

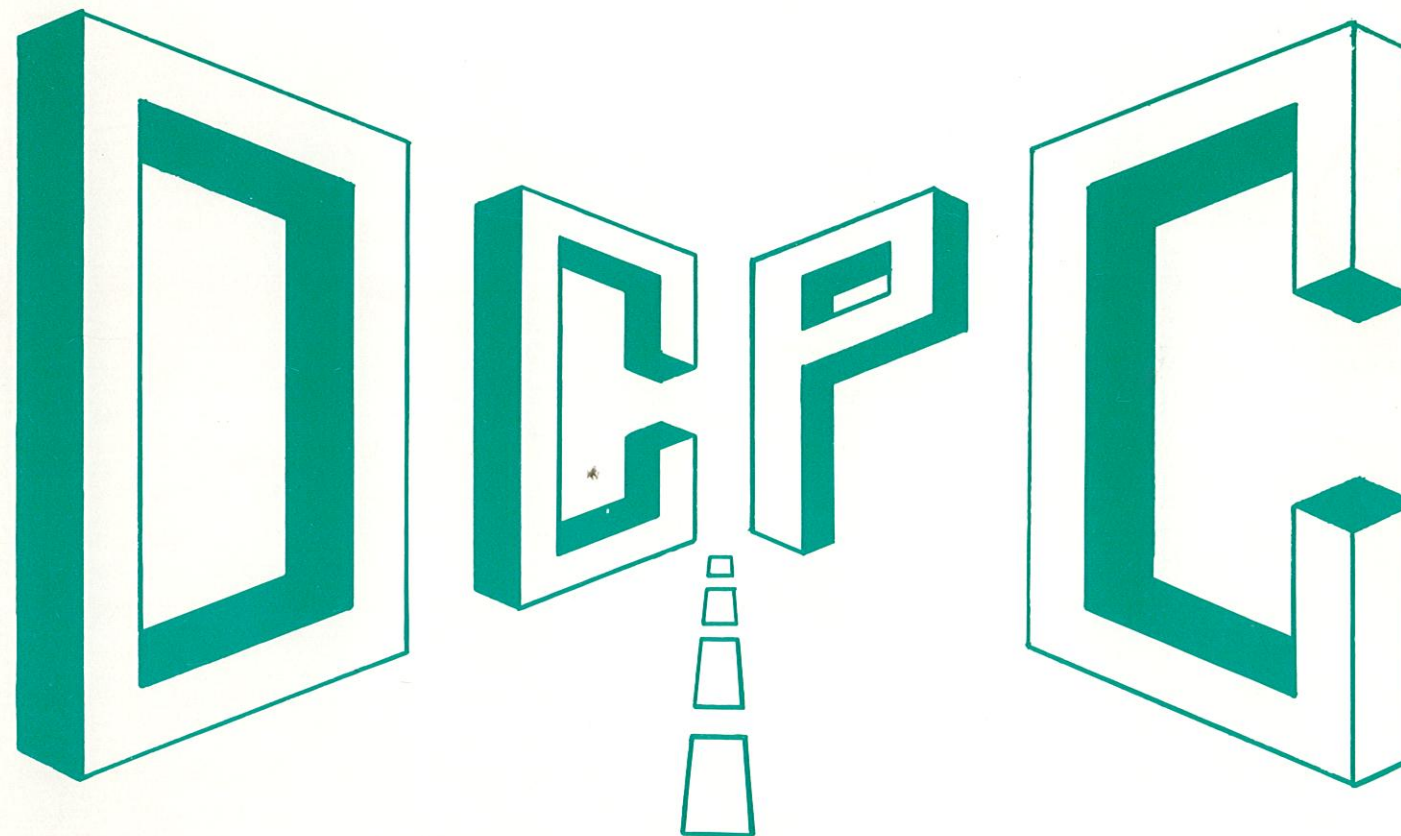
OLD COLONY PLANNING COUNCIL

ANNUAL



REPORT

1985 - 1986



Regional Planning Agency

47 WEST 5th STREET BROCKTON MASSACHUSETTS 01924

OLD COLONY PLANNING COUNCIL

OFFICERS

President	John J. DeMarco	Avon
Secretary	Robert W. Smith	East Bridgewater
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
 Robert Overholtzer
 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

THE COUNCIL STAFF

Daniel M. Crane	Executive Director
Pasquale Ciaramella	Senior Planner
Lee Hartmann	Planner
Timothy J. Kochan	Planner
Francis J. Maher	Planning Supervisor
Jacqueline A. Munson	Secretary
Patricia M. Goggin	AAA Administrator
Sue Ryan	Ombudsman Program Director
Jeanne Ryer	Planner
Alice C. Shepard	Fiscal Officer
George Spigel	Asst. Ombudsman Program Director
Mark Sullivan	Planner
Jacqueline Surette	Grants Monitor
James R. Watson	Senior Planner
Barry Baram	Graphics Coordinator

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Message from the President

It is with a great deal of pleasure that I present this report of the activities and accomplishments of the Old Colony Planning Council for 1985-86. This past year, the issues of future water supply, solid waste disposal, housing supply and transportation continued to dominate our agenda as principal areas of concern for the Council. With the withdrawal of the federal government from dealing directly with local municipalities in providing financial assistance to enable them to deal with growth and development problems, the role of the state has become increasingly important. Within this context, it is apparent that important areawide concerns cannot be adequately addressed at the local level alone and there must be a high degree of inter-local cooperation and the active involvement and participation of state government if progress is to be made in serving our future needs and requirements.

The Old Colony Planning Council is prepared to meet the challenge of the future in developing the resources necessary to gather and analyze data; define problems and anticipate needs; to develop appropriately scaled solutions; and in assisting our member communities in responding to a wide variety of development problems. To do the job necessary, the Council must be an innovator of change and at the cutting edge of issues; forcing, cajoling and stimulating public action on issues such as we have on water supply that may at times be unpopular and make the Council the object of criticism. But to do less would be to accept the status quo and this would not be in the best interests of our member communities.

Finally, I would like to use this opportunity to welcome the town of Halifax to membership in the Council. We look forward to working with the town in addressing their needs with the resources that we have at our disposal.

I look forward to the coming year with great anticipation.

Sincerely,



John J. DeMarco
President



1986 Annual Meeting

The 1986 Annual Meeting of the Old Colony Planning Council was held on Saturday, May 31, 1986 at the Halifax Country Club. Over 125 persons heard Andrew H. Card, Jr., Special Assistant to the President of the United States, speak about the "New Federalism" policy, the federal budget and the need to develop a working relationship with the State.

The meeting was chaired by Avon Delegate John J. DeMarco, President of the Old Colony Planning Council. The Council officers for 1986-87 are:

President
John J. DeMarco, Avon

Secretary
Robert W. Smith, East Bridgewater

Treasurer
James A. Kassos, Brockton



The
Old Colony
Planning Council



Presidential Assistant Andrew Card, Jr. talks with Council President DeMarco and Executive Director Crane at the Annual Meeting.

