



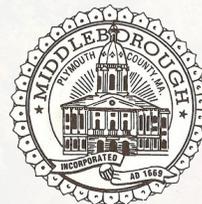
SRPEDD
Southeastern **R**egional **P**lanning
& **E**conomic **D**evelopment District



Route 28 Corridor Study

MIDDLEBOROUGH, ROCHESTER, AND WAREHAM

Final December 2024



**Route 28 Corridor Study
Middleborough, Rochester, and Wareham
For the SOUTHEASTERN MASSACHUSETTS
METROPOLITAN PLANNING ORGANIZATION**

**SOUTHEASTERN REGIONAL PLANNING AND
ECONOMIC DEVELOPMENT DISTRICT**

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U.S. Department of Transportation

Office of Civil Rights

1200 New Jersey Avenue, SE

Washington, DC 20590

Website: civilrights.justice.gov/

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Transportation Planning Acronyms

ACS – American Community Survey (Census)
ADA- American with Disabilities Act
BIL – Bipartisan Infrastructure Law
CFR - Code of Federal Regulations
CIP – Capital Investment Plan
CMAQ – Congestion Mitigation / Air Quality
CMR - Code of Massachusetts Regulations
DEP - Department of Environmental Protection
EJ – Environmental Justice
EPA- Environmental Protection Agency
FFY - Federal Fiscal Year
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GATRA – Greater Attleboro Taunton Regional (Transit) Authority
GIS- Geographic Information System
JTPG - The Joint Transportation Planning Group
LEP - Limited English Proficiency
LOS – Level of Service
MARPA - Massachusetts Association of Regional Planning Agencies
MassDOT – The Massachusetts Department of Transportation
MaPIT - MassDOT’s Project Intake Tool
MEPA- Massachusetts Environmental Protection Act
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NHS - National Highway System
NOFO - Notice of Funding Opportunity
OTP - Office of Transportation Planning
Pinfo – MassDOT’s Project Information Tracking System
PPP – Public Participation Program
PRC – Project Review Committee
RSA – Road Safety Audit
RTA – Regional Transit Authority
RTP – Regional Transportation Plan
SMMPO - The Southeastern Massachusetts Metropolitan Planning Organization
SRPEDD – Southeastern Regional Planning and Economic Development District
SRTA – Southeastern Regional Transit Authority
STIP – State Transportation Improvement Program
TAM Plan – Transit Asset Management Plan
Title VI – Federal law that mandates that any program, project or service be provided without regard to anyone’s race, color, or national origin, as well as age, gender or disability.
TIP – Transportation Improvement Program
TOD – Transit Oriented Development
UPWP - Unified Planning Work Program
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound

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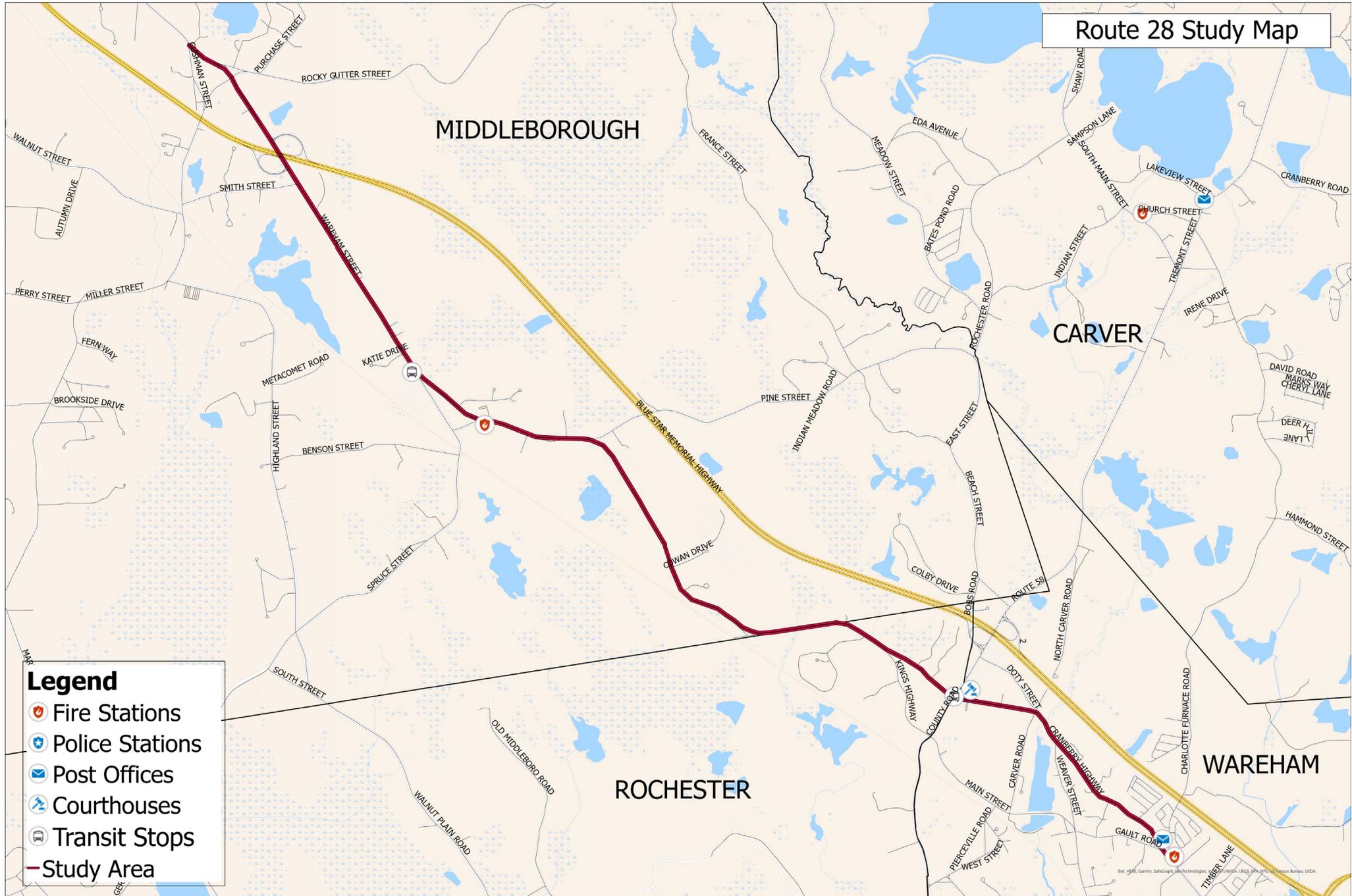
Appendix C - Survey Responses

Introduction

Massachusetts Route 28 stretches from Eastham, MA to the New Hampshire state line and comprises nearly 152 miles of roadway. This study aims to examine the existing conditions and possible futures for a portion of Route 28 from Cushman Street in Middleborough to Charlotte Furnace Road in Wareham. The study area stretches about eight miles, runs through three towns, and supports various commercial, industrial, and residential uses. Any future references to the corridor or Route 28 will be referring to the eight-mile stretch that runs through Middleborough, Rochester, and Wareham unless otherwise stated. A map of the study area is shown in Figure 1.

The goal of this study initiated by the town of Rochester is to create a comprehensive vision of the future of Route 28 and form better multi-modal transportation connections to the neighboring communities of Middleborough and Wareham. To accomplish the goal of a shared vision, each town has been included in the process of study development. To comprehensively evaluate the needs of the corridor and each individual community, this study will examine traffic operations, zoning regulations, transit service, bicycle and pedestrian facilities, crash data, and demographic information for residents along the corridor. Additionally, this study will summarize the results of a public workshop, a public survey and crowd-sourced map, stakeholder meetings with town officials, and future development scenarios for the corridor.

Route 28 Study Map



Legend

- Fire Stations
- Police Stations
- Post Offices
- Courthouses
- Transit Stops
- Study Area

Figure 1: Study Area Map

Existing Conditions

Zoning Regulations

An important factor in understanding the future of Route 28 is the existing zoning regulations. Zoning regulates what types of homes, businesses, and other types of structures can be built in a certain area. This section will provide a brief overview of each town's regulations along Route 28 and more detailed information can be found on the town of [Middleborough](#), [Rochester](#), and [Wareham](#) websites which are linked here. Additionally, official zoning maps will be included in Appendix A.

Middleborough

Middleborough's land use patterns along Route 28 reflect the zoning regulations found along the corridor, which are shown in Figure 2. There are a total of four zones and four overlay districts found along the study area before entering Rochester. Districts present along Route 28 in Middleborough include, Rural Residential (RR), General Use (GU), General Use A (GUA), General Use X (GUX), Water Resource Protection District (WPRD), Cannabis Business District (CBD), Development Opportunity District (DOD), Solar G/A District (SGC/SGA).

The Middleborough districts provide room for single-family dwelling units, commercial development, and light industrial uses by-right if certain [dimensional requirements](#) for each district are met. The primary zoning districts along the corridor are GU, GUA, and GUX which allow for the development of housing but importantly allow by-right for businesses including but not limited to, restaurants, dry cleaners, and professional offices. The General Use districts are found adjacent to the study area with the GU district on the northern end near Cushman Street and Rocky Gutter Street, the GUX district following most of the study area from Rocky Gutter Street to the Rochester town line, and the GUA district present west of the study area south of Cowan Drive.

The other prominent district near the study area is the RR district which is primarily used to provide space for single-family dwelling units while also allowing for uses like but not limited to agricultural, religious, and educational uses. This district is found north and south of the study area just outside the General Use districts listed above.

Also present on the corridor are [overlay districts](#) which adhere to the same guidelines as existing zoning districts with a few extra provisions and regulations to prevent or allow certain uses. This includes WPRD, DOD, CBD, and SGC.

The WPRD functions to "promote the health, safety and general welfare of the community by ensuring an adequate quality and quantity of drinking water for the residents, institutions and business; preserve and protect existing and potential sources of drinking water supplies; prevent temporary and permanent contamination of the environment; protect, preserve, conserve and maintain the water and natural resources of the Town and to prevent their pollution."¹ This overlay is present on the northern section of the study area covering most land north of Spruce Street.

1 <https://ecode360.com/30718197>

Middleborough Current Zoning

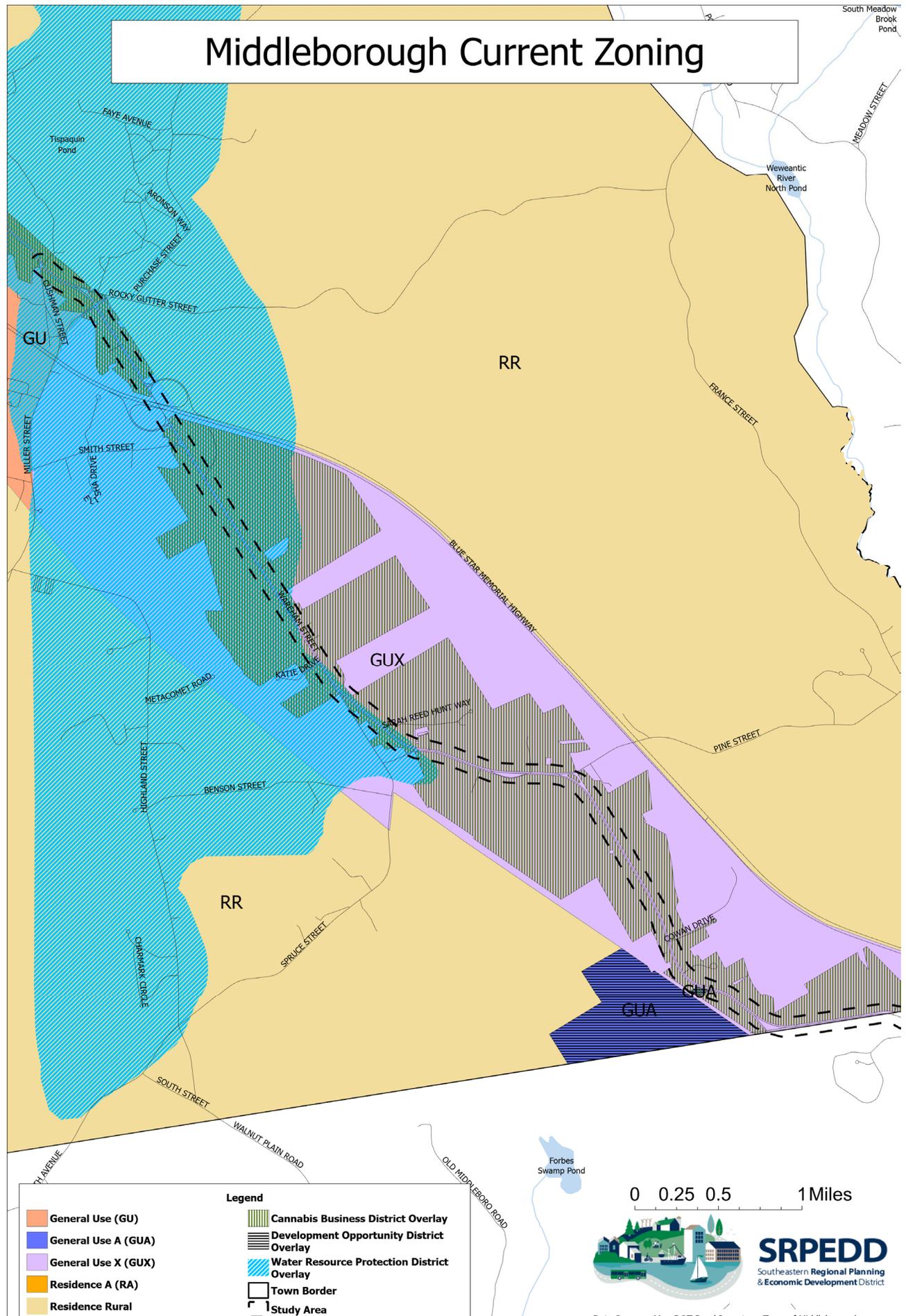


Figure 2: Middleborough Zoning

The DOD functions “to authorize the innovative use of certain portions of a defined overlay district for activities appropriate to large land areas by the issuance of a special permit with safeguards and conditions to prevent detrimental effects and impact upon neighboring properties and upon the Town of Middleborough as a whole. The intent of the DO District is to provide opportunities for economic development expansion in a planned multi-use district.”² The DOD overlay is present on the border of Rochester west of the study area just south of Cowan Drive.

The CBD functions “to provide for the placement and regulation of Adult Use Marijuana Establishments as authorized pursuant to State law and regulations with the goal of minimizing potential adverse impacts on adjacent property owners, neighborhoods and the Town in general.”³ The CBD overlay is present along most of the study area but most prominent south of Smith Street where an existing marijuana business can be found. The SGC/SGA and functions “to promote the creation of new large scale ground mounted solar photovoltaic installations by providing standards for the placement, design, construction, operation, monitoring, modification and removal of such installations through the issuance of a Special Permit or by right with safeguards and conditions as prescribed in this Bylaw that address public safety, prevent detrimental effects upon neighboring residential and commercial properties, minimize impacts on scenic, natural and historic resources and to provide adequate financial assurance for the eventual decommissioning of such installations.”⁴ The SGC overlays the GU, GUA, and GUX districts while SGA overlays the RR district along the study area. For a more detailed viewing of zoning along the corridor please consult the official [town zoning map](#).

Rochester

The town of Rochester has three zoning districts present along the study area including, Industrial (I), General Commercial (GC), and Agricultural Residential (AR) as shown in Figure 3.

The most prominent land use category along the Route 28 corridor in Rochester is the Industrial (I) district. The Industrial district is provided to allow for manufacturing, industrial, or commercial uses within the town with exceptions for special uses as outlined in the official town zoning code⁵. The Industrial district is found from the Middleborough town line until just before the Route 28 intersection with County Road (Route 58).

The General Commercial (GC) district is provided to allow for business including but not limited to stores, restaurants, and professional offices within the town with exceptions for special uses as outlined in the official town zoning code⁶. The GC district is found along the study area north of the intersection of Route 28 and Route 58 near the town line.

2 <https://ecode360.com/30718197>

3 <https://ecode360.com/30718197>

4 <https://ecode360.com/30718197>

5 https://www.townofrochestermass.com/sites/g/files/vyhlf5446/f/uploads/chapter_20.00_zoning_districts_20.10_industrial_district_-_2020.pdf

6 https://www.townofrochestermass.com/sites/g/files/vyhlf5446/f/uploads/chapter_20.20_general_commercial_district_-_2020.pdf

The Agricultural Residential (AR) district is provided to “Preserve the rural nature of Rochester while maintaining residential growth and value in a manner that is consistent with the Town’s Master Plan and the Right to Farm By-law”⁷ The AR district primarily allows the development of single-family dwelling units with a few other uses including but not limited to educational facilities, agricultural activities, and religious uses allowed by-right. The AR district is present along County Road (Route 58) south of the intersection with Route 28 and south of the existing industrial district on the western portion of the study area. For a more detailed viewing of zoning along the corridor please consult the official [town zoning map](#).

Wareham

The town of Wareham has three zoning districts directly along the study area including Commercial Strip, Multiple Residence-30, and Commercial General as shown in Figure 3. There are additional zoning districts nearby that are relevant to the future of the corridor including Residence-30 and Residence-60. Because the study area abuts Wareham Crossing, it is especially important to pay attention to nearby uses and development.

The Commercial Strip (CS) district is provided to “promote large-scale retail and service development in defined areas along Cranberry Highway”⁸ and is most present on the Rochester town line near the intersection of Route 28 and Route 58 and on the southern portion of the study area near Charlotte Furnace Road.

The Commercial General (CG) district “is intended to provide for moderate-scale retail, service, office and related commercial uses”⁹ and is found on the southern portion of the study area from Crest Drive to Charlotte Furnace Road.

The Residence-30 (R-30) district is provided to “promote residential development at moderate densities in areas served by public water and sewer”¹⁰ and is not directly along the study area but exists north of Route 495 near the study area.

The Residence-60 (R-60) district is provided “to permit residential development at low densities in areas not served by public water or sewer systems” and like R-30 is not directly along the study area but exists nearby north of Route 495.

The Multiple Residence-30 (MR-30) district is “is intended to promote residential development at moderate to high densities”¹¹ and is the primary zoning district along the study area from Carver Road to Crest Drive.

For a more detailed viewing of zoning along the corridor please consult the official [town zoning map](#).

7 https://www.townofrochestermass.com/sites/g/files/vyhlif5446/f/uploads/chapter_20.40_agricultural_residential_district_-_2020.pdf

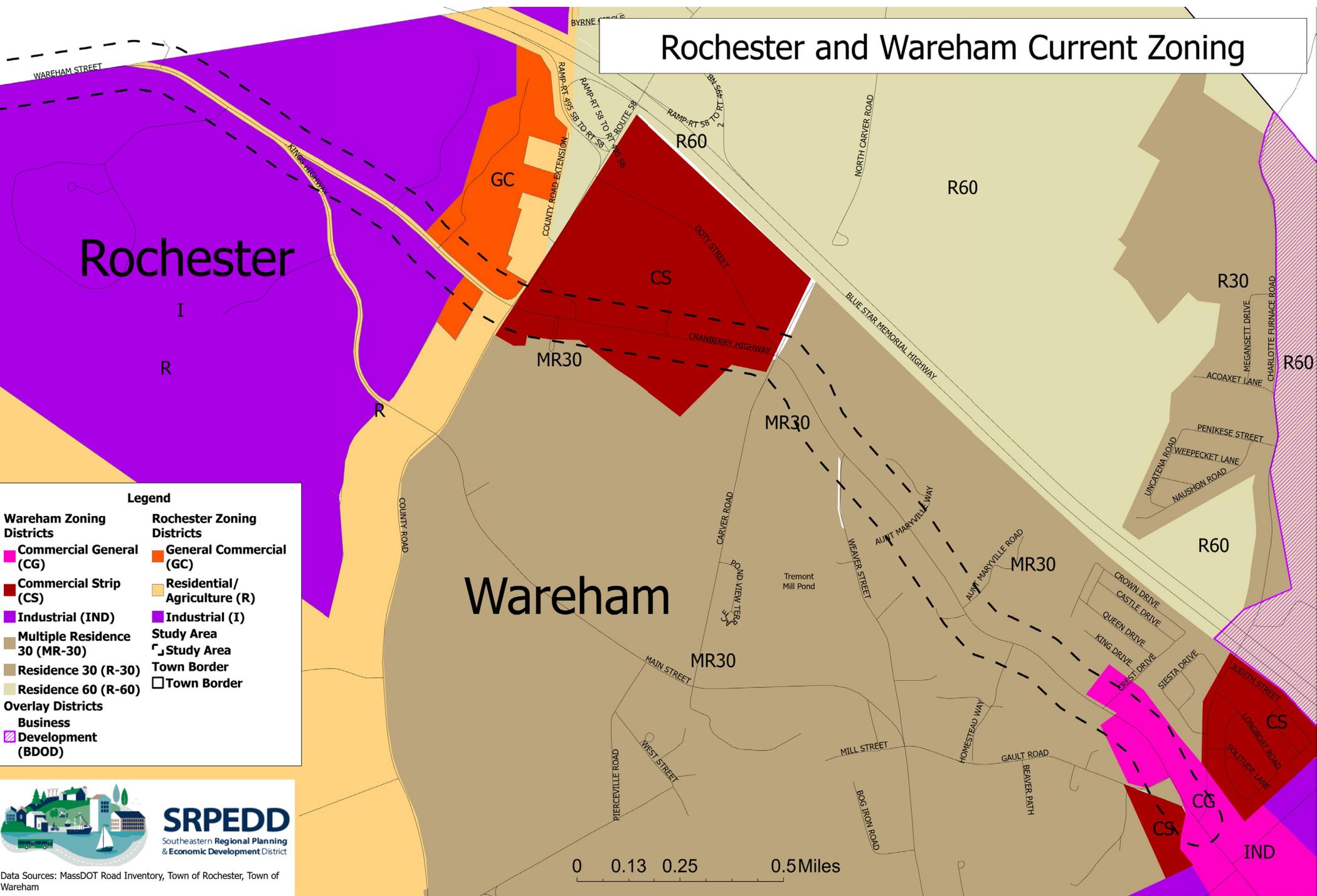
8 https://www.wareham.ma.us/sites/g/files/vyhlif12101/f/uploads/october_24_2022_zoning_by-law.pdf (Page 7)

9 https://www.wareham.ma.us/sites/g/files/vyhlif12101/f/uploads/october_24_2022_zoning_by-law.pdf (Page 7)

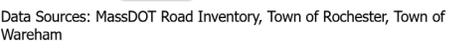
10 https://www.wareham.ma.us/sites/g/files/vyhlif12101/f/uploads/october_24_2022_zoning_by-law.pdf (Page 7)

11 https://www.wareham.ma.us/sites/g/files/vyhlif12101/f/uploads/october_24_2022_zoning_by-law.pdf (Page 7)

Rochester and Wareham Current Zoning



SRPEDD
Southeastern Regional Planning & Economic Development District



Data Sources: MassDOT Road Inventory, Town of Rochester, Town of Wareham

0 0.13 0.25 0.5 Miles

Figure 3: Rochester and Wareham Zoning

Study Area Development Patterns/Future Developments

After reviewing the relevant zoning information for each town respectively there is a certain development pattern that emerged and was confirmed in meetings with town officials.

Middleborough is prioritizing the industrial potential of their portion of the Route 28 corridor while maintaining the option for low density residential development with their proximity to Route 495. Recent applications along the study area specifically around 678 Wareham Street would see a new facility of just under one million square feet of warehousing space that could be equipped with freight rail service given the location¹².

Rochester has maintained a strong industrial base along the corridor and is now seeking additional opportunities for higher density residential uses in the area due to their own proximity to Route 495. There are current plans to build a 200+ unit housing development¹³ in a broader mixed-use area along County Street (Route 58 on the northwest side of the intersection of Route 28 and Route 58 in Rochester at the only signalized intersection within the study area. A traffic impact study on this development was performed in 2019 by McMahon (now Bowman) and found the new developments would be well accommodated by existing infrastructure. At the time of the study performed by McMahon, build and no-build conditions did not significantly differ from data collected by SRPEDD at the intersection of Route 28 and Route 58. Future traffic impact studies of this area should include counts that extend beyond 24 hours to determine variances in traffic patterns.

Wareham has prioritized the area south of the study area for commercial development and expects it will stretch further north into the study area as they have their own connections to Route 495 and Route 195. At the time of meetings with the town, commercial development has continued around Wareham Crossing and east of Charlotte Furnace Road, just beyond the study area with less expected in the study area. While commercial developments are not currently proposed directly along study area, the existing commercial developments associated with Wareham Crossing produce traffic along Route 28 as consumers who wish not to take Route 495 or Route 195 to their shopping destination still utilize Route 28 especially when traveling from towns like Rochester and Middleborough.

12 https://www.bizjournals.com/boston/news/2024/04/15/peter-gerrity-plans-middleborough-logistics-park.html?utm_source=sy&utm_medium=lsyp&utm_campaign=nbcoston&utm_content=nbcoston

13 <https://sippican.theweektoday.com/article/developer-plans-break-ground-rochester-crossroads-spring/60588>

Traffic Operations

Roadway Configuration

Cranberry Highway (Route 28) is a two-lane roadway that runs in an east/west direction. It is classified as an urban minor arterial (U-5) and is under MassDOT's jurisdiction. The majority of the corridor's travel lanes are divided by a double yellow center line, with dashed yellow lines located periodically between Charlotte Furnace Road and Weaver Street and between County Street and Cushman Street. The westbound travel lanes width varies along the corridor from 10' 11" to 16' 8" and the eastbound travel lane from 10' 11" to 19' 1". There is a small concrete median located at the intersection of Cranberry Highway at Carver Street and Doty Street to assist with keeping vehicles in their lanes along a curve. The intersection of Cranberry Highway at County Road (MA-58) is the only signalized intersection located along the corridor's project limits. It is a 4-legged intersection with the northbound approach classified as a town owned local road (U-0) and the southbound approach classified as urban minor arterial (U-5) under MassDOT's jurisdiction. Roadway measurements collected along the Route 28 corridor are shown in Table 1 and side street measurements are shown in Table 2. Figure 4 shows various cross sections along the corridor



Figure 4: Views along the corridor

Table 1: Route 28 Road Widths

Location	Westbound Lane	Eastbound Lane	Westbound Shoulder	Eastbound Shoulder	Other
East of Charlotte Furnace Road	11' 3"	12' 4"	15' 0" White Hatched	4' 8" White Hatched	NA
West of Charlotte Furnace Road	11' 10"	12' 0"	15' 7" White Hatched	14' 9" White Hatched	NA
East of Gault Road	12' 1"	11' 1"	5' 3" White Hatched	9' 0" White Hatched	NA
West of Gault Road	12' 1"	11' 3"	8' 4" White	9' 8" White	NA
2309 Cranberry Highway	11' 10"	12' 5"	9' 2" White	7' 5" White	NA
East of Carver Road	14' 5"	17' 0"	11' 0" White Hatched	7' 8" White Hatched	6' 11" median/1' 8" to 1' 5" yellow shoulder
West of Carver Road	16' 8"	14' 8"	10' 1" White Hatched	9' 6" White Hatched	12' 5" median/1' 3" to 1' 10" yellow shoulder
East of County Road	13' 1"	13' 2"	9' 9" White	5' 11" White	NA
West of County Road	11' 4"	12' 8"	6' 10" White	8' 5" White	NA
Middleborough / Rochester Line	10' 11"	10' 11"	5' 4" White	4' 5" White	NA
West of Pine Street	11' 11"	10' 1"	6' 2" White	6' 8" White	NA
Between Locust Street and Smith Street	11' 10"	12' 5"	3' 4" White	3' 10" White	NA
Between Locust Street and Smith Street	11' 10"	12' 5"	3' 4" White	3' 10" White	NA
East of I-495 Southbound Ramps	12' 0"	19' 1"	8' 0" White	4' 0" White	NA
Between I-495 Ramps	12' 2"	16' 1"	7' 3" White	5' 0" White	NA
West of I-495 Southbound Ramps	12' 1"	12' 1"	4' 5" White	4' 0" White	NA
East of Miller Street	11' 11"	12' 10"	3' 3" White	3' 0" White	NA
West of Miller Street	12' 3"	12' 3"	3' 10" White	3' 8" White	NA
East of Cushman Street	12' 3"	12' 2"	6' 0" White	6' 2" White	NA

Table 2: Side Street Road Widths

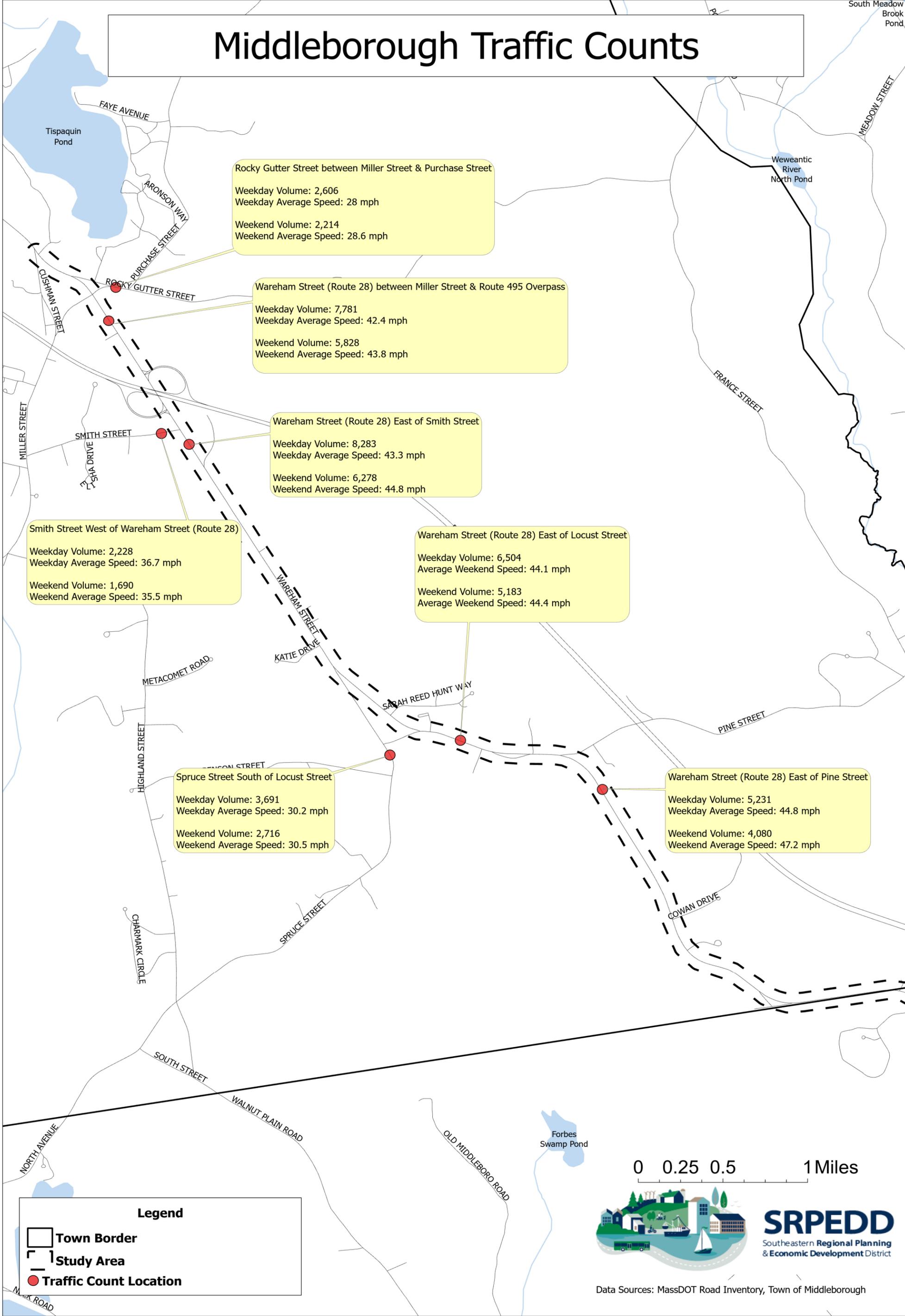
Location	Northbound Lane	Southbound Lane	Northbound Shoulder	Southbound Shoulder
Charlotte Furnace Road (North of)	14' 3"	11' 4"	2' 0" White	3' 2" White
Gault Road (South of)	9' 6"	13' 10"	2' 0" White	4' 0" White
Dotty Road (North of)	11' 8"	11' 9"	8" White	8" White
Carver Road (North of)	25' 10"/no travel lane marking		NA	NA
Carver Road (South of)	8' 11"	10' 2"	1' 4" White Hatched	8" White Hatched
County Road (North of)	15' 10"	16' 7"	8' 4" White	6' 4" White
County Road (South of)	11' 1"	11' 3"	8" White	1' White
Miller Street (North of)	20'10"/no travel lane marking		NA	NA
Miller Street (South of)	10' 0"	11' 11"	NA	NA

Traffic Count Information

Data on traffic volumes was collected for 18 locations along Route 28. SRPEDD deploys automatic traffic recorders (ATRs) to record volume, class, and speed data for vehicles traveling along Route 28. A selected breakdown of class, speed, and vehicle types for each location can be found in Appendix B. Full data can be found online [here](#). Maps of Traffic count speeds and weekday/weekend averages can be found in Figures 4 and 5.

Given the industrial and commercial land uses that surround the corridor, another important consideration is the percentage of daily traffic that is made up of light and heavy trucks. Table 3 displays the percentage of light and heavy trucks on an average weekday observed along Route 28 during ATR deployment by location.

Middleborough Traffic Counts



Legend

- Town Border
- Study Area
- Traffic Count Location

0 0.25 0.5 1 Miles

SRPEDD
Southeastern Regional Planning & Economic Development District

Data Sources: MassDOT Road Inventory, Town of Middleborough

Figure 5: Map showing traffic count locations and data for Middleborough

Rochester and Wareham Traffic Counts

Rochester

Wareham

Kings Highway South of Cranberry Highway
 Weekday Volume: 525
 Weekday Average Speed: 28.5 mph
 Weekend Volume: 189
 Weekend Average Speed: 29 mph

Cranberry Highway (Route 28) West of County Road
 Weekday Volume: 6,418
 Weekday Average Speed: 36.7 mph
 Weekend Volume: 3,796
 Weekend Average Speed: 39.1 mph

County Road North of Cranberry Highway (Route 28)
 Weekday Volume: 7,812
 Weekday Average Speed: 40.6 mph
 Weekend Volume: 3,650
 Weekend Average Speed: 48.3 mph

Doty Street East of County Road
 Weekday Volume: 4,044
 Weekday Average Speed: 35.5 mph
 Weekend Volume: 2,976
 Weekend Average Speed: 36.1 mph

Cranberry Highway (Route 28) East of Carver Road
 Weekday Volume: 10,069
 Weekday Average Speed: 40.6 mph
 Weekend Volume: 7,648
 Weekend Average Speed: 42.4 mph

County Road North of Main Street
 Weekday Volume: 4,680
 Weekday Average Speed: 36.1 mph
 Weekend Volume: 2,884
 Weekend Average Speed: N/A

Cranberry Highway (Route 28) East of County Road
 Weekday Volume: 4,044
 Weekday Average Speed: 40.6 mph
 Weekend Volume: 4,278
 Weekend Average Speed: 42.4 mph

Carver Road South of Cranberry Highway (Route 28)
 Weekday Volume: 310
 Weekday Average Speed: 23.3 mph
 Weekend Volume: 310
 Weekend Average Speed: 23.2 mph

Weaver Street South of Cranberry Highway (Route 28)
 Weekday Volume: 722
 Weekday Average Speed: 33.2 mph
 Weekend Volume: 536
 Weekend Average Speed: 33.1 mph

Charlotte Furnace Road North of Cranberry Highway (Route 28)
 Weekday Volume: 3,271
 Weekday Average Speed: 29.9 mph
 Weekend Volume: N/A
 Weekend Average Speed: N/A

Cranberry Highway (Route 28) South of Charlotte Furnace Road
 Weekday Volume: 13,734
 Weekday Average Speed: 37.8 mph
 Weekend Volume: 10,294
 Weekend Average Speed: 40.2 mph

Legend

- Study Area
- Study Area
- Town Border
- Town Border
- Traffic Count Location



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

Data Sources: MassDOT Road Inventory, Town of Rochester, Town of Wareham

0 0.13 0.25 0.5 Miles

Figure 6: Map showing traffic count locations and data for Rochester and Wareham

Table 3: Average weekday traffic and percentage of truck traffic

Location	Weekday Daily Traffic (Both Directions)	Light Truck (%)	Heavy Truck (%)
Wareham Street east of Pine Street	12982	1575 (12.1%)	1137 (8.8%)
Wareham Street east of Locust Street	15519	2597 (16.7%)	1397 (9.0%)
Spruce Street south of Locust Street	9834	910 (9.3%)	323 (3.3%)
Wareham Street east of Smith Street	21019	2128 (10.1%)	1674 (8.0%)
Smith Street west of Wareham Street	5626	833 (14.8%)	226 (4.0%)
Wareham Street between Miller Street & Route 495 overpass	20297	2047 (10.1%)	998 (4.9%)
Rocky Gutter Street between Miller Street & Purchase Street	6609	787 (11.9%)	409 (6.2%)
County Road north of Cranberry Highway	20477	2894 (14.1%)	2008 (9.8%)
County Road north of Main Street	12127	1453 (12.0%)	480 (4.0%)
Cranberry Highway between Kings Highway & County Road	15416	1715 (11.1%)	2110 (13.7%)
Kings Highway south of Cranberry Highway	1114	141 (12.7%)	315 (28.3%)
Cranberry Highway South of Charlotte Furnace Road	44931	8127 (18.1%)	1879 (4.2%)
Charlotte Furnace Road north of Cranberry Highway	9507	199 (2.1%)	104 (1.1%)
Weaver Street south of Cranberry Highway	2765	95 (3.4%)	16 (0.6%)
Cranberry Highway between Carver Road & Weaver Street	34727	3979 (11.5%)	1563 (4.5%)
Carver Road south of Cranberry Highway	1098	119 (10.8%)	9 (0.8%)
Doty Street east of County Road	13540	2712 (20.0%)	135 (1.0%)
Cranberry Highway east of County Street	16190	1391 (8.6%)	1167 (7.2%)

Counts of light trucks may seem rather high in many instances but this range includes many different types of vehicles from package carrier trucks from UPS or FedEx, other box delivery trucks, and pickup trucks with a trailer typical of a landscaping company. To be classified as a heavy truck, a vehicle must have more than five axels. There are a few areas along the corridor with noticeably higher truck counts around Kings Highway near the Middleborough and Rochester town lines where several facilities including SEMASS and Zero Waste, accommodate heavier trucks carrying waste and recyclable material as part of their regular business. Additionally, high levels of truck volume are observed around the intersections of Locust Street in Middleborough and County Road in Rochester as to be expected due to their proximity to Route 495/Route 25 and the waste processing facilities mentioned above.

Turning Movement Count (TMC)

Turning Movement Counts (TMC) were conducted at the signalized intersection of Cranberry Highway at County Road to determine the peak hour volumes, which is when the volume of traffic is at its highest, usually during commuting times. A TMC was performed for both the morning and afternoon peak hours. The TMC results indicate that the AM peak hour occurred between 7:15AM and 8:15AM with a volume of 724 vehicles per hour (vph). There were no pedestrians or bicycles reported at the intersection during the AM Peak. The PM peak hour occurred between 4:00PM and 5:00 PM with a volume of 1,027 vph. There were no pedestrians reported at the intersection, and three bicycles from the eastbound and northbound approach during the PM Peak. The intersection approach volumes are shown in Figure 5 and Figure 6.

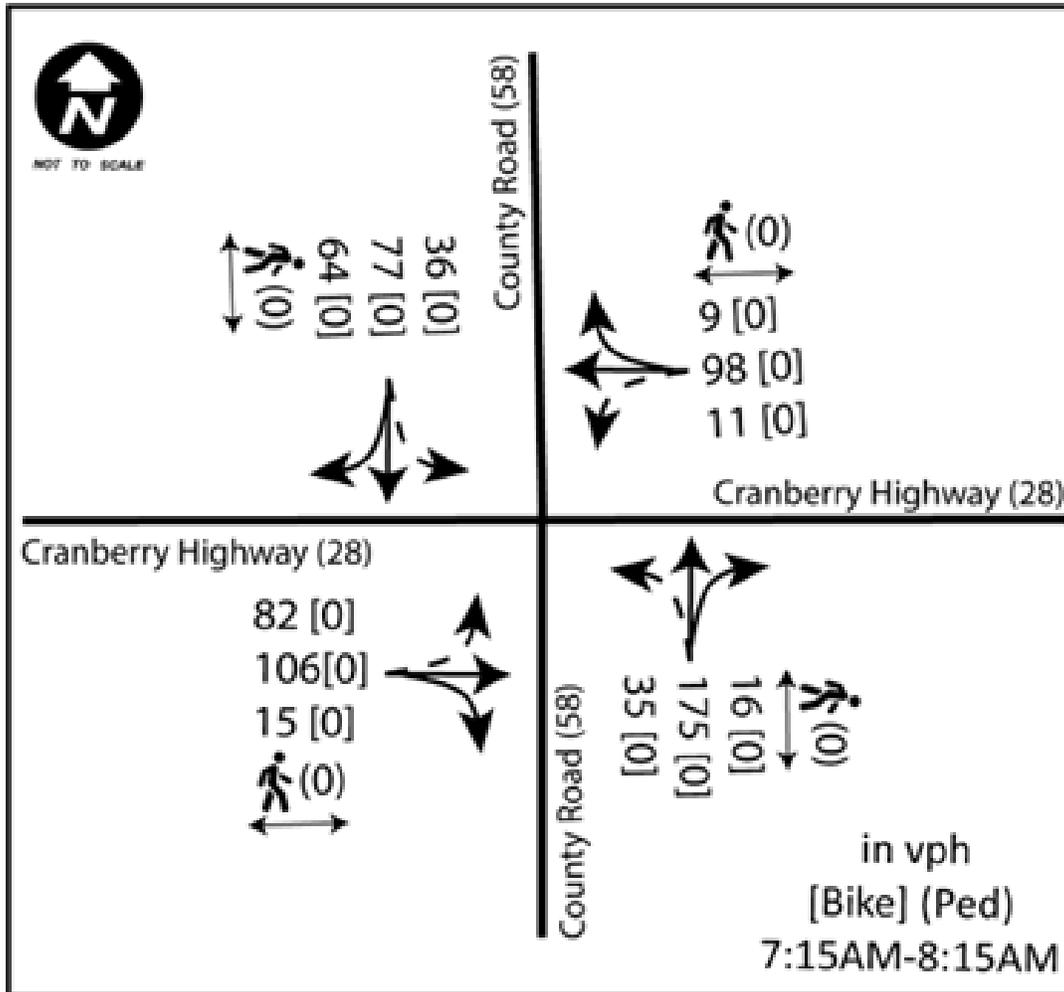


Figure 5: AM TMC

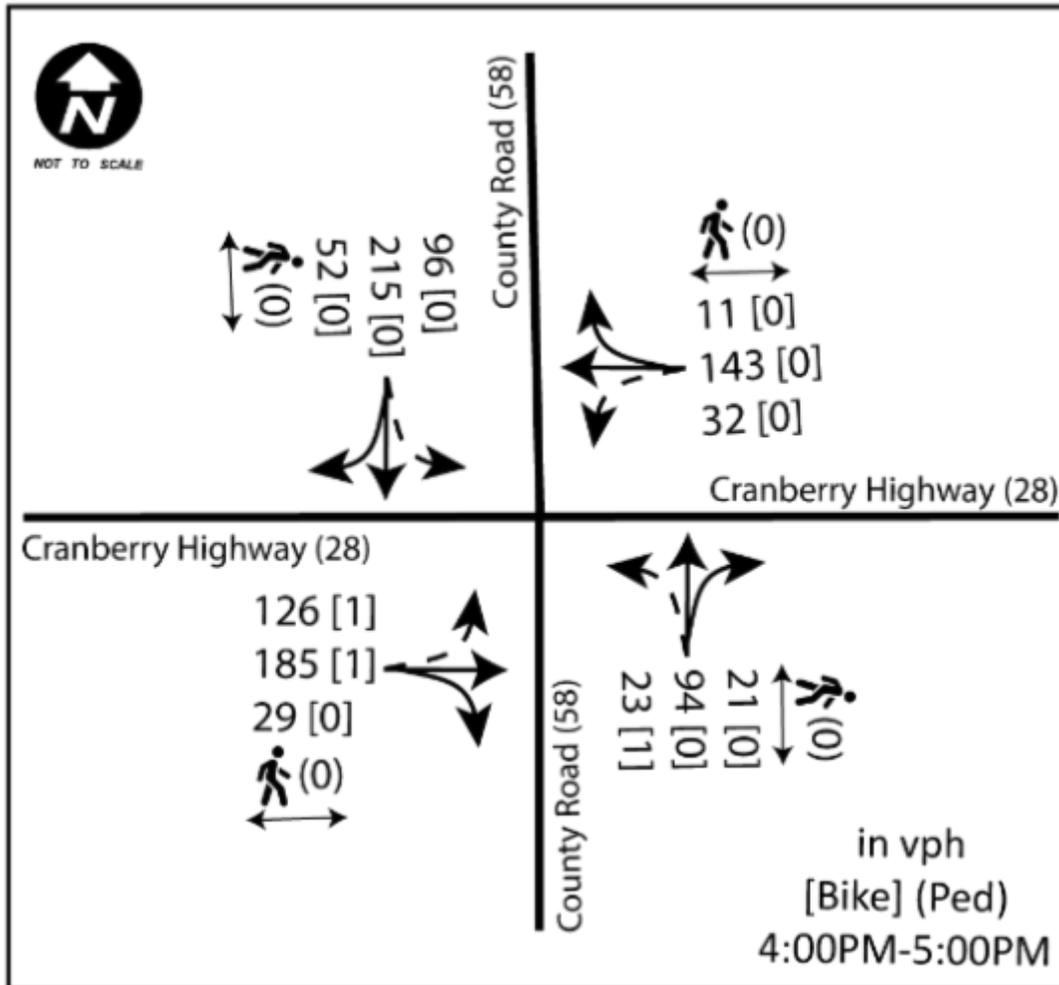


Figure 6: PM TMC

The intersection operates under a 2-phase signal system where the eastbound and westbound vehicles proceed during one phase, and northbound and southbound proceed during the next phase. There are no exclusive turn lanes at the approaches. However, as seen in Figure 2, the eastbound left turn volume and southbound left turn volume experience volumes over or close to 100 vph during the PM peak. As noted in the Federal Highway Administration's (FHWA) publication **Signalized Intersections: Informational Guide# FHWA-HRT-04-091**, exclusive left-turn lanes are warranted when a left-turn volume is greater than 20 percent of total approach volume or when a left-turn volume is greater than 100 vehicles per hour during peak periods.

To determine the extent of the congestion or how efficiently an intersection operates, a Level of Service (LOS) is calculated using Synchro software. LOS is an A to F grading system that describes the amount of congestion present at an intersection based on the average delays experienced by motorists. LOS A represents minimal delay while LOS E and F represent extensive delay and gridlocked conditions. Using Synchro to simulate the intersection's current operations, SRPEDD calculated the level of service during each peak hour. The results of this analysis show the intersection operates well at a LOS B with a delay of 17.5 seconds during the AM peak hour and a LOS C with a delay of 20.7 seconds during the PM peak hour. Table 4 displays results of Synchro analyses for the AM and PM Peak

Table 4: AM and PM Peak Synchro Analysis

Approach	AM Peak Existing LOS (A-F)/ Approach Delay (sec)	PM Peak Existing LOS (A-F)/ Approach Delay (sec)
Cranberry Highway (28) EB	B/15.0	B/18.2
Cranberry Highway (28) WB	B/12.8	B/13.6
County Road NB	C/20.1	B/17.6
County Road (58) SB	C/20.7	C/28.2
Intersection	B/17.5	C/20.7

Pavement Condition

Pavement conditions were collected along the corridor and analyzed with Road Manager software to obtain a pavement rating, otherwise known as the Pavement Condition Index (PCI). PCI scores assist with determining the overall condition of the pavement. The survey results indicate that the corridor's pavement deteriorates as you travel west along the corridor. Results of the analysis is shown in Table 5.

Table 5: Pavement Survey Results

Location	Community	PCI	Condition
Cushman Street to Smith Street	Middleborough	58	Poor
Smith Street to Locust Street	Middleborough	61	Fair
Locust Street to Rochester Line	Middleborough	87	Good
Middleborough Line to Rochester Line	Rochester	95	Excellent
Rochester Line to Weaver Street	Wareham	90	Good
Weaver Street to Charlotte Furnace Road	Wareham	99	Excellent

Safety

As part of this corridor study, SRPEDD staff analyzed crashes that were recorded along the Route 28 study area. A recent 5-year period from 2018-2022 was selected to represent the most recent trends along the study area. As a result of compiling and analyzing crash information from both the MassDOT Impact Portal and local police departments, staff determined intersection and segments with 12 or more crashes over the Five-year period (2018-2022), indicated a significant safety issue and require further investigation. To aid with analysis and identify issues, the study area was divided into 5 segments and 9 intersections, 1 of which is a signalized intersection. Intersection crashes included crashes that occurred within 250 feet of an intersection and all other crashes were identified as mid-block crashes and grouped into segments.

The data from the crash reports was analyzed to determine if there were underlying causes for the crashes. The results of this analysis is displayed in the report in two ways - overall corridor statistics and location specific information. The location specific information contains an in-depth analysis of crash causes at each location and recommendations for improvement.

Each location includes a set of recommendations based on FHWA's Safe System approach. The Safe System approach aims to eliminate fatal & serious injuries for all road users through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the body at tolerable levels. The main principles of the Safe System approach are: Death/Serious Injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. To implement these principles, a commitment must be made to address every aspect of crash risk. To achieve this the safe system approach uses 5 elements: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care. For the purpose of this study we will focus on Safe Road Users, Safe Speeds and Safe Roads.

