Summer 2014

3-Feet, It’s the Law! ................................. 2
BikeMaine Half Week Ride Option ........... 3
Earning New Wheels ................................. 7
Portland Walking School Bus Program Year-End Successes ............ 8
Travels with Darcy ................................. 11
Youth Voice Builds Stronger Bike & Pedestrian Culture ............... 15
The Day Maine’s “Bike Post” Made National News ..................... 17

cover photo by Matt Viara
COMMUNITY SPOKES CHAMPION EDUCATION AND ENFORCEMENT OF MAINE’S 3-FOOT LAW

In 2007, Maine’s “3-Foot Law” went into effect. The law requires cars to pass bicyclists with “due care” by giving them at least three feet of clearance when passing. In 2013, The Coalition worked with state legislators to pass a bill to strengthen the 3-Foot Law. Under the new law, any crash involving a motor vehicle and a bicyclist is automatically considered evidence that the driver violated the 3-Foot Law.

This critical statute can only be effective in improving the safety of bicyclists if drivers are educated about the rules and law enforcement officers thoroughly enforce the law. Community Spokes and other local advocates have been working hard to ensure that drivers are aware and obedient of the 3-Foot Law.

BRUNSWICK

Too often, families, individuals, and groups of riders in the Brunswick region feel unsafe on the roads due to cars passing too close to them. As a result, The Merrymeeting Wheelers Bicycle club, based in Brunswick, has been working since 2012 to develop and implement a 3-Foot-Law education and signage program throughout the region. In order to educate drivers about the law, the “Wheelers” have been working with the local Police Departments and Public Works Departments to install “3-Feet Please: It’s the Law” signs on highly traveled bicycle routes in Brunswick and beyond.

After soliciting donations from Center Street Cycle, Midcoast Triathalon Club and Gritty McDuff’s for the program, the Wheelers successfully designed and commissioned the signs, and donated them to be installed along roads all over the region. The group has supplied nine signs to the Town of Brunswick, six to Topsham, seven to Bath, three to Harpswell and twelve to Freeport. As of Spring 2014, many have already been installed in Brunswick, Topsham, Harpswell, Bath and Freeport.

The Wheelers have also been working with Police Departments in all the towns that have received the donated signs to increase enforcement of the law. Additionally, all the municipalities will be showing the Coalition bicycle safety Public Service Announcements on local television and distributing the Coalition educational literature to drivers. Next year and beyond the Wheelers hope to incorporate Durham, Bowdoin, Bowdoinham, Richmond, Dresden, Woolwich, Phippsburg and West Bath into the program.

BATH

Community Spoke Robert McChesney chairs the Bath Bicycle and Pedestrian Committee. Since 2012, he has been working to implement an education program for motorists.
Don’t have the time (or energy) to ride all of BikeMaine?  
TRY DOING HALF!

Due to the number of requests we’ve received from Coalition members interested in BikeMaine, but not sure they can ride 55-58 miles a day for a full week, BikeMaine is offering Coalition members the opportunity to ride either the first 3 days or the last 3 days of BikeMaine 2014, “Pedaling the Waterways.”

**Here’s the deal:** Coalition members can register on a first come, first served basis beginning July 15th until the maximum number of registrations has been reached, or by August 10. At registration, members can select to ride either from Westbrook to Gardiner (arriving in Westbrook before dinner on Saturday, September 6, and leaving the next morning to bike to Norway, Winthrop and Gardiner, departing before dinner on Tuesday, September 9) or from Gardiner to Westbrook (arriving in Gardiner before dinner on September 9, and leaving the next morning to bike to Boothbay Harbor, where we stay for two nights, Bath and Westbrook, departing after lunch on September 13).

The half week registration cost is $450, which includes 9 meals, luggage transport, a fully supported route, access to the BikeMaine Village, camping, hot showers, great entertainment and a commemorative t-shirt. All BikeMaine riders are responsible for their first 3 meals when we are in Boothbay Harbor for the layover day; a lobster dinner is provided the second night in town.

A shuttle service for half-week riders from Westbrook to Gardiner will be available on Tuesday, September 9, to take riders to Gardiner in time for dinner and to pick up riders departing BikeMaine to return them to Westbrook by 6:00 p.m. A shuttle service will also be available on Saturday, September 13, to take riders from the finish line in Westbrook to Gardiner. The cost of the one-way shuttle for rider, luggage and bicycle is $45 per person. You may register to leave your car in a specially-designated lot in either Westbrook or Gardiner for a fee of $15.

This is a great opportunity for Coalition members to try out BikeMaine for less than a full week and still enjoy the adventure of exploring interesting corners of Maine with a congenial group of fellow cyclists. For more information on the half-week option, please visit:

ride.bikemaine.org/halfweekride/

---

The Bicycle Coalition of Maine’s Lobster Ride & Roll follows winding, country lanes and the breathtaking rockbound coast past lighthouses, farms and lobster boats. Our friends at Atayne have been busy over the winter creating some amazing new Lobster Ride merchandise as well. Keep an eye on the online store for updates.

In an effort to reduce the wait on Sunday morning, we’re also offering Saturday evening registration from 4-6p.m. at Oceanside High School.

The Lobster Ride would not happen without a dedicated group of volunteers who work tirelessly to ensure a safe, fun and tasty event. Would you like to take part in the Lobster Ride, but want to leave your bike at home? Join us as a Lobster Ride Volunteer! Volunteers at the Lobster Ride receive a free lobster roll, awesome red volunteer t-shirt and a pair of Lobster Ride socks too!

bikemaine.org/LR
One year ago, I wrote this column about the various bikeshare programs that exist, including the Citibike program in New York City. At that time there was some discussion in New York as to whether the program would succeed in one of the most difficult of all cities to administrate. Recently, the New York Times ran an op-ed piece about the one-year anniversary of the program and it came to several conclusions.

The most important statement is that the program is used more than anyone could have imagined a year ago. There are over 100,000 annual subscribers to the program and millions of rides have taken place. Most of the riders are New Yorkers and not tourists. Equally important is that there have been very few bike accidents or crashes with the tremendous increase in riderships that the bikeshare program has created. I have visited New York at least half a dozen times in the last year and I am amazed by this statistic.

Many cyclists in New York City do not follow the rules of the road or general safety precautions. I see people riding on sidewalks rather than in streets, and against traffic rather than with traffic. I see people with headphones, earbuds, or talking on cell phones while they are riding. I see people smoking cigarettes, cigars, and even a few pipes while riding. I see more people without helmets than with helmets.

And incredibly, accidents and crash rates have not increased dramatically.

There are many streets with separate bike lanes, but frequently these lanes are also used by walkers, baby carriages, pushcarts and even coffee tables and chairs used by local vendors. I remember a few years ago when I was in Barcelona and I was walking in a bike lane. Several locals stopped to explain to me that I should obey traffic laws for bikes just as for cars and wanted to know if I would walk in an automobile lane. No such adherence to rules in New York.

It is amazing to me that there haven’t been more accidents.

One of the great fears of the advocates for the program is that there would be a high rate of vandalism and theft. Neither has turned out to be true.

The biggest problem for the program it that it is losing money. And so, a movement has begun, advocating for public funding for the program. The argument is that a bikeshare program is a method of public transportation, moving people quickly and efficiently from one part of the city to another, just as subways and buses do. Shouldn’t the bike program be subsidized just as these other public transportation methods are subsidized?

This has also touched off a debate as to whether bikeshare really is public transportation, or a matter of personal convenience. There is also the issue of regulation. If there is public funding, would the State (who funds the other public transportation systems in New York City) get involved in regulating the bikeshare program?

As someone who is interested in seeing some kind of bikeshare program in Maine, I can’t wait to see how all of this will eventually play out in New York.

