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Some further thoughts if possible:

I speak for many fellow Gorham residents whom I have spoken with over the past 13 months. We are in disbelief at the way the MTA has operated after being given free reign and endless funds charged with a task and though year after year has been allowed to pass and their expenditure of over \$30 million has been allowed the best they can produce is to ask for more time. This behavior defies reason and is indefensible!

Meanwhile, countless traffic bottlenecks have been addressed completely and efficiently by state and local traffic teams! Expanding tight intersections, incorporating additional turn lanes where needed, constructing roundabouts or synchronizing traffic lights, these people, unencumbered by MTA involvement have repeatedly done wonders across the state! The increased in safety and efficient travel is to be commended, and repeated wherever necessary. It begs the question why the MTA involvement when all the MTA does is build turnpikes? Why charge them with exploring alternatives when their answer to every problem is a turnpike?

I'm grateful to have not been a commuter impacted by the issues in South Gorham and North Scarborough seeing not even the smallest improvements over years of hope. They must accept that improvements are being explored. It takes time to spend \$30 million!

Studies have shown that for many reasons there is less traffic presently than even several years ago. It's hard to not visualize the commute had any state or local sensibilities had been employed!

So after what must be a record breaking expenditure of time and money paying for study after study , meeting, talking then meeting again; and only once with the public, while being paid handsomely they have come up with all they are capable of---a turnpike.

In 1998 the Greater Portland Council of Governments outlined a proposal for bus service from Gorham to Portland via the Maine Mall every half hour from 6am-10:45pm as well as \$15 million 1998 dollars for roadway improvements to the routes 22 and 114 overlap!!!

What happened to that plan?

In 2025 towns like those around Portland should be well into the process of traffic mitigation and public transit. The marriage to a car mindset must change before we necessitate paving over everything. It's my understanding that under the agreements around the transportation charge the MTA should have been employing at least a minimum of these tactics and incentives. It's lovely to imagine what might have been had the MTA not been at the helm.

Changing commuter habits while improving their experience requires time and incentives. We have literally missed the bus.