BIKEMAINE RESULTS & ECONOMIC IMPACT

The inaugural BikeMaine ride is now in the books and all indications are that it was a rousing success! The Coalition put together several post-ride surveys, asking riders, host communities and volunteers to give their honest feedback about what was great and what could have been better.

More than 60% of the riders responded to the survey and of those respondents, an overwhelming 92% said that they enjoyed their experience, would consider riding the event again and would recommend the event to a friend. The week-long volunteers shared similar positive feelings regarding their involvement with BikeMaine: 94% stated they enjoyed their experience and 89% stated they would volunteer again. Both riders and volunteers offered concrete feedback on how the event could be even better and over the coming year we will work to implement many of their suggestions.

One of the highest rated features of the event was the food. We are greatly appreciative of the host and lunch communities, who worked with us to ensure that local and in-season foods were used whenever possible. Under the direction of Patti Hamilton, our fabulous food director, the communities prepared and served an amazing array of tasty meals that reflected local food traditions such as venison stew, a lobster dinner, and baked bean supphah. The riders especially enjoyed having delicious and nutritious lunches made and served by community members in the towns of Milo, Dixmont, Blue Hill and Eastbrook.

One of the primary goals of BikeMaine was to act as an economic development engine for the state of Maine. In this first year of the event, as a result of income from rider registration, BikeMaine paid communities more than $23,000 to host, entertain and provide showers, and over $60,000 to feed our riders and volunteers. Riders and volunteers also contributed more than $4,000 to benefit local organizations such as the Orono Fuel Assistance Program, the Foxcroft Academy Football Team, Blue Hill’s The Simmering Pot, Castine’s Community Economic & Development program, the Maine Sea Coast Mission, and Bangor YMCA’s Camp Jordan. Additionally, our riders reported spending an average of $575 per person during the week on restaurant meals, hotel rooms, and purchases adding up to an estimated $200,000+ of revenue infused into local Maine economies.

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COMMUNITY SPOKES PROGRAM UPDATE

The Community Spokes Program is the Bicycle Coalition of Maine’s effort to create a statewide network of citizen activists who give a voice to bikers and walkers in their communities. The program began two years ago when the first handful of Community Spokes attended the initial local advocacy skills training in November of 2011. Now there are over 50 Community Spokes who are actively carrying the torch for bicycle and pedestrian efforts all over Maine! These 50 energetic and motivated individuals represent 38 towns and 14 counties in the state.

From advocating for Complete Streets policies, to mountain biking trail-building, to youth bike safety education, our growing network of volunteer advocates is getting more people in Maine out biking and walking. Many of the Spokes have started or are involved with a Bicycle and Pedestrian Committee or an Active Community Environment Team in their towns. These volunteer groups afford local residents an opportunity to advise their elected town officials and staff on issues related to biking, walking and active living.

There’s no limit to the types of projects and interests that the Spokes are dutifully engaging in. Anything from working to create or update a municipal comprehensive plan, to building websites to hosting group activities that expand opportunities for local residents to bike or walk falls under the purview of a Spoke. We are proud and inspired by these many movers and shakers! And now that we have a full time Community Advocacy Coordinator on staff here at the Coalition, we’re looking forward to being able to advance the cause in more towns across Maine through the Community Spokes Program. For questions or to learn more, go to our website or email Abby King atabby@bikemaine.org.

COMMUNITY SPOKES SNAPSHOT

Who are the Coalition’s Community Spokes and what are they up to? Abby King, the Coalition’s Community Advocacy Coordinator, interviewed Heather Maillet, a “Spoke” and resident of Mars Hill in Aroostook County, to offer this snapshot of the work of one dedicated advocate.

Heather Maillett attended The Coalition’s Spokes Training in Ellsworth in March of 2013. She wanted to learn more about advocating for biking and walking trails for Native American communities in Maine. Heather works at Healthy Wabanaki, a Local Healthy Maine Partnership, encouraging and improving access to active living opportunities across the Wabanaki Public Health District.

This summer, Heather spent many full days at health fairs in each of these communities to share information on events and on easy destinations for biking and walking. She has been able to bring attention to the cause by raffling off over 20 bikes this year to kids and parents in the communities, and by setting up a pedal-powered snow cone machine that had kids lining up to take a spin.

Getting locals engaged in more walking and biking is not always easy; however, emphasizing culture really grabs their attention and gets people motivated. In tribal communities, culture is a huge part of life and it is important to tailor projects to the community you are serving. “In my work it has been a great experience working in Native communities and learning of ways to incorporate their culture into projects.”

At The Penobscot Nation on Indian Island, some community members use a walking trail to connect between school, residential areas, and an elder community. But there is room for growth; in order to promote the use of the trail and get more people walking, Heather is planning to work with the community to incorporate found Tribal artifacts into the trail. “We hope that when we’re done, trail users will be able to visit educational stations along the way where they will learn something about these artifacts, and also get information that will be motivating for them to continue walking and spending active time outside.”
BIKEMAINE RESULTS & ECONOMIC IMPACT

While we are still waiting for some of the figures to come in, it looks as though the ride not only gave back to the host communities financially, but also served to channel positive media attention. BikeMaine was incredibly grateful for the live coverage from our media partner, WCSH6 and WLBZ2, who focused a spotlight on our lunch and overnight communities.

Although we have yet to quantify the total economic impact the Inaugural BikeMaine Ride has had on the state, we can say with certainty that it was received positively by the riders, volunteers and communities it touched. Our heartfelt thanks to the tremendous support the Coalition’s members provided in getting this event up and running. We welcome your involvement and input as we prepare for BikeMaine 2014.

BIKING by the NUMBERS

37 states and provinces represented
76 / 25 ages of the oldest and youngest riders
251 registered participants
100,000 miles ridden
$200,000+ infused into local Maine economies

For pictures of the Inaugural BikeMaine Ride please check out our Facebook page: facebook.com/bicyclecoalitionmaine
As many of you know, the inaugural BikeMaine ride took place September 7-14, 2013. I had the good fortune to be on the planning committee and am compelled to say that it was the most outstanding committee of which I have ever been a part. As BikeMaine approached, I was asked to represent the Bicycle Coalition as the “Mayor” of BikeMaine Village each day. As mayor, I acted as a good will ambassador and sounding board for riders, volunteers or community members who wanted to bend my ear.

