South Shore Coalition Subregional Area Study

A report produced by the Central Transportation Planning Staff for the Boston Region Metropolitan Planning Organization

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1.0 INTRODUCTION

The South Shore Coalition (SSC) subregion consists of 11 communities southeast of Boston: Cohasset, Duxbury, Hanover, Hingham, Hull, Marshfield, Norwell, Pembroke, Rockland, Scituate, and Weymouth (Figure 1). The area is bounded by the Atlantic Ocean to the east, roughly circumscribed by the Kingston/Plymouth commuter rail line to the west, and bisected by Route 3, which runs through the subregion from the northwest to the southeast. In addition to Route 3, major state-numbered highways/arterials include Routes 3A, 18, 53, and 228 in the north/south direction and Routes 14, 123, and 139 in the east/west direction.

Due to existing—and anticipated increases in—congestion, and mobility and safety concerns, the SSC subregion was chosen for a subregional study. The objectives of the study were to:

1. Develop a subregional profile in terms of the following characteristics, using existing data:
    a. Population
    b. Employment
    c. Development
    d. Traffic growth and patterns
    e. Public transportation
    f. Other characteristics for which data are available

2. Identify and prioritize mobility concerns that are not addressed by planned projects or studies and, with the assistance of an Advisory Task Force, select two or three concerns for future in-depth analysis.

3. Add the data describing the profile of the SSC to the database containing similar data collected in the past for profiles of other subregions. This will allow for a comprehensive set of data that will eventually cover the entire Boston Region Metropolitan Planning Organization (MPO) area.

CTPS

FIGURE 1

Study Area

2.0 DEMOGRAPHICS

2.1 Population and Housing

The population in the 11 SSC communities increased by 10,647 (5.4%) between 1990 and 2000, with almost half the increase (49%) occurring in Marshfield and Pembroke alone. The municipalities' 2000 populations range from a low of 7,261 in Cohasset to a high of 53,988 in Weymouth. Population density averages 1,070 people per square mile for the entire subregion, with Hull (4,370) and Weymouth (3,060) having the highest densities and Norwell (460) and Duxbury (580) having the lowest. The communities with the highest growth rates were Pembroke (+16%) and Marshfield (+13%), while Hingham and Weymouth experienced virtually no growth during the same time period, and Weymouth was the only town in which population decreased.

The population is growing older, with the average median age in the subregion increasing from 33.8 years in 1990 to 38.2 years in 2000. Pembroke and Rockland have the lowest median ages; Cohasset and Scituate have the highest. The percent change in median age in Hull was more than twice that in many other SSC communities (Table 1).

The number of housing units in the subregion grew at a faster rate—8%—than the population during this period, with a little over one-third (36%) of the growth occurring in Marshfield and Pembroke. Housing units increased in both Hingham and Weymouth even though population did not grow (Figure 2). The number of households increased in every community, due in part to population growth in some and decreases in average household size in all. The greatest percent change in household size occurred in Hull (-11%), which also had the largest percent increase in median age. The smallest change occurred in Cohasset, which also had the highest median age in both 1990 and 2000 (Table 2).

TABLE 1
Population

	Population			Median Age		
Town	**1990**	**2000**	**% Change**	**1990**	**2000**	**% Change**
Cohasset	7,075	7,261	2.6	38.6	40.9	5.8
Duxbury	13,895	14,248	2.5	37.2	40.3	8.5
Hanover	11,912	13,164	10.5	34.1	37.5	10.1
Hingham	19,821	19,882	0.3	37.6	40.4	7.5
Hull	10,466	11,050	5.6	33.0	40.2	21.8
Marshfield	21,531	24,324	13.0	33.3	37.4	12.5
Norwell	9,279	9,765	5.2	37.2	40.1	7.7
Pembroke	14,544	16,927	16.4	32.3	36.0	11.3
Rockland	16,123	17,670	9.6	32.2	36.3	12.8
Scituate	16,786	17,863	6.4	36.9	40.7	10.4
Weymouth	54,063	53,988	-0.1	34.5	38.4	11.1
SSC	**195,495**	**206,142**	**5.4**	**33.8**	**38.2**	**13.1**

Sources: 1990 and 2000 U.S. Censuses

FIGURE 2
Population and Housing Changes, 1990-2000

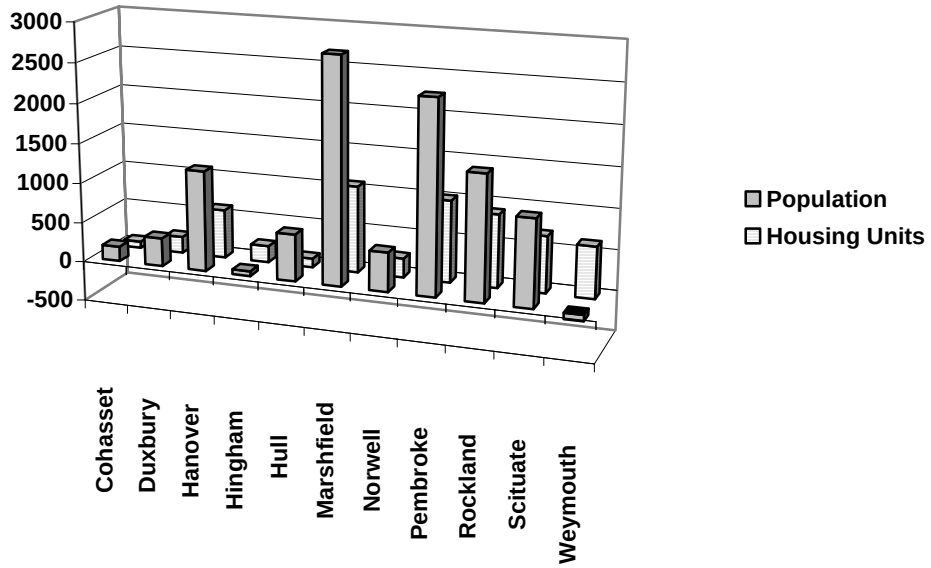


TABLE 2
Housing

Town	Housing Units			Households			Household Size		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
Cohasset	2,724	2,805	3.0	2,563	2,673	4.3	2.72	2.69	-1.0
Duxbury	5,141	5,345	4.0	4,625	4,946	6.9	2.97	2.85	-4.1
Hanover	3,837	4,445	15.8	3,742	4,349	16.2	3.14	3.02	-3.8
Hingham	7,161	7,368	2.9	6,915	7,189	4.0	2.84	2.72	-4.1
Hull	5,256	5,366	2.1	3,788	4,522	19.4	2.73	2.44	-10.8
Marshfield	8,877	9,954	12.1	7,557	8,905	17.8	2.84	2.73	-4.0
Norwell	3,079	3,318	7.8	3,004	3,250	8.2	3.06	2.94	-3.9
Pembroke	4,881	5,897	20.8	4,666	5,750	23.2	3.09	2.92	-5.6
Rockland	5,745	6,649	15.7	5,520	6,539	18.5	2.87	2.67	-7.0
Scituate	6,983	7,685	10.1	6,033	6,694	11.0	2.75	2.64	-4.0
Weymouth	21,937	22,573	2.9	20,829	22,028	5.8	2.56	2.42	-5.6
SSC	**75,621**	**81,405**	**7.6**	**69,242**	**76,845**	**11.0**	**2.79**	**2.66**	**-4.9**

Sources: 1990 and 2000 U.S. Censuses

In 2000, the Metropolitan Area Planning Council (MAPC), in conjunction with the Commonwealth's Executive Office of Environmental Affairs (EOEA), created a set of buildout maps and analyses depicting what communities would look like if remaining undeveloped land were completely developed in accordance with local zoning. Table 3 shows the maximum number of additional housing units that could be built under 2000 zoning laws. It appears that Hull has almost reached buildout and that, at the other end of the spectrum, Norwell has the potential to increase housing by 72%. The subregion as a whole has the potential to see a 26% increase in housing units.

TABLE 3
Maximum Future Development under 2000 Zoning Laws

Town	2000 Housing Units	Buildout Housing Units	Change	% Change	Additional Population at Buildout
Cohasset	2,805	3,841	1,036	37	2,652
Duxbury	5,345	8,452	3,107	58	9,010
Hanover	4,445	6,740	2,295	52	6,794
Hingham	7,368	8,677	1,309	18	3,508
Hull	5,366	5,649	283	5	727
Marshfield	9,954	13,010	3,056	31	4,963
Norwell	3,318	5,713	2,395	72	6,921
Pembroke	5,897	7,506	1,609	27	4,683
Rockland	6,649	7,732	1,083	16	3,205
Scituate	7,685	10,575	2,890	38	7,484
Weymouth	22,573	24,866	2,293	10	5,527
SSC	**81,405**	**102,761**	**21,356**	**26**	**55,474**

Source: Massachusetts Executive Office of Environmental Affairs, www.env.state.ma.us

2.2 Employment and Journey to Work

Census employment figures and the Massachusetts Division of Career Services (DCS, formerly Department of Employment and Training, or DET) employment numbers differ, particularly for 1990, as DCS only includes employment that is subject to unemployment compensation. Census employment figures will be used here for everything but employment sector changes, which are more fully detailed in DCS reports.

2.2.1 Employment

Overall employment within the subregion increased by 6% between 1990 and 2000, with almost three-quarters (70%) of the growth occurring in Hingham and Norwell. Employment changes were not uniform. Employment in several communities, such as Hull, Marshfield, and Pembroke, barely changed at all, while employment in Norwell grew by 31%, the largest percentage increase. The

smallest percentage increase was 1%, in Weymouth, and employment decreased in Cohasset and Duxbury (Table 4). Almost a quarter (23.4%) of SSC employment is in Weymouth, where South Shore Hospital, the largest employer, is located. Talbot's, the second-largest employer, is located in Hingham.

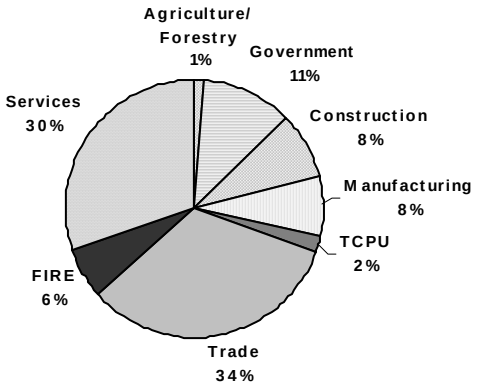
TABLE 4
Employment

Town	1990 Employment	2000 Employment	Change 1990-2000	% Change 1990-2000
Cohasset	2,641	2,480	-161	-6.1%
Duxbury	3,324	3,175	-149	-4.5%
Hanover	7,253	7,560	307	4.2%
Hingham	10,725	11,795	1,070	10.0%
Hull	1,685	1,660	-25	-1.5%
Marshfield	5,165	5,190	25	0.5%
Norwell	5,861	7,680	1,819	31.0%
Pembroke	4,169	4,170	1	0.0%
Rockland	7,468	8,085	617	8.3%
Scituate	3,351	3,875	524	15.6%
Weymouth	16,896	17,045	149	0.9%
SSC	**68,538**	**72,715**	**4,177**	**6.1%**

Sources:1990 and 2000 U.S. Censuses

Almost two-thirds of SSC 2000 employment was either wholesale/retail trade or in the service sector (Figure 3). There is, however, a great deal of variation among the communities (Table 5). For example, 41% of Hull's employment is in the government sector. This is four times the average for the subregion. Most communities have a moderate amount of construction employment. However, 21% of Rockland's employment is in the construction sector. Almost half (49%) of employment in Hingham and Hanover is in the trade sector.

FIGURE 3
2000 SSC Employment Sectors



FIRE=Finance, Insurance, Real Estate; TCPU=Transportation, Communication, and Public Utilities.
Source: Commonwealth of Massachusetts, Division of Career Services (ES-202 Series)

TABLE 5
Employment by Sector

Town	Agricul-ture	Govern-ment	Con-struction	Manu-facturing	TCPU	Trade	FIRE	Services
Cohasset								
1990	1%	14%	3%	9%	2%	38%	7%	26%
2000	3%	14%	5%	1%	7%	38%	7%	28%
Duxbury								
1990	3%	26%	8%	0%	4%	21%	4%	33%
2000	2%	21%	4%	2%	4%	23%	3%	41%
Hanover								
1990	1%	8%	6%	12%	1%	53%	5%	14%
2000	1%	9%	9%	8%	1%	49%	4%	17%
Hingham								
1990	1%	9%	5%	14%	2%	41%	6%	22%
2000	1%	9%	9%	8%	1%	49%	4%	17%
Hull								
1990	0%	43%	8%	0%	5%	26%	6%	12%
2000	0%	41%	7%	1%	4%	26%	4%	18%
Marshfield								
1990	1%	16%	9%	6%	2%	37%	7%	21%
2000	2%	21%	7%	3%	3%	31%	5%	28%
Norwell								
1990	1%	5%	5%	5%	3%	43%	7%	31%
2000	0%	5%	4%	7%	2%	34%	10%	37%
Pembroke								
1990	1%	8%	5%	16%	3%	40%	2%	25%
2000	1%	7%	8%	13%	4%	33%	3%	31%
Rockland								
1990	0%	9%	8%	21%	1%	27%	15%	19%
2000	0%	9%	10%	21%	1%	25%	16%	19%
Scituate								
1990	1%	21%	6%	6%	2%	37%	5%	23%
2000	2%	23%	5%	2%	4%	34%	3%	27%
Weymouth								
1990	1%	9%	6%	9%	3%	35%	5%	33%
2000	1%	10%	11%	4%	2%	26%	3%	43%
SSC								
1990	**1%**	**11%**	**6%**	**11%**	**2%**	**38%**	**6%**	**25%**
2000	**1%**	**11%**	**8%**	**8%**	**2%**	**33%**	**6%**	**30%**

FIRE=Finance, Insurance, Real Estate
TCPU=Transportation, Communication, and Public Utilities
Source: Commonwealth of Massachusetts, Division of Career Services (ES-202 Series)

2.2.2 Journey to Work by SSC Residents

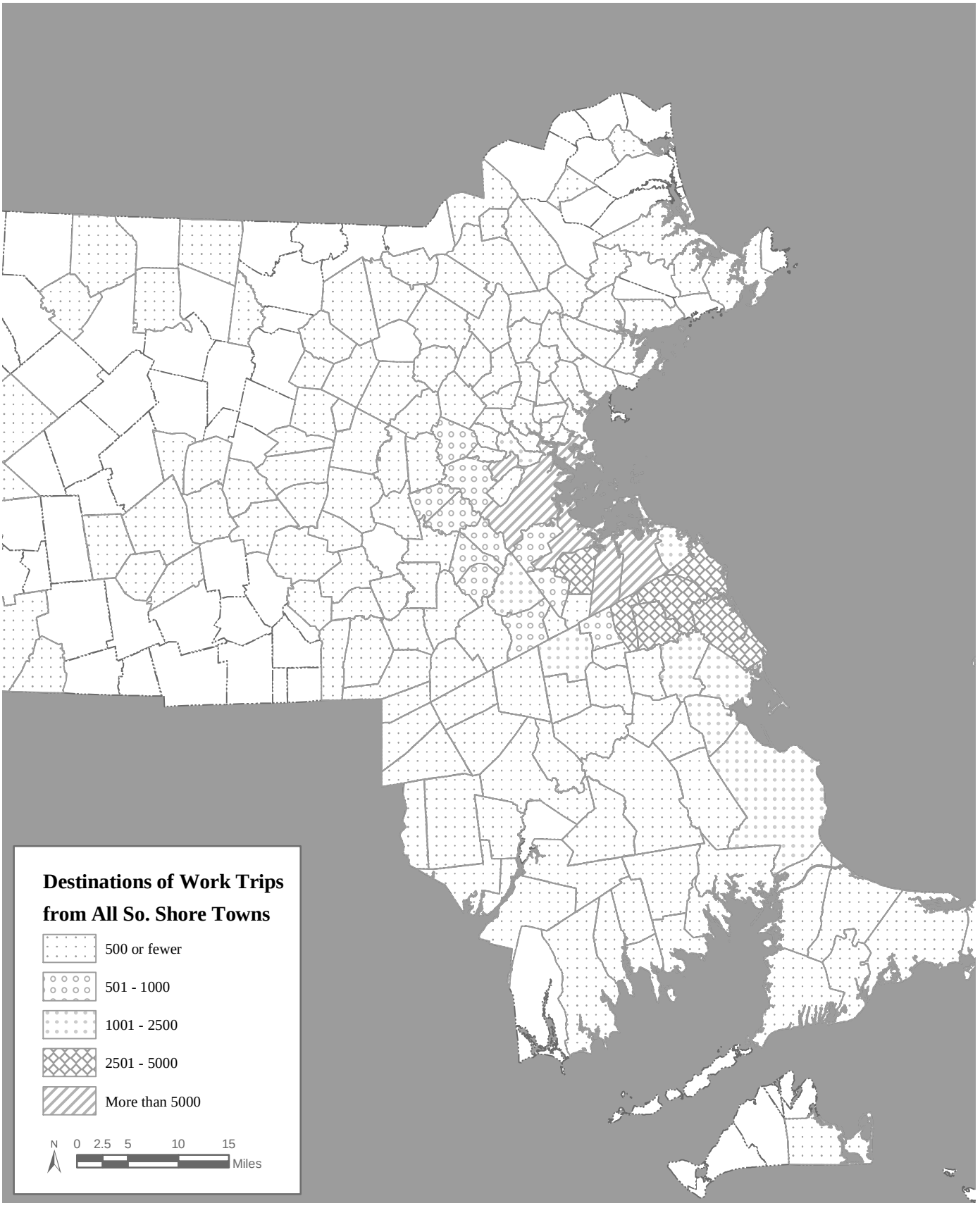
The number of workers residing in the subregion increased slightly—2.5% (2,521)—between 1990 and 2000, with the city of Boston continuing to be the number one employment destination. In 1990, 19% of workers living in the SSC commuted to Boston; 21% did so in 2000. In fact, the top five destinations were the same in 2000 as in 1990, representing 48% and 49% of the total, respectively. However, even though the rankings remain similar, the absolute numbers of commuters at these destinations suggest more dispersal in 2000. For example, Weymouth is the number two destination in both 1990 and 2000. However, over 1,500 fewer workers commuted from the SSC to Weymouth in 2000 than in 1990. The same holds true for Braintree, which ranks number five in both years but had 1,084 fewer SSC residents commuting there in 2000 than in 1990. Table 6 lists the top ten work destinations for the subregion's residents in 1990 and 2000. Figure 4 shows SSC residents' work destinations in 2000. Note that the majority of workers commute to Boston and South Shore communities. (All destinations are listed in Appendix A.)

TABLE 6
Top Ten Employment Destinations for SSC Residents

Rank	1990 Destination	1990 Residents	1990 % Total	2000 Destination	2000 Residents	2000 % Total
1	Boston	19,478	19.1%	Boston	21,505	20.6%
2	Weymouth	9,879	9.7%	Weymouth	8,335	8.0%
3	Quincy	7,768	7.6%	Quincy	8,280	7.9%
4	Hingham	6,552	6.4%	Hingham	7,065	6.8%
5	Braintree	6,069	6.0%	Braintree	4,985	4.8%
6	Rockland	4,040	4.0%	Norwell	4,110	3.9%
7	Hanover	3,982	3.9%	Hanover	3,950	3.8%
8	Norwell	3,696	3.6%	Rockland	3,630	3.5%
9	Marshfield	3,463	3.4%	Marshfield	3,475	3.3%
10	Scituate	2,727	2.7%	Scituate	2,895	2.8%
	Total	**67,654**	**66.5%**	**Total**	**70,230**	**67.3%**

Sources: 1990 and 2000 U.S. Censuses

While Boston and Weymouth continue to be the top destinations for workers who live in the subregion, it should be noted that in 2000, people who lived in the town of their employment filled 30% of the jobs in the subregion; 38% did so in 1990. In 2000, over half the jobs in Hull and Scituate were filled by town residents, while only 11% of Norwell's jobs were so filled (Table 7, Figure 5).



CTPS

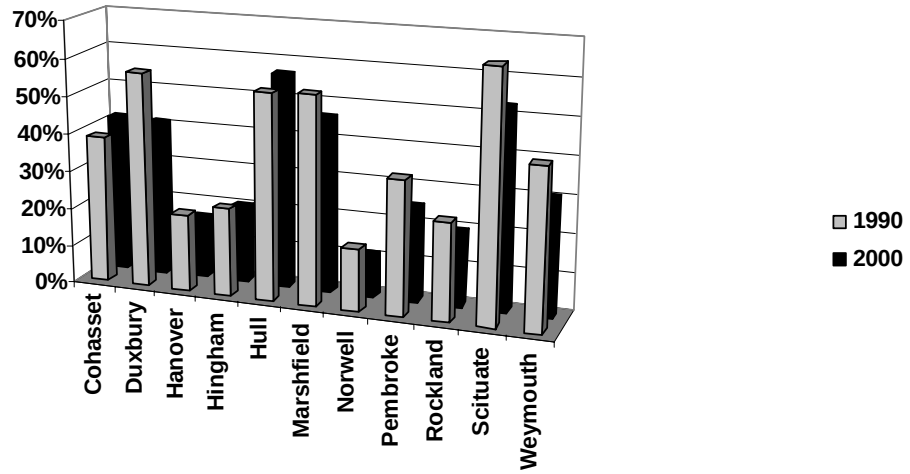
FIGURE 4
2000 Employment Destinations

TABLE 7
Jobs Filled by Local Residents

Town	1990 Workers Who Live in Town	1990 % Total Employed in Town	2000 Workers Who Live in Town	2000 % Total Employed in Town	Change 1990-2000
Cohasset	946	39.3%	1,030	41.7%	84
Duxbury	1,681	56.8%	1,300	41.2%	-381
Hanover	1,442	20.3%	1,240	16.4%	-202
Hingham	2,414	23.3%	2,425	20.5%	11
Hull	870	54.5%	930	56.5%	60
Marshfield	2,625	54.8%	2,405	46.5%	-220
Norwell	927	16.3%	855	11.1%	-72
Pembroke	1,391	35.6%	1,050	25.2%	-341
Rockland	1,896	25.8%	1,600	19.8%	-296
Scituate	1,984	65.4%	2,040	52.9%	56
Weymouth	6,974	42.3%	5,200	30.6%	-1,774
SSC	**25,140**	**38.3%**	**22,075**	**30.4%**	**-3,075**

Sources:1990 and 2000 U.S. Censuses

Figure 5
Percent of Employees Who Work in Town of Residence



Driving alone continues to be the dominant mode of travel to work by SSC residents, having increased from 79% of the total in 1990 to 82% in 2000. The percent of those who carpooled, took the bus, or walked decreased, while the percent of those who used the ferry increased.

2.2.3 Journey to Work by Workers Employed in the SSC

As previously mentioned, employment in the SSC increased by 6% between 1990 and 2000. Table 8 shows the top ten origins of those working in the subregion. Weymouth had the most origins in both years, although its total number of commuters decreased. Nine of the top ten communities were in the SSC in 1990; eight were in 2000. The proportion of commuters to the region from Boston and Cambridge combined stayed the same: 5.5% in 1990, 5.6% in 2000.

TABLE 8
Top Ten Origins of Those Employed in the SSC

	1990			2000		
Rank	**Origin**	**Workers**	**% Total**	**Origin**	**Workers**	**% Total**
1	Weymouth	9,470	14.7%	Weymouth	8,400	11.6%
2	Marshfield	4,950	7.5%	Marshfield	5,410	7.5%
3	Scituate	3,731	5.7%	Scituate	4,395	6.1%
4	Hingham	3,684	5.6%	Rockland	3,925	5.4%
5	Rockland	3,609	5.5%	Hingham	3,840	5.3%
6	Pembroke	3,074	4.7%	Plymouth	3,340	4.6%
7	Hanover	2,776	4.2%	Pembroke	3,300	4.5%
8	Duxbury	2,555	3.9%	Brockton	2,820	3.9%
9	Plymouth	2,245	3.4%	Hanover	2,730	3.8%
10	Norwell	2,193	3.3%	Duxbury	2,519	3.5%
	Subtotal	38,287	58.5%	Subtotal	40,679	56.2%

Sources: 1990 and 2000 U.S. Censuses

It appears that most of the additional workers are commuting from outside the Boston metropolitan region. As Table 9 shows, the total numbers of commuters from six of the eight MAPC subregions (including the SSC) are virtually the same in 2000 as in 1990, while the outside-the-metropolitan-region category increased by over 5,700, or almost 40%. This is not surprising, since five of the eleven SSC communities are on the southernmost border of the Boston metropolitan area and are easily accessible from fast-growing communities outside the region. Over half (55.9%) of SSC workers also live in the subregion.

TABLE 9
Origins, by MAPC Subregion, of Those Employed in the SSC Subregion

1990			2000		
Origin	**Workers**	**% Total**	**Origin**	**Workers**	**% Total**
SSC	40,210	61.2%	SSC	40,609	55.9%
Outside Boston metropolitan area	15,397	23.4%	Outside Boston metropolitan area	21,130	29.1%
Inner Core	6,783	10.3%	Inner Core	7,811	10.8%
TRIC	1,896	2.9%	TRIC	1,917	2.6%
SWAP	400	0.6%	SWAP	393	0.5%
MetroWest	251	0.4%	MetroWest	285	0.4%
North Shore Task Force	454	0.7%	North Shore Task Force	168	0.2%
NSPC	158	0.2%	North Suburban	161	0.2%
MAGIC	124	0.2%	MAGIC	125	0.2%
Total	**65,673**		**Total**	**72,599**	

Sources: 1990 and 2000 U.S. Censuses

TRIC=Three Rivers Interlocal Council
SWAP=Southwest Area Planning Commission
NSPC=North Suburban Planning Council
MAGIC=Minuteman Advisory Group on Interlocal Coordination

3.0 MOTOR VEHICLE TRANSPORTATION

This section describes motor vehicle transportation in the study area. Figure 6 presents the functional classifications of the study area's numbered roadways.

3.1 Average Daily Traffic

Average daily traffic (ADT) is a value representing the average annual two-way, 24-hour traffic volume at a roadway point. The Massachusetts Highway Department (MassHighway) traffic counting program conducts three types of counts that were helpful in this study. They are:

- **Continuous counts** that are taken hourly every day of the year at selected locations.
- **Coverage counts** that are taken for a 48-hour period every three years at selected locations.
- **Special counts** that are taken in response to requests for traffic-related data to support MassHighway's pavement, highway and bridge, and design efforts.

MassHighway counts taken on major roadways in the study area between 2001 and 2003 are shown in Figure 7. (All counts taken in the study area are provided in Appendix B.) As expected, the heaviest volumes appear on Route 3, a four-lane, limited-access highway that is the only principal arterial and the major north/south roadway in the region. Volumes increase from south to north: ADT at Exit 16 in Weymouth (139,386) is more than twice the volume between Exits 10 and 11 (65,700). ADT increases by 42% between the count location south of Route 18 and the location north of Route 18. ADT on this roadway generally increased between 1970 and 2003. Figure 8 presents scatter diagrams with trend lines for average weekday volumes for six Route 3 locations. The trend lines slope upward with very little scatter, showing a strong positive linear relationship between time and volume.

Route 53 is an arterial that parallels Route 3 for most of its length. ADT varies through the study area, ranging from a low of 11,690 in Hingham east of the Weymouth town line to a high of 29,600 at Route 18 in Weymouth south of Richmond Street.

Route 3A, a minor arterial, is another north/south route located on the eastern edge of the region. ADT ranges from a low of 6,300 in Duxbury to a high of 21,500 in Hingham. ADT has increased in Duxbury south of Duck Hill Road (17% between 1998 and 2002) and in Marshfield south of Route 139 (9% between 1998 and 2001). ADT west of North Street in Hingham decreased by 4% between 1997 and 2003.

Route 139 is one of the few east/west roadways in the region. Volumes on the roadway vary a great deal, increasing from east to west between Marshfield and Pembroke and decreasing again in Hanover. For example, ADT on Route 139 east of Webster Street in Marshfield is 5,300, whereas ADT is 25,500 in Pembroke at the Hanover town line and 8,900 in Rockland north of Route 123. ADT grew between 4% and 7% at the various count locations between 1997/1999 and 2001/2003. The only exception is at Arkansas Street in Marshfield, where ADT was 6,200 in 2000 and 5,300 in 2003.

