LEGISLATIVE ACTION ALERTS!

Maine needs laws that protect all users of Maine roads—whether they are on a bike, on foot, or in a wheelchair. We also need to pay for improvements to our transportation network that encourage more people to bike and walk and that keep them safe while doing so. Please take action to tell Maine lawmakers that you support funding for bicycle and pedestrian infrastructure and laws that keep all road users safe.

Visit bikemaine.org/action to endorse these two pieces of legislation. By taking action you’ll be speaking up for safer streets across the state. Here’s what we need your help with:

1. **Support the Bicycle and Pedestrian Safety and Responsibility Act.**

   This package of legislation protects and encourages walking and biking by creating a “vulnerable user law,” clarifying the responsibilities of bicyclists, and increasing protections for pedestrians crossing the street.

2. **Support A Bike/Ped Transportation Bond.**

   The Maine Legislature is considering a $10 million bond that would pay for and complete 39 backlogged bicycle and pedestrian projects. Communities all over the state are waiting for the MaineDOT to fund sidewalks, crosswalks, multi-use-paths, and other projects that have already been approved. This bond, LD 193, would fund the entire backlog of projects in MaineDOT’s Bicycle and Pedestrian Program.

Without better laws and infrastructure that protect bikers and walkers in communities all across Maine, we will struggle to keep bicyclists and pedestrians safe and to encourage more to join our ranks. Please visit bikemaine.org/action to learn more about our statewide campaigns and add your name to the growing list of supporters.
The Bicycle Coalition of Maine is currently developing a new strategic plan that will shape the Coalition’s organizational direction for the next five years. This plan was developed with input from many stakeholders, including a survey completed by many of you. The Coalition’s Board is expected to approve the new plan in April 2015, but we wanted to share a sneak preview of the new plan’s mission, vision, values and goals with you, our valued members.

**Mission:**
Making Maine better for bicycling and walking.

**Vision:**
Maine is a place where bicycling and walking are safe, supported, widespread activities enjoyed by residents and visitors of all ages. Maine is renowned for bicycling and walking!

**Values and Beliefs:**
1. Bicycling and walking are fun lifelong activities that should be accessible to everyone.
2. The Coalition seeks and values the views of all people who bicycle and walk in Maine.
3. Maine’s communities, health, economy and environmental sustainability are improved by bicycling and walking.
4. Bicycling and walking are essential modes of transportation.
5. Roadways and trails can be safe for all users with appropriate design, timely maintenance, effective policy and equitable law enforcement.
6. Bicyclists, pedestrians and motorists deserve mutual respect.
7. Bicycling and walking merit cultural, financial and political support.
8. All Mainers and our visitors need to be educated about the laws that govern bicycling, walking and driving.
9. Maine’s beautiful geography presents extraordinary opportunities for bicycling and walking, both on and off road, that should be celebrated, preserved and expanded.

**Goals:**

**Infrastructure**
Increase safe, accessible and inviting bicycle and pedestrian infrastructure throughout Maine.

**Advocacy**
Provide leadership and inspire activism for effective policies, programs and projects that have a positive impact on bicycling and walking in Maine.

**Education**
Ensure that Maine bicyclists, pedestrians and motorists have the knowledge and skills to safely share the road.

**Encouragement**
Encourage new bicyclists and seasoned enthusiasts through a range of traditional and innovative rides and events.

**Enforcement**
Strengthen enforcement of bicycle and pedestrian law through expanded education and training with Maine law enforcement officers, attorneys and prosecutors.

**Reputation**
Elevate Maine’s reputation as a bicycle and pedestrian friendly state and an extraordinary bicycling and walking tourism destination.

**Leadership**
Advance the Coalition’s growth as the leading organization making Maine better for bicycling and walking.
FROM THE PRESIDENT

Two years ago, the Bicycle Coalition of Maine moved its statewide headquarters from Augusta to Portland. The office was originally located in Augusta because of the necessity to be close to the state government for lobbying purposes prior to the widespread use of email and the internet. The office space served us well, but in the end, the landlord's disinterest in updating the space, and the second floor location was definitely not ideal. Because of our second floor offices, we had almost no drop-in visitors. After much consideration and analysis Nancy Grant recommended to me that we move to Portland. I was originally opposed because I felt that Augusta was not only the state capitol but it was also more geographically central, and therefore, more representative of the entire state's population. The staff presented an excellent case that we could have as strong a presence from Portland. After much discussion, we began to look for an appropriate space in Portland.

We looked at myriad locations and finally decided on our current offices on Preble Street, one block from Monument Square. The space gave us the opportunity for more walk-in traffic as well as more than twice as much square footage at a much lower cost (per square foot) than we had in Augusta. It also gave us the opportunity to recruit some of the excellent staff that we now have. The Board of the Coalition approved the move on the condition that we engage in more substantial outreach to the rest of the State so that we wouldn’t become Portland-centric.

We were aided in this by the advent of BikeMaine, our outstanding one week ride around different parts of the state. Our first ride, in 2013, took us out of Orono, through a number of towns to Bar Harbor and then back to Orono. Our second ride, in 2014, took us from Westbrook, north to Norway and the Belgrade lakes region and then to Boothbay, Bath and back to Westbrook. This year, we will be starting in Kittery, traveling through Old Orchard Beach on to Bridgton and Bethel, then heading back though Sweden to Kennebunkport and returning to Kittery.

Just as crucial was our decision to begin to move our Coalition Board meetings to different venues around the state. So last year, we had our first “regional” meeting in Lewiston. It was hosted by Rainbow Bicycle and was a huge success. We were emboldened to try another meeting last November in Norway, which had hosted our first night’s stay on BikeMaine 2014. We chose Norway because we had found the town to be so warm and hospitable and clearly supportive of our agenda. The host there was Green Machine Bike Shop, and the town showed up again to prove to us what a terrific biking and walking community it is. Just last month, we had our third remote meeting in Rockland, hosted by Sidecountry Sports. Rockland has been the host of our Lobster Ride for 14 years and we once again were pleased to see the local support we received.

Additionally, our Community Spokes program now has trained representatives in over 50 cities and towns throughout the state bringing the message of “Making Maine better for biking and walking” to all corners of Maine. We have also added members to our Board from around the state, helping raise awareness of the concerns of cyclists and walkers in areas of Maine other than its larger cities.

We still have much work to do, but two years after moving our office to Portland, I feel we have been more successful at becoming a true statewide organization. As we continue to grow, I am sure that we will develop even more statewide programs to reinforce this goal.

Happy cycling,

Larry Rubinstein, Board President
by Nancy Grant, Executive Director

In October 2013, at our annual board retreat, the Bicycle Coalition of Maine launched a new round of strategic planning. Over the last 16 months, we have been developing the mission, vision, values and goals that will guide our organization for the next 5 years (see page 3). We are hoping to approve our new plan at the April 9th board meeting and begin implementation immediately.

At the beginning of our planning process we started by identifying the most significant changes in the national and local bicycle advocacy movement so that we could determine how to best address them in the coming years. The biggest change was clear—that walking has increasingly become intertwined with bicycling in many of our daily work activities, conversations and partnerships. Whether we’re focusing on safety, law and enforcement, public health, livability, economic development or social equity, walking often overlaps with bicycling.

An early question we faced was whether we wanted to explicitly include walking in the Coalition’s mission. To better answer this, we researched the pros and cons of adding walking to our mission, the consequences of doing so, and any estimated additional financial cost associated with the change. We also investigated models that other state advocacy organizations have used when they made the switch to include walking in their mission.

Here are some of the issues we considered:

• Bicycling has clearly expanded beyond a recreation and/or fitness-based activity to become a primary mode of transportation for many, especially in urban areas. With the increase of transportation and utility-based bicycling, the rights and safety of bicycle commuters is increasingly overlapping with those of pedestrians. Cyclists have far more in common with pedestrians than with motor vehicles. Both modes are a form of active transportation, healthier for people, communities and the environment, and cost effective and accessible to most Mainers. Furthermore, both bicyclists and pedestrians are extremely vulnerable when it comes to distracted motorists, carelessness or aggression.

• Supporting safer and increased walking has immense public health benefits for all Mainers, including the underserved and aging populations who don’t own cars or are no longer able to drive. Additionally, walking is more accessible for many of these hard to reach groups.

• Almost every Mainzer is by definition a walker. Even those who “drive everywhere”, still get out of their cars to walk to their home, into their workplace and into shops and businesses. There are many Mainers who care about livability, active transportation and vibrant communities who would not identify themselves as bicyclists, but would count themselves as a pedestrian.

• Maine is currently the oldest state in the nation with 18% of our residents above the age of 65. Ensuring that Mainers can age in place, and remain mobile even after they’ve given up their car keys, will result in a range of economic and quality of life benefits. Safe and accessible walking is increasingly important in this state, especially as our aging population grows.

