The voice of bicyclists and pedestrians in Maine

MAINE CYCLIST

BIKEMaine 2017
Pathway to the Peaks
Virtual Reality & Indoor Training

Meet New Coalition Executive Director JOHN WILLIAMS
## By the Numbers

### Women’s Ride 2017
- **524** riders
- **14** Mother-daughter teams
- **70** volunteers
- **147** miles over 4 routes
- **3,516** feet of climbing on the metric century (62 mile route)
- **1** Felt women’s road bike raffled off (thanks to L.L.Bean)

### Bike Swap 2017
- **627** bikes sold
- **$105,553** back to bike sellers
- **$207** average price per bike
- **1559** bike shoppers
- **186** volunteers

### Lobster Ride 2017
- **779** riders
- **4** road routes
- **215** total miles
- **5,466** feet of climbing on the century ride
- **1** marked mountain bike route
- **925** lobster rolls consumed
- **260** pounds of lobster
ABOUT THE COVER PHOTO

“The cover image is a long-exposure shot taken at Rangeley Lake State Park during BikeMaine 2017 on the evening of the day the riders arrived in Rangeley. This exposure was made with a Nikon D800 and a 24-70 mm lens on a tripod.

Star photographs offer a lot of bang for the buck—they usually have a big impact, but they are not difficult to create. I got a nice, long-exposure shot in Jonesport during BikeMaine 2016, and I was looking for an opportunity to do another this year.

This shot takes advantage of circumstances that happened to come together at exactly the right time. The Milky Way’s galactic core hung directly over the lake. We had mostly clear skies and no moon, with some incidental lighting that worked in my favor. A nearby streetlight lit the bicycle, and during the time of this exposure, one of the boats setting up the fireworks display to come that evening was moving toward the shore on the left, lighting it up with its headlights.

The streak in the sky over the bicycle is, in fact, a satellite. It was barely visible to my eye, but it made a significant mark in the image. I like the perspective defined by these human elements—the satellite in space, the bike on shore—and how they are connected by the band of stars. As are we all.” —HEATHER PERRY, HEATHER PERRY PHOTOGRAPHY
I BOUGHT A NEW BICYCLE this summer. It’s a snazzy little carbon-fiber number with electronic shifting that makes me feel weightless and powerful when I ride. I probably even look pretty good tearing around on it pretending I’m an athlete.

For many years, I rode a sturdy touring bike that, just like an army tank, could take me anywhere. That baby is not at all finicky and, even when loaded up for travel, is stable and comfortable enough for a full day in the saddle. I LOVE this bike and still ride it often, ignoring the fact that it ranks so low on the coolness spectrum that it’s likely to be cool. We’ve journeyed far and wide, this bike and I, and it has taught me a few lessons about cycling, some the hard way — how many times can a person forget to unclip when they stop, anyway?

But I also LOVE my new bike for the possibilities it presents. Maybe I actually can catch up to whomever I might be riding with for more than a minute at a time, or avoid a few hike-a-bike, climbing situations with this sleek, new, road machine. You see, there is always a place in my world for both the old and the new.

As the Bicycle Coalition of Maine turns the corner on its 25th anniversary, the organization is also weaving some new into the tried and true. My first activities as board president include welcoming our incoming Executive Director, John Williams, and making sure he has all the support he needs to keep the organization running smoothly. Leadership transition always brings with it fresh possibilities, and there are certain to be innovative changes bubbling up that will build on the Coalition’s solid foundation and guide us to the next level.

Another milestone we celebrated this year is the fifth anniversary of BikeMaine. Pathway to the Peaks was hugely successful with perfect weather, amazing scenery, and over-the-top welcoming communities. Each year the event just gets better and better and no doubt BikeMaine 2018, which is heading to the crown of Maine, will be sold out early, so don’t delay in registering.

Looking forward is exciting! Yet preserving the legacy of departing Executive Director Nancy Grant is extremely important. Nancy changed the face of the Coalition by living and breathing the passion for making Maine a better place for biking and walking.

During her tenure, we strengthened core programs and created new ones, such as Community Spokes and Imagine People Here. Bicycle and pedestrian safety education initiatives became truly statewide with the addition of staff dedicated to support the work in all regions.

Our events took on a new level of professionalism and have continued to encourage people of all ages and abilities to find the joy in cycling. Event participant Chris Bowie expressed a sentiment I heard repeatedly this year: “I could not have been more impressed at the planning, organization, logistics and forethought that went into making my first bicycle event a spectacular one. Thanks to the entire Bicycle Coalition of Maine Team and the many volunteers that made this a special day for me.”

Outgoing Board President Phil Coffin, who is humble, kind, and a truly great cyclist, has been unwavering in his dedication to the Bicycle Coalition of Maine. Phil’s leadership style is collaborative, and he has been instrumental in engaging every board member’s passion for the mission in a way that brings out our collective best. His gift to the organization is a diverse and high-performing board, and I thank him for handing me the reins at a time of such potential.

Nancy and Phil both reached a lot of hearts in their combined 22 years of service, and it would take every page of this issue of The Maine Cyclist to reflect on their significant influence within the bike/ped community. Although they will no longer be part of the day-to-day activities, we know they will always be our best cycling buddies and that this isn’t so much, “good-bye,” as it is, “see you out there.”

Something on your mind? Contact me at president@bikemaine.org
TRAINING AND PREPARATION

By John Williams, Executive Director

IN MAY 2006, MY WIFE AND I went on our first bicycle tour—the Ring of Beara in southwest Ireland.

Lonely Planet’s Cycling Ireland warned us the ride was hard, but we were confident that the guidebook overemphasized the difficulty. Just in case, and realizing that we were coming out of a six-month Maine winter during which we had not ridden once, we decided we’d better train.

We spent a day riding the carriage trails in Acadia, followed by visits to a few pubs in Bar Harbor. After such a rigorous program, we felt confident we could easily handle whatever Ireland had in store.

In Kenmare we rented bikes, which were of the quality you might expect when rented by a grocery store from a clerk who was not aware that they offered that service until checking with his boss. The bikes did come with racks and large panniers, which we made sure to fully load before taking off in the rain.

Several hours into the trip, I insisted the map was wrong—it suggested we had gone only 10 miles and still had 40 more to reach our destination. Some 12 hours and many long climbs later we reached the inn we had booked, drenched, exhausted, and miserable; with the realization that the problem was not with the maps but with our training. Turns out, we were on the right path, but we did not make progress as quickly as I’d thought. We abandoned the trip halfway through Day 2.

I told this story to the Coalition’s selection committee. They hired me anyway.

Our past president, Phil Coffin, suggested ways that I might be a little more prepared to take over from Nancy Grant. My first assignment was to ride Bike Maine. That is my kind of on-the-job training!

Over lunch or coffee, I spent time with each of our incredible staff members, gathering their thoughts on how to make Maine better for cycling and walking.

Nancy introduced me to our friends at the Maine Office of Tourism and Department of Conservation, and with our partners at MaineDOT and federal and regional transportation agencies, all of which help fund our work. We met with members whose generous support is the backbone of our success.