COUNCIL ACTIVITIES

Housing Study Completed

A survey of fair market rents in the City of Brockton was undertaken by Old Colony Planning Council for the Brockton Housing Authority to determine if fair market rents proposed by the U.S. Department of Housing and Urban Development were consistent with actual rents being charged for unassisted units in the open market. The survey included only unsubsidized units that were vacant and available in the City of Brockton during the month of January, 1986.

The current survey of market rents was deemed by the Brockton Housing Authority to be necessary in view of the highly active and rapidly increasing rental rate structure in the city that was evidenced in other earlier surveys taken by OCPC. Surveys of fair market rents by OCPC in June, 1982, November, 1983, and September, 1985 documented the fact that fair market rental allowance payments authorized by the Department of Housing and Urban Development on the occasion of each survey, were found to be substantially lower than rents that were actually being charged in the Brockton Housing market. These past surveys proved valuable to the Brockton Housing Authority in documenting the need for increases in allowable rents from the Department of Housing and Urban Development and permitting the Authority to tenant eligible clients. If the Authority was not sensitive to these changing market conditions and had not acted responsibly in requesting increases in DHUD allowable rents for the Brockton market, Section 8 and Chapter 707 Certificate holders would not have been able to locate apartments at authorized rental rates and participate in these housing assistance programs.

Information from these past surveys of fair market rents that have been conducted for the Brockton Housing Authority by OCPC have also served to provide some insight into the factors responsible for the rapidly escalating rental rate structure in the City of Brockton. These have been identified as follows:

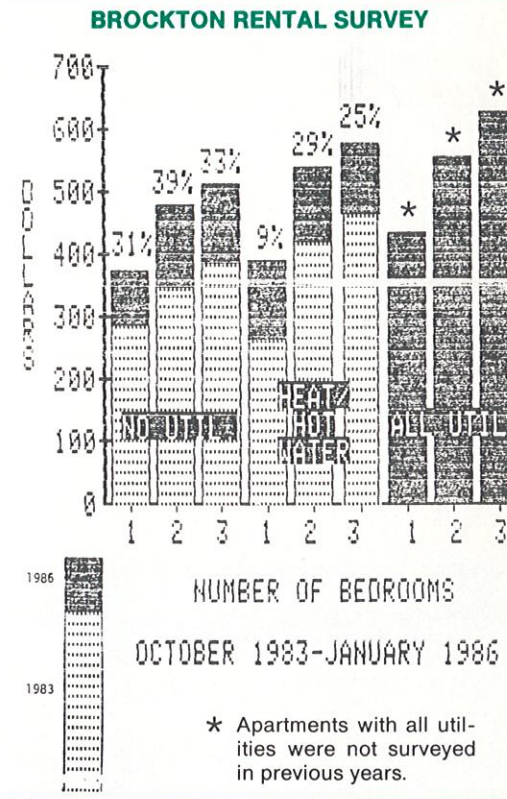
1. Brockton was until the early 1970's a distinct housing market area vis-a-vis Boston.
2. Over the past fifteen years in-migration to Brockton and the surrounding towns from the Brockton area has tended to obscure Brockton as a separate and distinct housing market area because of its proximity to Boston.
3. Housing demand fueled by the in-migration of higher income households bidding for housing in a market not expanding quickly enough has resulted in higher rents and an extremely low vacancy rate.

It is the Council's observation from its analysis of what has been happening to the rental rate structure in the City of Brockton that the City and adjacent communities can no longer be regarded as a separate and distinct housing market area. This should not be considered as having negative connotations but a realistic assessment of the fact that the influence of the expanding pressures of the Greater Boston area housing market have fully enveloped the Brockton area to the point that current rental rates are influenced by the Boston rental rate structure. Said in another way, the rents that will be charged in Brockton for a rental unit will not differ greatly from the rents that will be charged in Boston for a comparable unit after allowing for a reduction to compensate for a transportation cost factor.

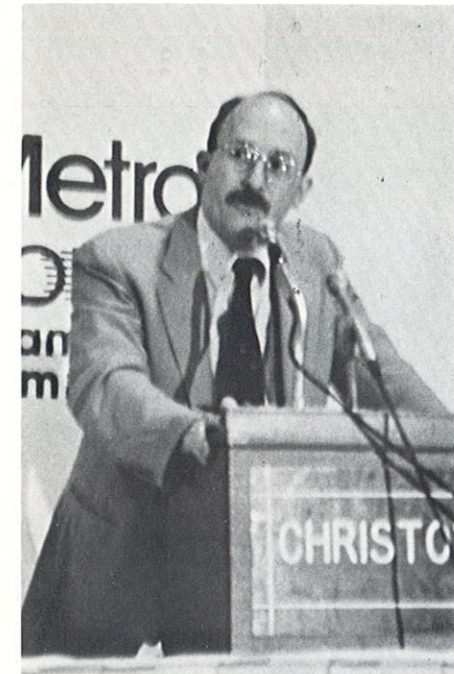
The significance of this observation is that rental allowance rates in the Brockton area authorized by the Department of Housing and Urban Development should be directly related to the rents that are authorized for the Boston housing market.

Local Officials Meet with Governor

Governor Dukakis heard a number of Local Area Officials comment on the needs of the area in order to sustain the continued economic growth of the region. Issues presented included water resources, solid waste disposal, transportation, housing and cooperative planning. There were several comments supportive of Old Colony Planning Council in what it had done in the past to



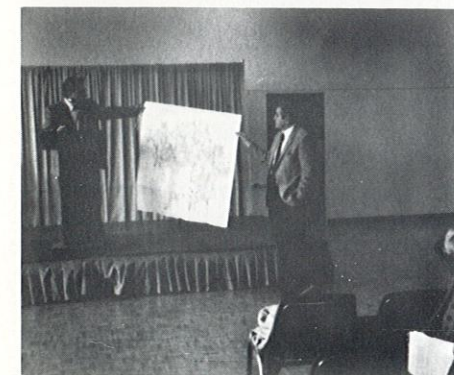
Regional officials discuss economic development needs with Governor Dukakis and major state department heads.



State Economic Development Director Alden Raine at May 30th Water Survey Seminar.



Former Environmental Affairs Secretary John Bewick at May 30th Water Survey Seminar.



Council President John J. DeMarco and Executive Director Daniel Crane review geographic aspects of the region's water crisis at February 8th Water Supply Conference at Bridgewater State College.

assist local communities and why it was important for the State to financially assist regional planning. The Governor expressed his personal support for regional cooperation but stated that he was not interested in supporting planning for the sake of planning. He indicated that regional planning should be goal or result oriented.

