

J. TRANSPORTATION

The purpose of this section is to:

1. Describe Whitneyville's transportation systems in terms of extent, capacity, & use;
2. Assess the adequacy of those systems in handling current use demands;
3. Assess the conditions of existing pedestrian and transit facilities and services; and
4. Predict major transportation improvements needed to address identified deficiencies and accommodate the projected demand for transportation in Whitneyville.

FINDINGS

There are just under 10 miles of public roads in Whitneyville. This includes 1.4 miles of state highway, 5.2 miles of state aid roads, and just over 3 miles of town roads. The town's E911 database lists an additional 3 miles of privately-owned residential roads and 9 miles of private unpaved roads, which are mostly woods roads.

Traffic is generally light throughout Whitneyville. Major traffic flows are limited to the state highway. US Highway 1 carries the highest volume with an average annual daily traffic load of around 4,200 vehicles. Virtually all vehicle traffic on US Highway 1 is through-traffic. Route 1A and Route 192 each carry an average annual daily traffic load of approximately 1,000 vehicles. Traffic volume is slightly higher in the village resulting from local traffic. Although the traffic volume is lower than on Route 1, the local impact of traffic on Route 1A and Route 192 is greater because these roads pass through residential areas.

ROADS INVENTORY

Many roads in Whitneyville originated in the early days as pathways or carriage trails. These roads followed the easiest routes and were not concerned with sight distances, sharp corners, the weight load of trucks or intersection design. Some of these roads were improved over the years to accommodate increased traffic, higher speeds and larger vehicles. In the last decade, the Maine Department of Transportation (MDOT) through its Local Roads Assistance Program has assisted municipalities in improving further these roads to meet state and national safety design standards.

Roads can be divided into three classifications by function: arterial, collector, and local.

1. Arterials are major roadways that serve long distance, high-speed through-traffic between communities, and are maintained by the state. The most important travel routes in the state, state highways, are arterials. Interstate highways may function as arterials. Access to adjacent land is often provided.
2. Collectors gather and distribute traffic to and from arterials and generally provide access to abutting properties. Collectors serve places with smaller population densities, are often some distance from main travel routes, and are often maintained in part by the state. Collector roads are roadways which connect local streets to arterials, and generally provide access to adjacent land.
3. Local roads are all roads not in the arterial or collector classification. Local roads are maintained by municipalities, provide access to adjacent land areas and usually carry low volumes of traffic.

CHAPTER J: TRANSPORTATION

Whitneyville has around 10 miles of public roadway. US Route 1 (1.4 miles) is the only segment of roadway classified as “arterial” in Whitneyville. Maine DOT assumes maintenance and plowing responsibilities for Route 1.

The segments of Route 1A (2.2 miles) and Route 192 (3.0 miles) in Whitneyville are classified as “major collectors.” Maine DOT assumes maintenance responsibility for these roadways, but the town is responsible for winter maintenance (plowing).

All remaining roadways are classified as “local.” Whitneyville has maintenance and plowing responsibilities for approximately 3 miles of local roadways. A listing of all roads in Whitneyville with their length and maintenance responsibility can be found on the following page.

Overall, public roads in Whitneyville (both local and state roads) are in poor condition.

Based on the road conditions assessment, the Comprehensive Plan Update committee recommends the following priorities for road improvement over the next 5 years:

- 1) Middle Street
There is significant deterioration of the pavement at the south end of Middle Street (also known locally as “Back Street”) near the junction with Route 1A / South Main Street. In places the base needs to be repaired and built up; and approximately 0.2 mile needs to be resurfaced.
- 2) Canal Road
There is significant pavement degradation along much of Canal Road with some buckling. The town plans to put new hot-top on approximately the first 0.5 mile of Canal Road and address drainage and grading issues at necessary.
- 3) School Street
Paving the entire length of School Street (0.1 mile) with a partial rebuild of the intersection at the junction of School Street and Washington Street.
- 4) Washington Street
Paving the entire length of Washinton Street (0.1 mile).

Over the last several years, the town has carried forward unexpended balances in the road repair account. The town plans to fund road work through annual appropriations and by drawing down the unexpended fund balance. Anticipated roadway improvements are included in the Capital Investment Plan. See *Chapter J: Fiscal Capacity*.