I went to Flatbread Pizza in Portland and Verve Burritos in Bangor for fundraising events where I got to meet more of our members and gather their thoughts on the Coalition. I traveled to bike shops in Lewiston, Bangor, Brewer, and Orono to meet the owners and learn about trends in the industry. Lee Huston, owner of Center Street Cycles, was very late for dinner after talking to me for hours about the bicycle-friendly activities happening in Brunswick.

With all this training, am I ready to lead the Coalition forward? Probably not. But with all your help, I am as prepared as I’ll ever be. 😊
The BIKE SWAP was this morning at the USM Sullivan Center. The line began around 8, and by 10, when it officially began, the line had filled out very nicely.

There were over 1,000 bikes inside and more kid’s bikes and bargain bikes for less than $50 outside. There was a coffee truck from The Gorham Grind. Eventually there was pizza for the volunteers.

So, really, everything you need to survive in this crazy, mixed-up world.

Just before ten, they made their announcements and then got the line moving. Within five minutes, there were people coming out the doors with bikes, giving them the once-over with the on-site mechanics, then taking them out for a test ride and, one hopes, falling instantly in love with the new bicycle in their lives.

As a volunteer, I can tell you that the flow of people didn’t stop for the full three hours of the event. Everyone seemed to be enjoying themselves, both volunteers and attendees. Lots of smiles and giddy excitement as folks queued up for their test rides. Several people commented on how nice it was to be able to grab a bike inside, then grab a helmet and a lock at one of the booths outside. It’s a regular one stop shop.

I really enjoy the Bike Swap as an event! The folks who work it are always very verykey people in the best possible way.

They’re all big fans of bikes and cycling, and they all get so animated when they get to talk about bikes with someone else who is at least almost equally interested. As a bicycle-type person myself, I understand this emotional response.

Pretty much all the people in my life with whom I’m the closest have minimal to no interest in bikes, and many of them seem to find it strange how high the percentage of bicycle-related books and movies I ingest on a regular basis.

They also find it difficult to imagine that so many such books and movies exist.

“Didn’t you already read that book?”

“No. That was a different book about cycling infrastructure.”

“So <pregnant pause> does this one cover a lot of new ground?”

“Ummmm …”

And so many people who show up there really want to get people on bikes. It’s the best part of the whole event for me. I only sell bikes that are as fresh and as road-ready as possible there, and I always include a new bottle of lube and a small multi-tool for adjustments because I don’t want to leave any room for excuses not to get out and ride one of the bikes I’ve worked on.

Any time I see one of my former bikes locked up around town (or being ridden, though that happens less often) I get a swelling of pride. Ego-itis, some might call it. But it fills me with joy to know that I took a useful object that had been lacking for use, fixed it up and made it as desirable
as possible, and that someone else is doing the exact thing that I had hoped for: making good use of that really useful object.

It makes all my efforts feel worthwhile. It makes me feel appreciated, even if I only see it locked up outside the library one random afternoon. And it is that kind of sentiment that everyone at the Bike Swap seems to share. I love attending and volunteering because I find myself surrounded by kindred spirits.

If you would like to feel that way, you should do any number of the following:

• Continue to read Utilitarian Bicycles.
• Check out http://www.Bikemaine.org (or your local equivalent) and see what they’re working on. While you’re there maybe make a donation or consider joining.
• Keep an eye out for upcoming bike events in your area. The Swap is great fun, but I also love our local alley cat races. And the Gold Sprints was a blast-and-a-half. 😊
THE FAMILY—MOM, DAD, TWO CHILDREN—arrived in Maine a year ago with a handful of belongings, the keys to an apartment in Portland, a bit of grocery money, and a few job leads.

And no transportation. Dad borrowed a bicycle from a friend to get to his first job interview across town. That was the upside.

The downside was, it was a dangerous trip. It had been years since he’d be on a bike, and this one wasn’t in exactly the greatest condition.

But a ride’s a ride, and a job’s a job.

That afternoon, after the interview, he told some friends about it and they told him about something called Bikes For All Mainers, where he could get a free bike.

The program, his friends told him, is a partnership between the Bicycle Coalition of Maine and the Portland Gear Hub. It works like this, they said: you take four classes to learn the rules of the road and some basic mechanical skills, and when you finish those classes, you get a bike, a lock, and a helmet.

The next day, he and his wife went to the Gear Hub to sign up. They got the last two spots in the next session.

The kids were trying to get used to their new neighborhood, their neighbors, and their new classmates. One night, toward the end of vacation, the daughter and a friend, both in dark clothes, were nearly hit by a car walking on the right side of the road. Thankfully, they were okay, but both girls wished they knew what they did wrong.

As luck would have it, her middle school teacher had invited an educator from the Coalition to come and give a Bicycle Pedestrian Safety Education presentation to her whole class.

The presentation was a big help, and she now knew why she needed to walk on the left side of the street when there is no sidewalk, and why at night it’s important to wear lighter colored clothing and something reflective. Plus, everyone got reflective stickers at the presentation. BONUS!

Her brother was looking forward to school, too, but wasn’t sure how he was going to get there. After hearing his sister’s story, he was nervous about walking.

One student he met told him about the Walking School Bus that came through the neighborhood every morning. This ‘bus’ is run by the school, with help from a grant from the Coalition and the Maine Center for Disease Control & Prevention. Trained volunteers walk a designated route and pick up students at specified ‘bus-stops’ on the way to school.

“This is awesome!” he thought. “I’ll get to school safely and on time, and meet lots of new friends!”

His parents were relieved to know that their son could get to school safely on foot with other kids from the neighborhood.

For someone facing barriers to employment or new to our state, bicycles can be the most affordable, accessible way to navigate our community. The events in this story, while fictional, are based on real experiences, and they paint an accurate picture of how the Bicycle Coalition of Maine’s education, outreach, and safety programs help people throughout the state learn to ride safely and responsibly.
Unlike his sister, Brother didn’t know how to ride a bike. He could see all the other kids in the neighborhood riding every day and having a great time, and he wanted to learn, too. Overhearing this at a lunch table, his teacher wanted to help. The teacher knew that in a couple weeks, they were sponsoring a Bicycle Rodeo at their school.

In order for students to participate in this continuous-flow, traffic skills course, they needed to know how to ride a bike. The teacher had heard about a new program at the Bicycle Coalition called a Bicycle Skills Obstacle Course. The Coalition would come to the school with balance bikes, helmets, and an obstacle course to teach students bicycle-handling skills in a controlled environment. This would give kids, regardless of whether they could ride yet, an equal opportunity to experience the freedom of being on two wheels.

The parents have completed their program and have transportation to get to their new jobs. The timing could not have been better.

While participating in the Bikes For All Mainers program, Mom learned that she could actually get paid by the Bicycle Coalition if she got her League Cycling Instructor certification. The first step to that certification would be the Traffic Safety Skills 101. Mom had proven to be a competent bicycle rider and because she was bilingual, she was well positioned to become a valuable member of the Coalition’s team of bicycling instructors.

Things have come full circle for the family. Mom and Dad have good jobs in Portland. Mom’s teaching safety in schools during the day and working at the Portland Gear Hub Bike School in the evenings. Brother is walking to school and riding a bike, which he won at the Bicycle Rodeo, with his friends after school. Sister saw everyone in her family enjoying bikes so much that she joined an after-school mountain bike club, sponsored by the Coalition, at her middle school. She has enjoyed mountain biking so much that she has joined the newly formed Mountain Biking Race Series for middle and high schools kids. She even placed third in her first race!

With help from the Coalition’s programs, and support from the Maine Department of Transportation, the family members are active and safe bicyclists and pedestrians. They are also helping others in their neighborhoods make safe choices, too.

Now, a year later, even though they can afford a vehicle, the family has decided not to buy a car and instead save for a house.
eBikes

Love ‘em or Hate ‘em, They’re Here to Stay

by F.J. Gallagher

IN NEW YORK CITY, they’re illegal. In Acadia National Park, they’re banned from the carriage roads. And on mountain bike trails in communities throughout the country, the debate continues: eBikes, or no eBikes?

But even a cursory glance at our cultural landscape shows that, in fact, the question’s already been answered by market forces responding to an increasingly strong demand. eBikes are here to stay. According to data from the Bicycle Products Supplier Association, the value of the US market has doubled, from $16.7 million in the first half of 2016 to $31.8 million in the first half of 2017. While that number is small compared to the size of the market for traditional bicycles, eBikes have rapidly caught on in Europe, and manufacturers around the world are gearing up for an ongoing, bull market in the United States.

WHAT IS AN eBIKE?

Plainly put, an eBike is a bicycle with an integrated electric motor to assist with forward movement. They’re similar to regular bicycles, but the drivetrain on an eBike includes a battery and an electric motor alongside the components you see on a regular bike: chainrings, pedals, cranks, etc.

The motor can be located in either the front or rear hub, or midframe. Hub motors work by powering their respective wheels, while a mid-frame motor powers the bike’s drivetrain, which many eBike aficionados say results in a more natural feel when riding.

eBikes can be sorted into three classifications:

CLASS ONE requires pedaling but allows the rider to engage support from the motor on demand,

CLASS TWO does not require pedaling, but tops out at 20 m.p.h., or

CLASS THREE does not require pedaling and can reach speeds up to 28 m.p.h.

WHAT’S THE BIG DEAL?

The controversy around eBikes falls primarily into two schools of thought: they’re dangerous, and they’re destructive.

In New York City, Mayor Bill de Blasio has singled out eBikes for being “unsafe.”

At a recent press conference, according to media reports, de Blasio complained about eBikes, “going the wrong way on streets, weaving through traffic, sometimes going on sidewalks.” He also announced an enforcement action that will begin in January, aimed at, “not only going after reckless drivers of these bikes, [but] going after businesses themselves.”

However, eBike backers say the notion that eBikes are more dangerous than traditional bicycles seems to be fueled by data that are more anecdotal than empirical—law enforcement agencies often don’t distinguish between eBikes and traditional bikes. Moreover, riders of regular bicycles often engage in the same sorts of reckless behavior—riding on sidewalks, going the wrong way on streets, etc.—that de Blasio cites in his criticism of eBikes.

Others fear that eBikes will destroy trails or somehow intrude on the sanctity of the trail experience.

More than a few mountain bikers say eBikes have no place on the trail because they’re basically motorcycles that require no physical effort from the rider. eBikes, they say, contribute to the degradation of trails and the natural environment because they allow riders to go harder and farther during the course of a day than they ordinarily could under pedal power alone.
eBikes are a great fit for people who, for whatever reason, simply can’t go as hard as they used to.

READY OR NOT, HERE THEY COME!
The controversy swirling around eBikes today, Bicycle Coalition of Maine Event Manager Rob Mueller said, reminds him of where mountain bikes were, culturally speaking, when they first started to gain traction on a wider scale years ago.

“When mountain bikes first started to become popular, we heard a lot of the same controversies and questions,” Mueller said. “Now, they’re everywhere, because they’re fun and people like riding them.” Mountain bike pioneer Gary Fisher agrees. In a January 2015 interview with Dirt Rag magazine, Fisher compared the controversy around eBikes to the dust-ups over the move to 29-inch wheels and suspension systems. He acknowledges that eBikes are disruptive to the status quo, but inevitable nonetheless – and a net positive, at that.

“People will try it and say they had too much fun: ‘I’m out of shape, I wanted to go do the high altitude.’ We’ve got hardcore stuff here in the States, man. We have high altitude, baking-hot weather. That bike is gonna make everything easy,” Fisher told Dirt Rag. “You go out with a group of people and three of them that aren’t normally so fast are on electric bikes. That’s cool. Believe me. This stuff is gonna come.”

And while eBikes may indeed be fun, they’ve got something else going for them: they’re a great fit for people who, for whatever reason, simply can’t go as hard as they used to. And in Maine, with the oldest population in the nation, people are beginning to discover that eBikes can help keep them in the saddle well beyond the point where they might have had to give up riding a traditional bike.

Dave Richard, manager of Mathieu’s Cycling and Fitness, with stores in Oakland and Farmingdale, is a Coalition Bike Shop Member. He said he got an eBike when issues with his knees made it increasingly harder to ride.

“We’ve got a population that’s getting older,” Richard said. “With an eBike, people who are getting older and maybe seeing a decline in their ability can continue to ride.”

Richard said eBikes are becoming the choice of riders who face daily commutes of 10 or 15 miles. Such a distance, on a daily basis, can be intimidating to all but the most dedicated riders. An eBike, he said, makes it much more doable.

“I’ve got four or five people a week coming into the stores asking about eBikes for commuting,” Richard said.

Lauri Boxer-Macomber, a member of the Coalition’s Board of Directors who sits on the Legislative and Policy Committee, said the promises and perils of eBikes are still evolving.

As it currently stands, Boxer-Macomber said, there’s a lot of ambiguity in the law around eBikes. In the unfortunate event of a crash, it’s unclear which laws, ordinances, and standards of care would apply.

Maine, Boxer-Macomber said, would do well to look to other jurisdictions where policy makers have already started to tackle eBike issues. Toward that end, the Coalition has created an eBike subcommittee to look into best practices and what’s working in other states and, ultimately, provide guidance to state and local officials as they begin to legislate solutions.

“It’s exciting to think about the potential health, environmental, and social benefits of the eBike movement,” Boxer-Macomber said, “but that excitement needs to be balanced with user and public education, the development of enforceable safety protocol, and the preservation of our state’s parks, trail systems and other natural environments.”

©
How did you get involved with the Coalition?
In 2004, we had just moved to Portland and I saw an announcement saying the Bicycle Coalition of Maine was having a pizza party at Flatbread. We wandered in. We didn’t know anybody, but we met everybody. Jeff Miller, who was then the executive director, said they were looking for people to help with fundraising. I remember we ended up having lunch at Benkay, and we were talking about fundraising. I asked, “How many donors do you have that give $1,000?” The answer: none. And the consensus was, we wouldn’t be able to get any.

I disagreed. My idea was to create a giving club, and it was Sue Ellen Bordwell’s idea to call it the Yellow Jersey Club. This was in the middle of Lance Armstrong winning the Tours, so everybody in the country knew what a yellow jersey represented.

I became the first member, and then we went out and got some more! Jeff and I would sit down and go over lists, looking for potential members. It became our job, and the first year, we ended up with 12 people who gave $1,000.

The thing grew, and it became the backbone of fundraising for us. The Yellow Jersey Club has been fairly successful, and now has more than 80 members.

What’s the biggest change you’ve seen in the Coalition over the years?
A major change was when Nancy Grant became executive director, because that’s when we started to become a more professional organization. Nancy really guided that. Nancy and I worked very well together. Under Nancy’s leadership we were able to increase our fundraising and go after grants. As the activities of the organization grew it became apparent that we also had to grow the staff.

What do you think are the most important accomplishments from your time as president of the Board?
At that point, we became involved in setting up BikeMaine. I thought, this is something we’ve got to do, and Mark Ishkanian was really pushing it, too. Today, BikeMaine has become one of our best tools for getting our programming into communities throughout the state. For example, two years ago, BikeMaine went to Downeast Maine. Today, that route is on the verge of becoming a permanent part of the transportation infrastructure called the Bold Coast Scenic Bikeway, and it’s because of BikeMaine.

This might not seem like much, but I’m also very proud of the committee structure we set up. It gives every board member a working outlet for the things they’re interested in: people who enjoy legislation and politics can do that, and people who like fundraising can do that. It helps board members stay engaged, and that’s important.

Another thing is the Community Spokes program. That’s an outstanding and effective program, and it works. The Community Spokes program is important because it advocates for everybody, not just cyclists—people in wheelchairs, people pushing baby carriages, pedestrians. Everybody.

Looking to future, what are the challenges that you see on the horizon?
Building awareness of the Coalition and what it does throughout the state is very important, as is building our name recognition across the state. BikeMaine is a great tool for doing that, and that fact that we’re going up to Aroostook County this year is very important.

Beyond that, I think it’s very important that BikeMaine remains part of the Bicycle Coalition of Maine and doesn’t go off on its own. It’s been the practice up until now to have at least three members of the Coalition Board of Directors on the BikeMaine committee, and I think it’s very important that that rule stay in place.
AFTER AN EXTENSIVE, nationwide search, the Bicycle Coalition of Maine named John Williams, an experienced executive with a deep love of bicycle touring, as the organization’s new executive director. His first day on the job was September 25.

Williams says, “The Coalition, in its 25-year history, has become a very effective advocacy organization. We’re going to continue to build on that record of success.”

Two years ago, the organization’s Board of Directors voted to expand the Coalition’s mission to include pedestrians, Williams said, and improving safety conditions for pedestrians and cyclists will continue to be a priority.

“This year has been particularly bad for pedestrians in Maine and the numbers seem to be moving in the wrong direction,” Williams said. “The fact is, we have to do a better job protecting pedestrians and cyclists. Our infrastructure can be better designed, and distracted driving is only going to continue to get worse until we make a commitment as a society, and as people, to tolerate it no longer.”

Williams said that he does not anticipate any immediate changes at the Coalition. “I am a strong advocate of the adage, ‘If it ain’t broke, don’t fix it.”

But he does think Coalition needs to do more to get the word out about the work it does.

“Even as a long-time member, I was not aware of many of the Coalition’s advocacy and training programs,” he said, pointing out the Bikes for All Mainers and Walking School Bus as two examples.

“I have heard repeatedly that Bicycle Coalition of Maine is too Portland-centric,” Williams says. “Much of this is perception, based on having our office in Portland. The reality is that our work is statewide—but we do need to do more outside of greater Portland. I am very excited that BikeMaine is heading to Aroostook County. We will work to bring more of our advocacy programs to the County, and build membership in every part of the state.”

Other future initiatives Williams would like to undertake include re-branding to reflect both bicycle and pedestrian safety aspects of the Coalition’s mission, modifying some of the events and programs to keep up with trends toward mountain and gravel-bike riding, and working with the legislature to enact laws that treat distracted driving similarly to operating under the influence.

Williams is an avid cyclist. He and his wife have cycle toured through many states, several provinces, and a handful of countries. This summer they rode across southern Ontario with Sarah, their border collie, in a bicycle trailer.

He also rode BikeMaine for the first time this year. “As a cyclist, it was an amazing ride, and as the incoming executive director, it was deeply affirming to see for myself just how the Coalition’s programming can make things better for bicyclists and pedestrians throughout Maine.”

The Imagine People Here project, which involved installing equipment to slow traffic and narrow crosswalks on Main Street in Rangeley, is a great example of how Coalition programming can make a difference, Williams said.

Williams, an environmental geologist by training, began his executive career in the administration of then-Gov. Angus King, where he served as the executive director of the Maine Solid Waste Agency and, subsequently, the Maine Land Use Regulation Commission.

In 2002, he became president of the Maine Pulp and Paper Association, a position he stayed in through 2014, when he became a communications consultant for Sappi Paper.

His passion for cycling made him a strong candidate, but it was this record of experience and success as a leader that put Williams over the top, Phil Coffin said in a statement announcing Williams’ selection.

Coffin, who was the president of the Board of Directors at the time of Williams’ hiring added, “Over its 25-year history, the Coalition has benefited from strong leadership. Given his impressive record of success, we’re confident that John, along with the staff and board, will continue to build the organization.”

Meet John Williams
Our New Executive Director
by F.J. Gallagher

“It was deeply affirming to see for myself just how the Coalition’s programming can make things better for bicyclists and pedestrians throughout Maine.”
On Sept. 10, 400 cyclists from all over the United States and the world rolled out of the Skowhegan State Fairgrounds and rode east, toward the bright, early morning sun and Pittsfield, Maine.

BikeMaine 2017 had begun.

Produced by the Bicycle Coalition of Maine, BikeMaine is a seven-day celebration of Maine’s people, places, culture, and food. Since the inaugural BikeMaine event in 2013, the event’s significance has grown remarkably. While the economic impacts may be the easiest to measure, there is no doubt that the influence extends far beyond dollars.
BikeMaine visits a different corner of our state each year, and this year belonged to western Maine—specifically Skowhegan, Pittsfield, Kingfield, Rangeley, Hartford, and Farmington. For the week, BikeMaine riders would average 55 miles a day and climb more than 16,000 feet as they toured the Pathway to the Peaks, along the way discovering exactly what it is that makes Maine—and these communities—such an astonishing place to live and work.

BikeMaine has become an economic engine of considerable force. Over its five-year history, BikeMaine has generated more than $2.3 million in economic impact, both direct and indirect, with $660,000 of that attributable to BikeMaine 2017. The focus is on the local economy; the Coalition makes a point of working with area businesses and community organizations to produce the event.

For example, this year students from Katahdin High School in Stacyville were on hand for the duration of the ride, assisting in the setup and takedown of the tents for the Tent and Porter Service. For their time and effort, a donation was made to the new Outdoor Education program being started at KHS.

KHS teacher Kala Rush on the BikeMaine experience:
“Our BikeMaine experience proves to be more than a life-changer; it now moves us forward for students. On that note—we have a waiting list for next year’s BikeMaine! Yay! We also received the grant from Teens To
Trails— a special thank you to them! So what does this all mean? We have a great new set of bikes, higher attendance, and wonderful, daily experiences.”

Real people. Freshly harvested and locally sourced food. Rich, substantive, and enduring culture
Since 2016, BikeMaine has worked with the Maine Farm & Sea Cooperative (MF&SC) whose job it is to make sure the food needs of 400 cyclists and 50 volunteers are met three times each day. MF&SC works with local service organizations in each community to plan, prepare, cook, serve, and clean up after each meal. In return, these service organizations receive a stipend for their service.

This year, MF&SC, along with community partners, was able to source an astounding 75 percent of the food served from within 75 miles of the event. Studies have shown this hyperlocal approach allows for nearly 60 percent of the money to stay in Maine. Purchasing from a chain or a retailer with home offices outside of Maine would reduce that figure to about 30 percent.

Throughout the region, communities welcomed Bicycle Coalition of Maine programming aimed at making roads better for bicyclists and pedestrians.

Thanks to the generosity of BikeMaine’s Presenting Sponsor, Anthem Blue Cross and Blue Shield in Maine, our Education program was able to update our mobile bike skills kit to include new ramps, jump, and pedal-less strider bikes, perfect for teaching balance.

Throughout the week, Coalition Education and Outreach Coordinator Shannon Belt delivered 24 classes to more than 300 students in communities on the 2017 BikeMaine route. A highlight was the skills course Shannon
Cycling is thirsty work, and riders need to stay hydrated. At events where participants number in the hundreds, that can be a big job.

Bicycle Coalition of Maine Board President Pamela Fischer, a retired Poland Spring employee, thought there had to be a better way. She approached the team at Poland Spring with a proposal for the Hydration Station—a 16-foot, self-contained, mobile trailer that allows ride participants to fill up their reusable bottles with refreshing Poland Spring water.

The Hydration Station sports six dispensers, resembling beer taps, allowing multiple users to fill their reusable bottles with Poland Spring water simultaneously. Because it’s on wheels, the Hydration Station can easily be transported along event routes.

Fischer, an avid cyclist, approached Poland Spring with her idea after volunteering at several Coalition events and identifying a need to provide bulk water in a convenient way to participants and spectators. Poland Spring, a long-time supporter of the Coalition, embraced Fischer’s proposal and helped make her idea a reality.

“Our company works every day to ensure the long-term sustainability of Maine’s water resources and to continually make our operations more sustainable,” said Poland Spring Community Relations Manager Heather Printup. “That includes looking for innovative ways to reduce our carbon footprint. When Pam pitched the idea to us, we knew it was a natural fit to partner together and bring the hydration station to life.”

The Hydration Station was unveiled at BikeMaine 2017, where Poland Spring served as BikeMaine’s primary sustainability sponsor. The station was also onsite at this year’s Dempsey Challenge. Poland Spring plans to bring the Hydration Station to future community events and races in Maine and along the Northeast corridor throughout 2018.

“The Hydration Station was well-received at both BikeMaine and the Dempsey Challenge and we couldn’t be happier,” said Printup. “It is wonderful to see the enthusiasm for our new mobile water trailer and we look forward to bringing this eco-friendly way of hydrating people to more events.”

A More Sustainable Hydration Station

delivered to students at Athens Elementary School on Day Two, as the site also played host to a rest stop for riders. The skills clinic has proven to be wildly popular, so much so that Shannon has made return trips to some of the BikeMaine communities.

Coalition Assistant Director Jim Tassé and Community Advocacy Coordinator Angela King created an Imagine People Here project to show how conditions for pedestrians and bicyclists could be improved quickly, easily, and inexpensively. That project, which included traffic-calming measures to increase crosswalk visibility, is on the path to becoming a permanent installment.

In 2018, BikeMaine heads to Aroostook County. Registration for the ride, which takes place from Sept. 8–15, is open and capped at 450 riders to ensure an intimate experience. For more information and to register visit ride.bikemaine.org.

We’ll reveal the details about the specific 2018 BikeMaine host communities and routes at our annual Kickoff Party on Feb. 3 (snow date: Feb. 10) in Presque Isle at the Sargent Community Center. If you can’t make the party, we’ll also livestream the announcement via social media. 😊

ABOVE (CLOCKWISE, FROM LEFT)
BikeMaine riders got a warm welcome for lunch in Embden; Fireworks over Rangeley Lake; the Maine Beer Company Beer Garden was rockin’ every night.
IN 2016, BIKEMaine went to Downeast Maine. Today, that route is on the verge of becoming Maine’s first Scenic Bikeway—the first of what supporters hope will eventually become a vibrant network of Maine Scenic Bikeways crisscrossing the state.

The Bicycle Coalition of Maine is working with the Washington County Council of Governments, Hancock County Planning Commission, National Park Service, Maine Office of Tourism, Maine Department of Transportation, and many other organizations, businesses, and individuals, to create the Bold Coast Scenic Bikeway (BCSB).

Based on the BikeMaine 2016 route, the 310-mile BCSB winds through 30 communities, from the Schoodic Peninsula to Eastport and Calais, and connects to the East Coast Greenway, US Bicycle Route 1, and the Down East Sunrise Trail. When complete, the bikeway will serve both visitors and residents alike, contribute to the local economy, and connect the people and places of the Bold Coast region.

The bikeway is configured to allow cyclists to enjoy an outing lasting anywhere from several hours to a week, and the route can be incorporated into a trans-continental or two-nation excursion.

It’s on target to be completed in the summer of 2018, and the route will feature permanent signage, interactive online maps, and downloadable trip digests. Riders will also be able to tap into a website connecting bicyclists with all the services they’ll need along the way, as well as information about the variety of experiences to be had along the beautiful Bold Coast.

The Center for Community GIS in Farmington is working with the BCSB Committee to develop the logo, website, and online mapping resources for the route, and the committee has developed a marketing plan that will kick off when the website is launched in the spring.

In May, a delegation representing the BCSB will be on hand at the New York Bike Expo, sharing a booth with Coalition staff who will be at the Expo.

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To prepare the region for an influx of bicycle tourists, the Coalition has been offering “Bicycles WelcoME” training sessions to local businesses. This training provides information about the potential economic impact of bicycle tourism in rural regions and the needs of bicycle tourists. It also shares simple and inexpensive ways for businesses to attract and support cyclists. The goal of the program is to create a business environment welcoming to bicycle tourists so that they, in turn, encourage friends and family to visit the Bold Coast region.

The Maine Department of Transportation is providing the BCSB Committee with resources to conduct a study of potential shared-use issues along the BCSB and to develop a way-finding signage plan to guide bikeway travelers. The committee expects to complete the study by Dec. 1 and use it to help set priorities for road improvements along the route.

The BCSB Committee is evaluating services available along the route and addressing identified gaps through creative problem-solving.

One example is the approach being taken to address the lack of bike shops in the region. For the short term, the committee has compiled a list of experienced bicyclists residing in the area who maintain and repair their own bicycles and have agreed to be on-call to assist bicyclists with mechanical problems.

For the longer term, the Washington County Council of Governments, working with the Coalition, has secured funds to train employees in businesses located along the
whose mission is to promote sustainable economic growth and a healthy community through protection of natural resources, green infrastructure, renewable technology, energy efficiency, and ending dependence on fossil fuels.

It was through Renew Rockland that Nate met Matt. Matt Ondra, a chemist at the wastewater treatment facility in Rockland, saw a lot of room for improvement to the roads while cycling on his commute to work and around the city. With Renew Rockland in place working on green initiatives, Matt approached Nate and about working on bike infrastructure improvement under the Renew Rockland banner.

Matt has lived in Rockland for seven years. He and his wife, Leah, moved to Maine from San Francisco, where Matt lived without a car for three years after it broke down one day.

Having no car, he said, opened up a whole new world for him, and it was then that he realized, “it was quicker to bike than drive to most places.”

When Matt and his wife decided to move back to the northeast—she’s originally from Monroe, and Matt attended Bates College—Rockland was a good fit. As a sailor, Matt likes being on the coast, and as a cyclist, the small town works well.

“Rockland lends itself to biking and walking because everything you need is downtown,” Matt said.

Nate Davis and Matt Ondra, a pair of Rockland residents who participated in the May 2017 Community Spokes training, have teamed up to advocate for better and safer roads for bicycling in their community.

The two have proven to be effective advocates for better bicycling in Rockland.

Together with a community group they have formed, they’ve put down sharrows on Main and Union Streets, the primary corridor through downtown Rockland. They’ve also been working with the Maine Department of Public Services and MaineDOT to include bike lanes in the redevelopment of Camden St. and Rte. 73, the major thoroughfares out of town to the north and south.

Construction is scheduled to begin in the summer of 2018, with completion expected in 2019.

Nate said a critical factor in their success has been the solid, working relationship they have with Dave St. Laurent, Rockland’s Director of Public Services, who oversees road work. St. Laurent supports the group’s objectives to make the roads more bike-friendly, and has committed to paint bike lanes on town roads when they are repaved.

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Nate has lived in Rockland for four and a half years. He and his wife, Chelsea, moved to Maine from New Hampshire. Nate is one of the founders of Steel House, a co-working space on the waterfront in Rockland.

Nate bikes mostly, but not exclusively, for transportation, and rides year-round with studded tires in the winter. His workhorse bike is a Trek 520, which is a steel-frame, touring bike. He took the Community Spokes training, he said, because, “I want to do everything possible to make Rockland—and Maine in general, less dependent on cars.”

Nate is also a board member of Renew Rockland,
MIGRATING SALMON AND A BICYCLE tourists have more in common than you might think. Both have grit and determination, of course, but both also encounter more than a few obstacles on their route.

As the owner of CommunityWorks LLC, my job involves creating community connections to natural resources to affect positive ecological change. Any cycle tourist will tell you bicycling is a great way to explore and make connections. I enjoy peddling for a purpose, so I opted to make a journey down Europe’s Rhine River by bicycle because cycling is the best way to experience a place and get to know it.

I was drawn to the Rhine, which flows from the Alps to the North Sea and passes through Switzerland, Liechtenstein, Austria, Germany, France, and the Netherlands. I wanted to learn about the international effort to re-naturalize portions of the river to restore natural functions such as flood control, recreate wildlife habitat, and improve aquatic connectivity. In addition, the Nature Conservancy and the World Fish Migration Foundation, groups I was supporting on the ride, wanted me to focus on the Rhine so they could get an idea of the improvements resulting from the river’s first comprehensive management plan for migratory fish, which concludes in 2020.

I selected a route called EuroVelo 15, a well-marked international bike roadway that parallels the Rhine. Over the course of five weeks I cycled up the switchbacks of Switzerland’s Oberalp Pass and hiked to the birthplace of the Rhine at a beautiful alpine lake. I kayaked the rapids of the Ruinaulta gorge, circled the Bodensee on a warm Saturday afternoon, and felt the spray as the river tumbled over Europe’s highest waterfall in Schaffhausen.
I spoke with managers of a hydroelectric power station at Laufenburg, a fish passage viewing center at Gambsheim, the International Commission for the Protection of the Rhine in Koblenz, and a fisheries museum in Bergheim. I concluded with a private tour of a flood mitigation pump station in the Netherlands, before greeting the North Sea at a white sand beach in Katwijk.

Throughout the ride, I wore a t-shirt that said, “Show Me Your River,” which featured a picture of a fish riding a bicycle, to encourage people to speak to me about their personal connection to the Rhine.

On their journey, migratory fish rely on their sense of smell to avoid predators, locate mates, and guide them to their natal stream, all the while hampered by dams, power plants, locks, dikes, and more. It’s a wonder fish can figure out where to go.

Species like salmon, shad, and alewife push upstream through the current to their spawning habitat. On my bike, though, I had a significant advantage over the fish because I was traveling downstream, which meant that after I had climbed to the source of the river, my route was primarily downhill.

EuroVelo 15 made things easier for me, as well. More than 80 percent of my route was on dedicated bike lanes, including separate bridges, tunnels, roundabouts, and traffic signals, providing a safe and unimpeded path to my destination.

Restoration work along the Rhine is guided by European Union directives that aim to achieve cleaner water, ecological recovery, and flood mitigation. To achieve those goals, filtration plants have been built and regulations developed for runoff and discharge.

Fish passage is required at each barrier, and wildlife habitat is being created by converting agricultural areas in the floodplain to marsh and scrubland. Gravel bars are being installed, concrete retaining walls removed, and flood walls expanded to allow the river to slow down naturally.

This work also benefits cyclists. Flat-topped flood walls make great bike paths. Gravel bars and eddies create a safe place to swim away from the swift current, and wilderness areas provide a shady spot for a picnic and afternoon nap.

My Show Me Your River cycle tour started as an adventure, and ended as a pilgrimage on my trusty Cannondale, guided by Europe’s second largest river and empowered by a faith in human kindness and nature’s ability to recover, if given the chance. ☺
I’VE LIVED IN THE NORTHEAST for more than 30 years and struggled to maintain fitness from November through March. As I age, my tolerance for bad weather lessens.

Nearly 20 years ago, on the advice of my coach, I tried cyclocross racing. But even if I hadn’t gotten lapped too frequently and pulled from the race, that season ends around Christmas, which leaves three months of minimal daylight, freezing weather, and salty, slushy roads.

The indoor training concept has always appealed to me, but boredom comes too easily when the scenery doesn’t change. I bought an early-model Computrainer in the ‘80s, but struggled to find motivation. I tried rollers, a fluid trainer, a mag trainer, and a friction-resistance spin bike. No matter what I tried, I struggled to ride more than an hour indoors, and I never looked forward to my basement workouts.

