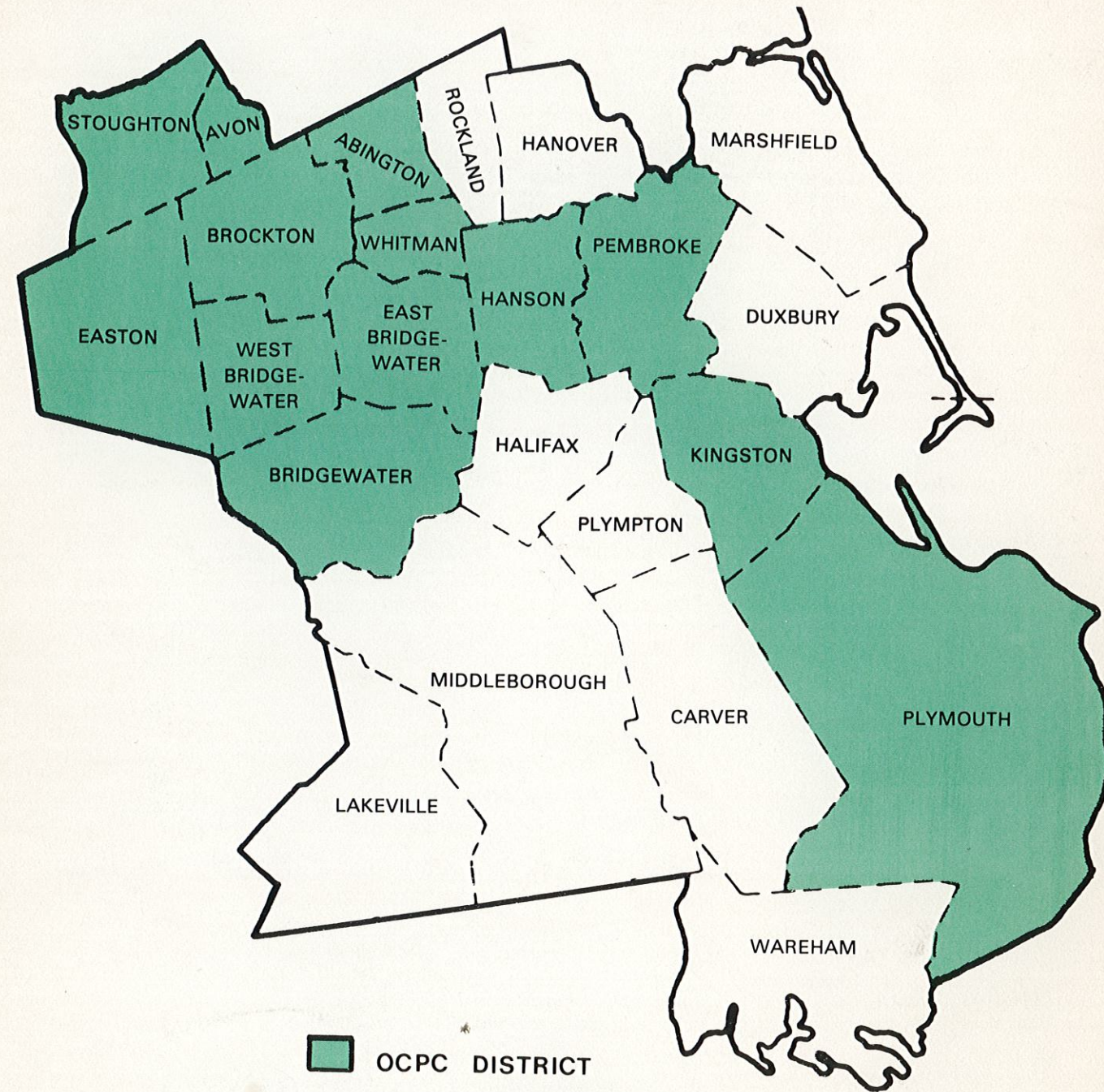


Old Colony Geographic Service Area





**OLD COLONY PLANNING COUNCIL**

**ANNUAL REPORT**

**1982-1983**



**9 BELMONT ST  
BROCKTON, MA  
02401**

**Regional Planning Agency**



## OLD COLONY PLANNING COUNCIL

### OFFICERS

|           |                        |          |
|-----------|------------------------|----------|
| President | Richard H. Chase       | Easton   |
| Secretary | A. Stanley Littlefield | Abington |
| Treasurer | Lawrence B. Westgate   | Kingston |

### COMMUNITY

Abington  
Avon  
Bridgewater  
Brockton  
East Bridgewater  
Easton  
Hanson  
Kingston  
Pembroke  
Plymouth  
Stoughton  
West Bridgewater  
Whitman

### DELEGATES

A. Stanley Littlefield  
John J. DeMarco  
Anthony P. Anacki  
James Kassos  
Robert W. Smith  
Richard H. Chase  
Warren Emerson  
Lawrence B. Westgate  
Gerard W. Dempsey  
  
Joseph Landolfi  
Charles A. Pickering  
Fred Gilmetti

### ALTERNATES

Roger Moore  
Carl N. Lundgren  
  
Sylvester Gennaco  
David A. Johnson  
Edmund McAdam, Jr.  
Jane P. Ninde  
Roscoe Cole  
William W. Jordan  
Ray A. Frieden  
Patrick J. Hyland  
Doris Haight  
Donald P. Snow

### THE COUNCIL STAFF

|                     |                        |
|---------------------|------------------------|
| Daniel M. Crane     | Executive Director     |
| Francis J. Maher    | Supervisor             |
| William T. Steffens | Supervisor             |
| Andrew P. Bagas     | Planner                |
| Linda A. Chute      | Secretary/Receptionist |
| Pasquale Ciaramella | Senior Planner         |
| Patricia Goggin     | Planner                |
| Marjorie Hayes      | Senior Aide            |
| Gail Joubert        | Planning Technician    |
| Vahid Karimi        | Planner                |
| Jacqueline Munson   | Secretary              |
| Alice C. Shepard    | Fiscal Officer         |
| Jacqueline Surette  | Grants Monitor         |
| James R. Watson     | Planner                |

## A Message from the President

As my first term as President of the Old Colony Planning Council comes to a close I feel a sense of great satisfaction knowing that the Council has been able to withstand perhaps the most serious threat to its continued effectiveness and we have come through it all relatively unscathed. Changing emphasis at the federal level terminated and/or cut many programs designed to shift the responsibilities for dealing with socio-economic problems to the state and local communities. In this regard, the administration was only partially successful with Congress, and the Council continues to be involved in important activities such as Economic Development; Area Agency on Aging; Transportation and Transit Development; and, Environmental Management.

The Council's role as the Regional Clearinghouse for the review of federal and state grant proposals was also threatened to be eliminated during the year. However, through the support of our member communities the Council's role in the review process has been assured and OCPC will continue to serve as the Regional Clearinghouse.

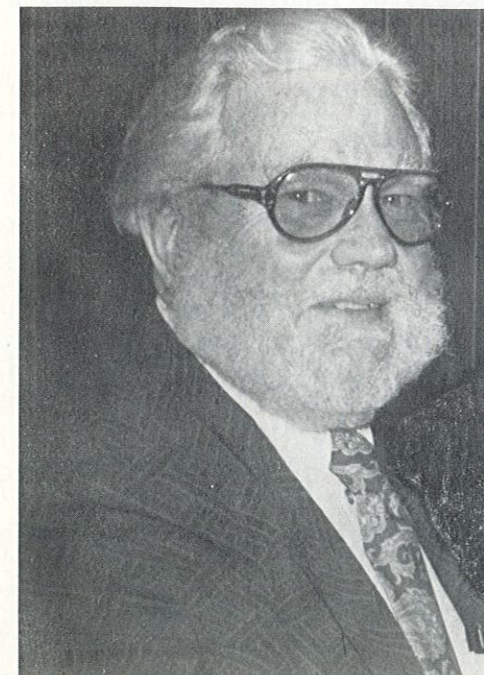
This Annual Report contains a brief description of our activities and accomplishments during the year. All that has been done could not have been accomplished without the active involvement of the Council members; the excellent performance of the staff; and, the support and cooperation of our member communities and their boards and commissions.

