In 2013 I moved to China to help run an American college’s study abroad program in Kunming, the capital of the southwestern Yunnan province. Having grown up in a small town in southern Maine, I never felt very comfortable in China’s mega metropolises, despite several attempts to work, study, and live in crowded, smoggy cities like Beijing and Shanghai. Yunnan always seemed like a more pleasant corner of the country. Its subtropical south borders on Myanmar, Laos, and Vietnam and is one of the oldest tea producing regions in the world. Its rugged north is home to the upper reaches of the Mekong and Yangtze rivers and is spiked with 20,000 foot tall mountains. The capital is known as “the city of eternal spring,” due to its year-round mild climate, and is small for a Chinese city with a population of just 3 million. So when I discovered a job opening there, I jumped at the opportunity to experience this part of China.

It was in this region that I fell in love with the idea of traveling by bicycle. I rode my bike everywhere throughout the city, deftly weaving through cars and motorbikes ensnared in traffic jams. On the weekends I headed out into the hills surrounding the city on group rides with cyclists from the local bike shop. On a trip home to Maine, I picked up my first pair of panniers. I brought them back to China, eager to pack them up and head out on an adventure. My Belgian roommate, also an avid cyclist, and I devised a plan to take a train north of the city and ride to the foot of Mt. Kawagarbo, a 22,000 foot mountain sacred to Tibetan Buddhists. We set out in the spring with just a couple changes of clothing and some warm layers for the frigid winds we would face at high altitude. Restaurants and hotels are plentiful and cheap in China so we didn’t need to carry much food or camping gear.

After a week of climbing mountain passes and racing down the other side, I was hooked. I wanted to take my bicycle further, over more mountains, and into other countries. To do so, I needed to prepare… a lot. I began reading all the blogs and books I could find about people traveling the world by bicycle. I read stories with wide-eyed wonder about people biking through countries whose names I hadn’t read before and didn’t know how to pronounce. I studied what equipment and bike maintenance skills were required to be truly self-sufficient, should I suffer a breakdown in the middle of nowhere. I gradually accumulated any missing pieces of camping gear and rode out into the hills around Kunming on weekends to hone my wilderness camping and cooking skills.

One day, while slurping noodles at a local restaurant with some friends, I casually announced, “I think I’m going to ride my bike to...”
Europe.” At first they were incredulous. “How are you going to do that? What if you get a flat tire? What about visas?” But without thinking about it too hard, I found I already had answers to most of their questions. That’s when my dream to bike across Eurasia began to evolve into a plan and a reality.

Sometime in the fall, in the midst of all my preparing and training, I found myself at a party and I met a girl — a really cute and sweet girl from Italy named Coco. She was studying Mandarin at a local university. We started dating, even though both our departures from China were imminent. I was planning to quit my job and start my bicycle journey at the end of the school year and her study program was ending, along with her student visa. One night, over dinner, I was telling her about the route I was planning through Central Asia when she said, “That sounds so amazing. I wish I could do something like that.” And before I could fully comprehend the gravity of my next words, I said, “Well, why don’t you just come with me?”

She was surprised by my suggestion, but did not immediately say no. Actually, I think she wanted to wanted to say yes right then and there, but she understood better than me the weight of what I was saying. We had been seeing each other for just about three months at the time and I was asking her to travel with me by bike for thousands of miles. It was no small ask, but we were both ready for a real adventure. Finally she agreed and we made a plan. By the end of the school year, we had our bikes, our equipment, and a route: the Silk Road. We would travel the same route that carried the trade of goods, ideas, and empires between Europe and Asia for hundreds of years.

At the start of the summer, we made our escape from China across its northwestern border into the former Soviet Republic of Kyrgyzstan. We biked through high altitude rolling green grasslands spotted with yurts and goat herds, to Bishkek, the capital of Kyrgyzstan, where we secured our visas and permits for Tajikistan. Then we headed south and west through the lunar-like landscape of the Pamir Mountains at 13,000 feet above sea level and made our way to Dushanbe to pick up our visas for Uzbekistan. With our papers in order, we rode to the ancient Silk Road cities of Samarkand, Bukhara, and Khiva before turning north to Kazakhstan to catch a freight ship across the Caspian Sea to Azerbaijan. From there we continued onward to Tbilisi, Georgia, and along the Caucasus Mountains to Turkey. By that point, winter had caught up to us and we made a b-line for Turkey’s Mediterranean coast. After waiting out the winter as hotel-sitters, we island-hopped from Turkey to Greece. We decided that Coco’s hometown in northern Italy would make a fitting final destination. So we took a ship from Greece to southern Italy to see (and eat!) as much of her home country as we could.

The journey did not always go exactly as we had planned, but that was to be expected. What we did not expect was how much we would learn about ourselves, each other, and about other people. We traveled through incredible landscapes and marveled at magnificent monuments, but the most incredible thing we experienced was the tremendous outpouring of kindness, generosity, and hospitality of the people we met along the way. If we stopped for every cup of tea offered to us along the way, we would still be out on the road somewhere.
FROM THE PRESIDENT

I am incredibly proud of the work that the Bicycle Coalition of Maine does to expand bike culture in our state, making biking and walking safer and more accessible for everyone. I’m equally proud of our strong membership, who help to fund our many programs, initiatives, and campaigns that support our mission. Your investments in the Coalition through your annual membership donations help sustain our advocacy, enforcement, and encouragement efforts, and, arguably most importantly, our highly esteemed education programs.

While our education program may not receive as much press as BikeMaine or create new infrastructure like Imagine People Here, the work we’re doing behind the scenes is fundamental to achieving our vision of a state where bicycling and walking are safe, supported, widespread activities. Our education programs reach Mainers of all ages, helping them to bike legally, safely, and more frequently, resulting in a stronger bike culture and safer roads for all of us.

Each year, our education programs reach nearly 15,000 children and adults through in-person presentations, workshops, on-bike trainings, and bike rodeos. Our printed education materials and education curriculum are models for other states’ bicycle and pedestrian safety education programs, and companies like Schwinn cite the Coalition’s “Eyes, Ears, and Mouth” test in their helmet fitting literature. Last, but certainly not least, we have been able to distribute thousands of helmets to children who need them.

At the end of 2015, we unexpectedly learned that the funding for our Helmet Program was no longer available. In the past, this campaign has distributed upwards of 1,650 helmets to children each year. This year, we have found ourselves without the funds to purchase helmets so they can get to those who need them most—kids who might otherwise not be able to afford them. Over the past 11 months, we have fielded requests for over 1,000 helmets that could not be supplied due to the lack of program funding.

As this year draws to a close, we will be asking you, our members, to help us fund the Coalition’s Helmet Program in 2017 through our Annual Appeal. We will need your support so that we can once again purchase helmets and distribute them, along with necessary educational materials, to those who need them most. As we enter a season of giving, please help us provide the gift of safe, fun riding to the children of Maine.

Phil Coffin, Board President
One of my more memorable bicycling moments of 2016 took place during the Dempsey Challenge when I had the pleasure of riding with Jens Voigt, a former professional road racer who rode a record 17 Tour de France events. Jens explained to me that in Germany, fourth grade is a special year for students because that is the year that students earn their bike rider’s license. The curriculum includes instruction at school, supplemented with practice at home. In Berlin where he lives, there is a mock city protected from cars, complete with intersections, stop lights, various kinds of bicycle infrastructure and signage where students can learn how to legally and safely ride their bikes. The course culminates with an on-bike test, with help from parent volunteers. Those who pass receive a special certificate and license that is quite a big deal for German ten year olds. This training isn’t just viewed as another extra-curricular activity, but part of the core belief that German schools have a duty to prepare their students for life.

Educational programs have always been at the core of the Bicycle Coalition of Maine. Educating cyclists, pedestrians, motorists, and other road users is a key strategy for making our state safer and more accessible for bicycling and walking. We have been working for more than 10 years to teach bicycle and pedestrian safety to school children, at the workplace, and in a range of contexts with leaders and decision-makers of all kinds.

A frequent request that we hear from the non-bicycling public is why don’t cyclists have to complete a bicycle education course (similar to driver’s ed). These complaints are often based around experiences featuring cyclists who don’t know and/or don’t follow the law. Similarly, we know that motorists who are also cyclists tend to be more careful when driving near cyclists. At the end of the day, our mission is to ensure that more cyclists AND motorists know and follow the rules of the road.

During the 2017 legislative session, we will be supporting a bill that requires bike/ped safety education in ALL public schools in Maine. We hope that this will not only improve the safety of school children when biking and walking, but will also shape behavior throughout their lives, including as they grow and get behind the wheel of a car.

Expanding bicycle and pedestrian education for ALL children in schools will help us achieve our mission of making Maine better for biking and walking. Even better, it will prepare our students, at a time when they’re impressionable and eager to learn, for life. Stay tuned for more information on our legislative campaign and please let me know if you would like to support these efforts.

P.S. – Jens says this is a great idea and everyone should get on board.
BIKING TO THE PAST IN PORTLAND

by Sam Shupe. Sam Shupe grew up in Portland and developed his love of cycling and history while attending Portland High School and the University of Southern Maine. Currently living in Boston, Sam is finishing his Ph.D. in the American & New England Studies Program at Boston University. His dissertation explores the nineteenth century history of cycling in Maine.