The process for applying the safe system approach consists of diagnosing the safety issue contributing to crashes and recommending countermeasures. For the purpose of this study countermeasures were selected from FHWA's proven countermeasures resources:

- FHWA Proven Safety Countermeasures <https://safety.fhwa.dot.gov/provencountermeasures/index.cfm>
- FHWA Traffic Calming ePrimer <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>
- More information on the Safe System approach can be found at safety.fhwa.dot.gov/zerodeaths ¹⁴



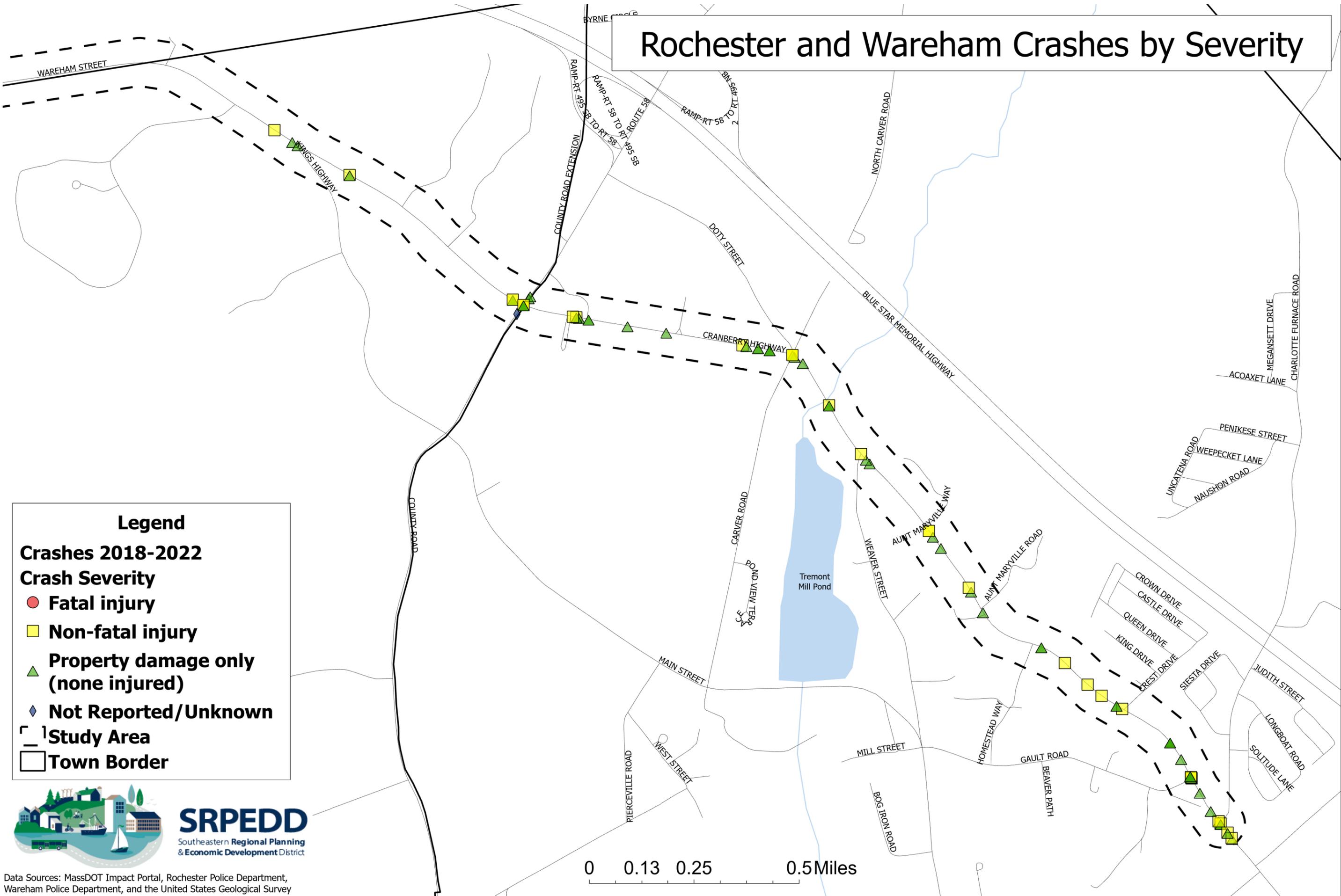
Figure 6: Safe Systems Approach

14 FHWA Safe System Brochure V9 FHWA-SA-015

Corridor-Wide

The corridor experienced a total number of 463 crashes between 2018-2022, with 3 (0.7%) crashes resulting in fatal injuries and 107 (23%) crashes resulting in non-fatal injuries. 347 (75%) were reported as property damage only and 6 (1.3%) were reported as unknown or not reported. Maps showing crash locations and severity are shown in *Figures 7 and 8*.

Rochester and Wareham Crashes by Severity



Data Sources: MassDOT Impact Portal, Rochester Police Department, Wareham Police Department, and the United States Geological Survey

Figure 7: Overview of crashes in Rochester and Wareham

Middleborough Crashes by Severity

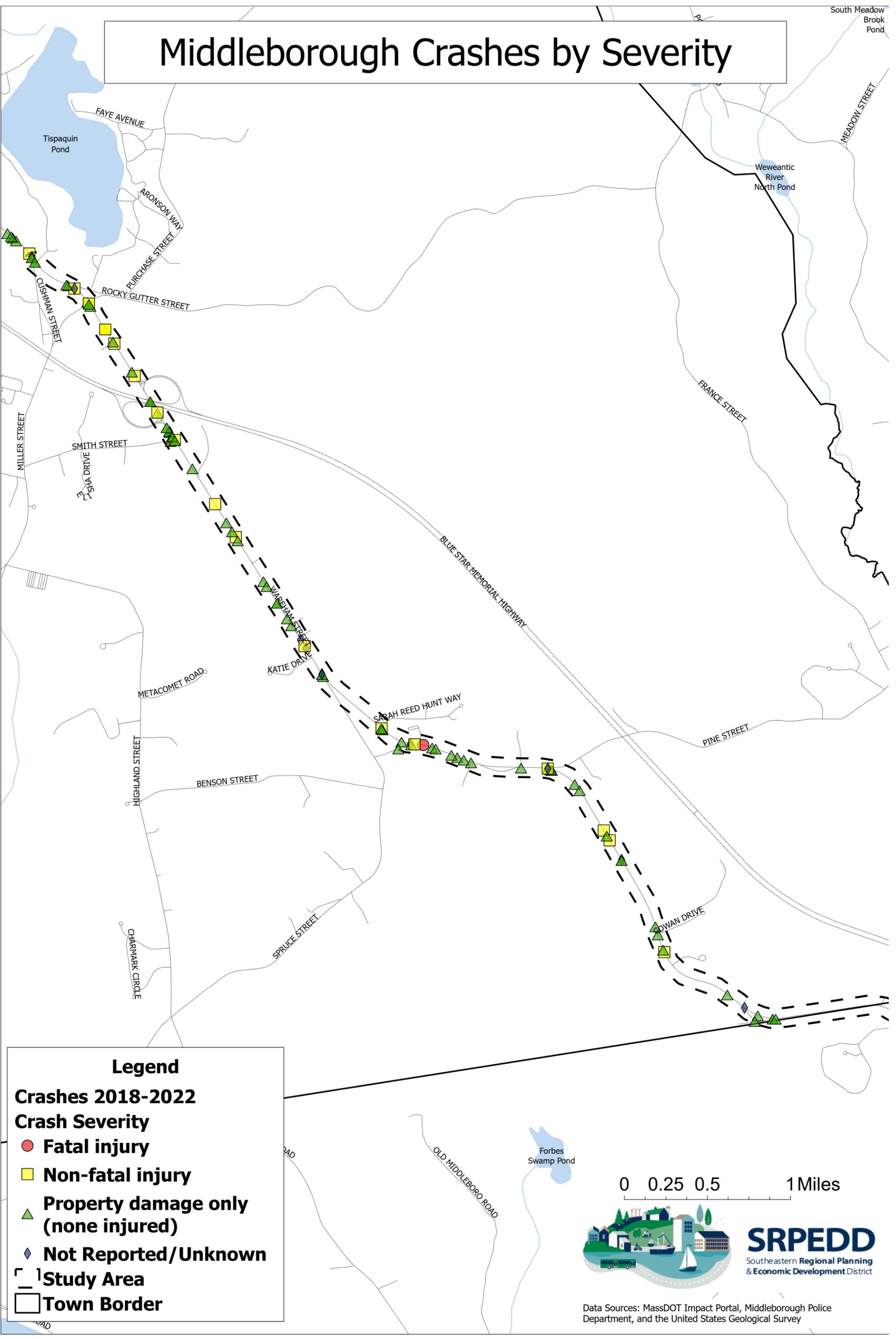


Figure 8: Overview of crashes in Middleborough

INTERSECTION 1: ROUTE 28 AT MILLER STREET, MIDDLEBOROUGH



Legend		Location and Type of Collision					
⊕ #	Property Damage Collision	⬆	Rear End	⬆	Head On	⚡	Out of Control
⊕ #	Injury Collision	⬆	Left Turn	⬆	Right Turn	↗	Right Angle
⊕ #	Fatal Collision	⬆	Overtake	⬆	Side Swipe		
↔	Backing Vehicle						
🚶	Pedestrian						
🚲	Bicyclist						
🐾	Animal						
☐	Fixed Object						

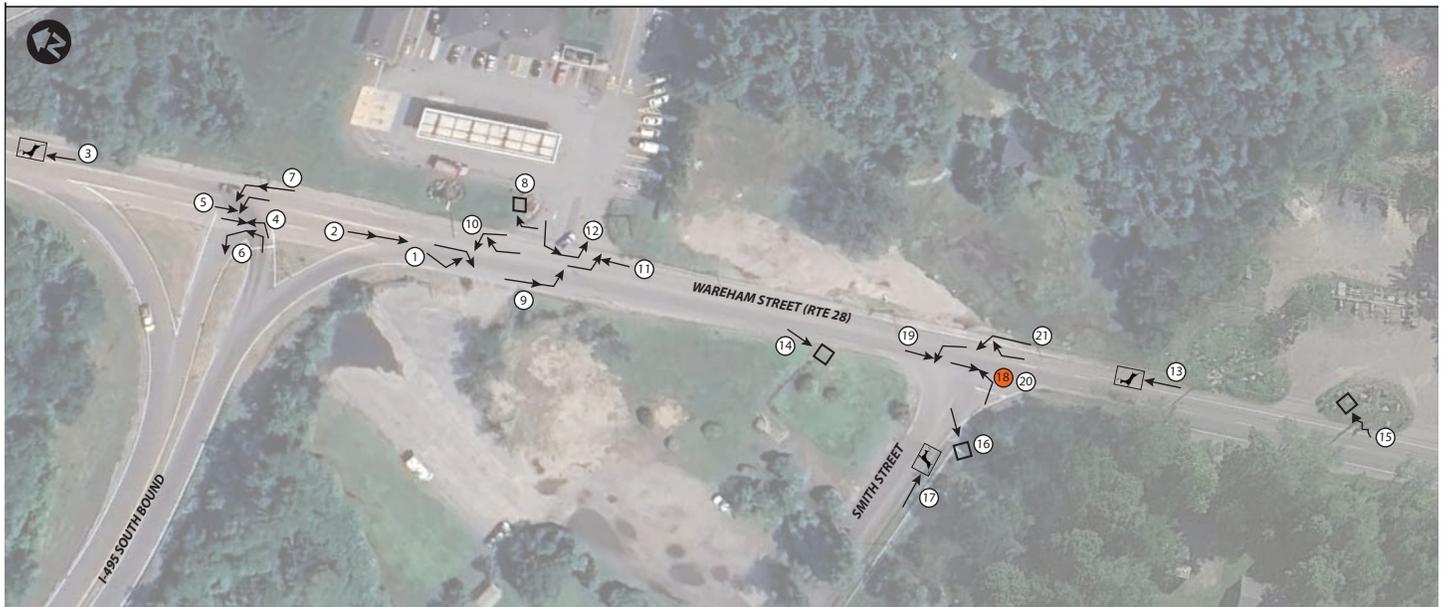
NARRATIVE

During the five-year study period there were a total of 12 crashes at the intersection of Route 28 and Miller Street; 8 (67%) were property damage only and 4 (33%) were reported as non-fatal injury. The predominate crash type was angle collisions, which accounted for 50% (6) of all intersection crashes. All (6) of these occurred during daylight conditions, 50% (3) involved non-fatal injuries, 50% (3) occurred from the southbound approach, and 67% (4) involved drivers between the ages of 21-34 years old. Driver contributing circumstances were noted as driver inattention, failed to yield to right of way, and one involved visibility obstructed.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Driver Inattention	Sidewalk on north side of Route 6, Roadway Reconfiguration to Reduce Lanes
Sight Distance	Improve Lighting - Consider pedestrian level

INTERSECTION 2: ROUTE 28 AT I-495 SB RAMPS/SMITH STREET, MIDDLEBOROUGH



Legend		Location and Type of Collision							
#	Property Damage Collision	🚶	Pedestrian	↔	Rear End	↔	Head On	⚡	Out of Control
●	Injury Collision	🚲	Bicyclist	↙	Left Turn	↘	Right Turn	↗	Right Angle
⬛	Fatal Collision	🐕	Animal	↔	Overtake	↔	Side Swipe		
↔	Backing Vehicle	☐	Fixed Object						

NARRATIVE

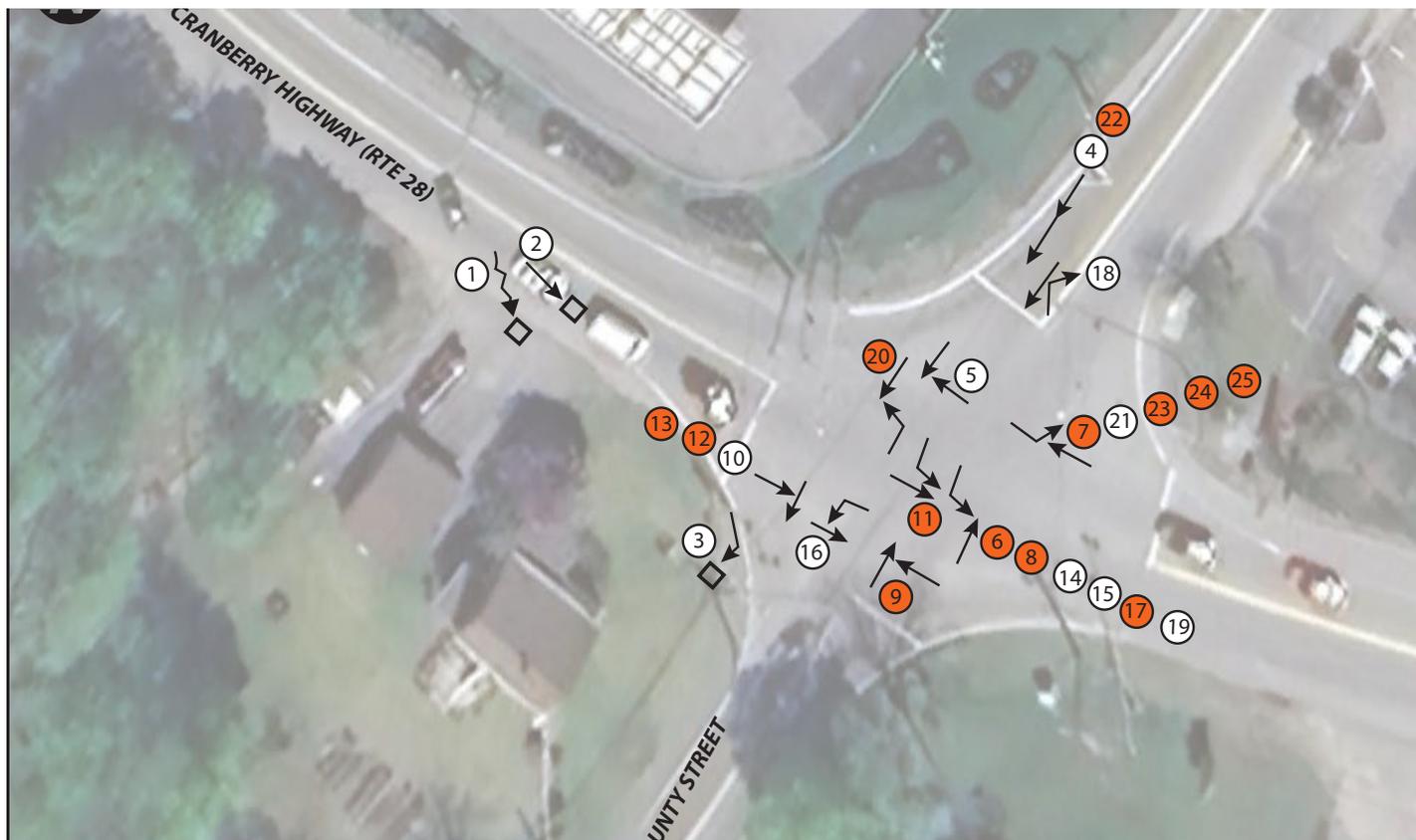
There were 21 crashes at the intersection of Route 28 and I-495 and Smith Street during the five-year study period. Of these crashes 20 (95%) were property damage only and 1 (5%) was reported as non-fatal injury. The predominate crash type was single vehicle and angle collisions. Single vehicle collisions accounted for 33% (7) of all intersection crashes. Of these collisions, 43% (3) of these occurred during dark unlit conditions (1) or Dawn (2), all (7) were property damage only, and 57% (4) occurred between 4:00am and 8:00am. Driver contributing circumstances were noted as driver inattention and failure to keep in lane or running off the road. In addition, it is important to note that 43% (3) of the single vehicle collisions involved an animal.

Angle collisions accounted for 33% (7) of all intersection crashes. Of these collisions, 14% (1) occurred during dark lighted conditions and 14% (1) involved a non-fatal injuries. Driver contributing circumstances were noted as driver inattention, failure to yield to right of way, and made improper turn. In addition, the lack of streetlights and the gas station driveway on the off/on ramps create additional challenges for motorists when trying to exit the highway on either side.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Dark Lighting	Improve Lighting - Consider pedestrian level
Animal	Animal crossing signs in heavily wooded areas
Improper Turning	Better definition of driveways and turning lanes, traffic calming
Lane Departure	Longitudinal Rumble Stripes

INTERSECTION 3: ROUTE 28 AT ROUTE 58 AND COUNTY STREET, ROCHESTER



Legend		Location and Type of Collision	
⊕ #	Property Damage Collision	↔	Rear End
⊙ #	Injury Collision	↔↔	Left Turn
⊛ #	Fatal Collision	↔↔↔	Overtake
↔↔↔	Backing Vehicle	↔↔↔	Side Swipe
🚶	Pedestrian	↔↔↔↔	Head On
🚲	Bicyclist	↔↔↔↔↔	Right Turn
🐾	Animal	↔↔↔↔↔↔	Out of Control
📏	Fixed Object	↔↔↔↔↔↔↔	Right Angle

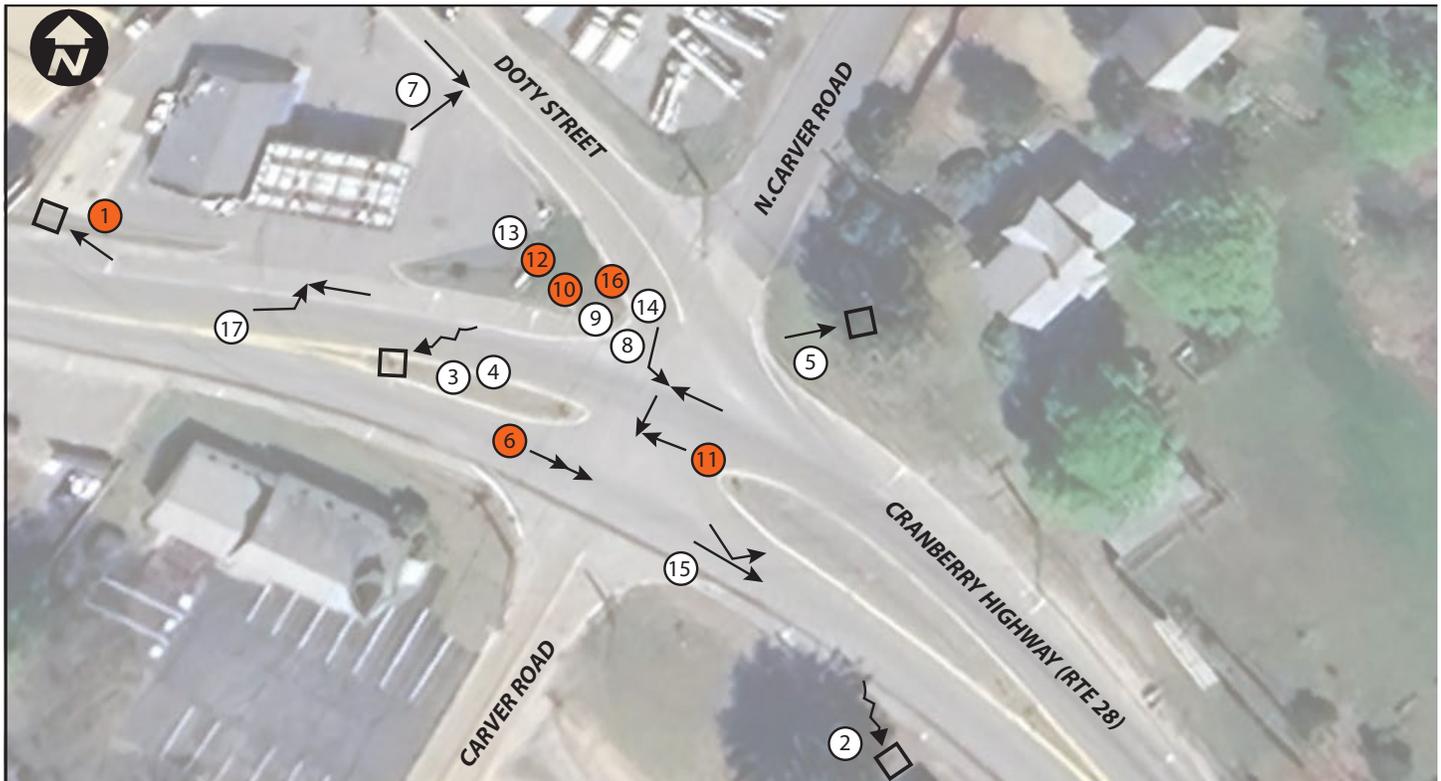
NARRATIVE

During the five-year study period, there were 25 crashes at the intersection of Route 28 and Route 58 (County Street). The predominate crash type was angle collisions, which accounted for 48% (12) of all intersection crashes. Of the angle collisions 58% (7) involved non-fatal injuries, 33% (4) involved property damage only, and 8% (1) resulted in a fatality. Driver contributing circumstances were noted as driver inattention, failure to yield to right of way, visibility obstructed, disregarded traffic sign or signal, and glare. It is important to note that the geometry and lack of lighting at the intersection cause visibility issues. Cranberry Highway (Route 28) crosses County Road on a curve and there is only one streetlight on the southern side of the intersection. The collision resulting in a fatality was an angled crash, which occurred at 11:43 AM under clear daylight conditions with dry pavement.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Visibility Obstructed / Geometry	Geometric Improvements to Reduce vertical and horizontal curvature to provide clear lines of sight. Clear brush where applicable.
Dark Lighting	Improve Lighting - Consider pedestrian level
Glare / Signal Visibility	Upgrade existing signal to meet current visibility standards, including backplates

INTERSECTION 4: ROUTE 28 AT DOTY STREET / CARVER STREET, WAREHAM



Legend		Location and Type of Collision	
# Property Damage Collision	Pedestrian	Rear End	Head On
# Injury Collision	Bicyclist	Left Turn	Right Turn
# Fatal Collision	Animal	Overtake	Out of Control
Backing Vehicle	Fixed Object	Side Swipe	Right Angle