PUBLIC ROADWAY INVENTORY

Road Name	Owner	Plowing	Length
US Hwy 1	State	State	1.4 Mi
North Main St (Rte 1A)	State	Town	0.8 Mi
South Main St (Rte 1A)	State	Town	1.4 Mi
Northfield Rd (Rte 192)	State	Town	3.0 Mi
Canal Rd	Town	Town	1.6 Mi
Cross St	Town	Town	0.6 Mi
Marshfield Flats Rd	Town	Town	0.5 Mi
Middle St	Town	Town	0.3 Mi
Roque Bluffs Rd	Town	Town	>0.1 Mi
School St	Town	Town	0.1 Mi
Washington St	Town	Town	0.1 Mi
Washington Street Ext	Town	-	>0.1 Mi
Deerhaven Rd	Private	Private	0.1 Mi
Dome Rd	Private	Private	0.6 Mi
Dorr Ln	Private	Private	0.1 Mi
Dowling Dr	Private	Private	0.2 Mi
Dunroamin Ln	Private	Private	>0.1 Mi
Fernald Rd	Private	Private	0.1 Mi
Hanscom Rd	Private	Private	0.3 Mi
Hascoms Ln	Private	Private	>0.1 Mi
Hennessey Rd	Private	Private	0.1 Mi
Lady Slipper Ln	Private	Private	>0.1 Mi
Longfellow Ln	Private	Private	>0.1 Mi
Monaghan Ln	Private	Private	0.1 Mi
Oak Rd	Private	Private	0.1 Mi
Pennell Ln	Private	Private	0.1 Mi
Pine St	Private	Private	>0.1 Mi
Popes Ledge Rd	Private	Private	>0.1 Mi
Raven Rd	Private	Private	0.2 Mi
Richards Rd	Private	Private	0.8 Mi
Roundabout Rd	Private	Private	0.3 Mi
Sportmans Lodge Rd	Private	Private	>0.1 Mi
Spruce St	Private	Private	0.1 Mi
Sullivan Ln	Private	Private	>0.1 Mi
Wildflower Ln			0.1 Mi

Source: MDOT and Town of Whitneyville

MAINTENANCE AND CONSTRUCTION OF PUBLIC ROADS

Whitneyville does not maintain a public works department. The selectmen act as road commissioners, overseeing road maintenance and construction on an “as needed” basis. The town works diligently with limited resources to maintain local roads.

CHAPTER J: TRANSPORTATION

Many roads in Whitneyville were originally built as dirt roads and do not meet modern engineering standards. Damage to roads in town occurs as a result of inadequate road design, base material and drainage. A combination of harsh weather, frost, and truck activity is another cause of road deterioration. Roads are most vulnerable to the weight of trucks and other heavy vehicles during the spring thaw, which is also a time of year when many natural resource-based products are transported to market. The towns of Whitneyville and Marshfield both post the Marshfield Flats Road for heavy traffic to limit damage to the roadway surface.

The Maine DOT Local Roads Center provides a “Road Surface Management for Maine Towns” training program, including Road Surface Management System (RSMS)¹ software to identify which road maintenance techniques should be considered for individual roads or streets in a local street network. Introduced in 1990, RSMS is being used by many communities to inventory their road network, record road surface condition data, interpret the surface distress information gathered, and prepare their road maintenance budgets. The system is generic and provides an objective tool that a municipality can customize with its own repair techniques and local costs. The town of Whitneyville has thus far managed maintenance of its limited road network without use of RSMS software, but would consider its use in the future.

TRANSPORTATION PLANS

The MDOT prepares a Six-Year Plan, updated every two years, to link their policy based Twenty-Year Plan to the project-based and fiscally constrained Biennial Capital Work Plans. The most recent Six-Year Plan was issued in 2008 covering the period 2010-2015. Biennial Capital Work Plans are issued every fiscal biennium. Other state agencies and business interests use the Six-Year Plan as they develop public and private investment strategies. The town of Whitneyville actively participates in regional transportation planning efforts through membership in the Washington County Council of Governments and provides input to MDOT regarding local transportation investment priorities for inclusion in MDOT’s Six-Year Plan and Biennial Capital Work Plan.

MDOT proposed one bridge replacement project in the Six-Year Transportation Improvement Plan for 2010-2015. No projects in Whitneyville were included in the current Biennial Capital Work Plan.

