Cover Photo:
Emily Higgins rides with her daughter Karen on their daily trip to Boothbay Region Elementary School.

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We’ve wrapped up an intense and productive legislative session at the State House this year, and thanks to the support of our members and partners we have four big victories to report.

The first Maine Bicycle and Pedestrian Legislative Caucus convened three times. Sixty state legislators joined the caucus. We met twice throughout the session to network and discuss challenges and opportunities with respect to bicycle and pedestrian safety, access, and funding. Over 20 legislators, partners, and others were in attendance for the culminating event of the caucus, our Legislative Bike and Walk Tour in Augusta. We convened for a press conference outside the state house on May 7th and took legislative leaders on a tour of the Kennebec River Rail Trail.

In April, we were joined at the State House by many of our members for Bike/Ped Lobby Day. Over 20 participants met with their legislators in the halls of the Capitol Building to talk about the need for safer laws and more funding for bicycle and pedestrian projects.

The Governor signed LD 1301, An Act To Improve the Safety of Vulnerable Users in Traffic and To Clarify the Responsibilities of Bicyclists and Pedestrians. This is a big victory at the State House for all bicyclists and pedestrians in Maine. With the help of thousands of members, supporters, and local, state, and national partners, important improvements that will better protect all users of our roads have now been added to Maine law.

The Governor’s Transportation Bond included funding for bike/ped projects as part of multi-modal projects that will receive funds. After many years of advocating for the importance of this type of funding in dialogue and collaboration with state transportation officials, we were pleased to see the inclusion of biking and walking projects in the Governor’s proposed bond. We supported LD 1415 and worked to ensure that the bond package proposal include funding for biking and walking projects.

For a complete listing of Coalition event volunteers, please see pages 24 and 25 of the Maine Cyclist.

BIKEMAIN.ORG/swap
MAINEWOMENSRIIDE.COM
MAINELOBSTERRIDE.COM
RIDE.BIKEMAIN.org
We need local and state roads in Maine that are safe and inviting for everyone. Too many of our roads encourage speeding traffic and discourage children, older adults, and families from walking or biking. We’ll be pushing for more complete streets across the state this year and we’ll need your help. Please add your name to the growing list of supporters of Complete Streets in Maine at bikemaine.org/action.

What Is A Complete Street?

A Complete Street is one that safely accommodates the needs of all street users–pedestrians, wheelchair users, bicyclists, transit-users, and car drivers. Cities and towns in Maine, large or small, can begin building a safer and more welcoming street network by adopting a Complete Streets Policy and then ensuring its full implementation.

What Does A Complete Street Look Like?

A Complete Streets policy does not dictate a one-size fits all approach. A Complete Street in a rural area will look quite different from a complete street in an urban area. But both are designed to balance safety and convenience for everyone using the road. A Complete Street may include: sidewalks, bike lanes, paved shoulders, comfortable and accessible bus stops, safe crosswalks, median islands, curb extensions, narrower travel lanes, and more.

What Does A Local Complete Streets Policy Do?

A local Complete Streets policy guides the community’s actions when planning, programming, designing, constructing, reconstructing, paving, retrofitting, or performing operations and maintenance activities on roads within local jurisdiction. So far, nine municipalities across Maine have adopted a local Complete Streets policy: Portland, Lewiston, Auburn, Windham, Fort Kent, Yarmouth, Bath, Bangor, and South Portland. When transportation dollars are spent, the safety and needs of all users are considered.

We Need to Implement Complete Streets Statewide

In June 2013, the Maine Department of Transportation (MaineDOT) adopted a Complete Streets policy. We’re working to make sure that this policy translates into action whenever work is done on a state road. Other MaineDOT policies need to be brought into compliance with this one, MaineDOT staff need training in Complete Streets planning and construction approaches, and more information needs to be shared with communities and other stakeholders about each project.

Case Study: A More Complete Street in Woolwich

Over the past few years, advocates in the small town of Woolwich, Maine worked with residents, neighbors and advocates in neighboring communities, town officials, and the MaineDOT to make sure that the agency’s newly adopted Complete Streets meant that Route 1 became safer for everyone. The community knew that the state was going to be repaving a long stretch of Route

➤ continued on page 22

Emily Higgins has been bike commuting since she was around 14 years old (she is now 40) and has always chosen living situations that let her ride to work or school. Emily said, “It is so fun to have my daughter commute with me, too. Her younger sister can’t wait until she’s old enough to ride behind me on the way to school. Boothbay Harbor is a beautiful ride every morning, too!”

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FROM THE PRESIDENT

I am writing my first column as the new President of the Bicycle Coalition of Maine, while riding on the third annual BikeMaine event. This year’s event covered the southern coast and western highlands of Maine as we explored from Kittery to Old Orchard Beach and then west to Bridgton and Bethel before turning east again to Sweden and Kennebunk. We enjoyed awesome weather and fabulous food and music. For me, the best part of BikeMaine is connecting with other cyclists from around the United States. This year we had riders from thirty-five states and four countries. On the ride, I was able to learn how other people got into bicycling and what type of riding they typically do. Many riders, and specifically couples, clearly enjoyed the adventure of riding in a new place, meeting new people and getting a taste of the local cuisine and music. There was even a family from Georgia riding together; mother, father, identical twin 10-year-old boys and a 14-year-old teenage girl all participated and had a great time.

This year’s BikeMaine route was fantastic. Some of my fellow cyclists worried that we would be riding many roads that are familiar to all of us who train and ride in southern Maine. That concern proved to be unfounded. The carefully planned route took us on fantastic, scenic back roads with little traffic. The first day, we rode through parts of Kittery that I did not even know existed, and we were even able to ride on a significant portion of the Eastern Trail. I want to thank the BikeMaine Ride Committee, especially Jeff White and Rick McGinley, who planned and laid out our daily routes. Touche!!!

It goes without saying that we could not put on such a significant event such as BikeMaine without our incredible full-time staff and our supportive volunteers. First and foremost, I want to thank BikeMaine Ride Director, Kim True, and Event Manager Zach Schmesser, for their leadership, indefatigable energy and unwavering commitment to BikeMaine. I do not even want to think about the number of hours that they committed to ensuring that BikeMaine was a massive success. Without them, this event would not occur. The rest of the Coalition staff all did yeoman’s work to make BikeMaine a success. Our tireless Executive Director Nancy Grant rode BikeMaine, spoke with our donors and riders and generally made everyone feel welcome. Several staff including Liz Hall, Bridgett Kelly and Brian Allenby worked the information booth, answered numerous questions, handled communications, ran errands, took photos and performed countless other tasks to ensure BikeMaine was a success. I also need to thank Jim Tasse, the Coalition’s Assistant Director, and Abby King, who held down the fort in Portland and worked very hard while the rest of the staff were away.

Although the staff fulfill an important and crucial role, I also want to thank our cadre of volunteers, who also make BikeMaine possible. We had many week-long volunteers, such as board members Pam Fischer and Tina West (also chairs our BikeMaine Ride Committee), who put in countless hours during the week of the event. I also want to thank Mark Ishkanian, who helped conceptualize BikeMaine, has contributed to it in so many ways and has ridden it all three years, for his leadership and support. We had many other volunteers, including board members, who helped out, and many local volunteers in each of the communities through which we traveled. Without all of you, BikeMaine would not have been the success that it was.

I must also thank our supportive donors and funders. L.L.Bean and Anthem in particular deserve applause for their long-term support. I also enjoyed riding on Sunday with Patricia Weigel, the CEO of Norway Savings Bank, which also sponsors BikeMaine. The Coalition’s faithful Yellow Jersey Club members, many of whom did the ride, deserve credit for their ongoing and continuing support of BikeMaine as well.

I am sure that I have left out many individuals who deserve to be singled out for thanks and recognition. To each of you, my sincere apology for not doing so, but the limit of time and space in this newsletter makes it difficult for me to recognize everyone. I want to express my heartfelt thanks to all of the many members and volunteers for your ongoing support and commitment to the Bicycle Coalition of Maine and BikeMaine.

Finally, and most importantly, I must thank Larry Rubinstein, our out-going board president, for his leadership, his friendship, his commitment to the Bicycle Coalition of Maine and his nurturing of me, the staff and other board members. Larry, you are a mensch. We are very fortunate that Larry will remain on the board and continue to play a vital role in the Coalition’s success.

Phil Coffin, Board President
A SEASON OF CHANGE

by Nancy Grant, Executive Director

At this time of year, as the cycling season starts to slow down for many of us, I often reflect on the Coalition’s mission and progress. While the summer season always encourages many people of all types to ride in Maine, there is also a corresponding increase in anti-bike rhetoric. Making Maine a truly bike-friendly state is like pedaling up a long hill. Here are 3 simple things each of us can do to get us collectively over that hill.