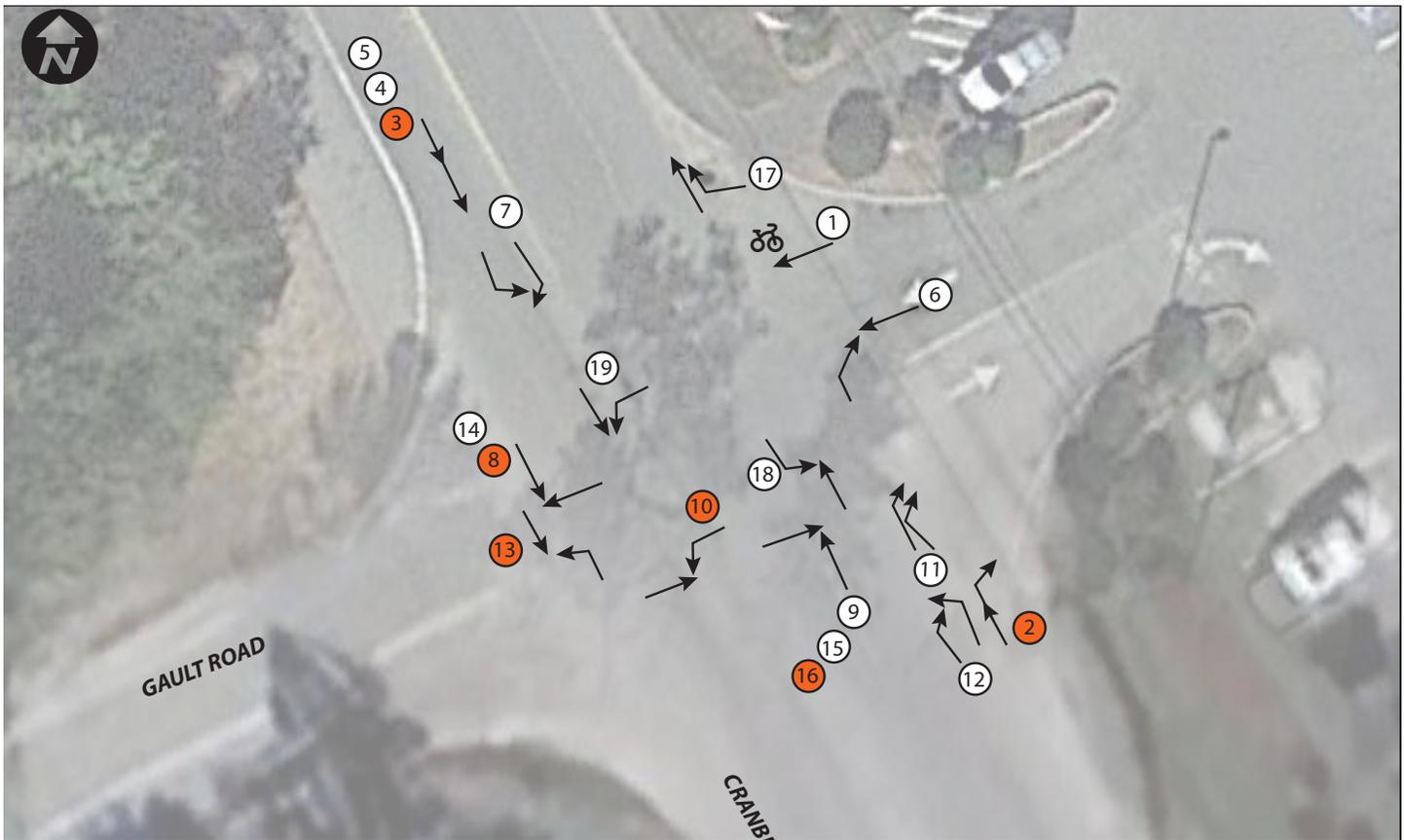
NARRATIVE

During the study period, there were 17 crashes at the intersection of Route 28 and Doty Street/Carver Street in Wareham. The predominant crash type was angle collisions, which accounted for 59% (10) of all crashes. Of these angle crashes 50% (5) involved non-fatal injuries and 50% (5) were property damage only. Additionally, 70% of the angle crashes occurred between a vehicle turning left onto Route 28 southbound and a vehicle traveling northbound, 70% (7) of these occurred during daylight conditions, and 50% (5) occurred between 2:00pm and 6:00pm. Driver contributing circumstances were noted as driver inattention, failed to yield to right of way, and visibility obstructed. In addition, it is important to note that North Carver Road is a dead end and is primarily used by Eversource.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Visibility Obstructed / Geometry	Geometric Improvements to Reduce vertical and horizontal curvature to provide clear lines of sight. Clear brush where applicable.
Dark Lighting	Improve Lighting - Consider pedestrian level

INTERSECTION 5: ROUTE 28 AT GAULT ROAD, WAREHAM



Legend		Location and Type of Collision	
#	Property Damage Collision	🚶	Pedestrian
#	Injury Collision	🚲	Bicyclist
#	Fatal Collision	🐕	Animal
↔	Backing Vehicle	🚗	Fixed Object
		↔	Rear End
		↔	Head On
		↔	Left Turn
		↔	Right Turn
		↔	Overtake
		↔	Side Swipe
		↔	Out of Control
		↔	Right Angle

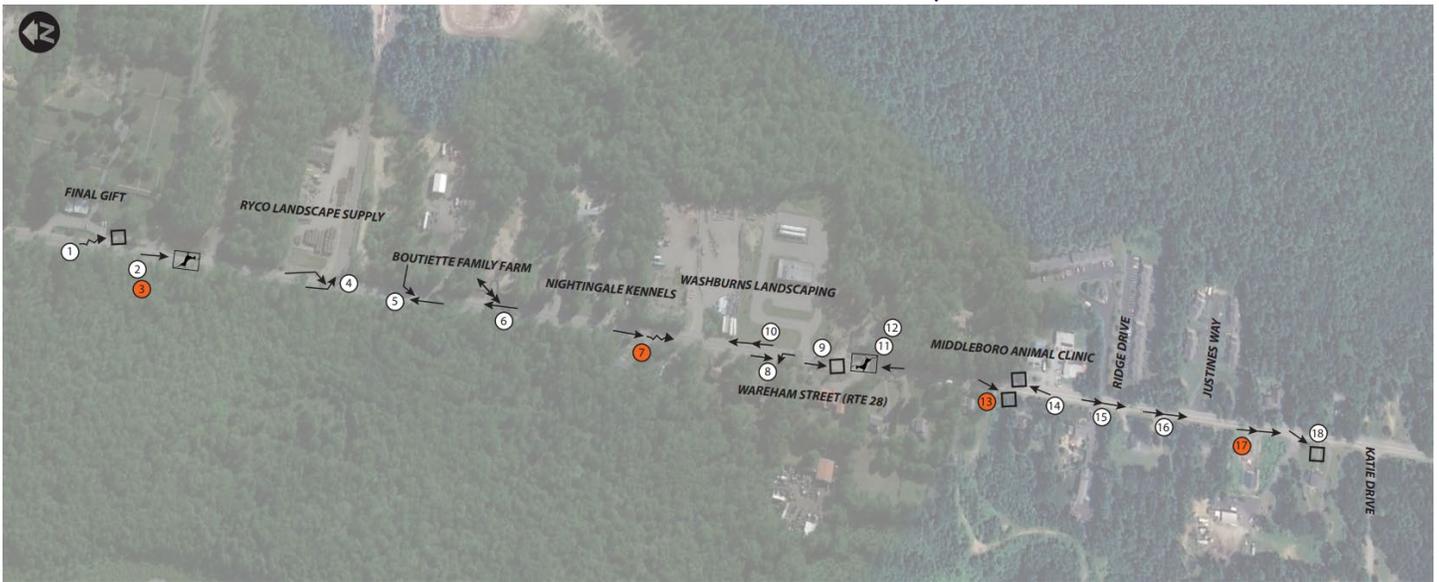
NARRATIVE

During the study period, there were 19 crashes at the intersection of Route 28 and Gault Road. The predominate crash type was angle collisions, which accounted for 37% (7) of all intersection crashes. Of the 7 angle crashes, 29% (2) involved non-fatal injuries and 71% (5) were property damage only. Driver contributing circumstances were noted as driver inattention, failure to yield right of way, made improper turn, and over-correcting/over-steering. In addition, it is important to note that this intersection includes a small plaza which contains a coffee shop, pizza restaurant, bank, and health care facility. Several pedestrians were observed navigating this area, which has limited and disconnected sidewalks as well as only one crosswalk with faded markings.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Improper Turning	Better definition of driveways, narrowing of curb cuts, add turning lanes, traffic calming - narrower lanes
Dark Lighting	Improve Lighting - Consider pedestrian level
Speed	Traffic Calming - Street width reduction, speed zoning
Pedestrian Safety	Connect sidewalks and provide more visible crosswalks. Consider addition of Rectangular Rapid Flashing Beacons.

SEGMENT 1: SMITH STREET TO KATIE DRIVE, MIDDLEBOROUGH



Legend		Location and Type of Collision	
(#) Property Damage Collision	🚶 Pedestrian	↔ Rear End	↔ Head On
(#) Injury Collision	🚲 Bicyclist	↔ Left Turn	↔ Right Turn
(#) Fatal Collision	🐾 Animal	↔ Overtake	↔ Side Swipe
↔ Backing Vehicle	☐ Fixed Object	↔ Out of Control	↔ Right Angle

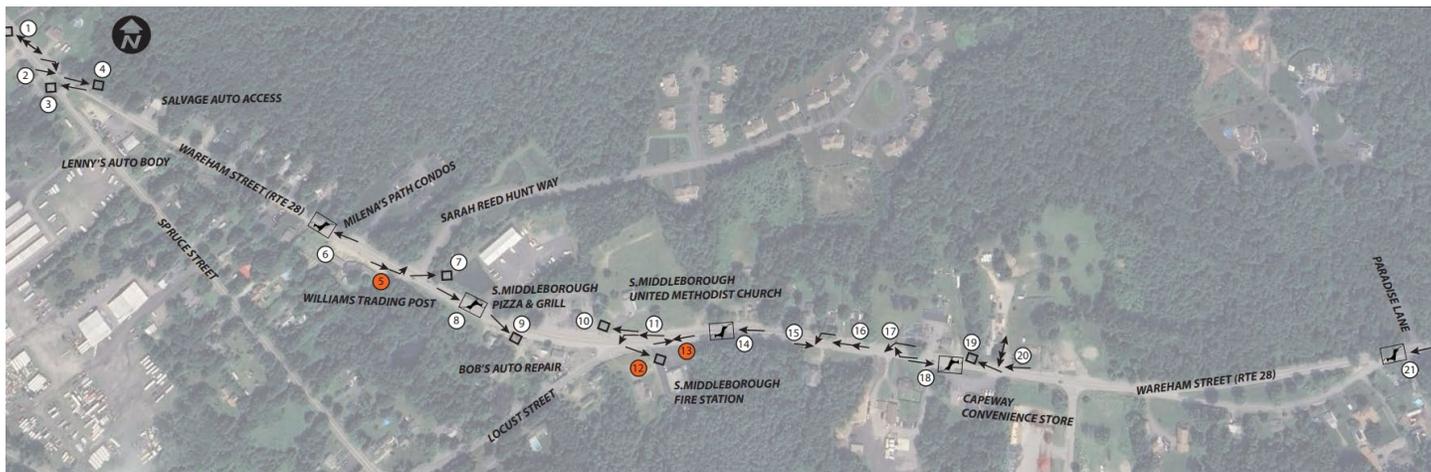
NARRATIVE

Over the five-year study period, there were 18 crashes that occurred along segment 1; 12 (67%) were property damage only, four (22%) resulted in an injury, and 11% (2) were unknown or not reported. The predominate crash type was single vehicle collisions, which accounted for 50% (9) of all crashes. Of these collisions, 5 involved fixed objects, 3 were collisions with deer or another animal, and 1 involved a movable object. Two (40%) of the 5 collisions with fixed objects resulted in a non-fatal injury, 1 is unknown. The driver contributing circumstance for these crashes included failure to keep in proper lane or running off the road, inattention, physical impairment, and other improper action.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Animal	Animal crossing signs in heavily wooded areas
Fixed Objects	Improve Lighting, clear fixed objects from clear zone if possible
Speed	Traffic Calming - Street width reduction, speed zoning
Lane Departure	Longitudinal Rumble Stripes

SEGMENT 2: SPRUCE STREET TO PARADISE LANE, MIDDLEBOROUGH



Legend		Location and Type of Collision							
#	Property Damage Collision	🚶	Pedestrian	↔	Rear End	↔	Head On		
🔴	Injury Collision	🚲	Bicyclist	↔	Left Turn	↔	Right Turn	⚡	Out of Control
⚫	Fatal Collision	🐾	Animal	↔	Overtake	↔	Side Swipe	↕	Right Angle
↔	Backing Vehicle	📦	Fixed Object						

NARRATIVE

Over the 5-year study period, there were 21 crashes that occurred along segment 2; 16 (76%) were property damage only, 1 (5%) resulted in a fatal injury, 2 (9.5%) resulted in an injury, and 2 (9.5%) were unknown or not reported. The predominate crash type was single vehicle collisions, which accounted for 57% (12) of all crashes along segment 2. Of these collisions, 7 involved collisions with fixed objects, 4 with deer, and 1 with a movable object. Driver contributing circumstances for these crashes included fatigue, operating vehicle in an erratic behavior, swerving or avoiding and physical impairment. The collision resulting in a fatality was a head on crash. that occurred at 11:49 AM, and occurred under daytime, wet, and rainy conditions.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Animal	Animal crossing signs in heavily wooded areas
Fixed Objects	Improve Lighting, clear fixed objects from clear zone if possible
Speed	Traffic Calming - Street width reduction, speed zoning
Lane Departure	Longitudinal Rumble Stripes

SEGMENT 3: PINE STREET TO COWAN DRIVE, MIDDLEBOROUGH



Legend		Location and Type of Collision		
(#) Property Damage Collision	🚶 Pedestrian	↔ Rear End	↔ Head On	⚡ Out of Control
(#) Injury Collision	🚲 Bicyclist	↔ Left Turn	↔ Right Turn	↗ Right Angle
(#) Fatal Collision	🐘 Animal	↔ Overtake	↔ Side Swipe	
↔ Backing Vehicle	☐ Fixed Object			

NARRATIVE

Over the five-year study period, there were 18 crashes that occurred along segment 3; 12 (67%) were property damage only, 4 (22%) resulted in an injury, and 2 (11%) were unknown or not reported. The predominate crash type was single vehicle collisions, which accounted for 44% (8) of all crashes. Of these collisions, 7 involved a fixed object and 1 was a collision with deer. Driver contributing circumstances for these crashes included fatigue, Inattention, driving too fast, illness, and other improper actions.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Animal	Animal crossing signs in heavily wooded areas
Fixed Objects	Improve Lighting, clear fixed objects from clear zone if possible
Speed	Traffic Calming - Street width reduction, speed zoning
Lane Departure	Longitudinal Rumble Stripes
Dark Lighting	Improve Lighting

SEGMENT 4: AUNT MARYVILLE LANE TO GAULT ROAD, WAREHAM



Legend		Location and Type of Collision		
# Property Damage Collision	Person icon: Pedestrian	←→ Rear End	←→ Head On	↗ Out of Control
# Injury Collision	Bicycle icon: Bicyclist	↙ Left Turn	↘ Right Turn	↕ Right Angle
# Fatal Collision	Animal icon: Animal	↔ Overtake	↖ Side Swipe	
↔ Backing Vehicle	□ Fixed Object			

NARRATIVE

Over the 5-year study period, there were 21 crashes along segment 4; 14 (67%) were property damage only and 7 (33%) resulted in a non-fatal injury. The predominate crash type was single vehicle collisions, which accounted for 43% (9) of all crashes. Of these collisions, 6 involved collisions with fixed objects, 2 involved a collision with deer, and 1 involved a collision with a pedestrian. Additionally, 56% (5) occurred between midnight and 8:00am, 44% (4) of the crashes were on wet or icy pavement, and 22% (2) occurred during rainy weather conditions. Driver contributing circumstances for these crashes included fatigue, failure to keep in lane, physical impairment, and illness.

ISSUES AND COUNTERMEASURES

Issue	Countermeasure(s)
Animal	Animal crossing signs in heavily wooded areas
Fixed Objects	Improve Lighting, clear fixed objects from clear zone if possible
Speed	Traffic Calming - Street width reduction, speed zoning
Lane Departure	Longitudinal Rumble Stripes
Dark Lighting	Improve Lighting

Demographic Makeup

The FHWA provides the Screening Tool for Equity Analysis of Projects (STEAP) to evaluate the areas surrounding transportation related projects. This tool draws a buffer around a project area to approximate the communities that would be most impacted by project implementation. For the Route 28 corridor, a 0.25-mile and 0.5-mile buffer were placed on the roadway. Data from the American Community Surveys 2016-2020 are then pulled for reporting.

Within the buffer areas queried for analysis, statistics for vehicle ownership, age, and household size were examined due to their relationship to transportation and transportation choices.

Household Size

Households are defined as all persons occupying a single housing unit whether related or non-related. Within the buffer areas, there are a variety of household types that may have different transportation needs.

Household Size	0.25 Mile Buffer	0.5 Mile Buffer
1-person	167 (33%)	327 (32%)
2-person	163 (32%)	325 (31%)
3-person	107 (21%)	214 (21%)
4-person	32 (6%)	78 (7%)
5-person	17 (3%)	44 (4%)
6-person	6 (1%)	11 (1%)
7+ person	15 (3%)	36 (4%)
TOTAL	508 (100%)	1,035 (100%)

While household size reveals the occupancy patterns of housing units within the buffer area, it is a somewhat incomplete picture of occupancy patterns. The data for household size gives no indication of units occupied by families or unrelated renters. To get a more complete picture, data for household types were also included in the analysis.

Household Type	0.25 Mile Buffer	0.5 Mile Buffer
Married-Couple family households	178 (35%)	384 (37%)
Male householder, no spouse present family households	26 (5%)	53 (5%)
Female householder, no spouse present family households	123 (24%)	241 (23%)
Householder living alone – nonfamily households	167 (33%)	327 (32%)
Householder not living alone – nonfamily households	13 (3%)	30 (3%)
TOTAL	508 (100%)	1,035 (100%)

Combining household sizes and types provides insight into the transportation needs surrounding the corridor. The transportation needs and choices of a married couple with children will likely be different than those of a householder living on their own. When planning for improvements on the Route 28 corridor, the data in the tables above provide information on who the user base of the improved corridor will be.

Age and Disability

In planning corridor improvements like those proposed in this report, it will be important to ensure that any potential improvements create a safer and more welcoming environment for all age groups and abilities. The abilities of different age groups vary in agility, balance, cognition, coordination, endurance, hearing, strength, vision, and walking speed.¹⁵

Table 6: Age and Disability

Age	0.25 Mile Buffer	0.5 Mile Buffer
Under 5	53 (5%)	108 (4%)
5 to 17	226 (20%)	489 (20%)
18 to 64	569 (49%)	1,275 (52%)
65+	303 (26%)	591 (24%)
TOTAL	1,151 (100%)	2,463 (100%)

Within the 0.25-mile buffer area there are an estimated 120 people with a disability of some kind accounting for around 14% of the buffer area’s total population. When the area is extended to 0.5 miles, that number increases to 259 people or around 14% of the total population within the entire buffer area. A sprawling landscape requires driving to access necessities like groceries and amenities such as parks. A lack of alternative transportation options complicates the experience and use of roadways by those who cannot drive. Given the age and ability distribution of these areas, planning for land uses, development patterns, and transportation alternatives that support these groups is vitally important to future development and redevelopment in the area.

Vehicle Ownership

A key indicator of transportation choices within the areas surrounding the Route 28 corridor is the rate of vehicle ownership. Households with a vehicle available are advantaged in having more choices about the way in which they can travel. Those households without a vehicle may have a harder time travelling along a corridor designed primarily for personal automobile use and doing so safely.

Table 7: Vehicle Ownership

Vehicle Ownership	0.25 Mile Buffer	0.5 Mile Buffer
Zero Vehicle Households	25 (5%)	47 (4%)
One Vehicle Households	181 (36%)	351 (34%)
Two Vehicle Households	205 (40%)	425 (41%)
Three Vehicle Households	97 (19%)	212 (21%)
TOTAL	508 (100%)	1,035 (100%)

Transit Service

Those living along the Route 28 corridor have access to a [single transit line](#) along the study area provided by Greater Attleboro and Taunton Transit Authority (GATRA). Unfortunately, ridership numbers for individual links within GATRA's system are not available for individual lines in Middleborough and Wareham. Based on the previous STEAP analysis, there is a need for transit service for those who do not have access to a vehicle and live near the Route 28 study area including the nearly 50 (4%) households within half a mile of the corridor that do not own a vehicle.

Downtown Middleborough Shuttle

GATRA's Downtown Middleborough Shuttle provides service between Wood Street at Middlebury Arms and Trucchi's. Stops include the Middleborough/Lakeville MBTA station, Riverview Apartments, Nemasket Apartments, Acorn Hill, and Southeast Health Center. The MBTA station offers connections to the MBTA Commuter Rail and to GATRA's Wareham Link 4.

The Downtown Middleborough Shuttle had a total of 6,191 passengers in 2023. Ridership remained fairly constant with an average of 516 passengers a month. April had the lowest passengers at 449, while October had the highest passengers at 610. October, August, and March saw a spike in ridership. February, April, and December saw a decline in ridership, most likely attributed to weather. Service is operating well and there have been no reported issues with the Downtown Middleborough Shuttle.



Figure 9: Middleborough Shuttle 2023 Ridership

Middleborough Dial-A-Ride and ADA Paratransit

GATRA’s curb to curb Dial-A-Ride service is available to residents aged 60 and above or to individuals with a disability who cannot access public transportation. In addition to Dial-A-Ride, GATRA also offers ADA paratransit service. Mandated by the Americans with Disability Act of 1990, GATRA’s paratransit service provides origin to destination transportation to ADA eligible individuals who are unable to use the fixed route bus service. ADA paratransit service travels within ¾-mile of a fixed route (such as the Downtown Middleborough Shuttle), operates the same days and times as the fixed route bus service, and is a shared ride.

GATRA’s Middleborough Dial-A-Ride and paratransit service had a total of 7,590 passengers in 2023. Ridership remained fairly constant with an average of 633 passengers a month. December had the lowest passengers at 544, while March had the highest passengers at 752. May and March saw a spike in ridership while December saw a decline in ridership.

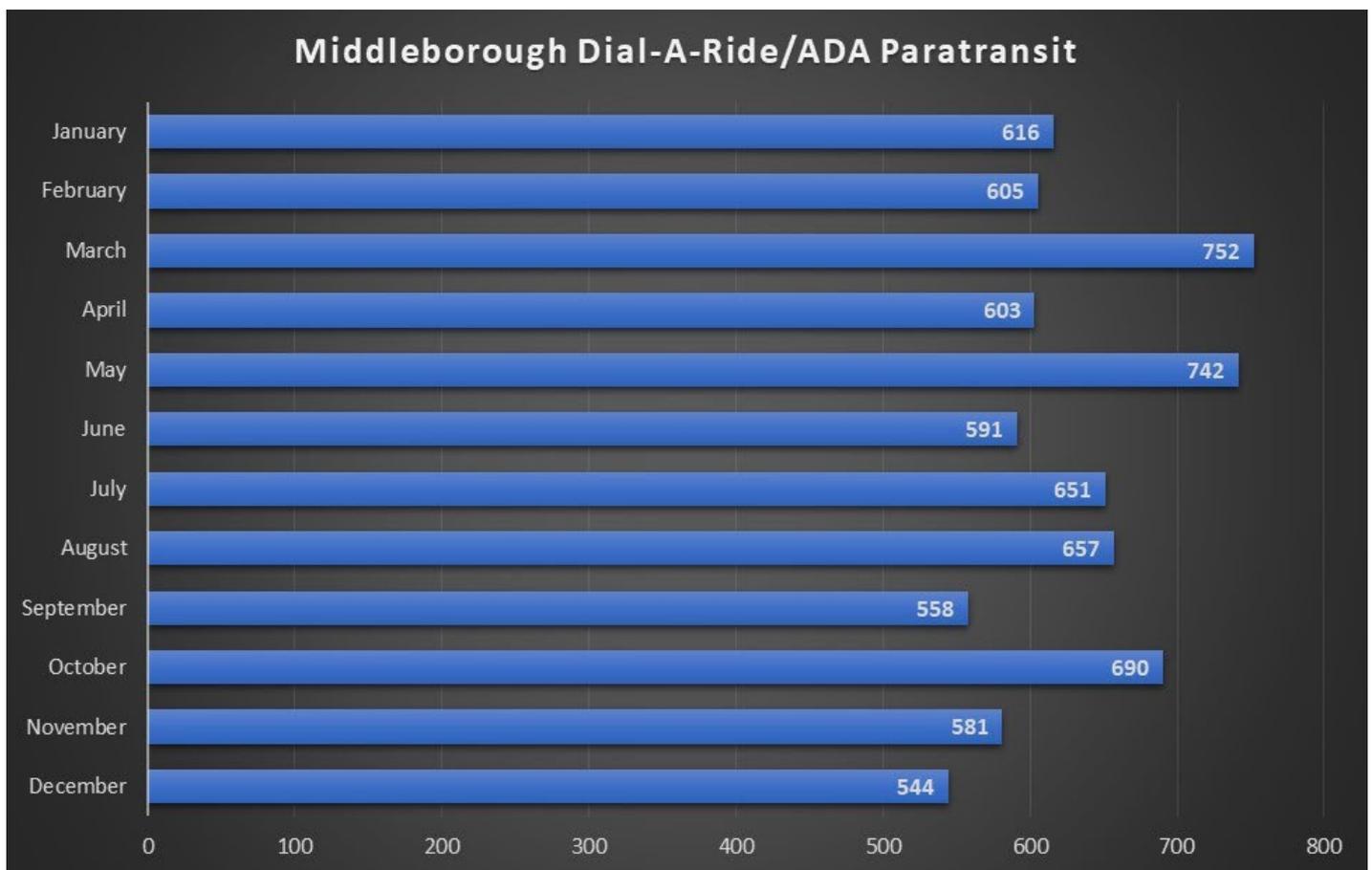


Figure 10: Middleborough Dial-A-Ride/ADA Paratransit Ridership

Wareham Dial-A-Ride and ADA Paratransit

GATRA's Wareham Dial-A-Ride and paratransit service had a total of 8,435 passengers in 2023. Ridership remained fairly constant with an average of 703 passengers a month. December had the lowest passengers at 572, while March had the highest passengers at 819. May and March saw a spike in ridership while December saw a decline in ridership.