• In our increasingly polarized society, the “us against them” context is used frequently by cyclists and non-cyclists. There are many Mainers who don’t identify with our goals for bicyclists but are far more receptive when they hear that we also work for safer walking. Including walking in our mission may provide a bridge to begin new conversations that would not have otherwise occurred.

By explicitly including walking into our mission, we are also recognizing that the Coalition already does quite a bit of work for walking and pedestrians.
STUDYING ABROAD:
BIKING IN COPENHAGAN
by Grace Butler. Grace is a Bowdoin student and was a Bowdoin “Community Matters” fellow at the Bicycle Coalition of Maine during the summer of 2014.

My study abroad program prides itself on its experiential learning activities, so unsurprisingly, my urban studies class got to go on a biking tour of our new city, Copenhagen, the most bikable city in the world. In response to our tour leader's question as to what pace we would feel comfortable biking around the city center in a group of 36, most people suggested that we bike slowly (“Think ‘snail speed,’” and “Maybe like, not too fast”) with some qualifications (“It’s been a while since I’ve biked,” and “Come on, when would I have biked recently?”). The class’ gut reactions tell us a lot about how the average person reacts towards the idea of being in a bike lane, which cannot be overlooked in planning bicycle infrastructure.

By “average person,” I mean someone who is not a regular cyclist. I was a fellow with the Bicycle Coalition of Maine during the summer of 2014, which surprises most people I know. “I didn’t know you bike!” “Well… I’m not like A Biker but I really like it,” was my go-to response. I’m from Atlanta, a city notorious for its sprawl and its car culture, so during my sophomore year at Bowdoin when I was applying for fellowships, I immediately scratched the Coalition off my list until the wonderful Environmental Studies coordinator at Bowdoin convinced me that it might be a better fit than I was thinking. And she was right. With that in mind, I firmly believe that my classmates’ reactions before our bike tour is hugely important for the national conversation about bicycle infrastructure.

There’s been a move to start calling people on bicycles not bicyclists or cyclists, but well, people on bicycles. After rolling your eyes at that linguistic nitpicking, it is worth considering what we mean when we say we want to design roads and infrastructure with bicyclists in mind. To me, cyclists are those crazy men out in spandex who I see when I’m out running, zipping between me and oncoming cars. They’re fast and furious. They join clubs. They have the apparel. They’re a very specific demographic, and we’re designing bicycle infrastructure for them, or worse, not designing cities for any people on bicycles because we’re afraid of The Cyclists. That isn’t to say that they outright do not belong in urban environments. Rather, we need to look for the lowest common denominator – the person who would never get on a bike and ride to work or to the grocery store unless they felt safe.

A presenter for my urban studies course told us about the difference between actual and perceived safety. We can read all the statistics about the safety of biking and how much a stripe in the road can help cut down crash rates, but if you feel
jittery on that bike or even passing a bike in your car, you are staying in that Subaru. How you feel won’t change with just a book. Most people don’t become bicyclists because they’re concerned about the environment or because they want to be more fit. Those are just added benefits for most people who bike. In Copenhagen, even when it’s cold and grey, which is often, people are still out on their bikes and they are dressed for work. They do it because it is most convenient.

Here in Copenhagen, bicycling feels pleasurable and safe to me. The separated bicycle infrastructure makes for a ride where I can enjoy my surroundings and the experience of being on a bike and feeling the air, whereas biking in Brunswick or Portland can at times feel like a mental exercise in concentration under pressure. Being in a crowd of bikes makes me feel like I am safe because drivers should expect all of us to be on bikes. Additionally, many of the other people on bikes are pedaling at a reasonable speed for getting around the city. The people on bikes are often dressed to the nines. “Join the Slow Bicycle Movement,” one biking style blog writes. (Yes, a biking style blog). It also just feels nice to be a part of something. I’m sure it gets awfully lonely and ridiculous feeling like the only one biking to work in a car-centric city. To have people on bikes, they need to see people on bikes, or else the only bicyclists around will be the cyclists.

So: a crowd begets a crowd, but why would anyone start riding in the city? What is it that makes bicycling so convenient in Copenhagen? Where to start creating a bike friendly place is very daunting. Having separated bicycle infrastructure and in a small city that already has a great public transportation system that allows bikes on board are all helpful. Additionally, creating bike parking and bike lanes that lead into the city rather than just around downtown, will ensure that commuters will see biking as a viable form of transportation. The next time you’re on your bike, evaluate the infrastructure you’re on, and think if someone who hasn’t been on a bike in 10 years would feel comfortable. The Cyclists are already comfortable—who’s next?

Our Safe Routes to School Program, which encourages school children to bike and walk to school, involves significantly more pedestrian activity. Our “Walking School Bus” program, where students are grouped by neighborhoods and escorted to school in groups by volunteers, is also all about walking. Similarly, our Bicycle & Pedestrian Safety Education Program, which we deliver to schools and groups all over Maine, includes a component on walking. Finally, our legislative and policy agenda often includes walking. For example, this year, our 3-part bill is as much about walking as it is about biking.

After considering these points, as well as a wealth of other information, we will be officially adding walking to our mission in April. That being said, we will always be first and foremost a bicycling organization. The Coalition has been working for better biking since 1992 and that will continue to be our primary focus. At the same time, we feel that we can enlist and impact more Mainers by including walking in our mission and are proud of the work we do around pedestrian issues. We truly believe that we can make Maine better for bicycling AND walking.

We welcome your ideas and involvement around our expanded mission.
BICYCLING IN ACADIA NATIONAL PARK

Acadia National Park is without question one of the finest bicycling locales in the state. In response to the immense popularity of the car free days in 2014, the National Park Service will be opening the park exclusively to bicyclists and pedestrians from midnight to noon on May 16 and September 26th.

In an effort to ensure that all users of the park have the best possible experience, the Park Service also has these tips for bicyclists:

Make sure you understand and follow the courtesy guidelines: Keep right, ride no more than two side-by-side, control your speed, warn others when passing and give them plenty of elbow room, and be prepared to stop around horses.

Parking is a challenge everywhere. Ride to the carriage roads from your accommodations if it’s not too far and you feel your group can do it safely. Or take the Island Explorer bus.

It’s crunch time for bicyclists in the afternoon for the bus back to Bar Harbor from Jordan Pond. Take the bus to Jordan Pond (or elsewhere) in the morning and bike back to Bar Harbor.

Photo Credits - Charlie Jaboci
COMMUNITY SPOKES SNAPSHOT: RON GREENBERG

Mount Desert Island residents, summer regulars, and others have been reaching out to us for years to help make biking safer and more pleasant in Acadia National Park and other places around the Island. We’ve been involved with bicycle and pedestrian advocacy at and around Maine’s only National Park for decades, but without one local champion willing to lead the charge it’s difficult to sustain long-term successes. For that reason we’re so glad Ron Greenberg came to the Bicycle Coalition of Maine last year for help in leading, organizing, and mobilizing the many devoted local advocates on MDI.

Ron joined the Community Spokes Program at our most recent one-day training in November 2014 in downtown Bangor. An active outdoor enthusiast and retired community organizer, Ron is the perfect person to lead Mount Desert Island’s newly revived bicycle advisory group. Bike MDI is a committee that will serve the entire community for years to come.

“Last October I was in a serious bike crash in Bar Harbor. I’m still not sure exactly what happened but the most likely explanation is that I was cut off by a car, crashed and was found unconscious by the side of the road. I survived and am biking again. I was lucky. I turned that luck into resolve and set off to revive a local bicycle committee to serve the Mount Desert Island area,” said Ron.

Since convening the first meeting of “Bike MDI” in November 2014, Ron and other committee members have worked hard to identify what the most important and achievable improvements for bicycle safety they will prioritize in their first year as a committee. The group’s Infrastructure Workgroup is meeting with the MaineDOT and their Advocacy Workgroup has met with Acadia National Park officials. They are helping to promote experimental Car Free Days in Acadia National Park. “We have many more irons in the fire,” reports Ron, “and if the past three months are any indication, there are good things to come.”

It’s clear the new Bike MDI group has lots of hard-working members who are organized and who do their homework. We congratulate Ron and all committee members and look forward to even more spectacular biking at Mount Desert Island this spring!

UPDATED MAINEDOT SHOULDER PAVING POLICY

The Bicycle Coalition of Maine has been working actively with the MaineDOT to address problems associated with how shoulders are paved during the Department’s annual “light capital paving” (LCP) work.

