

## TRANSPORTATION

### Roadway Network:

East Brookfield's transportation network consists of 26 miles of paved roadways, both State and local roads. The Town's major transportation corridor is Route 9, which runs through the Town Center area in an east-to-west direction. Route 49 is another major transportation route, running through the southeast Town in a north-to-south direction. East Brookfield does not have direct access to any of the region's Interstate highways, although the Massachusetts Turnpike (I-90) and I-84 can be accessed via Route 49. Route 49-south, east of the Town Center area is East Brookfield's most direct way of accessing I-84 in Sturbridge (the main thoroughfare to Hartford, Connecticut) and eventually I-90 (the main thoroughfare to Boston and Springfield).

### Roadways - Maintenance Responsibilities:

The Massachusetts Highway Department (MassHighway) is responsible for maintaining the entirety of Route 9 through East Brookfield, as well as Route 49 and North Brookfield Road. All other roads in Town (roughly 19 miles in total) are considered "local" and the East Brookfield Public Works Department is responsible for their maintenance. The Department also maintains a number of private roads, many of them being dirt roads in the rural areas of East Brookfield.

### State Roads/Bridges - Planning for Improvements:

In most cases, major transportation projects are planned at the regional level. The Central Massachusetts Metropolitan Planning Organization (CMMPO) is the decision-making body responsible for planning, programming and funding for the federal-aid transportation projects in this region. The 10-member CMMPO is made up of representatives from four organizations: MassHighway, the Executive Office of Transportation (EOT), the Central Massachusetts Regional Planning Commission (CMRPC), and the Worcester Regional Transit Authority (WRTA). The CMMPO membership also includes six locally elected officials, one from each of CMRPC's six subregions. CMRPC's transportation staff does the planning for the CMMPO. The CMMPO prepares an annual update to the Transportation Improvement Program (TIP) for the region. Each annual TIP lists projects at least four years into the future. The highway-related improvements included in the TIP are paid for through federal-aid funds provided to MassHighway by the Federal Highway Administration (FHWA). Projects slated for non federal-aid or State funding are also included in the TIP listing.

The most recent version of the CMPO-endorsed TIP covers a four-year period (2007 – 2010) and **does not** list any projects in East Brookfield. There is a functionally obsolete bridge on Shore Road (over the East Brookfield River) that is scheduled for future replacement; however, the bridge project has yet to be programmed for funding in the TIP.

It should be noted that transportation projects often take a long time to come to fruition in Massachusetts. It is not uncommon for a decade to pass from the idea phase of a transportation project to its actual implementation. From formulating the idea, to getting the project listed on the region's TIP, to the design stage, to the environmental review, to securing funding, to bidding out the construction work, to the actual construction, transportation projects often take

years to unfold. Due to the length of time to get projects started, initial cost estimates are typically revised upwards as the project moves closer to construction. This situation is a nationwide phenomenon and not peculiar to Massachusetts.

#### Structurally Deficient Bridges:

MassHighway's most recent inventory does not list any structurally deficient bridges in East Brookfield.

#### Functionally Obsolete Bridges:

The AASHTO bridge evaluations also identify those bridges considered to be "Functionally Obsolete", that is, those bridges in need of modernization. In Central Massachusetts, there are currently 146 bridges identified as being functionally obsolete. East Brookfield's only functionally obsolete bridge is on Shore Road. This bridge crosses the East Brookfield River and was originally constructed in 1933. MassHighway has prepared a preliminary design for this bridge and it has undergone initial review. It is unknown when construction will begin, but MassHighway currently estimates a replacement cost of \$750,000. The project is not currently programmed on the Central Massachusetts Regional Transportation Improvement Program (the TIP), but it is listed for information purposes.

#### State Aid for Local Roads:

MassHighway distributes funds for local roadway repair & maintenance to municipalities in Massachusetts on an annual basis through Chapter 90 of the Massachusetts General Laws (MGL). East Brookfield received \$58,923 of Chapter 90 funds in the 2006 Fiscal Year. A surplus in revenues allowed the State Legislature to provide Massachusetts communities with a supplemental Chapter 90 appropriation towards the end of Fiscal Year 2006, with East Brookfield receiving a supplemental appropriation of \$27,007. For the 2007 Fiscal Year, East Brookfield received \$58,857 in Chapter 90 funds.

