

The voice of bicyclists and pedestrians in Maine

MAINE CYCLIST



**BICYCLE
COALITION
OF MAINE**



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38 Diamond Street



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ABOUT THE COVER PHOTO

The starting line of the "Littles" age group (two- to four-year-olds) in the MY BIKE - Maine Youth Bike Series put on by Healthy Kids, Happy Kids. This picture shows Payton Belt, 4, and several other eager young riders lined up at Libby Hill in Gray for an informal race series focused on getting kids on bikes.

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Marking Milestones

BY PAMELA FISCHER, PRESIDENT

At 26 years and counting, our organization continues to grow and create a lasting legacy.

I CELEBRATED ONE of those milestone birthdays this summer. I still amaze myself when I have to tell people my age. The number I speak is way bigger than the one in my head. Of course, I firmly believe that bicycling makes me ageless, so whatever number comes out of my mouth must be no big deal. Right?

Although my relationship with calendar years might be imaginative, I still embrace the idea of wholeheartedly and joyfully celebrating birthdays. Taking the time to reflect on the people I've met, places I've been, and things I have accomplished during the previous year sets the stage for planning new experiences and setting future goals. Plus, there's the cake and ice cream. (Or whoopie pies!)

In this issue of the *Maine Cyclist*, we share stories that display an impressive list of accomplishments for the Bicycle Coalition of Maine—things that are truly worthy of celebration. At 26 years and counting, our organization continues to grow and create a lasting legacy. We've been busy!

A success story I'm particularly proud of is the work Coalition staff member Erik da Silva has done to help local residents Matt DeLaney and Emilie Tisch realize the goal of creating a community bicycle and outdoor gear center in Millinocket. Operating as a program of the Millinocket Memorial Library, the result is a bicycle branch, where folks can check out mountain bikes, take classes, and borrow tools. This new community resource has filled a gap in a region that is chock full of epic road and mountain biking opportunities. As a part time resident of the Katahdin region, I can attest to the fact that these guys are onto something big.

Another cool accomplishment was the launch of our Where to Ride webpage. This user-friendly, interactive tool offers an easy way for folks to find their next great ride from a wide selection of off- and on-road bike routes. It's quickly become an enormously popular tool for people looking to find great riding opportunities in Maine.

BikeMaine continued to deliver a positive impact to the active tourism scene by showcasing cycling as a valued form of recreation and transportation. This gets noticed. BikeMaine opened the door for the creation of the Bold Coast Scenic Bikeway, which was based on the route developed for our 2016 event. This year's route in northern Aroostook County also garnered attention, and sections are being considered for an upcoming extension of the federally designated US Bicycle Route System (USBR #1), which will connect Bangor with Fort Kent.

I'm thrilled to share the news of the Coalition's new headquarters! In September, we moved into a light-filled, welcoming space on Diamond Street in the East Bayside area of Portland. We are surrounded by the energetic pulse of businesses that serve a diverse and flourishing community. Best of all, our location is just yards away from the multi-use Bayside Trail, making it easy for cyclists and pedestrians to stop in and see us.

This has certainly been a year of important transitions, which at times seemed like a bumpy, winding, gravel grind into unfamiliar territory. Let it be said, though, that some of the best adventures start out this way. I view this period as a springboard, launching us toward new and ambitious goals that will allow us to further elevate our relevance as an advocacy organization.

We have a lot of interesting work ahead of us as we uphold our mission of making Maine better for bicycling and walking. It's an exciting time! One thing is for sure, we never forget that it's the support of members like you that make our achievements possible. That's worthy of cake and ice cream any day.

Thank you! 🍷

Pamela Fischer

Have a milestone that matters to you?
Contact me at president@bikemaine.org



Not Jeff Miller

BY JOHN WILLIAMS, EXECUTIVE DIRECTOR



FRED ROBIE AND I were talking at the Common Ground Fair a while ago. “You know, John,” our emeritus board member told me, “please don’t take this the wrong way...but you are not Jeff Miller.”

I hear some version of this frequently as I travel the state to ask members what they think about the Bicycle Coalition of Maine: “You guys are doing great stuff, but it’s not like it was with Jeff Miller.”

This spring, I had the good fortune of meeting Jeff, the Bicycle Coalition of Maine’s first executive director, and it helped me to better understand these types of comments.

Jeff is excited by anything that combines bikes, people, and places. He told me that as a young man, he saw bicycles as the solution for all the world’s problems, and today he still thinks most issues can be solved if people would just bike more. He is truly leading by example.

While serving as executive director from 1996 to 2008, Jeff helped establish the Coalition as Maine’s leading bicycle advocacy organization. He then went on to become the CEO of the Alliance for Biking & Walking, a board member for the Adventure Cycling Association, and is currently the VP North America for CycleLifeHQ. Jeff is also the founder and operator of “DC Cycling Concierge,” which sees him leading bicycle tours of Washington D.C. He has ridden across the United States and the world, he loves to race and do triathlons, and he’s an Ironman, too.

I am definitely not Jeff Miller.

Fred was also there at the beginning and helped launch the Coalition, so I value his perspective. I didn’t take his remarks personally. I think what Fred was getting at is this: organizations evolve—they must, or they risk becoming obsolete and ineffective.

When Jeff signed on as the first executive director, the Bicycle Coalition of Maine was very much a start-up, and it needed an executive who could bring a style of leadership that worked in that context.

Twenty-six years later, the Coalition is a much different organization. We’ve grown tremendously, becoming a more professional and successful organization under the tenures of both Alison Voigt, who succeeded (but was not) Jeff Miller, and Nancy Grant, my predecessor.

BikeMaine, the Coalition’s signature event, was born under Nancy’s leadership.

I’ve ridden BikeMaine. I have also ridden on RAGBRAI in Iowa (three times), on Cycle Oregon, and on the Great Waterfront Trail Ride in Ontario.

Those are all fun and rewarding events, but none can compete with BikeMaine. There are many people to thank for that, including many of our current and past board members, but no one has had more to do with its success than Nancy...even though she is not Jeff Miller.

I am not Nancy Grant either. Take our riding styles. Nancy rides with the Dawn Patrol. I try to remain in bed at that hour. Nancy is a dynamo on and off her bike. I prefer the slow and deliberate approach.

The point is, the challenges and opportunities the Coalition faces today are different than they were during Nancy’s tenure, just as they were different when Alison or Jeff was at the helm. Ten years from now, I hope my successor will hear how he or she is not John Williams.

“You know, when John was at the Coalition, he transformed it into the diverse organization it is today,” members might say. “He got rid of the false image that it was just for roadies, building membership and ridership by promoting mountain biking, commuter bikes, e-bikes, gravel rides, bicycle touring, and expanding off-road trails for quiet and safe family riding. He fully incorporated pedestrian issues into the Coalition’s mission and advocacy programs. John moved the Coalition headquarters to the hip part of Portland and that cool office where they hold all kinds of events, rides, and social activities. But despite having an office in Portland, John never forgot that the Coalition is a statewide organization. He and his team made it fun, attracting young, enthusiastic riders and walkers of all abilities and from all corners of the state to join.”

But who am I kidding? Whoever succeeds me will not be Jeff Miller either.

And that is not necessarily a bad thing. ☺

Where do you see the Coalition going?
Tell me at john@bikemaine.org

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ON THE MOVE

The Bicycle Coalition of Maine Moves to East Bayside

PORTLAND'S EAST BAYSIDE neighborhood is the trendy place to be.

Located between Munjoy Hill and Franklin Avenue, the former industrial neighborhood is now brimming with new life. It's the home of Coffee by Design's flagship store. There are five breweries, with more on the way. Restaurants seem to open daily on nearby Washington Avenue. Condos and apartments are being constructed, filling in vacant lots or replacing older, single-family dwellings. The Gear Hub, the Gear Hub bike school, Cyclemania, and Tandem Coffee are all in East Bayside.

And so are we.

As of October 1, we are officially located at 38 Diamond Street, sharing a space with Performance Building Supply, a company that offers contractors and homeowners responsible, environmentally-friendly options and useful education about sustainable, high-performance building products and solutions.

If you've been to our old office on Preble Street, you might appreciate why we moved. We had outgrown the space, it was difficult to get bikes in and out, and impossible for mobility-impaired pedestrians to access. For those who came by car, parking was hard to find and expensive. The office was also in a part of town that has been on the decline for many years.

