



BICYCLE COALITION REJUVENATES LEGISLATIVE EFFORTS

One of the many ways the Coalition makes Maine better for bicycling is working on legislative initiatives on the state and federal level. The introduction of two bills in the State House this spring marks a major effort to rejuvenate the Coalition's legislative tradition, and is just the beginning of a process that will change Maine's bicycle laws to improve safety and accessibility. While only one of the two bills became law, valuable experience was gained that will help guide the Coalition as it moves forward in its legislative efforts. Please read on for a description of each bill.

LD 1460: A Bill To Revise Maine's Bicycle Laws so as to Improve Safety

The first bill (now law), sponsored by Representative Erik Jorgensen of Portland, focused on changing and clarifying existing bike laws to make them more consistent, safer for bicyclists and easier to enforce. As you may know, in 2007, the Coalition was instrumental in the passing of a comprehensive set of bike laws, including the "3-foot rule", which requires motorists to give cyclists 3 feet when passing. While this law is essential for cyclist's safety, enforcement has been almost non-existent.

The major provisions of the new law include the following:

- A collision of a passing car with a bicycle is "prima facie" evidence of a violation of the three-foot law. If the car hits the bike, it didn't give three feet! The Coalition hopes that this change will encourage more citations for violations of the three-foot law, whether or not a collision occurs.
- The operator of the bicycle determines where it is safest and most "practicable" to ride on a roadway. This common sense change clarifies that when a bicyclist feels the need to use a travel lane (for example, because a shoulder is not in safe condition), the bicyclist has a clear legal right to do so.
- Cars may not make turns in front of bicycles when doing so interferes with the safe and legal operation of a bicycle.

This bill was met with overwhelming support at the public hearing with 12 testimonies in support of the bill and only one objection. Jim Tasse, the Coalition's Education Director, met with members of both the MaineDOT and the Department of Public Safety after the public hearing and before the work session and worked with both parties to develop a series of compromises that met everyone's goals and gave the bill the best chances of becoming law.

This bill passed through the Transportation Committee unanimously as "ought to pass." It then passed through both the House and the Senate and although it did not receive Governor LePage's signature, became law in June.

LD 403: Resolve, To Establish a Task Force on the Establishment of So-called Complete Streets Design Guidelines

The second bill, sponsored by Representative Ann Peoples of Westbrook, asked the Maine Department of Transportation (MaineDOT) to assemble a legislative "task force" to develop a Complete Streets policy for the State of Maine.

Complete Streets are accessible and safe for everyone, including children, older residents, those with disabilities, and all modes of transportation such as biking, walking, public transit and motor vehicles. Every time a transportation investment decision is made, a Complete Streets policy provides a framework that considers the use and safety of all users. This type of policy ideally addresses every stage of road design and construction: planning, programming, design, construction, reconstruction, paving, retrofit, operations, and maintenance activities.

continued on page 3 ►



IN THIS ISSUE

Finding Your Mojo: Cycling in Montreal2

Bicycles in the Supreme Court.....6

BikeMaine Ride Committee Gears Up6

Maine Students Spring Into Walk & Bike Activities.....8

Mountain Biking Thriving In Carrabassett Valley.....9

Ask the Experts.....10

Program Notes.....11

So What Are You Doing This Summer?.....12

FINDING YOUR MOJO: CYCLING IN MONTREAL

Do you ever feel like you're losing your bike mojo? Are you tired of competing for space on the roads with speeding pickup trucks and distracted drivers? Wondering why you don't see more folks out on bikes? Worried that bikes are an endangered species?

Take a visit to Quebec, and in particular Montreal, which has one of the most robust bicycling cultures in North America. You'll come back feeling inspired to ride and work on improving cycling conditions and culture in the US!

During a six day trip to Quebec in May, Coalition Education Director Jim Tasse got the chance to enjoy some time in this bike-crazy part of the world just a few hours north. On stops in Baie St. Paul, Quebec City, and Montreal, he encountered lots of riders of all types, and many facilities designed to encourage and educate riders.

The city of Montreal has invested heavily in promoting bicycles EVERYWHERE. Montreal is home to one of the largest bike share systems in North America, the "Bixi Bike" system, which enables users to rent bikes on the street using just a credit card and a kiosk touchpad. Once an account is set up, a user can ride for thirty minutes free of charge, which is enough time to run some quick errands or commute to work. At your destination, you just park the bike in another of the special locking kiosks, and leave it there. You can pick up another bike later at the same kiosk or at one of the many others around the city. For longer trips, the system automatically charges your card once you've ridden more than thirty minutes.



A Bixi Bike rack full of bicycles ready to share

The bikes themselves are sturdy drop frame units with 26 inch wheels, 3 speed internal hubs and drum brakes. They have built in dynamos that power integrated head and taillights, and they all have racks and fenders. They are NOT super fast, but they are super-functional and practical.

The Bixi system in Montreal is also supported by a comprehensive network of bicycle facilities, ranging from separated cycle tracks and multi use paths to painted bike lanes and shared lane markings. And of course, plenty of people are riding on completely unmarked roadways in the midst of heavy urban traffic. It's no problem, eh? Jim even saw his first bike box, a facility that helps bicyclists make left turns at intersections. Bicycle signal heads to govern the traffic on the cycle tracks worked well, and cyclists (and pedestrians) were remarkably obedient to traffic signals.

What is especially inspiring about a visit to Montreal is that their investment in supporting bicycle culture has put more riders of all types on the road. All across the city, on the streets, using the facilities, bicycles were everywhere, ridden by people of all ages and walks of life. Racer types out on training rides, businessmen in suits, kids coming home from school—you'll see them all on bikes in Montreal. And drivers, many of whom are riders themselves, are remarkably patient and accommodating to cyclists wherever they are found.

Best of all, to answer the naysayers who claim that US cities can't support a bike track network in a northern climate—Montreal does all this in a climate that is completely comparable to that of Maine. The city gets about 90 inches of snow annually.

So next time you wonder what a more bike friendly place looks like, consider a trip to Quebec. Vous serez heureux que vous l'avez fait!



A "bike box" that allows cyclists to take a place in front of cars at traffic lights and helps prevent "right hooks."

PLEASE WELCOME ABBY KING

The Coalition is very pleased and excited to announce the newest addition to the team, Abby King. As the Community Advocacy Coordinator, Abby will be managing the Community Spokes program, interacting with our local bike advocates around the state, and assisting with community outreach work in general.

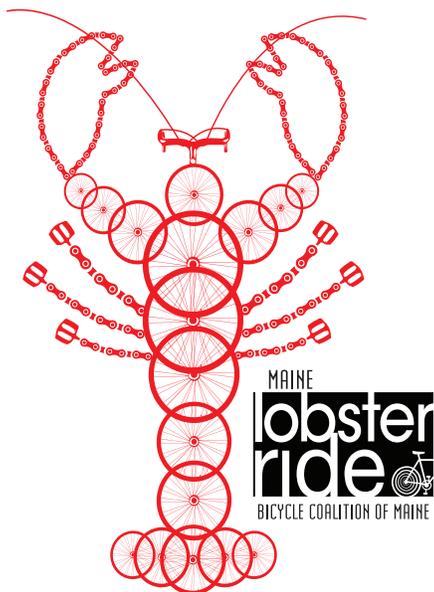
Abby earned a B.A. in Environmental Geography from Colgate University and a Master of Public Policy from the University of Chicago's Harris School of Public Policy Studies. Prior to joining the Coalition, she was a Policy Advocate with the Natural Resources Council of Maine. She previously worked at Transportation Alternatives in New York City, and then spent four seasons working in the backcountry with the Appalachian Mountain Club. Abby hiked from Georgia to Maine along the Appalachian Trail in 2011 and has stayed here ever since. She is thrilled to be returning to the world of bicycle and pedestrian issues.



1000 bike helmets

BIKING by the NUMBERS

The Maine Bicycle and Pedestrian Safety Program, a partnership of the MaineDOT and the Bicycle Coalition of Maine, rolled out a helmet distribution program this spring that has already provided over 1,000 helmets to needy kids across Maine! For more info, visit www.tinyurl.com/mainehelmet



LOBSTER RIDE & ROLL

Sunday, July 21, 2013 | Oceanside High School | Rockland, ME
15, 30, 50, 80 or 100 mile rides | New 80-mile scenic and 50-mile northern loop!

Coalition Members (18-64) - \$75 | Coalition Senior (65 plus) - \$65
Adult (18-64) - \$95 | Senior (65 plus) - \$85 | Youth (12-17) - \$35 | Kids (11 & younger) - FREE

By the time you're reading this article, the Bicycle Coalition of Maine's Lobster Ride & Roll will be mere days away! Fear not, if you haven't signed up yet, early registration will take place at Oceanside High School in Rockland on the afternoon of Saturday, July 20 from 4-6pm and then again starting on Sunday morning at 6:30am. **Please note: for the first time, the Lobster ride will be held on a Sunday!**

We've added two new routes this year, including an 80-mile scenic loop and a 50-mile northern loop, that explores new roads and sights. We'll also be selling some unique new merchandise featuring the logo to the left designed by our friends at Atayne. If you're interested in volunteering, please call or email our volunteer coordinator Liz Hall (207.623.4511 / liz@bikemaine.org).

BICYCLE COALITION RAMPS UP LEGISLATIVE EFFORTS

► continued from page 1

While the MaineDOT certainly has been responsive to requests for bicycle and pedestrian infrastructure, and has several generous policies for sharing costs of those treatments with local communities, it does not have a Complete Streets policy. With the introduction of a Complete Streets policy, any projects using state or federal funding would be required to consider the safety of all users, including bicyclists. With the needs of cyclists constantly being taken into account, the potential impact on bicycle infrastructure in Maine could be enormous.

At the initial public hearing in late March, the Coalition organized 17 people to testify in support of our bill. Legislators heard from planners, engineers and bicycle advocates as well as supporters from the fields of public health, disability rights, community development and AARP. There was not a single testimony against the bill. At the end of the "work session" the legislative Transportation Committee changed the resolve for a task force to writing a letter. The letter asks the MaineDOT to convene a "stakeholder group" that will report back during the 2014 legislative session. While the letter does not have the clout of a resolve, it is a simpler and less expensive action to implement.

Despite the lack of an official resolve, at the end of the day the Coalition counts this action as a success since the MaineDOT is being guided in the right direction. The Department of Transportation has already begun the process of identifying members of the task force and essential steps of the process for developing a policy. There is no question that a comprehensive Complete Streets policy could completely transform infrastructure for bicycling and walking in Maine and minimize the impact of federal cuts. The Coalition will place a very high priority on creating an optimum task force as well as ensuring that a Complete Street policy stays a long-term goal.

The Coalition would like to give a huge thank you to the two bill sponsors and to our Legislation & Policy Committee (see list at right). Please let us know if you would like to join us in this work!

Legislation & Policy Committee Members

Tony Barrett
Sue Ellen Bordwell
Lauri Boxer-Macomber
Chris Bradley
John Brooking (board member)
Charlie Colgan
Peter Garrett (board member)
Nancy Grant (executive director)
Peter Guffin
Henry Heyburn
Eric Larsson
Bill Muldoon (board member)
Patti Smith (board member)
Jim Tasse, (education director)
Damon Yakovleff

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Dana Connors

Maine State

Chamber of Commerce

Greg Dore

Skowhegan Road Commission

Jill Goldthwait

Jackson Lab

Mike Lydon

The Street Plans Collaborative

Brooklyn, NY

Ed Miller

American Lung

Association of Maine

John Melrose

Eaton Peabody

Michael Povich

Ellsworth

Vaughn Stinson

Maine Tourism Association

Will Thomas

Tri-Maine Productions

Eliza Townsend

Portland

Eric Weinrich

Portland Pirates

Ellen Wells

Inland Hospital, Waterville

FROM THE PRESIDENT

In the cycling world, one event that has taken center stage in recent weeks has been the establishment of a BikeShare program in New York City. New York is not the first city to institute a program where bicycles are available for public use, rented from racks placed around the city. Any one of a number of European cities have a similar program, Washington D.C. has had a very successful program running for some time and Boston has just recently instituted its own program. The program is quite simple in concept. Bike racks are placed around the city with specially designed bicycles locked in. A person can access the bicycle with either a pass or key which is purchased for an individual ride, by the day, week, month or year. Each city has a different system for establishing a rental. The bikes are accessed at a given rack, and can be returned after a proscribed amount of time to either the same rack or a different rack. The concept is for the system to reduce automobile traffic, increase healthy activity and reduce the carbon footprint of the city.



There has been much controversy about the program in New York, and the latest involves the placing of the bike racks. People who are in favor of the program don't necessarily want the racks in a place that is inconvenient for them. Some people are philosophically against increasing bike traffic. At best, they feel it will interfere with automobile and truck traffic. At worst they feel it is a traffic danger that will result in many more injuries.

New York represents some unique problems. The very size of the project will end up dwarfing all other programs. It is starting with hundreds of bike racks in the lower half of Manhattan and parts of Brooklyn. It will begin with 6,000 bikes that were especially constructed for heavy duty use (each bike weighs 42 pounds) and which will fit into the special bike racks. The program is expected to grow substantially both in area covered as well as in number of bikes available.

The nature of New Yorkers is such that the personality of the city may not lend itself to such a system. In a recent New York Times letter to the editor, a nay-sayer said that having returned from London where cyclists obey traffic laws and actually line up at intersections waiting for lights to change, she didn't see New Yorkers following such behavior based on the current practice of New York cyclists. I spoke to one New Yorker, an avid cyclist, who said that the program will only be used by tourists. New Yorkers will not use the program. However, as of the beginning of the program, which was on Memorial Day of this year, 13,000 annual passes (\$95 per year-the Boston annual pass is \$85) had already been sold, almost entirely to New Yorkers. The start-up costs of the program have been paid by CitiBank, which is getting a great deal of recognition in return.

The importance of all of this, is that it is part of a concerted effort on the part of New York Leadership to encourage behavior that is healthy, ecologically sound, and eases congestion.

In Portland, could we institute such a program? It could probably be done relatively easily. 10 bike racks properly placed on the peninsula and surrounding feeder streets would be a good beginning. Portland is an easy city in which to cycle. It is compact and not very hilly. Automobile traffic is generally lighter here than in big cities and people are usually careful when it comes to cyclists and pedestrians. Cyclists usually follow the law. There is some educating that needs to be done in all these areas, but generally speaking, we are a lot easier to manage than New York. The biggest obstacle is the start-up cost of purchasing the proper bike racks and the bikes that work in the system. A sponsoring company could make it happen. In New York it was CitiBank.

There is already a prototype in operation at the Concord Bus and Downeaster Terminal in South Portland. Beginning June 1st, a company from Boston called Zagster installed a 10-bike rack with rental bikes. The one major difference is that all bikes rented from that rack must be returned to that rack. Zagster is willing to put more racks and bikes in Portland to be associated with Hotels or any other place that might have clientele that want to rent bikes. It is a system that could work.

But first we have to make the city more bike friendly. Right now, there are far too few secure bike racks for private bicycles for people who want to ride their own bikes around the city, or into the city from nearby suburbs. There are not enough public bike racks in Monument Square, Congress Square or Longfellow Square. I frequently notice the large number of bicycles that are chained to trees, parking meters, lampposts, sign posts or anything else that is anchored in ground in Monument Square. If the city were to install racks in some of our public areas, it would be an encouragement for cyclists to use their bikes. There are a number of other things we could do as a community to make ourselves more bike friendly, but bike racks would help.

Portland could become a model for small cities in the use of bicycles with just a little effort.

Happy cycling,

Larry Rubinstein, Board President

HOW WE RESPOND TO TRAGEDY

by **Nancy Grant**, Executive Director

We have all have experienced crashes, near-misses and other dangerous circumstances that make us closely examine how we ride and what we can do to be safer. Many of those situations involve careless or distracted motorists and in some cases, irrational or outright aggressive drivers. When these unfortunate moments occur, we experience a series of emotions—fear, annoyance, frustration and anger—and more often than not, keep pedaling. However, when a fatality occurs, the impact is much more profound and causes us to stop and take heed.



The death of a young Massachusetts man, David LeClair, during the 2013 “Trek Across Maine”, touched every Maine cyclist. If you’re reading this letter, chances are that you, a family member, friend or loved one, have ridden or volunteered at the Trek and this fatality strikes particularly close to home.

Several Coalition staff and board members rode the Trek this year and took part in the Trek Safety Patrol, a group of 30 experienced cyclists that assist other more novice riders with the rules of the road and general safety practices. Jim Tasse, the Coalition’s Education Director and I were part of the Patrol and departed from the start approximately 30 minutes after LeClair. During the ride, we too were passed at high speed by multiple trucks and other motorists along Route 2. I honestly felt that my safety, and that of the other 2,000 Trek riders, was repeatedly threatened by many drivers who insisted on pushing the speed limit without regard for the thousands of vulnerable bicyclists who were also out there.

Over the last few weeks, law enforcement investigated the accident in every possible way. Various theories have been presented—primarily that the draft from the truck or drinking from a water bottle caused the rider to lose his balance—but unfortunately without more conclusive information, there will likely be no definitive explanation as to what really happened. While ultimately, the accident seems to be the result of a perfect storm of elements, we at the Coalition are working to identify every way we can prevent such a confluence from ever happening again.

While the accident has prompted an outpouring of sympathy and support for bicyclists, it has also moved the anti-bike groups to speak up. We have seen numerous comments from those who simply think the road is not meant for bikes. We recognize that this conversation can often take a polarizing and antagonistic tone and we are making every effort to move away from the partisan rhetoric, finding a constructive way to educate our opponents and effect positive change for cyclists around the state.

In this context, our mission is more important than ever. Our efforts on that front include:

- Introducing a bill (that was recently signed into law) in the legislature this year that puts more responsibility on the motorist when involved in an accident with a bicyclist. We hope to eventually adopt a “Vulnerable User Law” in Maine and feel that our new law is a step in the right direction.
- Considering an update to the current 3-foot law and implementing a graduated approach (like New Hampshire’s) where motorists driving 30 mph must give 3 feet to cyclists, with an additional foot for every 10mph increase (40 mph equals 4 feet, 50mph equals 5 feet, etc.)
- Pledging to ramp up our work with law enforcement at all levels, helping them to better understand the realities of riding on 2 wheels.
- Lobbying the Bureau of Highway Safety for funds that will allow us to conduct a major PSA and media campaign about bicycle safety and the responsibilities of cyclists and motorists.
- Working with the MDOT on a weekly basis ensuring that they include safe bicycle infrastructure in the design of any road project.

Increasing bicyclists’ rights and their safety is the highest priority for the Coalition and your support helps us with this important goal.

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

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

The coalition reserves the right to edit to fit budget and space requirements.

BIKING by the NUMBERS

For pictures of the 2013 Maine Women's Ride please check out our Facebook page:
[facebook.com/bicyclecoalitionmaine](https://www.facebook.com/bicyclecoalitionmaine)

22000

miles ridden

560

registered participants

200

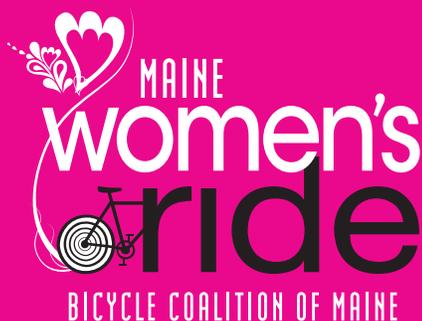
first time riders

86

amazing volunteers

30

mother/daughter teams



BICYCLES IN THE SUPREME COURT

Maine's highest court just issued a decision that highlights public biases against bicyclists, underscores the need for effective law enforcement response to bicycle crashes and suggests the critical importance of continued legislative reform.

As Coalition members may recall, in 2010, Eric Maxham, an experienced recreational bicyclist, headed out for a ride on a nice, dry sunny fall afternoon and ended up in the hospital with serious injuries after motor vehicle operator Amy Carignan abruptly turned right into his path of travel so that she could cut through an abandoned parking lot and avoid the traffic signal at an upcoming intersection. When Mr. Maxham brought a lawsuit against Ms. Carignan to recover for his losses, Ms. Carignan brought a counterclaim against him, arguing that Mr. Maxham, who was riding his bicycle as far right as practicable on the shoulder of the way and 8-10 feet behind her, was equally or more negligent than her.

At a jury trial on both parties' claims, the Maine Superior Court gave a number of instructions that, in the Coalition's opinion, were not warranted by the evidence and were highly prejudicial to Mr. Maxham. As a result, the jury ultimately determined that Mr. Maxham's negligence was equal to or greater than that of Ms. Carignan. Mr. Maxham ended up with responsibility for the costs of his medical bills, his lost wages and other damages arising out of the motor vehicle and bicycle crash and Ms. Carignan literally and figuratively drove off with absolutely no obligations for damages arising out of her negligent operation of her vehicle.

After learning of the grave miscarriage of justice, the Bicycle Coalition of Maine solicited the assistance of Attorney Lauri Boxer-Macomber at Kelly, Rimmel & Zimmerman, an avid cyclist who dedicates a portion of her mixed mediation and litigation practice to advocating for bicyclists and pedestrians in personal injury cases. Attorney Boxer-Macomber helped the Coalition obtain amicus curiae ("friend of the court") party status, the right to file briefs in support of Mr. Maxham's arguments on appeal and participate in oral argument.

While recognizing that very few cases in Maine are overturned on appeal, the Coalition and Attorney Boxer-Macomber agreed to pursue the appeal both because it had merit and out of principal. Similarly, Kelly, Rimmel & Zimmerman agreed to represent the Coalition as a friend of the court because of the firm's commitment to educating the public, Maine courts and the Maine legislature on the proper application of the rules of the road in legal cases involving bicyclists and motor vehicles. "We knew that there was not a high likelihood of the court flipping the jury verdict, but like the Coalition, Kelly, Rimmel and Zimmerman was committed to standing by Mr. Maxham and doing everything we could to advocate on his behalf and help make good law here in Maine for Mr. Maxham and other bicyclists," said Boxer-Macomber.

