

ANNUAL REPORT
1986 - 1987



The Old Colony Planning Council
Regional Planning Agency

OLD COLONY PLANNING COUNCIL

OFFICERS

President	John J. DeMarco	Avon
Secretary	Robert W. Smith	East Bridgewater
Treasurer	James A. Kassos	Brockton

COMMUNITY

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

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James A. Kassos
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Richard H. Chase
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Robert Overholtzer
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Gerard W. Dempsey
John Lenox
Joseph Landolfi
Eldon F. Moreira
Fred Gilmetti

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Timothy Daigle

David A. Johnson

Alberico E. Gentile, Sr.

Charles W. Pickett
William W. Jordan
William Griffin
Stanley Zoll

John F. Connolly

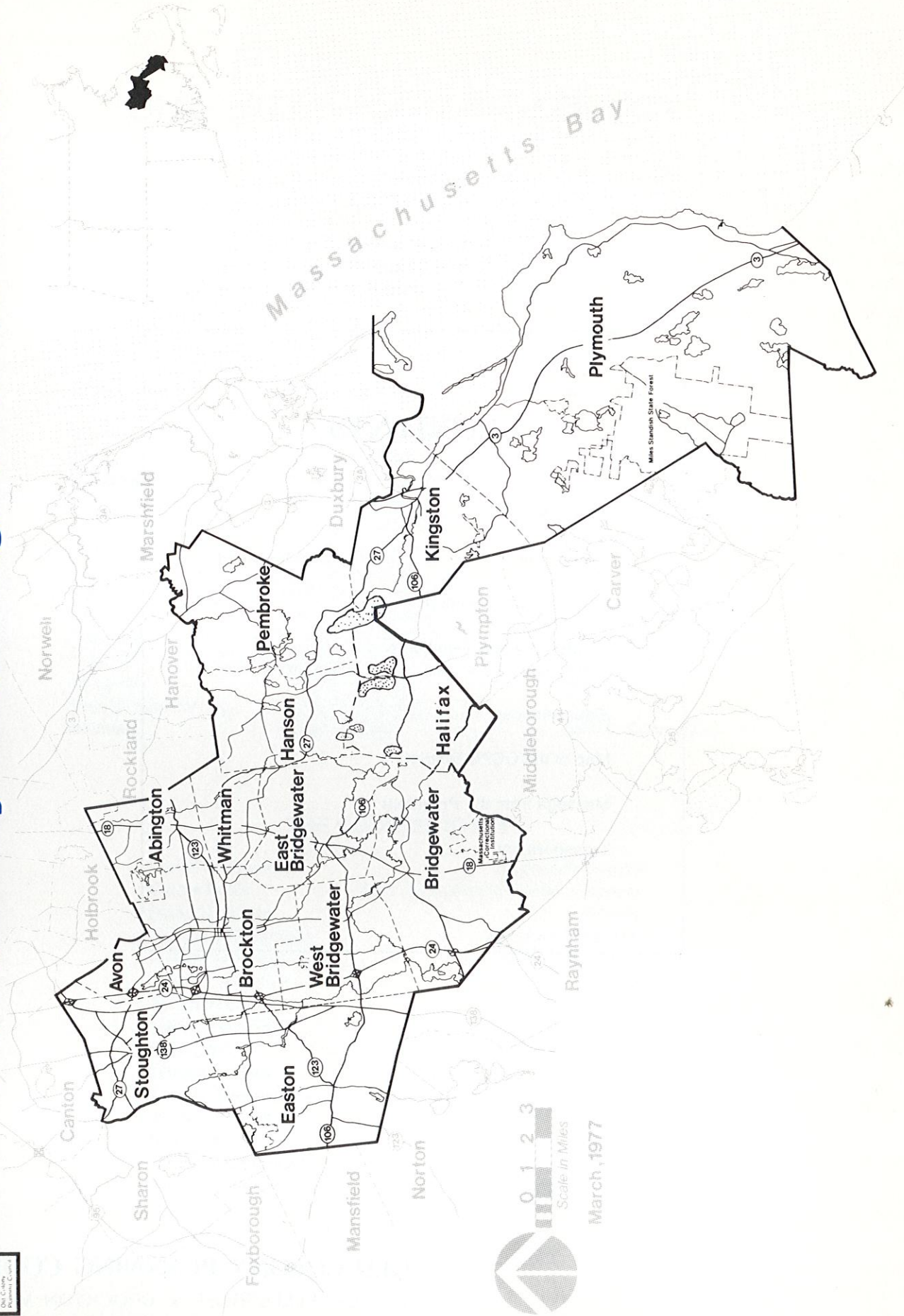
THE COUNCIL STAFF

Daniel M. Crane	Executive Director
Carole Beals	Asst. Ombudsman Program Director
Stuart R. Boggs	Planner
Pasquale Ciaramella	Planning Supervisor
Patricia M. Goggin	AAA Administrator
Timothy J. Kochan	Planner
Jill S. Moscovitz	Nutritionist
Debra Reynolds	Planner
Sue Ryan	Ombudsman Program Director
Jeanne M. Ryer	Planner
Alice C. Shepard	Fiscal Officer
Joanne E. Smith	Secretary
Mark Sullivan	Planner
Jacqueline Surette	Grants Monitor
James R. Watson	Planning Supervisor