At the end of the nineteenth century, Portlanders, along with countless other Americans across the country, embraced the bicycle with passion. In the 1880s and 1890s, Portland cyclists formed bicycle clubs, owned bicycle shops, worked in bicycle factories, competed in bicycle races, and even performed choreographed dances on bicycles inside City Hall. Portland cyclists worked the bicycle deep into the cultural and social worlds of the city.

That history, however, is largely found in the newspaper columns and sporting magazines of the period. The physical imprint on the landscape is harder to find. The clubhouses and bicycle shops are now occupied by contemporary businesses in the Old Port and on Congress St. The J. P. Lovell Arms Co. bicycle factory, once located just over the bridge in Ferry Village, South Portland, has long been demolished, replaced by an apartment complex. The horse trotting parks that surrounded the city where local cyclists once raced have been torn down, converted into train yards and athletic fields. And it would be a rare and amusing sight to see cyclists dancing with their bicycles inside City Hall today. Sure, you can visit these places, but you won’t find anything related to Portland’s bicycle history.

In addition, no historical placards, monuments, or signs mark this significant history. But the lack of visibility of Portland’s cycling past has more to do with the act of cycling itself rather than negligence of the record. Nineteenth century cycling, just like today, was an ephemeral experience. It is hard to erect a monument that marks the feeling of pedaling from the park to the racetrack.

Where the lack of physical memorialization and impact on the landscape fails to capture local bicycle history, the actual act of riding a bicycle can succeed. On the weekend of July 30th and 31st, I directed two historical bicycle tours of the greater Portland area. My fellow cyclists and I rode roughly ten miles in and around the city to visit sites of nineteenth century cycling history, including places Portlanders rode, raced, and manufactured bicycles.
While all of the places we visited had almost nothing visibly related to bicycle history for us to see, our use of bicycles to travel to each site did physically connect to the past. Nineteenth century Portland cyclists, often united by clubs, rode in groups from Monument Square to the Western Promenade, threading the congestion and traffic of Congress St., to find relief and joy in the flat and wide expanses of the West End’s streets. On the tours, we, too, rode in a group, embedded ourselves in the hustle of Congress St., and basked in the minimal traffic and openness of the Western Promenade. While modern traffic consists of cars and buses instead of horse carriages and trolleys, the experience of riding a bicycle in the street is much the same. While we couldn’t tour the factories and clubhouses like a historic house or cemetery, we toured the city, recreating the feeling of experiencing Portland from two wheels, a feeling which indeed has a history.

Understanding bicycle history in Portland is thus more than just research and writing. The contemporary act of bicycle riding itself is a real way to connect to the past. So, as you hop on your bike and ride through Portland today, know that you are in many ways recreating the past, becoming your own monument to Portland’s cycling history. Whether getting a tune-up or buying a bicycle at a local shop, participating in a club group ride or race, or simply riding to work, you are participating in a local historical experience and feeling. While you may not find a plaque marking places of historical bicycle significance, the feeling of the pedals beneath your feet, the city’s seaside breeze on your face, and the street rushing beneath you form their own kind of memorial. Riding Portland today is one of the best ways to understand riding the Portland of the past.

PLANNING SURVEY OPEN THROUGH NOVEMBER 20TH

As part of the Coalition’s ongoing effort to improve service to our members and the public, we are conducting a communications survey of bicyclists and pedestrians from Maine. This survey is a quick (under five minutes) and easy way for you to share your thoughts and ideas about how we communicate with you and how the Coalition can best serve your needs.

As an incentive, the Coalition will be giving away three $50 gift cards to local bike shops to random participants. All survey responses are anonymous and no tracking software will be used. The survey will be open through Sunday, November 20th and the prizes will be randomly selected the following week. Please follow the URL below to take the survey today.

BIKEMAINE.ORG/SURVEY
2017 ADVOCACY AGENDA

The Bicycle Coalition of Maine is gearing up for another great year of advocacy in 2017!

1. We will be working to pass legislation that will require all elementary schools in Maine to deliver bicycle and pedestrian education, and we will need your help rallying support for this important initiative.

2. Our Complete Streets work is far from done, and we plan to continue to work on helping municipalities adopt and uphold Complete Streets policies.

3. We are also exploring the prospect of adding an additional Vision Zero Campaign alongside our work toward Complete Streets that will call attention to, not only the rates of pedestrian and bicyclist serious injuries and fatalities, but also the insufficiencies in crash data collection and reporting.

4. We will continue to work with the Law Enforcement Collaborative and Driver's Education Programs to improve safety for all users on the road.

5. Lastly, we plan to continue implementing our very successful Imagine People Here Campaign (see page 16) that demonstrates projects that improve pedestrian and bicycle safety.

WHAT DOES IT MEAN?

Complete Streets
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. 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. So far, MaineDOT and eight municipalities have adopted Complete Streets Policies.

Vision Zero
Vision Zero is a policy that articulates the goal of having zero road fatalities and serious injuries, and uses the approach of looking at road infrastructure design, vehicle technology, and enforcement, as well as road user behavior, to curb transportation related deaths and serious injuries. Vision Zero is a concept and movement that originated in Sweden and has gained traction across municipalities in the U.S. in recent years.

Support from our members enables us to do this very important advocacy work. Thank you for being a member and continuing to renew your membership with the Bicycle Coalition of Maine.
EVOLUTION OF A BICYCLE COMMUTER
by Stephanie Wyman

My journey began in August of 2015, as I joined my boss for a discussion about increasing pedestrian and bicycle safety around the city of Portland. As we chatted, I thought to myself, “How do I know about what’s best for the cyclist if I’m not out there on a bike living this life every day?” Living a mere 2.5 miles from the office, I decided that commuting by bike is something I could definitely try. I was very excited about the potential. The only problem was, I didn’t have a bike.

As spring 2016 began, I kept saying to myself, “I am going to do this!” Not only would it be helpful in my professional life as an engineer, but it would also better the environment and decrease wear and tear on my car. Simultaneously, I was coming up with a million excuses about why this could be a terrible idea. I had no knowledge of what kind of bicycle I would need, if I would need fancy bike gear or special shoes, or even whether I could afford these purchases. Unfortunately, I missed the opportunity to attend a few gear swaps and used bike sales in the spring. I was beginning to get discouraged and thought that perhaps there wouldn’t be an inexpensive way for me to undertake bike commuting.

Another hurdle to clear was bike storage. My apartment doesn’t have a bike rack, and I live on the third floor. My office also doesn’t have a bike rack nearby, despite being located in the Old Port. I was also lacking a bike lock, and started to panic about purchasing the “wrong” one. Maybe this wasn’t going to be that simple.

Other questions that popped into my head included: How long would it take me to ride 2.5 miles? Would I be comfortable enough on the road? Were there any alternate routes I could take that would make me feel more safe?

Living near the Woodfords Corners part of town, I knew that I didn’t want to make the trek down Forest Avenue during rush hour every day. I thought that if I left for work before it began, I could skip the traffic and be more comfortable, but there was only one way to find out!

As I began to convince myself that bicycle commuting really was possible (despite myriad reasons I thought might stop me), I received an e-mail about L.L.Bean’s annual bike sale. I decided that this was a sign and if I didn’t go for it that weekend, it wasn’t going to happen. I took advantage of L.L.Bean’s 24-hour services and dragged my friend with me to the bike shop late one night. By this point, I had decided that a hybrid bike would work best for me so that I could use it on the street, but also on trails, which was an activity that I wanted to take up as well. I picked out my

continued on page 23
**DEVELOPING BICYCLE CULTURE**

An increasing number of real estate developers are taking the needs of bicyclists into account when planning new construction, or renovating older buildings. We caught up with Nathan Szanton of the The Szanton Company, Ethan Boxer-Macomber of Anew Development and Peter Bass of Random Orbit and asked them some questions about the future of bike friendly development, the challenges they face and the philosophies that led them to where they are today.

**BCM** Why is it important for your business to support the bicycling and other forms of active transportation?

**NS** There are so many reasons. For one, we’re concerned about our residents’ health, and want to do anything we can to promote it. Second, we’re concerned about the fragile health of our planet—the only one we have—and want to do anything we can to promote it. Removing carbon from the atmosphere by facilitating our residents’ cycling and walking are tangible ways we can do that. A third, more selfish reason is we think supporting cycling and other forms of active transportation give us a marketing edge over other apartment complexes with which we compete for residents.

**PB** When doing infill development it has always been my goal to be sure that there are good transportation options that are not auto centric. This is the essence of urban infill and adds value to developments.

**EBM** In our business it is critical that we understand what amenities buyers / renters are looking for and make sure that we are providing them in order to be competitive and best serve the end users of our product. Whether I am developing apartments or condominiums, I’ve learned that renters and owners highly value living in a place that supports their use of bicycles for both recreation and basic transportation. Probably the most important thing that Anew does in this regard is in selecting development sites that are in central locations within amenity rich and bike friendly communities. After that, for me as a developer, it’s all about accommodating the bike within the design of the development; secure and convenient interior and exterior storage facilities at a minimum and enhanced facilities such as wash stations and repair stands, ideally.