So, about a year ago, I tried an online, massive multiplayer game called Zwift and it’s added a whole new dimension to my indoor workouts.

The way it works is simple: you transmit your power output (in watts) to Zwift, and it tells you how fast you’re going. The relation between power and actual speed is a bit complicated, just like in the real world. It’s a function of your power output, your height and weight (including your bike), any aero equipment you have, whether you’re riding uphill, downhill, or on a flat section, and how many cyclists are around you.

Zwift features three venues to explore, and all riders inhabit the same world, which changes daily. The most common is a make-believe tropical island called Watopia. London and Richmond, Virginia, are the other two worlds, with courses modeled after championship cycling routes in each city. At any point, there might be more than a thousand cyclists riding on Zwift, sweating away in countries all over the world. At any point, there might be more than a thousand cyclists riding on Zwift, sweating away in countries all over the world.

I配置 my avatar to look like me (only younger). Second, you can see the power output of each nearby rider, so it’s easy to ride with riders that are about your speed. You can communicate with riders near you using chat; Zwift’s iPhone app translates my speech into written words and posts them on the screen.

After a week of riding around, I took an FTP (Functional Threshold Power) test. Zwift offers an elegant, structured way to do this: you warm up for a while, then go all out for 20 minutes. Zwift defines your FTP to be 95 percent of your 20-minute power. In my case, that equates to 95 percent of 260 watts, or 247 watts. Once I knew my FTP, I could figure out which group rides or races to join.

For me, riding with others is what makes Zwift so special, as it almost eliminates boredom. All group rides and races are categorized by power-to-weight ratio, using watts to kilograms (w/kg). Given my weight, my FTP is a bit over 3.1 w/kg, which means a group ride maintaining 3.0 w/kg or less should be doable.

Group rides and races occur a couple of dozen times a day, at varying intensities. I’ve found that I usually put out just under the advertised power ratio for the ride, i.e. 2.8 w/kg for a 3.0 ride. I suppose that’s because I like to hide in the pack and draft. My real-life cycling team in Massachusetts (Minuteman Road Club) sponsors an early-morning group ride on Zwift, once a week during the winter. Just like in real life, I can stay with the group for most of the ride, until they turn the last lap into a race: then I get dropped on the climbs.

Mass-start races are an aspect of Zwift that I’ve also come to enjoy. Just like in the amateur world, Zwift racers are categorized, using the watts-to-kilogram ratio.

Cat D: 1.0-2.5
Cat C: 2.5-3.2
Cat B: 3.2-4.0
Cat A: 4.0-5.0

Since my 3.1 ratio is near the higher end of the C category, I find myself in contention for the podium in many C races. One of the nice things about this system is that sandbagging is hard to do: if you enter a B race and put out over 4.0 w/kg, you’re often disqualified from the B races and placed in the A category.

After a few races, I joined the Vision Cycling team. It turns out that teams race on Zwift just like they race in the real world, and they have a strong sense of camaraderie. Some teams recruit by in-vitation only and others have open enrollment.

In the summer, I rarely ride indoors. But I have found that my standards for riding outdoors are higher: I don’t ride at night anymore, or in the rain. Zwift can provide an intense 30- to 90-minute workout in a totally immersive environment. That can be hard to find outside in any weather.
My wife discovered Zwift a few months ago, and her standards for riding outside are even stricter than mine. She loves the Zwift group rides and covets the green sprint jersey she gets to wear after posting the fastest time over a certain interval.

I have fond memories of climbing California’s Mount Diablo with my father 20 years ago, but he moved farther north and no longer rides outside, after a crash. My next project is to convince Dad to try Zwift. It’s our only chance to ride together. 😊
Kona Bikes has been making some of the best bicycles you can buy since 1988. They are also generous supporters of the BCM, helping to advance our advocacy, encouragement, and education work. We talked with Kona co-owner Jacob Heilbron about Kona, mountain biking, and building bicycle culture.

Why did you start Kona Bikes?
The founders (Dan Gerhard & Jacob Heilbron) grew up riding bikes and working in bike shops. In 1988, our thinking was that we could make mountain bikes that were more purpose-driven and rider-focused than the road-oriented, big-brand offerings of that time. We used a ground-up approach that took into consideration what was really happening at the grass-roots level. The result was a range of mountain bikes that were the first to embrace low standover clearance with sloping top tubes, short chainstays, and a roomy cockpit with a long reach position.

Why did you go with Kona for the company’s name?
The first choice was Cascade, after the volcanic range on the West Coast, to reflect the original model names of Explosif, Cinder Cone, Lava Dome, and Fire Mountain. That name was already registered and, although it wasn’t in use, un-obtainable for a little start-up. We selected Kona because of the volcanic nature of the islands and our love for Hawaii.

It’s clear that advocacy is a big part of the Kona story.

Why is that?
From the point of view of a business, it’s a very simple equation: without safe and enjoyable places to ride, there would be almost no need for the bicycle industry. From the selfish point of view of a rider, we love riding bikes and especially love riding bikes everywhere we go. Although we’re not a very big bike company, we’ve set out to build relationships with bike shops and riders all over the world. Cycling is a global phenomenon that continues to grow, but also grow back into an important and significant part of human activity. Advocacy around the world continues to be a key part of bringing cyclists, government agencies, NGOs, and the bicycle industry together to keep that forward progress.

Why is it that you choose to support the Bicycle Coalition of Maine so generously?
Although Kona is known mostly as a mountain bike company, we’ve been making road and touring bikes since soon after we started. The founders’ background was in those areas and we’ve kept adding more skinny-tired bikes over the years, from cyclocross to touring to gravel. New England has always been fertile ground for our bikes, due to the fact that the terrain and climate in our home region of the Pacific Northwest is very similar to what you enjoy here. One of our original dealers is Bath Cycles in Woolwich and they turned us on to the BikeMaine tour. We had such a great time in 2016 that we returned again in 2017 and hope to keep coming back for many years. It’s evident through the Coalition’s support from cyclists, business, and communities throughout Maine that its efforts to make the state one of the leading cycling regions in the country continues to be successful.

What advice would you give to communities in Maine who are looking to develop and/or expand their mountain biking facilities and resources?
New England has incredible, community-driven, hands-on support for advocacy, trail building and maintenance, and events. Connect with those local and regional chapters to build homegrown solutions that work for your community. Above all, there’s no substitute for getting your bike and your hands dirty and getting directly involved with what’s happening on the ground.

