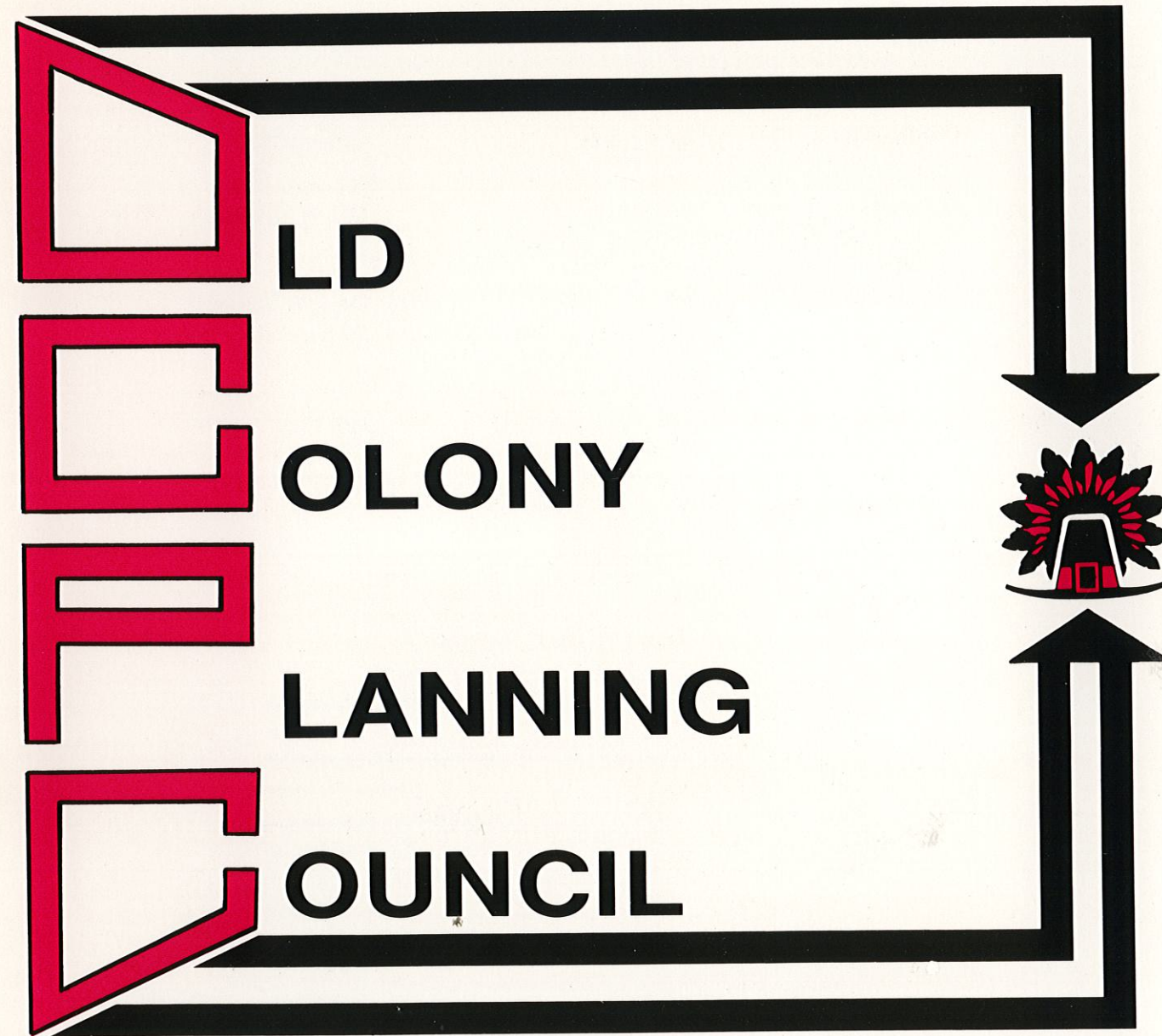


**ANNUAL REPORT
1984-1985**



Regional Planning Agency

47 WEST ELM STREET • BROCKTON, MASSACHUSETTS 02401

OLD COLONY PLANNING COUNCIL

OFFICERS

President	Charles A. Pickering	West Bridgewater
Secretary	John J. DeMarco	Avon
Treasurer	James Kassos	Brockton

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
Harley S. Cadenhead
Gerard W. Dempsey
John Lenox
Joseph Landolfi
Charles A. Pickering
Fred Gilmetti

Alternates

Susan S. Meier
Carl N. Lundgren

David A. Johnson
Edmund McAdam, Jr.

Charles W. Pickett
William W. Jordan
William Griffin
Emidio Mondazzi

Donald P. Snow

THE COUNCIL STAFF

Daniel M. Crane	Executive Director
Andrew P. Bagas	Planner
Linda A. Chute	Secretary/Receptionist
Pasquale Ciaramella	Senior Planner
Constance C. Congdon	Ombudsman Supervisor
Alison Esposito	Student Intern
Patricia M. Goggin	AAA Administrator
Timothy Higgins	Planner
Francis J. Maher	Planning Supervisor
Louis Mercuri	Planner
Jacqueline Munson	Secretary
Jeanne Ryer	Student Intern
Alice C. Shepherd	Fiscal Officer
Jacqueline Surette	Grants Monitor
James R. Watson	Planner

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A Message from the Incoming President



It is with a great deal of enthusiasm that I begin my term as President of the Old Colony Planning Council because I firmly believe that planning is a necessary element of the governmental decision making process if we are to assure that the quality of life in the region will not be diminished. The Old Colony region has recently been the locus of development activity in the Commonwealth and we have been witnessing a great deal of change in the physical environment.

What was once farmland is now housing developments and all about us is change.

The challenge to the Council and to our local communities in the near future will be how best to absorb the additional growth and development with the least amount of change and impact on governmental services. The Council will continue to work closely with our member communities in meeting this challenge and in anticipating the facilities and services necessary to support the increased population levels. Our local communities will also have to continue to work together and to plan cooperatively for our future needs. By working together we can meet the challenges of the future.

