

April 3, 2025

LD1020

Dear Honorable Senator Nagle, Representative Crafts, and Distinguished Members of the Transportation Committee:

My name is Gary Dube. I've lived in Gorham for 30 years. I am not a lobbyist nor a paid consultant. I regularly drive these roads in South Portland, Westbrook, Scarborough, Gorham, Standish, Hollis, Buxton, Limington that the Gorham Connector affects.

I propose that more studies.

STUDY #I

From west of Rt 114 in Gorham, what would a mass transportation system look like to take and return 500 daily commuters, to 300 locations, in 6 towns along Routes 95, 295, and 1?

- How many Busses? Occupancy Levels, Transfers? Taxis? Parking Lots? Projected Time of Travels?
- Could this cost be sustained without government subsidies?

STUDY #II

What would be the best overland or underground route for light passenger rail or subway from Portland to the region west of Rt 114?

What would be the effort and costs to restore the former Portland to Ogdensburg Railroad into Gorham for food, fuel, and supply transport?

STUDY #III

Using Google Earth to measure the distance from the Connector Road along the property boundary of Smiling Hill Farm to their buildings on top of the hill, I get a distance of more than a quarter of a mile, more than 3 times further than Rt 22. Yet, it is being said that the Connector will "destroy" the farm. What is the actual physical impact on Smiling Hill Farms?

Is there any documentation on the effects on outdoor cows and chickens habitating within 200 to 1,000 yards of a road?

STUDY #IV

As Myles Smith with Mainers for Smarter Transportation suggest, what would be the impact of bike lanes on traffic congestion by season?

- Where are the nearest turnpike exits to the intersection of Gorham Rd and Payne Rd?
(Answer: 2 miles south or 1.5 miles and 8 lights into the Maine Mall)

STUDY #V

At their highest annual height, how wide in distance does each brook and stream and swamp get on the Connector's route? How long can a two-lane, suspended road surface traverse?

STUDY #VI

What would be the cost to acquire land, reengineer, and redevelop 3.5 miles of Gorham Rd from O'Donal's Nursery to Payne Rd by BJs? And to add on/off turnpike ramps?

STUDY # VII

How many vehicles, and which roads are taken, to drive from Rt 295 to Saco, Scarborough, Gorham, Buxton, Hollis, Standish, Limington, Waterborough? What is the population of this region? What other towns and regions in Maine with similar populations have a congested corridor?

STUDY #VIII

What is a person's lost productivity cost for each 15 minutes sitting in a vehicle prior to the start of their workday? Would businesses want to decrease the time of their deliverable by 25 minutes?

STUDY #IX

Are consumers more inclined to visit a business in free-flowing traffic or bumper-to-bumper traffic?

STUDY #X

Can development be done somewhere else? Can citizens be discouraged from owning land?

STUDY #XI

What is the process and how quickly can the law of eminent domain be enforced for the betterment of the populace?

STUDY #XII

Is it considered kicking the can halfway down the road if the road is only half built?

STUDY #XIII

Is it still considered a Bypass if it's never Connected?

I respectfully oppose this Act to Repeal the Laws and encourage the state of Maine to build the Gorham Connector as soon as possible, using eminent domain as necessary. This delay negatively affects thousands of people daily. What will traffic look like in the 6 years needed to build? LD1020 is just another stall tactic, by a vocal minority.

CONNECT THE BYPASS!

Thank you,
Gary Dube
Gorham, Maine

Photograph of the approximate location of the Connector Road its intersection with Rt 22/County Rd by Smiling Hill Farm's property boundary:

