milford, and Wrentham and where their destination could be; if they needed to take the train, they could have gotten on a train on the Franklin/Foxboro or Providence lines.

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

	2015	2019	2023
Parked	327	467	237
Spaces	543	636	636
Utilized	60.2%	73.4%	37.3%

Table 26 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Weymouth	99	Weymouth	142	Weymouth	88
<i>Abington</i>	<i>56</i>	<i>Abington</i>	<i>71</i>	<i>Abington</i>	<i>32</i>
Rockland	46	Rockland	46	Rockland	30
<i>Hanover</i>	<i>18</i>	<i>Hanover</i>	<i>34</i>	<i>Hanover</i>	<i>18</i>
<i>Whitman</i>	<i>7</i>	Marshfield	15	<i>Whitman</i>	<i>6</i>

(OCPC communities in Italic)

¹⁵ MBTA and Field Observations by OCPC

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 the south side is disabled accessible. There are multiple parking lots for this station with 323 parking spaces, including 10 disabled spaces, and 13 spaces for bicycles.¹⁶

Origins Analysis

The 2023 collection date for this study saw 145 cars parked at this station, with 136 of them being able to be matched. Forty-five of the matched commuters (31.0%) resided in Stoughton and 105 (72.4%) live in Stoughton and all its border communities. Most of the commuters at this station were from the communities of Brockton, Easton, and Stoughton (69.0%), with the remainder of commuters spread out throughout both within and outside the OCPC region, with majority inside the region (76.6%). There were also commuters from communities far south of the station such as New Bedford, Swansea, Raynham, Taunton, and Westport.

Observations

Since Stoughton is the end of the line, there are communities due south in between the Providence and Middleborough/Lakeville lines that use this station. Commuters from those communities may divert to alternative stations when the South Coast Rail project is operational, after Phase 1 and Phase 2 are completed. The commuters from Foxborough, Sharon, and Walpole could have gone to Canton Junction or Sharon, or another station. The same can be said for the commuters from Canton, Holbrook, and Randolph; those communities have stations & cheaper fares than Stoughton.

Trend Analysis

Stoughton experienced the less common trend of back-to-back decreases in utilization. The Stoughton station reached the congested status in the 2015 and 2019 data collection years, but not at the 2023 collection. In Table 28, it is noted that Stoughton, Easton, and Brockton had the three highest percentages of commuters use this station. 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 27 – Trend Data

	2015	2019	2023
Parked	356	326	145
Spaces	356	361	323
Utilized	100.0%	90.3%	44.9%

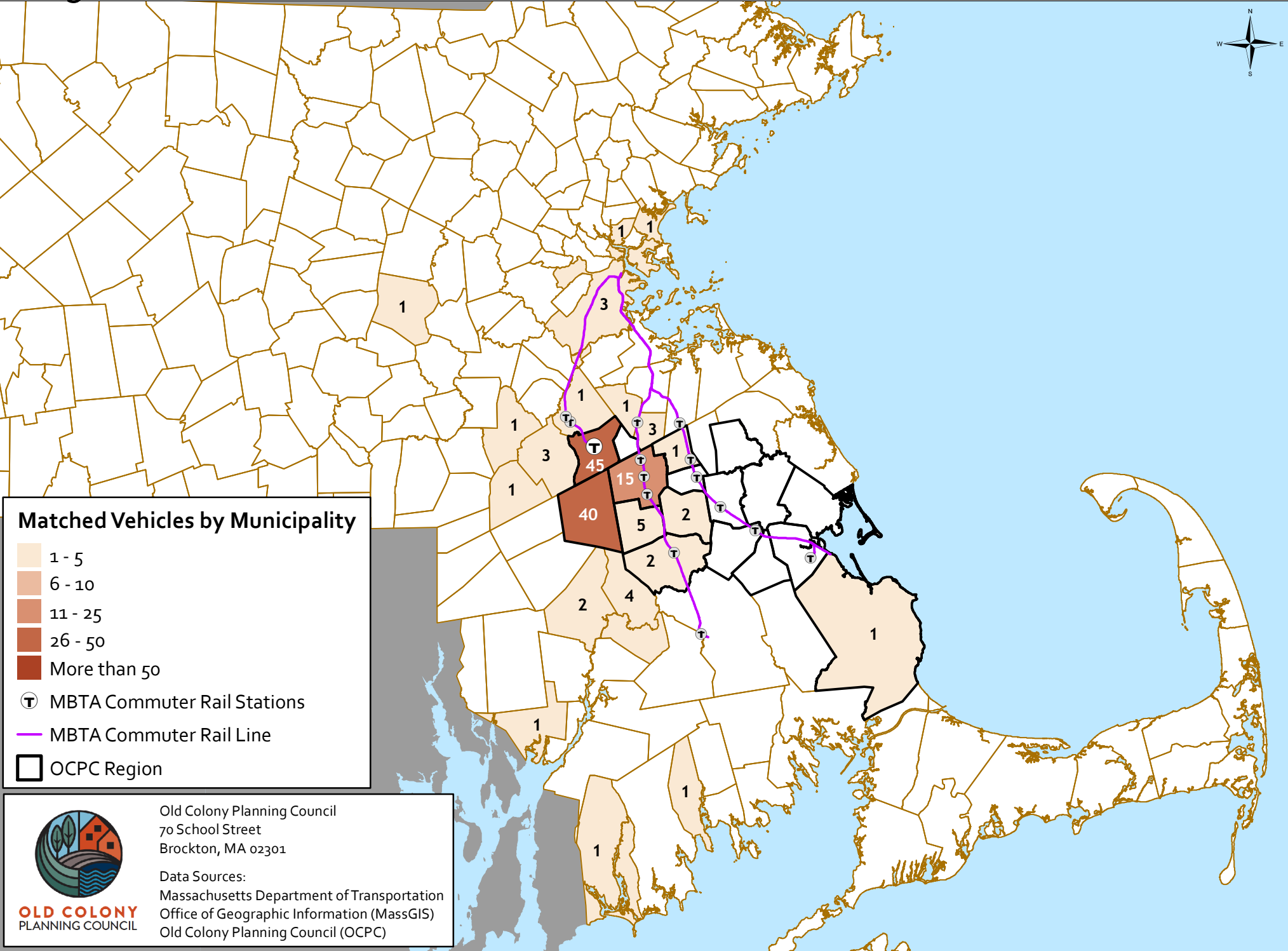
Table 28 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Stoughton</i>	88	<i>Stoughton</i>	93	<i>Stoughton</i>	45
<i>Easton</i>	74	<i>Easton</i>	73	<i>Easton</i>	40
<i>Brockton</i>	40	<i>Brockton</i>	27	<i>Brockton</i>	15
Canton	18	Boston	8	<i>W. Bridge.</i>	5
Raynham	5	Taunton	7	Raynham	4

(OCPC communities in Italic)

¹⁶ MBTA and Field Observations by OCPC

Stoughton 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)

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Whitman MBTA Commuter Rail Station

Description

Whitman’s commuter rail station is on the MBTA Commuter Rail’s 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 disabled spaces, and 12 bicycle spaces.¹⁷

Origins Analysis

There were 71 license plate numbers that were collected at this station, and 67 of these were able to be matched. According to the data, 25 (35.2%) of the matched commuters were from the Town of Whitman and 51 (71.8%) resided in Whitman and the surrounding communities. Majority of the commuters were from the Towns of East Bridgewater and Whitman. The commuters at this station were predominantly from the OCPC region, with 63 (88.7%) 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 Hanover, Randolph, and Rockland as those communities can be served by stations that are closer to Boston.

Trend Analysis

In Table 29, the uncommon trend of consecutive decreases 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 and Hanover rotated in and out for the fourth spot, with Bridgewater making only one appearance in 2019, and Pembroke was fifth all three times.