Sincerely,

Charles A. Pickering
President

A Message from the Outgoing President



In serving as Council President for the past three years I have enjoyed the strong support of the Council members, staff and local officials in what can best be described as difficult and trying times for Regionalism. The Reagan Administration's policy of "New Federalism" has all but reduced or eliminated many of the programs that the Council had previously depended heavily upon for financial support. As a result the Council has had to make adjustments which have included reducing the size of our staff and scope of our activities.

The Council feels that the reduced level of funding support for the Council will eventually have a negative effect upon our member communities and the region as a whole in not being able to adequately deal with a wide range of areawide problems such as water resources, solid waste disposal and economic development. Recently, we have been pressing the State Administration to provide financial support to the Council that would match the amount of funding by our member communities.

As I leave the office of Council President I am hopeful that our funding will be secure for the future and that the Council will continue to play an important role in developing inter-local cooperation.

Sincerely,

Richard H. Chase

COUNCIL ACTIVITIES

Communities Receive Planning Funds

The Towns of Abington, Avon and Stoughton were notified this year that the grant that they had applied for under the Incentive Aid Program had been funded. Under the program the three towns, calling themselves the South Shore Planning Consortium, will each receive up to sixty days of staff time devoted to projects that each town selects for itself. Through a contractual arrangement with OCPC, a planner will be assigned to the towns when the project has been developed and approved by the Selectmen.

The terms of the grant call for each town to pay approximately \$2,000.00 as their share of the grant. The grant can be for up to three years on a sliding scale. The first year the towns would pay 25% and the State 75%, the next year it would be 50-50 and the final year would be 75% from the towns and 25% State. The towns have the option of continuing in the second and third years. The total amount of the grant is \$25,000 with the EOCD share being \$18,750 for the first year.

So far this year the Town of Stoughton has chosen to use its planning funds toward the development of a much needed local water allocation policy. Avon is using some of its time toward the development of the Avon Industrial Park-West and Abington has indicated that a study of zoning changes may be on the horizon.



OCPC Council Meeting

Landolfi Receives Commendation

This past year the Commonwealth of Massachusetts, Department of Public Works commended Stoughton Delegate Joseph Landolfi for his efforts in obtaining funds for two projects in the town of Stoughton designed to ease the burden on commuters.

The award presented by Richard Chase, President of OCPC was "in grateful recognition of valuable service to the Commonwealth from personal initiative taken to minimize the impact of the Southeast Expressway Reconstruction." The Certificate of Appreciation was signed by the Commission of Massachusetts Department of Public Works.

Mr. Landolfi was instrumental in the construction of the Stoughton Armory commuter parking lot and the soon to be completed reconstruction of the parking lot at the Stoughton train depot.



Council President Richard Chase presenting Commendation to Stoughton Delegate Joseph Landolfi.



Council Delegates reviewing recent development proposal in the City of Brockton.



Stoughton Train Station

1985 Annual Meeting

The 1985 Annual Meeting of the Old Colony Planning Council was held on Thursday, May 30, 1985 at the Halifax Country Club. Over 140 persons attended the annual gathering to watch the induction of new officers and to listen to the featured speaker for the evening, Ian Menzies, former columnist for the Boston Globe who spoke on the future of transportation service for Southeastern Massachusetts.

The meeting saw the gavel being passed from Richard Chase of Easton to incoming President, Charles Pickering of West Bridgewater. The new officers for 1985-86 are:

- President
Charles A. Pickering, W. Bridgewater
- Secretary
John J. DeMarco, Avon
- Treasurer
James Kassos, Brockton



ECONOMIC DEVELOPMENT

Council Receives Energy Assistance Grant

The Massachusetts Executive Office of Energy Resources (MEOER) this year designated OCPC as the local program manager for their Energy Advisory Service Program.

The intent of the program is to provide grants to high energy industrial users in the OCPC area. The program is designed to find ways for businesses to cut down on their energy use. The service offers individualized site-specific technical analysis in an attempt to solve energy problems.

The service which was started in Massachusetts last year attempts to link companies with an engineering firm that spends up to four days analyzing their operation in order to recommend ways to reduce energy costs. This program is subsidized by the State Energy Office with the only cost to the business being a flat \$400 fee.

It is the responsibility of OCPC to promote this service through the use of a State established list of eligible firms that have been identified as high energy users. In the OCPC area 137 local companies have been certified as eligible to participate in this program.

THE ENERGY ADVISOR SERVICE

Assisting Massachusetts Industry

For the region, Brockton leads the list as having the most firms qualifying, the rest of the area is broken down as follows:

Brockton	52	East Bridgewater	5
Stoughton	20	Kingston	5
Avon	14	Easton	3
Whitman	9	Hanson	2
Bridgewater	8	Pembroke	2
Plymouth	8	West Bridgewater	2
Abington	6	Rockland	1

OCPC will be monitoring and promoting this program this year and will be contacting firms in area towns to determine their interest in using the limited funds that were allocated to this region.

Are rising energy costs hurting your bottom line?

We can help.

Industrial Park Survey Underway

At the request of Council's Overall Economic Development Committee, OCPC staff have begun an employer/employee survey on the needs for transportation services directly to the Avon and Easton Industrial Parks. The service would attempt to link the unemployed and non-mobile Brockton labor force with available job openings at both of these industrial locations.

The survey, which will study the commuting patterns of workers at both locations, would attempt to identify whether or not there is a need for scheduling service directly to the industrial parks in the morning with return service in the evening. If a need is found to exist, the survey will further investigate a score of possible funding alternatives that could be instituted involving the commuters, the localities involved and the industrial parks themselves.

Staff have started and will continue with the project during the upcoming program year.

Area Towns Fare Well Under Incentive Aid Program

Bridgewater, East Bridgewater, Brockton and Hanson Receive Grants

This past year four communities in the Council area received grants from the Executive Office of Communities and Development (EOCD) to fund full-time professional positions in their respective communities.

The grants which come from the Commonwealth's Incentive Aid Program, and awarded through the Professionalism Category, are designed to fund "new professional positions in key areas" for communities which have never employed a management professional such as Chief Administrative Officer, Administrative Assistant, Town Manager, Executive Secretary, etc.

The award of the grants was based upon the following factors:

- Demonstrated support and commitment from local policy makers and management as evidenced by matching funds, resolutions, by-laws, votes, or similar indicators of support.
- Evidence that permanent management improvement is likely.
- Impact on community's core management.
- Limited ability to conduct project without assistance, and
- The relationship between costs and benefits.