Unfortunately, on May 30, 2013, the Maine Supreme Court upheld the jury verdict against Mr. Maxham on procedural grounds. "While the Law Court's decision is extremely disappointing, the appeal served a number of important secondary purposes," said Attorney Boxer-Macomber. "Not only was the Coalition given a voice before Maine's highest court, but it was able to send a message to the trial courts, insurance companies and law enforcement officers that it is paying attention and is willing to step up and support bicyclists when their rights are violated on Maine roads."

Other avenues to better outcomes for bicyclists in court and on the road include legislative reform and public education. The Coalition is already taking steps to use lessons learned in the Maxham case to advocate for statutory changes that better protect cyclists and educate the public about ways drivers and bicyclists can safely use and share Maine's roadways.



BIKEMAINE RIDE COMMITTEE GEARS UP

From left to right: Jill King, Kim True (Ride Director), Doug Leland, Phil Grondin, John Balicki, Tina West, Tony Barrett, Mark Ishkanian, Dan Manley, Larry Rubinstein

The Coalition's newest event, BikeMaine, will be ready to roll on September 7th, thanks to the dedication and tireless effort of its volunteer Ride Committee. Chaired by Coalition Board Vice President, Mark

Ishkanian, the 16-member committee has been meeting monthly since December 2011 to organize the 7-day, 400-mile event. With most of the planning now completed, the committee is in the process of executing on the project plan to make sure no detail is left undone.



Cindy Orcutt, Site Coordinator, and the Community Relations Co-Coordinator Wendy Suehrstedt, met with each of the six host communities last month to conduct walk-throughs of the town parks that, in September, will be transformed into bustling BikeMaine Villages. Community Relations Co-Coordinator Tina West accompanied Ride Director Kim True in riding the first three days of the route and looks forward to riding the second half in August.

John Balicki and Pete Hall are working with the route support crew and a team of ham radio operators to develop a communications plan for linking SAG vehicles, medical personnel, route vehicles, rest stops, and the BikeMaine Village.

BIKEMAINE
2013 Inaugural Ride

Patti Hamilton, Food Director, is contracting with local farmers to plant extra corn and cabbage and raise more chickens so that there will be ample food for hungry riders. She also is assisting Tony Barrett, the Lunch and Rest Stop Coordinator, in selecting healthy and tasty snack and lunch foods to fuel riders along the route.

Dan Manley is captaining the logistics, no easy task given that the route moves more than 60 miles each day. Doug Leland completed the online Rider Handbook that provides information on everything from training and packing for the ride to the services riders can expect to find in the BikeMaine Village. He is now editing a series of newsletters to be published during the summer months, providing in depth information about what riders can see and do along the route and in the communities each day. A digital version of the newsletter will be available on the BikeMaine website (ride.bikemaine.org).

Jill King has the challenging job of matching volunteers' interests with the need for helping hands along the route and in the towns. Throughout it all, Treasurer Phil Grondin keeps a keen eye on the costs to ensure we stay within budget.

These Ride Committee members, along with Town Coordinators Belle Ryder (Orono), Jack Clukey (Dover-Foxcroft), Bre Bebb (Belfast), Susan Walsh (Castine) and Dean Read (Bar Harbor), are devoting their time and energy to bring about an event that will raise the profile of bicycling in Maine as an economic engine. The Coalition staff and board thank them and all Coalition volunteers for their combined efforts in making Maine better for bicycling.

BIKEMAINE

September 7-14, 2013 | Orono, ME

8 Days | 7 Nights | 400 Miles

Visiting Orono, Dover-Foxcroft, Belfast, Castine, Bar Harbor, and Camp Jordan

bikemaine.org

Volunteers Needed for BikeMaine

BikeMaine is looking for volunteers to help make the inaugural ride an outstanding success. A sampling of the week-long volunteer positions we need to fill include:

- Bike Route Marshalls
- Village Site Team Members
- Tent & Porter Team Members
- Green Clean Team Members

Please contact Kim True at kim@bikemaine.org, if you are interested in being a volunteer for the 2013 inaugural ride September 7-14.

BikeMaine registration is still open for the September 7-14 event.

Here's your chance to travel new roads and discover things you may never have known existed in Maine!

MAINE STUDENTS SPRING INTO WALK & BIKE ACTIVITIES!

Forty-five schools and community groups reported 6,000 students participating in Safe Routes to School walk and bike activities across Maine this past spring, launching students into a safe and active summer of walking and bicycling! These school & community activities include walking schools buses, bike treks, walk n' wheel Wednesdays, after-school bike clubs, bike safety rodeos, Walk & Bike to School Week celebrations, and other walk and bike to school events. The Portland Walking School Bus Program also had a very successful launch starting in late April, with 20 dedicated community volunteers safely leading over 50 students daily along 5 walking routes to the initial 2 pilot elementary schools. The stories and inspiration from these experiences around the state are plain to see in the accompanying photos!



A Safe Routes to School Mini-Grant was awarded to the Madawaska Middle School. The PE teacher from the school (way up north next to Canada!) ran an after-school bike club this spring. Participants who followed all the safety rules received SRTS mini-grant funded bright t-shirts with "Be Predictable, Be Visible" on them. In his final report, the teacher said, "The t-shirts provided incentive for the students to learn the proper safety laws including visual and vocal commands as well as other rules of the road. Students understood they needed to be on their best behavior to be awarded a t-shirt. This t-shirt symbolized responsibility, respect, and discipline. Students wore the t-shirt with honor knowing they are part of group that stands out in the sense of leadership and provide community services to the younger students as well as their peers."



Fort Kent

Community Spokes and local Safe Routes to School Champion Karen Boutot Goram (right) with local student Morgan Cyr and one of the bicycles donated as a prize by local businesses and the Fort Kent PTO



Madawaska Middle School

Madawaska students sport their "Be Safe, Be Predictable" t-shirts. The shirts were created with a Safe Routes to School mini-grant and awarded to students who participated in the after-school bike club



Saco

Mom and daughter bike to school for Saco's Walk to School Day



Memorial Middle School, South Portland

Hussein (left) had never been on a bike until "After School Bike Club" leaders taught him how to ride. Their helmets were received through the Maine Bicycle & Pedestrian Safety Education Program.



Harriet Beecher Stowe Elementary School, Brunswick

Bikes pile up outside HBS Elementary in Brunswick for their monthly Walk & Bike to School Day

MOUNTAIN BIKING THRIVING IN CARRABASSETT VALLEY

by **Dave Hughes** - President, Carrabassett Region NEMBA Chapter

There's tremendous energy surrounding the development of a mountain bike destination in Carrabassett Valley, Maine. Over 50 miles of trails have already been mapped and signed!

The Carrabassett Region chapter of the New England Mountain Bike Association (CR NEMBA) formed in July 2010 in recognition of opportunities to expand the existing trail system. Since its inception the group has formed strategic partnerships with the Town of Carrabassett Valley, Maine Huts & Trails (MH&T) and Sugarloaf. The groups met in November 2012 to start a master plan for mountain bike trail development in Carrabassett Valley.

In the past three years the town has invested tens of thousands of dollars in trail construction and improvements for mountain bike use at the town-owned 2,400 acre Sugarloaf Outdoor Center. Improvements include replacement of bridges and installation of a tread within a tread on some of the cross-country ski trail corridors, the construction of roughly two miles of beginner and three miles of intermediate single track mountain bike trail and a beginner pump track. Three miles of expert single track trail has been designed and will start construction this summer. These are not "rake and ride" trails, they are sustainably designed and built with machine and hand tools in a fashion to be super fun, prevent erosion and stand up to heavy use.