Happy cycling,

Larry Rubinstein, Board President
MAKING MAINE BETTER FOR BICYCLING FOR ALL PEOPLE

by Nancy Grant, Executive Director

I had the pleasure of hearing Kaid Benfield, a longtime leader of the smart growth movement and national authority on “livable communities”, speak at the annual Maine Association of Planners’ annual conference earlier this summer. One of his key points was that as we develop our towns and cities, we must absolutely think about the people living there first. This may seem obvious to you, but many of the transportation policies of the last 50 years have largely neglected to take into account the impact of infrastructure decisions on individuals, and focused instead on moving and parking motor vehicles. The resulting transportation system is generally unsafe for bicyclists and pedestrians, and unhealthy from a public health perspective.

Benfield adopts a concept from the field of ecology, that of an “indicator species,” for evaluating the health of our community ecosystems. The idea is that you can assess the health of an ecosystem by looking at the health of various subgroups in our species.

The bicycling world has often looked at women as an indicator species and judged as most successful those states and urban areas where a high percentage of the commuting population is women. For instance, in the U.S., men’s cycling trips are double that of women. In the Netherlands, which sets the gold standard for bicycling, 55% of all riders are women.

During the past 6 months the Coalition has been developing a new five-year strategic plan. This process has seen an extensive focus on defining our various constituents as well as who this organization should serve. Whereas the Coalition may have been started to serve the needs of primarily recreational road riders, more recently that base has expanded in Maine, as it has nationally, to be more inclusive of riders of all ages, incomes, and types.

As we look ahead to the next 5 years, we need to take into account a broader range of indicator species and learn about the role bicycling plays for all Mainers. This framework is useful when identifying not only areas of success, but also those where more effort is needed. Certain demographics are often associated with bicycling, but how are women, children, millennials, underserved and older Mainers doing? If we don’t see them on bicycles, what does this tell us and what strategies can we use to change that?

Several “indicator species” anecdotes include:

Recently, my thirty-year-old niece moved back to Maine after living in New York City and Colorado. Over the last month, I have watched her bike to work for the very first time—on Bike to Work Day, she rode from Brunswick to Portland—and complete her first-ever 50 mile ride—at our Women’s Ride in Freeport. I was proud of her for her 2 new “firsts” in biking and I was pleased that the Coalition had provided a context that encouraged her to try.

Similarly, last month, we graduated seven new Mainers from our first-ever “Bikes for New Mainers” pilot program. These graduates included 2 Burundian women who had never ridden bikes before. These Mainers, equipped with bicycle safety instruction, road-riding practice and “new” bikes, are now able to get around their community by bike.**

The Bicycle Coalition of Maine will continue to explore how we can make Maine better for bicycling for ALL people, whether they ride for transportation, recreation or health. We will identify new strategies and new partners for our future. To this end, we’ll be surveying our members and stakeholders over the next few months and sharing our results towards the end of the year. We welcome your input and appreciate your support!

**This program involved a wonderful collaboration with the following groups and businesses: Bicycle Coalition of Maine, AMEC Environment and Infrastructure, Westbrook Rehab N’ Cycling Hub (WRENCH), Community Cycling Club of Portland, Hope House.
Out beyond the pavement, beyond the cars, beyond the zombie pedestrians with their ear buds, there are trails, where the typical issues of roadway riding just don’t exist. Yes, you do have to worry about hitting the occasional tree or rock or washing out on an off-camber turn, but many (all?) of the traffic-oriented concerns that churn in a road cyclist’s mind on a ride are just not there. Although I ride almost every day on roads to commute or to train, I always find a huge sense of relaxation in riding dirt, where I can just focus on the practical matter of riding my bike over more diverse terrain than roadways.

So if you’ve never been mountain biking, you should give it a go. It’s not nearly as extreme as the film clips suggest. Mountain biking is a hugely fun and vibrant part of the cycling scene. And because they have two wheels and a crank (i.e., because they are bicycles!), the Coalition loves mountain bikes!

The Coalition has recently been re-engaging more with the mountain bike community, especially through the New England Mountain Bike Association’s five Maine Chapters.

On May 14, Nancy Grant and Jim Tasse joined NEMBA leaders Chris Riley, Aaron Brassilet, John Anders, Peter Smith and Andrew Favereau for a ride and diner to discuss the state of mountain biking in Maine. The visit started with a tour of Augusta’s Bond Brook trail system (outstanding!!) followed by a dinner meeting to discuss how the Coalition could better serve and support mountain biking. The meeting was far ranging and productive, touching on everything from how mountain bike trails stimulate local economies to the need for more state level advocacy on access.

The Coalition/NEMBA partnership is still being forged, but it looks to yield great things for people who enjoy riding on trails in the state of Maine!
EARNING NEW WHEELS

Bridgette Kelly is a BPSE Instructor and Coalition Staff Member.

As I bring up the back of the pack I’m overwhelmed with pride. Only a few weeks ago the young men in front of me were barely comfortable riding on residential roads, and here they were in perfect, single-file formation, using hand signals, and yelling out, “Car on your left!” as they cruised around the sunny Back Cove in Portland. After dismounting the bikes, Abdirasak Osman, beaming with joy, says, “I’ve never ridden that far before. It was great!” This spring has been a time of learning new skills, overcoming setbacks, and following through with commitments for six exceptional youth. I can’t imagine a more deserving group of riders to have earned bikes through the Sagamore Village (Portland) Boys & Girls Club Bicycle Program.

The Maine Bicycle and Pedestrian Safety Education (BPSE) Program, a partnership between the Bicycle Coalition of Maine and MaineDOT, partnered with The Boys & Girls Club of Southern Maine to reach out to youth who did not have access to bikes, taught them the rules of the road, and asked for a commitment of attending at least 5 out of 6 weekly riding sessions, at the end of which they would earn a refurbished bicycle. League Certified Instructor Pierre Avignon and I led the instructional rides. The first weeks were spent primarily in Sagamore Village getting the riders used to on-road bicycling. A bump in the road arose when four of the bikes were stolen from the storage facility. While this was a disheartening incident, the group banded together and made the best of the situation. They borrowed friends’ bikes for the week and made do until new bikes could be acquired. “Nothing’s going to stop us from riding,” said 18-year old Adnan Awad triumphantly. They continued to show up each week and pedal toward their goal. Their tenacity in the midst of adversity was certainly strong and inspiring.

Will these new sets of wheels have an impact on their future health, provide means to an after school job, or increase their sense of freedom? It’s hard to say. My greatest hope is that these young riders come to think of biking as an opportunity to explore places they’ve never been or wouldn’t have access to without a bicycle, and I am certain that they will become positive examples for other youth in their community to be safe, confident bicyclists. Congratulations to the six program graduates and a big thanks to Shannon Belt and the Westbrook Rehab Education N’ Cycling Hub (WRENCH) program for fixing and donating the bikes.

For pictures of the 2014 Maine Women’s Ride please check out our Facebook page: facebook.com/bicyclecoalitionmaine

BIKING NUMBERS

$131,299 back in Mainers’ pockets from the sales of bicycles

2,220 people through the door

1,473 entries in the online bike registration system

874 bikes sold

$175 the average bike price

45% of bikes that cost <$100
REPORT FROM SCHOOL STAFF

“This program has been such a community-builder for our school,” shared Boyd Marley, the Assistant Principal at East End Community School in Portland. Marley worked hand in hand with the Walking School Bus Program all year to troubleshoot occasional behavioral and logistical concerns. “It has brought in neighborhood volunteers with no previous connection to us - and kids have gotten to know the volunteers and one another across diverse ages and backgrounds. It’s also been great to offer the Walking School Bus as a resource for new families coming into the school.”

STUDENT ENGAGEMENT

Portland Walking School Bus Program staff - Sarah Cushman, Betsy Critchfield, and Bridgette Kelly – took turns working with two early morning student enrichment groups at the East End Community School this spring, called You Decide: East End Walk & Bike Challenge. The students (many of whom walk on the Walking School Bus), discussed the transportation modes they use to get around and then decided on something they wanted to do to challenge their school to Walk & Bike more - from a wide variety of possible walk and bike activities.

