

*The voice of bicyclists and pedestrians in Maine*

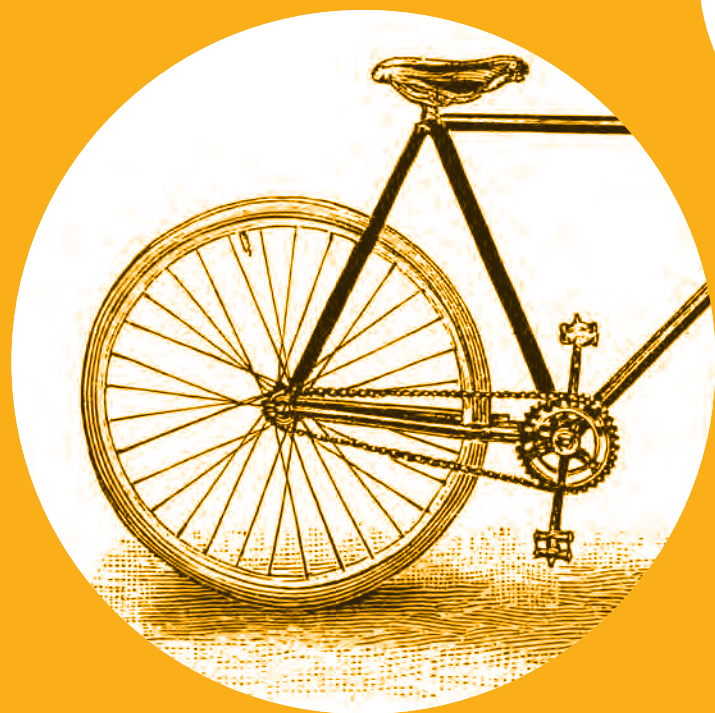
# MAINE CYCLIST

## THE ENVIRONMENTAL ISSUE and Annual Report 2019



**BICYCLE  
COALITION  
OF MAINE**

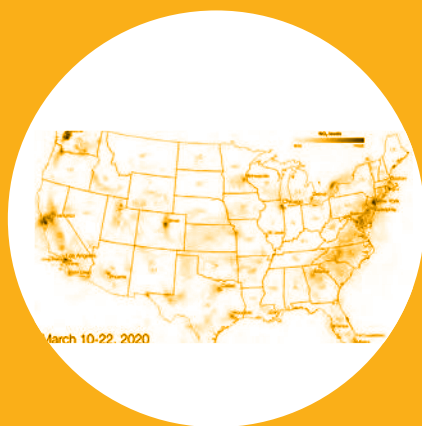




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This issue wouldn't have been possible without the dedicated, hardworking folks at Springtide Studio in Portland and Edison Press in Sanford. We are truly lucky to have them as partners.



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How Are You Doing?

BY TINA WEST, PRESIDENT



SPRING HAS SPRUNG, and with it comes new energy, new commitments, and new “social norms.”

First and foremost, I hope that you are healthy and are coping “as well as can be expected” with the COVID-19 virus situation. Fortunately, exercise has been deemed an “essential function,” and bike riding and/or walking is the norm for many of us. So, I hope that you have been able to get out for your daily dose of exercise, fresh air, and freedom, and find that it really does make a difference in how you feel each and every day.

As you likely know by now, Jean Sideris joined the Bicycle Coalition of Maine as its next executive director in February. Her energy, passion, and commitment is quite contagious. If you need a bit of a boost after a not-so-long Maine winter and a spring that has taken forever to warm up, please give her a call. She is eager to meet you, to learn from you, and to share some new ideas on how to make Maine better for cyclists and pedestrians. Welcome, Jean!

In March of this year, I ventured north to the Katahdin Frontier, in search of BikeMaine business sponsors. What I found were down-to-earth people who have invested their hearts and souls in their community, work, and families. I discovered the Penobscot River Trails, which offer 25km of groomed, x-country and fat biking trails in the winter, hiking and biking trails in the summer, and kayaking adventures for

all to enjoy, at no cost, courtesy of the Butler Conservation Fund. Thank you, Mr. Butler! And last, but by no means least, I was awed by the scenery. Views of Mount Katahdin, in all its glory, appeared around every corner of my travels. For those of you who had planned to ride BikeMaine 2020 and have decided to ride in 2021 instead, you are going to love it! And for those who are on the fence, please join me on this ride of a lifetime!

**Note:** Given the uncertainty of the COVID-19 situation, the BCM board and staff have decided to postpone the 2020 ride until September 2021, when our communities, volunteers, and riders can more safely participate in and enjoy the event that reminds us of all the great things that Maine has to offer.

And, finally, I want to assure you the Bicycle Coalition of Maine is doing OK. COVID-19 has certainly created some challenges for us, but it has also (1) encouraged us to transform our safety education programs for online learners, (2) provided opportunities for our Community Spokes to support innovative ideas that promote “social distancing” and commerce within their downtowns, and (3) highlighted the importance of safety for all Mainers who are now cycling and walking on a daily basis. And, in an effort to ensure that we stay true to our mission and vision, the BCM has solidified its 2020-2024 Strategic Plan, the details of which will be released within the next couple of weeks. Stay tuned!

Please let me know if you have new ideas or concerns related to the Bicycle Coalition of Maine. Or, perhaps you’d just like to commend or further encourage our efforts to make Maine better for cyclists and pedestrians. Whatever your message, I’m all ears! So, let’s talk. ☺

Tina West

Something on your mind? Contact me at [president@bikemaine.org](mailto:president@bikemaine.org)

Born to Ride

BY JEAN SIDERIS, EXECUTIVE DIRECTOR

MY LOVE OF CYCLING started young, when I was ‘knee high to grasshopper,’ as my Dad would say. I would ride in the seat on the back of his red Schwinn, watching the world glide by. When I was old enough to ride on my own, I would bike in circles around the block for hours. I eventually graduated to mountain biking and picked up road biking when I moved to the East Coast.

I love a long ride on a sunny summer day, but my dedication to bike advocacy came through becoming a bike commuter. Exploring a city or town on your feet or pedals provides a unique vantage point, connects you to the culture and flavor of a neighborhood and its residents—and can make your work commute a joy. When you get out of your car and use people-powered transportation, you’ll so often find an interesting historic landmark, a funky shop selling locally made wares, a small park tucked away, or a delicious ice cream shop to fuel your trip. The connection you make with your community is palpable and rewarding.

I am thrilled to join the Bicycle Coalition of Maine team and eager to guide our work to make biking and walking safe and accessible to all Mainers. As we seek to tackle big challenges like reducing pollution, giving people more low- and zero-carbon transportation options, and making our roadways safe for vulnerable users, expanding and promoting bicycle and pedestrian infrastructure must be a critical component.

I know BCM’s wide range of programs are designed for success, including bicycle and pedestrian safety education for all ages, advocating for comprehensive transportation policy, and working with community partners to make change at the local level. And even with the ongoing pandemic, we have a whole host of exciting plans this year. We will be hosting creative virtual events and experiences. We continue to



When you get out of your car and use people-powered transportation ... the connection you make with your community is palpable and rewarding.

support and are exploring new ways to expand the Bikes for All Mainers program. And our Imagine People Here demonstration projects bring innovative ways to welcome bikers and walkers to towns throughout the state.

I want to extend a personal thank you to each and every one of you, the members and supporters of the Coalition! We could not do our work without your support. I hope to see you all out on the road!

Pedal on, my friends! ☺

Jean Sideris

Where do you see the Coalition going? Tell me at [jean@bikemaine.org](mailto:jean@bikemaine.org)

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## OPEN AND SHUT

### The Case for Bike Shops as Essential Businesses

BY MATT SULEM

WHEN COREY ODERMANN locked the doors to Slipping Gears Cycling on the evening of March 23, 2020, he didn't know when—or even if—he'd be opening them again.

Less than two weeks prior, Odermann and Jason Neal, co-owners of the Bangor-based shop since its founding in 2016, were prepping for the annual spring rush. Cyclists would soon be streaming in and out of the store to get their bikes tuned up and buy replacement parts, helmets, and additional gear for the season ahead.

To Odermann, Neal, and bike shop owners across the state of Maine, this was supposed to be the busiest part of their year.

But 2020 was no ordinary year. A mysterious respiratory virus had appeared in the Chinese city of Wuhan in December 2019. It slowly acquired a stranglehold on the country, and killed thousands before being unknowingly transported to Europe, America, and the rest of the world in just a matter of weeks. 2020 quickly became the year of the coronavirus (COVID-19).

Cities and entire countries soon began issuing stay-at-home orders, imploring residents to remain inside and business owners to shutter their shops indefinitely. By the

time the orders reached the State of Maine and Gov. Janet Mills, Odermann had already seen the writing on the wall. But he wasn't focused on the future of his shop or his financial well-being when he locked the doors to Slipping Gears.

“Dealing with an outbreak like this is something we have never dealt with before,” Odermann says. “Our thoughts first were of the safety of our community, customers, and staff. We immediately closed our shop and called our customers that had pending transactions or work orders.”

Bike shop owners across Maine suddenly found themselves going through similar motions. Eric Danielson, owner of The Rusty Crank in Brunswick, had already voluntarily closed a few days prior.