Table 29 – Trend Data

	2015	2019	2023
Parked	179	111	71
Spaces	208	199	199
Utilized	86.1%	55.8%	35.7%

Table 30 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Whitman</i>	50	<i>Whitman</i>	36	<i>Whitman</i>	25
<i>E. Bridge.</i>	29	<i>E. Bridge.</i>	28	<i>E. Bridge.</i>	17
<i>Hanson</i>	25	<i>Hanson</i>	13	<i>Hanson</i>	7
<i>Hanover</i>	9	<i>Bridgewater</i>	7	<i>Hanover</i>	6
<i>Pembroke</i>	8	<i>Pembroke</i>	5	<i>Pembroke</i>	5

(OCPC communities in Italic)

¹⁷ MBTA and Field Observations by OCPC

Whitman Commuter Rail Station



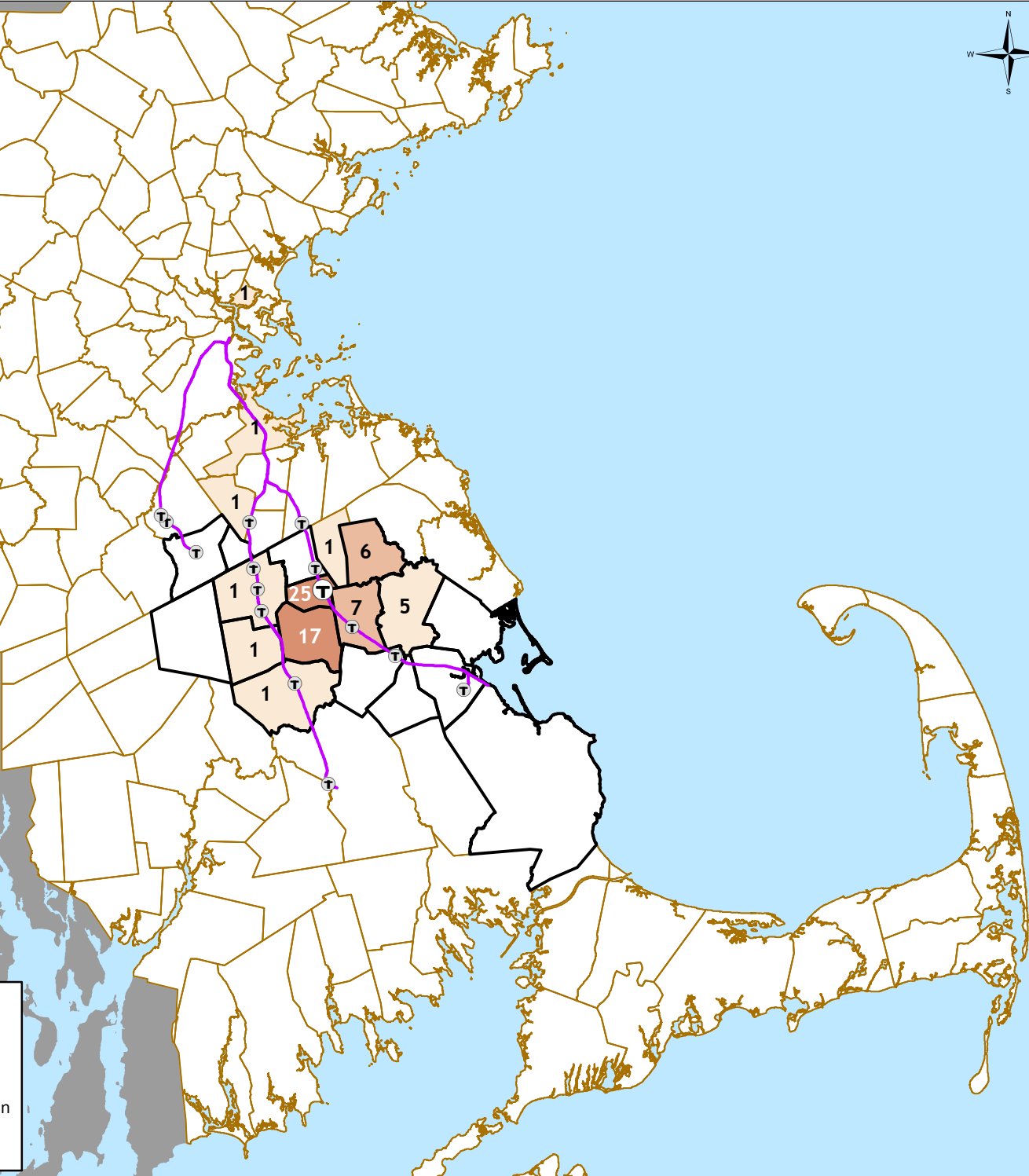
Matched Vehicles by Municipality


- 1 - 5
- 6 - 10
- 11 - 25
- 26 - 50
- More than 50

T MBTA Commuter Rail Stations

MBTA Commuter Rail Line

OCPC Region





Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources:
Massachusetts Department of Transportation
Office of Geographic Information (MassGIS)
Old Colony Planning Council (OCPC)

MassDOT Park & Ride Results

The results of the 2023 Old Colony Commuter Origins Study are as follows:

- 2,979 license plates recorded.
 - MassDOT Park & Ride Lots (662 plates)
 - 614 license plates matched (92.7% matched)

Bourne MassDOT Park & Ride Lot

Description

The Bourne Park and Ride facility is located at Route 3, Exit 1A (Route 6) (Sagamore). There are several commuting options available here, such as carpool, vanpool, and three Plymouth & Brockton Bus routes. This Park and Ride also has such accommodations as a bus shelter, bike rack, public telephones, and 10 electric car charging spaces. There are a total of 377 parking spaces, six disabled 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.¹⁸

Origins Analysis

According to the data, there were 245 license plates collected at this parking lot and 221 of them were matched with a community of origin. Twenty-seven of the matched commuters (11.0%) were from the Town of Bourne and 135 (55.1%) of the matched commuters resided in Bourne and the communities that border Bourne. Most of the commuters resided from the Towns of Bourne, Falmouth, Mashpee, 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 one Cape Cod community (Provincetown). 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, Lakeville, Norwell, Pembroke, Taunton 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 2023. The top five represented communities were the same for each collection date, with Sandwich being the most represented community & Mashpee and Barnstable being fourth and fifth. Bourne and Falmouth were consistently in second and third and switched places between the collection dates.

Table 31 – Trend Data

	2015	2019	2023
Parked	343	355	245
Spaces	377	377	377
Utilized	91.0%	95.2%	65.0%

Table 32 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Sandwich	72	Sandwich	88	Sandwich	47
Bourne	50	Falmouth	48	Falmouth	39
Falmouth	44	Bourne	35	Bourne	27
Mashpee	24	Mashpee	28	Mashpee	26
Barnstable	23	Barnstable	26	Barnstable	19

¹⁸ Mass.gov and Field Observations by OCPC

Bridgewater MassDOT Park & Ride Lot

Description

The Bridgewater Park and Ride facility is located on Old Pleasant Street at Route 24, Exit 24 (Route 104). This facility is not covered or lit, has no height restrictions, and is the only Park & Ride lot without bus service. There are 60 parking spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.¹⁹

Origins Analysis

According to the data, 17 cars were parked at this lot on the collection date and there were 16 matched with their registered community. Three commuters (16.7%) resided in Bridgewater and four commuters (22.2%) lived in Bridgewater’s bordering communities. The origins of the commuters were spread out among communities in southeastern Massachusetts and the south coast, with only one community (Cohasset) being from outside of that area.

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. The lack of bus service that serves that suggests that carpooling is the likely answer. The only buildings near this lot are a MassDOT Highway Division maintenance facility, a real estate developer, and an apartment complex.

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 three that were present in multiple collection dates, and they are Fall River, Middleborough, and Taunton. The remainder of the communities that were present ranged from Stoughton to Wareham and Cohasset and others geographically in between them.

Table 33 – Trend Data

	2015	2019	2023
Parked	36	31	17
Spaces	60	60	60
Utilized	60.0%	51.7%	28.3%

Table 34 – Top 5 Communities

Community	2015	Community	2019	Community	2023
Wareham	4	Taunton	8	<i>Bridgewater</i>	3
Fall River	3	Fall River	3	Lakeville	2
Attleboro	2	Raynham	3	Taunton	2
Middleboro	2	Middleboro	2	Acushnet	1
New Bed.	2	<i>Stoughton</i>	2	Cohasset	1

(OCPC communities in Italic)

¹⁹ Mass.gov and Field Observations by OCPC

Plymouth MassDOT Park & Ride Lot

Description

The Plymouth Park and Ride location is located at Route 3, Exit 13 (Long Pond Road). 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 eight disabled spaces available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²⁰

Origins Analysis

At this location, there were 126 total vehicles parked and 116 of those were able to be matched with their home community. Sixty-eight (54.0%) commuters resided within the Town of Plymouth and 83 (65.9%) 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, including Barnstable, Marshfield, and Mashpee.

Observations

Like the Bourne Park & Ride lot, this location also serves many Cape Cod communities. Since this lot has bus service to Boston via two different services, 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 only a 15-minute drive from the Bourne lot. Plymouth had the highest concentration of commuters followed by Kingston and Barnstable; 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 35, this lot saw a slight decrease in ridership from 2015 to 2019, followed by a steeper decrease from 2019 to 2023. In the first two data collections, the lot was over 85% occupied, which means that it was congested. Plymouth was the most represented community at this location in all three years and no other community had double digit representation. The remaining communities filling in the second through fifth spots varied from Barnstable, Carver, and Kingston.