There were two funding rounds in the competition. In Round I, Brockton and Bridgewater were funded and in Round II, it was East Bridgewater and Hanson. The State received a total of 361 applications for both rounds of which 151 were funded.

Council staff assisted the towns of Bridgewater, East Bridgewater and Hanson with their applications. All three towns applied for positions of Executive Secretary in their respective towns. All three grants are for three years on a sliding scale with the towns paying 25% the first year, 50% the second and 75% the third.

In Round I Bridgewater received a grant for \$21,000 and Brockton received \$31,500 for an administrative assistant to the Mayor. In Round II both East Bridgewater and Hanson received \$18,750 for the position of Executive Secretary.

1985 JOB FAIR

Westgate Mall Hosts Regional Job Fair

Council Acts as Co-sponsor

This past May the City of Brockton was the scene of the regional 1985 Job Fair. The location was the Westgate Mall and over 70 companies took advantage of the opportunity to set up booths and display their wares to prospective applicants.

The event lasted from 10:00 a.m. to 7:00 p.m. and was well attended by applicants either looking to enter the workforce or to improve upon the position they presently occupied. It was an opportunity for "one stop shopping" and many took advantage of it.

Brockton Mayor, Carl D. Pitaro was on hand to deliver the welcoming address and to thank the many co-sponsors of the event. Other speakers included Mr. Joe Joseph who represented the Brockton Area Private Industry Council (PIC) and the Old Colony Planning Council, OEDP Committee.

In addition to the City of Brockton, Old Colony Planning Council and the Private Industry Council, other sponsors included the Regional Chamber of Commerce, the Enterprise, Massachusetts Department of Public Welfare, Self-Help Inc. and the Massachusetts Division of Employment Security.



Grant Conference Well Attended

In June of this year OCPC in conjunction with the Executive Office of Communities and Development (EOCD) jointly sponsored a grant conference at the Ridder Country Club in East Bridgewater.

The purpose of the Conference, which was attended by well over 100 people, was to bring together the chief elected and appointed officials for the purpose of identifying projects that could qualify for funding by EOCD through their Incentive Aid Program.

The Incentive Aid Program began in the fall of 1983, when a working group representative of municipal and school interests was convened to discuss the distribution of state aid to cities and towns. One topic of discussion was the general inability of localities and schools to invest in management and capacity-building in the post-Proposition 2½ era. The group recognized that the intervention of Proposition 2½ seemed to highlight the problems already known, such as the general inability of local officials to apply sound management practices and institute effective structures and systems, because of fixed budget constraints.

The long term goals of the Incentive Aid Program are:

- To foster alliances among elected officials, management professionals, schools, and citizens which strengthen and sustain a sense of shared community priorities.
- To improve management in municipal and school systems and to ensure cost-effective service delivery and responsiveness to citizens' needs.

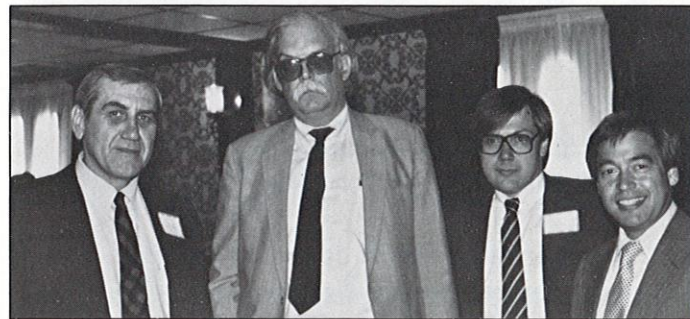
The conference, which was scheduled to run from 5 p.m. to 9 p.m. but in fact lasted longer, was opened by Daniel Crane, Executive Director and moderated by Frank Maher, Planning Supervisor at OCPC. The panel which was comprised of the staff at EOCD, gave an excellent presentation on the workings of the Incentive Aid Program and a general overview of most of the granting programs administered by the Executive Office of Communities and Development.



East Bridgewater Delegation of Selectmen Dana Chase, Eric Greene and Planning Board Member Roy Gardner talking to OCPC Planning Supervisor Frank Maher.

Panelists included: Michael Tierney, Assistant Secretary for Development Programs who gave an overview of EOCD and its programs; Richard Kobayshi, Deputy Assistant Secretary for municipal policy and programs who led a discussion on interlocal cooperation; Mark Morse, Program Manager for the Incentive Aid Grant Program, who gave the presentation on that program; and Ed Donnelly, Senior Staff person for the grant program.

Communities from this area that were funded this year included: South Shore Planning Consortium (Abington-Avon-Stoughton) which will receive sixty days of planning each for projects chosen by them; Whitman-Hanson Regional School District for a North River Collaborative Program addressing special needs students; Bridgewater for a full-time Executive Secretary to the Board of Selectmen; Hanson and East Bridgewater also were funded for Executive Secretaries; Abington for a computer study; Brockton for an assistant to the Mayor and Plymouth and West Bridgewater for small local studies.



Conference Speakers, left to right: Daniel Crane, Executive Director OCPC, Michael Tierney, Asst. Secretary EOCD, Mark Morse, Richard Kobayshi, EOCD.



Council President Charles Pickering talking to Easton Selectman John Kent.



County Commissioner Matthew Striggles and participants at Grant Conference.