“The situation was moving so fast—I decided to take time to evaluate,” Danielson said. “At that point in time, it was the only outcome I felt confident could keep my team, shop, customers, and family safe.”

Although there were still social media and website announcements that needed to be made and other ends to be tied up, it looked like work at these shops would soon fizzle out.

At the Bicycle Coalition of Maine, the work was just heating up.

#### AN ESSENTIAL EFFORT

“In the Governor’s Executive Order, essential businesses are defined according to guidance provided in a Department of Homeland Security document,” the BCM said in a letter written on behalf of all shops and sent to the governor’s office. “This guidance describes two ways in which we feel bicycle shops are essential transportation services.”

Specifically, companies “supporting or enabling transportation function” and “repairing and maintaining vehicles” are permitted to remain open under the language of the order. Since bicycles are a primary mode of transportation for many—including essential workers—the sale and service of bikes should be allowed to continue.

“Bicycle shops provide support for economically disadvantaged people’s car-free mobility,” the BCM’s letter stated while also acknowledging both the currently abbreviated schedules of public mass transit and physical-distancing recommendations. “Bicycles provide a solitary mode of transportation that permits the maintenance of a safe distance.”

Furthermore, Mainers—especially those in rural communities—need to be able to get their bikes repaired or obtain parts in order to continue to perform basic tasks like grocery shopping and pharmacy trips, as well as to remain active for general health with gyms and other fitness centers indefinitely closed.

With admirable urgency, Gov. Mills responded to the Bicycle Coalition of Maine that bike shops would be permitted to remain open as essential businesses. Shop owners who had applied for essential business status began receiving approval letters soon after.

#### THE PROOF IS IN THE PEDALING

When the stay-at-home order was issued, a decrease in car traffic on Maine roads was expected. The BCM predicted this would be accompanied by an uptick in the number of bikes on the road, says Jim Tassé, the non-profit’s assistant director—but even they were surprised at the exponential increase.

“We were primarily fighting to keep bike shops open because we knew Maine’s bicycle commuters would need to continue traveling by bike,” Tassé explains, “but we were pleasantly surprised to see how many former cyclists found their way back to biking—or used the pandemic as an opportunity to try bicycle commuting for the first time.”

The latter part is less of a surprise, Tassé says, as the Coalition has always believed that fewer cars on the road would lead to more bikes. “And seeing more cyclists out riding encourages even more to take to the roads!”

Bike shops are also seeing this effect.

“Our phone is ringing off the hook!” Odermann excitedly reports. “We have a busy repair schedule and our service department is running at near full capacity at this point. As the weather continues to improve and more people in the community are looking for ways to get outside for exercise, we are constantly looking for ways to streamline our services.”

In short: “People want to ride their bikes,” Odermann says.

But it’s not all about fresh air and fun.

“One of the major employers in our area is Northern Light Health; many of our customers are employees there,” says Odermann. “We have doctors, nurses, therapists, etc. all glad to be able to get their bikes serviced while following guidelines for safe distancing.”

Many healthcare workers have found themselves furloughed or working from home, but plenty still need to report to work, including Dr. Jarrod Tembreull, a physician at Maine Medical Center in Portland.



**“We feel bicycle shops are essential transportation services. Bicycle shops provide support for economically disadvantaged people’s car-free mobility ... and provide a solitary mode of transportation that permits the maintenance of a safe distance.”**

—BCM LETTER TO GOV. JANET MILLS

#### PHOTOS

Top Left: (left to right) Eric Bronson and Jason Neal hard at work at Slipping Gears.

Lower Left: (left to right) Eric Bronson, Corey Odermann, and Jason Neal of Slipping Gears.

Above: Karl Stewart and Eric Danielson pose in front of The Rusty Crank’s mobile service van.





Tembreull says he rides his bike to the hospital every day, citing the convenience, the health benefits, and the fact that riding alone helps him avoid contact with others on mass transit. Even if he were to drive into work, Tembreull explains, he'd still have to take a shuttle bus from the parking garage to his clinic.

"I know at least three other providers that currently ride their bikes to the hospital for work as well," Tembreull says. "We don't always have the time or ability to do maintenance ourselves, so having a shop open is important." Tembreull has already visited a shop once during the pandemic to fix a flat, and names Portland's Allspeed and Gorham Bike & Ski as his go-to spots.

Richard Veilleux, a program manager for MaineHealth, works remotely whenever possible, but still needs his bike for weekly trips into the office.

"We are putting on a series of blood drives—14 blood drives over 14 weeks—and I am biking to those every Wednesday, including tomorrow," Veilleux said during an April 21 interview.

**It may seem like everything in the world has changed over the past couple of months, but the pandemic—like previous world crises—won't stop cyclists.**



#### KICK IT TO THE CURB

Although Slipping Gears Cycling, The Rusty Crank, and many other Maine bike shops are now open, their doors generally remain closed to customers in favor of "contact-less" methods of business like curbside pick-up/drop-off and delivery.

"Customers drop off their bikes outside—or our mobile service van goes to them—for repairs and/or product orders," Danielson says of his Brunswick shop. "All communication can be done over the phone or through email, so we don't need to be in close proximity to customers. Now that we are 'open,' we all have the responsibility to stay vigilant to keep our team and customers safe."

For many shops, keeping their staff and clients healthy meant shortening workdays and/or workweeks. "We adjusted our hours and schedule to allow for reduced staffing and better physical distancing within the store," Odermann says. The change in hours also allows staff extra time to disinfect the stores and merchandise, he adds. "When you enter the bike shop, the usual smell of tires and chain lubricants has been replaced by the smell of bleach and other cleaners."

#### NO PESSIMISM IN THIS PANDEMIC

Cyclists may consider themselves the most fortunate when bike shops were declared essential businesses, but shop owners also share in this luck—a fact that is not lost on them.

"I feel lucky to be 'open,'" Danielson says. "It's a much better situation than many other businesses."

Odermann agrees, while thanking the BCM and other bicycle industry organizations for their advocacy. "From a business and a community standpoint, it was great to be able to re-open," he says. "We are very much a community-based business and want to continue to provide our services to support the local cycling community."

It may seem like everything in the world has changed over the past couple of months, but the pandemic—like previous world crises—won't stop cyclists. As long as the world continues turning, bicycle wheels will keep spinning.

To view the current status of your local bike shop, visit [bikemaine.org](http://bikemaine.org).

#### PHOTOS

Top: The bike racks in front of Maine Medical Center are full almost every day.

Lower left: Eric Danielson and Karl Stewart pose for a midday selfie at The Rusty Crank.

BY ELIZA CRESS

# A CHANCE FOR CHANGE

**Has the COVID-19 pandemic inadvertently presented an opportunity to think critically about climate change both globally and locally?**

LOCKDOWNS IN CHINA BEGAN in the city of Wuhan on January 23 as a result of COVID-19. These closures had an immediate impact on the lives of the city's 11 million residents and hundreds of factories supplying car parts and other hardware to global supply chains.

Ultimately, these restrictions were implemented throughout the entire Hubei province, population 60 million, where Wuhan is located. Travel restrictions, shutdowns, and quarantines impacted nearly all of China's 1.4 billion citizens, halting its economy and sending a ripple effect that has and will continue to impact the rest of the world.

However, over the course of the six weeks following the first implementation of lockdowns, air quality across China drastically improved. Satellite imagery from the European Space Agency shows a dramatic drop in nitrogen dioxide (NO<sub>2</sub>), an air pollutant known to cause respiratory distress, over cities and industrial clusters across China. On average, concentration levels of NO<sub>2</sub> were down 35% in China as a whole, and as much as 60% lower in certain cities with significant industrial production.

As the impact of COVID-19 has spread globally, and restrictions on work and travel have expanded, similar drops in NO<sub>2</sub> levels have been recorded over Europe. Since the implementation of COVID-19-related travel restrictions in Italy, NO<sub>2</sub> concentration levels in Milan have dropped 40%.

NO<sub>2</sub> is produced by car engines, power plants, and other industrial practices. It is not classified as a greenhouse gas, but it is created during all of the same industrial activities that contribute to the largest portion of global carbon emissions.

The Center for Climate and Energy Solutions reports that CO<sub>2</sub> accounts for 76% of global greenhouse gas emissions. Of that 76%, the United States is the third-largest contributor globally, responsible for about 15% of all global CO<sub>2</sub> emissions by emitting 5.1 billion metric tons in 2017. The transportation industry is the greatest contributor to CO<sub>2</sub> emissions in the United States, producing 29% of national greenhouse gas emissions.

#### THE MAINE PROBLEM

In the United States, Maine was ranked No. 45 for total CO<sub>2</sub> emissions in 2017, producing 15 million metric tons annually. According to the 2018 Environmental and Natural Resource Report of Greenhouse Gas Reduction Goals completed by the Maine Department on Environmental Protection, transportation makes up 53% of all CO<sub>2</sub> emissions in Maine. Despite this relatively low national ranking, individually Maine residents are responsible for emitting about 2.65 metric tons more CO<sub>2</sub> than the average New York State resident despite having only one-fourteenth of New York State's total population. This is because fewer than half of New York State households have an automobile, while in Maine that figure is 71%.

Our dependency on vehicular travel in Maine is by far our biggest hurdle when it comes to reducing our statewide greenhouse gas emissions and combating climate change. For the record, the average vehicle emits nearly one pound of CO<sub>2</sub> exhaust for every mile driven.

#### TAKING A TWO-WHEELED APPROACH

On March 16, Philadelphia, San Francisco, and five San Francisco Bay-area counties became the first places in the United States to call for the closure of all non-essential businesses in response to COVID-19. Since then, nearly the entire country followed suit.

Fortunately, in the cities and states with preliminary shutdowns, bike shops were declared essential businesses and have been permitted to stay open. As the League of American Bicyclists declared, biking is quite literally a lifeline during these uncertain times, providing an alternative for commuting, running errands, stress relief, and a safe way for many people to exercise.

These sentiments make it clear that bikes are essential in times of crisis like the COVID-19 pandemic, but can they also be a remedy to the growing instability and uncertainty of life in the face of an even bigger foe like climate change?

For decades, the bicycle has been touted by multimodal



advocates as an effective tool for combating climate change by creating more sustainable and resilient communities with greater connectivity. One current advocate is the Transportation and Climate Initiative.

Originally established in 2010, the Transportation and Climate Initiative is comprised of 13 Northeast and Mid-Atlantic jurisdictions from Virginia to Maine who collectively aim to cut pollution by investing in just and equitable transportation solutions and enhancing public health. Under the Transportation and Climate Initiative policy released in 2019, member states would invest in accessible public transit, bikeable communities, and clean electric buses—efforts which should ultimately lead to a decline in transportation-centric pollution over time.

“The separation of health and environmental policy is a dangerous delusion,” says Dr. Aaron Bernstein, the interim director of Harvard University’s Center for Climate, Health, and the Global Environment at the Harvard T.H. Chan School of Public Health. “Our health entirely depends on the climate and the other organisms we share the planet with [and] climate change has already made conditions more favorable to the spread of some infectious diseases.” To help limit the risk of infectious diseases,” Dr. Bernstein stressed that “we should do all we can to vastly reduce greenhouse gas emissions to limit global warming.”

Has the COVID-19 pandemic inadvertently presented an opportunity to think critically about climate change both globally and locally? Expert opinions vary.

WHEN WILL WE LEARN?

Sarah Myhre, climate scientist, environmental justice activist, and co-founder of the Rowan Institute, believes the way in which the world recovers from COVID-19 is vital in the fight against climate change. “I think that there’s potential for this pandemic to become a moment of mass awakening,” Myhre says.

“We are now, inadvertently, conducting the largest-scale experiment ever seen,” says Paul Monks, professor of air pollution at the University of Leicester, referring to the tracking of changes to NO<sub>2</sub> concentration levels worldwide. “[We could] be looking at what we might see in the future if we can move to a low-carbon economy.”

Monks has plenty of company in talking about how the COVID-19 pandemic holds lessons and opportunities for environmental action.

“We will have a new baseline of what’s possible to do online: telecommute, educate, shop, et cetera,” says Steven Davis, an associate professor in the Department of Earth System Science at the University of California, Irvine.

The forced shift in human behavior caused by COVID-19 has already shown what is possible when it comes to curbing greenhouse gas emissions.

“And to the extent our government, institutions, and social networks succeed by coming together, we may feel more empowered to take on daunting issues like climate change and a transition to sustainable energy sources.”

“On the other hand,” Davis cautions, “hard economic times could undermine enthusiasm for environmental protection as people prioritize health, safety, and recovery.”

Rob Jackson, a professor of Earth system science at Stanford University and chair of the Global Carbon Project, agrees, saying it is not uncommon for companies that are hurting financially to delay or cancel any and/or all climate-friendly projects that require an upfront investment.

On a more optimistic note, Peter Gleick, a climate scientist and founder of the Pacific Institute in Berkeley, California, says, “As for the environmental benefits we see from the slowdown of day-to-day life and economic activity ... it’s a good sign that our ecosystems are somewhat resilient if we don’t completely destroy them.”

Ultimately, it comes down to one decision, says author and climate activist Bill McKibben: Should we get back to the status quo, or is the lesson that you have to take the physical world and its risks seriously?

If the global response is to return to the status quo, then this COVID-19 outbreak will only temporarily slow the progress of greenhouse gases exacerbating the effects of climate change. However, if we stop, think critically, and act accordingly—even just on a local level—the forced shift in human behavior caused by COVID-19 has already shown what is possible when it comes to curbing greenhouse gas emissions.

BRINGING IT HOME

So what can we do back here in Maine? To shrink CO<sub>2</sub> emissions in the state, we must become less dependent on motor vehicles. The bicycle and pedestrian infrastructure can provide a dependable and viable alternative to the vehicular transportation that so many are currently dependent on. Maine needs safe, easily accessible, and comprehensive trail networks that connect people to goods, services, and jobs.

Bikes have historically and empirically created greater connectivity within communities and helped people live healthier and more active lives. Bicycles can help Maine reduce the impact of our transportation sector, the greatest contributor to CO<sub>2</sub> emissions, helping to alleviate the impacts of climate change.

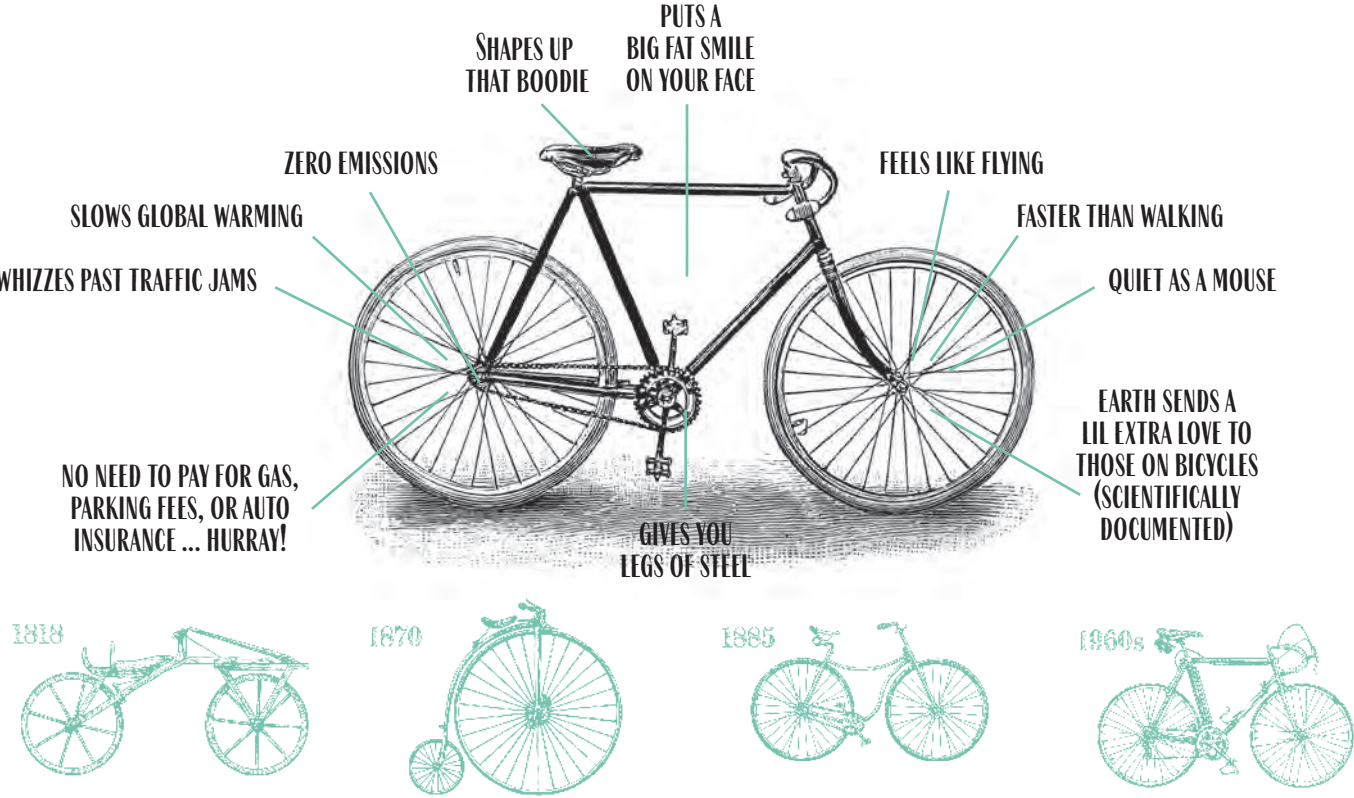
As bicycle and pedestrian advocates, let’s take this opportunity to make our voices heard in Maine. Join your local bicycle/pedestrian advocacy group. Join or become a member of trail alliances. Show up to your local planning board meetings. Get involved in legislative efforts. Or, get in touch with the BCM, and we’ll help you get involved.