Thank you all for making my term as President of the Council a most rewarding experience.

Sincerely,

*Richard H. Chase*

Richard H. Chase  
President





## Council Updates Local Statistics Report

A Profile of Local Government Statistics which was originally prepared by OCPC in 1977 in response to numerous inquiries from public officials has been updated. The 1982 update reports on the population, municipal finances and government expenditures of OCPC communities in FY '81.

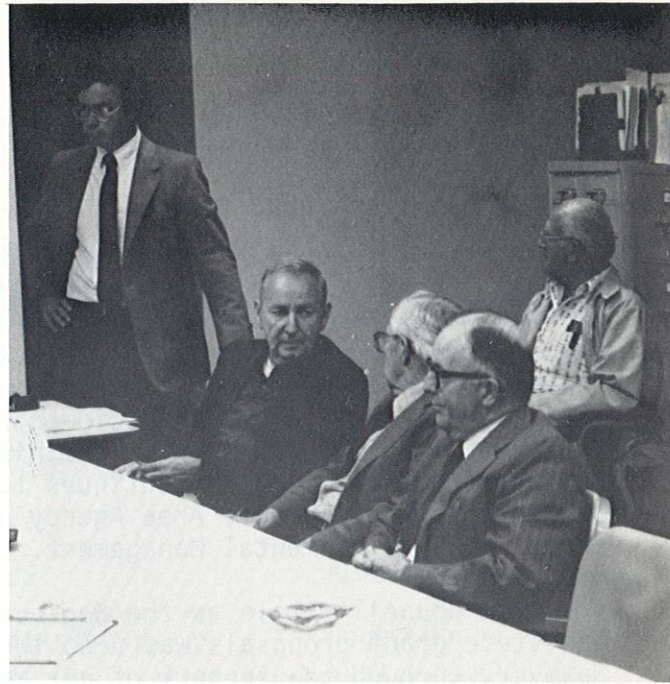
Proposition 2 1/2, the mandatory 2.5% tax cap enacted in 1979, forced substantial budget cuts with subsequent layoffs of school, police and fire department personnel in most communities. Municipal officials were understandably anxious to see how their community and others had fared in its wake.

Annual town reports provided the data for the police, fire and school department breakdowns, and a comparative table was included to show selected municipal salaries. Per capita municipal expenditures in the OCPC region ranged from \$618 to \$961 in FY '81.

Information on municipal finances with individual towns' tax rates, assessed valuations and revenue sources was provided by the Massachusetts Taxpayers Foundation together with a Moody's rating for each community.

Regional socio-economic data was extracted from the 1980 U.S. Census to provide a framework for the local statistics. Tables were constructed for population growth trends, projections to 1995, density changes over the last twenty years, the 1980 occupational distribution, average paid wage since 1977, and median family income.

The report generated considerable interest and may be updated more frequently in the future.



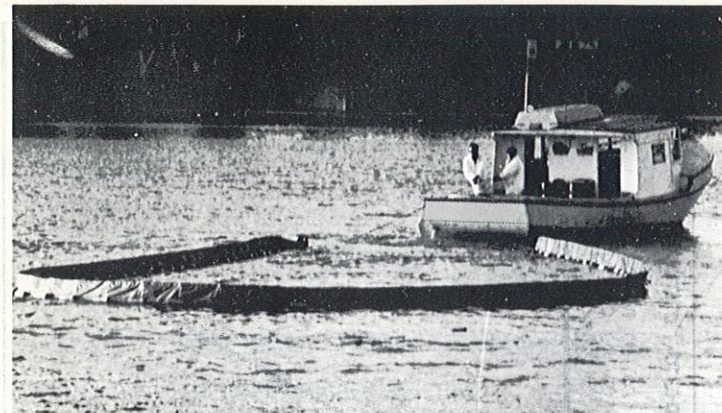
## Local Assistance

With the decline in direct federal aid to communities and in federal assistance overall, OCPC staff have been busy responding to local requests for assistance. During 1982 OCPC responded to many requests for assistance from area communities concerning a wide variety of diversified activities.

The Council staff have assisted in the preparation of applications for grants for many different activities. This task has led to successful funding in the towns of Avon (\$400,000 for the reconstruction of Bodwell St.); Bridgewater (\$293,000 for improvements to Central Square); and, Hanson (for road construction in the industrial park).

This past year Council staff did assist the towns of Avon, Abington, Bridgewater, Easton, Pembroke, Stoughton and Whitman in the preparation of Affirmative Action Plans. This is a process that is necessary for the awarding of any funds by the state of Massachusetts. OCPC has also provided many hours of local assistance to citizens and businesses in the district regarding the procedures for the filing of industrial revenue bonds to the Massachusetts Industrial Finance Agency (MIFA).

Assistance has also been provided to member communities in the areas of zoning, by-law revision, septage disposal, housing assistance planning, community infrastructure analysis, conservation and recreation planning and historical preservation.



## Coastal Towns Prepare for Oil Spills

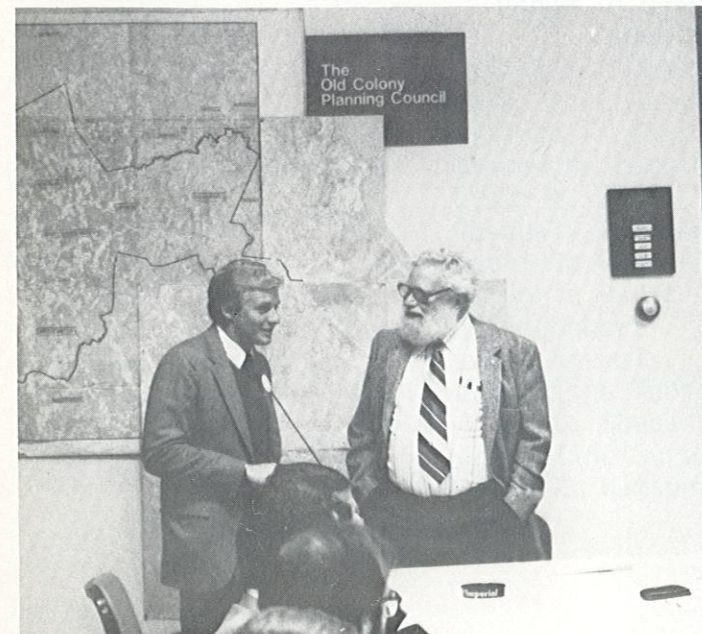
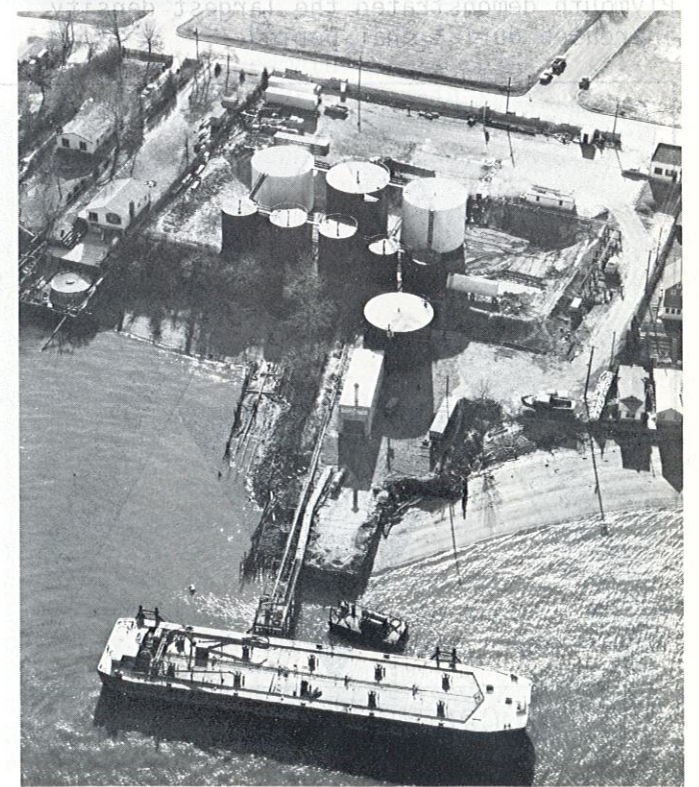
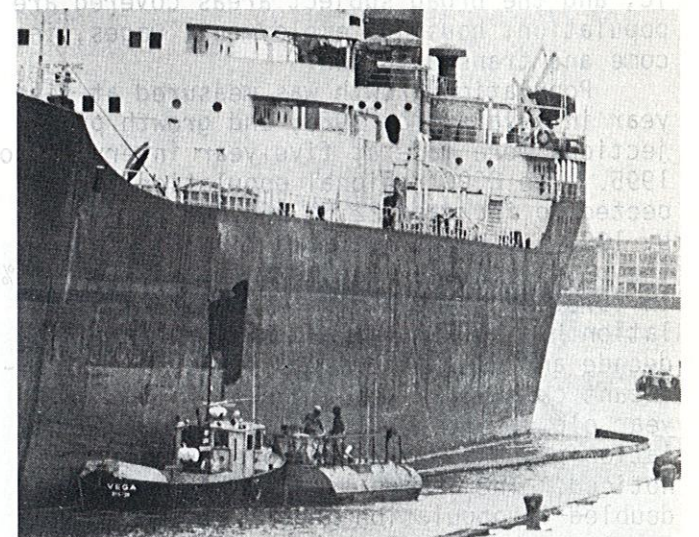
In order to minimize serious oil pollution damage to the environment and economy of the Massachusetts coast, regional planning agencies are working with their coastal communities to develop contingency plans. The plan is to have a standardized notification and reporting procedure for all spills, and for each town to have a response team trained in containment and protection strategies.