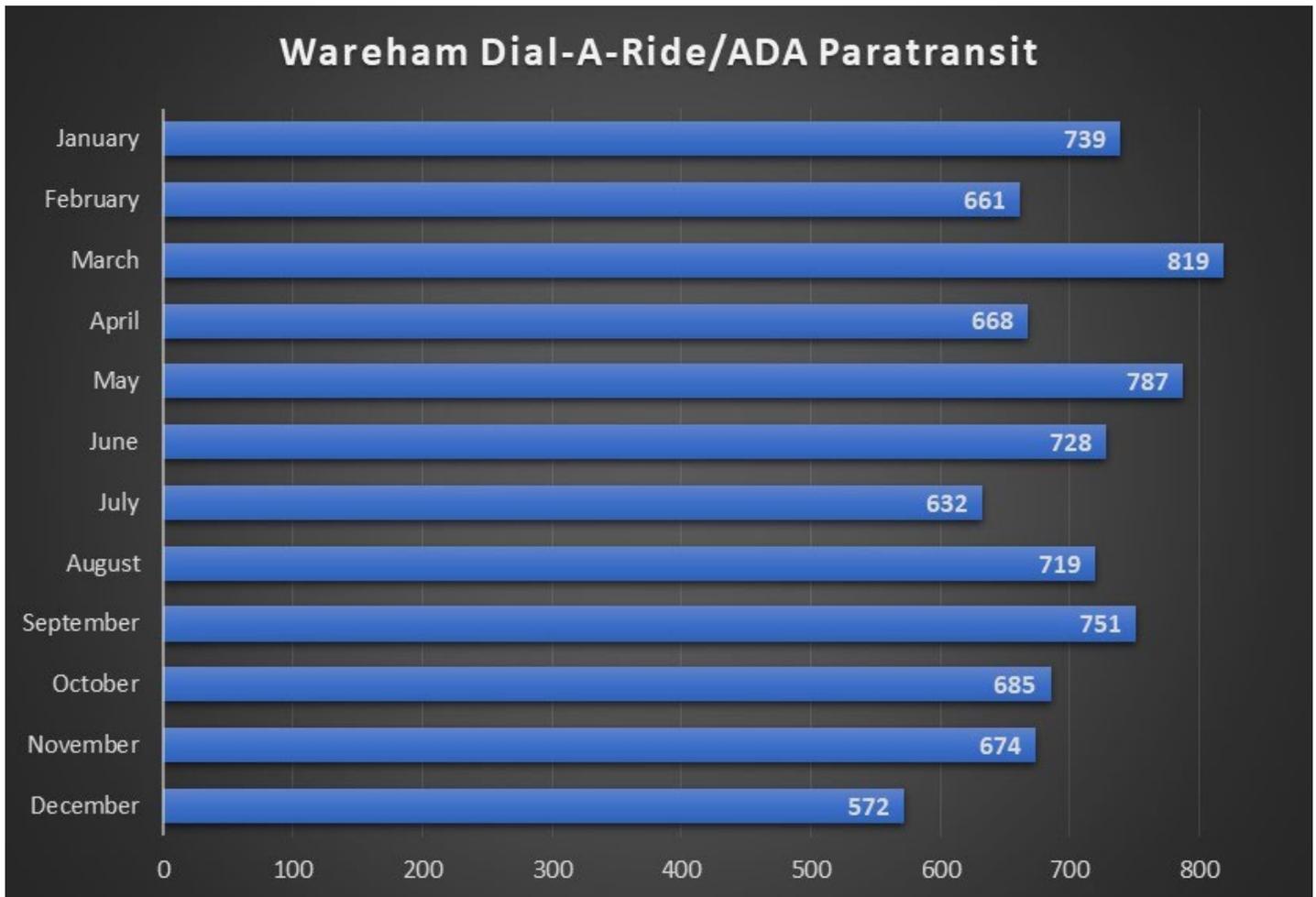


Figure 11: Wareham Dial-A-Ride/ADA Paratransit Ridership

Wareham Fixed Route Bus

GATRA's Wareham fixed route bus service provides service within the town of Wareham, as well as to the Middleborough/Lakeville MBTA station. This service consists of three Links (routes), all beginning at Cranberry Plaza. Link 1 travels to Cromesett, Link 2 to Buzzards Bay Train Station as well as east Wareham, and Link 4 travels to the Middleborough/Lakeville MBTA station via Route 28.

The Wareham fixed route bus service had a total of 46,001 passengers in 2023 with an average of 3,833 passengers a month. Peak ridership occurred in the months of May (4,556) July (5,852). A decline in ridership was seen in the winter months of November (2,946), February (2,998), and December (3,103). With the exception of the summer spike and winter lows, ridership remained fairly constant. Service is operating well and there have been no reported issues with the Wareham fixed route bus service.

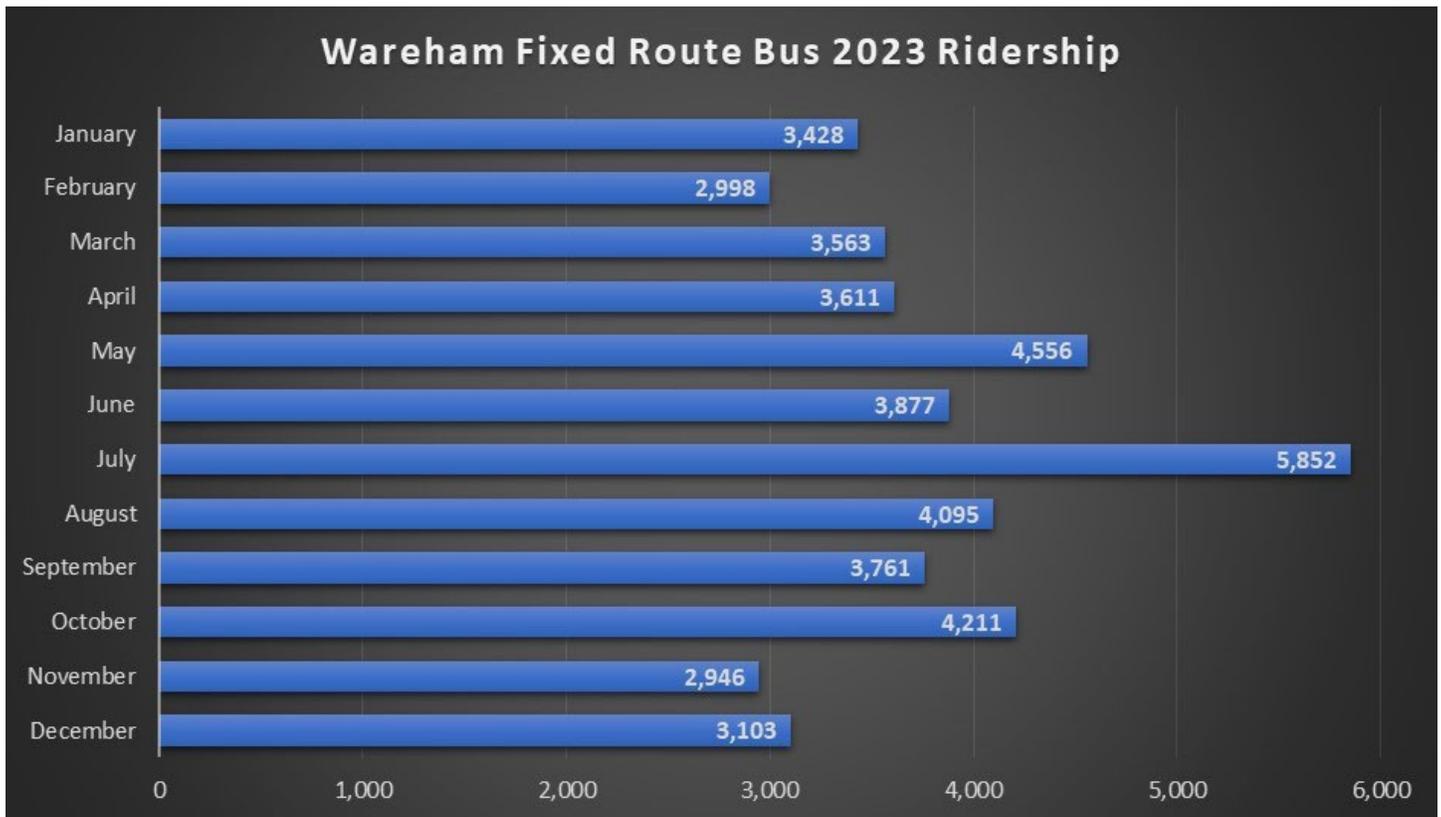


Figure 12: Middleborough Shuttle 2023 Ridership

Bicycle and Pedestrian Conditions

Bicycle and pedestrian infrastructure is largely absent from the Route 28 Corridor study area. However, the Town of Middleborough's Complete Streets Needs Assessment & Prioritization Plan indicated a distinct need for improved bicycle, pedestrian, and transit network connections along the Route 28 Corridor. The plan envisioned a future bicycle network for Middleborough that includes the section of Route 28 from the new Middleborough MBTA Station south all the way to the Rochester town line.

Due to high roadway speeds along this corridor and likely sufficient right-of-way width, physical separation of vehicular traffic and bicycle and pedestrian traffic is strongly recommended. This physical separation can be achieved through the addition of sidewalks or a shared use path.

Currently planned improvements at Hannaford's Intersection (Route 28 at Merchant's Way) by MassDOT include the reconstruction of sidewalks on the north side of Route 28 and a shared use path on the south side. A separate project funded by MassDOT's Safe Routes to Schools infrastructure program includes the planned construction of a shared use path from Nichols Middle School to Route 28 via Wood Street, which once completed will provide a safe walking and biking connector for children and families between Middleborough's Elementary, Middle, and High School campuses in the short-term future. Further south, the Town of Middleborough and MassDOT could consider the addition of bicycle and pedestrian infrastructure to the intersection of Route 28 at Miller Street, as well as the addition of sidewalks along Miller Street from Route 28 to Carmen Park Drive. Improvements to this section of Miller Street could leverage the existing sidewalks in Rock Village to provide better connectivity to points north and east, including various walking and biking trip generators along Route 28.

One challenge to the Route 28 right of way in Middleborough is that it appears in many places that electric distribution wires (MGED) are on poles one side of the road and phone, cable, and fiberoptics (likely Verizon or Xfinity) are on separate poles on the other side of the road. Potential consolidation of these utilities on a set of poles on only one side of the road may better enable utilization of the right of way for sidewalks or shared use path.



Figure 13: Utilities on both sides of the road in Middleborough

In Rochester, a shared use path is also recommended along Route 28. Although the Town does not have a Complete Streets Prioritization Plan, it is evident that the corridor is and will continue to be an important transportation linkage north and south for all road users.

The intersection of Kings Highway at Route 28 and the main entrance to SEMASS are both dangerous due to geometry, curb cut distance (100ft.+), and in the case of SEMASS, has a lot of turning trucks. Due to the poor field of vision that truck drivers typically have inside the cab, this becomes a very high-risk area for bicyclists traveling down Route 28. Safety improvements for pedestrians and bicyclists should be considered, particularly at the SEMASS main entrance.

At the town line between Rochester and Wareham, bicycle, pedestrian, and transit improvements are needed due to the intersection not currently having any crosswalks or bicycle infrastructure, as well as the presence of two converging GATRA fixed routes at this location – the GATRA Wareham Plymouth Connection and the Link 4 bus.

In Wareham, a shared use path is also recommended for the length of the study area. Carver Road, Weaver Street, and Gault Road all provide bike routes connections between Route 28 and Main Street, and at least one of these streets could be prioritized for future improvements to link to the Wareham Village business district as well as the MBTA station and South Coast Bikeway route. Outside of the study area, Tobey Road could also provide a similar linkage south to Main Street.

Census tract level [demographics data](#) indicates that this area of Wareham has significant Title VI communities, specifically older adults and people with a disability. The percentage of the population here age 65 and over is 38.10%, substantially higher than the SRPEDD regional average of 18.48%. Further, total households with one or more persons with a disability is 43.42%, where the SRPEDD Regional Average is 28.4%. These demographic factors indicate that pedestrian crossing enhancement and ADA improvements will be of substantial benefit to the residents of this area of Wareham. Crosswalks are absent from every road intersection along the study area in Wareham, and could be prioritized as a short-term and low-cost improvement. The use of pedestrian refuge islands at wide curb cuts and intersections could be utilized to improve safety and shorten crossing distances for pedestrians here.

While the bicycle route priority should be to connect the Route 28 corridor to Wareham Village, it should also be noted that south of the Route 28 Corridor Study area in Wareham there is a defunct railroad corridor between Wareham and Marion that is partially owned by the state, partially owned by Wareham Land Trust, and partially owned by a private entity. At its most southerly point, this defunct rail corridor is less than a mile from the north terminus of the [Marion Rail Trail TIP Project](#), which is on the South Coast Bikeway. With significant progress made in recent years along the South Coast Bikeway between Fairhaven to Marion, the Bikeway will likely be complete from Fairhaven to Point Road in Marion by the early 2030's.

Public Engagement

Public input on the existing conditions of the roadway and desired improvements was sought in a variety of ways including a public survey, a crowdsource map, a virtual public workshop, an in person public workshop, use of social media, and participation in community events.

Public Survey

A public survey was distributed within the three communities to gain feedback from local community members or users of the corridor regarding issues and challenges faced along the Route 28 Corridor. There were several methods employed to distribute the survey to as wide an audience as possible:

- Sharing on municipal-run Facebook Pages
- Sharing on resident-run town Facebook Pages
- Posting of flyers in municipal buildings and libraries
- Delivery of flyers to libraries and councils on aging
- Advertisement at town-run events including Crantoberfest and Herring Run Festival
- Advertisement at other SRPEDD events including Rochester Master Plan Workshop

The survey was closed on April 15, 2024, with 206 responses. Survey responses identified several issues and concerns faced by motorists, transit users, bicyclists, and pedestrians alike and are described in the following sections. Some survey questions gave respondents a chance to select all answers that apply to their own situations so percentage counts will not add up to 100% but represent the number of respondents out of the total that selected a given answer.

Town of Residence/Property Owners

Of the survey responses received, most were from Middleborough residents, at just over 65% (134 respondents). Wareham residents represented the second largest group of respondents with 18.5% (38 respondents) followed by Rochester with 10.7% (22 respondents), and finally residents of other nearby towns 5.8% (12 respondents). Following the question regarding their place of residence, respondents were asked to indicate if they lived, worked, or owned property along the study area. Of the responses received, most respondents reported not falling into any of those groups:

Table 8: Q: Do you live, work, or own property on Route 28 (from Cushman Street to Charlotte Furnace Road)

Answers	Count	Percentage
Yes, I live on Route 28	25	12.14%
Yes, I work on Route 28	16	7.77%
Yes, I own property on Route 28	9	4.37%
Yes, I own a business on Route 28	5	2.43%
No	162	78.64%
Skipped Question	3	1.4%

While the previous question does display those who live, work, or own property along the corridor, it does not necessarily represent those who use the corridor daily for other reasons. In the next survey question respondents were asked to report how many times they typically utilize the corridor:

Table 9: Q: How often do you typically travel on Route 28? (from Cushman Street to Charlotte Furnace Road)

Answers	Count	Percentage
More than 5 times per week	79	38.35%
4-5 times per week	28	13.59%
2-3 times per week	45	21.84%
Once a week	31	15.05%
Occasionally (monthly or less)	23	11.17%
Never	0	0%

As many respondents reported using the roadway multiple times a week, it was important to gain a deeper understanding of their travel modes along the corridor.

Travel Modes and Patterns

As expected, due to the lack of facilities for alternative modes of transportation like walking or biking, a huge majority of respondents reported driving alone along the corridor:

Table 10: Q: How do you typically travel on Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Car (drive alone)	198	96.12%
Car (carpool or vanpool)	25	12.14%
Public Transportation (bus)	1	0.49%
Bicycle	4	1.94%
Walk	5	2.43%
Other (Please Specify)	6	2.91%

Given the clear tendency toward driving along the corridor, it was also important to ask respondents what their reasons for traveling on the corridor would be. For instance, big shopping trips may encourage more trips in a personal vehicle if one is available whereas trips for smaller errands, short distances, or recreational purposes might encourage alternative modes like walking or bicycling. In the instance of this study, respondents were split among the various categories. Shopping, commuting, and recreational purposes emerged as the most popular reasons for travel. With the presence of a major shopping center at Wareham Crossing and access to Cape Cod, a popular vacation destination via Route 495/25, these trends make sense given the context of the corridor:

Table 11: Q: Why do you travel on Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Work/Commuting	99	48.06%
School/Child Care	35	16.99%
Medical	64	31.07%
Shopping	165	80.1%
Recreation	98	47.57%
Other (Please Specify)	38	18.45%

In addition to their reasons for travel, respondents were asked how many stops they make when they travel along the Route 28 corridor:

Table 12: Q: Do you typically travel through, or do you make stops along Route 28? (from Cushman Street to Charlotte Furnace Road)

Answers	Count	Percentage
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No stops. I drive straight through.	63	30.58%
1 stop	59	28.64%
2-3 stops	66	32.04%
4 or more stops	11	5.34%
Other (Please Specify)	4	1.94%

The most obvious observation gleaned from this question is that many people do make at least one stop when they travel along the corridor. This makes sense given the previous question where many respondents indicated they travel along the corridor to access various uses.

Travel Challenges

Given the number of people traveling along the Route 28 corridor, there are bound to be some challenges experienced by users of the roadway. Respondents were given a list of common problems faced along many roadways in the SRPEDD region as well as some options added after meetings with town officials.

Table 13: Q: Do you ever experience any of the following issues on Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Poor pavement conditions	76	36.89%
Poor sidewalk conditions	63	30.58%
Difficulty crossing Route 28	67	32.52%
Lack of accessible curb/wheelchair ramps	21	10.19%
Lack of bicycle facilities	45	21.84%
Lack of multimodal options	12	5.83%
Timing or accessibility of bus service	6	2.91%
Traffic during weekday commute	76	36.89%
Weekend Traffic	55	26.7%
Traffic during a holiday or holiday season	41	19.9%
Seasonal traffic	72	34.95%
High speed of vehicles	109	52.91%
Difficulty turning in and out of side streets	108	52.43%
Other (Please Specify)	18	8.74%

Several issues emerged in the responses to this question, most notably the speed of vehicles along the roadway and difficulty turning in and out of side streets. These issues were also relayed to SRPEDD staff when the survey was posted in various resident-run town Facebook pages. Many comments cited vegetation interrupting sight lines when trying to turn onto Route 28. Additionally, there is only one stoplight along the corridor

at Route 28 and Route 58 to control traffic. Given the speeds observed along Route 28, it makes sense that turning onto the roadway would be a problem from any side streets especially when sight lines are blocked by trees or made difficult by intersection geometry.

Issues with holiday and seasonal traffic were also reported in large numbers. As Route 28 runs parallel to Route 495/Route 25, access to Cape Cod and Wareham likely causes many of these issues. Motorists seeking access especially to Cape Cod may be directed by GPS systems to use Route 28 instead of more major routes causing issues and unexpected congestion for local users in the summer season. Additionally, seasonal shopping trends around the holiday season may bring additional traffic to shopping centers like Wareham Crossing which is just beyond the study area in question.

Future Visions

After documenting the current concerns along Route 28, respondents were asked to provide some insight on their future visions along the corridor. This included infrastructure investment, housing, and economic development.

First, respondents were asked about the investments they would make along the roadway:

Table 14: Q: Which investments do you think could make Route 28 (from Cushman Street to Charlotte Furnace Road) safer and/or more enjoyable to use? Select all that apply

Answers	Count	Percentage
More options for safe bike travel	43	20.87%
Adding sidewalks/better sidewalks	75	36.41%
More frequent bus service	16	7.77%
Bus shelters/bus pull-off areas	17	8.25%
More travel lanes	22	10.68%
Better street lighting	78	37.86%
Better sight lines and distances at intersections	70	33.98%
Slower traffic speeds	53	25.73%
More traffic signals	60	29.13%
It's fine the way it is	36	17.48%
Other (Please Specify)	20	9.71%

Answers to this question were more mixed than any of the previous questions. The most popular options for investment were for vision and safety improvements in the form of additional street lighting, better sight lines at intersections, and additional sidewalks. These types of fixes would go far to make all users of the roadway safer no matter what mode of transportation they are using. Another option that was supported in larger numbers was the addition of more traffic signals. Combined with the previous question where many users reported issues with turning in and out of side streets. Respondents were then asked if they would like to see additional businesses and what kind of businesses they might like to see:

Table 15: Q: Would you like to see more businesses along Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Cushman Street (Middleborough) to Route 495 On/Off Ramps (Exit 8)	37	17.96%
Smith Street (Middleborough) to South Middleborough Fire Station (Locust Street)	38	18.45%
South Middleborough Fire Station (Locust Street) to Wareham District Court (Route 58)	57	27.67%
Wareham District Court (Route 58) to Wareham Fire Station 2 (Charlotte Furnace Road)	39	18.93%
I would not like to see more businesses here	110	53.4%
Other (Please Specify)	16	7.77%

More than half of respondents reported not wanting to see any additional businesses along Route 28. Of those who wanted to see more businesses, most wanted the businesses located between the South Middleborough fire station and Wareham town line. If respondents reported wanting more businesses along the corridor they were prompted with another question about business types:

Table 16: Q: What kinds of additional businesses would you like to see along Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Restaurants	72	34.95%
Shopping	60	29.13%
Office Buildings	21	10.19%
Grocery Stores	64	31.07%
Industrial Businesses	11	5.34%
I would not like to see more businesses here	8	3.88%
Other (Please Specify)	11	5.34%

There was an even split among the major types of businesses that people wanted to see along the corridor. Given the distance between the nearest restaurants, grocery stores, and shopping center, it makes sense that respondents would want these uses nearby. Aside from getting in a personal vehicle and driving to these destinations, there are few other options for accessing the services provided by restaurants, grocery stores, and shopping centers.

More controversial than additional businesses along the corridor was the expansion of housing in the area. As described in the section after the survey results, each town has differing priorities for housing expansion. Many respondents to the survey indicated they do not prioritize housing in this area:

Table 17: Q: Would you like to see additional housing options along Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Cushman Street (Middleborough) to Route 495 On/Off Ramps (Exit 8)	19	9.22%
Smith Street (Middleborough) to South Middleborough Fire Station (Locust Street)	18	8.74%
South Middleborough Fire Station (Locust Street) to Wareham District Court (Route 58)	30	14.56%
Wareham District Court (Route 58) to Wareham Fire Station 2 (Charlotte Furnace Road)	20	9.71%
I would not like to see more housing here	153	74.27%
Other (Please Specify)	12	5.83%

Respondents who responded they would like to see more housing options were prompted to provide insight into the types of housing options they would like to see:

Table 18: Q: What types of additional housing options would you like to see along Route 28? (from Cushman Street to Charlotte Furnace Road) Select all that apply

Answers	Count	Percentage
Small Scale (1-4 units)	24	11.65%
Medium Scale (5-9 units)	25	12.14%
Large Scale (10+ units)	15	7.28%
I would not like to see more housing here	7	3.4%
Other (Please Specify)	7	3.4%

After reviewing all the information provided by survey respondents there were a few obvious trends including:

- Broad support for user sight improvements (street lighting, intersection sight lines)
- Most respondents use the corridor at least 2-3 times per week
- Almost all respondents reported driving alone along the corridor as their main mode of travel
- Respondents regularly experience issues with speed of other vehicles
- Respondents reported issues turning in and out of side streets
- Respondents reported issues with seasonal and holiday traffic along Route 28
- Mixed support for the expansion of businesses along the corridor
- Minimal support for the expansion of housing along the corridor

Additional Concerns

As a final question, respondents were asked about their vision for the corridor in an open-response format. Answers varied widely and addressed several concerns including:

- Issues with sight lines especially on Spruce Street (Middleborough) and Route 28
- Uneven zoning patterns causing mixed-use development that puts residential and industrial uses too close together
- Not wanting the corridor to develop out of control primarily by limiting development or keeping the corridor as it is for as long as possible
- Managing vegetation along the corridor more regularly
- Enforcement of speeding along the corridor
- Distracted drivers endangering all other users
- Poor road conditions
- Lack of pedestrian and bicycle facilities, especially sidewalks along Route 28

In addition to these concerns, many respondents noted concerns with the intersection of Merchant's Way and Route 28 in Middleborough. While this intersection is not included in the scope of this study, SRPEDD completed and submitted a signal warrant analysis, associated traffic counts, and a full report to MassDOT in 2023. This intersection has long been an issue for the town of Middleborough and a pedestrian was tragically killed in mid-2023. There has been a town-wide effort to bring a traffic signal to the intersection and using SRPEDD's data it was determined a signal is warranted to improve safety at the intersection. As Route 28 is in MassDOT controls the roadway, no traffic light can be installed until the design phase is completed. Construction is anticipated to begin to improve the intersection in Fall of 2029. More information can be found on the [MassDOT project webpage](#).

A full list of open responses received as part of this project is available in Appendix C.

Stakeholder Meetings

In the initial phase of the study, SRPEDD staff met with town officials in each community to discuss specific challenges to their respective sections of Route 28. Meetings were conducted with staff members representing planning and zoning, town administration, police departments, fire departments, departments of public works, conservation agents, select boards, and more. These meetings are a valuable exercise to gain different perspectives on issues impacting the roadway and nearby uses. Topics addressed in these meetings ranged from safety, roadway condition, freight movement, pedestrian and bicycle accommodations, land use, future land use and economic development, and transit availability and usage.