Although I originally planned to ride BikeMaine, I unfortunately had to leave the ride early as the ride happened to end on Yom Kippur, the most intense Jewish religious holiday of the year. I truly felt that I was missing out on a good portion of the experience by not being able to ride and made a vow to ride in next year’s BikeMaine. As luck (or the lunar Hebrew calendar) would have it, the Jewish holidays occur late in September next year. When the fifth day came and it was time to head to be with my family for the holidays, I felt sad and lonely, as if I had just left a group of good friends.

Starting on Friday evening (all Jewish holidays start in the evening since the book of Genesis says “There was evening and there was morning the first day”), I began Yom Kippur’s 24 hours of fasting and contemplation. By Saturday morning, I was well into the ritual of the holiday, but I found myself staring out the synagogue window and thinking to myself “BikeMaine riders have probably left Camp Jordan by now and are well on their way to finishing in Orono”. By noon, I had images of the group riding through the Black Bear on the UMaine campus in Orono and completing their week-long journey.

It suddenly occurred to me that I actually was part of two congregations that week. As I sat in synagogue, I was part of a Jewish congregation, but when I was participating in BikeMaine, I was part of another congregation. It was a congregation of bicycle riders who were having an experience that on the surface was fun and a healthy outlet for physical energy. But, on another level, it was a group of like minded souls seeking to make their corner of the world a little better by doing something of value for themselves and for their community.

I hope that many of you who did not participate in BikeMaine this year, will choose to do so next year, and by doing so, not only accomplish something worthwhile and enjoyable, but also help to bring a greater sense of joy to the community in which we all live.

Happy cycling,

Larry Rubinstein, Board President & Mayor of the BikeMaine Village
OUR RESPONSIBILITY

by Nancy Grant, Executive Director

There are more bicyclists in Maine than ever before, and each day increasing numbers of Mainers choose to ride for transportation, recreation or health. This is good for our movement in two big ways. First, the more cyclists we have riding on the roads, the safer the roads become for all of us. While this may seem counter intuitive, research has consistently shown that collision rates decline with increases in the number of people bicycling or walking. Second, the more cyclists on the road, the closer we move toward a true multi-modal transportation system that is not dependent on and based around the automobile.

The cultural transition to a more bike-friendly Maine will include many bumps in the road and will take all of our efforts to fully realize. 2013 saw too many crashes, fatalities, accidents and conflicts between cyclists and motorists. It often felt like we were moving in reverse -- that the roads were becoming less safe and the risks more dire. While the growing issue of distracted and speeding drivers increases our vulnerability, I am hopeful that a growing number of Mainers understand that cyclists have rights to the road and that motorists and bicyclists can share the road. The Coalition will continue to voice and support this message to policymakers, law enforcement officers and to all corners of the state.

At the same time, we as cyclists can do a great deal to strengthen our case by riding safely, legally and predictably at all times. It is our responsibility to consistently follow the rules of the road, to use common sense and to be courteous at all times. This summer I received countless emails from both Coalition members as well as the general public urging us to increase and expand our safety education messaging in an effort to inform ALL bikers about the rules of the road. These members rightfully observed that non-compliant riders are not only giving law-abiding cyclists a bad name; they are also making the roads less safe for everyone.

My sense is that those who don’t follow the rules fall into three categories: those who are new to biking and don’t know the laws; those who are attracted to cycling because they wrongly perceive that there are no rules; and those who never follow any law.

The first category is the easiest group to educate. You can help us with that group by modeling good riding behavior and helping your new-to-bikes friends learn the rules. I had the privilege of visiting Portland, Oregon in 2010. While I was in awe of their advanced bicycle infrastructure, I was more impressed by the numbers of riders that obeyed the rules of the road. Even those who would stereotypically engage in risk-taking behavior adopted the default mode in the city, following the laws.

The second and third categories provide a much larger challenge. Our efforts here will focus not only on educational campaigns and positive behavior modeling, but will also rely on increased support from our local law enforcement officials. The Coalition has already started revamping our efforts and outreach to law enforcement around the state to ensure that everyone is better informed about bicycle law, and that those officers are ready to enforce the law as it applies to both motorists AND bicyclists.

The path to truly shared roads for bicyclists may not always be straight, smooth or free of obstacles, but riding legally, safely and predictably are some of the most important individual actions that you can take to make Maine better for bicycling.

For a complete list of the rules of the road, please see the back page of this newsletter. If you are interested in improving your knowledge and understanding of bicyclists’ legal responsibilities, please visit our website at bikemaine.org

Maine Cyclist is published by the Bicycle Coalition of Maine. The Coalition is the statewide voice of cyclists. Since 1992, the Bicycle Coalition of Maine has led the effort to make Maine better for bicycling by protecting the rights and safety of cyclists through education, advocacy, legislation and encouragement. We support biking for health, transportation, recreation and fun.

Maine Cyclist is printed four times a year. Submissions of writing or artwork are encouraged and should be sent to the Coalition at PO Box 15272, Portland, Maine 04112 or emailed to brian@bikemaine.org.

The coalition reserves the right to edit to fit budget and space requirements.
MAINE STUDENTS SPRING INTO WALK & BIKE ACTIVITIES!

Physical, or engineering, improvements to the route to school can greatly improve a child's ability to walk or bike safely. The Maine Safe Routes to School Program encourages communities to consider how they can make walking and bicycling to school safer through engineering improvements. The most successful walk and bike to school efforts combine improvements to the infrastructure around schools with programs that encourage children to walk and bike.

Federal Safe Routes to School physical infrastructure funds, administered by MaineDOT, have helped to build sidewalks, make crossing improvements, introduce traffic calming elements, improve signage, and install bike lanes within 2 miles of K – 8 schools in over 40 communities throughout Maine.

If you would like to improve the unappealing and/or unsafe routes to your school -- especially if they are in a village area -- consider arranging for a site visit with the Maine Safe Routes to School Program and the MaineDOT Bike-Pedestrian Coordinator. Together you can consider possibilities for infrastructure improvements and strategies for traffic calming in the area around your school. In addition to school folks participating in the site visit, we encourage the involvement of someone from the local regional planning organization (if applicable), from public works, planning, and law enforcement departments, as well as municipal officials. Please contact us at saferoutes@bikemaine.org or call 207-623-4511, to explore this further. Below are some examples of recently completed SRTS infrastructure projects.

THE PORTLAND WALKING SCHOOL BUS EXPANDS

The Portland Walking School Bus Program will be expanding to serve children and families at two new schools this fall. In addition to Reiche and the East End Community School, the program will operate at Lyseth and Riverton schools as well. We are pleased with the success and growth of the program and need additional volunteers to help cover our routes. Consider joining the fun by giving just 25-30 minutes one morning per week.