Table 35 – Trend Data

	2015	2019	2023
Parked	191	173	126
Spaces	200	200	200
Utilized	96.5%	86.5%	63.0%

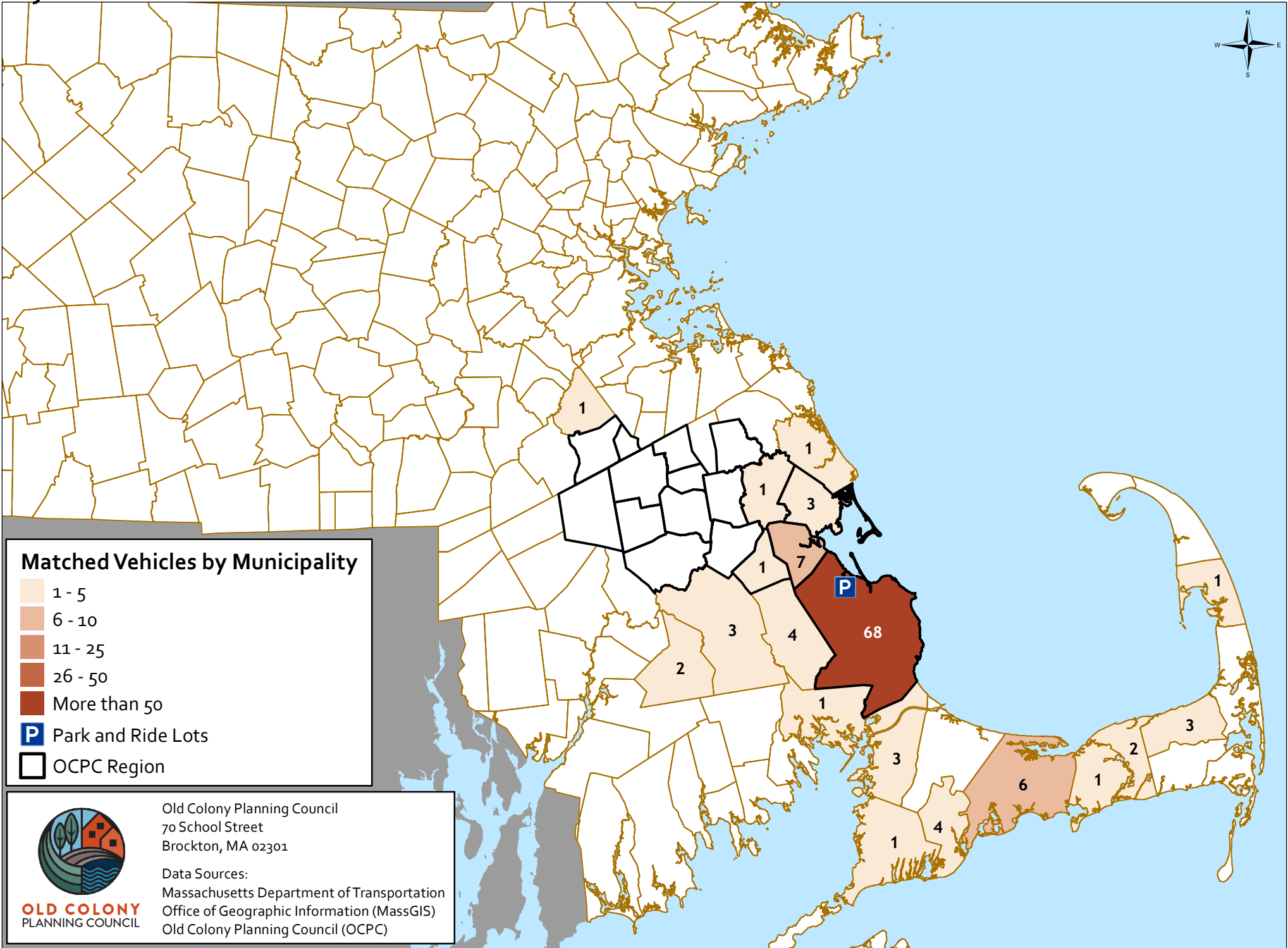
Table 36 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Plymouth</i>	118	<i>Plymouth</i>	111	<i>Plymouth</i>	68
Carver	8	Carver	7	<i>Kingston</i>	7
<i>Kingston</i>	7	Falmouth	5	Barnstable	6
Yarmouth	3	<i>Duxbury</i>	4	Carver	4
Dennis	2	<i>Kingston</i>	3	Mashpee	4

(OCPC communities in Italic)

²⁰ Mass.gov and Field Observations by OCPC

Plymouth Park and Ride



OLD COLONY
PLANNING COUNCIL

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)

Rockland MassDOT Park & Ride Lot

Description

The Rockland Park and Ride facility is located at Route 3, Exit 35 (Route 228). 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/disabled spaces. There are 440 parking spots and eight disabled spots available for commuters and this location is open 24 hours a day, 7 days a week with no cost for parking.²¹

Origins Analysis

According to the collected data, there were 179 license plates that were able to be matched out of the 190 license plates that were recorded. Out of the 179 matched plates, 12 (6.3%) were matched in the Town of Rockland and 66 (34.7%) 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, Pembroke, and Rockland. This lot was served by majority of the communities in the OCPC region (11 out of 17), but two 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 West Bridgewater lot, and serves the surrounding region as the only Park & Ride on the upper part of the South Shore with the two previously mentioned bus services. This lot primarily serves commuters from communities in southeastern Massachusetts and the south shore. This location no longer has Logan Express bus service, which may be a contributing factor to the decline in utilization. It is unclear why commuters from every Cape Cod community except five drove to this lot; there are multiple other closer Park & Ride lots that have the same bus service.

Trend Analysis

The Rockland Park & Ride lot saw the second most commuters parked at this lot in 2023. 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. Duxbury, Norwell, Pembroke, Plymouth, and Rockland rotated in and out as the third, fourth, and fifth most represented communities.

Table 37 – Trend Data

	2015	2019	2023
Parked	385	411	190
Spaces	440	440	440
Utilized	87.5%	93.4%	43.2%

Table 38 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Hanover</i>	51	<i>Hanover</i>	44	<i>Hanover</i>	17
Marshfield	41	Marshfield	40	Marshfield	15
Rockland	37	Norwell	38	<i>Pembroke</i>	13
Norwell	35	Rockland	35	Rockland	12
<i>Pembroke</i>	23	<i>Duxbury</i>	31	<i>Plymouth</i>	11

(OCPC communities in Italic)

²¹ Mass.gov and Field Observations by OCPC

West Bridgewater MassDOT Park & Ride Lot

Description

The West Bridgewater Park and Ride location is located at Route 24, Exit 28 (Route 106). The only two commuting options for this location are carpool/vanpool and Plymouth & Brockton Bus service. It is an illuminated facility with public telephones and no height restrictions. There are 185 parking spaces and seven disabled spaces available, and this location is open 24 hours a day, 7 days a week with no cost for parking.²²

Origins Analysis

According to the collected data, there were 84 vehicles present at the lot on the collection date; 82 of those vehicles were matched with an origin community. Two of those vehicles (2.4%) were matched in the Town of West Bridgewater and 18 (21.4%) 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 Fall River, New Bedford, and Taunton.

Observations

The majority, if not all, of the commuters at this lot most likely use it for the Plymouth & Brockton Bus service that goes into Boston as well as Cape Cod. Given that this lot is the only between Boston and Cape Cod, it is surprising to not see a higher utilization. Jobs going to a remote or hybrid state is a potential explanation in the decline. Another possibility is that the Plymouth & Brockton Bus service provides more spread-out pickups throughout the day, whereas the previous Bloom bus service concentrated their pickups during morning and evening rush hours.

Trend Analysis

The West Bridgewater lot had a similar number of commuters in 2015 and 2019, before declining by about 50% in 2023. This location was congested (equal or above 85% utilized) during the first two data collections; it is safe to say that this lot is a popular choice and will hopefully return to that level of utilization with its current Peter Pan Bus service. Bridgewater twice had the most commuters, New Bedford twice had the third most, and Easton twice had the fourth most in the three data collections. Other communities such as Middleborough, Taunton, and West Bridgewater were represented throughout the years and always in different places on the list.

Table 39 – Trend Data

	2015	2019	2023
Parked	170	172	84
Spaces	185	185	185
Utilized	91.9%	93.0%	45.4%

Table 40 – Top 5 Communities

Community	2015	Community	2019	Community	2023
<i>Bridge.</i>	17	<i>Bridge.</i>	16	Taunton	9
<i>W. Bridge.</i>	16	Taunton	13	Fall River	8
Taunton	10	New Bed.	12	New Bed.	7
<i>Easton</i>	9	<i>W. Bridge.</i>	11	<i>Easton</i>	6
New Bed.	9	<i>Brockton</i>	9	Middleboro	6

(OCPC communities in Italic)

²² Mass.gov and Field Observations by OCPC

Conclusions

2023 demonstrated a decrease in congestion at all of the visited facilities, which can likely be attributed to the COVID-19 pandemic while also can be attributed to a shift to remote/hybrid work that is still taking place. Other potential factors such as mode shift (carpool, ridesharing, and subway) could explain why there were more facilities with steeper decreases in utilization compared to others. Between the first data collection during the pandemic in April 2020 and this data collection, none of the facilities in the Old Colony Region that were previously at, or above capacity have returned to being congested. As can be seen in Appendices A and B, Canton Junction has seen the highest utilization of any commuter rail station since April 2020 at 63.1% in October 2022 and Bourne yielded the highest utilization of any Park & Ride lot since April 2020 with 70% in April 2022.