Elected officials from each town have appointed 4-6 members and a coordinator for their local response team (LRT). These LRT's will be the first line of defense against potential oil pollution of harbors, beaches and other natural resources until state and federal authorities arrive on scene to coordinate response efforts.

The environmentally sensitive areas are now being identified in each community. Once specified and mapped, each highly vulnerable area (HVA) will be ranked for priority protection and a specific protection strategy will be developed for it. In the event of a spill, LRT's will mobilize quickly to these areas to implement the prearranged protection strategies.

A reference book is being developed for each LRT. In it are detailed notification and reporting procedures; descriptions of the geology and ecology of each section of coastline, inventories of resource equipment and scientific support personnel; transportation patterns for the transfer and removal of oil spill debris; and the numerous wildlife and animal protection agencies to assist in the rescue and rehabilitation of oiled birds.

The contingency plans are scheduled for completion in the Fall of 1983, and the last set of training sessions for LRT's will be offered then. The Old Colony Planning Council, through a grant provided by Massachusetts Coastal Zone Management (CZM) Agency has been involved in this project and expects that the work program will be completed by December of this year.





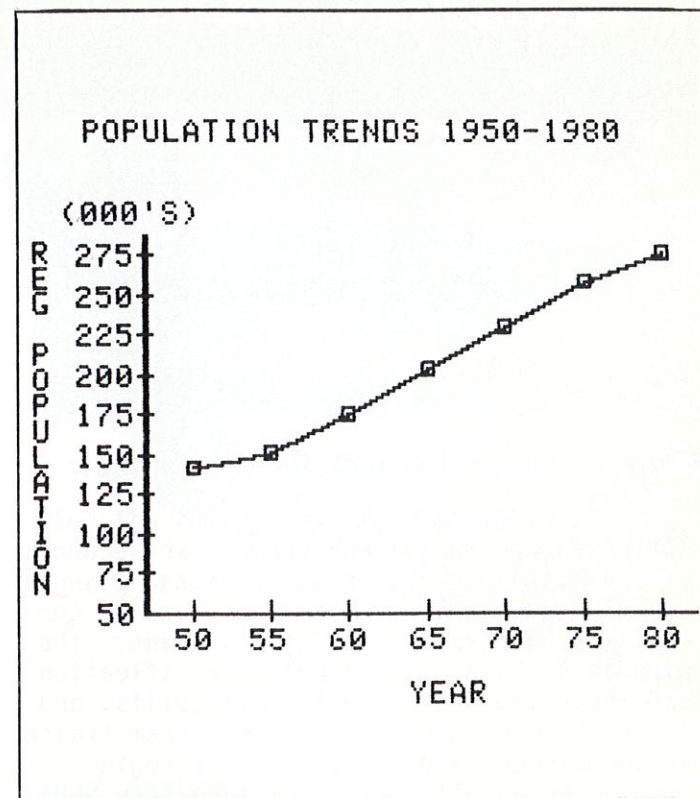
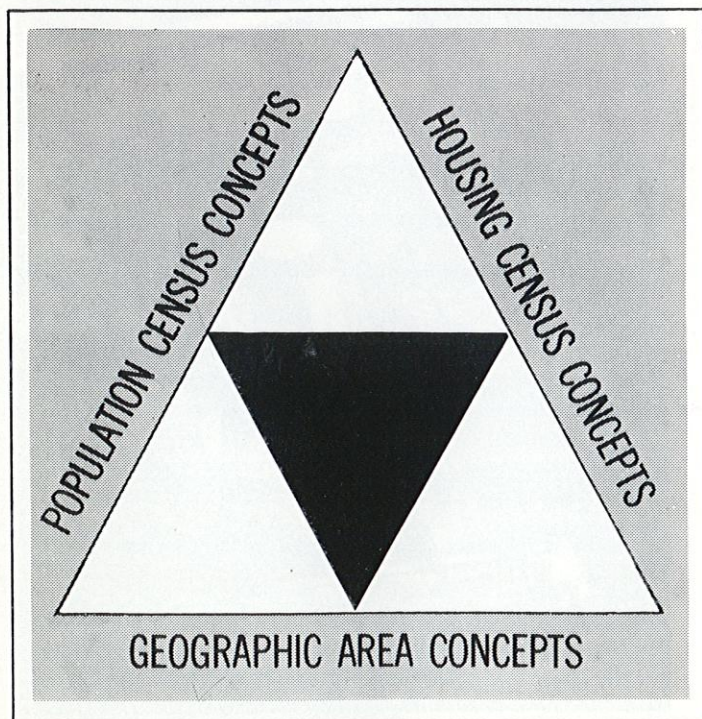
## 1980 Census Update Completed

The Old Colony Planning Council has received many requests throughout the year for information from the 1980 census. It was evident that a new statistical compilation was needed for handy reference to answer the most frequently asked for figures. OCPC staff members have responded by developing a data booklet.

The new reference guide provides data from the most recent figures available. It also measures decade growth and decline for a number of important variables, and gives statistics that mark trends to help monitor change over a period of time.

Twenty-three tables are arranged by topic, and the broad subject areas covered are population, housing, employment, wages, income and transportation.

Population growth was measured at five year intervals from 1960, and growth projections were made at five year intervals to 1995. The OCPC regional population is expected to increase 22.5% (60,664 persons) by 1995. Minority persons form 5.1% of the population in 1980 as compared with 2.5% in 1970. The age distribution of the population has shifted somewhat over the last decade and not surprisingly, the most significant change was the decrease in the 0-14 year old category. Increases in the population group 55 years and over were also noticed. The region as a whole has almost doubled in population density in the last quarter century. Easton, Pembroke and Plymouth demonstrated the largest density increases during that period.



Government, manufacturing and trade are the biggest employers of the workforce in the region, with agriculture, mining and construction employing the smallest percentages. The average annual wage has increased from \$8,856 in 1977 to \$11,359 in 1980, a \$2,503 (28.3%) increase.

In 1979 the poverty threshold for a family of four with two children was defined as \$7,356 and 5.0% of families in the region were below that level. Median family income for the region was \$21,151, and per capita income was \$6,771.

