This bill was met with overwhelming support at the public hearing with 12 testimonies in support of the bill and only one objection. Jim Tasse, the Coalition’s Education Director, met with members of both the MaineDOT and the Department of Public Safety after the public hearing and before the work session and worked with both parties to develop a series of compromises that met everyone’s goals and gave the bill the best chances of becoming law.

This bill passed through the Transportation Committee unanimously as “ought to pass.” It then passed through both the House and the Senate and although it did not receive Governor LePage’s signature, became law in June.

LD 403: Resolve, To Establish a Task Force on the Establishment of So-called Complete Streets Design Guidelines

The second bill, sponsored by Representative Ann Peoples of Westbrook, asked the Maine Department of Transportation (MaineDOT) to assemble a legislative “task force” to develop a Complete Streets policy for the State of Maine.

Complete Streets are accessible and safe for everyone, including children, older residents, those with disabilities, and all modes of transportation such as biking, walking, public transit and motor vehicles. Every time a transportation investment decision is made, a Complete Streets policy provides a framework that considers the use and safety of all users. This type of policy ideally addresses every stage of road design and construction: planning, programming, design, construction, reconstruction, paving, retrofit, operations, and maintenance activities.

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Do you ever feel like you’re losing your bike mojo? Are you tired of competing for space on the roads with speeding pickup trucks and distracted drivers? Wondering why you don’t see more folks out on bikes? Worried that bikes are an endangered species?

Take a visit to Quebec, and in particular Montreal, which has one of the most robust bicycling cultures in North America. You’ll come back feeling inspired to ride and work on improving cycling conditions and culture in the US!

During a six day trip to Quebec in May, Coalition Education Director Jim Tasse got the chance to enjoy some time in this bike-crazy part of the world just a few hours north. On stops in Baie St. Paul, Quebec City, and Montreal, he encountered lots of riders of all types, and many facilities designed to encourage and educate riders.

The city of Montreal has invested heavily in promoting bicycles EVERYWHERE. Montreal is home to one of the largest bike share systems in North America, the “Bixi Bike” system, which enables users to rent bikes on the street using just a credit card and a kiosk touchpad. Once an account is set up, a user can ride for thirty minutes free of charge, which is enough time to run some quick errands or commute to work. At your destination, you just park the bike in another of the special locking kiosks, and leave it there. You can pick up another bike later at the same kiosk or at one of the many others around the city. For longer trips, the system automatically charges your card once you’ve ridden more than thirty minutes.

The bikes themselves are sturdy drop frame units with 26 inch wheels, 3 speed internal hubs and drum brakes. They have built in dynamos that power integrated head and taillights, and they all have racks and fenders. They are NOT super fast, but they are super-functional and practical.

The Bixi system in Montreal is also supported by a comprehensive network of bicycle facilities, ranging from separated cycle tracks and multi use paths to painted bike lanes and shared lane markings. And of course, plenty of people are riding on completely unmarked roadways in the midst of heavy urban traffic. It’s no problem, eh? Jim even saw his first bike box, a facility that helps bicyclists make left turns at intersections. Bicycle signal heads to govern the traffic on the cycle tracks worked well, and cyclists (and pedestrians) were remarkably obedient to traffic signals.

What is especially inspiring about a visit to Montreal is that their investment in supporting bicycle culture has put more riders of all types on the road. All across the city, on the streets, using the facilities, bicycles were everywhere, ridden by people of all ages and walks of life. Racer types out on training rides, businessmen in suits, kids coming home from school—you’ll see them all on bikes in Montreal. And drivers, many of whom are riders themselves, are remarkably patient and accommodating to cyclists wherever they are found.

Best of all, to answer the naysayers who claim that US cities can’t support a bike track network in a northern climate—Montreal does all this in a climate that is completely comparable to that of Maine. The city gets about 90 inches of snow annually.

So next time you wonder what a more bike friendly place looks like, consider a trip to Quebec. Vous serez heureux que vous l’avez fait!

PLEASE WELCOME ABBY KING

The Coalition is very pleased and excited to announce the newest addition to the team, Abby King. As the Community Advocacy Coordinator, Abby will be managing the Community Spokes program, interacting with our local bike advocates around the state, and assisting with community outreach work in general.

Abby earned a B.A. in Environmental Geography from Colgate University and a Master of Public Policy from the University of Chicago’s Harris School of Public Policy Studies. Prior to joining the Coalition, she was a Policy Advocate with the Natural Resources Council of Maine. She previously worked at Transportation Alternatives in New York City, and then spent four seasons working in the backcountry with the Appalachian Mountain Club. Abby hiked from Georgia to Maine along the Appalachian Trail in 2011 and has stayed here ever since. She is thrilled to be returning to the world of bicycle and pedestrian issues.
While the MaineDOT certainly has been responsive to requests for bicycle and pedestrian infrastructure, and has several generous policies for sharing costs of those treatments with local communities, it does not have a Complete Streets policy. With the introduction of a Complete Streets policy, any projects using state or federal funding would be required to consider the safety of all users, including bicyclists. With the needs of cyclists constantly being taken into account, the potential impact on bicycle infrastructure in Maine could be enormous.

At the initial public hearing in late March, the Coalition organized 17 people to testify in support of our bill. Legislators heard from planners, engineers and bicycle advocates as well as supporters from the fields of public health, disability rights, community development and AARP. There was not a single testimony against the bill. At the end of the "work session" the legislative Transportation Committee changed the resolve for a task force to writing a letter. The letter asks the MaineDOT to convene a "stakeholder group" that will report back during the 2014 legislative session. While the letter does not have the clout of a resolve, it is a simpler and less expensive action to implement.

Despite the lack of an official resolve, at the end of the day the Coalition counts this action as a success since the MaineDOT is being guided in the right direction. The Department of Transportation has already begun the process of identifying members of the task force and essential steps of the process for developing a policy. There is no question that a comprehensive Complete Streets policy could completely transform infrastructure for bicycling and walking in Maine and minimize the impact of federal cuts. The Coalition will place a very high priority on creating an optimum task force as well as ensuring that a Complete Street policy stays a long-term goal.

The Coalition would like to give a huge thank you to the two bill sponsors and to our Legislation & Policy Committee (see list at right). Please let us know if you would like to join us in this work!