ABOVE AND RIGHT

The new office and neighborhood at 38 Diamond Street. While the vibe is definitely industrial and laid-back, the amount of room feels like a luxury.

Our new office is well connected to Portland's growing bike/ped infrastructure. The Bayside Trail crosses Diamond Street one block from our building, leading to the Back Cove and the Eastern Promenade Trails, part of the excellent Portland Trails system of off-road bicycle and walking routes.

Our new space is bright, open, and airy, with tall ceilings and plenty of room for training sessions and membership events. Look for announcements about our open house and many other events we will be hosting soon, but in the meantime, drop by if you are in the neighborhood! 📍



HEADS UP!

Better Pedestrian Infrastructure is on the Horizon

BY JIM TASSÉ

IN 2018, the Bicycle Coalition of Maine (BCM) continued its innovative partnership with the Maine Department of Transportation (MaineDOT) to facilitate the Heads Up! Pedestrian Safety Initiative, which focuses on improving pedestrian safety in the 21 communities across Maine that have had the highest rates of pedestrian crashes.

First launched in 2017 in response to a spike in the pedestrian fatality numbers in 2016 (we tracked 16 pedestrian fatalities that year, up from an average of nine per year during the previous decade), the Head's Up! initiative has four parts:

- **A set of public forums**, one in each of the 21 selected communities, to hear from MaineDOT and BCM about pedestrian and driver behavior both safe and risky, and to learn from community members where the problem locations are.
- **A meeting with town staff and engineers** to consider infrastructure changes at the priority problem locations.
- **Another set of public forums** hosted by BCM to consider what education and enforcement can do to change risky behaviors on the part of drivers and pedestrians.
- **A report from BCM** laying out recommendations to improve pedestrian safety. Advocacy organizations are rarely asked to officially weigh in with proposed solutions, so to be approached by MaineDOT to recommend improvements is a sign of their respect for BCM's expertise.

It's worth noting, too, that while the Heads Up! forums have focused exclusively on pedestrian safety, many of the proposed interventions will also benefit bicyclists by slowing and calming traffic.

The Head's Up! initiative is expected to run into 2019. ©

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SUCCESS IS A TEAM EFFORT

Advancing Bike/Ped Infrastructure in Brunswick BY DARCY WHITEMORE



Photo by Jym St. Pierre

MANY COMMUNITIES in Maine are working hard to improve infrastructure and safety for bicyclists and pedestrians, but experience shows that there is a particular recipe that helps create success. Here are a few of the ingredients:

- Active and engaged local community advocates
- A bicycle & pedestrian committee
- A Safe Routes To School (SRTS) program
- Responsive local government

Brunswick has emerged as a great example of a town that has all of these elements in place and, as a result, is reaping the benefits of their efforts. Brunswick's bike/ped initiatives stand out as a great example of how cultivating these specific groups and characteristics can pay off in improvements in safety, livability, and economic vitality.

LOCAL ADVOCATES

Any change to bike/ped conditions in a community begins with advocates who care about safety, quality of life, and accessibility. These advocates often emerge and become energized as a result of work that the Bicycle Coalition of Maine (BCM) does in a community. This is true in Brunswick.

As a result of the Heads Up! Pedestrian Safety Forums, a group of Brunswick parents concerned about cars not stopping in crosswalks near Harriet Beecher Stowe Elementary School formed a new Brunswick Safe Routes to School Community Group focused on speeding traffic on McKeen Street.

Conversations with both MaineDOT and the Brunswick traffic engineer led to the realization that the speed limit signs on McKeen had not been relocated after the elementary school was built. The speed limit signs were promptly moved to their correct locations near the school to help create safer conditions for students walking and biking this fall.

Another set of advocates in the area recently worked with the Brunswick-Topsham Land Trust and the newly formed Six Rivers chapter of the New England Mountain Bike Association (NEMBA) to create four miles of introductory-level mountain bike trails on the former Brunswick Naval Air Station. Advocates recognized a clear need in the region for a set of easier trails in an accessible location for both kids and adults interested in learning the increasingly popular sport. They began advocating for exactly that, and the new trails stand as a testament to what they accomplished.

A BICYCLE AND PEDESTRIAN COMMITTEE

A bike/ped committee, simply put, is a formally organized group of local advocates who work to keep conversations going with local government about the needs of walkers and people riding bikes. The Brunswick Bicycle & Pedestrian Advisory Committee, formed in 1999, meets monthly to strategize, advise town officials, and advocate for more and better bicycle and pedestrian infrastructure.

One of the committee's current recommendations, for the installation of a protected bike lane on Union Street, stems from a BCM-coordinated Imagine People Here project. The SRTS Community Group is now working more closely with the existing bike/ped committee, which will also drive positive change.

The new Six Rivers NEMBA chapter also functions as an off-road and trail bike/ped committee for the area, working to create better walking and bicycling opportunities in the woods and meadows near Brunswick.

SAFE ROUTES TO SCHOOL PROGRAMMING

Safe Routes to School is a bit like bike/ped programming for school-aged kids. Originally a federally funded program, Maine continues to support bicycle and pedestrian safety education and encouragement through its SRTS program, which is coordinated by BCM. In Brunswick, physical education teachers, with the help of enthusiastic parent volunteers, play active roles in organizing the popular, year-round walk-and-bike-to-school days at the elementary and middle schools. BCM supports these events with safety materials and WALK or BIKE stickers for the kids.

Education is a critical part of an effective SRTS program, and BCM provides resources to Maine communities to support these efforts. Brunswick takes advantage of the BCM/MaineDOT Bicycle & Pedestrian Safety Education program by scheduling presentations annually for elementary students. The town, together with the Merrymeeting Wheelers Bike Club, hosts a large and fun Bike Rodeo every spring. Together, these events and activities help to encourage children to walk or bike safely around town.

UPPER RIGHT Children bike to school in Brunswick.

LOWER RIGHT A full bike rack outside Harriet Beecher Stowe Elementary School.

BELOW Androscoggin River Bicycle Path and a "Bicycle Friendly Community" sign.



A RECEPTIVE LOCAL GOVERNMENT

Local government support for bike/ped initiatives is critical to success. Working in partnership with the local advocacy groups, the town provides structure and institutional support, and often funding, for the citizen-based efforts.

In Brunswick, local government has been historically proactive in applying for grants to create bike/ped trails, improving paths and safety measures around town, and completing projects like the ever-popular Androscoggin River Bicycle Path. The town's engineer, planner, and manager are all receptive to ideas that can make the community safer and more enjoyable to walk, bike, and live in.

This fall, the Town of Brunswick Recreation Department is partnering with both the Brunswick-Topsham Land Trust and the local Six Rivers NEMBA chapter to provide a youth mountain-bike program that will put the new trails to good use. These trails are mixed-use and open to hiking, skiing, and all other human-powered recreation.

Given all of these efforts to increase bicycle and pedestrian infrastructure and culture, it is no wonder that Brunswick is one of only two communities in Maine – Bath is the other – to receive the national Bicycle Friendly Community designation in 2016 from the League of American Bicyclists.

This designation, and all of the related bike-and-pedestrian-friendly work that led to it, didn't just happen on its own. These achievements represent many years of strong and steady support from Brunswick's tireless bike/ped advocates and educators, who worked with responsive town officials and like-minded community groups to get the job done. This is a recipe for success, and proof that it really does take a village. 🍷



Community Spokes

Boost Projects Where You Live!

IF YOU THINK your community needs more or better bike/ped improvement, consider our Community Spokes training.

Through the Community Spokes program, the Coalition empowers Mainers to work in their towns as leaders to make biking and walking safer, more accessible, and more enjoyable transportation options.

Best of all, it's free! You'll learn how to work with neighbors and decision-makers to promote bike/ped infrastructure, policies, and programs. Visit our website bikemaine.org to sign up for free Community Spokes training and become a strong voice for bicyclists and walkers in your town or city. 🍷

HOW THE SYNDICATE GOT ROLLING

BY VICTORIA SCANLON STEFANAKOS



FREEDOM COMES IN WAVES. We've all felt it. Do you remember? First, crawling. Then climbing, walking, and eventually running.

We may not remember those first steps, but most of us know when we first took off on a bike: Where we were. The metallic gleam of the frame that held us. The steady shadow of a parent running alongside, and the sudden realization that we were riding on our own as we picked up speed and took off.