The first group applied to the MaineDOT/Coalition Bicycle Helmet Program and brought safety education presentations to their individual classrooms - and did early morning bike riding practice. The second group held a Walk & Bike to School Day on May 7th and were great in action - negotiating with the school to host the event, making posters, doing announcements and celebrating the participation of their fellow students the day-of with loud tambourines and running up to them with walk and bike stickers. Their final project was organizing a fun and successful Bike Train to school.

At Lyseth Elementary School, after months of working with the administration and grappling with the challenge of a persistent car drop-off culture, the Walking School Bus (WSB) Program had a major breakthrough when they met with the 4th & 5th grade Student Council. Council members had great ideas about how to promote walking and biking throughout the general school population, and the students were looking for something high profile to help get the Council’s name out. Footloose Fridays at Lyseth was born and the students decided to promote “Footloose Fridays” as part of the two Friday Walking School Bus routes to school.

The Student Council conducted weekly walk and bike counts through the spring and gave out a Golden Sneaker award each Friday for the
highest participating classroom. At the end of the school year the WSB Program awarded the highest overall participating classroom with a certificate and each student received reflective wear that could be used both walking and biking. Asked why the students wanted to encourage their peers to walk and bike, member Cameron Derrig shared, “When I ride my bike, it’s quicker than walking.” Another member, Hallie Chase, pointed out that “It gets you active” and Emily Pozzy said, “You don’t have to worry about missing the bus!” Another great reason? “I like walking because I’m not sitting in the car being backed up at drop off,” reported Liam Winship.

HELP ON THE NATIONAL LEVEL

We all know that our road system was designed for motor vehicles. While it works for those in cars and trucks, and motorized fatalities have decreased, bicycle and pedestrian fatalities have not decreased proportionally. It is clear that a redesign is needed, especially for the benefit of those who don’t have or can’t afford a car. These potential users include children, young professionals, low income families, the elderly, and those who need a bit of assistance getting around. When you add up those demographics, that’s quite a few people! The Safe Streets Act, which currently under consideration by Congress, acknowledges the need for Complete Streets and addresses this very large group of users.

BREAKING NEWS!

For those living across the state, the great news is that the Bicycle Coalition of Maine recently contracted with the Maine Center for Disease Control to begin a statewide program to fund and technically-support Walking School Bus Programs for engaged schools that meet certain walkability qualifications.

More details will be coming in the fall – in the meantime please e-mail program staff at saferoutes@bikemaine.org if you’re interested in this program for your community school!
MAINE BPSE UPDATE

The Maine Bicycle and Pedestrian Safety Education (BPSE) Program, which is a partnership between the Coalition and the MaineDOT, is well underway for summer of 2014. The program focuses on providing education to bicyclists, walkers and motorists about how to safely, legally, and courteously share Maine’s roadways. This program is one of the most visible and continuously active parts of the Coalition’s outreach efforts. The program provides bike/ped safety presentations for all ages and technical assistance with instructional rides and rodeo events.

As of June 1, the program had made over 275 separate presentations, providing bike/ped instruction to over 7,400 kids and adults across Maine, this year alone!

Sound like fun? It is! And we need instructors, especially in the greater Farmington region, Aroostook County, and Washington County. Please drop an email to erik@bikemaine.org and/or visit application.mainebpse.

The Maine Bicycle and Pedestrian Safety Education Program is also the home of the Maine Bicycle Helmet Program. This program works with schools, public safety folks and community organizations to provide helmets to kids in need. As of June 1, the program had distributed over 1,100 helmets. To learn more about the program, please visit helmets.mainebpse.org to apply for a role as an authorized instructor with the program.

LAW ENFORCEMENT EFFORTS CONTINUE

The Bicycle Coalition of Maine views the development of positive, productive relationships with law enforcement personnel as critical to improving road safety and protecting bicyclists’ rights.

The Coalition Law Enforcement Committee has continued to meet every month since its creation in October 2013. Every meeting has included productive conversations on enforcement and interpretation of Maine law. The committee includes members of the Portland, South Portland, Scarborough, and Yarmouth Police Departments. If you are a law enforcement officer and would like to get involved, please contact jim@bikemaine.org.

This summer, a law enforcement bicyclist and motorist law reference guide will be distributed around the state for use by officers on patrol. The goal of the resource is to remind law enforcement officers about the laws that govern bicyclist operation, and the behavior of motorists near bicyclists. A longer-term project is the development of a training module for a commonly used online continuing education tool for law enforcement professionals.

COUNT IT!

In the U.S. we know a lot about how many cars use our roads and in what patterns they use them. There are policies and programs in place that track motor vehicle traffic patterns all across the country. We don’t, however, have similar information about where bicyclists and pedestrians choose to walk or bike, and in what kinds of ways. We know that good data about these transportation modes results in better policy-making and funding for projects that invite biking and walking.

The Bicycle Coalition of Maine works with PACTS, the Portland Area Comprehensive Transportation System, to conduct regular comprehensive counts of people walking and biking in the greater Portland area. We recently finished up the fifth of nine rounds of counts for this project. This past round took place over a one-week period during mid-May. We had help from over 40 volunteers who diligently tallied every cyclist and pedestrian who crossed their path on a weekday or weekend at one of 31 key locations from as far south as Biddeford and as far north as Yarmouth. We’re looking forward to collecting even more data about where bicyclists are and aren’t over the next 18 months in our efforts to help create more bike-friendly communities across the region.
TRAVELS WITH DARY

Darcy Whittemore is the go-to person in Central Maine for the Maine Safe Routes to School (SRTS) Program. As such, Darcy travels to schools and communities that are working on encouraging safe walking and bicycling to school and around town. This includes walk and bike to school events as well as more comprehensive school travel planning. Here’s a snapshot of some the most interesting and fun aspects of Darcy’s SRTS work this quarter:

**Bike to School Day at Geiger Elementary School (Lewiston)**

Darcy joined dozens of students, parents and school staff on the Bike Train to Geiger Elementary School in Lewiston for the 3rd Annual National Bike to School Day! The Bike to School Day event was organized by Geiger Elementary School parent, Bruce Hall, and is part of a concerted effort by Lewiston residents, the Lewiston-Auburn Bike-Ped Committee, local Coalition Community Spokes, and the Maine SRTS Program to make it safer to bicycle and walk in the L-A area, and to encourage young and old alike to do so!

**Western Maine Active Communities Conference (Bethel)**

Over 100 people gathered at the Bethel Inn & Conference Center this past spring to learn how to transform their towns by integrating physical activity opportunities into community planning, transportation, and land use decisions. Darcy represented the Maine SRTS program at two conference sessions where she presented ways to use Safe Routes To School tools and programs to increase physical activity and bike-ped safety in communities.

Darcy also led one of the walking audits in downtown Bethel. There was great energy amongst participants as they learned how active community environments can enhance health and well-being, economic prosperity, and public safety. This event was a collaborative effort between the Oxford County Active Community Environment Team (ACET) and the Western Maine Community Transformation Grant (CTG) Program, with lead coordination being provided by the Coalition.

**Cottrell School 3rd Grade Bike Trek in Monmouth**

A highlight of Maine Bike & Walk to School Month is the annual 3rd grade Bike Trek at the Cottrell School in Monmouth. A week prior to the Trek, “Biker Bob” (aka Bob Bruce) taught all the 3rd graders Bicycle and Pedestrian Safety Education (BPSE). On the day of the Trek, students arrived at school, bicycles in hand, and eagerly awaited the time when they could head off on their 5 mile bike ride to Monmouth’s town beach for a picnic lunch. All students got their helmets fitted and went through the ABC (Air, Brakes, Chain) bike check before the ride. The bike trek was a perfect way to reinforce the BPSE presentation, provided a great confidence builder for the students, and was a lot of fun for everyone involved!
SO YOU THINK YOU KNOW MAINE?

