

*The voice of bicyclists and pedestrians in Maine*

# MAINE CYCLIST

## ANNUAL REPORT 2017

*Safer Streets*

**MOUNTAIN BIKING  
IN THE MAINE WILDERNESS**

**BICYCLE  
COALITION**

**OF MAINE**

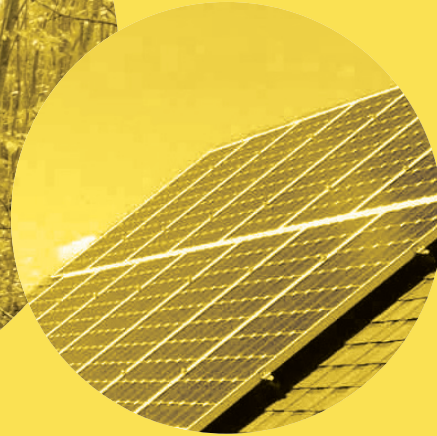






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"I ride a  
Trek Madone."



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"It was 4.5 miles of  
gravel-grinding bliss."

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"Officer education,  
empathy, and  
empowerment."



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### **ABOUT THE COVER PHOTO**

The cover shot is an image of Kris Sornberger and Dustin Moyer fording the Wassataquoik Stream. It was taken around three p.m., after they'd hiked their bikes along a short part of the International Appalachian Trail. Kris and Dustin are experienced off-road riders, and this type of crossing can be treacherous. This particular ford is not to be trifled with and is unsafe during high-water conditions. This shot was taken with the camera on my phone, a Moto G3. I took the shot because I believe the best adventures test our boundaries as we deal with challenging situations, and this was certainly a challenging situation. The water was cold and moving quickly. The rocks all seemed to be shaped like eggs and somehow the stream seemed wider once we were in it and making our way across than it had when we were warm and dry on the shore. But we made it, and the image captures a moment that says more about why I love riding in Maine than any of the others I took that day. —ERIK DA SILVA



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# THE CYCLING CONNECTION

By Pam Fischer, President

*The sense of freedom and accomplishment that comes from being outside, moving our bodies, is what we crave.*

NOT LONG AGO, I spent a few days cycling the Trail of the Coeur d'Alenes in Idaho (worth adding to your bucket list, by the way) and happened to stay at the same campground as a group of cyclists traveling on an organized tour. I made the rounds greeting these kindred spirits and ended up in a long conversation with a woman who, as it turned out, was the mother of gal from Ohio whom I met and spent six weeks riding with on a group tour of the Underground Railroad nine years earlier.

What are the chances of that connection: Maine, Ohio, Idaho? Wait, there's more.

Like the time I was cycling with a small group of friends on a self-contained journey in Canada. We ended up a bit misplaced on a stretch of remote dirt road and had stopped to recheck our maps and ponder which way to turn. In a matter of minutes, we were joined by a posse of gravel riders.

While chatting with these folks, I recognized one of them as someone I had encountered on a long-ago ride. Seriously. Out in the middle of nowhere, another cycling connection.

And then there was the woman from the west coast who I stopped to talk to during a hike in Yellowstone. She noticed the BikeMaine shirt I was wearing and told me that she had cycled with us in the inaugural ride.

This is the thing about human-powered travel. You become part of a tribe and the universe is somehow less random.

Whether touring, commuting, or riding or walking for recreation and fitness, the sense of freedom and accomplishment that comes from being outside, moving our bodies, is what we crave. The connections we make with others happen easily when not closed off by a vehicle. This, too, brings us joy.

It goes without saying that we all should feel safe when walking or cycling on our roadways. Yet, too many of the cyclists I know have stories to tell about being hit by an automobile and I would wager that every one of us has had at least one near miss with a vehicle.

The facts are worrisome. In 2017, there were two bicycle and 21 pedestrian fatalities here in Maine, with many more incidents that, although not fatal, resulted in injury to a person on foot or on a bike. This data reflects a steadily increasing trend in Maine and across the nation. We're talking about our friends and relatives here. The only statistic we should accept is zero.

What can be done about this? Aside from the obvious need for infrastructure improvements, there are also gaps to fill in education, awareness, regulation, and enforcement. We are steadily making progress, but there is still much work ahead.

One thing we can all easily do is check in on our own behaviors and model what we want from everyone else. Let's take a good look in the mirror and agree to faithfully share the road.

As cyclists, we owe it to ourselves to follow the common-sense rules of road riding every time we head out. We all know the drill for riding safely and courteously. We just need to do it. When we venture out as a pedestrian, the rules of walking safely and against the flow of traffic need to be second nature.

Finally, we must remember the perspective of a vulnerable user of the roadways each time we get into our motor vehicles. There is no excuse for reckless or distracted driving, especially among our tribe. 🌀

*Pamela Fischer*

Got an interesting connection to share?  
Contact me at [president@bikemaine.org](mailto:president@bikemaine.org)





# BIKES, POLITICS, AND INFRASTRUCTURE

By John Williams, Executive Director

I WAS AT A CHRISTMAS PARTY at the Blaine House one time, when the governor asked if I wanted to see his new bike. I said yes, and we went down to the cellar to admire his new Harley. That was Gov. (now Sen.) King. Gov. LePage's bike of choice is a Trek Madone.

We learned of the Governor's bicycle preference in an interview with him in this edition of the *Maine Cyclist*. We also have interviews with two Maine legislators: Rep. Marty Grohman and Sen. Lisa Keim.

Rep. Grohman and Sen. Keim rode on BikeMaine last year. As a Democrat-turned-Independent and a Republican, they have very different political philosophies. But both are thoughtful legislators and strong road cyclists who support the Coalition. In fact, Rep. Grohman is a Yellow Jersey Club member! In their interviews they advocate, in different ways, for improved infrastructure.

Gov. LePage expresses his view that bikes and cars do not seem to mix well. He calls for extending more off-road trails. True to this view and with a little encouragement from the Coalition, his Department of Transportation has committed to "close the gap" by providing final funding to complete the off-road section of the Eastern Trail from South Portland to Saco by next year.

My wife and I went on our annual winter escape to Tucson last week. Tucson has just completed a paved, 60-mile, car-free loop around the city. The Loop, with its side trails and spurs, is a remarkable 131-mile linear park used by 750,000 bicycle commuters, recreational riders, and tourists each year.

I marveled, not only at The Loop but at the bicycle boulevards that go right through downtown. Motor vehicles are allowed on these boulevards, but through traffic does not use them due to the slow speeds that are not only posted but are difficult to exceed due to the traffic-calming design of the roads and the large number of cyclists on them.

None of this infrastructure was even being considered when I first visited Tucson in the 1980s—and I cannot help imagining what Maine could be like in 35 years if we follow Rep. Grohman's suggestion that language prioritizing pedestrian- and bicycle-friendly infrastructure



*What might Maine be like if prioritizing pedestrian and bicycle-friendly infrastructure is part of every road construction bid?*

is included whenever a road construction project goes out to bid.

The governor says that his favorite ride is in rural Florida. Maybe he is not aware of the great riding near his summer home in Boothbay. The governor may not have much time to ride now anyway, but our Where to Ride website will be live by the time he retires and will include the 2014 BikeMaine ride in which Boothbay Harbor was an overnight town. The ride is far from Florida flat, but it is beautiful and has a shoulder most of the way, so it should be safe, Governor, if you stay to the right.

My favorite ride is on the Pemaquid peninsula. There are no paved off-road trails or bike boulevards, but the view can't be beat, and when the tourist traffic is gone you have the road to yourself. Except, that is, when Sen. King roars by on his bike. ☺

What's your favorite ride in Maine?  
Tell me at [john@bikemaine.org](mailto:john@bikemaine.org)

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# Award-Winning Advocates for Cycling and Walking in Maine

At our Kickoff Party in Presque Isle on February 3, the Bicycle Coalition announced the 2018 Annual Award honorees—nine Maine individuals and organizations committed to making the state a better place for cyclists and pedestrians. We are proud to honor their efforts.

## **NATE DAVIS AND MATT ONDRA**

### **Sally Jacobs Community Spokespersons 2018**

*Named after the legendary bicycle advocate from Orono, awarded to a local advocate who has made a significant difference to biking and walking in his or her community.*

Nate and Matt work to make Rockland better for biking and walking by building relationships with town officials to put sharrows on the road and install bike lanes for roads when they are re-paved or reconstructed. They continue to advocate on behalf of Rockland pedestrians and cyclists.

## **NANCY GRANT**

### **Jeff Miller Spirit of Cycling Award 2018**

*Honoring the first executive director of the Bicycle Coalition of Maine, the Jeff Miller Spirit of Cycling Award recognizes a Mainer who demonstrates Jeff's joy in all aspects of biking.*

Nancy's passion for bicycling and her dedication to making cycling accessible to every Mainer fueled her 12 years of work with the Bicycle Coalition of Maine—including seven years as its Executive Director, where she spread the joy of bicycling to all.

## **JULIE FRENCH**

### **Next Generation Award 2018**

*Presented to a Mainer who instills a love, interest, and appreciation of bikes in the next generation.*

Julie received the Next Generation Award for her work as a bicycle and pedestrian safety instructor in Aroostook County, where she has creatively helped thousands of students learn the rules of the road and empowered them to bike and walk safely—instilling a love, interest, and appreciation of bikes to the next generation.

## **THE BANGOR SCHOOL DISTRICT**

### **Public Service Excellence Award 2018**

*Awarded annually to public servant professionals who have provided outstanding service to the bicycle and pedestrian community in Maine.*

The Bangor School District has fully embraced the walking school bus program, creating programs at three of its schools that have helped to improve student attendance and learning readiness, foster community relations, and make walking to school fun and accessible. The award was presented on behalf of the School District to Kimberly McNutt, Walking School Bus Coordinator at the Downeast School, for outstanding service to the bicycle and pedestrian community in Maine.