Improvements at the Sugarloaf Outdoor Center add to the over 50 miles of existing trails in the area. These trails include: the Narrow Gauge Rail Trail with 7 miles of beginner level riding and incredible views of the valley and Carrabassett River; and the Stratton Brook trail which is a 20 mile single loop intermediate trail through some of Carrabassett Valley's most beautiful wilderness areas.

CR NEMBA secured landowner permission to map and sign all of the above mentioned trails for public use and organizes volunteers to maintain them. Last year the club developed a map and installed signs throughout the trail system. Maps are available at the Sugarloaf Outdoor Center, and can be viewed at the club web site www.carrabassett.nemba.org. There is no fee to ride these trails.

Carrabassett Valley Bike (207-671-3560) is open at the Sugarloaf Outdoor Center 7 days a week, has a fleet of rental bikes and helmets, offers bike repair services and is available to help visitors plan their mountain bike adventure.

In 5 years, Maine Huts & Trails opened four wilderness huts connected with over 50 miles of trail (Carrabassett Valley to The Forks). Poplar Stream hut and the Stratton Brook hut their newest, are located in Carrabassett Valley. MH&T will now take a break from building huts and focus on improving their existing trail system for summer uses, including new single track.

Sugarloaf has been supporting the Town and CR NEMBA trail development efforts at the Sugarloaf Outdoor Center since the beginning. This year they are working with the club to develop plans for trails on Sugarloaf property, including but not limited to better connectivity from the base area and condos to the Outdoor center.

It will take years to complete what's envisioned; however, Carrabassett Valley is off to a great start. There is currently enough variety and miles of mapped and marked trails for rider's young and old, expert to beginner to plan a weekend mountain biking trip to the Valley. Come check it out!



“There is currently enough variety and miles of mapped and marked trails for rider's young and old, expert to beginner to plan a weekend mountain biking trip to the Valley”
- Dave Hughes

ASK THE EXPERTS

Charley LaFlamme and John Brooking Explain Rules of the Road



Bicycle Safety Basics

We hear a lot these days about bicycle safety. The League of American Bicyclists quotes studies that show about 60% of Americans say they are “interested but concerned for their safety” when considering using their bikes more for transportation. We often hear people speak of roads being “safe” or “unsafe” for cycling. Safety seems to be a pretty simple concept, but like many things, scratch the surface and it can get more complicated.

You might say bicycle safety is a way of life for some of us. Charley remembers back in the 70’s & 80’s going into schools and teaching bicycle safety to children even before he founded the Bicycle Coalition of Maine. Today he and John both teach cycling safety in schools, to organizations such as the Boy & Girl Scouts as well as to adults, and are nationally certified instructors. Before national certifications existed, people would usually ask a police officer or a well known person in their community who was an avid cyclist to come talk to their students. Unfortunately, without a national standard for content, the presentations varied widely in their wisdom. Some people were taught to ride facing traffic, and on the sidewalk whenever possible, things which are strongly discouraged today. One person in particular told Charley after cycling cross county that he had on many occasions cycled on the left, in cross walks and on sidewalks.

Many of us who have thought about and studied cycling safety believe that the best way to stay safe while on your bike is to follow the rules and be visible. Just as when you are driving a motor vehicle, those who don’t follow the rules are more likely to have a crash. When a person doesn’t follow the rules and engages in less than predictable behavior, that person endangers all people around them as well as themselves. If all cyclists and motorists followed the rules it would make a big difference in the number of people injured and killed on the road. When people drive predictably it gives them a better chance to survive their trip without incident or accident. This could be considered a public health issue.

When looking for things cyclists can do to improve their safety, it is instructive to study crash statistics to see what the causes of crashes are. While everyone is most concerned about crashes with motor vehicles, and in fact those are the leading cause of cyclist fatalities, the surprising fact is that about 80% of all bicycle crashes do not involve a moving motor vehicle. Almost half of them are solo falls, such as when a cyclist slips on a paved road with sand on it, or when the cyclist’s pants get caught in the chain. The other half involve colliding with something, such as another cyclist, animal, opening car door, or other object.

Several years ago, some cycling instructors studied these causes and how to avoid them, and encapsulated the techniques into what they call “The Five Layers of Bike Safety”.

The first layer addresses the majority of crashes, solo falls: Control your Bike. Using your brakes effectively, riding in a straight line, cornering smoothly, and even starting and stopping smoothly all help to prevent falls.

The second layer is what we discussed above, Follow the Rules of the Road. Being predictable and visible are key to helping those around you know what you are doing and how to respond.

The third safety layer, Choose a Smart Lane Position, is probably the least understood. It’s absolutely counter-intuitive, but sometimes the edge of the road is the least safe place to be. There are many hazards there: sand, glass, potholes, opening doors of parked cars, pedestrians stepping off the curb. Additionally, you are harder to notice at the edge, especially to a distracted driver whose peripheral vision is compromised. Cars passing you near intersections make it harder for other drivers to see you. Finally, riding at the edge in a lane that is really too narrow to share makes it too tempting for motorists to squeeze past unsafely. When it is unsafe to be passed in a narrow lane, a centered lane position (or even slightly left) makes it obvious sooner to motorists approaching from behind that they must wait until it is safe. The law allows for full lane control in all these situations and more, and it can minimize your crash risk considerably. And when it is safe to pass, we even find that riding further from the edge also often results in better passing distance.

These first 3 layers minimize your crash risk. The fourth layer, Hazard Avoidance, teaches emergency maneuvers you can learn if you find yourself suddenly in a hazardous situation. These include “instant” right turns to avoid both right and left hook crashes, and stopping quickly without going over the handlebars.

You might have noticed that this article hasn’t discussed helmet use so far. Helmets are part of the final layer of bicycle safety, Passive Safety. A helmet is very important to wear in the rare event that the first 4 layers of bike safety fail, but what is inside of the helmet is more important to use.

A final consideration: if cycling seems dangerous, what of the alternative? Blogger Steve Miller echoes many others in observing “Bicycling isn’t just faster and cheaper than other forms of urban travel, it’s also healthier. Regular bicyclists live on average two years longer than non-cyclists and a level of fitness equivalent to someone 10 years younger. Students who bike (or walk) to school perform better on tests, regardless of the amount of other out-of-school physical activity. Overweight adolescents who bicycle at least half the week are 85% more likely to become normal-weight adults. The health benefits of cycling have a positive impact 20 times larger than the negative impact of safety risks experienced by cyclists.”

To summarize, following the rules, staying alert, being visible and being predictable are all preventive measures to avoid crashes and doing these things not only keeps you safe but helps to keep those around you safe. For the amount of money spent, a bicycle safety course gives you a great value for your dollar. True, you could learn these things through years of experience, but for the value, why not jumpstart your knowledge and avoid “the school of hard knocks”? Not only that, you will likely find your enjoyment increases and your stress decreases. What’s not to like?

Charley is teaching Traffic Skills 101, a basic cycling course through the League of American Bicyclists on Sunday, August 18, 2013 at the Trek Store in Portsmouth, NH. This class is a prerequisite to taking the League Cycling Instructor Seminar. The LCI Seminar will be on Friday evening 9-20, Sat. 9-21 & Sun. 9-22 at SMTCC So. Portland, ME.

John is teaching from the CyclingSavvy curriculum, with courses tentatively scheduled for September in Portland and Westbrook. To confirm, check <http://CyclingSavvy.org/maine>, or see “CyclingSavvy Southern Maine” on Facebook.