1 Raise your voice! We need every Mainer who believes that safer and better biking is good for Maine to be vocal. As tax payers and/or residents, assert often and clearly that you want our roads to be much safer and more accommodating for biking and walking, that we want transportation dollars at the local, state and federal levels to be spent on biking and walking, and that we want law enforcement officers to protect bicyclists and pedestrian rights and enforce the applicable bike/ped laws.

2 Follow the rules of the road. If every cyclist in Maine followed the law, motorists, law enforcement officers and non cyclists would lose their main argument for not supporting more bicyclists on the road.

3 Tune your bike. Many accidents and crashes can be avoided if your bike is properly maintained. If you get tune ups from your local shop, take your bike in during the winter months when business is slow.

One person who has adhered to these rules his entire bicycling career is Larry Rubinstein. Larry has served as the president of the Board of Directors of the Bicycle Coalition of Maine for the last four years and has been a board member for over ten years. After helping guide the Coalition through a period of tremendous growth, Larry stepped down last month. Larry has been outstanding in every way and the Coalition is forever grateful for his leadership and immense contributions to the organization.

Larry has touched almost every aspect of what we do. He initially agreed to take on the role of board president in an effort to ensure that BikeMaine (which was only an idea four years ago) would become a reality. His support of the event, including riding the past two years, has been crucial to its resounding success. Larry was also instrumental in guiding the Coalition’s move from Augusta to Portland and played a key role in last year’s strategic planning process.

During his tenure as president, he actively participated in five different committees, attending hundreds of hours of meetings and activities. Larry has been the lead fundraiser for the Coalition, including personally connecting us to foundations and launching a major donors campaign that has raised over $25,000. Always interested in the Coalition’s advocacy and education programming, Larry took part in our Community Spokes training and immediately joined the bike/ped committee in his community so he could participate first-hand in making local change. Last winter, he personally asked his local legislator, a Republican, to sponsor a bill that the Coalition worked hard to develop. That bill would not have been signed into law if not for that sponsorship.

On a more personal note, Larry has been everything an executive director needs. When Larry started, I was new and inexperienced in this position. No matter how unskilled, inexperienced, overwhelmed or otherwise stressed I was, Larry always listened and provided support where needed. His never-ending confidence in my abilities has helped me meet many new challenges. No matter what I asked him to do, his answer was always yes, while at the same time, never interfering in the daily operations of the organization.

Larry is only the second board president in 23 years to have served for more than 2 years, and he has truly won the Yellow Jersey in this position. Larry, thank you from the bottom of my heart for being a tremendous leader and partner.
This summer I went on a month-long solo bike tour between two of Europe’s greenest and most bicycle-friendly cities, Copenhagen and Berlin. I went to see what it feels like to pedal with people who think nothing of hopping on a bike in a dress or suit, with a child, a few bags of groceries, and heading off for a week or a month… I wanted to see what can be done by governments that believe the movement of people and goods does not have to involve a motor (although e-bikes are increasingly popular), and make significant investments in infrastructure supporting sustainable living.

My town of Brunswick is one of two in Maine with a Bicycle Friendly Community designation from the League of American Bicyclists. We recently painted sharrows on Federal Street, added bike racks to schools and downtown, and are very proud of our 2.6-mile-long Androscoggin River Bike Path. We still have a way to go, though: according to the Danish Tourism Department there are 600,000 bikes in Copenhagen (more bikes than people!), 10,000 kilometers of cycles lanes in the country and 63% of the members of Parliament bike to work, reinforcing the fact that support for cycling comes from the top.

I did very little research on the 700km Copenhagen to Berlin route prior to riding it. How was my German? Nicht so gut. Danish? Ingen. However there is a great website for the route (bike-berlin-copenhagen.com) and through it I ordered a guide book (in German) and reserved a rental bike, helmet and panniers. I bought a plane ticket and booked a hostel for my first two nights in Copenhagen. That’s it! After that I wanted to slip into spontaneous traveler mode and be blown by the wind.

I set a few goals to help ensure that I got what I came for. I have hosted many cycle tourists through the online hospitality community of WarmShowers.org, and most act pressed for time and committed to a particular route. “Can’t get off course. Got to get an early start. Lots of miles tomorrow. Must keep on schedule.” I had a schedule, too, but was pleased that I only HAD to cycle about 20 miles a day to meet it. I committed to making personal connections, taking it slowly, accepting what came my way and not considering anything a mistake.

The popularity of cycle touring in northern Europe combined with a well-marked route, plentiful accommodations and
summer holidays meant that some days I saw as many as 40-50 cycle tourists! One day I encountered a trio of twenty something’s at a round-about. We were all holding maps or iPhones to determine which way to go and comparing maps to street signs. A local woman on the sidewalk pointed me in the right direction, so I passed on the tip to the boys and joined their pack. We pedaled together for about an hour, sharing stories about the USA, genetic testing, wind turbines and the economic recession. They were grade school mates on holiday and had decided to do this trip only two weeks prior. One was manager of an apartment building and scavenged three bikes from abandoned belongings of departing tenants. Their bikes were in working order, barely, but by trading bikes every 20km when they stopped for a beer they equalized their rides.

The route was quite easy to follow, especially in Denmark where the signs were plentiful, of a consistent design and installed at cyclists’ eye level. I had my guidebook and tourist information centers frequently sold cycle specific maps for their region. I also had an extremely helpful iPhone app, GaiaGPS. This tool allowed me to download the track for the route and follow it on a topo map—extremely helpful once I got to Germany and the signs were less frequent. I was constantly amazed at how extensive the cycle paths were. I enjoyed 10km of concrete path meandering through river-front wheat fields, I went on miles of hardpack trails along pristine canals, dirt paths through national forests signed for bikes and in cities where there were always dedicated pedestrian lanes, bike lanes and car lanes, not to mention exceptional public trains and buses which all accommodate bikes.

It was easy to find a place to stay, and my first choice for accommodation was Couchsurfing.com, an international hospitality exchange. I created a profile explaining who I was and why I was undertaking this trip, and then emailed hosts along my route requesting to meet, eat or stay with them. Only once was I turned down, because the host was out of town. I had many wonderful experiences, enjoyed comfortable and free accommodations, and got most of my questions about the local economy, ecological initiatives, energy policy and best swimming holes answered.

Having a bicycle is having freedom. On my two wheels I rode 900 kilometers, sometimes fast, but mostly slow. I went on cobbles and bricks and concrete and mud. I went through huge cities and tiny villages, over rivers and along canals, and on trains and buses. I stayed in garden sheds and a former concentration camp, and rode along remnants of the Berlin Wall. I spent a week in a gypsy caravan. I could always find a parking place, and I carried all my belongings with me, including food and water. I was a wifi hotspot, a navigation center, a weather station and a cultural emissary. Cycle touring is the best for a massive expedition or simply following a whim, and the flat topography of northern Europe is a great place to do it.
GEAR TALK:
Equipping yourself for biking with small children

by Sarah Cushman, Consultant to the Bicycle Coalition of Maine
and Founder of Cushman Transportation Consulting, LLC

Every year I see families out biking on all kinds of equipment—some traditional, some not. Our daughter, Cedar, is 9 years old now but I remember well the first years of trying to navigate possibilities for getting around by bike with a little person. To complicate matters, the options shift through each stage of a child’s development. There are a number of suggestions for when it’s appropriate to start (like when a baby’s head is strong enough) which can be very confusing. The good news is that in 2012 the San Francisco Bicycle Coalition produced its fantastic Family Biking Guide (ftp.sfbike.org/download/SFBC_FamilyBikingGuide_English.pdf) for every stage from pregnancy on up. I wish this had been out when we first started! The bottom line is: what works for each family, each rider’s comfort level, and budget is completely personal, but in case it’s helpful, our family has used the following.

ATTACHMENTS:

Age 1-5 – A single-passenger Burley trailer that was passed on to us. I still use it as my bike trunk for hauling gear around town. I even loaded it up with 80 pounds of tomatoes, although that might be a bit over the official weight limit for the trailer.

Age 3-4 – An Adams Trail-a-Bike passed on to us. This was great for short trips but more than about an hour around town and she would often get sleepy – of course this entirely depends on your child.

Ages 4-5 – A WeeHoo i-Go. We used this for about a year of commuting around town and then on our 4-month family bicycling sabbatical through Atlantic Canada and Quebec. You can read more about our experience with the WeeHoo and my retrofits for traveling with it at crazyguyonabike.com/doc/biketrip2012. When our daughter became more interested in riding by herself, we then passed the WeeHoo on to our friends. It was perfect when she was too scared to start biking on her own Trail-a-Bike.