**LARRY RUBINSTEIN****Harry Faust Leadership Award 2018**

*Named after one of the Coalition's most dedicated and effective Board Chairs and awarded to a Mainer who has been a true leader in his community.*

Larry served on the Coalition's Board of Directors from 2004 to 2016 and was board president for two full terms. He initiated the Coalition's Major Donor program, the Yellow Jersey Club, which now has more than 95 members. Larry was instrumental in gaining funding to complete the Eastern Trail through South Portland and Scarborough. Larry's past efforts have more than earned him this recognition and he is still exploring new ideas as an emeritus member of the board.

**MICHELE YADE BENOIT****Fat Tire Award 2018**

*Given to a mountain biking leader in Maine.*

Bangor High School science teacher Michele Yade Benoit received the Fat Tire Award. This award is presented to a leader in mountain biking in Maine. Michele leads the Bangor High School's Mountain Bike and Trail-Building Club, inspiring teens to enjoy all aspects of mountain biking and teaching them to build and maintain trails that benefit the entire community.

**RICK SMITH****Volunteer of the Year Award**

*Awarded to a volunteer who has contributed extraordinary time, effort, and energy to the Coalition and our mission.*

Rick received the award for contributing extraordinary time, effort, and energy to support of the Coalition's many different activities. Rick, who lives in Skowhegan, has volunteered at many Coalition events over the years and serves at the Route Safety Leader for our annual BikeMaine ride.

**PORTLAND GEAR HUB****Businesses for Better Bicycling Award**

This award was presented to the Portland Gear Hub. Since the Gear Hub's inception in 2014, hundreds of volunteers have helped sort gear, repair kids bikes, and translate a traffic safety class into French, Swahili, and Lingala. The Gear Hub has refurbished more than 400 youth and adult bikes, and donated more than 75 bikes to youth organizations in southern Maine. The Gear Hub has also partnered with the Coalition to run the successful Bikes for All Mainers programs that has helped teach more than 75 new and longtime Maine residents transportation and traffic safety skills, and provide them with bicycles for their transportation needs. ☺

2018 AWARD-WINNERS, CLOCKWISE FROM TOP LEFT:

Nate Davis, Matt Ondra, Nancy Grant, Larry Rubinstein advising a customer at the 2018 Bike Swap, and Michelle Yade Benoit.

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# Closing the Gap

## The Bicycle Coalition Plays a Critical Role Connecting the Eastern Trail

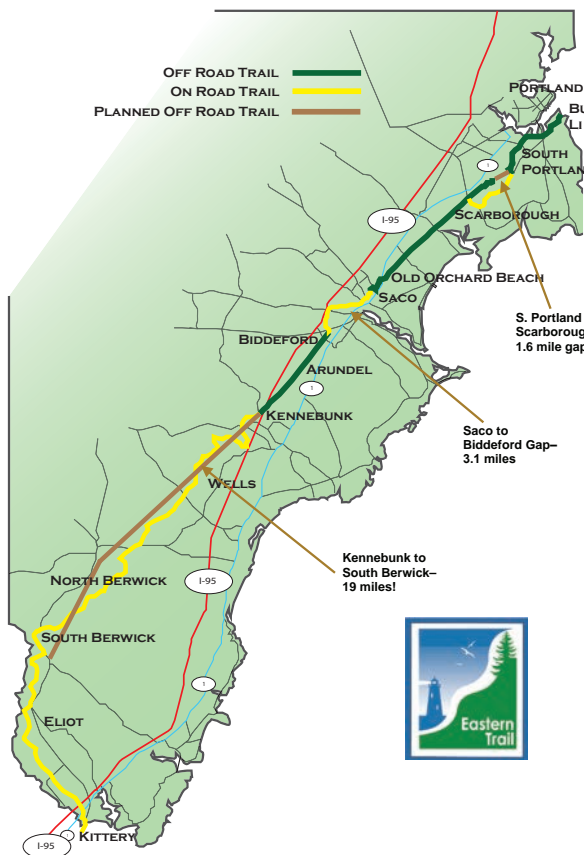
YOU MAY HAVE HEARD that the Eastern Trail Alliance recently announced it had received the funding needed to close a critical gap in the Eastern Trail, a 65-mile, on- and off-road trail that runs from South Portland to Kittery—great news!

What you may not have heard about is the key role the Bicycle Coalition of Maine played in closing the gap, which extends from the Nonesuch River in Scarborough to Wainwright Fields in South Portland. We think it's worth talking about, though, because it directly shows the power of your Coalition membership and how your support makes Maine better for biking and walking.

What became the final push to close the gap began in earnest when Coalition Assistant Director Jim Tasse and Scarborough Town Planner Dan Bacon approached Maine Department of Transportation (Maine DOT) leadership at a 2016 conference and requested help funding the project. Ultimately, Maine DOT responded with a guarantee of \$1.5 million, which helped secure additional funding from the



*When finished, people will be able to ride, run, or walk off-road from Saco to South Portland—an uninterrupted stretch of nearly 16 miles!*



Portland Area Comprehensive Transportation System (PACTS). The commitments from the Maine DOT and PACTS, in turn, kick-started the Eastern Trail Alliance's "Close the Gap" fund raising campaign, which raised more than \$105,000 from private and corporate donations.

By late 2017, fundraising had slowed and the project seemed on the verge of stalling. The Coalition requested, and received, a meeting with Maine DOT personnel to plot a path to success.

On December 20, with Eastern Trail Alliance Executive Director Carole Brush, PACTS Senior Planner Carl Eppich, Scarborough Town Manager Tom Hall, and Coalition Executive Director John Williams and Assistant Director Jim Tasse at the table, MaineDOT Commissioner David Bernhardt acknowledged the success of the fundraising effort and committed to providing the final funds to close the gap.

Construction is expected to begin in 2019. When finished, people will be able to ride, run, or walk off-road from Thornton Academy in Saco to Bug Light in South Portland—an uninterrupted stretch of nearly 16 miles!

While this achievement undeniably is the product of a team effort, for which the Eastern Trail Alliance and the Town of Scarborough deserve particular praise, the special relationship between the Coalition and the MaineDOT proved to be an important key in both starting and finishing the Close the Gap campaign. We were able to build that relationship because of your support, expressed through your ongoing membership.

This win is yours, as well. Thank you for making Maine better for biking and walking. ☺

# Kids on Bikes

## Encouraging Children to Become Lifelong Bicyclists

By Shannon Belt

**KIDS LOVE BICYCLES!** Bicycles represent independence and mobility, which most kids look forward to tremendously as they grow up.

At the Bicycle Coalition of Maine, we want to make sure that kids have safe, fun, and positive learning experiences on bicycles and become lifelong bicyclists. We offer two educational opportunities that get kids on bicycles to learn safety firsthand: a Bike Rodeo and The Bike Skills Course. Both programs can be brought directly to your school, Scout troop, fire or police department, or other community organization.

A **Bicycle Rodeo** is a popular event where kids ride a “Continuous Flow” traffic skills course with traffic signs, multiple intersections, and two-way traffic, allowing them to practice the rules of the road in a safe environment. Participants bring their own bikes and helmets, and the rodeo usually includes a helmet check and an ABC Quick Check (Air, Brakes, and Chain/Cogs) to make sure all bikes are safe to ride. Rodeos work best with children in grades K-4 and require 5-10 volunteers.

The **Bike Skills Course** is a new offering from the Coalition. We supply all the helmets and balance bikes for students to tackle a few small ramps, a small teeter-totter, a balance beam, and tennis balls for agility. Balance bikes have no pedals—kids push around with their feet while sitting on the bikes—so anyone can participate. Students learn basic skills if they do not know how to ride a bike and advanced skills if they are more experienced riders. The Bike Skills Course works well with children in grades K-3 and can be run with just the help of a teacher or other community member.

Both programs are available free of charge for students across the state thanks our partnership with the Maine Department of Transportation. 🌐

For more information or to request a programs, please visit: [bikemaine.org/bpse-request](http://bikemaine.org/bpse-request)



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# Focused on Safe Driving

## Council Law Enforcement Collaborative Addresses Dangerous Behaviors on the Roadway

By Lauri Boxer-Macomber



FOR THE LAST SEVERAL YEARS, law enforcement officers, bicycle riders, planners, educators, and attorneys in Cumberland County have met regularly to make Maine's roads safe and accessible for all users. Known as the Law Enforcement Collaborative (LEC), this hardworking group is facilitated by the Bicycle Coalition of Maine.

Our work with the LEC has made it clear that most officers care deeply about roadway safety and share our frustration with distracted driving, close passes, speeding, and other dangerous behavior. They sincerely want to make Maine a better place for biking and walking. At LEC meetings, officers

*We are focusing on officer education, empathy, and empowerment.*

regularly review Maine bicycle and pedestrian laws, watch footage of dangerous operational behavior, listen to first-hand accounts of threatening incidents, gain exposure to model enforcement practices from across the U.S. and abroad, and research viable solutions to enforcement problems.

Officers have also shared a number of practical and procedural barriers with the LEC: personnel shortages, training deficiencies, due-process considerations, and burdens of proof - that affect an officer's decision about enforcement actions.

As the Coalition has become better informed about agency constraints and challenges to enforcement, we are addressing

the obstacles within our control. In particular, we are focusing on officer education, empathy, and empowerment.

The LEC has implemented a number of projects, educational trainings, and safety details. The LEC developed a Motorist/Bicyclist Law Reference Guide, endorsed by every police professional association in Maine, and updates and distributes it to officers each spring. Members of the LEC have presented at meetings of the Chiefs of Police and Sheriffs' Association and delivered an extensive training on bicycle law at the Maine Prosecutors' Association Conference. Most recently, the LEC has begun working with the Maine Criminal Justice Academy to create a mandatory training module on bicycle law.

The LEC has also developed "Tips for Reporting Dangerous Driving," one small part of a greater effort to inform people of the type of information law enforcement agencies need to effectively follow up on complaints about dangerous drivers.

We recognize that change is incremental and there is still much more work to be done with law enforcement. Still, we believe that we are seeing an increase in educational stops, appropriate ticketing, and criminal prosecutions due to the Coalition's work with the LEC.