Some of us continued to ride our bikes long after that day.

"People just didn't get it," recalls Michael Stefanakos, founder and head coach of the Syndicate, a Southern Maine mountain bike racing team that pulls its members from schools throughout the region. "They asked, 'Do you want to ride to soccer or football practice?' Nope, I just wanted to ride."

BMX bikes got a lot of us rolling through dirt, and eventually, if we were lucky, we saved up for a mountain bike. Rigid. Steel. Sturdy.

If you're reading this, you likely value the mechanical genius that charms our will and momentum to move farther, faster, and over the land beneath and before us. As our bikes become more capable, what we can do with them is shocking.

Finding friends—on bikes—worthy of hooting with, and chasing down, is as revelatory as adding suspension. A tribe of riders who emerge from the trail as thirsty, muddy, and sometimes bloody as you proves the magic you shared was real. Joy and comfort follow, on your own bike, at your pace, choosing your own lines.

Stefanakos knows first-hand that mountain bikes are vehicles for friendship and adventure. Thanks to him, local kids who love to ride can now join a brand new team of fellow rippers. But the group didn't spring up overnight.

Several years ago, Stefanakos started rallying families to ride at Bradbury Mountain State Park each weekend. The lure of post-ride doughnuts didn't hurt. Over time, wheels grew from 16" to 26." And kids got faster. A lot faster. A curious few visited the Maine High School Mountain Bike Championship in 2015. There, riders from Kents Hill School

The wheels started to turn, faster and faster. The words "new regional high school mountain bike team" raced through the deep local mountain bike network.

(near Augusta) and Camden Hills High School inspired a shift. Could they race, too?

Word spread at trailheads and reached Ron Colavolpe of North Yarmouth. The former pro mountain biker rode trails all over southern Maine with his son for years before bumping into Stefanakos and his sons. In 2017, nine core riders (peaking at 15) rolled all over New England as the Southern Maine Mountain Bike Syndicate, the region's first multi-school competitive team, and a community that shows young riders how to turn a passion into a true pursuit.

The wheels started to turn, faster and faster. The words "new regional high school mountain bike team" raced through the deep local mountain bike network. School principals, beloved bike shops, Facebook, and Strava reached still more kids. The crew grew from nine riders to 35 in one year.

"On our first ride together, at the very first break, you could feel the surge of energy immediately," Colavolpe says. "I don't care if we do anything but ride together. If we teach kids a little about technique, riding hard and riding easy, and race strategy, that's secondary. That will come to the riders who want it." As it turns out, there are plenty of them.

Weekly summer rides drew boys and girls from as far as York, Bath, and Mt. Abram through to the season's launch in September. That's when Jake Berry and his powerhouse New England High School Mountain Bike Association offered what the growing pack needed most: liability insurance (for this team and others that pop up across Maine). It felt like getting a blessing to head out for a ride and have fun. Just be back in time for dinner.

[continued on page 19 >](#)



HEALTHY KIDS, HAPPY KIDS believes that by providing children the opportunity to bicycle, they are helping to encourage healthy lifestyles that can be used to overcome life's challenges.

The purpose of Healthy Kids, Happy Kids is to develop a sense of confidence, community, and character in children throughout Maine by providing opportunities to bicycle in a safe learning environment. By teaching these values through cycling, Healthy Kids, Happy Kids is providing an active example of a beneficial and sustainable lifestyle for kids in Maine.

Currently, Healthy Kids, Happy Kids runs the MY BIKE - Maine Youth Bike Series, four one-week summer mountain bike camps, and some after school programming. They are looking to expand their reach in 2019 with more summer camps, more after school programming, and a middle/high school race series across the state.

The Bicycle Coalition of Maine is excited to continue to work with Healthy Kids, Happy Kids to encourage more ridership and safe riding practices throughout Maine.

For more information, please contact their executive director, Lenora Felker, at lenorafelkerhk2@gmail.com. ☺

Healthy Kids, Happy Kids is providing an active example of a beneficial and sustainable lifestyle for kids in Maine.

RAVES FOR RIDES

The Newest Coalition Tool Takes Off

ON MAY 1, THE BICYCLE COALITION OF MAINE launched Where To Ride, its new, web-based tool that lets cyclists search a database of curated routes to find their perfect ride—for free. It was an immediate hit with riders throughout the state and beyond, and continues to draw riders looking for a great ride in Maine.

“Maine is among the world’s premier bicycling destinations, and we’ve got something for cyclists of every age and ability,” said BikeMaine Ride Director MaryBeth Luce, who’s heading up the project. “Where To Ride lets cyclists find exactly what they’re looking for, and we believe that making it easier for cyclists to find good rides will encourage more people to come to Maine and more residents to get out and try a ride.”

Which is exactly what’s happening.

According to the most recent analytics data, almost 9,000 people have used the site since it launched. Most of those users are from the United States, but hundreds of riders have logged on from countries in Europe and Asia.

Where To Ride users define what kind of ride they’re looking for by making choices on the type of ride, distance, difficulty, and region, and can find information about hills and traffic conditions. The “show traffic” button even overlays traffic data onto the route map, while “show slope” overlays a color-coded percentage grade.

The Center for Community GIS, a nonprofit organization that supports the mapping and geographic information needs of public interest groups, helped develop the Where To Ride tool with the Coalition.

“Crowd-sourced ride-sharing platforms hold so much data, it can be hard for cyclists to quickly and easily find reliable content about the best rides out there,” Center Director Stephen Engle said. “Where To Ride’s custom-designed interface delivers curated content and maps about the top Maine rides from a trusted source.”

Traditionally, the number of cyclists in Maine declines with the onset of winter. Coalition Executive Director John Williams said that users should still continue to check back on Where To Ride, though, because new rides are being added all the time.

“Fat bikes are really gaining traction, and they’re great for winter riding,” Williams said. “Maine is fast becoming a destination for some of the best off-road riding to be found anywhere, and our Where To Ride tool can help cyclists—regardless of where they’re from—find exactly what they’re looking for.” ☺

REFLECTIONS

On the Tragic Death of a Beloved Cyclist BY LAURI BOXER-MACOMBER



TWO YEARS AGO, Dr. Carol Eckert was tragically killed by a driver who allegedly failed to see her while she was riding her bicycle on a public road in Windsor, Maine.

In May, prosecutors at the Kennebec County District Attorney's Office said that although they had "struggled" with the decision, they would not be pursuing a criminal manslaughter charge against James Mayo, the driver involved in the tragedy.

Instead, they decided to charge him with a mere civil traffic infraction.

My initial response to the decision was deep disappointment. Everything that I had read or heard about the crash suggested that Mayo had elected to drive while the sun was blinding him and that he couldn't see; according to media accounts, he admitted to police that he never saw Dr. Eckert before he hit her.

So, what was this "struggle" the DA's office was having? Why no criminal charges?

RULES OF THE ROAD

Initially, I attempted to answer my own questions by turning to the laws I know best—the "Maine Rules of the Road"—as there are some basic ones that clearly applied to the case:

Drivers Have an Obligation to See What is There to Be Seen. Maine law and common sense dictate that drivers have a duty to see what is there on the roadway to be seen. The Maine Motorist Handbook, published by the Secretary

of State's office, says, "To be a good driver, you need to see well." According to the handbook, this means looking 10 to 15 seconds ahead and being prepared to respond appropriately to other traffic and circumstances on the roadway.

Drivers Should Not Continue Driving with Impaired Vision. According to Maine case law, when a driver's vision is "destroyed by a glaring light," the driver is not entitled to continue operating a vehicle. It is the driver's duty to stop. The driver must know what is ahead, or failing to know, should bring the car to a stop.

The Posted Speed Limit Isn't Always the Lawful Speed. In Maine, like in most other states, the Motor Vehicle and Traffic Code provides that people must drive their vehicles at a "careful and prudent speed not greater than is reasonable and proper having due regard to the traffic, surface and width of the way, and of other conditions then existing." This means when circumstances like glaring sunlight, a narrow travel lane, and bicycle traffic on the roadway necessitate a slower speed than the posted speed limit for the safety of all users, drivers should slow down.

Drivers May Only Pass Bicyclists When it is Safe. In Maine, drivers can pass bicyclists only when it is safe to do so. It is fair to read this statute as requiring drivers to be able to see bicyclists before attempting to pass them.

