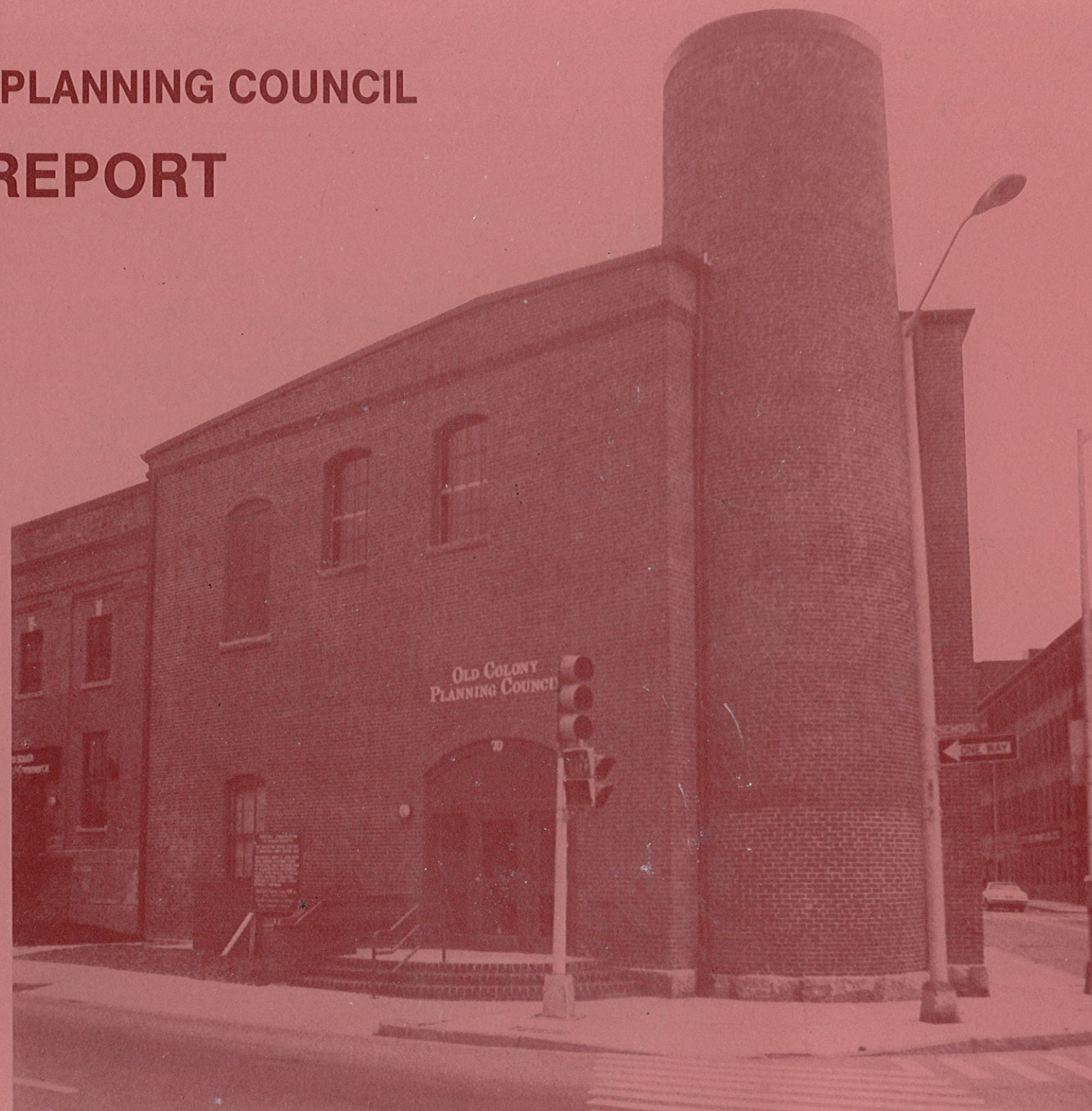


**OLD COLONY PLANNING COUNCIL
ANNUAL REPORT
1987-1988**

REGIONAL
PLANNING
AGENCY

ECONOMIC
DEVELOPMENT
DISTRICT

AREA AGENCY
ON AGING



OLD COLONY PLANNING COUNCIL

COMMUNITY

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

DELEGATES

A. Stanley Littlefield
 John J. DeMarco, Pres.
 Anthony P. Anacki
 James Kassos, Treas.
 Robert W. Smith, Sec.
 Richard H. Chase
 John Mather
 Robert Overholtzer
 Harley S. Cadenhead
 Gerard W. Dempsey
 John Lenox
 Joseph Landolfi
 Eldon F. Moreira
 Fred Gilmetti

ALTERNATES

Susan S. Meier
 Timothy Daigle

 David A. Johnson
 Jeanmarie Kent
 Alberico Gentile, Sr.

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

 John Connolly

THE COUNCIL STAFF

Daniel M. Crane.....Executive Director
 Carole Beals.....Asst. Ombudsman Program Director
 Stuart Boggs.....Planner
 Pasquale Ciaramella.....Trans. Planning Supervisor
 Patricia M. Goggin.....AAA Administrator
 Donna Hall-Leff.....Cartographer
 Julie Johnson.....Planner
 Timothy J. Kochan.....Planner
 Lisa Malis.....Intern
 Paul Moline.....Intern

Jill Moscovitz.....Nutritionist
 Debra Reynolds.....Planner
 Sue Ryan.....Ombudsman Program Director
 Jeanne Ryer.....Planner
 Alice C. Shepard.....Fiscal Officer
 Joanne E. Smith.....Secretary
 Norman Sorgman.....Ombudsman
 Mark Sullivan.....Planner
 Jacqueline Surette.....Grants Monitor
 James R. Watson.....Planning Supervisor



**AREA AGENCY ON AGING^{*}
SERVICE AREA**

☐ OCPC PLANNING DISTRICT

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OLD COLONY PLANNING COUNCIL

70 SCHOOL STREET
BROCKTON, MA 02401-4097
(508) 583-1833



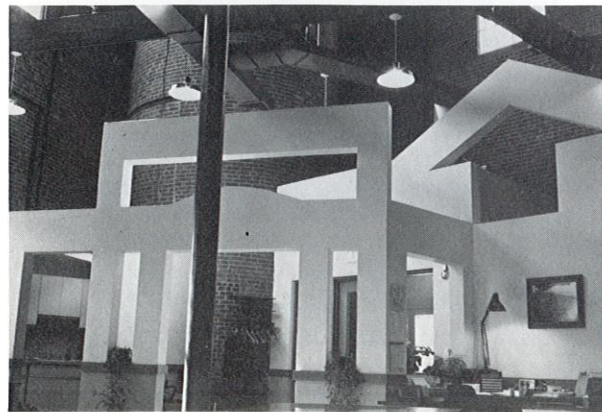
OCPC LOOKS FORWARD TO A BRIGHT FUTURE IN AN HISTORIC BUILDING

On June 28, 1988 the offices of the Old Colony Planning Council were relocated to the historic "Edison Electric Illuminating Power Station Building" at 70 School Street, Brockton, MA. The Council acquired the structure two years ago from Brockton Hardware and Supply Company, Inc., and immediately sought to have the building placed on the National Register of Historic Places. The building is significant because of its construction as the first underground three wire electric power generating plant in the United States. Its construction was supervised by Thomas Alva Edison and dedicated on October 11, 1883. Electric power generated at the site illuminated the center of Brockton and made the City one of the most progressive communities of its time.