Since the last Commuter Origins Study, all the commuter rail stations saw an overall decrease of 52.5% (with a 43.3% decrease on the Providence/Stoughton line, 60.6% decrease on the Middleborough/Lakeville line, and 49.5% decrease on the Kingston line). There is hope that utilization will increase going forward leading up to the next Commuter Origins Study in 2027. Between the April and October 2023 counts, utilization overall increased by 56.5% (with a 79.4% increase on the Providence/Stoughton line, 73.9% increase on the Middleborough/Lakeville line, and 28.5% increase on the Kingston line). And for the first time since the October 2019 CMP data collection, the Canton Junction station became the first visited facility to hit the congested threshold with a 92.9% utilization rate.

Despite the fact that single-occupancy vehicle remains the preferred mode for commuters in the OCP region, the number of commuters traveling to work by auto (not car-pooling) decreased by 4,139 from 2017 to 2021, based on the US Census (see Table 41 below). The only two modes with a significant change were carpool (+2,153) and work from home (+14,038), which is unsurprising given the drastic increase in people working from home due to the pandemic. 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.

OCP is aware of three MBTA stations (Canton Junction, Stoughton, and Whitman) that have private parking spaces/lots for commuters that are not associated with the MBTA. Adjacent to the tracks that travel to and from Providence, there is a lot next to the Canton Junction station to the west that charges \$3.00 per day or \$60.00 per month for commuter rail passengers. Within walking distance of the Stoughton commuter rail station, there is at least one permitted lot adjacent to the municipal 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. Near the Whitman station,

there are two lots that offer commuter parking, one has a posted \$55 monthly rate and the other lot charges \$39.95.

Table 41: Change in Commuter Mode (2017-2021)

Municipality	Drove Alone	Carpool	Public Transportation (excluding taxicab)	Walked	Taxicab, Motorcycle, Bicycle, or Other Measure	Worked at Home	Total
Abington	58	-515	-223	-16	-56	686	-66
Avon	81	-26	-8	112	6	104	269
Bridgewater	321	-410	-52	-11	-1	547	394
Brockton	-174	1,474	-2,395	-352	-906	4,891	2,538
Duxbury	-146	139	162	-69	27	435	548
East Bridgewater	-358	132	39	-19	120	406	320
Easton	-849	348	-380	-124	16	968	-21
Halifax	-292	-306	-50	70	54	246	-278
Hanover	80	48	-121	1	47	667	722
Hanson	-311	152	-23	-5	14	-134	-307
Kingston	201	261	-89	18	24	691	1,106
Pembroke	-1,248	-247	-147	172	39	1,078	-353
Plymouth	-1,051	599	-465	215	117	2,017	1,432
Plympton	-87	37	-49	-3	1	122	21
Stoughton	-242	206	-286	-9	2	892	563
West Bridgewater	427	29	-87	4	-17	145	501
Whitman	-549	232	3	116	9	277	88
Total	-4,139	2,153	-4,171	100	-504	14,038	7,477

Source: U.S. Census Table B08101: Means of Transportation to Work by Age (2017 and 2021 ACS 5-Year Estimates)

Massachusetts Bay Transportation Authority (MBTA) Commuter Rail Results

Location	Total Spaces	April 2023 Vehicles Parked	April 2023 Total Utilization
<u>Providence/Stoughton Line</u>			
Canton Junction	762	402	52.8%
Canton Center	215	55	25.6%
Stoughton	323	145	44.9%
<u>Middleborough/Lakeville Line</u>			
Holbrook/Randolph	362	104	28.7%
Montello	351	97	27.6%
Brockton (BAT Facility)	323	76	23.5%
Campello	552	79	14.3%
Bridgewater	499	126	25.3%
Middleborough/Lakeville	769	269	35.0%
<u>Kingston/Plymouth Line</u>			
South Weymouth	636	237	37.3%
Abington	404	168	41.6%
Whitman	199	71	35.7%
Hanson	428	128	30.0%
Halifax	412	98	23.8%
Kingston	1,030	262	25.4%
<u>Total Providence/Stoughton Line</u>	1,300	602	46.3%
<u>Total Middleborough/Lakeville Line</u>	2,856	751	26.3%
<u>Total Kingston Line</u>	3,109	964	31.0%
<u>Total All Stations</u>			
	7,265	2,317	31.9%

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. During the April 2023 count, none of the commuter rail lots reached the 85 percent threshold to be considered congestion, with Canton Junction yielding the highest utilization at 52.8%. As can be seen in Appendix A, the Canton Junction station is the first station to reached the congested threshold during the October 2023 count. Overall, parking lot utilization rates were the highest on the Providence/Stoughton Line and lowest on the Middleborough/Lakeville Line.


Massachusetts Department of Transportation (MassDOT) Park & Ride Results


Location	Total Spaces	April 2023 Vehicles Parked	April 2023 Total Utilization
Route 24 Corridor			
West Bridgewater - Route 24 @ Route 106	185	84	45.4%
Bridgewater - Route 24 @ Route 104	60	17	28.3%
Route 3 Corridor			
Rockland - Route 3 @ Route 228	440	190	43.2%
Plymouth - Route 3 @ Long Pond Road	200	126	63.0%
Bourne - Route 3 @ Route 6 (Sagamore)	377	245	65.0%
Total Route 24 Corridor	245	102	41.2%
Total Route 3 Corridor	1,017	561	55.2%
Total All Lots	1,262	662	52.5%

Park & Ride lots that demonstrated an 85 percent or more utilization rate are highlighted in Table 46; during the April 2023 count, none of the lots reached 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 1,017 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 was generally at or over capacity pre-pandemic (Bloom Commuter Bus Service) with an average utilization rate of 86.9% over the last five years unaffected by COVID-19 while the Bridgewater Park & Ride Lot has an average of 53.0% utilization over the same five-year span.


Appendix


Appendix A: 2013-2023 Massachusetts Bay Transportation Authority (MBTA) Commuter Rail Utilization

Location	Total Spaces	 Spaces																							
			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	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	
Providence/Stoughton Line																									
Canton Junction	762	12	618	650	649	708	711	687	721	669	686	583	561	635	542	688	12	80	84	303	396	481	402	708	
Canton Center	215	4	158	192	184	189	165	181	173	182	202	187	192	190	193	210	0	10	8	24	44	51	55	107	
Stoughton	323	10	275	307	354	307	282	356	296	301	275	326	321	329	326	321	3	33	32	99	130	162	145	265	
Middleborough/Lakeville Line																									
Holbrook/Randolph	362	14	197	228	233	238	251	271	247	258	250	284	287	267	309	298	2	24	29	70	82	85	104	166	
Montello	351	12	132	130	134	148	155	158	165	163	151	174	162	290	203	256	23	58	63	103	130	157	97	130	
Brockton (BAT Facility)	323	11	162	172	205	204	190	160	166	160	160	174	194	155	178	143	0	30	34	69	63	66	76	82	
Campello	552	11	157	167	185	204	195	183	176	208	189	189	224	226	281	344	5	28	24	76	78	104	79	145	
Bridgewater	499	10	357	271	334	328	280	314	344	337	348	376	363	390	296	358	13	48	76	107	194	298	126	362	
Middleborough/Lakeville	769	13	433	475	453	547	500	540	484	550	515	564	594	685	641	665	18	70	65	160	233	329	269	421	
Kingston/Plymouth Line																									
South Weymouth	636	13	249	421	298	329	333	331	314	304	347	405	416	498	467	607	2	88	89	132	222	323	237	286	
Abington	404	9	253	278	294	290	316	326	322	334	349	358	357	367	375	412	0	28	27	96	135	210	168	202	
Whitman	199	7	136	170	155	157	155	180	178	181	167	192	193	122	111	147	0	13	12	35	55	66	71	102	
Hanson	428	8	279	238	226	230	247	306	244	270	274	266	271	309	259	294	8	24	20	80	97	130	128	144	
Halifax	412	10	209	202	212	224	205	153	194	215	211	238	223	265	255	276	2	22	23	67	96	134	98	140	
Kingston	1,030	22	287	313	316	405	363	440	404	408	402	410	420	501	441	497	11	53	43	162	242	293	262	365	
Plymouth	96	4	1	0	3	1	6	0	0	1	2	2	8	1	0	0	0	9	N/A	N/A	N/A	N/A	N/A	N/A	
Total Providence/Stoughton Line	1,300	26	1,051	1,149	1,187	1,204	1,158	1,224	1,190	1,152	1,163	1,096	1,074	1,154	1,061	1,219	15	123	124	426	570	694	602	1,080	
Total Middleborough/Lakeville Line	2,856	71	1,438	1,443	1,544	1,669	1,571	1,626	1,582	1,676	1,613	1,761	1,824	2,013	1,908	2,064	61	258	291	585	780	1,039	751	1,306	
Total Kingston/Plymouth Line	3,205	73	1,414	1,622	1,504	1,636	1,625	1,736	1,656	1,713	1,752	1,871	1,888	2,063	1,908	2,233	23	237	214	572	847	1,156	964	1,239	
Total All Stations	7,361	170	3,903	4,214	4,235	4,509	4,354	4,586	4,428	4,541	4,528	4,728	4,786	5,230	4,877	5,516	99	618	629	1,583	2,197	2,889	2,317	3,625	