Please contact Betsy Critchfield at (207) 956-6539 or betsy@bikemaine.org for more information.

PortlandWalkingSchoolBus.org

Portland Walking School Bus

Cape Elizabeth: The opening celebration of the 2-mile Shore Road Path. This new paved sidewalk/path now connects many neighborhoods, residences, churches, parks, schools and the village center.

Machias: The after photo of the sidewalk project in Machias to connect the elementary school with existing sidewalks along Court Street.

Readfield's new sidewalk connects village areas to the town beach and to the middle and high school campus.
MAINE BPSE UPDATE

The Maine Bicycle and Pedestrian Safety Education (BPSE) Program, a partnership of the Maine DOT and the Bicycle Coalition of Maine, has completed its yearly August to August report for the MaineDOT. Based on instructor reports, here are some highlights from August 2012-2013:

- 11,923 children and adults received bicycle and pedestrian education
- 300 club riders worked with the program
- 131 schools hosted presentations
- 36 after school bike club rides
- 17 bicycle rodeos
- 16 counties

Additionally, the Maine BPSE Program has participated in and/or provided materials for more than 35 community events (not counting bike safety rodeos) in 12 different counties (Cumberland, Kennebec, Piscataquis, Washington, Penobscot, York, Oxford, Franklin, Somerset, Androscoggin, Lincoln, Waldo, Aroostook), serving many hundreds of people.

Demand is constantly growing for the program’s services, and we need more instructors, especially Downeast, and in Aroostook, Washington and Hancock counties. If you’re interested in learning more about how to become a BPSE Program Instructor, please contact Jim Tasse at jim@bikemaine.org.

TEACHING BPSE by Bob Bruce - BPSE Instructor, Wiscasset, ME

What is BPSE? BPSE is the Bicycle and Pedestrian Safety Education Program, a partnership between MaineDOT and the Bicycle Coalition of Maine. I have been an instructor in the program for six years and this has been an incredibly rewarding experience. While it is difficult for teachers to give up classroom time because of all the mandatory testing the state requires, I have found that the physical education teachers are more willing to give up some of their valuable time. For this reason, a school gym in front of bleachers is a great place to teach bike safety. I like classrooms but the confined space sometimes gets a little cramped when working with a large group of children.

The content of the BPSE program has something for all ages, including adults, although a majority of schools want their 3rd through 5th grades to receive the training. It is certainly nice giving the same message to the students as they proceed through the grades and listen to them respond to my questions quicker each year. For me, that is a clear measurement of how successful the messaging is.

Recently, I taught at Harriet Beecher Stowe (HBS) in Brunswick. I spent a full week there working with grades 2-5. I was there before school started and even had lunch with the 2nd graders. They affectionately called me Bicycle Bob. They all said “Hi, Bicycle Bob” and some shared their stories with me. On a recent Wednesday night before a club ride in Brunswick I went to Hannaford’s to use their facility. There was a cart sitting outside and I wheeled it into the store. A woman and her young daughter were in front of me. I asked the woman if she would like the cart I had. Her daughter looked up and recognized me. She said, “That’s Bicycle Bob.” Maybe if she remembers me she will also remember some of the things I talked about. I cannot express the feelings I had when that happened. You have to experience it firsthand. The highlight of the season came at Cottrell School in Monmouth when all of the 3rd graders went on a “Bike Trek” and got to practice all of the things we talked about in class. Knowing the sense of accomplishment the kids felt was great, but watching them have that much fun was priceless.

Teaching our children how to drive bicycles safely is such an important endeavor. I would encourage everyone to get involved with BPSE.
BIKEMAINE OFF TO A FLYING START! by Mark Ishkanian

When the Bicycle Coalition of Maine board first discussed in 2011 the idea of launching a week-long ride, there was both excitement and some trepidation. The board thought a seven day ride with a new route each year could indeed “make Maine a better place to bicycle” and fulfill the Coalition’s mission. We felt it could demonstrate the growing value of experiential tourism while promoting healthy activity. The new ride would be a nice complement to the successful one, two and three-day rides already firmly established in Maine including our popular Lobster and Women’s Rides. We also knew that putting on a well-designed seven-day ride would be a heavy lift for our organization so we undertook it with care, determination and crazed enthusiasm.

A twelve person Ride Committee started the hard work of planning the 400 hundred mile ride eighteen months ago. I can’t say enough about how seriously each of these individuals took their jobs and executed them to near perfection. We were ably supported by ride director Kim True and event coordinator Zach Schmesser, along with Coalition executive director Nancy Grant, communications director Brian Allenby, and office manager Liz Hall all of whom worked tirelessly before and during the ride to make it a success.

As I write this, the glow of the inaugural BikeMaine has not faded. It was by all accounts a tremendous first year effort. BikeMaine’s success was due to many factors besides a great ride committee and a superb staff. Thirty-three volunteers committed a full week of their time to assist the ride. They worked dawn to dusk setting up and taking down tents and route signage, hauling baggage, preparing food and handling many other essential tasks. This dedicated core group of volunteers was supplemented by host community volunteers who cheerfully greeted riders and helped set up each day’s BikeMaine Village.

BikeMaine received critical early support from five foundations: Elmina B. Sewall, Betterment Fund, and the Quimby Family Foundation each gave us two year grants, and Horizon Foundation and the Davis Conservation Foundation provided early and important funding. We also received a significant Maine Office of Tourism start up grant to cover marketing costs. These six grants helped the Coalition launch BikeMaine in a manner that produced a first class inaugural ride.

We were very fortunate to have LL Bean and Anthem Blue Cross and Blue Shield in Maine provide early and enthusiastic support as founding sponsors of BikeMaine. They understood what we were creating and helped us in innumerable ways beyond their financial contribution. In addition, we received generous support from Bangor Savings Bank and Capital Ambulance Service, a part of Eastern Maine Health System. Additional support came from Idexx, WEX, Maine Tourism Association, Poland Spring, Pine State Trading and Gritty McDuff’s Brewing Company. Also a sincere tip of the hat to our organizational partners: the Nature Conservancy, Maine Downtown Center, Maine Federation of Farmers Markets, MOFGA and USM.

NBC Maine affiliates WCSH and WLBZ provided outstanding daily coverage of the ride. Reporter Tim Goff and videographer Kirk Cratty were embedded with the ride throughout the week and were gracious and congenial throughout. Our other media partner, the Bangor Daily News, provided two full-page inserts on the ride as well as several articles and blog postings.