**BCM** Is your bike-friendly approach something that’s relatively new, or have you felt this way for a long time?

**NS** We felt this way ever since we began developing apartments in 2002. Our very first development, Casco Terrace on State Street in Portland, has secure bike storage.

**EBM** I am a cyclist myself and have felt this way for a long time. What really confirmed the need for me was the experience of finishing projects and later realizing that more attention should have been given to accommodating for bicycles. In the project’s I currently have on the boards—all have bike facilities integrated in to their design amenity rich and bike friendly communities.
Can you share some challenges you’ve faced when prioritizing bicycles?

Some communities are struggling with who should benefit from required bike parking at a residential development and who’s needs should be met. The question is: Do you require bike parking that is convenient for residents (undercover and secure) or for visitors (convenient and near the door). Our priority is to address resident’s needs.

Are there downsides to taking a bike-friendly approach?

Although we’re happy to provide dedicated, secure bike storage in our developments, it does take space away from lobbies and other common areas. In addition, it places a small administrative burden on our property managers to keep track of bikes that appear to be abandoned. We have had to clean out bike rooms of bikes left behind by residents when they leave. (The flipside, though, is that our staff benefited from getting some free bikes in quite good condition!)

What advice would you share with other developers (or business owners in general) who are interested, but concerned about including bike-friendly elements in their work.

More and more people will be biking if it is convenient and safe. Add value to your projects with bike amenities.

Don’t underestimate the value and importance of providing quality bicycle facilities at your projects. The demand is very real and growing every year and developers who miss this trend are putting themselves at a competitive disadvantage.

How can a bicycle be an important tool to effect positive change?

Cycling models personal fitness and environmental responsibility, which in turn encourages others to do likewise. Plus, it’s just plain fun!

Bicycling provides the rider with profoundly positive physical and mental health benefits. It also reduces carbon emissions, traffic, and congestion by eliminating a car trip and brings people in closer contact with their physical environment and social community.

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

I would love to take a trip to cities in Europe, like Copenhagen, where I think the percentage of people who use bicycles regularly is enormous by our standards. It would be fascinating to see how that culture operates, and to try to figure out what barriers stand between our culture and theirs.

I have been accused of only doing developments that I can bike to. Guilty as charged!

Photos taken at the Mill at Saco Falls and the Lofts at Saco Falls, developments by the Szanton Company in Biddeford.
The 2016 Bikes for All Mainers program came to a rewarding close in October. Over the course of six months, the program graduated 24 students, providing them with mechanical and traffic skills training, bike tools, a helmet, a bike lock, front and back bike lights, and of course, a well-earned refurbished bicycle.

It is not uncommon to see program graduates riding through Portland, helmets securely fastened, following the rules of the road, and smiling with satisfaction. Program Coordinator and Portland Gear Hub Shop Manager Ainsley Judge sees graduates on a regular basis as they stop in to volunteer, purchase additional equipment for their bikes, or just to say hello and catch up.

While many of the goals set for the program were measurable and indeed met, the intangible outcomes of building community, friendship, and trust are the real triumph.

Congratulations to the 24 graduates of the 2016 Bikes for All Mainers Program!
When the Coalition began planning BikeMaine 2016, we knew that “Discovering the Bold Coast” wasn’t just a tagline, but a true indication of just how special this ride was going to be. The Washington and Hancock county region have everything desired in a bicycle route: beautiful vistas, quiet roads, the lure of adventure, good amenities, a variety of points of interest, friendly people, and great local foods.

There is no question that the 400 bicyclists who participated in BikeMaine 2016 overwhelmingly enjoyed their experience. The enthusiastic response of the riders supports the conclusions of the Washington County Council of Government’s award-winning Bold Coast Scenic Byway corridor management plan calling for increased bicycle tourism as a pathway to sustainable economic growth in the region. To support this plan, the Coalition and the Washington County Council of Governments have teamed up to secure grant funding through the Elmina B. Sewall Foundation and C.F. Adams Charitable Trust and, together with DownEast & Acadia Regional Tourism, have established a broad-based strategic planning committee to create the Bold Coast Bike Route (the working title for the route until a final name can be selected), using the BikeMaine 2016 map as a “first draft.”

The stakeholder committee, representing a broad spectrum of interests including state, county, and municipal officials, local businesses, non-profit organizations and the Trans-Canada Trail, began meeting last spring to develop a plan to attract bicycle tourists to the region. The committee used the BikeMaine 2016 event as a research lab to learn what bicyclists liked and didn’t like about cycling in the area, identify the particular needs of bicycle tourists, and obtain photos and videos of bicyclists enjoying the area that can be used for marketing purposes. The information collected during BikeMaine will inform the work of the strategic planning committee as it moves forward.

The committee will finalize the bike route, create a directory of local services and amenities, identify service gaps, develop and implement a marketing plan, and install route signs. The goal is to finalize the route by late spring of 2017, test ride it through the following summer, and look to sign it in time for the start of the 2018 bicycle season. If you are interested in assisting in this effort, please contact Kim True at the Coalition or Crystal Hitchings of the Washington County Council of Governments.
As BikeMaine continues to grow, so does our need for products and services that are true to our mission: celebrating Maine’s people, places, culture, and food. We put great thought into selecting our suppliers and vendors, aiming to highlight the work, product, and services of Maine-based companies. This year we were fortunate to bring on three new “very Maine” partners. The result was riders who were well-fed, well-caffeinated, and well-connected.

Maine Farm and Sea Cooperative

Feeding 500 people, three times a day, for seven days in a row is no small task. To complicate matters, BikeMaine travels to six different host communities and works with fifteen different community service organizations to prepare those meals. Working with these service organizations is just one way that the event supports and provides added resources to Maine communities, providing these organizations with a stipend to prepare, cook, and serve the meals.

As you can imagine, working with so many different volunteers in each community to provide meals is quite a logistical challenge. It’s imperative to ensure that these organizations have adequately planned for sufficient quantities of food and that the meals are well balanced and will provide safe and adequate nutrition for riders averaging 55 miles each day. In addition, a particularly important focus of BikeMaine is to provide meals with ingredients that are fresh and sourced as locally as possible.

This year, BikeMaine contracted with the Maine Farm & Sea Cooperative (MF&SC) to oversee the task of managing food service for BikeMaine. MF&SC is America’s first farm-institution food service cooperative. They worked with community organizations designing the meals in the months leading up to BikeMaine and assisted with meal planning and sourcing, meal preparation, and, most importantly, serving almost 500 people in under 90 minutes at each meal!

In addition to their support behind the scenes, MF&SC also prepared three meals during the week. They raised the bar for future BikeMaine meals, providing a dinner in Machias that featured 83% of ingredients coming from within 75 miles. As a bonus, they were also able to work with officials from the local school, providing leftovers from the meal for children’s lunches the next day.

“This event is very much in line with the mantra of our organization: local food for a healthier Maine,” said Maine Farm and Sea Cooperative CEO Dave Seddon. “A highlight for us was being able to use and market Maine’s finest local ingredients while putting together meals that met the nutrient needs of hard working cyclists.”

continued on page 25
After a successful initial project in 2015, the Coalition ramped up our “Imagine People Here” campaign in 2016 with seven new demonstration projects. The goal of the campaign is to demonstrate temporary, simple, low cost improvements to the existing environment, such as improved pedestrian crossings, wayfinding signs, and bike lanes to provide riders with a place to ride on the road. 2016 projects included:

- May 21 - Lewiston: Pop-up crosswalks and pavement repurposing at the BuildMaine Conference.
- June 30 - Sanford: Buffered bicycle lane on William Oscar Emory Drive.
- July 15 - Bangor: Wayfinding signage for the River City Trail.
- July 29 - Scarborough: Advisory multi-use lanes on Eastern Road.
- August 5 - Yarmouth: Advisory multi-use lanes on Morton Road.
- October 19 - Waterville: Curb bumpouts made of straw bales and pumpkins on Main and Appleton Streets as part of the GrowSmart Maine 2016 Summit
- November 2nd - Waterville: Curb bumpouts made of straw bales and pumpkins on Main and Appleton Streets as part of the Coalition’s Community Spokes Program training.

MAINE DOT ON-BIKE TRAININGS

Have you ever been on a road and thought to yourself, “I don’t think the needs of bicycles were taken into account when they designed this road.” We have, too!

Last year, the Coalition developed training sessions for MaineDOT staff that put engineers, designers, and program managers on bicycles in a variety of riding situations—a multi-use path, a downtown with parked cars and shared lanes, and a shoulder-less road with traffic. We then posed the following questions: Where are you most comfortable riding? Where would you feel best about letting loved ones ride?

After the success of these 2015 sessions, in 2016, the Coalition offered three additional training sessions between May and October at the MaineDOT offices in Augusta. Nearly 50 engineers, designers, and consultants have participated in the trainings, including the MaineDOT Commissioner, the Director of the Planning Department, and senior staff in the Multi-modal and Highway divisions. The response to the trainings has been fantastic, with one senior DOT official describing the training as “transformative.”

MaineDOT staff have been phenomenally open-minded and receptive to the training. Although it may feel that progress on improving conditions is slow, Maine is fortunate to have a DOT that takes bicycle and pedestrian issues seriously. We recognize that the MaineDOT can make an immense impact on riding conditions, and we are proud that our DOT is a national leader on these issues.
HELLO AND FAREWELL

SAM HERR recently joined the Bicycle Coalition of Maine as the Community Advocacy Coordinator.