Legislation & Policy Committee Members

Tony Barrett
Sue Ellen Bordwell
Lauri Boxer-Macomber
Chris Bradley
John Brooking (board member)
Charlie Colgan
Peter Garrett (board member)
Nancy Grant (executive director)
Peter Guffin
Henry Heyburn
Eric Larsson
Bill Muldoon (board member)
Patti Smith (board member)
Jim Tasse, (education director)
Damon Yakovleff

BICYCLE COALITION RAMPS UP LEGISLATIVE EFFORTS

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FROM THE PRESIDENT

In the cycling world, one event that has taken center stage in recent weeks has been the establishment of a BikeShare program in New York City. New York is not the first city to institute a program where bicycles are available for public use, rented from racks placed around the city. Any one of a number of European cities have a similar program, Washington D.C. has had a very successful program running for some time and Boston has just recently instituted its own program. The program is quite simple in concept. Bike racks are placed around the city with specially designed bicycles locked in. A person can access the bicycle with either a pass or key which is purchased for an individual ride, by the day, week, month or year. Each city has a different system for establishing a rental. The bikes are accessed at a given rack, and can be returned after a proscribed amount of time to either the same rack or a different rack. The concept is for the system to reduce automobile traffic, increase healthy activity and reduce the carbon footprint of the city.

There has been much controversy about the program in New York, and the latest involves the placing of the bike racks. People who are in favor of the program don’t necessarily want the racks in a place that is inconvenient for them. Some people are philosophically against increasing bike traffic. At best, they feel it will interfere with automobile and truck traffic. At worst they feel it is a traffic danger that will result in many more injuries.

New York represents some unique problems. The very size of the project will end up dwarfing all other programs. It is starting with hundreds of bike racks in the lower half of Manhattan and parts of Brooklyn. It will begin with 6,000 bikes that were especially constructed for heavy duty use (each bike weighs 42 pounds) and which will fit into the special bike racks. The program is expected to grow substantially both in area covered as well as in number of bikes available.

The nature of New York is such that the personality of the city may not lend itself to such a system. In a recent New York Times letter to the editor, a nay-sayer said that having returned from London where cyclists obey traffic laws and actually line up at intersections waiting for lights to change, she didn’t see New Yorkers following such behavior based on the current practice of New York cyclists. I spoke to one New Yorker, an avid cyclist, who said that the program will only be used by tourists. New Yorkers will not use the program. However, as of the beginning of the program, which was on Memorial Day of this year, 13,000 annual passes ($95 per year-the Boston annual pass is $85) had already been sold, almost entirely to New Yorkers. The start-up costs of the program have been paid by CitiBank, which is getting a great deal of recognition in return.

The importance of all of this, is that it is part of a concerted effort on the part of New York Leadership to encourage behavior that is healthy, ecologically sound, and eases congestion.

In Portland, could we institute such a program? It could probably be done relatively easily. 10 bike racks properly placed on the peninsula and surrounding feeder streets would be a good beginning. Portland is an easy city in which to cycle. It is compact and not very hilly. Automobile traffic is generally lighter here than in big cities and people are usually careful when it comes to cyclists and pedestrians. Cyclists usually follow the law. There is some educating that needs to be done in all these areas, but generally speaking, we are a lot easier to manage than New York. The biggest obstacle is the start-up cost of purchasing the proper bike racks and the bikes that work in the system. A sponsoring company could make it happen. In New York it was CitiBank.

There has been much controversy about the program in New York, and the latest involves the placing of the bike racks. People who are in favor of the program don’t necessarily want the racks in a place that is inconvenient for them. Some people are philosophically against increasing bike traffic. At best, they feel it will interfere with automobile and truck traffic. At worst they feel it is a traffic danger that will result in many more injuries.

There is already a prototype in operation at the Concord Bus and Downeaster Terminal in South Portland. Beginning June 1st, a company from Boston called Zagster installed a 10-bike rack with rental bikes. The one major difference is that all bikes rented from that rack must be returned to that rack. Zagster is willing to put more racks and bikes in Portland to be associated with Hotels or any other place that might have clientele that want to rent bikes. It is a system that could work.

But first we have to make the city more bike friendly. Right now, there are far too few secure bike racks for private bicycles for people who want to ride their own bikes around the city, or into the city from nearby suburbs. There are not enough public bike racks in Monument Square, Congress Square or Longfellow Square. I frequently notice the large number of bicycles that are chained to trees, parking meters, lampposts, sign posts or anything else that is anchored in ground in Monument Square. If the city were to install racks in some of our public areas, it would be an encouragement for cyclists to use their bikes. There are a number of other things we could do as a community to make ourselves more bike friendly, but bike racks would help.

Portland could become a model for small cities in the use of bicycles with just a little effort.

Happy cycling,

Larry Rubinstein, Board President
HOW WE RESPOND TO TRAGEDY

by Nancy Grant, Executive Director

We have all have experienced crashes, near-misses and other dangerous circumstances that make us closely examine how we ride and what we can do to be safer. Many of those situations involve careless or distracted motorists and in some cases, irrational or outright aggressive drivers. When these unfortunate moments occur, we experience a series of emotions—fear, annoyance, frustration and anger—and more often than not, keep pedaling. However, when a fatality occurs, the impact is much more profound and causes us to stop and take heed.

The death of a young Massachusetts man, David LeClair, during the 2013 “Trek Across Maine”, touched every Maine cyclist. If you’re reading this letter, chances are that you, a family member, friend or loved one, have ridden or volunteered at the Trek and this fatality strikes particularly close to home.

Several Coalition staff and board members rode the Trek this year and took part in the Trek Safety Patrol, a group of 30 experienced cyclists that assist other more novice riders with the rules of the road and general safety practices. Jim Tasse, the Coalition’s Education Director and I were part of the Patrol and departed from the start approximately 30 minutes after LeClair. During the ride, we too were passed at high speed by multiple trucks and other motorists along Route 2. I honestly felt that my safety, and that of the other 2,000 Trek riders, was repeatedly threatened by many drivers who insisted on pushing the speed limit without regard for the thousands of vulnerable bicyclists who were also out there.

