

February 23, 2023

Dear Senator Chipman, Representative Williams and members of the joint Transportation Committee,

I'm Winston Lumpkins, Chair of the Portland Bicycle & Pedestrian Advisory committee. Though, I'm writing to you as an individual, as our monthly meeting isn't until the 13th March.

Thank you for considering this bill, it is a much needed step towards treating Maine's municipalities like the capable entities they are, and allowing them to make their own assessments of dangerous road conditions.

The Maine DOT's monopoly over speed limits does little but create bad blood between them, municipal governments & advocacy organizations. It's an overreach of the state government & ignores Maine's incredible diversity. Maine is a large state in geographic terms, and its different municipalities have different needs. What works in Dover-Foxcroft might not in Portland, or vice versa! Municipalities must be allowed to make decisions about traffic safety to best serve the people who've elected those **representative** municipal governments.

As written, this would set an important precedent, and should pass.

For it to make a significant difference in Southern & Western Maine, the following amendments should be considered:

- **Increase the number of cars per day to at least 10k, or remove arbitrary limits entirely.** Moving the cap to 10k or 15k would still prevent Portland from making decisions about many of our arterial roads, but would allow us to make some alternate routes safer and more appropriate for neighborhood life. Alternatively, remove the cap entirely so that Portland's Planning & Public Works Departments could finally be allowed to do their jobs. Left at 6k, it will hardly make a difference in Southern or Western Maine.
- **Allow it to apply to growing residential areas & dense residential areas,** not just downtowns- Bicycles, Pedestrians & children exist outside of downtown.
- **Go beyond consultation with the local police force,** perhaps allowing neighborhood organizations such as the ones we have in Portland to be consulted, or simply leave it up to the Mayors, City & Town managers, and the people they employ to manage their streets.

I hope that this bill succeeds in being recommended to the full legislature, and that you consider the amendments I've mentioned above. Thank you for taking up this difficult issue at long last.

Sincerely yours,

Winston Lumpkins IV (he/him/his)
Chair, Portland Bicycle & Pedestrian Advisory Committee
<https://www.portlandbikeped.org/>
winston.lumpkins@gmail.com
207-408-1508
72 Waterville Street, Apt 2, Portland Maine, 04101

Winston Lumpkins IV
Portland Maine
LD 527

Dear Senator Chipman, Representative Williams and members of the joint Transportation Committee,

I'm Winston Lumpkins, Chair of the Portland Bicycle & Pedestrian Advisory committee. Though, I'm writing to you as an individual, as our monthly meeting isn't until the 13th March.

Thank you for considering this bill, it is a much needed step towards treating Maine's municipalities like the capable entities they are, and allowing them to make their own assessments of dangerous road conditions.

The Maine DOT's monopoly over speed limits does little but create bad blood between them, municipal governments & advocacy organizations. It's an overreach of the state government & ignores Maine's incredible diversity. Maine is a large state in geographic terms, and its different municipalities have different needs. What works in Dover-Foxcroft might not in Portland, or vice versa!

Municipalities must be allowed to make decisions about traffic safety to best serve the people who've elected those representative municipal governments.

As written, this would set an important precedent, and should pass.

For it to make a significant difference in Southern & Western Maine, the following amendments should be considered:

*Increase the number of cars per day to at least 10k, or remove arbitrary limits entirely. Moving the cap to 10k or 15k would still prevent Portland from making decisions about many of our arterial roads, but would allow us to make some alternate routes safer and more appropriate for neighborhood life. Alternatively, remove the cap entirely so that Portland's Planning & Public Works Departments could finally be allowed to do their jobs. Left at 6k, it will hardly make a difference in Southern or Western Maine.

*Allow it to apply to growing residential areas & dense residential areas, not just downtowns- Bicycles, Pedestrians & children exist outside of downtown.

*Go beyond consultation with the local police force, perhaps allowing neighborhood organizations such as the ones we have in Portland to be consulted, or simply leave it up to the Mayors, City & Town managers, and the people they employ to manage their streets.

I hope that this bill succeeds in being recommended to the full legislature, and that you consider the amendments I've mentioned above. Thank you for taking up this difficult issue at long last.

Sincerely yours,
~Winston

Winston Lumpkins IV (he/him/his)
Chair, Portland Bicycle & Pedestrian Advisory Committee
<https://www.portlandbikeped.org/>
winston.lumpkins@gmail.com
207-408-1508
72 Waterville Street, Apt 2, Portland Maine, 04101