Very special thanks go to the good folks of Orono, Dover-Foxcroft, Belfast, Castine, Bar Harbor and Ellsworth (Camp Jordan) for welcoming riders into their communities with open arms.

In recognizing all these pivotal supporters, I want to acknowledge the 251 riders who took part on this first-ever ride. Hailing from thirty-seven states and provinces, these riders were a good natured and intrepid lot. Their spirit of adventure, love of life, safety consciousness and unbridled support for what we were creating helped define the ride as only riders can. They were great ambassadors for cycling and townspeople in each community raved about their politeness, enthusiasm and interest in their hometowns.

All in all, BikeMaine was a total team effort. I will forever be proud of what we accomplished together. Now the challenge will be to improve the ride, explore other areas of the state, forge partnerships with new host communities, grow the ride to a sustainable size and yet not lose what made the inaugural ride such a special week in the eyes of riders, volunteers and organizers.

As one rider put it after crossing the finishing line in Orono, “this was a great ride in every sense of the word — I can’t wait until next year!” Neither can we — we hope you will be along for the ride!
BIKES AND THE LAW

It is the Coalition’s goal to become a trusted and reliable partner with police and sheriffs departments, and the state police on roadway issues that concern bicyclists, and the Coalition continues to work on cultivating a stronger relationship with law enforcement agencies across the state. Our strategy of following up with local police on reported incidents has resulted in productive conversations, resource requests and training invitations from departments around the state. Just in the last quarter, we have had meetings with Portland, Yarmouth, Norway, South Portland, and the District 2 (all of Cumberland County) Police Chiefs.

Increasingly, we are beginning to leverage our good relationships with law enforcement to encourage more proactive enforcement of traffic laws that have an impact on bicyclist safety. Our enforcement priorities for motorists would see police conducting more speed limit enforcement (speeding traffic is the single biggest complaint folks have about bike/ped safety), as well as making more stops for violations of the three foot law, for improper turning and for driving to endanger. We have also been carrying the message to law enforcement that reports of aggressive or menacing behavior by motorists need to be followed up on as if they were incidents of criminal terrorizing with a deadly weapon.

But scofflaw bicyclist be warned—we are also encouraging police to stop bicyclists who do not comply with traffic laws! Our enforcement priorities for bicyclists include more stops for wrong way riding, running stop signs or lights and operating after dark without lights and reflectors.

Your membership helps support our work with law enforcement. If you have an incident on the road, you should report it to the local police AS SOON AS POSSIBLE! You are much more likely to get a response from the police if you report incidents promptly. And please submit an account on the Coalition’s incident report form on the homepage at bikemaine.org.

VOLUNTEER HELP NEEDED!

The Coalition depends on the generous support of volunteers to help make our advocacy and education programs a reality. We are eternally grateful for the assistance of our many volunteers (please see page 19 for a complete list), but are always looking for new people to engage in some amazing, fun and rewarding experiences volunteering with the Coalition.

If you can lend a hand, please contact Liz Hall at liz@bikemaine.org, call 623-4511 or sign up on our website: bikemaine.org.
IMAGES OF THE INAUG
BRINGING BIKE MAINE TO 4TH GRADERS

by Bill Webster, Superintendent, Lewiston Public Schools

As soon as the inaugural BikeMaine ride was announced, I was ready to sign up. This was my type of event - touring our beautiful state, unencumbered by having to raise funds from others and the opportunity to meet people from all over the country. There was one problem, however. How can a school superintendent take a week off in September? Actually, it is a pretty good time as the school year has already started and all the problems that come up over the course of year have yet to surface; but some guilt remained.

Then, I had the idea to find a way to bring the BikeMaine ride into the classroom. As it turns out, Maine geography and history is part of the 4th grade curriculum. In addition, many students in Lewiston have done little, if any, travel outside of the city. I immediately tweeted that I would work with the first 4th grade class that responded to my tweet. (There are twenty 4th grade classrooms in Lewiston.) Soon the principal of Longley Elementary School tweeted about my doing something with her forty students and two teachers in 4th grade.

I met with the two 4th grade teachers in August to go over how we might bring this to the classroom. I was surprised to learn that neither class had a map of Maine to follow the route. The next day I made a quick trip to DeLorme, getting two laminated wall maps of Maine. I also committed to getting such maps for every 4th grade class in Lewiston. We agreed that I would FaceTime (Apple’s version of Skype) with the two classes at 3 pm each weekday of the ride and share videos and photos using a shared Dropbox folder.

The first FaceTime session was at 3 pm Monday when I sat on the rocks next to the water below where we placed our tent in Belfast. I relayed a little bit about Sunday’s and Monday’s ride. The students asked questions about Belfast, and I talked about Belfast’s history and its transformation from the “broiler capital of the world” to a tourist and art center. Students also said that they wanted to see a picture of a lighthouse.

Each day, we FaceTimed at 3 pm, talking a little about the route and the history of the host town. My cousin and ride companion, Cliff Webster, did one session and told about the carriage roads on Mt. Desert Island. I shared pictures of Fort Knox, the Penobscot Narrows Bridge and other Maine sites but was frustrated in my inability to get a shot of a lighthouse because of the fog. I ended up taking a picture of a lighthouse postcard in the small gift shop on the top of Cadillac. (The 6-mile ride downhill ride back to the tent site was one of the highlights of the trip!)

The last call to the class was from Camp Jordan. I showed the class various sights of the facility including the swimming area with the yellow swim float. We found fellow cyclist Bill White enjoying the water, and one student asked if he would swim out to the float. Bill not only obliged but did a 10-point cannonball off to the float to the delight of the forty students watching.

Time will tell, but if I helped expand the horizons of one student, then it was definitely worth a superintendent taking a week off in September. I am already thinking about next year and my other eighteen 4th grade classrooms!
A common misconception among bicyclists in Maine is that the Bicycle Coalition is just about road bikes. Sure, it’s true we produce some road bike events, and we do spend a lot of time working on road issues, whether they involve the law or construction/design problems. And from the standpoint of social equity, making sure that our roadways are safe for people to use for the practical purpose of utilitarian bicycle riding—errands, commuting—is one of our biggest concerns.

But our motto—“Whatever you ride, wherever you ride, ride with us”—extends well beyond the road. And for one staff person of the Bicycle Coalition of Maine, Education Director Jim Tasse, off-road bicycling is an increasingly important part of Coalition business.