As members, you can continue to help us by reinforcing our messaging and supporting these efforts. 🎯

## HOW TO REPORT DANGEROUS DRIVING



### **Be Prepared.**

Keep your cell phone accessible. Program the numbers of your local law enforcement agencies into your contacts so they are readily available.

### **Document and Record.**

Use your phone or other device to document an incident and/or information you need to report an incident.

### **Don't Delay.**

Immediately report dangerous and/or threatening driving behavior. Memories fade. Drivers of vehicles change. Most importantly, the threat to you and others posed by a dangerous driver could be ongoing.



### **Describe the Behavior.**

Record and report the time, date and location of the dangerous and/or threatening behavior. Describe what the driver did that you felt was dangerous and why.

### **Get the License Plate.**

Report the full license plate number, as well as information about the type of license plate (e.g. conservation plate, agriculture plate, etc.). If you don't have complete information, report as much as possible.



**Give Specifics About the Vehicle.** Provide the make, model, color and approximate age of the vehicle involved in the incident. Other details about the vehicle (damage to the vehicle, stickers, number of passengers, etc.) may also be helpful if available.

**Describe the Driver.** To the best of your ability describe the driver's age, gender, skin color, hair color and any distinguishing features, clothing, and/or accessories.



**Provide Direction of Travel.** If possible, provide the driver's direction of travel (i.e. north, south, towards city, etc.)



## Keeping Pedestrians Safe on the Roads

2017 WAS A BAD YEAR for pedestrians on Maine's roadways. Twenty-one people lost their lives, and while the causes of these crashes were not always completely clear, the fatalities highlighted a need for more education, better enforcement, and improved infrastructure.

To answer these needs, the MaineDOT turned to the Bicycle Coalition of Maine to lead a statewide community planning and safety education effort.

Focusing on the 21 communities with the highest rates of pedestrian crashes, the "Head's Up" effort includes public forums to identify problem locations, site visits to plan for possible changes in road design to improve pedestrian access, and additional discussions on how education and enforcement interventions can improve safety. While bicycle safety is not an explicit focus of the effort, the recommendations to calm traffic and educate the public have benefits for riders, too.

The Head's Up project is supplemented by the long-running Coalition education program, which provides bicycle and pedestrian safety education in the forms of presentations, rides, and resources statewide. This work is divided into programming for school-age children under our Safe Routes to School program, and programming for adults, under the Bicycle and Pedestrian Safety Education program.

Together, the Head's Up pedestrian safety planning work and the bike/ped education work help make Maine better for bicycling and walking.





# Eleven Questions About Cycling with Gov. Paul LePage

## Views on Bicycling from the Blaine House and the State House

A WHILE AGO, we saw a story about Gov. Paul LePage's dramatic weight loss, and he talked about how much he enjoyed bicycling as a regular part of his exercise routine. That got us thinking: what kind of bike does the governor ride? Of course, we had other questions, too.

We reached out to Gov. LePage's office to see if we could get an interview with him to talk about bicycling. While that was not successful, the governor did say he would respond to our questions if we submitted them in writing.

We wrote them up and sent them off, and a few days later, Gov. LePage, true to his word, sent us his responses. Here they are, complete and unedited.

Given that Gov. LePage is approaching the end of his second term in office, and is unable to seek another, we thought it would be appropriate to reach out to several members of the Maine Legislature to get their thoughts on how legislators could begin to turn some of the governor's ideas into public policy. Their responses are here, as well.

Taken together, they point the way to a state that is better for biking and walking.

### **What kind of bike do you ride?**

I ride a Trek Madone.

### **How often do you ride?**

Daily.

### **Do you get to ride much in Maine?**

No. I ride solely on a trainer when in Maine for security reasons.

### **What's your favorite ride? What do you like about it?**

My favorite ride is about a 40-mile ride through rural areas of Florida. I love to ride through farm country, it's very relaxing.

### **How did you get into bicycling? What do you like about it?**

I got into riding in the 1980s. I enjoy the serenity of seeing the landscape and the exercise. I started with mountain biking and as I got older I switched to road biking.

### **Have you ever been a bicycle commuter?**

No. As a business consultant and the general manager of Marden's, I travelled long distances too much.

### **Have you ever been a bicycle tourist, that is, gone somewhere for a visit specifically to ride? Where?**

Yes, Florida on vacations.

### **Have you tried an eBike? What did you think of it?**

I have not tried an eBike.

### **If you could go riding for a day with anybody, living or dead, who would it be and why?**

My wife. Cycling is something we love to do together. She is a strong biker.

### **How can we make Maine safer for bicycling?**

More off-road trails. Bikes and cars do not seem to mix well no matter where I've been. There is a lack of good road etiquette on the part of automobile operators and bikers.

### **What, if anything, can we do to make Maine better for bicycling?**

Extend more off-road trails seems to be the best idea.

## REP. MARTIN GROHMAN (I-Biddeford)



DEDICATED FUNDING TO MAINEDOT for bicycle and pedestrian safety is important. Our programs to develop bike lanes, traffic calming, and safer crosswalks are great programs but they are also underfunded and some projects are only funded by lottery. It's also important for municipalities to

know about and take advantage of underutilized MaineDOT programs like the 3-Foot Safe Space for Cyclists signs, which are free to municipalities, but little used. This is especially important around schools.

Continued, respectful, persistent advocacy is the way. I also think, as a technical matter, that the way we fund MaineDOT needs to change. Every legislative session we pass a bond and send it to the voters. It always passes because voters want safer, faster, smoother roads. But since MaineDOT can't be sure the bond will pass, they can't plan their work, enter into contracts, pre-buy materials at better rates, and in general plan ahead. It would be better in the long-term if we added a base level of infrastructure spending to our state budget. This would offer more predictability, lower costs, and less hurry up and wait. We could also look at changing how state agencies issue RFPs for road and bridge work to ensure that language prioritizing pedestrian- and bicycle-friendly infrastructure is included whenever a project goes out to bid. Engage your Representative or Senator in this conversation. Personal messages from constituents are powerful.

## SEN. LISA KEIM (R-District 18)



THERE IS LITTLE TO BE DONE this session with legislation, but these questions are being addressed in pockets all over Maine: land trusts working with biking clubs to construct mountain biking destinations, the Sugarloaf area continuing to develop trails to establish the area as a

mountain-biking destination, and a strong rails-to-trails movement that's being furthered by Land For Maine's Future as they consider a project through central Maine.

This, and much more, has all occurred without legislation. Too often people look to the state to make changes from the top, maybe because it seems an easy, localized target. However, convincing representatives to make a law may not be the best avenue. I believe the best method is local advocacy in towns throughout Maine, because the Bicycle Coalition seeks not only bike paths but a mindset of embracing this activity. Grassroots is the more holistic approach that will build long-term, stable support needed to bring about and sustain a mindset of welcoming cyclists, along with continued investment in pathways and wide shouldered roads.

*Continued on p27 >*



**PORTLAND EYECARE**

**207.253.5333** 1040 Brighton Avenue, Portland [portlandeyecare.net](http://portlandeyecare.net)

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**207.874.4000** 477 Congress Street, Portland [lambertcoffin.com](http://lambertcoffin.com)



**GREEN CLEAN MAINE**

**207.221.6600** 110 Marginal Way, Portland [greencleanmaine.com](http://greencleanmaine.com)



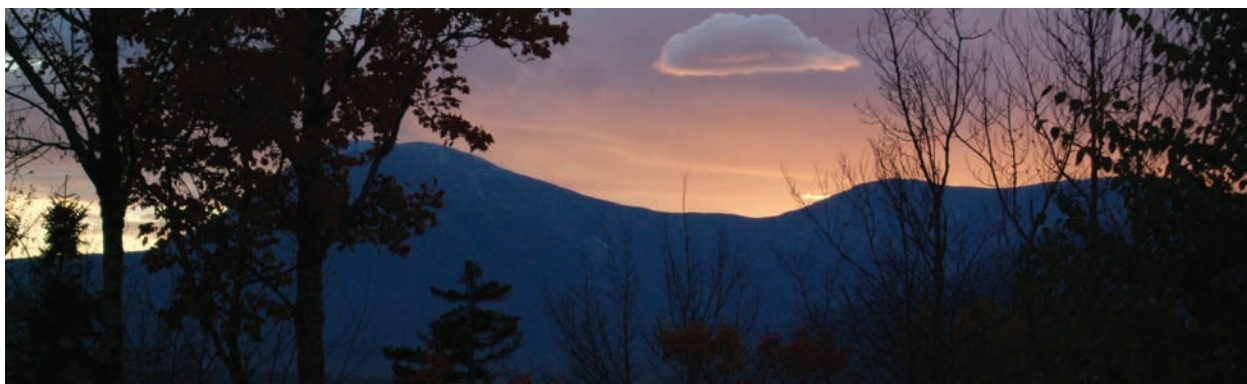
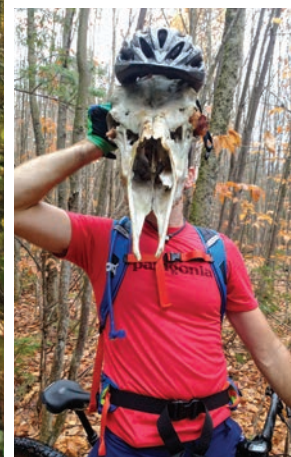
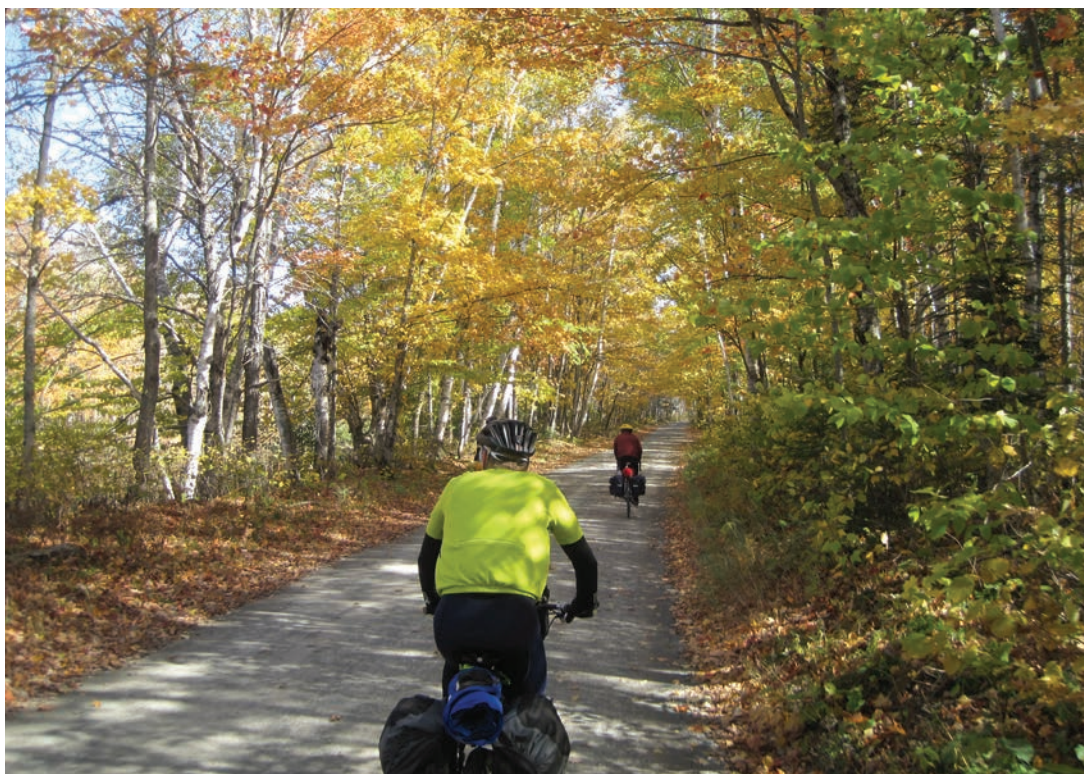