Housing ownership was divided into a two-thirds owner, one-third renter situation for the region in 1980. While the number of housing units increased 34.4% and the population increased 19.4% over the last decade, the census has shown that the total number of households has increased significantly due to the decreasing size of households in that time span.

The census figures show that twenty-eight percent of the combined elderly (over 65) and worker-disabled population is transportation handicapped, and that there are 128,777 automobiles registered, which is an average of one car for every two persons.

Detailed information is also provided for individual communities, labor market areas, the region, the state and the nation. Staff will continue to revise and update the report as part of the ongoing technical assistance program of the Council.



## Council Undertakes Lake Nippenicket Industrial Development Study

The extension of Route 495 to Route 24 and 25 has increased development potential near the Rt. 24/25/495 interchange south of Bridgewater's Lake Nippenicket. Resulting attempts to rezone the area to accommodate a proposed 950,000 square foot industrial office park have failed due to local concern with project impacts. As a result, town officials requested the Council to study the implications of industrial development south and east of the Lake.

Council staff reviewed the economic, transportation and environmental feasibility of development in the area and assessed the possible impacts of a project such as the recently proposed Indian Mound Park. The Bridgewater Industrial Development Commission assisted in community participation by holding open study and review sessions.

The study focused on water resource, traffic and land use control issues raised by residents and noted in previous reports. It found that:

- °probable increases in the through traffic are within the capacity of the adjacent Route 10, but the ultimate traffic entering and leaving the site will need careful intersection design and provision for future improvements.
- °the lake's significance for water supply and recreation require detailed hydrogeologic studies of specific sewage disposal proposals.
- °the project's tax revenues should exceed local service costs since such a park would require limited services and would attract few new residents.
- °Since conventional "as of right" industrial zoning lacks needed review powers the town should have a "planned industrial development district" by-law allowing parks in designated areas only by special permit.

The report concluded that "with proper design and review an industrial/office park such as that proposed could provide the town with benefits in excess of any potential negative impacts."

The Council also assisted the town in developing a planned industrial development district by law for consideration at the spring town meeting.

## Area Agency on Aging Coordinates Services for Elders

The Old Colony Planning Council, Area Agency on Aging plans and coordinates services for elders in a twenty-three community service area which includes ten towns outside of the regular planning district of the Council. In this role, the Council depends heavily upon the Area Agency on Aging Advisory Committee, chaired by John J. Mather, to provide guidance and expertise on planning and program development; allocation of funds available under the Older Americans Act, and awarding of grants for programs designed to serve elders.

The AAA Advisory Committee is comprised of representatives of each local Council on Aging, many of whom are elders, who meet regularly to provide the Old Colony Planning Council with direction on all aspects of the program. The overall objective of the Area Agency is to provide senior citizens with support services which will enable



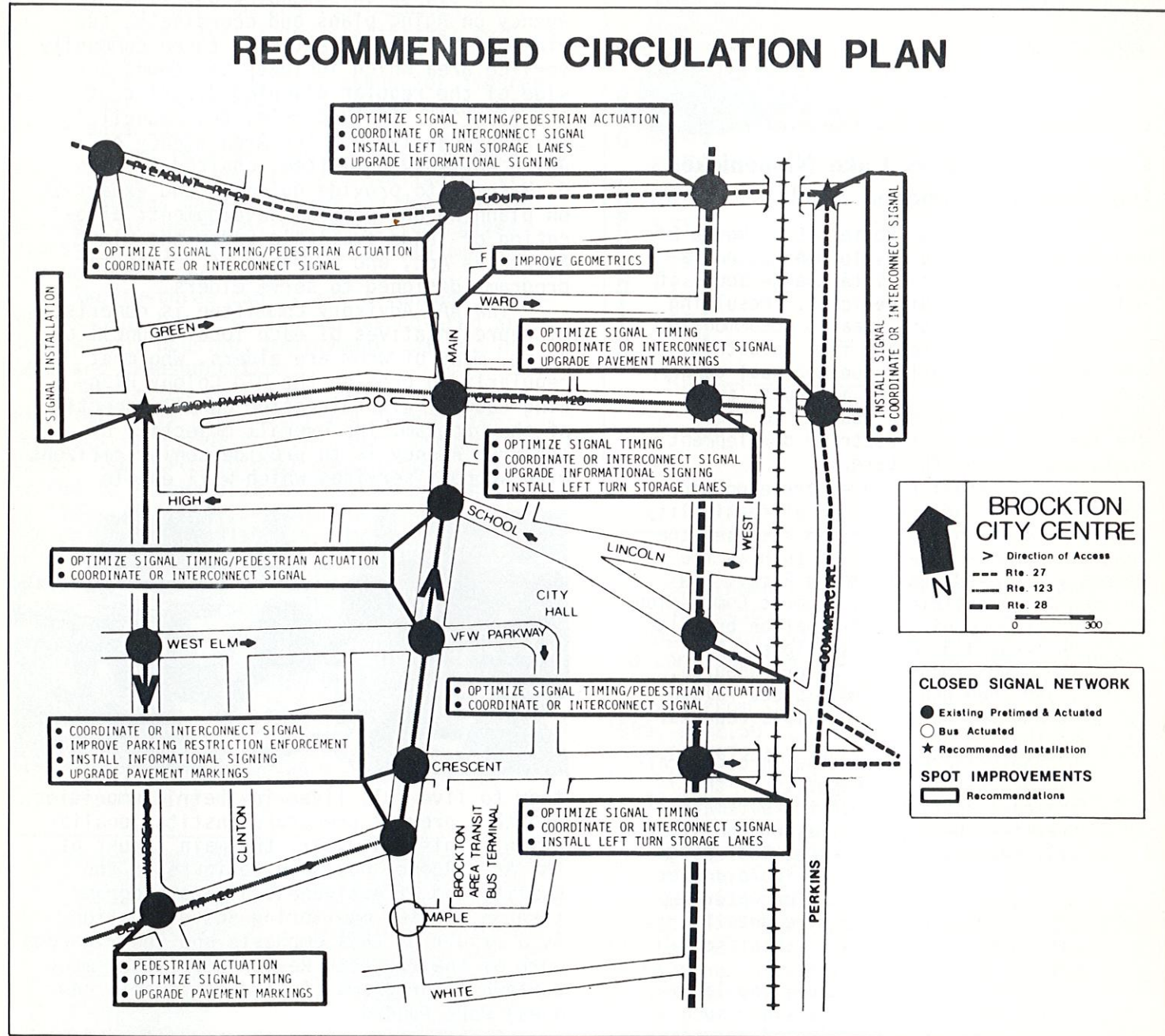
them to live full lives in their communities and thus prevent premature institutionalization. This past year, the main thrust of the Area Agency has been to increase the quality and effectiveness of its programs through careful monitoring and evaluation. As a result of this emphasis and the rigorous work of the Projects Review Committee, many worthwhile programs (including several new ones) were funded.

A full range of programs was funded by the Council over the past year, demonstrating the Area Agency's responsiveness to the needs of elders in the region. Included were elder service programs ranging in funding from as little as \$300 per year to those which are expected to expend over \$50,000 per year. In addition to the social service programs which were funded by the Area Agency, a substantial grant was awarded to Old Colony Elderly Services, Inc. to administer the Elderly Nutrition Program for the region. This program, which includes both congregate and home delivered meals, this past year served over 200,000 meals. The program was expanded to include the town of Hanson.



# TRANSPORTATION

## RECOMMENDED CIRCULATION PLAN



### Air Quality:

By the early 1970's air pollution had become a well documented health menace and an economic burden of 10 billion dollars annually, a situation which has caused amendments to be advanced for the Clean Air Act Of 1977. In order to combat the specific pollution problems around the country, the Environmental Protection Agency (EPA) encouraged the formation of an ongoing, decentralized approach to ensure healthful

air quality practices in the future. The EPA and the Department of Transportation (DOT) consequently designated the regional planning councils as the lead air quality transportation planning agencies. Regional efforts in Massachusetts are supported by the Mass. Department of Public Works (MDPW), the Department of Environmental Quality Engineering (DEQE) and the Executive Office of Transportation and Construction (EOTC).