ASSISTANCE TO COMMUNITIES

This past year assistance to OCPC communities came in many different ways ranging from traffic counts which were requested by local officials to the establishment of new permanent positions which necessitated town meeting approval. By far though, the most requested type of assistance was in the form of grant writing. Listed below are the highlights of this past year's efforts:

ABINGTON

- Grant assistance — downtown revitalization
- Subdivision rules and regulations revision
- Traffic counts

AVON

- Environmental review of Industrial Park West
- Traffic counts

BRIDGEWATER

- Grant assistance — executive secretary
- Grant assistance — town commons application

BROCKTON

- Transportation survey
- Job Fair preparation
- Traffic counts

EAST BRIDGEWATER

- Grant assistance — executive secretary
- Grant assistance — master plan update
- Grant assistance — town commons application

EASTON

- Zoning by-law revision
- Septage disposal — user fees
- Feasibility Study — commuter rail
- Hazardous intersection analysis

HANSON

- Grant assistance — executive secretary
- Accident reporting data

KINGSTON

- Accident reporting data
- Traffic counts

PEMBROKE

- Water supply protection by-law
- Traffic counts

PLYMOUTH

- Data research for waterfront proposal
- Traffic counts

STOUGHTON

- Construction of commuter parking lot
- Water allocation study
- Train station parking assistance

WEST BRIDGEWATER

- Drinking water — sodium level study
- Accident reporting assistance

WHITMAN

- Grant assistance — handicapped van for elderly
- Traffic counts



Council Delegates

ENVIRONMENTAL ISSUES

Regional Activities

The region's major environmental concerns and development constraints continue to be limited water supplies, insufficient solid waste disposal capacity, inadequate sewage treatment and septage disposal facilities and a general lack of hazardous waste disposal capacity. Accordingly, the Council has been working with state agencies, communities and private firms to resolve these issues.



Stoughton Water Supply Allocation Policies

At the town of Stoughton's request the Council recently explored alternative policies for allocating 650,000 gallons a day (.65 Million Gallons/Day or MGD) expected from the two new wells among competing demands. This was necessary because the sizable increase expected is still less than recent shortages. Despite severe bans on outdoor use and new service connections and a very effective conservation program, the town has had to buy as much as 900,000 gallons per day from the MDC to meet peak seasonal needs.

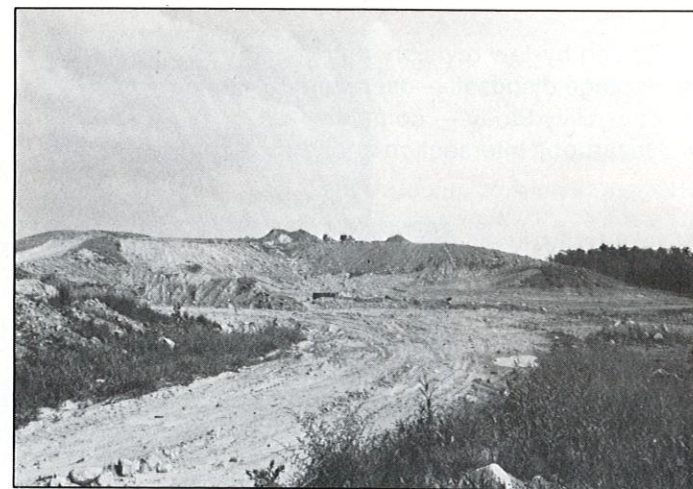
The draft Water Supply Allocation Report reviews the implications of present trends and of alternative allocation policies. It suggests giving first priority to meeting present and foreseeable peak demands; second priority to a range of residential uses, particularly those with on-site sewage disposal; and third priority to selected process water-using industries and/or limited outdoor uses. The report was prepared under the South Shore Planning Consortium grant.

East Bridgewater Sanitary Landfill Expansion

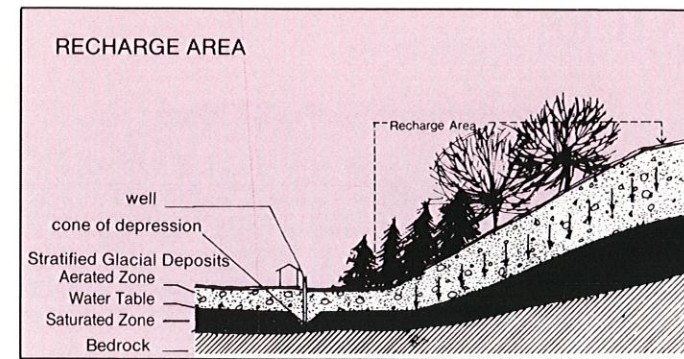
The Council remains concerned about the region's dependence on sanitary landfills for solid waste disposal. Despite their threats to groundwater and other environmental concerns these remain in use due to the lack of economical alternatives. During this year the Council was particularly concerned with a proposal to enlarge the privately run East Bridgewater landfill, to double its allowed daily capacity, and to run it for five more years.

A staff report was prepared. This found that the site is remote from known significant groundwater resources, that the proposal would provide needed capacity at an existing, centrally located facility, that it calls for an extensive liner and leachate collection system, and that other, land-use and traffic, issues are potentially manageable. It noted that the proposed "green area" site re-use should be more specific. Though the report recommended a long-term emphasis on resource recovery, volume reduction and recycling, it concluded that the proposal is an appropriate short-term action since "it is safer to have a few well-designed and regulated large landfills, than a greater number of small . . . ones."

In a subsequent response to the Draft Environmental Impact Report the Council raised several questions (on leachate control, noise and visual impact mitigation and long-term site use) which MEPA adopted in its scope for the Final Environmental Impact Report.



East Bridgewater Landfill



Water Supply Zoning Illustration

Pembroke Water Supply Protection Zoning District By-law

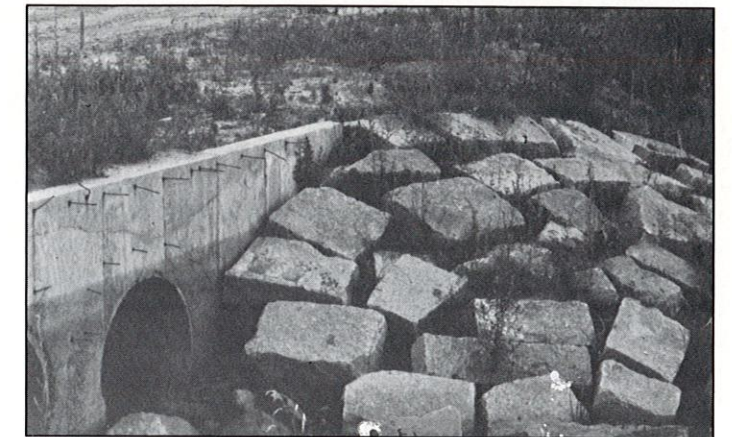
The Council has continued working with the Pembroke Water Study Committee to prepare a water supply protection zoning by-law as recommended by the Regional Waste Water Management Plan (208 Plan). The draft text has been revised after review by town bodies and a map defining well protection, aquifer protection, and surface water protection sub-districts has been prepared. The Committee has combined these in a report now being reviewed by the Health Board and other town agencies.