A photograph of a forest scene featuring a large, weathered log lying horizontally across a waterfall. The waterfall is in the foreground, with water cascading over dark rocks. The background is filled with tall, thin trees, some with green foliage and others bare, suggesting a late autumn or winter setting. The sky is overcast.

# TOUR DE KATAHDIN

BY ERIK DA SILVA





**A**t 5,270 feet, Mount Katahdin is the highest peak in Maine. Named by the Penobscots, Katahdin means “greatest mountain” in that language, it’s now the centerpiece of Baxter State Park and the northern terminus of the Appalachian Trail. And although it’s not one, the mountain almost looks like a volcano, with its steep granite walls and glacially carved, bowl-shaped cirques.

I’m primarily a mountain biker—sometimes a road rider—but mostly I love adventure rides into the wilderness and the unknown. This tour started and ended on an October weekend in Millinocket, which is a great launching point for many adventures. A group of friends and I began pedaling a clockwise circumnavigation of Katahdin, which would take us first through Baxter State Park and later into our new National Monument, Katahdin Woods & Waters.

We got a late start, but our first views of Katahdin, magnificent in the late afternoon light, erased any lingering worry. As we passed through Baxter’s south gates, we turned on our headlights.

I don’t remember what time we arrived at Nesowadnehunk Camp but it was dark and cold, and my sleeping bag, with its 20-degree rating, did not yield a comfortable night of sleeping under the stars. We awoke Sunday morning to a heavy frost and clear skies, so with positive energy we cleaned camp and again took up our northward trek on the Loop Road.

The Loop Road connects Baxter State Park’s southern Togue Pond entrance to its northern Matagamon entrance; 42.5 miles of gravel-grinding bliss! The

#### **CLOCKWISE FROM TOP LEFT**

*Pedaling along a northern stretch of Baxter State Park’s Tote Road.*

*Luke Cushman behind one of several moose skulls along the road—safety first, wear a helmet!*

*Spectacular sunset view over Katahdin as seen from Lunksoos lean-to.*





**ABOVE**

*The Katahdin Woods & Waters National Monument reveals some stunning vistas.*

***The riding wasn't easy but it was true to the mission we set out for: 100 percent adventure by bike!***

road twists and turns as it follows one stream after another, and even on this holiday weekend there was little traffic to distract us from the beauty of the scene before us. We caught glimpses of Katahdin through crisp fall leaves that hung on for dear life in the lofty branches even as their cousins closer to the ground fell to the forest floor; in some areas, the entire road was blanketed in red and gold as we rode.

Around midday we passed through Matagamon gate, cranked out a scant mile on pavement, then hung a right and began our southerly journey through the 88,000-acre wilderness of Katahdin Woods & Waters.

Our plan was to loosely follow part of the International Appalachian Trail (IAT), which extends the North American portion of the Appalachian Trail all the way to the northeastern-most point of the Appalachian Mountains in Newfoundland and Labrador, some 1,800 miles away. Our tour stitched together a ride using 25 miles of old logging roads, many of which overlapped the IAT, along the East Branch of the Penobscot River.

Early in this part of the trip, we passed through the site of Henry David Thoreau's 1857 Checkerberry-tea Camp, so called because Thoreau's Indian guide, Polis, made some darn good tea from the local checkerberry, dropping a little bunch of it tied up with cedar bark into a kettle to boil.

Most parts of the old roads within the monument are kept in excellent condition. Other parts challenged us to find a path through huge thickets of young plant growth.

Regardless, we were still enjoying a crazy weekend in the woods—on bikes!

Sunday afternoon arrived and we began our climb away from the East Branch and up to our eventual camp at Lunksoos Lean-To. It was a big climb, at times through soft, sand-like grit. At one point a whole section of the road had been washed away by flooding, forcing us to dismount and hike our bikes through a gaping ravine..

Finally, we saw the outhouse, then the lean-to, and there to greet us was one of the most fantastic sunsets I have ever seen: Katahdin, fully silhouetted, with just a few small clouds hovering above. We celebrated the day with a warm campfire, hot food and drink, and a sound night of sleep.

We awoke on Monday to another day of wonderful weather. We hiked to the top of Lunksoos Mountain, where we could see the entire eastern half of the Penobscot River Valley below us, bathed in fall colors and looking as if it went on forever. This is one of the most beautiful summits I've ever been on! We returned to our bikes and descended back to the Old River Road to continue our southerly return to Millinocket, which was about 60 miles away.





The road from this point south was littered with blowdowns, small stream crossings, and one pond, courtesy of the local beavers. This section of our tour was by far the most remote we would experience, and the riding wasn't easy, but it was, true to the mission we set out for, 100 percent adventure by bike!

Old road eventually turned to narrow trail. The monument does not allow cycling on trails, so we dismounted and carried our bikes along this short section until we reached the Wassataquoik River ford. The river was quite a bit wider than we expected but thankfully only thigh deep. Warm it was not, though, and so with cold feet we emerged from the river, climbed a short grade, and merged with the Katahdin Loop Road.

By mid-afternoon, we were way behind schedule. We began pushing ourselves to get out before dark. Fortunately, the miles went by quickly now and even as the darkness grew and our energy shrank, the road rolled easily beneath our tires. We passed through Stacyville and Grindstone Township and rolled back into Millinocket hungry and tired, but feeling great by what we'd accomplished.

I encourage everyone I meet to visit this area of our state for a day trip or a multi-day tour. Our ride was in the fall, but winter fat-biking opportunities are also awesome in the Katahdin region.

Just remember that you're entering an area with zero-to-poor cell service and very little emergency support should you get lost or hurt; plan accordingly. And please respect that Baxter State Park and Katahdin Woods & Waters restrict bicycle use to roads for the most part. Thankfully, very old roads can feel like single-track, so if that's what you're looking for, you'll get what you need. See you out there! ☺

**Ready to bike the Maine wilderness? Start planning your trip:**

**Baxter State Park Authority**  
[baxterstatepark.org](http://baxterstatepark.org)  
 (207) 723-5140

**Katahdin Woods & Waters**  
[nps.gov/kaww](http://nps.gov/kaww)  
 (207) 456-6001  
[lunksoos@gmail.com](mailto:lunksoos@gmail.com)



## MORE MOUNTAIN BIKE EDUCATION AT THE BICYCLE COALITION OF MAINE

The Coalition's "Off Road Bicycle Education" (ORBE) Program provides instruction on how to safely ride a bicycle off-road and how to build sustainable community trails in communities around Maine. However, it has always been a small program, primarily funded with a modest Recreational Trails Program grant from the Maine Department of Agriculture, Conservation and Forestry.

Thanks to a \$20,000 grant from the Quimby Family Foundation, this program promises to be bigger going forward. Following a mountain bike strategic planning process in 2017 that laid out some off-road priorities, BCM applied to the Foundation for support of an expanded mountain bike component in the Coalition's education program.

The award of these funds will enable BCM to conduct a much more comprehensive and sustained effort to make Maine better for mountain biking! Already, Millinocket, Greenville, Bethel, Biddeford, and Bangor are developing plans to have Coalition staff provide instructor trainings, lead educational rides, and help create new trails to ride on.

The program's goal is to serve a minimum of 500 people in at least eight different communities with riding and trail building instruction. Your community could be one of the places we visit this year!

To learn more about the ORBE program, contact Erik daSilva ([erik@bikemaine.org](mailto:erik@bikemaine.org)), Shannon Belt ([Shannon@bikemaine.org](mailto:Shannon@bikemaine.org)), or Jim Tasse ([jim@bikemaine.org](mailto:jim@bikemaine.org)).



# Exploring Retirement—on a Bike

By Wendy Flaschner and Daniel Meyer

WE ARE NOT BIKERS and do not have Lycra outfits or new, fancy bikes.

A few years ago, we retired to Brunswick, Maine, from Readfield, where we had raised our two children and lived for 30 years. We brought our old bikes, which we had rarely used in the hilly environs of Readfield.

On the mostly flat terrain of Brunswick we contemplated giving up one of our two cars. We got backpacks and saddlebags so we could do “important” errands in and around our new town. Our sturdy bikes and gear have allowed us to rediscover what we used to do in Madison, Wisconsin, as new parents: ride around town doing errands and enjoying the scenery, complete with kids in tow.