FIGURE 6

CMS Roadway Classification

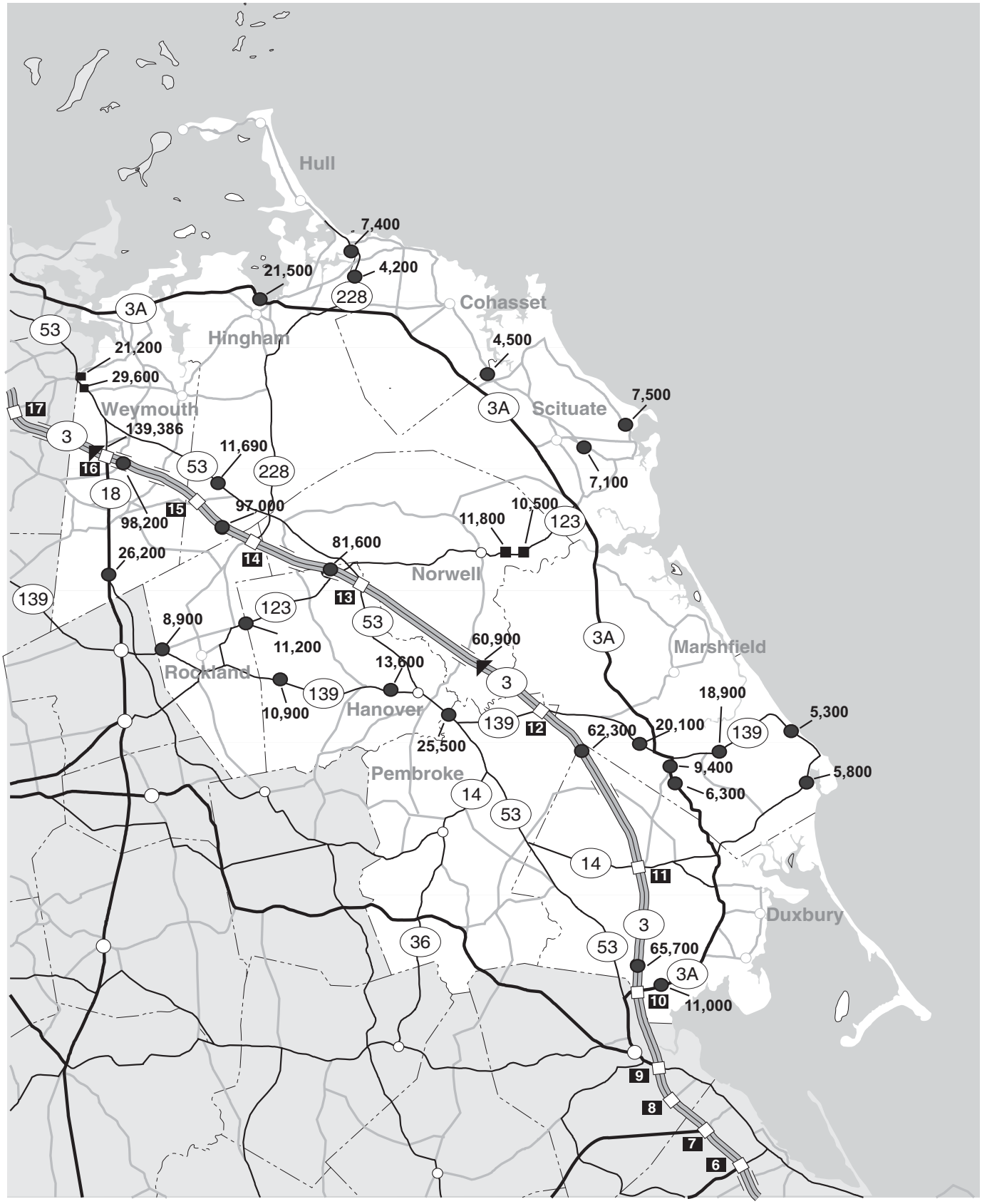
Expressway:
Fully Limited -
Access Highway

Urban Arterial
Class I/II

Urban Arterial
Class III

BOSTON MPO
Congestion Management System

CTPS



CTPS

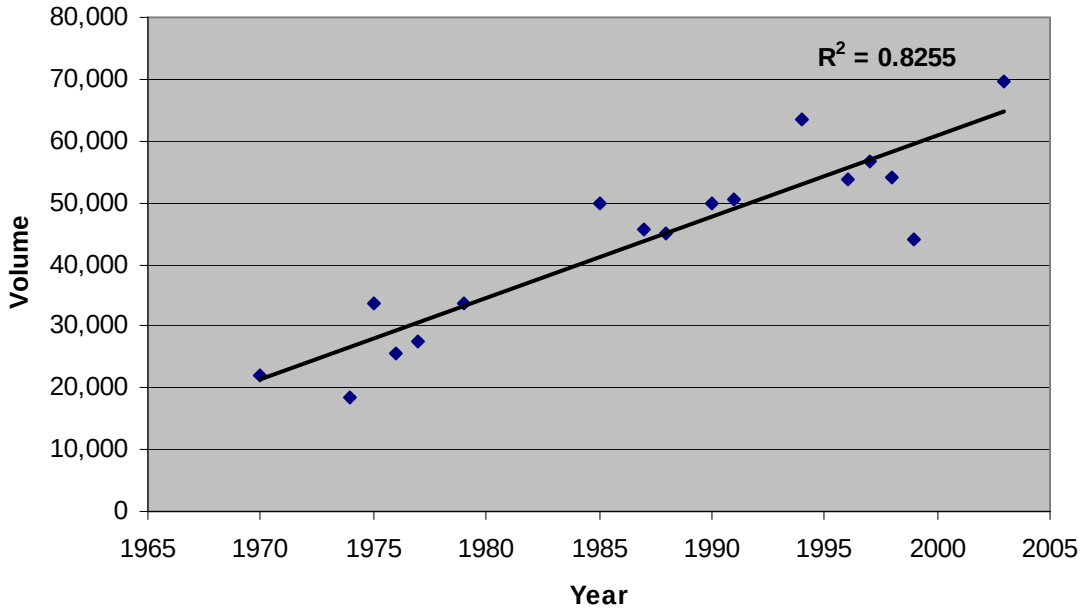
▲ Continuous count
● Coverage count
■ Special count

FIGURE 7

Average Daily Traffic (ADT), 2001–2003

FIGURE 8
Average Weekday Traffic Volumes Over Time

Route 3 North of Route 3A, Duxbury



Route 3 at the Marshfield Town Line, Pembroke

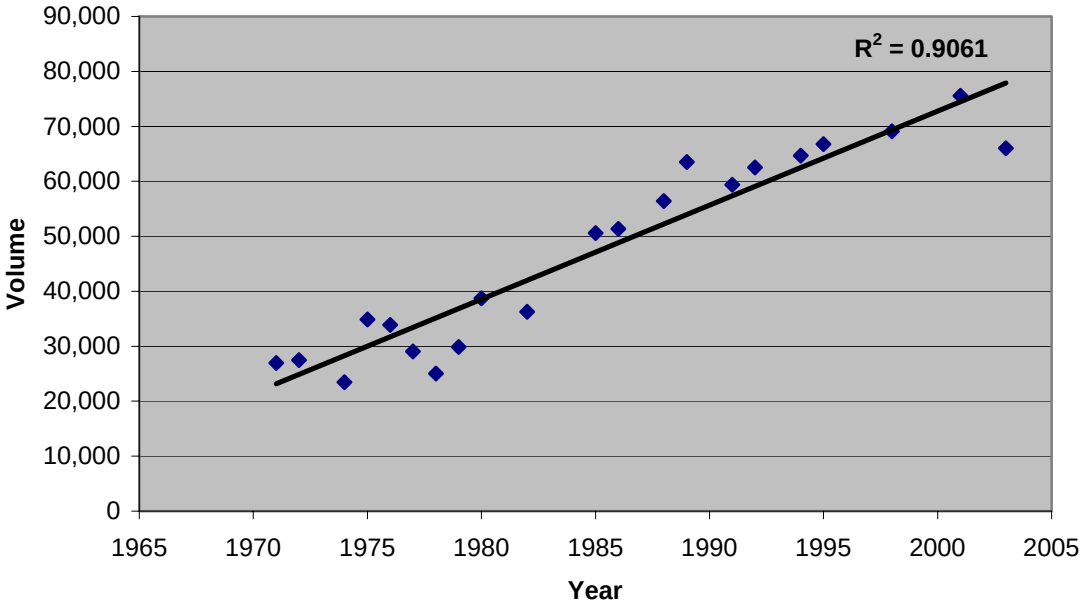
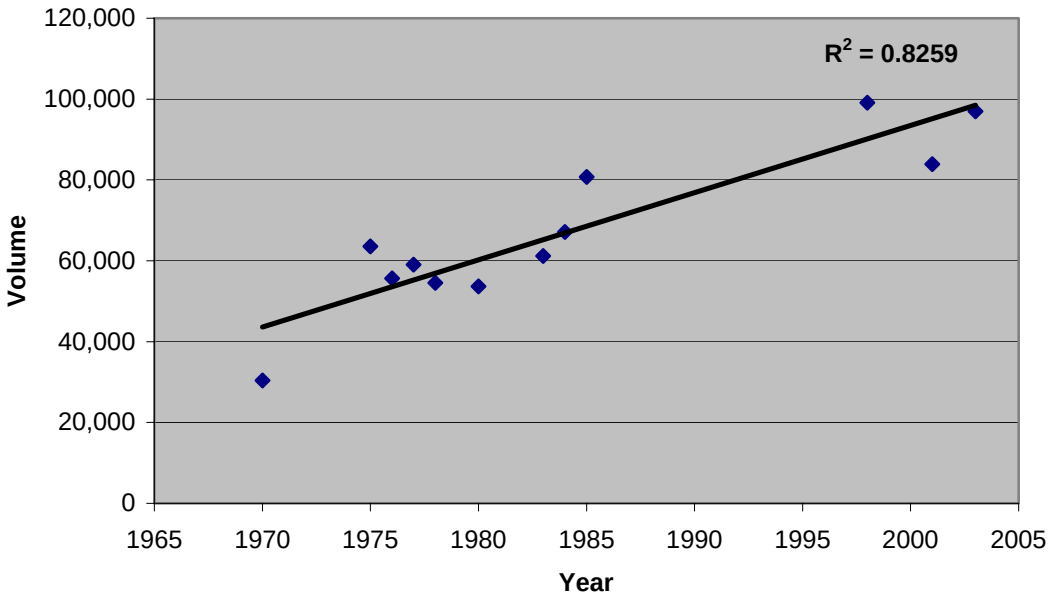


FIGURE 8 (Continued)
Average Weekday Traffic Volumes Over Time

Route 3 between Exits 14 and 15, Hingham



Route 3 South of Route 18, Weymouth

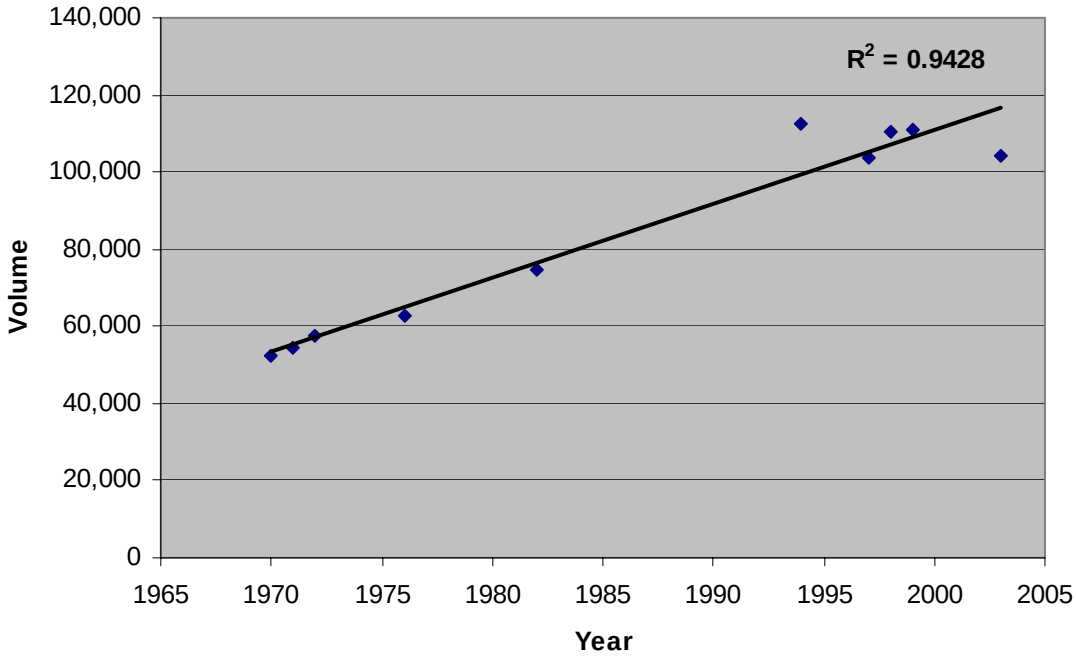
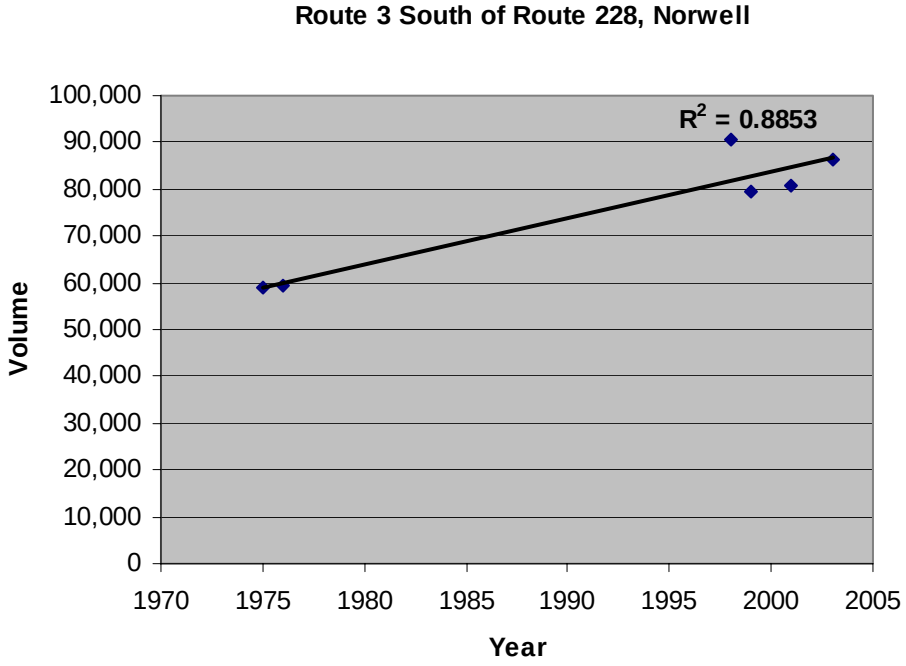


FIGURE 8 (Continued)
Average Weekday Traffic Volumes Over Time



3.2 Weekend Traffic Volumes

The South Shore Coalition is concerned about weekend traffic on roadways in the subregion. A full year's data in digital format was readily available for a location on Route 3 in Norwell south of River Street (1999) and a location on Route 53 on the Hingham/Weymouth town line (2002). While this is not the most current data, there is no reason to believe the general direction of the profiles has changed.

The highest volumes on Route 53 occur on the average weekday (Figure 9). However, volumes on the average Saturday during the summer (defined here as the Memorial Day weekend to Labor Day weekend) are almost 90% of average weekday volumes. The average Saturday is 84% of average weekday volumes. The highest average volumes at the Route 3 location (Figure 10) occur on the average summer Saturday, followed by the average weekday. Average summer Sunday volumes are almost the same as average weekday volumes.

FIGURE 9
Traffic Volume Comparisons: Route 53 in Hingham East of the Weymouth Town Line, 2002

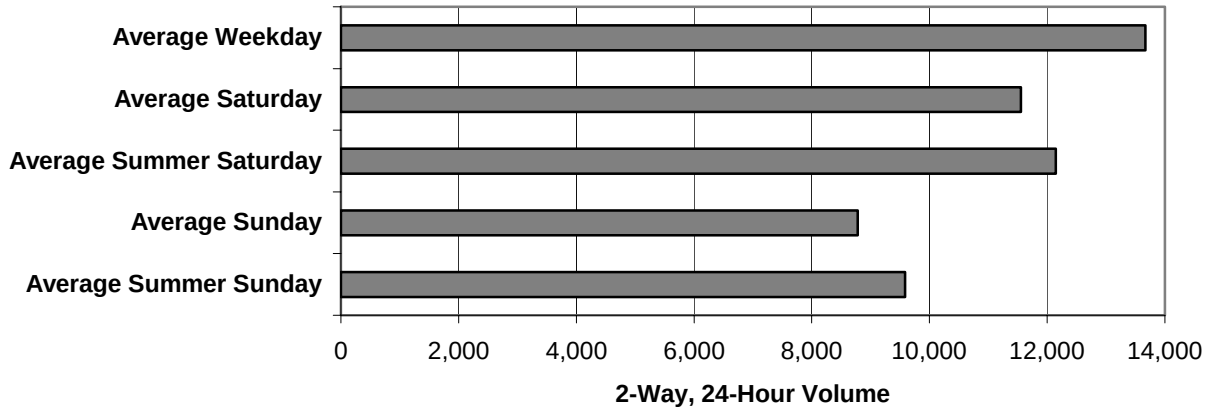
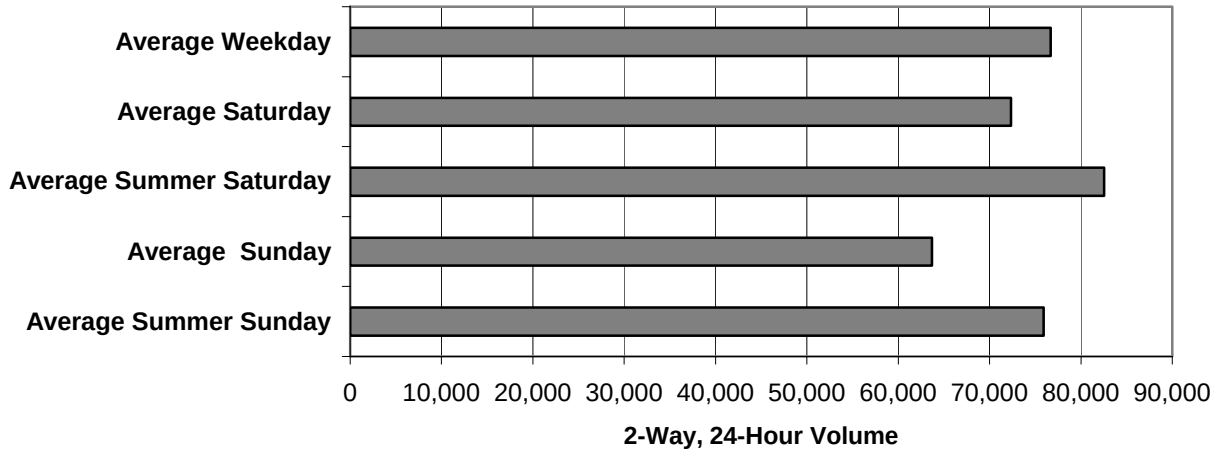


FIGURE 10
Traffic Volume Comparisons: Route 3 in Norwell South of River Street, 1999



Digital weekend data for 2000–2003 was found for a location on Route 53 at the Hingham/ Weymouth town line and for one on Route 3 north of Route 18 in Weymouth. Figures 11 and 12 profile the Route 53 data; Figure 13 (next page) profiles the Route 3 data. Route 53 volumes generally peak between 1:00 and 2:00 PM in all directions on both weekend days, and the northbound and southbound hourly curves for Saturday and Sunday are fairly similar. However, the weekend peak hour profiles vary by month. The highest peak hour southbound volumes occur on Saturday between June and August, peaking in July. There is not much monthly variation northbound on Saturday. The monthly Sunday northbound and southbound curves are similar. However, the southbound peak hour volumes peak in August, while the northbound volumes peak in June. While the hourly profile indicates a possible strong shopping component, the monthly profile indicates a strong summer-traffic component.

FIGURE 11
Route 53 at Hingham/Weymouth Town Line:
Average Hourly Weekend Traffic Volumes, 2000-2003

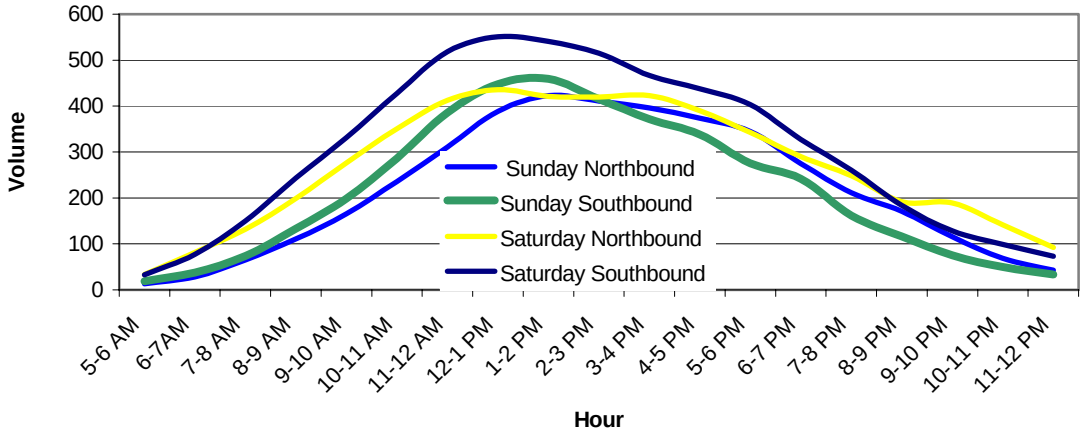
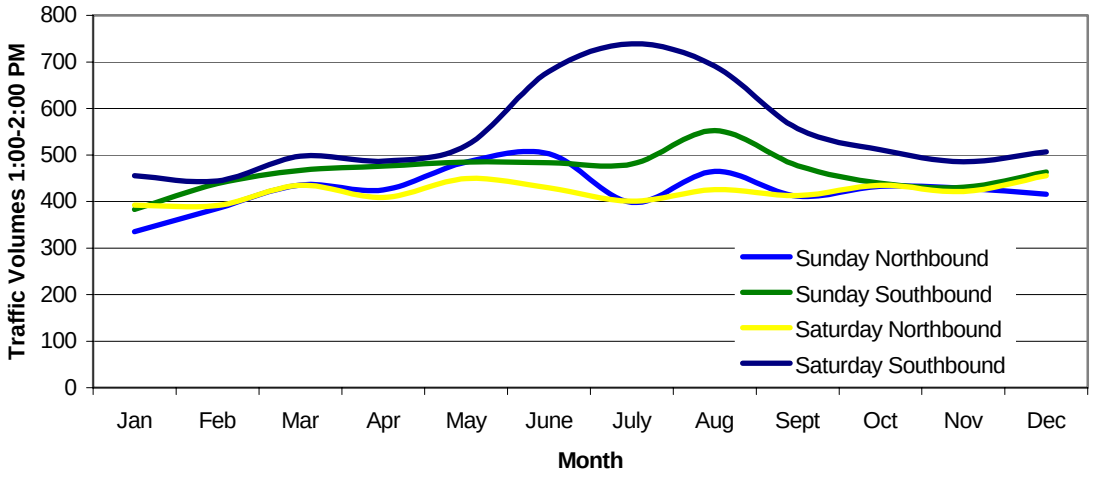
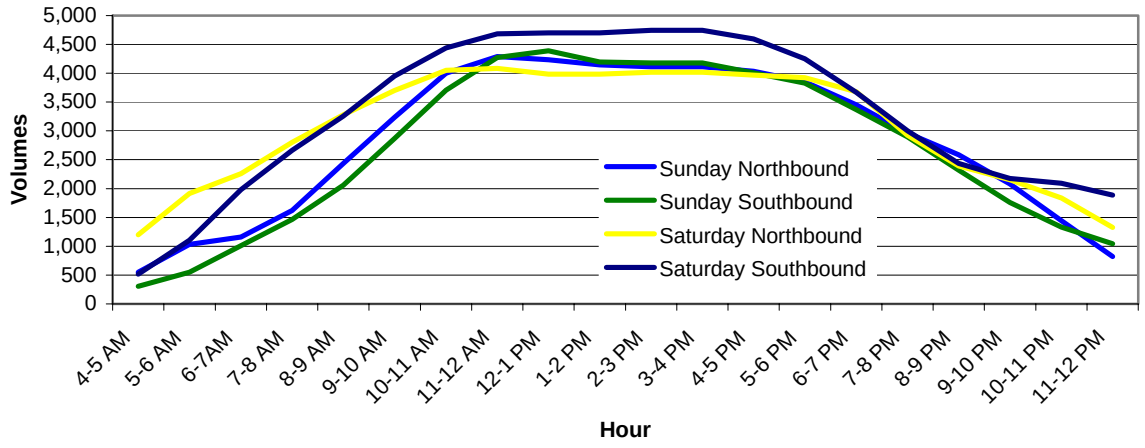


FIGURE 12
Route 53 at Hingham/Weymouth Town Line:
Monthly Variation in Weekend Peak Hour Traffic Volumes, 2000-2003



Indicative of the limited-access nature of Route 3 and the types of trips it serves, hourly weekend volumes do not peak as sharply as those on Route 53. Volumes rise until around noon and remain relatively constant until 5:00 PM, when they start a gradual decline (Figure 13).

FIGURE 13
Route 3 North of Route 18 in Weymouth:
Average Hourly Weekend Traffic Volumes, 2000-2003



3.3 Vehicle Registrations

Table 10 shows the changes in vehicle registrations for the five-year period between 1998 and 2003. The SSC average growth is 9%, with communities ranging between 4% (Hingham) and 14% (Hull and Pembroke). Note that registrations in the Boston metropolitan area increased by 7%.

TABLE 10
Vehicle Registrations, 1998-2003

Town	1998	2003	Change	% Change
Cohasset	6,636	7,352	716	11
Duxbury	13,785	14,557	772	6
Hanover	11,952	13,470	1,518	13
Hingham	18,224	18,940	716	4
Hull	8,119	9,286	1,167	14
Marshfield	21,407	23,811	2,404	11
Norwell	9,264	10,279	1,015	11
Pembroke	14,630	16,638	2,008	14
Rockland	14,154	15,823	1,669	12
Scituate	15,836	17,002	1,166	7
Weymouth	43,752	46,961	3,209	7
SSC	**177,759**	**194,119**	**16,360**	**9**

3.4 Travel Time Data

CTPS performs travel time runs on major highways and arterials in the Boston metropolitan region as a key component of its ongoing Congested Management System (CMS) functions. The runs yield average vehicle speeds for roadway segments, and delays at signalized intersections. A relative measure of congestion is obtained on roadways and segments of roadways from average speeds. Figures 14 and 15, respectively, show average AM and PM peak period speeds for all or parts of seven arterials in the SSC: Routes 3A, 14, 18, 53, 123, 139, and 228.

The CMS defines the speed index as the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.[1] Figures 16 and 17 are, respectively, AM and PM peak period travel speed index diagrams for monitored arterial roadways in the SSC. An index of 90% or greater is considered free flow; an index of 70%–90% indicates some congestion. Indices below 70% indicate severe congestion.

Table 11 presents the breakdown of arterial roadway miles by speed index. Approximately 6% of monitored SSC arterials have average observed speeds in the morning peak period that are less than 70% of the speed limit. This figure is 9% for the evening peak period. These figures are 16% and 19%, respectively, for the Boston Region MPO area. The SSC numbers indicate slightly more congestion in the evening than during the morning. Sixty-eight percent of observed roadway miles in the morning peak period and 69 percent in the evening peak period have average observed speeds near or above the posted speed limit.

TABLE 11
Speed Index for Monitored Arterial Roadways

		Speed Index			
		< 0.7	0.7 to < 0.9	0.9 or Greater	
		Percent of Miles Monitored with Average Speed Index in the Above Ranges			
Period	**Area**				**Total Miles***
Morning Peak	SSC	6	26	68	158
	Boston MPO	16	22	62	1,694
Evening Peak	SSC	9	21	69	160
	Boston MPO	19	25	55	1,695

Percentages are rounded to the nearest whole number.
*Total miles is the combined length of the roadway's two directions of travel. Due to sample size limitations, total miles are not equal for the morning and evening peak periods.
< 0.7=severe congestion
0.7 to < 0.9=some congestion
0.9 or greater=free flow

[1]CTPS, *2004 Congestion Management System Report*, December 2004, pp. 3–16.