Over the last few weeks, law enforcement investigated the accident in every possible way. Various theories have been presented—primarily that the draft from the truck or drinking from a water bottle caused the rider to lose his balance—but unfortunately without more conclusive information, there will likely be no definitive explanation as to what really happened. While ultimately, the accident seems to be the result of a perfect storm of elements, we at the Coalition are working to identify every way we can prevent such a confluence from ever happening again.

While the accident has prompted an outpouring of sympathy and support for bicyclists, it has also moved the anti-bike groups to speak up. We have seen numerous comments from those who simply think the road is not meant for bikes. We recognize that this conversation can often take a polarizing and antagonistic tone and we are making every effort to move away from the partisan rhetoric, finding a constructive way to educate our opponents and effect positive change for cyclists around the state.

In this context, our mission is more important than ever. Our efforts on that front include:

• Introducing a bill (that was recently signed into law) in the legislature this year that puts more responsibility on the motorist when involved in an accident with a bicyclist. We hope to eventually adopt a “Vulnerable User Law” in Maine and feel that our new law is a step in the right direction.
• Considering an update to the current 3-foot law and implementing a graduated approach (like New Hampshire’s) where motorists driving 30 mph must give 3 feet to cyclists, with an additional foot for every 10mph increase (40 mph equals 4 feet, 50mph equals 5 feet, etc.)
• Pledging to ramp up our work with law enforcement at all levels, helping them to better understand the realities of riding on 2 wheels.
• Lobbying the Bureau of Highway Safety for funds that will allow us to conduct a major PSA and media campaign about bicycle safety and the responsibilities of cyclists and motorists.
• Working with the MDOT on a weekly basis ensuring that they include safe bicycle infrastructure in the design of any road project.

Increasing bicyclists’ rights and their safety is the highest priority for the Coalition and your support helps us with this important goal.
Maine’s highest court just issued a decision that highlights public biases against bicyclists, underscores the need for effective law enforcement response to bicycle crashes and suggests the critical importance of continued legislative reform.

As Coalition members may recall, in 2010, Eric Maxham, an experienced recreational bicyclist, headed out for a ride on a nice, dry sunny fall afternoon and ended up in the hospital with serious injuries after motor vehicle operator Amy Carignan abruptly turned right into his path of travel so that she could cut through an abandoned parking lot and avoid the traffic signal at an upcoming intersection. When Mr. Maxham brought a lawsuit against Ms. Carignan to recover for his losses, Ms. Carignan brought a counterclaim against him, arguing that Mr. Maxham, who was riding his bicycle as far right as practicable on the shoulder of the way and 8-10 feet behind her, was equally or more negligent than her.

At a jury trial on both parties’ claims, the Maine Superior Court gave a number of instructions that, in the Coalition’s opinion, were not warranted by the evidence and were highly prejudicial to Mr. Maxham. As a result, the jury ultimately determined that Mr. Maxham’s negligence was equal to or greater than that of Ms. Carignan. Mr. Maxham ended up with responsibility for the costs of his medical bills, his lost wages and other damages arising out of the motor vehicle and bicycle crash and Ms. Carignan literally and figuratively drove off with absolutely no obligations for damages arising out of her negligent operation of her vehicle.

After learning of the grave miscarriage of justice, the Bicycle Coalition of Maine solicited the assistance of Attorney Lauri Boxer-Macomber at Kelly, Remmel & Zimmerman, an avid cyclist who dedicates a portion of her mixed mediation and litigation practice to advocating for bicyclists and pedestrians in personal injury cases. Attorney Boxer-Macomber helped the Coalition obtain amicus curiae (“friend of the court”) party status, the right to file briefs in support of Mr. Maxham’s arguments on appeal and participate in oral argument.

While recognizing that very few cases in Maine are overturned on appeal, the Coalition and Attorney Boxer-Macomber agreed to pursue the appeal both because it had merit and out of principal. Similarly, Kelly, Remmel & Zimmerman agreed to represent the Coalition as a friend of the court because of the firm’s commitment to educating the public, Maine courts and the Maine legislature on the proper application of the rules of the road in legal cases involving bicyclists and motor vehicles. “We knew that there was not a high likelihood of the court flipping the jury verdict, but like the Coalition, Kelly, Remmel and Zimmerman was committed to standing by Mr. Maxham and doing everything we could to advocate on his behalf and help make good law here in Maine for Mr. Maxham and other bicyclists,” said Boxer-Macomber.

Unfortunately, on May 30, 2013, the Maine Supreme Court upheld the jury verdict against Mr. Maxham on procedural grounds. “While the Law Court’s decision is extremely disappointing, the appeal served a number of important secondary purposes,” said Attorney Boxer-Macomber. “Not only was the Coalition given a voice before Maine’s highest court, but it was able to send a message to the trial courts, insurance companies and law enforcement officers that it is paying attention and is willing to step up and support bicyclists when their rights are violated on Maine roads.”

Other avenues to better outcomes for bicyclists in court and on the road include legislative reform and public education. The Coalition is already taking steps to use lessons learned in the Maxham case to advocate for statutory changes that better protect cyclists and educate the public about ways drivers and bicyclists can safely use and share Maine’s roadways.
BIKEMAINE RIDE COMMITTEE GEARS UP

The Coalition’s newest event, BikeMaine, will be ready to roll on September 7th, thanks to the dedication and tireless effort of its volunteer Ride Committee. Chaired by Coalition Board Vice President, Mark Ishkanian, the 16-member committee has been meeting monthly since December 2011 to organize the 7-day, 400-mile event. With most of the planning now completed, the committee is in the process of executing on the project plan to make sure no detail is left undone.

Cindy Orcutt, Site Coordinator, and the Community Relations Co-Coordinator Wendy Suehrstedt, met with each of the six host communities last month to conduct walk-throughs of the town parks that, in September, will be transformed into bustling BikeMaine Villages. Community Relations Co-Coordinator Tina West accompanied Ride Director Kim True in riding the first three days of the route and looks forward to riding the second half in August.

John Balicki and Pete Hall are working with the route support crew and a team of ham radio operators to develop a communications plan for linking SAG vehicles, medical personnel, route vehicles, rest stops, and the BikeMaine Village.