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The Old Colony Planning Council District



1987 Annual Meeting

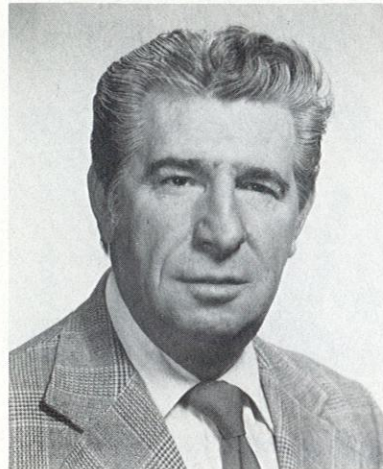
The 1987 Annual Meeting of the Old Colony Planning Council was held on Wednesday, June 3, 1987 at Savini's Route 138 Motel, Easton, MA. Over 125 persons heard Fredrick P. Salvucci, Secretary of the Executive Office of Transportation and Construction, speak about transportation improvements in the Old Colony region, including the restoration of commuter rail service on the Old Colony line.

The meeting was chaired by Avon Delegate John J. DeMarco, President of the Old Colony Planning Council. The officers elected by the Council for 1987-88 and installed at the meeting are:

- President
John J. DeMarco, Avon
- Secretary
Robert W. Smith, East Bridgewater
- Treasurer
James A. Kassos, Brockton



A MESSAGE FROM THE PRESIDENT



I am pleased to present this report of the activities of the Old Colony Planning Council for the year 1986-1987 and to note that this is the twentieth anniversary of the founding of the Council. A twentieth anniversary can serve an organization like OCPC with an opportunity to look back on its past accomplishments or to look forward to work that remains to be done. I would like to use this opportunity to look ahead at some of the challenges that present themselves now and in the future, for this is where the Council must and should be directing its efforts.

The issue of rapid growth and growth management is an important concern in the region. The high rate of population growth in Southeastern Massachusetts and excellent economic condition can be described as nothing short of phenomenal. Large scale construction projects are underway in almost every community and the prospects for future growth appear to be bright. But are they? For how long can Southeastern Massachusetts area communities continue to accommodate increased growth and development in the future without addressing the region's significant infrastructure needs? Issues such as long-term water supply, solid waste disposal,

housing supply and improved transportation facilities are just a few of the serious areawide concerns that must be resolved if the region is to continue to develop rationally, efficiently, and without adverse impacts.

Although substantial amounts of funding have been made available by the State for local communities to plan for their future, these and other important areawide concerns cannot be adequately addressed at the local level alone. In fact, given the present state of affairs, local officials have been frustrated in their efforts to solve such regional issues with only local resources. A community that is an employment center with good access and developable sites but lacks sufficient long-term water supplies within its boundaries must inevitably look elsewhere to satisfy future demands. Similarly, communities which cannot safely dispose of solid waste generated within their borders must search out other reasonable alternatives.

It is clear that in an increasing number of cases local self-sufficiency is not efficient or even possible. A locally responsive multi-community approach to problem solving is needed to fill the gap and OCPC must and can meet this need. The area is also in desperate need of commitment and direction from the State to assure that needed improvements to the region's infrastructure will be given priority consideration for funding and other forms of assistance from agencies of State government.

If we are to meet the challenge and opportunities of continued economic growth in the Old Colony region, we must start addressing the basic needs of our area communities by being able to accommodate additional growth and development through effective planning and implementation. To do less would be shortsighted and the result predictable in dampened interest in the continued development of the area, and in a lessening of the region's ability to accommodate and guide such needed growth.

This is the challenge of the Council and its member communities in the foreseeable future.

Sincerely,

John J. DeMarco
President

COMMUNITY ASSISTANCE

Council Assists with State-Aided Household Hazardous Waste Collection Day

After considerable planning, a joint Avon/Easton/Brockton Household Hazardous Waste day was held at Brockton's West Junior High School on October 4, 1986. The effort drew close to 200 households depositing a wide range of dangerous cleaners, garden supplies, solvents, containers of used motor oil, lead paints and other potential threats to ground water. The collection day planning was facilitated by Council staff working with the state Department of Environmental Management and representatives of local Boards of Health, Conservation Commissions and Water Departments. Among those most involved were Brockton Health Agent Jeanine Carlton, Conservation Officer Caroline Stone, Easton Water Superintendent Wayne Southworth, and Avon Health Agent Renee Noonan, along with Gary Benham of the hazardous waste contractor, Clean Harbors, Inc.