Cyclists have been contacting the Bicycle Coalition of Maine for two years now with concerns about a pronounced ridge seam and inconsistent shoulder width where the new pavement was laid on top of the old on LCP projects. This was a result of a policy that directed shoulders to be paved every other cycle. This ridge—which could be as high as 3”—was causing crashes and near misses when cyclists had to move from the old pavement to the new.

Coalition Executive Director Nancy Grant and Assistant Director Jim Tasse have been directly involved with the process of revising the policy of how Maine DOT treats shoulders during LCP projects. Suggested revisions include that:

- The Coalition should be consulted regarding the importance of roads as bike routes.
- The assessment of shoulder conditions should include whether they are safe for people on bicycles.
- Striping should include a minimum 3 foot shoulder.
- The ridge seam must be no higher than ½ inch.

The Maine DOT has taken the suggestions of the Coalition very seriously, and we expect that the proposed new shoulder policy will be a huge improvement.
BICYCLE COALITION PRESENTS 2014 AWARDS
The Coalition salutes these local bicycle advocates for their amazing efforts around the state.

WILLIAM & POLLY CECKLER
Sally Jacobs* Community Advocate Award
Bill and Polly Ceckler, of Hancock, have been the dynamic duo supporting the creation and expansion of the Down East Sunrise Trail for more than 20 years. The Down East Sunrise Trail is an 85-mile long, multiuse trail that stretches from Hancock to Calais, and is part of the larger East Coast Greenway Trail, which runs from Miami to Calais. As you can imagine, developing a facility of that magnitude takes incredible determination, focus and endurance! Bill has served in many roles, including as president of the Sunrise Trail Coalition, and is currently serving as Vice President. Polly has served on the Board of Directors just as long and has been a behind-the-scenes task master, keeping the organization moving forward. Both in their mid 80’s, Polly and Bill are a true inspiration for all of us as they continue to make a difference for bicycling in Maine.

MARK WHEELER
Jeff Miller*** Spirit of Cycling Award
Mark Wheeler acts on his love of bikes and bicycling in countless ways. He is a long time Bicycle Safety Educator in the local schools and volunteers for the Bikes Not Bombs program in Boston. He also works at Bath Cycle and Ski and teaches spinning at the Brunswick YMCA. He is a member of the Woolwich bicycle and pedestrian committee, which was instrumental in repurposing the MaineDOT’s repaving policy so that it is more bike friendly. He is a long time bike tourer, having ridden across the U.S. on more than one occasion. Finally, he is a poster child for BikeMaine, having ridden the past two years and having already signed up for this year’s ride. He is an inspiration to his friends to bike more, to bike farther, and to stay fit.

LYNN D’AGOSTINO
Harry Faust** Leadership Award
Lynn D’Agastino has been a true leader in her efforts to encourage Brunswick school children to bike and walk to school. As the Physical Education teacher at the Harriet Beecher Stowe School, she has integrated biking and walking as important lifelong activities into her curriculum for more than 10 years. Every student in her class learns bicycle and pedestrian safety skills. She also coordinates monthly and year round walk and bike to school events, organizes bike rodeos, and provides bike helmets to those in need. She is resourceful, collaborative and always cheerful. She is tireless in her effort to continuously improve the program and is always asking, “how can we do more?” or “what do we do next?” As a result of her work, her school has one of highest participation rates of kids biking and walking to school in the state and the school’s bike racks are consistently overflowing.

GREEN CLEAN MAINE
Bicycle Friendly Business Award
Green Clean Maine, run by Joe Walsh, is a Portland-based green cleaning company focusing on providing cleaning services for homes and small offices. Green Clean Maine actively supports several local non-profit organizations and community groups, including the Coalition, as part of their mission of sustainability. Given the nature of their business (traveling from one client to the next), one of the most important areas that Joe focuses on is sustainable transportation. He firmly believes that any sustainable transportation plan for the future absolutely must include bicycles and encourages and supports his employees to bike to work. Green Clean Maine provides a secure bike rack where employees can lock up their bikes as well as basic maintenance tools for everyone’s use. Joe is proud that his staff not only saves money by not driving, but they are healthier and happier at the end of the day. 25% of his employees commute by bike, riding an average of over 25 miles each day.
* The late Sally Jacobs was a pioneer of community bicycle advocacy in Maine. **The late Harry Faust was the second president of the Bicycle Coalition of Maine. ***Jeff Miller was the founding Executive Director of the Bicycle Coalition of Maine

**SHANNON BELT**

Shannon Belt started the Westbrook High School WRENCH program with just a few tools, a couple of work stands, and a few donated bikes. Thanks to all of his efforts, it now has its own fully functioning bike shop at the high school for students to use! The program’s mission is to give students and the community the tools and knowledge to repair, maintain and ride bicycles safely. For students in need of a hands-on learning experience, Shannon provides them with the opportunity to learn lifelong skills that will empower them to be successful and positive role models in the community. Shannon also teaches students leadership, patience, and the importance of community service through their bicycle maintenance classes.

The WRENCH students have become invaluable volunteers at the Portland Great Maine Bike Swap, and, in 2014, on the BikeMaine Ride, as they traveled with the volunteer team for the whole week! The students’ respect and admiration for “Mr. Belt” is palpable, and we know many of them wouldn’t be who they are today without the WRENCH program, bicycling, and Shannon’s guidance.

**JEANNE PECKICONIS**

Jeanne Peckiconis serves on the planning committees for both the Women’s Ride and BikeMaine, always taking on important leadership roles and always willing to roll up her sleeves to take on a tough task. Jeanne has a perpetual smile on her face, is ready for anything and is a true YES person.

Over the past year she has registered bikes at the Bike Swap, escorted novice Women’s Ride participants, dressed up as Marco the Moose to promote BikeMaine for a whole weekend in New York City, reached out to her elected officials about biking and walking issues, and liaised with host communities along the BikeMaine route. Jeanne’s contributions to the Coalition are countless and valuable. She is a wonderful ambassador for the Coalition, and we are so lucky to have her on our team.

**DEAN LESSARD**

According to all our friends in York, Dean Lessard, York’s Public Works Director, is the key person responsible for York’s progress in improving the safety and accessibility of York’s infrastructure for pedestrians and cyclists. He actively involves himself with citizen groups so that he can understand and meet community objectives and has been very attentive to the voices of bicyclists and pedestrians. His participation, counsel and advice to a number of groups, including the CycleYork biking group, has been highly beneficial to the community.

Whether he is working on the technical details of a design, working with the MaineDOT to assure funding, briefing the Selectmen, or on the road with spray can in hand marking the road for crosswalks and bike lanes, Dean insures that the Town gets as much value as possible for every Public Works dollar. As one of his many nominators explained: “Just Do It” embodies his day-in and day-out actions - no excuses, no waiting for others to help, no delays or stalling. Dean Lessard is a “Just Do It” kind of guy.

**CENTRAL MAINE NEMBA**

The Central Maine Chapter of the New England Mountain Bike Association (CE ME NEMBA) has done an amazing job building and improving trails in the Central Maine region. They launched a Wednesday Night Trail Work series, in which every week a team of volunteers assembled to do trail work. That initiative was very successful and was key in turning Augusta’s Bond Brook into one of the best riding destinations in the state. The group also works in Waterville, and even extended its efforts to Farmington to assist with the development of trails at Titcomb Mtn.

The Central Maine NEMBA Chapter’s ride series is well attended, too, and they are the core planners behind Treadfest, which is evolving into one of the most popular mountain bike events in the state.
PORTLAND BIKING BELLES
Making Women, Transgender, and Femme Bicyclists’ Voices Heard!

There’s a major shift taking place all over America. You see it in Boston, Minneapolis, San Francisco, Los Angeles, Tucson, Toronto, and a number of other cities. That's right, I’m referring to women, transgender, and femme (WTF) dedicated bicycle programming. Time and time again we see reports, statistics and news articles that men are dominating the bike world and that there is a need for change. Bicycle Coalition of Maine’s Bridgette Kelly and Portland Gear Hub Manager Ainsley Judge sought to create such a change through organizing a new group, Portland Biking Belles.

Portland Biking Belles is a group for WTF bicyclists in the greater Portland area aiming to create safe spaces for WTF-identifying individuals to learn about bicycles and share their expertise in Portland's bicycling community. Portland Biking Belles will organize “Portland Biking Belles Wrench & Ride” on the third Tuesday of each month where women, transgender, or femme-identifying individuals will gather for hands-on bike mechanics, presentations, bike-related activities, and casual group rides. By providing this supportive, social, non-competitive environment, we aim to empower more WTF individuals to bicycle and feel confident within the wider bicycling community.

The first Portland Biking Belles Wrench & Ride is scheduled to take place on May 19 at the Portland Gear Hub. For more information on attending, volunteering, or assisting in planning Portland Biking Belles Wrench & Ride, please email portlandbikingbelles@gmail.com or call (207) 623-4511 and ask for Bridgette.