Let’s give Mainers and visitors every reason to choose riding a bike over driving a car. Let’s learn from this difficult time. Let’s pedal to a healthier tomorrow. ☺

THE BICYCLE

The Most Efficient Locomotion, 140 Years and Counting

BY ERIK DASILVA



“If one were to give a short prescription for dealing rationally with the world’s problems of development, transportation, health, and the efficient use of resources, one could do worse than the simple formula:  
*Cycle and recycle.*”

—S.S. WILSON, SCIENTIFIC AMERICAN, 1973

BICYCLES, AS WE HAVE COME TO RECOGNIZE THEM, were developed early in the 19th century. At that time, they were most relatable to what many beginner cyclists learn on today, known as “balance bikes,” or simply bikes sans pedals. It wasn’t until the pneumatic tire and chain were invented in the 1880s that the bicycle first took center stage as a leading transportation option. During that time, bicyclists and their national, state, and local organizations became the earliest motivators for good roads, and were responsible for some of the first road-improvement laws.

Over subsequent years, additional mechanical improvements—including the addition of multi-speed transmissions, better materials, low-friction ball bearings, and other advances—have continued to evolve bicycles into hyper-efficient modes of locomotion. Let’s take into consideration the amount of work that goes into moving a person, “Arthur,” from A (“his home”) to B (“the park”). This will be a very simplified calculation that compares vehicle mass only under the considerations of potential energy; a complete analysis would include many more variables, such as friction, drag, etc.



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## CYCLE ON!



At AARP Maine, we don't limit our goals and dreams based on age. Find out more at [www.aarp.org/me](http://www.aarp.org/me) and [@aarpmaine](https://www.instagram.com/aarpmaine).

**AARP** Real Possibilities  
Maine

To calculate the work needed to move an object, we use the following equation:

$$\text{Work} = W = \text{Force} \times \text{distance} = \text{mass} \times \text{gravity} \times \text{distance} = \text{mgd}$$

Efficiency is the relationship between the work output over input. The output in this case is Arthur arriving at the park; the input requires that both Arthur plus his vehicle (bicycle) move that distance together:

$$\text{Efficiency} = \frac{W(\text{output})}{W(\text{input})} \times 100\%$$

$$\text{Efficiency} = \frac{\text{mgd}(\text{Arthur})}{\text{mgd}(\text{Arthur+Bicycle})} \times 100\%$$

Simplify by cancelling out the constants of gravity (relatively the same everywhere on the surface of Earth) and distance (Arthur's home to the park):

$$\text{Efficiency} = \frac{m(\text{Arthur})}{m(\text{Arthur+Bicycle})} \times 100\%$$

Arthur has a mass of 80kg (176lbs) and his bicycle is 13kg (29lbs). Put those numbers in:

$$\text{Efficiency} = \frac{80\text{kg}}{80\text{kg}+13\text{kg}} \times 100\% = 86\%$$

Now, compare that to Arthur driving a 1,300kg Honda Civic (2,866lbs), single-occupancy style:

$$\text{Efficiency} = \frac{80\text{kg}}{80\text{kg}+1300\text{kg}} \times 100\% = 6\%$$

As you can see, the bicycle is 80% more efficient than the car! That correlates to an amazing reduction in energy usage, not to mention the added health benefits offered by bicycle travel. The numbers work out well for public transit, too—especially when considering a full bus or train—but the bicycle still easily takes the cake.

"Hold on!" you may say. "What if Arthur just walks?"

Although that would equal 100% efficiency, given the simplified expressions above, we ought to remember that we're not taking into account other variables. Bicycles help support our body mass (we sit on a saddle). They carry inertia (who doesn't love that whoosh?) And they mechanically enhance our power output via geared drivetrains. The central argument regarding eco-friendly travel often revolves around carbon dioxide emissions. General estimates show that driving emits 50 times more CO<sub>2</sub> than bicycling!

Why didn't humans evolve to have wheels instead of legs? Maybe that's in our future! For now, just remember to embrace the bike and leave that car parked whenever possible.

Happy days are bicycle days! 🚲

# BICYCLISTS, WALKERS, AND THE GOVERNOR'S CLIMATE COUNCIL

BY JIM TASSÉ, WITH CONTRIBUTIONS FROM SARAH CUSHMAN



Working group members bike to meet up with their carpool to the Climate Council. (Photo by Sarah Cushman)

"SO, JIM, I know you're already serving on the state's Blue Ribbon Commission," Sarah Cushman said after approaching me at a meeting last fall where we were both contributing to bicycle, pedestrian, and public transportation improvements to the MaineDOT's Traffic Movement Permit process. "But is there any chance you could represent the BCM and be the key bicycle and pedestrian voice on the Transportation Working Group of the Maine Climate Council?"

Bicycling and walking have long been recognized as low-carbon modes of travel that are good for the climate and environment—just another reason we love the work we do! I, of course, responded without hesitation for the Coalition's participation.

The Maine Climate Council is the state's newly legislated and ambitious attempt—thanks to Gov. Janet Mills' leadership—to reduce greenhouse gas emissions (GHGs) by 45% by 2030 and 80% by 2050. The initiative intends to do this while at the same time working to address mobility and equity issues in a primarily rural region.

The Council was created by the enactment of Title 38, §577 and signed into law in the spring of 2019. In addition to setting the GHG reduction goals above, this created a council "to advise the governor and legislature on ways to mitigate the causes of, prepare for, and adapt to the consequences of climate change" in Maine, and to provide plans and recommendations which are to be updated every four years.

The broader Climate Council is a diverse group consisting of 39 members drawn from a cross-section of Maine government, business, and other stakeholder groups. The Council's work is supported by the Governor's Office of Policy Innovation and the Future and seven subcommittees, also known as working groups. In addition to transportation, these groups are looking at everything from science and technical needs, energy production and distribution, buildings and housing, natural and working lands, coastal and marine issues, and public health and emergency management. We have been meeting regularly since October 2019 to come up with a series of recommendations to present to the larger Climate Council membership in June of this year.

"We have our work cut out for us," says Cushman, who was asked to co-chair the Transportation Working Group with Joyce Taylor, Chief Engineer at the Maine Department of Transportation. Cushman is a sustainable transportation consultant and is volunteering her time on the Climate Council effort. (Editor's Note: Sarah is also a regular writer for *The Maine Cyclist*!)

In Maine, the transportation sector contributes the greatest amount of emissions by far, at about 53% of our total GHG pie. Also of significance: of these transportation-related emissions, light-duty passenger cars and trucks produce 59%—the vast majority!

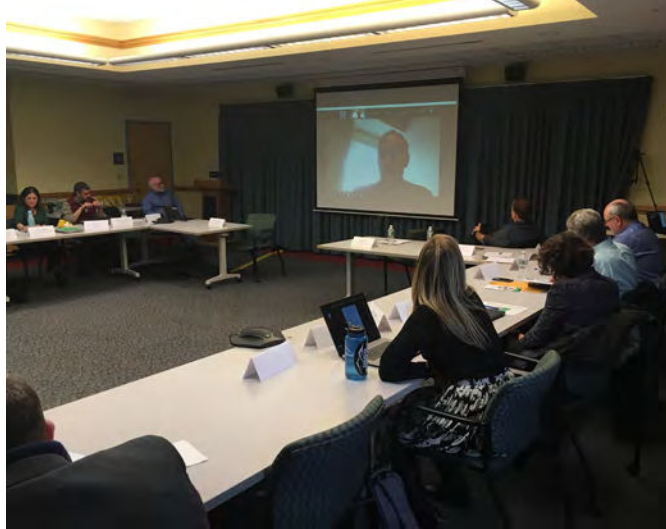
"We've known for years that transportation is perhaps the hardest nut to crack in terms of climate efforts and culture change—and in some ways, this has led decision-makers to avoid dealing with it altogether," Cushman says. "It's the one sector where emissions have actually increased over time, versus the significant reductions that have been made in the energy sector, for example."

"I have to admit I've been intimidated by this monster of a process at different points, especially putting it together as we go and on such a tight timeline," Cushman added. "Kind of like dealing with climate change itself."

Our group also presents all the challenges of moving together and wrestling with things as a whole; altogether the group includes 30 members, another 30 support staff from the Maine Department of Transportation, Maine Department of Environmental Protection, and the Governor's Office, plus diverse and interested members of the public.

"As Joyce [Taylor] often points out, many of us haven't worked together before now," Cushman says. "And while a few members have worked specifically on climate initiatives, many of us have had to get up-to-speed on the issues."





LEFT: Members of the Council watch a presentation. (Photo by MaineDOT)



RIGHT: The Climate Council's HQ on Child Street in Augusta. (Photo by MaineDOT)

**These groups are looking at everything from science and technical needs, energy production and distribution, buildings and housing, natural and working lands, costal and marine issues, and public health and emergency management.**

Each working group is made up of Council members and additional stakeholder representatives, like the Bicycle Coalition. For example, our Transportation Working Group has four members who are also Climate Council members: Benedict Cracolici from Sappi North America, Matt Marks from the Association of General Contractors, Lori Parham from AARP Maine, and Jonathan Rubin of the University of Maine's Margaret Chase Smith Policy Center. Additional working group members include representatives from the worlds of public transportation, business and freight, municipal and regional planning, engineering and infrastructure, the Maine legislature, and the non-profit sector. Other non-profit representatives besides the Coalition and AARP include the Maine Council on Aging, the Nature Conservancy, the Conservation Law Foundation, and the Blue Green Alliance.