The program is important because improper disposal of such materials threatens the ground water on which so many Old Colony communities rely. For this reason, the state's "Operation Clean Sweep" pays half of the costs of local and sub-regional collection days. Planning for events this September is just getting underway.

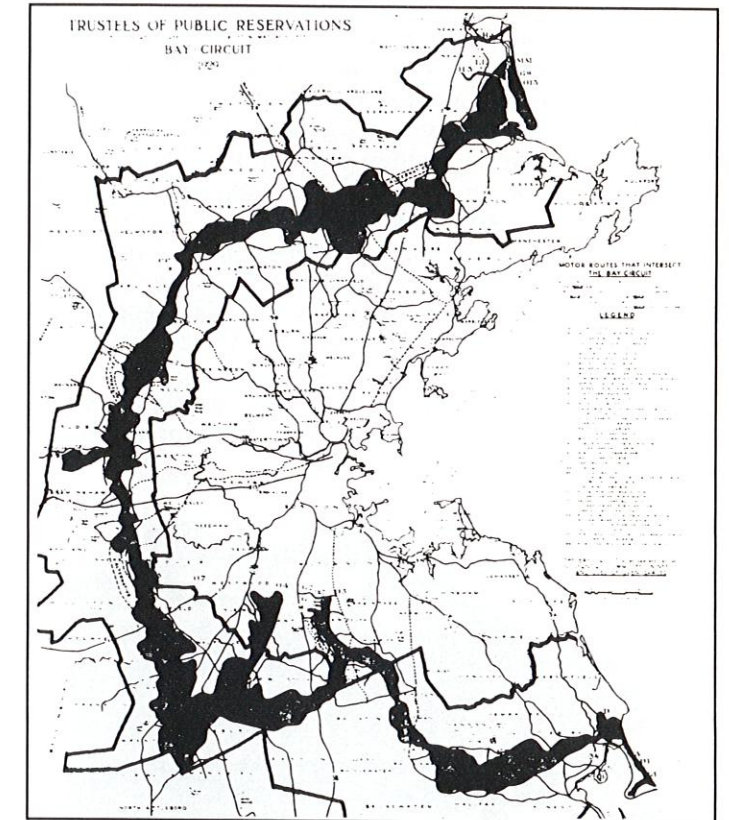
Bay Circuit Greenbelt Open Space Planning Progresses

The proposed Bay Circuit Greenbelt forms an arc from Ipswich on the north to Duxbury in the south. Much of this chain of varied public open spaces and recreation areas, privately-owned scenic areas and related protected resources is in the Old Colony Region. After being advocated by Charles W. Eliot III and the Trustees of Reservations in the 1920's and enacted by the Legislature in 1956, the program was granted planning and acquisition funds in 1984.

The Council helped member communities to apply for Bay Circuit open space planning funds from the Department of Environmental Management last year, and has since been preparing Bay Circuit program-funded studies for East Bridgewater and West Bridgewater. The Council is also preparing Bay Circuit oriented open space plans as part of other planning efforts in Abington and Stoughton, and is following with related efforts in Halifax, Kingston, Whitman and Hanson.

The completed plans will identify major present holdings and areas recommended for protection or acquisition. These will include regionally significant open spaces or scenic areas, as well as areas needed to meet future open space needs given probable development.

The essence of the effort is to develop a system of linked public open spaces and protected areas which will achieve the spirit of Professor Eliot's visionary proposals. The new and updated Open Space and Recreation plans allow direct acquisition of major properties by the Department of Environmental Management and will qualify communities for aid under the state-funded or administered Self-Help and Heritage Conservation and Recreation Programs.



Avon Industrial Park Shuttle Service

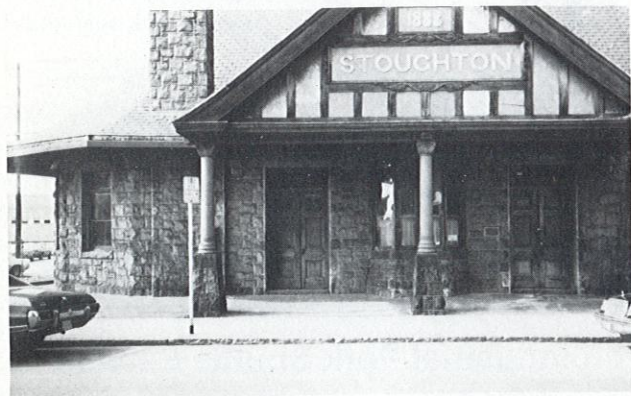
Under the leadership of its chairman Mark Silvestri, the Avon Industrial Development Commission has been working with local businesses and the state Division of Employment Security to meet the needs for public transit to the Avon Industrial Park. These were defined by the Council's 1986 Employee Access Improvement Study. After reviewing the cost for direct service from downtown Brockton, the Commission decided to fill the narrowest gap possible, that between the existing Brockton Area Transit and MBTA stops in Avon Center and the Park. The Commission has proposed a temporary \$200.00 per week "start-up" subsidy to enable a local cab company to provide peak period shuttle service for 20 to 26 weeks while ridership builds up. Fare would be \$.50 per ride with a Service Support subsidy paid from a proposed \$4000 grant from the Mass. Jobs/Southeast Program. The Council has endorsed the proposal.