WHITNEYVILLE PROJECTS IDENTIFIED IN 6-YEAR PLAN

Project Type	Description	Estimated Cost/Fund Source
Bridge	Machias River Bridge (#3462) over	\$15,000,000/Unknown
Substructure	Machias River	
Rehabilitation		

Source: MDOT

Other regional transportation plans that address transportation facilities in Whitneyville include the 2007 SIPCRES report and the Multi-Modal Corridor Management Plan for the Downeast

¹ **Road Surface Management System (RSMS)** is a road network pavement management system implemented using a computer based software package. RSMS provides information on the condition, traffic, and importance of roads in a network to create a long-term maintenance program. This helps municipalities apply limited budget resources where they will provide the greatest road quality benefits.

CHAPTER J. TRANSPORTATION

Coastal Corridor (2009), both of which identified US Route 1 as a corridor of economic significance and State Route 192 as a regionally important connector route. The town of Whitneyville supports and is actively engaged in regional transportation efforts in eastern Washington County.

LEVEL OF SERVICE

Traffic congestion can lower a roadway's level of service (LOS). There are six levels of service, given letter designations from A to F. LOS A represents the best operating conditions, while LOS F represents the worst. MDOT has noted an LOS of B for Route 1 (US Highway 1) in the southern portion of Whitneyville. All of the roadway segments are rated at LOS A.

TRAFFIC VOLUMES AND PATTERNS

Maine DOT estimates the average annual daily traffic volume (AADT) of most state and state aid roadways. Traffic counts taken every few years help the state calculate changes in traffic volume so that road improvements can be designed and built accordingly to handle those changes. AADT volumes do not reflect seasonal variations in traffic or daily peak traffic volume. Instead, AADT volumes help us understand the overall growth or decline of traffic on a roadway and the pattern of traffic on our road networks.

The table below shows AADT counts for the most recent year (2004) for which data is available for state highways, state aid roads and town roads in Whitneyville. The volumes shown below represent both through-traffic and local activity.

TRAFFIC VOLUMES (Average Annual Daily Traffic – AADT, 2004)*

Route	Location	AADT
US Rte 1	Near Jonesboro town line	4,199
RTE 1A	@ Jonesboro town line	1,096
RTE 1A	N Main St @ Canal Rd	1,384
RTE 1A	Near Machias town line	1,047
RTE 192	@ Northfield town line	859
RTE 192	Near Marshfield town line	988
Marshfield Flats Rd	@ Marshfield town line	474

Source: Maine Department of Transportation, 2008

AADT data show low traffic volumes through most of Whitneyville. In 2004, traffic volume only exceeded 4,000 vehicles per day along US Route 1, which traverses the southern part of Whitneyville. Virtually all of the traffic on this stretch of Route 1 is “through-traffic.” Route 1A carries around 1,000 vehicles per day through Whitneyville with a spike of 1,400 vehicles per day in the village. Traffic along Route 1A includes a mix of local traffic and through traffic, notably chip trucks going to the bio-mass cogeneration facility on Route 1A in Jonesboro. Route 192 also carries around 1,000 vehicles per day. As with Route 1, there are few residences and businesses along the segment of Route 192 in Whitneyville. Most of the traffic on Route 192 is “through traffic” moving between Machias and Route 9. The Marshfield Flats Road, which is a

* For roadway segments with average annual daily traffic volume greater than 400.

CHAPTER J: TRANSPORTATION

short cut between Whitneyville and Marshfield, carries around 500 vehicles per day. All other local roads in Whitneyville have very low traffic volumes.

LAND USE AND ENVIRONMENTAL CONSIDERATIONS

The town of Whitneyville has a limited set of regulations to affect the nature and pattern of development. Regarding transportation in particular, the town of Whitneyville does not currently have municipal ordinances regulating roadway design or standards for the acquisition of public ways. Similarly, town land use regulation does not address standards for transportation-related noise, provision of on-site parking, parking lay-out or design, or internal circulation.

Limited land use regulation in Whitneyville is a consequence of the rural nature of the community and a response to limited development pressure over the last couple of decades. Residential and commercial development has largely occurred in a piecemeal fashion. It has been influenced by the existing land use regulation and market demand for quiet, rural lots.

The town should include standards for roadway design and parking lay-out and design as part of a locally written land use ordinance.

Access Management

Access Management is the planned location and design of driveways and entrances to public roads to help reduce accidents and prolong the useful life of an arterial. While arterial highways represent only 12% of the state-maintained highway system, they carry 62% of the statewide traffic volume. Maintaining posted speeds on this system means helping people and products move faster, which enhances productivity, reduces congestion-related delays and environmental degradation. By preserving the capacity of the system we have now, we reduce the need to build costly new highway capacity such as new travel lanes and bypasses in the future.