Middleborough

In the meeting with Middleborough town officials and SRPEDD staff, a few primary issues, trends, and desires for improvements arose:

- The town is prioritizing industrial development in the study area because of existing lower density residential developments
- There is a desire in town to focus newer housing and commercial developments in the downtown area due to new MBTA zoning laws and the desire to keep the Route 28 roadway rural
- There are new industrial developments slated for the Cowan Drive area including an anaerobic digester, a construction material railyard, and a new warehouse facility
- The presence of wetlands in the surrounding area makes it difficult for large scale developments to be built along the study area
- There is a desire for increased bicycle or pedestrian facilities along the Route 28 corridor as there is an existing base of cyclist and pedestrian activity along the roadway. The town expressed interest in separated facilities versus on road painted lanes for bicycles.
- Skewed intersections for side streets entering Route 28 create challenges for motorists attempting to turn and create dangerous maneuvers including Locust Street, Spruce Street, Pine Street, Cushman Street, and Rocky Gutter Street
- Improving access to existing conservation properties near the corridor both from and around Route 28
- Lack of pre-emption signal at South Middleborough Fire House

Rochester

- In the meeting with Rochester town officials and SRPEDD staff, a few primary issues, trends, and desires for improvements arose:
- Grade differential at intersection of Route 58 and Route 28 creates visibility challenges for motorists entering the Route 28 roadway
- Additional traffic and development as a result of new businesses including marijuana, storage, and liquor stores on Route 58 intersection that has some pre-existing and documented issues
- Higher than average emergency response times to Route 28/Route 58 intersection due to EMS facility locations
- Intersection with Route 28 and Kings Highway has truck queueing issues before facilities open and sludge forming on roadway
- Concerned with maintenance responsibility of potential pedestrian and bicycle facilities on Route 28
- Improved connections between public properties in town center area that could

eventually connect to Route 28

- Issues with narrow roadways near Route 28 for additional bicycle or pedestrian facilities that do not already exist
- Concerns about bicyclist safety awareness and education on more narrow roadways as the town is a popular spot for cyclists despite lack of official facilities like separated bike lanes

Wareham

- In the meeting with Wareham town officials and SRPEDD staff, a few primary issues, trends, and desires for improvements arose:
- Accidents at the intersection of Route 28 and Charlotte Furnace Road
- The width of Charlotte Furnace Road opening to Route 28 is a cause of concern among town staff, especially for cars turning left from Route 28 to Charlotte Furnace or left off of Charlotte Furnace to Route 28 eastbound
- Tractor trailer trucks parking on the side of the road in the shoulder to access shops on the corner of Charlotte Furnace Road and Route 28 intersection causes visibility issues for all roadway users
- Residents living in mobile home parks near the Wareham Crossing areas face challenges exiting park driveways
- Continued commercial focus shifting toward Route 28 bringing more traffic to town and exacerbating issues with side streets further up Route 28 toward Rochester
- Development north of the study area on Charlotte Furnace Road and in Plymouth is bringing more commercial and industrial traffic to Route 28 and impacting lower volume roads like Charlotte Furnace Road in Wareham
- Interest in enhancing bicycle and pedestrian connections along the Route 28 corridor was expressed as there have been documented crashes involving e-bikes on the corridor
- Desire for increased transit service to Wareham's downtown area and hospital from the Route 28 corridor to better connect people within different areas of town

Virtual Public Workshop #1

A virtual public workshop was held on March 13, 2024 via zoom. The meeting was advertised on the individual town websites, through SRPEDD’s website and social media, announcements at various meetings, flyers in the individual town halls and libraries, press releases to local newspapers, and through direct mailers to residents and businesses along the corridor. The format of the meeting included a presentation with PowerPoint slides and an interactive mapping exercise where participants could pinpoint issues and opportunities along the corridor. Town officials attended to represent their respective towns as well as members of the public.

Comments at the meeting highlighted concerns with truck traffic, increased traffic from development along the corridor, lack of bicycle and pedestrian facilities, speed of vehicles traveling along the corridor, near misses for head-on collisions due to the location and presence of passing zones, flooding on the corridor, water and sewer infrastructure needs, slippery road conditions on the s-curve area from windblown snow in winter conditions, noise and aesthetic complaints, and slippery road conditions from slime in the summer. A full recording of the workshop can be found [here](#). Examples of public engagement materials used to promote meetings is shown in Figure 14.

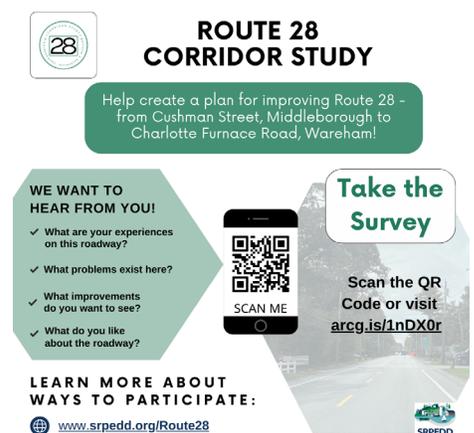
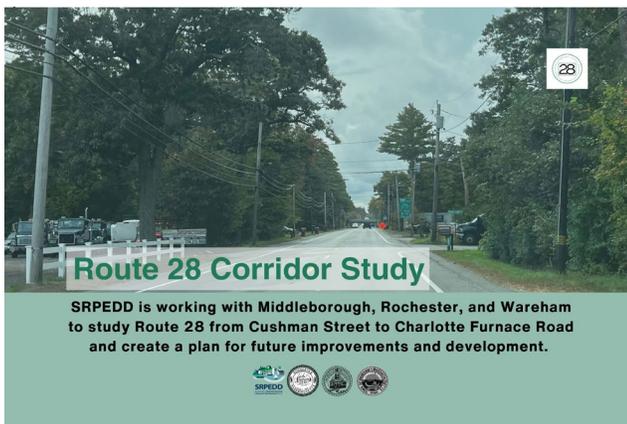


Figure 14: Public Engagement Materials

In-Person Public Workshop

A virtual public workshop was held on March 18, 2024 at the Wareham Multiservice Center/ Council on Aging, 54 Marion Road, Wareham. The meeting was advertised on the individual town websites, through SRPEDD’s website and social media, announcements at various meetings, flyers in the individual town halls and libraries, press releases to local newspapers, and through direct mailers to residents and businesses along the corridor. The format of the meeting was a drop in public workshop, featuring interactive stations with the aim of gaining public insight of issues and opportunities along the corridor. Station 1 consisted of maps along that displayed information about existing conditions, crash locations, land use and other information. Participants were encouraged to add notes on the map discussing their experiences and concerns along the corridor. Station 2 featured a complete streets style cross-section exercise that allowed participants to use sample street parts (sidewalks, bike lanes, pavement width, bus facilities, etc.) to visually display what they would like Route 28 to look like if it were improved. Staff members were in attendance to assist with the stations as well as discuss the corridor and project with attendees.

Town officials attended to represent their respective towns as well as members of the public. Comments received at the meeting included concerns with speeding, the safety of the passing zones along the corridor, driving under the influence, the use of Doty Street in Wareham as a cut through as well the safety of the intersection of Doty Street and Route 28, the grade change present at the Route 28 and Route 58 intersection, truck traffic along the corridor, the lack of bicycle and pedestrian infrastructure, concerns with safety at the Route 28 and Charlotte Furnace Road intersection, turning in and out of Carver Road, safety near the s-turns (Wareham), and fears that increased development in the area will contribute to higher speeds. Representatives from the water department discussed the placement of their utility structures along the roadway and the importance of access to the infrastructure for maintenance. Pictures from the workshop are shown in Figure 15.



Figure 15: Public Workshop Images

Virtual Public Workshop #2

A virtual public workshop was held on December 13, 2024 via zoom. The meeting was advertised on the individual town websites, through SRPEDD’s website and social media, announcements at various meetings, flyers in the individual town halls and libraries, and through press releases to local newspapers. The format of the meeting included a presentation with PowerPoint slides and an open comment period. Town officials attended to represent their respective towns as well as members of the public.

The presentation highlighted identified issues and proposed recommendations as outlined in this study. A full recording of the workshop can be found [here](#). Examples of public engagement materials and meeting materials are shown in Figure 16.

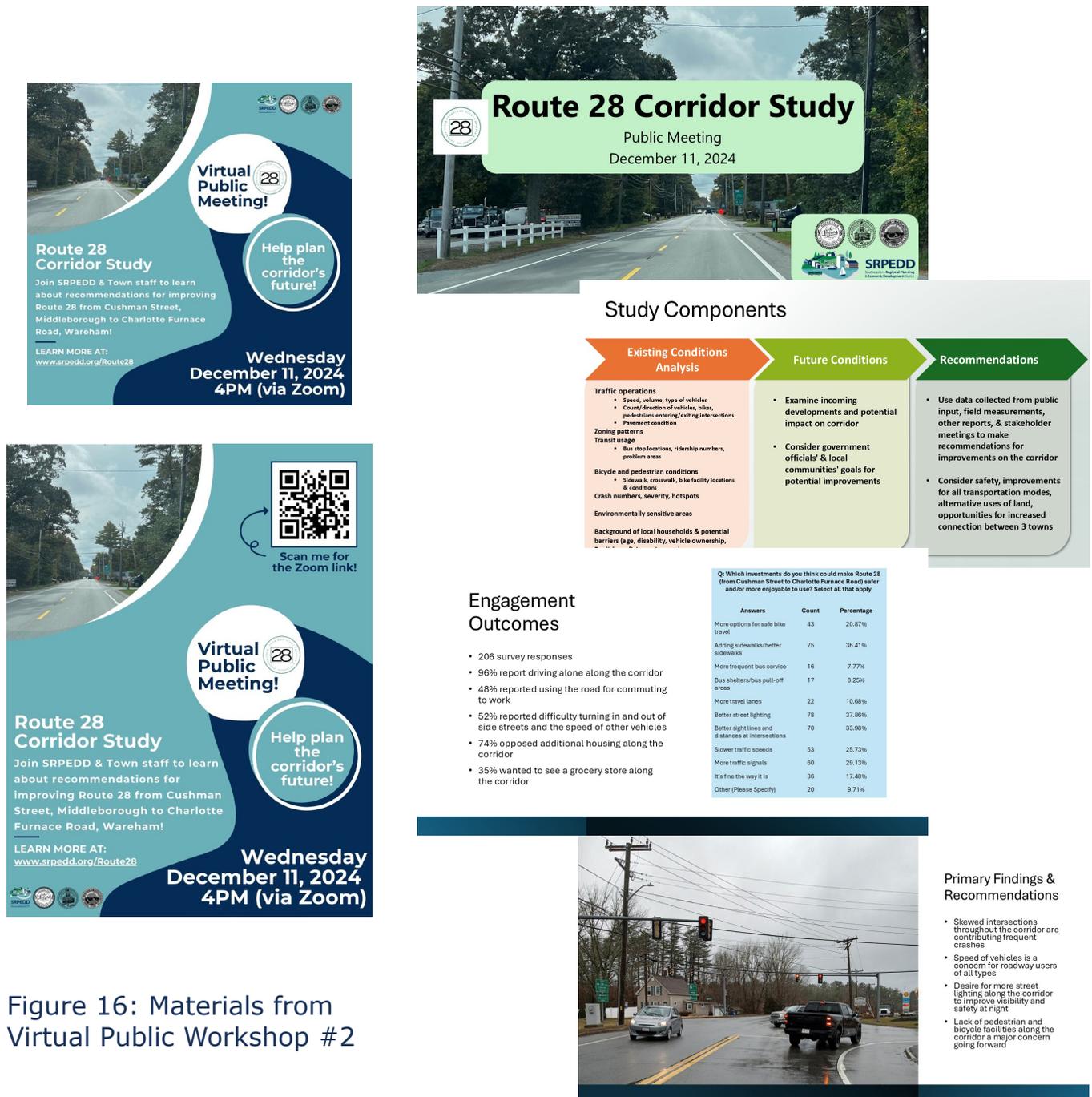


Figure 16: Materials from Virtual Public Workshop #2

Recommendations

Using the information gathered in the existing conditions analysis, traffic and crash data collection, and most importantly, public engagement, SRPEDD staff developed recommendations for the corridor as a whole and town specific recommendations based on likely development patterns. Some of the primary issues addressed in the recommendations include skewed intersections with poor sight lines, lack of accommodations for all modes of transportation, and improved signage throughout the corridor.

Full Corridor

- Future planning along the corridor, including any planned road improvements or zoning changes, should consider balancing uses and supporting the municipal priorities through context sensitive solutions.
- Add a shared use path on one or both sides of the roadway to safely accommodate bicycle and pedestrian travel along the corridor. Facilities should be as consistent as possible throughout the corridor to provide a uniform cross-section and a cohesive aesthetic.
- Place multi-modal facilities that consider location and maintenance needs of utilities both above and underground.
- Ensure proper maintenance of shared-use path based on jurisdiction of the roadway.
- Install crosswalks at key locations along the corridor to accommodate any new pedestrian or bicycle activity associated with a shared-use path.
- Consider narrower travel lanes and overall paved width to reduce travel speeds and improve the aesthetics of the corridor, while maintaining adequate width and turning radii for large freight vehicles.
- Install additional street lighting along the corridor especially around intersections of Route 28 and side streets. Consideration should be given to installing lights at the pedestrian level in places of higher usage.
- Install intersection warning signage in well-lit areas to alert motorists of upcoming traffic conditions.
- Install dynamic speed feedback signage along the roadway to track and reduce speeds of motorists.
- Consider the removal of passing zones to reduce the potential of dangerous head-on collisions.
- Consider installation of deer crossing signage in heavily wooded areas.

- Maintain roadway shoulders as much as feasible to allow emergency vehicles along the roadway.

Full Corridor (cont.)

- Expand enforcement along the roadway to ensure safe speeds are maintained.
- Work with industrial trucking companies located along the corridor to recommend off-peak travel for large freight movers.
- Where possible, create turning lanes in and out of industrial driveways to safely accommodate truck turning movements.
- Where feasible, reduce the width of curb cuts to reduce conflict points.
- Improve pavement surface conditions of roadway.

Middleborough

- Install a pre-emption signal at the South Middleborough Fire Station to ensure emergency services can operate without delay along the corridor.
- Investigate and realign skewed intersections especially at Spruce Street and Cushman Street.

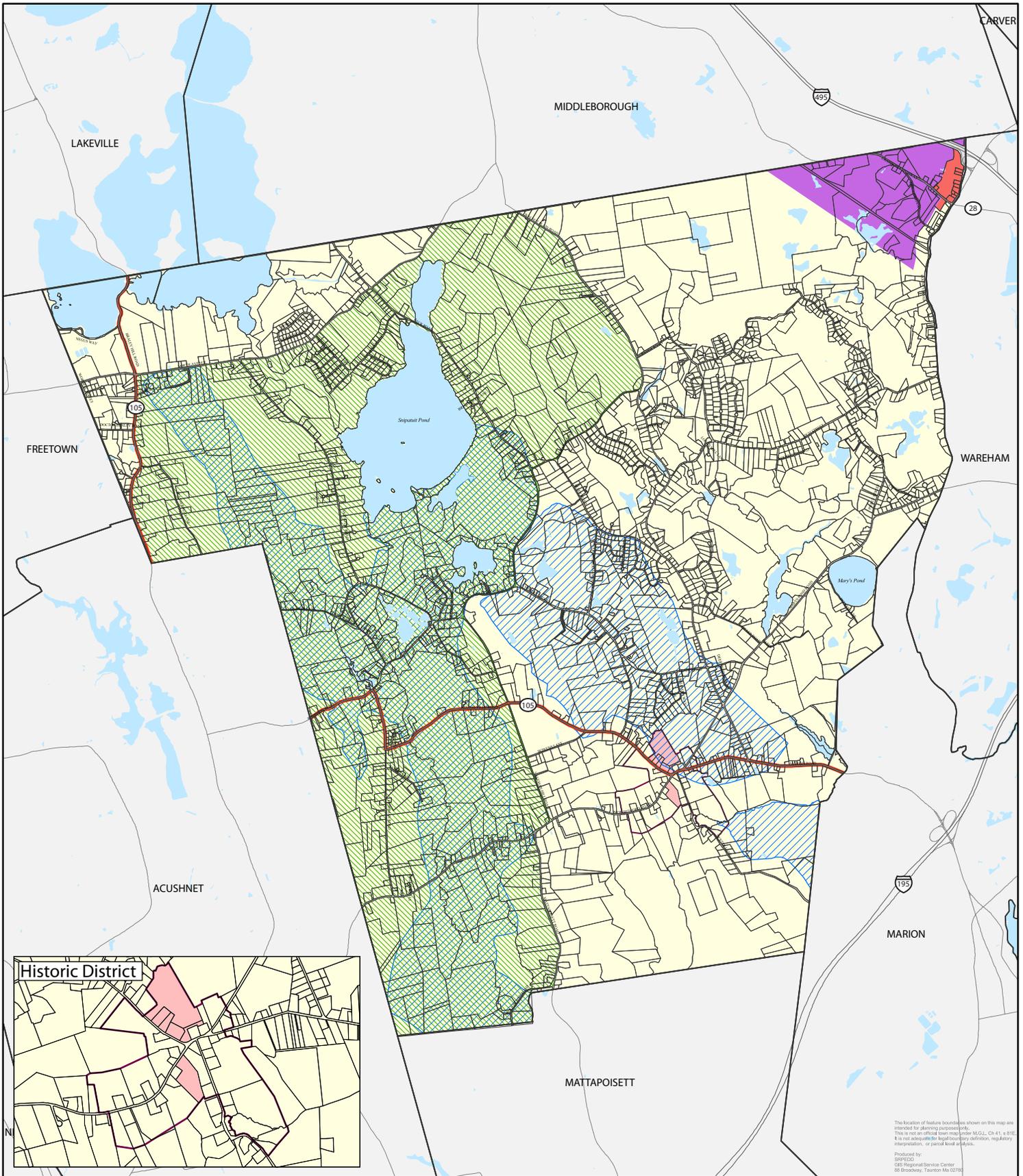
Rochester

- Improvement of sight lines, by regrading, at each approach of the Route 28 at Route 58 intersection
- Install pedestrian push-button signals at the intersection of Route 28 and Route 58 in conjunction with residential development anticipated on the corridor.
- Coordinate with the Town of Wareham to ensure anticipated traffic impacts from Eversource utility training facilities on Doty Street are included in additional analysis for residential and commercial development on the corridor
- Implement or coordinate cleaning of road near driveways of industrial properties to avoid slick conditions that may endanger other users during inclement weather.
- Ensure new development connects people with bicycle and pedestrian facilities and transit.

Wareham

- Expand access to potential recreational opportunities at the Mill Pond Dam
- Create no parking zones west of Charlotte Furnace Road to prevent large vehicles from parking along Route 28 across from existing gas stations.

Appendix A - Zoning Maps



Town of Rochester Zoning Map

Zoning Districts

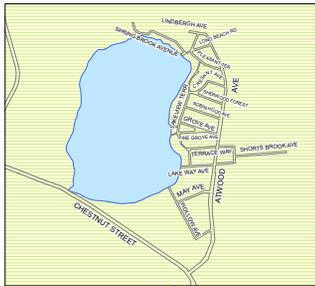
- RE/AG-Residential/Agriculture
- LC-Limited Commercial
- GC-General Commercial
- I-Industrial
- Groundwater Protection District
- Mattapoissett River Valley Watershed
*Per MGL Chapter 407 of 1983
- Scenic Road
*Per Acts and Resolves passed by the General Court of MA in the year 2000, Section 84.
- Historic District
- Water
- Municipal Boundaries

- Interstates
- Arterials and Collectors
- Local Roads

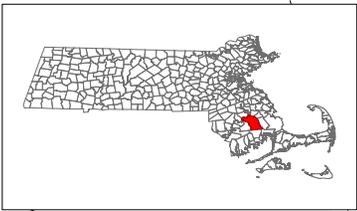


MIDDLEBOROUGH, MASSACHUSETTS ZONING MAP

WOODS POND INSET



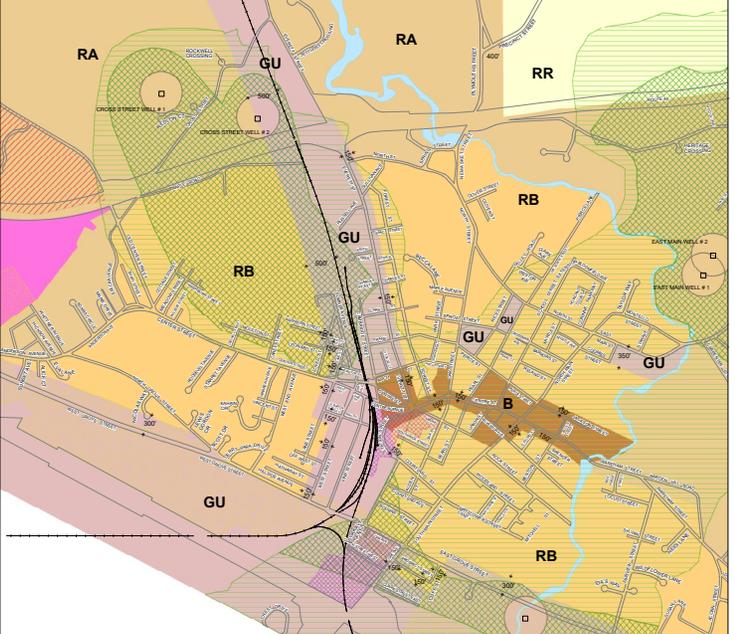
0 600 1,200 2,400 Feet
1" = 600'



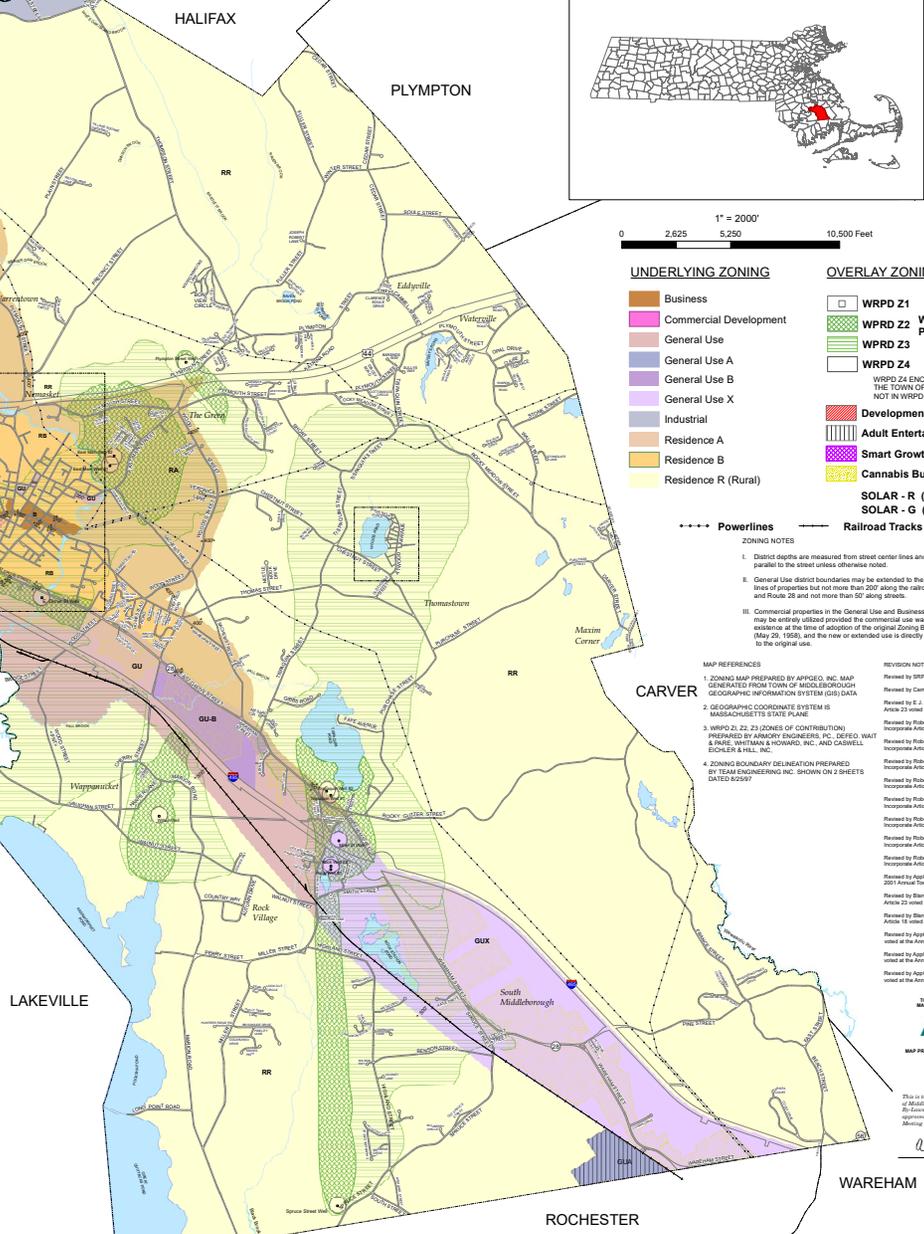
0 2,625 5,250 10,500 Feet
1" = 2000'

- UNDERLYING ZONING**
- Business
 - Commercial Development
 - General Use
 - General Use A
 - General Use B
 - General Use X
 - Industrial
 - Residence A
 - Residence B
 - Residence R (Rural)
- OVERLAY ZONING DISTRICTS**
- WRPD Z1
 - WRPD Z2 WATER RESOURCE PROTECTION DISTRICTS
 - WRPD Z3
 - WRPD Z4
 - WRPD Z4 ENCOMPASSES ALL AREA WITHIN THE TOWN OF MIDDLEBOROUGH WHICH IS NOT IN WRPD Z1, WRPD Z2, OR WRPD Z3
 - Development Opportunity District
 - Adult Entertainment District
 - Smart Growth Zoning Overlay District
 - Cannabis Business District
 - SOLAR - R (OVERLAYS RA, RB, RR)
 - SOLAR - G (OVERLAYS GU, GUA, GUX, I)
- ZONING NOTES**
- I. District depths are measured from street center lines and run parallel to the street unless otherwise noted.
 - II. General Use district boundaries may be extended to the rear lot lines of properties but not more than 200' along the railroad and Route 26 and not more than 50' along streets.
 - III. Commercial properties in the General Use and Business districts may be entirely utilized provided the commercial use was in residential at the time of adoption of the original Zoning By-Law (May 29, 1958), and the new or extended use is directly related to the original use.
- MAP REFERENCES**
1. ZONING MAP PREPARED BY APPLIED, INC. MAP GENERATED FROM TOWN OF MIDDLEBOROUGH GEOGRAPHIC INFORMATION SYSTEM (GIS) DATA
 2. GEOGRAPHIC COORDINATE SYSTEM IS MASSACHUSETTS STATE PLANE
 3. WRPD Z1, Z2, Z3 ZONES OF CONTRIBUTION PREPARED BY ARROYO ENGINEERS, INC., DEEBO, WAIT & PAINE, WHITMAN & HOWARD, INC. AND CASWELL, ECKLEN & LEE, INC.
 4. ZONING BOUNDARY DELINEATION PREPARED BY T&A ENGINEERING, INC. SHOWN ON SHEETS DATED 6/25/97
- REVISION NOTES**
- Revised by DP/PCO February 1976
 Revised by James A. Collins Engineering May 9, 1980
 Article 23 voted at Town Meeting April 27, 1981
 Revised by E. J. Ryan Engineers, Inc. May 11, 1981 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on June 6, 1986 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on September 23, 1987 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on November 16, 1989 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on January 12, 1995 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on March 18, 1998 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on January 25, 1997 to incorporate Article 23
 Revised by Robert A. Calkley, P.E., R.L.S. on June 16, 1997 to incorporate Article 23
 Revised by Applied Geographics, Inc. on April 2, 2001 and voted at 2001 Annual Town Meeting on May 14, 2001
 Revised by Edward Consulting on February 19, 2007 to incorporate Article 23
 Revised by Applied Geographics, Inc. on April 23, 2014 to incorporate Article 24
 Revised by Applied Geographics, Inc. on May 27, 2015 to incorporate changes voted at the Annual Town Meeting on October 5, 2015
 Revised by Applied Geographics, Inc. on April 4, 2022 to incorporate changes voted at the Annual Town Meeting on October 1, 2018 and October 4, 2021

DOWNTOWN INSET



0 500 1,000 2,000 3,000 4,000 Feet
1" = 600'



TOWN OF MIDDLEBOROUGH ZONING MAP FOR INCORPORATION PURPOSES ONLY

AppGeo

MAP PRODUCED BY APPLIED GEOGRAPHICS, INC.