Location	Total Spaces	 Spaces																							
			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	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	
Providence/Stoughton Line																									
Canton Junction	762	12	80.9%	85.1%	84.9%	92.7%	93.1%	89.9%	94.4%	87.6%	89.8%	76.3%	73.4%	83.1%	71.1%	90.3%	1.6%	10.5%	11.0%	39.8%	52.0%	63.1%	52.8%	92.9%	
Canton Center	215	4	73.5%	89.3%	85.6%	87.9%	76.7%	84.2%	80.5%	84.7%	94.0%	87.0%	89.3%	88.4%	89.8%	97.7%	0.0%	4.7%	3.7%	11.2%	20.5%	23.7%	25.6%	49.8%	
Stoughton	323	10	82.6%	92.2%	106.3%	92.2%	84.7%	100.0%	91.9%	93.5%	85.4%	101.2%	99.7%	102.2%	90.3%	88.9%	0.8%	9.1%	9.9%	30.7%	40.2%	50.2%	44.9%	82.0%	
Middleborough/Lakeville Line																									
Holbrook/Randolph	362	14	53.4%	61.8%	63.1%	64.5%	68.0%	73.4%	66.9%	69.9%	67.8%	77.0%	77.8%	72.4%	85.4%	82.3%	0.6%	6.6%	8.0%	19.3%	22.7%	23.5%	28.7%	45.9%	
Montello	351	12	38.0%	37.5%	38.6%	42.7%	44.7%	45.5%	47.6%	47.0%	43.5%	50.1%	46.7%	83.6%	57.8%	72.9%	6.6%	16.5%	17.9%	29.3%	37.0%	44.7%	27.6%	37.0%	
Brockton (BAT Facility)	323	11	60.7%	64.4%	76.8%	76.4%	71.2%	59.9%	51.4%	49.5%	49.5%	53.9%	60.1%	48.0%	55.1%	44.3%	0.0%	9.3%	10.5%	21.4%	19.5%	20.4%	23.5%	25.4%	
Campello	552	11	28.4%	30.3%	33.5%	37.0%	35.3%	33.2%	31.9%	37.7%	34.2%	34.2%	40.6%	40.9%	50.9%	62.3%	0.9%	5.1%	4.3%	13.8%	14.1%	18.8%	14.3%	26.3%	
Bridgewater	499	10	70.8%	53.8%	66.3%	65.1%	55.6%	62.3%	68.3%	66.9%	69.0%	74.6%	72.0%	77.4%	59.3%	71.7%	2.6%	9.6%	15.2%	21.4%	38.9%	59.7%	25.3%	72.5%	
Middleborough/Lakeville	769	13	56.3%	61.8%	58.9%	71.1%	65.0%	70.2%	62.9%	71.5%	67.0%	73.3%	77.2%	89.1%	83.4%	86.5%	2.3%	9.1%	8.5%	20.8%	30.3%	42.8%	35.0%	54.7%	
Kingston/Plymouth Line																									
South Weymouth	636	13	45.9%	77.5%	54.9%	60.6%	61.3%	61.0%	57.8%	56.0%	54.6%	63.7%	65.4%	78.3%	73.4%	95.4%	0.3%	13.8%	14.0%	20.8%	34.9%	50.8%	37.3%	45.0%	
Abington	404	9	62.5%	68.6%	72.6%	71.6%	78.0%	80.5%	79.5%	82.5%	86.2%	88.4%	88.1%	90.6%	92.8%	102.0%	0.0%	6.9%	6.7%	23.8%	33.4%	52.0%	41.6%	50.0%	
Whitman	199	7	65.4%	81.7%	74.5%	75.5%	74.5%	86.5%	85.6%	87.0%	80.3%	92.3%	92.8%	58.7%	55.8%	73.9%	0.0%	6.5%	6.0%	17.6%	27.6%	33.2%	35.7%	51.3%	
Hanson	428	8	57.9%	49.4%	46.9%	47.7%	51.2%	63.5%	50.6%	56.0%	56.8%	55.2%	56.2%	64.1%	60.5%	68.7%	1.9%	5.6%	4.7%	18.7%	22.7%	30.4%	29.9%	33.6%	
Halifax	412	10	52.0%	50.2%	52.7%	55.7%	51.0%	38.1%	48.3%	53.5%	52.5%	59.2%	55.5%	65.9%	61.9%	67.0%	0.5%	5.3%	5.6%	16.3%	23.3%	32.5%	23.8%	34.0%	
Kingston	1,030	22	27.6%	30.1%	30.4%	39.0%	34.9%	42.3%	38.9%	39.3%	38.7%	39.5%	40.4%	48.2%	42.8%	48.3%	1.1%	5.1%	4.2%	15.7%	23.5%	28.4%	25.4%	35.4%	
Plymouth	96	4	1.0%	0.0%	3.1%	1.0%	6.3%	0.0%	0.0%	1.0%	2.1%	2.1%	8.3%	1.0%	0.0%	0.0%	0.0%	9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total Providence/Stoughton Line	1,300	26	80.8%	88.4%	91.3%	92.6%	89.1%	94.2%	91.5%	88.6%	89.5%	84.3%	82.6%	88.8%	81.6%	93.8%	1.2%	9.5%	9.5%	32.8%	43.8%	53.4%	46.3%	83.1%	
Total Middleborough/Lakeville Line	2,856	71	50.4%	50.5%	54.1%	58.4%	55.0%	56.9%	55.4%	58.7%	56.5%	61.7%	63.9%	70.5%	66.8%	72.3%	2.1%	9.0%	10.2%	20.5%	27.3%	36.4%	26.3%	45.7%	
Total Kingston/Plymouth Line	3,205	73	44.1%	50.6%	46.9%	51.0%	50.7%	54.2%	51.7%	53.4%	54.7%	58.4%	58.9%	64.4%	59.5%	69.7%	0.7%	7.4%	6.7%	17.8%	26.4%	36.1%	30.1%	38.7%	
Total All Stations	7,361	170	61.1%	57.2%	57.5%	61.3%	59.1%	62.3%	60.2%	61.7%	61.5%	64.2%	65.0%	71.1%	66.3%	74.9%	1.3%	8.4%	8.5%	21.5%	29.8%	39.2%	31.5%	49.2%	

Appendix B: 2013-2023 Massachusetts Department of Transportation (MassDOT) Park & Ride Utilization

Location	Total Spaces	 Spaces																							
			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	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	
Route 24 Corridor																									
West Bridgewater - Route 24, Exit 28 (Route 106)	185	8	165	184	159	184	175	170	160	149	146	157	161	154	172	164	0	104	103	68	115	90	84	116	
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	29	33	34	44	37	36	30	35	23	26	43	37	31	20	0	15	13	21	19	11	17	16	
Route 3 Corridor																									
Rockland - Route 3, Exit 35 (Route 228)	440	8	414	451	386	343	411	387	349	383	417	386	398	354	411	372	0	111	118	165	205	174	190	191	
Pembroke - Route 3, Exit 27 (Route 139)	67	0	4	6	4	1	6	3	3	4	4	7	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	58	56	54	46	46	47	58	57	49	48	59	68	69	70	0	11	6	8	N/A	N/A	N/A	N/A	
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	206	198	186	208	233	193	171	217	213	196	206	167	175	196	0	15	23	62	100	110	126	97	
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	345	374	389	351	353	349	347	391	378	389	343	363	359	384	0	48	53	146	264	242	245	273	
Route 44 Corridor																									
Plymouth - Route 44, Commerce Way Exit	520	8	15	28	20	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Total Route 24 Corridor	245	8	194	217	193	228	212	206	190	184	169	183	204	191	203	184	0	119	116	89	134	101	101	132	
Total Route 3 Corridor	1,156	22	1,027	1,085	1,019	949	1,049	979	928	1,052	1,061	1,026	1,007	952	1,014	1,022	0	185	200	381	569	526	561	561	
Total Route 44 Corridor	520	8	15	28	20	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total All Lots	1,921	38	1,236	1,330	1,232	1,193	1,261	1,185	1,118	1,236	1,230	1,209	1,211	1,143	1,217	1,206	0	304	316	470	703	627	662	693	