MDOT has established standards, including greater sight distance requirements for the permitting of driveways and entrances for three categories of roadways: mobility arterial corridors², retrograde arterials³, and all other state and state-aid roads. Due to the low volume of traffic on our roadways, Whitneyville has no roads in the retrograde category of roadways, which come under stricter access management standards.

Noise-Related Concerns

Although most roads in Whitneyville have low traffic volume as measured by AADT, the relatively high percentage of trucks and the fact that trucks travel along Route 1A through Whitneyville's village both day and night, creates significant noise-related concerns from some residents. The town has addressed the issue of noise by placing "No Jake Brake" signs at the entrance to the village. Noise from truck traffic could also be mitigated through reduced travel

2 A Mobility Arterial is a non-compact arterial that has a posted speed limit of 40 mph or more and is part of an arterial corridor located between Urban compact Areas or Service Centers that carries an average annual daily traffic of at least 5,000 vehicles per day of at least 50% of its length or is part of a Retrograde Arterial Corridor located between Mobility Arterials.

3 A Retrograde Arterial is a Mobility Arterial where the access related crash-per-mile rate exceeds the 1999 statewide average for Arterials of the same-posted speed limit.

CHAPTER J. TRANSPORTATION

speeds. Many vehicles currently travel well in excess of the posted speed limit of 25 mph in the village.

Environmental Concerns

Habitat fragmentation can result from roads and other transportation facilities and is likely occurring in Whitneyville. Poorly sized, installed or maintained culverts and water crossing structures can physically block fish passage and/or result in increased flow velocities that cause excessive channel scouring, bank slumping and flows that limit fish and aquatic invertebrate passage in streams and which can lead to local extinctions of fish species.

The town has not assessed existing water crossing structure (culverts, bridges, etc.) for their potential as barriers to fish and aquatic species passage. As part of on-going maintenance, the selectmen (acting as road commissioners) should determine the extent to which existing structures act as barriers to fish and aquatic species' passage and incorporate this information into plans for the repair and/or replacement of these structures.⁴

Impacts on Scenic, Historic and Cultural Resources

The village of Whitneyville is located along Route 1A. Whitneyville Congregational Church, the only structure in Whitneyville listed on the National Register of Historic Places, sits immediately west of the roadways in the village. The right of way through the village is fairly constrained and several other locally significant homes and structures (include the Parish House) are located very close to the roadway. Vibrations from truck traffic can be felt in many of these buildings, but the town is not aware of any negative impact on historic structures as a result of these vibrations. Any expansion of the roadway in the village would certainly require careful consultation with the town regarding preservation of historic structures.

The town has not identified any scenic resources in Whitneyville that would be impacted as a result of roadway expansion or other transportation improvements.

DANGEROUS INTERSECTIONS AND STRETCHES OF ROADS

Maine DOT maps and records statewide collision data based on public safety reporting in order to determine High Crash Locations, which are defined as places where eight or more collisions occur within a given three-year period. Maine DOT did not identify any high crash locations in Whitneyville in 2008 (the most recent year for which data is available). However, the segment of Route 192 in Whitneyville was identified as a High Crash Location in both in 2006 and 2007.

According to statewide collision data, there were 84 collisions involving motor vehicles in Whitneyville during the ten-year period from 1996-2006. Around 40% of collisions in Whitneyville resulted in injuries; and 2 collisions resulted in fatalities.

Far and away the most common type of traffic accident during this time period were vehicles running off the road (50 occurrences) and collisions involving animals (5 moose collisions, 5 deer collisions and 2 collisions involving other animals).

⁴ For more information of the effects of roads on streams visit:
http://www.maine.gov/doc/mfs/fpm/water/docs/stream_crossing_2008/MaineStreamCrossingsPoster.pdf.

TRAFFIC ACCIDENTS BY TYPE, 1996-2006

Type	Number
Ran-off road	50
Moose collisions	5
Deer collisions	5
Other animals	2
Object in road	5
Rear end/sideswipe	5
Intersection movement	3
Head on/sideswipe	2
Roll-over	2
Fire	2
Pedestrian collisions	0
Bicycle collision	0
Other	2

Source: Maine DOT

Over the same time period, virtually all of the collisions in Whitneyville occurred on state roads, which is not surprising considering that state roads carry the vast majority of vehicular traffic.