#### Road Classifications and Federal-Aid Eligibility:

MassHighway maintains an inventory of local roadways as reported by municipalities in Massachusetts, and the inventory is updated annually. MassHighway also maintains an inventory of those State-maintained roads that are considered to be part of the federal-aid system. The federal-aid system has a three-tier functional classification system for roads:

- Arterial Roads: Roads that serve through traffic. These roads should provide the highest level of service at the greatest speed for the longest uninterrupted distance. Arterial roads are the highways of the Interstate Highway System, such as I-90, I-84, etc.
- Collector Roads: Roads that link local roads to arterial roads. These roads provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterial roads. Collectors are heavily traveled local roads and those roads associated with the State highway network (Routes 9 & 49).
- Local Roads: Roads used primarily to access a community's housing stock.

MassHighway classifies East Brookfield's roadways in the following manner:

- Principal Arterial Roads: Route 9 (eligible for federal-aid).
- Rural Minor Arterial Roads: Route 49 (eligible for federal-aid).
- Rural Major Collector Roads: Bridge Street, North Brookfield Road, Podunk Road and Shore Road. These roads are all eligible for federal-aid.
- Rural Minor Collector Roads: Flagg Road, West Sturbridge Road, South Pond Road and Harrington Street. These roads are **not** eligible for federal-aid.
- Local Roads: All other roads in East Brookfield. These roads are **not** eligible for federal-aid.

East Brookfield can compete for limited federal-aid funding to repair their eligible roads listed above through the annual TIP process. Roads classified as "rural minor collector roads" and "local roads" are not eligible for federal-aid; however, these roads are eligible for funds under the Chapter 90 program.

#### Current Condition of Local Roads:



CMRPC conducted a Local Pavement Management Study for East Brookfield during the summer of 1999, with a summary report issued to the Town in September of that year. CMRPC worked with MassHighway and the Superintendent of Public Works to define the Town's entire road network for this project. CMRPC then drove along each segment of roadway in East Brookfield, collecting detailed pavement condition information using a specialized computer program. The CMRPC roadway analysis incorporated the severity and extent of the following types of pavement distress:

- ◆ potholes
- ◆ cracking (block, alligator, transverse and longitudinal cracking)
- ◆ rutting
- ◆ surface wear and raveling
- ◆ corrugations, shoving and slippage

The collected data allowed CMRPC to evaluate each roadway's pavement condition segment-by-segment, and determine an estimated repair cost. A pavement condition index (PCI) was calculated for each roadway segment. The PCI rated each road on a scale from one (extreme distress – reconstruction likely needed) to 100 (new roads in no need of repair). A PCI of 92 is generally used as the threshold between no maintenance and routine maintenance. The vast majority (86%) of East Brookfield's road segments received PCIs greater than 85. The average PCI for all of East Brookfield's roadway segments was 94, a very high PCI average for local roads in a small New England town.

East Brookfield's average PCI compares quite favorably to its neighbors that have recently completed Pavement Management studies:

**East Brookfield: 94 (1999)** Charlton: 71 (1998) Spencer: 74 (1996) Sturbridge: 73 (1996)

The table below presents a listing of the top five roads with the worst pavement conditions in East Brookfield, according to the 1999 Pavement Management Study.

**Table TR-1  
Top Five Roads Having the Worst Pavement Conditions in East Brookfield**

<u>Rank</u>	<u>Road Name</u>	<u>Length</u>	<u>PCI Score</u>
1.	Cove Street	0.45 miles	31
2.	Young Street	0.33 miles	33
3.	A portion of Adams Road	0.68 miles	37
4.	Wood Road	0.04 miles	65
5.	Rice Road	0.37 miles	66

Source: CMRPC Local Pavement Management Study for East Brookfield, Massachusetts, September 1999.

As can be seen from the previous table, most of the roads with low PCI scores are quite short in length. A segment of Adams Road has the longest length (0.68 miles) of the East Brookfield roadways having low PCI scores.

The 1999 Pavement Management Study also estimated the cost of repairing the identified roadway deficiencies. The table below presents the top five most expensive roadway improvement projects as identified in the 1999 Study.

**Table TR-2  
Top Five Most Expensive Roadway Improvement Projects in East Brookfield**

<u>Rank</u>	<u>Road Name</u>	<u>Mile Length</u>	<u>Estimated Cost of Improvement</u>	<u>Type of Improvement</u>
1.	A segment of Adams Road	0.65	\$75,789	reconstruction
2.	Seven segments of Podunk Road	2.18	\$73,536	preventive
3.	Cove Street	0.45	\$58,080	reconstruction
4.	Three segments of W. Sturbridge Rd.	1.25	\$44,000	preventive
5.	Young Road	0.33	\$27,098	reconstruction

Source: CMRPC Local Pavement Management Study for East Brookfield, Massachusetts, September 1999.