This is to certify that this is the Zoning Map of the Town of Middleborough, Massachusetts referred to in the Executive By-Laws of the Town of Middleborough which was originally approved at the 2001 Annual Town Meeting and amended through the Meeting Action on October 4, 2021.

William J. Parsons, Town Clerk

Town of Wareham Zoning

May 14, 2007



MIDDLEBOROUGH

CARVER

PLYMOUTH

ROCHESTER

BUSINESS OVERLAY DISTRICT

THIS IS TO CERTIFY THAT THIS IS THE ZONING MAP OF THE TOWN OF WAREHAM, MASSACHUSETTS REFERRED TO IN THE ZONING BYLAW OF THE TOWN OF WAREHAM, MASSACHUSETTS WHICH WAS APPROVED BY THE TOWN ON _____

ATTEST

TOWN CLERK

TOWN SEAL

Legend

Zoning

- Commercial General
- Conference Recreation
- Commercial Strip
- Industrial
- Institutional
- Onset Business District (OV 1)
- Onset Village Residential (OV 2)
- Marine
- MR-30
- R-130
- R-60
- R-43
- R-30
- Wareham Village
- Wareham Village II
- Zone II
- Butternilk Bay Water Resource Protection District
- Business Overlay District*



May 14, 2007



5000 0 5000 10000 Feet

MARION

Map of Wareham, Massachusetts, showing zoning districts. This map is for informational purposes only and does not constitute a contract. For more information, contact the Town of Wareham Planning Department, 10 Park Street, Wareham, MA 01996.

Appendix B - Traffic Count Information



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00023
 Location 1: WAREHAM STREET
 Location 2: East of Pine Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00023
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axle Single	5 Axle Single	6 Axle Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	0	101	32	3	7	4	1	1	6	0	0	0	0	155
4:00	3	140	48	2	11	6	0	2	3	0	0	0	0	215
5:00	1	114	46	3	9	2	0	2	5	0	0	0	0	182
6:00	0	71	25	1	5	1	0	0	1	0	0	0	0	104
7:00	1	52	23	0	5	1	0	1	0	0	0	0	0	83
8:00	0	38	19	0	1	1	0	0	1	0	0	0	0	60
9:00	1	31	5	0	1	1	0	1	0	0	0	0	0	40
10:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
11:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Total	6	569	202	9	39	16	1	7	16	0	0	0	0	865
Percent	0.7%	65.8%	23.4%	1.0%	4.5%	1.8%	0.1%	0.8%	1.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	4:00 3	4:00 140	4:00 48	3:00 3	4:00 11	4:00 6	3:00 1	4:00 2	3:00 6		*	*	*	4:00 215



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00024
 Location 1: WAREHAM STREET
 Location 2: East of Locust Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00024
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axle Single	5 Axle Single	6 Axle Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	0	140	54	3	19	6	1	6	11	0	0	0	0	240
4:00	2	181	76	7	27	8	0	5	6	0	0	0	0	312
5:00	0	154	53	0	25	3	0	3	6	0	0	0	0	244
6:00	1	96	38	1	9	1	0	0	1	0	0	0	0	147
7:00	1	67	29	0	11	1	0	3	0	0	0	0	0	112
8:00	0	52	15	0	4	1	0	0	1	0	0	0	0	73
9:00	1	35	10	0	2	1	0	1	0	0	0	0	0	50
10:00	0	16	4	0	1	0	0	0	0	0	0	0	0	21
11:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Total	5	755	281	11	98	21	1	18	25	0	0	0	0	1215
Percent	0.4%	62.1%	23.1%	0.9%	8.1%	1.7%	0.1%	1.5%	2.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	4:00	4:00	4:00	4:00	4:00	4:00	3:00	3:00	3:00					4:00
	2	181	76	7	27	8	1	6	11					312



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00025
 Location 1: SPRUCE STREET
 Location 2: South of Locust Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: NB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00025
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	3	2	11	84	98	14	1	1	0	0	0	0	214
5:00	0	0	5	64	104	15	1	1	0	0	0	0	190
6:00	1	0	4	44	67	11	0	0	0	0	0	0	127
7:00	0	0	2	28	37	12	0	0	0	0	0	0	79
8:00	0	0	3	25	32	5	0	0	0	0	0	0	65
9:00	0	0	0	19	18	5	0	0	0	0	0	0	42
10:00	0	0	3	8	17	5	0	0	0	0	0	0	33
11:00	0	0	0	2	4	3	0	0	0	0	0	0	9
Total	4	2	28	274	377	70	2	2	0	0	0	0	759



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00026
 Location 1: WAREHAM STREET
 Location 2: East of Smith Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00026
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axle Single	5 Axle Single	6 Axle Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	1	185	76	5	16	5	3	4	9	0	0	0	0	304
3:00	0	250	76	9	29	12	1	7	11	0	0	0	0	395
4:00	2	236	95	1	21	3	0	6	3	0	0	0	0	367
5:00	0	260	73	0	13	1	0	1	7	0	0	0	0	355
6:00	1	172	37	1	12	1	0	1	0	0	0	0	0	225
7:00	0	99	38	0	9	0	0	2	1	0	0	0	0	149
8:00	0	83	23	0	5	1	0	0	0	0	0	0	0	112
9:00	1	55	12	0	2	1	0	1	0	0	0	0	0	72
10:00	1	29	3	0	0	0	0	0	0	0	0	0	0	33
11:00	0	13	5	0	0	0	0	0	0	0	0	1	0	19
Total	6	1382	438	16	107	24	4	22	31	0	0	1	0	2031
Percent	0.3%	68.0%	21.6%	0.8%	5.3%	1.2%	0.2%	1.1%	1.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	4:00	5:00	4:00	3:00	3:00	3:00	2:00	3:00	3:00			11:00		3:00
	2	260	95	9	29	12	3	7	11	*	*	1	*	395



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 Southeastern Regional Planning
 & Economic Development District

88 BROADWAY
TAUNTON MA, 02780
(508) 824-1367

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00027
 Location 1: SMITH STREET
 Location 2: West of Wareham Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00027
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axle Single	5 Axle Single	6 Axle Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	1	40	16	1	6	0	1	0	0	0	0	0	0	65
3:00	0	25	11	2	10	0	0	2	0	0	0	0	0	50
4:00	0	40	13	0	8	0	0	0	0	0	0	0	0	61
5:00	1	37	14	0	11	0	0	0	0	0	0	0	0	63
6:00	1	22	8	0	11	0	0	1	0	0	0	0	0	43
7:00	1	22	5	0	7	0	0	1	0	0	0	0	0	36
8:00	0	10	8	0	2	0	0	0	0	0	0	0	0	20
9:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
10:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
11:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Total	4	224	78	3	57	0	1	4	0	0	0	0	0	371
Percent	1.1%	60.4%	21.0%	0.8%	15.4%	0.0%	0.3%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	*	*	*	*	*	*	*	*	*	*	*	*	*	*
PM Peak	2:00 1	2:00 40	2:00 16	3:00 2	5:00 11		2:00 *	3:00 1						2:00 65



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 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00027
 Location 1: SMITH STREET
 Location 2: West of Wareham Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00027
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	3	5	5	3	18	16	11	4	0	0	0	0	65
3:00	0	0	0	2	16	19	9	4	0	0	0	0	50
4:00	0	0	1	4	17	28	8	3	0	0	0	0	61
5:00	1	1	1	1	9	29	16	4	1	0	0	0	63
6:00	0	0	1	0	11	15	15	1	0	0	0	0	43
7:00	0	0	2	1	12	17	4	0	0	0	0	0	36
8:00	0	0	0	3	3	10	4	0	0	0	0	0	20
9:00	0	1	0	1	3	7	3	0	1	0	0	0	16
10:00	1	0	0	1	4	2	2	0	0	0	0	0	10
11:00	0	0	0	1	0	2	2	2	0	0	0	0	7
Total	5	7	10	17	93	145	74	18	2	0	0	0	371



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 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00027
 Location 1: SMITH STREET
 Location 2: West of Wareham Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00027
 Start Date: 9/26/2023
 End Date: 10/3/2023

Time	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	1	5	2	2	1	7	1	5	3	6	5	11
1:00	*	*	*	*	0	2	0	2	1	4	0	3	1	1	5	6
2:00	*	*	*	*	0	0	1	0	5	2	2	1	2	2	2	5
3:00	*	*	*	*	7	0	1	3	3	2	4	2	3	2	3	2
4:00	*	*	*	*	22	5	29	3	23	3	25	4	5	2	2	2
5:00	*	*	*	*	59	9	57	8	67	10	61	9	24	8	14	3
6:00	*	*	*	*	105	24	115	31	112	23	111	26	36	13	25	11
7:00	*	*	*	*	123	26	134	50	119	53	125	43	44	22	39	21
8:00	*	*	*	*	86	47	116	54	110	59	104	53	77	47	56	34
9:00	*	*	*	*	88	49	68	50	80	52	79	50	82	33	74	35
10:00	*	*	*	*	63	52	77	55	66	54	69	54	64	34	81	60
11:00	*	*	*	*	71	44	61	61	70	52	67	52	78	67	80	46
12:00 PM	*	*	*	*	64	63	62	57	60	64	62	61	95	60	75	63
1:00	*	*	*	*	66	73	71	57	51	76	63	69	52	76	76	73
2:00	*	*	65	67	48	70	57	79	53	64	56	70	59	57	52	55
3:00	*	*	50	97	71	90	83	94	50	116	64	99	62	64	73	73
4:00	*	*	61	102	86	123	61	108	71	94	70	107	61	52	52	71
5:00	*	*	63	102	60	89	81	101	68	85	68	94	57	70	37	45
6:00	*	*	43	78	59	89	48	97	51	79	50	86	34	49	41	51
7:00	*	*	36	57	36	57	43	80	32	51	37	61	22	32	33	43
8:00	*	*	20	34	26	44	22	37	20	24	22	35	25	36	14	36
9:00	*	*	16	27	12	27	33	25	12	34	18	28	13	35	12	24
10:00	*	*	10	21	10	16	16	19	2	15	10	18	12	22	8	10
11:00	*	*	7	11	7	15	8	5	9	13	8	11	10	19	7	4
Total	0	0	371	596	1170	1019	1246	1078	1136	1036	1176	1041	921	809	866	784
Day	0		967		2189		2324		2172		2217		1730		1650	
AM Peak					7:00	10:00	7:00	11:00	7:00	8:00	7:00	10:00	9:00	11:00	10:00	10:00
Volume					123	52	134	61	119	59	125	54	82	67	81	60
PM Peak			2:00	4:00	4:00	4:00	3:00	4:00	4:00	3:00	4:00	4:00	12:00 PM	1:00	1:00	1:00
Volume			65	102	86	123	83	108	71	116	70	107	95	76	76	73



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 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00028
 Location 1: WAREHAM STREET
 Location 2: Between Miller Street & Route 495 Onramp
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00028
 Start Date: 9/26/2023
 End Date: 10/3/2023

9/26/2023	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	3	1	5	15	29	68	111	81	11	0	0	0	324
3:00	0	0	4	17	28	58	145	70	9	3	3	0	337
4:00	3	2	2	5	27	61	175	114	13	1	1	0	404
5:00	2	2	2	6	20	41	105	118	20	1	0	0	317
6:00	0	0	2	3	8	30	88	88	15	1	2	0	237
7:00	0	1	0	1	7	26	72	47	10	2	0	0	166
8:00	0	0	0	0	3	16	46	45	12	1	0	0	123
9:00	0	0	0	2	1	10	22	21	5	2	0	0	63
10:00	0	0	0	0	1	3	7	10	1	2	0	0	24
11:00	0	0	0	0	2	0	6	4	3	1	0	0	16
Total	8	6	15	49	126	313	777	598	99	14	6	0	2011



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 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00028
 Location 1: WAREHAM STREET
 Location 2: Between Miller Street & Route 495 Onramp
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-182-00028
 Start Date: 9/26/2023
 End Date: 10/3/2023

	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	8	1	12	3	13	0	11	1	12	1	31	0
1:00	*	*	*	*	7	0	3	0	6	0	5	0	12	0	9	0
2:00	*	*	*	*	6	0	4	0	6	0	5	0	5	0	12	0
3:00	*	*	*	*	15	0	14	0	16	0	15	0	12	1	6	0
4:00	*	*	*	*	42	2	49	0	41	0	44	1	14	0	15	3
5:00	*	*	*	*	108	0	93	3	93	0	98	1	41	1	26	0
6:00	*	*	*	*	212	46	217	64	205	53	211	54	66	2	50	6
7:00	*	*	*	*	319	158	311	213	289	173	306	181	121	21	92	23
8:00	*	*	*	*	253	187	248	225	274	279	258	230	178	70	160	113
9:00	*	*	*	*	199	182	251	210	240	213	230	202	212	151	192	179
10:00	*	*	*	*	212	209	221	201	254	230	229	213	263	59	245	292
11:00	*	*	*	*	247	237	276	282	278	217	267	245	302	181	306	399
12:00 PM	*	*	*	*	281	257	244	260	287	268	271	262	316	254	355	322
1:00	*	*	*	*	277	257	268	258	271	216	272	244	333	201	314	344
2:00	*	*	324	307	291	325	338	324	312	347	316	326	280	248	327	302
3:00	*	*	337	366	341	377	361	426	382	494	355	416	253	143	276	309
4:00	*	*	404	315	436	367	376	403	353	471	392	389	235	200	257	275
5:00	*	*	317	120	348	364	334	336	321	277	330	274	228	174	192	161
6:00	*	*	237	51	247	219	272	198	232	91	247	140	207	93	182	78
7:00	*	*	166	9	227	61	198	91	182	25	193	46	125	25	136	48
8:00	*	*	123	38	143	32	101	38	125	44	123	38	106	30	90	19
9:00	*	*	63	1	62	22	75	12	141	16	85	13	74	24	51	6
10:00	*	*	24	1	41	0	46	7	36	2	37	2	72	23	22	0
11:00	*	*	16	12	24	0	11	0	42	1	23	3	34	10	16	2
Total	0	0	2011	1220	4346	3303	4323	3554	4399	3417	4323	3281	3501	1912	3362	2881
Day	0		3231		7649		7877		7816		7604		5413		6243	
AM Peak					7:00	11:00	7:00	11:00	7:00	8:00	7:00	11:00	11:00	11:00	11:00	11:00
Volume					319	237	311	282	289	279	306	245	302	181	306	399
PM Peak			4:00	3:00	4:00	3:00	4:00	3:00	3:00	3:00	4:00	3:00	1:00	12:00 PM	12:00 PM	1:00
Volume			404	366	436	377	376	426	382	494	392	416	333	254	355	344



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 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-182-00029
 Location 1: ROCKY GUTTER STREET
 Location 2: Between Miller Street & Purchase Street
 City/Town: MIDDLEBOROUGH
 F.C./Counted By: U-5 / J.O. / L.O.

Longitude: -70.853103
 Latitude: 41.853262
 File Name: RPA10-182-00029
 Start Date: 9/26/2023
 End Date: 10/3/2023

Time	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	4	4	3	6	3	4	3	5	11	5	9	8
1:00	*	*	*	*	1	1	1	0	3	0	2	0	4	1	5	3
2:00	*	*	*	*	1	2	2	0	1	0	1	1	0	2	2	3
3:00	*	*	*	*	4	6	3	3	2	5	3	5	3	2	2	2
4:00	*	*	*	*	8	16	8	19	6	23	7	19	0	6	7	8
5:00	*	*	*	*	17	39	21	40	18	34	19	38	3	24	6	11
6:00	*	*	*	*	67	75	64	69	45	67	59	70	14	20	13	22
7:00	*	*	*	*	97	139	98	125	84	106	93	123	31	36	23	28
8:00	*	*	*	*	72	96	90	103	81	76	81	92	46	50	59	55
9:00	*	*	*	*	57	54	77	69	62	64	65	62	65	56	52	69
10:00	*	*	*	*	63	64	59	62	68	74	63	67	80	79	118	59
11:00	*	*	*	*	66	63	74	70	75	82	72	72	109	97	190	102
12:00 PM	*	*	*	*	89	85	74	58	58	89	74	77	83	89	107	126
1:00	*	*	*	*	67	79	84	76	78	62	76	72	82	99	112	116
2:00	*	*	87	72	97	81	107	88	95	82	96	81	88	87	113	106
3:00	*	*	113	114	112	100	126	112	118	89	117	104	73	79	74	94
4:00	*	*	138	106	139	119	128	128	119	74	131	107	92	72	83	84
5:00	*	*	150	100	142	106	141	114	102	87	134	102	65	65	60	69
6:00	*	*	76	85	85	86	77	71	53	80	73	80	48	70	58	69
7:00	*	*	67	47	53	55	63	41	62	48	61	48	37	34	52	46
8:00	*	*	46	31	36	30	39	30	43	32	41	31	39	29	26	21
9:00	*	*	19	16	23	21	23	19	47	24	28	20	22	23	17	13
10:00	*	*	15	8	10	10	10	7	14	11	12	9	32	15	10	3
11:00	*	*	6	6	11	6	5	3	10	9	8	6	20	16	6	4
Total	0	0	717	585	1321	1337	1377	1313	1247	1222	1319	1291	1047	1056	1204	1121
Day	0		1302		2658		2690		2469		2610		2103		2325	
AM Peak					7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	11:00	11:00	11:00	11:00
Volume					97	139	98	125	84	106	93	123	109	97	190	102
PM Peak			5:00	3:00	5:00	4:00	5:00	4:00	4:00	12:00 PM	5:00	4:00	4:00	1:00	2:00	12:00 PM
Volume			150	114	142	119	141	128	119	89	134	107	92	99	113	126



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-250-00015
 Location 1: CRANBERRY HIGHWAY
 Location 2: Between Kings Highway & County Road
 City/Town: ROCHESTER
 F.C./Counted By: U-5 / J.O. / L.O.

Longitude: -70.775643
 Latitude: 41.801914
 File Name: RPA10-250-00015
 Start Date: 9/19/2023
 End Date: 9/26/2023

9/18/2023 Time	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	5	1	12	6	6	10	8	6	11	11	10	9
1:00	*	*	*	*	4	5	2	5	8	7	5	6	2	4	3	3
2:00	*	*	*	*	7	10	5	11	9	8	7	10	7	7	3	2
3:00	*	*	*	*	5	10	4	11	6	13	5	11	5	17	3	4
4:00	*	*	*	*	21	65	28	52	19	51	23	56	8	17	4	3
5:00	*	*	*	*	70	99	63	91	54	80	62	90	11	22	8	9
6:00	*	*	*	*	147	168	142	175	136	167	142	170	62	52	40	27
7:00	*	*	*	*	167	183	175	180	179	212	174	192	73	81	46	28
8:00	*	*	*	*	198	178	233	192	220	181	217	184	174	126	68	53
9:00	*	*	*	*	250	191	228	166	235	159	238	172	188	147	99	80
10:00	*	*	187	193	219	188	204	171	254	191	216	186	218	190	134	115
11:00	*	*	261	226	206	205	220	207	268	202	239	210	226	202	181	156
12:00 PM	*	*	227	258	227	245	264	233	293	285	253	255	196	205	187	192
1:00	*	*	245	233	226	242	222	255	269	237	250	218	179	142	154	
2:00	*	*	258	226	259	237	260	238	269	251	262	238	190	186	136	159
3:00	*	*	272	260	268	237	248	238	319	277	277	253	139	153	104	127
4:00	*	*	277	232	276	242	266	227	306	225	281	232	128	156	104	125
5:00	*	*	228	193	239	170	215	191	222	191	226	186	124	112	95	137
6:00	*	*	139	140	162	154	161	162	177	191	160	162	98	106	86	85
7:00	*	*	87	99	98	110	119	101	104	116	102	106	56	73	51	49
8:00	*	*	50	47	69	70	59	67	59	86	59	68	41	63	26	30
9:00	*	*	39	34	38	48	31	28	52	57	40	42	32	38	27	30
10:00	*	*	12	20	15	15	25	19	27	30	20	21	13	26	6	15
11:00	*	*	8	9	7	9	6	7	11	17	8	10	11	19	7	8
Total	0	0	2290	2170	3183	3082	3192	3033	3488	3276	3261	3116	2231	2192	1570	1600
Day	0		4460		6265		6225		6764		6377		4423		3170	
AM Peak			11:00	11:00	9:00	11:00	8:00	11:00	11:00	7:00	11:00	11:00	11:00	11:00	11:00	11:00
Volume			261	226	250	205	233	207	268	212	239	210	226	202	181	156
PM Peak			4:00	3:00	4:00	12:00 PM	4:00	1:00	3:00	12:00 PM	4:00	12:00 PM	1:00	12:00 PM	12:00 PM	12:00 PM
Volume			277	260	276	245	266	255	319	285	281	255	218	205	187	192



SRPEDD
 Southeastern Regional Planning
 & Economic Development District

**88 BROADWAY
 TAUNTON MA, 02780
 (508) 824-1367**

Site Code: □□□□□□□□□□□□□□□□□□□□
 Station ID: RPA10-310-00025
 Location 1: CRANBERRY HIGHWAY
 Location 2: Between Carver Road & Weaver Street
 City/Town: WAREHAM
 F.C./Counted By: U-5 / J.O. / L.O.
 Direction: EB

Longitude: 0.000000
 Latitude: 0.000000
 File Name: RPA10-310-00025
 Start Date: 9/11/2023
 End Date: 9/18/2023

9/11/2023 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axle Single	5 Axle Single	6 Axle Single	5 Axle Multi	6 Axle Multi	7 Axle Multi	Bicycles	Total
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	1	188	80	3	24	7	0	4	9	0	0	0	0	0	316
12:00 PM	0	225	85	6	30	4	0	3	9	0	0	0	0	0	362
1:00	0	217	71	5	20	2	0	2	9	1	0	0	0	0	327
2:00	1	201	72	6	29	4	0	7	3	0	0	0	0	0	323
3:00	3	282	81	10	31	0	0	5	8	0	0	0	0	0	420
4:00	1	321	101	5	19	1	0	2	6	0	0	0	0	1	457
5:00	2	270	75	3	14	2	0	0	1	0	0	0	0	0	367
6:00	0	175	46	2	9	0	0	4	2	1	0	0	0	0	239
7:00	0	114	29	0	5	0	0	3	1	0	0	0	0	0	152
8:00	1	77	15	0	6	0	0	1	3	0	0	0	0	0	103
9:00	0	35	11	0	1	0	0	2	2	0	0	0	0	0	51
10:00	0	23	9	0	2	0	0	0	1	0	0	0	0	0	35
11:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
Total	9	2147	677	40	190	20	0	33	54	2	0	0	0	1	3173
Percent	0.3%	67.7%	21.3%	1.3%	6.0%	0.6%	0.0%	1.0%	1.7%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00						11:00
	1	188	80	3	24	7	*	4	9	*	*	*	*	*	316
PM Peak	3:00	4:00	4:00	3:00	3:00	12:00 PM		2:00	12:00 PM	1:00				4:00	4:00
	3	321	101	10	31	4	*	7	9	1	*	*	*	1	457

Appendix C - Survey Responses

Open Response Survey Responses/Other Options

How do you typically travel on Route 28 (from Cushman Street to Charlotte Furnace Road)? Select all that apply. Responded: Other

commercial trucks
Motorcycle
Work trucks
In a car with family and/or friends

Why do you travel on Route 28 (from Cushman Street to Charlotte Furnace Road)? Select all that apply. Responded: Other

My parents live on Charlotte Furnace Rd
Hair stylist appointment
Commuting through to get to a Wareham destination.
commercial trucks based out of rt28, wareham st middleboro
Out to eat, going to meetings, visit family.
I live off of Charlotte furnace, anywhere I go is via RT 28.
I live off of Charlotte Furnace Rd
Grocery shopping
Dining, church
Vehicle maintenance
Visit Cape Cod
Travel for errands, appointments, work, volunteer activities, pretty much everything
Visiting friends and family
Visiting friends
Driving to So. Middleboro or Wareham
Sister lives in Bourne
Agriculture farming
To visit friends in So Middleboro, Wareham, Cape Cod
Live
Visiting family in Bourne
It's my neighborhood
Attending appointments in nearby towns (Wareham, Marion, Mattapoisett) and socializing.
Traveling to Cape Cod
visiting family and friends who live on rt 28 in that section
Volunteering at Wareham Land Trust
Daily errands

Do you ever experience any of the following issues on Route 28? (from Cushman Street to Charlotte Furnace Road)? Select all that apply. Responded: Other

Lane markings at traffic controlled intersections, people in the wrong lane, mostly by accident but sometimes on purpose, going straight in a left turn only lane. Wareham Crossing, Tobey Rd, RT195, and Rose Brook Place. Lane markings can be confusing.
The end of Charlotte furnace is a problem most days at all times, you have traffic in and out of cumbys and ppl driving way too fast, I have lived her for over 40 yrs and it just keeps getting worse.
Trucks speeding
Fedex
There are zero sidewalks. Middleborough does not have public buses such as MBTA or BAT.
None
When the is an accident on 495 it effects traffic on 28 making it harder to get into 28 from side roafs.
Difficulty turning in and out of shopping area
Some areas that are 1 lane, people pass you over the double yellow line, even if you are driving over the speed limit
Lack of police to monitor cannabis smoking and out of control drivers
Trash! All communities in this study need to hold Seamass accountable for the inexcusable amount of litter falling in
Turning in or out of any business is difficult
Leave us alone !!!
treee growth on bad corners obstructs views while attempting to cross. Miller to rocky gutter
Turning lanes

Which investments do you think could make Route 28 (from Cushman Street to Charlotte Furnace Road) safer and/or more enjoyable to use? Select all that apply. Responded: Other

Possibly refine the lane markings at Tobey Rd and Wareham Crossing. You think you're in the correct lane to go straight but end up in a left turn only lane.
please do not reduce speed limit
We would love to have a light at the end of Charlotte furnace.
Less development along cranberry highway
Wildlife corridor
Increased development is leading to more and more traffic, making it harder to enter Rt. 28.
Crosswalks and signage/lights for pedestrians wanting to cross 28 near businesses
An actual traffic light
A traffic light rest in peace Dylan I
Needs another traffic light at Hannaford intersection
Better signals to allow right turn and left turns only.
Please leave this a rural parkway. This old section of route 28 should keep its rural character and not be exploited by residential development.
Stop building leave us be for crying out loud
RT 28 has become a junk yard along the roadway. Planning should require businesses storing trashed cars etc. to do so in a retreat lot or back lot which most if not all parcels have. It's sad how bad that strip is littered with salvage yard stuff.
Decrease the speed and enforce it.