Stoughton Strategic Planning Study Nears Completion

Work on the Stoughton Strategic Planning Study began in 1986 with establishment of a Citizen Advisory Committee and the beginning of the study's basic detailed, analytical inventory of developable land. Since that time staff have completed draft population, open space and housing sections and cluster zoning revisions along with recommendations for the use of the major undeveloped portions of the town. The last are based on staff analysis, field work, and the results of public workshops and discussions with the Citizen's Advisory Committee.

The main conclusion reached by the process is that a number of significant choices in future development patterns exist even in a relatively mature community, and that with careful, discreet analysis and planning it is possible to pursue more than one worthwhile goal. The town has potential for maintaining and expanding a wide range of housing, *and* preserving key open spaces in all parts of town, *and* expanding commercial and industrial development in appropriate locations. Thus the resulting report will not just make a few major recommendations but rather will attempt to show how a range of necessary actions can be compatible and mutually supportive.

The study has been under the overall guidance of the Citizen Advisory Committee chaired by Stoughton Planning Board Chairman Joseph Klements.



Area Job Fair Popular

For the third consecutive year, the Council staff assisted the Metro South Chamber of Commerce, the Division of Employment Security and other agencies in sponsoring and planning the Metro South Job Fair. The Fair ran from 10 a.m. to 7 p.m. on Wednesday, May 13, 1987. It featured display tables and interviewers from 83 firms, agencies and training resources. The Fair exceeded last year's turnout, attracting well over 1000 potential applicants. Some received information from firms and agencies, while others had initial interviews, or were hired on the spot.

In addition to the DES, OCPC and the Chamber of Commerce, the Fair was co-sponsored by Mayor Pitaro and the City of Brockton, the Brockton Area Private Industry Council, the Mass. Department of Public Welfare, Self-Help, Inc., Westgate Mall, The Brockton Enterprise and WBET/WCAV Radio.



Brockton Fair Market Rents Approaching Greater Boston Costs

The Council's 1987 study of Fair Market Rents financially supported by the Brockton Housing Authority shows that rents in the Brockton area continue to increase as the pressure of the Boston area housing market affects Brockton rents. From January, 1986 to January, 1987 rents for a three-bedroom unit without utilities rose from \$510/month to \$565/month, an increase of 10.8%, while three-bedroom units with heat and hot water increased by 12.1% from \$580/month to \$650/month. Rents for all unit types increased by an average of 8.9%. A roughly comparable Bureau of Labor Statistics study found a Greater Boston area increase of 6.3%.

The Council's survey also indicated the declining supply of units at any price. The total number of available units decreased from 385 units to 325 units. One-bedroom units decreased by 26% and three-bedroom units decreased by 13%, while there was a slight (7%) increase in two-bedroom units.

The study also showed the continued gap between available State and Federal rental assistance and available housing. The average market rent for two-bedroom units with all utilities was \$603/month while the defined Federal and State Fair Market Rents for Section 8 and Chapter 707 rent assistance certificates were \$545.00 and \$582.00 respectively. Thus rental housing in the older portion of the region continues to become both scarce and expensive.



State Incentive Aid Funds Local Planning Activities

The towns of Avon and Abington continue to work with OCPC staff under the second year of the EOCD Incentive Aid program-supported South Shore Planning Consortium. The program provides 3 person months of OCPC planning time per year for up to three years. Over that time the local share of costs rises from 25% to 75%. Recent work has involved open space planning and support to the Strawberry Valley Golf Course acquisition process in Abington, and continuing support to the water distribution system extension aspects of the Avon Industrial Park-West project in Avon.