Over the years the building became excess to the needs of the Edison Company and served a number of uses. It was in severely dilapidated condition when acquired by the Council, but structurally sound. The Council applied to the Massachusetts Historical Commission for a Preservation Project Grant and in 1987 was granted \$56,000 to assist in the preservation and restoration of the structure. It was noted that the grant was the first awarded in the City of Brockton and the largest single grant given by the Historical Commission.

The building's brick exterior was totally cleaned and repointed and its windows entirely replaced with exact replicas. The roof was also replaced and insulated. The interior design was accomplished in a manner which suggests a cityscape. The open interior permits visitors to view the massive posts and beams and to visualize the area that once housed the power generating equipment.



A MESSAGE FROM THE PRESIDENT

The year 1987-1988 was highlighted by the Blueprint 2000 planning process carried out by Lt. Governor Evelyn Murphy. This program sought to involve local officials from across the state in identifying issues facing the Commonwealth in the next ten years and to prepare an action plan. The responses from local community officials in the Old Colony Planning Council region identified water supply and water quality, affordable housing, waste disposal and overdevelopment as key concerns facing the region. It was not surprising to the members of Old Colony Planning Council that these issues were expressed as concerns at the regional hearing held in Brockton.

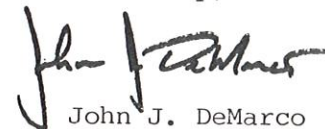
From the standpoint of the Council, the Blueprint 2000 public hearings were particularly noteworthy for several reasons. First, there was a recognition at the local level of the need for communities to work together to address issues of areawide concern. Second, the use of the term "regional solutions" to describe how problems could be dealt with effectively was repeatedly cited. To the Old Colony Planning Council, this was recognition of the increasingly important role that the Council must play in the future in coordinating problem solving at the regional level.

Toward this end, the Old Colony Planning Council will direct its efforts toward seeking a commitment from its member communities to monitor and review developments of regional impact through the execution of a Memorandum of Agreement adopted by each member municipality. Communities will be requested to cooperate in the review of developments that will impact their neighbors by sharing information about proposed developments and soliciting input from boards and commissions in affected communities on how the development will impact the community.

To the Old Colony Planning Council, this type of good neighbor policy is long overdue within the region and is a program that should be considered for adoption at the state level. Perhaps through the example and leadership that is displayed in the Old Colony Region, state action will be prompted to fill the void that presently exists.

We are looking forward to the coming year with great anticipation.

Sincerely,

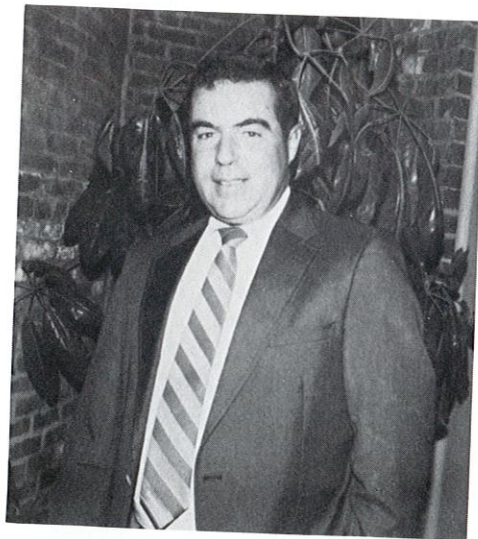


John J. DeMarco
President

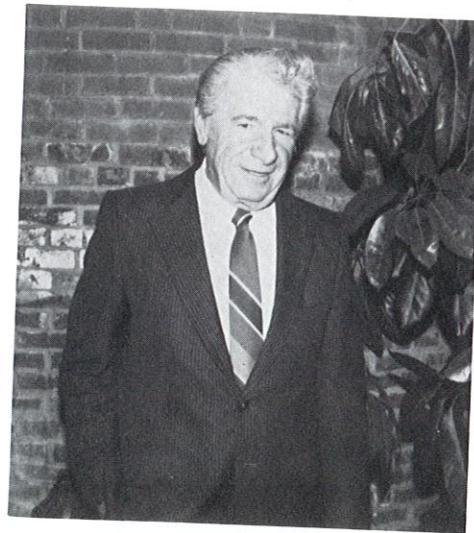
1988 ANNUAL MEETING

The Old Colony Planning Council held its twenty-first Annual Meeting on June 9, 1988 at the Halifax Country Club, Halifax, MA. The speaker for the evening was Senator Edward P. (Ned) Kirby, Second Plymouth District who presented an encouraging update on the program to restore commuter rail service to Boston on the three branches of the Old Colony rail line. Senator Kirby has been a staunch supporter of the rail project from the outset and, in fact, was one of the leading forces in initiating the project.

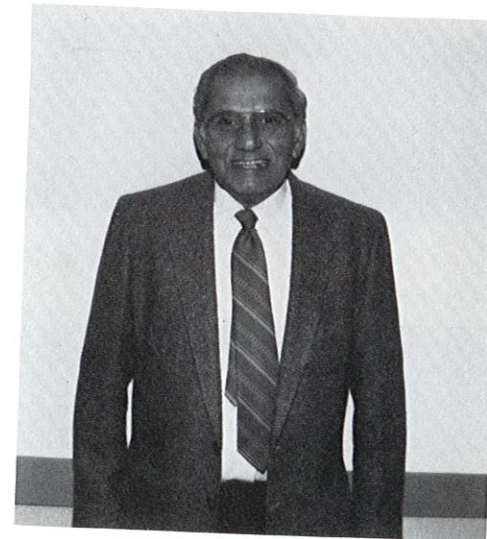
The meeting was chaired by Avon Delegate John J. DeMarco, President of the Old Colony Planning Council. The officers elected by the Council for 1988-1989 and installed at the meeting are:



Secretary
Robert W. Smith, East Bridgewater



President *
John J. DeMarco, Avon



Treasurer
James A. Kassos, Brockton

TRANSPORTATION

OLD COLONY RAIL GAINS UMTA SUPPORT

The Old Colony Commuter Rail Restoration project cleared a major hurdle during June, 1988 when it was learned that the Urban Mass Transportation Administration (UMTA) would consider the \$390 million project a renovation rather than a new undertaking. It is generally considered to be easier for states to obtain federal money for renovations than for major new capital projects.