MAINE SUPREME COURT RULES IN FAVOR OF CYCLISTS

On December 16, 2014, the Maine State Supreme Court issued a decision that clarified some important rights for bicyclists who use roadways.

The Semian v. Ledgemere case involved a collision in Ogunquit in September, 2010. Ms. Semian was riding her bicycle to work along Route 1 when she was passed by a school bus owned and operated by Ledgemere Transportation. Ms. Semian caught up with the bus when it stopped at an intersection, where it straddled the straight and right-turn lanes. The bus began to move forward and then stopped again. Believing the bus would drive straight, Ms. Semian began to pass the bus on the right to continue straight on Route 1. The bus turned right, however, and Ms. Semian was unable to stop before she ran into the bus. She sustained substantial injuries when the bus ran over her and crushed her pelvis.

A jury found Ledgemere liable for injuries that Ms. Semian sustained and awarded her $750,000 in damages (which were reduced from $1 million because Ms. Semian was found to be 25% at fault). The bus company appealed the decision to the Maine Supreme Court.

On appeal, Ledgemere argued that because Maine’s passing law includes a statement that a bicycle “may pass on the right at the bicyclist’s own risk,” no suit should have ever been brought and that the case should have been dismissed.

Ledgemere also argued that because Maine law permits a bicyclist to ride further to the left at places where right turns are permitted, Ms. Semian was required to be in the center of the road as she approached the intersection where the bus turned. Because of the important public policy and safety implications of this case, the Bicycle Coalition of Maine submitted a “Friend of the Court” (amicus curiae) brief concerning the points of law being argued.

Fortunately, the Maine Supreme Court disagreed with Ledgemere on appeal. In its written decision, the Court affirmed that while passing on the right could be risky, a bicyclist hit while doing so still had a right to bring suit against a motor vehicle driver who operated negligently. It also affirmed that while bicycles have a clear right to be in the travel lane in certain situations, they are not required to move away from the edge of the road if they chose not to do so.

On both of these points of Maine law, the Bicycle Coalition of Maine provided additional information that was considered in the Court’s decision. And in balance, the Supreme Court’s decision was a good one for bicyclists’ rights to the road.
The Bicycle Coalition of Maine has been working with the Maine Chapters of the New England Mountain Bike Association to plan how to best move forward on statewide coordination of efforts to promote offroad bicycling. A series of meetings started in the Spring of 2014, in which a visioning and planning process identified some core partnership opportunities. This process culminated in a meeting on March 5 that identified three key action items the Coalition and NEMBA would pursue together. These include:

1. Working with the Office of Tourism to include mountain biking more in the promotion of the state.
2. Working with the Department of Agriculture, Conservation and Forestry to better support mountain biking through the Recreational Trails Program.
3. Working to identify and promote a select number of mountain bike events of state significance.

We look forward to working with NEMBA to promote one of the most popular riding activities in Maine!
It's time to swap! The Great Maine Bike Swaps offer an easy and fun way to buy used bicycles at an affordable price. You can also sell the bikes cluttering your garage or basement and turn them into cash.

At the Swap, 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.

Looking to sell a bike you’re not using? You can do that, too! Visit bikemaine.org/swap for more information, to register your bike, or to sign up to volunteer. Bike drop-off takes place the day before the swap (April 11 - Orono, April 25 - Portland).

Admission to the Swap is $3 for adults and teens and FREE to UMaine and USM students as well as children ages 12 and under. Want to help as a volunteer? Sign up to help out at bikemaine.org/swap!

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Every woman, any bike, one ride. Now in its 14th year, the Bicycle Coalition of Maine's Women's Ride is a celebration of women and bicycling. The event offers a friendly, supportive atmosphere geared toward girls and women of all ages and abilities.

The routes (10, 25, 50 or 62-mile options) follow quiet roads, offering beautiful views of the Maine coast and countryside. There are rest stops, healthy snacks and support vehicles along the way as well as a party at the end of the ride! We’re offering early registration and packet pickup (times and locations coming soon). Skip the lines and register/check-in early!

Have you been thinking about participating in the Women’s Ride, but aren’t quite sure what to expect? We’re continuing to offer the popular “Ride Ambassador” program this year. We’re giving new participants the option of riding with experienced Women’s Ride participants. Please email info@bikemaine.org for more information about the program.

The Maine Lobster Ride follows winding, country lanes and the breathtaking rockbound coast past lighthouses, farms and lobster boats. The ride features five distance options, from a family-friendly 15 miles to a century. The Lobster Ride is the Coalition's largest annual fundraiser, come ride with us and show your support!

After recognition by Bicycling Magazine as one of the TOP TEN centuries in the country, we’re continuing to improve the ride experience for all participants. After rave reviews last year, we’re keeping the Northern 50 and 80-mile routes. If you’re looking for a new point of view, make sure to check out the new 15-mile route taking us to the Rockland Breakwater and beyond!

Lastly, in an effort to reduce the wait on Sunday morning, we’re also offering Saturday evening registration from 4-6pm at Oceanside High School. Skip the lines and register early!
BIKEMAINE: BEHIND THE SCENES

One of the ways we measure the success of BikeMaine is the rider experience. We want riders to be relaxed and focused in the moment; after all, BikeMaine is a vacation. We go to great lengths to ensure that riders don’t have to worry about transporting their bags, finding their next meal, or fixing their bikes should they develop a problem over the week. It is up to us to work out those details.

We spend months planning and organizing the logistics of constructing a new village for up to 400 people six times during the BikeMaine week. The plan is then executed by a team of fifty well-trained, hard working volunteers who travel with the event for the week. That team is supplemented by hundreds of individuals who volunteer from the host communities.

Planning for BikeMaine’s arrival in each of the towns starts a year in advance of the event. BikeMaine staff meets with the town manager, site manager, and head of the town’s public works department in each town to determine if there is a large enough site, located within walking distance of the downtown area. Each site needs to have access to potable water, electricity, and sewer access. During this process a site plan is developed. This plan ensures the hundreds of cyclists and volunteers have a place to sleep, eat and be entertained.

The site plan, once finalized, becomes the blueprint for setting up the Village during each day of BikeMaine. The set-up process starts around 8 a.m. as we systematically deconstruct and pack-up an existing village into several large trucks. Each piece of equipment has a special spot on a specific truck. This level of organization makes it possible for us to unload these trucks and set-up in our limited timeframe in the next location.

At around 8:00 a.m. at the new BikeMaine Village site (all while the previous night’s location is being deconstructed) a city park, football field, soccer field or abandoned fort is being prepared for its transformation. A team of volunteers begins by marking out where the various components of the village will be placed: information booth, bike mechanics, medical team, gathering or dining tent, water bottle filling station, snack tent, sinks, restrooms, showers, luggage area, tent and porter service, and general camping.

Details some might never even begin to imagine include setting out color coded tarps each day to ensure that riders’ luggage can be found quickly (we are transporting over 700 bags), tarps are laid on the ground and are color-coded to narrow the search area for any particular piece of luggage. While it is a vacation, riders enjoy staying “connected,” so we transport and set-up a mobile charging station that allows for up to 50 cell phones to charge at once. Our Tent and Porter service (a premium for riders) requires the set-up and take down of fifty tents each morning. To pull off the service is no small task, fifty tents must be first taken down in the morning, transported to the next community and set-up in a very short timeframe and in time to welcome riders as they arrive, beginning at 1:00.

For some it may seem like a huge undertaking (it is), but for us the satisfaction comes as riders trickle in during the afternoon, get settled in and share stories of the day’s ride, and enjoy all that each community has to offer.

By leaving the details to us, riders are free to enjoy their time on and off their bikes. It is our goal to ensure that the rider’s weightiest decisions during the week are considering which of the many interesting sites along the route to visit or what kinds of pie to have for dessert.