One of our favorite rides is visiting the farmers’ market at Crystal Springs Farms or Fort Andross on Saturday mornings, returning with our backpacks and saddlebags full of fresh produce and other local items. Another outing we enjoy is taking our bikes on the Casco Bay Ferry and exploring the islands. We found one of the most exquisite beaches on Long Island. A bit further afield, we’ve also enjoyed the riding in and around Acadia National Park on Mount Desert Island.

We admit that living in a college town with more accessible side streets helps us to navigate despite the lack of bike lanes, which we wish we had the way they do in Boston or New York City.

We have to be particularly careful on Pleasant Street (aka Route 1) where the traffic is heavy. But we can now bike to the library or Gulf of Maine Books, to a movie at Eveningstar Cinema, or attend a lecture or performance at Bowdoin, all without the headache of parking a car.

Many people have told us that they are afraid to bike around town due to the risks. However, we have found that drivers are mostly tolerant, careful, and patient. Our children have equipped us with good helmets, front and rear flashing lights, bells, rearview mirrors, and bike locks. They (and we) worry less.

Despite damaged or surgically repaired knees, arthritic joints, and fixed incomes, we have found biking on the flat streets of Brunswick, island roads, and beaches to be a wonderful return to nature and great exercise for two mid-60s, quasi-biking enthusiasts!



*We have found biking to be a wonderful return to nature and great exercise for two, mid-60s, quasi-biking enthusiasts!*

## Lessons learned

- It is possible to bike home four miles with a dozen unbroken eggs using saddle bags!
- It is very fun to bike to the library, where there are few parking spaces available.
- It pays to pay attention to the weather forecast.
- Small local bike shops are wonderfully helpful.
- We need a workshop on fixing a flat when on a carriage road two miles from the car!
- It is okay not to feel guilty or left out when our biking friends join the Trek Across Maine, ride across the state, or continue to go 25 miles over the hills and around the lake in Readfield. ©

# A Cold Winter's Ride

By Griffin Stockford

*It's cold, often wet, and demands that you plan ahead ... bicycle commuting added a fresh new combination of challenges and excitement to my week.*

ON AN OTHERWISE ORDINARY DAY this January, I felt a deep sense of shame when I noticed my bike locked up, neglected, at the bottom of the stairs that lead to my apartment. I used the bike two or three times during the first week of school before resorting to a car, and the bike had been there ever since. I made a pact with myself to start using my bicycle as soon as possible.

I anointed the Monday after the Super Bowl as my start date to ride my bike to class every day. In hindsight, perhaps that wasn't a wise choice, but despite a bit of a headache from all the Rolling Rock the night before (I'd like to say it was Fat Tire, but who am I kidding, I'm a poor college student), I cowboy'd up and mounted my trusty steed. I decided that the best way to prepare was to just hop on like Miss Almira Gulch—Google that reference if you need to—and ride.

I found that every day of the week came with a lesson, a little tidbit I picked up that made the process easier and more enjoyable the next day.

For example, my major oversight on Monday was failing to review the hand signals and the rules of the road. I found myself sticking my arms and legs out in awkward directions and weird bends, wobbling while trying to point, pedal, and steer all at the same time. But I made it.

Tuesday's issue was getting to class on time. I'd been in the car frame of mind for so long that I didn't have a great sense of how long it would take to cover the distance between my apartment and campus on a bike. Lesson learned: leave 10 minutes earlier and, perhaps more importantly, deodorant is a necessity.

Wednesday turned out to be the most difficult day of the week, as snow began to fall around noon. By one o'clock, the snow was falling thick and full, and the roads were covered in a notable layer of the white stuff.

Walking to my bike and getting on, the snowfall didn't feel strong, but once I was on and riding it was as if it was coming down a hundred times harder. It was like a video game as I navigated the roadways to the tune of honks and shouts from the cars passing by – fellow academics expressing their encouragement, no doubt.

When I arrived back at the apartment that evening, I asked my friend Nate, an avid runner who often runs in the harshest Maine conditions, how he thought biking in the winter would compare to running in the winter.

"Way harder," he said. "The wind is way harsher on your face, and if you catch a tire on a patch of ice you're screwed." So, I had that going for me, which was nice.

Thursday was my earliest morning, with a meeting at 8am. But by then I was on the opposite side of hump day and had emerged as a veteran of the UMaine winter biking scene. At 8 am, there aren't a lot of students going to class by car and there wasn't another biker to be found, so the ride was solitary. Nate muttered, "that poor bastard," as he took a picture to document my journey.

Friday was cold, but without precipitation. Being up early and out in the fresh air put me in the right frame of mind for the day. Biking started my day off right, and not having to find parking on UMaine's cluttered campus was an enormous plus.

I can honestly say that commuting by bicycle in the winter might not be for everyone. It's cold, often wet, and demands that you plan ahead. But spring is here, so if bicycle commuting is something you've been thinking about, I say give it a try, even if it's for just a week.

Bicycle commuting added a fresh new combination of challenge and excitement to my week, which might translate over to "fun" in the summer time. And it just might give you what you need to keep on riding, right on through the winter.

See you on the road. ☺





## 2018 TICKETS

BikeMaine 2018 is capped at 450 riders.

**SOLD OUT!**

## 2018 ROUTE

SEPTEMBER 8-15, 2018

Check-In

### **Presque Isle: The Star City**

Home of the MicMac Tribe, Presque Isle has vibrant Acadian French and Swedish communities and culture.

Day One

### **Presque Isle to Caribou**

The most northeastern city in the U.S., Caribou is the jewel in the crown of Maine, Aroostook County.

Day Two and Day Three:

### **Caribou to Madawaska**

A layover day in Madawaska allows more time to explore the center of Acadian culture in Maine.

Day Four:

### **Madawaska to Fort Kent**

Rich in French-Canadian heritage, Fort Kent is the northern terminus of historic U.S. Route One.

Day Five:

### **Fort Kent to Allagash to Fort Kent**

Southwest to Allagash and then back, exploring a part of Maine that few have ever experienced.

Day Six

### **Fort Kent to Lakeview Camping Resort, St. Agatha**

A small, rural community close to 6,000-acre, 12-mile Long Lake.

Day Seven

### **St. Agatha to Presque Isle**

Ride along the shore of Long Lake to Madawaska Lake, to historic New Sweden, and back to where it all began: Presque Isle, for a farewell luncheon.

# Our Signature Ride is Headed North

SIX YEARS AGO, the Bicycle Coalition of Maine launched BikeMaine—a rolling celebration of Maine's people, places, culture, and food—as a way of showcasing Maine as a destination for bicycle tourism and driving economic development across the state.

Today, BikeMaine, which travels to a different part of the state each year, has emerged as an iconic and eagerly anticipated event, so much so that this year's ride, *Acadia in the St. John Valley: La Terre Entre Deux*, sold out on pace with last year, despite an increase in ridership from 400 to 450.

BikeMaine 2018 will begin and end in Presque Isle and roll from Sept. 8-15. During that time, riders will travel deep into the heart of Maine's Acadian landscape, covering a total 325 miles with stops in Caribou, Madawaska for two nights, Fort Kent for two nights, and St. Agatha.

The St. John Valley boasts sprawling farmland, breathtaking vistas, and an unforgettable culinary experience. Riders will also have the opportunity for a two-nation vacation as they explore the Canadian border.

"We're excited to be in northern Aroostook County, and we're proud to showcase everything that makes the Crown of Maine so special," BikeMaine Ride Director MaryBeth Luce said.

We're also proud to have support for BikeMaine from L.L. Bean, Maine Beer Company, Anthem Blue Cross & Blue Shield in Maine, Poland Spring, Cono Sur Vineyard and Winery, The Aroostook Medical Center, MMG Insurance, S. W. Collins, Ciclismo Classico, United Insurance, Pineland Farms Natural Meats, and Fresh Trails Adventures, as well as many other valued partners.

If you missed out on registering as a rider but would still like to experience BikeMaine 2018, consider taking a "service vacation" by signing on as a volunteer.

Find out more at <http://ride.bikemaine.org/volunteer> ©

**A fast, fun way  
to find the  
perfect ride!**



**WHERE  RIDE**  
BICYCLE COALITION OF MAINE



Search and filter hundreds of curated rides in Maine! Sort by difficulty level. Show traffic and slope. Download FREE GPX and KML files. And after you ride, share your experience with other riders by leaving comments and reviews.




**[wheretoride.bikemaine.org](http://wheretoride.bikemaine.org)**

**"One of the  
Top 10 centuries  
in America."**

—BICYCLING MAGAZINE



  
MAINE  
**lobster  
ride**

**Sunday, July 22**

**Camden Snow Bowl, Camden, Maine**

Stunning coastal and lighthouse views,  
mountain bike clinics, and more!

**Register for 15- to 100-mile routes at  
[mainelobsteride.com](http://mainelobsteride.com) today!**





**BICYCLE  
COALITION**

**OF MAINE**



## **2017 ANNUAL REPORT**

**INFRASTRUCTURE, ADVOCACY,  
EDUCATION, ENCOURAGEMENT,  
ENFORCEMENT, REPUTATION,  
AND LEADERSHIP**



## The Bicycle Coalition of Maine promotes infrastructure projects that increase safe, accessible, and inviting bicycle and pedestrian infrastructure throughout Maine.

### ***Imagine People Here* Demonstration Projects**

In 2017, our Imagine People Here program created temporary demonstration projects—such as curb extensions, protected crosswalks, and temporary bike lanes—in communities throughout the state to show how quickly, easily, and inexpensively conditions can be improved and made safer for cyclists, pedestrians, and motorists alike. Many of these projects are now on the path to becoming permanent. In 2017, the program set up projects in seven Maine communities: Gray, Lewiston, Rangeley, Saco, South Portland, Topsham, and York. The average project was up for more than a month.