Sodium Levels in Local Water Supplies

The health effects of sodium in water supplies remains a concern. Supplies are now tested for sodium levels at a single outlet (commonly the town hall tap) to reflect town-wide conditions and the effects of any treatment. The West Bridgewater water superintendent was concerned that this approach could mask some higher local sodium levels, e.g. in neighborhoods served by wells located near heavily salted highways.

The Council reviewed DEQE water quality data for individual sources and found that sodium levels do vary greatly within systems. As an example, two towns with low overall averages none the less had two wells with levels of over the user warning threshold of 20 milligrams/liter (mg/l) and one with 46 mg/l.

To protect sensitive residents supplied by such wells the Council recommended that "community systems which draw on diverse sources . . . determine local areas of actual or probable high sodium and notify users accordingly . . ."



Avon Industrial Park-West

Avon Industrial Park West

Final approval of state Community Development Block Grant (CDBG) funds to extend public water to the proposed Avon Industrial Park-West has centered on the environmental review process. Wetlands and water supply issues were resolved in a 1977 Order of Conditions from the Executive Office for Environmental Affairs. Presently the process has concentrated on traffic impacts from the Harrison Boulevard/Route 24 interchange to the Dykeman Way/Central Street intersection in nearby Stoughton.

The Council participated in the Massachusetts Environmental Protection Act (MEPA) scoping session, and later reviewed the draft and final Environmental Impact Reports. The Council then met with staff from MEPA, the Massachusetts Department of Public Works and other agencies to determine and resolve their concerns.

Environmental Affairs Secretary James Hoyte subsequently approved the final EIR. He recommended that the MDPW grant a needed permit if a traffic officer is provided and a commitment is made to take further mitigating measures if the project exceeds 700 employees. Site work is underway and construction of the publicly-funded water system extension should begin soon.



Avon Industrial Park-West Roadway

ELDER SERVICES

Area Agency Initiates Comprehensive Elderly Needs Assessment Project

In accordance with the mandate of the Older Americans Act of developing a comprehensive and coordinated service delivery system for elders, the Area Agency periodically conduct needs assessments. These surveys assist the Area Agency in learning more about the needs and interests of elders in its service area. The last such survey was conducted in 1981. In January, 1985, the Area Agency initiated a two part needs assessment project which was designed to obtain the perspectives of both elder service providers and elders themselves.

Provider Survey

A questionnaire was developed and sent to approximately 250 local and regional agencies and organizations serving the area elderly. The survey asked providers to prioritize the needs of the elderly from their perspective. In addition, they were asked to rate a variety of elder services according to their availability within the community. An analysis of the 60 returned questionnaires indicated that transportation, community-based health and social services, and senior center programs continue to be areas of greatest need for elders. Other areas of need that were identified included outreach, respite care, companionship and mental health services.

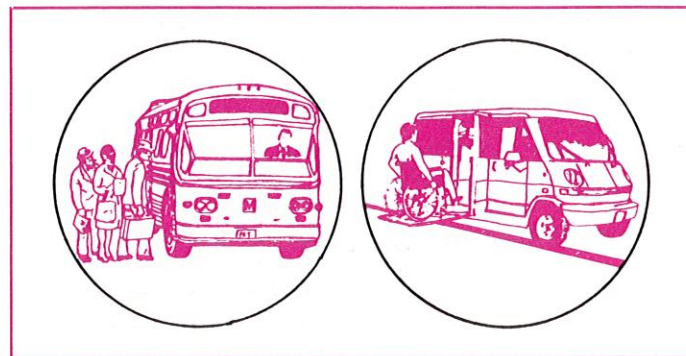
Individual Survey

A second needs assessment tool was designed to obtain information from elders by way of a telephone survey. A random one percent sample of elders in the service area was used to solicit information on the needs and interests of elders on issues of housing, transportation, health care, nutrition, employment and recreation. The results of this survey will be available in September and should be useful in planning elderly services both locally and regionally.

Home Support for Frail Elders

In order to meet the needs of a growing frail elderly population, the Area Agency funds a variety of home support services. Included among these services are respite care, personal care, and hospice programs. These services assist both elders and family members who are providing the bulk of their care.

Respite care is one such program that offers short term relief to the direct care-givers of elderly persons. Two programs funded by the Area Agency offer personal care services using trained home health aides. Several area hospice programs provide home-based support services to terminally ill elders and their families during the final stages of the illness and during the bereavement period. It is the goal of all these programs to assist elders in remaining in their homes safely and with dignity for as long as possible.



Transportation Services for Elders

As has been the case in previous years, transportation for elders remains a priority for the Area Agency on Aging. The Volunteer Transportation Program, administered by the Area Agency for the fifth consecutive year continues to address many of the personal transportation needs of elders throughout the service area. During FY 1985, this program averaged approximately 10,000 miles per month, transporting 2233 elders over 125,025 miles. The growth of this program each year is reflective of the vast need for such individualized transportation* for elders.

In addition to the Volunteer Transportation Program, the Area Agency assisted in the funding of the Six Town Minibus Program administered by Old Colony Elderly Services. This program provides group transportation to elders in the communities of Avon, Halifax, Hanson, Whitman, East Bridgewater, and West Bridgewater on a rotating basis. Other funding assistance for transportation projects included grants to the Duxbury Council on Aging for the purchase of a Senior Van and to the Pembroke Council on Aging for communication equipment for their Senior Van.



SERVICES FOR NURSING HOME RESIDENTS

Providing information to nursing home residents about their rights and assisting them in resolving concerns and complaints are the main goals of the Nursing Home Ombudsman Program. The goals of the program are accomplished through a corps of trained Ombudspersons composed of Senior Aides, Elder Service Corps personnel and volunteers.

There are 55 nursing homes (3,869 nursing home residents) in the service area of the Old Colony Planning Council Area Agency on Aging. In April, 1984, the Ombudsman Program was active in 17 nursing homes. As of June, 1985, the coverage has been extended to 45 nursing homes, representing an increase in coverage from 32% to 82%.