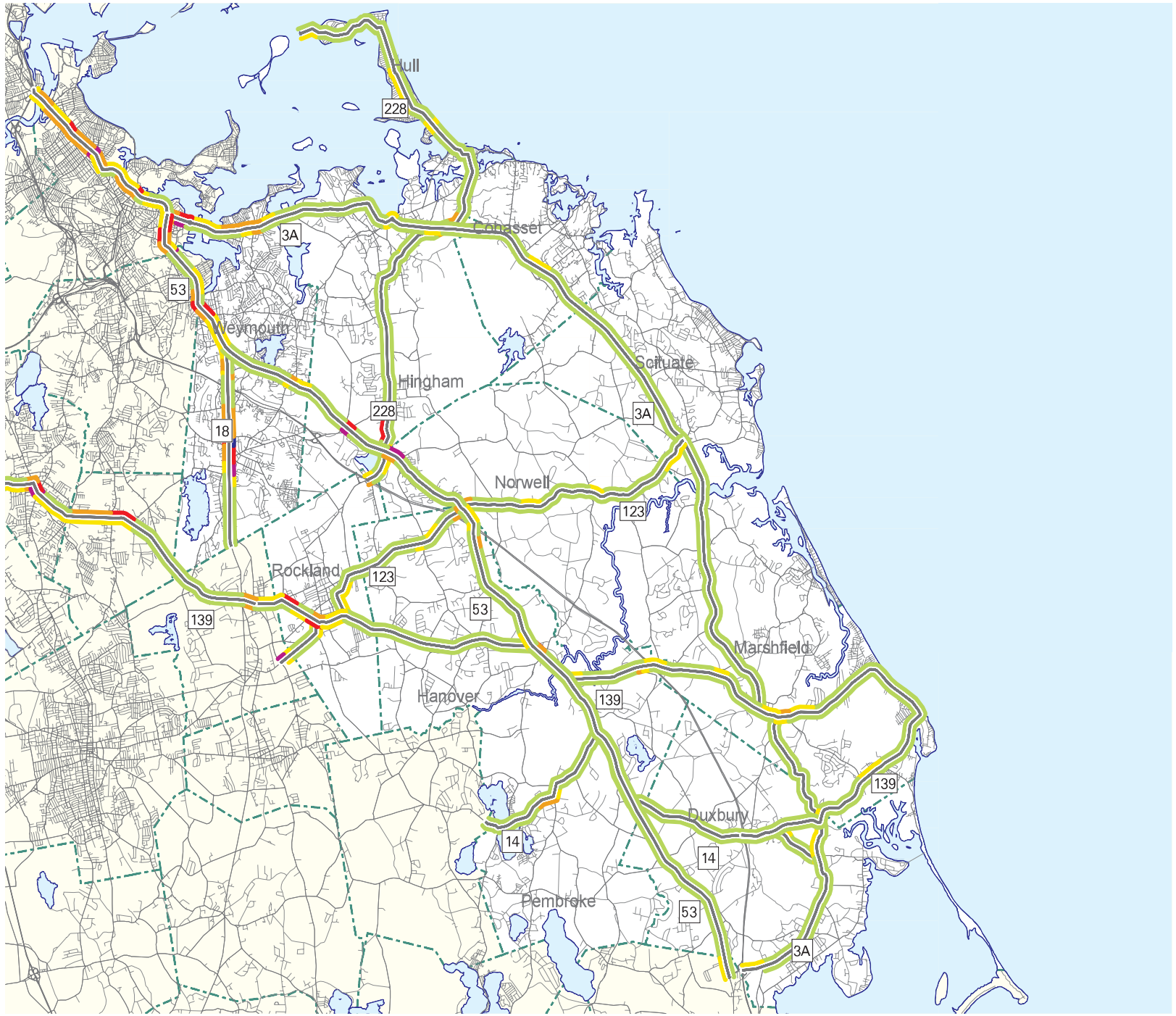


FIGURE 14

AVERAGE TRAVEL SPEEDS

AM Peak Period
South Shore Coalition
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

URBAN ARTERIAL CLASS III

Routes Monitored	Year
Route 3A	2001
Route 14	1998-1999
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002
Route 228	1998-1999

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

BOSTON MPO
Congestion Management System
CTPS

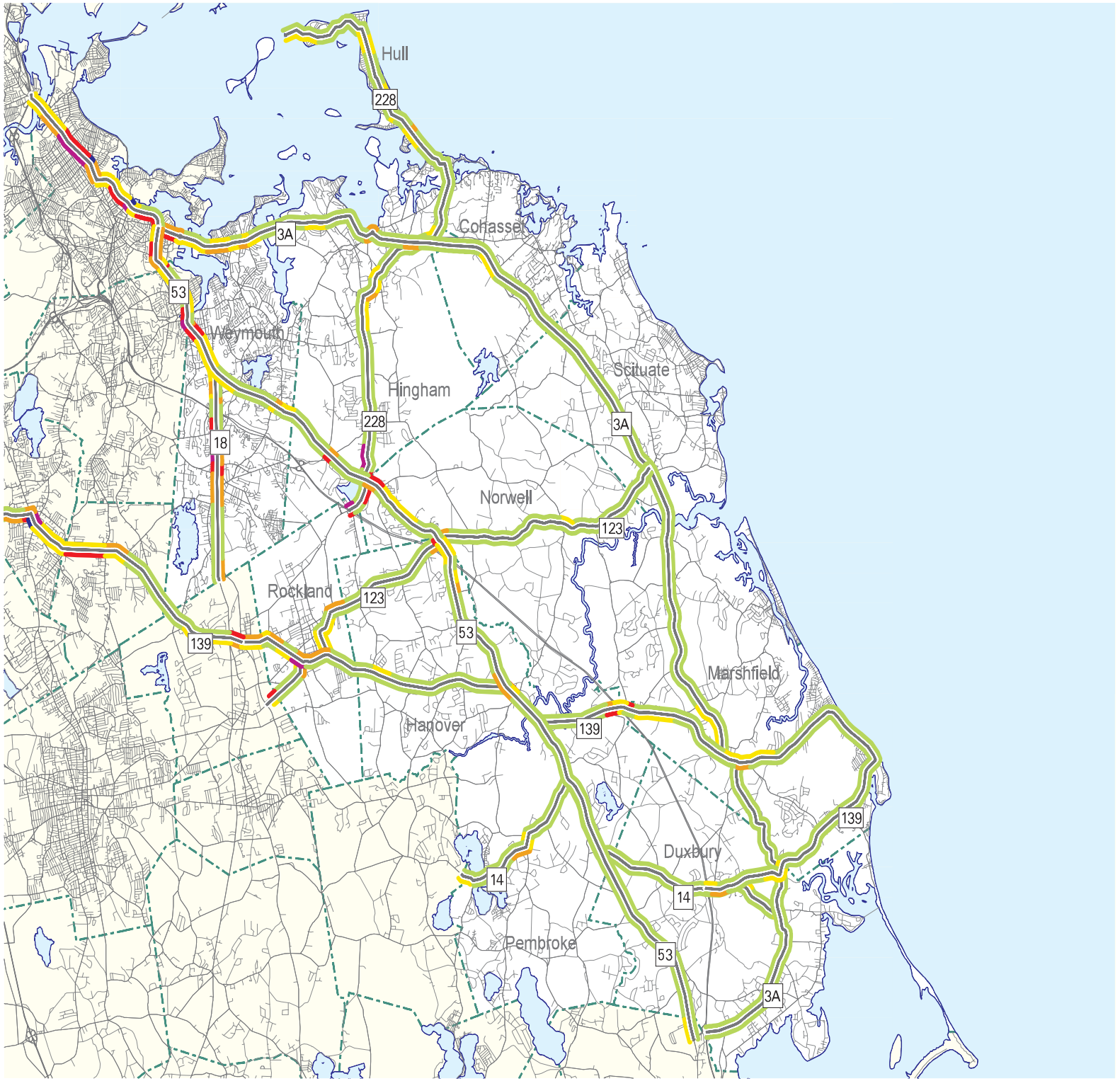


FIGURE 15
AVERAGE TRAVEL SPEEDS

PM Peak Period
South Shore Coalition
Arterial Roadways

URBAN ARTERIAL CLASS I & II

Routes Monitored	Year
NONE	

Average Speed (mph)

- 1 - 16
- 17 - 21
- 22 - 27
- 28 - 34
- 35 - 42
- 43+

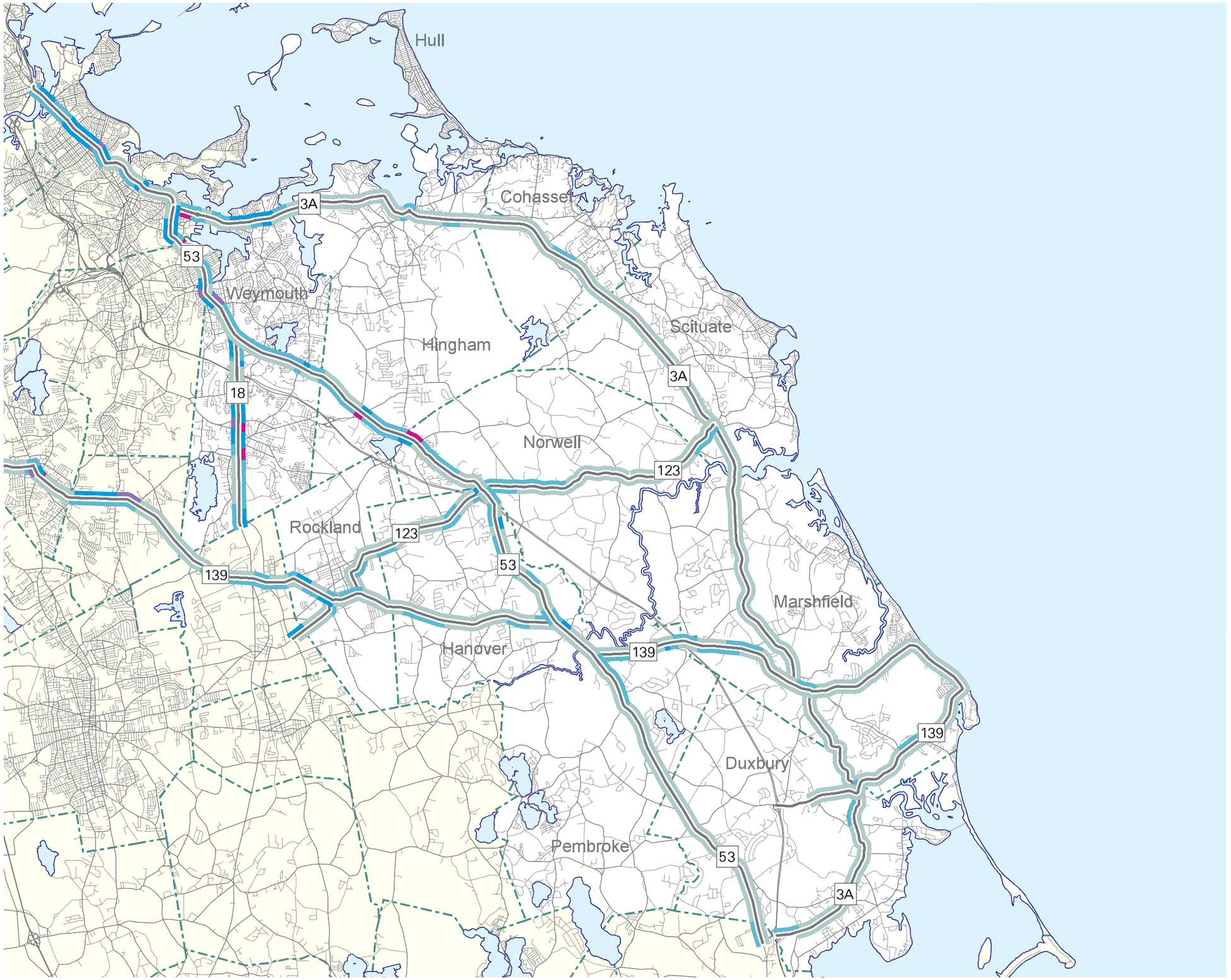
URBAN ARTERIAL CLASS III

Routes Monitored	Year
Route 3A	2001
Route 14	1998-1999
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002
Route 228	1998-1999

Average Speed (mph)

- 1 - 10
- 11 - 14
- 15 - 18
- 19 - 24
- 25 - 30
- 31+

BOSTON MPO
Congestion Management System
CTPS



SPEED INDEX FIGURE 16

AM Peak Period
South Shore Coalition
Arterial Roadways

URBAN ARTERIALS

Routes Monitored	Year
Route 3A	2001
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002

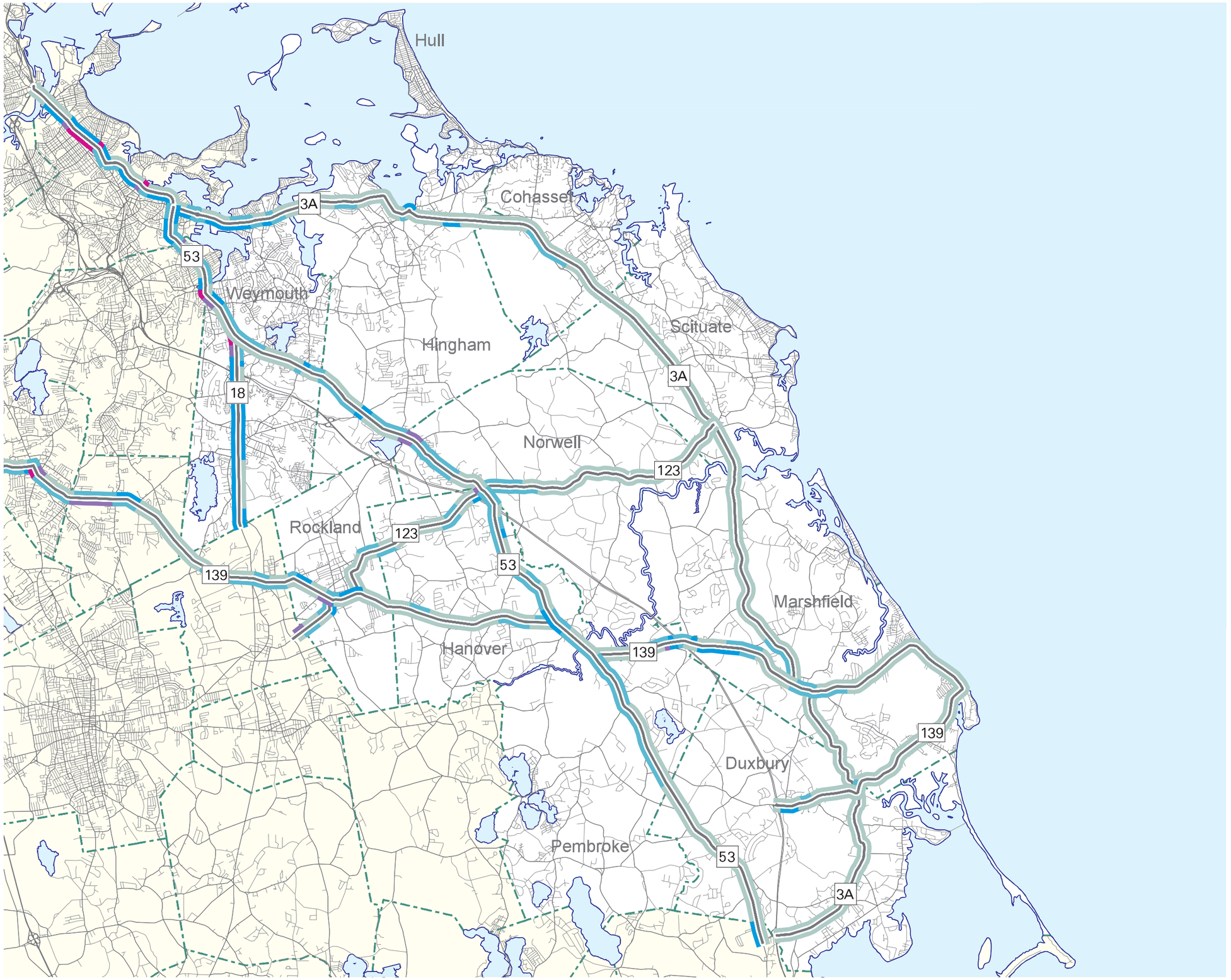
Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion Management System

CTPS



SPEED INDEX FIGURE 17

PM Peak Period
South Shore Coalition
Arterial Roadways

URBAN ARTERIALS

Routes Monitored	Year
Route 3A	2001
Route 18	2002
Route 53	2001
Route 123	2002
Route 139	2002

Speed Index*

- < 40%
- 40%-50%
- 50%-70%
- 70%-90%
- > 90%

* The speed index is the ratio of the observed speed to the posted speed. By "normalizing" the travel speed to the posted speed limit, the speed index complements travel speed as an indicator of congestion.

BOSTON MPO
Congestion Management System

CTPS

3.5 Delay at Intersections

The CMS assumed that a roadway segment's delay could be considered an intersection approach delay. Generally, delay between 55 and 80 seconds is considered to be level of service (LOS) E. Delay greater than 80 seconds is LOS F. At LOS E, drivers feel uncomfortable, average speed is significantly lower than the speed limit, and maneuverability is extremely unstable. At LOS F, drivers are distressed and there is almost no maneuverability.

Table 12 lists the morning and evening peak period travel conditions for intersections with an average delay of 55 seconds or more. The intersections are sorted by the magnitude of the average delay on the "worst" approach—the more congested of the two approaches of the monitored intersection. The delay measure represents the average time a vehicle is expected to spend in a queue on the approach to the intersection. Note that the list is not an exhaustive inventory of the intersections in the subregion: even though most of the numbered roadways and major arterials are monitored, collectors and most minor arterial roadways are not.[2]

In the morning peak, there are five intersections on the CMS network in the SSC with average approach delays of 55 or more seconds per vehicle; there are four in the evening peak.

Figure 18 presents the CMS network signalized intersections with worst average approach delay in the SSC subregion. Note that some intersections with a combined delay of 80 seconds or more are also included in the figure.

TABLE 12
Average Delay at Signalized Intersections:
Approaches with Delays of 55 Seconds* or More

Route	At (Cross Street Name)	Worst Approach Delay (sec.)	Worst Approach Direction	Combined Total Delay	Town
Morning Peak					
Route 53	Rt. 228/Main St./Pond St.	86	NB	115	Hingham
Route 3A	Evans St.	82	NB	87	Weymouth
Route 228	Route 53	74	SB	105	Hingham
Route 53	Gardner St.	60	WB	84	Hingham
Route 18	Park Ave.	56	EB	109	Weymouth
Evening Peak					
Route 18	Park Ave.	106	SB	124	Weymouth
Route 228	Route 53	71	SB	112	Hingham
Route 123	Union St.	67	WB	81	Rockland
Route 3A	Evans St.	62	SB	76	Weymouth

*LOS E or worse

[2] Ibid., pp. 3–23.

3.6 Safety

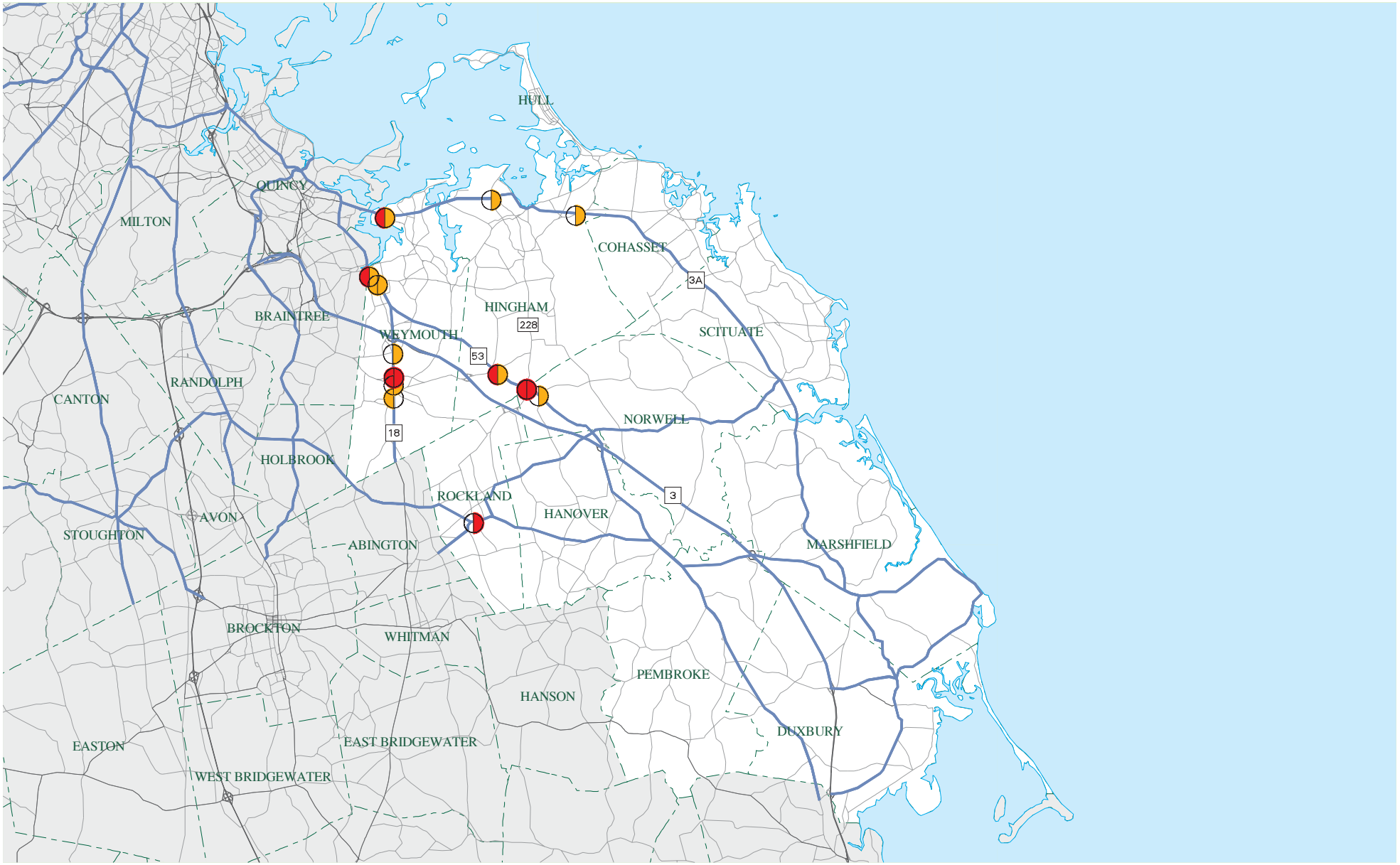
Five or more crashes per year at a given location could indicate a safety problem. Figure 19 shows such SSC intersections that appeared on the latest MassHighway crash list (1997–1999). Note that several of the intersections shown are on local roadways that do not appear on the map and that improvements have been made recently at several intersections. All of the SSC intersections on the list (including those not mapped) are in Appendix C.

3.7 Park-and-Ride Facilities

Numerous facilities exist on the South Shore where commuters may park their vehicles and transfer to other modes. These park-and-ride facilities are located at commuter rail stations, rapid transit stations, commuter boat terminals, and key roadway locations such as near highway interchanges and along state-numbered highways. Figure 20 shows the locations of these facilities along with available data on their capacities and utilization rates.

3.8 Mass*RIDES* Vanpools

Mass*RIDES* is the Massachusetts Executive Office of Transportation's statewide travel options program providing assistance to commuters, employers, students, and other travel markets. The program currently coordinates 40 vanpools in the state, one of which runs between Rockland and the Longwood Medical Area in Boston.

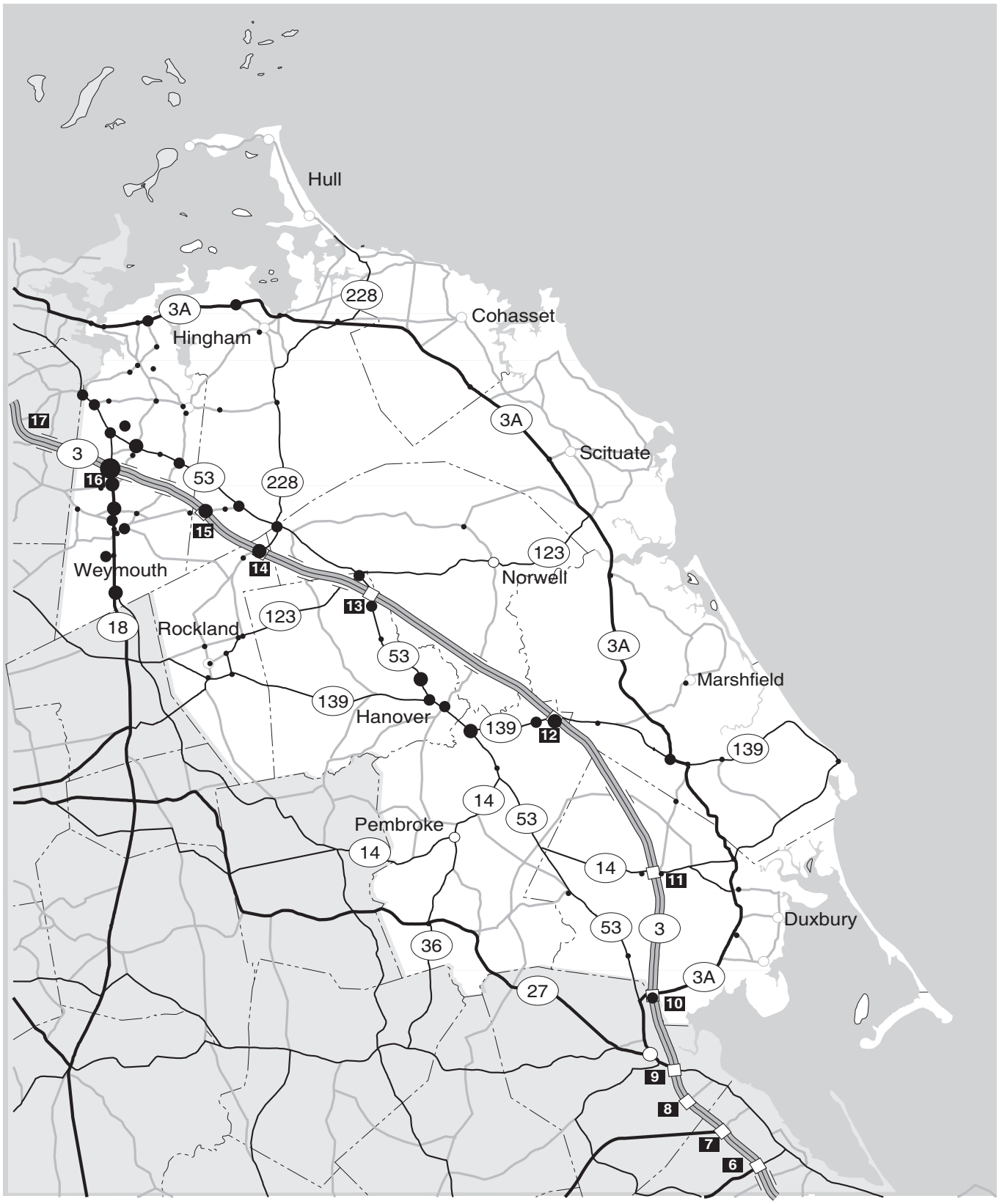


BOSTON MPO
Congestion Management System
CTPS

AM Level of Service (Delay)
- F (80 seconds or more)
- E (55–79 seconds)
- A–D (less than 55 seconds)

PM Level of Service (Delay)
- F (80 seconds or more)
- E (55–79 seconds)
- A–D (less than 55 seconds)

FIGURE 18
CMS Network Signalized Intersections with Worst Average Approach Delay Greater Than 55 Seconds

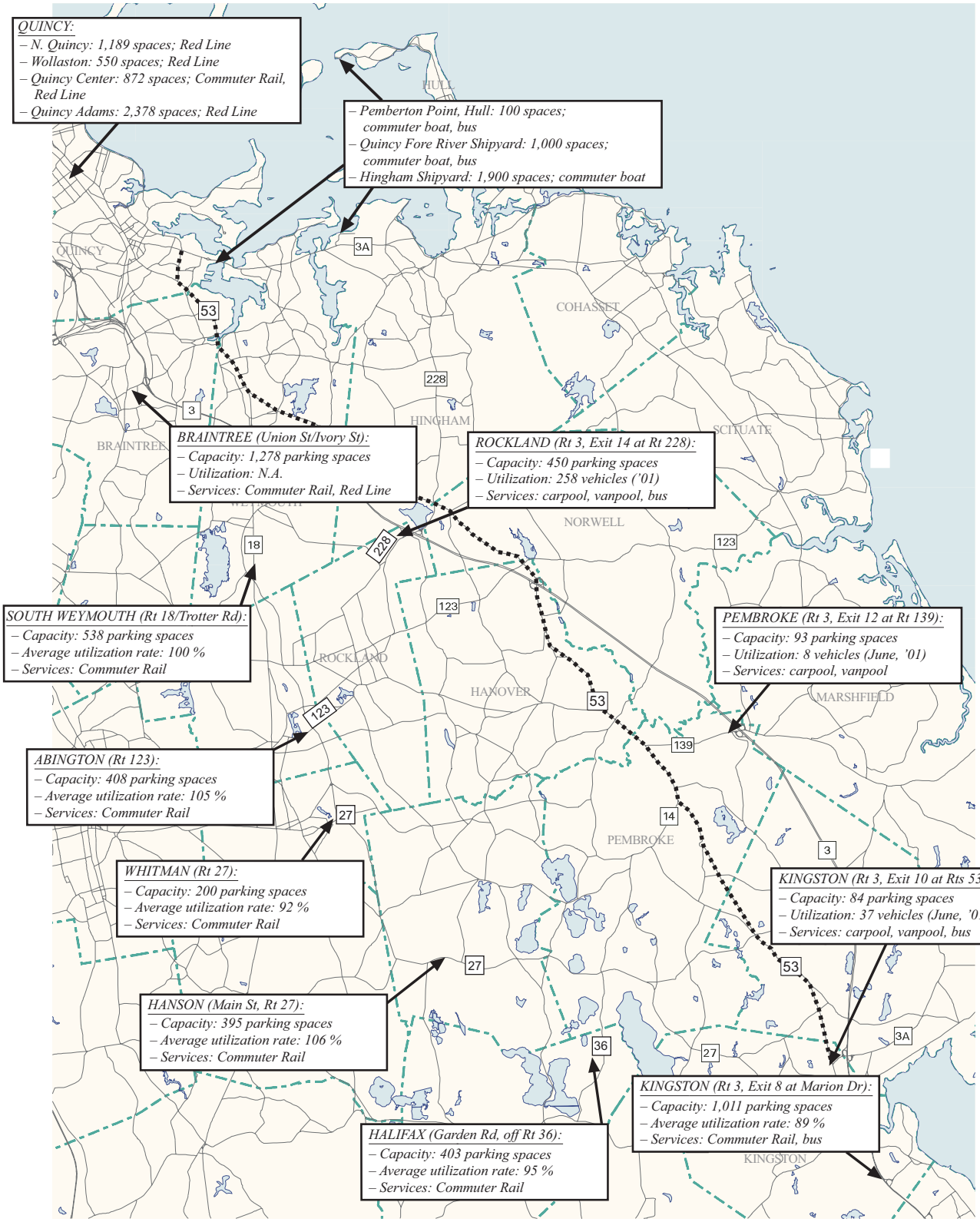


40+ Crashes
30-40 Crashes
20-30 Crashes
10-20 Crashes
5-10 Crashes

CTPS

FIGURE 19

Locations With Five or More Crashes/year (1997-99)



CTPS

Route 53 Corridor Transportation Plan

FIGURE 20

Park-and-Ride Facilities

4.0 PUBLIC TRANSPORTATION

Several public transportation alternatives to the car are available to SSC commuters, particularly to those working in or near downtown Boston. A map of the public transportation system on the South Shore is presented in Figure 21.