I count myself fortunate to have lived in Maine for almost 50 years, first in Waterville, then in North Yarmouth, and now in Freeport. From each location, I have explored in all directions by foot, bicycle and car, and I fancy myself as having seen much of the great State of Maine. At one time or another, I had been to, or through, each one of this year’s BikeMaine Host Communities – Westbrook, Norway, Winthrop, Gardiner, Boothbay Harbor, and Bath — some multiple times. If anyone had asked me if I knew those towns, I would have said with some confidence that I did.

Little did I know. You see, the best part about my job as the BikeMaine Ride Director is that every day I discover something new and wonderful about what is going on in my state.

For example, although I had been through Westbrook many times, I had never spent time relaxing in Riverbank Park while watching kayakers paddle in the Presumpscot River. I had no idea that the city has one of the most vibrant and well used community centers in the state, where residents of all ages and abilities congregate to swim, learn to cook, take classes, play basketball, meet with friends and more. I knew about IDEXX, of course, but I had not seen their state-of-the-art facility where they employ several thousand people. In short, I was surprised by what I saw and the people I met, and I realized that I need to spend much more time in Westbrook (and all of the host communities) before I can truly say I am familiar with the community it is today.

Here’s a sample of a few of the other things that I’ve learned in working with the Ride Committee to assemble this year’s route:

• The swing bridge that is part of the Songo Locks, the only remaining operational lock of the Cumberland and Oxford Canal, continues to be operated manually, meaning every time a pleasure boat passes through the canal, a bridge tender turns a hand crank to swing open and close the bridge.

• Next to Paris Hill is Mt. Mica, the oldest gem mine in the United States and famous throughout the world for its gem tourmaline.

• The state’s only inland water lighthouse is located on Lake Cobbosseecontee’s Ladies Delight Island, located across the lake from where we are staying at the YMCA Camp of Maine in Winthrop.

• In Alna, we will pass through the early mill village of Head Tide, known for its historic architecture.

• The Pennellville section of Brunswick was settled by the Pennell family, who built more than 90 ships in the Pennell Brothers Shipyard over 114 years (1760–1874), and made them one of the wealthiest and most famous shipbuilding families in all of America.

I could go on, but perhaps you would prefer to join us in riding BikeMaine 2014, where you can learn about Maine’s past and discover some of the many new and exciting things that are happening to make for a bright future.
NATIONAL BIKE MONTH REVIEW

BIKE TO WORK DAY

Friday, May 16th was National Bike to Work Day and the Coalition teamed up with the City of Portland to celebrate in style in Portland’s Monument Square, just one of many activities that took place around the state.

On-site activities and promotions included a photo booth where attendees could snap a picture while they explained why they like to bike to work (see photos below). Free drinks and refreshments were also provided for bike commuters and were generously donated by our friends at Big Sky Bread Company, Others!, Spartan Grill, and Healthy Portland. Safety information, including helmet fitting and handouts were distributed and mechanical checks, including chain lube, tire pressure check, brake adjustment and other assistance was provided.

BIKE & WALK TO SCHOOL DAY

May was Maine’s Walk & Bike to School Month, and May 7th was National Bike to School Day. The Maine Safe Routes to School Program (a partnership between the Bicycle Coalition of Maine and MaineDOT) encouraged schools and students around the state to participate in one of the over 40 events held around the state this spring. In addition to Bike to School Day, events include Walking School Buses, Bike Trains, Footloose Fridays and After-School Bike Clubs.
An East Coast Greenway Update

by Peter Garrett. Peter lives in Winslow, serves on the board of the Bicycle Coalition of Maine and is the founder of Kennebec Messalonskee Trails

Several times a year, a dedicated group of East Coast Greenway (ECG) devotees gets together. The most recent meeting, at the end of April, was in Boston. At each get-together, a bike ride is planned. This time the route was along a motley collection of trails from Topsfield, MA, to Boston. Motley collection is a fair description of what the ECG is these days. Some sections, particularly those along former rail beds, are in good shape, some are excellent. However, links through industrial wastelands are not attractive, and those along or across busy main roads remind us of our customary route to work. But the vision is coming together, section by section, and the people involved in securing rights of way and funding necessary resurfacing have every reason to be proud of their efforts.

The ECG is an impressively grand vision, to have a complete off-road link from Key West, FL to Calais, ME through most of the major cities on the eastern seaboard. It takes persistence on the part of local groups all along the way, and each link that is forged, be it 100 yards or 10 miles, has a story.

At Topsfield the ECG follows an old rail bed finished with crushed rock. Crushed rock is not a great surface to ride road bikes on; however, the route goes through wetlands that current environmental laws would never allow anything more than a boardwalk on pilings. 40 miles later we were biking into Boston along beautiful paved trails that follow the Mystic River into the City. Frankly I have little idea of how we got from one piece of trail to another, and I don’t know half the stories involved. But the effort is impressive.

We arrived in time for a party at the Hancock Center in East Boston. Then, on the following day the group reconvened for the meeting. Here’s the scoop. The ECG is now 29% complete, with 850 miles of off-road greenway (of the 2,900 miles planned). In New England we are doing slightly better, with 33% off-road complete and another 40% either in development or pending. New staff has been hired, including Molly Henry, who now serves as the New England Trail Coordinator.

I am particularly pleased to say that an additional 2 miles of trail is being worked on in my home town of Winslow, thanks to a great donation of 40 acres of land alongside the Kennebec River and a recent Recreational Trails Program grant. Come visit us! Check us out at kmtrails.org.

The next ECG meeting will be in October, in Charlestown, SC. For more details, go to greenway.org. Ride on!

Great Progress on Maine’s Eastern Trail!

This article was originally printed in a recent edition of the East Coast Greenway’s email newsletter

The 65-mile Eastern Trail stretching from South Portland’s Bug Light Park to Kittery, Maine, is now nearly a third off-road. The entire Eastern Trail is part of the East Coast Greenway.

Thanks to a match grant of $367,000 provided by the Portland Area Comprehensive Transportation System (PACTS), the town of Scarborough now has the $530,000 needed to start construction for 1 mile of the 1.5 mile section from the Nonesuch River to the Wainwright Athletic Complex in South Portland. Construction of the Pleasant Hill Road to Wainwright section is projected to start in late 2014 or early 2015.

In the meantime, the Eastern Trail Alliance is working with the town of Scarborough to find the funds needed to close the remaining 0.5 mile gap between the Nonesuch River and Pleasant Hill Road. The projected $3 million segment includes an active railroad and a river crossing.

In keeping with the stream of good news along Maine’s Eastern Trail, the town of Wells voted to fund preliminary designs to draft a plan that would extend the Eastern Trail 7.35 miles from West Kennebunk through Wells to the North Berwick town line.
YOUTH VOICE BUILDS STRONGER BIKE & PEDESTRIAN CULTURE

Thanks to training from Safe Routes to School organizations in the United States and Canada, Maine has been experimenting with authentic youth engagement and leadership in our walk and bike to school work. Students provide great energy – which is a tremendous boost to interested-but-maxed-out adults in the community - and students also offer their own walk and bike experiences and perspectives. As one trainer in youth engagement expressed, “What could be more important than including the very population we wish to serve (students) in our local efforts and decision making?” Early research has shown that when students are leading the charge, school and community culture shift is easier to make happen and persists longer.

Examples of youth engagement in walk and bike efforts from the past few years include Houlton students who became part of a Student Safety Patrol, York elementary students who created a bicycle safety video, and Freeport middle and high school students who presented walk and bike safety concerns to their town council (which led to great community follow-up).

More recently, the Maine Safe Routes to School Program has assisted with youth engagement in school-wide walk and bike encouragement led by 3rd, 4th and 5th graders at East End and Lyseth Elementary Schools in Portland (see article on page 8) and walk and bike audits led by 7th and 8th graders at Sanford Junior High.