Sam arrived at the Coalition with a long-time interest in bicycles. What was first a fun activity as a kid turned into a hobby in high school, and then became a primary mode of transportation when she started college. Since then, bicycling has been a central part of Sam's life. At the time that Sam started bicycle-commuting, she did not realize that this would turn into both a growing national trend, as well as a personal passion that would lead her on a professional path.

Bicycling for transportation has been a gateway for Sam to become involved in bicycling education, community, and advocacy as a resident, volunteer, and professional in all of the places that she has lived, including Tucson, AZ; Auckland, New Zealand; Lexington, KY; Boston, MA; and now Portland, ME.

After completing a BA degree in Anthropology, Sam worked for the Bureau of Applied Research in Anthropology on projects that piloted new sustainable technologies and practices in communities. She went on to earn an MA degree in Geography with a research specialty in bicycle transportation. She became a Program Manager for the City of Boston Bicycle Programs, and after moving to Portland, she became involved in an effort to start bike share in the area. The rest is history, so they say! In addition to an interest in bicycles, Sam is a Licensed Massage Therapist and Certified Yoga Instructor.

Please feel free to reach out to Sam if you are interested in bicycle and pedestrian advocacy in your area. Sam is always looking for new Community Spokes to join the Coalition's network of bicycle and pedestrian advocates around the state to make Maine better for biking and walking!

BOARD MEMBER FAREWELLS

At the Coalition's September Board Meeting, we expressed our heartfelt gratitude to five board members who have reached the end of their terms.

These five extraordinary individuals have volunteered over 85 YEARS of service (including the founding of this organization) to the Bicycle Coalition of Maine and for that we will be forever grateful.

They not only believe that the bicycle can make the world a better place, but they’ve given their time and energy to share that love, passion, and expertise with the rest of us.

Charley, Fred, David, Larry, and Dean... We look forward to seeing you on a ride soon!
WALKING SCHOOL BUS PROGRAM NOTEBOOK

The statewide Maine Walking School Bus (WSB) Program is in its fourth year and is proud of its many accomplishments. The program has worked with schools in these five communities to help them launch daily walking school buses: Portland, Norway, Ellsworth, Waterville, and Bangor. Portland’s East End Community School is the first school to have completed the two year grant cycle and has now “graduated” to be a self-sufficient, school district-supported program. The other four programs will keep their walking school buses running throughout this school year.

This fall, through a competitive application process, the WSB Team will be selecting up to three more schools with the goal of launching Walking School Bus programs in the spring of 2017. The program will be accepting applications into mid-November. See walkingschoolbus.me for more details and please contact program staff at saferoutes@bikemaine.org with any questions. Here are snapshots from two of our WSB program schools:

Downeast School, Bangor
The Walking School Bus at Downeast Elementary School got off to a brisk start this fall. Every morning, adult volunteers wearing fashionably-bright orange vests and carrying orange flags, meet students at designated “bus” stops and walk them to Downeast Elementary School. Twenty one students, in kindergarten through third grade, are taking part in the walking school bus. Each morning the walking bus meanders for a mile through the community, greeting people as they begin their day. The “bus” students eagerly join their friends walking to school. You will find the bus walking in all kinds of weather. Whether it’s raining, snowing, or the sun is shining bright, the bus is walking!

Guy E. Rowe Elementary School, Norway
Norway's Walking School Bus program is in its second full year of operation and going strong. The WSB coordinator, Rebecca Powell, reported, “Students were very excited to start off the year with the Walking School Bus. We are averaging thirty-one children walking with us every morning! And about twenty children walk home with us in the afternoon. They look forward to it every day!” Last school year, the Norway WSB program logged a total of 2,784 person-miles!

The Maine Walking School Bus Program is a partnership of the Maine Center for Disease Control & Prevention and the Bicycle Coalition of Maine, with support from the Maine Safe Routes to School Program and the Maine Department of Transportation. For more information please see the program’s website: walkingschoolbus.me.

2015-2016 School Year Statistics
Guy E. Rowe (Norway) Elementary School: 2,784 person miles walked
Ellsworth Elementary Middle School: 1,250 person miles walked
Why is it important for Ransom Consulting to support the Bicycle Coalition of Maine?

Walking and cycling are very important to our staff, and they are an important component of our business, so supporting an organization that does so much to promote active transportation in Maine is natural. Our Mission as a firm is to help create a sustainable future, and we feel that supporting the Coalition will help obtain success in that realm. Beyond our passion for cycling, designing bicycle and pedestrian facilities is one of our skills. Through the Coalition we have participated in Imagine People Here, which has been a great opportunity to share our knowledge of the design of complete streets, and to help demonstrate the value of cycling facilities, as well as their compatibility with other modes of transportation through good design.

How can a bicycle be an important tool to effect positive change?

Mobility is obviously crucial for participating in the community, the economy, and for just taking care of basic daily needs, but transportation is a very large household expense. If we can make cycling safer and more convenient for those who already rely on it, and make it a more obvious choice for those who don’t, we have the potential to help reduce the cost of living for everyone. Oh, and helping to encourage healthier lifestyle habits, reduce GHG emissions, and reduce congestion while we are at it can’t hurt!

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

The design choices that our engineers make and recommend to municipalities can have a profound impact on our streets and communities. So it is extremely important that we understand and promote the value of cycling as best we can. Plus, since over 60% of our staff that live in Portland bike to work regularly, we have become very “bike friendly” to accommodate bike storage active commuting benefits.

What was your most recent ride?

Beyond road biking up and down the coast of Maine on a routine basis, I also enjoy exploring the dirt roads of Vermont on my cross bike. This last weekend, my wife did a cross bike ride and spent over 2 hours enjoying 30 miles of quiet dirt roads. It was a perfect ride with classic fall foliage, no traffic (we rode side-by-side for miles on end), unique class 4 roads, and lots challenging long climbs.

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

With regards to concerns about gear, brands, and price tags: “just ride.” After all, it is all about the engine!

Anything else to share?

I bought my first bike with gears (3) when I was 10 and have been riding ever since. For many years, it was my only means of transportation (even after I had earned enough money to buy a car). Today, my bikes are used more for exploring and fitness than accomplishing some of the day-to-day activities. However, one way or another, I still use my bike and do wish that a greater percentage of the population took advantage of a bike, too. Through some of the good work being done by the Coalition, I hope that more people will get out on a bike (starting at an early age) to at least improve/maintain their health, and even use it instead of a car when they can. Not to mention, the more people that are riding bikes, the more people that can be helping to make our roads a safer place to ride.
COMMUNITY SPOKES PROFILE: TINA WEST

Through our Community Spokes Program, the Bicycle Coalition of Maine trains and supports local advocates to make their towns safer and more inviting for people on bike or foot. In this issue, we shine the light on Community Spoke Tina West of Yarmouth. Tina is also on the Coalition’s board and is chair of the BikeMaine Ride Committee. We sat down with Tina to ask her a few questions about how she became such a committed bicycle and pedestrian advocate and what she’s looking forward to in the future.

In a few sentences, can you provide a brief bio of who you are, where you live, and what you like to do for fun (or any other tidbit you’d like to share about yourself)? My name is Tina West and I live in Yarmouth, ME, with my husband Brent. I recently retired after working 30 years at UNUM, so I love the flexibility I now have to enjoy the Maine outdoors - riding my bike, hiking, walking, Nordic skiing, snowshoeing, and being at our camp on Worthley Pond. I also enjoy volunteering for the Bicycle Coalition of Maine, as a board member, BikeMaine Committee chair, and Community Spokes representative.

Why did you want to join the Community Spokes network? Because I spend much of the summer at our camp in Peru, I wanted to better understand how to make Peru and its neighboring community, Rumford, more bike and pedestrian friendly.

Since becoming a Community Spoke, what has been the main focus of your efforts to get more people biking and walking in Oxford County? I have worked with two existing Rumford teams: the Active Community Environment (ACE) team, whose focus is to rebuild a walking/biking bridge across the Swift River, and the Rumford Ahead! Team, which is focused on making Rumford a better place to live and work by restoring and encouraging its residents and visitors to use its natural resources. Since the ACE project is currently “on hold,” I have worked most recently with the Rumford Ahead! Team to apply for a Recreational Trails Program grant which, if awarded, will help to fund its Rumford Falls Trail project.

What is the Rumford Falls Trail? The Rumford Falls Trail is a 1.6-mile loop trail that provides excellent views of Rumford Falls and includes sidewalks, a lightly traveled paved roadway, and a .7-mile gravel section that has been fenced off/gated for the past 10 years because there are rocks/boulders that have the potential of falling onto the trail, making it unsafe for trail users.

What do you feel that the Rumford Falls Trail is an important asset to the community? The Rumford Falls Trail is vital to the local population and its visitors, for multiple recreational and healthy habits like walking, biking, and sightseeing. It will also generate greater tourism for Rumford. Rumford Falls are the largest falls by volume east of Niagara, and already encourage tourism, but only one of the falls' two most dramatic drops are currently visible to the public, from an information center situated 1300 feet away. The Rumford Falls Trail will offer a safe yet far closer view of the other drop from a vantage point where visitors will be impressed by its roar and power. Lastly, it will provide economic value to the town of Rumford. The short walk from Rumford’s Visitor Information Center to the trail leads directly past the main street of Rumford’s historic downtown business district, encouraging vacationers, sightseers, and other trail users to visit its shops and restaurants, giving a needed boost to Rumford’s struggling economy.