TRAFFIC ACCIDENTS BY LOCATION, 1996-2006

Location	Number
Route 1A	32
Route 192	27
US Route 1	22
Other roads	3

Source: Maine DOT

Given the high proportion of accidents involving vehicles that ran off the road and the fact that Route 1A and Route 192 both had more reported accidents than the portion of US Route 1 in Whitneyville (which carries four times as much traffic) – the town believes that roadway design and geometry contribute to a higher than expected rate of accidents along portions of Route 1A and Route 192 in Whitneyville.

The town has identified three traffic hazard areas along Route 192 and Route 1A (next page).

LOCALLY IDENTIFIED TRAFFIC HAZARD AREAS

Location	Safety Issue	Cause of Safety Issue	Possible Solutions
Rte 192 (Northfield Rd)	Large vehicles frequently cross the center line.	Narrow travel way and high travel speed.	Pave shoulders and/or expand travel way.
Great Brook Bridge (#5347)	Flooding; vehicles run off road	Narrow bridge, not aligned with roadway	Bridge replacement
Route 1A south of Sunrise Trail	Vehicles run off road	Roadway banks sharply to west	Build up roadway to reduce banking

Source: Whitneyville Comprehensive Plan Update Committee

TRANSPORTATION FACILITIES AND SERVICES

Traffic Control Devices

There are no traffic control devices in Whitneyville. It is not anticipated that any traffic control devices will be needed in Whitneyville during the next several years.

Shoulders

Shoulders in Whitneyville are uniformly narrow. In many places, there are no shoulders at all. Many town roads are narrow, two-lane roads. On the North Main Street (Route 1A) for example there are no paved shoulders. In some places soft shoulders are higher than the roadway, contributing to run-off and roadway deterioration.

Paved shoulders make the road safer. They create an area that is more useful for temporary maintenance of vehicles; provide increased opportunities for faster vehicles to pass slow-moving vehicles; offer safer opportunities for pedestrian travel; and allow easier and safer travel for the increased numbers of bicyclists touring the town. The town should work with Maine DOT to include the addition of paved shoulders in roadway maintenance and reconstruction plans, especially along Route 1A and portions of Route 192.

Bridges

There are five bridges located in Whitneyville. Maine DOT has primary responsibility for all five bridges located in Whitneyville. The state has made recent investments in two of the three bridges crossing the Machias River: Machias River Raceway #1 (#1514) and Machias River Raceway #2 (#1515). These two bridges are now in good condition. Rehabilitation of the bridge substructure on the third bridge across the Machias River (#3462) is included in Maine DOT’s current Six-Year Plan, with work anticipated to occur in 2012-2013.

The Town believes that Great Brook Bridge (#5374), which is not in the current Six Year Plan, is also in need of replacement. The town has identified Great Brook Bridge as a traffic hazard due to regular flooding, many vehicles running off the road as a result of the constrained travel way, and the bridge not being aligned with the roadway.

CHAPTER J: TRANSPORTATION

Culverts

The selectmen are responsible for inspecting and maintaining culverts along town roads. These include cross culverts and driveway culverts. In addition to major culverts, there are a number of small culverts under town roads.

The town has standards for driveway culverts along town roads and assumes responsibility for the replacement and repair of properly installed driveway culverts. Minor culvert maintenance and replacement is normally included as part of the town's road maintenance budget. While this can sometimes be a significant expense, the town does not anticipate any significant increase in the annual cost of culvert replacement over the planning period.

Parking Facilities

Whitneyville is a rural community. Land use regulations in Whitneyville do not address parking requirements for either residential or commercial development. Parking is associated with individual land uses throughout Whitneyville and the availability of parking is not generally a significant issue of concern.

One location where parking availability has started to become an occasional concern is near the Sunrise Trail. A limited amount of parking is available along the shoulder on Middle Street. However, on-street parking is not adequate for trailers due to the soft shoulder. As trail usage grows, the town can foresee that parking will become a greater issue at this location. The town would support efforts to develop additional parking at this location.

Bicycle & Pedestrian Facilities

Historically, the village of Whitneyville had wooden sidewalks along Main Street and in a few other locations. The only facility in Whitneyville that currently has dedicated pedestrian access, though, is the multi-use Down East Sunrise Trail. Traffic volume within the village is generally low enough to accommodate safe bicycle and pedestrian access. Outside of the village, where traffic speeds are somewhat higher, the lack of paved shoulders makes bicycle and pedestrian traffic more dangerous. This is notably the case along Route 192.