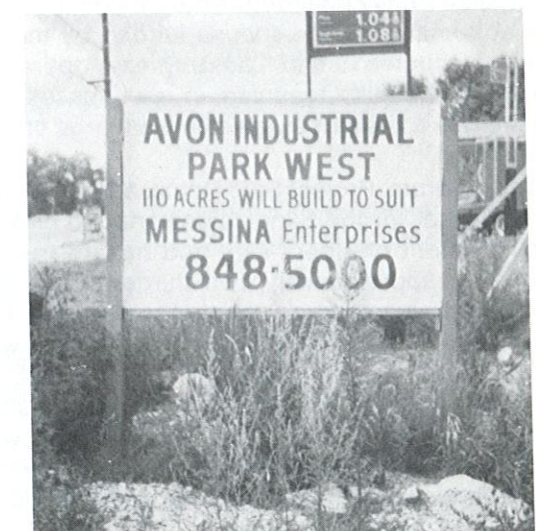
The Incentive Aid Program is also supporting local planning efforts under the Tri-Town Planning Grant. Planners on the Council staff have been working with the contiguous towns of Whitman, East Bridgewater and Halifax on a semi-resident basis as space and time have allowed. The Whitman efforts have concentrated on land use control issues with several rezoning and zoning bylaw revisions presented to Town Meeting. The work in East Bridgewater has also focused on land use controls with the OCPC planner working closely with the town's Zoning Bylaw Review Committee and, for a longer range effort, assisting the Planning Board in defining a work program for a town-financed master planning study. In Halifax staff are assisting the Planning and Appeals Boards to revise the development review processes to meet the town's changing needs; and are working with the Conservation Commission and Water Department to acquire land of key open space and water supply value.

Avon Industrial Park West Opens with First Phase of Water Extension Completed

The first phase of the state Community Development Action Grant-financed water system extension to the Avon Industrial Park West has been completed and two major buildings, Jordan's Furniture and the Brockton Wholesale Liquor facility are open. The first phase extended the water supply system from the Central Street tank to the park entrance. This is sufficient to allow fire service to the firms while relying on other sources for sanitary water service. The second phase, completing the water system loop across Route 24 and on to Ledin Drive in the existing Avon Industrial Park has been designed and advertised. However, total costs have increased with elapsed time and some required design changes and additional funds are needed to complete the project.

The Council assisted with the application and the environmental review process and has been helping the town to prepare quarterly reports to the Executive Office of Communities and Development.

Access issues continue to be under study. To control local traffic impacts, the Massachusetts Department of Public Works conditioned its proposed curb-cut permit on a developer commitment to make intersection improvements when required by increased park traffic. The towns of Avon and Stoughton then applied for a Public Works Economic Development Grant with the developer offering to contribute 25% of the project costs for needed signalization and intersection improvements. The Executive Office of Transportation and Construction approved the application with the requirement that the improved intersection be relocated to the west. This would increase the distance from the Route 27 off ramps and allow an appropriate alignment with the intersection of Central Street and Dykeman Way. The developer and the various public agencies are studying the feasibility of this change.



ELDER SERVICES

In-Home Mental Health Services Offered to Elders

While experts disagree as to the prevalence of mental health problems among elders, the fact remains that many elders are suffering alone with a variety of emotional problems. Many of these elders live on meager means and are often far from family, transportation and essential services.

In an effort to address some of these problems, the Area Agency on Aging has funded two programs designed to provide assistance to isolated elders in the comfort and security of their own homes. Evaluation and treatment of elders is available throughout the entire service area using trained staff from the Brockton Visiting Nurse Association and Jewish Family and Children's Service. The staff, where appropriate, make referrals to existing community resources as well. It is hoped that this innovative in-home approach to mental health services will make a difference in the lives of elders in the service area.

Supporting Elders at Home

Being safe in one's home is of paramount importance to elders regardless of where that home is. The problem takes on greater significance in light of the fast growing frail elderly population. In order to address this need, the Area Agency has continued its commitment to several programs designed to support elders in their homes.

Recent and dramatic changes in the delivery and financing of health care have heightened the demand for in-home health services. These services assist both elders and their family members who provide the bulk of the care at home. Among services funded by the Area Agency are two home health aide programs operated by local community health agencies. In many cases, these services provide a vital link in the safe discharge of elders from hospitals.

Another program, Project Safe Home, administered by the Carroll Center for the Blind, is designed to make the home environment of elders safe and hazard free. It is estimated that approximately two-thirds of the elder population have some degree of vision impairment. Many others suffer from mobility and agility problems which predispose elders to accidents and injuries in their own homes. Project Safe Home seeks to eliminate hazards in the home by educating elders about adaptations which can substantially increase safety in the home and by performing minor repairs and installing safety devices to reduce risks in the home.

Now in its sixth year of operation, the Plympton Rent-A-Kid program uses junior and senior high school age

youngsters to perform minor indoor and outdoor chores for seniors. Not only does the program accomplish its primary goal of helping seniors manage the many tasks around their homes, but it also has the secondary benefit of bringing youths and elders together in a meaningful way. The program has proven to be a successful inter-generational one.

All of these programs play a meaningful role in preserving the safety of elders at home.



Transportation Services for Elderly

Now in its seventh 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 fiscal year 1987 the program averaged approximately 10,000 miles per month, transporting 1800 elders over 125,000 miles.

In addition to the Volunteer Transportation Program, the Area Agency assisted in the funding of the Mini-Bus Program administered by Old Colony Elderly Services. This program provides group transportation to elders in several communities in the service area 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.

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 Elder Service Corps personnel and volunteers.

There are 54 nursing homes providing care to 3800 nursing home residents in the service area of the Old Colony Planning Council, Area Agency on Aging. As of June, 1987, the Ombudsman Program was active in 54 (100%) of these nursing homes. Ombudsman services are available to the entire nursing home population.

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, 1986 and May, 1987. 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.



Grants Provided for Elder Programs in FY 1987

Consistent with the mission of Title III of the Older Americans Act, the following programs were funded by the Area Agency on Aging in the 1987 program year.

PROGRAM	GRANTEE
TRANSPORTATION	
Volunteer Transportation Program	Area Agency on Aging
Mini-Bus Program	Old Colony Elderly Services
OUTREACH/ADVOCACY	
Nursing Home Ombudsman Program	Area Agency on Aging
Senior Citizen Law Project	Southeastern Mass. Legal Assistance Corp.
Bridgewater Outreach Program	Bridgewater Council on Aging
Lakeville Outreach Program	Lakeville Council on Aging
Easton Outreach Program	Easton Council on Aging
IN-HOME SERVICES	
Emergency Assistance Program	Old Colony Elderly Services
Home Health Aide Program	Plymouth Community Nurse Assn.
Home Health Aide Program	Catholic Charities of the Old Colony Area
Hospes Outreach	Wareham Area Hospice Assn.
Hospice Bereavement Program	Jewish Family & Children's Service
Mental Health Counseling	Brockton Visiting Nurse Assn.
Mental Health Counseling	Marshfield Council on Aging
Chore Broker Program	Plympton Council on Aging
Rent-A-Kid Program	Carroll Center for the Blind
Project Safe Home	
SENIOR CENTERS	
Senior Center Programs	Dorn-Davies Senior Center
Senior Center Programs	Plymouth Council on Aging
SENIOR CENTER IMPROVEMENTS	
Architectural Design	Hanson Council on Aging
Senior Center Furnishings	Halifax Council on Aging
Senior Center Renovations	Hanover Council on Aging
Architectural Design	Whitman Council on Aging
NUTRITION SERVICES	
Congregate & Home Delivered Meals	Old Colony Elderly Services
Congregate & Home Delivered Meals	Carver Council on Aging
Congregate & Home Delivered Meals	Middleboro/Lakeville Councils on Aging

TRANSPORTATION

Program Elements Complete

The Old Colony Planning Council is responsible for carrying out 3C Transportation Planning in the OCPC Region.

This year the Council has developed, reviewed and endorsed the Planning Work Program, which includes a Prospectus, Unified Work Program (UWP), a Transportation Plan, and the Transportation Improvement Program (TIP) for the region.

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



Intersections in Stoughton and Easton Analyzed

During 1986 and 1987, OCPC conducted studies of one intersection in Stoughton and three in Easton, as part of the Highway Technical Assistance Program. The purpose of these studies was to evaluate existing and future conditions at these intersections, and to develop a traffic improvement plan.

In January, 1987, a study of the intersection of Pearl Street and School Street in Stoughton was completed. The study determined that the intersection is in immediate need of signalization.

In May, 1987, a study of three intersections in Easton was finished. The three intersections, Turnpike Street at Purchase Street, Turnpike Street at Washington Street, and Washington Street at Purchase Street, form a triangular study area.

The study determined that the Purchase/Washington intersection is in need of flashing red and yellow beacons, the Turnpike/Purchase intersection is in need of a replacement of the existing flashing red and yellow beacons, and the Turnpike/Washington intersection needs immediate geometric improvements with the installation of a traffic island.

In addition to these capital improvements, low cost short term measures such as the installation of warning signs, additional pavement markings and additional lighting were recommended to improve safety conditions in the study area.



Highway Planning for Route 3A

The major highway planning project carried out by the Council in 1986 was a traffic study of Route 3A. The project analyzed a 3.6 mile section of the Route 3A corridor in Kingston and a 1 mile portion in the Manomet section of Plymouth. The purpose of the study was to identify existing and future traffic and safety problems along Route 3A, 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 3A through the study area was good, the exception being a 1.6 mile stretch of roadway from the Route 3 interchange south to the Plymouth town line.

Traffic volumes along the Kingston section of the study area increase southward from the intersection of Route 3A and Route 53 to Kingston Center. At this point, the volume drops as traffic destined for Routes 27 and 106 is siphoned off on connecting roadways. South of the junction of Route 3A and Route 106, the volume increases as the roadway approaches the Route 3A interchange, only to taper off as it approaches the Town of Plymouth.