4.1 Commuter Rail

Commuter rail service on the South Shore resumed in 1997 (former passenger operations ended in the 1950s), when two of the three branches of the Old Colony Line—Middleborough/Lakeville and Kingston/Plymouth—resumed service. The third branch—the Greenbush Line—is scheduled to reopen in 2006 with stations in Scituate (2), Cohasset (1), Hingham (2), and Weymouth (2). The Old Colony Planning Commission conducted a license plate survey of the Kingston/Plymouth Line station parking lots in 2002 to determine the origins of vehicles parked there. Table 13 lists the results for the SSC communities. Results are based on the number of license plates matched, not the total number of vehicles parked at each station. Overall, 77% of the plates were matched; if all plates were matched, the proportions should remain the same, but the number of vehicles from each community would increase.

Only vehicles parked at the stations on the Kingston/Plymouth Line are presented here, despite data being available for the Middleborough/Lakeville stations, because only six vehicles from the SSC were observed at the latter line's stations. Overall, 35% of vehicles parked at the stations on the Kingston/Plymouth Line originate in SSC communities. Most of these vehicles appear to come from Pembroke and Weymouth; the smallest number come from Cohasset and Hull. More than half the vehicles parked at the Abington and South Weymouth stations are from the SSC. Kingston, Plymouth (not listed), and Whitman are the stations least utilized by SSC residents.

TABLE 13

SSC Origin Towns of Vehicles Parked at Kingston/Plymouth Commuter Rail Line Stations, 2002

	Abington		Halifax		Hanson		Kingston		S. Weymouth		Whitman		All Stations	
Origin	**Cars**	**%**	**Cars**	**%**	**Cars**	**%**	**Cars**	**%**	**Cars**	**%**	**Cars**	**%**	**Cars**	**%**
Cohasset	0	0.0	1	0.4	0	0.0	0	0.0	0	0.0	0	0.0	1	0.1
Duxbury	0	0.0	29	11.2	21	7.1	48	7.5	5	1.3	1	0.7	104	5.1
Hanover	50	15.6	1	0.4	5	1.7	0	0.0	18	4.8	5	3.4	79	3.9
Hingham	0	0.0	0	0.0	2	0.7	2	0.3	3	0.8	0	0.0	7	0.4
Hull	0	0.0	1	0.4	0	0.0	2	0.3	2	0.5	1	0.7	6	0.3
Marshfield	3	0.9	5	1.9	5	1.7	17	2.7	13	3.4	2	1.3	45	2.2
Norwell	6	1.9	3	1.2	0	0.0	2	0.3	12	3.2	1	3.2	24	1.2
Pembroke	8	2.5	40	15.4	98	33.3	1	0.2	5	1.3	3	0.7	155	7.6
Rockland	91	28.3	0	0.0	0	0.0	2	0.3	36	9.5	0	2.0	129	6.3
Scituate	1	0.3	0	0.0	2	0.7	4	0.6	1	0.3	0	0.0	8	0.4
Weymouth	4	1.2	2	0.8	1	0.3	4	0.6	142	37.7	2	1.3	155	7.6
SSC Total	**163**	**55.1**	**82**	**31.7**	**134**	**45.5**	**82**	**12.9**	**237**	**62.9**	**15**	**10.1**	**713**	**34.9**
Matched	326		259		294		638		377		149		2,043	

Cars and % are based on matched vehicles. Overall license plate match rate for all parked vehicles was 77%. *Source: OCPC, 2002*

4.2 Bus

The Massachusetts Bay Transportation Authority (MBTA) operates four bus routes in Weymouth, Hingham, and Hull with a combined average weekday ridership of approximately 5,400. The Plymouth and Brockton Street Railway Company (P&B) operates MBTA-subsidized limited peak period service on three routes between downtown Boston and Rockland, Scituate, Marshfield, and Duxbury with a combined average weekday ridership of approximately 500. P&B also operates a feeder route between Braintree and Marshfield via the Hanover Mall whose average ridership is about 40. JBL Bus Lines operates two peak period trips between Boston and Braintree, Weymouth, Abington, and Whitman. JBL also operates a shuttle between the Braintree Red Line station and Weymouth. Ridership information is not available for the JBL services.

4.3 Commuter Boat

Two commuter boat routes serve the South Shore. The Hingham route runs nonstop from the Hingham Shipyard to Rowes Wharf in Boston. The second route runs between Hull and Long Wharf in Boston with stops in Quincy and at Logan Airport. Table 14 lists approximate daily boardings and passengers' towns of origin for the two routes.

TABLE 14
Commuter Boat Routes on the South Shore:
Estimated Daily Boardings and Passenger Origins

Route	Daily Boardings	Town of Origin	% of Total
Hingham to Boston	1,900	Hingham	35%
		Scituate	20%
		Cohasset	14%
		Weymouth	10%
		Hull	9%
		Marshfield	6%
		Norwell	3%
		All others	3%
Hull/Quincy to Boston	100 (Hull)	Hull	99%
		Scituate	1%
	500 (Quincy)	N.A.	

Source: CTPS, Route 53 Corridor Planning Study, *November 2003*

4.4 Paratransit

THE RIDE is the MBTA's paratransit program, which provides transportation to people who cannot use general public transportation because of physical, cognitive, or mental disabilities. The service is available in the northernmost portion of the study area: Cohasset, Hingham, Hull, and Weymouth.

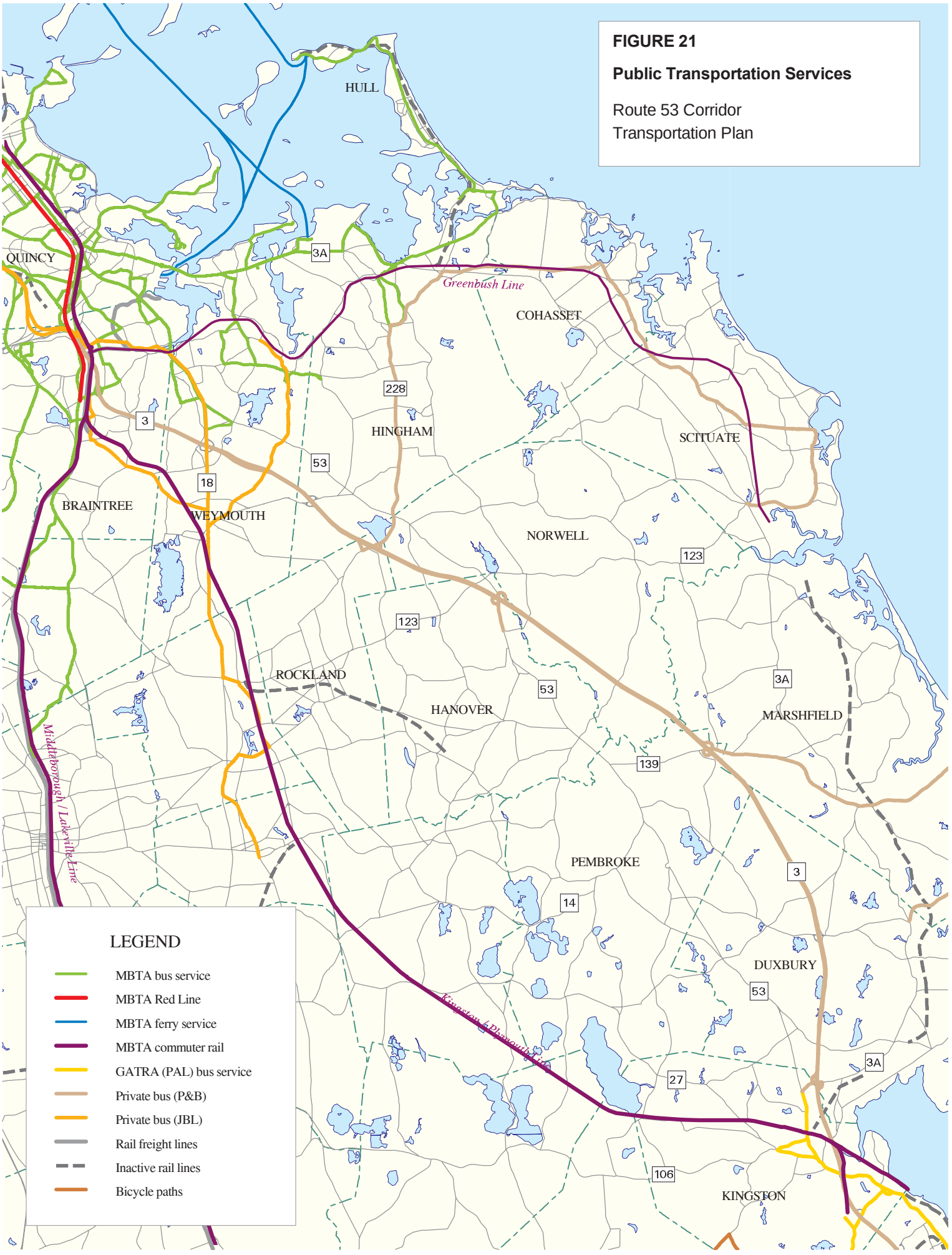


FIGURE 21
Public Transportation Services
Route 53 Corridor
Transportation Plan
HULL
QUINCY
3A
Greenbush Line
COHASSET
228
3
HINGHAM
SCITUATE
53
18
BRAINTREE
WEYMOUTH
NORWELL
123
123
ROCKLAND
53
3A
HANOVER
MARSHFIELD
Middleborough / Lakeville Line
139
PEMBROKE
3
14
DUXBURY
53
Kingston / Plymouth Line
3A
27
106
KINGSTON
LEGEND
MBTA bus service
MBTA Red Line
MBTA ferry service
MBTA commuter rail
GATRA (PAL) bus service
Private bus (P&B)
Private bus (JBL)
Rail freight lines
Inactive rail lines
Bicycle paths

5.0 PEDESTRIAN AND BICYCLE TRAILS

5.1 Pedestrian Trails

New pedestrian trails are being considered by local officials for several locations. A number of improvements have been recommended for Weymouth Landing, near the Braintree/Weymouth line, as part of the mitigation for restoring the Greenbush commuter rail line. In addition to roadway and parking improvements around the proposed station area, an improvement benefiting pedestrians involves a walking trail and a park along Smelt Brook.[3]

Another proposed trail would involve conversion of an inactive railroad spur, the former Hanover branch of the Old Colony Line. Once funding is available, and the transfer of the rail bed from the MBTA to the town takes place, it is anticipated that a pedestrian/bicycle trail will be designed and built. Since this trail would stretch from north Abington through Rockland to Hanover in the vicinity of Broadway, it is hoped that it will become part of a greater trail system linking Abington, Rockland, and Hanover to the ocean either via Pembroke and Marshfield or via Norwell and Scituate[4] (Figure 22).

5.2 Bicycle Trails

A South Shore citizens group, PATH (People for Active Transportation and Health), is urging the MBTA to investigate the feasibility of constructing a bicycle path as part of restoring the Greenbush commuter rail line. This is different from the more common "rails-to-trails" conversion; rather, it is a "rails-with trails" concept, constructed in other parts of the U.S.[5]

A pedestrian/bicycle trail proposed for the former Hanover branch of the Old Colony rail line is discussed in the preceding section.

[3] CTPS, *Route 53 Corridor Planning Study*, November 2003, p. 86.

[4] *The Patriot Ledger*, "Report on trails theme familiar: Panel's criticism not surprising to local leaders," May 23, 2001; also, *Hanover News*, "Rails to trails gets $100K boost," December 19, 2001.

[5] Op. cit., CTPS.


FIGURE 22
Bicycle & Pedestrian Facilities
LEGEND
Bike/ped, constructed
Bike/ped, underway
Bike/ped, proposed
Bike on-road, constructed
Bike on-road, underway
Bike on-road, proposed
Pedestrian, constructed
Pedestrian, underway
Pedestrain, proposed
HULL
Weir River - Nantasket
Hingham-Hull Phase I
Back River Trail
Cohasset Historical Walkway
COHASSET
HINGHAM
South Weymouth Naval Air Station
WEYMOUTH
BRAINTREE
SCITUATE
North Stoughton/Braintree Hill
RANDOLPH
NORWELL
Norwell Bikeway
HOLBROOK
Route 123
ROCKLAND
Hanover Branch Rail-Trail
HANOVER
Hanover Greenway
ABINGTON
AVON
MARSHFIELD
Herring Brook Valley Lane Boardwalk
South River Crossing Bike Trail
BROCKTON
WHITMAN
Claire Saltonstall Bikeway
PEMBROKE
HANSON
DUXBURY
Bay Circuit Trail
EAST BRIDGEWATER
WEST BRIDGEWATER
Bay Circuit Trail
HALIFAX
KINGSTON
BRIDGEWATER
PLYMPTON
Plymouth Rail Trail
PLYMOUTH
MIDDLEBOROUGH
MILTON
QUINCY
3A
53
3
37
228
18
58
139
123
14
27
28
106
24
104
105
36
80

6.0 TRANSPORTATION CONCERNS EXPRESSED BY THE TOWNS

Requests were made to meet with local planners and representatives from each study area community to discuss regional and local transportation mobility/congestion issues and housing and commercial developments that affect or will affect mobility and congestion. Ten communities responded; seven with meetings, three by mail.

Additional information was obtained from the Boston Region MPO's Transportation Improvement Program (TIP), from local news sources on the Internet, and from MAPC. The results of this information-gathering process are summarized in this section. Full summaries of meeting notes are included in Appendix D. Note that the roadway and public transportation concerns listed in this section are those voiced by the individual communities. Also, regarding the listings provided of locations with five or more crashes and no known improvement projects planned: these locations are not necessarily in need of improvements. They merely meet certain thresholds and require further study. Table 15, located at the end of this section, describes TIP projects and lists estimated costs (if available), TIP status, and design status.

6.1 Cohasset

Roadway Concerns

Because of the nature of Route 3A, local congestion/mobility concerns are inextricably tied to Cohasset's regional concerns. The roadway serves as the town's commercial district and attracts traffic from nearby communities. According to the community, as Route 3 has become more congested, traffic has diverted to Route 3A. Because communities further south continue to develop and add pressure to Route 3 and Route 3A, it is feared that some Route 3A traffic will eventually divert to Main Street. Development and redevelopment along 3A will create additional pressures. There is also local concern about what will happen when the Greenbush commuter rail line opens. The community has identified synchronization of existing and new traffic signals along Route 3A as a top priority.

Locations with Five or More Crashes

Although Cohasset does not have any locations with five or more crashes per year according to MassHighway's latest available list (1997-99), there have been at least three crashes at the intersection of King Street and Route 3A in recent months.

Public Transportation Concerns

Plymouth and Brockton bus service no longer operates in Cohasset. Town representatives expressed interest in exploring whether MBTA service into Hull could continue into Cohasset. A shuttle bus to the commuter boat and/or train from a remote location was suggested, with the Sandy Beach parking lot offered as a possibility during non-summer months. The town feels that, given the number of age-restricted and multi-family developments in the region either underway or in the

permitting phase, a transportation demand management (TDM) system should be explored as a mitigation tool to shuttle residents to area shopping, hospitals, and other public facilities.

Transportation Improvements

There is currently one TIP project for the community (Table 15). The town is in the process of designing sidewalks for areas where none currently exist.

Land Use Developments

Approximately 350 housing units are permitted or planned either on or near route 3A:

- Avalon, a 200-unit 40B project at Sohier Street and Route 3A, has been permitted and is under appeal.
- Cedarmere, a 104-unit age-restricted development at Beechwood Street and Route 3A, is due to break ground in July 2005.
- Cook Estate, at Sohier Street and Route 3A, is a town-sponsored senior housing initiative with the potential for 40–60 units.

Stop and Shop Plaza at Sohier Street and Route 3A was recently rezoned to allow an additional commercial building. In addition, land adjacent to the Greenbush station in North Cohasset is actively being studied for redevelopment potential.

6.2 Duxbury

Roadway Concerns

The area near Parks Street/Tremont Street (Route 3A) and Oak Street is an area of concern to the town because of major construction—either in process, approved, or proposed—that will have transportation impacts. In addition, the town believes that the Bay Farm condominium complex off Woodridge Street, a large development almost adjacent to the Route 3 ramp, could have impacts on the highway. Another area of concern is Bennet Street, where parked vehicles have to back out onto a state highway. The town indicated that the number of crashes has increased at the intersection of Parks Street/Tremont Street (Route 3A) and Oak Street because of increased development in the area.

Locations with Five or More Crashes

The locations listed below have had five or more crashes per year according to MassHighway's latest available list (1997-99) and currently have no improvement projects planned for them.

Locations with Five or More Crashes/Year (1997-99) and No Known Improvement Projects

Intersection	Average Crashes/Year 1997-99
Route 3 and Route 3A (Tremont Street)	13
Route 14 (Congress Street) and Route 3	7
Depot Street and Route 3A	7
Route 3A (Tremont Street) and Route 14	5
Franklin Street and Route 53	5

Public Transportation Concerns

The town would like to see a north/south bus service connecting with the Greenbush commuter rail line. The town also thinks more parking will be needed at the commuter rail stations in Hanson, Halifax, and Kingston.

Transportation Improvements

There are six proposed improvement projects not programmed in the TIP. Of these, the Route 53/Winter Street intersection is the number one priority for the town; it is currently under design.

The town itself has recently completed several roadway improvement projects and has planned others. Among the completed projects is the realignment of Saint George and Washington Streets. Among the planned projects are a complete reconstruction and realignment of the Temple Street/Myrtle Street/Keene Street intersection, realignment of the Elm Street/Toby Garden intersection, and full reconstruction of Elm Street from Toby Garden Street to the Route 3 overpass. Sidewalks have been installed along Chestnut Street (Table 15).

Land Use Developments

Among proposed, planned, or recently completed projects are 30 assisted living units next to the Welch Health Care and Retirement complex near the intersection of Kingstown Way and Elm Street; the 20-unit Delano's Farm condominium complex off Cordwood Path near Jeremiah Drive; a 48-unit housing development; Webster Point Village, a 100-unit housing project off Route 3A and Route 139 on the Duxbury/Marshfield border; and the Oliver Building medical complex.

6.3 Hanover

Roadway Concerns

The town feels that its major regional mobility/congestion concerns are the long-awaited reconstruction/widening of the Route 53 corridor (in Hanover), reconstruction of the bridge over Route 3 (at Washington Street and Route 53) and congestion on Route 3 (northbound in the morning and southbound in the afternoon and evening). The reconstruction of Route 53 is also a local mobility/congestion concern, as are repaving major roadways and maintaining smaller local roadways and infrastructure with limited funding available.

Locations with Five or More Crashes

Although Hanover does not have any locations with five or more crashes per year according to MassHighway's latest available list (1997-99), the intersections of Main Street with Hanover Street and Webster Street are of concern to the town.

Public Transportation Concerns

The town's major public transportation concern is the lack of a commuter rail station or feeder service to one. Hanover feels that, while local bus service is unrealistic given the town's development pattern and job destinations, a better network of regional multimodal transit would serve its population well.

Pedestrian/Bicycle Concerns

There has been a desire to develop a rail trail in the southern part of Hanover, but progress has been limited due to the lack of funding and coordination. The town is also concerned about limited road width as well as poor visibility in some locations.

Transportation Improvements

Currently, there are three TIP projects (Table 15), two of which—Route 53, Phase 1B (widening of Route 53) and the reconstruction of Route 123—are programmed.

Land Use Developments

Mixed-use residential developments are proposed along Route 53, as well as several over-55 developments.

6.4 Hingham

Roadway Concerns

The bottlenecks on Route 3A are the town's number one priority in terms of regional travel. The town believes that the bottlenecks will worsen when the shipyard is redeveloped, as traffic improvements associated with the shipyard do not extend to Broad Cove Road. In addition it is believed that grade crossings for the Greenbush Line will cause traffic impacts on West Street and South Street and that traffic will also increase on these streets. Furthermore, it is feared that trains will slow traffic on Route 3A and Summer Street. The Derby Street Shops, located near Route 3, are expected to generate a considerable amount of traffic; however, the town has undertaken mitigation measures.

Locations with Five or More Crashes

The locations listed below have had five or more crashes per year according to MassHighway's latest available list (1997-99) and currently have no improvement projects planned for them.

Locations with Five or More Crashes/Year (1997-99) and No Known Improvement Projects

Intersection	Average Crashes/Year 1997-99
Lincoln Street (Route 3A) at Broad Cove Road (Route 3A)	14
Route 3A at Summer Street	8
North Street at Route 3A	8
South Street at West Street	7
East Street (Route 228) at Route 3A	7
Central Street at South Street	7
High Street at Ward Street	5
Cushing Street at Whiting Street (Route 53)	5

Public Transportation Concerns

The town has several public transportation concerns. Among them are:

1. Intermodal connections: commuters have a long walk from the bus stop to the ferry.

2. There is no public transportation on Derby Street.

3. A senior residential facility is being developed on Route 53. There will be 2,000 residents and a substantial number of employees when it reaches buildout in six to eight years. There is minimal if any public transportation in the area.

Transportation Improvements

A right-turn lane into the Derby Street shopping plaza is under construction (as of October 2004). At Route 53 and Cushing Street, a turning lane will be added and the town is fine-tuning the timing and phasing of the traffic signal. A four-way stop was installed at Hersey and South Streets recently. A project to widen Route 228 at Route 53 was advertised in July 2004. In addition, one TIP project is programmed in FY 2007. Two other projects are listed but not programmed in the TIP (Table 15).

Land Use Developments

Among proposed, planned, or recently completed projects are:

- The 2,266-unit Erickson Retirement Community, located just south of the Weymouth line, on the northbound side of Route 53.
- The Black Rock Golf Course Community, off Ward Street near Cushing Street, with 118 cluster residential units and an 18-hole golf course.
- The revitalization of Hingham Plaza on Derby Street.
- Restoring Hingham Shipyard with 500 condominiums, more than 300,000 square feet of retail space, and an 80-room inn.
- The new headquarters for Serono, Inc., on the Hingham/Rockland line, which has 300–400 employees; access is through Commerce Road in Rockland.

6.5 Hull

Roadway Concerns

Summer traffic on Nantasket Avenue is the town's priority mobility/congestion concern. The town is also concerned about the impacts of the Greenbush commuter rail line.

Public Transportation Concerns

The town has some concern about the Hull commuter boat service.

Transportation Improvements

The town is establishing a bicycle path from Pemberton Pier to connect with the Hingham bicycle path. There are currently four other TIP projects, none of which is programmed (Table 15).

Land Use Developments

There are currently no known major land use developments.

6.6 Marshfield

Roadway Concerns

The community's major regional-mobility concerns are Route 139, how the Greenbush commuter rail line will affect access to Route 3A, and reconstruction of the South River bridge. On the local level, it is thought that there is not enough parking in downtown Marshfield. Ocean Street from Webster Street to the Route 139/Moraine Street intersection is considered to be congested, with no opportunity for widening.

Locations with Five or More Crashes

All Marshfield locations that have had five or more crashes per year according to MassHighway's latest available list (1997-99) have planned corrective actions or studies in progress or planned.

Public Transportation Concerns

Welch Health Care plans to run a shuttle service for seniors. Marshfield will study whether the town can also provide a senior shuttle. Marshfield is also interested in a park-and-ride lot with shuttle service to Greenbush Line stations.

Transportation Improvements

A planning and design study for Route 139 between Route 3A and Royal Dane Drive is in progress. The town is having the study performed because of existing safety concerns (traffic/pedestrian/ bicycle), the need for improved local and regional access, and a desire to address the demands of current and anticipated development. The project's focus is to analyze, design, and develop recommendations for roadway and intersection improvements along the Route 139 corridor. A separate study for the downtown portion of the roadway is planned.

Currently, there are four TIP projects, one of which is programmed in FY 2005 (Table 15). The Route 139 (Ocean Street)/Dyke Road (Route 139) intersection was under construction in the fall of 2004.

The town is developing a sidewalk plan with an advisory committee and is looking for objective criteria to rank sidewalks. The town is planning a bicycle trail along the South River Crossing and the old railroad bed and would like to continue it down Webster Street.

Land Use Developments

Among proposed, planned, or recently completed projects are a 90-unit apartment complex on the site of the old drive-in theater on Ocean Street; Mount Skirgo Ridge, a 100-acre site south of Route 139 consisting of multiple uses and projects, including a new 30-lot residential subdivision, a new 55-unit age-restricted village, and a planned-mixed-use-and-development (PMUD) project containing a supermarket, a nursing home and assisted living facility, mixed office/residential uses, and other retail uses; and Enterprise Park, an 88-acre/30-lot commercial/industrial subdivision.

6.7 Pembroke

Roadway Concerns

The town has expressed the following concerns. East/west mobility, particularly on Route 14, is both a regional and a local problem. Motorists are cutting through neighborhoods to find alternate east/west routes. Installing traffic signals at several locations has helped somewhat. The intersections of Route 53 with Pleasant Street and Congress Street need to be signalized. It is impossible to enter Route 53 from Pleasant Street on Saturdays. Recent development has generated more traffic on Route 53 near the Duxbury town line. Route 53 needs to be reconstructed, but the town does not positively view widening the roadway.

Locations with Five or More Crashes

Six locations appear on the latest MassHighway list (1997-99) of locations with five or more crashes per year. Those without any proposed improvement project are listed in the following table.