A major topic of discussion was future water supply and how this issue might be best addressed in the region. It was pointed out that there are water sufficient and water short communities in the region without an adequate mechanism presently in place for planning, managing and allocating this essential resource. Secretary James Hoyt, EOE, suggested that a move toward the establishment of a Water Supply District as a long range solution should "bubble up" from the local level. It was indicated that it would be ideal if everyone suddenly agreed that a water supply district was the right direction in which to proceed, but things usually do not happen that way. It takes a lot of work with local officials to assure that local interests will be safeguarded.

The Governor stated that it was a good meeting and that he had heard a lot that he would like to have some time to digest and that he would get back to the group at a later date.

Council Sponsors Water Resource Seminars

The Old Colony Planning Council region's continuing water supply problems are a direct result of the improper allocation of this precious resource in a basically water-rich area. The communities in the southeastern end of the region have extensive ground water-bearing deposits while those in its heavily-developed northwestern corner (Brockton, Avon and Stoughton), generally have less productive deposits. They also have little surface water, being at the head of the Taunton River basin. This pattern requires measures to limit consumption, to acknowledge the real costs of water production and distribution, and to equitably allocate available supplies.

To explore these issues the Council has co-sponsored a series of workshops and seminars. The first, at Bridgewater State College on February 8th, centered on the proposed Southeastern Massachusetts Water Supply District. Council President John J. DeMarco and Executive Director Daniel Crane reviewed the issues involved and a large group of water commissioners, elected officials and citizens discussed the agency's proposed water supply allocation powers, and alternative actions. One specific proposal was to investigate the potential of the headwaters of the North River.

The consensus was that the 34-member Water Supply District would be too unwieldy for its purpose and that a closer examination of the existing Plymouth County Water Supply District is needed. The latter was created to oversee the seasonal diversion of water from Furnace and Monponsett Ponds to Silver Lake, and to supply water from those sources to member communities. At the suggestion of Rep. Robert Emmet Hayes, the group agreed to hold one or more follow-up sessions.

As a result of this meeting and related discussions, the Council subsequently voted to drop support for the 34-community bill and to consider expanding the area and functions of the Central Plymouth County Water District.

The second session was held at Massasoit Community College on April 26 and was co-sponsored by the College, the Metro South Chamber of Commerce and the Plymouth County Extension Service and Conservation District. Environmental Affairs Secretary James Hoyt and Water Resources Commission Director Elizabeth Kline reviewed the Interbasin Transfer Act, pointing out that the current proposal to divert some water from the Jones River in Kingston to Silver Lake will be the first case decided under the act. Ms. Kline also discussed the new Water Management Act noting that its provisions for identifying, permitting and licensing groundwater usage of over 100,000 gallons per day is intended to ensure that users will find that "there is enough water to safely deliver it." Other state staff reviewed financial aid programs and water pricing with local water commissioners and superintendents.

The third session, held on May 30th, had the same co-sponsors and focused on "The Impact of State Water Policy on Metro South." Former Secretary of Environmental Affairs John Bewick pointed out that support for a regional solution such as a water authority will only come if communities recognize both shared regional needs and understandable local concerns. He and state Economic Development Director Alden Raines noted that solutions will require local and regional consensus and cooperation, not state direction.

The Council and its co-sponsors plan to hold at least one additional seminar.

ECONOMIC DEVELOPMENT

Council Assists in Industrial Park Employee Access Improvement Study

Late last year OCPC began working in a multi-agency effort to eliminate transportation obstacles to employment of the greater Brockton labor force in the region's major industrial parks. Council staff contacted 98 firms with a total of 2488 employees to determine recruiting problems and problems of those already working in the Avon Industrial Park. At the same time the Department of Employment Security (DES) analyzed its data to estimate the number of people kept from working in the park by limited transportation.

Forty-three of the firms contacted responded and 605 of their 1835 employees completed individual questionnaires. Nineteen firms reported transportation-related recruiting problems and 171 workers indicated significant commuting problems. In addition 273 workers said that they would use transit service if feasible, at least on a back-up basis. At present 55% of the interested workers use their own (often marginal) cars, 22% share rides and the rest use various combinations of walking from BAT and MBTA service, hitchhiking, family rides or taxi service.

Regarding the more basic problem of unemployed potential workers the DES found 287 residents of Brockton and adjacent BAT or MBTA-served communities with appropriate skills who cannot pursue available jobs in the park for a lack of transportation.

In all there appear to be several hundred potential riders who could use well-planned, well-timed, affordable service. Thus, the multi-agency committee and a committee of interested firms assisted by the Avon Industrial Development Commission and the Avon Industrial and Businessmen's Association, are reviewing BAT-supplied cost data to develop a specific proposal. Recent encouraging news is that the Massachusetts Department of Employment Security with discretionary funds made available from its Director Kristin S. Demong may be able to underwrite the initial two months of pilot service. Further coordination of service will be necessary and it does not appear that service can be instituted before September 1986.

1986 Job Fair Well Attended

For the second straight year Council staff assisted the Metro South Chamber of Commerce in preparation for the Annual Job Fair. The Fair, which was again held at the Westgate Mall in Brockton, drew a large crowd of well over 1000 participants.

This year as they had done in the past, employers decorated their tables with many fine and attractive displays. The event which lasted from 10:00 a.m. to 7:00 p.m. attracted 85 potential employers, many of whom were prepared to employ at the Fair.

Brockton Mayor Carl D. Pitro was also on hand to deliver the welcoming address and to thank the many co-sponsors of the event. In addition to the Metro South Chamber of Commerce and the Old Colony Planning Council, other sponsors included the Brockton Area Private Industry Council, Brockton Savings Bank, The Enterprise, Massachusetts Department of Public Welfare, Massachusetts Division of Employment Security, Self-Help Inc., WBET/WCAV, and the Westgate Mall.



Overall Economic Development Committee



Avon Industrial Park-West Progress Continues

Construction of the state Community Development Action Grant (CDAG) financed water system extensions to serve the Avon Industrial Park-West is well along, as is work on the roads and utilities within the park. In addition, two parcels have been sold and two major buildings, a furniture distribution center and a liquor distribution facility, are under construction.

After assisting the Town of Avon with the application and participating in the environmental review process, the Council has been working with the Town to prepare quarterly progress reports to the Executive Office of Communities and Development.

In its Environmental Impact Report approval the Executive Office of Environmental Affairs recommended that the Mass. Department of Public Works project approval be limited to the first phase of development. To control the traffic impacts of later development the Department then conditioned its proposed curbcut permit on a developer commitment to make traffic improvements when needed. The Town of Avon had earlier offered to seek a state Public Works Economic Development (PWED) grant to make such improvements. Accordingly, Council staff recently helped the affected towns of Avon and Stoughton to jointly apply for PWED funds for the future signalization and intersection improvements needed for complete development of the park. The developer has offered to provide a 25% local share of the total cost of such improvements.

The issue is expected to be resolved before the first buildings open in late summer.

Grants: Area Towns to Fare Well Under EOCD Granting Programs

Local communities were again successful this year in their efforts to obtain State funding under the many and varied programs sponsored by the Executive Office of Communities and Development (EOCD).