Would you like to see more businesses along Route 28 (from Cushman Street to Charlotte Furnace Road)? If so, where? Select all that apply. Responded: Other

it doesn't matter to me
See answer for houses.
traffic problem is because of too much development in at 28 and tobey rd. I would like to see that development stop actually. I Had no problem spending 20 going across town to shop, now sometimes it takes me that long to go 2 miles down the road.
No more business
There are development plans for the entire corridor which will lead to heavier traffic
Don't care where the businesses are exactly, but pulling out onto 28 can be more luck than science since there are a number of blind bends cars whip through
There are already way to many businesses with large trucks on this road
Small business or farms
MORE access to route 495 with extra off ramps
Stopppppp
The area was well kept until recently. The area in question is not complementary to the success of Middleborough nor it's appearance.
Stricter zoning. The increase in industrial and warehouse business increases traffic and risk to residences along the rte 28 corridor.
MORE GREN SPACES. No more trees cut down for warehouses, storage facilities, junk cars, junk, etc. There are empty warehouses and lots everywhere you look. We don't need more. WE NEED MORE GREEN SPACES.
I would like to see more care of existing businesses who obviously don't care about what neighbors and people driving on rt 28 have to look at. Some businesses truely look like junk yards and need to fence or landscape their trash from the public view.
Please! No more Public Storage! And no more marijuana places!

What kinds of additional businesses would you like to see along this Route 28 roadway (from Cushman Street to Charlotte Furnace Road)? Select all that apply. Responded: Other

it doesn't matter to me
Recreation , things for kids to do (skate park, hockey rink, basketball courts)
No more business
Gas and convenience
Cultural/Things to do
More businesses would make the traffic much worse, especially during the summer cape traffic times
Mom and pop shops NO WAREHOUSES
A joke right ????
Not until the rest of the area is cleaned up, will other legit businesses want to go to that area.
Stop over-developing this area. A large proportion of spaces are already developed--and empty. Why would there be need for more? Create municiple mechinisms to ensure that empty buildidngs & lots, already stripped of trees, are occupied FIRST.
CVS, Panera

What types of additional housing options would you like to see along Route 28 (from Cushman Street to Charlotte Furnace Road)? Select all that apply.

Responded: Other

it doesn't matter to me
Elderly (over 55) housing if any housing needs to be built. At least the elderly don't add to school population.
Enough new housing is being built already
Only an allowance of a certain amount of units should be permissible. Middleboro and Wareham have already met their limit on this corridor. Rochester should allow for a cluster residential development only.
This is an absolute joke
The cluster housing doesn't compliment the area or town at all as well. Way too much cluster housing. Again, make them retreat lots and require space for plantings. This section of RT28 looks horrific.
More over 55 apartments and condos

What is your vision for Route 28 (from Cushman Street to Charlotte Furnace Road)? Please describe specific improvements you would like to see on the Route 28 Corridor and what you would like to stay the same. Please list specific locations if applicable.

Middleborough

It's fine the way it is.
More shopping, better quality of buildings- the road is an eyesore from bushman st- locust st commercial use only. no residential. keep traffic moving smoothly with no slow downs such as traffic lights. as a life long citizen of the area it is not known for having high auto accident rates. I run a towing company and have first hand knowledge
I still long for the small Mom and Pop businesses and restaurants that used to be on 28 before 25/495 took all the Cape traffic away. Would love to see that again.
No more passing zones.
To keep it a semi-country road. Stop piling low income houses on top of each other and stop with building space metal warehouses. I understand that times are changing and our one small communities are too, but we are ruining our towns by becoming too industrial. I would be disappointed to see this section of rte 28 become like route 44.
More housing with stop lights for crosswalks.
Remove traffic from Fedex by adding 495 ramp to Cowan drive. Do not allow apartment complex or commercial pad sites at 58 & 28.
Leave it alone, and stop cutting down all the trees. These are towns, we don't want to be overgrown cities!
It is presently an eyesore, unchecked development destroys the character of the town
In general it can stay the same, but if not and there is more building there needs to be some safety plan. Traffic is already moving at about 60 mph and school buses are at risk in South Middleboro on a daily basis. The Miller Street crossing is basically pray and step on it and hopefully you don't get nailed. Speed and visibility are at issue there, I am sure other side streets are equally dangerous. The road is too narrow for the amount of truck traffic as well.
The turn onto pine st middleboro can be harrowing at best.

<p>There is opportunity for housing along this corridor. However the zoning is a mix of commercial, light industrial and residential. Put some more places like the Woodlands and Oasis along this route plus some restaurants and convenience stores to support the housing</p>
<p>I'd love more walking and safe biking options so that more people could safely travel along this stretch without fear of being hit. There are way too many truck places/junk yard eyesores along this stretch of road and I'd prefer no more development work for housing or businesses.</p>
<p>Do not add more housing or residential living. Maintain the roads with repaving.</p>
<p>Current development, planned future development, and who knows what development in future years is making 28 harder to enter from side streets. This will lead to more accidents. Traffic trying to turn left across the oncoming lane will lead to more accidents. You will have to put more signals at every intersection! The state has already refused to correct problems further up at 28 and 105 and by Hannaford. Why do you think they would improve anything along the corridor?</p>
<p>we NEED a light at Hannifords</p>
<p>It would be nice to see more shopping just no big box stores</p>
<p>More convenient places to eat and shop. There's nothing this end of the area. No more housing is needed especially in all of Middleboro. It's disgusting how that's been the main thing and all the wildlife that has been displaced for "improvements"</p>
<p>We need high-speed EV charging location which would help the town get more money from state and federal resources and allow residents to invest in EV cars. This would also allow tourists to come here AND charge their cars quickly and efficiently. We have none of this type of location anywhere near this area. We also need a grocery store that is a better quality than what Middleboro, Wareham, Rochester currently offer. Something other than Shaws, Stop 'n Shop, Hannafords, or Trucchi's; something like Trader Joe's would be great. More retail shopping (not automotive sales, junkyards, flea markets, second hand shops) would be a boon to the economy, the town, and South Middleboro. A good location for retail shops would be the intersection of Route 28 and Route 58. Men and women clothing and shoes and accessories - higher-end, not second hand retail - would be great.</p>
<p>No more businesses, no more complexes</p>
<p>This area is distressed. It would be nice to see it brought back to life.</p>
<p>Big box lumber yard , grocery stores , restaurants.</p>
<p>keep rural flavor</p>
<p>I live off Smith, so I'm on 28 most days. I like taking the "back roads" to get to Wareham, but on days I work in Marion, it's far faster to jump on the highway. I do hate waiting on Smith to turn left on 28 and wish it had a light and crosswalks. When I want a coffee, I have to drive because I won't risk my life running across 28!</p>
<p>Lower speed limits, improve the quality of the road, fewer trucks driving too fast</p>
<p>Leave it alone.</p>
<p>We need a 4 way lights so people crossing get what they need safely</p>
<p>Merchants way plaza in Middleboro needs to have an actual traffic light. Trying to enter or leave the plaza no one ever lets you in or out. It is a very dangerous area. My son walks from the high school to his job at Mcdonlads and he has told me that he crosses the st at the high school because he has almost gotten hit, also sees people just not paying attention to there surroundings. Something needs to be done before another innocent person gets hurt or worse killed.</p>
<p>Safer crosswalks</p>
<p>Their needs to be a traffic light</p>
<p>Lights at the Hannaford Plaza in Middleboro.</p>
<p>Better synchronization of existing lights during high traffic times.</p>
<p>Improved sidewalks in Middleboro between lights at Route 105/Route 29 intersection up to Wood Street lights to accommodate students walking to and from school and walkers in general.</p>

Wareham

A traffic light to get on/off of Charlotte Furnace Road!! Way to many accidents!!
Enforcement of large trucks parking on Route 28 directly in front of the no parking on highway signs at Dunkin Donuts and Cumberland Farms in West Wareham near Charlotte Furnace Rd. Blocks being able to see to exit from the post office, Gault Rd , Cumberland Farms. Put in a pull off so they don't park on Rt 28
I take route 28 because it's more scenic and peaceful than 495. I like how rural it is. Anymore building takes away from that.
Crossing Route 28 in West Wareham from Gault Road to the Dunks/Cumberland Farms plaza is challenging. I also get my oil changed there and crossing Route 28 is challenging.
Create a more scenic route. No new housing or business, but a refuge for bikes, strollers and joggers as well as vehicular traffic. Massachusetts is terrible for street lighting. Let's do better.
Stop developing every inch of land. Just leave it alone
I would like it to stay undeveloped. I moved to west wareham because it was the quiet part of town, well it isn't anymore. I would hate to see that happen to that part if Middleborough too.
A traffic light at Charlotte Furnace. It is very dangerous pulling out from Charlotte Furnace on to Rt 28
Leave it rural. There's enough commercial sites in towns
Hello, I would like to see sidewalks.You have many people walking on rt 28 at all times of day and night. I love to try to walk home from work a few times a week weather permitting. I will go down Charlotte furnace and walk the cranberry bogs because the road is so not pedestrian safe. A few years back a saw a men get hit by a car on 28 as he crossed the road. With the price of gas and for good health sidewalks and lighting should be added to 28. If you try to walk from the mill pond diner to targets it is very dangerous TRUST ME I HAVE!! We have a lot of people and business that would benefit from sidewalks . Thank you.
Leave it alone
Goodbye
No more big box stores. Limit the size of housing developments. Plant trees along the road to beautify and perhaps slow cars down. West Wareham (where I live) used to be beautiful, quiet, environmentally friendly. I have watched the big box stores move from East Wareham to West Wareham. They destroyed East Wareham and now they are doing it to West Wareham. The small unique shops have all closed. The traffic has increased tremendously as has the noise. Our quality of life has suffered due to "progress".

Other

Industry is ok to a point but to become a route 44 would be a catastrophe. Route 44 is a mess and I would not want to see rt 28 turn into that.
Definitely more stop light to slow traffic especially near hannfords and the school. Very unsafe
Bike path please

There is opportunity for housing along this corridor. However the zoning is a mix of commercial, light industrial and residential. Put some more places like the Woodlands and Oasis along this route plus some restaurants and convenience stores to support the housing
I'd love more walking and safe biking options so that more people could safely travel along this stretch without fear of being hit. There are way too many truck places/junk yard eyesores along this stretch of road and I'd prefer no more development work for housing or businesses.
Do not add more housing or residential living. Maintain the roads with repaving.
Current development, planned future development, and who knows what development in future years is making 28 harder to enter from side streets. This will lead to more accidents. Traffic trying to turn left across the oncoming lane will lead to more accidents. You will have to put more signals at every intersection! The state has already refused to correct problems further up at 28 and 105 and by Hannaford. Why do you think they would improve anything along the corridor?
we NEED a light at Hannifords
It would be nice to see more shopping just no big box stores
More convenient places to eat and shop. There's nothing this end of the area. No more housing is needed especially in all of Middleboro. It's disgusting how that's been the main thing and all the wildlife that has been displaced for "improvements"
We need high-speed EV charging location which would help the town get more money from state and federal resources and allow residents to invest in EV cars. This would also allow tourists to come here AND charge their cars quickly and efficiently. We have none of this type of location anywhere near this area. We also need a grocery store that is a better quality than what Middleboro, Wareham, Rochester currently offer. Something other than Shaws, Stop 'n Shop, Hannafords, or Trucchi's; something like Trader Joe's would be great. More retail shopping (not automotive sales, junkyards, flea markets, second hand shops) would be a boon to the economy, the town, and South Middleboro. A good location for retail shops would be the intersection of Route 28 and Route 58. Men and women clothing and shoes and accessories - higher-end, not second hand retail - would be great.
No more businesses, no more complexes
This area is distressed. It would be nice to see it brought back to life.
Big box lumber yard , grocery stores , restaurants.
keep rural flavor
I live off Smith, so I'm on 28 most days. I like taking the "back roads" to get to Wareham, but on days I work in Marion, it's far faster to jump on the highway. I do hate waiting on Smith to turn left on 28 and wish it had a light and crosswalks. When I want a coffee, I have to drive because I won't risk my life running across 28!
Lower speed limits, improve the quality of the road, fewer trucks driving too fast
Leave it alone.
We need a 4 way lights so people crossing get what they need safely
Merchants way plaza in Middleboro needs to have an actual traffic light. Trying to enter or leave the plaza no one ever lets you in or out. It is a very dangerous area. My son walks from the high school to his job at Mcdonlads and he has told me that he crosses the st at the high school because he has almost gotten hit, also sees people just not paying attention to there surroundings. Something needs to be done before another innocent person gets hurt or worse killed.
Safer crosswalks
Their needs to be a traffic light
Lights at the Hannaford Plaza in Middleboro.
Better synchronization of existing lights during high traffic times.
Improved sidewalks in Middleboro between lights at Route 105/Route 29 intersection up to Wood Street lights to accommodate students walking to and from school and walkers in general.

Sidewalks, bike lane wider than current ones. Keep road markings painted clearly.
Traffic lights at merchants way where the back entrance for the MKG school and Hannafords entrance is!!! Better sidewalk conditions near the same area for those that like to walk.
Traffic lights red/yellow/green lights at Hannaford intersection
Double traveling lanes would be helpful to stop the people who illegally pass on this stretch and help with the summer weekend/holiday traffic. I would not like to see any other businesses or housing.
Put a traffic stop intersection at Hannafords it is needed to get in and out safely
The area at Hannaford pulling in and out on busy Rte 28 , very dangerous . Needs to be set of lights and flashing lights for crosswalk .
I want a stop light when a crosswalk button is pushed at the HannaFord intersection
Revamp existing properties, RESTORE local ECOLOGY and HABITATS already threatened by the level of trucking and warehouses on rt 28. It used to be a beautiful drive to the cape.
A stoplight behind the elementary school!!
I already see route 28 becoming very busy and dangerous with the increases development (of wetlands) and proposed "affordable housing" complexes going up. I DO NOT want to see route 28 in middleborough turn into the new cranberry highway. Any more traffic increasing on route 28 will be a detriment to those living and owning there. Everyone wants safe quiet enjoyment of their property, with each added business or apartment complex it is slowly taking that quiet enjoyment away. Also, in the summer time you see heightened traffic due to people avoiding 495 traffic on their way home from the Cape.
If the state would like to focus on roadways, they should really review the timing between the lights on route 44 making safer driving possible.
I travel from Cushman to Cranberry Crossing regularly to do shopping. I would shop closer to Cushman than going all the way to Cran Crossing if stores were available. Also, the area past Vel's to Charolette is a bit messy w cars coming off of Gault and the 2 small shopping plazas (Dunkin/American Pizaa & the Post Office/Cumberland Fams plazas). Drivers continuing along Rt 28 regularly make a 2nd lane to pass those trying to turn into these areas. Perhaps adding a turn lane would help?
I do not want more housing in this area. I do not want more businesses in this area. There is already enough traffic. When the new railroad station arrives it will be even worse! I dont think the town of Middleboro or the state, and anyone else involved with the railroad listened to the citizens of the towns it will affect. The location for the station is awful and I think making any other changes to this area is a recipe for disaster.
Better safety 1 child dead is enough!!!!
I would like Route 28 to be safer for bicycle and pedestrian traffic, have more housing, and have more essential businesses like grocery stores and medical offices. I would prefer that development remain along Route 28 for easy accessibility, to preserve the wooded environment in South Middleborough, and to give S. Middleborough residents more access to essential businesses.
We need a 4 way traffic light with a walk light at the school/Hannaford's intersection. Flashing lights do nothing!
Have sign ordinance to make it look pleasant. Bike lanes. Vegetation along the street, street trees.
Safer travel for all. But that's not likely, due to so many distracted drivers!
All I can say is we desperately need traffic lights at the Hannafor Plaza. I can't believe the state continues to refuse to do so. I bet if one of the decision makers lost a loved one there we would have lights in the blink of an eye. I'm 100% disgusted
street lights, wider, and sidewalks for safety
Traffic as it is has been affected by the increase number of residents in Middleboro and surrounding towns. Added business and residence on route 28 is absolutely crazy to think about and is a detriment to all those currently owning/renting on route 28. The town of Middleborough has INAPPROPRIATELY

<p>allowed too much development along route 28 (and especially route 44 & rotary) all these projects as a whole are ruining our town. Where is the responsible planning and development??</p>
<p>more residential and retail and less industrial looking.</p>
<p>Make it look like it did not that long ago. Have businesses cleanup the stacks of cars and junk along the roadside. When adding housing, have them set back or spread out to compliment the town vs. looking like a project housing complex. It's really sad, south Middleborough area was wooded and nice homes, now..... not good.</p>
<p>General use zoning is not conducive to well managed development of any town. Building warehouses when there are multiple empty warehouses in the area doesn't strike me as smart business nor well managed town development. Rte 28 is littered with "outside storage " that are no more than junk yards. Better thought out development plans and better zoning along the Rte 28 corridor and through out the tri-town area is needed.</p>
<p>It seems the zoning along Route 28 is unrestricted. So many businesses of such varied types clutter 28. The traffic to and from these businesses intersecting 28 is very heavy and very fast. I would prefer to see less development along 28. It is becoming undesirable and increasingly dangerous to travel along that route and some of the businesses are unsightly. As a commuter corridor, it is not appealing. Please do not turn it into route 44 with further congestion of development. People reside on this route and others reside very close to it. Traffic sounds from 495 and 28 are making it undesirable to live in this general area.</p>
<p>This Rte 28 corridor is one of ugliest, non-citizen-friendly stretches of road I have ever traveled on. It seems as if "anything goes," with apparently uncontrolled, uncoordinated, thoughtless development. There seems to be zero attempt to consider environmentally friendly approaches. Acres of trees are stripped in a day or two..and it comes as a surprise to the municipality. I'm sorry to say this, but I am left feeling that the almighty dollar placed in the right pocket is what counts as "oversight." I know this sounds idealistic (maybe even naive) but please, for the sake of our planet, create a vision that prioritizes environmentally sound practices over half-empty strip malls, crappy restaurants, endless lots filled with storage facilities, and asphalt as far as the eye can see. It would be nice to see more well-planned housing, but how many people want to live next to the hazards of a junk yard or thrum of endless trucks? We have enough of those already.</p>
<p>I would like to see fewer what I call junk yards along route 28. It is becoming an eyesore for local travelers as well as other travelers through town. I realize it is zoned general use, but there must be some requirements to make the area more attractive. Thank you for asking for input. I live on Purchase St and use this road frequently.</p>
<p>Please do something about the awful visual eyesores of some of the businesses along that corridor. I grew up in the section between Pine Street and Seamass. There are a lot of residential homes that have been there for a long long time. These new industrial businesses that have come in and wrecked the neighborhoods should be made to clean up their property and respect the neighbors and people driving through.</p>
<p>Clean up the Roadways!! Less mud tracks from trucking companies. Less trash in our yards that we pickup daily!!! High Speed Tractor trailers.</p>
<p>Slower traffic, more police patrols of the area. There are almost always police on rt 28 near SEMASS or near the light watching for speeders, but once I get into Middleboro, there are cars driving so close to my bumper, even though I am doing the speed limit! The speed limit should be 40mph by Capeway Cafe through the new South Middleboro Pizza and Williams Trading Post (even though the Trading Post is only open seasonally, the traffic is quite busy through there and I would never consider trying to cross the street there! I live at South Purchase Estates and it is very hard to turn out of that street! Cars go too fast!!</p>
<p>The area of RT 28 beyond Rock Village is beginning to look very run down. Some of the business that have gone into this area need to take better care of the property they own. There is now a junk yard that exists with residential homes residing next to it. A fence needs to go up securing the junk yard.</p>
<p>The mixed-use zoning throughout this chunk of Route 28 is a mess. The end result is that it has become NEITHER a nice residential area nor a friendly/easy commercial area.</p>

I can't turn into my driveway without a fear of being rear-ended.

More development will just make traffic more heavy and more difficult to enter 28 from the side streets.

Rochester

An affordable place to eat. Some apartments okay.

I would like to see more shopping and restaurant options for this area.

The intersection of Spruce St and RT28 in a blind triangular intersection. Travel North on Spruce St and try to enter RT28 you can't see south bound traffic on RT28 because of the hill that obstructs the view and suddenly traffic pops up out of no where and looking back over your shoulder to see north bound traffic on RT28 is a pain in the neck, literally.

RT 28 and RT58 should have left turn only lanes or maybe an offset signal pattern to give traffic time to make a left turn before straight through traffic is allowed into the intersection from the opposite direction. There are a lot of accidents there from people making left turns and others passing on the right to go around the left turners and hitting someone coming the other way also trying to make a left turn. Some tree trimming on the County Rd side also because tree branches obstruct the lights that overhang the intersection.

It's very loud in this area and with more businesses and housing it is getting worse, particularly once you get close to the lights by Seasons and Enterprise. I'd like to see more sound mitigation and trees planted.

To have it cleaned up a bit. Better roads, sight lines, sidewalks. NO more business or housing, it's busy enough.

Repair, sidewalks(bikes can also ride) .

Leave it as it is

The road is fine...just fix the potholes and surface when needed. If offices or small businesses want to locate there..fine. We don't need more housing in this area.

Either add things for teens or leave alone , clean up area near seasons (intersection of 28 and 58) . It's ugly. But no more fast food, or banks, or car washes.

I would like to see the intersection with Spruce St and Rt 28 made safer for traffic turning onto Rt28 from Spruce St

Road widening to allow local trucking business to have access w right turns and left lane merging lanes to keep traffic moving especially during commuting hours and hours for school bus pick up.

All communities on this panel must make a pledge to keep this a rural corridor. Please do not over develop either commercially or residentially this corridor. Residential cluster development is already built out on this sections of the corridor in Middleboro and Wareham. Very careful scrutiny on the precise amount of units per town should be allowed on this corridor. South Middleboro along with Wareham has already reached this threshold.

Towns in this survey should spend more time and resource to existing infrastructure to their own village and downtown districts.

Leave it as is.

Further public transport and facilities will increase the chances of low income housing. This will affect our schools and communities.

I have seen 28 change from three lanes before 495. It will continue to change, but as it becomes more developed, more effort should be made so that businesses have less impact on the visual. Storage of junk, for example, within feet of the road is an eyesore and unnecessary.