Initially, UMTA administrator Alfred DelliBovi had not been enthusiastic about the project, stating that the money would be better spent improving existing systems. However, DelliBovi heard from many of the project proponents and now believes the request for matching funds (\$195 million) has merit since the Commonwealth has already appropriated \$195 million for the project through the 1987 Transportation Bond Issue.

Administrator DelliBovi feels the MBTA has made significant investments in improving existing transportation services and that the Old Colony project has broad-based support and is an essential improvement.

It is expected that commuter rail service from South Hanson to Braintree and from Middleborough to Braintree will be completed in late 1991 as originally planned.

Accident Data Records Serve Communities

The accident data recording system has entered its fourth year of operation. Eight communities participate in the program: Abington, Avon, East Bridgewater, Easton, Hanson, Kingston, West Bridgewater and Whitman.

Accident statistics for reporting communities can be retrieved rapidly from the computer, and provide pertinent data such as frequency of accidents, road conditions, severity, vehicle direction, etc.

With these data, OCPC can assist communities in identifying hazardous locations, and provide local officials with information for implementing safety measures.

The transportation staff is compiling a listing of the most hazardous intersections in the OCPC region which will be available in the near future.

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



PROGRAM PLANNING EFFORTS

The Old Colony Planning Council is responsible for carrying out the Comprehensive, Coordinated, and Continuing Transportation Planning Process in the OCPC region under state and federal requirements.

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. These are important requirements of the federal government which serve to maintain eligibility for the region and its member communities when OCPC receives financial assistance for projects.

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

TRAFFIC PLANNING FOR ROUTE 106

The major highway plan refinement project undertaken during 1987-88 was the Route 106 Traffic Study. The study area began at the junction of Routes 106 and 138 in Easton, and included the Towns of West Bridgewater, East Bridgewater, Halifax, Plympton and Kingston.

Geometric improvements and signal retiming were recommended along Route 106 at the Route 138 intersection in Easton and at the Elm Street and Route 28 intersections in West Bridgewater. Also in West Bridgewater, traffic signal installation and geometric improvements were recommended immediately at the Route 106 and Manley Street intersection, at the Route 106 and Howard Street intersection by 1990, and at the Route 106 and East Street intersection by 1995.

In East Bridgewater, full signalization and geometric improvements were recommended at the intersection of Route 18 and Whitman Street (Route 106). Geometric improvements were also recommended at the intersection of Route 106 and Washington Street and of Routes 106 and 104.

Geometric improvements were recommended at the Routes 106 and 36 intersection in Halifax, as was the reconstruction of the segment of Route 106 from Route 105 in Halifax, through Plympton to the Jones River in Kingston.

Two intersections in Kingston, Route 106 at Route 27 and Route 106 at Route 3A, were also recommended for signalization and geometric improvements.

Members of the OCPC transportation staff will be meeting with DPW heads of each member town of the study area to discuss recommendations. These discussions should ultimately generate input into the final Route 106 Traffic Study, as well as incorporate study recommendations into the FY 1989 Transportation Improvement Program.



Route 106/28 intersection in West Bridgewater looking westward



Goeres Square in Avon

GOERES SQUARE IN AVON ANALYZED

An analysis of the East Street, Littlefield Street, East Main Street and East Spring Street area was completed in October, 1987 as part of the Goeres Square Study. The analysis indicated that signalization is warranted at the East Spring/East Main intersection due to increasing traffic volumes and delay.

Because of its close proximity, improvements at this intersection will be coordinated with those recommended in the immediate Goeres Square Area.

The Goeres Square Study, which is being prepared for the Town of Avon by OCPC, contains an analysis of the intersection of Route 28, East High Street and West High Street. The full study and recommendations for Goeres Square should be available in late summer, 1988.

TRANSIT HIGHLIGHTS

The OCPC transportation staff assisted the Brockton Area Transit Authority in the ongoing transit data surveillance program by monitoring ridership and revenue trends on a monthly and semi-annual basis.

Fixed route ridership for FY 87 totaled 3,979,699, a 1% decrease from the FY 86 total of 4,031,000.

In regard to paratransit service, DIAL-A-BAT ridership rose to 324,429 (+15.1%) over FY 86 with total revenue increasing by 14.5%.

The Town of Plymouth instituted a DIAL-A-RIDE program in November, 1987. The local council on aging purchased a lift-equipped van through a contract with the Greater Attleboro-Taunton Regional Transit Authority.

The Town of West Bridgewater joined BAT in June, 1988 in order to receive DIAL-A-RIDE, which is being operated by the local council on aging. Service began on July 5, 1988 with operating hours from 7:00 AM to 6:00 PM, Monday thru Friday.

In February, 1988 the MBTA dedicated a rehabilitated commuter rail station in Stoughton. The \$969,000 project, a joint venture of the MBTA and BAT, included 100 additional parking spaces, a new platform canopy, a handicapped ramp, and renovations to the 1888 depot.

Residents of any BAT member community with special needs can now apply to BAT for a new statewide transportation access pass. Holders of this new picture ID card may ride all BAT buses at half fare and are eligible to use DIAL-A-BAT or other paratransit services provided by regional transit authorities.

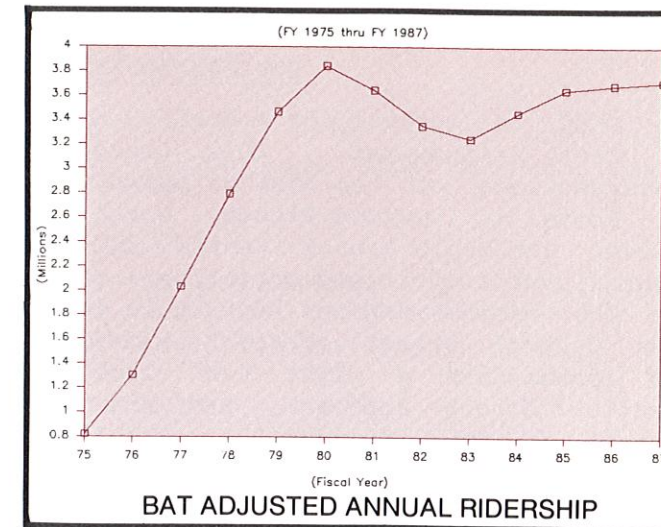
In the Spring of 1988, the OCPC transportation staff assisted BAT in monitoring and evaluating the fixed route service to ensure that it is provided on a non-discriminatory basis. A survey was conducted and indicated that minority access is achieved throughout the fixed-route service area and that most minorities rate the service favorably.