Location	Total Spaces	 Spaces																							
			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	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22	Apr-23	Oct-23	
Route 24 Corridor																									
West Bridgewater - Route 24, Exit 28 (Route 106)	185	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%	0.0%	56.2%	55.7%	36.8%	62.2%	48.6%	45.4%	62.7%	
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	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%	0.0%	25.0%	21.7%	35.0%	31.7%	18.3%	28.3%	26.7%	
Route 3 Corridor																									
Rockland - Route 3, Exit 35 (Route 228)	440	8	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%	0.0%	25.2%	26.8%	37.5%	46.6%	39.5%	43.2%	43.4%	
Pembroke - Route 3, Exit 27 (Route 139)	67	0	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	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%	0.0%	15.3%	8.3%	11.1%	N/A	N/A	N/A	N/A	
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	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%	0.0%	7.5%	11.5%	31.0%	50.0%	55.0%	63.0%	48.5%	
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	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%	0.0%	12.7%	14.1%	38.7%	70.0%	64.2%	65.0%	72.4%	
Route 44 Corridor																									
Plymouth - Route 44, Commerce Way Exit	520	8	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	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Total Route 24 Corridor	245	7	79.2%	88.6%	78.8%	93.1%	86.5%	84.1%	77.6%	75.1%	69.0%	74.7%	83.3%	78.0%	82.9%	75.1%	0.0%	48.6%	47.3%	36.3%	54.7%	41.2%	41.2%	53.9%	
Total Route 3 Corridor	1,156	22	88.8%	93.9%	88.1%	82.1%	90.7%	84.7%	80.3%	91.0%	91.8%	88.8%	87.1%	82.4%	93.1%	93.8%	0.0%	17.0%	18.4%	35.0%	55.9%	51.7%	55.2%	55.2%	
Total Route 44 Corridor	520	8	2.9%	5.4%	3.8%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total All Lots	1,921	37	65.9%	70.9%	64.1%	62.1%	90.0%	84.6%	79.8%	88.2%	87.8%	86.3%	86.4%	81.6%	91.2%	90.4%	0.0%	22.8%	23.7%	35.2%	55.7%	49.7%	52.5%	54.9%	

Appendix C: Abington MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	58	74	37
Amesbury		1	
Arlington	1		
Avon			1
Barnstable		4	
Beverly	1	3	
Boston	4		1
Braintree	2	2	
Bridgewater	2		
Brockton	4	8	8
Canton		1	
Chelsea	2	1	
Danvers		1	
Dartmouth	1		
Dedham		1	
Dennis		1	
Duxbury	2		1
East Bridgewater	11	12	4
Easton	1	2	
Framingham	1		
Franklin			
Halifax	1		
Hanover	54	61	33
Hanson	11	18	5
Hingham		1	1

Town	2015	2019	2023
Holbrook		1	
Hull		1	1
Mansfield	1		1
Marshfield	1	2	
Medford	1		
Medway	1		
Middleborough			
Milton	1	1	
Nantucket	1		
Natick			
Norwell	6	3	2
Pembroke	8	21	7
Plymouth	1		
Quincy	4	3	
Revere			
Rochester			
Rockland	53	62	45
Sandwich			
Stoughton		1	
Waltham	1		
West Bridgewater	1		
Weymouth	6	4	
Whitman	26	42	16
Woburn	1		

Appendix D: Bridgewater MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	1	1	
Agawam	1		
Attleboro	2	1	
Bellingham	1		
Berkley	1	2	
Beverly		2	
Boston	5	3	2
Bourne	2	1	
Braintree		1	1
Bridgewater	130	144	83
Brockton	2	2	
Carver	1		
Danvers	1		
Dartmouth	1		
East Bridgewater	13	12	4
Easton		2	
Everett		1	
Fall River	3	3	2
Falmouth	1		
Framingham	1		
Halifax	4	3	3
Hanover		3	1
Hanson		2	
Harwich		1	
Holbrook	1		1
Hudson			2
Kingston		1	1
Lakeville	1		
Lawrence			1
Leominster		1	
Malden		1	
Mansfield	1		
Marion	1		

Town	2015	2019	2023
Mattapoisett	1		
Medway		1	
Middleborough	11	7	2
Natick			1
Needham		1	
New Bedford	2	2	
Norton	1	4	
Norton			1
Norwood	2		1
Pembroke	1		
Plymouth	2	1	
Plympton	1	1	
Quincy	1	2	
Randolph	2		
Raynham	25	24	12
Rehoboth		1	
Rochester		1	
Sandwich	2	1	
Saugus	2		
Somerset	1		
Stoughton	1	1	
Taunton	9	11	3
Townsend			1
Waltham	2		
Wareham	2		
West Bridgewater	2	2	2
Westborough		1	
Westport		1	
Weymouth	1	3	1
Whitman	1		
Winchester	2		
Yarmouth		1	1

Appendix E: Brockton (BAT Facility) MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington			3
Attleboro		2	1
Belmont		1	
Boston	3	8	2
Bridgewater	3	1	2
Brockton	97	92	49
Carver	1		
Dedham		2	
Dighton	1		
East Bridgewater	6	5	2
Easton	5	9	6
Everett		1	
Fall River	1		
Foxborough	1		
Halifax		1	
Hanson	1		
Hingham		1	1
Holbrook	1	2	
Holden		1	
Hopkinton			1
Lakeville	1		
Leominster		1	
Lynn		1	
Mansfield			1
Marshfield		2	
Middleborough		2	
Milton			1
Needham		1	
New Bedford		2	
Norton		1	
Oxford		1	
Peabody		1	
Quincy		2	1
Randolph		3	
Raynham	1		
Somerset	1	1	
Springfield		1	1
Stoughton		1	
Taunton	1	4	2
Wayland		1	
West Bridgewater	1	1	
Weymouth	1		1
Whitman	2	3	

Appendix F: Campello MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Attleboro		2	1
Berkley		2	1
Boston	2	6	
Bourne		1	
Bridgewater	16	28	6
Brockton	57	87	31
Cambridge		1	
Chelmsford		1	
East Bridgewater	11	27	10
Easton	5	9	4
Fall River		5	
Foxborough			1
Freetown	1		
Halifax			1
Holbrook		1	
Lakeville	1	1	
Marshfield	1		
Middleborough	1	1	
Milton	1		
New Bedford		1	1
Norwood	1		1
Quincy		2	
Randolph		1	
Raynham	5	8	2
Revere		1	
Salem	1		
Scituate		1	
Stoughton		1	
Swansea	1	1	
Taunton	1	4	1
Wareham		1	
West Bridgewater	37	53	15
Westport		1	
Weymouth		1	
Whitman		3	2
Yarmouth	1	1	

Appendix G: Canton Center MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Arlington			1
Avon	2	1	
Bellingham	1		
Boston	1	4	
Bridgewater		1	
Brockton		1	1
Cambridge	1		
Canton	61	71	19
Dighton		1	
Easton	10	22	5
Everett		1	
Fall River		1	
Foxborough		2	
Framingham	1	1	
Franklin	1		
Haverhill	1		
Hull		1	
Lynn	1		
Lynnfield		1	
Mansfield		2	
Medway	1		
New Bedford		1	
Newton	1		
Norton		1	1
Quincy	1		
Randolph		4	1
Sharon	21	17	10
Stoughton	45	33	15
Walpole		2	
Westminster		1	
Westport		1	
Weymouth		1	1

Appendix H: Canton Junction MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Acton	1		
Acushnet	1		
Amesbury	1		
Attleboro	4	3	3
Avon			3
Barnstable	1		1
Belchertown		1	
Bellingham			
Berkley	1	2	
Billerica		1	
Boston	12	10	3
Bourne	1		
Braintree	1		
Brewster			1
Bridgewater	1	1	3
Brockton	6	2	6
Cambridge		2	
Canton	139	143	108
Chelsea			1
Cohasset		1	
Dartmouth	1	1	
Dedham	3		
Easton	66	56	52
Edgartown	1		1
Fall River			1
Falmouth	1	1	1
Foxborough	32	38	20
Franklin	9	1	8
Groton	1		
Hardwick			1

Town	2015	2019	2023
Hingham			2
Holbrook	1		
Holden			1
Ipswich		2	
Lakeville		1	
Lawrence		1	
Leominster		1	
Littleton			1
Lowell	1		
Malden		1	
Mansfield	6	5	4
Marlborough	1		
Medfield	1		2
Medford		1	
Medway		1	
Merrimac	1		
Middleborough	1	1	
Milford	1	1	
Millis	1		
Millville	1		
Milton			1
Needham			1
New Bedford			1
Newton		1	
Norfolk	5	5	6
North Attleborough	10	1	2
Northborough	1		
Norton	4	1	2
Norwood	20	13	11
Oak Bluffs			1

Town	2015	2019	2023
Otis			1
Peabody		1	
Plainville	4	2	5
Plymouth			1
Quincy	2	3	1
Randolph	6	2	2
Raynham	1	5	
Rochester	1		
Sandwich		2	
Sharon	50	51	48
Somerville	1	3	
Springfield			1
Stoneham	1		
Stoughton	78	67	53
Taunton	3	4	1
Tewksbury	1		
Walpole	30	25	20
Waltham	1		
Watertown		2	
West Springfield		1	
Westborough		1	
Westford		1	
Westport	1		
Westwood	1		1
Weymouth	2	1	1
Whitman	1		
Winchester		1	
Woburn	1		
Wrentham	11	5	4
Yarmouth	1		