The Old Colony Metropolitan Planning

### Transportation Plan Update

This past year saw the OCPC Transportation Staff complete the first major update of the Comprehensive Regional Transportation Plan, a plan originally endorsed in July of 1981. The update contains socio-economic characteristics, air quality, private bus carriers, and an analysis of intersection delays and hazards.

#### Socio-Economic Characteristics:

The socio-economic data, based on the 1980 Census, indicate a 20% increase in OCPC population from 1970 to 1980, bringing the total regional population to 274,980. Plymouth grew by 93%, from 18,600 to 36,000 the greatest increase in the region. Consequently, Plymouth replaced Stoughton as the region's second most populated community. Bridgewater, East Bridgewater, Easton, Hanson and Pembroke also experienced a high percentage increase. The City of Brockton, the most populous community, increased by 6.9% to 95,712.

Population growth in the region is a result of in-migration rather than natural increases. For example, the population from 0-14 years actually decreased by nearly 5,000 persons from 1970 to 1980. The age group 15 to 44 increased by about 41% indicating a trend of young adults with small families or no children at all, moving to the area.

The regional trend in new housing units was toward single family units led by increases of 27% in Plymouth, 13% in Whitman, and 11% in Brockton. However, a significant portion of the units constructed in the region during the early 1970's were multi-family structures. In the communities of Abington and Bridgewater the percentage of multi-family units increased by 22 and 13 percent respectively. Of the estimated 92,850 total housing units in the region, 37% were located in Brockton, 14% in Plymouth, and 9% in Stoughton. Overall it appears that the greatest number of new housing units in the region are being built in Plymouth.

Organization (MPO) has adopted three recommendations for improving air quality in the region as provided in the update. The recommendations are aimed at mobile (highway) source emissions. They are: 1) traffic flow improvements in Brockton City Centre, in Stoughton Square, and on Route 18 in Abington, 2) on street parking controls on Route 27 and 123 in Brockton, and 3) construction of commuter parking lots along Routes 3 and 24.

### Private Bus Carriers

Private bus carriers constitute the major suppliers of inter-regional bus transportation in the Old Colony Region. Primary destinations served by the carriers are Downtown Boston and Logan International Airport.

Inter-region operations are largely oriented to accommodate peak hour commuter trips to and from the Boston Central Business District, generally traversing the major north/south highways in the region (Routes 3, 18 and 24). On Route 3, the private carriers make regularly scheduled stops at commuter parking lots to accommodate their clientele.

### Intersection Delays and Hazards

The presence of extensive conflicts at a number of intersections detracts from the efficient use of the OCPC region's roadways. Local traffic is often subjected to excessive delays and hazards. The update sites 15 intersections at which the installation of traffic signals should receive serious consideration. The institution of additional controls at these sites would serve to better direct vehicle movements on respective intersection approach streets. Use of signalization would effectively manage these junctions and reduce average delays incurred. By allocating the time afforded to specific traffic movements, signalization would more efficiently utilize the limited space available at these sites.

Analysis of traffic safety conditions in the region identified high hazard intersections and focuses on distinguishing relative differences between communities and intersections. The communities of Abington, Brockton, Easton, Pembroke, Stoughton and Whitman all exhibit higher than average accident rates for most categories of accidents per vehicle miles travelled (VMT) in the Region. Conversely, Bridgewater, East Bridgewater, Kingston, Plymouth and West Bridgewater are all below the OCPC average for these categories. In terms of accidents per road mile (RM), Abington, Avon and Stoughton are higher than average in all categories, Brockton is also higher than average in all categories except fatalities per road mile. Those communities below OCPC averages for all categories of RM are East Bridgewater, Hanson, Pembroke and Plymouth followed by Easton, West Bridgewater and Whitman.

Considering both VMT and RM, Abington and Stoughton are above average in all categories. The next most accident prone community is Brockton. The fewest number of accidents per VMT and RM occurs in East Bridgewater and Plymouth followed by Hanson and West Bridgewater.



# ANNUAL DINNER

# MEETING

## Congressman Moakley Attends OCPC Annual Dinner Meeting

The Diplomat in Easton was the setting for the annual meeting and election of officers of the Old Colony Planning Council. The affair, which was attended by local officials and their guests from throughout the OCPC area was honored to have as its guest speaker the first-term Congressman from the 9th District, the Honorable J. Joseph Moakley (D-Boston).

In his address to the gathering the Congressman cited the need for change, growth and innovation at the federal level. Moakley said that the reduction in funds for regional planning agencies such as OCPC, has drastically affected their abilities to carry out their economic development, housing and comprehensive planning programs.

The speaker commented that "Regional Councils are perhaps the finest symbol of the fact that we live in a democracy, a democracy in which the government not only serves its people, but relies on its people for guidance in the development and implementation of governmental policies." The Congressman went on to laud the Council for its role in the many programs it administers, citing specifically OCPC's efforts in economic development and elderly services.



## Officers Chosen for Upcoming Year

The 1983-84 officers chosen to lead the Old Colony Planning Council for next year: Richard Chase (Easton), President; Stanley Littlefield (Abington), Secretary and; Lawrence Westgate (Kingston), Treasurer.





## Interstate 495 Completed

The long awaited final link of Interstate 495 has within the past year been completed and opened to the public. In the early 1960s, representatives from the Brockton area requested the Massachusetts Department of Public Works to construct an extension of I-495 toward Route 3 strategically located as to serve the greater Brockton area. The final link has since been aligned to the southwest of Brockton from Interstate 95 in Foxborough-Mansfield to Route 24 in Raynham.

It is generally accepted that access to a major highway is impetus for economic growth and the creation of jobs for local residents. Other factors, perhaps more important than highway access, are the availability of reasonably priced land and property taxes, affordable labor, adequate water and sewer facilities, and most importantly, state and regional industrial trends. The Office of State Planning projects a net decline by 1990 in manufacturing jobs. The expansion of existing industry and new industry moving into the State are not expected to offset this decline. Even so, there is a potential for approximately 15,000 jobs in communities along I-495 as a result of its completion.

The I-495 completion will have its greatest effects on the communities through which it passes, Mansfield, Norton, Taunton, and Raynham, with Bridgewater being the only OCPC community with direct access to the highway. However, Easton and Brockton will also be affected by the completion in terms of land use, population growth and traffic patterns.

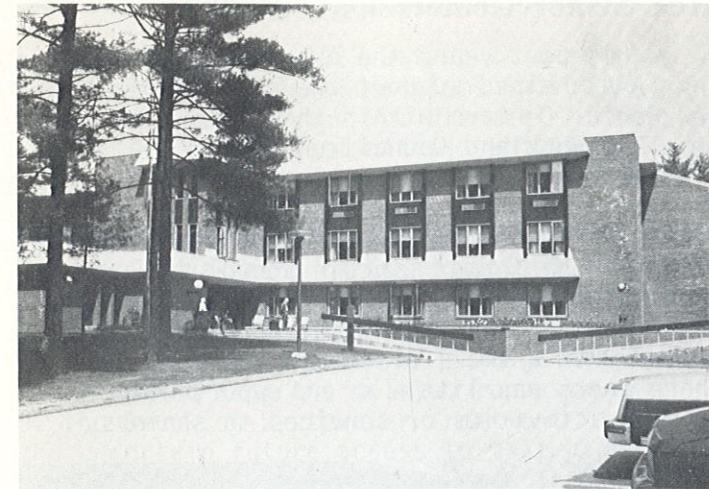
The town of Bridgewater which is seeking more industrial development, has two industrial parks which are presently located

on Route 106 in close proximity to I-495, and a third is proposed near Lake Nippenicket. Water, sewer, and access improvements are needed to meet this demand. Bridgewater's growth is therefore dependent on these local factors.