What advice would you have for someone who’s primarily a road rider but wants to try mountain biking?
Although proper bike fit isn’t as specific as it is for road riding, it’s just as important to have a bike that fits your body and anatomy in almost every way. Your local mountain biking chapter and a great bike shop can equally provide direction in that regard. Since the bike will most likely have some type of suspension, you need to find someone knowledgeable with shock setup so that it works for you, not against you. Get directions to some easy-going trails, and take your time in progressing your skills. Remember that mountain biking requires strong legs, a strong back, and a relaxed attitude. Lots of road miles will help get you ready! Most riders should consider that getting from Point A to Point B isn’t a question of getting there as fast as you can, but getting there with a maximum of fun. Take your time and enjoy the amazing beauty of the Maine woods! 😊
From BikeMaine to Scenic Bikeway
Continued from p16
bikeway in basic bicycle repair
and provide them with public
tool stations, work stands, and
specialized tools for bicycle
maintenance and minor repairs.
This is a stop-gap solution
to manage simple emergency
repairs while the bike industry
grows organically in the region.
Local businesses will be visible
in their support of bicycling
through Bold Coast communi-
ties, but will not be required
to make investments in bicycle
supplies until business de-
mands warrant them.
The Coalition is also as-
sisting the Maine Office of
Tourism and the Department of
Transportation in developing
the process for designating
additional routes as a Maine
Scenic Bikeway. The vision is to
create a collection of high-qual-
ity cycling routes that inspires
people to experience Maine’s
natural beauty and cultural
heritage by bicycle, in turn
creating economic and social
benefits for Maine communi-
ties, residents, and visitors.

Yellow Jersey Club Members

Supporting our work with annual memberships of $1,000 or more.

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Henry Beeuwkes + Margaret Mills  Saco
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Bill + Marcy Black  Cumberland Foreside
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Eileen + Gordon Johnson  Bowdoin
Bruce Kapner  Yarmouth
Jeff + Liz Kase  Bar Harbor
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Jamie Kilbreth  Portland
Brigitte + Harold Kingsbury  Cape Elizabeth
Dan Kovarik  Portland
Todd Lalumiere  Falmouth
Joan Sarles Lee + Robert Herold  Boston, MA
Laura + David Lipman  Vassalboro
Bob Lodato  Charleston
Ward + Genevieve MacKenzie  Bass Harbor
Terry + Bruce Malmer  Bangor
Neal + Suzanne McGinn  Cape Elizabeth
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Milbridge 207.847.8020
Green Clean Maine
Portland 207.221.6600
Kelly, Remmel, & Zimmerman/Bike Law Maine
Portland 207.773.1020
Lambert Coffin
Portland 207.374.583

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Maine Bay Canvas
Portland 207.878.8888
Maine Public Health Association
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33 Elmwood
Westbrook 207.753.7061
Apogee Adventures
Brunswick 207.725.7025
Body Symmetry
Brunswick 207.729.1122
Chiropractic Clinic of Gorham
Gorham 207.749.4277
Colorographics!
Sidney 207.547.3095
Downeast Bicycle Specialists
Fryeburg 207.793.4242
GA Gear
Portland 207.772.0073
John Dargis Associates, Inc.
Bar Harbor 207.288.5659
Kettle Cove Enterprises
South Portland 207.766.1754
Lanman Rayne
Portland 207.671.5454
Little Dog Coffee Shop
Brunswick 207.721.9500
New England Mobile Showers
Portland 207.200.8024
NewHeight Group
Portland 207.633.4328
Planet Bike
Madison, WI 608.256.8510
The Portland EnCYCLEpedia
Portland 207.803.9544
Rand Dentistry
Brewer 207.939.0819
Verve Burritos
Bangor 207.922.2556

**MEMBER BIKE SHOPS**

Allspeed Cyclery and Snow
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Auclair Cycle & Ski
Augusta 207.623.4351
Bar Harbor Bicycle Shop
Bar Harbor 207.288.3886
Bath Cycle & Ski
Woolwich 207.442.7002
BNS Bike Service
Portland 207.541.7438
Brad & Wyatt’s Island Bike Rental, Inc.
Peaks Island 207.766.5631
Busytown Bikes
Lewiston 207.241.3233
Center Street Cycles
Brunswick 207.729.5309
Chase Cyclery
Andover 207.392.2732
CycleMania
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Ernie’s Cycle Shop
Westbrook 207.854.4090
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Frame and Wheel Inc.
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Goodrich’s Cycle Shop
Sanford 207.324.0862

**Gorham Bike & Ski**
Kennebunk 207.604.1136
Brunswick 207.725.1100
Portland 207.773.1700
Saco 207.283.2453

**Green Machine Bike Shop**
Norway 207.739.2324

**Kingdom Bikes**
Blue Hill 207.374.3230

**Kittery Trading Post**
Kittery 888.587.6246

L.L.Bean Bike, Boat & Ski Store
Freeport 877.755.2326

**The Local Gear**
Cornish 207.625.9400

**Mathieu’s Cycle & Fitness**
Oakland 207.465.7564
Farmingdale 207.582.0646

**Northern Lights**
Farmington 207.778.6566

**Pat’s Bike Shop**
Brewer 207.989.2900

**Port City Bikes**
Portland 207.775.6125

**Portland Gear Hub**
Portland 207.761.762

**Rainbow Bicycle & Fitness**
Lewiston 207.784.7576

**Rose Bike**
Orono 207.866.3525

**Roy’s Bicycle Shop**
Lewiston 207.783.9090

**Sidecountry Sports**
Rockland 207.701.5100
Belfast 207.338.0008

**Ski Rack Sports**
Bangor 207.945.6474

**Slipping Gears Cycling**
Bangor 207.307.7403

**Southwest Cycle**
Southwest Harbor 207.244.5856

**Unity Bike Shop**
Unity 207.948.1960

**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
New Members

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MEMBER BIKE CLUBS

**Belfast Bicycle Club**
belfastbicycleclub.org

**Bike MDI Bar Harbor**
bikemdi.org

**Casco Bay Cycle Club** Portland
cascobaycycleclub.org

**Community Cycling Club of Portland**
BikeCCCP.org

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

**Maine Coast Cycling Club**
Kennebunkport
mainecoastcycling.com

**Maine Cycling Club**
Auburn
mainecyclingclub.com

**Merrymeeting Wheelers**
Brunswick
merrymeetingwheelers.org

**Midcoast Triathlon Club**
Topsham
midcoasttriathlonclub.com

**Portland Velo Club**
portlandvelo.com
# Our Educational Impact

### WALK & BIKE TO SCHOOL EVENTS

- **40** schools registered to participate
- **5,000** students participating

### MAINE WALKING SCHOOL BUS PROGRAM

- **4** new schools participating in 2017
- **4,228** miles walked by students

### BICYCLE & PEDESTRIAN SAFETY EDUCATION

- **63** hosted presentations
- **24** Bicycle Safety rodeos
- **26** Instructional Skill Rides
- **2,505** adults attending
- **17,500** Maine people hearing ads

# Our Advocacy Impact

### TO MAKE TOPSHAM CROSSWALK IMPROVEMENTS

- **2** volunteers painted **423** hashmarks

### TO CREATE GRAY BIKE/PEDESTRIAN LANES

- **4** volunteers and interns painted **186** hashmarks

### YORK TRAFFIC CALMING AND BIKE/PEDESTRIAN LANES

- **14** volunteers and **1** fire truck helped to designate

### PROTECTING SACO SIDEWALKS

- **5** volunteers were praised by **48** residents for

### TRAFFIC CALMING MEASURES IN SOUTH PORTLAND

- **17** volunteers were praised by **224** residents for

### IN RANGELEY

- **5** crosswalks were protected with **100** bollards