Patti Hamilton, Food Director, is contracting with local farmers to plant extra corn and cabbage and raise more chickens so that there will be ample food for hungry riders. She also is assisting Tony Barrett, the Lunch and Rest Stop Coordinator, in selecting healthy and tasty snack and lunch foods to fuel riders along the route.

Dan Manley is captaining the logistics, no easy task given that the route moves more than 60 miles each day. Doug Leland completed the online Rider Handbook that provides information on everything from training and packing for the ride to the services riders can expect to find in the BikeMaine Village. He is now editing a series of newsletters to be published during the summer months, providing in depth information about what riders can see and do along the route and in the communities each day. A digital version of the newsletter will be available on the BikeMaine website (ride.bikemaine.org).

Jill King has the challenging job of matching volunteers’ interests with the need for helping hands along the route and in the towns. Throughout it all, Treasurer Phil Grondin keeps a keen eye on the costs to ensure we stay within budget.

These Ride Committee members, along with Town Coordinators Belle Ryder (Orono), Jack Clukey (Dover-Foxcroft), Bre Bebb (Belfast), Susan Walsh (Castine) and Dean Read (Bar Harbor), are devoting their time and energy to bring about an event that will raise the profile of bicycling in Maine as an economic engine. The Coalition staff and board thank them and all Coalition volunteers for their combined efforts in making Maine better for bicycling.

BIKEMAINE Volunteering Required

September 7-14, 2013 | Orono, ME
8 Days | 7 Nights | 400 Miles
Visiting Orono, Dover-Foxcroft, Belfast, Castine, Bar Harbor, and Camp Jordan
bikemaine.org

Volunteers Needed for BikeMaine

BikeMaine is looking for volunteers to help make the inaugural ride an outstanding success. A sampling of the week-long volunteer positions we need to fill include:

- Bike Route Marshalls
- Village Site Team Members
- Tent & Porter Team Members
- Green Clean Team Members

Please contact Kim True at kim@bikemaine.org, if you are interested in being a volunteer for the 2013 inaugural ride September 7-14.

BikeMaine registration is still open for the September 7-14 event.

Here’s your chance to travel new roads and discover things you may never have known existed in Maine!
MAINE STUDENTS SPRING INTO WALK & BIKE ACTIVITIES!

Forty-five schools and community groups reported 6,000 students participating in Safe Routes to School walk and bike activities across Maine this past spring, launching students into a safe and active summer of walking and bicycling! These school & community activities include walking schools buses, bike treks, walk n’ wheel Wednesdays, after-school bike clubs, bike safety rodeos, Walk & Bike to School Week celebrations, and other walk and bike to school events. The Portland Walking School Bus Program also had a very successful launch starting in late April, with 20 dedicated community volunteers safely leading over 50 students daily along 5 walking routes to the initial 2 pilot elementary schools. The stories and inspiration from these experiences around the state are plain to see in the accompanying photos!

A Safe Routes to School Mini-Grant was awarded to the Madawaska Middle School. The PE teacher from the school (way up north next to Canada!) ran an after-school bike club this spring. Participants who followed all the safety rules received SRTS mini-grant funded bright t-shirts with “Be Predictable, Be Visible” on them. In his final report, the teacher said, “The t-shirts provided incentive for the students to learn the proper safety laws including visual and vocal commands as well as other rules of the road. Students understood they needed to be on their best behavior to be awarded a t-shirt. This t-shirt symbolized responsibility, respect, and discipline. Students wore the t-shirt with honor knowing they are part of group that stands out in the sense of leadership and provide community services to the younger students as well as their peers.”
MOUNTAIN BIKING THRIVING IN CARRABASSETT VALLEY

by Dave Hughes - President, Carrabassett Region NEMBA Chapter

There’s tremendous energy surrounding the development of a mountain bike destination in Carrabassett Valley, Maine. Over 50 miles of trails have already been mapped and signed!

The Carrabassett Region chapter of the New England Mountain Bike Association (CR NEMBA) formed in July 2010 in recognition of opportunities to expand the existing trail system. Since its inception the group has formed strategic partnerships with the Town of Carrabassett Valley, Maine Huts & Trails (MH&T) and Sugarloaf. The groups met in November 2012 to start a master plan for mountain bike trail development in Carrabassett Valley.

In the past three years the town has invested tens of thousands of dollars in trail construction and improvements for mountain bike use at the town-owned 2,400 acre Sugarloaf Outdoor Center. Improvements include replacement of bridges and installation of a tread within a tread on some of the cross-country ski trail corridors, the construction of roughly two miles of beginner and three miles of intermediate single track mountain bike trail and a beginner pump track. Three miles of expert single track trail has been designed and will start construction this summer. These are not “rake and ride” trails, they are sustainably designed and built with machine and hand tools in a fashion to be super fun, prevent erosion and stand up to heavy use.

Improvements at the Sugarloaf Outdoor Center add to the over 50 miles of existing trails in the area. These trails include: the Narrow Gauge Rail Trail with 7 miles of beginner level riding and incredible views of the valley and Carrabassett River; and the Stratton Brook trail which is a 20 mile single loop intermediate trail through some of Carrabassett Valley’s most beautiful wilderness areas.

CR NEMBA secured landowner permission to map and sign all of the above mentioned trails for public use and organizes volunteers to maintain them. Last year the club developed a map and installed signs throughout the trail system. Maps are available at the Sugarloaf Outdoor Center, and can be viewed at the club web site www.carrabassett.nemba.org. There is no fee to ride these trails.

Carrabassett Valley Bike (207-671- 3560) is open at the Sugarloaf Outdoor Center 7 days a week, has a fleet of rental bikes and helmets, offers bike repair services and is available to help visitors plan their mountain bike adventure.

In 5 years, Maine Huts & Trails opened four wilderness huts connected with over 50 miles of trail (Carrabassett Valley to The Forks). Poplar Stream hut and the Stratton Brook hut their newest, are located in Carrabassett Valley. MH&T will now take a break from building huts and focus on improving their existing trail system for summer uses, including new single track.

Sugarloaf has been supporting the Town and CR NEMBA trail development efforts at the Sugarloaf Outdoor Center since the beginning. This year they are working with the club to develop plans for trails on Sugarloaf property, including but not limited to better connectivity from the base area and condos to the Outdoor center.