With regard to the total number of resident visits, a steady increase has been accomplished from 1,165 in May, 1984 to 5,711 in June, 1985. These figures represent multiple visits to 3,582 residents of the approximately 3,869 residents in long term care facilities in our region. The program services 91% of the area nursing home population on a consistent schedule with the remaining 9% (286 residents) being visited on request.

The services provided by ombudspersons are many. They encompass receiving and working to resolve complaints and problems; providing information on aspects of long term care, public benefits and insurance; working with state agencies and the legislature to upgrade the quality of life for all elders; and working to eliminate discrimination against the publicly assisted.

The Ombudsmen are an effective link between the residents and nursing home administration. There were 162 complaints handled between May, 1984 and April, 1985. The largest proportion of these complaints were resolved within the facility (71.5%) while 10.5% were referred to the Department of Public Health or the Attorney General. The remaining 18% have not been justified or are still pending.

In conclusion, the program is seen as fulfilling a vital need of the elderly both in the community and in long term care facilities. The program offers elderly the security of a decent place to be cared for when their needs can no longer be met by community supports.



Ombudspersons at Recognition Picnic on June 27, 1985

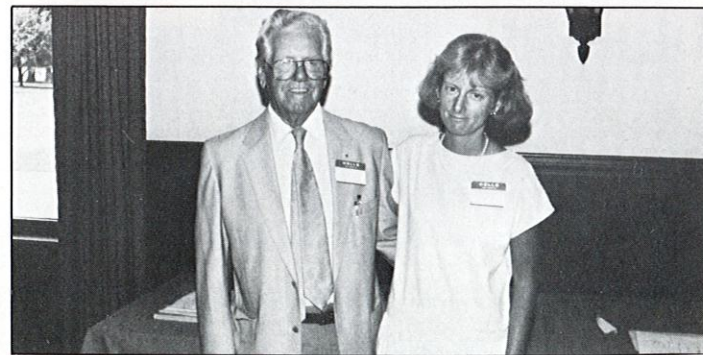
From left to right, kneeling: Eleanor Hutchings, Alison Esposito, Maureen Barton, DEA Long Term Care Specialist, Joseph Greany, Program Manager, Elder Service Corps. Second row: Adele Collins, Eleanor Sullivan, Alice Cahill, Eugene Vogt, Robert Chambers, State Ombudsman, John Moccia. Back row: Alan Stoney, Grace Foley, Solomon Price, George Spigel, Joseph Lawlor. Missing: Pippy Dickover.



Grants Provided for Elder Programs

Programs funded by the Old Colony Planning Council, Area Agency on Aging during the 1985 program year included the following:

GRANTEE	PROGRAM
Area Agency on Aging	Nursing Home Ombudsman Program
Avon Council on Aging	Volunteer Transportation Program
Carver Council on Aging	Nutrition Program
Catholic Charities of Old Colony Area	Nutrition Program
Cranberry Area Hospice	Home Health Aide/Respite Program
Duxbury Council on Aging	Hospes Outreach Program
Hanson Council on Aging	Hospice Program
Kingston Council on Aging	Senior Van
Lakeville Council on Aging	Outreach/Social Day Care
Middleborough Council on Aging	Nutrition Program
Old Colony Elderly Services	Senior Center Expansion
Pembroke Council on Aging	Nutrition Program — Middleborough/Lakeville
Plymouth Community Nurse Association	Elderly Nutrition Program
Plymouth Council on Aging	Emergency Assistance Program
Plympton Council on Aging	Minibus Program
St. Luke's Hospital	Communication Equipment
Southeast Human Resource Associates	Home Health Aide Program
Southeastern Massachusetts	Senior Center Programs
Legal Assistance Corporation	Rent-A-Kid Program
Wareham Area Hospice Association	Focus on Health Series
	Dorn-Davies Senior Center
	Senior Citizens Law Project
	Hospice Program



William Brown, Chairman AAA Advisory Committee and Patricia Goggin, AAA Administrator



Annual Meeting of Area Agency on Aging

TRANSPORTATION

Highway Plan Refinement

This year's project as a part of the annual Highway Plan Refinement task was a traffic study of Route 123. The project studied 15.7 miles of the corridor through the communities of Abington, Brockton, and Easton. The report noted the existing conditions along the roadway, identified safety and congestion problems, developed and analyzed possible alternatives and offered final recommendations to alleviate the identified deficiencies.



The physical and traffic characteristics of the road vary dramatically over the three community study area. In Abington, the route is very wide, lineal and has only three major intersections, two of which are signalized. The route through Brockton is characterized by heavy commercial and mixed commercial/residential land uses. In Easton, the road is narrow and winding as it was developed along colonial carriage paths. Large trees, stone walls and other obstructions close to the road surface make the road scenic but dangerous. Traffic volumes range from 7,000 to 30,000 vehicles per day along Route 123, depending upon the specific location.

Abington exhibited the fewest problems, with the major concern being the high accident rate and congestion at the intersection of Routes 123 and 18. Upgrading and widening of the facility is recommended. Congestion of the non-signalized intersection of Washington Street and Brockton Avenue was also noted, with the installation of a traffic signal being the suggested course of action to reduce delays.

In urbanized Brockton, safety problems were identified at most intersections and corridor segments. Most noteworthy were the excessively high accident rates along the majority of Belmont Street. Congestion was also a problem at many intersections, especially during peak hour periods. The corridor segments experienced fewer delays due to large pavement widths. Recommendations

to improve the Route 123 corridor through Brockton were constrained by the heavy development adjacent to the road which prohibits capital improvements. Some locations do, however, require road widening, and geometric improvements are also recommended.

In Easton the Route 123 corridor experienced overall congestion and safety problems due to relatively high traffic volumes travelling on narrow roadways. The final recommended plan includes removal of roadside obstacles in close proximity to the travelled way, lane widening, and shoulder stabilization.

In addition to the capital improvements suggested for all three communities, low-cost Transportation System Management (TSM) tactics were recommended. TSM improvements include reduced speed limits, improved warning and guide signs, and prohibitions of on-street parking at several key locations.



Accident Data Recording System

The accident data recording system moved into full operation on January 1, 1985. With the new system, accident statistics may be quickly and accurately retrieved from a micro computer using the Visi File™ system.