SPOTLIGHT ON SANFORD

At Sanford Junior High, 12 students from Jessica Marass’ 7th and 8th grade classes were responsible for assessing the walkability and bikeability of the Sanford/Springvale community – as part of a larger educational excursion called “We Built This City!” The students in Marass’ classes primarily walk or ride their bikes to school and many are at high risk for dropping out.

Coalition Staff, Jim Tasse and Sarah Cushman of the Maine Bicycle & Pedestrian Safety Education and Safe Routes to School Programs met with the students to discuss what makes a community feel liveable and trained them in the process of conducting walkability and bikeability audits. From the start, the students made the process their own, creating individualized walk and bike audit forms after review of several national and state road and trail examples.

In addition to walking around Sanford and Springvale, the students capitalized on the school's Bike Club fleet. Through a partnership with the Nasson Community Bike Center (and with support from a Maine Safe Routes to School Mini-grant this spring) the school uses a handful of bikes for the Bike Club, safety training, and reward rides for at-risk students. An instructor with the Maine Bicycle & Pedestrian Safety Education Program presented to the students in May and one parent recently reported, “Our son won’t get on his bike without doing the ABC Quick check, and he made us help him adjust his helmet because he informed us he now knew the best way to wear it!”

Marass’ students clearly enjoyed the walk and bike audit process. “We got to be outside, doing something that really
The minute I learned of the Coalition’s BikeMaine ride, I knew I wanted to go. My wife Lanita and I have participated in several Maine Lobster Rides and have ridden the multi-day Trek Across Maine, so we knew we were ready for the next biking challenge: a week-long tour of the state we call home.

On a scale from 1 to 10, I would give BikeMaine a 10+. I enjoyed every moment of it. If anybody were to ask, I would fully endorse the ride, from start to finish. Maine is just a beautiful state, and I can’t think of a better way to see it up close and personal than by bike.

My favorite feature of the ride was the excellent route selection. We have lived in Maine for twenty years, and I was curious to see what roads they would take us on. I thought the roads selected highlighted Maine’s natural beauty. They took us on roads that were off the beaten path and every day we discovered something new about the state. We woke up to the sunrise from a tent on the Belfast harbor! Our group was given special permission to set up camp right on the ocean - I don’t think anyone else has had the opportunity to do that so close to Belfast Harbor. We had the opportunity to ride on so many cute little back roads with beautiful views - one misses all that when driving a car. We visited amazing and inclusive host communities like Castine where we ate with the midshipman at the Maine Maritime Academy and could try out their state-of-the-art ship docking simulator.

Another great part of the ride was meeting the other riders. I met an E.R. doctor who brought his recumbent bicycle from Texas. I met a web designer from Brunswick, and numerous people who had traveled across the US by bike. One gentleman rode his bike from Oregon to Maine just to participate in BikeMaine! Rumor had it that there was someone who had been to Mount Everest. I spoke to a gentleman who had participated in the Leadville 100 (an ultra-marathon and mountain bike race) twice. I met people who were using this ride to prepare for Iron Man. I met several lawyers from my home state of New Mexico. I met another fellow from Tennessee who was telling us about B.R.A.T. (Bicycle Ride Across Tennessee), a similar week-long ride. My impression was that we were a diverse group of individuals, all of whom shared a passion for biking, which made for easy conversations and fast friendships.

Lanita and I had so much fun riding in the inaugural BikeMaine, learning new and interesting things about the state and making new friends with people from across the country that we already have registered for this year’s ride. BikeMaine 2014, “Pedaling the Waterways,” will allow us to explore another 350 miles of Maine’s beautiful back roads and small communities.

Although I’ve been around much of the state, I’m looking forward to discovering a whole host of new things – rumor has it we are going to visit Paris Hill and Fort Edgecomb, and Boothbay. Although we live close to all these places, we’ve never had a reason to explore and vacation in these places.

A couple of weeks before the first ride I told my friends and family on Facebook that I was taking my wife on a week-long cruise with stops in places such as Belfast, Bar Harbor and more. Quite a few of our friends were congratulating me on such a nice gift for my wife. What I didn’t tell them was that our cruise was a bicycle cruise. I still don’t understand why they gave me a hard time once they found out!

We can’t wait to ‘cruise around’ and be tourists! I know that I’ll be learning many more new things about this old friend called Maine. We’ve gone on boat cruises, but bike ‘cruises’ are just as special, maybe even more, and I wouldn’t trade it for anything!
THE DAY MAINE’S “BIKE POST” MADE NATIONAL NEWS

In the early 1970s, the postal service moved Ellsworth’s mail-sorting system to Bangor, about an hour away. That slowed delivery of the “Ellsworth American” newspaper. Then editor, James Russell Wiggins, was not happy - and he found a clever way to embarrass the post office.

Wiggins sent two letters from Ellsworth to the nearby town of Surry, one by the U.S. mail and the other by a team of oxen. The oxen arrived in three hours, seven minutes and 30 seconds – nearly 20 hours before the letter delivered by the postal service. The next week, he reported on the front page of the paper about the success of “Ox Post.”

The following week, he used “Canoe Post” to beat the USPS on a local delivery. And the third week, he used “Bike Post.”

Wiggins enlisted the help of his old friend, E.B. White, the renowned writer who lived part of the year in the nearby town of Brooklin. White, then age 73, bicycled with a letter from the Brooklin Post Office to a mailbox in North Brooklin, two miles away. It took him just less than 30 minutes, compared to the postal service trip of 23 hours and 45 minutes.

The story appeared in the “Ellsworth American.” And Walter Cronkite told the whole country on the “CBS Evening News" how one of America’s most beloved writers beat the postal service delivering a letter by bicycle.

The “Ellsworth American” has entered the Internet age, but it still depends on the U.S. Post Office to deliver paper copies to subscribers out of state. Delivery delays led the newspaper to recount the 1972 story recently, along with a photo of E.B. White’s “Bike Post.” That photo alone was worth the price of the newspaper.

Contributed by Shoshana Hoose, a Coalition member and huge fan of E.B. White’s writing. Photos courtesy of the Ellsworth American.
CHARLEY SAYS...

Renting a bicycle and using a bikeshare program is a relatively easy task in many urban areas today. I’ve had the occasion to rent a bike in two cities in the last few months: in Boston and Washington, D.C. Both programs have a very similar system and work in much the same way. Boston’s program is called Hubway and is sponsored by New Balance and Boston, Cambridge, Brookline and Somerville, MA. The D.C. system is called Capital Bike Share and does not have a major corporate sponsor but does include a larger number of municipalities, counties and government agencies as sponsors.

This is a general explanation of how the system works in Boston. Hubway bike racks, or Docking Stations, are positioned around the city with accompanying kiosks where you can swipe your credit card and pay for your bike rental. Once you swipe the credit card, your rental options will appear as well as the instructions and other helpful information. The rental choices are; 24hrs at $6.00 or 72hrs at $12.00 for unlimited usage. There is also an $85.00 fee for unlimited usage for a year and $20.00 for a month’s usage. There are a few requirements for renting a bicycle, including answering identifying information to ensure that the card is not stolen and a rider age requirement of at least 17 years old.

Once all your information is approved, the kiosk will give you a five digit code which you can print out if you want. The code is punched into a small keypad next to each bike. When the code is keyed in, the lock releases and you can remove the bike from the rack. I found that there are often many extra bikes in each docking station to choose from.

Here’s what you get to ride: a three speed bicycle, with an upright position, step through frame, dual hand brakes, internal hub, Bixi Bike with a short wheel base for easy turns. The bike also includes basket with an attached bungie where you can store your backpack, brief case, or other bag. The seat post has a quick release to easily fit it to the proper height for you. The tires are almost the same width as a mountain bike tire but with road tread patterns so can easily be used on city streets as well as bike paths whether paved or hard pack. There are fenders in case the roads are wet or you find yourself riding in the rain. The pedals are plastic & flat and don’t require a special shoe.