Age 5-6 – A Trail-a-Gator to hook her 16” and then 20” bike to one of ours when needed for about a year. This worked until I bought her a 20” bike with gears and front suspension and the front tire couldn’t clear the ground. We learned the hard way that it doesn’t work with all bike models!

Age 5 through the present: We put her on my poor-man’s cargo bike set-up. It’s a Stoker Bar from Xtra-Cycle that’s mounted to my seat post on my heavy-weight touring/commuter bike. Then I have a sturdy rear rack on top of which I strapped a foam pad. She’s still only 45 pounds, so it’s worked well since she was 5. Our apartment set-up makes it impossible, space-wise, to have a separate cargo bike. In terms of having passengers on the back of your bike who have to hang on, I would suggest riding based on how you feel about your child paying attention. In the beginning, I had her straddle the rack and put her feet in the panniers because I worried about her forgetting and letting her feet get caught in the spokes. Now she rides sidesaddle and does tricks back there!

Age 7 through the present – We hook her up with a Follow Me when needed. It was pricey and the instructions just finally got translated from the German – but it is super solid and fit her updated 20” bike when the Trail-A-Gator didn’t. It saved us many times on our 2-week bike camping trip in Quebec last summer.

BIKING ON THEIR OWN:

Age 3-5 – An inexpensive pedal-less balance bike–she got hooked on it at 3, but plenty of kids get started on them younger.

Age 5 – She started riding her own pedal bike–again, passed on to us. We’d had multiple small bikes with training wheels and she’d been fairly

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IMAGINE BIKES HERE!

This summer, the Bicycle Coalition of Maine launched our newest campaign, called “Imagine Bikes Here.” The campaign is based around a series of temporary demonstration biking and walking projects that will be created throughout the course of the next year. “The goal,” says Jim Tasse, Assistant Director of the Bicycle Coalition of Maine, “is to show the public and municipal decision makers that improving bicycling and walking conditions can often be very inexpensive and incredibly simple.” This campaign is made possible by a generous grant from People for Bikes.

The Coalition will identify communities around the state where there is both demand for and willingness to implement these types of temporary projects. We will work in cooperation with municipal and state staff on all demonstration projects and will install temporary infrastructure such as cones, bollards, signs, sandbags and temporary paint to demonstrate the value of dedicated bicycle and pedestrian facilities. Projects will include bike lanes, curb extensions to improve walking conditions, and other traffic calming measures.

In July, Coalition staff and volunteers created the first demonstration project, a temporary six-foot wide bike lane in South Portland along Cottage Road, between Walnut and Mitchell Streets. The demonstration project was undertaken with the full support of the City of South Portland. This first Imagine Bikes Here event also included a short training for local bicycle and pedestrian advocates where they learned how to plan similar projects and work with municipal staff in their own communities. The training was followed by the installation of new bike lanes on Cottage Road in South Portland. As part of every installation, the Coalition will be collecting feedback from the public, including both bicyclists and drivers, so we can share with local decision makers.

Would you like to see an Imagine Bikes Here project in your community? Email imagine@bikemaine.org to let us know!
BIKEMAINÉ: RIDER PROFILES

The 356 people who rode BikeMaine 2015 did so for a variety of reasons: checking an item off their bucket list, reconnecting with friends met during a previous BikeMaine or just exploring a new section of Maine by bicycle. For at least two individuals, however, it was to prove something to themselves. BikeMaine bills itself as a vacation, but for some riders, it is a whole lot more.

Mike Dunn

Mike Dunn, 61, is from Auburn, Maine. In February, his weight had reached 288 pounds. His doctor told him that he was well on his way to developing diabetes or suffering a heart attack. A friend, who is a personal trainer, said he wasn’t about to watch Mike die. He went through Mike’s kitchen, throwing out junk food and soda, and created a personal fitness plan for him. Mike began riding at the Auburn YMCA, and on May 29th, he signed up to ride BikeMaine. While he intended to follow the training regimen set out on the BikeMaine website, he fell short, and as the start of BikeMaine drew near, he was worried he wouldn’t be able to do it. By then, however, he had lost 80 pounds, had energy that he hadn’t felt in years, and he was determined to give it a go. Mike may not have been the fastest rider on the route each day, but that wasn’t the goal. According to Mike, “My goal was to finish each day and the week without the assistance of the SAG wagon, [and] that was indeed do-able. I noticed that I got stronger as the week went along.” For Mike, the event was transformational. “I joined the Bicycle Coalition of Maine as soon as I got home and joined the Maine Cycling Club as well! I did 25 miles today! I’m hooked!”

Bob Murray

Bob Murray, 67, of Yarmouth rode BikeMaine 2013, and was training for a triathlon, so he knew he was up to the physical challenge. The 2015 event was going to be different because this time he would be accompanied by his partner and first time BikeMaine rider, Marcia Feller. Bob and Marcia successfully completed their 350-mile ride together, but their BikeMaine journey actually began several weeks earlier, on July 4th. It was that day Bob discovered blood in his urine. Twelve hours later, Bob was told that he had kidney cancer, and a week later, Bob had surgery to remove the affected kidney. With only 8 weeks left until the start of BikeMaine, Marcia was concerned about Bob’s health and wanted to cancel their registrations to allow Bob ample time to recover. Bob would not hear of it. “BikeMaine was the one thing in the future that kept pulling me forward,” he said. The first week after surgery, Bob made it his goal to walk the length of his driveway to his mailbox. The second week, he went to the Casco Bay YMCA and rode a recumbent bike. From there he went to a trainer at home, and by the third week post-surgery, he was out riding on the roads. Bob acknowledged he was tired after the first few outings, but the goal of getting to the BikeMaine start line kept him focused on his training, and his energy quickly returned. For Bob, it was a matter of not letting the illness define or defeat him. When he and Marcia crossed the finish line in Kittery on September 19th, they knew they had accomplished more than a bike event: they had beaten cancer.

BIKING by the NUMBERS

350 miles of beautiful riding
55 miles (avg) to pedal each day
6 new host communities
1 chance to experience the ride of a lifetime

RIDE.BIKEMAINÉ.ORG
THE VISION FOR A VIBRANT, INCLUSIVE MOUNTAIN BIKE COMMUNITY IN THE CARRABASSETT VALLEY REGION IS BEING REALIZED

by Peter Smith, President CRNEMBA and Ed Gervais, Vice President CRNEMBA

Build it and They Will Come. According to Carrabassett Valley selectman Bob Luce, “There has been a noticeable increase in the number of vehicles arriving in the Carrabassett Valley with bikes on top”. We have a feeling they are coming for the world-class mountain bike trail system. By the end of the 2015 season there will be approximately sixty miles of trails constructed specifically for the mountain biker. These trails are carved out of the rugged terrain here in the Western Mountains of Maine that provide a mix of sensational flow, challenging features and spectacular rock-work. With about 14 miles of beginner trails, 34 miles of intermediate, and 16 miles of expert, there is something for everyone. In addition to the mountain bike specific trails, there are dozens of miles of multiuse trail available and nearly endless tote roads and double track to be explored.

The development of the Carrabassett region trail system enjoys wide support too. In a recent press release, Carrabassett Region Chapter of the New England Mountain Bike Association (CRNEMBA) President Peter Smith announced receipt of a $50,000 grant from L.L.Bean’s Charitable Giving for Conservation and Outdoor Recreation to support the continued development of a world-class mountain bike trail network in the Carrabassett Region. “L.L.Bean is very pleased to support the project to develop a mountain bike destination in the Carrabassett Valley area” reported Mac McKeever, spokesperson for L.L.Bean. The $50,000 grant will be combined with funding from other sources and generous matching grants from the Town of Carrabassett Valley to generate a total of $237,000 to be spent in 2015 to expand and improve the network.

There is a vibrant mountain bike community in Carrabassett Valley now and it’s having a very positive impact. If you catch up with people on the trail or in the trailhead parking lots and you find riders from wide spectrum of backgrounds; longtime Carrabassett Valley riders who are riding more, locals new to mountain biking, second home owners and skiers that have taken up riding, and avid riders visiting from outside the area.

Cyclists understand the quality-of-life benefits from all this riding, but it’s also giving the region a welcome economic boost. The significant financial investments in the trail system have an immediate economic impact on the area through the professional trail builders’ wages and equipment rental. More important and enduring are the effects of increased recreational activity. John Beaupre, owner of three local grocery and convenience stores, say “the impact during the summer months is already significant; it’s amazing how many cars are pulling into my stores with bikes on them now!”