Drivers Must Keep a Safe Distance Between Their Vehicles and Bicyclists at All Times During a Pass. Drivers passing cyclists are required by law to keep a distance of at least three feet between any portion of their motor vehicles, which includes mirrors or any other part that extends outward.

OTHER LEGAL CONSIDERATIONS

Unfortunately, the State's decision to charge or not in cases where drivers have killed, harmed, or threatened a bicyclist's safety is not as cut-and-dried as the Rules of the Road might seem to imply. Prosecutors must go beyond them and look at many other factors, including some very real and specific legal considerations: the burdens of proof associated each potential charge, the state of mind of the accused wrongdoers, the person or people who are best suited to hear and decide any case brought by the State, and the likelihood of favorable verdicts.

Although I am still not comfortable with drivers crashing into bicyclists without serious consequences, as I analyzed each of these additional factors in the context of Dr. Eckert's case, it became easier for me to understand why prosecutors ultimately decided against charging the driver with criminal manslaughter and pursuing a civil violation instead.

UPPER RIGHT Dr. Carol Eckert lost her life while cycling in Windsor, Maine, on October 16, 2016.

The State's decision to charge or not in cases where drivers have killed, harmed, or threatened a bicyclist's safety is not as cut-and-dried as the Rules of the Road might seem to imply.

BURDENS OF PROOF

In deciding whether to bring any civil or criminal charge, prosecutors must assess whether they will be able to carry the State's burden of proof at trial for that charge. A criminal conviction, with everything that goes along with it, including potential jail time, is no small thing. The burden of proof is, as it should be, greater, and substantially so, compared to a civil charge.

In Maine, the burden of proof for a civil traffic charge is "preponderance of the evidence" whereas the burden of proof for a criminal charge is "beyond a reasonable doubt."

To win a civil case, the State need only show that it's more likely than not that a driver violated the law. To win a criminal case, on the other hand, the State must present enough admissible evidence on every element of a criminal charge to make a jury nearly certain that a person charged with the crime is guilty.

Although I cannot speak for the State or the prosecutors who analyzed the case involving the death of Dr. Eckert, perhaps the decision to bring a civil traffic charge instead of a criminal was grounded in concern about the State's ability to prove every element of manslaughter "beyond a reasonable doubt."

The state-of-mind question presents another challenge on the question of criminal-versus-civil charges: the prosecutors would have had to prove "beyond a reasonable doubt" that the driver acted "recklessly," or with "criminal negligence," to cause the death of Dr. Eckert.

While there are many people—including myself—who feel strongly that the act of driving while blinded by the sun, if proven by the State, amounts to both "recklessness" and "criminal negligence," there are also many people who don't. In Dr. Eckert's case, it is possible the prosecutors believed it would be difficult for them to convince a Maine jury that Mayo was guilty "beyond a reasonable doubt" because of the alarmingly high number of drivers in Maine who regularly drive with their vision impaired, regardless of what the law may say.

continued on next page >



PORTLAND EYECARE

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Lambert
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LAMBERT AND COFFIN

207.874.4000 477 Congress Street, Portland lambertcoffin.com



GREEN CLEAN
Maine

GREEN CLEAN MAINE

207.221.6600 110 Marginal Way, Portland greencleanmaine.com

The advertisement for ReVision Energy features a background of solar panels under a blue sky. A yellow sun icon with a red circle and arrows is positioned on the left. The text "ReVision Energy" is written in white on the sun icon. To the right, the text "ReVision Energy" is written in white, followed by "142 Presumpscot St Portland, ME" and "207.221.6342" in white. At the bottom, the website "www.ReVisionEnergy.com" is written in white.

The fact that prosecutors are thinking about and grappling with this case is a positive development in and of itself.

Trial attorneys call this dilemma the “There-But-For-The-Grace-of-God-Go-I” hazard, fearing that jurors who have engaged in the same behavior as the defendant will exonerate the defendant because of their own prior similar conduct without consequence. And, again, although I do not feel that driving impaired should be an excusable cultural norm, I can appreciate how this factor may have played into the prosecutors’ analysis.

JUDGE OR JURY?

The prosecutors may also have considered the question of who, exactly, would be deciding any charges brought by them—a judge or a jury? In general, when the State pursues a civil traffic infraction against a driver, the case is decided by a judge because there is no automatic right to a jury trial in civil traffic infraction cases.

In contrast, a person charged with manslaughter has a constitutional right to a jury and can only be convicted of that criminal charge with a unanimous jury verdict. As such, perhaps prosecutors believed that, given the “Grace-of-God” factor, the facts and circumstances of the case, and the possibility of one or more jurors seeing Dr. Eckert’s death as an “accident,” they were more likely to have success before a judge than with a criminal jury.

In an interesting twist, however, it appears Mayo’s case is heading to a jury trial anyway, as he paid the civil jury fee and asked for a civil jury trial. Although Mayo can potentially benefit from the “Grace-of-God” factor, the State will not need a unanimous jury to prevail because it’s a civil trial.

SEEING THE “STRUGGLE” IN A DIFFERENT LIGHT

As I continue to reflect, I have become more open to the possibility that the “struggle” at the Kennebec County DA’s office in the two years following Dr. Eckert’s tragic death may have been over how best to obtain justice after a bicyclist’s death, as opposed to being merely about whether criminal charges were warranted.

While I cannot speak for the DA’s office, perhaps the prosecutors analyzing Dr. Eckert’s case decided that they stood a much better chance of prevailing on a civil charge instead of a criminal manslaughter charge, and that a civil conviction with a long loss of license was better than no conviction at all.

The fact that prosecutors are thinking about and grappling with this case is a positive development in and of itself. While murder and manslaughter charges are still hard to bring against drivers who kill bicyclists, there does appear to be a rise in the number of prosecutors who are taking up bicycle cases and committing themselves to protecting vulnerable users.



ABOVE Dr. Carol Eckert, M.D.

Certainly, caring was demonstrated by the District Attorney’s Office in Dr. Eckert’s case, regardless of the ultimate decision not to pursue the manslaughter charge.

Still, reflecting further, prosecutors do not make decisions in isolation; they are driven by social and cultural norms.

If one of the reasons why prosecutors decided against bringing manslaughter charges in Dr. Eckert’s case was a concern that the State may not be able to convince an entire Maine criminal jury that the driver’s alleged decision to drive blindly into the sun on a public roadway at a significant rate of speed was criminal, we must ask ourselves: what does the prosecutors’ decision say about us?

Can we not be relied upon to reach a collective consensus that driving blind into the sun is risky and comes with an appreciable risk of causing harm or death to others?

Do we believe that ignoring the risks associated with continuing to drive at a significant rate of speed when we cannot see well is “just a little wrong?”

In our everyday lives, are we choosing to drive, or continuing to drive, at the posted speed limit (or higher) at times when we cannot see and thus risk driving into children playing in or around the roadway, people walking on the shoulder of the roadway, or bicyclists traveling in the public way?

If the answers to the questions above are “yes,” even if just occasionally, we should expect to continue seeing the number of people dying on Maine’s roadways go up. Likewise, if these are our acceptable social and cultural norms, we must accept that we are partially to blame for deaths like Dr. Eckert’s and for any dissatisfaction we may have with the District Attorneys’ handling of the case.

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SHARE THE ROAD WITH CAROL

"A Remembrance of a Life Well-Pedaled" BY F.J. GALLAGHER



ASK THREE OR FOUR cyclists why they like to ride and you'll probably get several different answers—the sheer fun and freedom of it, the getting-into-better-shape of it, or maybe just the way the world feels when you move through it behind handlebars at 15 mph instead of a windshield at 60 or 65—but all of those answers circle back to one central theme: cycling, at its beating heart, is a celebration of life. It feels good.

That's why Dr. Carol Eckert liked to ride, and it's why her husband, Jeffrey Frankel, along with Dr. Barbara Moss and Terry Chapman (former co-workers of Carol's at the Sheepscoot Valley Health Center, where Carol practiced medicine for 30 years), as well as Christina Moylan and Dr. Peggy Greenwald, organize a Share the Road with Carol memorial ride every year since her death. Carol was struck by a driver on Oct. 10, 2016, as she rode in Windsor. She died three days later.