There are several apps for your smartphone that can be used to determine which docking stations have available bicycles as well as the location of the racks. Spotcycle is one such app will give you all the information you ever wanted to have about bike share in 28 cities in the US and 35 other cities around the world.

After using bikeshare systems in D.C. and Boston, I found that it was an easy, economical, fun and quite honestly, the best way to get around a city that I have ever experienced! In the past, I have used the train, bus or subway to travel around cities like Boston and New York. With the bike share bikes I had my own vehicle that I could use between locations. When I arrived, I could dock the bike and walk to the destination that was usually within a few hundred yards. I also got some exercise while seeing many areas I hadn’t had the opportunity to see on public transportation or in a cab. I highly recommend bike share bikes but it’s important to remember that the same rules of the road apply as when you’re biking in your own neighborhood…

JOHN SAYS...

You may feel a little nervous at the thought biking on unfamiliar roads. It can pay to research ahead of time. When I attended the Bike Summit in 2009, I brought along a folding bike and contacted a local bike commuter through an Internet discussion group, to meet me that morning and lead me into downtown D.C. from Alexandria. But you should also look at maps yourself, as just following someone else does not always mean you will be able to remember the same route alone, as I found out the next morning. On the way home that night, in fact, I missed the bike path entrance and ended up on a short stretch of busy highway crossing a bridge! However, remember that following the rules of the road (which are really general rules of movement), controlling your space, and communicating with the other drivers helps immensely in any traffic situation. Or, there’s always the option of walking your bike on the sidewalk or across intersections. (We don’t recommend riding on sidewalks or crosswalks.)

Of course a GPS-enabled device will help you not get lost, but may or may not help in other regards, such as current traffic volume, or road characteristics such as size of the road, or the presence or quality of bicycle facilities. Reviewing online maps and planning your routes ahead of time is still helpful. Google Maps has a bicycle planning option, which shows bike paths, bike lanes, and other “bicycle-friendly” roads. It can sometimes be helpful in showing routes you may not have thought of, avoiding high traffic roads or large hills. But be advised that it can also be wrong!

The satellite image option of online maps can be very helpful in showing road features such as lane and intersection configurations. (Remember, at multi-lane intersections, use the right-most lane that serves your destination.) You can even tell from close-up satellite images which intersections have traffic lights; they are the ones with white stop bars on each leg. Google Earth and the ground photos from Google Maps can also give you a feel for the road ahead of time.

Again, the bottom line, even when you find yourself unsure in unfamiliar territory, is that riding predictably other traffic is the safest way to get through any kind of road situation. In the words of John Allen, in “Bicycling Street Smarts” (www.bikexpert.com/streetsmarts/usa):

“Generally, the more you follow the normal traffic pattern, the safer and more predictable you become. The rules of the road set up a pattern for every situation, telling which driver may go and which one must wait. … In this way, the rules of the road protect you by making it clear what you’re going to do next.”

We find that the ability to ride confidently as a driver in any situation provides immense empowerment in exploring an unfamiliar city by bike, as the rules of the road work very similarly everywhere.

Have fun this summer exploring your vacation destination by bike!
How to Be Effective at Enabling Positive Change

by Dan Stewart, MaineDOT Bicycle and Pedestrian Program Manager

One of the more rewarding elements of my career as the Bicycle and Pedestrian Program Manager for MaineDOT are the hundreds of positive projects that I have witnessed that have helped make positive changes to the communities in our state. I have seen bicycle and pedestrian trails such as the Eastern Trail, The Mountain Division Trail, the Downeast Sunrise Trail, and the Kennebec River Rail Trail become a reality. I have seen road projects transform the community environment through the creation of bike lanes, shoulders, sidewalks, safe crossings, park benches, pedestrian scale lighting, landscaping, and improved safety for motor vehicles. The roads that connect and exist within our community centers are how all of us relate and exist within the world around us. We travel on our roads for virtually every trip we make in our daily lives.....it is how we get to work, to our friends and families houses, to the great open spaces our state has to offer, and to businesses for our needs. It is crucial that our transportation system fit in and help enable the type of communities and state that we want to exist and prosper in.

In all of these transformative and positive projects that I have witnessed, the one common denominator in creating positive change has been the people who have been involved. We live in a democracy, and people participating in dialogue are the most important necessary agents of positive change. If you want to help enable change in your community or region, the crucial elements include knowledge, communication, relationships, vision, persistence, and a voice.

Knowledge includes the ability to identify both short term and long term needs, to develop priorities, the messaging that can help you become successful, the potential processes, solutions, and funding options that exist, and the ability to simplify the process. Sometimes knowledge in itself leads to an improved situation for the community. In Augusta, the city engineer was aware of a feasible option (during restriping after paving) to reduce the number of lanes to create room for bike lane shoulders. Knowledge also includes the varied funding sources that may be available to assist with your community for bicycle and pedestrian improvements. These include local funding sources including bonding, requiring improvements through ordinances for developments, creating bike and pedestrian planning reports to articulate and map the deficiencies, road construction projects that include bicycle and pedestrian infrastructure, and applying to the various funding sources for stand-alone projects.

Communication can include creating a one-pager articulating the suggested changes, with compelling pictures and bullets of project elements, benefits, and steps necessary for success. It includes sending emails, making phone calls, showing up at public meetings, and articulating your vision in ways that make sense to the decision makers. For instance, it is hard to disagree with the need to improve safety and improve the economy, so using messaging that can resonate with all sides of an issue is crucial. It is important to be patient and persistent with people who you are trying to convince or help make your idea a reality. He or she is likely very busy, but making a phone call or checking in on progress helps bring your project back to the front burner.

Sometimes it is as simple as making a phone call to a public works director or project manager to change the direction of a project, or to even get a project into motion. A parent once called me and asked for a site visit her school in Bangor. The snowbanks were taller than the kids and there were no sidewalks. It was quite scary. I called the public works director and two years later that particular school had sidewalks in front, and on the connecting streets.

Relationship building is also a key to success. Creating a monthly committee meeting ensures continued communication and momentum. I have yet to see a committee form without good things happen. Enlisting the support of town or city staff and elected officials in your proposal or vision is crucial. There are many entities throughout the state that can help including the Bicycle Coalition of Maine, Healthy Maine Partnerships, Regional Planning Organizations, funding agencies, existing committees, MaineDOT and others. A site visit can always help clarify the options available and feasibility. The most important enabler of change in your community is you!

If you have any questions on how your community can begin planning and implementing improved signage or other improvements, please don’t hesitate to call me at 624-3252.
means something to me,” shared one student. Another student who loves to bike and skate reported, “My favorite part was helping, because any way I can make the way we get around better, is awesome.” Still another said, “This is something we can really use!”

After gathering all their information, the students created detailed maps and posters to visually demonstrate the level of safety for walking and biking in the areas surrounding the school. Leading up to the community-wide presentations day, held during the day and evening, many of the students were very nervous and felt they might not be able to participate. Marass and Dan Spencer, the classroom’s education technician, helped the students practice and review, and assured them that they would only have to share as much as they felt comfortable. For example, the students learned skills for politely letting someone know who else they could ask if one of them felt they were “freezing up”.

One student was especially worried, but because he was so passionate about the topic, turned out to be a star. It was clear he inspired the adults he spoke to about the project and in the process, he learned that stepping outside his comfort zone could be rewarding and reinforcing. A number of city officials (including the city planner) attended the presentations; one official invited the students to a scheduled meeting where he will be advocating for precisely one of the improvements the students had suggested!

“Seeing our kids work together, and witness themselves succeed as a group, makes it all worth it! They were incredibly proud of themselves, and for these students, that is priceless. Much better than a high test score or grade! For students often hiding in the shadows, they got see how much they could really shine,” reported Dan Spencer.