Easton lacks direct access to I-495, and it is unlikely that it can compete with other communities for industrial parks. However, Easton's high population growth rate is expected to continue because of zoning by-laws allowing apartment complexes along Route 138 and Route 123. These routes are convenient to Route 24 and attractive to workers in the Greater Boston and Route 128 areas. Also, access to I-495 via Route 123 will promote additional residential growth.

Unfortunately the City of Brockton lacks a direct transportation link with I-495, but, there are two possible solutions to this problem. One is a direct limited access highway to I-495. This would provide superior service but is not likely because of the disruption of land uses. The second is the existing Route 123 which traverses Brockton and Easton. Future travel demands suggest that major improvements be made to Route 123 to accommodate the traffic increases as a result of the completion of I-495, particularly in Easton where Routes 123 and 106 converge.

Overall, the OCPC region will benefit from the completion of I-495 in terms of economic and residential growth. Local policies will determine the extent of these effects, as new challenges will be created for transportation planning in the OCPC district to meet the demands of this growth. Effective and long term transportation planning will optimize the benefits of I-495 to the Old Colony region.



## Area Agency on Aging Provides for Respite Care

The Old Colony Planning Council Area Agency on Aging has provided for family respite by funding two programs this past year aimed at caring for the frail or disabled elderly. Mr. John J. Mather, Chairman of the OCPC Area Agency on Aging Advisory Committee, noted that these are programs that were desperately needed to provide alternatives to families with limited options.

The Evanswood Adult Day Health Center in Kingston became the second adult day care facility for elders in the OCPC Area Agency on Aging Service District. Funded in part by a grant from the Old Colony Planning Council, the Day Health Center provides an alternative to long-term institutionalization of elders in need of care, while family members are employed or otherwise occupied. The Center is capable of providing disabled elderly with a range of services including speech, occupational, and physical therapies, health screening, counseling and nursing services. In addition, a variety of recreational activities are offered which enhance the socialization of the participants. Not only is the program worthwhile to the elders who participate, it also provides a benefit to the families, offering them a number of hours of respite on the days of attendance and allowing them to continue their employment and other family responsibilities.

The Evanswood Adult Day Health Center is open five days per week from 8:30 a.m. to 2:30 p.m. and is Medicaid certified. While the Center functions under the auspices of The Baptist Home of Massachusetts, services are available on a non-sectarian basis. The center does employ a geriatric nurse practitioner.



The OCPC Area Agency on Aging has also made elderly respite care available to families in the service area in another form, through a grant to Catholic Charities. The Respite Care Program operated by Catholic Charities is designed to provide occasional relief to a family member who is providing constant care and support for an older person in his/her home. The relief may be for a brief period to enable the family member to shop or do other errands or may be as long as a weekend to be free of the responsibility. The respite care workers employed by Catholic Charities are carefully screened and trained to provide these in-home services.

The services provided by Catholic Charities under the program vary according to need, but to be eligible, the older person to be served must be socially, physically or mentally disabled and in the care of someone who is fully responsible for the person. Persons served under the program are at risk of being placed in a nursing home without this type of intensive family support. The program is designed to assist in this effort to enable elders to remain safely in their homes.







## Route 27 Study Identifies Problems

The Old Colony Comprehensive Regional Transportation Plan (1981) identified the Route 27 Corridor as having substantial problems both with traffic safety and congestion, particularly between Stoughton and the Brockton/Whitman town line. Three studies will be undertaken to address Route 27 in contiguous portions. One study will be made of Route 27 in Stoughton & Brockton; one in Whitman & Hanson; and, another in Pembroke & Kingston.

The capacity analysis reveals that, in general, the existing roadway system operates at acceptable levels of service with the exception of three intersections in Brockton: North Pearl at Oak Street; Reynolds Memorial Highway at Pleasant and West Streets; and Crescent at Quincy Street. Additionally, it is apparent that during the evening peak period, Rte. 27 traffic in Stoughton Square encounters difficulty in entering and exiting the Washington Street (Rte. 138) traffic stream. Traffic congestion in the afternoon peak is also observed along two segments of the corridor in Brockton, including North Pearl Street and Montello Street.

Review of available accident data also indicates several high accident locations existing in the study area. Accident frequencies at the above mentioned intersections are high as a result of existing capacity deficiencies at each intersection. Further analysis of the Pembroke and Kingston portion will not be necessary since preliminary analysis showed no sign of traffic queuing along that portion of the corridor.

The proposed study will further examine alternative solutions and make recommendations for projects to improve the travel conditions on Route 27. Communities located along the corridor will be given the opportunity to establish priorities for improvement projects in their individual city or town.

The final output of the study will be a summary of the findings and recommendations made within each of the communities in the study area. Distribution of the executive summary will be by municipality and upon request.

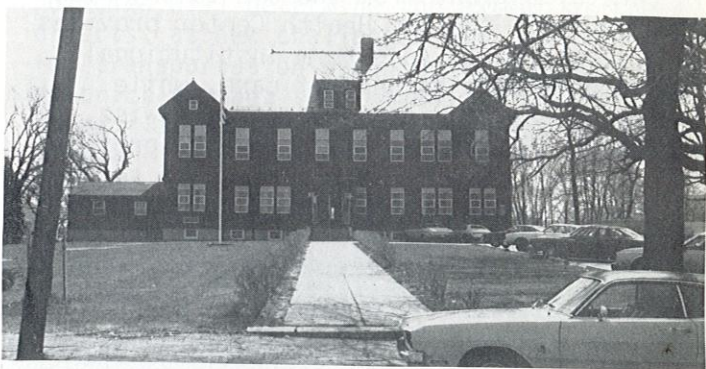
## Area Senior Centers Established

This past year, the Area Agency on Aging (AAA) helped support the opening of two new Senior Centers within the region.

The Rockland Council on Aging (COA) with assistance from a Title III B grant from the Old Colony Planning Council Area Agency on Aging, has transformed the first floor of the former Lincoln School in Rockland into a senior citizen drop-in center. Prior to the grant the Rockland Elders operated from a small office in the Town Hall where there was little or no opportunity to provide activities or services to seniors.



In the first year of the centers' operation, the Council on Aging has been successful in initiating a number of activities including: a nutrition program; arts and crafts programs; exercise; dancing; and educational programs that serve a growing number of seniors in the community. The COA has been awarded a grant by the Old Colony Planning Council to help support the second year of operation of the Center.



The Dorn-Davies Senior Center on Perkins Avenue in Brockton was also opened this year through the combined financial support of the Mayor's Office of Human Resources for the City of Brockton and the OCPC Area Agency on Aging. The center has developed a full range of services and activities for the City's senior citizens. The Senior Center is temporarily housed at the Perkins Avenue location and the long-range plan is to eventually find a more central location where the facility would be more accessible and able to serve a larger proportion of the elderly population.

## Septage Management Effort Continues

The Council's 1982 effort to meet regional septage disposal problems included deferring a threatened MDC disposal service cutoff, assisting communities exploring local solutions, and sponsoring an extensive informational sharing meeting. The Council has received a planning assistance grant from the Department of Environmental Quality Engineering so that it may continue to expand these efforts.

The ongoing problem of septage disposal has resulted from the delayed reconstruction of the Brockton Wastewater Treatment Plant, the uncertain future access to that plant by many area communities, and the lack of approved local facilities.

After accepting non-member communities' septage on an emergency basis in late 1981, the Metropolitan District Commission last year announced a June 15 cutoff date for all communities in the OCPC region that had not contracted with MDC for septage disposal. The Council responded by contacting area officials and then seeking a 60 day deferral while the communities explored alternative solutions. The MDC granted this and ultimately gave the communities until September 15, 1982 to agree to disposal contracts covering the second half of the year. This eased the immediate problem but the uncertain future, and the cost of and access to the Brockton treatment plant for many towns has created an incentive to find alternatives. OCPC is continuing to investigate possible local and sub-regional disposal sites. The Council staff have been assisting the Easton and Kingston Health Boards and the Hanson Septage Committee to explore disposal options, facility locations, and funding sources. In response the Hanson town meeting has appropriated \$10,000 for an engineering feasibility study for a potential town-run disposal facility.