A significant public relations effort was launched in the fall of 1984 to obtain the necessary community support to make the program a success. To date, the following nine communities and their Police Departments worked with OCPC on the development of the system: Abington, Avon, East Bridgewater, Easton, Hanson, Kingston, Stoughton, West Bridgewater and Whitman.

The system has the capability to immediately list the frequency of accidents occurring at a given location by time of day, severity, road conditions, weather conditions, number of injuries, etc. Both the community

Continued on next page

involved and OCPC can then quickly pinpoint hazardous locations that can be identified for future planning to improve the safety in a given area.

OCPC is the first Regional Planning Agency in Massachusetts to put the accident recording system into praxis. The continued support of the communities will insure the growth and success of this program.

“TOPS” Program

During the past year the Legislature directed the Massachusetts Department of Public Works (MDPW) to develop a program that would alleviate congestion at various locations in the Commonwealth through the implementation of traffic operations improvements. At the beginning of the year, the Department formed the new State Transportation Operation Problem Solving (TOPS) team, which is made up of seven highly qualified, traffic engineering operations specialists. Their principle duty is to develop quick solutions for problem locations that have significant accident and/or severe congestion problems on a regular basis. The main tools available to the TOPS team are traffic control devices such as signs, signals and pavement markings, minor channelization and traffic regulations. This program is expected to avoid or minimize the customary bureaucratic process which can delay minor projects for several years.

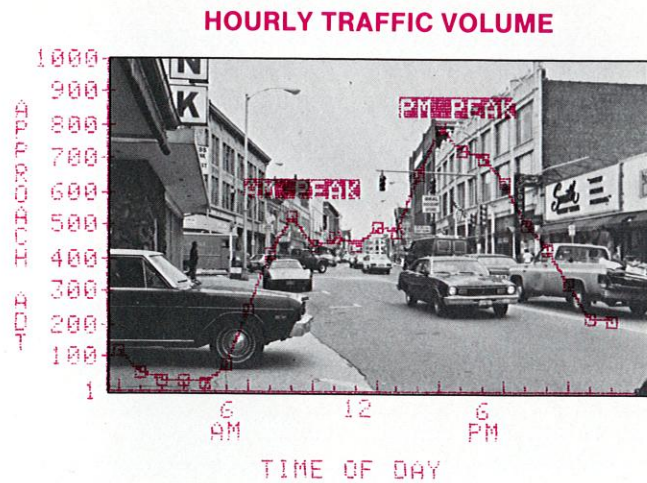
In the fall of 1984 the Department requested all Regional Planning Agencies to submit a list of problem locations within their jurisdictions that could obtain immediate results from the TOPS team. The Old Colony Planning Council at that time submitted a list of approximately fifty problem intersections. The list provided brief explanations of the perceived problems, available data on traffic counts, turning movement counts, accident data and some potential solutions. Since then the staff has refined the list to approximately ten high priority locations.

Traffic Counting Program

The OCPC traffic counting program was in full swing during 1984 after the acquisition of two new mechanical recorders. These traffic counting devices enabled the agency to conduct approximately 160 counts for the Council communities. They also provided accurate, up to date information for several OCPC projects such as the Bridgewater Center and Route 123 Corridor Studies.

The acquisition of two additional mechanical recorders is expected in the immediate future. These recorders will allow the agency to expand its counting program through the coming years. OCPC is expecting to receive

an increase in the number of requests from Old Colony communities and is anticipating an expansion in its role of performing traffic counts for the MDPW. New Council projects such as the Route 53 Corridor Study will also involve extensive use of the existing and new recorders.



Mass Transit

In 1985, OCPC continued to work closely with the Brockton Area Transit Authority (BAT) to plan for the continued growth of the system in addition to monitoring ridership and revenue on a monthly and semi-annual basis.

Ridership for fiscal year 1984-85 reached 3,620,000, a 1% increase over the previous year. Monthly ridership for the system went over 300,000 for seven months out of the year.

Sunday service on a limited number of routes was reinstated on November 27, 1984. This was the first time Sunday service has been offered since May, 1981 when service was terminated because of federal budget cuts.

Early indications point to the success of the service. About 1,850 passengers use the buses on a typical Sunday. On December 16, approximately 2,150 people rode the buses, setting a Sunday record. BAT's current healthy financial status and the year round Sunday openings of retail establishments contributed to the decision to return the service.

In July, 1985 BAT celebrated its 10-year anniversary of service. A variety of events and outings were held to commemorate this milestone. Governor Michael Dukakis drew the names of 10 grand prize winners of free BAT transportation for an entire year at a ceremony held at the downtown terminal on July 15th. The Governor brought attention to BAT's model bus system for other small cities across the country to emulate. Other events include the Rodeo, establishment of a monthly news-

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letter, the opening of BAT's new maintenance facility and a variety of events involving BAT's many constituency groups.



Governor Michael Dukakis announces the 10 grand prize winners as part of BAT's ten-year anniversary celebration. With Governor Dukakis are Brockton Mayor Carl Pitaro (left) and BAT Administrator Charles Stevenson (right).



Above: Governor Michael Dukakis shaking hands with patrons at the BAT terminal.

DIAL-A-BAT's nationally recognized paratransit system experienced incredible growth during FY85, an increase over the previous year. Additionally, revenue increased, while the cost per mile and cost per trip decreased slightly. DIAL-A-BAT's 68.1% recovery ratio (revenue/cost) continues to be unmatched by other transit agencies nationwide.

Commuter Rail Service

The possibility for restoration of commuter rail to the South Shore has never looked better than it does in mid 1985. At the OCPC Annual Dinner held May 30, former Associate Editor and Columnist for the Boston Globe, Ian Menzies, spoke very favorably of the urgency of rail restoration. He recommended a summit be held in late 1985 to unite officials from the South Shore behind the project.

Towards this end, \$10 million is included in the 1985 State Transportation Bond Issue proposal for engineering and design of the Old Colony Railroad lines. An additional \$8 million is set aside for replacing the destroyed Neponset River Railroad Bridge. This is the first step towards restored commuter rail service to this area.