One student shared sentiments at the end of the project that were expressed by many of the others: “I helped with bikability and walkability because I love to walk. I was happy when I found out I was doing this, because I actually got to put my own input into this project. My favorite part was walking, because it was so nice to get out of the school building and contribute to this community.”
JOIN US.

Our success depends on a strong membership—more members mean a more powerful Coalition to promote a bike-friendly Maine. Thousands of bicyclists have already recognized the importance of uniting to make our needs known and our voice heard. Becoming a member of the Bicycle Coalition of Maine is the best investment you can make to improve bicycling in Maine!

Name ____________________________________________
Address __________________________________________
Phone ____________________________________________
Email ____________________________________________
Credit Card __  Check __
Credit Card # ___________________________
Exp ____________
Signature ______________________________
$35
$75
$125
$250
$1000
(Yellow Jersey Club)
Other $__________

Join at bikemaine.org or complete and mail the form above to the Bicycle Coalition of Maine, PO Box 15272 Portland, ME 04112

NEW COALITION HOUSEHOLD MEMBERS
We welcome these new household members joining from January through March.

- Paula Apro - Rockland
- Kathryn Bacon - Freeport
- Steve Ball - Windsor
- Katherine Beach - South Portland
- Nicholas Beaman - Portland
- Josh Bodwell + Tammy Ackerman - Biddeford
- Elizabeth Borishansky - Cape Elizabeth
- Michelle Bourgoin - Hanwell, New Brunswick
- Craig Bramley - Cumnberland
- Kevin Broughton - Kennebunk
- Kate Buehner - Gardiner
- Carolin Buttrick - New Canaan, CT
- Erica Carley Harris - Brunswick
- Jane + Lynn Carroll - Washington
- Doug Cranshaw - Cape Elizabeth
- Penny Curtis - Harrington
- Ellen Ellis - Freeport
- Mary Gallagher Williams - Hallowell
- Sean Gambrel - Bangor
- Andrew + Shannon Hardigan - Richmond
- Abby Horowitz - Weston
- Bridgette Kelly - Portland
- Joseph Kievitt - Portland
- Rich Kole - Rye, NH
- Joe Lacroix - Augusta
- Suzanne LeBlanc - Brunswick
- Yaping Liu - Brunswick
- Bonnie MacInnis - Portland
- Terry MacTaggart - Winthrop
- Ann Mayer - Scarborough
- Tom + Heidi McInerney - Cape Elizabeth
- Catherine + Chris Mende - North Berwick
- Libby Millar - Freeport
- Doug Moore - Fairfield, CT
- Joanne Pease - Liberty
- Brian Pike - Durham
- Leila Pike - Portland
- Regina Sands-Corl - Bethlehem, PA
- Andy Schmidt - Portland
- Terri Thompson - Gorham
- Maris Toland - Portland
- Kerry Tull - Yarmouth
- Martin Wallace - Old Town
- Cindy Walsh - Framingham, MA
- Scott Wellman - Dover-Foxcroft
- Kim Wilson - Marysville, OH
- 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 Kovaik - Portland
- Laura + David Lipman - Vassalboro
- Richard + Jane Marsh - Poland
- John + Anne Marshall - Addison, Camden
- Cornelius + Suzanne McGinn - Cape Elizabeth
- Tom Murray - Portland
- Fritz Onion - Wells
- Joseph Paduda - Madison, CT
- Dean + Penny Read - Bar Harbor
- 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 Tolzmann - Portland
- Barbara + Richard Trafton - Auburn
- Austin Watts - Bowdoin
- Mark + Kitty Wheeler - Woolwich
- Garth + Nancy Wilbanks - Winterport

YELLOW JERSEY CLUB MEMBERS

Jonathon Ayers - Portland
David + Chris Benneman - Scarborough
Sue Ellen Bordwell + William Richards - Yarmouth
Chris + Matti Bradley - North Yarmouth
Anne Carney + David Wennberg - Cape Elizabeth
Philip Coffin + Susan Peck - Cumnberassett Valley
Janika Eckert + Rob Johnston - Albion
Dan Emery - North Yarmouth
Joel + Barbara Fishman - Rockland
Leon + Lisa Gorman - Yarmouth
Ellen Grant + Kevin Carley - Portland
Nancy Grant + Mike Boyson - Portland
Barbara + Peter Guffin - Freeport

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 Kovaik - Portland
Laura + David Lipman - Vassalboro
Richard + Jane Marsh - Poland
John + Anne Marshall - Addison, Camden
Cornelius + Suzanne McGinn - Cape Elizabeth
Tom Murray - Portland

Fritz Onion - Wells
Joseph Paduda - Madison, CT
Dean + Penny Read - Bar Harbor
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 Tolzmann - Portland
Barbara + Richard Trafton - Auburn
Austin Watts - Bowdoin
Mark + Kitty Wheeler - Woolwich
Garth + Nancy Wilbanks - Winterport

These members support the Bicycle Coalition of Maine's work with annual memberships of $1,000 or more.
GREAT MAINE BIKE SWAP (ORONO)

Richard Bartlett
Anna Bockis
Bob Bruce
Margaret Clancey
Jamie Coburn *
Erik da Silva *
Susan Donnay
Greg Edwards
Cindy Eurch
John Fink
Leslie Forstadt
Donna Gilbert
Jim Gilbert *
Carol Gregory
John Gregory *
Paul Halvachs
Priscilla Ireland
Sandy Johnson
Eric Landis
Janette Landis *
Bob Lombardo
Stan MacArthur *
Terry Malmer
Jamie McDonald *
Peggy McKee
Molly McLean
Taylor Merke-Wyne *
Megan Ostünd
Molly Pitcher Harrison *
Louise Rideout
Steve Robe
Fred Robie
Steve Ropiak
Jim Rose *
Hannah Rubin
Jenny Sass
Fiona Sorensen Hamilton *
Adèle St. Pierre
Juliana Tavora
Paul Vileneuve
Ted Warren
Beth White *
Paige Zeigler

OFFICE VOLUNTEERS

Julie Baroody
Jessica Colby
Susan Donnay
Julie Grant
Leonard Howard
Anne Mitchell

Scott Abbott
David Adams
Becky Allard
Phil Allard
C.D. Armstrong
David Auclair *
Danielle Babb
Sarah Babb
Carole Barber
Zack Barowitz
Henry Beeuwkes
Shannon Belt
Dean Bingham
Michelle Boisvert
Elise Boyson
Mike Boyson
Linda Braley *
Craig Bramley
Grace Bramley-Simmons
Stephanie Broido
John Brooking
Dean Bryan *
Blue Butterfield
Will Byers
Matthew Byron
Ellen Call
AJ Cappuccio
Jeff Chandler
Karina Chandler
Gerald Chase
Kyla Clark
Kaitlin Clifford
Jessica Colby
Nate Cresswell
Brian Danz *
Doug Darby
Daniel Darcy
Chris Davis
Craig Davis
Jeff Davis
Rebecca Davis
Adam Day
Justin Desper
Bary Dickerman
Susan Donnay
Jill Duson
Ellen Ellis
Wally Estrella
Scott Ferris
Pamela Fischer
Georgia Fowler
Keith Freeman
Connor Garvey
Dillon Gillies
Alexa Gilmore
Julie Grant
Sarah Graulty
Nathan Hagelin
Bill Hall
Peter Hall
Kari Hammond
Kristin Hanczor
Rosie Hartzler
Felicia Heider
Emily Helliesen
Leslie Hill
Nate Hills
Roy Jenkins
Sam Johnson
Will Johnson
Ben Jones
Dave Jones *
Ryan Kanteres
Les Kaplan
Tyler Kidder *
Dave Kinsman
Nathan Kinsman
Beth Kittredge
Kristina Kotzan
Jen Ladd
Justin Ladd
Charley LaFlamme
Rob Laing
Aaron Lee
Amanda Lehman
Seth Levy
Caleb Lincoln
Matt Loper
Cynthia Luce
Emile Lugosch
Krissey McDonald
Tim McLain
Alan Mills
Molly Myer
Craig Nale
Amanda Nobbe
Bob O’Brien
Claire O’Brien
Dan O’Brien
Jamie Oliver
Jeff Packard
Martha Palmer
Stev Parker
Norman Patry *
Calen Perkins
Liz Pettingill
Jody Plummer
Bob Rand
Matthew Redman
Chris Rial
Victor Ribeiro
Menezes
Fred Robie *
Jackie Rogers
Larry Rubinstein
Iris SanGiovanni
Anna Schember
Nick Sherman
Brett Shifrin
John Shuman
Rick Smart
Ella Smith
Alicia Soliman
Scott Spaulding
Ray Spencer
Susan Spillar
Rebecca Stephens
Sam Stern
Alex Stevens
Sebastian Stoltzus
Noah Tanzman
Amanda Theall
Maris Toland
Geoff Tolzmann
Peter Toorhey
Scott Turcotte
David Van Chu
Jeff Welt
Karis Wentzel
Sarai Wentzel
Terri Wentzel
David Whitney
Derek Wilbraham
Jennifer Wilbraham
Sharon Wilbraham
David Witheral
Peter Wool
Evangelina Yanez
Saras Yerlig