Appendix I: Halifax MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Amesbury	1		
Barnstable			1
Bedford	1		
Boston	4	4	1
Bourne		1	
Braintree		1	
Brookline	1		
Cambridge		1	
Carver	10	13	7
Dighton		1	
Duxbury	13	22	12
East Bridgewater		1	
Everett		1	
Fall River		1	
Halifax	17	36	18
Hanson		1	1
Hingham		2	
Hull	1		
Kingston	35	60	25
Lynnfield		1	
Marshfield		1	
Middleborough	2	4	1
Milton		1	
Pembroke	20	47	24
Plymouth	1	1	
Plympton	11	23	5
Quincy	2	1	
Randolph		1	
Scituate	2	3	
Shrewsbury		1	
Wareham		1	
Wellfleet		1	
West Bridgewater		1	
Weymouth		1	1
Whitman		1	1
Winchester			1
Woburn	2		
Worthington		1	

Appendix J: Hanson MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	1	1	
Boston	6		
Braintree	1		
Bridgewater	3	5	1
Brockton	1		
Cambridge	1		
Carver	1	1	1
Chelmsford			1
Chelsea			1
Duxbury	12	22	3
East Bridgewater	13	20	15
Foxborough	1	1	
Framingham	1		
Gloucester	1		
Halifax	42	37	13
Hanover			1
Hanson	40	57	40
Kingston	15	2	
Lakeville	1	1	
Leicester	1		
Lowell	1		
Marshfield	4		
Melrose	1		
Middleborough	6	1	1
Newton	1		
Northbridge	1		
Norwell		1	1
Norwood	1		
Pembroke	82	83	48
Plymouth	2		
Plympton	7	1	
Princeton	1		
Quincy	2	1	
Randolph		2	
Revere		1	
Stoneham		1	
Wellfleet	1		
West Bridgewater	1		
Westfield	1		
Weymouth	1		1
Whitman		2	

Appendix K: Holbrook/Randolph MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	13	13	4
Amherst			1
Avon	19	31	10
Berkley	2		
Beverly			1
Boston	5	6	
Bourne	1		
Braintree	20	30	11
Bridgewater	1	2	
Brockton	2	7	2
Cambridge		1	
Canton	2	2	
Carver		1	
Dartmouth	2		
Dedham	1		
Dennis			1
Dighton	1		
East Bridgewater	1	1	
East Longmeadow			1
Easton	3	6	3
Grafton		1	
Hanson		1	
Holbrook	48	56	27
Lakeville			
Leominster			1

Town	2015	2019	2023
Mansfield		2	
Marshfield	2	2	
Medford	1	3	
Milton	1	2	
North Attleborough		1	
Norwell	1		
Norwood	1		
Plymouth		1	
Quincy	2	3	
Randolph	82	85	31
Raynham	2	2	1
Rockland	3	2	1
Scituate		1	
Somerset	1		
Stoughton	7	11	1
Swampscott			1
Taunton		2	1
Walpole	1		
Wareham		1	
West Bridgewater	1	2	
Westford		1	
Westport	1		
Weymouth	3	3	2
Whitman	1	2	1
Yarmouth			1

Appendix L: Kingston MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Andover			1
Barnstable	11	12	8
Belchertown	1		
Beverly	1		
Billerica	1		
Boston	4	7	1
Bourne	8	8	11
Braintree	1		
Brewster	2	1	2
Brockton		1	
Carver	13	14	7
Chatham		1	
Chelmsford		1	
Concord			1
Dedham	1		
Dennis	1	2	1
Dighton			1
Duxbury	38	48	32
Eastham		1	
Easton	1		
Fairhaven			1
Falmouth	3	3	
Groton		1	
Halifax	1	3	
Hanover		1	
Harwich		4	3
Hingham	1		
Hopkinton		2	
Ipswich		1	
Kingston	26	40	26
Lakeville	1		
Lawrence	1		1
Leominster		1	
Lynn			1

Town	2015	2019	2023
Malden	1		
Mansfield		3	
Marlborough		1	
Marshfield	3	2	2
Mashpee	5	6	2
Medford	1		
Medway	1		
Middleborough	1	1	
Natick	1	1	
Newton	2	1	
North Attleborough	1		
Norton		1	
Oak Bluffs			1
Orleans	1	1	
Pembroke	1	1	
Plymouth	177	204	131
Plympton	3	1	
Quincy	5	3	1
Raynham		1	
Rochester	1		
Sandwich	13	11	6
Scituate		1	
Somerset	1		
Somerville	2	1	1
Sturbridge	1		
Sudbury	1		
Taunton	1		
Townsend	1		
Wareham		1	
Westborough			1
Weymouth	1	3	
Whitman		1	
Yarmouth	2	1	3

Appendix M: Middleborough/Lakeville MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington		1	
Acushnet	8	13	6
Amherst			1
Ashburnham			1
Attleboro	1	1	
Barnstable	2		
Bedford		1	
Bellingham	1		
Berkley	7	6	12
Bolton		1	
Boston	7	3	2
Bourne	9	10	9
Boylston			1
Braintree		1	
Bridgewater		1	
Brockton	3	2	
Cambridge	1		
Canton		1	
Carver	8	8	1
Dartmouth	19	34	14
Dedham	1	1	
Dighton	1	3	3
Easton			1
Fairhaven	12	14	7
Fall River	5	12	8
Falmouth	5	7	8
Foxborough	1		
Franklin	1		
Freetown	13	24	8
Groton	1		
Hanover	1		
Hingham		1	
Holbrook		1	
Kingston		1	
Lakeville	52	83	36
Lynnfield	1	1	
Mansfield		2	
Marblehead		1	
Marion	15	22	3
Marshfield		2	
Mashpee	3		

Town	2015	2019	2023
Mattapoisett	11	18	9
Melrose	1		
Middleborough	67	98	37
Middleton		1	
Milford		1	
Milton		2	
New Bedford	40	57	23
Newton	2		
North Attleborough	1		
Norwood	2	1	1
Peabody			1
Plymouth	3	3	2
Plympton	1		
Quincy	1	3	1
Randolph	1	1	1
Raynham	5	13	8
Revere		1	
Rochester	17	23	8
Sandwich		2	
Scituate	1	1	
Seekonk	1		
Shrewsbury		1	
Somerset	7	2	8
Somerville	2		
Stoughton	3	1	1
Swansea	1		1
Sutton		1	
Taunton	31	24	15
Upton			1
Walpole	1		
Waltham	1		
Wareham	40	49	17
Watertown		1	
Wayland	1		
Westfield		1	
Westford		1	
Westport	1	3	1
Weymouth	1		
Wrentham			1
Yarmouth			2

Appendix N: Montello MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	9	7	3
Arlington	1		
Athol	1		
Avon	3	3	3
Ayer		1	
Bedford		1	
Boston	3	5	2
Braintree	1	1	
Bridgewater	2	1	
Brockton	93	125	74
Canton			1
Cambridge	1		
Chelsea		1	
East Bridgewater		1	
Easton	1	3	
Fall River			1
Hanson	1	1	1
Holbrook	3		1
Malden		1	
Mashpee		1	
Medford			1
Middleborough	1		
Quincy	2	3	
Randolph	1	1	
Raynham		1	1
Rockland		1	
Somerville		2	
Stoughton	2	5	1
Taunton	3	2	
Wakefield		1	
Wareham	1	1	
Weymouth	1	3	
Whitman	1	3	2

Appendix O: South Weymouth MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	56	71	32
Attleboro			1
Avon	1		
Barnstable	1		
Billerica			1
Boston	5	13	2
Braintree			2
Bridgewater	1	3	2
Brockton	1	3	3
Brookline		1	
Cambridge		1	
Carver	1	1	
Chicopee	1		
Cohasset		2	
Duxbury	1	10	5
East Bridgewater	1	1	2
Easton		1	
Everett		1	5
Falmouth		1	1
Franklin		1	
Halifax		3	1
Hanover	18	34	18
Hanson	3	5	1
Hingham	3	8	1
Holbrook	5	5	1
Hull		1	
Kingston	1		1
Lowell			1
Marshfield	4	15	3
Medford	1	2	
Merrimac		1	

Town	2015	2019	2023
Methuen			1
Middleborough	1	1	
Milford			1
Milton	1	2	
Newton		1	
North Attleborough		1	
North Reading			1
Norwell	6	14	5
Pembroke	4	8	1
Plymouth	2	3	3
Plympton	3		
Quincy		7	
Randolph	1		1
Rehoboth		1	
Rockland	46	46	30
Salem			1
Saugus			1
Scituate	1	2	
Somerset	1		
Somerville			2
Sterling			1
Stoneham			1
Tewksbury	1		
Wareham		1	
West Bridgewater		1	
Weymouth	99	141	88
Whitman	7	7	6
Woburn	1		
Wrentham			1
Yarmouth	1		