Share the Road with Carol, Frankel says, is "a remembrance of a life well-pedaled," and a way of sharing everything that his wife liked about riding her bike. It's sponsored by HealthReach Community Health Centers, which operates 11 medical practices, including the Sheepscoot Valley Health Center.

"Carol wasn't a bike racer, she was a bike rider," Frankel said to the riders who gathered on Sept. 29, 2018, at the parking lot of the Windsor Town Office for the second annual event. "Bicycling was the center of her life. No matter which way life's pendulum swung, it always came back to the center of her on her bike. It's where she found her peace. She could just go out for hours and the cares would drain out of her."

Carol's ghost bike is also a testament to the joy and connection to community that cycling brought her.

About 40 cyclists signed up for this year's Share the Road with Carol ride, choosing between a 12-mile ride and 27-mile ride, with both routes thoroughly imbued with Carol's spirit—full of the wonder for the world around us. Both were magnificent, well routed with flaggers at every turn, taking riders through the fields and farmsteads in and around Windsor, past ambivalent heifers and dairy cows and curious children who yelled and waved to the cyclists riding by in the bright morning sun.

Early on in the ride, cyclists on both routes passed a poignant reminder of why they were together that morning: Carol's ghost bike by the side of the road, stark white against a blaze of autumn color, at the spot where the tragedy occurred. It stood solemn, yes, but also as a testament to the joy and connection to community that cycling brought her.

At the time of this writing, Carol's case—in which the Kennebec County District Attorney ultimately decided to forego a criminal charge in favor of civil infraction—is still working its way through the courts.

Regardless of the outcome, riders throughout Maine will continue to Share the Road with Carol as long as her husband, and her co-workers have any say in the matter. ©



La Terre BikeMaine 2018 Entre Deux

BY WILL ELTING



FROM THE START, it was clear that BikeMaine 2018 was going to be different.

Northern Aroostook County and the Saint John Valley is a region of Maine that few have the chance to visit, much less spend a full week touring by bicycle. It's a land fully distinct from the rest of Maine; with its large-scale agriculture, distant mountain views, and vast, wild waterways, the landscape is more akin to something you would find in the western U.S., far different from the pine forests and rocky coasts we are used to in the rest of the state.

The remoteness of the location presented logistical challenges, but the benefits outweighed them by an order of magnitude. Riders experienced roads with little traffic, unique and delicious food, and local people whose friendliness is bound become the stuff of BikeMaine legend.

The ride kicked off in Presque Isle, and an early morning climb out of the city gave way to what would become an overarching theme of the week: spectacular vistas of farmlands, forests, and rivers.

After lunch at the Maine School of Science and Mathematics in Limestone, riders got to experience the Loring Commerce Center, former home of the Air Force base of the same name. It proved a haunting route, past vacant, massive aviation hangers, communications towers, and other buildings in the process of being reclaimed by nature. A long descent into

PAGE LEFT

1. Riders wend their way along the Saint John River.

TOP ROW 1. BikeMaine riders along the route in northern Aroostook County. **2.** Lelo Munis (left), from Tanzania, shares a moment of comradery with another BikeMaine rider. **SECOND ROW 3.** Excited riders on a shuttle bus.

4. BikeMaine 2018 volunteer Mary Joyce Kemper.

5. Cyclists cluster at Loring Air Force Base.

BELOW 6. A typical scene at a BikeMaine campground.



The remoteness of the location presented logistical challenges, but the benefits outweighed them by an order of magnitude.

ABOVE
A rider outside the Musee Cultural du Mont Carmel in Lille, ME.

RIGHT
A statue in Van Buren honors all things Maine, including a moose, a Maine Coon cat, and a can of Moxie.



Caribou gave us plenty of time to contemplate the scope of the experience.

Night two in Caribou was cold— some would call it frigid— and it proved to be the coldest night in BikeMaine’s six-year history. That didn’t stop droves of riders from mixing with locals at the special “Sunday on Sweden Street” festival that the town put on just for us.

Entertainment included a live animal show and music by the Aroostook Band of Micmac Women’s Drum Group, as well as La Recolte, a Cajun band that traveled up from Lafayette, Louisiana! Sen. Susan Collins was also on hand to welcome riders to her hometown.

Riding north towards Madawaska, we finally caught sight of the Saint John River, which would guide much of the coming days’ routes. Lunch at Van Buren’s Acadian Village provided the first of many glimpses into the rich Acadian traditions and culture that the Saint John Valley is known for, offering tours of their impressive array of period buildings and exhibits, as well as live entertainment and costumed docents.

With lots of local trails, a tour of the Twin Rivers paper mill, a trip to the New Brunswick Botanical Gardens in Edmunston, and much more, Madawaska was an incredible host for our rest day. Local restaurants opened their

doors on a day they’d typically be closed, and one establishment was reportedly pouring free mimosas for riders all day. The rain subsided overnight, breaking the cold spell and warming us up for the rest of the week.

Fresh legs carried us up and over the Valley’s height-of-land on Wednesday, getting riders back to those blissful farmland views and onto some of the smoothest, least-traveled back roads the state has to offer. A long, rolling descent gave way to some pristine lakeside riding as the route wound along the shore of Long Lake before pressing on through more high, clear farm land to Fort Kent, our home for two nights.

“Hospitality” doesn’t fully encompass the reception we received from the locals in Fort Kent. Something closer to “open-armed bear hug” was how we felt rolling into town.

A gorgeous, riverside village location, top-notch entertainment featuring the Maine Outdoor Film Festival, and some of the best food BikeMaine riders have ever had (bread pudding, anyone?) were the perfect complement to the outstanding riding and perfect weather we had those two days.

Thursday’s route was an out-and-back to Allagash, on the brink of the North Woods. The town is an outdoor recreation paradise, located at the confluence of the Saint John and Allagash Rivers, and the northern terminus of the Allagash Wilderness Waterway. Renowned for its remoteness, few get the chance to cycle out that far, and the ride proved to be arguably the most scenic and meditative of the week.



Some riders opted to join a 32-mile ride organized by George Dumont and other cyclists from the Fort Kent area. The ride encircled Lac Baker in the Canadian provinces of New Brunswick and Quebec.

Still reeling from Fort Kent's overwhelming generosity of spirit (and food), we departed Friday with the bittersweet knowledge that the ride was soon to be over. Friday's route was circuitous but scenic, sweeping back and forth between Route 1 along the river and the agricultural highlands that Aroostook offers so much of. The local enthusiasm was very much on display in Frenchville, as almost the whole town, including students from the elementary school, came out to welcome riders to the morning rest stop. Who can say no to ice cream from a tractor at 9 a.m.?

An Acadian chicken stew lunch in Grand Isle was just what the doctor ordered to provide fuel for the final few climbs back over the hump and down to Long Lake and St. Agatha once again. Lakeview Camping Resort was our own slice of paradise for the last night of the ride. Riders feasted on our annual lobster bake dinner while gazing out over Long Lake and the rest of the Saint John Valley, which had treated us so well.

Sixty miles to finish out the week was no small feat, especially considering some nasty climbs through Stockholm and New Sweden, as the route followed Route 161 out of The Valley and back towards Presque Isle.

Rolling into Presque Isle was a heroic feeling, bolstered all the more by artisanal pizza and hot showers. BikeMaine 2018 had come to a close, but so many of us knew that this wouldn't be the last time we would explore northern Aroostook County. We'll be back to boat, ski, fish, and ride our bikes some more.

To everyone who made BikeMaine 2018 an unforgettable event, thank you! We hope to see you on the Midcoast next year. ☺

TOP RIGHT *BikeMaine* riders enjoy a hearty, locally sourced dinner in Madawaska. LOWER RIGHT *The open road in northern Aroostook County.*



Bike the Best of Midcoast Maine

AFTER TWO YEARS of riding bucolic inland back roads, our signature event returns to the coast. Dubbed "Coastal Connection," BikeMaine 2019 promises riders quiet, low-traffic roads along scenic ocean vistas, connected by quintessential Maine communities, showcasing some of the best scenery our state can offer.

The BikeMaine 2019 region offers a wealth of options to fuel riders with the fresh, healthy, locally sourced food the ride is known for. Famous for its wild-caught fish and lobster, the Midcoast is increasingly known for its farm-raised salmon, mussels, and world-famous oysters. This bounty of seafood is complemented by the region's sustainable agricultural products, including grass-fed beef, organic vegetables, artisan breads, and dairy products. BikeMaine 2019 is sure to continue the "bike cruise" feel of the event.

