

Lacey Lee  
Portland, ME  
LD 209

LD 209 Testimony

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Senator Chipman, Representative Williams, and Members of the Transportation Committee:

My name is Lacey and I am a resident of Portland. I am writing to testify in strong support of Rep. Bell's proposed amendment to LD 209, "Resolve, to Direct the Department of Transportation to Implement the Recommendation of the Portland to Auburn Rail Use Advisory Council."

Having this rail trail through my community would be an incredible resource for me, my family, and my community. My family and I would use the trail to enjoy all the beauty that Maine has to offer. It would also provide a low stress way for citizens like ourselves to get out and support the economic prosperity of the region. We would ride to more locations in the city and near the trail if it was put into place. We could also do longer rides more safely and in a more protected environment. We worry about each other going out on the road with cars.

We would use the trail as often as possible during good weather. I am also considering commuting to my workplace and hope to utilize the trail for this purpose. My fiance has used roadways to consistently bike to his job for the past several years; unlike my fiance however, I am a less experienced cyclist and become crippled with fear when I consider what could happen to us out on the roads. So it would really be a boon to us and encourage us to use active transit even more frequently and to be able to do that together more often. I teach, so during summer months, cycling around Portland and the surrounding areas is my major form of exercise during time off.

Organizations and city legislatures continue to introduce on-road, with car solutions to entice or convince current or potential biking populations that the city is safe for them to ride. However, those who have ridden bicycles in cities and on roads cannot be deceived; we know that until cyclists have space away from cars we cannot count on safety. The community benefits of trails are well known and well documented if the research is consulted; in cities across the globe where areas have transitioned away from car-emphasized areas to cycle or pedestrian emphasis, economic growth of those areas has increased. The health of citizens improves, the quality of life improves, and the city benefits! These are the reasons why I am firmly in support of the trail.

Thank you,  
Lacey Lee