"Given our diversity, I've been amazed and impressed with how well folks have been willing to listen to new information and to one another during discussions," Cushman shared. "And how much work and connection has continued between meetings. Even folks with climate expertise have said how much they've learned during the process."

As my work with the group has progressed, we have reviewed science and technical information and split into several sub-groups to develop specific strategies. Three of the subgroups touch on the primary users and contributors to the bulk of Maine's transportation emissions (86% altogether): rural, urban/suburban, and medium & heavy duty trucking. All of these fall under the area of mitigation in the Climate Council's work. The fourth subgroup has been working on adaptation strategies, aiming to build community resiliency for the climate change that will occur. Additional strategies for other much smaller emissions sources—for example, from the marine sector—have been considered as well. All recommendations are shared with the entire Transportation Working Group, get vetted further,

and then are passed on to the whole Council.

My role representing the Coalition on the working group has been to consistently remind the participants that providing alternatives to driving a car has to be a key part of the solution to slowing climate change. Thankfully, there have been a few other bicycle and pedestrian voices at the table as well.

Together, we have helped develop strategies for walking and bicycling improvements such as:

- making village and urban areas more walkable
- incentivizing e-bikes
- scaling up safe bikeways and other bicycle travel routes
- building new schools in walkable areas
- improving Complete Streets policies and implementation
- creating better pedestrian and bicycle access to public transportation
- Incentivizing affordable housing in compact development areas
- encouraging smart growth development to shorten walk and bike distances to community destinations

The Transportation Working Group has provided a great opportunity to shine a light on the need to increase funding for bicycle, pedestrian, and transit-oriented infrastructure in order to make these options as convenient and safe as driving a car. The work is not yet finished, but it is exciting to be at the table for discussions about state-level policy where bicycling and walking are important topics of conversation—not just another addition to the agenda.

"This is a great time to be part of transportation policy and change in Maine," Cushman echoed. "With all the different work the Coalition is attending to across the state, I really want to thank them for participating in and making important contributions to this process!" ☺

## 2019 ANNUAL REPORT

# EDUCATION, ADVOCACY, AND COMMUNITY-BUILDING

2019 brought an abundance of new activities, events, and partnerships for the Bicycle Coalition of Maine. We spent the year encouraging people from all walks of life to ride bicycles, no matter the type or the occasion. Here are some of the highlights of the year, made possible by you!







VALET BIKE PARKING

BIKES PARKED

One of our favorite ways to encourage folks to ride their bikes is by offering free Valet Bike Parking at local events, especially events where parking a car can be a frustrating and expensive challenge.

In 2019, we parked more than 1,000 bikes at Valet Bike Parking events, including the Beach to Beacon 10k road race, the Common Ground Fair, Portland Pride, and outdoor concerts at Thompson’s Point.

2019 BIKE SWAP



120 VOLUNTEERS

339 BIKES SOLD

800+ ATTENDEES

\$57,714

BACK IN THE POCKETS OF MAINERS FROM THE SALE OF THEIR BICYCLES



WOMEN’S GROUP RIDES

We were thrilled to inaugurate a women’s group ride series from our office in the summer of 2019. Women of all ages and ability levels joined us for five fun, casual, all-inclusive rides to a variety of scenic locations, including Bug Light and Two Lights State Park.

MOUNTAIN BIKE AND GRAVEL ADVENTURES

We enjoyed plenty of time on fat tires in 2019 and were thrilled to see the enthusiastic response to a couple of new mountain and gravel bike events.



75

RIDERS JOINED US FOR THE BETHEL LEG OF THE TOUR DE BORDERLANDS IN JULY. THANKS TO OUR PARTNERS BIKE THE BORDERLANDS, MAHOOSUC PATHWAYS, AND THE NORTHERN FOREST CENTER FOR MAKING THIS FUN DAY POSSIBLE!

100

RIDERS JOINED US TO GRIND SOME GRAVEL AT THE MAINE WOODS RAMBLER IN MEDAWISLA IN OCTOBER. THANKS TO THE AMC FOR HELPING MAKE THIS EVENT POSSIBLE, AND TO OUR 20 AWESOME VOLUNTEERS!

6

EMPLOYEES FROM ALLSPEED CYCLERY & SNOW AND GORHAM BIKE & SKI TRAINED ON HOW TO TEACH MOUNTAIN BIKE SKILLS BY BCM STAFF.



11

NEW COMMUNITY SPOKES TRAINED

9

IMAGINE PEOPLE HERE DEMONSTRATIONS

33

BILLS WITH IMPLICATIONS FOR CYCLISTS AND PEDESTRIANS TRACKED DURING THE LEGISLATIVE CYCLE

4

4 BILLS FORMALLY SUPPORTED ADDRESSING FUNDING FOR TRANSPORTATION INFRASTRUCTURE

18

BILLS PROVIDED WITH BCM TESTIMONY ADVOCATING INCREASED SPENDING ON BICYCLE AND PEDESTRIAN FACILITIES

LD 470, to make traffic safety education mandatory in schools, passed both legislative chambers but was met with resistance during appropriations and is unlikely to be funded.

LD 1222, clarifying rules and regulations for electric bicycles, was signed into law by Gov. Janet Mills on June 17, 2019.

COMMUNITY SPOKES SUCCESS STORIES

BCM’s Community Spokes advocate for bicycle and pedestrian rights and infrastructure in their local communities in all 16 counties of Maine. We are so proud of our Spokes and grateful for their hard work making Maine better for biking and walking. Here’s what some of our Spokes were up to in 2019:



In Augusta, Kalie Hess and Kirsten Brewer formed a new bike/ped committee called CAPITAL (Cyclists and Pedestrians Invigorating the Augusta Life). To raise awareness about vulnerable street users, they encouraged local businesses on Western Ave to post messages reminding motorists to look out for cyclists and pedestrians.



In Saco, Chris Nucci started a bicycle and pedestrian advisory committee.

In Bath, Kevin Shute converted a parking spot for one car into a bike parking area for 10+ bikes.

Nate Davis, co-founder of Rockland Rolls, was elected to Rockland City Council and continues to work on bike/ped improvements.



In Sanford, Kristen Cyr created a cycling advocacy group called Cycle Sanford that the city council made an official sub-committee in March of 2019. Lee Burnett organized an Imagine People Here demonstration and organized a well-attended community bike event in spring 2019.

In York, Dave McCarthy organized more than 10 bike/ped events, including a bike swap, bike rodeos, bike-repair skills trainings, bicycle and pedestrian safety education presentations, and more.



Sue Ellen Bordwell has been working on connecting trails in Yarmouth and beyond, and in 2019 started the Casco Bay Trail Alliance to connect the Merrymeeting Trail and the Eastern Trail through Portland, Falmouth, Cumberland, Yarmouth, Freeport, and Brunswick.

Genna Ulrich of Portland started the Pannier Project, an organization that hosts pannier-making workshops using recycled materials, including cat litter buckets & bags.



Brendan Schaufler of Norway worked with the Maine Department of Transportation to get more bike/ped signage around town, and helped to get a community bike workstation installed at the town square.



PUT DOWN THAT CELL PHONE!

The handheld device ban (LD 165) went into effect on September 19, 2019. This means that no person operating a motor vehicle should use or even touch their cell phone while driving. This law will make the roads safer for cyclists and pedestrians if we all stick to it! Let’s keep each other safe and “walk the walk” of undistracted driving!



RIDE OF SILENCE



Because traffic safety is a two-way street, the BCM knows it’s important to continuously educate cyclists and motorists alike. One way to educate all road users is the Ride of Silence, a worldwide event that aims to raise awareness about the importance of keeping cyclists safe on the road by honoring cyclists who have been injured or lost their lives in crashes with automobiles

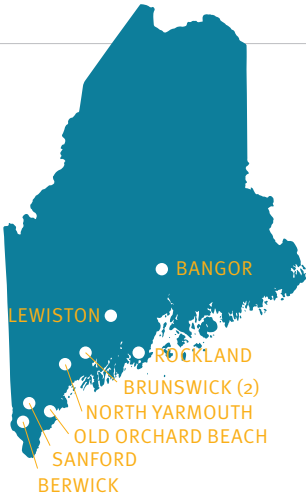
Nearly 80 riders joined in the first-ever BCM-sponsored Ride of Silence in Portland in 2019. Escorted by two on-bike officers from the Portland Police Department, we rode a slow loop through the city in complete silence. Still, the ride sent a loud message to onlookers and provided a unique opportunity for the participants to reflect on the importance of staying safe on the roads.

IMAGINE PEOPLE HERE

We completed more Imagine People Here infrastructure demonstration projects in 2019 than in any previous year. The demand for these projects is greater with each passing year, showing that many communities want to make changes that create safer and more comfortable streets for cyclists and pedestrians.

In North Yarmouth, a major traffic-calming demonstration project completed in partnership with AARP Maine made a significant impact on speeding, which had become a serious problem in the town’s village center.