BikeMaine 2019 is already nearly three-quarters sold out. Be sure to register early to take advantage of the lowest available price—registration fees increase again on January 1, 2019!

- September 7 – 14, 2019
- 350 miles across six days of riding
- 18 meals, nightly entertainment, and daily baggage transportation

ride.bikemaine.org

A GIFT THAT KEEPS ON GIVING

BikeMaine's Impact Reaches All Corners of Our State BY F.J. GALLAGHER



BikeMaine's contribution to economic development doesn't end when the last rider goes home.

BIKEMAINE IS A CELEBRATION of Maine's people, places, culture, and food that moves to a different region of the state each year. It's also a powerful tool for economic development, highlighting parts of the state that go beyond the traditional lobsters and lighthouses—so much so that the Maine Office of Tourism this year recognized BikeMaine with its Originality Award, honoring the event's innovative spirit.

But BikeMaine's contribution to economic development doesn't end when the last rider goes home. Each year, the Bicycle Coalition of Maine turns a portion of the profit from the event into BikeMaine grants, which fund improvements to bicycle and pedestrian infrastructure in communities that have served as BikeMaine hosts in previous years.

In June, the Coalition awarded BikeMaine grants to three recipients: Main Street Skowhegan, Mahoosuc Pathways, and Kingfield Trail Builders.

"BikeMaine was conceived as an event that would use cycling as an economic benefit tool for local communities," said BikeMaine Ride Director MaryBeth Luce. "These grants directly support these organizations' efforts to make their communities more bike- and pedestrian-friendly."

Main Street Skowhegan will use \$10,000 in funding to expand a 5-kilometer loop in the Run of River Whitewater Recreation Area to accommodate cyclists as well as pedestrians for four-season use. Main Street Skowhegan Executive Director Kristina Cannon said the newly expanded loop will eventually incorporate a robust network of single-track off-road trails for mountain bikers, as well.

"Trail development is a major part of the proposed Run of River Recreation Area, and our intention is to grow our downtown trail system to 300 acres, an effort that will complement the future whitewater park in the Kennebec Gorge," Cannon said.

Mahoosuc Pathways Executive Director Gabe Perkins said his organization will use their \$3,250 award to improve mountain bike trails at the Crescent Park School.

"We can't think of too many elementary schools with sustainably designed and built mountain bike trails, and that's what made this project so attractive to us," Perkins said. "Not only will it be a well-built trail for students and community members, but it could also attract more people to our community who are looking at trail-based recreation as a deciding factor in where to relocate."

Kingfield Trail Builders plans to use their \$3,025 grant to improve non-motorized trails and trail connections, install shared bike-lane markings, and add bikes racks in key locations around Kingfield.

"We are thrilled to receive this grant," spokesperson Polly MacMichael said. "We are excited to partner with the Kingfield community to make Kingfield a safe and fun place for bicyclists and pedestrians alike."

The 2018 awards represent the third year of BikeMaine grant funding. The Town of Gardiner received the inaugural BikeMaine Grant in 2016, in the amount of \$12,300, to fund the extension of the Cobbossee Trail, which connects the Kennebec River Trail to the town's historic Cobbossee Corridor. The Washington County Council of Governments and the City of Bath received last year's grants, which helped to fund bike repair kiosks along the Bold Coast Bikeway and a pump track for Bath students, respectively.

Skowhegan and Kingfield were host communities for the 2017 event, and Bethel was a BikeMaine host community for the 2015 event. ©



REFLECTIONS continued from page 12

Sadly, one of the most common refrains I hear from drivers who have hurt or killed my clients is: “I did not see him (or her).” However, failing to see a person on the roadway when they are there to be seen does not excuse dangerous driving behavior.

We all make choices when we get into a motor vehicle and there are things we can do, as a driver or passenger, in our lives to improve our collective “seeing” of bicyclists and other vulnerable users to help prevent more tragedies on our roadways.

CHOICES

Choose a safe speed, not just the posted speed limit.

Take into account all traffic (including both bicycle and pedestrian), road and surface, lighting, weather, environmental, and other factors.

Choose to focus solely on driving. Practice intentionality. Use the “do not disturb” features on your electronic devices while operating your motor vehicle. Avoid engaging in other distracting behavior, such as eating or drinking.

Choose to model safe driving. Lead by example. Your family members, friends, and others are watching.

Choose to speak up and act before it is too late. Ask others to not call or text you while they are driving, and when you are a passenger, help clear snow and ice off windshields, ensure driver attentiveness to the roadway, and offer to handle potential distractions.

Choose accountability. Hold yourself accountable. Report the dangerous driving of others. Ask law enforcement to issue warnings, citations, and summonses when appropriate. Hold your children and employees accountable for



adhering to household and workplace policies regarding cell phone use and distracted driving. Write to your federal and state representatives and district attorneys about the unacceptable number of traffic deaths and serious injuries on our roadways. Communicate with them about any inappropriate handling of the same.

The hard truth is if we want prosecutors to start seeing crashes like the one that killed Dr. Eckert as crimes, we need to start treating behaviors such as driving blind, driving distracted, and driving inattentively as crimes ourselves. ☹

Lauri Boxer-Macomber is a Maine attorney at Kelly, Remmel & Zimmerman, with a practice focused on bicycle and pedestrian law. She serves on the Board of Directors of the Bicycle Coalition of Maine and Maine Trial Lawyers Association, and is also an independent member of the Bike Law Network. She regularly represents bicyclists and pedestrians in the Maine District and Superior Courts, and has appeared on behalf of the Coalition and others before the Maine Supreme Court. Lauri is also an avid bicyclist.

HOW THE SYNDICATE GOT ROLLING continued from page 8

Three. Two. One. Go.

A squad of passionate parents (now friends) currently lead rides, hone skills, repair chains, tape cuts, share water, and ride sweep. Still more drive to races some Wednesdays and most Saturdays in September and October. Generous shops have given mechanical clinics, discounts, and coaching. Local experts have led the team on tours of new trails.

Clad in fresh purple plaid kits, riders are racing (and winning) in the Northern New England High School Cycling Association series—52 schools in Vermont, New Hampshire, and Maine. Just \$20 buys a season-long number plate. This fall, the Syndicate even hosted its first home race at Bradbury Mountain. Four teams with some 80 riders rode a tough course dreamt up by these locals.

“The fun part about racing is being around other kids who love to bike,” a lanky member of the OG crew says. “And you make friends from different schools who like to do what you like to do.” Wheelies in the parking lot. Cleaning a slick line up a knob of granite. Rapping on the trail. Keeping it close enough that most kids can come regularly helps it feel like a real team—a worthy tribe.

That’s what kids want most when they roll into twilight practice anxious to hop on a bike built with a parent. Other young riders, in a wave, rush to aim their headlamps and admire the gleaming, new, 29” beauty. Light. Aluminum. Ready.

When the team—usually about 20 people—greet riders on the trail these days, the pack gives them pause. Surprise buys onlookers time as they take in the promise of it all. They happily unclip and laugh.

“Wow, that’s a lot of riders!” a solo traveler will often exclaim, usually followed by, “I can’t wait for my kids to be old enough to join you.”

We can’t wait to ride along. ☹

For more information, contact Michael Stefanakos at southernmainesyndicate@gmail.com.

Maine Beer Co.

A Yellow Jersey Club Business



Maine Beer Company's slogan is *Do What's Right*. What's the meaning there and how does cycling fit in to that ethos?

Daniel and David Kleban are the brothers who founded Maine Beer Company, and this is something that they believe deeply, and it's really just that simple: *Do What's Right*. It's the core of what they wanted the Maine Beer Company to be. As long as you're doing what's right, you're on a good path. For us, that comes to four things: taking care of staff, taking care of the environment, being involved in our community, and making great beer. If you guide your business along those lines, you're going to do well. It's a great motto to live by.

There's a strong connection between the craft brew scene and cycling, and Maine Beer Company is at the forefront with community-based rides, a Maine Beer Company bike frame, and more. Why?

David Kleban is an avid cyclist, so when we started the company from day one we became members of 1% for the Planet, an organization that helps direct and focus philanthropic funding to combat climate change and support environmental nonprofits. Members agree to donate one percent of their annual sales, and that money goes to non-profit organizations that work on behalf of environmental causes. We were looking for non-profits to support, and David saw the work that was being done by the Bicycle Coalition of Maine and felt that was something he wanted to support. The Coalition does an amazing job in terms of bike/ped advocacy, and that's something

we've gotten behind. David's passion is contagious, and we have a bunch of staff who have gotten into cycling. Riding is fun, it's good comradery, and it's a great way to explore our state and everything that makes Maine so great.

We see you on the road a lot—at BikeMaine, at community rides, and plenty of other events, too. What's your take on mountain biking?

We do a lot of road riding at Maine Beer Company, true, but we're seeing some more off-roaders, too. We definitely have some trail riders. Our head brewer loves mountain biking, and some people are talking about trying fat tire biking this winter.

What's next for Maine Beer Company? What can we look for in the next few months and beyond?

One of the things we're really excited about is our expansion. It's happening in two stages. Stage one, the expansion our production facilities, was completed in January 2018. In stage two, which we're in the middle of now, our old production facility is going to become our new tasting room. It's going to be a lot larger, and we'll be able to do a lot more. We're really looking forward to being able to showcase not only our beer, but all our partners in the community and 1% for the Planet. We're also going to have a small retail space, and part of that is probably going to be devoted to bicycle gear. We're also planning more rides, and we'll definitely be back on BikeMaine next year. That's a great ride, and we love being there. ☺

Maine Beer Company

Yellow Jersey Club Members

The following individuals and businesses support the work of the Bicycle Council of Maine with annual memberships.

YELLOW JERSEY CLUB PRO \$5,000+

Jonathan Ayers, Portland
Chesed Fund for All Creatures
Thomas + Evon Cooper, Seal Cove
Mimi Foundation, South Portland
Fritz + Susan Onion, Wayne
Mackin Pulsifer, Harpswell
Cynthia Sortwell, South Portland

YELLOW JERSEY CLUB PODIUM \$2,500+

Nancy Grant + Mike Boyson, Portland
Joan Cirillo + Roger Cooke, Portland OR
Dan Emery, North Yarmouth
Rick + Tori Rosu-Myles, Cape Elizabeth
Mark + Kitty Wheeler, Woolwich

YELLOW JERSEY CLUB \$1,000+

Joseph + Susan Alexander, Falmouth
Justin + Rachael Alford, Portland
Cindy Andrews + Thomas Whyte,
Cumberland Foreside
Brett + Erin Austin, Cumberland Center
Henry Beeuwkes + Margaret Mills, Saco
Chris + David Beneman, Scarborough
Paula + Stephen Birmingham,
Cape Elizabeth
Moe + Loraine Bisson, Brunswick
Bill + Marcy Black, Cumberland Foreside
Ethan + Lauri Boxer-Macomber, Portland
Butler Conservation Fund
Kevin Carley + Ellen Grant, Portland
Anne Carney + David Wennberg,
Cape Elizabeth
Alan Chebuske + Melissa Hewey,
Portland
James + Susan Chlebowski, New Berlin PA
Phil Coffin + Susan Peck, Portland
Tom Cromwell, Wiscasset
Robert Dawson + Evelyn Landry,
Cape Elizabeth
Paul Driscoll, Falmouth
Janika Eckert + Rob Johnston, Albion
Elizabeth Ehrenfeld, Falmouth
Donald Endrizzi + Peggy Pennoyer,
Scarborough

Jay Evans + Martha Palmer,
Cape Elizabeth
Pamela Fischer + Scott Spaulding,
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Lisa Gorman, Yarmouth
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Cape Elizabeth
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Cape Elizabeth
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Todd Lalumiere, Falmouth
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Joan Sarles Lee + Robert Herold,
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Laura + David Lipman, Bonita Springs FL
Bob Lodato, Charleston
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Peter Millard + Emily Wesson, Belfast
Bill + Beth Muldoon, Harpswell
Eugene Murray, Elk Grove
Meryl Nierman, Portland
Bill Phillips, Auburn
Michael + Laura Rifkin, Greene
Jeff Saffer, Cape Elizabeth
Mary Schendel + Philip Gleason,
Cumberland
Jane Self + Ken Pote, Camden
Peggy Stewart, South Portland
Wendy + Eric Suehrstedt, Durham
Geoffrey Tolzmann, Cape Elizabeth
Scott + Sunny Townsend, Scarborough
Barbara + Dick Trafton, Auburn

Barbara Trentacosta, Cumberland
Steven Urkowitz, Portland
Austin Watts, Bowdoin
Scott Wellman, Dover-Foxcroft
Tina + Brent West, Yarmouth
Jeff + Nancy White, Cape Elizabeth
Darcy + Henry Whittemore, Readfield
John Williams + Nancy Beardsley,
Nobleboro
Kathryn Yates, Portland

YELLOW JERSEY CLUB PRO BUSINESS \$5,000+

L. L. Bean, Freeport
Maine Beer Company, Freeport

YELLOW JERSEY CLUB PODIUM BUSINESS \$2,500+

Turning Point Cycle & Fitness Studio,
Scarborough

YELLOW JERSEY CLUB \$1,000+

The Center for Advanced Dentistry,
Auburn
Door to Door Doctors, Milbridge
Green Clean Maine, Portland
Kelly, Rimmel, & Zimmerman, Portland
Kona Bicycles, Ferndale WA
Lambert Coffin, Portland
Nite Ize, Boulder CO
Norman, Hanson & DeTroy, LLC,
Portland
Portland Eye Care, Falmouth
Ransom Consulting, Portland
ReVision Energy, Portland

YELLOW JERSEY CLUB \$500+

Atayne, Brunswick
Maine Bay Canvas, Portland
Maine Public Health Association,
Augusta
Summer Feet Maine Coast Cycling
Adventures, Portland

CONTINUED >

Business Members (Cont.)

BUSINESS MEMBERS

\$250+

33 Elmwood, Westbrook
Apogee Adventures, Brunswick
John Dargis Associates, Inc., Bar Harbor
Kettle Cove Enterprises, South Portland
Little Dog Coffee Shop, Brunswick
Maine Sport Outfitters, Rockport
NewHeight Group, Portland
Planet Bike, Madison WI
The Portland EnCYCLEpedia,
Portland
Rand Dentistry, Brewer
Rose Foods, Portland
Verve Burritos, Bangor

MEMBER BIKE SHOPS

BAR HARBOR BICYCLE SHOP

Bar Harbor 207.288.3886

Bath Cycle & Ski
Woolwich 207.442.7002

Bike Board and Ski
Presque Isle 207.769.2453

Boulder Nordic Sport Bike Service
Portland 207.541.7438

Brad & Wyatt's Island Bike Rental, Inc.
Peaks Island 207.766.5631

Center Street Cycles
Brunswick 207.729.5309

CYCLEMANIA

Portland 207.774.2933

Fast & Happy Bicycles
Springvale 207.502.2280

Frame and Wheel Inc.
Cape Elizabeth 207.221.5151

Goodrich's Cycle Shop
Sanford 207.324.0862

GORHAM BIKE & SKI

Brunswick 207.725.1100

Kennebunk 207.604.1136

Portland 207.773.1700

Saco 207.283.2453

Kennebunkport Bicycle Company
Kennebunkport 207.385.4382

Kingdom Bikes
Blue Hill 207.374.3230

Kittery Trading Post
Kittery 888.587.6246

L.L.BEAN BIKE, BOAT & SKI STORE

Freeport 877.755.2326

The Local Gear
Cornish 207.625.9400

Maine Sport Outfitters
Rockport

Mathieu's Cycle & Fitness
Oakland 207.465.7564
Farmingdale 207.582.0646

Pat's Bike Shop
Brewer 207.989.2900

Port City Bikes
Portland 207.775.6125

Rainbow Bicycle & Fitness
Lewiston 207.784.7576

Rose Bike
Orono 207.866.3525

Sidcountry Sports
Rockland 207.701.5100
Belfast 207.338.0008

Ski Rack Sports
Bangor 207.945.6474

Southwest Cycle
Southwest Harbor 207.244.5856

Unity Bike Shop
Unity 207.948.1960

PARTNER ORGANIZATIONS

Adventure Cycling Association
Alliance for Biking and Walking
Appalachian Mountain Club
Association of Pedestrian and Bicycle Professionals
Bicycle Tour Network
The Dempsey Challenge
East Coast Greenway
Eastern Trail
Friends of Acadia
Healthy Kids, Happy Kids
League of American Bicyclists
MaineShare
Maine Association of Nonprofits
Maine Better Transportation Association
Maine Public Health Association

Maine Tourism Association
New England Mountain Bike Association
Penobscot Bay YMCA
The Portland Gear Hub
Portland Trails
Rails to Trails Conservancy
Trek Across Maine

MEMBER CLUBS

Bike MDI
Bar Harbor
bikemdi.org

Casco Bay Cycle Club
Portland
cascobaycycleclub.org

Community Cycling Club of Portland
BikeCCCP.org

Kennebec Valley Bicycle Club
Mt. Vernon
Facebook: KennebecValleyBicycleClub

Maine Coast Cycling Club
Kennebunkport
mainecoastcycling.com

Merrymeeting Wheelers
Brunswick
merrymeetingwheelers.org

Midcoast Triathlon Club
Topsham
midcoasttriathlonclub.com

Portland Velo Club
portlandvelo.com

New Members

Linda E. Adams, Halifax MA
Peter H. Bagley, Weston MA
Angie Bailey, Bristol RI
Brian Bechard, Portland
Melissa Bellew, Rockport
Dennis + Nancy Belt, Brunswick
Mark Benton
Mark Blatchley, Erving MA
Rebecca Bloch, Cape Elizabeth
Ashley Lynn Bocker, Searsport
Eric Buchak, Lagrange
Butler Conservation Fund, Great Neck NY
Edward V. Cabalit, Scarborough
Patrick T. Cain, Kents Hill
Jeanne Carpentier, Gray
Mark Catan, Bethesda MD
Victoria H. Chase, Searsport
Chung Lee, Canton MA
Joan Churchill, Hebron
Donald C. Cloutier, Exeter NH
Stephen Cole, Bangor
John B. Coleman, Scarborough
Carl Cramer, Emmaus PA
Eliza Cress, Portland
Janet B. Davis, Amherst NH
Lance Davis, Cape Elizabeth
Nicole L. Davis, Gorham
Marcus Deck, Brunswick
Frank Dellasala, Portland
Lucien Desrochers, South Portland
Patrick Downing, North Berwick
Michael + Kathy Emmi, Lewiston
Ellie Engelke, Charleston SC
Paula Eustis, Waterville
Fast & Happy Bicycles, Springvale
Karl Fattig, Brunswick
Pedro M. Fernandez, Portland
Lisa Fierce, Stow MA
Eileen Fingerman, Sidney

Joe Fox, Cambridge MA
John Fox, Belmont MA
Sarah P. Fuller, Winthrop
Frank Gallagher, Portland
Paul Gamache, Vassalboro
Doug R. Goings, Gillespie IL
Michael B. Goodman, New York NY
Oliver Griswold, Portland
Keith + Lynk Grundy + Patricia
Hastings, Chesterville
Matt Hanna, Bath
Jean M. Hardy, Eliot
Bill Harper, Birmingham AL
Paula Herron, Northport
Rosemary Hood, Westbrook
Peggy Horner, Vassalboro
Wendy Keith-Hardy, Georgetown
Bruce Jacobs, Portland
Ian M. Jones, Hampden
Stephen J. Koegle, Alexandria VA
George D. Lapointe, Hallowell
Tom D. Lavery, South Portland
Michèle LaVigne, Brunswick
Lisa Leach, Waterville
Leslie Linder, Penobscot
Diana Marc-Aurele, Brunswick
Mark Margerum, Brunswick
Anne Marisic, Freeport
Frank Marston, South Portland
Karen Marston, Bowdoin
Mary Ann McChesney, Boston MA
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Diane Mombourquette, Dartmouth
NS, CAN
Joseph Mooney, Belfast
Stephen Moriarty, West Bath
George Morton, Acton MA
Dustin K. Moyer, Glenburn
Jackie Mrozinski, Mont Claire NJ

Ursula Nehrt, South Portland
Eric Oberg, Eliot
Matt Partridge, Bangor
Lorene Patterson, Kennebunk
Cindy R. Petherbridge, Auburn
Gloria M. Preciado, Upland CA
Jill Regan, Dedham MA
Cathy Reiman, Southport
Rose Foods, Portland
Kevin Rousseau, Augusta
Dorothy Rust, Thurmont MD
Mary Christina Ryan, Wayne PA
Scarborough Primary Schools PTA,
Scarborough
Thomas Schneider, Walpole MA
Catherine Share, South Portland
Karen Shaw, Franklin MA
Monica Shields, Hope
Scott Siegmund, Slatington PA
Deborah Silberstein, Portland
Bob Spielvogel, Brookline MA
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Mike Stemmler, Lawrence MA
James Talbott, Millinocket
Matthew R. Tardiff, Winthrop
Stephen Tarpy, Yarmouth
Victoria Thieme, Topsham
Raymond Tiley, Scarborough
Sharon A. Treat, Hallowell
Kevin Turner, Cape Elizabeth
Frank Vetere, West Newbury MA
Heather Weisenfluh, Falmouth
Mardie Weldon, Yarmouth
Kelly Weymouth, Buxton
Rose Whitehead, Waldo
James Whiting, Falmouth
Susan Worrall, Melrose MA
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Become a Bicycle Coalition Member!

bikemaine.org/joinrenew

JOIN A COMMUNITY COMMITTED TO BETTER BICYCLING AND WALKING IN MAINE!

SUPPORT OUR MEMBERS



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PARTNERSHIPS AND OPPORTUNITIES

Ways We are Shaping the Future of Coalition Events



WE ARE EXCITED for the next chapter at the Coalition; a chapter that will see the organization at more events than ever before. Our decision earlier this year to end the Women's Ride and Lobster Ride as we know them was difficult—as difficult for the BCM staff and board as it was

for many of our members. But this change will not only allow us to focus more on our primary mission of education and advocacy, it will give us the opportunity to branch out into different types of events by more actively participating in those hosted by other organizations, and even plan some new events.

This isn't just a goal, it's already been put into practice.

Partnerships with others is key to our new plan. This summer and fall alone saw the Coalition operating free bicycle valet services at Bike Night at the Portland Museum of Art, Beach to Beacon, and the Maine Marathon. We were also at Bike to Work Day, the Common Ground Fair, the Old Orchard Beach Community Friendly Connection, the Dempsey Challenge, the Portland Bach Experience, Share the Road with Carol, and Maine Beer Company's Do What's Right Ride.

And this is just the beginning; in 2019, we aim to attend as many events as possible—whether they relate to road riding, mountain biking, gravel riding, walking, running, or other human-powered activities. The Coalition doesn't need to compete with these events by constantly putting on our own, we can support cycling and walking simply by supporting other organizations.

We are also working on several new partnerships. Although nothing has been finalized at the time of this issue's publication, the Coalition is already deep into talks with a potential new host for the Lobster Ride.

We will still have our own events as well, including our always-popular Great Maine Bike Swap in April, and our signature event, BikeMaine, in September. We will be hosting a number of smaller rides and events out of our new office, which is right on the Portland Trail System. And we are even in the initial planning stages for a future new event focused on women and family riders!

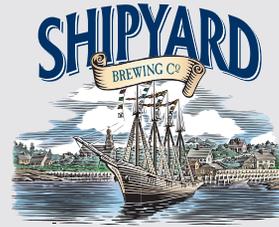
The Bicycle Coalition of Maine's future looks bright, our legs feel strong, and our path is clear. Any rider will tell you that makes for perfect riding conditions. ☺

SUPPORT OUR MEMBERS

Not just for roadies. bikemaine.org



BICYCLE COALITION OF MAINE



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The Center for Advanced Dentistry

DR. BERNSTEIN & ASSOCIATES

CENTER FOR ADVANCED DENTISTRY

207.784.7355 220 Main Street, Auburn auburndental.com



BICYCLE COALITION OF MAINE

38 Diamond Street, Portland, ME 04101

Bike Swap 2018 at a Glance



627

BIKES REGISTERED



507

BIKES SOLD



\$195

AVERAGE BIKE PRICE



200

VOLUNTEERS

BikeMaine 2018 at a Glance

450

BIKEMAINE 2018 RIDERS

37

FROM STATES AND

4

COUNTRIES

RODE **321** MILES UP **14,440** VERTICAL FEET

SUPPORTED BY **80** VOLUNTEERS