“Mountain biking is one of the growth areas for the sport of bicycling in Maine, and there are more places to ride good trails off road right now than at any time since I’ve been a mountain biker, starting in 1985” says Jim. “It’s important for the Coalition to be involved with trail riding in Maine.”

An avid mountain biker himself, Jim has long recognized the educational value of trail riding to develop bicycle handling skills. “Kids are often more excited about riding in the dirt than on the roads, and tapping into that excitement helps us build a life long interest in bicycling in general. And the handling and shifting skills that young riders develop riding trails makes them better riders on the road.”

To support more involvement with mountain biking, the Coalition applied for and received a Recreational Trails Program grant from the State of Maine’s Agriculture, Conservation and Forestry Department to support a mountain bike education program, called (predictably enough) the Maine Off Road Bicycle Education (Maine ORBE) Program.

The Maine ORBE Program has two components. One part of the program is to help communities develop trail networks that are inexpensive, sustainable and environmentally sensitive by following the International Mountain Bike Association’s trail construction principles and guidelines. The other part of the program enables the Coalition to provide mountain bike skills education and training. Although still a new program, the Maine ORBE program has provided valuable technical assistance on trail development to Greenville, Gorham, Cape Elizabeth, Lewiston/Auburn and other communities, and provided mountain bike instruction in Madison, Farmington, Yarmouth, Orono and Old Town.

The Coalition’s involvement with mountain biking doesn’t end with the ORBE program, however. In August, Jim was elected president of the Greater Portland Chapter of the New England Mountain Bike Association, which is a group dedicated to promoting mountain biking across New England. The Greater Portland Chapter focuses on fostering relationships with landowners to create more riding opportunities, and members have been leaders in trail development in many towns across southern Maine. Similar NEMBA chapters exist in MidCoast, Carrabassett Valley, Central Maine and the Greater Orono/Bangor area. The Bicycle Coalition of Maine has active and productive relationships with all of these groups.

So the next time some hairy-legged mountain biker asks what the Bicycle Coalition of Maine does for off road riding, there’s an easy answer: “A lot!”
Beyond the Bicycle Safety Basics

Following our summer column, “Bicycle Safety Basics”, we received an email from a reader named Todd, looking for additional advice “beyond the basics”. Todd had recently narrowly avoided being hit by an overtaking truck by bailing into the rough shoulder, suffering “some road rash, a lot of soreness and a damaged confidence.” Todd recognized after reading our column that he didn’t “claim the lane” and make it obvious that passing was not possible, given that there was also oncoming traffic on the narrow two-lane road. He wants to try to do that in the future, but he notes, understandably, that this is not foolproof. He wonders about what further strategies he could employ to stay safe. (And to help his wife worry less about him when he rides!)

We mentioned in our last article that lane control can be useful in preventing unsafe passing when there is not enough room. One specific technique for lane control on two-lane roads is what CyclingSavvy* calls “control and release.” While this approach might not be for everyone, this is one method that you could use to ride safely.

Let’s imagine you start on a clear road with no traffic around you and no useful paved shoulder. The ideal approach in this case is to start out riding in the center of the lane, and monitor frequently behind you for overtaking traffic, using either a mirror or a head-turn. Practice this to make sure you can do it without swerving! If you detect traffic approaching from behind, decide whether it is safe to let that traffic pass, based on the clear distance ahead of you, free of oncoming traffic or blind spots such as curves or hill crests. If it is clear, you can move over slightly to the right to facilitate passing, and confirm to the motorist that passing is okay. You can also give a head nod behind you, or a little wave, to be friendly.

Anytime oncoming traffic appears, immediately assess the situation behind. If you have traffic coming from both directions, that’s the time to consider “control”. If you are already controlling the lane, then you’re already in a good position to prevent passing. If you aren’t controlling the lane as your primary position, you may not always have enough time to move into that position if you haven’t been paying close attention.

Continue to control the lane as the oncoming traffic passes. If the road is very busy in both directions and it gets to the point that traffic has been waiting behind you for a long time, you may consider pulling off the road to let the pack pass, if safe. This is not a legal requirement in Maine, but is considerate, and there’s nothing wrong with wanting to relieve the pressure you might be feeling. If you do, it’s best to pull all the way off the road, such as into a driveway or side street, not just to the side of the pavement.

Once the oncoming traffic has passed, assuming you’re still on the road controlling the lane, again you can move over and give a friendly wave, to confirm it’s okay to pass, and to thank the motorists for their cooperation.

Foolproof? Not much in life is. People are injured from falls down stairs, slipping in bathtubs, and walking down the street. In the opinion of bicycle educators nationally, lane control is actually more foolproof than edge riding, because of the advantages of visibility (motorists’ ability to see you), vantage (your ability to see around you, especially at corners and curves), and buffer space. When drivers are distracted, peripheral vision is the first and most compromised. Overtakers are much less likely to try to squeeze by unsafely. In most “hit from behind” crashes, the cyclist was riding at the edge, compromising his visibility and motorist passing judgment. Bottom line, as we mentioned in the last column, your likelihood of living a longer and healthier life is much boosted by cycling.

Lane control is non-intuitive, and can be scary at first. Education can help! Next summer, check the Coalition website for a schedule of classes from the League of American Bicyclists and from CyclingSavvy, or contact John or Charley for details.

* Cycling Savvy is a traffic cycling course developed to teach the principles of Mindful Bicycling. Classes are held periodically in Maine and around the country. For more info: cyclingsavvy.com
THE MAINE TIME TRIAL SERIES: THE BEST KEPT SECRET IN NEW ENGLAND CYCLING  
by Fred Thomas

There is no such thing as an easy time trial. Activating the human “flight” instinct in order to pedal a bicycle as fast as possible for fifteen miles or more is hard work. However, consistent practice makes a time trial less difficult. The Maine Time Trial Series (METTS), now entering its eleventh year, is an excellent venue for practicing time trials and one of the reasons Maine’s racing cyclists are performing so well in regional and national competitions.

The time trial is a race against the clock. It requires a maximum effort for forty minutes or longer. The currency of the time trial is a high level of fitness, a fully appointed time trial bike, a skin suit, an aerodynamic helmet and an aerodynamic position on the bike. Everything else is at the margin, which is why preparation is so important. Being prepared means knowing the course, knowing how much time is needed to warm up and knowing how to pin a number on a skin suit among other things. Knowing how to be prepared takes experience. The best way to gain that experience is by participating in as many time trials as possible.