Finally, Governor Dukakis has reiterated the call for commuter rail to the South Shore. He did so at the ceremony held for BAT's 10th anniversary. The Governor stressed the need for public transportation which means continued success for BAT and a return of rail transportation. The benefits of this service will go a long way to enhance the growth of all of Southeastern Massachusetts.



Easton Commuter Rail Feasibility Study

Another commuter rail issue affecting the OCPC Region is the extension of service beyond the present terminus at Stoughton Square into the Town of Easton. A feasibility study completed by the OCPC staff during the Spring of 1985 evaluated four potential station sites in Easton and in Raynham in terms of potential ridership, operating deficits, and capital expenditures necessary to extend service on the unused rail right-of-way.

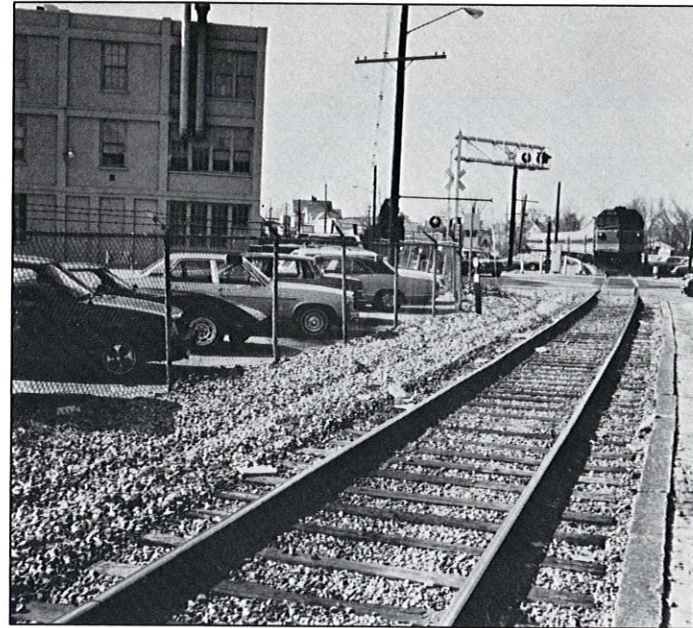
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The study concluded that the most feasible location for an additional station would be at the rear of the Route 138 Motel in North Easton, a distance of 2.5 miles by track from Stoughton Square. This site would attract about 150 daily new riders and would divert 180 passengers from other existing stations. It would not be necessary to purchase additional rolling stock, and the Motel could be served with only slight revisions to the present Stoughton Branch schedule.

The owner of the Motel has put forth a proposal to the State in which a commuter rail station and parking lot would be constructed with private funds and leased to the State. The rehabilitation cost for the 2.5 mile section of track will be approximately \$2.2 million and the annual operating subsidy is estimated at 70 thousand dollars. These expenses would be borne by state and federal funds with no cost to the Town.

To be eligible for state and federal assistance for commuter rail service, the Town of Easton must join a regional transit authority. The Council views this proposal with considerable favor and has recommended that the community become a member of the Brockton Area Regional Transit Authority. This is the first step

towards restored service. For final implementation, approval is needed from the State Executive Office of Transportation and Construction.



COMMITTEES

Area Agency on Aging Advisory Committee

Name	Community	Name	Community
William Brown, Chairman	West Bridgewater	Margaret Kitchenham	Hanson
John Mather, Vice Chairman	Brockton	Oliver Woodruff	Kingston
(no designated member)	Abington	Edward Higginson	Lakeville
George Cann	Avon	James Sherwin	Marshfield
Florence Henrickson	Bridgewater	Joseph Walker	Middleboro
Charles Katzew	Brockton	Dorothy Emmett	Pembroke
Robert Martin	Brockton	Christian Schembri	Plymouth
Lela Ray	Carver	Genevieve Ash	Plymouth
William Galvin	Duxbury	Shirley Martin	Plympton
Gladys Farren	East Bridgewater	Helen Connor	Rockland
Mary Scully	Easton	Eva Lewis	Stoughton
Floyd Cox	Halifax	Irene Kelley	Wareham
Grace Ericson	Hanover	(no designated member)	Whitman

Joint Transportation Committee

Name	Community
John Yaney, Chairman	Whitman
Stephen Baker	Abington
Bruce Hughes	Abington
Theodore E. Parker	Avon
Antone Almeida, Jr.	Bridgewater
L. Stephen Traw	Bridgewater
Reinald Ledoux	Brockton
John F. Hurley	Easton
Harley S. Cadenhead	Kingston
Robert Kelly	Pembroke
Irving Turok	Stoughton
David McAllister	Stoughton
Charles C. Stevenson	BAT
Laurel Jenny	DEQE
Edward Silva	FHWA
Robert Lapsley	MDPW
Allen Jensen	MDPW, District 7
John Campbell	OCES
Ulysses Shelton	Self Help Inc.

Nursing Home Ombudspersons

Name	Community
Alice Cahill	Middleborough
Adele Collins	Stoughton
Pippy Dickover	Plymouth
Alison Esposito	Brockton
Grace Foley	Kingston
Eleanor Hutchings	Bridgewater
Joseph Lawlor	North Easton
John Moccia	Marshfield
Solomon Price	Brockton
George Spigel	Stoughton
Alan Stoney	Brockton
Eleanor Sullivan	Bridgewater
Eugene Vogt	Stoughton

OEDP Committee (partial listing)

Name	Community
Joseph P. Joseph, Chairman	Brockton
Joseph Landolfi, Vice Chairman	Stoughton
Mark Silverstri	Avon
Stanley Antoniott	Bridgewater
George Baldwin	Brockton
Cornelia Crayton	Brockton
David Entin	Brockton
Jose Evor	Brockton
Anna Johnson	Brockton
Barry Kortez	Brockton
George Lingenfelter	Brockton
Daniel Mahoney	Brockton
Daniel McAuliffe	Brockton
Ray Paulson	Brockton
Ida Richardson	Brockton
Nancy Stack Savoie	Brockton
Robert Tennihan	Brockton
Thuy Thornlow	Brockton
Joseph Weinrebe	Brockton
Theodore Welte	Brockton
Dan Morgado	Easton
Michael Sikora	Hanson
Anthony Lonardo	Plymouth
Maria White	Plymouth

Old Colony
Area Agency on Aging
Geographic Service Area

OCPC DISTRICT