BAT's Dial-A-Ride Van Fleet



Renovated Stoughton Commuter Rail Station



TRAFFIC COUNTING PROGRAM GROWS

Old Colony Planning Council expanded its traffic counting program to 188 counts during 1987. Counts were performed for member communities and the Massachusetts Department of Public Works. Much of the data was utilized in the Route 106 Traffic Study.

The Council utilized its "GK" series traffic recorders to perform axle classification counts as a means of determining the percentage of heavy vehicles traveling along residential streets. Confirmation of an inordinately high volume of heavy vehicles may result in a community denying access through sign postings on affected streets.

Such studies have been conducted on Norton Avenue in Easton and at several locations on West Street in West Bridgewater near Route 24.

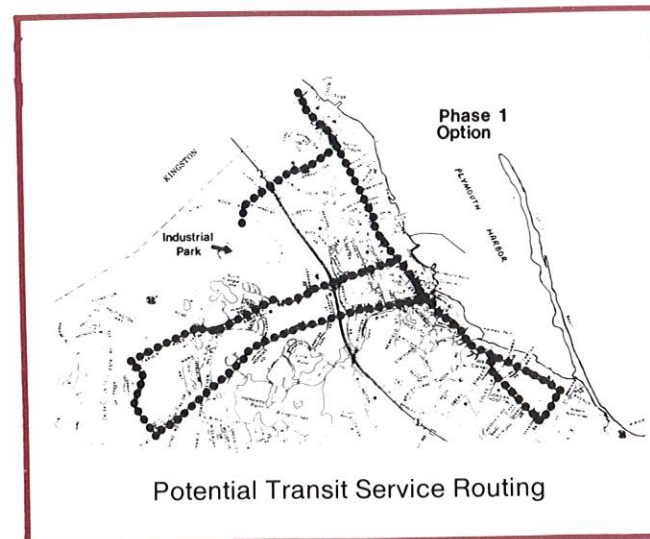
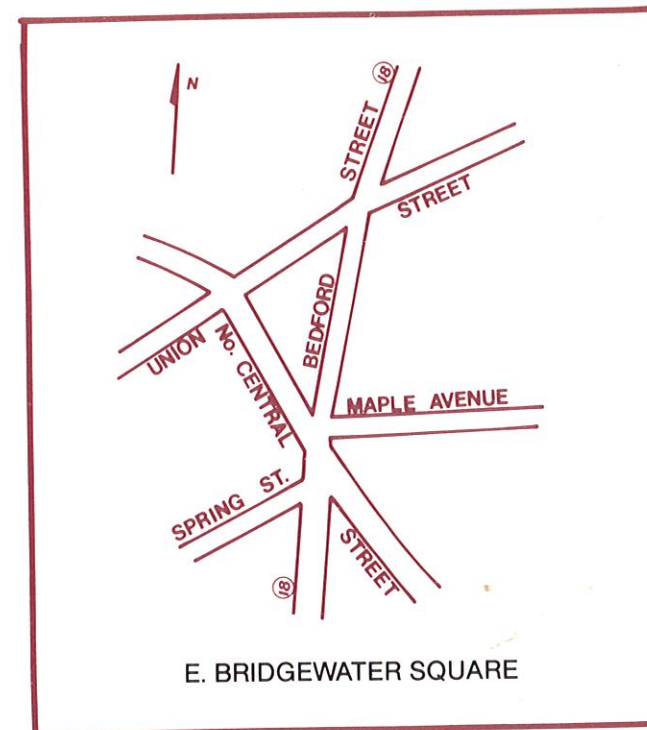
TRAFFIC CONCEPT PLAN FOR EAST BRIDGEWATER CENTRAL SQUARE AREA

OCPC is working on a traffic concept plan for the Central Square area of East Bridgewater. This Concept Plan includes analyses of three intersections of the East Bridgewater business district. The intersection of Route 18 (Bedford Street), North Central Street, Central Street, Spring Street and Maple Avenue (Central Square) has long been identified as having significant traffic and operational problems.

The recommendations for this intersection include: channelization at the Central Street approach, widening of the Route 18 northbound approach to accommodate a right turn lane onto Central Street, widening of the Central Street approach, and the installation of a new traffic control signal at the intersection. Consideration is being given to making Maple Avenue and Spring Street "ONE WAY", contingent upon the construction of a new roadway connecting Spring Street and Bedford Street.

Signalization is also recommended at the intersection of Bedford Street and Union Street, which is north of Central Square. Although minimal delays are currently experienced at this intersection, the one way designation of Maple Avenue will add volume to the westbound Union Street approach, much of which will be left turns. Geometric improvements recommended here include the realignment of the eastbound Union Street approach to a 90 degree angle.

The draft version of the study should be completed by mid-summer.



PLYMOUTH TRANSIT STUDY

The OCPC transportation staff completed a transit feasibility study for the Town of Plymouth in November, 1987.

The Council was requested by the Greater Attleboro Taunton Regional Transit Authority (GATRA) and several social service agencies located in the Plymouth Industrial Park, to determine the potential need and location of transit service for the Plymouth area, specifically, the Plymouth Industrial Park.

The study concluded that a combination of fixed-route and demand-responsive service operating in the downtown Plymouth area, with connections to the Plymouth Industrial Park, would constitute the most viable alternative. Average weekly ridership was estimated at 1509, which translates into over 78,000 riders annually.

The Plymouth Selectmen voted to table the recommendation for future consideration when strong community support develops for such service.

Members of the OCPC transportation staff are available to the Plymouth Area Transportation Committee in an effort to develop a coalition of citizen support.

TECHNICAL ASSISTANCE TO MEMBER COMMUNITIES

Technical assistance to communities is in demand, particularly since Proposition 2 1/2. Brief studies supported by members' assessments (e.g., grant applications and management and local traffic studies) and larger projects done on a contract basis this past year include:

ABINGTON

- o Traffic Counts
- o Accident Data Reporting
- o Open Space Plan
- o Trans. Tech. Assistance
- o Environmental Impact Reviews

AVON

- o Avon Industrial Park Shuttle Support
- o Goeres Square Study
- o E. Main/E. Spring Traf. Study
- o Accident Data Reporting
- o Ind. Park-West Grant Mngmt.
- o Traffic Counts
- o Environmental Impact Reviews

BRIDGEWATER

- o Strategic Planning Grant Prep.
- o Traffic Counts
- o Trans. Tech. Assistance

BROCKTON

- o Tech. Assistance to BAT
- o Annual Rental Housing Survey
- o Traffic Counts, Trans. Tech. Assis.
- o BAT Title VI Study
- o Environmental Impact Reviews

