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LD 1750

LD 1750 Hearing
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Support of LD 1750 Directing the Department of Transportation
to do a Service Development Plan

Economics/Environmental

- Transportation was, once again the single biggest contributor to America's total emissions in 2023. Motorists were responsible for 40% of all US climate pollution in 2019.

- We cannot pretend that cars and bicycles are the solution. Roads are heavily subsidized and the cost of maintenance is hurting state and town budgets.

- We need to support alternatives to decrease:

- o development sprawl (in the US there are 5 parking spaces for every car)

- o environmental degradation

- o loss of animal habitat

- o induced demand – one cannot outbuild traffic whereas transit, especially rail, only grows stronger with increased demand.

Trails ONLY?

- Active transportation - what about the old, the young, and the handicapped?

Maine has this thing called weather – bicycle riding for commuting in a blizzard for 30 miles?

- Stop building trails that people drive to so they can ride their bicycle. This is not equal access.

- Do not pretend that trails maintain or police themselves.

A model to look at:

The SMART Train runs from Sonoma to Marin (California) and is a Rail and Trail operation with only 33% greater population than the Berlin subdivision corridor

- Connects small towns across Sonoma and Marin Counties

- Room for bicycles on the trains

- Built with bicycle trails

- Improves neighborhoods as downtowns succeed around transit centers

- Connector bus for that last mile – both on a scheduled route and on demand

Quote from the Rocky Mountain Institute: “Will state DOTs respond with the same old projects that lock-in emissions, drive up costs and threaten lives? Or will they instead increase mobility choice and invest in cars, but in people?”

Support “rails with trails” for a greener, self-sustaining and more tourist friendly home for all.

Yes on LD 1750