The 1999 Pavement Management Study identified a total of \$73,536 worth of improvements for all of East Brookfield's Federal-Aid eligible roadways (in this case, the seven segments of Podunk Road) and a total of \$204,967 worth of improvements for the Town's entire local road network, combining for a grand total of approximately **\$278,503** of roadway improvements for

the Town's transportation network in 1999 dollars. These dollar amounts need to be revised to 2006 dollars and take into account the seven years of roadway deterioration that has taken place since the 1999 study was completed.

The 1999 Pavement Management Study developed three future funding scenarios for the Town:

- ◆ Scenario A: If East Brookfield spent all of its 1999 Chapter 90 funds (\$66,600) and the local funds set aside for highway maintenance (\$26,000), the Town would be able to devote a total of \$92,600 for road repair and maintenance. This would allow the Town to maintain its current level of performance (average PCI of 94) through 2009.
- ◆ Scenario B: This scenario factored in an anticipated reduction in Chapter 90 funds for East Brookfield (\$54,000) and added this figure to the local funds set aside for highway maintenance (\$26,000), for a total of \$80,000 for road repair and maintenance. Under this scenario, the Town would see a deterioration of its network from its current PCI average of 94 to a PCI average of 92 by 2009.
- ◆ Scenario C: This scenario assumed level funding for East Brookfield's Chapter 90 allotment (\$66,600), and added both the local funds set aside for highway maintenance (\$26,000) and for roadway construction and improvement (\$14,000) for a grant total of \$106,600 for road maintenance and repair. Under this scenario, the Town would increase its average PCI rating to 96 by the year 2009.

As it turned out, East Brookfield's Chapter 90 funds were reduced by 44% the following fiscal year, dropping from \$66,600 in 1999 to \$37,296 in 2000. Communities throughout Massachusetts experienced similar reductions in Chapter 90 funds that year. Although East Brookfield has not updated its 1999 Pavement Management Study, Scenario B appears to be the most likely result to have transpired since the study's release along with a greater reduction in the average PCI score.

#### Roadway Damage:

Historically, gravel removal trucking has adversely affected local roads, e.g., Lake Street, Harrington Street, in the way of road damage, etc.

#### Traffic Volume:

CMRPC conducts traffic counts throughout the region on an ongoing basis. Automatic Traffic Recorder (ATR) machines are placed along a roadway to record the number of vehicles travelling in each direction over a 48-hour period. The Daily Traffic Volume Map on the following page shows the total number of vehicles (i.e., both directions) travelling on East Brookfield's primary roadways during a 48-hour period. The volumes shown on the map are taken from a series of traffic counts conducted during the last five years. While most of East Brookfield's local roads handle less than 1,000 cars a day, the more heavily traveled roads have the following ranges of daily traffic volume:

*1,000 - 5,000 Vehicles Per Day:* Shore Road and Harrington Street. Both roads handle in excess of 1,000 vehicles per day traveling in each direction.

*5,000 – 15,000 Vehicles Per Day:* Route 49 and North Brookfield Road fall within this category. Approximately 3,400 vehicles per day traveling in each direction were counted along Route 49 at the East Brookfield/Spencer town line, and approximately 4,500 vehicles per day traveling in each direction were counted just over the border in Sturbridge. North Brookfield Road handles approximately 2,500 vehicles per day traveling in both directions.

*Over 15,000 Vehicles Per Day:* Route 9 is the only roadway that falls within this category. Approximately 8,000 vehicles per day traveling in each direction were counted at the East Brookfield/Spencer town line, and approximately 4,000 vehicles per day traveling in each direction were counted at the East Brookfield/Brookfield town line.

#### Projected Traffic Volume:

In November 2006, CMRPC ran its Travel Demand Model in an effort to project future increases in traffic volumes for all six of its subregions. East Brookfield is located in the West Subregion, which is expected to see its volume of traffic increase by 0.57% annually between now and 2025. However, East Brookfield's future traffic volume is projected to grow by **0.69%** annually from now through 2025, a slightly higher projected volume of traffic than the West Subregion as a whole. It should be noted that the West Subregion's traffic volume projection is the second lowest of CMRPC's six subregions.