Sugarloaf ski resort remains the economic cornerstone for the area, but according to Ethan Austin, Sugarloaf’s director of marketing & communications, “The growth of mountain biking and the development of the trail network has already had a noticeable impact on summer visitation in Carrabassett Valley. We’re excited about the prospect for continued growth in this area, and are looking forward to working with CRNEMBA to help attract new riders to the area.” CRNEMBA partner Maine Huts & Trails operates four back-country huts in

BIKE BRIGHTLY
BICYCLE COALITION OF MAINE

BIKING by the NUMBERS

The Coalition’s Bike Brightly Program is an educational campaign encouraging cyclists to ride safely and abide by the law by using head and tail lights when riding their bicycles after dark. In the past three years, the program has tallied the following stats:

2,200+
lights distributed

200+
night riders at Bike Brightly events

65
community advocates distributing lights locally

38
law enforcement agencies distributing lights

BIKEMAINE.ORG/LIGHTS
the region for hiking, skiing and biking. All are accessible by bike and two are right on the trail network. More riders are staying at the huts and using them as a base or stopping during their day ride for lunch or to refill water bottles or hydration packs.

“One of the things that drew me to CRNEMBA was the inclusiveness of this group” say Ed Gervais, the club’s vice president; “we welcome anyone with an interest to participate”. With over 100 individual and family memberships from all over the state and beyond, Carrabassett Region is the largest chapter of NEMBA in Maine. Participate in a volunteer workday or just come ride with us and you’ll be in the company of riders from age three to seventy-three (and beyond).

CRNEMBA partners with the Town of Carrabassett Valley, Maine Huts & Trails and Sugarloaf to host events for rider of all abilities. The Carrabassett Back Country Bike Challenge race is put on annually by the Town of Carrabassett Valley and draws volunteer support from the region’s mountain biking community. The race, which has 15, 50, and 100km course options, drew more than 200 competitors in 2015. The 100km course, with more than 6,000 feet of climbing, is considered one of the hardest races in New England. Held in April of 2015, the Fat Tire Festival hosted by Sugarloaf with support from CRNEMBA promises to be an annual event and featured the increasingly popular fat-tire bikes.

Under Trail Boss Josh Tauses, a group of professional trail builders will apply their skills and grit to build trails to the highest of International Mountain Bike Association (IMBA) standards. These trails are designed and constructed to have minimal environmental impact and require little maintenance. Volunteers have played a significant role in trail building too. During the NEMBA TrailFest 2015, volunteer crews worked on a new section of trail that winds past a wonderful overlook with spectacular views of Sugarloaf Mountain and then into a lollipop loop in a zone with some really remarkable terrain. The work included pruning, raking, benching, and some significant rock work. The trail system would not be possible without the access generously allowed by landowners such as the Penobscot Indian Nation, the Town of Carrabassett Valley, Sugarloaf, the State of Maine, and the Carrabassett Valley Sanitary District.

CRNEMBA invites you to Carrabassett Valley to enjoy the riding, the spectacular mountain environment, and the friendly people you’ll meet on the trails.

Website: carrabassett.nemba.org
Facebook: facebook.com/Carrabassett-Region-Nemba-123028401076252
BICYCLE COALITION OF MAINE OFFERS
FOUNDATIONS OF MOUNTAIN BIKING COURSE

This spring the Coalition kicked off its first season of the Foundations of Mountain Biking course. The course is directed toward entry-level mountain bikers: those who are new to the sport, those who are looking to get back into the sport, and those looking to brush up on their skills.

Skills Classes were held on Wednesday afternoons on the Eastern Promenade in Portland, an excellent setting for participants to learn about the basics of mountain biking, including: bike fit and familiarization, body positioning, braking, climbing, descending, and trail etiquette.

Trail rides were held on Saturdays, and focused on enhancing the skills learned in the Wednesday sessions by using them in real on-trail venues. The rides also provided opportunities for group discussion and practice of specific skills, as well as to gain an understanding of the different trails systems available in the area.

All classes were instructed by part-time Coalition staff member Brian Danz, a graduate of the International Mountain Bicycling Association’s Instructor Certification Program, and the Coalition’s “go-to” guy for mountain bike related programs. Brian is an avid rider with a background as a cycling instructor and mechanic. His passion for passing along his love of knobby tires and trails was well evidenced.

Both sections of the course were well-attended, with participants ranging in ability level from rote beginners to riders with 10+ years of experience. Regardless of their experience, all learners left with smiles and more knowledge to help them to enjoy mountain biking all the more. With participants travelling from as far as Richmond, ME, and Dover, NH, it was clear that this is an area of interest for cyclists from all over the region.

The venue at the Eastern Promenade provided a beautiful backdrop for the Wednesday classes, and the choice of the Stroudwater Trail, also in Portland, was great for allowing students to progress their skills on gradually more challenging terrain. Many thanks are in order to the folks at Portland Trails for building and maintaining these trail systems.

While these sessions have come to an end for the 2015 season, the planning for 2016 is already in the works. We plan to be able to offer more classes and to cater to more advanced riders as well as beginners next year. Keep an eye on bikemaine.org/mtbskills for more information.
"All aboard the walking bus!" is a cry that could be heard on the first day of school in Norway for Guy E. Rowe Elementary School students who live within a half mile of the school. That's because this year there is no yellow school bus with wheels. Instead the 40 or so students can take the walking school bus to school, and back home again in the afternoon!

The Walking School Bus (WSB) program in Norway is a program of the Bicycle Coalition of Maine and the Maine Center for Disease Control & Prevention, with support from the Maine Safe Routes to School Program and the Maine Department of Transportation. After a competitive application process last fall, Norway was one of three schools selected to receive a two-year grant from the statewide WSB program, which includes a stipend for a Walking School Bus Coordinator who is based in the school, program equipment and promotional materials, and ongoing technical assistance from WSB Program staff.

Dave Fontaine, Transportation Director for the Oxford Hills School District, was intrigued when he first heard about the WSB Program a few years ago. He and a staff person from Healthy Oxford Hills attended a Walking School Bus workshop sponsored by the Maine Safe Routes to School Program and delivered by nationally-recognized PedNet Consulting.

Mr. Fontaine was contemplating cutting the bus that picked up students who live just down the street from Rowe School. “There’s a good and complete sidewalk network serving those homes, and the fresh air and exercise would be good for the students,” Dave explained. And, eliminating one school bus could save the school district about $18,000. So when the WSB program was announced, Dave thought it would be a great fit for Norway.

When the program began last April, 34 students participated. This fall, in part because there is no longer a bus, 58 students are registered with the WSB program, and up to 43 children walk on the WSB every day. The program runs in the afternoon as well, delivering students back to their homes just like the old yellow school bus would have.

The WSB program is a community-builder, too. The program relies on volunteers to walk the students to school. The WSB coordinator for Norway, Rebecca Powell, recruits and trains interested community members to become walking bus leaders. These volunteers include parents, teachers, business owners, local law enforcement and firefighters. The local police department has found that walking with the WSB is so good for community relations that they have an officer walk with the bus every day! The New Balance Company, located in Norway, has two employees who volunteer with the bus every Thursday as part of their community involvement program. Additionally, Androscoggin Bank, KeyBank and Norway Savings Bank have donated a total of 76 umbrellas for walkers to use when it is raining.

The WSB program is indeed a good fit for Norway; Transportation Director Fontaine added, “The WSB program has been vital to the success of reducing motorized busing along this route to school.”

In addition to Norway, walking school bus programs are running in Portland at the East End Community School and in Ellsworth at the Elementary-Middle School. Please visit the website for more information: walkingschoolbus.me.
OUR YEAR IN PICTURES

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1. Great Maine Bike Swap  
2. Maine Walking School Bus Program  
3. Maine Women’s Ride  
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6. Coalition 2015 Kick Off Party  
7. Maine Bicycle Pedestrian Safety Education Program  
8. Congresswoman Pingree Staff Bike Tour  
9. BikeMaine  
10. Community Spokes Training  
11. Imagine Bikes Here  
12. Bike Brightly  
13. Valet Bike Parking
COMMUNITY SPOKES PROFILE

Julie Daigle & The Power of Prevention - Fort Kent, Maine

Julie Daigle traveled 300 miles to become a Community Spoke when she joined us in Portland for our November 2013 Spokes Training, coming all the way from her home near Fort Kent. Julie is both a professional public health advocate—she works as the Project Director at Power of Prevention, a public health organization serving Northern Aroostook County—and a devoted resident who champions active lifestyles in her community. Julie is one of the most positive, energetic, and committed bicycle and pedestrian advocates in our network, and we are so grateful for all of her work in northern Aroostook County! We sat down recently to chat with Julie about her proudest accomplishments in the largest community in the St. John Valley—Fort Kent. We asked her about the challenges unique to working in Maine’s most northern communities and the changes she’s most proud of in the world of biking and walking in the County.

Bicycle Coalition of Maine: Since becoming a Community Spoke, what has been the main focus of your efforts to get more people biking and walking in northern Aroostook County?