**BEFORE THE DEMONSTRATION PROJECT, 67% OF DRIVERS WERE DRIVING ABOVE THE SPEED LIMIT. AFTER THE INSTALLATION, 80% OF DRIVERS WERE DRIVING AT OR BELOW THE SPEED LIMIT.**



7

NEW LEAGUE CYCLING INSTRUCTORS CERTIFIED AT BCM SUMMER LCI TRAINING

5,300

STUDENTS AT 23 SCHOOLS TOOK PART IN WALK AND BIKE TO SCHOOL EVENTS

4

COMMUNITIES COMPLETED MOUNTAIN BIKE TRAIL DEVELOPMENT (DEDHAM, ORONO, BANGOR, AND CAPE ELIZABETH) THANKS TO THE ORBE PROGRAM

6,299

STUDENTS IN GRADES K-8 REACHED VIA 269 BICYCLE AND PEDESTRIAN SAFETY EDUCATION PRESENTATIONS

400

STUDENTS PARTICIPATED IN 52 OFF-ROAD BICYCLING EDUCATION CLINICS



CUMULATIVE ECONOMIC IMPACT IN MAINE SINCE 2013

450 RIDERS

82 WEEK-LONG VOLUNTEERS INCLUDING 22 STUDENTS FROM KATAHDIN HIGH SCHOOL IN THE TENT AND PORTER CREW

250 VOLUNTEERS FROM THE HOST COMMITTEES ALONG THE ROUTE

\$15,000 IN COMMUNITY GRANT FUNDING AWARDED TO PREVIOUS HOST COMMUNITIES

\$906,239 SPENT IN THE HOST REGION BY BIKEMAINE AND RIDERS

67% OF FOOD SERVED SOURCED WITHIN 75 MILES OF THE ROUTE

3.5 TONS OF ORGANIC WASTE DIVERTED FROM LANDFILLS THROUGH OUR PARTNERSHIP WITH AGRI-CYCLE

500 LOCAL CHILDREN PARTICIPATED IN BALANCE BIKE SKILLS COURSES TAUGHT BY BCM EDUCATION TEAM DURING THE RIDE

15 BIKEMAINE RIDERS SWAPPED THEIR ROAD BIKES FOR A MOUNTAIN BIKE ADVENTURE WITH STAFF FROM BCM AND SIDECOUNTRY SPORTS ON THE LAYOVER DAY

\$2,500

For Pittsfield, our host for the second night of the 2017 ride, to install bike racks throughout their downtown area as part of a larger effort to encourage alternative commuting and recreation in the town.

\$3,750

For Fort Kent, our host for two nights in 2018, to install pedestrian infrastructure that will enhance the connectivity of their Fish River Greenway multi-use path.

\$3,750

For Rangeley, our layover community in 2017, to help the Rangeley Lakes Heritage Trust improve a section of their Hatchery Brook trail, making it suitable for mountain biking, which they do a lot of up there!

\$5,000

For the Washington County Council of Governments, to finish installation of signs along the Bold Coast Scenic Bikeway, a 211-mile route from the Schoodic Peninsula to Calais based on BikeMaine 2016. The wayfinding signs have been fully installed along some of the finest riding anywhere in the world.



# BCM AWARDS 2019



**THE SALLY JACOBS COMMUNITY ADVOCACY AWARD**  
**KALIE HESS (AUGUSTA)**

Along with Kirsten Brewer, Kalie started CAPITAL (Cyclists and Pedestrians Invigorating the Augusta Life). Their volunteers have written letters to the editor, opinion columns, tabled at city events, partnered with businesses to post messaging for motorists, and more.



**THE JEFF MILLER SPIRIT OF CYCLING AWARD:**  
**DOUG MALCOLM (PORTLAND)**

As the founder of the Portland Wheelers, Doug has shared the joy of being outside and cruising around the greater Portland area on a bike with hundreds of people who seldom leave their homes, chairs, or beds to experience the simple and all-powerful freedom of a bike ride.



**THE HARRY FAUST LEADERSHIP AWARD**  
**CHARLEY LAFLAMME (OGUNQUIT)**

Charley worked tirelessly to improve conditions for cyclists and pedestrians in Maine long before helping to found BCM in 1992. As the leader of the Ogunquit bike/ped committee, he brought significant bike/ped infrastructure to the town, and continues to advocate for more.



**THE NEXT GENERATION EDUCATOR AWARD**  
**TIM PEARSON (DEDHAM)**

Tim Pearson teaches K-8 physical education at the Dedham School, where he has built an incredibly successful mountain bike program. Using a Specialized Bike grant, he purchased new bikes and built singletrack trails in the woods behind the school with volunteers.



**THE PUBLIC SERVICE EXCELLENCE AWARD**  
**TEX HAEUSER (SOUTH PORTLAND)**

Tex retired in 2020 after 30 years as the City Planning and Development Director for South Portland. Tex helped shape one of our most walkable and bikable communities by supporting bike lanes on Broadway and Cottage Roads, spearheading the Greenbelt multi-use path, and more.



**THE FAT TIRE MOUNTAIN BIKE AWARD**  
**MT. ABRAM (GREENWOOD)**

In 2019, Mt. Abram created the first dedicated gravity mountain bike park in Maine by building nearly three miles of lift-served “flow” trails on the ski resort. A soft opening last summer attracted nearly 700 people. Additional trails for kids and winter use are planned for 2020.



**THE VOLUNTEER OF THE YEAR AWARD**  
**RICK MCGINLEY (SOUTH PORTLAND)**

If you’ve ridden BikeMaine in the past three years, you’ve ridden a route planned largely by Rick McGinley. Rick has a passion for developing cycling routes and a deep knowledge of roads in every region. He has devoted countless hours to mapping and multi-day scouting trips.



**THE BUSINESS FOR BETTER BICYCLING AWARD**  
**SIDECOUNTRY SPORTS (CAMDEN)**

Sidecountry Sports, a top-notch bike shop in Camden, is also a leader in making Maine better for cyclists. Andrew Dailey and his team are true champions of cycling, advocating for more access to trails and better road conditions, and partnering with various organizations to support cycling events and tourism.

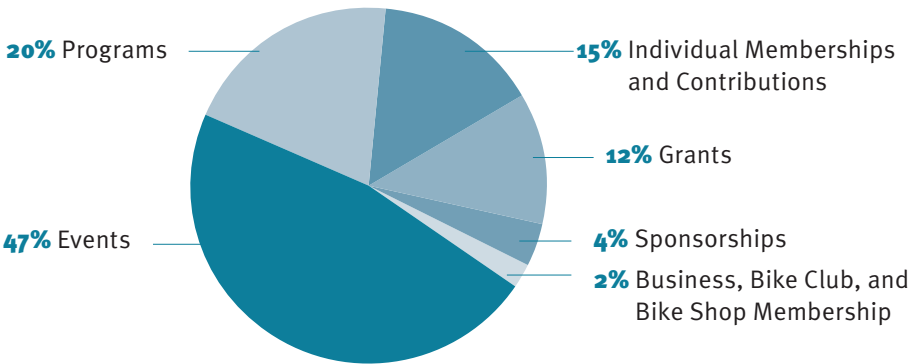


## BOARD AND STAFF UPDATES

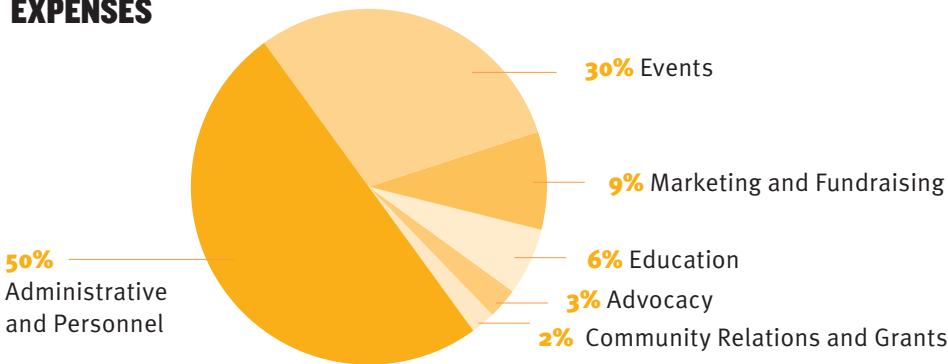
Our board and staff continue to be an energetic, committed group of leaders. All board members have now served for at least two and a half years.

We welcomed one new staff member in 2019: Emily Lozeau joined the team in April as our BikeMaine Event Coordinator. We also began a search at the end of 2019 for our new executive director, and hired Jean Sideris in January of 2020.

## REVENUE SOURCES



## EXPENSES



## JOINED BCM IN 2019

Thank you for joining our community and making our voice stronger—and thanks to ALL our members for making Maine a better state for biking and walking. This work would be impossible without your perseverance as we fight this uphill battle!



## YELLOW JERSEY CLUB SPOTLIGHT

As a 501(c)(3) non-profit organization, the BCM relies on the generosity of our members to fund our programming across the state. Our Yellow Jersey Club members—who generously donate \$1,000 or more each year—make an investment in improving conditions for cyclists and pedestrians across Maine. Interested in making a bigger impact on cycling in Maine? Send an email to [mariah@bikemaine.org](mailto:mariah@bikemaine.org). All Yellow Jersey Club members receive a sharp yellow cycling jersey to show their BCM pride. Join today to get yours!