COALITION PROGRAM NOTES

Maine Bicycle and Pedestrian Safety Program

The Maine Bicycle and Pedestrian Safety Program, a partnership of the MaineDOT and the Bicycle Coalition of Maine, had a BUSY spring! Since only April, the Program was active at over 105 events, including school-based presentations, community events, bike rodeos and instructional rides. BPSE also served over 8,000 school children and adults with information about safe, legal and courteous bicycle and pedestrian behavior. If you're interested in a presentation on bike/ped safety for kids or adults, or for more technical assistance on rides or community events, please visit the Coalition website (bikemaine.org) and click the "Request a Presentation" button on the homepage.



PACTS BICYCLE / PEDESTRIAN COUNTS

Did you happen across a person in a yellow vest and clipboard, situated at an intersection in Cumberland County last May? During Bike to Work week (May 11-18), the Bicycle Coalition of Maine coordinated bicycle and pedestrian usage counts at key locations around the county. Over 30 volunteers were mobilized to count the numbers of bicyclists and pedestrians who crossed specific intersections, roads and paths. Hundreds of users were counted!

The usage data collected will help to drive local and state decision-making when it comes to where resources will be committed to improve walking and biking conditions. The data will also provide some indication about changes in the "mode share" of community members walking and biking for transportation or other reasons.

This is the second count that the Coalition has coordinated as part of a contract with Portland Area Comprehensive Transportation System (PACTS). PACTS is a regional transportation planning and funding agency that handles everything from trains to cars to buses to bikes and walkers. The next count is scheduled for September 7-14—if you'd like to get involved, please send an email to jim@bikemaine.org.

MARTIN'S POINT BRIDGE INCIDENT REPORT

On June 3, 2013, Jay Riley was finishing his daily bike commute home to Portland from his day job in Brunswick when he felt menaced by an aggressive driver on the Martin's Point Bridge, between Portland and Falmouth. Jay was operating in a legal fashion, and was wearing a helmet and bright colors.

Shortly after the incident, Jay videoed the driver, Jim Harkins, owner of a charter fishing business called Atlantic Adventures, making bigoted and derogatory comments to him. Jay tried to submit a police report on the incident, but was brushed off. Jay posted the videos he took on Facebook, where they quickly went viral, prompting hundreds in the local cycling community to contact the sponsors of Mr. Harkin's business and share the video clips. As a result, the sponsors dropped Atlantic Adventures faster than a Huffy 10 speed on a 12% grade.

The Bicycle Coalition was soon drawn into the incident. We spoke with Jay. We spoke with the Portland Police. We spoke to the press. We spoke to the press again. And again. We published an editorial the Monday after Jay's incident in the Portland Press Herald.

The big take away from the Martin's Point Bridge incident is that when a motorist operates a vehicle in a way that is threatening or dangerous to a bicyclist, you should do two things.

- 1** Call the police as soon as possible after the incident occurs. Providing a plate number—even a partial one, is key. Photos of the offending vehicle can also be helpful. Granted, you may initially be disappointed in the police response, but do it anyway. Police departments are complaint driven, and the more calls they get on incidents like this, the more likely they are to start responding.
- 2** Submit an incident report to the Bicycle Coalition of Maine, via our website, so that we have a record that the event occurred. We use these incident reports in our conversations with police across the state to say—"There is some bad stuff happening on the roads across the state. Can you help?"

Ride safely, legally, and courteously and don't tolerate bad behavior from motorists. Be like Jay. Contact the police, and let them know what happened. Then contact us, so we know, too. When we raise our voices about unsafe behavior on the roadways, good things can happen.

SO WHAT ARE YOU DOING THIS SUMMER?

by **Emily Depew** - Summer Intern, Bicycle Coalition of Maine

As a student, I get the question, "So what are you doing this summer," pretty often. Some interns stretch the truth telling people they are doing extremely important things for an extremely important consulting firm, investment bank, or law office. But, let's face it; most of these internships train students to make copies at lightning speeds and memorize complicated coffee orders. My internship doesn't force me to do any truth stretching, just brain and quad stretching. From day one here at the office, it has been pedal to the metal, don't stop till its 5 o'clock. I would detail a day in the office, but my day-to-day responsibilities are ever changing. So, instead I will list my four favorite things about interning for the Coalition. That way you'll be able to see why working for the Bicycle Coalition of Maine is the best summer gig EVER!

Our weekly Tuesday meetings - I was welcomed warmly here at the office and it was made evident our first Tuesday meeting! I love hearing about all the cool stuff going on and the things people are passionate and excited about. I work with some cool people that do some cool things. I love hearing about the Portland Walking School Bus specifically. From a more general standpoint it is also cool to see how the Coalition works with partners engaging communities and schools around Maine through presentations and rodeos that educate children and drivers about safe walking and safe biking.

When I was enlisted as the phone answerer - My mom taught me how to answer the phone pretty well so the greeting comes naturally. But in all seriousness, I enjoy hearing how people use the Coalition as a resource. It lets me know that the work we're doing is important and meaningful.

Our office ride - We went on an office ride on the Eastern Trail from Kennebunk up to Portland. Too cool! This was truly a dream come true. I got to know the co-workers a bit better, and ride along the Eastern Trail as we made a couple stops to meet up with friends of the Coalition.

The Women's Ride - Yes, I did have to work through a beautiful sunny weekend. Yes, I did have to wake up at 5:15 AM on a Sunday morning. And yes, I was on my feet running around all day. But, I would do it all again! I got to meet so many people, witness so much accomplishment, work with some fantastic volunteers, and try my hand at merchandise sales!

After all this raving, it's easy to see that I'm a happy intern! I've always loved my bike and I love it even more each day working here at the Coalition! Keep riding; let your wheels and the good times roll!

Emily is a senior Politics and French major at Bates College. She swims for Bates and is a member of the Triathlon Club.



YELLOW JERSEY CLUB MEMBERS

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

Penny Armstrong Scarborough

Harry Ankers Sunnyvale, CA

Jonathon Ayers Portland

Sue Ellen Bordwell

+ **William Richards** Yarmouth

Philip Coffin + Susan Peck Portland

Janika Eckert + Rob Johnston Albion

Dan Emery North Yarmouth

Leon + Lisa Gorman Yarmouth

Ellen Grant + Kevin Carley Cumberland

Nancy Grant + Mike Boyson Portland

Susan + Peter Hall Falmouth

Ralph Hamill + Susan Akers South Thomaston

Karen Herold + Mark Isaacson Cumberland

Henry + Alicia Heyburn Brunswick

Nancy Innes Gorham

Mark + Ginger Ishkanian Readfield

Herbert Janick Cape Elizabeth

Stephen Jenks Portland

Harold + Brigitte Kingsbury Cape Elizabeth

Dan Kovarik Portland

Richard + Jane Marsh Poland

John + Anne Marshall Addison

Jeffrey Miller Washington, DC

Tom Murray Portland

Fritz Onion Wells

Cynthia + John Orcutt Carrabassett Valley

Joseph Paduda Madison, CT

John Poirier + Laurie McReel Oakland

Scott + Ponee Roberts Gorham

Larry + Robin Rubinstein Scarborough

Peter + Kerry Rubinstein New York, NY

Jeff Saffer Cape Elizabeth

Jane Self + Ken Pote Camden

Cynthia Sortwell South Portland

Scott Spaulding + Pamela Fischer New Gloucester

Kim + Jeffrey True Freeport

Austin Watts Bowdoin

Mark + Kitty Wheeler Woolwich

Garth + Nancy Wilbanks Winterport

YOUR BIKE, YOUR WORLD

by **Dan Stewart**, MaineDOT Bicycle and Pedestrian Program Manager



A bicycle is a human powered transportation vehicle. It has changed very little from its invention in the late 1800's. Throughout its history, it has been transformative to the lives of people who have been fortunate enough to come into contact with one. In many parts of the world, it is the primary mode of transportation. It is estimated that there are more than a billion bicycles in use in the world today. . . twice as many as the automobile.