#### Traffic Safety and Problem Intersections:

The East Brookfield Police Department instituted a computerized tracking system for vehicle crash data in 2005. Although long-term vehicle crash data is not available for all of the Town's intersections, the Police Chief has been on the force for 18 years and has identified the following as "problem intersections" in East Brookfield:

1. Harrington Street and Route 9
2. North Brookfield Road and Route 9
3. Putnam Road and Route 49 (while located just south of the border in Sturbridge, the East Brookfield Police Department is the first responder to this location)
4. North Brookfield Road and Bay Path Road
5. Podunk Road
6. Route 49

#### Scenic Roads:

Massachusetts General Laws, Chapter 40, Section 15C authorizes municipalities to designate certain roads as "Scenic Roads". Any local road, other than a state owned or maintained route, is eligible for such designation. The purpose of the statute is to provide for Planning Board review

of the cutting or removal of trees or the alteration of stonewalls incidental to work on a Scenic Road. After a road receives a “Scenic” designation, the Planning Board is delegated certain limited powers by the statute. Any repair, maintenance, reconstruction, or paving work done with respect to a Scenic Road that entails cutting or removal of trees, or alteration of stone walls is subject to Planning Board review. A public hearing must be held, and strict notice requirements must be met. While many of East Brookfield’s roadways would qualify as “scenic” in the broad sense of the word, the Town has not formally designated any scenic roads at this time.

#### New Subdivision Roads:

The East Brookfield Subdivision Regulations requires that all new subdivision roads have a minimum right-of-way width of forty (40) feet and a minimum paved road width of twenty-five (25) feet. Thus, every new subdivision road in East Brookfield must have a minimum paved width of 25-feet, whether it serves 200 units or whether it serves a six-lot cul-de-sac. Since this is a requirement of the Subdivision Regulations and not the Zoning Bylaw, the Planning Board does have the authority to waive or modify this requirement based on individual circumstances. Several nationwide transportation-planning organizations have begun promoting variable road width standards where the required road width is dependent on the amount of traffic volume expected. The International Institute of Transportation Engineers (ITE) recommends the following road width standards:

- 20-28 feet for low density roads (1-2 dwellings per acre)
- 28-34 feet for medium density roads (3-6 dwellings per acre)
- 36 feet for high density roads (over 6 dwellings per acre)

The ITE cites several reasons for having variable road width standards. Having large swaths of pavement encourages increased travel speeds (speeding). A large amount of natural vegetation must be removed to create these large paved areas, which in turn discourages groundwater recharge and creates a high volume of stormwater runoff that must be accommodated by down-slope drainage structures. Laying down large swaths of pavement is expensive for developers and adds to the cost of development (which in turn adds to the cost of housing). Lastly, wide swaths of pavement can increase maintenance costs for a municipality, especially in those cases where the way is intended to become a town road.

While East Brookfield’s current paved width standard of twenty-five feet may be sufficient for the typical small-scale residential development that takes place in Town, this standard may not be wide enough for a large-scale residential development project.

MassHighway does not recommend a definitive road width standard for local roads; rather, the department leaves it up to the municipalities to set their own road width standards.

#### Mass Transit Alternatives:

Mass transit can be loosely defined as a public transportation service designed to move groups of people from one place to another. Such services include busses, trains and, for some areas of our nation, boats. Typically in the Central Massachusetts region, mass transit serves persons who

would find it difficult to make their trip by any other mode. Such persons include the elderly, people with disabilities, young people, and people living on limited incomes. Mass transit opportunities are somewhat limited in East Brookfield; however, such opportunities can be found at the regional level.

Bus Service: East Brookfield has been a longstanding member of the Worcester Regional Transit Authority (WRTA). The WRTA plays a small but vital role in Central Massachusetts. The WRTA currently has 29 bus routes, all of which radiate from downtown Worcester. Overall, the WRTA serves approximately 1.0% of all person travel trips in the region. The WRTA estimates that on any given business day, there are 1,345,000 person travel trips in the region by all modes of transportation, with the WRTA bus service providing 12,800 of those trips, or slightly less than 1% of the total person travel trips per day.

The WRTA's #33 bus route travels out to the Brookfields four times a day. Outside of the City of Worcester, all routes operate under a "flag down" system, meaning there are no fixed stops and bus patrons need to flag down the bus as it approaches. However, most of the East Brookfield pickups occur along Route 9 in the Town Center area. The latest WRTA statistics indicate there are, on average, roughly 10 bus boardings/alightings in East Brookfield on any given weekday.

The WRTA contracts with South Central Massachusetts (SCM) Elderbus Inc. to provide paratransit services for elderly and disabled people four times a week into Worcester for medical appointments, education services, employment and social activities. This Elderbus also provides transportation to local services as well.