# Yellow Jersey Club Members

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

## YJC CHAMPIONS \$5,000+

Thomas + Evon Cooper, Seal Cove  
Fritz + Susan Onion, Wayne

## YJC LEADERS \$2,500+

Jonathan Ayers, Scarborough  
Dan Emery, North Yarmouth  
Jacob Heilbron + Heidi Castle,  
West Vancouver BC  
Old Bug Light Foundation, Portland

## YJC TEAM \$1,000+

Joseph + Susan Alexander, Falmouth  
Cindy Andrews + Thomas Whyte,  
Cumberland Foreside  
David + Susan Beattie, Eliot  
Moe + Loraine Bisson, Brunswick  
Bill + Marcy Black, Yarmouth  
Ethan + Lauri Boxer-Macomber, Portland  
Anne Carney + David Wennberg,  
Cape Elizabeth  
Alan Chebuske + Melissa Hewey,  
Portland  
James + Susan Chlebowsky, New Berlin PA  
Joan Cirillo + Roger Cooke, Portland OR  
Phil Coffin + Susan Peck, Portland  
Tom Cromwell, Wiscasset  
Robert Dawson + Evelyn Landry,  
Cape Elizabeth  
Paul Driscoll, Falmouth  
Elizabeth Ehrenfeld, Falmouth  
Donald Endrizzi + Peggy Pennoyer,  
Scarborough

Jay Evans + Martha Palmer,  
Cape Elizabeth  
Tony Farmer, Knoxville TN  
Lisa Gorman, Yarmouth  
Nancy Grant + Mike Boyson, Portland  
Irwin Gross + Martha Fogler, Brunswick  
Barbara + Peter Guffin, Freeport  
Bill + Nancy Hall, Peaks Island  
Henry + Alicia Heyburn, Brunswick  
Nancy Innes, Gorham  
Ann Irving, Burlington MA  
Mark + Ginger Ishkanian,  
Moultonborough NH  
Herbert + Kathleen Janick,  
Cape Elizabeth  
Stephen + Carolyn Jenks, Falmouth  
Eileen + Gordon Johnson, Bowdoin  
Janika Eckert + Rob Johnston, Albion  
Brigitte + Harold Kingsbury,  
Cape Elizabeth

Dan Kovarik, Portland  
Laura + David Lipman, Bonita Springs FL  
Bob Lodato, Charleston  
Bruce + Teresa Malmer, Bangor  
Neil + Suzanne McGinn, Cape Elizabeth  
Peter Millard + Emily Wesson, Belfast  
Bill + Beth Muldoon, Harpswell  
Polly Nichols, Pownal  
Michael + Laura Rifkin, Greene  
Larry + Robin Rubinstein, Scarborough  
Jeff Saffer, Cape Elizabeth  
Joan Sarles + Robert Herold, Boston MA  
Jane Self + Ken Pote, Camden  
Jeff + Sara Sloan, Bethel  
Cynthia Sortwell, South Portland  
Wendy + Eric Suehrstedt, Durham  
Barbara + Dick Trafton, Brunswick  
Barbara Trentacosta, Falmouth  
Steven Urkowitz, Portland  
Scott + Jennifer Wellman,  
Dover-Foxcroft  
Tina + Brent West, Yarmouth  
Mark + Kitty Wheeler, Bath  
Jeff + Nancy White, Cape Elizabeth  
Darcy + Henry Whittemore, Readfield  
Kathryn Yates, Portland

## YJC BUSINESS CHAMPIONS \$5,000+

AARP, Portland  
L. L. Bean, Freeport  
Maine Beer Company, Freeport  
Ransom Consulting, LLC, Portland

## YJC BUSINESS TEAM \$1,000+

Cape Cottage Dental, South Portland  
Frame Media Strategies, Portland  
Kelly, Remmel, & Zimmerman, Portland  
Lipman + Katz, Augusta  
Martin’s Point Healthcare, Inc.,  
Portland  
Scott + Sunny Townsend Team,  
Portland

## BUSINESS MEMBERS \$500+

Basham & Scott, LLC, Brunswick  
Maine Bay Canvas, Portland  
Maine Public Health Association,  
Augusta  
Orono Brewing Company, Orono  
ReVision Energy, South Portland  
Summer Feet Maine Coast Cycling  
Adventures, Portland

## BUSINESS MEMBERS \$250+

Berman & Simmons, Portland  
Downeast Windjammer Cruise Lines,  
Cherryfield  
John Dargis Associates, Inc., Bar Harbor  
Kettle Cove Enterprises, South Portland  
Legacy Properties Sotheby’s International  
Realty, Portland  
Maine Integrative Dentistry, Portland  
Naomi Mermin Consulting, Portland  
New England Parkinson’s Ride,  
Merrimack NH  
New Height Group, Portland  
Rand Dentistry, Brewer  
Rose Foods, Portland  
Springtide Studio, Portland  
Tandem Coffee Roasters, Portland  
The Portland EnCYCLEpedia, Portland

## BUSINESS MEMBERS

Carpe Diem Tech Support, Brunswick  
Galyn’s Galley, Bar Harbor  
Terrence J. DeWan & Assoc., Yarmouth

## MEMBER BIKE SHOPS

Allspeed Cyclery and Snow  
Portland 207.878.8741

Bar Harbor Bicycle Shop  
Bar Harbor 207.288.3886

Bike Board and Ski  
Presque Isle 207.769.2453

BNS Bike Shop  
Portland 207.541.7438

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

Busytown Bikes  
Lewiston 207.241.3233

CG Bikes  
Belfast 207.218.1206

CycleMania  
Portland 207.774.2933

Ernie’s Cycle Shop  
Westbrook 207.854.4090

Fast & Happy Bicycles  
Springvale 207.502.2280

Frame and Wheel  
Cape Elizabeth 207.221.5151

Goodrich’s Cycle Shop  
Sanford 207.324.0862

# Business and New Members

**GORHAM BIKE & SKI**  
**Brunswick 207.725.1100**  
**Kennebunk 207.604.1136**  
**Portland 207.773.1700**  
**Saco 207.283.2453**

Kingdom Bikes  
Blue Hill 207.374.3230

**L.L.BEAN BIKE, BOAT & SKI STORE**  
**Freeport 877.755.2326**

The Local Gear  
Cornish 207.625.9400

Pat’s Bike Shop  
Brewer 207.989.2900

Port City Bikes  
Portland 207.775.6125

Rainbow Bicycle & Fitness  
Lewiston 207.784.7576

Rose Bike  
Orono 207.866.3525

The Rusty Crank  
Brunswick 207.844.8392

Ski Rack Sports  
Bangor 207.945.6474

Slipping Gears Cycling  
Bangor 207.307.7403

Southwest Cycle  
Southwest Harbor 207.244.5856

Wildfire Human Powered Vehicles  
Arundel 207.423.7360

## MEMBER CLUBS

Bike MDI, Bar Harbor  
facebook.com/groups/BikeMDI/

Casco Bay Cycle Club, Falmouth,  
Gorham, Portland, Westbrook,  
Yarmouth  
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

Maine Cycling Club, Lewiston  
mainecyclingclub.com

Merrymeeting Wheelers, Brunswick  
merrymeetingwheelers.org

Portland Velo Club  
portlandvelo.com

## PARTNER ORGANIZATIONS

Adventure Cycling Association  
Alliance for Biking and Walking  
Appalachian Mountain Club  
Association of Pedestrian and Bicycle  
Professionals  
Bicycle Tour Network  
Colorgraphics!  
The Dempsey Challenge  
Dero Bike Racks  
East Coast Greenway  
Eastern Trail Alliance  
Edison Press  
Friends of Acadia  
League of American Bicyclists  
MaineShare  
Maine Association of Nonprofits  
Maine Better Transportation  
Association  
Maine Department of Transportation  
Maine Farm and Sea Cooperative  
Maine Office of Tourism  
Maine Outdoor Brands  
Maine Public Health Association  
Maine Tourism Association  
New England Mountain Bike Association  
New England Parkinson’s Ride  
Penobscot Bay YMCA  
People for Bikes  
The Portland Gear Hub  
Portland Trails  
Pride Portland!  
Rails to Trails Conservancy  
Seacoast Area Bicycle Riders  
Trek Across Maine  
Youth Cycle Project

## NEW MEMBERS

Robert Barker, Kettering OH  
Gloria Barnes, Dresden  
Kathy Birse Siegel, Greenland NH  
Marianne Borowski, Glen NH  
Cape Cottage Dental, South Portland  
Carol Chiungos, West Newbury MA  
Kenneth Copp, Thorndike

Andrew Delp, Dallastown PA  
Ann Dillon, North Yarmouth  
Karen Dmytrasz, Portland  
Jay Dostie, West Gardiner  
Peter Drews + Disa Fedorowicz, Turner  
Russell Eagleston, Bar Harbor  
Karen Elting, Milford NY  
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Luca Uggeri, Gardiner  
Kim Visbaras, Auburn  
Kevin Young, North Yarmouth  
Carl Zeis, Bath



## A Yellow Jersey Club Business

### What has it been like to work with the Bicycle Coalition of Maine?

STEVE RANSOM, CEO: Working with the BCM on the “Imagine People Here” program has been extremely fun and rewarding. Implementing quick-build improvements that go from design to installation in a matter of days or weeks (and getting to personally put stuff in the street) is always a blast. Seeing the effect of our efforts, and hearing from the people who actually walk and bike there—like with our traffic calming installation in North Yarmouth that dramatically reduced the number of motorists exceeding the speed limit—is really gratifying. It’s great to work with a group of people striving to make streets safer and introducing Maine communities to relatively low-cost ways to do so.