Julie: I’ve been working on education and outreach on Complete Streets with many communities here, and that has been some of the most rewarding work I’ve done, particularly in Fort Kent. I’m proud that our work on this approach in Fort Kent has been very successful. The town officially adopted a Complete Streets policy in May of this year! This means that as the town builds and maintains local streets in the future, they will do so in a way that accommodates bicyclists, pedestrians, and other users—not just car drivers.

Coalition: Who are the other key partners working on this policy?

Julie: Our success in Fort Kent is due to the work of a lot of people, definitely not just me! A lot of groundwork was laid by my predecessor at Power of Prevention and a lot of work has been done by the Fort Kent Bike/Ped Advisory Committee. The Fort Kent town manager has been very supportive of developing, vetting, and eventually adopting the policy. The committee members include town staff, residents who are passionate runners and bicyclists, representatives from local businesses and organizations including the local newspaper, the University, and more.

Coalition: So what difference will this policy make for the town of Fort Kent?

Julie: Fort Kent’s Complete Streets policy is intended to directly influence our built environment. It has the potential to result in infrastructure changes that can positively benefit the lives of our residents and visitors. This means we can get new people on board with physical activity because the things they need to be active—paved shoulders, bike lanes, sidewalks, trails, etc—are right there in front of them. These things make the healthy choice the easy choice. That’s so exciting! We need these changes because we are trying to reach people that live here who are not already invested in being physically active; Complete Streets can help get us there.

Coalition: It sounds like I need to come ride my bike in Fort Kent! Anything else I should know about before I come up there?

Julie: We’ve been doing a lot with off-road trails, too. The town has done a great job in reaching out to public and private funding sources to help create these positive changes, including receiving a technical assistance grant through the National Park Service’s Rivers, Trails and Conservation Assistance Program, and receiving a couple of grants through the Department of Conservation’s Recreational Trails Program. That has been such a help for the Bike/Ped Committee to advance
The Bicycle Coalition of Maine views the development of positive, productive relationships with law enforcement officers (LEOs) as critical to improving road safety and protecting bicyclists’ rights. For over a year now, we have a standing committee of law enforcement professionals from four Portland area departments that meets every month to discuss police processes and bicycling. We are in the process of expanding the committee, called the Law Enforcement Collaborative, to include more rural agencies, including sheriffs.

The existence of this group represents some of the most interesting work the Bicycle Coalition of Maine does. These regular conversations with police officers provide valuable insight into how traffic laws actually are enforced, and how people riding bikes can best work with police when incidents occur. The input of this committee has shaped our legislative efforts, impacted our understanding of legal cases, and perhaps most importantly, increased police awareness of on-road harassment issues.

The group published an op-ed on roadway safety in August in the Portland Press Herald, and continues to work on completing a Law Enforcement Reference Guide to help officers identify and act on violations that endanger bicyclists on the roads (including ones committed by bicycle riders!).

We expect this group to become more and more important to our efforts to improve the behavior of motorists—and bicyclists!—on Maine’s roads.

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**MAINE BPSE UPDATE**

The Maine Bicycle and Pedestrian Safety Education Program (BPSE) is a program of the Bicycle Coalition of Maine and MaineDOT and has enjoyed another busy year. As of September, the BPSE program has made more than 259 presentations to schools across the state, serving 6,782 people with in-person bike/ped safety instruction, including rides, rodeos and presentations. 26 people have been trained in delivering the statewide BPSE curriculum, and two people in Maine have completed their League Cycling Instructor certification and are eligible to become instructors with the program.

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

The Maine Bicycle and Pedestrian Safety Education Program is also the home of the Maine Bicycle Helmet Program. As of September, the BPSE Program has also distributed more than 1,420 helmets across the state. This program works with schools, public safety folks and community organizations to provide helmets to kids in need. To learn more about the program, please visit helmets.mainebpse.org to apply for a role as an authorized instructor with the program.

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**LAW ENFORCEMENT COLLABORATIVE**

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MY NAME IS DAVID AND I’M A CYCLOTOURIST

by David Axel Kurtz

I love bike touring. I love the self-reliance, the adventure, the absolute accomplishment of it. I love planning the routes, planning my kit, figuring out what’s worth pushing and getting rid of everything else. That’s what bike touring is: stripping away everything you don’t need. That and a whole lot of riding.

I’m in law school. So’s my girlfriend, Lauren Kousaie. She’d never been touring before. We were looking for a tour that we could take together. Then our friend Cassie invited us up to The County for Potato Blossom Festival. Cassie’s also in law school. She’s from Presque Isle. Lauren’s from Dover-Foxcroft and she’s been up there before. I never have. I’m from Kennebunkport, and before law school I’d been north of Augusta exactly once in my life. When Cassie talked about Aroostook County it was like she was talking about a different world. I wanted to see that world. I’m a Mainer; I wanted to see my state!

We planned and plotted. We settled on a route. (If you want to nerd out over our bikes and kits, check out daxelaudax.wordpress.com. I’ll also post route maps.) We rode out...

Tuesday morning. Dawn just risen. We headed north on 88. There was dew on the grass, a soft blanket of fog rolling down the hills of Falmouth. My bike weighed a ton. I felt wonderful.

Lauren was ahead of me (a theme of this trip!). I look up and see she’s on the ground. I bolt over to her. Her right pannier has detached and gotten caught in her rear wheel. Blood is running from her leg. She gets up. She’s fine. She’s just worried about her bike. We look over her bike, there on the foggy roadside. As we’re standing there, a lobster delivery truck pulls over next to us. A fellow named Stephen gets out holding a First Aid kit. Gives us bandages. Tells us to be safe and drives away.

We pass around Freeport, following the route markers from the Bicycle Coalition’s Women’s Ride. The fog burns away. We watch the sun glisten over the sea from Wharton Point. We sit on the Brunswick Common and eat some dried banana chips. Some hippies on motorcycles give us a thumbs-up. We take 201 North. It’s wooded and quiet. Hilly, too. I’m huffing and puffing. The sun feels wonderful. It’s not even noon. We cross the Cobbosseecontee at Ring Hill. We pass farms and meadows and houses on the lake. We cruise into Gardiner, crash out in this little park on Water Street. We take off our cleated shoes and run our toes through the grass. Old people keep stopping and staring at us. We wave. They mostly wave back.

We ride on the rail trail north to Augusta. We wave at the statehouse (thanks for LD 1301!) Then we cross the river and follow Riverside Drive into the afternoon sun. We’re stopped at some intersection. A white van pulls over and a guy gets out. His name is Dan and he says he used to bike tour all the time. He offers us a warm shower and a place to stay. I wish I hadn’t just booked a hotel room. We chat for a while, there on the shoulder. Bike touring rules.

We’re on our way to Big G’s, a childhood haunt of Lauren’s notable for serving sandwiches the size of continents. On the way we pass around Freeport, following the route markers from the Bicycle Coalition’s Women’s Ride. The fog burns away. We watch the sun glisten over the sea from Wharton Point. We sit on the Brunswick Common and eat some dried banana chips. Some hippies on motorcycles give us a thumbs-up. We take 201 North. It’s wooded and quiet. Hilly, too. I’m huffing and puffing. The sun feels wonderful. It’s not even noon. We cross the Cobbosseecontee at Ring Hill. We pass farms and meadows and houses on the lake. We cruise into Gardiner, crash out in this little park on Water Street. We take off our cleated shoes and run our toes through the grass. Old people keep stopping and staring at us. We wave. They mostly wave back.

We’re on our way to Big G’s, a childhood haunt of Lauren’s notable for serving sandwiches the size of continents. On the way we run into some railroad tracks. I don’t see them until it’s too late, I fall down. Scrape myself up pretty bad. Bruise a few ribs, sprain

The next ten miles were wonderful. Tall pines, blue sky above. Flat road, silent, didn’t see a single car. We stopped by the banks of the river, wide
and blue and scattered all over with stones. It was wonderful and beautiful but above all I remember how different it felt. The air tasted different. We had crossed into Northern Maine. We crossed under the Interstate. Our next road was also dirt. We tried it anyway. It was brutal. But by the time we got to pavement I was ready to curl up and suck my thumb. Mattamiscontis Road: not for the faint of heart. We rode into Lincoln. Caught a bite to eat and headed north. Our goal was the Mattawamkeag Wilderness Campground. Mattawamkeag was just 15 miles ahead.

The sun’s setting at our backs. Good road, wide shoulder, made good time. I’m very tired, and very sore. So imagine my surprise when we get to Mattawamkeag and there’s a sign for the campground: 7.6 miles. Off the road. And: the road isn’t paved. I was about ready to collapse. I don’t think I could have made it down an escalator. We had just passed a tiny little motel. I told Lauren, I can’t. We have to stay here. It was some place. The windows had no screens and the room’s smoke alarm was clearly missing. I didn’t care. I was absolutely wrecked. 71 miles, of which about 20 unpaved; 2200’ of climb. I fell asleep before the sun had set.

**Day Four** we got up and went to the motel’s little diner. It was packed. Everyone was bent over a police scanner. We drank our coffee and listened in. There was a killer on the loose. You probably know the story. A man killed two people, took a hostage, and then shot two more and stole their car to get away. Back in Portland I might not even have heard of this story. Here I’m sitting in a diner when the police scanner says that Clayton’s been shot and Kevin Tozier’s been killed. And there’s a stunned silence, because everyone in the diner knows those people. They just lost a friend. And the killer’s still on the loose. What could we do but ride on?

We finished our pancakes and got on our bikes. We were taking 2A, which is basically a logging road. We made sure we had all the motel water we could carry. There wouldn’t be any more for 43 miles. It’s a magnificent road. Just absolutely magical. There’s almost nothing. No stores. No gas stations. Some stretches are ten miles without so much as a cabin. Just mountain wildflowers and giant trees and air that smells of stone and pine. At one point there was a little clearing and, just for a moment, you could see Katahdin. Close enough that you could reach out and touch it. Somewhere near Wytopitloc I had to slam on the brakes to let a moose cross the road. We finally made it to Linneus. We bought a gallon of water and found out that the killer was still on the loose. He was in a logging truck. Which was about all we’d seen for the last four hours. We got to Houlton to find that the killer was something like a mile away. Then they caught him. They opened the road. Nothing between us and Presque Isle but fifty miles. We could do it. We would. We rode north, golden sun up above, endless fields stretching off to either side. Mileage signs all ended in NB for New Brunswick. The eastern border was a mere two miles to our right. There were hills. Giant hills. We rode over them. We burned through those miles like wildfire. We rode down into Presque Isle with grins on our faces. I was singing. Lauren was singing. We rolled up to Cassie’s house and dropped our bikes in her front yard. 98 miles. 3900’ of climb.

Then we went out and DRANK SOME BEERS.

We went to the Potato Blossom Festival. We saw the parade. We saw the old restored John Deere tractors, the giant New Holland combines. We saw the beauty queens. We saw the Shriners in their little cars. Then Cassie took us on a tour of the County. Beautiful potato blossoms – in white, yellow, purple, blue – rolling all the way to the horizon. We had brunch St. Agatha, a mere five miles from the northern border of the state. We’d gone as far in Maine as it was possible to go. Then we caught a ride back to Portland, back to a new week, back to our lives.

**Four days. 312 miles. 12,500’ of climb. One manhunt. One moose. Two bicycles. A thousand, thousand potato blossoms.**
After ten years of incredible support from our Yellow Jersey Club, now with over 60 household members, the Coalition has implemented new established giving levels to recognize donations at the $2,500 and $5,000-levels. For more information about these new levels and their membership benefits, please visit bikemaine.org/joinrenew.

Cindy Andrews Cumberland Foreside
David + Chris Beneman Scarborough
Bill + Marcy Black Cumberland Foreside
Sue Ellen Bordwell + William Richards Yarmouth
Lauri + Ethan Boxer-Macomber Portland
Chris + Matti Bradley North Yarmouth
Catawamteak Fund of the Maine Community Foundation Washington, DC
Phil Coffin + Susan Peck Portland
Paul Driscoll Falmouth
Janika Eckert + Rob Johnston Albion
Dan Emery North Yarmouth
Donald Endrizzi + Peggy Pennoyer Scarborough
Pamela Fischer + Scott Spaulding New Gloucester
Philip Gleason + Mary Schendel Cumberland
Leon + Lisa Gorman Yarmouth
Peter Granick Westbrook, MA
Ellen Grant + Kevin Carley Portland
Irwin Gross + Martha Fogler Bangor
Barbara + Peter Guffin Freeport
Ralph Hamill + Susan Akers South Thomaston
Michael + Heidi Hayes Pownal
Karen Herold + Mark Isaacson Cumberland
Nancy Innes Gorham
Mark + Ginger Ishkanian Moultonborough, NH
Herbert + Kathleen Janick Cape Elizabeth
Stephen + Carolyn Jenks Portland
Jeff + Liz Kase Bar Harbor
Jamie Kilbretth Portland
Brigitte + Harold Kingsbury Cape Elizabeth
Dan Kovarik Portland
Laura + David Lipman Vassalboro
Bruce + Terry Malmer Bangor
Richard + Jane Marsh Poland
Gregg + Caroline Marston New Haven, VT
Neal + Suzanne McGinn Cape Elizabeth
Peter Millard + Emily Wesson Belfast
Bill + Beth Muldoon Harpswell
Tom Murray Falmouth
Cindy + John Orcutt Portland
Scott + Ponee Roberts Gorham
Rick + Tori Rosu-Myles Cape Elizabeth
Larry + Robin Rubinstein Scarborough
Jeff Saffer Cape Elizabeth
Jane Self + Ken Pote Camden
Peggy Stewart South Portland
Geoffrey + Bonnie Tolsmann Portland
Barbara + Richard Trafton Auburn
Kim + Jeffrey True Freeport
Austin Watts Bowdoin
David Wennberg + Anne Carney Cape Elizabeth
Tina + Brent West Yarmouth
Mark + Kitty Wheeler Woolwich
Jeff + Nancy White Cape Elizabeth

PRO LEVEL $5K
These members generously support the Bicycle Coalition of Maine’s work with annual memberships of $5,000 or more

Jonathan Ayers Portland
Nancy Grant + Mike Boyson Portland
The Onion Foundation Wayne
Cynthia Sortwell South Portland

Building A More Complete Future - continued from page 3

1 and saw the opportunity to ask the state to consider a “road diet.” A road diet reduces the width and/or number of travel lanes for cars, and thus creates space next to the curb for facilities such as shoulders or bike lanes. A road diet can be a very low cost Complete Streets improvement.

After months of meetings, gathering input, measuring traffic speeds and movements, and weighing options, everyone involved was able to agree on a new striping plan for the stretch of Route 1 between the Sagadahoc Bridge and Taste of Maine restaurant. The new striping pattern on this section has narrowed travel lanes for cars, thereby slowing traffic, and created more space in the shoulders for bicyclists.

Local champions of biking and walking in Woolwich and Bath are reporting that the new Route 1 is bringing great results. “Yesterday I rode my bicycle across the Sagadahoc bridge going North, and for the first time in 19 years that I have lived in Maine, I felt confident that I could ride through the commercial section without being squeezed into the granite curb on the right,” said local bicycle commuter Mark Wheeler. “My thanks to…the Maine DOT for listening to the concerns of the citizens and implementing changes that will contribute to the safety of all folks passing through and using the businesses in this area.”

Congratulations to the advocates in Woolwich and Bath whose dogged advocacy turned a challenge into a Complete Streets opportunity, and success!

This is the model we need to duplicate across the State. It’s projects like these that prove that Complete Streets solutions are there for Maine communities—we just need to give voice to the needs of everyone using the roads. Please speak up for Complete Streets across Maine at bikemaine.org/takeaction.
In 2015, Maine Beer Company became a Yellow Jersey Club Business Member in addition to supporting three Coalition events. Not only does Maine Beer Company make some really tasty beer, but they also run their business with the motto, “Do What’s Right.” Maine Beer Company is a member of 1% for the Planet, and donates 1 percent of gross sales each year to environmental causes like the Bicycle Coalition of Maine, York Center for Wildlife and others. If you’re looking for a company that’s doing it right, look no further...

We chatted with owner David Kleban who had the following thoughts.

Why is it important for Maine Beer Company to support the Coalition?

We love the Coalition's mission of making Maine a better place to bike and their commitment to encouraging cycling as a way to have an environmental impact.

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

Part of Maine Beer Company's mission is “Do What’s Right”, which for us means recycling, composting, using solar energy, and anything else that we can do to make a positive impact on the environment. We encourage our employees to bicycle to work, or borrow bicycles to use on weekends, and hope to encourage more customers to bicycle to the brewery instead of drive.

What was your most recent ride?

Maine Beer Company held its first bike tour, the Stop and Smell the Roses Cycling Fundraiser, on Saturday October 3rd. We offered a 50-mile and 28-mile route and an exclusive after-party in our brewery with special beers, live music, and a catered dinner. We raised over $10,000 for two local non-profits, and we hope to do it again next year.

What is the best bike-related advice you have received?

Always stop and smell the roses. It’s not always about timed races or pace, though there is a time and a place for those rides. Enjoying the outdoors is key.

Is there anything else you want to share about your bicycling-related activities?

There’s nothing better than a fresh beer after bicycling 50 miles, which is why Maine Beer Company is planning to hold another Stop and Smell the Roses Cycling Fundraiser next year and also grow our informal Randonneurs club with three planned rides during the spring, summer, and fall. Feel free to e-mail bike@mainebeercompany.com for more info on signing up for our fundraiser or joining our Randonneurs rides.

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**Equipping yourself for biking with small children - continued from page 8**

uninterested – giving them a go every few months for a time or two. Then one Sunday night in the apartment she asked me to take them off and, after ten minutes of flying toward the furniture, she was riding. There are kids who are comfortable at a younger age than that and others that hit their stride riding their own bike at age 8 or older. I’m a big believer in not pushing.

**Right now she uses:** Her own 20” six-gear bike to get around. Height is as important as the child’s age when determining the best size bike. And of course, the final test is to make sure the frame fits comfortably between their legs, with at least an inch of space to spare at the top with their feet flat on the ground.

**SAFETY:**

All the standard safety guidance holds for family biking (maybe more so as a parent?) That is, being visible and predictable and confident with biking in traffic—behaving as a vehicle and following the rules of the road. I highly recommend all teen and adult riders take a bike handling and safety course (even those of us who feel fully comfortable riding). It’s a great skill-building experience, taught by thoughtful and caring instructors, and a real game-changer as a rider. I’ll make sure Cedar takes it once she’s old enough.

We are also a traveling freak show with our visibility: neon yellow reflective vests worn even during the day and blinky ones at night, bright flags (I love this ATV flag that’s been adapted for bikes: facebook.com/BeSeenSafety), and triangles, orange Safety Wing bike reflector sidebars you can extend just a bit past your panniers, superflash blinking taillights, reflective material sewn into various pieces of gear, reflective spoke ornaments, reflective stickers on our helmets, etc. It’s total overkill and might not work for you as a family, but I know that when I’m driving in my car, I notice bicyclists more when they’re using high visibility colors.

It’s a lot of mix and match. Experiment with what works for you and find a way to get out there with your family. It’s not easy every moment, but mostly it’s a real liberation and joy! If you have other questions or suggestions, please share them on the Coalition’s Facebook page: facebook.com/bicyclecoalitionmaine.
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<tr>
<th>GREAT MAINE BIKE SWAP (PORTLAND)</th>
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Many Thanks to our Wonderful Volunteers!

Committee Members in bold

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

Karlo Apro
Paula Apro
Samantha Armstrong
David Auclair
Gale Auclair
Bill Benner
Chandra Benrud
Bob Bernoth
Phil Bourassa
Mike Boyson
Binney Brackett
Joe Brown
Dick Chutter
Jessica Clark-Karen
Ben Condrey
Andrew Dailey
Steve Dailey
Zsofia Duarte
Ellen Ellis
Kent Ellis
Barbara Fishman
Joel Fishman
Peter Garrett
Jean Geslin
Michael Gilmartin
Brooke Goddard
Paul Halvachs
Ralph Hamill
Jen Horine
Patricia Horine
David Jones
Bruce Kapner
Andy Lackoff
Deb Ladd
Mike Lane
Eric Libner
Peter Millard
Susan Morley
Susan Morrisey
Beth Muldoon
Angie Palombo
Patty Passetto
Joe Patten
Al Pease
Marnie Pease
Brittany Peats
Stephen Peats
Ken Pote
Paula Ratchford
Penny Read
Jeffrey Reyes
Claudia Ritch-Smith
Steve Ropiak
Pat Rosenberg
Beverly Roy
Larry Rubinstein
Robin Rubinstein
Jane Self
Mike Smith
Rick Smith
Anna Sommo
John Sommo
Lucy Sommo
Rosemary Soule
Zachary Soule
Ron Staschak
Ron Tesler
Toshie Tesler
Amanda Theall
Jane Thompson
Pete Toohey
Michael Travers
Sasha Van Baars
Dick Vermeulen
Pascha Warren
Tad Warren
Chris Wells
Sharon Wetzel
Lise Wilson
Ken Yanoviak

BIKEMAINE

Robert Bakker
Kevin Battle
Bob Bernoth
Bruce Brandt
Gerald Chase
Narelle Couper
Cynthia Doan
Susan Donnay
Martina Eng
Wally Estrella
Pamela Fischer
Chris Fogg
Pete Frye
Peter Garrett
Dillon Gillies
Gary Gilman
Natalie Gould
Peter Hall
Susan Hall
Allan Harville
George P. Jones III
Marie Jordan
Stephen Jordan
Bruce Kapner
Sharon Kelley
Mary-Joyce Kemper
Marcel Labbe
Charley LaFlamme
Julie Laing
Rob Laing
Jane Leung
Ed Linde
Margo Mallar
Charles McMahan
Gene Murray
Phil O’Reilly
Dan Oulette
Sylvia Oulette
Jeanne Peckiconis
George Puga
Gary Reuter
Robin Rubinstein
Rick Smith
Scott Spaulding
Chris Toy
Sonya Weiberg
Philip Welch
Tina West
Herschel White
Shirley White
Sonya Wieburg

IN OFFICE VOLUNTEERS

David Axel Kurtz
Ethan Boxer
Macombier
Phoebe Chandler
Tyler Eastman
Leonard Howard
Coco Kazadi
Lauren Kousaie
Bonnie MacInnis
Anne Mitchell
Morgan Mulkern
Gail Perry

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Portland Eye Care
5660 Central Avenue | Boulder, CO 80301
800.678.6483
niteize.com

Shipyard Brewing
86 Newbury St,
Portland
1.800.BREW.ALE
shipyard.com

ReVision Energy
142 Presumpscot St
Portland
207.221.6342
revisionenergy.com

Maine Beer Company
525 U.S. Hwy 1 | Freeport
207.221.5711
mainebeercompany.com

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Portland Eye Care
1040 Brighton Avenue, Portland
207.253.5333
portlandeyecare.net

Bread & Roses Bakery
246 Main Street
Ogunquit
207.646.4227
breadandrosesbakery.com

Green Clean Maine
110 Marginal Way | Portland
207.221.6600
greencleanmaine.com

Maine Bay Canvas
53 Industrial Way | Portland
207.878.8888
mainebaycanvas.com
NEW COALITION HOUSEHOLD MEMBERS
We welcome these new household members joining from April - October.