In terms of interstate bus service, there are two such providers operating out of downtown Worcester: Peter Pan and Greyhound. These carriers provide transportation to Boston, Springfield, and various points out of state.

Train Service: Worcester's historic Union Station now serves as the region's primary rail passenger hub. The station currently provides inter-city train service through Amtrak, and commuter rail service through the Massachusetts Bay Transportation Authority (MBTA). Amtrak, the national passenger railroad, provides limited service, with Worcester being the only stop in the region along Amtrak's Boston-to-New York route. Due to Amtrak's ongoing budget difficulties, the future of this service is unknown.





There is an extensive freight rail network in Central Massachusetts that is currently utilized by five freight rail providers. The CSX rail line runs east to west from Boston to Springfield via Worcester and carries a significant volume of freight. This rail line passes through Charlton Depot and South Spencer before passing through East Brookfield south of Route 9 and the Town Center area. Access to the rail line was one of the primary factors that influenced an entrepreneur's decision to establish an automobile distribution center between Route 49 and South Spencer Road.

Off-Road Trail Development: East Brookfield joined with its neighbors and CMRPC to investigate new trail possibilities in the western subregion. This 2004 study entitled, West Subregion Inter-Community Trail Connection Feasibility Study evaluated six new trail possibilities including a canoe trail that would make use of the Sevenmile River and East Brookfield River that flow through the Town. The Open Space & Recreation component of this document also contains a recommendation to develop the Town-owned railroad right-of-way north of Route 9 as a bike path/roadside trail. This trail option would extend into North Brookfield, which is also interested in using the right-of-way as a trail.

Air Travel: Worcester Regional Airport represents the only interstate air travel provider located in Central Massachusetts. However, as Worcester currently provides no commercial airline service, area residents are more likely to utilize Bradley International Airport (in Hartford), Logan International Airport (in Boston) and the T.F. Green Airport (in Providence) for their cross-country and international travel needs. There are five local airports that are designed to accommodate smaller, lighter, general aviation aircraft. These local airports include the Spencer Airport (small paved runway for small planes), the Oxford Airport (located in east Oxford near the Millbury town line), the Southbridge Municipal Airport (located in the northwest corner of town), the Hopedale Industrial Park Airport, and the Tanner-Hiller Airport in New Braintree.

### **Transportation - Goal**

Continue to provide an efficient, safe and well-maintained circulation system in keeping with East Brookfield's rural character, one that reduces negative impacts on residential areas while encouraging non-motorized modes of transportation.

### **Transportation - Objectives**

- Create a safe and walkable town center, one that encourages foot traffic.
- Focus traffic enforcement efforts on problem roadways (Podunk Road, Shore Road, Howe Street and Harrington Street).
- When reconstructing local roadways (including those roads already scheduled for reconstruction), give consideration to those methods and mechanisms that will reduce speeding.

- Adopt new pavement width standards that are based on the density proposed and the anticipated traffic of new developments while ensuring that all new roadways provide adequate access for emergency vehicles.
- Establish minimum safety standards for private dirt roads and ensure that new development taking place along these roads contribute their fair share of the cost necessary to bring these roads up to the minimum safety standards.
- Preserve the scenic nature of East Brookfield’s roadways.
- Encourage pedestrian and bicycle traffic by designing facilities and systems that safely accommodate such traffic.
- Promote regional mass transit options.

**The following set of recommendations should be investigated so that bylaws may later be considered for enactment or revision by Town vote:**

### **Transportation – Recommendations**

1. New Subdivision Road Width Standard: The Town should investigate the possibility of establishing a tiered road width standard for new subdivision roads. Issues to consider during the deliberative process include safety, emergency vehicle accessibility, expected traffic volume, density of development, impact on down-slope drainage facilities and maintenance. Responsible Municipal Entity: This should be a joint effort of the Planning Board and Highway Department. The Town’s public safety officials should review any proposed changes to the current road width standard.

2. Update the 1999 Pavement Management Study: The Town should obligate the funding necessary to update the 1999 Pavement Management Study. This report is almost eight years old and the Town has addressed many of the deficiencies identified in the study. This study should be updated to account for the deterioration of local roadways during the last eight years and set forth a new list of priorities for maintaining East Brookfield’s local roads. Responsible Municipal Entity: The Highway Department.

3. Mass Transit: With both the Town’s population and local roadway traffic volume projected to increase over the next decade, it would serve East Brookfield well to encourage mass transit alternatives where possible. Towards this end, it is recommended that the Town pursue four recommendations in this regard:

- *Bus Service* - The Town should continue its membership in the Worcester Regional Transit Authority (WRTA) and support its efforts to provide public transportation alternatives on a regional scale. A viable paratransit system keeps cars off the roads, which in turn helps to reduce congestion and facilitate circulation. Also, mass transit often provides the only method of transportation for the elderly and disabled. Responsible Municipal Entity: The Board of Selectmen and East Brookfield’s representatives to the WRTA.

- *Park & Ride Facility* - The Town should investigate its options for establishing a permanent Park & Ride facility in the town center area so that more area residents can utilize the WRTA's bus service. The WRTA should be consulted early on before the planning stage gets too far along. Responsible Municipal Entity: The Board of Selectmen and East Brookfield's representatives to the WRTA.
  - *Train Service* - The Town should investigate the possibility of extending the current Boston-to-Worcester commuter rail into East Brookfield. CSX Inc. owns the rail, which is known as the CSX Mainline. The rail carries mostly freight; however, Amtrak does use the tracks for its New York-to-Boston route. In East Brookfield, the train tracks run in a west-to-east direction slightly south of Route 9, with the old train depot building located at the corner of Cottage and Pleasant Street (near the old Town Hall). Extending the commuter line into East Brookfield would most certainly be a long-term project and would require numerous negotiating sessions, logistical maneuvers and a substantial upgrade of the old train depot. However, extending the passenger service into East Brookfield would provide area residents with a no-hassle method of commuting into Worcester and Boston. Responsible Municipal Entity: The Board of Selectmen.
  - *Trail Development* - The Town should continue to develop new trail systems that link residential areas with destination points such as the town center area and public parks. The abandoned rail-bed that extends into North Brookfield is of particular interest in this regard. Responsible Municipal Entity: The Conservation Commission working in conjunction with the Board of Selectmen.
3. Utility Work: The Town should develop a formal policy which ensures that utility companies who dig up town-maintained roads for the placement of their utility lines incur the full cost of repairing the roadway to its previous condition. Responsible Municipal Entity: The Highway Department.
  4. Communication: The Town's representatives to the WRTA and the CMRPC should continue to brief the Board of Selectmen on regional transportation projects and issues that may have relevance to East Brookfield.
  5. Create a Walkable Town: As part of the Town's strategy for revitalizing the town center area (Housing Recommendation #9 and Economic Development Recommendation #5), the Town should endeavor to create a walkable town that encourages pedestrian foot traffic for local businesses, scenic areas, schools and shops. This strategy should include safety mechanisms such as crosswalk locations, sidewalk upgrades for connectivity and handicapped accessibility, centralized parking, bicycle racks, and street lighting, among other considerations. Responsible Municipal Entity: The Planning Board in conjunction with the Board of Selectmen and the Highway Department.
  6. Local Scenic Roads Bylaw: Many of East Brookfield's rural roadways are lined with stone walls and shaded by tall trees, making them valuable scenic resources for the Town. In an effort to protect these resources, the Town should consider adopting a local Scenic Roads Bylaw

in accordance with MGL Chapter 40, Section 15C. Such bylaws set forth procedures for altering scenic roadways including their realignment and reconstruction, as well as procedures for removal of trees and altering stonewalls. Such work cannot be performed without a public hearing and input from the Town's Tree Warden. Responsible Municipal Entity: The Planning Board in consultation with the Highway Department, Tree Warden, Conservation Commission and Board of Selectmen.

7. Adopt Minimum Safety Standards for Private Roads: East Brookfield contains several private dirt roads that provide access for residences. Many of these dirt roads still have enough vacant frontage to accommodate additional development. The Town should adopt a set of minimum safety standards for private roads to ensure that such roads are brought up to these standards when new development occurs along existing private roads. Said standards should focus on ensuring that emergency response vehicles can safely obtain access to the residences along private roads. Responsible Municipal Entity: The Planning Board in conjunction with the Highway Department, Fire Department and ambulance service.

8. Modify current Gravel Removal Bylaw: Roads in town have been occasionally damaged due to gravel removal trucking. The current Gravel Removal bylaw should be modified to either avoid this damage or have those responsible contribute to the repairs of these roads. Options that could be investigated include a required bond, load tariffs, seasonal weight limits or the authority to designate which roads are to be utilized for the gravel trucking. Responsible Municipal Entity: Highway Department.