Have you ever taken the time to think through all the good things about bicycling? Most of us are aware of the obvious benefits of bicycling, including helping to burn off those calories and going from where you are to where you want to go without any pollution. There are other benefits, some that have and continue to help change society in large ways. It is becoming more and more apparent that the emerging generations are choosing to live lifestyles that are more centered on human powered transportation. As a matter of fact, these patterns have been credited with a recent reduction in overall vehicle miles traveled. A recent report by the Frontier Group has shown that between 2001 and 2009, annual driving by the 16-to-34 age cohort decreased 23 percent. The same age group also made 24 percent more trips by bike and 40 percent more trips by public transit.

The bicycle also makes it easier throughout the world for low-income people to increase opportunities for jobs and prosperity. The cost of buying and maintaining a vehicle, in addition to the low cost of the energy (food and water) necessary to propel, make it an efficient and desirable vehicle for people to increase the range of potential job opportunities. The bicycle is available for every income level as a means of transportation and recreation, and has the benefit of helping the rider stay fit.

The bicycle has been credited as helping the oppressed find increasing opportunities for freedom, including assisting women in America to find increased independence and freedom at the beginning of the women's movement in the late 19th century. In today's America, virtually every little boy and girl grows up riding a bicycle, helping to foster independence, coordination, and confidence.

When one is riding a bike, the world is much easier to witness and experience. The natural world, including clouds, the wind, and the sunshine are all omnipresent throughout the ride. The sounds of the birds come and go, and one cannot help but notice the soaring of an eagle, or the hoarse calls of the crow. You notice the storefronts, the buildings, the people, and the overall community. You become acutely aware of the community and place that you are living near.

Hearing and saying "good morning" or waving to friends along a path or roadway seems so simple, yet yields such a vast return in terms of human connections. While on a bike, the sense that you are part of a community and that this community is made up of people comes through as clear as sunshine on a cloudy day. The bike helps define the sense of place with one's surroundings. This is true whether you are biking on a rural road with occasional homesteads, or in a nearby neighborhood, or in the heart of the village or downtown area. The feeling that you are in a "beautiful painting" is forever coming into your mind. . . while on a bike. Riding a bicycle gives one the continuous feeling that you are living life the way it is meant to be lived.

Dan Stewart may be reached at 624-3252.

BIKING by the NUMBERS

123000

dollars back in Mainer's pockets

2600

people through the door

1200

entries in the online bike registration system

900

bikes sold

164

dollars - the average bike price

51

percent of bikes that cost <\$100



CORPORATE MEMBER

L.L.Bean

MEMBER BUSINESSES

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

Alta Planning + Design

Portland, OR 503-230-9862

Atayne

Brunswick 888-456-0470

Body Symmetry

Brunswick 729-1122

Bread and Roses Bakery*

Ogunquit 646-4227

Downeast Bike Specialists*

Fryeburg 935-4881

Green Clean Maine*

Portland 221-6600

Planet Bike

Madison, WI 608-256-8510

Portland Eye Care*

Portland 253-3333

ReVision Energy*

Portland 232-6595

Shipyards Brewing Company*

Portland 761-0807

Summer Feet Maine Coast Cycling

Adventures

Portland 232-9415

VBT Bicycling Vacations*

Bristol VT 800-245-3868

MEMBER BIKE CLUBS

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

Belfast Bicycle Club

Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club

Portland | cascobaybicycleclub.org

Community Cycling Club of Portland

Portland | BikeCCCP.org

Maine Coast Cycling Club

Kennebunkport | mainecoastcycling.com

Maine Cycling Club

Auburn | mainecyclingclub.com

Merrymeeting Wheelers

Brunswick | merrymeetingwheelers.org

Portland Velo Club

Portland | portlandvelo.com

A complete list of business, bike shop and club members is available online at bikemaine.org

BIKE SHOP MEMBERS

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

Auclair Cycle & Ski

Augusta 623-4351

Bar Harbor Bicycle Shop*

Bar Harbor 288-3886

Bath Cycle and Ski

Bath 442-7002

Belfast Bicycles

Belfast 338-0008

Berger's Bike Shop

York 363-4070

Bethel Bicycle

Bethel 418-7905

Center Street Cycles

Brunswick 729-5309

Cycle Mania*

Portland 774-2933

Frame and Wheel

Cape Elizabeth 221-5151

Freeman's Bicycle Service

Portland 347-1577

Freeport Ski & Bike

Freeport 865-0523

Goodrich's Bicycle Shop

Sanford 324-1381

Gorham Bike & Ski

Portland 773-1700

Saco 283-2453

Jerry's Bike Barn

Berwick 752-0580

Kingdom Bikes

Blue Hill 374-3230

Kittery Trading Post

Kittery 888-439-9036

LL Bean Bike, Boat & Ski Store

Freeport 877-755-2326

Mathieu's Cycle & Fitness

Oakland 465-7564

Farmingdale 582-0646

Pat's Bike Shop

Brewer 989-2900

Rainbow Bicycle & Fitness

Lewiston 784-7576

Rose Bike

Orono 800-656-3525

Southwest Cycle

Southwest Harbor 244-5856

Unity Bike Shop

Unity 948-4800

NEW COALITION HOUSEHOLD MEMBERS

We welcome these new household members joining from April through June.

Linda Landry + Erik Anderson - Eliot

Jonathan + Christine Baker - Holliston, MA

Kolawole Bankole - Westbrook

Patty Benjamin - Dover, NH

Megan Bentzel - Portland

Dean Bryan - Portland

Karol Call - Portland

Jennifer Claster - Portland

Ann Daggett - Cape Elizabeth

Brian Danz - Cape Elizabeth

Paul Driscoll - Portland

Greg Edwards - Bangor

Jon Edwards - South Freeport

Tom Errico - Kennebunk

Sierra Fletcher - Portland

Melissa Gould - Gorham

Avram Hains - Portland

Linda Healey - Kennebunk

Joas Hochstetler - Unity

Mary Hodgkin - Cape Elizabeth

Jeffrey Holt - Orono

Greg Jancaitis - Lewiston

Peter Knowles - Charlotte

Jeff Levine - Portland

Mark McAuliffe - Higganum, CT

Kathy McNeil - Old Saybrook, CT

Emily Mecklenburg - Portland

Marcy Nelson - Edgcomb

Joseph Paduda - Madison, CT

Sharon Renk-Greenlaw - Freeport

Zachary Schmesser - Portland

Michael Simmons - Brunswick

Sally Stockwell - Cumberland

Bernard Stoecklein - Cape Elizabeth

John Sumner - New Gloucester

Ann Swardlick - Portland

Chris Tofani - Camden

Jamel Torres - Bridgton

Sandy Ward - Gorham

Steve Workman - Kittery

GREAT MAINE BIKE SWAP (ORONO)