The dedicated METTS competitor will complete perhaps five time trials in one season. After five years, that same rider will have completed twenty to thirty time trials and perfected a race preparation routine, experienced a variety of time trials under different conditions and developed an internal voice that wills the body to do the bidding of the mind. This knowledge and experience breeds confidence and calm. The METTS competitor navigates the starting area smoothly, ignores the competition and is as one with the time trial bike. The METTS competitor has a significant edge.

There are many examples of Maine racing cyclists who are benefiting from the series. Hank Pfeifle of Brunswick (OA/Cyclemania) won the 2013 New England Time Trial Championship (60 to 64) and won silver at the 2013 USA Cycling National Championship Masters Time Trial (60 to 64). Eric Follen of Sanford (Momentum Barracuda Cycling) won the Green Mountain Stage Race Time Trial (Category 2) and David Znamierowski of Brunswick (Arc en Ciel) won the 2013 New England Time Trial Championship (50 to 54). Anna Caron of Portland (Momentum Barracuda Cycling) won the 2013 Tour of The Battenkill (Junior 10 to 13) and the 2013 New England Time Trial Championship (10 to 13). Pfeifle said “Without the series, Maine’s racing cyclists would not be as strong as they are. The series has helped produce national caliber cyclists.” Pfeifle points out that many triathletes and elite cyclists from around the region also participate in the series to practice their game.

At the end of the 2013 season, Bath residents Derek and Alison Morin took over the leadership and management of the series. The previous managers were unable to continue and thus the series was at risk of coming to an end. Derek and Alison stepped up and made a few quick but essential changes. Morin said, “Our goal was to simplify and concentrate on quality over quantity”. To that end, the race schedule was shortened to ten races compared to more than a dozen in previous years, a professional timing services company was retained to provide results at all the races and an open or “Eddy Merckx” division was introduced so that competitors owning standard road bikes could participate. The changes immediately improved the experience for racers, broadened its appeal and stabilized the series.

There is still much work that needs to be done to consolidate the gains made so far and keep the series moving forward. Among other things, scheduling needs to be more consistent and local organizers need support putting on their events. There is also the question of how to make the series appeal to the experienced racer who wants to be faster as well as the novice who wants to finish. Plans for the series in 2014 include introducing a junior category, holding some races in Greater Maine (New Hampshire) and attracting third party sponsorship of the series. Morin is optimistic about bringing the series to the next level. “We can get there. The series is a unique event that means many different things to many people. It can’t end”

Fred Thomas is 2013 USA Cycling Masters Time Trial National Champion (45 to 49), 2013 New England Time Trial Champion (45 to 49) and seven time Maine Time Trial Series Champion. He races on the OA/Cyclemania Masters Cycling Team and is a member of the Portland Velo Club. Fred runs Frame and Wheel, Inc., a company providing ebay auction services to cyclists and bike shops and restoring Austro-Daimler to its former cycling glory. Fred lives in Cape Elizabeth with his wife Tak and their daughter Nina.
There are many people in Maine working towards improving safety for bicyclists and pedestrians on Maine roads. The discussion often focuses on the need for a particular sidewalk improvement, or an unsafe crossing of a street. Sometimes the efforts include the community taking a broad look at how to improve overall conditions with a deficiency report, which can lead to safer streets, more attractive communities for business development, and an overall improved sense of the community environment.

Low cost solutions abound that can happen in the short term. Personally, we can all choose to invest in bright shirts or jackets for when we walk or bike. We can buy highly reflective ankle velcro pants protectors, back lights that blink, headlights, and other low cost personal items that can dramatically improve safety. We can also make sure our children have reflective materials on clothing, backpacks, and clothing. We can invite the Maine Bicycle and Pedestrian Safety Education Program (BPSE) to make a no cost safety presentation at our local schools or community events. We can request free helmets through the BPSE program for people who are in need of helmets.

On an infrastructure level, the low cost solutions include making sure our crosswalks are painted early in the spring with piano key type markings, which are much more visible than the simple white lines across the road. Crosswalk signage (new signs to replace the old ones or installing a new set) is another example of a low cost solution that can really make a difference not only at an individual crosswalk, but in the overall village and city environment. They can drastically improve the safety of the pedestrian attempting to cross the street. Another low cost improvement that is available for mid-block crossings are Rectangular Rapid Flashing Beacons (RRFB’s). This strobe-like push-button safety installations is solar powered and very low cost. MaineDOT has a program that partners with communities in need of these RRFB’s, whereby MaineDOT will buy the RRFB, and the community installs them.

Safety signage for bike safety is also extremely low cost and helpful. The types of signs communities and MaineDOT are installing include Share the Road signs, Bikes May Use Full Lane signs, and the newly developed 3 foot law signs. MaineDOT also recently instituted a Bike Stencil and Shared Lane Marking loan program. These paint markings can help bring awareness to motor vehicle drivers to expect bicyclists, but also to help bicyclists feel more comfortable with space dedicated to the bicyclist, or the appropriate location for the bicyclist in a shared lane situation. It is only the cost of the paint!

As you can see, there are many low cost improvements available to help improve safety for bicyclists and pedestrians on our road systems that can be put in with very little effort and cost. If you have an idea for an improvement in your community, please contact your local municipality or give me a call. It is only through your efforts that these low cost and easily installed safety features can be considered and possibly installed in your community. Safe travels!

Dan Stewart may be reached at 624-3252.

These bicycle shops give at the Yellow Jersey Club level ($1,000 annually). Please stop by and thank them for their generosity!
These business members generously support the Bicycle Coalition of Maine’s work with annual memberships of $1,000 or more

PORTLAND EYE CARE

Portland Eye Care, and Dr. Peter Hall, OD (optometrist), have been proud supporters of the Bicycle Coalition of Maine for over six years and a member of the Yellow Jersey Club for the past two. In addition to providing volunteer time and energy at many events, Peter Hall has also been a member of the Coalition Board for two years. Portland Eye Care provides comprehensive eye examinations for glasses and contact lenses and treats many optical issues. Recently, we had the opportunity to ask Dr. Hall a few questions:

Why is it important for Portland Eye Care to support the Coalition?

Biking has given me some of the best adventures in my life and some of my most enjoyable moments. It is something I can share with my friends and family as well as my community. I know it sounds trite…but I would like to see everyone experience that. Bicycles are of course good for our bodies…but they are maybe even better for our brains and the planet. The more people that are out on bicycles the better. There are many worthy charities that grab our attention, but bicycling is such an easy way to make things better.