On a broader scale, the Council held an open meeting in October for state and local officials and area septage haulers to share information and to better understand each others' concerns. The most recent efforts of the Council include an analysis of the MDC records to determine current volumes by community and technical support to a potential independent disposal facility in East Bridgewater. The implementation of one or more of the present proposals will give the affected communities a more convenient and economical alternative to the

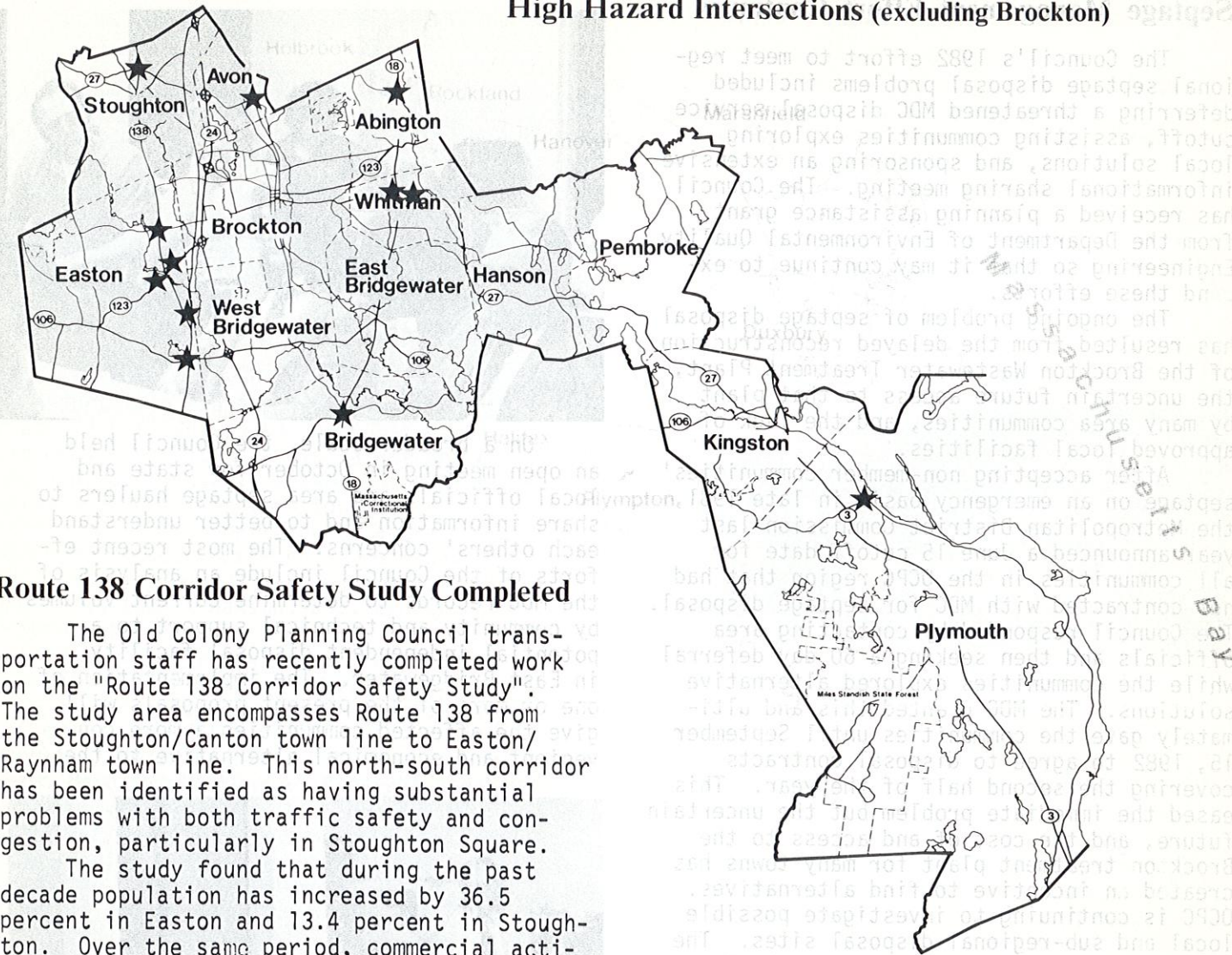


present practice of disposal at MDC facilities, while at the same time assisting in lessening the burden on the overloaded MDC and Brockton Treatment Plants.

To continue these efforts and to expand them to include important organizational and institutional consideration (e.g. improved agreements between communities and haulers), the Council recently sought and was awarded a Section 205 J grant from the State Division of Water Pollution Control.



## High Hazard Intersections (excluding Brockton)



### Route 138 Corridor Safety Study Completed

The Old Colony Planning Council transportation staff has recently completed work on the "Route 138 Corridor Safety Study". The study area encompasses Route 138 from the Stoughton/Canton town line to Easton/Raynham town line. This north-south corridor has been identified as having substantial problems with both traffic safety and congestion, particularly in Stoughton Square.

The study found that during the past decade population has increased by 36.5 percent in Easton and 13.4 percent in Stoughton. Over the same period, commercial activity has been on the increase as have traffic volumes. However, since 1970 only one intersection improvement has been actually completed on Route 138 in the two towns (Route 138/Route 106, Easton, 1980).

The study also noted that safety problems along the Route 138 corridor are concentrated at intersection locations along Route 138 and in Stoughton Square. Intersections along the corridor are the major source of accidents with better than 80 percent of those accidents reported happening within 150' of intersection locations. The worst accident locations identified in the study area proved to be Stoughton Square which had a total of 111 accidents in 1979 and 85 in 1980, a rate approximately ten times above the corridor's average.

The evaluation of intersection safety problems made on the basis of accidents per million approach vehicles, identified five major intersections in the study area for which safety improvements should be considered. Among these are:  
 Washington St. at Central St. in Stoughton;  
 Washington St. at Main St. in Easton;

Washington St. at Belmont St. in Easton;  
 Washington St. at Central St. in Easton; and,  
 Washington St. at Depot St. in Easton.

Recommendations for improving safety levels and traffic flow at these intersections include:

- °Signal installation & upgrading;
- °Improved geometrics;
- °Lane use control & additional lanes;
- °Parking restrictions;
- °Regulatory and warning signs;
- °Lighting

The study further recommended that major improvements be made at the following sections of the Route 138 Corridor:

- °Stoughton Square;
- °Washington St. between Stoughton Square and Central Street-Stoughton
- °Washington Street between Belmont Street and Depot Street-Easton;
- °Washington Street between Central Street and the Canton T.L.-Stoughton;
- °Purchase Street at Washington Street and at Turnpike Street and Turnpike Street at Washington Street-Easton.

## OCPC Acts as Coordinator of Economic Development Activities

The Old Colony Planning Council, through its Overall Economic Development Program (OEDP) Committee serves as the principal mechanism for coordinating economic development activities within the Old Colony Economic Development District. The Council achieved this status in December, 1979 through a designation by the Secretary of the U.S. Department of Commerce, under the provision of the Public Works and Economic Development Act. In this responsibility, the Council is required to bring together through the OEDP Committee the various public and private interests involved in economic development efforts and to prepare an Overall Economic Development Program strategy. The OEDP document includes programs designed to create employment opportunities that foster more stable and diversified local economies; that improve local conditions; and that guide and coordinate the efforts of individuals and organizations concerned with economic development.

An important part of the Overall Economic Development Program is a listing of regional and local public works projects that will facilitate economic development and particularly new jobs within the district. OCPC receives funding from the Economic Development Administration to carry out its economic development planning effort of support for the OEDP Committee and implementation of the Overall Economic Development Program.