The entire Kingston section experienced a greater than acceptable frequency of accidents. Particularly unsafe were the segments through Kingston Center and the commercial strip between the Route 3 interchange and Spring Street.

The study recommended signalization and widening improvements as well as low cost Transportation System Management (TSM) measures as ways of improving safety conditions along both the Kingston and Manomet sections of the study area.

Traffic Counting Program Continues

The Old Colony Planning Council experienced another productive year in its ongoing traffic counting program. The transportation staff performed a total of 163 counts for member communities and the Massachusetts Department of Public Works. Much of the data provided information for two technical reports: The Route 3A Traffic Study in the Towns of Kingston and Plymouth and the Stoughton (Route 27) Subarea Concept Plan.

The two solid state traffic recorders purchased by OCPC in 1986 have proven to be extremely reliable and versatile as they can be configured in a variety of different formats to suit various applications. OCPC is awaiting delivery of a third "GK" series recorder. This device possesses the ability to derive axle speed classification as a means of calculating average traffic speed.

With this latest addition, OCPC expects to accommodate the increasing number of requests by its member communities in 1987. Also, OCPC will be performing numerous traffic counts in conjunction with the Route 106 Corridor Study, which extends from West Bridgewater to Kingston. OCPC welcomes local requests for traffic counts and appreciates the continuing support for the traffic count program.



Old Colony Rail Restoration Project Moves Forward

A MBTA plan which would restore commuter rail service to Southeastern Massachusetts has been altered to incorporate a step by step "phase-in" plan. In its original form, the complete restoration plan called for commuter train service running from Boston to Braintree, with lines branching off to Middleboro, Plymouth and the Greenbush section of Scituate.

However, the threat of dwindling federal transit dollars prompted State Transportation Secretary Frederick P. Salvucci and MBTA General Manager James F. O'Leary to propose in April, 1987 that the system be built in segments: Braintree to Middleboro and Braintree to South Hanson on the Plymouth line.

According to Urban Mass Transit Administration Chief Ralph Stanley, the Commonwealth will have to come up with half of the cost (\$195 million). Traditionally, the federal government has funded 80 percent of such projects.

In May, 1987 Governor Dukakis submitted a plan to the Legislature which would authorize the borrowing of \$1.4 billion for long-term transportation projects. Included in the plan is a commitment of \$195 million which represents the 50 percent share needed to get the \$387 million project started.

The Transportation Committee will soon hold hearings on the bond issue. The Legislature is expected to pass the bond issue in the fall.

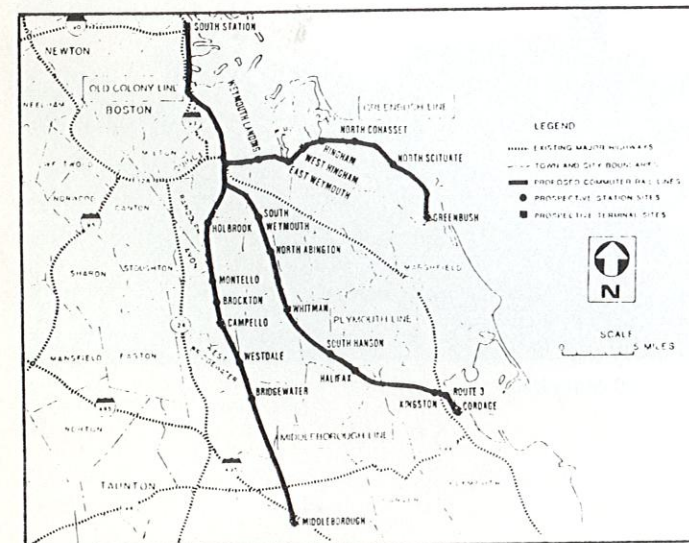
Secretary Salvucci has stated that while the Braintree-Middleboro and Braintree-South Hanson segments are under construction, the review process would continue on the other lines where political opposition and environmental concerns need to be addressed.

Construction of both the Middleboro-Braintree (\$71 million) and South Hanson-Braintree (\$41 million) lines are expected to begin in late 1988, with trains running in late 1991. The South Hanson to Plymouth line (\$33.9 million) construction is due to begin late 1991, with trains running late 1993 or early 1994. Braintree to Boston construction (\$79.7 million) is slated for early 1991, with trains running in late 1994. Finally, construction of the Greenbush to Braintree line (\$54.6 million) should commence in early 1992, with trains running late 1994 or early 1995.

Route 106 Scope of Work Approved

OCPC has developed a scope of work for the Route 106 Traffic Study which was approved by the Massachusetts Department of Public Works in April, 1987. The 18 mile Route 106 corridor through West Bridgewater, East Bridgewater, Halifax, Plympton and Kingston is a major east/west route within the OCPC region. The majority of corridor traffic exists in West Bridgewater. The rapid rate of residential and commercial development in this area threatens to exacerbate this already congested section.