Why is it important for your business to be bicycle-friendly?

I do not think being a bicycle-friendly business will help my bottom line. But it is a great way for me to spread the word about cycling. And to be honest many of the eye diseases I see would occur with much less frequency if people would just get outside and bike or find some other form of exercise.

What’s the best bike-related advice you’ve received?

Slow down and enjoy the ride.

PORTLAND EYE CARE

1040 Brighton Avenue | Portland, ME 04102
207.253.5333
portlandeyecare.net

SHIPYARD BREWING

The Shipyard Brewing company continues to be one of the most generous supporters of the Bicycle Coalition of Maine. Their annual Yellow Jersey Club membership along with product donation and other support adds incredible value to Coalition events. The Shipyard Brewing Company has been making award-winning, hand-crafted beer in Maine for nearly 20 years. Now one of the largest craft breweries in the country, the company has its roots in the picturesque seacoast village of Kennebunkport Harbor in 1992. We caught up with Bruce Forsley of Shipyard and asked him a few questions:

Why is it important for Shipyard to support the Coalition?

We want to promote a culture at Shipyard that inspires active and healthy employees. As part of our community support we endorse organizations that represent a healthy and environmentally friendly lifestyle.

Why is it important for your business to be bicycle-friendly?

We feel the demographics of our consumers and demographics of cyclists are very similar….in this way we are more connected to our end users.

What is the last ride you took?

Last weekend with my daughter….she is 9…..we rode a couple miles.

What’s the best bike-related advice you’ve received?

Respect the cars on the road and don’t fall!

SHIPYARD BREWING

86 Newbury St. | Portland, ME 04101
1.800.BREW.ALE
shipyard.com

YELLOW JERSEY CLUB MEMBERS

These members support the Bicycle Coalition of Maine’s work with annual memberships of $1,000 or more

Penny Armstrong Scarborough
Jonathon Ayers Portland
Sue Ellen Bordwell + William Richards Yarmouth
Philip Coffin + Susan Peck Portland
Janika Eckert + Rob Johnston Albion
Dan Emery North Yarmouth
Leon + Lisa Gorman Yarmouth
Ellen Grant + Kevin Carley Cumberland
Nancy Grant + Mike Boyson Portland
Susan + Peter Hall Falmouth
Ralph Hamill + Susan Akers South Thomaston
Karen Herold + Mark Isaacson Cumberland
Henry + Alicia Heyburn Brunswick
Nancy Innes Gorham
Mark + Ginger Ishkanian Readfield
Herbert Janick Cape Elizabeth
Stephen + Carolyn Jenks Portland
Harold + Brigitte Kingsbury Cape Elizabeth
Dan Kovarik Portland
Richard + Jane Marsh Poland
John + Anne Marshall Addison
Jeffrey Miller Washington, DC
Tom Murray Portland
Fritz Onion Wells
Cynthia + John Orcutt Carrabassett Valley
Joseph Paduda Madison, CT
John Poirier + Laurie McReel Oakland
Scott + Ponee Roberts Gorham
Larry + Robin Rubinstein Scarborough
Peter + Kerry Rubinstein New York, NY
Jeff Saffer Cape Elizabeth
Jane Self + Ken Pote Camden
Cynthia Sortwell South Portland
Scott Spaulding + Pamela Fischer New Gloucester
Geoffrey Tolzman Portland
Kim + Jeffrey True Freeport
Austin Watts Bowdoin
Mark + Kitty Wheeler Woolwich
Garth + Nancy Wilbanks Winterport
Alta Planning + Design  
Portland, OR & Boston, MA 617-227-2563

Atayne  
Brunswick 888-456-0470

Body Symmetry  
Brunswick 729-1122

Bread and Roses Bakery*  
Ogunquit 646-4227

Green Clean Maine*  
Portland 221-6600

Little Dog Coffee Shop  
Brunswick 721-9500

Planet Bike  
Madison, WI 608-256-8510

Portland Eye Care*  
Portland 253-3333

ReVision Energy*  
Portland 232-6595

Shipyard Brewing Company*  
Portland 761-0807

Summer Feet Maine Coast Cycling Adventures  
Portland 232-9415

VBT Bicycling Vacations*  
Bristol, VT 800-245-3868

Auclair Cycle & Ski  
Augusta 623-4351

Bar Harbor Bicycle Shop*  
Bar Harbor 288-3886

Bath Cycle and Ski  
Bath 442-7002

Belfast Bicycles  
Belfast 338-0008

Berger's Bike Shop  
York 363-4070

Bethel Bicycle  
Bethel 418-7905

Busy Town Bikes  
Lewiston 241-3233

Center Street Cycles  
Brunswick 729-5309

Cycle Mania*  
Portland 774-2933

Frame and Wheel  
Cape Elizabeth 221-5151

Freeman's Bicycle Service  
Portland 347-1577

Freeport Ski & Bike  
Freeport 865-0523

Goodrich's Bicycle Shop  
Sanford 324-1381

Gorham Bike & Ski  
Portland 773-1700

Saco 283-2453

Jerry's Bike Barn  
Berwick 752-0580

Kingdom Bikes  
Blue Hill 374-3230

Kittery Trading Post  
Kittery 888-439-9036

LL Bean Bike, Boat & Ski Store  
Freeport 877-755-2326

Mathieu's Cycle & Fitness  
Oakland 465-7564

Farmingdale 582-0646

mojo  
Presque Isle 760-9500

Pat's Bike Shop  
Brewer 989-2900

Rainbow Bicycle & Fitness  
Lewiston 784-7576

Rose Bike  
Orono 800-656-3525

Singletrack Cycle Shop  
Naples 318-2387

Southwest Cycle  
Southwest Harbor 244-5856

Unity Bike Shop  
Unity 948-4800

The Coalition would like to recognize our Yellow Jersey Club Business Members. These businesses give generously and we ask that you consider supporting their products and services! Please see page 17 of the Maine Cyclist for profiles on two of the YJC businesses. If you would like to learn more about how your business can support the Coalition, please call us at 623.4511 or check out the website at bikemaine.org/biz
MAINE LOBSTER RIDE & ROLL VOLUNTEERS