EAST BRIDGEWATER

- o Master Plan Study
- o Tri-Town Incentive Aid Grant
- o Route 106 Traffic Study

- o Bay Circuit Open Space Plan
- o Downtown Traffic Study
- o Traffic Counts
- o Vehicle and Speed Classification Study

EASTON

- o Route 106 Traffic Study
- o Norton Ave. Axle Classification Study
- o Strategic Planning Grant Prep.
- o Turnpike/Purchase Traf. Study
- o Canoe River Proj. Grant Prep.
- o Traffic Counts

HALIFAX

- o City & Town Commons Grant Prep.
- o Self-Help Grant Prep.
- o Zoning Bylaw Revisions
- o Traffic Counts
- o Route 106 Traffic Study

HANSON

- o Traffic Counts
- o Accident Data Reporting
- o Route 106 Traffic Study

KINGSTON

- o Route 106 Traffic Study
- o Route 106 Speed Survey
- o Strategic Planning Grant Prep.
- o Accident Data Reporting
- o Traffic Counts
- o Trans. Tech. Assistance
- o Environmental Impact Reviews

PEMBROKE

- o Traffic Counts
- o Technical Support
- o Environmental Impact Reviews

PLYMOUTH

- o Traffic Counts
- o Plymouth Transit Study
- o Trans. Tech. Assistance
- o Environmental Impact Reviews

STOUGHTON

- o Strategic Planning Study
- o School/Pearl Inters. Analysis
- o Traffic Counts
- o Open Space Plan
- o Environmental Impact Review

WEST BRIDGEWATER

- o Bay Circuit Open Space Plan
- o Route 106 Traffic Study
- o West St. Axle Classification Survey
- o Accident Data Reporting
- o Traffic Counts
- o Vehicle & Speed Classification Study
- o Environmental Impact Reviews

WHITMAN

- o Zoning Revisions
- o Traffic Counts
- o Accident Data Reporting
- o Trans. Tech. Assistance

COMPREHENSIVE PLANNING/ECONOMIC DEVELOPMENT

AVON EXTENDS WATER SERVICE TO INDUSTRIAL PARK

The town of Avon has completed its state Community Development Action Grant (CDAG) funded extension of water service to the Avon Industrial Park-West. The project has extended service to the Park from Central St. on the south and from Ledin Ave. across Route 24 to the north. This "looped" system improves pressure and allows service from either direction in case of a break.

The publicly assisted extensions have facilitated private development of the park. Three major buildings have been completed and are in use. To improve long term access to the park, the towns of Avon and Stoughton are studying the possible state Public Works Economic Development grant (PWED)/developer-funded reconstruction of the park entrance further from the Route 24 access ramps.

The Council assisted with the CDAG and PWED applications, with the environmental review process, and with grant management.

GROWTH DATA COMPILED FOR ECONOMIC DEVELOPMENT STUDY

The Council has compiled and analyzed 1976-1985 employment data on a community/industry basis. It will be used to identify and enhance regional growth opportunities, particularly in high tech industries and in the higher skilled service industries. The "Economic Development Facilitation Study" is supported by Regional Planning Funds from the Executive Office of Communities and Development and the U.S. Economic Development Administration.

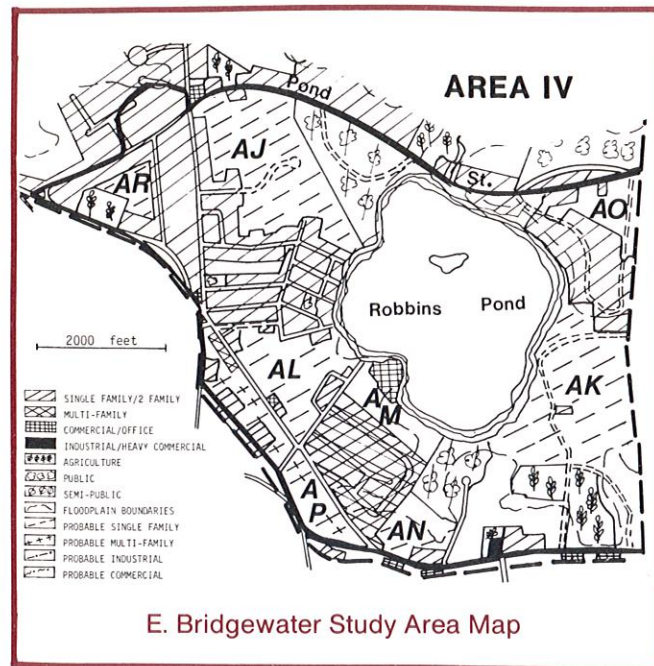
AVON SPONSORS INDUSTRIAL PARK SHUTTLE SERVICE

A pilot van service between the MBTA and BAT bus stops in Avon Square and the Avon Industrial Park ran from Nov. 23, 1987 to April 15, 1988. It was sponsored by the Avon Industrial Development Commission following a Council study. This found that many workers had difficulty reaching the Park without connecting bus service and that there were many non-driving potential workers in Brockton and other BAT/MBTA-served communities. The service was subsidized by two \$4000 grants, one from the MASSJOBS SE Program and one from the Town of Avon.

During the test period, weekly ridership rose from 18 to 60 persons with some initial riders apparently finding other transportation once they began working in the park. Eleven firms offered quarterly contributions but revenues were still insufficient to continue service when the grants were consumed.

The Council studied service needs (in cooperation with the Division of Employment Security and the Brockton Area Transit Authority), prepared the MASSJOBS application and assisted the IDC in contacting firms and publicizing the service.





EAST BRIDGEWATER MASTER PLAN PROGRESSES

Since early 1987, the East Bridgewater Planning Board and the Council have been preparing a community development plan. The study is supported by a 1987 town meeting appropriation. It builds on earlier efforts under the Tri-Town Planning Program.

The study focuses on meeting housing, infrastructure and circulation needs; preserving historic character and open space; and guiding industrial and commercial growth. The Board has held a series of workshops to elicit public preferences in these areas.

The Council updated the town's land use map and identified the probable uses of the major undeveloped areas given present policies. It found that the town's approximately 5500 undeveloped acres could hold 386 new housing units, potentially increasing the population from 9700 to a "build out" total of 20,000.

Staff then reviewed town-wide land use trends, identified alternate uses for the undeveloped areas, drafted a statement of goals and objectives, and suggested actions to meet these goals and objectives. The Planning Board is reviewing the findings and developing final recommendations.

STOUGHTON STUDY EXPLORES COMMUNITY'S FUTURE

Council staff completed the Stoughton Strategic Planning Study in 1987. The effort was assisted by Executive Office of Communities and Development funds and guided by a citizen committee headed by the Chairman of the Planning Board. The purpose was to manage the town's growth while accommodating needed housing, open space preservation and industrial/commercial development.