Locations with Five or More Crashes/Year (1997-99) and No Known Improvement Projects

Intersection	Average Crashes/Year 1997-99
Oak Street at Route 139 (Church Street)	13
Route 139 (Church Street) at Union Street	10

Public Transportation Concerns

Commuter rail parking lots in nearby communities do not have adequate parking, according to the town.

Pedestrian/Bicycle Concerns

The concerns of the town are as follows. Vehicles use High Street between Route 53 and the center of town as a shortcut. This area has quite a lot of pedestrian activity but no sidewalks. The town will have to look at installing sidewalks and bike paths in areas around the new middle school on Route 27 and the new high school under construction on Learning Lane. Sidewalks are needed on Route 53 from Pleasant Street to Route 14. The Master Plan will look at pedestrian access issues.

Transportation Improvements

The town has recently installed signals at Route 27 and Mattakeesett Street, Route 14 and Route 53, and Route 14 and Route 36. Sidewalks were also installed at the latter intersection. In addition, three projects are in the TIP's universe of projects, but not programmed (Table 15).

Land Use Developments

The following residential developments either have been constructed recently, are under construction, or have been permitted:

- Pembroke Woods, a 240-unit development off Oak Street near the Marshfield town line.
- 36 units off Plain Street near Route 27.
- 48 units on Greenwood Street.
- 8 units on Wampatuck Street between Indian Street and Tree Lane.
- 36 units on Barker Street near Route 53.

6.8 Rockland

Roadway Concerns

Route 228 (Hingham Street) is of concern from both a regional and a local perspective. The town's largest employers are located here, and many commuters access the area via Route 3. Hingham Street is a targeted economic development area and therefore is expected to eventually attract even more traffic. In addition to Route 228, the VFW Cutoff is the town's highest priority for remedial action.

Locations with Five or More Crashes

Nine locations appear on the latest MassHighway list (1997-99) of locations with five or more crashes per year. The two listed below are the only ones without planned or proposed improvement projects.

Locations with Five or More Crashes/Year (1997-99) and No Known Improvement Projects

Intersection	Average Crashes/Year 1997-99
Route 228 (Hingham Street) at Route 3	30
Route 228 (Hingham Street) at Pond Street	8

In addition to the above locations, portions of Beech Street are of real concern to the town. It reports that there have been 10 crashes with 2 fatalities in the last year due to road conditions and that the road needs to be rebuilt. The town is seeking emergency highway funds.

In addition to the above locations, portions of Beech Street are of real concern to the town. It reports that there have been 10 crashes with 2 fatalities in the last year due to road conditions and that the road needs to be rebuilt. The town is seeking emergency highway funds.

Public Transportation Concerns

Senior citizens complain about the lack of public transportation, especially to Brockton.

Transportation Improvements

The town has seven TIP projects (Table 15).

Land Use Developments

Serono, a biotech firm with 300-400 employees, recently opened on Technology Place on the Hingham/Rockland town line. The company is accessed via Commerce Road in Rockland. Blue Cross is also constructing a facility off Commerce Road and will relocate 1,200 employees to the site. There is more developable land in the Commerce Road area, and since the road intersects Hingham Street (Route 228) near the Route 3 ramps, there is a possibility of backups onto the ramps.

The following residential developments either have been constructed recently, are under construction, or have been permitted:

- French's Crossing, 84 units.
- Millbrook, 211 units.

6.9 Scituate

Roadway Concerns

The Greenbush corridor and Route 3A are of concern to Scituate in terms of both regional and local mobility. Regionally, the town is concerned about the additional traffic and congestion it expects the Greenbush line to generate through new development and residents from neighboring towns using Route 3A to access the commuter rail stations. Locally, congestion at the following Route 3A intersections is also a major concern:

- Route 3A/Route 123.
- Route 3A/Booth Hill Road.
- Route 3A/Mann Lot Road.
- Route 3A/Henry Turner Bailey Road.
- Route 3A/First Parish Road.

The Greenbush area and the Route 3A/Henry Turner Bailey Road and Route 3A/Route 123 intersections are the town's highest priorities.

Locations with Five or More Crashes

One location, First Parish Road at Route 3A, with six crashes per year, appears on the latest (1997-99) MassHighway list of locations with five or more crashes per year. There is no planned or proposed improvement project for the intersection.

The town also indicated that safety problems need to be addressed at the Route 3A/Henry Turner Bailey and Route 3A/Mann Lot Road intersections.

Public Transportation Concerns

The town believes that public transportation for the elderly who can no longer drive is needed.

Pedestrian/Bicycle Concerns

According to the town, there are limited facilities enabling bicycles and pedestrians to navigate safely. The east and west sides of Scituate are divided by Route 3A, making it difficult for pedestrians and bicyclists to get from one side of town to the other. The lack of sidewalks, particularly in the business district and around school areas, is a problem. Gannet Road from the North Scituate business district to Hollett Street also suffers from lack of sidewalks.

Transportation Improvements

The town has two TIP projects, one of which is programmed (Table 15).

Land Use Developments

The following are known developments:

- Harborside Village, a 34-unit condominium complex with retail space and underground parking, currently under construction on Front Street.
- Oceanside Village, a housing development permitted at 150 units, located between Hatherly and Tilden Roads.

6.10 Weymouth

Roadway Concerns

Route 3A, Route 18, and Weymouth Landing are areas of concern to the town, which has given the following reasons for this. Route 3A has a significant amount of traffic, much of which is going to Boston and Hingham. Some of the traffic problems are construction related. The opening and closing of the Fore River Bridge causes other problems. There is also some on-street parking on the roadway. Congestion on Route 18 southbound begins around 2:30 in the afternoon. Weymouth Landing is congested but traffic still flows. However, pedestrian activity to and from the Greenbush Line commuter rail station will make the situation worse.

The Middle/Winter/Washington Street vicinity is a high-volume business area and is another high-priority concern of the town's. Local officials say that the area serves as a funnel for commuter traffic, especially for those going to Hingham, and that two supermarkets, a Wal-Mart, and a Walgreen's serve as major attractors. Improvement plans for the Route 53/Winter Street intersection area have been designed, and the project is listed in the TIP universe of projects.

Locations with Five or More Crashes

Thirty-eight locations appear on the latest (1997-99) MassHighway list of locations with five or more crashes per year. Those without any proposed improvement project are listed in the following table. Note that the town has an ongoing program that calculates crash rates and investigates problem intersections.

Locations with Five or More Crashes/Year (1997-99) and No Known Improvement Projects

Intersection	Average Crashes/Year 1997-99
Commercial Street at Route 53	16
Broad Street at Route 53	15
Derby Street at Pond Street	11
Route 3A at North Street	10
Church Street at North Street	10
Columbian Street at Forest Street	10
Mutton Lane at Route 53	9
Park Avenue at Pleasant Street	9
Route 3A at Evans Street	8
Broad Street at Commercial Street	8
Pleasant Street at Water Street	8
Broad Street at Middle Street	8
Elva Road at Green Street	8
Route 3A at Sea Street	8
Front Street at West Street	7
Commercial Street at Middle Street	6
Federal Street at Front Street	6
Broad Street at Vine Street	6
Church Street at Commercial Street	5
East Street at Green Street	5
Commercial Street at Taber Court	5
Central Street at Pleasant Street	5

Public Transportation Concerns

There is no bus service in south Weymouth. Service is needed in this area according to the town, particularly to the South Shore Hospital. The hospital has a parking problem that it needs to address, the town reports. Employees currently park in a remote lot in Hingham and take a shuttle bus to the hospital.

Transportation Improvements

Improvement projects recently completed include the reconstruction of Washington Street (Route 53) in the section under local jurisdiction, from Broad Street to Prospect Street. The improvements included resurfacing and striping for one travel lane plus on-street parking, and complete reconstruction of sidewalks, with shade trees, on both sides of the roadway. Other recently completed improvements include geometric reconstruction and upgraded signals at the Route 18 and Winter Street intersection, implementation of a truck ban on Front Street between Route 18 and Route 53, and geometric improvements and upgrading of the traffic signals at the Route 53/Route 18 intersection.[6] The town has plans to install a traffic signal at Middle Street/Libbey Industrial Parkway/Tara Drive.

The Back River Trail for bicycles, which will run from Abigail Adams Park to Whitman's Park, is currently in the planning stages. To protect pedestrians, the town has right-on-red prohibitions near schools during school hours and near elderly housing.

The town has 8 TIP projects, 7 of which are obligated or have been programmed (Table 15).

Land Use Developments

The following developments either have been constructed recently, are under construction, have been permitted, or have been proposed:

- Walgreen's drugstore north of Route 53 at the Middle Street intersection.
- Lowe's Home Improvement Warehouse at the former Harborlight Mall.
- CVS on Route 53 at Route 18.
- Lappen's auto-supply store on Route 53 at Federal Street.
- Stop and Shop expansion at the Route 53/Middle Street intersection.
- Avalon Ledges apartment complex (304 units) south of Route 18 behind BJ's Wholesale Club.
- Alexan at Arbor Hill, a 242- to 396-unit residential development off Pleasant Street near Burkhall Street.
- A new high school near Pleasant Street and Park Avenue.

6 Op. cit., CTPS, p. 8.

- A self-sufficient community on the former South Weymouth Naval Station site that would include housing, businesses, offices, parks, hotels, a conference center, and a golf course on 1,450 acres.

TABLE 15
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Cohasset	**Pedestrian Facility** Construct a historic walkway on the south side of South Main Street from Robert E. Jason Lane to Elm Street.	None	$165,000	Not programmed	Pre-25%	Low
Duxbury	**Route 139** Resurface Route 139 from Route 14 to the Marshfield town line.	600396	$50,000	Not programmed	Pre-25%	Medium
	Route 3A/Chestnut Street/Tobey Garden Street Make improvements to the intersection of Route 3A (Tremont Street), Chestnut Street, and Tobey Garden Street.	603455	$250,000	Not programmed	Pre-25%	Medium
	Route 3A/Route 139 Make improvements to the intersection of Route 3A (Tremont Street) and Route 139 (Careswell Street).	None	No estimate	Not programmed	No information	Medium
	Route 3A Cold Planing and Resurfacing Resurfacing and cold planing for a section of Route 3A.	603826	$1,700,510	Programmed FY 2005	Advertised, June 2005	Medium
	Route 53 Resurface Route 53 from the Pembroke town line to the Kingston town line, and perform related work.	111506	No estimate	Not programmed	No information	Medium
	Route 53/Winter Street Make improvements to the intersection of Route 53 and Winter Street.	603462	$450,000	Not programmed	Pre-25%	Low
	Saint George/Washington Streets Intersection realignment.	Not applicable	Locally funded	Not applicable	Completed by the town	Not applicable
	Temple/Myrtle/Keene Streets Intersection Reconstruct and realign the intersection.	Not applicable	Locally funded	Not applicable	No information	Not applicable
	Elm Street/Tobey Garden Streets Realign the intersection.	Not applicable	Locally funded	Not applicable	No information	Not applicable

TABLE 15 (cont.)
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Duxbury (continued)	**Elm Street** Reconstruct Elm Street from Toby Garden Street to the Route 3 overpass.	Not applicable	Locally funded	Not applicable	No information	Not applicable
Hanover	**Route 53, Phase 1B** Widen Route 53 from two lanes to five lanes (two lanes in each direction, with a two-way center turning lane) from Mill Street to Pond Street. Realign Pond Street to form a four-way intersection with Washington Street and Old Washington Street and upgrade the traffic signals at the intersection.	114501	$4,000,000	Programmed FY 2006	25%	Medium
	Route 53/Route 123 Upgrade the traffic signals at the intersection of Route 53 and Route 123, and make corridor improvements.	602602	$1,100,000	Not programmed	Pre-25%	Medium
	Route 123 (Webster Street) Reconstruct Route 123 (Webster Street) from the Rockland town line to the Route 3 overpass.	600404	$3,240,000	Programmed FY 2005	Advertised April 2005	Medium
Hingham and Norwell	**Route 53** Widen Route 53 to a three-lane cross section to include a center turn lane, from 700 feet northwest of Route 228 to 700 feet southeast of Grove and High Streets. Also widen the approaches at the Route 53/Route 228 intersection in Hingham and Norwell and at the High Street/Grove Street/Route 53 intersection in Norwell.	None	$3,000,000	Programmed FY 2004	Under construction	Not applicable
Hingham	**Derby Street** Reconstruct and signalize Derby Street from Route 53 to the Weymouth city line.	600518	$1,500,000	Not programmed	25%	Medium

TABLE 15 (cont.)
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Hingham (continued)	**Route 228, Phase 2** Reconstruct Route 228 from Merrymount Road to Queen Anne's Corner.	604391	$3,000,000	Programmed FY 2007	Pre-25%	High
	Route 3A at Route 228 Reconstruct the Route 3A/Route 228 intersection.	604230	$400,000	Not programmed	Not programmed	Low
	Route 3A/Kilby Street Install traffic signals at the intersection of Route 3A and Kilby Street.	603137	$200,000	Not programmed	Pre-25%	Low
Hull	**Atlantic Avenue** Resurface Atlantic Avenue from Nantasket Avenue to the Cohasset town line.	601607	$985,000	Not programmed	Pre-25%	Medium
	Fitzpatrick Way Resurface Fitzpatrick Way from Nantasket Avenue to Cadish Avenue.	601608	$250,000	Not programmed	25%	Medium
	Manomet Avenue Reconstruct the roadway and install sidewalks on both sides of the road.	None	$850,000	Not programmed	No information	Low
	Samoset Avenue Reconstruct the roadway and install sidewalks on both sides of the road.	None	$900,000	Not programmed	No information	Low
Marshfield/ Scituate	**Sea Street/Julian Street Bridge Replacements** Replace the Sea Street and Julian Street bridges over the South River.	604489	$4,935,600	Programmed FY 2005	100%	Not applicable
Marshfield/ Norwell	**Union Street Bridge** Replace the Union Street Bridge over the North River.	None	$1,468,000	Programmed FY 2007	Unknown	Not applicable

TABLE 15 (cont.)
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Marshfield	**Route 139** Reconstruct, widen, make drainage improvements and do related work on Route 139 from the Pembroke town line to Route 3A.	None	$270,000	Not programmed	Unknown	Low
	Route 3A Phase 1: Resurface and implement drainage improvements on Route 3A from the Scituate town line to Route 139. Phase 2: Resurface and implement drainage improvements on Route 3A from Ocean Street to the Duxbury town line.	None	No information	Not programmed	Unknown	No information
	Route 139 Install sidewalks along Route 139.	None	$175,000	Not programmed	Unknown	No information
Norwell	**Route 123 (Main Street**) Reconstruct Route 123 from just west of Dover Street to the Scituate town line.	602378	$900,000	Not programmed	25%	Medium
	Route 123 (Main Street) Resurface Route 123.	600385	$225,000	Not programmed	Pre-25%	No information
Pembroke	**Route 14 Corridor** Reconstruct, widen, make drainage improvements and do related work on Route 14 from Route 53 to the Hanson line.	None	$4,100,000	Not programmed	25%	Medium
	Route 14, Phase 1 Make intersection improvements on Route 14.	600381	$1,160,000	Not programmed	No information	Medium
	Route 36 (Center Street) Resurface Route 36 (Center Street) and perform related work.	600380	$3,900,000	Not programmed	Pre-25%	Medium

TABLE 15 (cont.)
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Rockland	**North Avenue** Reconstruct North Avenue from the Abington town line to Union Street, including installation of granite curbing and sidewalk accessibility improvements.	602523	$1,000,000	Not programmed	25%	Medium
	Pleasant Street Reconstruct Pleasant Street from VFW Drive to Liberty Street.	602532	$600,000	Not programmed	25%	Low
	Route 123 Reconstruct Route 123 from Hingham Street to Spring Street, and reconstruct Spring Street from Route 123 to the Summer/Beech Streets intersection.	None	$950,000	Not programmed	No information	No information
	Salem Street Reconstruct and widen Salem Street, and install pavement markings.	602530	$1,200,000	Not programmed	25%	Low
	Traffic Signals at Five Locations Install traffic signals at five locations: Union Street and Webster Street; Liberty Street and E. Water Street; Central Street and Centre Street; Salem Street and Spruce Street; and North Avenue and Plain and Salem Streets	602395	$800,000	Not programmed	25%	Medium
	Union Street Reconstruct Union Street.	602195	$1,800,000	Not programmed	25%	Low
	VFW Drive, Weymouth Street, Hingham Street Reconstruct Weymouth Street, VFW Drive–Hingham Street.	None	No estimate	Not programmed	No information	Medium
Scituate	**Route 123** Resurface Route 123 from the Norwell town line to Chief Justice Cushing Way.	600355	$64,000	Not programmed	75%	Medium

TABLE 15 (cont.)
TIP and Other Projects in the SSC Subregion (August 2005)

Town	Project Description	TIP ID	Cost	TIP Status	Design Status	TIP Rating
Weymouth	**Route 18 Intersections** Improve traffic signals at three locations on Route 18: West Street, Park Avenue, and Columbian Street.	603161	$3,200,000	Programmed FY 2005	100%	Medium
	Route 18 (Right-of-Way) Purchase right-of-way for the widening of Route 18 (Main Street) to four lanes from Route 3 to Columbian Street.	None	$1,800,000	Programmed FY 2007	Not applicable	Medium
	Route 18 Design and Permitting Fund design and permitting work associated with the widening of route 18 from Route 3 to Columbian Street	None	$1,500,000	Programmed FY 2005	Not applicable	Medium
	Route 18 Widen Route 18 (Main Street) from two to four lanes from Route 3 to Route 139 in Abington.	601630	$14,000,000	Programmed FY 2008	Pre-25%	High
	East-West Parkway Design	None	$2,000,000	Programmed FY 2006	Not applicable	Not applicable
	East-West Parkway Permitting	None	$3,000,000	Programmed FY 2008	Not applicable	Not applicable
	Columbian Street (Old Route 128) Improve drainage along Columbian Street (Old Route 128).	602423	$100,000	Not programmed	Pre-25%	Medium
	Route 53/Middle Street Make safety improvements at the intersection of Route 53 and Middle Street and Winter Street.	114906	$816,000		25%	Medium
	Middle Street/Ind. Parkway/Tara Drive Install traffic signal.	None	$50,000	Locally funded	Preparing RFP	Not applicable

7.0 PRIORITIZING SSC MOBILITY/CONGESTION ISSUES

The towns' mobility/congestion and safety concerns (the latter in the form of average annual crashes) that have not been addressed by existing, planned, or proposed studies or mitigating measures are summarized in, respectively, Tables 16 and 17. During discussions, some communities indicated which concerns are high priorities. Also, the communities were asked to jointly rank mobility/congestion concerns in terms of regional priority. The four highest regional priorities are:

1. Greenbush grade crossings and pedestrian issues
2. Congestion on Route 3A
3. Current and future congestion on Route 228
4. Congestion and parking constraints on Route 139 between Ocean and Moraine Streets in Marshfield

In addition, communities place a high priority in general on studying and correcting problems at particular intersections within their own boundaries. Both the individual and the joint priorities are given in Table 16.

8.0 SUMMARY AND RECOMMENDATIONS

Summary

Population and Employment

SSC population increased by approximately five percent during the decade between 1990 and 2000. Growth, however, was not uniform, as almost half (49%) of the increase occurred in just two communities—Marshfield and Pembroke—while the population of Hingham and Hull remained virtually unchanged. The subregion's population is growing older, with a median age of 38.2 years, which is 13% greater than in 1990. Cohasset has the highest median age (40.9), Pembroke the lowest (36.0).

The number of housing units increased in every community, even those with stable populations. Much of the increase can be attributed to smaller household size and new household formations. The number of households increased in every community, even in Weymouth, where the population decreased slightly. While the subregion gained approximately 5,800 housing units between 1990 and 2000, at least 5,000 new units have been recently proposed, planned, or constructed.

As with population, employment growth is not proportionately distributed throughout the SSC. Overall employment increased by 6% between 1990 and 2000. However, Weymouth's employment increased by 1%, while Norwell's increased by 31%. Sixty-nine percent of the employment growth occurred in just two communities—Hingham and Norwell.

Approximately 56% of those employed in SSC communities also live in SSC communities. While Boston continues to be the number one destination for workers living in the SSC, 39% of workers who live in the SSC also work in the SSC.

Motor Vehicle Transportation

Average Daily Traffic

Route 3 is a four-lane, limited-access highway and is the only principal arterial in the subregion. Volumes on the roadway are higher on the northern sections than on the southern ones, and overall ADT generally increased between 1970 and 2003. ADT on the subregion's other north/south and east/west roadways generally varies from location to location, but at most locations it has generally grown over time.

Weekend Traffic Volumes

Weekend traffic volumes were analyzed for two locations—one on Route 53, the other on Route 3. The highest average volumes at the Route 53 location occurred on the average weekday. However, volumes on the average Saturday and the average summer Saturday are 84% and 90%,

respectively, as high as average weekday volumes. The highest volumes at the Route 3 location occur on the average summer Saturday, followed by the average weekday.

Vehicle Registrations

Vehicle registrations in the SSC increased more (9%) between 1998 and 2003 than in the Boston metropolitan area (7%). Increases in the individual communities ranged from 4% in Hingham to 14% in Hull and Pembroke.

Community Transportation Concerns

The transportation concerns cited most often by SSC communities are: congestion on Route 3A; Greenbush Line grade crossings, including traffic and pedestrian impacts; the need for more commuter rail parking; the lack of general public transportation and senior citizen transportation; and the need for shuttle bus service to commuter rail.

Recommendations

While some SSC communities either lost population or barely grew between 1990 and 2000, the number of households increased in every community and continues to do so. In addition, vehicle registrations are increasing at a faster rate than in the metropolitan area. As standard trips are associated with every household, household growth implies that congestion will increase in the SSC. In light of current and future congestion and recommendations from the SSC communities, the following studies should be undertaken:

1. Traffic, pedestrian studies and/or intersection analyses at proposed Greenbush Line grade crossings
2. A Route 3A corridor transportation plan that would include access management, intersection analyses, and land use analysis
3. A Route 228 corridor transportation plan
4. Studies of a number of individual intersections of concern within the communities

TABLE 16
SSC Mobility/Congestion Concerns Expressed by the Communities

Highway

Community Concern	Affected Communities	Regional/Local	Potential Action	Communities' Priority	SSC's Priority	Comments
Congestion on Route 3A	Cohasset Duxbury Hingham Marshfield Scituate Weymouth	Regional	Corridor transportation plan that would include intersection analysis, access management, and land use analysis.	Cohasset: 1 Duxbury: 1 Hingham: 1 Marshfield: 2 Weymouth: 2	2	
East/West mobility and cut-through traffic	Pembroke	Regional	Corridor studies	Pembroke: 1		
Current and future congestion on Route 228	Rockland	Regional	Corridor transportation plan	Rockland: 1	3	
Greenbush Line grade crossings and signals and crossings at station driveways: traffic and pedestrian impacts	Scituate Cohasset Hingham Weymouth	Regional	Intersection analyses, traffic and pedestrian studies at proposed crossings.	Cohasset: 2 Hingham: 2	1	
Congestion on Route 18	Weymouth	Local	Not applicable	Weymouth: 1		Previously studied
Congestion and parking on Route 139 between Ocean and Moraine Streets	Marshfield	Regional and local	Corridor study	Marshfield: 1	4	
Signalize Congress Street and Route 53	Pembroke	Local	Intersection analysis	Pembroke: 2		
Nantasket Ave. congestion	Hull	Local	Not applicable	Hull: 1		Previously studied

TABLE 16 (continued)
SSC Mobility/Congestion Concerns Expressed by the Communities

Public Transportation

Community Concern	Affected Communities	Regional/Local	Potential Action	Communities' Priority	SSC's Priority	Comments
Need more commuter rail parking	Duxbury Pembroke	Regional	Needs analysis			
Lack of general public transportation and senior citizen transportation	Cohasset Pembroke	Regional	Needs analysis			
North/South bus service connecting with the Greenbush Line	Duxbury	Regional	Needs analysis			
Public transportation on Derby Street	Hingham	Local	Needs analysis			
Public transportation to and from the 2,000-resident (when built out) senior residential facility on Route 53	Hingham	Local	Corridor transit needs analysis			A developer has committed to a shuttle bus
Need bus service in south Weymouth, particularly to the South Shore Hospital	Weymouth	Local	Needs analysis			
Long walk from the bus stop to the ferry	Hingham	Local	Transit needs analysis			
Shuttle bus to commuter rail	Cohasset Marshfield	Regional				

TABLE 17
Locations with Possible Safety Concerns[7]

Concern	Affected Communities	Crashes/Year	Potential Action
Route 3A			
Route 3 and Route 3A	Duxbury	13	Corridor transportation plan
Depot Street and Route 3A	Duxbury	7	"
Route 3A and Route 14	Duxbury	5	"
Route 3A (Lincoln Street) at Broad Cove Road	Hingham	14	"
Route 3A at Summer Street	Hingham	8	"
North Street at Route 3A	Hingham	8	"
Route 3A at Neck Street	Weymouth	23	"
Route 3A at North Street	Weymouth	10	"
Route 3A at Evans Street	Weymouth	8	"
Route 3A at Sea Street	Weymouth	8	"
First Parish Road and Route 3A	Scituate	6	"
Route 139			
Oak Street at Route 139	Pembroke	13	Intersection analysis
Route 139 at Union Street	Pembroke	10	"
Route 228			
Route 228 at Route 3	Rockland	30	Intersection analysis
Route 228 at Pond Street	Rockland	8	"
Route 228 at Route 3A	Hingham	7	"

[7] These are locations that have an annual average of five or more crashes (1997-99) and have no existing, planned, or proposed improvement studies or mitigation measures.