In Round II of the Incentive Aid Program the towns of Whitman, Halifax and East Bridgewater were successful in their attempt to secure a Tri-Town Planning Grant. This grant will secure the services of an OCPC planner for three months in each of the above-named communities for three years at the option of each community. This same program was used to fund a similar position in the towns of Avon, Abington and Stoughton last year with Avon and Abington already agreeing to a second year, which was approved by EOCD. The Town of Stoughton chose not to participate in the second year because they were awarded in the interim a Strategic Planning Grant which is geared to addressing many of the local problems in that community.

The Town of Halifax was also successful in obtaining a mini-grant for the development and publication of a handbook on local government. Assistance was also given to the Town of East Bridgewater for the development of a Community Development Action Grant application (CDAG). Other applications which were prepared and are awaiting approval concern the Bay Circuit Program. This program will fund either the updating or initial preparation of local Conservation and Recreation Plans. Communities which have submitted applications and which are awaiting notification include: East Bridgewater, Halifax, West Bridgewater and Whitman.

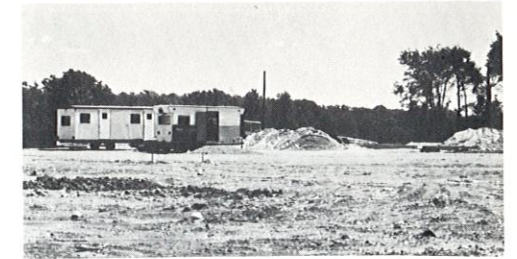
Stoughton's Planning Grant Study Underway

The Old Colony Planning Council has begun a year-long project to assist the Town of Stoughton in its development of a Strategic Plan. The first phases of data collection and analysis are presently underway. The town, in conjunction with OCPC, has decided to examine present and future trends in land use, open space use and protection, affordable housing, and traffic circulation. The plan will make recommendations for accommodating desired and projected land uses while minimizing their conflicts with environmental, human and economic resources. It will also address the development potential of open or low-density tracts of land. Areas will be identified for potential development of assisted and unassisted affordable housing. Finally, the plan will analyze traffic patterns and make recommendations on how to alleviate congestion. The Council will be working in the community during the remainder of the year.

Local Communities Explore Greenbelt Funding Possibilities

The Old Colony region contains much of the southeastern third of the proposed Massachusetts Bay Circuit Greenbelt. The proposal calls for a more-or-less continuous arc of varied open spaces going from Ipswich in the north to Duxbury in the south. It was advocated by the Landscape Architect Charles W. Eliot III and the Trustees of Reservations in the 1920s, enacted by the Legislature in the 1950s and finally granted planning and acquisition funds in the early 1980s. The current program calls for implementation through much local initiative, drawing on a wide range of state, federal and local resources as well as specific Bay Circuit funds. It requires up-to-date local open space plans, identifying locally and regionally significant open spaces and potential open-space linkages so that the most attractive and useful greenbelt possible can finally be implemented.

Council staff have been participating in regional Bay Circuit planning meetings, informing state staff of regionally significant open space opportunities, and assisting communities in applying for Bay Circuit Planning funds. Brockton, East Bridgewater, Halifax, Hanson, Kingston, West Bridgewater and Whitman have applied for such funds and several other Old Colony communities either have recently updated their open space plans or are doing so through other resources. Given the rapid rate of growth in the region, the Council welcomes this timely opportunity to help preserve significant open spaces and scenic resources.



Household Hazardous Material

COLLECTION DAY

Council to Coordinate Household Hazardous Waste Collection Days

Improper disposal of household hazardous wastes such as solvents, cleaning fluids, herbicides, and lead paints threatens regional water supplies when many communities and households depend on ground water. Accordingly, the Council has been participating in a joint Massachusetts Dept. of Environmental Management/Dept. of Environmental Quality Engineering program ("Operation Clean Sweep") to fund half the cost of local and sub-regional household hazardous waste collection days. The state regulations require or strongly encourage multicommunity efforts and provide for local program administration by selected regional planning agencies.

Council staff have attended training sessions and workshops put on by DEM/DEQE; observed actual collection days; informed member communities of the program and encouraged local applications. Staff are presently working with the City of Brockton and the towns of Avon and Easton to coordinate a joint collection day in the fall of 1986. Plymouth is also planning a state-aided collection program while Stoughton is proceeding with a 100% locally funded independent effort. The strong response to the program has led to an increased state appropriation for next year. Thus, the Council hopes to work with an enlarged and continuing effort to protect our ground-water resources.



COMMUNITY ASSISTANCE

Direct technical assistance to local communities has been on the increase ever since the inception of Proposition 2½ and this past year has been no exception. Assistance to the communities in the form of grant writing and management continues to be the most frequently sought after form of aid that is requested. This past year's efforts are highlighted below:

ABINGTON

- Tri-Town Incentive Aid Grant. Second year of grant in progress.
- Development of Affirmative Action Program
- Grant assistance — Abington Housing Authority
- Hancock Street Impact Study
- Intersection Analysis at Routes 18 & 123, and 18 & 139
- Route 123 Traffic Study

AVON

- Tri-Town Incentive Aid Grant. Second year of grant in progress.
- Grant Management — Industrial Park West
- Transportation Study — Avon Industrial Park
- Accident Data Reporting
- Traffic Counts

BRIDGEWATER

- Ridership estimates for DIAL-A-BAT and for Participation in Brockton Area Transit System

BROCKTON

- Assistance with Annual Job Fair
- Route 123 Traffic Study

EAST BRIDGEWATER

- Grant preparation of Community Development Action Grant
- Grant preparation of Tri-Town Planning Grant
- Grant preparation of Bay Circuit Grant
- Ridership estimates for DIAL-A-BAT

EASTON

- Route 123 Traffic Study
- Traffic Study
- Commuter Rail Feasibility Study

HALIFAX

- Grant assistance — Tri-Town Planning Grant
- Grant assistance — Bay Circuit Program

HANSON

- Traffic counts
- Accident Data Reporting

KINGSTON

- Accident Data Reporting
- Route 80 Impact Study Review
- Traffic Counts
- Route 53 Traffic Study
- Rural Transit Study