### **Eastern Trail: Close the Gap**

Working with the Eastern Trail Alliance, the Bicycle Coalition of Maine helped to secure an additional \$500,000 contribution from the Maine Department of Transportation to jumpstart the process of completing a 1.6-mile gap of the Eastern Trail in Scarborough and South Portland. MaineDOT Commissioner David Bernhardt committed to providing the final funds to “close the gap” at a meeting led by the Bicycle Coalition of Maine. With this commitment, the Eastern Trail Alliance reached a \$4.1 million fundraising goal.

Construction is expected to begin this summer. Two bridges will be built over the Nonesuch River and the Pan Am Railway tracks near Pleasant Hill Road, providing access to 16 miles of uninterrupted, off-road trail between South Portland’s Bug Light and downtown Saco. This will enable continuous off-road travel between South Portland and Saco, greatly increasing bicycle commuter access and recreational opportunities in southern Maine.

### **BikeMaine Community Grants: Bath and Washington County**

In September 2017, the Bicycle Coalition of Maine awarded BikeMaine grants of \$2,705 and \$4,000, respectively, to the City of Bath and the Washington County Council of Governments (WCCOG).

Bath used their grant to create a bicycle “pump” track: a small, looping course of banked turns and other features, designed to be ridden without pedaling. The track has greatly increased interest in cycling among students there.

WCCOG will use the funding to place public bicycle repair tool kits at automobile service stations along the Bold Coast Scenic Bikeway, a new, world-class, 310-mile, bicycle route that winds through 30 communities from the Schoodic Peninsula to Eastport, and connects via the East Coast Greenway and US Bicycle Route 1 to Calais and the Canadian Maritimes. The Bicycle Coalition of Maine has been working with WCCOG and many other organizations, businesses, and individuals to create this bikeway, which is on target to be completed in the summer of 2018.



## The Bicycle Coalition of Maine provides leadership and inspires activism for effective policies, programs, and projects that have a positive impact on bicycling and walking in Maine.

### Traffic Safety Education Act

In 2017, Coalition advocacy staff successfully coordinated a lobbying effort that saw LD 1130, An Act to Provide Traffic Safety Education in Schools, approved by both houses of the Maine State Legislature before the bill stalled in the Appropriations Committee. This lobbying effort included a Bike/Walk Day at the Legislature, as well as a Community Spokes Lobby Day for our volunteer advocates. As of this writing, the fate of the bill is still undetermined, but we continue to work on its passage and to make basic traffic-safety education a part of every Maine student's education. This work in support of the bill has helped the Coalition cement its reputation with legislators as a strong advocate for public safety and demonstrated our commitment to common-sense policy solutions to public-safety problems.

### Community Spokes Program Growth

The Coalition's nationally recognized grassroots, advocacy program, Community Spokes, continued to see strong growth in 2017. The program added 30 new advocates in 2017, and currently has 143 participants, or "Community Spokes", all of whom are trained in the basics of community advocacy and transportation planning, and who provide leadership and input on local bicycle and pedestrian project across Maine. The Community Spokes program enables us to engage motivated members to represent bicycle and pedestrian interests at the local level where Coalition staff may not always be able to participate directly.

### "Heads Up" Pedestrian Safety Forums and Planning

In 2017, the Coalition's contract with the Maine Department of Transportation to provide education programming was expanded to include a pedestrian safety planning effort in 21 communities that have experienced high rates of pedestrian fatalities and injuries. The "Heads Up" program includes holding public forums in these 21 communities to identify problem locations, site visits to plan for possible changes in road design to improve pedestrian safety, and additional discussions on how education and enforcement interventions can improve safety.

This expansion represents a unique role for an advocacy organization, in that the Coalition is being paid as a consultant for its expertise to develop recommendations for the MaineDOT and the municipalities involved—a very direct form of advocacy. This work supplements the education work the Coalition also does on behalf of the MaineDOT. In 2017, Coalition staff facilitated 15 pedestrian safety forums serving 14 communities with 583 total attendees, and created five draft mitigation reports.



## Walk & Bike to School Encouragement Events

**Forty schools registered** their walk & bike to school events with us Spring through Fall 2017.

We supported those events by supplying any requested **WALK/BIKE stickers**, "**Be a Safe Walker/Bike Driver**" or event announcement posters and following up on any safety presentation requests.

Those schools reported approximately **5,000 students** participated in walk or bike to school activities.

Activities ranged from one-day events to celebrate National Walk or Bike to School Day, to multi-day, weekly, or monthly walk or bike to school events.

## SRTS Educational Events

Includes Bike Rodeos, Bicycle and Pedestrian Safety Education presentations and on-bike Skills development

111

UNIQUE EVENTS

63

PRESENTATIONS

24

RODEOS

26

INSTRUCTIONAL RIDES

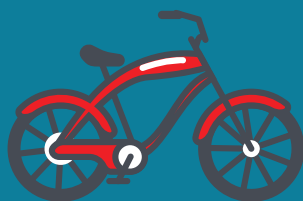
(some events included multiple styles of instruction)

6,379

KIDS REACHED

110

DIFFERENT SCHOOLS REACHED IN 2017



## Heads up! Pedestrian Safety Ed: Rural & Focus Communities

15

PED SAFETY FORUMS:

(Westbrook, Bath, Lewiston, Auburn, Saco, two in Bangor, Topsham, Sanford, Winslow, Orono, Brewer, Augusta, Hallowell, and Rockland)

6

PROBLEM LOCATION SITE VISITS:

(Auburn, Bath, Lewiston, Saco, and two in Bangor)

5

REPORTS

583

PARTICIPANTS



## Bicycle & Pedestrian Safety Ed: Rural & Focus Communities

Adult Classes/presentations

112

UNIQUE EVENTS

2,505

ADULTS REACHED IN PERSON

17,500

ADULTS REACHED VIA RADIO/TV

## The Maine Walking School Bus Program

In 2017, Walking School Bus (WSB) participants from **5 schools walked a total of 4,324 person miles.**

In 2017, the Maine WSB Program selected **four new schools** to join the program: Vine Street (Bangor), Abraham Lincoln (Bangor), Farwell (Lewiston), and Riverton (Portland) elementary schools.

Those four schools joined Bangor's Downeast School to run **daily walking school bus routes in the spring of 2017** and continued to run those WSBs this fall.

The 2017–18 school year is the fifth and final year of the **grant from the Maine Center for Disease Control & Prevention.**

**The Maine Walking School Bus program recently sent out a survey to WSB coordinators, volunteer walk leaders, and parents of kids who participate in one of the four programs we help to facilitate. Here are some responses we received:**

*A parent:* "My son gets exercise and fresh air to start the day. It has facilitated a relationship with other teachers, and helped him make friends at his new school."

*A WSB Coordinator:* "There has been a reduction in the number of late arrivals or tardies."

*A parent:* "The volunteers are great about keeping the kids safe. It's a great help to parents who have other children at home who are not in school yet because they don't have to walk to school with all their children themselves."

*A volunteer walk leader:* "We have volunteers from town police and fire departments, which gives the students a chance to develop healthy relationships with them. The WSB has also reduced the budget of the district transportation department by shortening a bus route."





**The Bicycle Coalition of Maine works to strengthen enforcement of bicycle and pedestrian laws through expanded education and training with Maine law enforcement officers, attorneys, and prosecutors.**

### **Presentation to Maine Prosecutors**

On Oct. 16, 2017, at the Maine Prosecutor's Association Conference in Bar Harbor, Bicycle Coalition of Maine staff and board members presented information about bike law and crash investigation to 50 district attorneys and prosecutors as part of an effort to help encourage more prosecution of negligent or aggressive driving near bicyclists as criminal offenses, rather than just traffic violations.

### **Vulnerable User Enforcement Day**

On June 14, 2017, police departments in Auburn, Falmouth, Houlton, Lewiston, Scarborough, South Portland, Westbrook, York, the Cumberland County Sheriffs Office, and the Maine State Police conducted highly visible traffic enforcement actions aimed at improving education and enhancing the safety of vulnerable users. The coordinated effort, known as Vulnerable User Enforcement Day, yielded 257 traffic stops that resulted in 63 citations issued to motorists, and four to pedestrians or cyclists for violations such as operating against traffic control devices. The event is an indicator of the strong, working relationship the Coalition is forging with law enforcement agencies throughout Maine and received broad media coverage across the state, further amplifying the message about the importance of protecting vulnerable users. A similar event is planned for June 18, 2018.

### **Law Enforcement Collaborative**

The Coalition's innovative Law Enforcement Collaborative brings together representatives from five southern Maine law enforcement agencies, as well as an attorney, a transportation planner, bicycle commuters, and Coalition staff. Together, the participants work to study best practices and talk about how law enforcement can help make Maine better—and safer—for biking and walking.

## The Bicycle Coalition of Maine works to elevate Maine's reputation as a bicycle- and pedestrian-friendly state and an extraordinary bicycling and walking destination.

**Maine has become a burgeoning destination for bicycle tourists—people who come to Maine specifically to experience, on two wheels, everything that makes our state so great. This success brings with it real benefits, as well as the promise of more to come.**

We believe that having more people come to Maine to bike and walk encourages people who live and work here to do the same. We also believe that bicycling means business. With that in mind, we focused a significant amount of effort in 2017 on education and outreach, to 1) show people how great Maine is for biking and walking, 2) help businesses learn what they need to know to capture a share of that market, and 3) help Mainers learn how to use roadways safely and efficiently, whether on bike or foot.

As these populations—the people who come to Maine to ride, the businesses that support them, and the Mainers who make biking and walking a bigger part of their lives—grow, so too does support for better biking and walking infrastructure, education, and policy.

### Statewide Outreach

Our **Bicycles WelcoME** program, which offers insight into what sets bicycle riders apart from other market segments, and how businesses can tap into their enthusiasm for the sport to attract and hold their business, has grown to 38 businesses. Detailed information about each of these businesses is available via an interactive map on the Coalition website at: <http://www.bikemaine.org/biking-resources/welcome>. In addition, our state-wide education and outreach efforts, which include both **bicycle and pedestrian safety education classes, on-bike trainings for students and adults, and Heads Up!** (a statewide pedestrian safety effort now underway in partnership with the Maine Department of Transportation) have reached thousands of Mainers, directly helping to make our state better for biking and walking.