TABLE 17 (continued)
Locations with Possible Safety Concerns

Concern	Affected Communities	Crashes/ Year	Potential Action
Broad Street			
Broad Street at Commercial Street	Weymouth	8	Intersection analysis
Broad Street at Middle Street	Weymouth	8	"
Broad Street at Vine Street	Weymouth	6	"
Commercial Street			
Commercial Street at Route 53	Weymouth	16	Intersection analysis
Commercial Street at Middle Street	Weymouth	6	"
Commercial Street at Taber Street	Weymouth	5	"
Church Street at Commercial Street	Weymouth	6	"
Pleasant Street			
Pleasant Street at Water Street	Weymouth	8	Intersection analysis
Park Avenue at Pleasant Street	Weymouth	9	"
Central Street at Pleasant Street	Weymouth	5	"
Other Streets			
Derby Street at Pond Street	Weymouth	11	Intersection analysis
South Street at West Street	Hingham	7	"

TABLE 17 (continued)
Locations with Possible Safety Concerns

Concern	Affected Communities	Crashes/ Year	Potential Action
Other Streets (continued)			
Central Street at South Street	Hingham	7	Intersection analysis
High Street at Ward Street	Hingham	5	"
Route 14 and Route 3	Duxbury	7	"
Beech Street	Pembroke	10	"
Church Street at North Street	Weymouth	10	"
Columbian Street at Forest Street	Weymouth	10	"
Middle Street at Winter Street	Weymouth	8	"
Front Street at West Street	Weymouth	7	"
Federal Street at Front Street	Weymouth	6	"
Elva Road and Green Street	Weymouth	8	"
East Street at Green Street	Weymouth	5	"

APPENDIX A

2000 U.S. Census Journey-to-Work Data

2000 Journey to Work from Cohasset

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Bedford	10	0.3%	Hanson	10	0.3%	Norwell	80	2.3%
Bellingham	10	0.3%	Hingham	230	6.6%	Norwood	25	0.7%
Boston	845	24.3%	Holbrook	10	0.3%	Quincy	150	4.3%
Braintree	55	1.6%	Lincoln	10	0.3%	Randolph	50	1.4%
Brockton	35	1.0%	Littleton	20	0.6%	Rockland	75	2.2%
Brookline	10	0.3%	Lynn	10	0.3%	Sandwich	10	0.3%
Burlington	10	0.3%	Mansfield	10	0.3%	Scituate	50	1.4%
Cambridge	70	2.0%	Marlborough	10	0.3%	Sharon	20	0.6%
Canton	45	1.3%	Marshfield	25	0.7%	Somerville	10	0.3%
Carver	10	0.3%	Medway	15	0.4%	Taunton	15	0.4%
Chelsea	10	0.3%	Middleborough	35	1.0%	Waltham	15	0.4%
Cohasset	1030	29.6%	Milton	10	0.3%	Wellesley	30	0.9%
Dedham	10	0.3%	Needham	10	0.3%	Westwood	30	0.9%
Duxbury	30	0.9%	New Hampshire	20	0.6%	Weymouth	105	3.0%
East Bridgewater	10	0.3%	Newton	80	2.3%	Whitman	10	0.3%
Everett	4	0.1%	Norfolk	10	0.3%	Wilmington	10	0.3%
Hanover	15	0.4%	North Attleborough	10	0.3%	Other	55	1.6%
						TOTAL	3478	100.0%

2000 Journey to Work to Cohasset

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	20	0.8%	Hull	120	4.9%	Quincy	90	3.6%
Bellingham	10	0.4%	Kingston	10	0.4%	Randolph	40	1.6%
Boston	20	0.8%	Lakeville	10	0.4%	Rhode Island	8	0.3%
Braintree	20	0.8%	Lexington	4	0.2%	Rockland	20	0.8%
Brockton	45	1.8%	Littleton	10	0.4%	Salem	4	0.2%
Canton	15	0.6%	Marshfield	140	5.7%	Scituate	355	14.4%
Carver	35	1.4%	Medford	4	0.2%	Sharon	4	0.2%
Cohasset	1030	41.7%	Middleborough	10	0.4%	Stoughton	15	0.6%
Danvers	4	0.2%	Milton	15	0.6%	Upton	10	0.4%
Dedham	4	0.2%	Natick	4	0.2%	Watertown	4	0.2%
Duxbury	20	0.8%	Needham	10	0.4%	Wellesley	4	0.2%
Fitchburg	4	0.2%	Newton	15	0.6%	West Bridgewater	4	0.2%
Franklin	10	0.4%	Norwell	20	0.8%	Weymouth	40	1.6%
Hanover	25	1.0%	Norwood	4	0.2%	Whitman	10	0.4%
Hanson	15	0.6%	Pembroke	30	1.2%	Other	4	0.2%
Hingham	130	5.3%	Plymouth	30	1.2%	TOTAL	2469	100.0%
Holbrook	10	0.4%	Plympton	4	0.2%			

Source: 2000 U.S. Census

2000 Journey to Work from Duxbury

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	35	0.5%	Framingham	25	0.4%	Plainville	15	0.2%
Amherst	4	0.1%	Halifax	15	0.2%	Plymouth	420	6.3%
Arlington	4	0.1%	Hanover	185	2.8%	Plympton	10	0.1%
Attleboro	4	0.1%	Hanson	75	1.1%	Quincy	265	4.0%
Avon	10	0.1%	Hardwick	4	0.1%	Randolph	75	1.1%
Barnstable	15	0.2%	Hingham	165	2.5%	Rhode Island	45	0.7%
Barre	10	0.1%	Holbrook	40	0.6%	Rockland	165	2.5%
Bedford	10	0.1%	Hull	4	0.1%	Sandwich	15	0.2%
Boston	1315	19.7%	Kingston	200	3.0%	Saugus	4	0.1%
Bourne	20	0.3%	Lakeville	4	0.1%	Scituate	30	0.4%
Braintree	175	2.6%	Lexington	15	0.2%	Sharon	10	0.1%
Bridgewater	50	0.7%	Lincoln	10	0.1%	Somerset	4	0.1%
Brockton	200	3.0%	Lynn	4	0.1%	Somerville	10	0.1%
Brookline	4	0.1%	Malden	10	0.1%	Southborough	4	0.1%
Burlington	4	0.1%	Marshfield	175	2.6%	Stoughton	35	0.5%
Cambridge	120	1.8%	Mattapoisett	10	0.1%	Taunton	4	0.1%
Canton	55	0.8%	Medfield	10	0.1%	Wakefield	10	0.1%
Carver	40	0.6%	Medford	15	0.2%	Waltham	45	0.7%
Chatham	10	0.1%	Medway	10	0.1%	Wareham	15	0.2%
Chelmsford	10	0.1%	Milton	35	0.5%	Watertown	4	0.1%
Cohasset	20	0.3%	Natick	10	0.1%	Wellesley	45	0.7%
Concord	4	0.1%	Needham	65	1.0%	W. Bridgewater	15	0.2%
Danvers	10	0.1%	New Bedford	10	0.1%	Westborough	15	0.2%
Dartmouth	10	0.1%	New Hampshire	24	0.4%	Weston	10	0.1%
Dedham	25	0.4%	Newton	4	0.1%	Westwood	45	0.7%
Duxbury	1300	19.5%	Norfolk	10	0.1%	Weymouth	150	2.2%
E. Bridgewater	4	0.1%	North Andover	4	0.1%	Whitman	45	0.7%
Easton	4	0.1%	N. Attleborough	4	0.1%	Wilmington	20	0.3%
Everett	10	0.1%	Norton	10	0.1%	Woburn	20	0.3%
Fairhaven	10	0.1%	Norwell	165	2.5%	Yarmouth	4	0.1%
Fall River	10	0.1%	Norwood	30	0.4%	Other	68	1.0%
Foxborough	15	0.2%	Pembroke	160	2.4%	Total	6670	100.00%

2000 Journey to Work to Duxbury

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	20	0.6%	East Bridgewater	4	0.1%	Plymouth	420	13.3%
Acton	4	0.1%	Gloucester	10	0.3%	Plympton	35	1.1%
Barnstable Town	4	0.1%	Halifax	30	1.0%	Princeton	4	0.1%
Boston	30	1.0%	Hanover	55	1.7%	Quincy	10	0.3%
Bourne	40	1.3%	Hanson	50	1.6%	Revere	4	0.1%
Braintree	4	0.1%	Hingham	20	0.6%	Rockland	20	0.6%
Bridgewater	30	1.0%	Kingston	210	6.7%	Sandwich	15	0.5%
Brockton	70	2.2%	Lawrence	4	0.1%	Scituate	65	2.1%
Brookline	10	0.3%	Malden	15	0.5%	Taunton	40	1.3%
Cambridge	15	0.5%	Marion	10	0.3%	Waltham	10	0.3%
Canton	15	0.5%	Marshfield	165	5.2%	Wareham	15	0.5%
Carver	20	0.6%	Middleborough	25	0.8%	West Bridgewater	4	0.1%
Chelsea	15	0.5%	Milton	15	0.5%	Weymouth	20	0.6%
Cohasset	30	1.0%	Needham	4	0.1%	Whitman	35	1.1%
Dartmouth	20	0.6%	Norwell	30	1.0%	Worcester	4	0.1%
Dedham	4	0.1%	Norwood	15	0.5%	other	8	0.3%
Duxbury	1300	41.2%	Pembroke	155	4.9%	TOTAL	3157	100.0%

Source: 2000 U.S. Census

2000 Journey to Work from Hanover

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	25	0.4%	Hanover	1240	18.5%	Reading	10	0.1%
Andover	15	0.2%	Hanson	35	0.5%	Revere	15	0.2%
Ashburnham	4	0.1%	Hingham	265	3.9%	Rhode Island	25	0.4%
Avon	40	0.6%	Holbrook	45	0.7%	Rochester	4	0.1%
Barnstable Town	35	0.5%	Hull	10	0.1%	Rockland	215	3.2%
Boston	1085	16.2%	Kingston	55	0.8%	Sandwich	15	0.2%
Bourne	10	0.1%	Lakeville	10	0.1%	Scituate	25	0.4%
Braintree	305	4.5%	Lexington	10	0.1%	Sharon	4	0.1%
Bridgewater	60	0.9%	Lynn	10	0.1%	Stoughton	40	0.6%
Brockton	190	2.8%	Mansfield	15	0.2%	Stow	10	0.1%
Cambridge	60	0.9%	Marshfield	50	0.7%	Taunton	10	0.1%
Canton	120	1.8%	Mashpee	10	0.1%	Waltham	4	0.1%
Chelmsford	4	0.1%	Middleborough	4	0.1%	Watertown	10	0.1%
Chelsea	4	0.1%	Milford	4	0.1%	Wayland	4	0.1%
Cohasset	25	0.4%	Milton	65	1.0%	Wellesley	25	0.4%
Danvers	10	0.1%	Needham	55	0.8%	West Bridgewater	35	0.5%
Dedham	20	0.3%	New Bedford	10	0.1%	Westford	10	0.1%
Dennis	15	0.2%	New Hampshire	20	0.3%	Westwood	25	0.4%
Duxbury	55	0.8%	Newton	75	1.1%	Weymouth	265	3.9%
East Bridgewater	40	0.6%	North Attleborough	4	0.1%	Whitman	30	0.4%
Easton	55	0.8%	Norwell	435	6.5%	Wilmington	15	0.2%
Everett	25	0.4%	Norwood	55	0.8%	Woburn	50	0.7%
Fall River	4	0.1%	Peabody	10	0.1%	Worcester	25	0.4%
Fitchburg	4	0.1%	Pembroke	145	2.2%	Wrentham	10	0.1%
Foxborough	25	0.4%	Plymouth	100	1.5%	Other	25	0.4%
Framingham	40	0.6%	Quincy	640	9.5%	TOTAL	6712	100.0%
Franklin	15	0.2%	Randolph	85	1.3%			
Halifax	50	0.7%	Raynham	4	0.1%			

2000 Journey to Work to Hanover

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	115	1.5%	Hanover	1240	16.4%	Plainville	10	0.1%
Acton	4	0.1%	Hanson	290	3.8%	Plymouth	400	5.3%
Acushnet	4	0.1%	Harwich	4	0.1%	Plympton	55	0.7%
Attleboro	20	0.3%	Hingham	80	1.1%	Quincy	135	1.8%
Avon	25	0.3%	Holbrook	30	0.4%	Randolph	70	0.9%
Barnstable Town	35	0.5%	Hull	35	0.5%	Raynham	15	0.2%
Boston	90	1.2%	Kingston	165	2.2%	Rhode Island	45	0.6%
Bourne	30	0.4%	Lakeville	40	0.5%	Rochester	30	0.4%
Boxford	10	0.1%	Lowell	4	0.1%	Rockland	420	5.6%
Braintree	85	1.1%	Lynnfield	4	0.1%	Salem	25	0.3%
Bridgewater	205	2.7%	Malden	4	0.1%	Sandwich	55	0.7%
Brockton	290	3.8%	Mansfield	4	0.1%	Scituate	185	2.4%
Canton	10	0.1%	Marion	4	0.1%	Sharon	20	0.3%
Carver	135	1.8%	Marshfield	515	6.8%	Somerville	4	0.1%
Cohasset	15	0.2%	Mattapoisett	10	0.1%	Stoughton	20	0.3%
Dartmouth	10	0.1%	Medford	15	0.2%	Taunton	50	0.7%
Dedham	4	0.1%	Medway	10	0.1%	Walpole	25	0.3%
Dennis	15	0.2%	Melrose	4	0.1%	Wareham	95	1.3%
Duxbury	185	2.4%	Middleborough	70	0.9%	West Bridgewater	10	0.1%
East Bridgewater	110	1.5%	Milford	10	0.1%	Westport	15	0.2%
East Brookfield	4	0.1%	Milton	30	0.4%	Westwood	4	0.1%
Easton	15	0.2%	Needham	4	0.1%	Weymouth	340	4.5%
Everett	20	0.3%	New Bedford	40	0.5%	Whitman	265	3.5%
Fairhaven	4	0.1%	New Hampshire	18	0.2%	Wrentham	10	0.1%
Fall River	30	0.4%	Norton	10	0.1%	other	22	0.3%
Falmouth	10	0.1%	Norwell	355	4.7%	TOTAL	7559	100.0%
Framingham	4	0.1%	Norwood	15	0.2%			
Halifax	160	2.1%	Pembroke	580	7.7%			

Source: 2000 U.S. Census

2000 Journey to Work from Hingham

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	25	0.3%	Hanson	4	0.0%	Pembroke	35	0.4%
Avon	20	0.2%	Hingham	2425	25.8%	Plainville	4	0.0%
Barnstable	4	0.0%	Hudson	4	0.0%	Plymouth	115	1.2%
Bedford	15	0.2%	Hull	75	0.8%	Quincy	835	8.9%
Billerica	4	0.0%	Ipswich	10	0.1%	Randolph	55	0.6%
Boston	2305	24.5%	Kingston	15	0.2%	Raynham	10	0.1%
Braintree	380	4.0%	Lexington	15	0.2%	Revere	25	0.3%
Bridgewater	25	0.3%	Littleton	4	0.0%	Rhode Island	40	0.4%
Brockton	195	2.1%	Lowell	4	0.0%	Rockland	185	2.0%
Brookline	45	0.5%	Lynnfield	10	0.1%	Scituate	70	0.7%
Burlington	30	0.3%	Malden	4	0.0%	Seekonk	10	0.1%
Cambridge	160	1.7%	Mansfield	10	0.1%	Shrewsbury	4	0.0%
Canton	105	1.1%	Marshfield	60	0.6%	Somerville	15	0.2%
Carver	15	0.2%	Mattapoisett	4	0.0%	Stoughton	55	0.6%
Chelmsford	4	0.0%	Medford	4	0.0%	Taunton	10	0.1%
Chelsea	10	0.1%	Melrose	4	0.0%	Wakefield	4	0.0%
Cohasset	130	1.4%	Methuen	10	0.1%	Walpole	15	0.2%
Concord	40	0.4%	Middleborough	4	0.0%	Waltham	60	0.6%
Danvers	4	0.0%	Middleton	10	0.1%	Wareham	10	0.1%
Dedham	100	1.1%	Milford	10	0.1%	Wellesley	65	0.7%
Duxbury	20	0.2%	Millis	10	0.1%	West Bridgewater	10	0.1%
East Bridgewater	4	0.0%	Milton	75	0.8%	Westford	4	0.0%
Easton	4	0.0%	Natick	25	0.3%	Westwood	40	0.4%
Everett	10	0.1%	Needham	40	0.4%	Weymouth	475	5.0%
Fall River	15	0.2%	New Bedford	4	0.0%	Whitman	15	0.2%
Falmouth	4	0.0%	New Hampshire	10	0.1%	Winchester	10	0.1%
Foxborough	15	0.2%	Newton	70	0.7%	Woburn	4	0.0%
Framingham	55	0.6%	Norfolk	4	0.0%	Worcester	4	0.0%
Franklin	10	0.1%	Northborough	10	0.1%	Wrentham	15	0.2%
Groveland	4	0.0%	Norton	4	0.0%	Yarmouth	4	0.0%
Halifax	4	0.0%	Norwell	285	3.0%	other	79	0.8%
Hanover	80	0.8%	Norwood	70	0.7%	TOTAL	9416	100.0%

2000 Journey to Work to Hingham

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	225	1.9%	Halifax	95	0.8%	Plymouth	310	2.6%
Arlington	4	0.0%	Hanover	265	2.2%	Plympton	30	0.3%
Attleboro	10	0.1%	Hanson	120	1.0%	Quincy	450	3.8%
Avon	15	0.1%	Hingham	2425	20.5%	Randolph	150	1.3%
Barnstable Town	10	0.1%	Holbrook	60	0.5%	Raynham	15	0.1%
Berkley	4	0.0%	Holliston	15	0.1%	Rehoboth	10	0.1%
Boston	235	2.0%	Hopedale	20	0.2%	Revere	10	0.1%
Bourne	50	0.4%	Hull	735	6.2%	Rhode Island	69	0.6%
Boylston	4	0.0%	Kingston	200	1.7%	Rockland	380	3.2%
Braintree	275	2.3%	Lakeville	10	0.1%	Sandwich	20	0.2%
Bridgewater	130	1.1%	Lexington	10	0.1%	Saugus	15	0.1%
Brockton	450	3.8%	Lincoln	10	0.1%	Scituate	450	3.8%
Brookline	10	0.1%	Lowell	4	0.0%	Sharon	10	0.1%
Cambridge	4	0.0%	Malden	4	0.0%	Somerset	10	0.1%
Canton	10	0.1%	Manchester-by-the	10	0.1%	Somerville	15	0.1%
Carver	80	0.7%	Mansfield	15	0.1%	Stoneham	4	0.0%
Chelmsford	10	0.1%	Marshfield	455	3.9%	Stoughton	70	0.6%
Chelsea	10	0.1%	Mashpee	10	0.1%	Taunton	70	0.6%
Clinton	4	0.0%	Mattapoisett	4	0.0%	Upton	4	0.0%
Cohasset	230	1.9%	Medfield	10	0.1%	Walpole	25	0.2%
Dartmouth	15	0.1%	Medford	15	0.1%	Waltham	4	0.0%
Dedham	25	0.2%	Melrose	25	0.2%	Ware	15	0.1%
Dennis	20	0.2%	Middleborough	105	0.9%	Wareham	80	0.7%
Dighton	10	0.1%	Milford	20	0.2%	Watertown	15	0.1%
Dover	10	0.1%	Millis	15	0.1%	West Bridgewater	15	0.1%
Dracut	10	0.1%	Milton	70	0.6%	Westford	4	0.0%
Duxbury	165	1.4%	Natick	20	0.2%	Weston	10	0.1%
East Bridgewater	115	1.0%	Needham	20	0.2%	Westport	10	0.1%
Easton	75	0.6%	New Bedford	60	0.5%	Westwood	20	0.2%
Fairhaven	15	0.1%	New Hampshire	34	0.3%	Weymouth	1390	11.8%
Fall River	10	0.1%	Newton	30	0.3%	Whitman	135	1.1%
Falmouth	20	0.2%	North Attleborougl	10	0.1%	Wilmington	10	0.1%
Foxborough	15	0.1%	Norton	10	0.1%	Winthrop	4	0.0%
Framingham	40	0.3%	Norwell	225	1.9%	Wrentham	10	0.1%
Freetown	15	0.1%	Norwood	35	0.3%	Yarmouth	15	0.1%
Gloucester	4	0.0%	Pembroke	345	2.9%	other	88	0.7%
Groton	10	0.1%	Plainville	10	0.1%	TOTAL	11812	100.0%

Source: 2000 U.S. Census

Journey to Work from Hull

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Billerica	10	0.2%	Holbrook	15	0.3%	Randolph	40	0.7%
Boston	1395	24.2%	Hull	930	16.1%	Raynham	4	0.1%
Bourne	25	0.4%	Kingston	15	0.3%	Rhode Island	20	0.3%
Boxborough	4	0.1%	Leicester	10	0.2%	Rockland	50	0.9%
Boylston	4	0.1%	Lexington	10	0.2%	Salem	4	0.1%
Braintree	245	4.2%	Littleton	4	0.1%	Saugus	25	0.4%
Bridgewater	10	0.2%	Lowell	4	0.1%	Scituate	95	1.6%
Brockton	115	2.0%	Marblehead	10	0.2%	Sharon	10	0.2%
Brookline	10	0.2%	Marlborough	15	0.3%	Somerville	40	0.7%
Burlington	30	0.5%	Marshfield	35	0.6%	Stoneham	10	0.2%
Cambridge	65	1.1%	Mattapoisett	4	0.1%	Stoughton	25	0.4%
Canton	65	1.1%	Medfield	4	0.1%	Sturbridge	4	0.1%
Chelmsford	10	0.2%	Middleborough	4	0.1%	Sudbury	4	0.1%
Chelsea	25	0.4%	Milford	4	0.1%	Tewksbury	4	0.1%
Cohasset	120	2.1%	Milton	70	1.2%	Waltham	20	0.3%
Concord	10	0.2%	Natick	20	0.3%	Wareham	10	0.2%
Dedham	30	0.5%	Needham	25	0.4%	Watertown	4	0.1%
East Bridgewater	10	0.2%	New Hampshire	4	0.1%	Wellesley	4	0.1%
Easton	25	0.4%	Newton	90	1.6%	Westborough	4	0.1%
Everett	4	0.1%	Norton	10	0.2%	Westwood	40	0.7%
Foxborough	15	0.3%	Norwell	200	3.5%	Weymouth	190	3.3%
Franklin	4	0.1%	Norwood	20	0.3%	Whitman	10	0.2%
Hanover	35	0.6%	Pembroke	20	0.3%	Worcester	15	0.3%
Hanson	10	0.2%	Plymouth	40	0.7%	other	54	0.9%
Hingham	735	12.7%	Quincy	485	8.4%	TOTAL	5769	100.0%

Journey to Work to Hull

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	10	0.6%	Hanson	10	0.6%	Rockland	20	1.2%
Boston	20	1.2%	Hingham	75	4.6%	Sandwich	20	1.2%
Bourne	4	0.2%	Hull	930	56.5%	Scituate	90	5.5%
Braintree	15	0.9%	Kingston	15	0.9%	Shirley	10	0.6%
Brockton	55	3.3%	Mansfield	10	0.6%	Taunton	15	0.9%
Cambridge	4	0.2%	Marion	15	0.9%	Walpole	10	0.6%
Carver	4	0.2%	Marshfield	20	1.2%	Wareham	4	0.2%
Chelmsford	10	0.6%	Mashpee	4	0.2%	Wellesley	4	0.2%
Dennis	4	0.2%	Mattapoisett	4	0.2%	Weymouth	110	6.7%
Duxbury	4	0.2%	New Bedford	4	0.2%	Whitman	4	0.2%
Fall River	4	0.2%	Plymouth	60	3.6%	other	8	0.5%
Hanover	10	0.6%	Quincy	60	3.6%	TOTAL	1646	100.0%

Source: 2000 U.S. Census

2000 Journey to Work from Marshfield

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	45	0.4%	Hanson	55	0.4%	Provincetown	10	0.1%
Andover	10	0.1%	Hingham	455	3.6%	Quincy	780	6.2%
Avon	60	0.5%	Holbrook	20	0.2%	Randolph	55	0.4%
Barnstable	25	0.2%	Hull	20	0.2%	Raynham	10	0.1%
Bedford	30	0.2%	Kingston	215	1.7%	Reading	4	0.0%
Bellingham	4	0.0%	Lakeville	20	0.2%	Revere	4	0.0%
Billerica	20	0.2%	Lawrence	4	0.0%	Rhode Island	68	0.5%
Boston	2410	19.2%	Lexington	10	0.1%	Rochester	10	0.1%
Bourne	20	0.2%	Lynn	10	0.1%	Rockland	320	2.5%
Braintree	350	2.8%	Malden	4	0.0%	Sandwich	10	0.1%
Bridgewater	105	0.8%	Mansfield	15	0.1%	Scituate	280	2.2%
Brockton	215	1.7%	Marion	10	0.1%	Sharon	15	0.1%
Brookline	40	0.3%	Marlborough	10	0.1%	Somerville	40	0.3%
Burlington	15	0.1%	Marshfield	2405	19.1%	Southbridge	4	0.0%
Cambridge	185	1.5%	Mashpee	15	0.1%	Stoneham	4	0.0%
Canton	170	1.4%	Mattapoisett	15	0.1%	Stoughton	70	0.6%
Carver	15	0.1%	Medfield	4	0.0%	Stow	15	0.1%
Chelsea	15	0.1%	Medford	15	0.1%	Taunton	20	0.2%
Cohasset	140	1.1%	Medway	4	0.0%	Tewksbury	4	0.0%
Concord	4	0.0%	Melrose	4	0.0%	Wakefield	25	0.2%
Dedham	60	0.5%	Middleborough	60	0.5%	Walpole	10	0.1%
Duxbury	165	1.3%	Millis	4	0.0%	Waltham	85	0.7%
E. Bridgewater	4	0.0%	Milton	55	0.4%	Wareham	25	0.2%
Easton	15	0.1%	Natick	50	0.4%	Watertown	20	0.2%
Edgartown	20	0.2%	Needham	90	0.7%	Wayland	10	0.1%
Everett	15	0.1%	Newton	55	0.4%	Wellesley	40	0.3%
Fairhaven	20	0.2%	N Attleborough	4	0.0%	West Boylston	10	0.1%
Fall River	10	0.1%	Norton	10	0.1%	W Bridgewater	55	0.4%
Falmouth	25	0.2%	Norwell	410	3.3%	Westborough	25	0.2%
Foxborough	20	0.2%	Norwood	140	1.1%	Westwood	65	0.5%
Framingham	55	0.4%	Orleans	4	0.0%	Weymouth	380	3.0%
Franklin	15	0.1%	other	79	0.6%	Whitman	30	0.2%
Freetown	10	0.1%	Peabody	4	0.0%	Winthrop	4	0.0%
Gardner	10	0.1%	Pembroke	320	2.5%	Worcester	35	0.3%
Halifax	4	0.0%	Plainville	4	0.0%	Wrentham	10	0.1%
Hanover	515	4.1%	Plymouth	565	4.5%	Yarmouth	15	0.1%
						TOTAL	12572	100.0%

2000 Journey to Work to Marshfield

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	30	0.6%	Harwich	4	0.1%	Norwell	60	1.2%
Amherst	10	0.2%	Hingham	60	1.2%	Pembroke	220	4.3%
Avon	4	0.1%	Holbrook	20	0.4%	Plymouth	385	7.4%
Barnstable Town	35	0.7%	Holland	4	0.1%	Plympton	45	0.9%
Belmont	4	0.1%	Hull	35	0.7%	Quincy	60	1.2%
Boston	105	2.0%	Kingston	60	1.2%	Randolph	4	0.1%
Bourne	15	0.3%	Lakeville	4	0.1%	Rockland	175	3.4%
Braintree	40	0.8%	Lowell	4	0.1%	Sandwich	15	0.3%
Bridgewater	4	0.1%	Malden	30	0.6%	Scituate	145	2.8%
Brockton	190	3.7%	Mansfield	4	0.1%	Somerville	20	0.4%
Canton	10	0.2%	Marion	25	0.5%	Stoughton	4	0.1%
Carver	45	0.9%	Marshfield	2405	46.5%	Taunton	35	0.7%
Cohasset	25	0.5%	Mashpee	20	0.4%	Wakefield	4	0.1%
Dennis	4	0.1%	Mattapoisett	10	0.2%	Wareham	60	1.2%
Duxbury	175	3.4%	Medfield	4	0.1%	West Bridgewater	4	0.1%
East Bridgewater	10	0.2%	Middleborough	65	1.3%	Westport	4	0.1%
Easton	15	0.3%	Milton	20	0.4%	Weymouth	125	2.4%
Fall River	20	0.4%	Natick	4	0.1%	Whitman	75	1.5%
Falmouth	4	0.1%	New Bedford	4	0.1%	Worcester	4	0.1%
Framingham	4	0.1%	New Hampshire	10	0.2%	other	18	0.3%
Halifax	15	0.3%	Newton	25	0.5%	TOTAL	5168	100.0%
Hanover	50	1.0%	North Attleborough	10	0.2%			
Hanson	50	1.0%	Norton	15	0.3%			

Source: 2000 U.S. Census

2000 Journey to Work from Norwell

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	20	0.4%	Hanover	355	7.4%	Raynham	15	0.3%
Acton	4	0.1%	Hanson	10	0.2%	Revere	4	0.1%
Acushnet	4	0.1%	Hingham	225	4.7%	Rhode Island	43	0.9%
Andover	10	0.2%	Holliston	4	0.1%	Rochester	4	0.1%
Avon	10	0.2%	Hudson	4	0.1%	Rockland	140	2.9%
Barnstable	4	0.1%	Kingston	50	1.0%	Sandwich	4	0.1%
Bellingham	10	0.2%	Lexington	15	0.3%	Scituate	55	1.2%
Billerica	15	0.3%	Lowell	15	0.3%	Stoneham	4	0.1%
Boston	990	20.7%	Mansfield	15	0.3%	Stoughton	45	0.9%
Braintree	155	3.2%	Marlborough	10	0.2%	Sudbury	4	0.1%
Brockton	95	2.0%	Marshfield	60	1.3%	Swansea	4	0.1%
Brookline	45	0.9%	Medfield	4	0.1%	Tewksbury	4	0.1%
Cambridge	100	2.1%	Medford	10	0.2%	Townsend	10	0.2%
Canton	65	1.4%	Middleborough	10	0.2%	Walpole	4	0.1%
Carver	10	0.2%	Milton	35	0.7%	Waltham	25	0.5%
Chelmsford	20	0.4%	Natick	4	0.1%	Wareham	4	0.1%
Chelsea	4	0.1%	Needham	50	1.0%	Watertown	4	0.1%
Cohasset	20	0.4%	Newton	45	0.9%	Wellesley	30	0.6%
Danvers	4	0.1%	Norfolk	4	0.1%	Wellfleet	4	0.1%
Dedham	15	0.3%	North Reading	4	0.1%	W. Bridgewater	20	0.4%
Duxbury	30	0.6%	Norwell	855	17.9%	Westford	4	0.1%
E. Bridgewater	15	0.3%	Norwood	45	0.9%	Weston	10	0.2%
Easton	4	0.1%	Orleans	4	0.1%	Westwood	10	0.2%
Everett	4	0.1%	Pembroke	40	0.8%	Weymouth	260	5.4%
Foxborough	4	0.1%	Plymouth	125	2.6%	Whitman	20	0.4%
Framingham	15	0.3%	Quincy	290	6.1%	Woburn	20	0.4%
Franklin	4	0.1%	Randolph	30	0.6%	Other	29	0.6%
						TOTAL	4774	100.0%