Leave the details to us…RIDE BikeMaine!
The Bicycle Coalition of Maine is the statewide voice of cyclists and pedestrians. Since 1992, the Bicycle Coalition of Maine has led the effort to make Maine better for bicycling and walking by protecting the rights and safety of cyclists and pedestrians through education, advocacy, legislation and encouragement. We support biking and walking for health, transportation and recreation.
**Financial Overview**

### Income ($1,144,460)

<table>
<thead>
<tr>
<th>Year</th>
<th>Income</th>
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<tbody>
<tr>
<td>2008</td>
<td>$473,305</td>
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<td>2009</td>
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<td>2010</td>
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<td>2011</td>
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<tr>
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</tbody>
</table>

1. Federal Community Transformation Grant
2. Portland Area Comprehensive Transportation System

**Contracts/Grants** $298,379
- MaineDOT
- Maine CDC
- CTG
- Community Spokes
- PACTS
- Recreational Trail Program

**Events** $657,323
- BikeMaine
- Great Maine Bike Swaps
- Lobster Ride
- Womens Ride
- Other Events

**Fundraising** $174,509
- Membership
- Other Donations
- MaineShare
- Appeals

**Other** $14,249.00
- Miscellaneous Income

### Expenses ($1,158,887)

<table>
<thead>
<tr>
<th>Year</th>
<th>Expenses</th>
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<tbody>
<tr>
<td>2008</td>
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<tr>
<td>2009</td>
<td>$553,872</td>
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<td>2010</td>
<td>$345,706</td>
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</table>

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- MaineDOT
- Maine CDC
- CTG
- Community Spokes
- PACTS
- Recreational Trail Program

**Events** $553,872
- BikeMaine
- Great Maine Bike Swaps
- Lobster Ride
- Womens Ride
- Other Events

**Salaries** $345,706
- Salaries
- Payroll Taxes
- Health Insurance

**Other** $113,796
- Professional Services
- Marketing & Promotion
- Occupancy
- Administrative
- IT
- Staff Development
- Meeting Expenses
- Other Insurance

### Income Growth

![Graph showing income growth from 2008 to 2014]

<table>
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</table>
Accomplishments

$395,000
Infused into local communities as a result of BikeMaine

5,000
Individual Coalition Members

350
Incredible volunteers donating their time to help further the Coalition’s mission

2
New and updated MaineDOT policies (Complete Streets & Shoulder Paving) that the Coalition helped to develop.

15,000
Children and adults taught bicycle and pedestrian safety and encouraged to bike and walk to school.

84/15
Active Community Spokes in over 50 communities in all 16 counties, including 15 new local advocates at trainings in Biddeford and Bangor

57
Community Spokes are working on or have completed the local the bike/ped improvement project or campaign they began at their training

3,000+
Miles walked as part of the Maine Walking School Bus Program

$131,299
back in Mainer’s pockets from the sales of bicycles at the Great Maine Bike Swaps

9
Values in the Coalition’s next 5-year strategic plan

57/18
Yellow Jersey Club members giving over $1,000 annually, including 18 new members

250
Riders took part in the 2nd annual BikeMaine Event

875
Bikes parked at 6 events as part of the Coalition’s Valet Bicycle Parking program

1
New staff member added to serve Bangor and areas north

98
Pages in the Maine State Supreme Court Amicus Curiae brief submitted by the Coalition on behalf of an injured cyclist

4,000+
Event participants from 35 states and 3 countries

100,000
Visitors to the Coalition website
So many of us ask, "Where can we possibly find money for the _____ we need??" (Insert your bicycle or pedestrian project here: sidewalk, bicycle lane, streetscape beautification, off-road path, etc.) For the past several years the City of Portland has been developing new sources of revenue on this front – specifically a Sustainable Transportation Fund and Transit Oriented Development Tax Increment Finance (TIF) Districts.

Portland’s Sustainable Transportation Fund (also known as Fee in Lieu of Parking) was established in 2010 to improve transportation choice, reduce the footprint of development that needs to be taken up by parking, and reduce the number of single-occupancy vehicle trips on the Portland peninsula (Bayside, West End, East End and Downtown neighborhoods). It offers an option to developers to build fewer parking spaces than are normally required for residential or commercial projects if they pay a fee to the city of at least $5,000 per spot (fee is adjusted annually) - where the case can be made that the particular uses will have less off-street parking demand.

Historically, in the case of residential property development, the city required developers to build two parking spaces per residential unit (this has since been reduced to one space for some zoning districts). Car ownership data indicated this was more parking than necessary, devoted valuable real estate to parking, and added big costs to the price tag of each project (a major issue in a city facing tremendous affordable housing issues). And conversely, the availability of two spaces then encouraged more vehicle ownership and single occupancy vehicle trips.

The city recently received its first payment into the Sustainable Transportation Fund; $83,700 bonded and available to pay for upcoming bicycle, pedestrian and other projects on the peninsula. The funds must be used within 10 years or they will be refunded. (They can also be used to pay for transit improvements, streetscape upgrades, bicycle and shared-use parking, and the city’s Transportation Demand Management Program.)

The key project that has contributed to this amount is AVESTA Housing’s soon-to-open 409 Cumberland Avenue project. The complex includes fifty-seven affordable and market-rate apartments and a “healthy living center” with a community demonstration kitchen, health and wellness programming, and a rooftop garden and greenhouse – all located in walkable and bikeable downtown Portland. 409 Cumberland is also a TIF District (see more on TIFs below).

More funds will be coming soon – AVESTA is planning another housing development on the East End of Portland at 134 Washington Avenue, and this, too, will result in a contribution to the Sustainable Transportation Fund due to the reduction in on-site parking that will be provided. “We need to get the approval of the Transportation, Sustainability & Energy Committee first,” shared Bruce Hyman, the city’s new Transportation Program Manager (formerly the city’s Bicycle and Pedestrian Program Coordinator) “but we have some great ideas for the use of these funds for projects that have been identified by the community as high priorities to correct existing pedestrian safety concerns.”

The other tool Portland is using more is the Tax Increment Finance District (TIF). TIFs allow communities to capture incremental growth in property tax revenue from new commercial or residential investment, over a period of time (up to 30 years), for reinvestment within the community. TIF is an economic development program authorized under Maine state law and allows
municipalities to use that captured revenue to provide financial assistance to local economic development projects and programs – from infrastructure, municipal economic development programs and staff, to business expansions. “Infrastructure” is defined, but not limited to: traffic upgrades, public parking facilities, roadway improvements, lighting, sidewalks, water and sewer utilities, storm water management improvements and placing above ground overhead electric and telecommunications lines underground.

For those interested in more nitty-gritty: TIFs allow municipalities to shelter the new value resulting from this private investment in their community – from what the state calculates the community should receive for education aid and revenue sharing and what it has to spend on county taxes. In other words, for the term of the TIF, the municipality experiences no reduction in state aid for education or municipal revenue sharing and no increase in county taxes. As the Portland Economic Development Department shared in its 2014 annual TIF report, “This amount of “savings” is significant and one of the most important benefits of establishing TIF districts.”

In the case of Portland, there are a number of older project-specific TIF districts (like the Bayside student housing and Intermed buildings on Marginal Way, also visible from I-295). More recently, the city has been moving to prioritize TIF district locations, explore more Affordable Housing TIFs, and consolidate to area-wide TIF districts. It has also created a Downtown and a Transit Oriented Development TIF District (both of which are exempt from limitations on acreage and property value under state TIF law). Specifically, the Thompson Point Transit Oriented Development TIF provides support for new or expanded transit services and improved transit and bike-pedestrian connections between the Portland Transportation Center, Jetport and Downtown.

Bottom line, the Economic Development Committee reports in 2014 alone, the city created $3.5 million in revenue from the captured value of its collective TIFs - a portion of which can be used for bicycle and pedestrian and other infrastructure projects. As Hyman noted, “The Sustainable Transportation Fund, the Thompson’s Point Transit TIF, the new Downtown TIF and the reconfigured Bayside TIF will be important tools for the city to diversify funding sources over the coming years to create more viable transportation choices in Portland.”

According to the Maine Department of Economic and Community Development, hundreds of Maine communities have TIF districts - from Caribou to Biddeford, Rumford to Machias. However, not all of these are designed to provide funding for infrastructure projects. Ask your town administrator, public works director, or road commissioner whether your municipality has a TIF district and if so, whether the funds can be utilized to make bicycle and pedestrian infrastructure improvements. Learn more about Maine’s TIF Program at: www.maine.gov/decd/start-grow/tax-incentives/tax_increment_financing.shtml

One last note: Portland’s Sustainable Transportation Fund and the TIF districts are in addition to the usual suspects you may have heard of or utilized already to fund bicycle and pedestrian projects in your community, for example, your municipality’s Capital Improvements budget, Community Development Block Grants, and MaineDOT’s Transportation Alternatives Program (formerly Transportation Enhancements and Safe Routes to School, a.k.a. the Quality Community Program). You may also be aware that municipalities that are part of Metropolitan Planning Organizations, those in the Portland, Bangor, Lewiston-Auburn, and Kittery regions, can apply for additional planning and construction funding.

While all funding is tight and sources are competitive, communities find ways every year to pay for bike-pedestrian improvements they need. So look into all of these and keep the faith for your own local efforts!
PORTLAND WHEELERS
by Doug Malcolm, Founder of Portland Wheelers

Portland Wheelers is a new nonprofit biking program designed to immerse people with disabilities in the freedom and joy of riding a bicycle. It is modeled after similar programs recently springing up around North America and Europe. Our mission, Outdoor Adapted Biking Fun for People with Disabilities, is to offer free outdoor recreational rides to people who cannot ride a bike by themselves. This includes the elderly, youth, veterans, people with visual impairments, and others.

People living with disabilities can feel cut off from the larger community. This, in turn, can lead to feelings of isolation and depression. Our aim is to break through this by getting folks up and outdoors, connecting with others, while riding on our wonderful city trail system.

The bikes we use are actually full-sized electric-assist tricycles. We call them “trikes.” With the rider, or “wheeler,” secured safely in front and the peddler, or “pilot,” behind, wheelers will feel the sun in their face, the wind in their hair. They’ll have a clear view of the trail ahead and all their surroundings. They’ll be able to talk with their pilot and greet others going by. For many, this will be their first time on a bike in years…decades…or maybe ever. What joy!

Our volunteer pilots will commit to the full season at a minimum of 8 hours pledged each month. All prospective pilots will go through an extensive training and safety course to be certified. The first trainings are scheduled for the weekend of May 9 & 10 (rain dates: May 16 & 17). The training (of six pilots at a time) takes up one full day. Twelve certified pilots will emerge from the weekend. Our second trainings will take place on May 23 & 24 (rain dates: May 31 & June 1). To learn more and sign up, visit our website.

Rides will begin early in May and run through October. Scheduled Monday through Friday from 9am - 4pm, each one will last just over an hour. As soon as we can, we’ll expand our schedule to include weekday evenings and weekends. In this, our first year of operations, we anticipate giving over 1,000 rides!

Our main partner is Seaside Rehabilitation Center on Baxter Boulevard. This gives us easy access to both the Back Cove and Eastern Prom trails. Seaside has generously offered to act as our initial hub, meaning prospective wheelers from other facilities, or people who live at home, will be able to come to Seaside for their rides. Eventually we anticipate having a number of ride hubs around greater Portland.

To help make all this happen, please support our work. Check out our website at portlandwheelers.org! Help get us up and running for the season. Your support will mean the world to our wheelers.
LAW ENFORCEMENT EFFORTS

The Bicycle Coalition of Maine views the development of positive, productive relationships with law enforcement officers (LEOs) as critical to improving road safety and protecting bicyclists’ rights. For over a year, we have had a standing committee of law enforcement professionals from four Greater Portland area departments that meets every month to discuss police processes and bicycling. We are in the process of expanding the committee to include more rural agencies including sheriffs.

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

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

MAINE BPSE PROGRAM UPDATES

The Maine Bicycle and Pedestrian Safety Education Program, the flagship bike/ped education program run by the Bicycle Coalition of Maine with the support of the MaineDOT, is about to go through the biggest change in the program’s ten year history. We are hiring a staff of instructors.

As a result of changes to insurance and contractor policies, the program is going to shift away from a system of primarily using independent contractors to provide instruction. By the time you read this, the Coalition will have hired at least 10 people around the state as part-time employees to make presentations, lead bike rides, facilitate rodeos, and train community volunteers.

The challenge will be to cover as much of the state as we historically have with fewer people. The opportunity here is the chance to develop new, 21st Century methods to deliver the program, including better distance learning technologies and more “train the trainer” sessions to deepen instructor and community volunteer knowledge and skills. It’s another sign of the growth and maturation of the Bicycle Coalition of Maine!

MAINE COMMUNITIES AWARDED 2015 MINI-GRAINS BY SAFE ROUTES TO SCHOOL PROGRAM

Congratulations to the 2015 Safe Routes To School Mini-Grant recipients! This year’s grants have been awarded to:

- Freeport Middle School
- North Berwick Elementary School
- Oakland: Williams Elementary School
- Portland: Howard C. Reiche Community School and Peaks Island Elementary School
- Topsham: Woodside Elementary School
- Waterville: Albert S. Hall School
- Westbrook: Canal, Saccarappa, and Congin Elementary Schools
- Yarmouth: William H. Rowe School, Yarmouth Elementary, and Frank H. Harrison Middle School

In spring 2015 each of these schools will provide at least one safe walking and/or bicycling experience for local students such as a walk or bike field trip or Walk & Bike to School Day events and engage the school and/or community in at least one additional safe routes to school activity such as conducting a school travel tally and parent survey or starting a youth-led Safe Routes to School marketing campaign.

These communities are using funds for walk and bike-related safety incentives and signage, student and volunteer safety equipment, school bike locks, and more. For descriptions of each of the schools’ plans, please see bikemaine.org/minigrants. The Bicycle Coalition of Maine team will be working with each of these communities as they launch their activities and look forward to sharing more about their experiences with you!
BIKING IN THE CONGO
by Ted Walworth, Bicycle Coalition of Maine Member

The wooden “bikes” that you see below are called tchukudus in the Democratic Republic of Congo (DRC) and they serve as beasts of burden rather than recreational vehicles. They are pushed along, carrying any and all sorts of cargo. Only on a downhill grade can the “driver” or “rider” hop on board and roll along. There is a “heel brake” for the rear wheel so the driver can, one hopes, slow down. The wheels are wooden. There may or may not be a pair of shock absorbers in the forward steering column.

I spent the month of November 2014 in the DRC as a surgeon with Doctors Without Borders, and in my travels to and from the hospital I would see the tchukudus every day. Across the border in Rwanda by contrast, the roads were nicely paved and I saw more than one cyclist who looked as if he were training for the Tour de France on a more familiar road bike.
AND THE WINNER IS...

The Coalition recently wrapped up the 2015 Super Raffle and we’re proud to announce the following people have won five amazing prizes!

**GRAND PRIZE WINNER**
*Mary Ellen Pender (Nantucket, MA)*
Bicycling Trip of a lifetime to the Czech Republic, Germany & Austria, donated by VBT Bicycling and Walking Vacations

**RUNNER UP PRIZE WINNER**
*Bruce Kapner (Yarmouth)*
Free Registration to BikeMaine 2015

**3rd PRIZE WINNER**
*Nancy Arnold (Portland)*
Trek road bike, donated by Cyclemania

**4th PRIZE WINNER**
*Dick Vermeulen (Bremen)*
A Thule roof or rear bike rack, donated by Rainbow Bicycle

**5th PRIZE WINNER**
*Beth White (Orono)*
Bicycle Coalition of Maine team kit & swag bag

THANK YOU TO OUR GENEROUS PRIZE DONORS

**Shipyards Brewing**
86 Newbury Street, Portland
1.800.BREW.ALE
shipyard.com

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

**Nite Ize**
5660 Central Avenue | Boulder, CO 80301
800.678.6483
niteize.com

**Portland Eye Care**
1040 Brighton Avenue, Portland
207.253.5333
portlandeyecare.net
THE COALITION CUTS A RUG (OR SOME CARPET)

What do the Bicycle Coalition of Maine, The Maine Interior Design Association and Interface Carpeting have in common? Recently, our organizations came together to form a unique partnership of like-minded people to accomplish one goal: providing new carpeting for the Bicycle Coalition of Maine office.

We are incredibly grateful for the generous donations of material, time and expertise and can’t say enough good things about working with Interface and MIDA. We are also thankful to Interstate Rubber and Local Muscle Movers who donated stair treads and moving services during the process. For more information on MIDA and Interface, please see the Yellow Jersey Club profiles on the next page. Working with forward thinking, environmentally friendly and volunteer-oriented organizations is always a goal at the Coalition, but this particular experience put a smile on all of our faces. Next time you’re in Portland, swing by 34 Preble Street to visit us and check out our awesome new carpeting!
The Maine Interior Design Association is also a recent Yellow Jersey Club member addition. The Coalition is pleased to partner with MIDA on the installation of our new office carpeting and looks forward to working with the organization in the future to help implement creative transportation solutions. The Maine Interior Design Association (MIDA) is a non-profit organization that was created in 1992 with a mission to act legislatively, as a single voice for Maine's Interior Design professionals. MIDA is committed to advocating for issues related to their Title Act, and promoting the health, safety and welfare of the public.

Recently, we caught up with Deirdre L. Pio, President of MIDA, and asked her a few questions.

**Why is it important for MIDA to support the Bicycle Coalition of Maine?**

Interface takes pride in the communities where we work and live. It's all about creating healthy and productive environments that inspire beautiful ideas.

The Bicycle Coalition of Maine also shares a similar passion for sustainability and connecting to nature just like we do. Through the study of Biophilia we know humans are innately attracted to nature and the more we connect through activities like bicycling good things happen like being more productive, having increased levels of creativity, and having a better sense of wellbeing.

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

A bicycle represents a better way. It’s the tool you use to live a healthier lifestyle while reducing your carbon footprint. It’s hard to dispute the planet is warming and we are causing unprecedented stress on the environment. Bicycling as an alternative to carbon producing vehicles is a powerful tool to change the environment and our overall wellbeing.