The town would encourage Maine DOT to evaluate the addition of paved shoulders as part of any construction projects along Route 1, Route 1A or Route 192.

Public Transportation and Multi-Modal Facilities

Whitneyville has very limited public transportation options. There are currently no dedicated public transit facilities in Whitneyville or taxi operators serving the town.

West Bus Service offers round-trip daily bus service from Machias to Calais and Bangor; and the Washington Hancock Community Agency (WHCA) provides scheduled van and door-to-door on-demand transportation for clients referred to them by the State of Maine Department of Human Services and for members of the general public on space-available basis. These services are provided to income-eligible persons. They typically include children in state custody, welfare clients, Medicaid patients with medical appointments, the elderly and disabled, or people needing transportation to Meals for Me. Most of the longer trips are for medical services. Shorter trips are to local doctors, pharmacies and grocery stores.

CHAPTER J. TRANSPORTATION

There are currently no park-and-ride or multi-modal facilities in Whitneyville.

Airports, Rail and Port Facilities

There are currently no operational airports, rail or port facilities in Whitneyville.

The Machias Valley Airport, located in the neighboring community of Machias, has a 2,900-foot runway and is used by private plane owners and in an emergency by air ambulance services. It has a beacon, but no fueling services and was last rated by the state in good condition.

Rail service in Whitneyville was suspended in the 1980's. Maine DOT maintains ownership of the rail corridor, which is currently managed as multi-use trail under an agreement with the Department of Conservation.

The deep water Port of Eastport is the closest port to Whitneyville. It has two piers, three berths, with a low tide depth of 40 feet, and over 75,000 square feet of covered storage. The outer berth can accommodate ships up to 900 feet in length.

CHAPTER J: TRANSPORTATION

POLICIES AND IMPLEMENTATION

Goal: Whitneyville will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Whitneyville will prioritize community and regional needs associated with safe, efficient, and optimal use of transportation systems.	Whitneyville will develop a prioritized maintenance and repair plan for the community’s transportation network.	Selectmen	Short-term (1-2 years)
	Whitneyville will continue to participate in regional transportation planning efforts facilitated by Maine DOT, Washington County Council of Governments and other groups interested in improving regional coordination of transportation.	Selectmen	On-going
Whitneyville will safely and efficiently preserve the transportation system.	Whitneyville will advocate for replacement of Great Brook Bridge.	Selectmen	Short-term (1–2 years)
Whitneyville will promote public health, protect natural and cultural resources, and enhance livability by managing land use in ways that maximize the efficiency of the transportation system and minimize increases in vehicle miles traveled.	Whitneyville will enact local ordinances as appropriate to address or avoid conflicts with: <ul style="list-style-type: none"> a. Policy objectives of the Sensible Transportation Policy Act (23 MRSA §73); b. State access management regulations pursuant to 23 MRSA §704; and c. State traffic permitting regulations for large developments pursuant to 23 MRSA §704-A. 	Selectmen	Short-term (1–2 years)

CHAPTER J. TRANSPORTATION

Goal: Whitneyville will encourage, promote and develop efficient and safe transportation facilities that will accommodate our town’s anticipated growth and economic development.			
Policy	Implementation Strategy	Responsibility	Timeframe
Whitneyville will meet the diverse transportation needs of residents (including children, the elderly and the disabled) and through travelers by providing a safe, efficient, and adequate transportation network for all users (motor vehicles, pedestrians, bicyclists).	When state roads require reconstruction or repair, Whitneyville will request that shoulders be added to improve public safety, particularly along identified segment of Route 192 and Route 1A.	Selectmen	As needed
	Whitneyville will support efforts to construct additional parking near the junction of the Sunrise Trail and Middle Street (or Route 1A).	Selectmen	Short-term (1–2 years)
	Whitneyville will enact standards for subdivisions and for public and private roads to foster transportation-efficient growth patterns and provide for future street and trail connections.	Selectmen, Planning Board	Short-term (1–2 years)
	Whitneyville will participate in efforts through the WCCOG to develop a regional comprehensive transportation plan to include traffic flow, pedestrian links, sidewalks, scenic turnoffs, etc.	Selectmen	On-going
Whitneyville will promote fiscal prudence by maximizing the efficiency of the state and state-aid highway network.	Whitneyville will consider increasing center line setbacks on collector roads outside of the village area from 35 feet to 50 feet to accommodate future drainage, utility and safety concerns.	Selectmen, Planning Board	Short-term (1–2 years)