### Growing our Audience

Now in its sixth year, **BikeMaine** has grown from a successful start-up to an iconic ride that's eagerly anticipated by bicycle tourists across the state, country, and beyond. BikeMaine is a rolling celebration of Maine's people, places, culture and food, and each year it travels to a different sector of our state. Last year's event, *Pathway to the Peaks*, drew 400 riders and nearly 100 volunteers and staff members, who visited western Maine along a route that began and ended in Skowhegan, with stops in Pittsfield, Kingfield, Rangeley for two nights, Hartford's Camp Wekeela, and Farmington. Along the way, they directly contributed more than \$650,000 to the local economy.







**Our Board and staff are devoted to advancing the Coalition's role and growth as the leading organization making Maine better for bicycling and walking. Members strengthen our voice and provide financial support to make our work possible.**

## Board

Pamela Fisher from New Gloucester was elected president of the Bicycle Coalition of Maine Board of Directors in September 2017 along with Vice President Tina West (Yarmouth), Secretary Bill Muldoon (Brunswick), and Treasurer Aaron Bishop (Falmouth).

Returning to the board in 2017 were Lauri Boxer Macomber, Jim Hettenbach, Nathan Hagelin, and Coco Kazadi (all from Portland); Eileen Johnson (Bowdoin); Tyler Kidder (Falmouth); Jennifer Ladd (Scarborough); David Lipman (Vassalboro); Kierie Piccininni and Terry Malmer (Bangor). Also returning were emeritus board members Charley LaFlamme (Moody), Larry Rubinstein (Scarborough), and Fred Robie (Freeport).

Seven new members joined the board in September: Margaret Bean (Belgrade), Aaron Bishop, Henry Beeuwkes (Saco), Henry Heyburn (Brunswick), Fritz Onion (Wayne), Michael Rifkin (Greene), and Jeff White (Cape Elizabeth).

## Staff

On Dec. 31, 2017, the Bicycle Coalition of Maine had 11 staff members and two vacant positions. Seven staff had been in their positions with the Coalition for at least one year, including Assistant Director Jim Tasse, Education Program Manager Darcy Whittemore, Development Director Liz Hall, Accounting Manager Dan Knowles, Education and Outreach Coordinators Erik DaSilva and Shannon Belt, and Communications Director Frank Gallagher.

Event Manager Rob Mueller joined the Coalition in January 2017. Community Advocacy Coordinator Angela King was hired in August 2017. John Williams began his new role as the Coalition's Executive Director in September 2017. MaryBeth Luce, who previously worked in a different role at the Coalition, became the BikeMaine Ride Director at the end of 2017.

## Membership

The Coalition welcomed 176 new members in 2017 and had 2,100 active memberships as of December 31, 2017. Many of these are family or business memberships, so we estimate that approximately 5,000 individuals are Coalition members.

Membership revenue generated \$245,286 to support Coalition activities in 2017, exceeding our target of \$244,000.

### **BICYCLE COALITION BOARD AND STAFF, NOVEMBER 2017.**

**Front (L to R):** Frank Gallagher, Angela King, Jennifer Ladd, Darcy Whittemore, Pamela Fischer, Eileen Johnson, Liz Hall and MaryBeth Luce.

**Second Row:** Jim Tasse, Michael Rifkin, Dan Knowles, Tyler Kidder, Tina West, Kierie Piccininni, Margaret Bean, Larry Rubinstein, Gary Stern (consultant), and Bill Muldoon.

**Third Row:** Fritz Onion, Aaron Bishop, Coco Kazadi, Jeff White, Henry Heyburn, Henry Beeuwkes, Charlie LaFlamme, Fred Robie, and John Williams. **Back Row:** Jim Hettenbach, Zach Schmesser, Lauri Boxer-Macomber, Rob Mueller, Erik DaSilva, and Shannon Belt.

**Not shown:** Nathan Hagelin.



## We've Launched a Podcast!

PODCASTS ARE GREAT. They don't tie you to a screen, so you can listen to them wherever and whenever you want, and the format allows for a deep dive into whatever topics might interest you.

Now you can catch up with the Coalition goings-on via the Bicycle Coalition of Maine podcast, which launched at the beginning of April.

Hosted by Bicycle Coalition of Maine Board of Directors member Kierie Piccininni and Communications Director Frank Gallagher, the Bicycle Coalition of Maine Podcast is about all things bike and ped. In the inaugural episode, Frank and Kierie talk about the upcoming Great Maine Bike Swap in Portland on April 22, introduce themselves a bit, and talk snow removal issues and answers.

Future episodes will cast a wide net to highlight bike/ped issues and events around Maine and take a look at what's happening nationally and even internationally. Subscribing to the Bicycle Coalition of Maine Podcast will help you stay up on all of it. And if you've got an idea for a topic you'd like

to hear explored in greater detail on the Bicycle Coalition of Maine Podcast, let us know.

We're talking with some community radio stations throughout the state about airing our shows, so you may soon be able to catch the Bicycle Coalition of Maine podcast over the air where you live or work. For now, though, you can download and subscribe to the Bicycle Coalition of Maine podcast on iTunes, GooglePlay, Stitcher, and other podcast delivery apps, and you can always find it on the Coalition web site. 📍

*The Bicycle Coalition of Maine Podcast, which launched at the beginning of April, is about all things bike and ped.*

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### SEN. LISA KEIM (R-District 18) *Continued from p11*

Rural Maine towns have much to offer cyclists: beautiful, pristine landscape with quiet roads. There is growing positive economic impact on rural towns that upgrade roads to be bike-friendly. The extra initial investment should be carefully considered as economic development, both in attracting residents and tourists. Increasing the availability of recreational activity will increase workforce attraction & retention while creating healthier communities. 📍



# ReVision Energy

## A Yellow Jersey Club Business

### How and why did ReVision Energy get its start?

Bill Behrens and Patrick Coon started Energyworks LLC in 2003 to move Mainers away from fossil fuels toward renewable energy. They were joined by Fortunat Mueller and Phil Coupe two years later, and in 2008, it became ReVision Energy. Today, we have five branches across Maine, New Hampshire, and Massachusetts, more than two hundred employees, and have installed more than 7.5 megawatts of solar PV! We have a three-part mission: to help people transition away from fossil fuels to sustainable solar energy, to be a profitable and sustainable business through the installation of the highest quality systems, and to embody principles of fairness and equity in all our relationships. As part of this, we now install heat pumps, heat pump water heaters, battery storage, and electric vehicle charging stations, in addition to solar arrays—all of which further the clean energy transition across northern New England. We believe that we have a responsibility for present and future generations, and that eliminating our fossil fuel usage will go a long way towards protecting the land that we all love.

### It's clear that advocacy and giving back is a big part of the ReVision ethos. Why is that?

ReVision Energy has always been a mission-driven company, dedicated to helping Northern New England move away from fossil fuels, and in 2015 we became a certified B-Corps. The “B” stands for “benefit” and denotes that a business has committed itself to a defined set of non-traditional business practices that benefit employees, customers, and the broader community by creating a positive impact on society and the environment. We help nonprofits in a variety of ways, and our employees are very active volunteering in their communities. Like other B-Corps, we believe that business is not just about profits, but about creating positive social and environmental change in the world.

### We both “enjoy the sun.” How does that fit in with your support for the Bicycle Coalition of Maine?

At ReVision Energy, we love outdoors activities and enjoying the sun any way we can: canoeing and kayaking, fishing and hiking, rock climbing, and definitely biking! A number of our employees bike to work and volunteer at the Great Maine Bike Swap every year. We sponsor and participate in the Women's Ride and the Lobster Ride. Every summer we have a Commute Another Way Challenge here in the office where we encourage people to think of different ways to commute to work—including biking—and participants are rewarded with gift cards and other prizes. We believe the more you get outside and develop an appreciation for the environment, the more desire you have to help protect it.



### If a Coalition member is thinking about going solar, how does one get that process underway?

Whether they're thinking of solar, heat pumps, or a hot water heater, the first step is our free site evaluation. Coalition members can either call our office (207.221.6342) or sign up on our website ([www.revisionenergy.com](http://www.revisionenergy.com)) for the free evaluation. One of our solar design specialists will come out, take some roof measurements, and discuss the various options, taking your current electric loads into account. After that initial discussion, the Coalition member will be presented with a detailed proposal, including financing options, and they can decide if and when they'd like to move forward with their project. Our approach is educational rather than sales-driven; this site evaluation is free of cost and free of pressure. We know every home is different and we want to provide homeowners with the right solutions for them to reduce their energy loads and achieve their unique goals.