PEMBROKE

- Local water study assistance
- Route 53 Traffic Study
- Traffic Counts

PLYMOUTH

- Route 3A Traffic Study
- Traffic Counts
- Rural Transit Study

STOUGHTON

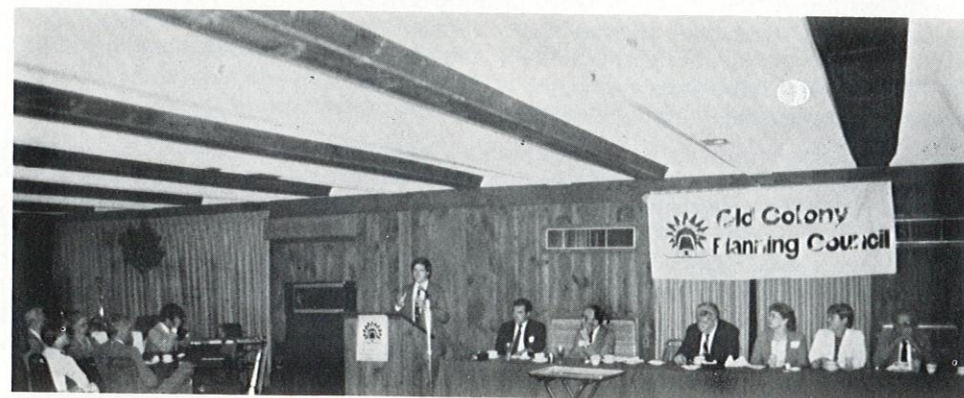
- Grant preparation — Strategic Planning Grant
- Water Allocation Study
- Grant preparation — Tri-Town Planning Grant
- Review of Local Stoughton Square Plan

WEST BRIDGEWATER

- Grant assistance — Bay Circuit Program
- Traffic Counts
- Accident Data Reporting

WHITMAN

- Grant preparation — Tri-Town Planning Grant
- Development of Affirmative Action Plan
- Traffic Counts
- Accident Data Reporting



ELDER SERVICES

Area Agency Needs Survey Assists in Planning Elder Services

The results of the comprehensive elderly needs assessment conducted by the Area Agency in the spring of 1985 were released in the fall of 1985. The analysis was based on data obtained from 592 telephone interviews with elders throughout the region. The survey revealed interesting demographic information, as well as information on service usage patterns. A sample of the regional findings include:

- 78% of the elders sampled live in their own homes
- 94% indicated that their present housing arrangement was both satisfactory and affordable
- 82% have lived at their current address for more than five years
- 81% reported that they do all or most of their household tasks themselves
- 84% reported having no difficulty getting around in their homes nor did they receive any in-home services during the past year
- 23% indicated that they had eaten at a nutrition site in the past

Participants were asked to indicate their most pressing concerns. While the concerns reported by elders varied by community, those most frequently reported were financial, medical and social.

The composite regional and individual community results were distributed to each Council on Aging in the service area as well as to interested community agencies. It is expected that the results of the Survey of Needs of the Elderly will be valuable in planning elderly services at both the regional and local levels.



Supporting Elders at Home

In order to address the growing needs of an increasing frail elderly population, the Area Agency continues to fund several programs that support elders in their homes. Recent changes in the delivery and financing of health care have heightened the demand for these in-home services. These kinds of services assist both elders and family members who provide the bulk of the care of elders at home.

Among the services funded by the Area Agency are personal care and hospice programs. Two programs 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. Through these programs, the Area Agency has demonstrated its commitment to assisting elders in remaining in their homes safely and with dignity for as long as possible.



John G. Mather, Chairman of Area Agency on Aging Advisory Committee.

Transportation Service for Elderly

Now in its sixth consecutive year of operation, the Area Agency Volunteer Transportation Program continues to address many of the personal transportation needs of elders throughout the service area. This type of individualized service provided through Council on Aging volunteers is essential in a region where most elders do not have access to public transportation. This program supplements the transportation provided through the local Councils on Aging. During FY 1986 the program averaged approximately 10,000 miles per month, transporting 1700 elders over 122,000 miles.

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. This program has proven to be extremely valuable in addressing the social and recreational needs of isolated elders in these communities.



Supportive in-home services allow many elders to maintain their independence at home.



Grants Provided for Elder Programs in FY 1986

Consistent with the mission of Title III of the Older Americans Act, the following programs were funded by the Old Colony Planning Council, Area Agency on Aging in the 1986 program year:

GRANTEE	PROGRAM
Area Agency on Aging	Nursing Home Ombudsman Program Volunteer Transportation Program
Avon Council on Aging	Nutrition Program
Carver Council on Aging	Nutrition Program
Catholic Charities of Old Colony Area	Home Health Aide Program Hospice Outreach Program
Cranberry Area Hospice	Hospice Bereavement Program
Easton Council on Aging	Transportation for Handicapped Elders
Evanswood Center for Older Adults	Transportation Consortium Study
Kingston Council on Aging	Nutrition Program Outreach Program
Middleborough Council on Aging	Nutrition Program - Middleborough/Lakeville
Old Colony Elderly Services	Elderly Nutrition Program Emergency Assistance Program Minibus Program
Plymouth Community Nurse Association	Home Health Aide Program
Plymouth Council on Aging	Senior Center Programs
Plympton Council on Aging	Rent-A-Kid Program
Southeast Human Resource Associates	Dorn-Davies Senior Center
Southeastern Massachusetts Legal Assistance Corp.	Senior Citizens Law Project
Wareham Area Hospice Association	Hospice Program
Wareham Council on Aging	Outreach/Social Day Care Program



Ombudsmen participate in monthly meeting.



Secretary Rowland greets elders arriving at Boston University for the Governor's Conference.

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 comprised of Senior Aides, Elder Service Corps personnel and volunteers.

There are 54 nursing homes providing care to approximately 4000 nursing home residents in the service area of the Old Colony Planning Council, Area Agency on Aging. As of May 1986, the Ombudsman Program was active in 46 (85%) of these nursing homes. Ombudsman services are available to the entire nursing home population either on a regular basis or when concerns arise.

The services provided by the Ombudspersons are many. They include receiving and working to resolve the complaints and problems of nursing home residents; providing information on various 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 those residents receiving public assistance.

The Ombudspersons are an effective link between the residents and nursing home administration. There were approximately 400 complaints handled between June 1985 and May 1986. The majority of these complaints were resolved within the facility. Others were referred to the Department of Public Health or to the Attorney General's office for further investigation.

The program is constantly working to address the needs of the very vulnerable persons in long term care facilities in order that they might be assured of a decent place to be cared for when they can no longer be cared for at home.



Elders enjoy a balanced meal and the company of others at a nutrition site.



Annual Meeting of Area Agency on Aging

TRANSPORTATION

Citizens Working for Citizens

The Old Colony Planning Council Regional Transportation activities are integrated into the state programs through the Metropolitan Planning Organization (MPO). The MPO is the organization designated by the Governor as being responsible for carrying out 3C Transportation Planning in the OCPC region.

In 1976 a Memorandum of Understanding was signed by the Secretary of Transportation and Construction, the Commissioner of the Department of Public Works, the President of the Old Colony Planning Council, and the Chairman of the Brockton Area Transit Authority. One of the objectives of this memorandum was to continue the Region's Joint Transportation Committee (JTC) as the Transportation Policy Advisory Group for the region.

The JTC is composed of delegates from fourteen member municipalities in the region and various state and federal agencies who work with the planning staff and delegates of the Old Colony Planning Council to further the goal of providing an efficient, balanced transportation system for the Old Colony area. As a general rule, membership on the Old Colony JTC is inclusive rather than exclusive. Representation on the JTC is open to all interested groups who may wish to participate.

The JTC is an advisory group to the Old Colony Planning Council and the Metropolitan Planning Organization in matters relating to transportation. Under the Unified Work Program OCPC conducts a variety of activities on which the JTC advises the Council. The committee's activities during the past year, under the direction of Chairman John Yaney,

have included monitoring the BAT system; monitoring and coordinating BAT service for the Elderly and Handicapped, working with area towns on highway data surveillance; working on restoring commuter rail service to Southeastern Massachusetts; updating of the Transportation Improvement Program; and collection of a variety of socioeconomic data.

In addition to the development of the above projects, work was also performed on a variety of special studies during the past year.



Joint Transportation Committee Meeting



Highway Planning for Route 53

The major highway planning project carried out by the Council in 1985 was a traffic study of Route 53. The project analyzed 9.2 miles of the Route 53 corridor thru the communities of Pembroke, Duxbury and Kingston. The purpose of the study was to identify existing and future traffic and safety problems along Route 53, and in turn, to develop feasible improvement measures. The report noted the existing conditions of the roadway and identified problems relating to safety and congestion. In addition, both short-term and long-term alternatives for improving traffic flow, safety, and congestion at key intersections were developed and analyzed.

The structural condition of Route 53 through the study area is in good condition and is not in need of reconstruction or resurfacing. The route is a two-lane roadway with passing permitted on less than one-half of its length due to grade changes, curves, and major intersections. Traffic volumes along the study corridor are heaviest in the northern section of Pembroke and taper off to the south in Duxbury and Kingston, with the exception of the intersection of Route 53 at Route 3A and the Kingsbury Plaza. In Kingston, Route 53 traffic volumes are significantly higher near the intersection of Route 3A and the Kingsbury Plaza.

In Pembroke, the major problem area is Route 53 at Route 139, which experiences the greatest frequency of accidents and congestion along the corridor. Capital improvements recommended include widening of Route 53 and signalization of this intersection, along with widening at other inter-

sections along the corridor as a means of improving safety.

Despite a marginal accident rate along the Route 53 corridor in Duxbury, the severity of collisions and the resulting personal injuries indicate a pressing need for improvements. Improvements at selected intersections along the corridor would reduce the potential for accidents.

In Kingston, the one major intersection on Route 53 is at Route 3A. This is the only intersection on the study corridor where traffic movement is controlled by a signal system. While the accident rate is not extreme, the problem of angle collisions involving eastbound and westbound left turns should be corrected. Rephasing the traffic signal for east/west left turns would improve both safety and traffic flows.

In addition to capital improvements, low-cost Transportation System Management (TSM) measures were suggested as ways of improving safety conditions in the area.



Route 53 and 139 Intersection, Pembroke

Ashmont Ridership Survey

During the recent Southeast Expressway Reconstruction Project, the MDPW provided BAT with additional funding to increase the service on the Brockton to Ashmont run (Route 12). Thirteen Expressway trips to Ashmont by way of Pleasant Street, and Routes 24, 128 and 28 were added during this period.

The Ashmont Expressway Service Evaluation Study analyzed the net effect of this additional service. Using ridership monitoring records such as on board passenger survey and passenger counts, the study revealed that Ashmont ridership grew from 1,900 to 2,100 passengers per day, a gain of 200. The 13 Expressway trips carried 350 passengers per day. The additional service has led to an increase in ridership beyond the natural growth of BAT as a whole. The survey concluded that faster, more convenient, and frequent service provide an attractive alternative to the private automobile when commuting to work.

The survey was of particular importance since it provided valuable insight into determining ridership characteristics and trends. Some of its findings were:

1. The majority of passenger trips from Downtown Brockton were to the Ashmont station.
2. The Ashmont route increase in ridership with the Expressway service was greater than what it would have been without it.
3. Passengers returning to Downtown Brockton have no preference over which type of bus to ride, i.e. Expressway or local.
4. 42% of Expressway passengers boarding on Pleasant St. were new riders.

The study also serves as a decision-making guide for BAT in the event that reduced funding necessitates a reduction in service. With further funding reductions, the study places a priority on the remaining Expressway runs. Factors involved in priority determination include passenger productivity per trip, time of day, and whether passengers will be able to utilize another bus run immediately before or after the eliminated trip.

Progress on Commuter Rail Service to Brockton and Plymouth

The proposal to restore commuter rail service to Southeastern Massachusetts continues to generate both increased enthusiasm and progress. On March 6, 1986 the fourth annual Transportation Workshop was held at the Sheraton Plymouth at Village Landing. The event was hosted by the Plymouth County Development Council (PDIC), Massasoit Community College and the Old Colony Planning Council.

A recurring topic of discussion was the Old Colony Railroad Rehabilitation Project which would re-establish service on three branches terminating in Scituate (Green Bush line), Plymouth and Middleborough. In January 1986 the Massachusetts Bay Transportation Authority filed an Environmental Notification form (ENF) with the Executive Office of Environmental Affairs (EOEA). Preparation of an Environmental Impact Report has been initiated and could be completed by early 1988 with construction possible in 1989 or 1990. The Authority will make application for Federal assistance for later design and construction stages.

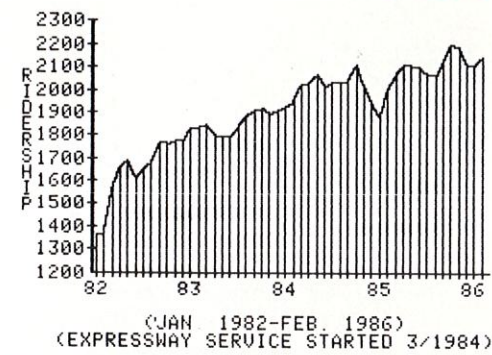
The Old Colony Railroad Rehabilitation project is a proposal to rehabilitate all or a portion of the Old Colony route miles. The goal is to make best use of available public transportation capacity within an existing right-of-way to complement the transportation improvement program being pursued in the Boston area. Consequently, the project can be considered a Transportation Systems Management (TSM) type of measure which best utilizes existing resources to mitigate current and future commuter travel requirements in a rapidly growing corridor.

BAT Ridership Establishes New Records

OCPC continued to assist the Brockton Area Transit Authority in the area of monitoring ridership and revenue on a monthly and semi-annual basis.

Fixed-route ridership for the first eight months of fiscal year 1985-86 (July 85-Feb. 86) reached 2,481,653, a 4% increase over the same period in FY 1984-85. Monthly ridership averaged 310,000 during this period. The Bridgewater State College Campus Shuttle continues to experience growth, with ridership in excess of 245,000 during FY 1986.

BAT ASHMONT ADJ. DAILY AVERAGES



Consultant Donald Graham explains commuter rail restoration project to the JTC and OCPC committees.



