



April 25th, 2023

Dear Senator Chipman, Representative Williams, and Honorable Members of the Joint Standing Committee on Transportation,

I'm Winston Lumpkins, chair of the Portland Bicycle & Pedestrian Advisory Committee. Our committee supports LD 1634. We ask that your committee recommend it to the full legislature for passage.

I share the Portland Legislative and Nominating Committee's concern over section G, subsection (4) (Page 1, lines 40 & 41, Page 2, lines 1, 2 & 3.) It's unclear to me precisely what those study requirements would entail **before** making changes. If the intent of this bill is to simplify the process, it should itself be clearly written. In addition to clarifying the study requirements, I support the Legislative and Nominating committee's recommendation to require a one-year review and a three-year review instead of a review every year for 5 years. The legislature must acknowledge the challenges faced by Maine's municipalities- resources are not infinite.

One of our [recommendations to the Portland City Government for 2023](#) was to lower speed limits on neighborhood streets. Unfortunately, this is simply something which Portland can't do, despite having ample traffic engineers on city staff to accomplish this task.

The Maine DOT's monopoly over speed limits does little but create bad blood between the DOT, municipal governments, and advocacy organizations, like the one I chair. It is an overreach by the State Government and goes against the principles of home rule.

As our committee has conducted walk audits in neighborhoods all over Portland, we've heard that the speed limits are too high- sometimes just for a small section of a street, a dynamic which leads to speeding **all along the street**. When we take this feedback to city staff, they tell us if we bring in the DOT, they will conduct a speed study, and then apply the 85% percentile rule, which can even result in speed limits being raised. This [policy is detailed here](#), where it warns speed limits may be raised if a speed study is initiated. When a neighborhood is being terrorized by people driving through it too fast, threatening to raise the speed limit if they complain is simply bullying.

It's the responsibility of the City & Town Managers, Mayors, Councilors, Selectpeople, and those they employ to ensure conditions for both the economic potential and safety of the people who elect them.

Many municipalities in Maine are trying to revitalize their downtowns and to implement Vision

Zero plans to reduce fatalities on our streets - both things that require people to drive more respectfully of each other, and of all road users, by driving at speeds safe for both those inside and outside of cars. Those best placed to determine how fast is safe work in municipal government, and know their cities and towns, and the safety and economic goals of those towns and cities.

Please vote to recommend this legislation the full legislature,

Sincerely,

The Portland Bicycle & Pedestrian Advisory Committee,

<https://www.portlandbikeped.org/>

Winston Lumpkins IV, Chair,

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The Portland Bicycle and Pedestrian Advisory Committee is an ad hoc group of Portland-area residents working to make the city and region a better place to walk, bicycle, and wheelchair. We advocate and educate on bicycle, transit, and pedestrian issues, including handicap accessibility. We work in collaboration with other organizations including the Bicycle Coalition of Maine, Portland Trails, PACTS, the Portland Department of Public Works and the Portland Planning Department.