It will take years to complete what’s envisioned; however, Carrabassett Valley is off to a great start. There is currently enough variety and miles of mapped and marked trails for rider’s young and old, expert to beginner to plan a weekend mountain biking trip to the Valley. Come check it out!

“There is currently enough variety and miles of mapped and marked trails for rider’s young and old, expert to beginner to plan a weekend mountain biking trip to the Valley - Dave Hughes
Bicycle Safety Basics

We hear a lot these days about bicycle safety. The League of American Bicyclists quotes studies that show about 60% of Americans say they are “interested but concerned for their safety” when considering using their bikes more for transportation. We often hear people speak of roads being “safe” or “unsafe” for cycling. Safety seems to be a pretty simple concept, but like many things, scratch the surface and it can get more complicated.

You might say bicycle safety is a way of life for some of us. Charley remembers back in the 70’s & 80’s going into schools and teaching bicycle safety to children even before he founded the Bicycle Coalition of Maine. Today he and John both teach cycling safety in schools, to organizations such as the Boy & Girl Scouts as well as to adults, and are nationally certified instructors. Before national certifications existed, people would usually ask a police officer or a well-known person in their community who was an avid cyclist to come talk to their students. Unfortunately, without a national standard for content, the presentations varied widely in their wisdom. Some people were taught to ride facing traffic, and on the sidewalk whenever possible, things which are strongly discouraged today. One person in particular told Charley after cycling cross county that he had on many occasions cycled on the left, in cross walks and on sidewalks.

Many of us who have thought about and studied cycling safety believe that the best way to stay safe while on your bike is to follow the rules and be visible. Just as when you are driving a motor vehicle, those who don’t follow the rules are more likely to have a crash. When a person doesn’t follow the rules and engages in less than predictable behavior, that person endangers all people around them as well as themselves. If all cyclists and motorists followed the rules it would make a big difference in the number of people injured and killed on the road. When people drive predictably it gives them a better chance to survive their trip without incident or accident. This could be considered a public health issue.

When looking for things cyclists can do to improve their safety, it is instructive to study crash statistics to see what the causes of crashes are. While everyone is most concerned about crashes with motor vehicles, and in fact those are the leading cause of cyclist fatalities, the surprising fact is that about 80% of all bicycle crashes do not involve a moving motor vehicle. Almost half of them are solo falls, such as when a cyclist slips on a paved road with sand on it, or when the cyclist’s pants get caught in the chain. The other half involve colliding with something, such as another cyclist, animal, opening car door, or other object.

Several years ago, some cycling instructors studied these causes and how to avoid them, and encapsulated the techniques into what they call “The Five Layers of Bike Safety”.

The first layer addresses the majority of crashes, solo falls: Control your Bike. Using your brakes effectively, riding in a straight line, cornering smoothly, and even starting and stopping smoothly all help to prevent falls.

The second layer is what we discussed above, Follow the Rules of the Road. Being predictable and visible are key to helping those around you know what you are doing and how to respond.

The third safety layer, Choose a Smart Lane Position, is probably the least understood. It’s absolutely counter-intuitive, but sometimes the edge of the road is the least safe place to be. There are many hazards there: sand, glass, potholes, opening doors of parked cars, pedestrians stepping off the curb. Additionally, you are harder to notice at the edge, especially to a distracted driver whose peripheral vision is compromised. Cars passing you near intersections make it harder for other drivers to see you. Finally, riding at the edge in a lane that is really too narrow to share makes it too tempting for motorists to squeeze past unsafely. When it is unsafe to be passed in a narrow lane, a centered lane position (or even slightly left) makes it obvious sooner to motorists approaching from behind that they must wait until it is safe. The law allows for full lane control in all these situations and more, and it can minimize your crash risk considerably. And when it is safe to pass, we even find that riding further from the edge also often results in better passing distance.

These first 3 layers minimize your crash risk. The fourth layer, Hazard Avoidance, teaches emergency maneuvers you can learn if you find yourself suddenly in a hazardous situation. These include “instant” right turns to avoid both right and left hook crashes, and stopping quickly without going over the handlebars.

You might have noticed that this article hasn’t discussed helmet use so far. Helmets are part of the final layer of bicycle safety, Passive Safety. A helmet is very important to wear in the rare event that the first 4 layers of bike safety fail, but what is inside of the helmet is more important to use.

A final consideration: if cycling seems dangerous, what of the alternative? Blogger Steve Miller echoes many others in observing “Bicycling isn’t just faster and cheaper than other forms of urban travel, it’s also healthier. Regular bicyclists live on average two years longer than non-cyclists and a level of fitness equivalent to someone 10 years younger. Students who bike (or walk) to school perform better on tests, regardless of the amount of other out-of-school physical activity. Overweight adolescents who bicycle at least half the week are 85% more likely to become normal-weight adults. The health benefits of cycling have a positive impact 20 times larger than the negative impact of safety risks experienced by cyclists.”

To summarize, following the rules, staying alert, being visible and being predictable are all preventive measures to avoid crashes and doing these things not only keeps you safe but helps to keep those around you safe. For the amount of money spent, a bicycle safety course gives you a great value for your dollar. True, you could learn these things through years of experience, but for the value, why not jumpstart your knowledge and avoid “the school of hard knocks”? Not only that, you will likely find your enjoyment increases and your stress decreases. What’s not to like?

Charley is teaching Traffic Skills 101, a basic cycling course through the League of American Bicyclists on Sunday, August 18, 2013 at the Trek Store in Portsmouth, NH. This class is a prerequisite to taking the League Cycling Instructor Seminar. The LCI Seminar will be on Friday evening 9-20, Sat. 9-21 & Sun. 9-22 at SMTC So. Portland, ME.

John is teaching from the CyclingSavvy curriculum, with courses tentatively scheduled for September in Portland and Westbrook. To confirm, check http://CyclingSavvy.org/maine, or see “CyclingSavvy Southern Maine” on Facebook.
**PACTS BICYCLE / PEDESTRIAN COUNTS**

Did you happen across a person in a yellow vest and clipboard, situated at an intersection in Cumberland County last May? During Bike to Work week (May 11-18), the Bicycle Coalition of Maine coordinated bicycle and pedestrian usage counts at key locations around the county. Over 30 volunteers were mobilized to count the numbers of bicyclists and pedestrians who crossed specific intersections, roads and paths. Hundreds of users were counted!