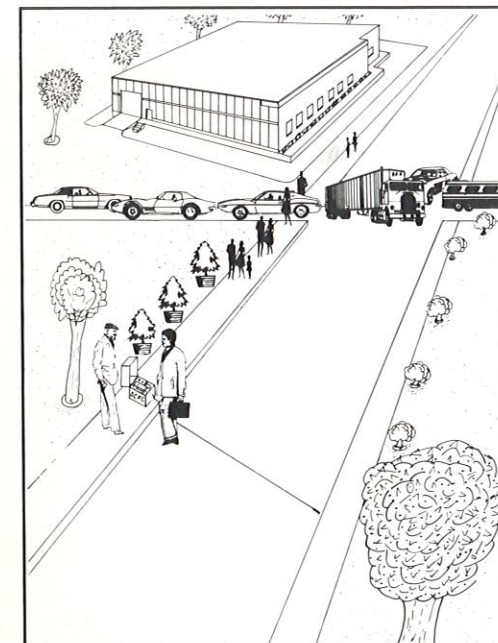
New Dial-A-Bat Van



Stoughton Central Street and Canton Street (Route 27) intersection.



Stoughton Central Street (Route 27) and Island Street intersection.



Sunday ridership continues to improve and establish new records. In the month of November 1985, average daily ridership on Sundays was approximately 2560, with a record high of 2862 passengers riding the buses on November 24th.

With the completion of the Southeast Expressway reconstruction in November 1985, BAT terminated 4 of 13 Express service runs to the Ashmont MBTA station. Other highlights include increased service for BAT Route 8 and the combining of Routes 5 and 6.

DIAL-A-BAT's paratransit system expanded service during FY 86 with the addition of two towns. Bridgewater joined BAT on November 12, 1985, while East Bridgewater joined on April 12, 1986. Each town joined BAT primarily for the purpose of receiving "DIAL-A-BAT" service. Ridership has risen dramatically in the last year. Over 310,000 passengers utilized the para-transit service in FY 1986, an average of nearly 26,000 per month. This constitutes an increase of approximately 10% over FY 1985.

Stoughton Section of Route 27 Subject of Improvement Plan

In June OCPC completed a study of a half-mile section of Route 27 in Stoughton. The purpose of the study was to evaluate existing and future conditions along a hazardous section of Route 27, and to develop a traffic improvement plan.

The study area extends along the portion of Central Street that intersects with Canton Street (Route 27), Tosca Drive, Island Street, and West Street.

The analysis indicated that the majority of traffic moves directly through the Central Street corridor. Both West Street and Island Street have a low volume of traffic, and a low percentage of vehicles turn onto these streets from Central Street. It is not expected that these intersections will need signalization before 1995 unless the traffic flow on Central Street becomes heavy enough to inhibit the flow from Island and West Streets.

The study determined that the Central/Canton/Tosca Streets intersection is in immediate need of signalization. More than 28,000 vehicles pass through this intersection each day, and during the evening rush hour 50% of all drivers execute a turning maneuver. The heavy volumes on Canton Street, coupled with an acute 30° alignment as it approaches a stop sign at its intersection with Route 27 results in lengthy delays throughout the day. Accident data indicates that most collisions are of an angle variety and that they occur most often at this intersection. Recommended improvements to this intersection include signalization, realignment of Canton Street to a 90° approach, an added left turn lane from Central Street to Tosca Drive, and minor widening of all approaches.

At the intersection of Island/Central and West/Central it was suggested that flashing red and yellow beacons be installed. In addition, channelization improvements such as traffic islands were recommended at each location, in addition to a widening of Island Street. These two intersections will be reconstructed to accommodate future traffic signalization, which will be synchronized with the Central/Canton/Tosca signals.

Traffic Counting Program Benefits Local Communities

During 1986, OCPC performed approximately 140 counts for the Council member communities utilizing mechanical traffic recorders. The devices were instrumental in providing both accurate and timely data for projects such as the Route 53 Corridor Study and the Stoughton Route 27 Concept Plan.

The recent acquisition of two new state-of-the-art recorders will allow the agency to augment its counting program. The GK 6000 Series Automatic Traffic Recorder stores information on a "Data Module" — a self powered memory pack that has the ability to sustain the recorded data over a life of several months. In addition, the modular construction of the recorder allows for the equipment to be configured in a variety of different formats to suit the application required.

The increased versatility of these new recorders will undoubtedly contribute to an expansion in OCPC's role of performing traffic counts throughout the coming years. OCPC welcomes requests and appreciates local support for the on-going traffic count program.

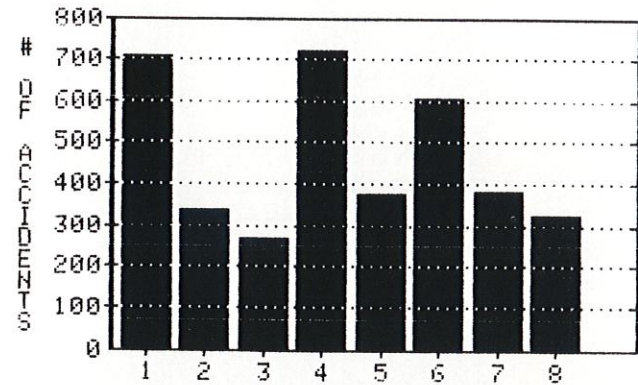
Recording Accident Data a Plus for Communities

The accident data recording system began its second year of operation on January 1, 1986 and has proven to be a success. To date, eight communities are participating in the program: Abington, Avon, East Bridgewater, Easton, Hanson, Kingston, West Bridgewater and Whitman.

Accident statistics may be expeditiously and accurately retrieved from a micro computer using a computer system. 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, vehicle direction, etc. In addition, accident records can be sorted by date, location, state numbered route and other criteria. With this data, OCPC and the community involved can then pinpoint hazardous locations that can be identified for future planning to improve their safety.

During the past year the Council provided printed Accident Summary Reports for each community participating in the program. These reports contained records of all accidents which occurred during the 1985 year. Each summary was sorted by date, time of day, and location. In addition, provided with each summary report was a month by month breakdown of total accidents, the number of vehicles involved, and the number of persons injured. These summary reports provide local police departments, planning boards, planners and traffic engineers with useful information upon which decision making can be based. The continued support of the communities will insure the growth and success of this program.