2000 Journey to Work to Norwell

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	215	2.8%	Hanover	435	5.7%	Norwell	855	11.1%
Acushnet	10	0.1%	Hanson	185	2.4%	Norwood	30	0.4%
Amherst	10	0.1%	Hardwick	4	0.1%	Peabody	15	0.2%
Attleboro	4	0.1%	Hingham	285	3.7%	Pembroke	280	3.6%
Avon	25	0.3%	Holbrook	4	0.1%	Plymouth	505	6.6%
Barnstable Town	30	0.4%	Holden	10	0.1%	Plympton	40	0.5%
Bedford	4	0.1%	Hopedale	10	0.1%	Quincy	220	2.9%
Bellingham	25	0.3%	Hubbardston	4	0.1%	Randolph	70	0.9%
Berkley	10	0.1%	Hull	200	2.6%	Raynham	10	0.1%
Boston	100	1.3%	Kingston	95	1.2%	Rhode Island	119	1.5%
Bourne	25	0.3%	Lakeville	10	0.1%	Rockland	450	5.9%
Braintree	190	2.5%	Lexington	15	0.2%	Sandwich	35	0.5%
Bridgewater	60	0.8%	Lowell	10	0.1%	Saugus	10	0.1%
Brockton	375	4.9%	Lynn	4	0.1%	Scituate	360	4.7%
Brookline	25	0.3%	Lynnfield	10	0.1%	Sharon	10	0.1%
Cambridge	20	0.3%	Mansfield	15	0.2%	Shrewsbury	10	0.1%
Canton	20	0.3%	Marshfield	410	5.3%	Somerville	10	0.1%
Carver	65	0.8%	Mashpee	4	0.1%	Stoughton	60	0.8%
Cohasset	80	1.0%	Mattapoisett	15	0.2%	Taunton	10	0.1%
Dedham	4	0.1%	Medfield	4	0.1%	Walpole	15	0.2%
Dennis	15	0.2%	Medford	15	0.2%	Waltham	15	0.2%
Duxbury	165	2.1%	Melrose	10	0.1%	Wareham	30	0.4%
East Bridgewater	90	1.2%	Middleborough	40	0.5%	Watertown	10	0.1%
Easthampton	10	0.1%	Milford	10	0.1%	Wellesley	4	0.1%
Easton	15	0.2%	Milton	25	0.3%	West Bridgewater	15	0.2%
Everett	4	0.1%	Needham	10	0.1%	Westford	4	0.1%
Falmouth	10	0.1%	New Bedford	4	0.1%	Weymouth	590	7.7%
Foxborough	10	0.1%	New Hampshire	20	0.3%	Whitman	175	2.3%
Framingham	4	0.1%	Newton	15	0.2%	Wilmington	4	0.1%
Franklin	10	0.1%	North Attleborough	20	0.3%	other	54	0.7%
Halifax	115	1.5%	Norton	20	0.3%	TOTAL	7678	100.0%

Source: 2000 U.S. Census

2000 Journey to Work from Pembroke

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	45	0.5%	Falmouth	4	0.0%	Plymouth	320	3.7%
Acton	4	0.0%	Foxborough	15	0.2%	Plympton	20	0.2%
Acushnet	4	0.0%	Framingham	45	0.5%	Quincy	495	5.7%
Amherst	4	0.0%	Franklin	25	0.3%	Randolph	70	0.8%
Andover	4	0.0%	Halifax	55	0.6%	Raynham	10	0.1%
Arlington	10	0.1%	Hanover	580	6.7%	Rhode Island	14	0.2%
Ashland	4	0.0%	Hanson	140	1.6%	Rockland	230	2.6%
Auburn	4	0.0%	Hingham	345	4.0%	Sandwich	10	0.1%
Avon	85	1.0%	Holbrook	20	0.2%	Scituate	90	1.0%
Barnstable Town	35	0.4%	Holliston	15	0.2%	Sharon	10	0.1%
Bellingham	4	0.0%	Kingston	365	4.2%	Somerville	10	0.1%
Billerica	20	0.2%	Lakeville	25	0.3%	Springfield	10	0.1%
Boston	1540	17.7%	Lexington	4	0.0%	Stoughton	40	0.5%
Bourne	15	0.2%	Lowell	20	0.2%	Taunton	45	0.5%
Boxborough	15	0.2%	Lynn	4	0.0%	Tewksbury	15	0.2%
Braintree	290	3.3%	Malden	10	0.1%	Wakefield	10	0.1%
Bridgewater	85	1.0%	Mansfield	10	0.1%	Waltham	50	0.6%
Brockton	250	2.9%	Marion	10	0.1%	Wareham	30	0.3%
Brookline	25	0.3%	Marshfield	220	2.5%	Watertown	20	0.2%
Burlington	15	0.2%	Medfield	10	0.1%	Wellesley	30	0.3%
Cambridge	100	1.1%	Medford	20	0.2%	West Bridgewater	100	1.1%
Canton	120	1.4%	Medway	4	0.0%	Westford	10	0.1%
Carver	20	0.2%	Middleborough	30	0.3%	Westwood	45	0.5%
Chelmsford	4	0.0%	Milton	30	0.3%	Weymouth	320	3.7%
Chelsea	10	0.1%	Natick	15	0.2%	Whitman	50	0.6%
Cohasset	30	0.3%	Needham	35	0.4%	Wilmington	4	0.0%
Dartmouth	10	0.1%	New Bedford	4	0.0%	Winthrop	4	0.0%
Dedham	35	0.4%	Newton	35	0.4%	Woburn	15	0.2%
Dighton	4	0.0%	Norfolk	10	0.1%	Worcester	4	0.0%
Duxbury	155	1.8%	North Attleborough	10	0.1%	Wrentham	15	0.2%
East Bridgewater	35	0.4%	Norwell	280	3.2%	Yarmouth	15	0.2%
Essex	10	0.1%	Norwood	105	1.2%	Other	36	0.4%
Everett	25	0.3%	Pembroke	1050	12.1%	TOTAL	8713	100.0%

2000 Journey to Work to Pembroke

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	35	0.8%	Hanover	145	3.5%	Plympton	45	1.1%
Attleboro	15	0.4%	Hanson	125	3.0%	Quincy	40	1.0%
Avon	10	0.2%	Hingham	35	0.8%	Randolph	20	0.5%
Barnstable Town	15	0.4%	Hull	20	0.5%	Raynham	30	0.7%
Boston	25	0.6%	Kingston	220	5.3%	Rhode Island	29	0.7%
Bourne	20	0.5%	Lawrence	4	0.1%	Rockland	130	3.1%
Braintree	20	0.5%	Malden	15	0.4%	Sandwich	15	0.4%
Bridgewater	80	1.9%	Mansfield	25	0.6%	Scituate	80	1.9%
Brockton	155	3.7%	Marshfield	320	7.7%	Shrewsbury	10	0.2%
Canton	10	0.2%	Mashpee	10	0.2%	Stoughton	35	0.8%
Carver	150	3.6%	Mattapoisett	4	0.1%	Taunton	20	0.5%
Chatham	4	0.1%	Middleborough	100	2.4%	Walpole	4	0.1%
Duxbury	160	3.8%	Natick	10	0.2%	Wareham	35	0.8%
East Bridgewater	35	0.8%	Needham	10	0.2%	West Bridgewater	15	0.4%
Easton	60	1.4%	New Bedford	20	0.5%	Weymouth	120	2.9%
Everett	10	0.2%	Newton	4	0.1%	Whitman	75	1.8%
Fall River	30	0.7%	North Attleborough	25	0.6%	Winthrop	10	0.2%
Foxborough	4	0.1%	Norwell	40	1.0%	Yarmouth	4	0.1%
Freetown	4	0.1%	Pembroke	1050	25.2%	TOTAL	4166	100.0%
Halifax	150	3.6%	Plymouth	275	6.6%			

Source: 2000 U.S. Census

2000 Journey to Work from Rockland

Destination	Workers	% Total
Abington	250	2.7%
Arlington	10	0.1%
Avon	105	1.1%
Barnstable	25	0.3%
Bedford	10	0.1%
Bellingham	4	0.0%
Boston	1065	11.5%
Braintree	450	4.8%
Brewster	15	0.2%
Bridgewater	50	0.5%
Brockton	475	5.1%
Brookline	20	0.2%
Burlington	25	0.3%
Cambridge	100	1.1%
Canton	175	1.9%
Chelsea	15	0.2%
Cohasset	20	0.2%
Dedham	50	0.5%
Dennis	15	0.2%
Dighton	15	0.2%
Duxbury	20	0.2%
East Bridgewater	60	0.6%
Easton	25	0.3%
Everett	10	0.1%
Foxborough	10	0.1%
Framingham	10	0.1%
Halifax	4	0.0%
Hanover	420	4.5%
Hanson	25	0.3%
Hingham	380	4.1%
Holbrook	50	0.5%
Hull	20	0.2%
Kingston	80	0.9%
Lakeville	30	0.3%
Lawrence	10	0.1%
Lexington	10	0.1%
Lynnfield	10	0.1%
Malden	25	0.3%
Mansfield	30	0.3%
Marshfield	175	1.9%
Melrose	20	0.2%
Middleborough	50	0.5%
Milton	75	0.8%
Natick	10	0.1%
Needham	30	0.3%
New Bedford	15	0.2%
Newton	70	0.8%
Norfolk	15	0.2%
North Attleborough	20	0.2%
Norton	20	0.2%
Norwell	450	4.8%
Norwood	55	0.6%
Peabody	20	0.2%
Pembroke	130	1.4%
Plymouth	205	2.2%
Quincy	495	5.3%
Randolph	70	0.8%
Raynham	30	0.3%
Rehoboth	10	0.1%
Revere	15	0.2%
Rochester	15	0.2%
Rockland	1600	17.2%
Salem	15	0.2%
Sandwich	10	0.1%
Scituate	90	1.0%
Seekonk	10	0.1%
Sharon	20	0.2%
Somerset	4	0.0%
Somerville	15	0.2%
Southborough	10	0.1%
Stoneham	35	0.4%
Stoughton	65	0.7%
Swansea	4	0.0%
Taunton	40	0.4%
Walpole	35	0.4%
Waltham	50	0.5%
Wareham	95	1.0%
Watertown	10	0.1%
Wayland	10	0.1%
Wellesley	25	0.3%
West Bridgewater	75	0.8%
Westborough	4	0.0%
Westwood	50	0.5%
Weymouth	620	6.7%
Whitman	155	1.7%
Wilmington	20	0.2%
Woburn	45	0.5%
Wrentham	10	0.1%
Yarmouth	4	0.0%
other	44	0.5%
TOTAL	9288	100.0%

2000 Journey to Work to Rockland

Origin	Workers	% Total
Abington	270	3.3%
Ashby	4	0.0%
Attleboro	4	0.0%
Avon	10	0.1%
Barnstable Town	25	0.3%
Bellingham	10	0.1%
Boston	210	2.6%
Bourne	25	0.3%
Braintree	85	1.1%
Bridgewater	150	1.9%
Brockton	605	7.5%
Brookline	25	0.3%
Cambridge	4	0.0%
Canton	15	0.2%
Carver	70	0.9%
Cohasset	75	0.9%
Dartmouth	10	0.1%
Dedham	4	0.0%
Dighton	10	0.1%
Duxbury	165	2.0%
East Bridgewater	100	1.2%
East Brookfield	4	0.0%
Easton	70	0.9%
Fairhaven	4	0.0%
Fall River	15	0.2%
Falmouth	15	0.2%
Foxborough	20	0.2%
Framingham	20	0.2%
Georgetown	10	0.1%
Great Barrington	4	0.0%
Halifax	170	2.1%
Hanover	215	2.7%
Hanson	210	2.6%
Hingham	185	2.3%
Holbrook	20	0.2%
Hull	50	0.6%
Kingston	120	1.5%
Lakeville	4	0.0%
Leicester	4	0.0%
Lexington	15	0.2%
Lowell	15	0.2%
Lynnfield	10	0.1%
Marion	10	0.1%
Marlborough	10	0.1%
Marshfield	320	4.0%
Mashpee	4	0.0%
Medford	15	0.2%
Melrose	10	0.1%
Middleborough	40	0.5%
Milford	10	0.1%
Millville	4	0.0%
Milton	15	0.2%
Natick	15	0.2%
Needham	20	0.2%
New Bedford	20	0.2%
New Hampshire	30	0.4%
Newton	20	0.2%
Norfolk	10	0.1%
North Attleborough	40	0.5%
Norton	4	0.0%
Norwell	140	1.7%
Orleans	10	0.1%
Peabody	4	0.0%
Pembroke	230	2.8%
Plainville	15	0.2%
Plymouth	465	5.8%
Plympton	60	0.7%
Quincy	170	2.1%
Randolph	85	1.1%
Raynham	25	0.3%
Reading	4	0.0%
Rhode Island	75	0.9%
Rochester	10	0.1%
Rockland	1600	19.8%
Sandwich	15	0.2%
Scituate	255	3.2%
Seekonk	4	0.0%
Sharon	15	0.2%
Shrewsbury	10	0.1%
Somerville	20	0.2%
Stoughton	45	0.6%
Taunton	150	1.9%
Townsend	15	0.2%
Walpole	10	0.1%
Waltham	4	0.0%
Wareham	60	0.7%
West Bridgewater	60	0.7%
Weston	4	0.0%
Westport	10	0.1%
Westwood	30	0.4%
Weymouth	395	4.9%
Whitman	365	4.5%
Wilmington	20	0.2%
Worcester	10	0.1%
Wrentham	10	0.1%
other	22	0.3%
TOTAL	8075	100.0%

Source: 2000 U.S. Census

2000 Journey to Work from Scituate

Destination	Workers	% Total
Arlington	10	0.1%
Barre	15	0.2%
Bedford	10	0.1%
Bellingham	10	0.1%
Belmont	10	0.1%
Boston	1750	19.6%
Bourne	10	0.1%
Braintree	285	3.2%
Bridgewater	10	0.1%
Brockton	180	2.0%
Brookline	25	0.3%
Burlington	25	0.3%
Cambridge	105	1.2%
Canton	50	0.6%
Carver	10	0.1%
Chelsea	15	0.2%
Cohasset	355	4.0%
Concord	10	0.1%
Danvers	10	0.1%
Dartmouth	10	0.1%
Dedham	55	0.6%
Dover	4	0.0%
Duxbury	65	0.7%
East Bridgewater	4	0.0%
Easton	4	0.0%
Everett	15	0.2%
Falmouth	20	0.2%
Foxborough	15	0.2%
Framingham	35	0.4%
Franklin	15	0.2%
Gardner	4	0.0%
Halifax	15	0.2%
Hanover	185	2.1%
Hanson	25	0.3%
Hingham	450	5.1%
Holbrook	4	0.0%
Hopkinton	4	0.0%
Hull	90	1.0%
Kingston	30	0.3%
Lakeville	10	0.1%
Lynn	10	0.1%
Lynnfield	4	0.0%
Malden	4	0.0%
Marlborough	15	0.2%
Marshfield	145	1.6%
Mashpee	10	0.1%
Maynard	10	0.1%
Medford	10	0.1%
Middleborough	25	0.3%
Millis	10	0.1%
Milton	35	0.4%
Natick	10	0.1%
Needham	40	0.4%
New Bedford	40	0.4%
Newton	10	0.1%
Northborough	4	0.0%
Norwell	360	4.0%
Norwood	40	0.4%
Pembroke	80	0.9%
Pittsfield	10	0.1%
Plainville	10	0.1%
Plymouth	135	1.5%
Plympton	10	0.1%
Quincy	520	5.8%
Randolph	105	1.2%
Rhode Island	35	0.4%
Rochester	15	0.2%
Rockland	255	2.9%
Sandwich	4	0.0%
Scituate	2040	22.9%
Sharon	20	0.2%
Shirley	10	0.1%
Somerville	10	0.1%
Southborough	4	0.0%
Stoneham	10	0.1%
Stoughton	65	0.7%
Stow	10	0.1%
Sudbury	4	0.0%
Taunton	4	0.0%
Topsfield	4	0.0%
Wakefield	30	0.3%
Walpole	15	0.2%
Waltham	35	0.4%
Wareham	20	0.2%
Wayland	10	0.1%
Wellesley	50	0.6%
West Bridgewater	25	0.3%
Westborough	10	0.1%
Weston	4	0.0%
Westwood	65	0.7%
Weymouth	370	4.2%
Whitman	40	0.4%
Wilmington	20	0.2%
Winchester	4	0.0%
Woburn	20	0.2%
Worcester	20	0.2%
other	74	0.8%
TOTAL	8908	100.0%

2000 Journey to Work to Scituate

Origin	Workers	% Total
Abington	60	1.6%
Acton	15	0.4%
Attleboro	10	0.3%
Barnstable Town	10	0.3%
Boston	45	1.2%
Bourne	25	0.6%
Braintree	10	0.3%
Bridgewater	55	1.4%
Brockton	130	3.4%
Burlington	10	0.3%
Canton	30	0.8%
Carver	25	0.6%
Chelsea	15	0.4%
Cohasset	50	1.3%
Concord	15	0.4%
Dennis	10	0.3%
Duxbury	30	0.8%
East Bridgewater	25	0.6%
Easthampton	4	0.1%
Easton	4	0.1%
Everett	10	0.3%
Franklin	4	0.1%
Gloucester	10	0.3%
Halifax	30	0.8%
Hanover	25	0.6%
Hanson	15	0.4%
Hingham	70	1.8%
Hull	95	2.5%
Kingston	30	0.8%
Lakeville	20	0.5%
Marshfield	280	7.3%
Milton	4	0.1%
New Bedford	20	0.5%
New Braintree	4	0.1%
Newburyport	4	0.1%
Newton	4	0.1%
Norwell	55	1.4%
Peabody	10	0.3%
Pembroke	90	2.3%
Plymouth	85	2.2%
Plympton	4	0.1%
Quincy	85	2.2%
Randolph	30	0.8%
Raynham	10	0.3%
Revere	10	0.3%
Rhode Island	15	0.4%
Rochester	4	0.1%
Rockland	90	2.3%
Scituate	2040	52.9%
Sharon	4	0.1%
Somerset	10	0.3%
Stoughton	4	0.1%
Taunton	15	0.4%
Wareham	15	0.4%
Weymouth	70	1.8%
Whitman	4	0.1%
other	4	0.1%
TOTAL	3857	100.0%

Source: 2000 U.S. Census

2000 Journey to Work from Weymouth

Destination	Workers	% Total	Destination	Workers	% Total	Destination	Workers	% Total
Abington	175	0.6%	Hanover	340	1.2%	Peabody	25	0.1%
Acton	15	0.1%	Hanson	15	0.1%	Pembroke	120	0.4%
Amherst	10	0.0%	Hingham	1390	5.0%	Plainville	10	0.0%
Andover	35	0.1%	Holbrook	95	0.3%	Plymouth	165	0.6%
Arlington	15	0.1%	Hopkinton	10	0.0%	Provincetown	10	0.0%
Ashland	4	0.0%	Hudson	10	0.0%	Quincy	3325	11.9%
Avon	165	0.6%	Hull	110	0.4%	Randolph	305	1.1%
Barnstable Town	4	0.0%	Kingston	65	0.2%	Raynham	20	0.1%
Barre	20	0.1%	Lakeville	10	0.0%	Reading	25	0.1%
Bedford	15	0.1%	Lexington	55	0.2%	Revere	4	0.0%
Bellingham	30	0.1%	Lincoln	4	0.0%	Rhode Island	40	0.1%
Belmont	4	0.0%	Lowell	25	0.1%	Rockland	395	1.4%
Beverly	20	0.1%	Lynn	20	0.1%	Sandwich	4	0.0%
Billerica	55	0.2%	Lynnfield	10	0.0%	Saugus	20	0.1%
Boston	6805	24.3%	Malden	35	0.1%	Scituate	70	0.2%
Boxborough	4	0.0%	Mansfield	30	0.1%	Sharon	60	0.2%
Braintree	2295	8.2%	Marion	4	0.0%	Somerville	45	0.2%
Bridgewater	90	0.3%	Marlborough	40	0.1%	South Hadley	10	0.0%
Brockton	350	1.2%	Marshfield	125	0.4%	Springfield	10	0.0%
Brookline	125	0.4%	Mashpee	10	0.0%	Stoneham	25	0.1%
Burlington	65	0.2%	Mattapoisett	4	0.0%	Stoughton	215	0.8%
Cambridge	560	2.0%	Maynard	15	0.1%	Taunton	35	0.1%
Canton	420	1.5%	Medfield	50	0.2%	Wakefield	40	0.1%
Chatham	10	0.0%	Medford	45	0.2%	Walpole	155	0.6%
Chelmsford	10	0.0%	Medway	4	0.0%	Waltham	240	0.9%
Chelsea	100	0.4%	Melrose	10	0.0%	Watertown	90	0.3%
Cohasset	40	0.1%	Middleborough	50	0.2%	Wellesley	175	0.6%
Concord	30	0.1%	Milford	35	0.1%	West Bridgewater	4	0.0%
Dartmouth	20	0.1%	Millbury	10	0.0%	Westfield	4	0.0%
Dedham	250	0.9%	Milton	245	0.9%	Westford	4	0.0%
Dover	4	0.0%	Natick	85	0.3%	Weston	15	0.1%
Duxbury	20	0.1%	Needham	230	0.8%	Westwood	165	0.6%
East Bridgewater	55	0.2%	New Bedford	20	0.1%	Weymouth	5200	18.5%
Easton	45	0.2%	New Hampshire	8	0.0%	Whitman	60	0.2%
Everett	30	0.1%	Newburyport	10	0.0%	Wilmington	10	0.0%
Fairhaven	4	0.0%	Newton	255	0.9%	Winchester	10	0.0%
Fall River	20	0.1%	Norfolk	55	0.2%	Winthrop	4	0.0%
Fitchburg	30	0.1%	North Andover	15	0.1%	Woburn	35	0.1%
Foxborough	50	0.2%	North Reading	30	0.1%	Worcester	10	0.0%
Framingham	115	0.4%	Norton	4	0.0%	Wrentham	15	0.1%
Franklin	95	0.3%	Norwell	590	2.1%	other	124	0.4%
Gloucester	4	0.0%	Norwood	370	1.3%	TOTAL	28054	100.0%

Source: 2000 U.S. Census

2000 Journey to Work to Weymouth

Origin	Workers	% Total	Origin	Workers	% Total	Origin	Workers	% Total
Abington	560	3.3%	Freetown	4	0.0%	Pembroke	320	1.9%
Acushnet	15	0.1%	Gloucester	4	0.0%	Plainville	25	0.1%
Adams	4	0.0%	Grafton	10	0.1%	Plymouth	405	2.4%
Andover	10	0.1%	Halifax	115	0.7%	Plympton	30	0.2%
Arlington	15	0.1%	Hanover	265	1.6%	Quincy	1070	6.3%
Attleboro	25	0.1%	Hanson	200	1.2%	Randolph	230	1.4%
Avon	30	0.2%	Harwich	4	0.0%	Raynham	25	0.1%
Barnstable Town	4	0.0%	Hingham	475	2.8%	Reading	10	0.1%
Bedford	4	0.0%	Holbrook	110	0.6%	Revere	15	0.1%
Bellingham	10	0.1%	Holliston	15	0.1%	Rhode Island	174	1.0%
Belmont	15	0.1%	Hopedale	4	0.0%	Rochester	4	0.0%
Berkley	10	0.1%	Hull	190	1.1%	Rockland	620	3.6%
Beverly	10	0.1%	Ipswich	10	0.1%	Sandwich	20	0.1%
Billerica	20	0.1%	Kingston	135	0.8%	Saugus	4	0.0%
Boston	915	5.4%	Lakeville	30	0.2%	Scituate	370	2.2%
Bourne	25	0.1%	Lawrence	4	0.0%	Sharon	50	0.3%
Boxford	10	0.1%	Lowell	10	0.1%	Sherborn	4	0.0%
Braintree	685	4.0%	Lynn	25	0.1%	Shrewsbury	4	0.0%
Bridgewater	115	0.7%	Malden	35	0.2%	Somerville	45	0.3%
Brockton	455	2.7%	Mansfield	20	0.1%	Stoneham	25	0.1%
Brookline	85	0.5%	Marblehead	10	0.1%	Stoughton	125	0.7%
Cambridge	55	0.3%	Marshfield	380	2.2%	Sudbury	4	0.0%
Canton	105	0.6%	Mashpee	15	0.1%	Swampscott	4	0.0%
Carver	65	0.4%	Medfield	25	0.1%	Taunton	95	0.6%
Chatham	10	0.1%	Medford	30	0.2%	Wakefield	10	0.1%
Chelmsford	4	0.0%	Medway	10	0.1%	Walpole	75	0.4%
Chelsea	4	0.0%	Melrose	30	0.2%	Waltham	55	0.3%
Clinton	10	0.1%	Mendon	15	0.1%	Wareham	10	0.1%
Cohasset	105	0.6%	Methuen	4	0.0%	Watertown	20	0.1%
Concord	15	0.1%	Middleborough	45	0.3%	Wellesley	55	0.3%
Danvers	10	0.1%	Milford	30	0.2%	Wenham	10	0.1%
Dartmouth	15	0.1%	Millis	25	0.1%	West Bridgewater	40	0.2%
Dedham	50	0.3%	Milton	135	0.8%	West Newbury	4	0.0%
Dennis	4	0.0%	Natick	40	0.2%	Westfield	4	0.0%
Dover	10	0.1%	Needham	50	0.3%	Westwood	45	0.3%
Duxbury	150	0.9%	New Bedford	25	0.1%	Weymouth	5200	30.6%
East Bridgewater	190	1.1%	New Hampshire	68	0.4%	Whitman	290	1.7%
Easton	140	0.8%	Newton	65	0.4%	Winchester	10	0.1%
Egremont	4	0.0%	Norfolk	25	0.1%	Winthrop	30	0.2%
Everett	15	0.1%	North Andover	15	0.1%	Woburn	40	0.2%
Fall River	20	0.1%	North Attleborough	30	0.2%	Worcester	25	0.1%
Fitchburg	4	0.0%	Northbridge	20	0.1%	Wrentham	25	0.1%
Foxborough	55	0.3%	Norton	45	0.3%	other	82	0.5%
Framingham	25	0.1%	Norwell	260	1.5%	TOTAL	17012	100.0%
Franklin	50	0.3%	Norwood	105	0.6%			

APPENDIX B

2001–2003 Average Daily Traffic

MassHighway 2001-2003 Average Daily Traffic (ADT) Count Locations

Route/Street	Location	2001 ADT	2002 ADT	2003 ADT
Duxbury				
Depot Street	South of Route 3A		5,200	
Route 3	North of 3A			65,700
Route 3A	South of Duck Hill Road		6,300	
Route 3A	South of Woodbridge Drive			11,000
Washington Street	North of Harrison Street		4,700	
Hanover				
Route 139	East of Pleasant Street		10,900	
Route 139	West of Route 53			13,600
Hingham				
Derby Street	At the Weymouth town line		17,400	
High Street	West of Stanford Road	5,500		
Kilby Street	South of Rockland Street			
Lincoln Street	North of Burditt Avenue			5,800
Route 3	Between Exit 14 and Exit 15			97,000
Route 3A	West of North Street			21,500
Route 53	East of Weymouth town line			11,694
Route 228	North of Canterbury Street	4,200		
South Street	West of Main Street		6,400	
Summer Street	North of Route 228	610		
Hull				
Nantasket Avenue	At Hingham town line			7,400
Marshfield				
Route 3A	South of Route 139	9,400		
Route 139	Between Hutchinson Rd. and Arkansas Street			5,300
Route 139	East of Webster Street	18,900		
Route 139	West of Landine Road		5,800	
Route 139	West of Route 3A			20,100
Norwell				
Route 3	Between Exit 13 and Exit 14			81,600
Route 3	South of River Street			60,900
Bridge Street	South of Route 123		3,500	
River Street	South of Dover Street		5,500	
Route 123	East of Bridge Street		10,500	
Route 123	West of Bridge Street		11,800	
Pembroke				
Route 3	At Marshfield town line			62,300
Route 27	at Kingston town line		7,900	
Route 53 and 139	At Hanover town line			25,500
Barker Street	North of Fairwood Drive	12,500		
Center Street	North of School Street		5,400	
Center Street	West of High Street	12,500		