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

Because Interface loves Mother Nature. It’s beauty and closed-loop interdependent lifecycle inspires how we design, our manufacturing process, and our goal to become zero negative impact on the environment by 2020. Plus we take any excuse to get outdoors as serious business.

**What was your most recent ride?**

Um last year... long winter. But my next ride is right around the corner.

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

Go early, go often, and have fun!

---

**Interface**

Interface is a new addition to the Coalition’s list of Yellow Jersey Club business members and is the worldwide leader in design, production and sales of environmentally-responsible modular carpet for the commercial, institutional, and residential markets.

Recently, Interface generously donated brand new carpeting for the Coalition office. In addition to this very kind donation, we are proud to partner with a company who is working hard to develop better partnerships and communities through an environmentally sustainable approach to doing business. We chatted with Ryan Akers who had the following answers.

**Why is it important for Interface to support the Bicycle Coalition of Maine?**

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

As a designer it’s important to create and implement the infrastructure in our designs to allow for pedestrian and bike friendly environments. We want to provide the spaces for our clients so they can easily implement a wellness plan for their employees. Some of the elements we might provide are: bicycle paths, bike racks and showers in the restroom facilities.

**What was your most recent ride?**

My last ride was a beautiful, fall foliage trip down Whites Bridge Road in Windham.

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

Don’t give up!!! It gets easier the more you ride.

---

**interface.com**

midamaine.org
Last December, the Bicycle Coalition served as a “friend of the court” in a case involving a cyclist riding along the edge of the road who was right-hooked by a bus and severely injured. There had been questions involving the contributory fault of each party, and the impact of that on the cyclist’s insurance settlement, all based on different interpretations of various statutes. Prompted by this report, John’s bicycle commuting friend Tracie wrote:

“As an urban cyclist I’m having a hard time wrapping my head around this one. There’s no shoulder on the roads I ride on, and I should obviously avoid the door zone (5 ft) and cars should avoid me (3 ft) which technically speaking means I need to own the lane at all times. I obviously don’t because cars are jerks when I do that. So, if someone hits me when I’m riding and not owning the lane downtown, does that mean they can’t be prosecuted? Depending on traffic flows and lights, sometimes I’m passing them, sometimes they’re passing me, etc., etc.”

Tracie’s example is common to all of us. We’re riding along at the edge, a car approaches from behind and to our left, then slows down as it pulls even with us. Is it going to turn right and hit us (a “right hook”)? Don’t we have the right of way if we are going straight? Does it make a difference if we are in the shoulder, in a bike lane, or in the travel lane? If it slows down somewhat after it passes and we just keep going, at what point are we considered “passing on the right”? These are not just philosophical questions. They are often the subject of serious debate in court cases, with the cyclist’s financial well-being on the line.

Because of the importance of these questions, the Bicycle Coalition of Maine continues to put a lot of thought into how to clarify these sorts of situations in statute. However, that is slow work, involving a lot of discussion with a lot of people, and you know what they say about crafting legislation and sausage-making. In the opinion of your authors, it all comes down to one issue: the expectation that the normal place of bicyclists on the road is at edge, keeping to their own space separate from the line of cars to their left. This is the traffic dynamic that leads to all of these ambiguities. And ambiguity in the law is usually not the cyclist’s friend!

What is a cyclist to do?

We are big proponents of the concept of controlling the lane, or as some say, “taking the lane”. (John prefers “control” because “take” can imply it wasn’t yours.) That means riding near the middle to make it obvious that it is yours.

All the time? Not necessarily. A wide clean shoulder on a rural road with few intersections can be great. A wide enough lane (visualize two cars physically side by side) may be acceptable for lane sharing, although even there consider the possibility of large trucks. But even a paved shoulder may be problematic in an area with a lot of driveways or blind spots around corners. (John is writing this in early March, when there are still high snow piles on every corner.)

Shareable lane widths are not really very common. If there is also no usable shoulder, then you need to ride with an awareness of when it’s safe to allow yourself to be passed, and when it’s not. On large roads with multiple same direction lanes, the lanes are hardly ever wide enough to share, and usually the paved shoulder is not wide enough either, or there are too many driveways. Also given the difficulty on these large roads of judging the traffic behind you, CyclingSavvy teaches simply always controlling the lane, usually the rightmost through lane, on such roads. The left through lane is considered the “passing lane” after all, and in any case, a lane change by overtakers does not risk a head-on collision.

The situation is a little different on two lane roads (one each way), which in Maine are the majority. Most marked lanes on these roads are still too narrow to share, but when the centerline is a double yellow line, cyclists may feel reticent to take such a centered lane position as to ensure motorists must cross over the double yellow with all 4 wheels. (Although that is actually legal when passing cyclists; see our Fall 2014 column.) The primary consideration here is whether there is oncoming traffic close enough to prevent an overtaking motorist from moving far enough left. If so, being positioned near the center of the narrow lane, possibly accompanied by a “stay back” motion if necessary (left arm diagonally out, palm back), will make it clear to motorists
that there is not enough space to pass. If you are already riding in this position when there is no traffic in back of you, then when traffic does approach from behind (turn your head frequently to check, or use a mirror), you can evaluate at that time whether it is safe to be passed. If it is (no traffic or blind spots close ahead), then you can move over to the right as a signal that you are okay with being passed. Otherwise, just stay there, arm out if necessary, until it is, then move over and maybe give some kind of “thank you” signal. People like to feel that you’re aware of them and letting them know what you want them to do.

That’s pretty straight-forward advice on rural two-lane roads. What about urban two-lane roads, where Tracie commutes? The big difference here is that with on-street parking, frequent intersections, and frequent changes of road geometry, the dynamic changes much more frequently than on rural roads. However, speeds are generally slower. Many times, I might feel a little pressure that there’s someone behind me, but it’s not a good time to move to the right and let them pass, then by the time it is, I look back and find they’ve turned off anyway.

If you are aware of cars behind you on a narrow two-lane road, the key is to think about when is a good time to move right temporarily to let them pass. If there is no oncoming traffic, just move right slightly to encourage them, especially if there are only 1 or 2 cars. If there is parking, it could be a stretch where the parking lane is empty for a half dozen spaces. If no parking, maybe the road widens out soon. As a last resort, you can always choose to pull off and let them pass. This is not a legal requirement in Maine, but it is considerate, and may give you the street all to yourself for a while afterwards!

The urban exception to lane control that everyone always brings up is traffic jams. Yes, no one likes those. Even your authors can’t honestly say that we always wait in a very long line just on principle. But should you choose to filter forward in a traffic jam, do so very slowly and carefully, watching out for gaps and intersections, and very aware that you don’t have the clear right of way. A good rule of thumb is to stay in line if you’ll get through on the next green cycle. If you’ve been filtering, move back into line at that point.

The bottom line is that with lane control as your standard position in an urban setting, and moving to the right as the exception that you employ only when there is traffic behind you and it is safe to move over, you are by and large avoiding the ambiguity created by traveling consistently to the right of motor vehicles, with all the safety and legal risk that that entails. This is certainly counter to the prevailing view of the place of bicyclists on the road, which insists that lane control should be rare and subject to justification to a police officer or judge. But would you rather rely on the proper interpretation of ambiguous statute in the event of a right hook crash, or would you rather prevent a right hook crash in the first place?
NEW COALITION HOUSEHOLD MEMBERS
We welcome these new household members joining from October - March 11.