Patricia Adams	Paul Halvachs
Mark Adams	Sandy Johnson
Tony Barrett	Jay Johnson
Richard Bartlett	Janette Landis *
Anna Bockis	Bob Lombardo
Mike Boyson	Stan MacArthur *
Colin Bridge-Koenigsberg	Molly MacLean
Bob Bruce	David Mahoney
Joseph Bussiere	Teresa Malmer
Polly Ceckler	Jim McCarthy
Bill Ceckler	Peggy McKee
Margaret Clancey	Taylor Merk-Wynne *
Jamie Coburn *	Peter Phair
Nate Cresswell	Tim Pitcher
Herbert Crosby	Dean Read
Carol Cuddy	Louise Rideout
Kevin Cuddy	Steve Robe
Erik da Silva *	James Robe
Craig Dawson	Fred Robie *
Keith Dean	Jim Rose *
Greg Edwards	Eric Roy
John Fink	Hannah Rubin
Kirsten Gagnon	Hannah Ruhe
Tim Gallon	Fiona Sorensen Hamilton *
Jacob Gallon	Adele St.Pierre
Peter Garrett *	Glenn Swanson
Donna Gilbert *	Dick Vermeulen
Jim Gilbert *	Kasey Vermeulen
Jim Green	Ted Warren
John Gregory *	Beth White *
Carol Gregory	Sarah York

GREAT MAINE BIKE SWAP (PORTLAND)

David Auclair *	Don Grady	Aaron Ortiz
Sarah Babb	Julie Grant	Joe Otswald
Bob Barrett	Rod Grimsley	Martha Palmer
Dawn Baumer	Nathan Hagelin	Stev Parker
Henry Beeuwkes	Peter Hall	Jeanne Peckiconis
Shannon Belt	William Hall	Larry Perkins
Dean Bingham	Rosie Hartzler	Sue Petersen
Joe Bonanno	Emily Heliessen	Norman Petry *
Elise Boyson	Emma Holder	Jody Plummer
Mike Boyson	Phil Jellen	Emma Pope-Welch
Linda Braley *	Andrew Johnson	Carol Potter
John Brooking *	David Jones *	Matthew Redman
Ned Brooks	Ryan Kanteres	Nicole Rhodes
Dean Bryan *	Leslie Kaplan	Chris Riccardo
Brooke Burkett	Tyler Kidder *	Chris Risl
Ellen Call	Dave Kinsman	Fred Robie *
Shaun Carland	Nate Kinsman	Jackie Rogers
Karina Carley	Julia Kloczko	Jeff Scher
Kevin Carley	Kristina Kotzan	Nicholas Sherman
Erica Carley	Anne Krebsbach	John Shuman
Brian Cataldo	Justin Ladd	Andrew Sims
John Cavanaugh	Charley LaFlamme	Bill Skoolicas
Jeff Chandler	Ben Lake	Rick Smart
Gerard Chase	Ron Lessard	Alicia Soliman
Nate Cresswell	Rob Levin	Susan Spiller
Betsy Critchfield	Rob Liang	Darcy Starrett
David Critchfield	Caleb Lincoln	Nancy Stowell-White
Kimberly Cronin	Emile Lugosch	Laura Tenekjian
Brian Danz *	Mitchell Lyons	Vincent the
Craig Davis	Susanne Maarten	Amanda Theall
Jeff Davis	Mark Mastroianni	Damian Thorne
Craig Dawson	Jeanne McDonald	Doug Thorp
Adam Day	Isabella McMullan	Geoff Tolzmann
Douglas Dolan	Keith McMullan	Scott Townsend
Karen Dunfey	James Merrick	Scott Turcotte
Jill Duson	Alan Mills	Alison Van
Shaun Emery	Bill Muldoon	Jeff Welt
Wally Estrella	Morgan Mulkern	Thomas White
Jay Evans	Harry Nelson	Bill White
John Flaniken	Pris Nelson	Sharon Wilbraham
Chris Gardner	Jean Nikeze	Derek Wilbraham
Ray Giglio	Jocelyn Nikeze	Jennifer Williams
Dillon Gillies	Bob O'Brien	Peter Wool
Paula Gillies	Kathleen O'Brien	Katrina Zalenski
Jerry Gowen	Jamie Oliver	

MAINE WOMEN'S RIDE

Heidi Alpern	Michael Hayes
Chris Arata	Emily Horton
David Auclair	Sam Johnson
Jon Ayers	Dave Jones
Tony Barrett	Soozie Large
Jennifer Battis	Don Littlefield
Henry Beeuwkes	Amelia Macleod
Chris Beneman *	Robert McChesney
Scott Bennington	Diane McGraw *
Carol Bernard	Carol Meader
Jeff Bolduc	Maxine Michaud
Elise Boyson	Alan Mills
Mike Boyson	Terri Mills
Binney Brackett	Bill Muldoon
Erin Brennan	Beth Nagusky
Michael Brennan	Michie O'Day
Dave Brink	Jeanne Peckiconis
John Brooking	Betsy Perry-Smith
Christine Caputo *	Pam Peters
Karina Carley	David Pinkham
Kevin Carley	Bob Rand
Anne Carney	Tito Rico
Donna Chamoff	Cathy Robie
Jon Chamoff	Andi Sawall *
Jeff Chandler	Sue Scott
Gerald Chase	Jane Self
Sarah Cilley	Bill Skoolicas
Phil Coffin	Laura Smith
Carole Crawford	Rick Smith
Nate Cresswell	Scott Spaulding
Betsy Critchfield	Joanne Sullivan
Deb Danforth *	Ingrid Swanson
Brian Danz	Char Tschida
Mary Davis	Douglas Watts
Emily Depew	Brent West
Karen Drew	Tina West
Bob Dunfey	Mary Wilkins *
Bonnie Esposito	Jennifer Williams *
Pam Fischer *	Phyllis Wolfe *
Pete Frye	Glenn Wright
Ellen Grant	Katrina Zalenski
Julie Grant	
Diane Griffin	
Peter Hall	
Brooke Hamilton *	

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



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Adventure Cycling Association

MaineShare
maineshare.org



Alliance
for
Biking & Walking

YELLOW JERSEY CLUB BUSINESS PROFILE

The newest Yellow Jersey Club business member is Green Clean Maine, a Portland-based green cleaning company focusing on providing cleaning services for homes and small offices. Their dependable and professional staff use cleaning products that are non-toxic, no-rinse cleaning formulas from safe, simple ingredients. Green Clean Maine also actively supports several local non-profit organizations and community groups as part of their mission of sustainability. Recently, we had the opportunity to ask Joe Walsh, Owner and Founder, a few questions:

Why is it important for Green Clean Maine to support the Coalition?

A strong sustainability effort is a major component of the mission of Green Clean Maine. Sustainability can mean many things, but given the nature of our business (traveling from one client to the next), one of the most areas that we focus on is sustainable transportation. It's quite simple -- our feeling is that any sustainable transportation plant for the future absolutely must include bicycles.

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

In addition to being an environmental benefit, I see being a bike-friendly business as an employee benefit. Not only does the Green Clean Maine enjoy a smaller carbon footprint, but the staff also enjoys all the benefits that come with commuting by bike. We provide a safe bike rack where employees can lock up their bikes as well as basic maintenance tools (pump, tools, etc.) for everyone's use. My staff not only saves money by not driving, but they are healthier and happier at the end of the day.

What bike-related statistics can you share with the Maine Cyclist readers?

25% of our employees commute by bike, riding an average of over 25 miles each day.

What is the last ride you took?

I grabbed my mountain bike and did a quick post-work ride on the Yarmouth West Side Trails a few weeks back. It was a great way to get out and hammer out the frustrations of the day!

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

Just remember you have to turn around and ride home...



GREEN CLEAN
Maine



At last year's company picnic - Green Clean Maine employees biked along the Greenbelt from Scarborough to Saco and had a picnic lunch in the park