TOTAL ACCIDENTS PER COMMUNITY



TOWNS: 1=ABINGTON, 2=AVON, 3=E. BRIDGE WATER, 4=EASTON, 5=HANSON, 6=KINGSTON 7=W. BRIDGEWATER, 8=WHITMAN

COMMITTEES

Area Agency on Aging Advisory Committee

Name	Community	Name	Community
John Mather, Chairman	Brockton	Margaret Kitchenham	Hanson
William Brown, Vice Ch.	West Bridgewater	Oliver Woodruff	Kingston
(No designated member)	Abington	Edward Higginson	Lakeville
George Cann	Avon	James P. Sherwin, Sr.	Marshfield
Florence Henrickson	Bridgewater	Robert W. Whitaker	Middleborough
Robert Martin	Brockton	Dorothy Emmett	Pembroke
Lela Ray	Carver	Christian Schembri	Plymouth
William Galvin	Duxbury	Genevieve Ash	Plymouth
Gladys Farren	East Bridgewater	Shirley Martin	Plympton
Mary C. Scully	Easton	(No designated member)	Rockland
Floyd Cox	Halifax	Eva Lewis	Stoughton
Grace Ericson	Hanover	Irene Kelley	Wareham
		Charlotte Bennett	Whitman

Nursing Home Ombudspersons

Name	Community
Alice Cahill	Middleborough
John Moccia	Marshfield
Eugene Vogt	Stoughton
Roslyn Auerbach	Brockton
George Spigel	Stoughton
John Maguire	North Easton
Eleanor Hutchings	Bridgewater
Joe Lawlor	North Easton
Solomon Price	Brockton
Alan Stoney	Brockton
Paul D'Angelo	West Bridgewater
Eleanor Sullivan	Bridgewater

Joint Transportation Committee

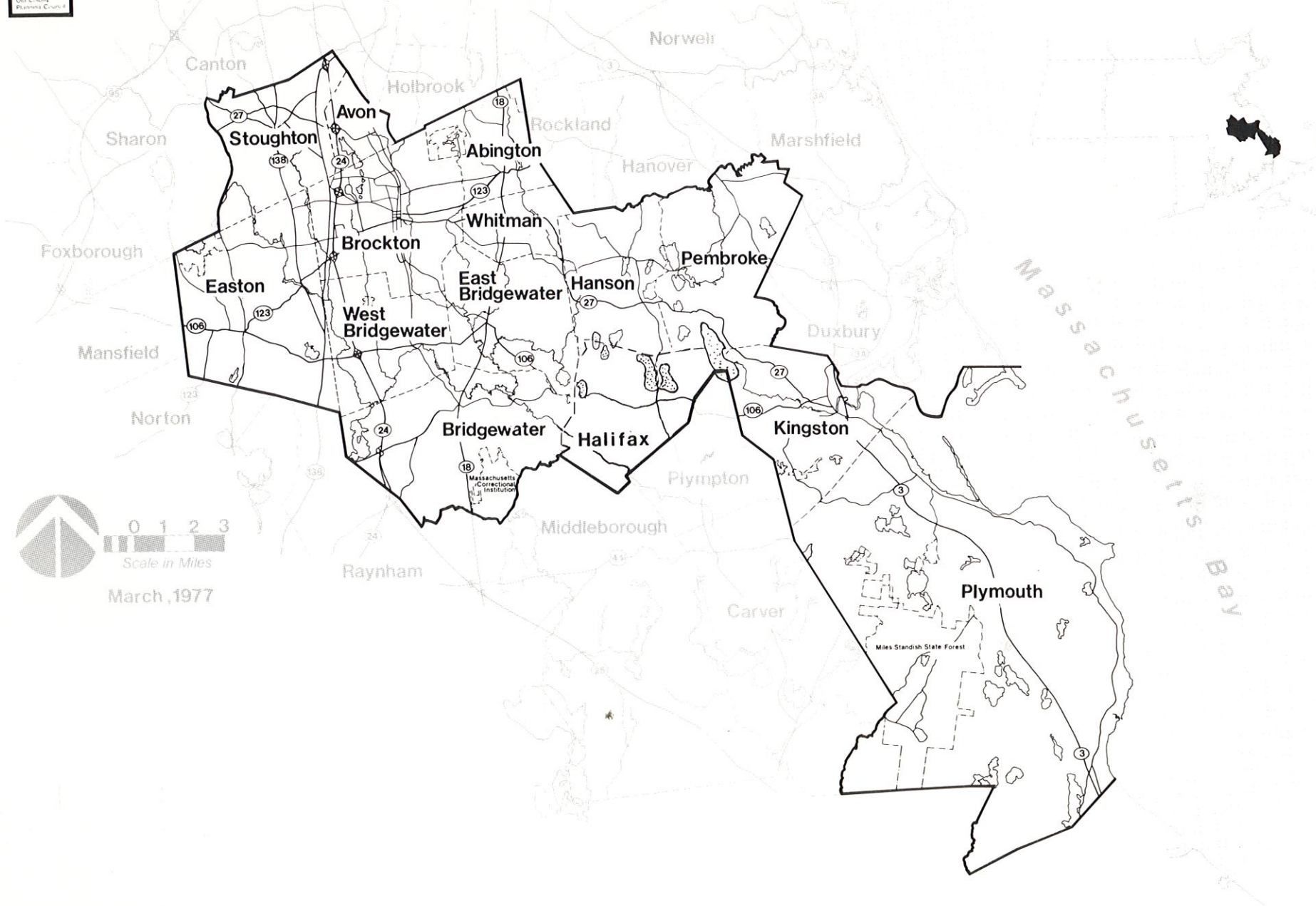
Name	Community
John Yaney, Chairman	Whitman
Stephen Baker	Abington
Bruce Hughes	Abington
Theodore E. Parker, Jr.	Avon
L. Stephen Traw	Bridgewater
Reinald Ledoux	Brockton
John F. Hurley	Easton
Harley S. Cadenhead	Kingston
Robert Kelly	Pembroke
Irving Turok	Stoughton
David McAllister	Stoughton
Charles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

OEDP Committee

Name	Community
Joseph P. Joseph, Chairman	Brockton
Joseph Landolfi, Vice Chairman	Stoughton
Dan McAuliffe	Brockton
George Lingenfelter	Brockton
Bernard Campbell	Braintree
Stephen Hutchinson	Brockton
Jack Wind	Brockton
Richard Freitas	North Easton
George Baldwin	Brockton
Jean Shulenburg	Stoughton
Michael Sikora	Hanson
Cynthia Sdao	Brockton
Dan Morgado	North Easton
Donna Lund	Hanson
Nancy H. Haley	New Bedford
Robert Tennihan	Brockton
Barry Kortez	Brockton
Joseph Weinrebe	Brockton
Alex Reisman	Brockton
Jean Canata	Stoughton
Anthony Lonardo	Plymouth
Stanley Antoniotti	Bridgewater
Thuy Thornlow	Brockton
Nancy Stack Savoie	Brockton
James Wiles	North Easton
Anna Johnson	Brockton
Cornelia Crayton	Brockton
Wayne Perry	Brockton
Maria White	Plymouth
Betty Trammell	Brockton
Theodore Welte	Brockton
Joseph Rucker	Brockton
Sue Alves	Brockton
Richard DeVine	Brockton
Kevin A. Comeau	East Bridgewater
Priscilla Verdi	North Easton
Ida Richardson	Brockton
Virginia Miller	Brockton
Daniel Mahoney	Bridgewater
Mark Silverstri	Avon



The Old Colony Planning Council District



0 1 2 3
Scale in Miles
March, 1977