In 1982 the Old Colony Planning Council worked closely with the Plymouth County Development Council, the Brockton Regional Chamber of Commerce, the Plymouth Chamber



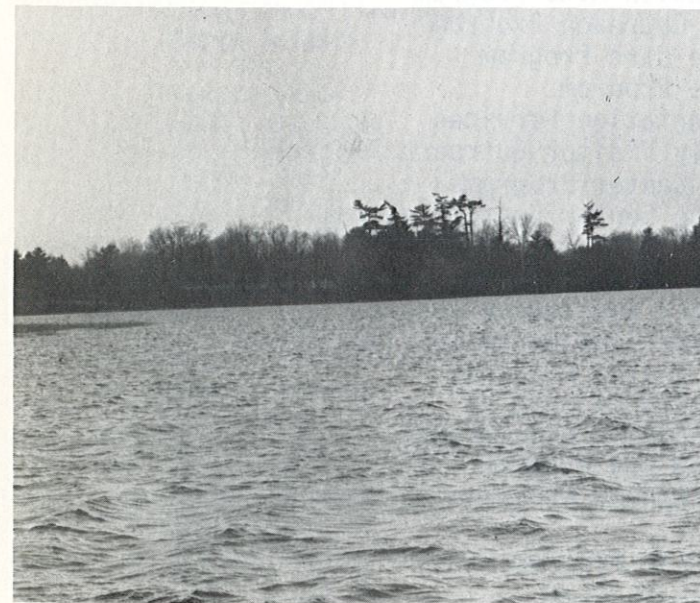
Hanson Industrial Park

of Commerce and the local Industrial Development Commissions to encourage the retention and expansion of existing industries. The Brockton Regional Economic Development Corporation, a 503 corporation, provided financial assistance to area firms with plans for expansion. Financial assistance was also provided (through the state Industrial Revenue Bond Program) to area firms by the Massachusetts Industrial Finance Authority.

This past year the Council's major efforts were focused on working with industrial development commissions in Bridgewater and Hanson.

In the town of Bridgewater the OCPC staff completed a study for a proposed industrial park to be located at the intersection of Routes 24, 104 and I-495. The OCPC report found the location to have excellent potential for industrial development and suggested several ways of alleviating potential problems in the development of the site.

The OCPC staff worked with the Hanson IDC in developing an application for a proposed roadway in the Hanson Industrial Park. This application was funded by the state under the Public Works Economic Development Program for \$300,000. The project will involve the construction of a 3,200 foot access road into the Hanson Industrial Park. The access road will enable the town to aggressively market and develop the industrial property contained within the park. It is estimated that 280-300 additional jobs will be created with development of the industrial park. The town and the IDC have requested assistance from OCPC in establishing an EDIC.



Lake "Nip" in Bridgewater





### GRANTS PROVIDED FOR ELDER PROGRAMS

Programs funded by the Old Colony Planning Council, Area Agency on Aging during the year included the following:

Avon Council on Aging

Blood Pressure Screening and Health Counseling Program

Monthly Shopping Bus Program

Elderly Nutrition Program

Evanswood Adult Day Health Center

Outreach Program

Dorn-Davies Senior Center (Brockton)

Nutrition Center Construction Funds

Home Health Aide Program

Hospes Outreach Program

Respite Care Program

Hospice Program

Transportation Services

Friendly Visitor Outreach Program

Senior Center Programs

New Life Senior Center Program

Elderly Nutrition Program

Nursing Home Ombudsman Program

Emergency Assistance Program

Volunteer Transportation Program

Senior Center Programs

Rent-A-Kid Program

Senior Center Renovations

Shopping Bus Program

Senior Center Program

Senior Law Program

Outreach Program

Senior Center Program

The Baptist Home of Massachusetts  
Bridgewater Council on Aging  
Brockton Area Multi Services, Inc.  
Carver Council on Aging  
Catholic Charities

Cranberry Area Hospice Program  
East Bridgewater Council on Aging  
Easton Council on Aging  
Hanson Council on Aging  
Massasoit Community College  
Old Colony Elderly Services, Inc.

Old Colony Planning Council  
Plymouth Council on Aging  
Plympton Council on Aging  
Pembroke Council on Aging

Rockland Council on Aging  
Southeastern Massachusetts Legal Assistance Corporation  
Wareham Council on Aging  
West Bridgewater Council on Aging

## COMMITTEES

### Area Agency on Aging Advisory Committee

| Name                     | Community        |
|--------------------------|------------------|
| John Mather, Chairman    | Brockton         |
| Eva Lewis, Vice Chairman | Stoughton        |
| Alice Frame              | Abington         |
| John Costa               | Avon             |
| Florence Henrikson       | Bridgewater      |
| Alice Witteman           | Brockton         |
| Robert Martin            | Brockton         |
| Norman Sorgman           | Brockton         |
| Lela Ray                 | Carver           |
| (no designated member)   | Duxbury          |
| Gladys S. Farren         | East Bridgewater |
| Mary C. Scully           | Easton           |
| Elizabeth Crosby         | Halifax          |
| Dorothy Griffin          | Hanover          |
| Margaret Kitchenham      | Hanson           |
| Ann White                | Kingston         |
| Edward Higginson         | Lakeville        |
| James Sherwin            | Marshfield       |
| Joseph Walker            | Middleborough    |
| Dorothy Emmet            | Pembroke         |
| Christian Schembri       | Plymouth         |
| Genevieve Ash            | Plymouth         |
| Edwina Wood              | Plympton         |
| Helen Conner             | Rockland         |
| Irene Kelley             | Wareham          |
| William Brown            | West Bridgewater |
| Robert Morrison          | Whitman          |

### Joint Transportation Committee

| Name                 | Affiliation                 |
|----------------------|-----------------------------|
| John Yaney, Chairman | Whitman                     |
| Stephen Baker        | Abington                    |
| Bruce Hughes         | Abington                    |
| Antone Almeida, Jr.  | Bridgewater                 |
| Stephen Traw         | Bridgewater                 |
| Reinald LeDoux       | Brockton                    |
| Carl W. Eastman      | East Bridgewater            |
| John F. Hurley       | Easton                      |
| Robert Kelly         | Pembroke                    |
| Raymond E. Chase     | West Bridgewater            |
| Charles C. Stevenson | BAT                         |
| Laurel Jenny         | DEQE                        |
| Edward Silva         | FHWA                        |
| Paul Patneau         | MDPW                        |
| Allen Jensen         | MDPW, District 6            |
| John Campbell        | Old Colony Elderly Services |
| Ulysses Shelton      | Self Help Inc.              |

### OEDP COMMITTEE

Partial Listing

| Name                                  | Affiliation  |
|---------------------------------------|--|
| J. Laurence Phalan, Chairman Emeritus | Stonehill College                                  |
| Gregory Collins, Chairman             | Plymouth Development and Industrial Commission     |
| Thomas Chew, Vice-Chairman            | Plymouth Home National Bank                        |
| George Baldwin                        | Peoples Saving Bank                                |
| John Buckley                          | Brockton Regional Chamber of Commerce              |
| Raymond Chace                         | West Bridgewater IDFA                              |
| Dennis Ciganovic                      | Bridgewater State College                          |
| Lou Colombo                           | Massasoit Community College                        |
| Daniel Crane                          | Old Colony Planning Council                        |
| Rian Fried                            | Private Industry Council                           |
| Martin Goodman                        | Brockton Regional Chamber of Commerce              |
| Ginni Guild                           | Brockton Community Development Corporation         |
| George Hollertz, Jr.                  | West Bridgewater Industrial Development Commission |
| Richard Howe                          | Easton   |
| Douglas Jobling                       | Brockton CETA                                      |
| Brooks Kelly                          | Plymouth County Development Council                |
| Joseph Landolfi                       | Stoughton  |
| Frank Maher                           | Old Colony Planning Council                        |
| Shaun McCaul                          | Brockton Regional Chamber of Commerce              |
| Harold Ohlsson                        | Brockton Industrial Development Commission         |
| Raymond Paulson                       | Plymouth Home National Bank                        |
| Pamela Pert                           | Stonehill College                                  |
| Michael Sikora, Jr.                   | Plymouth County Extension Service                  |
| Thomas Smith                          | Brockton Public Schools                            |
| Jack Sullivan                         | Brockton Savings Bank                              |
| A. Theodore Welte                     | Brockton Regional Chamber of Commerce              |