GREAT MAINE BIKE SWAP (PORTLAND)

Susan Donnay
Erik da Silva *
Jamie Colby *
Bob Bruce *
Susan Donnay *
Julie Grant *
Leonard Howard *
Anne Mitchell *

David Auclair
Nancy Audet
Celina Azevedo
Jennifer Battis
Scott Bennington
Penny Bohac-Cardello
Binney Brackett
Renee Brezovsky
James Brooking
Will Byers
Anne Carney
Jon Chamoff
Jeff Chandler
Karina Chandler
Phoebe Chandler
Gerald Chase
Sarah Cilley
Phil Coffin
Vicki Cooper
Nate Cresswell
Deb Danforth *
Cheryl DeGrandpre *
Chuck DeGrandpre *
Bob Dunfey
Pamela Fischer *
Pete Frye *
Ellen Grant
Peter Hall
Cassidy Haskell
Michael Hayes
Nate Hoy
Drew Hufnagel

MAINE WOMEN’S RIDE

David Auclair
Dana Kitchin
Jen Ladd *
Justin Ladd
Charley LaFlamme
Amanda Lehman
David Lipman
Mimi MacLeod
Robert McChesney
Carol Meader
Sara Miller
Alan Mills
Jeanne Peckiconis *
Dave Pinkham
Kim Pleau
Bob Rand
Cathy Robie
Susan Scott
Jane Self
Laura Smith
Noel Smith
Patti Smith
Rick Smith
Scott Spaulding
Peggy Stewart *
Joanne Sullivan
David Van Chu
Doug Wight
Kris Wing
Glenn Wright
JoAnne Yacono-
Brandt
Kat Zalenski

MANY THANKS TO OUR WONDERFUL VOLUNTEERS!

Committee Members marked with an *

We’re always looking for volunteers! If you can help, please contact Liz Hall at liz@bikemaine.org, call 623-4511 or sign up on our website: bikemaine.org
Atayne
Brunswick 888-456-0470

Body Symmetry
Brunswick 729-1122

Bread and Roses Bakery
Ogunquit 646-4227

Downeast Bicycle Specialists*
Fryeburg 935-4242

GA Gear
Portland 772-0073

Green Clean Maine*
Portland 221-6600

Kettle Cove Enterprises
Cape Elizabeth 767-1754

Little Dog Coffee Shop
Brunswick 721-9500

Nite Ize*
Boulder, CO 800-678-6483

Portland Eye Care*
Portland 253-3333

ReVision Energy*
Portland 232-6595

Shipyard Brewing Company*
Portland 761-0807

Summer Feet Cycling
Portland 232-9415

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

MEMBER
BIKE CLUBS

Belfast Bicycle Club
Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club
Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
Portland | BikeCCCP.org

Kennebec Valley Bicycle Club
Mt. Vernon | facebook.com/KennebecValleyBicycleClub

Maine Coast Cycling Club
Kennebunkport | mainecoastcycling.com

Maine Cycling Club
Auburn | mainecyclingclub.com

Merrymeeting Wheelers
Brunswick | merrymeetingwheelers.org

Midcoast Triathlon Club
Topsham | midcoasttriathlonclub.com

Portland Velo Club
Portland | portlandvelo.com

Bar Harbor Bicycle Shop
Seasonal Hours:
Seven Days A Week - 8:00am-6:00pm
141 Cottage Street | Bar Harbor
207.288.3886

barharborbike.com

These clubs support the Bicycle Coalition of Maine’s work with annual memberships of $150 or more.

These businesses support the Bicycle Coalition of Maine’s work with annual memberships of $250 or above. *Yellow Jersey Club member

MEMBER
BUSINESSES

L.L.Bean
L.L.Bean Bike, Boat & Ski Store
Freeport 877-775-2326

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

These businesses support the Bicycle Coalition of Maine’s work with annual memberships of $250 or above. *Yellow Jersey Club member

MEMBER
BIKE SHOPS

These bike shops support our work with annual memberships. Please thank them for their support of the Coalition when you’re in their shop. *Yellow Jersey Club member

Allspeed Cyclery
Portland 878-8741

Auclair Cycle & Ski
Augusta 623-4351

Bar Harbor Bicycle Shop*
Bar Harbor 288-3886

Bath Cycle and Ski
Woolrich 800-245-3626

Berger’s Bike Shop
York 363-4070

Bethel Bicycle
Bethel 418-7905

Bicycle Repair Man
Round Pond 529-5295

Busy Town Bikes
Lewiston 241-3233

Center Street Cycles
Brunswick 729-5309

Cycle Mania*
Portland 774-2933

Frame and Wheel, Inc.
Cape Elizabeth 221-5151

Freeman’s Bicycle Service
Portland 347-1577

Freeport Ski & Bike
Freeport 865-0523

Goodrich’s Cycle Shop
Sanford 324-1381

Gorham Bike & Ski
Portland 773-1700

Saco 283-2453

Green Machine Bike Shop
Noway 739-2324

Kingdom Bikes
Blue Hill 374-3230

Kittery Trading Post
Kittery 888-439-9036

These bicycle shops give at the Yellow Jersey Club level ($1,000 annually). Please stop by and thank them for their generosity!

Cycle Mania
Seasonal Hours:
M-F 10:00am-6:00pm,
Sat.10:00am-5:00pm,
Sun. Closed
59 Federal Street | Portland
207.774.2933

cyclemania1.com
The Coalition is in the midst of another great season of events. For the most up to date information, please visit our website: bikemaine.org

Join us for Maine’s most scenic (and tastiest) bike ride! The Maine Lobster Ride features five distance options, from a family-friendly 15-miles to a century, and also including an 80-mile loop and a scenic northern 50-mile loop. With several new routes for 2014, this ride is sure to be a great fit for riders of all ages and ability levels. Teams are encouraged to ride. Please note: due to popular demand, the Lobster ride will be held on a Sunday once again this year.

BIKEMAINE.ORG/LR

Ride with us from September 6-13 as we pedal along rushing rivers, tranquil lakes and the Coast of Maine, exploring the people, places, culture and food of our great state. In the event’s second year, 350 riders will pedal 50-55 miles daily across Maine’s varied landscapes on a fully supported ride, camping along the way. Riders will enjoy meals featuring seasonal local foods and entertainment and, through their presence in each community, will help support local Maine economies.

BIKEMAINE.ORG

September 6-13, 2014
Westbrook, Norway, Winthrop, Gardiner, Boothbay Harbor, Bath
50-55 miles daily
350 miles total