Chris Allen - Portland
Janet Arens - Stoneham
Lynn Bailey - Dover
Ron and Becky Baril - Minot
Deanna Bauer - Old Orchard Beach
Laurie Baumam - Cape Elizabeth
Matthew Bette - Cleverdale, NY
Paula Birmingham - Cape Elizabeth
Jacob Bourdeau - Portland
Shaun Boyle - Brunswick
James Brady - Scarborough
Stephen Brandon - Eliot
Don Braue - Liberty
Helena and Eben Brook - Kennebunkport
Julie Brown - Gorham
Allen Bruce - Falmouth
Jacob Bruce - Windham
Travis Bullard - Portland
Carolyn Bulliner - Brunswick
Will Burden - Mt. Desert
John Bursley - Bowdoinham
Susan Caplan - yarmouth
John L. Carpenter - North Yarmouth
Deb Casey - Newburyport, MA
Sara and Michael Cates - Skowhegan
Susan Cheff - Glenburn
Kimberly Clarke - Fryeburg
Mark Cloutier - Cape Elizabeth
Marty Cohen - Wells
Samuel Coplon - Mt. Desert
Christa Cornell - Brunswick
Stephen Corral - Readfield
Kim Crabb - Portland
Christine Curci - Cumberland
John Currie - Portland
Sara Cyr - Brunswick
Ryan Demkar - New Haven, CT
Linda Dowdell - University Park, FL
John Dunn - Auburn
Brian Edwards - Raymond
Karen Farnham - Winterport
Tom Federle - Yarmouth
William Fisher - Brunswick
Charles A. Foehl - Portland
Peter L. Frederick - Parsonsfield
Nat Gardiner - Chestnut Hill
Kurt Gary - Los Angeles, CA
Oren Gersten - Portland
Al and Barbara Godfrey - Gardiner
Maureen Gordon - Camden
Christine Grimando - Portland
John Gunel - Upland, CA
Nathan Hagelin - Portland
Elissa Haskell - Stonington
MaryAnn Hayes - Thordike
Karen Hendrickson - Stockton Springs
Meghan Henshall - Brunswick
Sarah Holland - Falmouth
Charles and Debra Hoover - Kennebunk
Brenda Howe - Portland
Melissa and Nate Hoy - Topsham
Paula Huntsman - Bar Harbor
Kirsten Jacobson - Portland
Kim Jones - Austin, TX
Nathan Kahn - Portland
John Karod - Rockport
Angela King-Horne - Pownal
Dale Knapp - Portland
Caroline Knight and Mike Kerzee - Rockland
Jake Koelker - Yarmouth
Lauren Kousaie - Portland
Theresa Labrecque - GORHAM
Todd Lalamure - Falmouth
Megan Landry - Gorham
Susan Langerlier - Lisbon
Laurier Lauze - Westbrook
Curt Lebel - Richmond
Paul Leblond - Portland
Cathleen London - Robbinston
Sharon and Bill Longley - Brooklin
Angela Lord - Cushing
Jody Low - Dover, NH
Kate Lundquist - Andover, MA
Sara M Lynn - New Castle, NH
Bill Marceau - Farmington
Jeremy Marks - Manchester, NH
David Martines and Kristen Silva - Falmouth
Katherine L. McDonough - Auburn
Philip Mcmeans - Redlands, CA
Deborah Merril - Harpswell
Lynn Mitchell - Loveland, OH
Amanda Moran - Newry
Adam Moser - Portland
Mary Murphy - Saco
Bernadette Nay - Jefferson, NH
Jennifer Nelson - Bangor
Geoff Nickerson - Cape Elizabeth
Shawn Nielsen - Portland
Tracy O’Connell - Orono
Stephen O’Connor - South Portland
Triona M O’Connor - Yarmouth
Marianne Pelletier - Lewiston
Clarisa Perez-Armendariz - Auburn
Christine Perham - Greenfield, MA
Christina Perkins - Orland
Jason Piper - Minot
Linda and John Poto - Otisfield
Jennifer Powers - New Gloucester
Liz Prescott - Freeport
Rick Reardon - Bangor
Margaret Rearick - Hebron
Denise Rees - Saco
Mary Jane Riley - Brunswick
James Rines - Woolwich
Daniel Rooney - Sanford
Jim Rose - Orono
Rick and Tori Rosu-Myles - Cape Elizabeth
Dave Rutter - North Andover, MA
Amy Sabaka - Thomaston
Karen Saltus - Kittery Point
Lindsay Salvatore - Portland
Lynne Santerre - Surry
Jenny Sass - Newburgh
Mary Scarpone - Topsham
Tristan Schneider - Bend, OR
Kimberly Schroeter - Saco
Libby Schrum - Camden
Kevin Shute - Bath
Gregg Silloway and Merilyn Brunton - Oguossoc
Debra Smith - Portland
Greggory Smith - Carlisle
Judy Souviney - Portland
John Stolecki - New Harbor
Robert Swanson - Friendship
Susan Tappan - Coronado, CA
Michael Taylor - Shaftsbury, VT
William Thompson - Topsham
Jeffrey Tirm - Manchester
May Toms - Greensboro
Ashlyn Trider - Lewiston
Robert Troccoli - Denver, CO
Pamela Twombly - Scarborough
Elaine Vadeboncoeur - Saco
Brian Vigneux - Scarborough
Tom Violette - Bangor
Johanna Ward - Winthrop
Douglas Watkins - Brunswick
Karl and Andrew Watkins - Belfast
Robert Wexler - Boston, MA
Richard Wheeler - Scarborough
Alice White - Falmouth
Lise Wilson - Cumberland Ctr.
William Wood - Bangor
Daniel Wyman - Portland
Valerie Yates - Boulder, CO
Mary Zidalis - Columbia Falls
Jason Zink - Asheville, NC
Member Bike Shops

These clubs support the Bicycle Coalition of Maine’s work with annual memberships of $100 or more.

Belfast Bicycle Club
Belfast | belfastbicycleclub.org

Bike MDI
Bar Harbor | bikemdi.org

Casco Bay Bicycle Club
Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
Portland | BikeCCCP.org

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

Maine Coast Cycling Club
Kennebunkport | mainecoastcycling.com

Maine Cycling Club
Auburn | mainecyclingclub.com

Merrymeeting Wheelers
Brunswick | merrymeetingwheelers.org

Midcoast Triathlon Club
Topsham | midcoasttriathlonclub.com

Portland Velo Club
Portland | portlandvelo.com

Member Businesses

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

Alta Planning + Design
Portland, OR (888) 456-0470

Atayne
Brunswick 888-456-0470

Bangor Savings Bank
Bangor (877) 226-4671

Bay Wrap
Augusta 620-9727

Bread and Roses Bakery*
Ogunquit 646-4227

Cianbro
Pittsfield 487-3311

The Dempsey Challenge
Lewiston 795-5546

Dextrous Creative LLC
Portland 409-0459

Downeast Bicycle Specialists
Fryeburg 935-4242

GA Gear
Portland 772-0073

Green Clean Maine*
Portland 221-6600

Interface*
LaGrange, GA 800-634-6032

John Dargis Associates
Bar Harbor 288-5659

Kettle Cove Enterprises
Cape Elizabeth 767-1754

Maine Bay Canvas*
Portland 878-8888

Maine Beer Company*
Freeport 221-5711

Maine Interior Design Association*
Portland

New England Mobile Showers
Portland 609-970-1249

Nite Ize*
Boulder, CO 800-678-6483

Noyes Hall & Allen
South Portland 799-5541

Portsmouth
South Portland

Project Energy*
Portland 232-6595

ReVision Energy*
Portland 253-3333

Shipyard Brewing Company*
Portland 761-0807

Summer Feet Maine Coast Cycling Adventures
Portland 232-9415

The Maine Brew Bus
Portland 200-9111

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

Allspeed Cyclery
Portland 878-8741

Auclair Cycle & Ski
Augusta 623-4351

Bar Harbor Bicycle Shop*
Bar Harbor 288-3886

Bath Cycle & Ski
Woolwich 442-7002

Busy Town Bikes
Lewiston 241-3233

Center Street Cycles
Brunswick 729-5309

Chase Cyclery
Andover 392-3732

CycleMania*
Portland 774-2933

Ernie’s Cycle Shop
Westbrook 854-4090

Frame and Wheel, Inc.
Cape Elizabeth 221-5151

Freeman’s Bicycle Service
Portland 347-1577

Freeport Ski & Bike
Freeport 865-0523

Goodrich’s Cycle Shop
Sanford 324-1381

Gorham Bike & Ski
Portland 773-1700

Saco 283-2453

Green Machine Bike Shop
Norway 739-2324

Kingdom Bikes
Blue Hill 374-3230

Kittery Trading Post
Kittery 888-439-9036

L.L.Bean Bicycle, Boat & Ski Store
Freeport 877-755-2326

Mathieu’s Cycle & Fitness
Oakland 465-7564

Farmingdale 582-0646

Pat’s Bike Shop
Brewer 989-2900

Portland Gear Hub
Portland 207-761-7632

Rainbow Bicycle & Fitness
Lewiston 784-7576

Rose Bike
Orono 800-656-3525

Sidecountry Sports
Rockland 701-5100

Singletrack Cycle Shop
Naples 318-2387

Unity Bike Shop
Unity 948-4800

Wildfire Human Powered Vehicles
Arundel 423-7360

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

Bar Harbor Bicycle Shop

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

CycleMania

Seasonal Hours:
M-F 10:00am-5:30pm,
Sat. 10:00am-5:00pm,
Sun. Closed
Now at 65 Cove Street | Portland
207.774.2933
cyclemania1.com
The Coalition is looking forward to another great season of events. For the most up to date information, please visit our website: bikemaine.org

**ORONO SWAP**
April 10, 2016
UMaine / New Balance Student Recreation and Fitness Center

Come join us to buy or sell a bike!
The swap features an online bike registration system and Saturday drop-off that will cut down on the lines and speed up the process.

**PORTLAND SWAP**
May 1, 2016
USM / Sullivan Recreation and Fitness Complex

**THE WOMEN’S RIDE**
Sunday, June 12, 2016
Freeport, ME
10, 25, 50 or 62 mile rides
Every woman, any bike, one ride.
This ride is a celebration of women and bicycling. This year’s event offers a friendly, supportive atmosphere geared toward girls and women of all ages and abilities.
The ride will include four routes for riders of all ages, experience and ability levels.

**THE LOBSTER RIDE**
Sunday, July 24, 2016
Oceanside High School
Rockland, ME
15, 30, 50 or 100 mile rides
The Lobster Ride features five distance options, from a family-friendly 15 miles, 30 and 80-mile loops as well as two scenic 50-mile loops that form a century that was recognized by Bicycling Magazine as one of the TOP TEN centuries in the country. All participants receive a pair of world famous lobster ride socks and a fresh lobster roll lunch.

**BIKEMaine**
September 10 - 17, 2016
50-55 miles daily / 350 miles total
Host communities will be announced in February

Spectacular, untouched natural beauty and specially curated daily routes will be paired with authentic and intimate host communities and of course the freshest and tastiest food Maine has to offer.

Join us for BikeMaine 2016 as we discover the Bold Coast of Maine. We are very excited that we will be traveling through parts of Washington and Hancock Counties next year.

bikemaine.org