Who are the other key partners working with you on this project? In addition to the Rumford Ahead! Team, we have several key partners. Brookfield Renewable Energy owns the gravel section of the Rumford Falls Trail and they have, most recently, been eager to restore the trail so that it can be used by the residents and visitors of Rumford. Mahoosuc Pathways is eager to ensure that the trail restoration is done efficiently, using restoration “best practices.” The Oxford County Wellness Collaborative highlights available community resources that support active living and offers the team a forum to connect with organizations that have deep experience with maintaining public trails.

What is your vision of success? Once the gravel portion of the trail is restored and is deemed safe for the public to use, the gates on both ends will be removed, allowing Rumford townspeople and visitors to use the entire trail for walking, running, trail biking, baby strollers, snowshoeing, and Nordic skiing.

What is one piece of advice that you would give someone starting out as an advocate in their community? Find out what is already going on in the community, listen carefully to ensure that you understand current challenges and/or opportunities, and don’t be afraid to raise your hand and offer to help, regardless of how non-sexy the task is.

What do you love most about the Rumford Falls Trail? I love the fact that the trail encourages healthy activities for lots of different people - kids, adults, students, business people, elderly people, physically and mentally challenged people, and tourists. It also promotes one of Rumford’s most beautiful natural resources . . . The Rumford Falls.
2016 VALET BIKE PARKING: YEAR IN REVIEW

“I used the Valet Bike Parking at the Beach to Beacon race this year; best thing ever! GAME CHANGER!”

2016 marked the Bicycle Coalition of Maine’s most successful year for its Valet Bike Parking Program with over 500 bikes being checked in over the course of the year. Valet Bike Parking is a fee-for-service program offered by the Coalition to events that wish to reduce their carbon footprint, reduce their event’s parking congestion, and encourage event attendees to bicycle instead of drive. Event-goers ride their bikes to the event and sign in at the check-in table. The Valet Bike Parking attendants park bikes in a secure area and watch over them during the event. After the event, the attendees collect their bikes and are on their way. The service is paid for by the events, so it is free to event attendees and often includes an incentive, such as discounted admission or a free exclusive item to encourage more event-goers to choose biking as their form of transportation to the event.

The Bicycle Coalition of Maine would like to extend a big thank you to our dedicated volunteers and to the following events and organizations who partnered with us in 2016 to get more people biking to their favorite events:

- Portland Sea Dogs - 11 Sunday home games
- Beach to Beacon 10k Race
- Cirque Mechanics: Pedal Punk – Portland Ovations
- PMA Bike Night – Portland Museum of Art
- Allagash Street Fair – Allagash Brewing Company
- Bug Light Festival – South Portland/Cape Elizabeth Buy Local
- First Friday Artwalk – Portland Downtown
- Summer Kick-Off Weekend – Portland Downtown
- Summer Beer Festival – Maine Brewer's Guild

We look forward to working with more events in 2017 to get more people out of their cars and enjoying the benefits of biking to their favorite events. If you’re interested in providing Valet Bike Parking at your next event, visit bikemaine.org/valet for more information.
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. To foster these relationships, we have created the Law Enforcement Collaborative, which brings together LEOs and bike riders to talk about safety, behavior, and the law. The group currently includes representatives from six southern Maine police departments, two sheriff’s departments, and the Maine State Police, as well as a lawyer, a transportation planner, several bike commuters, and Coalition staff. Highlights from 2016 include

- Finalizing and distributing the Law Reference Guide, which provides law enforcement officers with a handy reference on priority bicycle/motorist violations and the fines associated with them. The resource was endorsed by Maine Association of Police, the Maine Association of Police Chiefs, and the Maine Association of Sheriffs.
- Helping to coordinate a “vulnerable user” enforcement detail that resulted in 27 citations and 51 warnings to motor vehicle drivers who were speeding or distracted—and 4 citations and 8 warnings to bicycle riders who were breaking the law!
- Development of a resource for the Bureau of Highway Safety’s “Driving Dynamics” driver’s education course about how to drive near vulnerable users—stay tuned!

FAT TIRE FOLK

Did you know the Bicycle Coalition of Maine likes to take our work off road? Developed in 2013 with support from the Recreational Trails Program, the Coalition’s “Off Road Bicycle Education (ORBE) Program” has been teaching the basics of off road bicycle handling and sustainable trail design in communities across Maine. Cape Elizabeth, Greenwood, Yarmouth, Westbrook, and Gorham are just a few of the communities where this program has made a difference in creating or expanding trail systems.

In addition to trail construction and design, the ORBE program also supports “Foundations of Mountain Biking” educational classes, taught by IMBA certified instructor Brian Danz. These classes have reached dozens of people from Carrabassett to Portland. Do wish your town had more trails for walking, riding, or snowshoeing? Are you interested in trying to get into off-road riding more next season? Contact Jim Tasse (jim@bikemaine.org) to get involved!

EVOLUTION OF A BICYCLE COMMUTER

continued from page 9

bike, helmet, bike rack, mirror, and bike lock all in one trip. It wasn’t cheap, but I reassured myself that it was worth it, and would be a great investment for my health and the environment.

The big day arrived! I decided to leave at 6:45 in the morning on my first ride to work. This would put me ahead of traffic, and give me time to get dressed and ready for my work day. My first trip to work was a success! I traveled on the road and, while I was nervous, I felt a sense of great accomplishment when I arrived. I decided that my ride home would include the East End and Back Cove Trail, and, while this was a bit of a longer commute, it was far more scenic and I felt safer.

The next day I opted to travel along the Back Cove and East End again and stay off the road. When I arrived at work, I was a little hot and it took a few minutes to get dressed at the office and prepare for the day, but there was no question it was worth it.

I set an initial goal to bike to work two to three times per week. In the month of June, I came close to accomplishing this goal. As the summer progressed, I did find it more difficult to use my bike to commute to work on some days. The biggest challenge I faced was meetings outside of town that would require me to drive my car. Other days, I was too tired to wake up in time to ride, and some days I just didn’t feel like it.

While I may not have been biking to the office as often as I would have liked, I found that I was biking to get to places around town much more regularly. My roommate was also motivated by this, purchased a bike, and started commuting as well. We enjoyed a ride to the fireworks on July 4th, to plays in Deering Oaks Park, and to the Farmer’s Market. I found myself enjoying biking on the weekends, visiting facilities like the Eastern Trail, and participating in organized rides throughout Maine. I happen to travel a lot to NH and VT to visit family and friends, and have started bringing my bike with me so I’m able to enjoy riding all over New England.

While I do wish I had a slightly more successful transition to a bicycle commuter, I am very happy with how the first summer on my bicycle has turned out. I now feel far more comfortable riding on the road and have a much better sense of all of the planning that goes into bicycle commuting. I’m excited to try again next spring and hope to see you on the road!
## YELLOW JERSEY CLUB MEMBERS

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

<table>
<thead>
<tr>
<th>YJC PRO ($5,000+)</th>
<th>YJC PODIUM ($2,500+)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jonathan Ayers - Portland</td>
<td>Larry + Robin Rubinstein - Scarborough</td>
</tr>
<tr>
<td>Tom + Evon Cooper - Seal Cove</td>
<td>Barbara + Richard Trafton - Auburn</td>
</tr>
<tr>
<td>Nancy Grant + Mike Boyson - Portland</td>
<td>The Onion Foundation - Wayne</td>
</tr>
</tbody>
</table>
| The Onion Foundation - Wayne |...