The usage data collected will help to drive local and state decision-making when it comes to where resources will be committed to improve walking and biking conditions. The data will also provide some indication about changes in the “mode share” of community members walking and biking for transportation or other reasons.

This is the second count that the Coalition has coordinated as part of a contract with Portland Area Comprehensive Transportation System (PACTS). PACTS is a regional transportation planning and funding agency that handles everything from trains to cars to buses to bikes and walkers. The next count is scheduled for September 7-14—if you’d like to get involved, please send an email to jim@bikemaine.org.

**MARTIN’S POINT BRIDGE INCIDENT REPORT**

On June 3, 2013, Jay Riley was finishing his daily bike commute home to Portland from his day job in Brunswick when he felt menaced by an aggressive driver on the Martin’s Point Bridge, between Portland and Falmouth. Jay was operating in a legal fashion, and was wearing a helmet and bright colors.

Shortly after the incident, Jay videoed the driver, Jim Harkins, owner of a charter fishing business called Atlantic Adventures, making bigoted and derogatory comments to him. Jay tried to submit a police report on the incident, but was brushoff. Jay posted the videos he took on Facebook, where they quickly went viral, prompting hundreds in the local cycling community to contact the sponsors of Mr. Harkin’s business and share the video clips. As a result, the sponsors dropped Atlantic Adventures faster than a Huffy 10 speed on a 12% grade.

The Bicycle Coalition was soon drawn into the incident. We spoke with Jay. We spoke with the Portland Police. We spoke to the press. We spoke to the press again. And again. We published an editorial the Monday after Jay’s incident in the Portland Press Herald.

The big take away from the Martin’s Point Bridge incident is that when a motorist operates a vehicle in a way that is threatening or dangerous to a bicyclist, you should do two things.

1. Call the police as soon as possible after the incident occurs. Providing a plate number—even a partial one, is key. Photos of the offending vehicle can also be helpful. Granted, you may initially be disappointed in the police response, but do it anyway. Police departments are complaint driven, and the more calls they get on incidents like this, the more likely they are to start responding.

2. Submit an incident report to the Bicycle Coalition of Maine, via our website, so that we have a record that the event occurred. We use these incident reports in our conversations with police across the state to say—“There is some bad stuff happening on the roads across the state. Can you help?”

Ride safely, legally, and courteously and don’t tolerate bad behavior from motorists. Be like Jay. Contact the police, and let them know what happened. Then contact us, so we know, too. When we raise our voices about unsafe behavior on the roadways, good things can happen.
As a student, I get the question, “So what are you doing this summer,” pretty often. Some interns stretch the truth telling people they are doing extremely important things for an extremely important consulting firm, investment bank, or law office. But, let’s face it; most of these internships train students to make copies at lightning speeds and memorize complicated coffee orders. My internship doesn’t force me to do any truth stretching, just brain and quad stretching. From day one here at the office, it has been pedal to the metal, don’t stop till its 5 o’clock. I would detail a day in the office, but my day-to-day responsibilities are ever changing. So, instead I will list my four favorite things about interning for the Coalition. That way you’ll be able to see why working for the Bicycle Coalition of Maine is the best summer gig EVER!

Our weekly Tuesday meetings - I was welcomed warmly here at the office and it was made evident our first Tuesday meeting! I love hearing about all the cool stuff going on and the things people are passionate and excited about. I work with some cool people that do some cool things. I love hearing about the Portland Walking School Bus specifically. From a more general standpoint it is also cool to see how the Coalition works with partners engaging communities and schools around Maine through presentations and rodeos that educate children and drivers about safe walking and safe biking.

When I was enlisted as the phone answerer - My mom taught me how to answer the phone pretty well so the greeting comes naturally. But in all seriousness, I enjoy hearing how people use the Coalition as a resource. It lets me know that the work we’re doing is important and meaningful.

Our office ride - We went on an office ride on the Eastern Trail from Kennebunk up to Portland. Too cool! This was truly a dream come true. I got to know the co-workers a bit better, and ride along the Eastern Trail as we made a couple stops to meet up with friends of the Coalition.

The Women’s Ride - Yes, I did have to work through a beautiful sunny weekend. Yes, I did have to wake up at 5:15 AM on a Sunday morning. And yes, I was on my feet running around all day. But, I would do it all again! I got to meet so many people, witness so much accomplishment, work with some fantastic volunteers, and try my hand at merchandise sales!

After all this raving, it’s easy to see that I’m a happy intern! I’ve always loved my bike and I love it even more each day working here at the Coalition! Keep riding; let your wheels and the good times roll!

Emily is a senior Politics and French major at Bates College. She swims for Bates and is a member of the Triathlon Club.
A bicycle is a human powered transportation vehicle. It has changed very little from its invention in the late 1800’s. Throughout its history, it has been transformative to the lives of people who have been fortunate enough to come into contact with one. In many parts of the world, it is the primary mode of transportation. It is estimated that there are more than a billion bicycles in use in the world today…twice as many as the automobile.

Have you ever taken the time to think through all the good things about bicycling? Most of us are aware of the obvious benefits of bicycling, including helping to burn off those calories and going from where you are to where you want to go without any pollution. There are other benefits, some that have and continue to help change society in large ways. It is becoming more and more apparent that the emerging generations are choosing to live lifestyles that are more centered on human powered transportation. As a matter of fact, these patterns have been credited with a recent reduction in overall vehicle miles traveled. A recent report by the Frontier Group has shown that between 2001 and 2009, annual driving by the 16-to-34 age cohort decreased 23 percent. The same age group also made 24 percent more trips by bike and 40 percent more trips by public transit.

The bicycle also makes it easier throughout the world for low-income people to increase opportunities for jobs and prosperity. The cost of buying and maintaining a vehicle, in addition to the low cost of the energy (food and water) necessary to propel, make it an efficient and desirable vehicle for people to increase the range of potential job opportunities. The bicycle is available for every income level as a means of transportation and recreation, and has the benefit of helping the rider stay fit.