MassHighway 2001-2003 Average Daily Traffic Count Locations

Route/Street	Location	2001 ADT	2002 ADT	2003 ADT
Pembroke (continued)				
Oak Street	South of Church Street		13,000	
School Street	East of Center Street		8,300	
School Street	West of Center Street		7,100	
Schoosett Street	East of Washington Street		15,500	
Union Street	North of Church Street		8,800	
Washington Street	At Duxbury town line			5,600
Washington Street	South of Barker Street	10,200		
Washington Street	South of Schoosett Street		13,500	
Rockland				
Beech Street	At Hanson town line		4,600	
Route 123	At Hanover town line		11,200	
Route 139	North of Route 123			8,900
Spring Street	South of Route 123			7,800
Union Street	South of Vernon Street	14,800		
Scituate				
Country Way	At Cohasset town line			4,500
First Parish Road	South of Beaver Dam Road		7,100	
First Parish Road	West of Kent Street		3,500	
Jerico Road	North of Beaver Dam Road			7,500
Weymouth				
Route 3	North of Route 18		139,386	
Route 3	South of Route 18			98,200
Route 18	North of Pond Street			26,200
Route 18 and 53	South of Richmond Street		29,600	
Commercial Street	North of Front Street	6,800		
Pond Street	North of Hilldale Street	16,300		
Randolph Street	North of Hollis Street	4,600		
Route 53	North of Commercial Street	21,200		
Route 53	South of Kensington Road			

*Not exactly the same location but there are no entrances or exits between

APPENDIX C

Locations Having Five or More Crashes per Year, with Any Known Improvement Projects

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Duxbury		
Route 3 and Route 3A (Tremont Street)	13	No information
Lincoln Street and Route 14 (Congress Street)	7	A roundabout was installed.
Route 14 (Congress Street) and Route 3	7	No information
Depot Street and Route 3A	7	No information
Route 53 and Winter Street	6	Intersection improvement project is currently under design.
Route 3A (Tremont Street) and Route 14	5	No information
Franklin Street and Route 53	5	No information
Hingham		
Derby Street at Route 3	28	Currently fine-tuning signal timing and phasing, constructing turning lanes.
Gardner Street at Whiting Street (Route 53)	16	Improvements recommended in the Route 53 Corridor Transportation Plan.
Main Street (Route 228) at Whiting Street (Route 53)	15	Widening project advertised in July 2004.
Lincoln Street (Route 3A) at Broad Cove Road (Route 3A)	14	No information
Cushing Street at Derby Street	9	Project to reconstruct and signalize Derby Street from Route 3 to Route 53. Not programmed in the TIP.
Route 3A at Summer Street	8	No information
Derby Street at Old Derby Street	8	Project to reconstruct and signalize Derby Street from Route 3 to Route 53. Not programmed in the TIP.
North Street at Route 3A	8	No information
South Street at West Street	7	No information
East Street (Route 228) at Route 3A	7	No information
Central Street at South Street	7	No information

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Hingham (continued)		
Hersey Street at South Street	6	Town installed four-way stop signs.
High Street at Ward Street	5	No information
Cushing Street at Whiting Street (Route 53)	5	No information
Cushing Street at Main Street (Route 228)	5	Project to reconstruct Route 228 from Merrymount Road to Queen Anne's Corner. Not programmed in the TIP.
Marshfield		
Route 3A (Main Street) and Route 139 (Ocean Street)	15	Study in progress
Route 139 (Ocean Street) and Route 139 (Dyke Road)	10	Under construction
Route 3A (Moraine Street) and Route 3A (Ocean Street)	9	Will be included in a study of downtown.
Route 139 (Plain Street) and Route 139 (Ocean Street)	7	Study in progress
Route 139 (Ocean Street) and Webster Street	6	Major reconstruction completed.
Enterprise Drive and Route 139 (Plain Street)	6	Study in progress
Route 3A (Main Street) and Summer Street	5	Sign program begins in FY '06.
Church Street and Ferry Street	5	Sign program begins in FY '06.
Pembroke		
Route 139 (Church Street) at Route 3	23	Recent signal timing changes.
Route 139 (Schoosett Street) at Route 53	22	Improvements recommended in the *Route 53 Corridor Transportation Plan*.
Oak Street at Route 139 (Church Street)	13	No information
Route 139 (Church Street) at Union Street	10	No information

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Pembroke (continued)		
Route 36 (Center Street) at Route 27 (School Street)	8	Traffic signal installed in fall 2004.
Pleasant Street at Route 53	8	Improvements recommended in the *Route 53 Corridor Transportation Plan*.
Rockland		
Route 228 (Hingham Street) at Route 3	30	No information
Route 228 (Hingham Street) at Pond Street	8	No information
Hingham Street at Route 123 (Webster Street)	8	Project to reconstruct Route 123 from Hingham Street to Spring Street. Not programmed in the TIP.
Route 123 (Market Street) at Union Street	7	Project to reconstruct Route 123 from Hingham Street to Spring Street. Not programmed in the TIP.
Union Street at West Water Street	6	Project to reconstruct Union Street. Not programmed in the TIP.
Route 123 (East Water Street) at Webster Street	6	Project to reconstruct Route 123 from Hingham Street to Spring Street. Not programmed in the TIP.
Union Street at Webster Street	6	Project to install a traffic signal. Not programmed in the TIP.
Route 123 (Market Street) at Route 139 (Plain Street)	5	Project to reconstruct Route 123 from Hingham Street to Spring Street. Not programmed in the TIP.
East Water Street at Route 123 (Liberty Street)	5	Project to install a traffic signal. Not programmed in the TIP.
Scituate		
First Parish Road at Route 3A	6	No information

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Weymouth		
Main Street (Route 18) at Route 3	77	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Main Street (Route 18) at Middle Street	34	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Main Street (Route 18) at Park Avenue	32	A project to improve traffic signals is programmed in the FY '05 TIP.
Main Street (Route 18) at Pond Street	31	Project to upgrade the traffic signals is now under construction.
Middle Street at Route 53	31	A project to make safety improvements at the Route 53/Middle Street/Winter Street intersection not yet programmed in the TIP.
Main Street (Route 18) at Winter Street	28	No information
Columbian Street at Main Street (Route 18)	23	A project to improve traffic signals is programmed in the FY '05 TIP.
Pleasant Street at Route 53	23	No information
Route 3A at Neck Street	23	No information
Main Street (Route 18) at Route 53	22	In 2002, the traffic signal phase sequence and intersection geometry were changed to allow for Route 53 northbound left turns to Route 18. An exclusive phase for northbound left turns and through traffic was added.
Columbian Street at Pleasant Street	18	Improvement recommendations made in the *Route 53 Corridor Transportation Plan*.
Commercial Street at Route 53	16	No information
Broad Street at Route 53	15	No information

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Weymouth (continued)		
Derby Street at Pond Street	11	No information
Route 3A at North Street	10	No information
Derby Street at Main Street (Route 18)	10	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Church Street at North Street	10	No information
Columbian Street at Forest Street	10	No information
Mutton Lane at Route 53	9	No information
Park Avenue at Pleasant Street	9	No information
Front Street at Main Street (Route 18)	8	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Route 3A at Evans Street	8	No information
Broad Street at Commercial Street	8	No information
Pleasant Street at Water Street	8	No information
Middle Street at Winter Street	8	Improvements completed
Broad Street at Middle Street	8	No information
Elva Road at Green Street	8	No information
Route 3A at Sea Street	8	No information
Commercial Street at Middle Street	6	No information
Federal Street at Front Street	6	No information
Main Street (Route 18) at Roberts Drive	6	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Broad Street at Vine Street	6	No information
Fogg Road at Route 18 (Main Street)	6	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 is programmed in the FY '07 TIP.
Church Street at Commercial Street	5	No information
East Street at Green Street	5	No information

Locations Having Five or More Crashes/Year (1997-99), with Any Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Weymouth (continued)		
Commercial Street at Taber Court	5	No information
Central Street at Pleasant Street	5	No information

APPENDIX D

Memoranda to Community Officials

MEMORANDUM

TO: **Elizabeth Harrington Manning, Cohasset Town Planner** **November 8, 2004**

FROM: **Alicia Wilson**

RE: **October 26, 2004 Meeting Notes**

Our meeting on Tuesday, October 26th was very informative. A summary of notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

Route 3A is the major north/south route through Cohasset. It serves as the town's commercial district and attracts traffic from nearby communities. As Route 3 has become more congested, traffic has diverted to Route 3A. Because communities further south, especially Plymouth where the Pine Hills development will add 2000 housing units, continue to develop and add pressure to Route 3 and Route 3A, it is feared that some Route 3A traffic will eventually divert to Main Street.

Redevelopment along Route 3A continues in the town. Four hundred housing units are planned either on or near route 3A. A 200-unit 40B project at Sohier Street and Route 3A has been permitted and is under appeal. A 100-unit development at Beechwood Street and Route 3A has been permitted and is under appeal. One hundred units at Sohier Street and Route 3A have yet to be permitted and are under appeal. More commercial redevelopment is also planned.

Local Congestion/Mobility Concerns

Because of the nature of Route 3A, local congestion/mobility concerns for this community are inextricably tied with its regional concerns. Route 3A used to be three lanes with a center turning lane. During the 1970's, it was changed to one wide lane in each direction. The wide lanes are used currently as de facto left and through lanes from Route 3A and Beechwood Street to the Hingham town line. The town would like to see signal coordination and left turn lanes implemented on Route 3A.

The town is concerned about what will happen when the Greenbush commuter rail line opens. A traffic signal will be installed at the planned station, but will not be activated as MassHighway says that a signal is not warranted at this location. Without a signal, vehicles will not be able to exit the parking lot onto Route 3A and pedestrians will not be able to cross the roadway. At a minimum, a pedestrian signal should be installed and activated. In addition, vehicles will probably queue on Route 3A when traffic is "locked down" because trains will control the gates that will be closed from the time they enter the station until they exit and clear the station. This might cause vehicle diversions to South Main Street.

Safety Problems

The intersection of Beechwood Street and Route 3A appears on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year. This intersection averaged 10 crashes per year with 1 fatality during this time period. After conducting a study, MassHighway changed the signal timing and installed a crosswalk. Lower King Street will most likely appear on the next list. Conditions at the intersection of Sohier Street and Route 3A will probably worsen if the 300 housing units are developed.

Pedestrian and Bicycle Access

The town is in the process of designing sidewalks for areas where none currently exist. The health department had a feasibility study conducted for a bicycle path to the train. The MBTA, however, owns the right-of-way and has not consented to its use.

Public Transportation Concerns

Plymouth and Brockton bus service no longer operates in Cohasset. The town would like to see the MBTA bus route that serves Hull continue into Cohasset. The town is also interested in a shuttle bus service to the train from a remote parking lot. The Sandy Beach parking lot can be used.

AW/aw

cc: Efi Pagitsas, CTPS

MEMORANDUM

TO: **Christine Stickney, Planning Director** **November 8, 2004**
Town of Duxbury

FROM: **Alicia Wilson**

RE: **October 19, 2004 Meeting Notes**

Our meeting on Tuesday, October 19th was very informative. A summary of notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

Permitted use of the breakdown lane for travel from Exit 12 to Exit 13 on Route 3 has improved southbound traffic flow in the evening. However, evening commuting times seem to have increased significantly since the spring. Also, southbound traffic exiting at Exit 12 backs up onto Route 3 at times. The traffic lights at the bottom of the ramp seem to favor the new Loews.

The town of Marshfield is studying the potential for a ramp from Route 3 to Route 139 at North Street. Duxbury does not support this option because it would destroy the residential north end of town.

Local Congestion/Mobility Concerns

The area near Parks Street/Tremont Street (Route 3A) and Oak Street is an area of concern to the town. Major construction is either in process, has been approved, or has been proposed in the area. Among the planned projects are a 48-unit housing development, a 100-unit 40B housing project and the Oliver building medical complex. In addition, the Bay Farm condominium complex off Woodridge Street is almost adjacent to the Route 3 ramp and could have impacts on the highway. Another area of concern is (Bennet Street?) where parked vehicles have to back out onto a state highway.

The town has recently completed several roadway improvement projects and has planned others. Among the completed projects are the realignment of Saint George and Washington Streets. Among the planned projects is a complete reconstruction and realignment of the Temple Street/Myrtle Street/Keene Street intersection, realignment of the Elm Street/Toby Garden

intersection and full reconstruction of Elm Street from Toby Garden Street to the Route 3 overpass.

The town thinks the rebuilt roundabout at Route 14 and Lincoln Street is successful and would like to see more of them built in the community.

Safety Problems

The seven intersections that appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year are listed in Table 1. Known improvement projects are also listed in this table.

Fatalities occurred at Lincoln Street and Route 14 and Route 53 and Winter Street. The Route 53/Winter Street intersection is the number one priority for the town and is currently under design.

The town indicated that the number of crashes has increased at the intersection of Parks Street/Tremont Street (Route 3A) and Oak Street because of increased development in the area.

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Route 3 and Route 3A (Tremont Street)	13	No Information
Lincoln Street and Route 14 (Congress Street)	7	A roundabout was installed.
Route 14 (Congress Street) and Route 3	7	No Information
Depot Street and Route 3A	7	No Information
Route 53 and Winter Street	6	Intersection improvement project is currently under design.
Route 3A (Tremont Street) and Route 14	5	No Information
Franklin Street and Route 53	5	No Information

Truck Exclusion Routes

Trucks are prohibited on Lincoln Street from Route 14 to the Marshfield town line.

Pedestrian and Bicycle Access

Some sidewalks have already been installed. The town will develop a master plan to identify additional areas for bicycles and sidewalks.

AW/aw

cc: Efi Pagitsas, CTPS

MEMORANDUM

TO: **Katy Lacy, Planning Administrator** **November 8, 2004**
Town of Hingham

FROM: **Alicia Wilson**

RE: **October 19, 2004 Meeting Notes**

Our meeting on Tuesday, October 19th was very informative. A summary of my notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

The bottlenecks on Route 3A are the town's number one regional priority. The bottlenecks will worsen when the shipyard is redeveloped, as improvements associated with the shipyard do not extend to Broad Cove Road.

Local Congestion/Mobility Concerns

The Derby Street Shops, located near Route 3 are expected to generate a considerable amount of traffic. A right-turn lane into the plaza is under construction, a turning lane will be added at Route 53 and Cushing Street and, the town is fine-tuning the timing and phasing of the traffic signal. A four-way stop was installed at Hersey and South Streets recently.

Grade crossings for the Greenbush Line will cause traffic impacts on West Street and South Street. Traffic will also increase on these streets. Trains will also slow traffic on Route 3A and Summer Street.

Safety Problems

The fifteen local intersections that appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year are listed in Table 1. Known projects that would increase the safety of these intersections are also listed in this table.

TABLE 1

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Derby Street at Route 3	28	Currently fine-tuning signal timing and phasing, constructing turning lanes.
Gardner Street at Whiting Street (Route 53)	16	Improvements recommended in the Route 53 Corridor Transportation Plan.
Main Street (Route 228) at Whiting Street (Route 53)	15	Widening project advertised in July 2004.
Lincoln Street (Route 3A) at Broad Cove Road (Route 3A)	14	No information
Cushing Street at Derby Street	9	Project to reconstruct and signalize Derby Street from Route 3 to Route 53 not yet programmed in the TIP.
Route 3A at Summer Street	8	No information
Derby Street at Old Derby Street	8	Project to reconstruct and signalize Derby Street from Route 3 to Route 53 not yet programmed in the TIP.
North Street at Route 3A	8	No information
South Street at West Street	7	No information
East Street (Route 228) at Route 3A	7	No information
Central Street at South Street	7	No information
Hersey Street at South Street	6	Town installed four-way stop signs.
High Street at Ward Street	5	No information
Cushing Street at Whiting Street (Route 53)	5	No information
Cushing Street at Main Street (Route 228)	5	Project to reconstruct Route 228 from Merrymount Road to Queen Anne's Corner not yet programmed in the TIP.

Pedestrian and Bicycle Access

The town is identifying streets that need sidewalks and is interested in bike paths.

Public Transportation Concerns

The town has several public transportation concerns. Among them are:

1. Intermodal connections-commuters have a long walk from the bus stop to the ferry.
2. There is no public transportation on Derby Street.
3. A senior residential facility is being developed on Route 53. There will be 2000 residents and a substantial number of employees when it reaches buildout in six to eight years. There is minimal if any public transportation in the area.

MEMORANDUM

TO: **Angus Jennings, Marshfield Town Planner** **November 8, 2004**
R. J. DeLoach, Acting DPW Superintendent

FROM: **Alicia Wilson**

RE: **October 26, 2004 Meeting Notes**

Our meeting on Tuesday, October 26th was very informative. A summary of my notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add or delete anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

The community's major regional concerns are Route 139, how the Greenbush commuter rail line will affect access to Route 3A and reconstruction of the South River bridge

Local Congestion/Mobility Concerns

There is not enough parking in downtown Marshfield. Ocean Street from Webster Street to the Route 139/Moraine street intersection is congested with no opportunity for widening. A separate study will have to be planned for this area, as it is not covered by the current Route 139 study.

Safety Problems

Eight intersections appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year. They, and any known improvement projects, are listed in Table 1.

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Route 3A (Main Street) and Route 139 (Ocean Street)	15	Study in progress
Route 139 (Ocean Street) and Route 139 (Dyke Road)	10	Under construction
Route 3A (Moraine Street) and Route 3A (Ocean Street.)	9	Would be included in a study of downtown.
Route 139 (Plain Street) and Route 139 (Ocean Street)	7	Study in progress
Route 139 (Ocean Street) and Webster Street	6	Major reconstruction completed
Enterprise Drive and Route 139 (Plain Street)	6	Study in progress
Route 3A (Main Street) and Summer Street	5	Will begin a sign program in FY 06
Church Street and Ferry Street	5	Will begin a sign program in FY '06

Truck Exclusion Routes

Trucks are excluded on the following streets:

1. Acorn Street
2. Pine Street
3. Union Street
4. (?) connection from Route 139 to Route 3A

Pedestrian/Bicycle Concerns

The town (is planning?) a bicycle trail along the South River Crossing and old railroad bed and would like to continue it down Webster Street.

The town wants to install sidewalks near schools and in areas with both heavy vehicle and pedestrian activity. The town is developing a sidewalk plan with an advisory committee. It is looking for objective criteria to rank sidewalks.

Public Transportation Concerns

Welch Health Care plans to run a shuttle service for seniors. Marshfield will study whether the town can also provide a senior shuttle. Marshfield is also interested in a park-and-ride lot with shuttle service to Greenbush Line stations.

AW/aw

cc: Efi Pagitsas, CTPS

MEMORANDUM

TO: **Edwin Thorne, Pembroke Town Administrator** **November 29, 2004**

FROM: **Alicia Wilson**

RE: **November 15, 2004 Meeting Notes**

Our meeting on Monday, November 15th was very informative. A summary of my notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add or delete anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

East/west mobility is a problem on the South Shore in general.

Local Congestion/Mobility Concerns

East/west mobility is also a problem at the local level. Motorists are cutting through neighborhoods to find alternate east/west routes. Installing traffic signals at several locations has helped somewhat. The Pleasant Street and Route 53 and Congress Street and Route 53 intersections need to be signalized. It is impossible to enter Route 53 from Pleasant Street on Saturdays. Recent development has generated more traffic on Route 53 near the Duxbury town line. Route 53 needs to be reconstructed but the town does not positively view widening the roadway.

Development

The following residential developments either have been constructed recently, are under construction, or have been permitted:

Constructed
376 40B units

Under Construction
Pembroke Woods, 240 units off Oak Street near the Marshfield town line.

Permitted
36 units off Plain Street near Route 27
48 units on Greenwood Street
8 units on Wampatuck Street between Indian Street and Tree Lane.

36 units on Barker Street near Route 53.

Safety Problems

The six local intersections that appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year are listed in the table below. Known projects that would increase the safety of these intersections are also listed in this table.

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Route 139 (Church Street) at Route 3	23	Recent signal timing changes
Route 139 (Schoosett Street) at Route 53	22	Improvements recommended in the *Route 53 Corridor Transportation Plan*
Oak Street at Route 139 (Church Street)	13	No Information
Route 139 (Church Street) at Union Street	10	No Information
Route 36 (Center Street) at Route 27 School Street)	8	Traffic signal installed in fall 2004.
Pleasant Street at Route 53	8	Improvements recommended in the *Route 53 Corridor Transportation Plan*

Truck Exclusion Routes

Trucks are excluded on the following streets:

Brick Kiln Lane
Water Street
On sections of Oak Street

Pedestrian/Bicycle Concerns

Vehicles use High Street between Route 53 and the center of town as a shortcut. The area has quite a lot of pedestrian activity but has no sidewalks. The town will have to look at installing sidewalks and bike paths in areas around the new middle school on Route 27 and the new high school under construction on Learning Lane. Sidewalks are needed on Route 53 from Pleasant Street to Route 14. The Master Plan will look at pedestrian access issues.

Public Transportation Concerns

Commuter rail parking lots in nearby communities do not have adequate parking.

AW/aw

cc: Efi Pagitsas, CTPS

MEMORANDUM

TO: **Bradley Plante, Rockland Town Administrator** **November 29, 2004**

FROM: **Alicia Wilson**

RE: **November 15, 2004 Meeting Notes**

Our meeting on Monday, November 15th was very informative. A summary of my notes from this meeting follows. Please let me know if there are any misinterpretations or if you would like to add or delete anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

Route 228 (Hingham Street) is of both regional and local concern. The town's largest employers are located here and many commuters access the area via Route 3. Hingham Street is a targeted economic development area and therefore will eventually attract even more traffic.

Local Congestion/Mobility Concerns

In addition to Route 228, the VFW Cutoff is the town's highest priority for remedial action.

Development

Serono, a biotech firm with 3-400 employees, recently opened on Technology Place which is accessed via Commerce Road. Blue Cross is also constructing a facility off Commerce Road and will relocate 1,200 employees to the site. There is more developable land in the Commerce Road area and since the road intersects Hingham Street near the Route 3 ramps, there is a possibility of backups onto the ramps.

The following residential developments either have been constructed recently, are under construction, or have been permitted:

French's Crossing, 84 units
Millbrook, 211 units

Safety Problems

The nine local intersections that appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year are listed in Table 1. Known projects that would increase the safety of these intersections are also listed in this table.

In addition to the intersections listed in Table 1, portions of Beech Street are of real concern to the town. There have been ten crashes with two fatalities in the last year due to road conditions. The road needs to be rebuilt. The town is seeking emergency highway funds.

TABLE 1
Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Route 228 (Hingham Street) at Route 3	30	No Information
Route 228 (Hingham Street) at Pond Street	8	No Information
Hingham Street at Route 123 (Webster Street)	8	Project to reconstruct Route 123 from Hingham Street to Spring Street not yet programmed in the TIP.
Route 123 (Market Street) at Union Street	7	Project to reconstruct Route 123 from Hingham Street to Spring Street not yet programmed in the TIP.
Union Street at West Water Street	6	Project to reconstruct Union Street not yet programmed in the TIP.
Route 123 (East Water Street) at Webster Street	6	Project to reconstruct Route 123 from Hingham Street to Spring Street not yet programmed in the TIP.
Union Street at Webster Street	6	Project to install a traffic signal not yet programmed in the TIP.
Route 123 (Market Street) at Route 139 (Plain Street)	5	Project to reconstruct Route 123 from Hingham Street to Spring Street not yet programmed in the TIP.
East Water Street at Route 123 (Liberty Street)	5	Project to install a traffic signal not yet programmed in the TIP.

Truck Exclusion Routes

Trucks are excluded on the following street:

Gardner Street (2.5 tons)

Pedestrian/Bicycle Concerns

The town will have a widespread sidewalk network after all TIP projects are programmed and completed. The town has some bicycle routes.

Public Transportation Concerns

Senior citizens complain about the lack of public transportation especially to Brockton. The Council on aging provides some transportation.

AW/aw

cc: Efi Pagitsas, CTPS

MEMORANDUM

TO: **James Clarke, Weymouth Planning Director** **November 8, 2004**
George Bezkorovainy, Traffic Engineer

FROM: **Alicia Wilson**

RE: **October 21, 2004 Meeting Notes**

Our meeting on Thursday, October 21st was very informative. A summary of my notes from that meeting follows. Please let me know if there are any misinterpretations or if you would like to add or delete anything. You can call me at (617) 973-8008 or e-mail me at awilson@ctps.org.

Regional Congestion/Mobility Concerns

Route 3A has a significant amount of traffic, much of which is going to Hingham. Some of the traffic problems are construction related. The Fore River Bridge causes other problems. There is also some on-street parking on the roadway. The state has instituted peak period left-turn prohibitions in some places.

Congestion on Route 18 southbound begins around 2:30 in the afternoon.

Local Congestion/Mobility Concerns

Weymouth Landing is congested but traffic still flows. However, pedestrian activity to and from the Greenbush Line commuter rail station will make the situation worse. The town is working with the MBTA to find solutions.

The Winter Street/Middle Street/Washington Street area is a high volume business area Wal-Mart and Walgreen's serve as major attractors for commuter traffic especially for those going to Hingham.

Safety Problems

Thirty-eight intersections appear on the latest MassHighway list (1997-1999) of intersections with five or more crashes per year. They and any known improvement projects are listed in Table 1. The town systematically calculates crash rates and investigates potential problem areas.

TABLE 1

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Main Street (Route 18) at Route 3	77	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Main Street (Route 18) at Middle Street	34	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Main Street (Route 18) at Park Avenue	32	A project to improve traffic signals is programmed in the FY '05 TIP.
Main Street (Route 18) at Pond Street	31	Project to upgrade the traffic signals is now under construction.
Middle Street at Route 53	31	A project to make safety improvements at the Route 53/Middle Street/Winter Street intersection not yet programmed in the TIP.
Main Street (Route 18) at Winter Street	28	No information
Columbian Street at Main Street (Route 18)	23	A project to improve traffic signals is programmed in the FY 05 TIP.
Pleasant Street at Route 53	23	No information
Route 3A at Neck Street	23	No information
Main Street (Route 18) at Route 53	22	In 2002, the traffic signal-phase sequence and intersection geometry were changed to allow for Route 53 northbound left turns to Route 18. An exclusive phase for northbound left turns and through traffic was added.
Columbian Street at Pleasant Street	18	Improvement recommendations made in the *Route 53 Corridor Transportation Plan*

TABLE 1 (Continued)

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Commercial Street at Route 53	16	No information
Broad Street at Route 53	15	No information
Derby Street at Pond Street	11	No information
Route 3A at North Street	10	No information
Derby Street at Main Street (Route 18)	10	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Church Street at North Street	10	No information
Columbian Street at Forest Street	10	No information
Mutton Lane at Route 53	9	No information
Park Avenue at Pleasant Street	9	No information
Front Street at Main Street (Route 18)	8	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY '07 TIP.
Route 3A at Evans Street	8	No information
Broad Street at Commercial Street	8	No information
Pleasant Street at Water Street	8	No information
Middle Street at Winter Street	8	No information
Broad Street at Middle Street	8	No information
Elva Road at Green Street	8	No information
Route 3A at Sea Street	8	No information
Front Street at West Street	7	No information
Commercial Street at Middle Street	6	No information
Federal Street at Front Street	6	No information
Main Street (Route 18) at Roberts Drive	6	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 in Abington is programmed in the FY' 07 TIP.
Broad Street at Vine Street	6	No information
Fogg Road at Route 18 (Main Street)	6	A project to widen Route 18 from 2 to 4 lanes from Route 3 to Route 139 is programmed in the FY '07 TIP.

TABLE 1 (continued)

Locations with 5 or More Crashes/Year (1997-99) and Known Improvement Projects

Intersection	Average Crashes/Year 1997-99	Project
Church Street at Commercial Street	5	No information
East street at Green Street	5	No information
Commercial Street at Taber Court	5	No information
Central Street at Pleasant Street	5	No information

Truck Exclusion Routes

Trucks are excluded from the following town roads:

1. Central Street between Union Street and Pleasant Street.
2. Front Street from West Street to Weymouth Landing.
3. Middle Street from West Street to Front Street.
4. Summer Street from West Street to Front Street.
5. Thicket Street from the Abington town line to Pond Street.
6. Pond Street from Thicket Street to Main Street.

Pedestrian/Bicycle Concerns

The Back River Trail, which will run from the Abigail Adams Park to Whitman's Park, is currently in the planning stages.

To protect pedestrians, the town has right-on-red prohibitions near schools during school hours and near elderly housing.

Public Transportation Concerns

There is no bus service in south Weymouth. Service is needed in this area, particularly to the South Shore Hospital. The hospital has a parking problem that has to be addressed by them. Employees currently park in a remote lot in Hingham and take a shuttle bus to the hospital.

AW/aw

cc: Efi Pagitsas, CTPS