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

### YELLOW JERSEY CLUB

*($1,000+)*

<table>
<thead>
<tr>
<th>Members</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin + Rachael Alfond</td>
<td>Portland</td>
</tr>
<tr>
<td>Cindy Andrews + Thomas Whyte</td>
<td>Cumberland Foreside</td>
</tr>
<tr>
<td>John Attwood + Karen Kurkjian</td>
<td>Cape Elizabeth</td>
</tr>
<tr>
<td>David + Chris Beneman</td>
<td>Scarborough</td>
</tr>
<tr>
<td>Moe + Loraine Bisson</td>
<td>Brunswick</td>
</tr>
<tr>
<td>Bill + Marcy Black</td>
<td>Cumberland Foreside</td>
</tr>
<tr>
<td>Lauri + Ethan Boxer-Macomber</td>
<td>Portland</td>
</tr>
<tr>
<td>Chris + Matti Bradley</td>
<td>Belgrade Lakes</td>
</tr>
<tr>
<td>Keith + Maria Canning</td>
<td>Portland</td>
</tr>
<tr>
<td>Anne Carney + David Wennberg</td>
<td>Cape Elizabeth</td>
</tr>
<tr>
<td>Alan Chebuske</td>
<td>Portland</td>
</tr>
<tr>
<td>Joan Cirillo + Roger Cooke</td>
<td>Portland, OR</td>
</tr>
<tr>
<td>David Clement + Elizabeth Weiss</td>
<td>Winthrop, WA</td>
</tr>
<tr>
<td>Phil Coffin + Susan Peck</td>
<td>Portland</td>
</tr>
<tr>
<td>Paul Driscoll</td>
<td>Falmouth</td>
</tr>
<tr>
<td>Janika Eckert + Rob Johnston</td>
<td>Albion</td>
</tr>
<tr>
<td>Elizabeth Ehrenfeld</td>
<td>Falmouth</td>
</tr>
<tr>
<td>Dan Emery</td>
<td>North Yarmouth</td>
</tr>
<tr>
<td>Donald Endrizzi + Peggy Pennoyer</td>
<td>Scarborough</td>
</tr>
<tr>
<td>Jay Evans + Martha Palmer</td>
<td>Cape Elizabeth</td>
</tr>
<tr>
<td>Pamela Fischer + Scott Spaulding</td>
<td>New Gloucester</td>
</tr>
<tr>
<td>Philip Gleason + Mary Schendel</td>
<td>Cumberland</td>
</tr>
<tr>
<td>Lisa Gorman</td>
<td>Yarmouth</td>
</tr>
<tr>
<td>Peter Granick</td>
<td>Westborough, WA</td>
</tr>
<tr>
<td>Ellen Grant + Kevin Carley</td>
<td>Portland</td>
</tr>
<tr>
<td>Irwin Gross + Martha Fogler</td>
<td>Brunswick</td>
</tr>
<tr>
<td>Barbara + Peter Giffin</td>
<td>Freeport</td>
</tr>
<tr>
<td>Karen Herold + Mark Isaacson</td>
<td>Cumberland</td>
</tr>
<tr>
<td>Alicia + Henry Heyburn</td>
<td>Brunswick</td>
</tr>
<tr>
<td>Joseph Higdon + Ellen Sudow</td>
<td>Washington, DC</td>
</tr>
<tr>
<td>Nancy Innes</td>
<td>Gorham</td>
</tr>
<tr>
<td>Mark + Ginger Ishkanian</td>
<td>Moultonborough, NH</td>
</tr>
</tbody>
</table>

Herbert + Kathleen Janick - Cape Elizabeth
Stephen + Carolyn Jenks - Portland
Eileen + Gordon Johnson - Bowdoin
Jeff + Liz Kase - Bar Harbor
Jamie Kilbreth - Portland
Brigitte + Harold Kingsbury - Cape Elizabeth
Dan Kovarik - Portland
Joan Sarles Lee + Robert Herold - Boston, MA
Laura + David Lipman - Vassalboro
Doug Malcolm - Portland
Bruce + Terry Malmer - Bangor
Gregg + Caroline Marston - New Haven, VT
Neal + Suzanne McGinn - Cape Elizabeth
Peter Millard + Emily Wesson - Belfast
Bill + Beth Muldoon - Harpswell
Gene Murray - Elk Grove, CA
Tom Murray - Falmouth
Cynthia + John Orcutt - Kingfield
Lil Pew + Carol Bult - Ellsworth
Scott + Ponee Roberts - Gorham
Rick + Tori Rosu-Myles - Cape Elizabeth
Jeff Saffer - Cape Elizabeth
Jane Self + Ken Pote - Camden
Peggy Stewart - South Portland
Geoffrey + Bonnie Tolzmann - Portland
Austin Watts - Bowdoin
Tina + Brent West - Yarmouth
Scott Wellman - Dover-Foxcroft
Mark + Kitty Wheeler - Woolwich
Jeff + Nancy White - Cape Elizabeth
Darcy + Henry Whittermore - Readfield

---

**GIVING by the MONTH**

**EVERCYCLE MEMBERSHIP**

Do you want to make an even bigger impact on biking and walking in Maine? Sign up as an EverCycle Yellow Jersey Club Member to give $100/month to the Bicycle Coalition of Maine.

Your continued support helps the Coalition plan for the future and continue its work to make Maine better for biking and walking. Please visit our website to sign up as an EverCycle Member today!

[bikemaine.org/evercycle](http://bikemaine.org/evercycle)
NEW BIKEMaine PARTNERS BRING CONNECTIVITY, CAFFEINE, AND FOOD
continued from page 15

Bold Coast Coffee

Coffee, roasted in East Machias? We thought the same thing. But we were thrilled to partner with Bold Coast Coffee as our official coffee supplier for BikeMaine 2016. Bold Coast Coffee (BCC) is a small-batch specialty coffee roaster based in East Machias, Maine. Established in 2014, BCC crafts Maine Roasted™ single-origin coffees that are served and sold throughout New England and online.

“We’re passionate about the Bold Coast, and we’re passionate about coffee,” said Troy Quimby, Bold Coast Coffee founder and CEO. “Bicycling is such a dynamic and personal way to truly experience the region. When the Coalition announced that this year’s ride would be ‘Discover The Bold Coast,’ we just knew it was something we wanted to support.”

In addition to donating a week-long supply of coffee for 475 people, Bold Coast Coffee developed a special roast, “The Cyclist Blend.” The blend, which is available online and in select stores in Maine, also benefits the Coalition. Fifty cents from each pound of the cyclist blend sold is donated back to support our ongoing mission. For more information on Bold Coast Coffee or the Cyclist Blend please visit their website: boldcoastcoffee.com

Wireless Partners

Most people assume that everyone on a vacation wants to disconnect from the internet, email, and all the other online trappings to which we’ve become very accustomed. While that may be true in some places, according the results of the 2016 BikeMaine rider survey, 75% of riders indicated that Internet access was “critical” or “important”.

We were very fortunate to have Wireless Partners, LLC along for the ride this year. Wireless Partners designs, builds, owns, and operates advanced 4G LTE cellular networks for underserved rural markets, including, as luck would have it, Washington County.

In addition to being a generous sponsor of BikeMaine 2016, Wireless Partners provided BikeMaine riders with free internet access in each of the BikeMaine villages, allowing riders to connect with loved ones at home, share pictures of the day’s route, or just allowing riders to share their daily rides on Strava or Racejoy.

Internet access in the village locations each day was not the only connectivity that Wireless Partners provided. They also worked along this year’s route to provide 90% connectivity each day and also provide the Racejoy tracking app to riders for free.

Wireless Partners President & CEO, Robert Parsloe said, “Wireless Partners is once again demonstrating its commitment to Down East Maine. Not only have we provided service at all of the villages, 90%+ of the course has coverage from Wireless Partner’s Cellular service. This is a great example of folks being able to share their experiences from the ride, make calls to their families, and be connected to the rest of the world, even in remote parts of Maine. Being able to connect is what will help increase the tourism economy.”

BikeMaine’s success and the enjoyment of so many riders from across the country would not have been possible without these and many other partners and businesses. For a complete list of this year’s sponsors and partners, please visit: ride.bikemaine.org/sponsors-partners/

We’re always looking to feature and highlight the best of Maine’s people, places, culture, and food, so if you have a Maine product or business that we should be highlighting or sharing with future riders, please email us: ride@bikemaine.org.
NEW COALITION HOUSEHOLD MEMBERS

We welcome these new household members joining from April - September.

Sara Dickson - Portland
Mitch DeBlois - Auburn
Chris + Molly Davis - Portland
Roger David - Dresden
Chris + Molly Davis - Portland
Mitch DeBlois - Auburn
Sara Dickson - Portland

Steve Donahoe - Old Orchard Beach
Ron Douglas - Hope
Aaron Dries + Liza Walsworth - Falmouth
Allison Dulac - Lewiston
Diane Dusini + Andy McCusker - Scarborough
Theresa Eldridge - Brewer
Wayne Emington - Augusta
Ed Ferrell - Yarmouth
Kathleen + Bill Follett - Cumberland
Bruce + Gina Freme - Caribou
Steve Fuller - Freeport
Matt Gilligan - Portland
Julie Gilliland - Brunswick
Kim Girard - Old Orchard Beach
Richard Gold - Portland
Andrew Gorrell - Camden
Diana Greenwold - Portland
Gregory Gulledge - Southwest Harbor
Paul Hafford - North Berwick
James Hamilton - Brunswick
Andy Haskell - Gardiner
Renee Hembrough - Acton
Vince Herzog - Falmouth
Sean Jeffrey - Portland
Sean + Terry Keough - Cumberland
Kim King - Wayne
Christine + Nels Knudsen - Falmouth
Serena Kolb - Freeport
Michelle Lamb - Falmouth
Kate + Jason Rayne - Portland
Jonathan Lawrence - Yarmouth
Diana Levin - Freeport
Sara Lewis + Jennifer Goldman - South Portland
James Libby Jr - Topsham
Maureen Libby - Portland
Jim Lockhart - Hermon
Jon Lowrance - Portland
Margo Mallar - Portland
Denise Mancall - Cape Elizabeth
Bill Mann + Beth Lively - Portland
Jo + Jenna Martyn-Fisher - Raymond
Diane McKeen - Gorham
Cathy McLaughlin - Manchester
Karen Melvin - Auburn
Alison Metsker - Yarmouth
Gerry Milano - Windham
Trevor Mills - Rockport
Mary Anne Moisan - Windham
Stephen Moland - Sidney
Nancy Morris - South Portland
Christina Moylan - Turner
Katie Murphy - North Yarmouth
Marlo Murphy - Cape Elizabeth
Sandy Norwood - Brunswick

Chris O’Neil - Freeport
James O’Keefe - Yarmouth
Sara Olson - Portland
Joy Osterhout - Augusta
Stephen Pagkalinanaw - Portland
Kyle Parks - Searsport
Gabe Perkins - Bethel
Russell Pinizzotto - Phippsburg
Deborah Plengey - Manchester
Linda Poirier - Bangor
Peter Wool - Portland
Claire Porter + Dan Holliday - Portland
Roger Poulin - Lewiston
Erin Quigley - Portland
Roberta + Dennis Ratner - Waterville
Edward Reed - Cumberland
Jane Ridky - Belgrade Lakes
Melina Roberts + Robert Anderson - Yarmouth
Richard Rogers - Lisbon
Gillian Rose - Orono
Philip Rowe - Gorham
Candy Russell - Greenville
Jessica Sargent - Portland
Gary Schaumburg + Cindy Eurch - Augusta
Susan Scott - Portland
Lisa Scribrner - Scarborough
Ken Shaw - Rockland
Kristin Shaw - Waterville
Al Sheehy - Portland
Margery Sholes - Brunswick
Michael Slepert - Cape Elizabeth
Liljanna Sollberger - Blue Hill
Michael Stefanakos - Freeport
Taylor Swanson-Martin - Hancock
Thomas Talarico - Portland
Lyne + Marty Taylor - Camden
Gwen Terpstra - Berwick
Jack Thomas - Cumberland
Joseph Thompson - Sedgwick
Cynthia Trainer - Pembroke
Randall Vaughan - SacO
Joy Waterman - Yarmouth
Brenden Westin - S. Portland
Tamara Willoughby - Auburn
Katy Wood - Dedham
Ed van der Veen - Hudson, NH
Bronsilaw Graia - Sleepy Hollow, NY
Patrick Halako - Worthington, OH
Abbe Smich - Sagamore Hills, OH
Joan Cirillo - Portland, OR
Lawrence Keating - Lancaster, PA
Ellen Goodwin - Alexandria, VA
Dana Farr - South Burlington, VT
GREAT MAINE BIKE SWAP (ORONO)

Lauren Anderson
David Auclair
Tony Barrett
Audrey Bergeron
Bob Bruce
Jamie Coburn
Louis Coyle
Erik DaSilva
Robert DiGangi
Devon Dionne
Susan Donnay
Greg Edwards
Wayne Emington
Cynthia Eurich
Cecile Ferguson
John Fink
Lauren Flanders
Olivia Gambocarto
Donna Gilbert
Jim Gilbert
Carol Gregory
John Gregory
Melanie Halvachs
Gordon Hamilton
Molly Harrison
Dean Henderson
Katie Hess
Gordon Johnson
Eric Landis
Janette Landis
Ethan Laplante
Jeanine M Libby
Stan MacArthur
Molly MacLean
Terry Malmer
John Mascetta
Tom McOsca
Taylor Merk-Wynne
Peter Millard
Avery Morris
Matt Pettengill
Kerie Piccininni
James Reiss
Louise Rideout
Stephen Robe
Fred Robie
Gavin Robinson
Steve Ropiak
Rose Bike
Gillian Rose
Jenny Sass
Fiona Sorenson
Hamilton
Bess Tracey
Barbara Trentacosta
Andrew Tyne
Amy VanKirk
Ted Warren
Tina West

GREAT MAINE BIKE SWAP (PORTLAND)

Phil Allard
Matt Arrants
David Auclair
Abby Austin
Ian Bannon
Carolyn Barber
Glen Barnes
Zack Barowitz
Jennifer Battis
Julie Bedard
Henry Beuwekes
Shannon Belt
Dean Bingham
Peter Bloom
Rob Bloom
Jim Bowler
Ethan Boxer-Macomber
Lauri Boxer-Macomber
Craig Bramley
John Brocking
Ned Brooks
Shannon Bryan
Micah Burger
Blue Butterfield
Haley Campbell
Armen Carapetian
Stephen Carter
Charles Cary
Andrew Castonguay
David Champlin
Gerald Chase
Susan Coan
Julia Coffin
Phil Coffin
Morgan Cooper
Seann Corcoran
Diane Cormier
Tony Cowles
Nate Cresswell
Ben Culver
John Currie

Brian Danz
Steve Damley
Chris Davis
Maia Davis
Raffi Der Simonian
Vahan DerSimonian
Steve Donahue
Zach Donahue
Paul Drinan
Jill Dunon
Courtney Edmans
Brandon Ellis
Ellen Ellis
Mollie Ennis
Walter Estrella
Jay Evans
Codi Fitzgerald
Pete Frye
Olivia Gambocarto

Amanda Garvey
Rod Geant
Jean Geslin
Dillon Gillies
Alison Green-Parsons
David Griffin
Laura Hacklander
Nathan Hagelin
Bill Hall
Kris Hall
Peter Hall
Sam Hall
Addie Halligan
Scott Hariman
Rosie Hartzler
Sam Harvell
Tara Haskell
Nathan Hills
April Hothersall
Karen Jenkins
Roy Jenkins
Jason Johns
Jordan Johnson
Sam Johnson
Sasha Johnson
Dave Jones
Paul Jones

Ainsley Judge
Leslie Kaplan
Bruce Kapner

Coco Kazadi
Nancy Keast
Patrick Kenney

Tyler Kidder
Jen Ladd
Justin Ladd
Charley LaFlamme
Ben Lake
Karen Lambert
Alastair Lawson
Susan Leclair
Brandon Lee
Liana Lemke
Beth Lively
Juliana Lord
Alex Lugosch
Timothy Lynch
Mitchell Lyons
Lorna MacKinnon
Audrey Maddox
Frances Mahoney
Tom Mahoney
Pat Mancini
Bill Mann
Erica Marcus
Christopher McClure
Kendra McNally
Stanis Moody Roberts
Elise Moody-Roberts
MaryBeth Moriarty
Bill Muldoon
Malorie Nadeau
Meg Nadeau
Nancy Netherland
Ali Nicole

Amanda Nobbe
Per Noreus
Tom Nosal
Bob O’Brien
Claire O’Brien
Daniel Ouellette
Sylvia Ouellette
Martha Palmer

Norman Patry
Susan Peck
Gail Perry
Juliet Plouff
Jody Plummer
Erin Quigley

Tracie Reed
Taylor Reis
Emile Richard
Alison Roberts

Fred Robie
Nicole Robitaille
James Roe
Tom Roebert
Larry Rubinstein
Jessica Sargent
Catherine Satchell
Andrei Schneller
Nicholas Sherman
Breit Shifrin
Mariana Silva
Rick Smart
Kelsey Smith
Alcia Soliman
Randy Soucy
Heather Steeves
Alex Stevens
Cheryl Sullivan
Victoria Szatkowski
Jeremy Theriault
Tim Tolford
Geoffrey Tolzmann
Peter Toohey
Chris Toy
Caitlin Visscher
Jay Waterton
Sharon Watterson
Jeff Welt
Alexis Westin
Brenden Westin
Douglas Wight
Derek Wilbraham
Jennifer Wilbraham
Lise Wilson
Hannah Wolken
Molly Wolkin
Peter Wool
Heather Wright

MAINE WOMEN’S RIDE

Jennifer Battis
Dawn Baumer
Scott Bennington
Penny Bohac-Cardello
Ethan Boxer
Macomber
Lauri Boxer
Macomber
Tess Boxer
Macomber
Binney Brackett
Amy Brigdon
Renee Brezovsky
Sue Bristol
Gerald Chase
Phil Coffin
Charles Coles
Nate Cresswells

Cheryl DeGrandpre
Matthew Douglas
Emily Dudek
Bob Dunfey
Ellen Ellis

Pamela Fischer
Pete Frye
Dillon Gillies
Nathan Hagelin
Kathy Hall
Pete Hall
Sandi Harpell
Rosie Hartzler
Sandra Harpell
Nancy Innes
Joyce Jenkins
David Jones
Anna Jordan
Abby King
Sarah Kitchin

Carmen Peterson
Jeanette Plumer
Bob Rand
Larry Rubinstein
Sue Scott
Scott Spaulding
Peggy Stewart
Nancy Stowell White
Joanne Sullivan
Barbara Trentacosta
Bud Utecht
Linda Welch
Tina West
Bill White

Kelly Williams
Kristine Wing
Stephanie Wolfe
joAnn Yacono-Brandt

MANY THANKS TO OUR WONDERFUL VOLUNTEERS!

We’re always looking for volunteers! If you can help, please contact event coordinator Meghan Henshall at meghan@bikemain.org, call 623-4511, or sign up on our website: bikemain.org

Committee members in bold.
2016 COALITION VOLUNTEERS
We greatly appreciate the support of these volunteers who give their time and energy so generously.