The bicycle has been credited as helping the oppressed find increasing opportunities for freedom, including assisting women in America to find increased independence and freedom at the beginning of the women’s movement in the late 19th century. In today’s America, virtually every little boy and girl grows up riding a bicycle, helping to foster independence, coordination, and confidence.

When one is riding a bike, the world is much easier to witness and experience. The natural world, including clouds, the wind, and the sunshine are all omnipresent throughout the ride. The sounds of the birds come and go, and one cannot help but notice the soaring of an eagle, or the hoarse calls of the crow. You notice the storefronts, the buildings, the people, and the overall community. You become acutely aware of the community and place that you are living near.

Hearing and saying “good morning” or waving to friends along a path or roadway seems so simple, yet yields such a vast return in terms of human connections. While on a bike, the sense that you are part of a community and that this community is made up of people comes through as clear as sunshine on a cloudy day. The bike helps define the sense of place with one’s surroundings. This is true whether you are biking on a rural road with occasional homesteads, or in a nearby neighborhood, or in the heart of the village or downtown area. The feeling that you are in a “beautiful painting” is forever coming into your mind…while on a bike. Riding a bicycle gives one the continuous feeling that you are living life the way it is meant to be lived.

Dan Stewart may be reached at 624-3252.
These businesses support the Bicycle Coalition of Maine's work with annual memberships of $250 or above. *Yellow Jersey Club member

Alta Planning + Design
Portland, OR 503-230-9862

Atayne
Brunswick 888-456-0470

Body Symmetry
Brunswick 729-1122

Bread and Roses Bakery*
Ogunquit 646-4227

Downeast Bike Specialists*
Fryeburg 935-4881

Green Clean Maine*
Portland 221-6600

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 Maine Coast Cycling Adventures
Portland 232-9415

VBT Bicycling Vacations*
Bristol VT 800-245-3868

These clubs support the Bicycle Coalition of Maine's work with annual memberships of $150 or more.

Belfast Bicycle Club
Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club
Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
Portland | BikeCCCP.org

Maine Coast Cycling Club
Kennebunkport | mainecoastcycling.com

Maine Cycling Club
Auburn | mainecyclingclub.com

Merrymeeting Wheelers
Brunswick | merrymeetingwheelers.org

Portland Velo Club
Portland | portlandvelo.com

A complete list of business, bike shop and club members is available online at bikemaine.org

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

Auclair Cycle & Ski
Augusta 623-4351
Bar Harbor Bicycle Shop*
Bar Harbor 288-3886
Bath Cycle and Ski
Bath 442-7002
Belfast Bicycles
Belfast 338-0008
Berger’s Bike Shop
York 363-4070
Bethel Bicycle
Bethel 418-7905
Center Street Cycles
Brunswick 729-5309
Cycle Mania*
Portland 774-2933
Frame and Wheel
Cape Elizabeth 221-5151
Freeman’s Bicycle Service
Portland 347-1577
Freeport Ski & Bike
Freeport 865-0523
Goodrich’s Bicycle Shop
Sanford 324-1381

Gorham Bike & Ski
Portland 773-1700
Saco 283-2453
Jerry’s Bike Barn
Berwick 752-0580
Kingdom Bikes
Blue Hill 374-3230
Kittery Trading Post
Kittery 888-439-9036
LL Bean Bike, Boat & Ski Store
Freeport 877-755-2326
Mathieu’s Cycle & Fitness
Oakland 465-7564
Farmingdale 582-0646
Pat’s Bike Shop
Brewer 989-2900
Rainbow Bicycle & Fitness
Lewiston 784-7576
Rose Bike
Orono 800-656-3525
Southwest Cycle
Southwest Harbor 244-5856
Unity Bike Shop
Unity 948-4800

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

Belfast Bicycle Club
Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club
Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
Portland | BikeCCCP.org

New Coalition Household Members
We welcome these new household members joining from April through June.

Linda Landry + Erik Anderson - Eliot
Jonathan + Christine Baker - Holliston, MA
Kolawole Bankole - Westbrook
Patty Benjamin - Dover, NH
Megan Bentzel - Portland
Dean Bryan - Portland
Karol Call - Portland
Jennifer Cluster - Portland
Ann Daggett - Cape Elizabeth
Brian Danz - Cape Elizabeth
Paul Driscoll - Portland
Greg Edwards - Bangor
Jon Edwards - South Freeport
Tom Erroico - Kennebunk
Sierra Fletcher - Portland
Melissa Gould - Gorham
Aviram Hains - Portland
Linda Healey - Kennebunk
Joas Hochstetler - Unity
Mary Hodgkin - Cape Elizabeth

Jeffrey Holt - Orono
Greg Jancaitis - Lewiston
Peter Knowles - Charlotte
Jeff Levine - Portland
Mark McAluliffe - Higganum, CT
Kathy McNeil - Old Saybrook, CT
Emily Mecklenburg - Portland
Marcy Nelson - Edgecomb
Joseph Paduda - Madison, CT
Sharon Renk-Greenlaw - Freeport
Zachary Schmesser - Portland
Michael Simmons - Brunswick
Sally Stockwell - Cumberland
Bernard Stoecklein - Cape Elizabeth
John Summer - New Gloucester
Ann Swardlick - Portland
Chris Tofani - Camden
Jamel Torres - Bridgton
Sandy Ward - Gorham
Steve Workman - Kittery
GREAT MAINE BIKE SWAP (ORONO)

Patricia Adams
Mark Adams
Tony Barrett
Richard Bartlett
Anna Bockis
Mike Boyson
Colin Bridge-Koenigsberg
Bob Bruce
Joseph Bussiere
Polly Ceckler
Bill Ceckler
Margaret Clancey
Jamie Coburn *
Nate Cresswell
Herbert Crosby
Carol Cuddy
Kevin Cuddy
Erik da Silva *
Craig Dawson
Keith Dean
Greg Edwards
John Fink
Kirsten Gagnon
Tim Gallon
Jacob Gallon
Peter Garrett *
Donna Gilbert *
Jim Gilbert *
Jim Green
John Gregory *
Carol Gregory
Paul Haivalchs
Sandy Johnson
Jay Johnson
Janette Landis *
Bob Lombardo
Stan MacArthur *
Molly MacLean
David Mahoney
Teresa Malmer
Jim McCarthy
Peggy McKee
Taylor Merk-Wynne *
Peter Phair
Tim Pitcher
Dean Read
Louise Rideout
Steve Robe
James Robe
Fred Robe *
Jim Rose *
Eric Roy
Hannah Rubin
Hannah Ruhe
Fiona Sorensen
Hamilton *
Adele St.Pierre
Glenn Swanson
Dick Vermeulen
Kasey Vermeulen
Ted Warren
Beth White *
Sarah York