The report notes that Stoughton's 3800 acres of developable land have a potential for up to 3300 dwelling units and up to 6400 jobs, giving the town many development options. It reviews needs identified in public workshops, recommends uses for the major undeveloped areas and suggests implementation measures. An open space/recreation section makes local, town-wide and regional proposals and outlines a five-year action plan.

To meet varied housing needs, the plan suggests encouraging duplex housing, cluster subdivisions and/or zero-lot line development; and experimenting with "limited development" i.e., combining open space preservation with selected forms of new housing on major parcels.

What Could Happen In Your Backyard?

- open space
- affordable housing
- tax-paying industries

To find out, attend the

OPEN FORUM

Monday, March 2
7:30 P.M.
TOWN HALL

A public discussion open to all Stoughton town meeting members and sponsored by the Stoughton Strategic Planning Grant

**TO STOUGHTON CITIZENS
TOWN MEETING MEMBERS
ELECTED OFFICIALS
APPOINTED OFFICIALS**

You are invited to an

OPEN FORUM
at the Town Hall on Wednesday, November 12, 1986 at 7:30 PM to discuss

LAND USE PLANNING

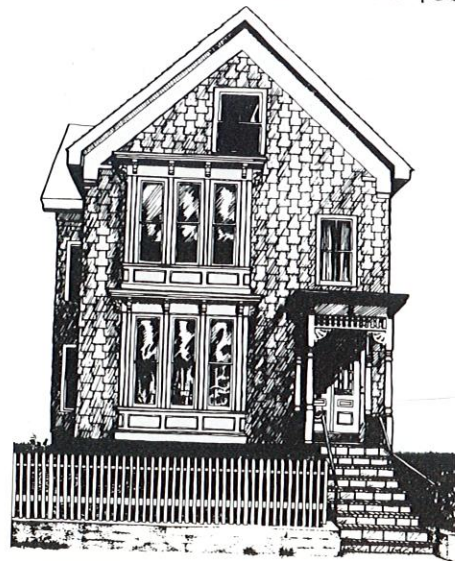
Open Space	Recreational Development
Affordable Housing	Single Family Housing
Zoning	Multifamily Housing
	Commercial Development

Stoughton Strategic Planning Grant Committee

BROCKTON RENTS RISE TO GREATER BOSTON LEVELS

The Council's 1988 Brockton area rental housing survey, done for the Brockton Housing Authority, found that area rents are now comparable to Greater Boston rents when Boston commuting costs are considered, and that the supply is decreasing. The purpose was to compare actual rents with the "Fair Market" rents used by state and federal agencies administering the Ch. 707 and Section 8 rental assistance programs.

According to the survey, the average market rent for a 2-bedroom unit with all utilities rose from \$603/mo. in 1987 to \$664/mo. in 1988, and rents for all units rose by 8.9%. Rent assistance limits for such units were also increased but to a lesser degree. Federal limits rose from \$545 to \$599/mo. and state limits rose from \$582 to



\$626/mo. At the same time, the number of units advertised dropped from 325 to 282. Thus, rental housing in the older portion of the region is increasingly scarce and expensive.



Halifax Town Green

SOUTH SHORE PLANNING CONSORTIUM COMPLETES THIRD YEAR

The South Shore Planning Consortium towns of Avon and Abington have completed the third year of planning assisted by Incentive Aid Funds from the Executive Office of Communities and Development (EOCD). Avon has used Council staff to coordinate groundwater protection zoning with the adjacent town of Holbrook, and to manage the EOCD-assisted project extending water service to the Avon Industrial Park-West. Abington has used its time to prepare the 1988 Open Space and Recreation Plan.

TRI-TOWN PLANNING STRESSES DEVELOPMENT CONTROL

The Tri-Town Planning Program communities of Whitman, Halifax and East Bridgewater have completed their second year of planning with Council staff under the state's Incentive Aid Program. Whitman is concentrating on its zoning and staff worked with the Bylaw Advisory Committee to draft clarifying amendments passed by the 1988 town meeting.

East Bridgewater has concentrated on historic preservation and related issues in conjunction with the town-funded Master Planning effort. This led to the town's Interim Building and Neighborhood Protection Overlay Zoning District.

In Halifax, the Council worked with several boards to improve multi-family housing review procedures. This produced a zoning amendment delegating review of circulation issues in multi-unit projects to the Planning Board while keeping the Board of Appeals as the Special Permit Granting Authority. Council staff also prepared a Self Help application for the Monponsett Pond YMCA property and a successful preliminary Town Commons Program application to expand and improve the Town Green.

GREENBELT OPEN SPACE PLANS PREPARED

Council staff have completed Open Space and Recreation plans for Abington, East Bridgewater, Stoughton and West Bridgewater. These seek to meet local needs while developing a regional system of linked open spaces and protected areas in the spirit of the Bay Circuit Greenbelt. The completed plans allow direct acquisition by the Department of Environmental Management (DEM) and qualify communities for state and federal funds.

The East Bridgewater and West Bridgewater plans used DEM Bay Circuit funds. The Abington effort used the Town's Incentive Aid Grant and the Stoughton plan was part of an EOCB-funded Strategic Planning Study. The Council has also followed and supported related efforts in Halifax, Kingston, Hanson and Whitman.



ABINGTON

The Abington Plan recommends completing the Shumatuscant River Greenbelt, complementing Brockton's Beaver Brook holdings with acquisitions on the Abington side of the stream, expanding Ames Nowell State Park, and possibly relating the Strawberry Valley Country Club to adjacent conservation land in Whitman.

EAST BRIDGEWATER

The East Bridgewater Plan stresses the open space system along the Matfield and Satuket Rivers - ultimately extending from the Beagle Club land on the Brockton line to Robin's Pond on the Halifax line; and creating waterway, trail and scenic road linkages to neighboring communities. It also recommends scenic/recreation use of the Thatcher St. Landfill once it is closed.

STOUGHTON

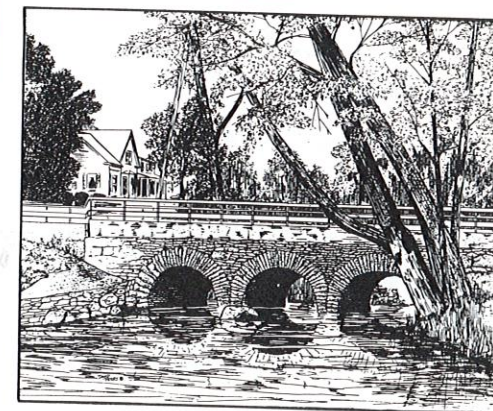
The Stoughton Plan recommends connecting holdings in the southwestern portion of the town to each other and to regional open spaces in Sharon and Easton. It also proposes creating smaller scale open space/recreation areas to serve growing neighborhoods, and acquiring a portion of Glen Echo Pond in North Stoughton.