MAINE LOBSTER RIDE

Paula Apro
Karlo Apro
Dave Auclair
Geoff Banks
Bill Benner
Ethan Berdeja
Priscilla Berdeja
Jose Carlos Berdeja
Bob Bernoth
Ron Borror
Binney Brackett
Jessica Clark
Andrew Dailey
Ellen Ellis
Mike Feeley
Lynlee Fox
Peter Fox
Jean Geslin
Michael Gilmartin
Ava Goodale
Patricia Gourde
Barbara Guffin
Paul Halvachs
Bruce Kapner
Mike Lane
Melissa Leeman
Melissa Loew
Amelia MacLeod
Terry Malmer
Peter Markey
Peter Markey
Andrew Mattingly
Constance McChesney
Peter Millard
Glenn Montgomery
Donald Morley
Susan Morley
Nancy Netherland
Lorene Patterson
Brittany Peats
Andrew Peters
Pete Phair
Ken Pote
Rogger Puma
Brad Richards
Fred Robie
Steve Ropiak
Robin Rubinstein
Larry Rubinstein
Jane Self
Rick Smith
Lucy Sommo
Anna Sommo
Elizabeth Sommo
Ron Staschak
Ron Tesler
Toshie Tesler
Tracy Thompson
David Trask

BIKEMAINExx week-long BikeMaine volunteers

Stephen Brancato
Bruce Brandt
Shirley Caro
Mattie Daughtry
Jill Duson
Martina Eng
Pamela Fischer
Michael Gilmartin
Barbara Guffin
Peter Hall
Allan Harville
Kevin Hughes
George P. Jones III
Bruce Kapner
Mary-Joyce Kemper
Jeff Kreher
David Kurtz
Charley LaFlamme
Jane Leung
Edward Linde II
Travis Lovelace
Marsha Lyons
Charles McMahan
Nancy Morris
Eugene Murray
Phil O’Reily
Jeanne Peckiconis
Lori Powell
George Puga
Erik Rider
Steve Ropiak
Robin Rubinstein
Pat Shoff
Rick Smith
Scott Spaulding
Carl Theriault
Nancy Tropea
Brandon Vega
Rebecca Waldman
Philip Welsh
Wilson Wilson
Gary Zane

IN OFFICE VOLUNTEERS

Julie Grant
Leonard Howard
Bonne Maclnris
Gail Perry

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-6:00pm
Sun. Closed
Now at 65 Cove Street | Portland
207.774.2933
cyclemania1.com

Gorham Bike & Ski
Seasonal Hours:
M-F 10:00am-6:00pm,
Sat-Sun 10:00am-5:00pm
693 Congress St | Portland | 773-1700
247 Main St | Saco | 283-2453
88 Union St | Brunswick | 725-1100
65 Portland St | Kennebunk | 604-1136
gorhambike.com
These businesses support the Bicycle Coalition of Maine’s work with their annual memberships. Please thank them for their support of the Coalition.

**Yellow Jersey Club PRO ($5,000+)**
L.L.Bean
Freeport 552-6038
IDEXX
Westbrook (800) 548-6733

**Yellow Jersey Club PODIUM ($2,500+)**
Maine Beer Company
Freeport 221-5711

**Yellow Jersey Club ($1,000+)**
Bangor Savings Bank
Bangor (877) 226-4671
The Dempsey Challenge
Lewiston 795-5546
Door to Door Doctors
Milbridge 546-2223
Green Clean Maine
Portland 221-6600
Maine Bay Canvas
Portland 878-8888
Nite Ize
Boulder, CO 800-678-6483
Norman, Hanson & DeTroy, LLC
Portland 774-7000
Patagonia
Freeport 865-0506
Portland Eye Care
Portland 253-3333
Ransom Consulting
Portland 772-2891
ReVision Energy
Portland 221-6342
Shipyard Brewing Company
Portland 761-0807

**Business Members ($250 - $999)**
Alta Planning + Design
Portland, OR (888) 456-0470
Atayne
Brunswick 888-456-0470
Bay Wrap
Augusta 620-9727
Belfast 338-9757
Body Symmetry
Brunswick 729-1122
Cianbro
Pittsfield 487-3311
Cloutier, Conley & Duftett PA
Portland 747-1752
Dextrous Creative LLC
Portland 409-0459
Downeast Bicycle Specialists
Fryeburg 935-4242
G.A. Gear
Portland 829-4277
John Dargis Associates
Bar Harbor 288-5659
Kelly, Remmel & Zimmerman
Portland 775-1020
Kettle Cove Enterprises
Cape Elizabeth 677-1754
Lannan Rayne PLLC
Portland 671-5454
Little Dog Coffee Shop
Brunswick 721-9500
M.R. Brewer
Portland 797-7534
New England Mobile Showers
Portland 200-8024
Pine State Trading Company
Gardiner 800-873-3825
Planet Bike
Madison, WI 608-256-8510
Rand Dentistry
Brewer, 989-0819
Summer Feet Maine Coast Cycling Adventures
Portland 232-9415
Verve Burritos
Bangor / Orono 922-2556

**Member BIKE SHOPS**
Allspeed Cyclery
Portland 878-8741
Auclair Cycle & Ski
Augusta 623-4351
Bar Harbor Bicycle Shop*
Bar Harbor 288-3886
Bar Harbor Bicycle Shop
Bar Harbor 288-3886
Bath Cycle & Ski
Woolwich 442-7002
Center Street Cycles
Brunswick 729-5309
Chase Cyclery
Andover 392-3732
CycleMania*
Portland 774-2933
Ernie’s Cycle Shop
Portland 774-2933
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*
Brunswick 725-1100
Kennebunkport Bike Shop
Kennebunkport 773-1700
Kingdom Bikes
Blue Hill 374-3230
Kittery Trading Post
Kittery 888-439-9036
L.L.Bean Bike, Boat & Ski Store*
Freeport 877-755-2326
Mathieu’s Cycle & Fitness
Oakland 465-7564
Farmingdale 582-0646
Pat’s Bike Shop
Brewer 999-2900
Port City Bikes
Portland 775-6125
Portland Gear Hub
Portland 207-761-7632
Rainbow Bicycle & Fitness
Lewiston 784-7578
Rose Bike
Oro 800-656-3525
Sidecountry Sports
Belfast 338-0008
Rockland 701-5100
Slipping Gears Cycling
Bangor 307-7403
Southwest Cycle
Southwest Harbor 243-5856
Unity Bike Shop
Unity 948-4800
Wildfire Human
Arundel 423-7360

**Member BIKE CLUBS**
Belfast Bicycle Club
Cape Elizabeth 767-1754
Casco Bay Bicycle Club
Portland 878-8741
Community Cycling Club of Portland
Portland 200-8024
Downeast Bicycle Specialists
Fryeburg 935-4242
Dextrous Creative LLC
Portland 409-0459
Downeast Bicycle Specialists
Fryeburg 935-4242
G.A. Gear
Portland 829-4277
John Dargis Associates
Bar Harbor 288-5659
Kelly, Remmel & Zimmerman
Portland 775-1020

**PARTNER ORGANIZATIONS**
Adventure Cycling Association, Alliance for Biking and Walking, Association of Pedestrian and Bicycle Professionals, Bicycle Tour Network, East Coast Greenway, Eastern Trail, Friends of Acadia, League of American Bicyclists, Maine Association of Non-profits, Maine Better Transportation Association, Maine Public Health Association, Maine Tourism Association, Portland Trails, Rails to Trails Conservancy
These businesses give at the Yellow Jersey Club level ($1,000 annually) or above. Please stop by and thank them for their generosity!

L.L.Bean
95 Main St. | Freeport | 207.552.6038
llbean.com

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

IDEXX
1 Idexx Dr. | Westbrook | 800.548.6733
idexx.com

Ransom Consulting, Inc.
400 Commercial St. | Portland | 207.772.2891
ransomenv.com

Dempsey Challenge
29 Lowell Street, 5th floor | Lewiston
866.990.1499
dempseychallenge.org

Bangor Savings Bank
99 Franklin St. | Bangor
207.974.4163
bangor.com

Door to Door Doctors
40 Main Street | Milbridge
207.847.8020
thevillagedoc.org

Norman, Hanson & DeTroy
Two Canal Plaza | Portland | 100 Lisbon St | P.O. Box 7230 | Lewiston
207.774.7000 | 207.777.5200
nhdlaw.com
Do you want to see your logo in the Maine Cyclist? Become a business member today and receive this and many other awesome benefits!

Contact Development Director Liz Hall at liz@bikemaine.org or 207.623.4511, or visit our website to learn more about business membership.

bikemaine.org/biz
BIKEMAINE.ORG

The Bicycle Coalition of Maine is a member-supported non-profit organization. Your membership helps us achieve our mission! Please donate today.

The Coalition is looking forward to another great season of events. For the most up to date information, please visit our website: bikemaine.org

**GREAT MAINE BIKE SWAP**
**Date / Location TBD**

Come join us to buy or sell a bike!

At the swaps, you can choose from hundreds of bikes, including hybrids, road bikes, mountain bikes, children’s bikes, recumbents, and more.

The inventory covers all price ranges, so you’re sure to find something that suits your budget.

**BIKEMAINE.ORG/SWAP**

**THE WOMEN’S RIDE**
**Date / Location TBD**

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.

**MAINEWOMENSRIE.COM**

**THE LOBSTER RIDE**
**Date / Location TBD**

The Lobster Ride features multiple distance options, including a family-friendly 15-miles, several intermediate distance loops, and of course the 100-mile 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.

**MAINELOBSTERRIDE.COM**

**BIKEMAINE**
**September 9 - 16, 2017**

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 2017 as we explore the Pathway to the Peaks.

**BIKEMAINE.ORG/RIE**