### How do sustainability and green initiatives play a part in your work?

With motor vehicles accounting for more than 50% of Maine’s carbon emissions, it is clear that we need to encourage people to get out of their cars as much as possible. Many car trips are within walkable or bikeable distances, but people are reluctant to walk or bike if it’s not safe and not a fun, pleasant experience. We’re always looking for opportunities to make walking and biking safer and more comfortable—both to encourage people to choose cycling and to improve conditions for people who don’t have another option.

### What other exciting projects are you working on?

We are fortunate to work on so many great projects where we can see a positive impact on the communities where we work—including brownfield remediation and redevelopment. But recently some of our exciting work has been helping Nordic Aquafarms locate, design, and permit a land-based aquaculture facility in Maine. Especially now that we can all see the value in locally-produced food, it is rewarding to be working on projects that can be part of the solution to a more resilient state of Maine.

### What might people be surprised to learn about Ransom?

The wide range of our skill sets and the services we provide. Over our 30+ years of history, Ransom has primarily been known as an environmental consulting firm. However, we also have a strong civil engineering practice that includes site design, urban infill, streetscape design, coastal modeling, and resiliency infrastructure planning. And, of course, working with the BCM on the temporary streetscape installations mentioned above that slow cars down and help to make walking and biking safer and more pleasant.

### What role does cycling play in your life?

Today, cycling is one of my ways of trying to maintain some semblance of sanity. As much as my year-round day-to-day



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training is primarily running, adding in long road bike rides to explore a variety of the geography around coastal Maine and jumping on a gravel bike to explore the back roads of Vermont is a huge treat. Not to mention the hours I get to spend riding with my wife Elizabeth as we work together to go as fast as possible!

### What was your greatest moment on a bike?

“In recent memory: testing my canoe bike trailer for the first time and finding that it actually works!”

“Biking from my house to my dinghy on the East End and rowing out to my boat; knowing that I can go from sitting at my kitchen table to being under sail in 30 minutes, no fossil fuels!”

“Too many to list! Maybe that first time I was old enough to bike alone from my house to the country store in town for 25 cents worth of penny candy. It was definitely a rite of passage in my town growing up.”

“Although I have traveled and explored on my road, gravel, and mountain bike many spectacular spots in the US, Norway, Italy, and France, I must admit my greatest moment was learning to balance on two wheels. I can still remember the day that I finally stayed on coming down a small hill behind my house. And then I kept going, doing laps around my house (with my mom putting up a new number for each lap I completed) until I couldn’t peddle any more. And I have never stopped since!”



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attorney spotlight  
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- Over 45 Years of Litigation Experience
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# JIM'S CORNER

BY JIM TASSÉ



ONCE UPON A TIME, there used to be a bicycling “season” that corresponded to warm weather months in Maine. But now, with the advent of fat bikes and groomed trails, bicycling is truly a year-round activity, and a weak ski season (like this past one) often yields pretty good fat bike conditions (which

it did). Nonetheless—it’s May, the snow has melted, the trails and roads are getting more rideable by the day, and even if you have been riding all winter, the prospect of warm weather rides is certainly appealing!

And in the COVID-19 era, bicycling is shaping up to be one of the best activities you can do to keep active as you keep your distance.

As always, the BCM has been advocating for improvements in programs, policies, and the built environment that will make Maine better for bicycling and walking.

## ON THE LEGISLATIVE FRONT

### RIP, LD 470

At the time of this writing, despite our best efforts, the Traffic Safety Act, LD 470, is expected to die on the funding “table” of the Appropriations Committee. This bill would have required four hours of basic traffic safety education in Maine schools during the nine years between kindergarten and eighth grade. It was a pretty minimal ask, we felt.

Even though the bill passed both chambers of the legislature, LD 470 has been hung up by the need to have a \$70,000 fiscal note funded, which kicked the bill into the Appropriations Committee. The fact that the bill is technically a mandate has been another point complicating support from the Appropriations members—apparently, four hours in nine years is still too heavy a lift...

Now, with all the surpluses in the state budget snapped up by other needs—including the unforeseen needs of responding to a dangerous pandemic—funding the bill and moving forward is less likely than ever before. The verdict from our friends in the committee, as well as from a lobbyist who has been helping us, is that LD 470 is probably going to die “on the table,” unfunded and friendless. (Do I sound disappointed? You bet I am!)

### TRAILS UNTIL RAIL, LD 2124

Another bill we—BCM Advocacy Manager Angela King, mostly—monitored in the legislature the past few months has been LD 2124, which seeks to create a review board that

would assess the feasibility of temporarily repurposing rail corridors as multi-use paths. The BCM submitted comments on the draft bill and successfully added a bike/ped representative to the proposed review board. We also offered testimony in support of the legislation, on the grounds that if public assets like rail corridors can be converted into multi-use trails until restoring rail is possible, they should be. This “trail until rail” bill has been carried over to many additional special sessions, but its status is a little unclear as the legislature works out how to conduct business during the pandemic.

## TRAFFIC MOVEMENT PERMIT POLICY REVISION

A good policy is a stand-in for an advocate’s efforts: if regulations direct someone to do the right thing, there is no (or at least less of a) need to have someone bird-dogging every project to ensure it uses best practices. This is why I was so excited to be invited to assist in the process of revising the MaineDOT’s Traffic Movement Permit rules. The new draft rules require that any impacts on people riding bikes or walking—not just cars—caused by increased traffic associated with new developments have to be studied and, if necessary, mitigated. The revisions are close to being adopted. We are very pleased at how many of our suggested revisions have been included in the final draft. This effort is an example of how the BCM is working to change the policy environment to make sure that the needs of all users—not just motorists—are considered when a construction project is expected to impact roadway traffic.

## BIKES ARE ESSENTIAL BUSINESSES

On March 24, Gov. Janet Mills issued an executive order which further tightened restrictions on movement and assembly in Maine during the COVID-19 emergency. Both Bangor and Portland imposed additional measures to promote physical distancing and isolation, followed by the state as a whole. These restrictions required that all non-essential businesses should reduce or cease operations in order to minimize the possibility of further spreading of the virus, and that all essential businesses should try to continue operating to provide certain necessary services.

Essential businesses include those that support food production and distribution (excluding the dine-in portion of restaurants), financial services, emergency services, medical care, or transportation. However, these industries must still practice physical distancing measures.

The Bicycle Coalition of Maine believes bicycle shops provide essential transportation support services to persons who use bicycles to travel for COVID-19-necessary work and other utilitarian needs. This is especially important for people who may have previously relied on public transit, as bicycles provide a solitary mode of transportation that permits the maintenance of a safe physical distance. We feel people need to be able to get their bikes repaired or get parts in order to continue to perform basic tasks like grocery shopping or commuting to necessary work, or to remain active for general health.

The Bicycle Coalition of Maine responded to the state and municipal restrictions with an analysis of the orders that found that, although not mentioned specifically, bicycle shops fit under the definitions of “essential businesses” and should be exempt from the closure orders.

The Coalition further applied for “essential business” status at the state level on behalf of the bicycle service industry, and successfully urged the state and municipalities to add the specific words “bicycle shops” to the list of essential businesses.

We were proud to coordinate a response to these closure orders for the benefit of bicycle shops and the people who rely on them!

## BCM PLANNING AND MEETING FACILITATION IN BRUNSWICK

Starting in January 2020 and running into late February, the Coalition used its public forum expertise to help the Town of Brunswick design a series of meetings for a bike/ped plan update. Working with Brunswick planning staff Jared Woolston and Laurel Margerum, the BCM was contracted for creating worksheets and a process to collect public input. I then facilitated the four-meeting series, which produced a wealth of information for the Brunswick planners and energized the community. By the time *The Maine Cyclist* goes to print, that plan should be formalized and ready to use.

## DEMONSTRATION PROJECTS PLANNED FOR 2020

Once again, in partnership with AARP Maine, the Bicycle Coalition of Maine is planning to create a series of traffic-calming installations that can demonstrate how simple and cost effective it can be to slow traffic, increase safety, and improve overall livability on busy roads. Nine communities have already come forward to request assistance with projects that will shorten crossings, create defined spaces to bike or walk, and calm traffic. These projects get designed with assistance from another major sponsor, Ransom Engineering, and meet or exceed current (and in some cases, proposed!) best-practice guidelines. New for this year will be a much greater emphasis on data collection to strengthen the case that these installations have a positive impact on safety and livability. Stay tuned for a retrospective in the next issue!

Thanks for the support, and please stay involved! ☺

Questions? Comments? Wanna lean in? Drop me a line at [jim@bikemaine.org](mailto:jim@bikemaine.org)







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