WEST BRIDGEWATER

The West Bridgewater Plan notes the extensive state holdings and recommends a greenbelt from the State Forest to the Hocomock Swamp. It also proposes trails and canoe passages through greenbelts along the Town and Salisbury Plain Rivers connecting the town to Brockton, East Bridgewater and Bridgewater.

West Bridgewater Bay Circuit Open Space Plan

1988



ELDER SERVICES

AAA TRANSPORTATION SURVEY COMPLETED

In April, 1987, the Area Agency staff completed a survey of the transportation resources of the councils on aging in the service area. Through the survey, the Area Agency was able to identify both the specific transportation services available through the councils on aging and their current limitations.

The survey found that several councils are able to provide only minimal transportation service and rely heavily on the AAA Volunteer Transportation Program to transport elders to medical appointments, shopping, social services and nutrition sites. Other councils on aging have been able to go beyond the provision of basic transportation and are looking at ways to expand transportation services to employment, educational programs and adult day health programs; on weekends for worship services; and for handicapped elders. Long distance travel outside of the community, particularly for medical treatment, was cited as an ongoing concern by many councils.

The report recommended some inexpensive strategies and collaborative efforts for councils on aging to consider in order to expand their transportation capabilities.



Providing Support to Elders and Caregivers

Several demographic trends are having a significant impact on the elder service network. First, the cohort of frail elders is the fastest growing segment of the population. Second, the women who have been the traditional caregivers of frail elders are working outside of the home in greater numbers than ever before.

These trends combine in a way that places tremendous stress not only on the homebound elder, but also on the family caregivers who attend to their needs. Oftentimes the frail elder cannot be maintained safely at home without the assistance of health and social service agencies. The Area Agency has attempted to respond to the needs of elders and their family caregivers through the funding of a variety of community support services.

The Area Agency continued its commitment to in-home health services. Two local community health agencies provide elders with essential home health care. These services have been particularly effective in supplementing the care previously available through insurance.

In addition to their physical needs, many homebound elders suffer with a variety of emotional problems. Many survive on very limited financial resources and are often isolated from family and community services. Further, the lack of public transportation in the service area places many elders at a disadvantage for accessing services. In response to this need, the Area Agency renewed the funding of two programs which address the mental health concerns of elders in their homes. These programs have proven helpful to elders in coping with long standing emotional concerns or adjusting to the physical and psychological changes associated with aging.

NURSING HOME OMBUDSMAN PROGRAM

The major goals of the Nursing Home Ombudsman Program are to provide information to long term care residents about their rights and to assist them in resolving concerns and complaints. The objectives of the program are accomplished through a corps of trained ombudspersons comprised of Elder Service Corps personnel and volunteers.

There are 54 long term care facilities providing care to 3800 residents in the service area of the Area Agency on Aging. The Ombudsman Program is active in all of these facilities.

The services provided by the ombudspersons include receiving and working to resolve the complaints and problems of long term care 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 long term care administration. The program is committed to addressing the needs of the 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 live at home.



OCPC OMBUDSMEN HONORED AT RECOGNITION LUNCHEON

Several members of the Nursing Home Ombudsman Program were recognized at the Fifth Annual Ombudsman Recognition Luncheon sponsored by the Executive Office of Elder Affairs. The Secretary of Elder Affairs, Paul Lanzikos, presented awards to ombudspersons from across the state for perseverance, dedication and outstanding service to residents. Those recognized from the Old Colony area were:

- o Alice Cahill and John Moccia were awarded ten year service pins.
- o Eleanor Hutchings and Joseph Lawlor were recognized for over six years of service.
- o Eugene Vogt was presented the Most Faithful Award.
- o Paul D'Angelo received the Valor Award.

The efforts of all the ombudsmen were saluted at the luncheon.

GRANTS PROVIDED FOR ELDER SERVICES IN FY 1988 PROGRAM

ADVOCACY/OUTREACH

NURSING HOME OMBUDSMAN PROGRAM
OUTREACH PROGRAM
SENIOR CITIZEN LAW PROJECT

COMMUNITY SERVICES

ARTHRITIS ASSISTANCE PROGRAMS
CHORE AND HOME REPAIR PROGRAM
EMERGENCY ASSISTANCE PROGRAM
RENT-A-KID PROGRAM

IN-HOME SUPPORT SERVICES

HOME HEALTH AIDE PROGRAM
HOME HEALTH AIDE PROGRAM
HOSPICE OUTREACH PROGRAM
MENTAL HEALTH COUNSELING
MENTAL HEALTH COUNSELING

NUTRITION SERVICES

CONGREGATE AND HOME DELIVERED MEALS
CONGREGATE AND HOME DELIVERED MEALS

SENIOR CENTERS

DORN-DAVIES SENIOR CENTER
SENIOR CENTER PROGRAMS
SENIOR CENTER RENOVATIONS
CENTER FOR DEAF SENIORS
TECH. ASSIST TO SENIOR CITIZENS

TRANSPORTATION

MINI-BUS PROGRAM
SUPPLEMENTAL TRANSPORTATION
VOLUNTEER TRANSPORTATION PROGRAM

GRANTEE

AREA AGENCY ON AGING
HANSON COUNCIL FOR ELDER AFFAIRS
S.E. MASS. LEGAL ASSISTANCE CORP.

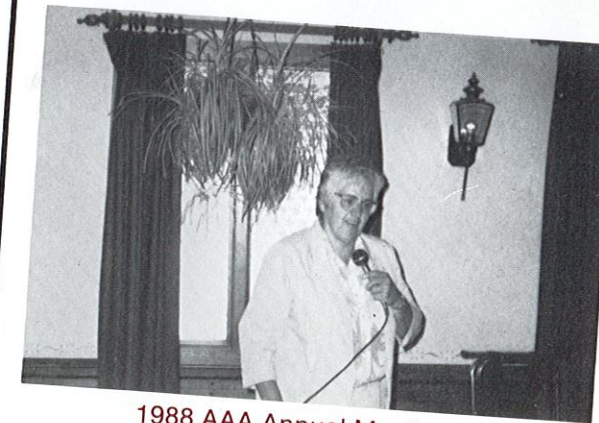
EASTON COUNCIL ON AGING
HANOVER COUNCIL ON AGING
OLD COLONY ELDERLY SERVICES
PLYMPTON COUNCIL ON AGING

PLYMOUTH COMM. NURSE ASSOCIATION
CATHOLIC CHARITIES OF THE OLD
COLONY AREA
BROCKTON VISITING NURSE ASSN.
JEWISH FAMILY & CHILDREN'S SERVICE

OLD COLONY ELDERLY SERVICES
CARVER COUNCIL ON AGING

SOUTHEAST HUMAN RESOURCE ASSOC.
PLYMOUTH COUNCIL ON AGING
KINGSTON COUNCIL ON AGING
NEW ENGLAND HOME FOR THE DEAF
MASS. SENIOR PROGRAM RESOURCE CTR.