The purpose of the study will be to identify existing and future traffic and safety problems along Route 106. Mitigating measures will be developed to improve these shortcomings, culminating in a Route 106 transportation improvement plan.



BAT Highlights

The OCPC transportation staff assists the Brockton Area Transit Authority in the area of transit data surveillance, by monitoring ridership and revenue on a monthly and semi-annual basis.

Fixed route ridership for FY86 totaled 4,031,000, a 3.8% increase over FY85. Monthly ridership averaged 336,000 total passengers. In the area of paratransit service, DIAL-A-BAT ridership increased to 281,775 in FY86, with total revenue increasing by 13%.

BAT intends to expand DIAL-A-BAT service to include Tuesday and Thursday evenings, in addition to establishing service on Saturdays. It is anticipated that this will be accomplished by BAT FY90 and is dependent upon stable federal and state funding.

The BAT/MBTA sponsored project to renovate the Stoughton Commuter Rail Station is well underway. The project, funded by UMTA in the amount of a \$150,000 grant to BAT, in addition to a grant to MBTA calls for parking lot, platform, and other site improvements as part of a joint venture to renovate the historic landmark.

A handicapped ramp has been installed in addition to handicapped accessible sidewalks. Work has already begun on reconstructing the platform. Other site improvements include the paving of parking lots and the installation of new lights and signing. Finally, repairs will be made to the station roof and the platform canopy.

The project is expected to be completed in October, 1987.

The Town of Stoughton will soon be receiving DIAL-A-BAT service. BAT has applied for a wheelchair lift equipped vehicle under the Mobility Assistance Program of the Commonwealth of Massachusetts for the purpose of providing accessible transportation to the elderly and

disabled individuals of Stoughton. It is anticipated that this vehicle will be purchased and placed in service during FY88. The Stoughton Council on Aging, under contract to BAT and DIAL-A-BAT will provide the service. On May 20, 1987, the Town of Abington joined BAT in order to receive DIAL-A-BAT service. Service is expected to begin sometime during FY88.

Accident Data Records Benefit Communities

The accident data recording system is now into its third year of operation. 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 retrieved from a micro computer. The system has the capability to provide instant information such as the frequency of accidents occurring at a given location by time of day, severity, road conditions, weather conditions, number of injuries, vehicle direction, state numbered route, etc.

With this data, OCPC can assist communities in identifying hazardous locations for future planning to improve their safety.

For the 1986 year, the Council provided printed Accident Summary Reports for each community participating in the program. These summary reports provide local police departments, planning boards, planners, and traffic engineers with useful information for decision making.

The continued support of the communities will insure the growth and success of this program.



COMMITTEES

Area Agency on Aging Advisory Committee

Name	Community	Name	Community
John Mather, Chairman	Brockton	Margaret Kitchenham	Hanson
Oliver Woodruff, Vice Chairman	Kingston	Edward Higginson	Lakeville
Kathleen Corcoran	Abington	Barbara Farnsworth	Marshfield
George Cann	Avon	Leonard Watt	Middleborough
Florence Henrikson	Bridgewater	Mary Weatherbee	Pembroke
Robert Martin	Brockton	Christian Schembri	Plymouth
Lela Ray	Carver	Shirley Martin	Plympton
William Galvin	Duxbury	(No designated member)	Rockland
Gladys Farren	East Bridgewater	Eva Lewis	Stoughton
Mary C. Scully	Easton	(No designated member)	Wareham
Floyd Cox	Halifax	Charlotte Bennett	Whitman
Martin Quinn	Hanover		

Nursing Home Ombudspersons

Name	Community
Alice Cahill	Middleborough
John Moccia	Marshfield
Eugene Vogt	Stoughton
George Spigel	Stoughton
Eleanor Hutchings	Bridgewater
Joseph Lawlor	North Easton
Alan Stoney	Brockton
Paul D'Angelo	West Bridgewater
Patricia Myers	South Easton
Yolanda DeSilva	Halifax

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
James F. Buckley	East Bridgewater
John F. Hurley	Easton
Harley S. Cadenhead	Kingston
Carl Atwood	Kingston
Leighton Peck	Plymouth
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
Ulysses Shelton	Self Help Inc.

OEDP Committee

Name	Community
Joseph P. Joseph, Chairman	Brockton
Joseph Landolfi, Vice Chairman	Stoughton
Dan McAuliffe	Brockton
Stephen Hutchinson	Brockton
Jack Wind	Brockton
Richard Freitas	North Easton
George Baldwin	Brockton
Jean Shulenburg	Stoughton
Michael Sikora	Hanson
Dan Morgado	North Easton
Donna Lund	Hanson
Nancy H. Haley	Brockton
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
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 Silvestri	Avon
Patricia McGowan	Brockton
David Entin	Brockton
Joan Blair	Stoughton