Appendix P: Stoughton MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	2	1	1
Attleboro		2	
Avon	1	5	
Berkley	2	2	
Boston		8	3
Bourne		1	
Braintree		4	
Bridgewater	4	5	2
Brockton	40	27	15
Cambridge	1		
Canton	18	4	1
Carver		1	
Dartmouth		2	
East Bridgewater	3		2
Easton	74	73	40
Everett	1		1
Fairhaven	1	1	
Fall River	1	1	
Foxborough	2	1	1
Framingham			1
Groveland		1	
Halifax	1		
Hingham	1		
Holbrook		1	3
Lakeville		1	
Marlborough	1		
Mansfield		1	
Marshfield		2	
Mattapoisett	1		

Town	2015	2019	2023
Middleborough	1		
Milton	1		
New Bedford	1		1
Newton	1		
North Andover		1	
Norton		2	
Norwell		1	
Norwood	2		
Plymouth		2	1
Quincy	2	1	
Randolph	2	4	1
Raynham	5	3	4
Revere	1	1	1
Rochester		1	
Rockland		2	
Sharon	3	5	3
Somerset		2	
Stoughton	88	93	45
Swansea			1
Taunton	5	7	2
Townsend		1	
Walpole	3	1	1
Wareham		2	
West Bridgewater	4	5	5
Westborough	1		
Westport	1	2	1
Weymouth		5	
Whitman	1	1	
Worcester	1		

Appendix Q: Whitman MBTA Commuter Rail Station Community Data

Town	2015	2019	2023
Abington	2	1	
Bridgewater	8	7	1
Brockton	1	1	1
Cambridge	1		
Canton		1	
Chelsea			1
East Bridgewater	29	28	17
Halifax	6	1	
Hanover	7	2	6
Hanson	25	13	7
Hull	1		
Kingston	1		
Merrimac	1		
Middleborough	1		
Pembroke	9	5	5
Quincy	2	1	1
Randolph			1
Raynham		2	
Rockland	1	1	1
Somerville	1		
Taunton		1	
West Bridgewater			1
Weymouth	4	1	
Whitman	50	36	25

Appendix R: Bourne MassDOT Park & Ride Lot Community Data

Town	2015	2019	2023
Abington		1	
Attleboro	1	1	1
Barnstable	23	26	19
Belmont	1		
Boston	3	3	1
Bourne	50	35	27
Brewster	3	4	4
Bridgewater	1		
Brockton	1		
Brookline	1		
Chatham	3	2	2
Chelmsford		1	
Chicopee	1		
Dartmouth	1		
Dennis	7	5	3
Duxbury	3		
East Longmeadow		1	
Eastham			2
Fairhaven	1		
Fall River			3
Falmouth	44	48	39
Harwich	4	4	3
Hingham	1		
Kingston		1	1
Lakeville			1
Lexington		1	1
Lynnfield		1	
Lowell	1		
Marion			1
Mashpee	24	28	26
Mendon		1	
Middleborough		1	
Nantucket			1
New Bedford	1	1	

Town	2015	2019	2023
Newton	1		
Newbury		1	
Norfolk		1	
North Andover		1	
Norwell			1
Norwood		1	
Orleans		1	2
Peabody		1	
Pembroke	1		1
Plainville	1		
Plymouth	20	14	16
Provincetown		1	
Raynham		1	
Rockport	1		
Sandwich	72	88	47
Scituate		1	
Seekonk		1	
Sherborn			1
Southwick			1
Sterling		2	
Stoughton			1
Sudbury		1	
Taunton			1
Truro	1		1
Walpole			1
Wareham	6	8	6
Wellfleet		1	2
Westborough	1		
Westport		1	
Weymouth	1	1	1
Winchendon		1	1
Wrentham	1		
Yarmouth	6	8	2

Appendix S: Bridgewater MassDOT Park & Ride Lot Community Data

Town	2015	2019	2023
Acushnet		1	1
Attleboro	2	1	
Bridgewater	1		3
Brockton		1	
Carver	1		
Cohasset			1
Dartmouth	1		
East Bridgewater	1		
Fairhaven	1		
Fall River	3	3	1
Freetown		1	
Lakeville			2
Mattapoisett			1
Middleborough	2	2	
New Bedford	2	1	1
North Reading		1	
Plympton			
Raynham	1	3	1
Rehoboth			1
Stoughton		2	
Swansea			1
Taunton	2	8	2
Wareham	4	2	
Westport			1

Appendix T: Plymouth MassDOT Park & Ride Lot Community Data

Town	2015	2019	2023
Barnstable	1	2	6
Bedford		1	
Belchertown		1	
Boston	1	1	
Bourne	1	1	3
Brewster	1		3
Canton			1
Carver	8	7	4
Chatham	1	1	
Dennis	2		2
Duxbury	1	4	3
Edgartown	1		
Falmouth	1	5	1
Halifax		1	
Harwich	1	2	
Kingston	7	3	7
Lakeville			2
Malden		1	
Mansfield		1	
Marion		1	
Marshfield		3	1
Mashpee		1	4
Middleborough	2		3
Monson			1
Nantucket			1
Natick	1		
Pembroke			1
Pittsfield			1
Plymouth	118	111	68
Plympton		2	1
Randolph		2	
Sandwich	2	2	
Scituate		1	
Swansea	1		
Waltham		1	
Wareham		1	1
Wellfleet			1
Westfield	1		
Weymouth		1	
Yarmouth	3	1	1

Appendix U: Rockland MassDOT Park & Ride Lot Community Data

Town	2015	2019	2023
Abington	5	8	5
Avon		1	
Barnstable	5	3	5
Boston	3	4	1
Bourne		3	1
Brewster		2	3
Bridgewater	2	2	
Brockton	2	1	1
Brookline	1		
Carver	1	4	5
Chatham		1	1
Chelsea			1
Cohasset	4	1	1
Dedham		1	
Dennis		2	
Duxbury	17	31	8
East Bridgewater		3	5
Eastham			1
Egremont		1	
Everett		1	
Fairhaven			1
Fall River		1	
Falmouth		1	1
Fitchburg		1	
Franklin			1
Halifax	3	2	3
Hanover	51	44	17
Hanson	13	10	7
Harwich	1	1	2
Hingham	14	10	2
Holbrook		1	
Holliston		1	
Hull	4	4	3
Kingston	6	9	5
Marion		1	

Town	2015	2019	2023
Marshfield	41	40	15
Mashpee	1	1	1
Medway		1	
Melrose		1	
Middleborough		2	3
Nantucket	2		
New Bedford			1
Newton		1	1
Norton	1		
Norwell	35	38	9
Orleans	2	1	
Pembroke	23	15	13
Plymouth	16	21	11
Provincetown	1	1	
Quincy	1	6	
Randolph	1		
Raynham		1	
Rockland	37	35	12
Sandwich	2	3	4
Scituate	10	9	8
Springfield			1
Stoneham	1		
Stoughton		1	
Tewksbury			1
Truro	1	1	
Waltham		1	
Wareham	1		1
Wellfleet		2	
West Tisbury			1
Weymouth	12	11	7
Whitman	3	3	7
Wilmington			1
Woburn		1	
Yarmouth		3	7

Appendix V: West Bridgewater MassDOT Park & Ride Lot Community Data

Town	2015	2019	2023
Abington	1	1	
Acushnet	2	2	
Attleboro	1		1
Avon			1
Belmont			1
Berkley	2	2	2
Boston	1		2
Bourne		1	1
Braintree		1	
Bridgewater	17	16	5
Brockton	6	9	3
Carver	3	2	
Chelsea		1	
Dartmouth	3	3	5
Dighton	1		
Dracut			1
East Bridgewater	4	9	2
Easton	9	4	6
Fairhaven	2	1	1
Fall River	8	7	8
Fitchburg		1	
Foxborough		2	
Franklin	1		
Freetown		4	3
Halifax	1	2	
Hanson		1	
Kingston		1	
Lakeville	2	5	2
Leominster		1	
Lowell			1

Town	2015	2019	2023
Mansfield		1	
Marion	2	2	
Middleborough	5	6	6
New Bedford	9	12	7
Newbury	1		
North Attleboro	1	1	1
Norton			1
Pembroke			1
Plymouth	4	3	
Plympton			1
Quincy	1	1	
Randolph	2	1	2
Raynham	7	7	
Richmond		1	
Rochester	1		3
Rockland			1
Rowley	1		
Somerset		1	1
Stoughton	2	2	
Swansea	1		
Taunton	10	13	9
Templeton		1	
Wareham	2		1
West Bridgewater	16	11	2
West Springfield	1		
Westport	2	2	1
Weymouth		2	
Whitman		1	
Wilmington	1		