Martha Arterberry  
David Auclair*  
Gale Auclair  
Amy Ayoub  
Mary Ayoub  
Sara Ayoub  
Geoff Banks  
Tony Barrett  
Bill Benner  
Lisa Berger  
Leanna Bergeron  
Adrie Bergstein  
Alicia Bergstein  
Ryan Boyer  
Susan Boyer  
Mike Boyson  
Binney Brackett  
Matt Bubar  
Frank Callanan  
Rick Chandler  
Dick Chutter  
Marina Davidson  
Theresa Davidson  
Ellen Drury  
Katie Drury  
TJ Ermita  
Pamela Fischer  
Barbara Fishman  
Joel Fishman*  
Shawna Frechette  
Peter Garrett  
Jean Guelimard  
James Greggs*  
Jen Gregg  
Eliot Guerra  
Peter Hall  
Paul Halvachs  
Leslie Kaplan  
Stephanie Kay  
Alyssa Martinez  
Betty Martinez  
Lesley Martinez  
Anne McMath  
Jon McMath*  
Max Michaud  
Jacky Miller  
Patty Miller  
Alan Mills  
Susan Morrissey  
Nancy Netherland  
Nick Northcott  
Kaitlyn Oddy  
Joe Patten*  
Alan Pease  
Marnie Pease  
Jeanne Peckiconis  
Kristin Perry  
Pete Phair  
Tim Pitcher  
Ken Pote  
Penny Read  
Tammy Rhodes  
Robin Rodriguez  
Robin Rubinstein  
Jane Self*  
Rick Smith  
Anna Sommo  
John Sommo  
Lucy Sommo  
Barbara Spalding  
Ron Staschak*  
Josh Stormont  
David Talley  
Mallie Tesler  
Ron Tesler*  
Toshie Tesler*  
Peter Thomas  
Vicary Thomas  
Jane Thompson  
Sheila Torkington  
Jeff True  
Dick Vermeulen*  
Maggie Warren*  
Amy Webb  
Chris Wells*  
Monika Williams  
Phil Winer  
Bill Wilson  
Dave Wood*  
Peggy Zwerling

Committee Members Marked with an *

BIKEMAINIE VOLUNTEERS (WEEK LONG)

Rob Bakker  
John Balicki  
Tony Barrett  
Tom Colavito  
Jamie Corriveau  
Kevin Cowperthwaite  
Juliann Ebeling-Koning  
Natalie Ebeling-Koning  
Pamela Fischer  
Gary Gilman  
Pete Hall  
Alan Harville  
Libby Harville  
Steve Jordan  
Sharon Kelley  
Jill King  
Marcel Labbe  
Charley Laflamme  
Janette Landis  
Jane Leung  
Ed Linde  
Chris Ann McGregor  
Chuck McManahan  
Cindy Orcutt  
Susan Peck  
Marjorie Simpson  
Derek Smith  
Scott Spaulding  
Ryan Stankovitz  
Vaughn Stinson  
Wendy Suehrstedt  
Tina West  
Herschel White

BIKEMAINIE VOLUNTEERS (OTHER)

Bar Harbor Rotary  
Dover Foxcroft Congregational Church  
Foxcroft Academy  
Foxcroft Academy football Team  
Maine Maritime Academy  
Orono School Department  
Tess Carley  
Joyce Cassidy  
Mary Daniels  
Anne Douglass  
Carolyn Eaton  
Kirsten Gagnon  
Julie Grant  
Philip Grondin  
Susan Hall  
Jeff Holt  
Peggy Holt  
Emily Horton  
Kris Lanzer  
John Langhans  
Jane Leiby  
Doug Leland  
Sally Leland  
Jeanne Peckiconis  
Molly Pitcher  
Penny Read  
Larry Rubinstein  
Anne Sagasse  
Fiona Sorensen Hamilton  
Deyanne Worcester

NEW COALITION HOUSEHOLD MEMBERS

We welcome these new household members joining from July through September.

Joseph Alexander - Falmouth  
Heidi Asbjornsen - Newmarket  
Bill Barthelman - South Portland  
Christian Boll - Brunswick  
Marshall Chamberlin - North Berwick  
Charlie Charlton - Camden  
Mary + Dick Chase - Newcastle  
Mark + Sheila Cochrane - Pittsfield  
Brenda + Mark Depew - Hudson, OH  
Anne + Sam Douglass - York Harbor  
William Frank - Sanford  
David Gordon - Portland  
Ron Greenberg - Bar Harbor  
Scott Harriman - Brunswick  
Karen Hartman - Glenburn  
Dean Henderson - Vezzie  
John Illuminati - South Portland  
Andrew Jones - South Portland  
Dennis Keeler - Falmouth  
Rob + Amanda Lavoie - Gorham  
Duncan MacKellar - Topsham  
Kevin Nadeau - Durham  
Elizabeth Pearson - Portland  
Ray Peck - Brewer  
Matt Rawdon - Cumberland  
Peter Rinck - Buckfield  
Dick Roy - Portland  
Martin Shell - Sommerville, MA  
Tami Slowey - South China  
Lucy Sommo - Portland  
Melissa Statman - Meadville, PA  
Linnet Tse - Larchmont, NY  
Lori Van Dusen - Camden  
David Wiggin - Topsham  
Ginny Wright - Camden
IT’S YOUR RESPONSIBILITY TO FOLLOW THE RULES OF THE ROAD

By state law, bicyclists should ride with traffic, in the street, “as far to the right as practicable”. In most cases, that will put bicycles in the right hand third of a travel lane, or on a shoulder if it is safe to use, but there are situations when taking more of the road may be necessary. Bikes may legally use more of a travel lane when passing parked cars, avoiding obstacles, or when the lane is too narrow for a car and a bike to share. Even on roads where bicycle lanes exist, it may be necessary to move into the travel lane to avoid opening doors, parked cars, or other obstacles.

Bicyclists should stop at all stop signs and red lights, and they should not go out of turn at intersections. A bicyclist’s actions should never force another user who had the right of way to have to stop.

Riding on the sidewalks is not recommended for persons over the age of 12, and is illegal in some towns in Maine. If you must ride on the sidewalk, you must yield to pedestrians and alert them before passing.

Passing cars on the right can be dangerous, but it is legal under state law at a cyclist’s own risk.

Wearing a helmet and following the law not only protects you if you crash, it also helps preserve your legal rights if a crash does occur.

Although we as bicyclists have every right to the road, please try to be considerate of the whole traffic system as you drive your bike. Don’t forget what it is like to drive a car while you’re on your bicycle. You have a right to the full travel lane in some cases, but be judicious where and when you take it. When you stop, please step completely off the pavement. Respect private property. Obey the principles of traffic law. Yield to pedestrians.

FOR MORE INFORMATION, PLEASE VISIT BIKEMAINE.ORG