Mr. Abbott - Holden
Joseph and Susan Alexander - Falmouth
James Andrews - Farmington
Mary Bazemore - Gorham
Jay and Judy Beauchemin - Saco
Arthur Benson - Hampden
Bruce Brandt - Harpswell
Brian Brewer, Sr - Westbrook
Daniel Bridgers - Bar Harbor
Jim Bright - Northeast Harbor
Jennifer Brotsky - Brunswick
Sandra Buckles - Brunswick
James Burke - Walpole
Kevin Burns - Falmouth
Phillip Coyne - Brunswick
Andrew and Nell Dailey - Rockport
Andrea de Leon - New Gloucester
Rosie Dequattro - Charlestown, MA
Peter Doelger - Bridgeport, CT
Sandra Donnelly - Freeport
Joel Downs - Kennebunk
Suzanne Dubois - South Portland
John Duncan - Yarmouth
Paul Durocher - Scarborough
Tom Errico - Kennebunk
Marc Ewing - Wilmette, IL
Linda Faust - Brooklyn, NY
Erin Fay - Belfast
Linda Fay - Sidney
Christina Finneran - Durham
Bruce S Fithian - Gorham
Andrew Goupee - Holden
Peter Grant - Acton, MA
Sarah Grant - Sante Fe, NM
Tom Hanson + Beth Kubik - Cumberland Foreside
Anne Hardcastle - Portland
Frederick S Harris - Brooksville
Marty and Brian Hess - Erie, CO
Luanne Hovey - Belgrade
Rick and Terri Jacques - Newport
Tammy JC Jones - Oakland
Ainsley Judge - Portland
Alvion Kimball - Orland
Ms. Kimball - Kennebunkport
Donald Kitchen - Brunswick
Stephen and Maureen Kirsch - Scarborough
David Kurtz - Portland
Larry Leach - Skowhegan
Chad Lewis - Augusta
Ralph Libby - Poland
Rob Lindsay - Portland
Ted and Abby Lord - South Portland
John Lowe - Freeport
Doug Malcolm - Portland
Richard Marino - Portland
Nancy B. Marshall - Carrabassett Valley
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Ted McCarthy - Scarborough
Brian McCowan - Lunenburg
Rick McGinley - Falmouth
Kate Mockus - Portland
Andrea Mullen - Yarmouth
Jack and Sally Nason - Scarborough
Sigrid Noack - Bangor
Bob Peixotto - Yarmouth
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Tom Resek - Camden
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Amy VanKirk - Vezzie
Alicia Wetzel - Cheyenne, WY
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Peter and Margaret Zack - Parsonsfield
Sam Zager - Portland
Robin Zinchuk - Bethel

THE DEMPSEY CHALLENGE presented by

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

MANY THANKS TO OUR WONDERFUL VOLUNTEERS!

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

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David Axel Kurtz
Edward Blumenthal
Catherine Buxton
Jessica Colby
Narelle Couper
Julie Grant
Leonard Howard
Bonnie MacInnes
Anne Mitchell
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Member Businesses

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

- Atayne, Brunswick 888-456-0470
- Bread and Roses Bakery*, Ogunquit 646-4227
- The Dempsey Challenge*, Lewiston 795-5546
- Downeast Bicycle Specialists, Fryeburg 935-4242
- Duratherm Window, Vassalboro 872-5558
- GA Gear, Portland 772-0073
- Green Clean Maine*, Portland 221-6600
- Interface*, LaGrange, GA 800-634-6032
- John Dargis Associates, Bar Harbor 288-5659
- Kettle Cove Enterprises, Cape Elizabeth 767-1754
- Maine Interior Design Association*, Portland
- Nite Ize*, Boulder, CO 800-678-6483
- Pine State Trading Company, Gardiner 800-873-3825
- Planet Bike, Madison, WI 608-256-8510
- Portland Eye Care*, Portland 253-3333
- ReVision Energy*, Portland 232-6595
- Shipyard Brewing Company*, Portland 761-0807
- Summer Feet Cycling, Portland 232-9415
- The Maine Brew Bus, Portland 200-9111

Member Bike Clubs

These clubs support the Bicycle Coalition of Maine's work with annual memberships of $10 or more.

- Belfast Bicycle Club, Belfast | belfastbicycleclub.org
- Casco Bay Bicycle Club, Portland | cascobaybicycleclub.org
- Community Cycling Club of Portland, Portland | BikeCCCP.org
- Kennebec Valley Bicycle Club, Mt. Vernon | facebook.com/KennebecValleyBicycleClub
- Maine Coast Cycling Club, Kennebunkport | mainecoastcycling.com
- Maine Cycling Club, Auburn | mainecyclingclub.com
- Merrymeeting Wheelers, Brunswick | merrymeetingwheelers.org
- Midcoast Triathlon Club, Topsham | midcoasttriathlonclub.com
- Portland Velo Club, Portland | portlandvelo.com

Corporate Member

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Member Bike Shops

These bike shops support our work with annual memberships. Please thank them for their support of the Coalition when you're in their shop. *Yellow Jersey Club member

- Allspeed Cyclery, Portland 878-8741
- Auclair Cycle & Ski, Augusta 623-4351
- Bar Harbor Bicycle Shop*, Bar Harbor 288-3886
- Bethel Bicycle, Bethel 418-7905
- Bicycle Repair Man, Round Pond 529-5295
- Bike & Ski Generation, Sanford 490-4164
- Busy Town Bikes, Lewiston 241-3233
- Center Street Cycles, Brunswick 729-5309
- Chase Cyclery, Andover 392-3732
- CycleMania*, Portland 774-2933
- Ernie's Cycle Shop, Westbrook 854-4090
- Frame and Wheel, Inc., Cape Elizabeth 221-5151
- Freeman's Bicycle Service, Portland 347-1577
- Freeport Ski & Bike, Freeport 865-0523
- Goodrich's Cycle Shop, Sanford 324-1381
- Gorham Bike & Ski, Portland 773-1700
- Kingdom Bikes, Blue Hill 374-3230
- Kittery Trading Post, Kittery 888-439-9036
- L.L. Bean, Bar Harbor Bicycle Shop*, Bar Harbor 288-3886
- Maine Interior Design Association*, Portland
- Nite Ize*, Boulder, CO 800-678-6483
- Portland Eye Care*, Portland 253-3333
- ReVision Energy*, Portland 232-6595
- Shipyard Brewing Company*, Portland 761-0807
- Summer Feet Cycling, Portland 232-9415
- The Maine Brew Bus, Portland 200-9111
- Mathieu's Cycle & Fitness, Oakland 465-7664
- Farmington 582-0646
- Pat's Bike Shop, Brewer 989-2900
- Portland Gear Hub, Portland 877-755-2326
- Rainbow Bicycle & Fitness, Lewiston 784-7576
- Rose Bike, Orono 800-656-3525
- Sidecountry Sports, Rockland 701-5100
- Singletrack Cycle Shop, Naples 318-2387
- Unity Bike Shop, Unity 948-4800

Belfast Bicycle Club

Belfast | belfastbicycleclub.org

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

Cycle Mania

Seasonal Hours:
M-F 10:00am-5:30pm,
Sat. 10:00am-5:00pm,
Sun. Closed
Now at 65 Cove Street | Portland
207.774.2933
cyclemania1.com

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

Belfast Bicycle Club
- Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club
- Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
- Portland | BikeCCCP.org

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

Maine Coast Cycling Club
- Kennebunkport | mainecoastcycling.com

Maine Cycling Club
- Auburn | mainecyclingclub.com

Merrymeeting Wheelers
- Brunswick | merrymeetingwheelers.org

Midcoast Triathlon Club
- Topsham | midcoasttriathlonclub.com

Portland Velo Club
- Portland | portlandvelo.com

Belfast Bicycle Club

Belfast | belfastbicycleclub.org

Merrymeeting Wheelers
- Brunswick | merrymeetingwheelers.org

Midcoast Triathlon Club
- Topsham | midcoasttriathlonclub.com

Portland Velo Club
- Portland | portlandvelo.com
The Coalition is looking forward to another great season of events. For the most up to date information, please visit our website: bikemaine.org

ORONO SWAP
Sunday, April 12, 2015
10am - 1pm
UMaine / New Balance Student Recreation and Fitness Center

PORTLAND SWAP
Sunday, April 26, 2015
10am - 1 pm
USM / Sullivan Recreation and Fitness Complex

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

THE WOMEN'S RIDE
Sunday, June 7, 2015
L.L. Bean's Casco Conference Center, Freeport, ME
10, 25, 50 or 62 mile rides

Every woman, any bike, one ride.
This ride is a celebration of women and bicycling. This year's event offers a friendly, supportive atmosphere geared toward girls and women of all ages and abilities. The ride will include four routes for riders of all ages, experience and ability levels.

THE LOBSTER RIDE
Sunday, July 19, 2015
Oceanside High School
Rockland, ME
15, 30, 50, 80 or 100 mile rides

The Lobster Ride features five distance options, from a family-friendly 15 miles to a century, and also including an 80-mile loop and scenic northern 50-mile loop. Teams are encouraged to ride.

If you’re looking for a new point of view, make sure to check out the new 15-mile route taking us to the Rockland Breakwater and beyond!

BIKEMAINE
September 12 - 19, 2015
50-55 miles daily / 350 miles total
Kittery, Old Orchard Beach, Bridgton, Bethel, Sweden, Kennebunk

In the event’s third year, 350 riders will pedal 55-60 miles daily across Maine’s varied landscapes on a fully supported ride, camping along the way.

Take in an impressive range of scenery, from Maine’s rocky coastline, dotted with lighthouses and lobster boats, to pristine mountains and lakes. Enjoy locally sourced foods like Maine seafood and fresh-off-the-farm produce at every meal.

BIKEMAINESHARE.COM MAINEWOMENSRIDE.COM MAINELOBSTERRIDE.COM RIDE.BIKEMAINE.ORG