OLD COLONY ELDERLY SERVICES
MARSHFIELD COUNCIL ON AGING
AREA AGENCY ON AGING



1988 AAA Annual Meeting

AGENCY COMMITTEES

AREA AGENCY ON AGING ADVISORY COMMITTEE

Abington	Deborah Bates
Avon	George Cann
Bridgewater	Doris Anderson
Brockton	Robert Martin
Brockton	John Mather
Carver	Lela Ray
Duxbury	William Galvin
E. Bridgewater	Gladys Farren
Easton	Mary Scully
Halifax	Floyd Cox
Hanover	Martin Quinn
Hanson	Margaret Kitchenham
Kingston	Oliver Woodruff*
Lakeville	Edward Higginson
Marshfield	Barbara Farnsworth**
Middleborough	Leonard Watt
Pembroke	Mabel Jarrell
Plymouth	Christian Schembri
Plymouth	Virginia Murray
Plympton	Shirley Martin
Rockland	John Rogers
Stoughton	Jean Morris
Wareham	No Designated Member
W. Bridgewater	David Cohen
Whitman	Ann Moberg

* Chairman

** Vice Chairman

PROJECTS REVIEW COMMITTEE

Brockton	John Mather
Easton	Mary Scully
Hanover	Christine Scheufele
Kingston	Oliver Woodruff, Ch.
Marshfield	Barbara Farnsworth

NURSING HOME OMBUDSPERSONS

Ensio Aalto	Joseph Lawlor
Alice Cahill	Marcie Littlefield
Paul D'Angelo	John Moccia
Yolanda DeSilva	George Spigel
Eleanor Hutchings	Eugene Vogt



JOINT TRANSPORTATION COMMITTEE

John Yaney, Ch.	Whitman
Carl Atwood	Kingston
Stephen Baker	Abington
Thomas N. Goode	E. Bridgewater
Bruce Hughes	Abington
John F. Hurley	Easton
Laurel Jenny	DEQE
Allen Jensen	MDPW, District 7
Reinald Ledoux	Brockton
Mary Beth Mello	UMTA
Leighton Peck	Plymouth
Ulysses Shelton	Self Help, Inc.
Edward Silva	FHWA
Charles Stevenson	BAT
L. Stephen Traw	Bridgewater
Karen Watson	MDPW - BTP&D
Stanley Zoll	Stoughton

OEDP COMMITTEE

Joseph P. Joseph, Ch.	Brockton
Joseph Landolfi, V. Ch.	Stoughton
Sue Alves	Brockton
Stanley Antoniotti	Bridgewater
George Baldwin	Brockton
Joan E. Blair	Stoughton
Jean Canata	Stoughton
Kevin A. Comeau	E. Bridgewater
Richard Cornetta	Whitman
Richard Devine	Brockton
David Entin	Brockton
Dorothy Fitzgibbons	Whitman
Richard Freitas	N. Easton
Michael A. Gallerani	Plymouth
Nancy H. Haley	Brockton
Stephen Hutcheson	Brockton
Anna Johnson	Brockton
Diane Kemp	Whitman
Barry Koretz	Brockton
Anthony Lonardo	Plymouth
Donna Lund	Hanson
Robert Lyons	Whitman
Daniel Mahoney	Bridgewater
Kevin McDonough	Whitman
Patricia McGowan	Brockton
Norman J. McLaughlin	Whitman
Virginia Miller	Brockton
Alex Reisman	Brockton
Ida Richardson	Brockton
Nancy Stack Savoie	Brockton
Ulysses G. Shelton	Brockton
Michael Sikora	Hanson
Mark Silvestri	Avon
Peter Spagone	E. Bridgewater
Robert Tennihan	Brockton
Thuy Thornlow	Brockton
Betty Trammell	Brockton
Priscilla Verdi	N. Easton
Joseph Weinrebe	Brockton
A. Theodore Welte	Brockton
James Wiles	N. Easton
Jack Wind	Brockton
Stanley Zoll	Stoughton

**AREA AGENCY ON AGING
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Abington	Deborah Bates
Avon	George Cann
Bridgewater	Doris Anderson
Brockton	Robert Martin
Brockton	John Mather
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Duxbury	William Galvin
E. Bridgewater	Gladys Farren
Easton	Mary Scully
Halifax	Floyd Cox
Hanover	Martin Quinn
Hanson	Margaret Kitchenham
Kingston	Oliver Woodruff*
Lakeville	Edward Higginson
Marshfield	Barbara Farnsworth**
Middleborough	Leonard Watt
Pembroke	Mabel Jarrell
Plymouth	Christian Schembri
Plymouth	Virginia Murray
Plympton	Shirley Martin
Rockland	John Rogers
Stoughton	Jean Morris
Wareham	No Designated Member
W. Bridgewater	David Cohen
Whitman	Ann Moberg

* Chairman
** Vice Chairman

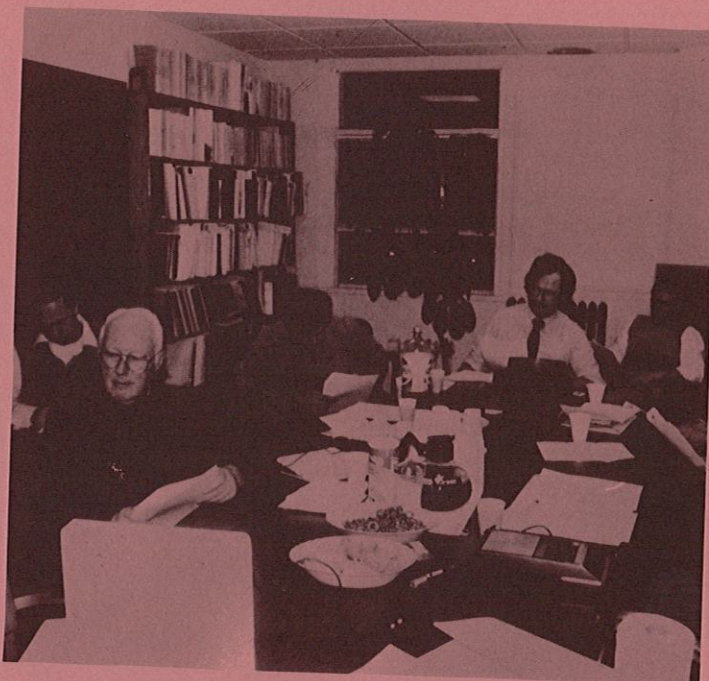
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