GREAT MAINE BIKE SWAP (PORTLAND)

David Auclair *
Sarah Babb
Bob Barrett
Dawn Baumer
Henry Beeuwkes
Shannon Belt
Dean Bingham
Joe Bonanno
Elise Boyson
Mike Boyson
Linda Braley *
John Brooking *
Ned Brooks
Dean Bryan *
Brooke Burkett
Ellen Call
Shaun Carlard
Karina Carley
Kevin Carley
Erica Carley
Brian Cataldo
John Cavanaugh
Jeff Chandler
Gerard Chase
Nate Cresswell
Betsy Critchfield
David Critchfield
Kimberly Cronin
Brian Danz *
Craig Davis
Jeff Davis
Craig Dawson
Adam Day
Douglas Dolan
Karen Dunfey
Jill Duson
Shaun Emery
Wally Estrella
Jay Evans
John Flaniken
Chris Gardner
Ray Giglio
Dillon Gillies
Paula Gillies
Jerry Gowen
Don Grady
Julie Grant
Rod Grimsley
Nathan Hagelin
Peter Hall
William Hall
Rosie Hartzler
Emily Helliesen
Emma Holder
Phil Jellen
Andrew Johnson
David Jones *
Ryan Kanteres
Leslie Kaplan
Tyler Kidder *
Dave Kinsman
Nate Kinsman
Julia Kloczko
Kristina Kotzan
Anne Krebsbach
Justin Ladd
Charley LaFlamme
Ben Lake
Ron Lessard
Rob Levin
Rob Liang
Caleb Lincoln
Emile Lugosch
Mitchell Lyons
Susanne Maarten
Mark Mastroianni
Jeanne McDonald
Isabella McMullan
Keith McMullan
James Merrick
Alan Mills
Bill Muldoon
Morgan Mukern
Harry Nelson
Pris Nelson
Jean Nikeze
Jocelyn Nikeze
Bob O'Brien
Kathleen O'Brien
Jamie Oliver
Aaron Ortiz
Joe Otswald
Martha Palmer
Stev Parker
Jeanne Peckiconis
Larry Perkins
Sue Petersen
Norman Petry *
Jody Plummer
Emma Pope-Welch
Carrol Potter
Matthew Redman
Nicole Rhodes
Chris Riccardo
Chris Risl
Fred Robie *
Jackie Rogers
Jeff Scher
Nicholas Sherman
John Shuman
Andrew Sims
Bill Skooolicas
Rick Smart
Alicia Soliman
Susan Spiller
Darcy Starrett
Nancy Stowell-White
Laura Tenekjian
Vincent the Amanda Thaell
Damin Thorne
Doug Thorp
Geoff Tolzmann
Scott Townsend
Scott Turcotte
Alison Van
Jeff Welt
Thomas White
Bill White
Sharon Wilbraham
Derek Wilbraham
Jennifer Williams
Peter Wool
Katrina Zalenski

MAINE WOMEN’S RIDE

Heidi Alpern
Chris Arata
David Auclair
Jon Ayers
Tony Barrett
Jennifer Battis
Henry Beeuwkes
Chris Beneman *
Scott Bennington
Carol Bernard
Jeff Bolduc
Elise Boyson
Mike Boyson
Binney Brackett
Erin Brennan
Michael Brennan
Dave Brink
John Brooking
Christine Caputo *
Karina Carley
Kevin Carley
Anne Carney
Donna Chamoff
Jon Chamoff
Jeff Chandler
Gerald Chase
Sarah Cilley
Phil Coffin
Carole Crawford
Nate Cresswell
Betsy Critchfield
Deb Danforth *
Brian Danz
Mary Davis
Emily Depew
Karen Drew
Bob Dunfey
Bonnie Esposito
Pam Fischer *
Pete Frye
Ellen Grant
Julie Grant
Diane Griffin
Peter Hall
Brooke Hamilton *

MANY THANKS TO OUR WONDERFUL VOLUNTEERS!

Committee Members Marked with an *

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

Summer 2013 bikemaine.org
YELLOW JERSEY CLUB BUSINESS PROFILE

The newest Yellow Jersey Club business member is Green Clean Maine, a Portland-based green cleaning company focusing on providing cleaning services for homes and small offices. Their dependable and professional staff use cleaning products that are non-toxic, no-rinse cleaning formulas from safe, simple ingredients. Green Clean Maine also actively supports several local non-profit organizations and community groups as part of their mission of sustainability. Recently, we had the opportunity to ask Joe Walsh, Owner and Founder, a few questions:

**Why is it important for Green Clean Maine to support the Coalition?**
A strong sustainability effort is a major component of the mission of Green Clean Maine. Sustainability can mean many things, but given the nature of our business (traveling from one client to the next), one of the most areas that we focus on is sustainable transportation. It’s quite simple — our feeling is that any sustainable transportation plant for the future absolutely must include bicycles.

**Why is it important for your business to be bicycle friendly?**
In addition to being an environmental benefit, I see being a bike-friendly business as an employee benefit. Not only does the Green Clean Maine enjoy a smaller carbon footprint, but the staff also enjoys all the benefits that come with commuting by bike. We provide a safe bike rack where employees can lock up their bikes as well as basic maintenance tools (pump, tools, etc.) for everyone’s use. My staff not only saves money by not driving, but they are healthier and happier at the end of the day.

**What bicycle-related statistics can you share with the Maine Cyclist readers?**
25% of our employees commute by bike, riding an average of over 25 miles each day.

**What is the last ride you took?**
I grabbed my mountain bike and did a quick post-work ride on the Yarmouth West Side Trails a few weeks back. It was a great way to get out and hammer out the frustrations of the day!

**What’s the best bike-related advice you’ve received?**
Just remember you have to turn around and ride home...