# 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 Creates  
Thomas + Evon Cooper Seal Cove  
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

## **YELLOW JERSEY CLUB \$1,000+**

Joseph + Susan Alexander Falmouth  
Justin + Rachael Alfond 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  
Kevin Carley + Ellen Grant Portland  
Anne Carney + David Wennberg  
Cape Elizabeth  
Alan Chebuske + Melissa Hewey Portland  
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  
New Gloucester  
Lisa Gorman Yarmouth  
Marty + Amy Grohman Biddeford  
Irwin Gross + Martha Fogler Brunswick

Barbara + Peter Guffin Freeport  
Nathan + Tobin Hagelin Portland  
Jacob Heilbron + Heidi Castle  
West Vancouver  
Karen Herold + Mark Isaacson  
Cumberland  
James Hettenbach + Jeanne Swanton  
Portland  
Henry + Alicia Heyburn Brunswick  
Nancy Innes Gorham  
Ann Irving Burlington  
Herbert + Kathleen Janick Cape Elizabeth  
Stephen + Carolyn Jenks Portland  
Eileen + Gordon Johnson Bowdoin  
Bruce Kapner Yarmouth  
Jeff + Liz Kase Bar Harbor  
Mary Joyce Kemper Reston, VA  
Jamie Kilbreth Portland  
Brigitte + Harold Kingsbury  
Cape Elizabeth  
Dan Kovarik Portland  
Todd Lalumiere Falmouth  
Evelyn Landry Cape Elizabeth  
Joan Sarles Lee + Robert Herold  
Boston, MA  
Laura + David Lipman Bonita Springs  
Bob Lodato Charleston  
Terry + Bruce Malmer Bangor  
Neal + Suzanne McGinn Cape Elizabeth  
Peter Millard + Emily Wesson Belfast  
Bill + Beth Muldoon Harpswell  
Eugene Murray Elk Grove, CA  
Cynthia + John Orcutt Kingfield  
Peggy Pennoyer + Don Endrizzi  
Scarborough  
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 Portland  
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

Mark + Kitty Wheeler Woolwich  
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 877.755.2326  
Maine Beer Company Freeport  
207.221.5711

## **YELLOW JERSEY CLUB PODIUM BUSINESS \$2,500+**

Turning Point Cycle & Fitness Studio  
Scarborough 207.558.1941

## **YELLOW JERSEY CLUB BUSINESS \$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 Portland  
Ransom Consulting Portland  
ReVision Energy Portland

## **BUSINESS LEADERS \$500+**

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



# Business Members (Cont.)

## BUSINESS MEMBERS \$250+

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

## MEMBER BIKE SHOPS

Allspeed Cyclery and Snow  
Portland 207.878.8741

### 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

BNS 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

Ernie's Cycle Shop  
Westbrook 207.854.4090

Foreside Bicycle Guys  
Kittery 207.298.0266

Frame and Wheel Inc.  
Cape Elizabeth 207.221.5151

Freeport Ski & Bike  
Freeport 207.865.0523

Goodrich's Cycle Shop  
Sanford 207.324.0862

### GORHAM BIKE & SKI

Kennebunk 207.604.1136  
Brunswick 207.725.1100  
Portland 207.773.1700  
Saco 207.283.2453

Green Machine Bike Shop  
Norway 207.739.2324

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

Mathieu's Cycle & Fitness  
Oakland 207.465.7564  
Farmingdale 207.582.0646

Northern Lights  
Farmington 207.778.6566

Pat's Bike Shop  
Brewer 207.989.2900

Port City Bikes  
Portland 207.775.6125

Portland Gear Hub/Camp Ketcha  
Portland 207.761.7632

Rainbow Bicycle & Fitness  
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Rose Bike  
Orono 207.866.3525

Roy's Bicycle Shop  
Lewiston 207.783.9090

Sidecountry Sports  
Rockland 207.701.5100  
Belfast 207.338.0008

Ski Rack Sports  
Bangor 207.945.6474

Slipping Gears Cycling  
Bangor 207.307.7403

Southwest Cycle  
Southwest Harbor 207.244.5856

Unity Bike Shop  
Unity 207.948.1960

Wildfire Human Powered Vehicles  
Arundel 207.423.7360

## PARTNER ORGANIZATIONS

Adventure Cycling Association  
Alliance for Biking and Walking  
Association of Pedestrian and Bicycle Professionals  
Bicycle Tour Network  
East Coast Greenway  
Eastern Trail  
Friends of Acadia  
League of American Bicyclists  
Maine Association of Non.Profits  
Maine Better Transportation Association  
Maine Public Health Association  
Maine Tourism Association  
New England Mountain Bike Association  
Portland Trails  
Rails to Trails Conservancy

## MEMBER BIKE CLUBS

Belfast Bicycle Club  
belfastbicycleclub.org

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.com/KennebecValleyBicycleClub

Maine Coast Cycling Club Kennebunkport  
mainecoastcycling.com

Merrymeeting Wheelers Brunswick  
merrymeetingwheelers.org

Midcoast Triathlon Club Topsham  
midcoasttriathlonclub.com

Portland Velo Club  
portlandvelo.com

**BECOME A BICYCLE COALITION BUSINESS!**  
**[bikemaine.org/joinrenew/biz](http://bikemaine.org/joinrenew/biz)**

# New Members

**Joyce Albro-Laverty** Phippsburg  
**Brett + Erin Austin** Cumberland Center  
**Jeff Barrett** Old Orchard Beach  
**Sabra Barry** Glenburn  
**Lisa Bartley** Greenville Junction  
**Sandra Bickford** Topsham  
**Laura Blutstein + Charles Duncan** Portland  
**David Boneparth** Portland  
**Jim + Julia Brady** Portland  
**Ann Bryant** Searsport  
**Charles + Gail Burnett** Springvale  
**Chris Dalton** Bangor  
**Nathan Davis** Rockland  
**Downeast Windjammer Cruise Lines** Cherryfield  
**Sydney Duck** Brunswick  
**George Dumond** Fort Kent  
**Lucy Dunn** Bath  
**Susan Edwards** Pepperell, MA  
**Lee Ewing** Portland  
**Connie + Will Flynt** Poland  
**Sharon Foerster** Freeport  
**Bernard Fournier** Pembroke, NH  
**Janet Fowle** Damariscotta  
**Hank Garfield** Bangor

**Ryan Gordon** Hallowell  
**Kevin Hunt** Brooksville  
**Hannah Hamalainen** Portland  
**Andrew Hamilton** Brunswick  
**Laurie Hanley** Portland  
**Charlotte Harrison** Portland  
**Libby + Allan Harville** Vienna  
**Candis Hine** Harpswell  
**Pamela Hockhousen** Sanford  
**Kristen Hoffman** South Portland  
**Gary Jacobson** Rosendale, NY  
**Elizabeth Johnson** Chelsea, MI  
**Deborah Keefe + John Sedgewick** Yarmouth  
**William Krisak** Trenton, NJ  
**Mandy Kuchenbecker** Old Orchard Beach  
**Jeremy + Kara Law** Cape Elizabeth  
**Kathleen Maguire** Limerick  
**Stacey Marden** Sudbury, MA  
**Kelly Martin**  
**James Melloh** South Portland  
**Michael Mohr** Cumberland  
**Diane Neff** Cape Elizabeth  
**Ross Nelson** Scarborough  
**Linda Nicholson** Tuftonboro, NH  
**Mara O'Shea** Cumberland Center

**Madeline Orange** Augusta  
**Roger Parrish** Portland  
**Betsy Poulin** Augusta  
**Marcel Poulin** Lewiston  
**Ragan Reardon** Brewer  
**Jack Reckitt** Standish  
**Don Robitaille** Lewiston  
**Richard Rogers** Lisbon  
**Rebecca Rooke** York  
**Nadia Saliba** South Freeport  
**Michael San Filippo + Regina Ragone** Lynbrook, NY  
**Dave Seddon**  
**Karen Schacht** South Portland  
**David Stlouis** Brewer  
**Diane Stoller** Portland  
**Bob Talanian** Lincoln, MA  
**Corey Templeton** Portland  
**Mark + Janet Touchette** Roxbury  
**Clarence Uy** Lewiston  
**Jeremy Vroom** Hulls Cove  
**Stephen Walsh** Portland  
**Duront Walton, Jr.** Richmond, VA  
**James Ward** Lewiston  
**Martin Wesolowski** Freeport

## BECOME A BICYCLE COALITION MEMBER!

[bikemaine.org/joinrenew](http://bikemaine.org/joinrenew)

**JOIN A COMMUNITY COMMITTED TO BETTER BICYCLING AND WALKING IN MAINE!**  
**MEMBERSHIP BENEFITS INCLUDE:**

- A subscription to *Maine Cyclist*
- Discounts to events and safety trainings
- Discounts at many member bike shops
- Email alerts on the latest Maine biking news and upcoming events
- ADVOCATE LEVEL AND HIGHER membership premiums such as t-shirts, water bottles, or cycling jerseys
- YELLOW JERSEY CLUB LEVEL AND HIGHER receive a Yellow Jersey and invitations to special Club events



PLEASE SUPPORT OUR MEMBERS



**LAURI BOXER-MACOMBER**  
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## JOIN US FOR COALITION EVENTS, WEBINARS, TRAININGS, AND DEMOS

**May 18**

National Bike to Work Day! (National)

**May 18–20**

Portland (USM) League Cycling Instructor  
Training Course

**May 24**

WEBINAR Complete Streets: Designing Roads  
for People

**June 10**

17th Annual Maine  
Women's Ride, Freeport

**June 20**

WEBINAR Maine Law on  
Bike & Pedestrian Issues

**July 22**

17th Annual Maine  
Lobster Ride, Camden

**September 8-15**

BikeMaine 2018: *La Terre Entre Deux*,  
Northern Aroostook County

**October 3**

National Walk to School Day! (National)

**October 5**

Webinar: Bike Tours & Adventures

**November**

Community Spokes Training

**December 5**

WEBINAR Public Transit & Active Living Connection:  
Bike Accommodations on Buses & Trains

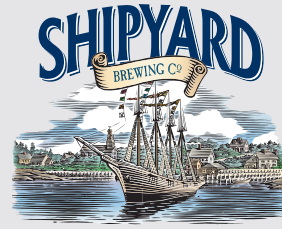
For more information, more events, or to register,  
please visit [bikemaine.org](http://bikemaine.org).

PLEASE SUPPORT OUR SPONSORS

Not just for roadies. [bikemaine.org](http://bikemaine.org)



**BICYCLE  
COALITION** OF MAINE



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**BICYCLE  
COALITION** OF MAINE



34 Preble Street, Portland, ME 04101



**MAINE  
WOMEN'S RIDE**

June 10, 2018

L.L.Bean  
*Freeport, Maine*

[mainewomensride.com](http://mainewomensride.com)



**MAINE  
LOBSTER RIDE**

July 22, 2018

Camden Snow Bowl  
*Camden, Maine*

[mainelobsterride.com](http://mainelobsterride.com)



**BIKEMAINE  
LA TERRE ENTRE DEUX**

September 8–15, 2018

Aroostook County  
*Northern Maine*

[ride.bikemaine.com](http://ride.bikemaine.com)



**GREAT MAINE  
BIKE SWAP**

April 2019

University of  
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*Portland, Maine*

[maineswap.com](http://maineswap.com)